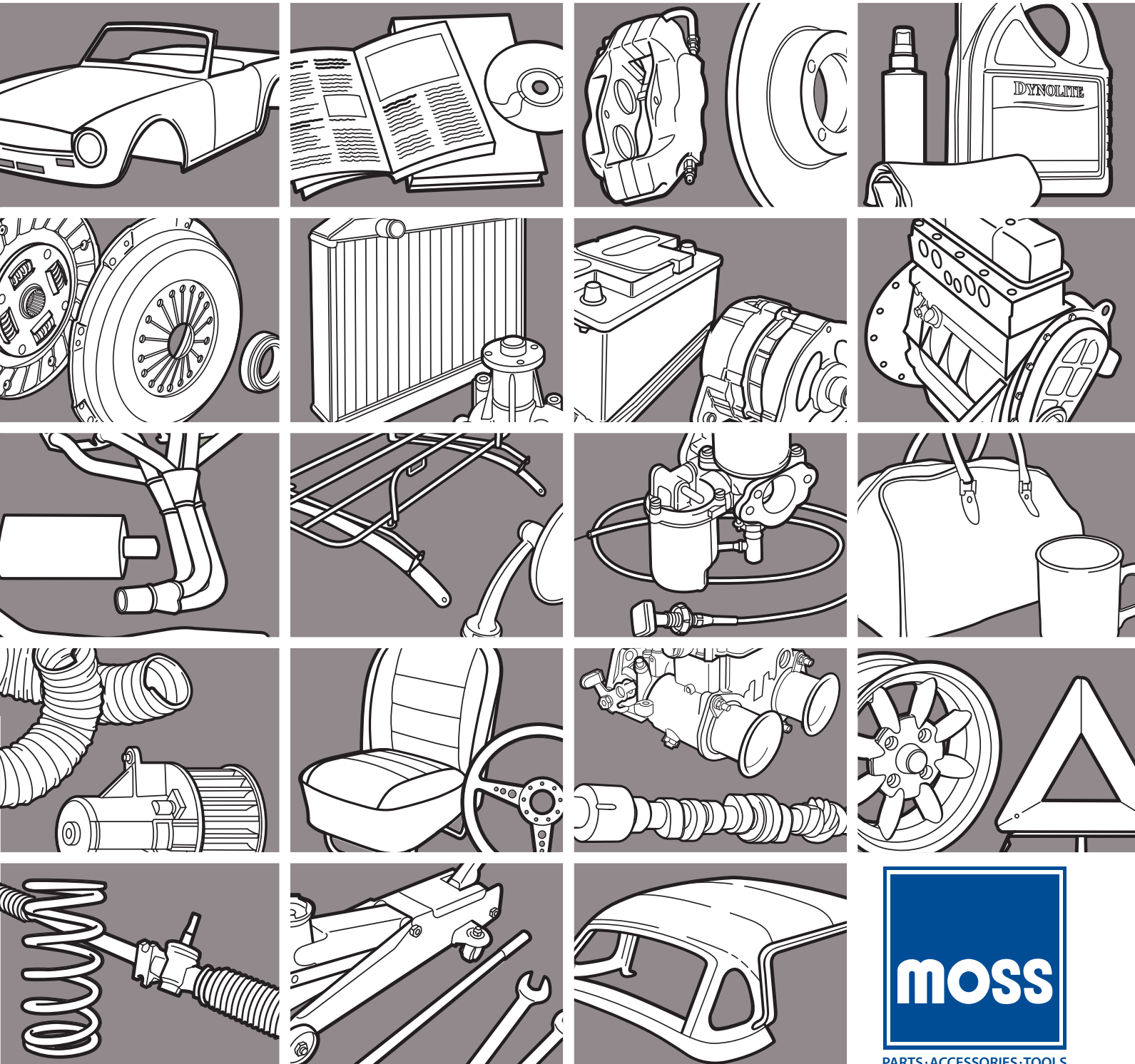


ISSUE 21

PARTS & ACCESSORIES FOR YOUR

TR5-6

including technical advice and detailed schematics



HOW TO ORDER

ORDER ONLINE

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

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

ORDER THROUGH A BRANCH

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

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

PRICING

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

Value Added Tax (VAT) at the current UK rate of 20% will be levied on all orders being dispatched to countries within the UK, including Northern Ireland. Shipments to countries outside the UK, including all EU countries, will not be charged VAT. Prices are correct at the time of going to print, postage & packaging is not included. E&OE.

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ORDERING FROM OUTSIDE THE UK

Export orders may be subject to local import duties, taxes and Customs clearance fees, which must be paid before receipt of the goods. These charges are NOT included in the price of the goods or the delivery. These charges are normally managed by our carrier & freight forwarder agents. If you use your own shipping agent, please consult them for details. All relevant Customs forms and documentation required to ensure the order arrives with the minimum of delay will be included with your shipment.




90 DAY MONEY BACK PEACE OF MIND WARRANTY

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

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

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BLACK & WHITE Restoration Section

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Moss Europe Ltd are proud to support the FBHVC

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

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

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PERFORMANCE AND TUNING

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

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

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

TR5 ALUMINIUM PANELS

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

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

- TR5 aluminium front wing lefthand 950109AL . . . £730.90
- TR5 aluminium front wing righthand 950110AL . . . £730.90
- TR5 aluminium rear wing lefthand 850475AL . . . £762.00
- TR5 aluminium rear wing righthand 850476AL . . . £762.00
- TR5 aluminium boot lid 813650A . . . £949.63



713569SAP

713569GS

713569FK

PLASTIC AND FIBREGLASS GEARBOX TUNNELS

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

- GRP gearbox tunnel 713569FG . . . £109.30
- Plastic gearbox tunnel 713569SAP . . . NCA
- Plastic gearbox tunnel, 2 piece 713569SAP1 . . £119.50
- GRP transmission tunnel cover 809046FG . . . £73.90
- Plastic transmission tunnel cover 809046SAP . . . £75.00
- Gearbox tunnel fitting kit 713569FK . . . £27.60
- Gearbox tunnel seal kit 713569GS . . . £12.50



ALLOY FINNED BRAKE DRUMS

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

- TR5-6 circumferential finned brake drum (each) 202267 NCA
- TR4-6 Alfin Brake Drum - 9" (each) 210578ALF . . £167.10

EBC BRAKE PADS

EBC brake products are renowned for their high quality and excellent performance. All grades of brake pad use Kevlar as the binding material rather than the traditional steel, this prevents the build up of corrosive brake dust that can damage alloy wheels.

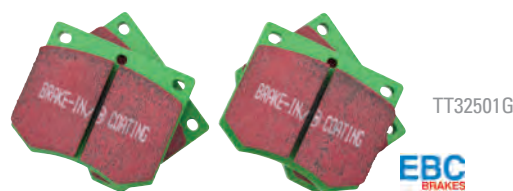
We stock the standard replacement Ultimax, uprated Greenstuff and race Yellowstuff pads.



EBC Ultimax brake pads

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

- EBC Ultimax road - imperial calipers TT31501KV . . £48.70



EBC Greenstuff brake pads

EBC Greenstuff brake pads are a high efficiency upgrade pad which will increase your car's stopping power by 20% over standard replacement pads. Tested in rally cars, these pads are high friction, fade resistant with immediate pedal response.

The Kevlar based formulation is guaranteed to meet or exceed performance of all original equipment pads with strong progressive braking, reduction of dust on wheels and fantastic wear life.

- EBC Greenstuff fast road/sport - imperial calipers TT31501G . . . £57.50
- EBC Greenstuff fast road/sport - metric calipers . TT32501G . . . £52.80



EBC Yellowstuff brake pads

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

- EBC Yellowstuff track day/comp. - imperial calipers .TT31501Y . . . £86.20
- EBC Yellowstuff track day/comp. - metric calipers TT32501Y . . . £83.80



UPRATED BRAKE SHOES

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

- TR5-6 uprated brake shoes TT31524 . . . £99.30

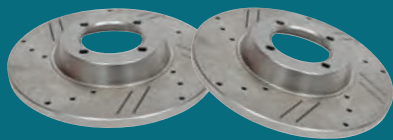


EBC POWERSTOP BRAKE KIT

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

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

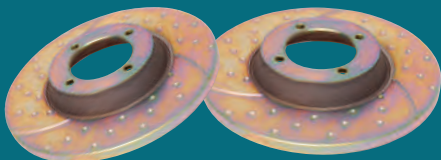
- PowerStop brake kit - imperial calipers SPB3201 NCA
- PowerStop brake kit - metric calipers SPB32012 NCA
- PowerStop vented brake discs (pair) SPB3201D NCA



UPRATED CROSS-DRILLED GROOVED BRAKE DISCS

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

TR5-6 cross-drilled grooved brake discs (pair) . . . 209327XKG . . £91.80



EBC TURBO GROOVED BRAKE DISCS

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

TR5-6 EBC brake discs (pair) 209327TG . . £198.50



GOODRIDGE BRAIDED HOSE SETS

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

- TR5-6 s/less steel braided hose set, clear. GBL122120 . . £89.40
- TR5-6 classic s/less steel braided hose set, black . . GBL122190 . . £89.40



4-POT VENTED CALIPER CONVERSION KITS

These 4-pot calipers with vented discs will keep things cool - helping to avoid brake fade. Our 4-pot vented brake kit is supplied with 4-pot alloy calipers, adaptor plates, vented discs and fast road pads for maximum stopping power. Direct replacement for cars with 16P or 16PB calipers.

- 4-pot caliper conversion kit (vented) SPB32521 . . £850.00
- 4-pot caliper conversion kit (vented/cross-drilled) SPB32521X . . £900.00



Brake pads for 4-pot conversion

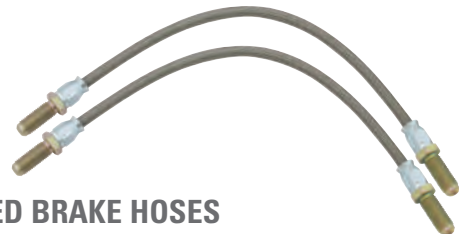
- EBC Greenstuff fast road/sport - replacement . . SPB3453G . . £84.30
- EBC Yellowstuff track day/comp. - replacement . SPB3453Y . . £106.00



COPPER BRAKE PIPE KITS

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

- TR5-6 (imperial) RHD. HGB6230 . . £151.50
- TR5-6 (imperial) LHD. HGB6230L . £151.50
- TR6 (metric) RHD. HGB6240 . . £151.50
- TR6 (metric) LHD. HGB6240L . £151.50



BRAIDED BRAKE HOSES

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

- Brake hose front (pair) TT3240 £39.00
- Brake hose rear (pair) TT3242 £41.20
- Clutch hose (each) TT3241 £34.20



UPDATED LEVER ARM DAMPERS

We supply new non-exchange updated shock absorbers. Built on the original Armstrong equipment, each unit is tested to check its performance against the design parameters. The valves are individually set to provide the correct hydraulic characteristics for the application. If your standard shocks are in good condition, we also stock competition valves should you wish to upgrade them, as well as shock absorber oils so you can tweak your damping rates.

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

- TR5-6 new 25% updated shock lefthandTT3214LN . **£145.20**
- TR5-6 new 25% updated shock righthandTT3214RN . **£145.20**
- TR5-6 new 50% updated shock lefthandTT3215LN . **£145.20**
- TR5-6 new 50% updated shock righthandTT3215RN . **£145.20**
- 25% updated replacement shock valveAHH7218 . . . **£30.30**

TTK3130S



TR5-6 SUSPENSION KITS

If you want to modify the suspension of your TR5-6 a good step is to use one of our suspension PlusPacs. Developed over years of research and development, these spring and damper kits will upgrade your cars suspension for road, fast road and sprint use, tightening the overall feel of the car.

Kits include updated and lowered front and rear springs (with standard spring rubbers) and a choice of Koni, Spax or Gaz front and rear telescopic dampers, which allow you to choose from our rear telescopic conversion bracket kits (left). For maximum benefit these kits are best used with Superpro polyurethane suspension bushes.

Road PlusPac

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

- PlusPac road Koni dampers TTK3130K . . **£612.00**
- PlusPac road Spax dampers TTK3130S . . **£541.50**
- PlusPac road Gaz dampers TTK3130G . . **£465.40**

Sprint lowered PlusPac

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

- PlusPac sprint Koni dampers TTK3140K **NCA**
- PlusPac sprint Spax dampers TTK3140S **NCA**
- PlusPac sprint Gaz dampers TTK3140G **NCA**

TELESCOPIC DAMPER CONVERSION BRACKET KITS

If your car has lever arm dampers fitted you will need one of these bracket kits to enable the fitment of telescopic shock absorbers. See right for our range of Spax, Koni and Gaz dampers. There is a choice of conversions depending on how you use the car and how you prefer the brackets to mount. These bracket kits fit at the same height as the rear tyre, check that there is adequate clearance through full suspension travel. If there is excessive negative camber present this may need to be reset.



Type 1

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

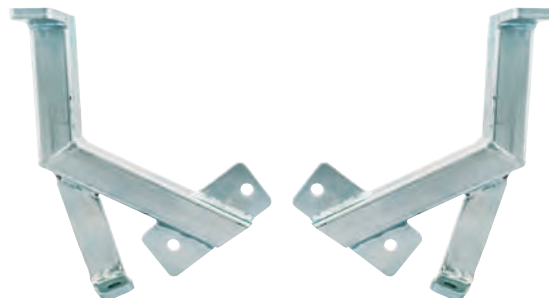
IRS type 1 conversion kit. TT3218 **£85.70**



Type 2

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

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



Type 2A TUV approved

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

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



Type 3

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

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

REPLACEMENT TELESCOPIC DAMPERS

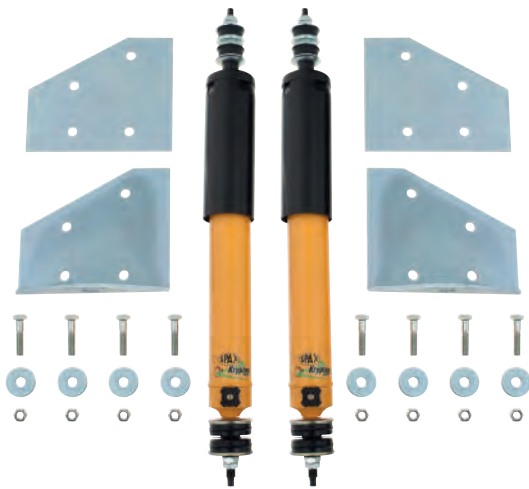
The next step to improving the handling of your car is to fit good quality adjustable shock absorbers. Shock absorbers should always be replaced in pairs.

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



- 1 Koni front damper (pair) TT3102PR .. £275.00
Koni rear* damper (pair) TT3212PR .. £250.00
- 2 Spax front damper (pair) TT3101PR .. £205.00

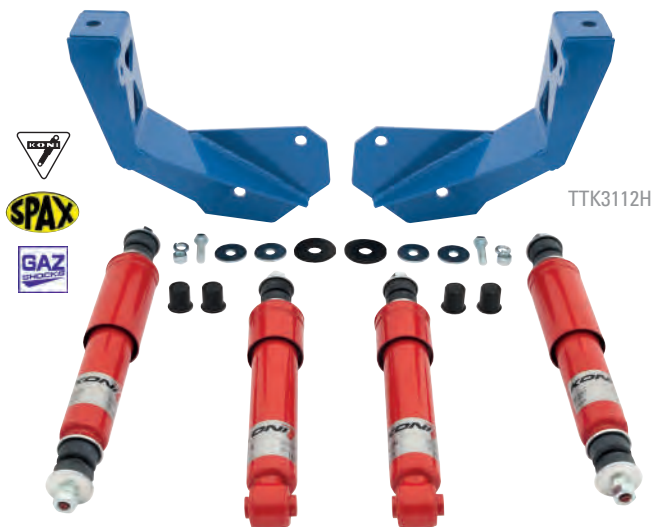
- Spax rear* damper (pair) TT3211PR .. £205.00
 - 3 Gaz front damper (each) TT3203 £78.00
 - 4 Gaz rear* damper (each) TT3213 £78.00
- (*Rear dampers can only be used with telescopic conversion brackets).



SPAX REAR TELESCOPIC CONVERSION KIT

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

- TR5-6 Spax rear telescopic conversion kit SPCK29 £265.00



FRONT/REAR TELESCOPIC CONVERSION KITS

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

- TR5-6 Koni front/rear telescopic conversion kit . . . TTK3112H. . . £546.00
- TR5-6 Spax front/rear telescopic conversion kit . . . TTK3112S . . . £470.90
- TR5-6 Gaz front/rear telescopic conversion kit . . . TTK3112G . . . £386.40



UPRATED SUSPENSION BUSHES

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

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

Superpro bush kits

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

- TR5-6 car bush kit SPK13CK. . . £473.30
- TR5-6 front bush kit SPK13CF . . . £224.90
- TR5-6 rear bush kit SPK13CR. . . £115.15



ADJUSTABLE FRONT UPPER FULCRUM KIT

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

- Adjustable front upper fulcrum kit 200659X £164.10



CSI-IGNITION DISTRIBUTORS

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

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

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



CLASSIC SPORT IGNITION

See page A15 for more information



RETRO SOUND RADIOS

Combining classic style with modern digital music capabilities

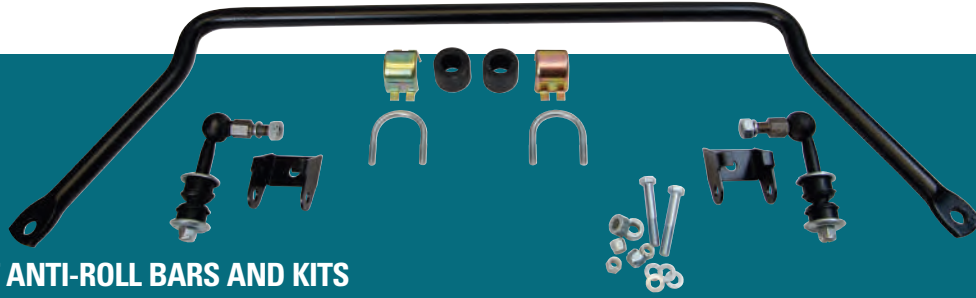
The RetroSound range of radio and MP3 players feature the original 'twin knob' style mounting required for many classic cars.

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

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

RetroSound[®]
Modern Sound for your Classic

See page A62 for more information



TT3282

UPDATED FRONT ANTI-ROLL BARS AND KITS

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

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

- TR5 front 7/8" anti-roll bar kit TT3282£163.90
- TR6 front 7/8" anti-roll bar (bar only) TT3284£98.40
- U-bolt for anti-roll bar 155307 £2.95
- Bracket for anti-roll bar 155308 £4.50
- Rubber bush for 7/8" anti-roll bar 155310 £1.90
- Poly bush kit for 7/8" anti-roll bar 155310SPK . . .£15.30
- Poly bush kit for 1" anti-roll bar TT3464K . . .£15.30

TR5-6 UPATED ROAD SPRINGS

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

We now offer our range of coil springs in a new modern specification material, silicon chrome steel. This material is used in many current



production cars and is lighter than the original chrome vanadium steel, which will help reduce the 'un-sprung' weight, ideal for fast road & competition cars. These new springs are only supplied in matched pairs.

TT4001PR

Fitment recommendations

Ride height	Front Springs	Fitted Length		Spring Rate	Rear Springs	Fitted Length		Spring Rate
		TR5	TR6			TR5	TR6	
Standard specification	213165PR	6.75"	6.75"	310lbs	216275PR	9.00"	9.00"	350lbs
Upated - raised	TT4006PR	7.00"	6.90"	390lbs	TT4211PR	9.65"	9.50"	390lbs
Upated - slightly lowered	TT4001PR	6.70"	6.65"	390lbs	TT4212PR	8.85"	8.65"	420lbs
Upated - lowered road	TT4201PR	7.00"	6.50"	420lbs	TT4216PR	8.65"	8.65"	420lbs
Upated - lowered sprint	TT4102PR	6.00"	5.75"	420lbs	TT4215PR	8.45"	8.25"	510lbs
Upated - lowered race	TT4207PR	6.50"	6.00"	450lbs	TT4215APR	7.30"	7.45"	550lbs

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

Front road springs

- Road spring set front - standard (pair) 213165PR . . .£82.80
- Road spring set front - uprated raised (pair) TT4006PRNCA
- Road spring set front - uprated slightly lowered (pair) TT4001PR . . .£74.50
- Road spring set front - uprated lowered road (pair) . . TT4201PR . . .£74.50
- Road spring set front - uprated lowered sprint (pair) . TT4102PR . . .£74.50
- Road spring set front - uprated lowered race (pair) . . TT4207PRNCA

Rear road springs

- Road spring set rear - standard (pair) 216275PRNCA
- Road spring set rear - uprated raised (pair) TT4211PR . . .£85.00
- Road spring set rear - uprated slightly lowered (pair) . TT4212PR . . .£82.80
- Road spring set rear - uprated lowered road (pair) . . TT4216PR . . .£85.00
- Road spring set rear - uprated lowered sprint (pair) . . TT4215PR . . .£80.00
- Road spring set rear - uprated lowered race (pair) . . TT4215APRNCA



MGS40904

SPRING SPACERS AND COLLARS

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

- Poly front spring collar set - 3mm (pair) 100751SPK . . .£16.15
- Poly front spring collar set - 5mm (pair) 100751TSPK . . .£24.00
- Poly rear spring collar set - 7mm (pair) 138823SPK . . .£18.25
- Poly rear spring collar set - 12mm (pair) 138823TSPK . .£24.50
- Front spring spacer - 3mm MGS40904 . . .£12.80



TT3259L

CHASSIS STRENGTHENING BRACKETS

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

- Chassis bracket set lefthand TT3259L . . .£39.40
- Chassis bracket set righthand TT3259R . . .£39.40
- Reinforcement plate washer (4 required) 139580R£8.10



REAR BUMP STOPS

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

Short upper bump stop 155719 **£5.10**



ANTI-ROLL BAR LINK

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

Anti-roll bar link, polyurethane bush (2 reqd.) . . 152143X **£20.50**

Anti-roll bar link, uprated rubber bush (2 reqd.) . 152143XR **£20.50**



UPRATED RACK MOUNTS

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

Alloy rack mount kit TT3255 **£27.80**

Superpro poly rack mount (each) TT3456 **£8.15**



ADJUSTABLE TRAILING ARM BRACKETS

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



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

Adjustable trailing arm brackets (car set) 852-055 **£183.00**

Trailing arm bush set - polyurethane (1 required) 137599SPK **£62.75**



HIGH RATIO 'QUICK' STEERING RACK ASSEMBLIES

Our high ratio 'quick' steering rack assemblies give lock-to-lock in 2.5 turns compared to the standard 3.5 turns, providing quicker 'turn-in' on the bends for a more responsive feel, without compromising the turning circle of the car. These high ratio rack assemblies are a sealed for life standard configuration unit for use with standard rubber, polyurethane or solid rack mounts as required. The racks are for street use, not racing; modern suspensions and wide sticky treads generate forces the original Triumph design simply was not designed for, even with the improvements of modern manufacturing.

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

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



ALLOY FRONT HUB

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

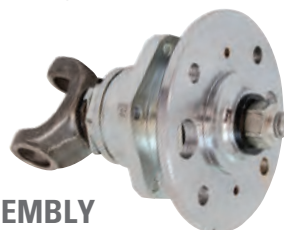
Alloy, front hub 114284A **£146.80**



ALLOY HUB, STUB AXLE & BEARING KIT

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

Alloy hub stub axle & bearing kit TT3170 **£472.10**



REAR HUB ASSEMBLY

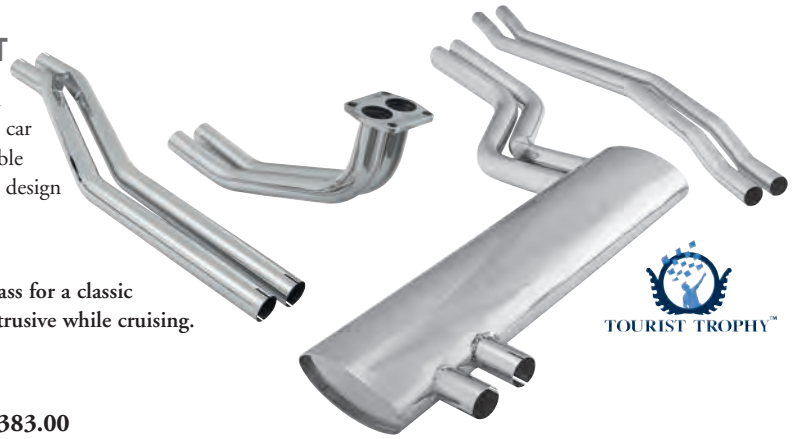
Our remanufactured rear hubs are suitable for all IRS models. Ideal for replacing units that are damaged and not suitable for reconditioning.

TR4A-6 rear hub assembly 402347 **£251.40**

TOURIST TROPHY STAINLESS STEEL EXHAUST

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

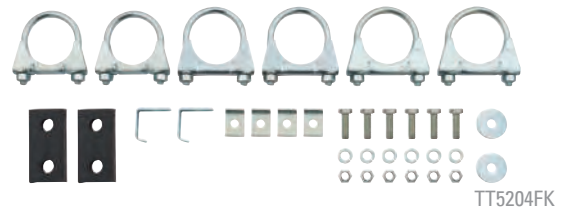
- 1.2mm thick stainless steel for the muffler shell, pipes and tips.
- The muffler is a combination of stainless steel wool and fibreglass for a classic sports car sound that is throaty under acceleration but never intrusive while cruising.
- The entire system is completely polished to a mirror shine.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



Tourist Trophy stainless steel exhaust 860-215. £383.00

FITTING KITS FOR STANDARD EXHAUST SYSTEMS

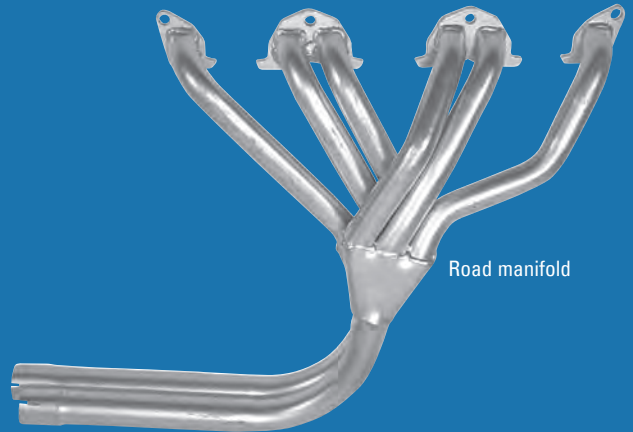
- TR250 (USA)-TR6 single pipe system fitting kit GFK6410X . . . £49.50
- TR5-6 (to CR1/CF1) system fitting kit GFK6510X . . . £55.00
- TR6 (CR1/CF1 on) system fitting kit GFK6520X . . . £45.00
- TR5-6 twin pipe sports system fitting kit TT5204FK . . . £15.80



MOSS PERFORMANCE EXHAUST MANIFOLDS & SYSTEMS

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

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



EXHAUST MANIFOLDS

Road manifold

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

Road 2 piece manifold TT1200. £436.36

Sports extractor manifold

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

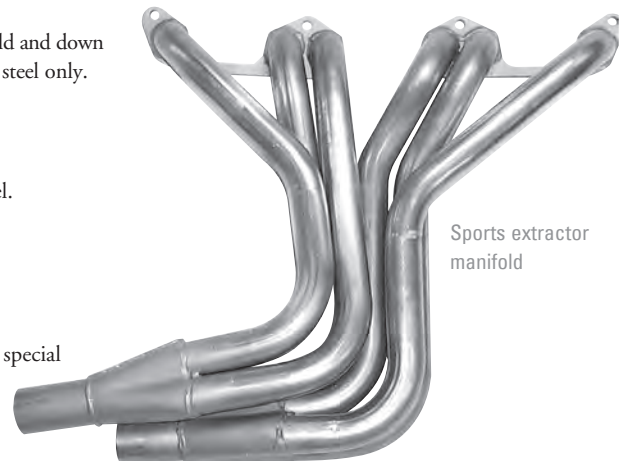
Sports extractor 2 piece manifold TT1230S1.NCA

Y piece for type D system TH6003XNCA

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

Front pipe LH FSTH603 £67.88

Front pipe RH FSTH604NCA





BELL STAINLESS STEEL EXHAUST SYSTEMS

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

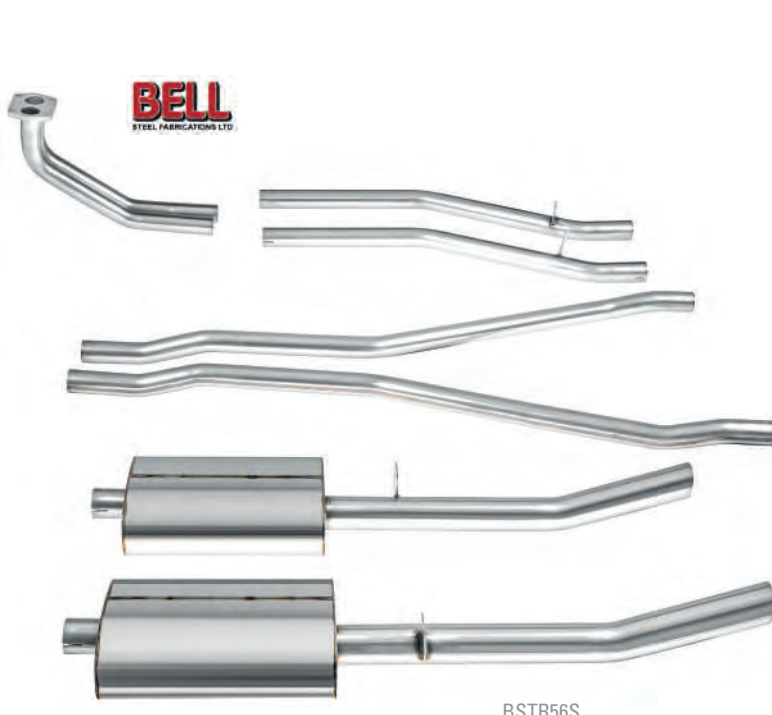
Stainless Steel standard systems

- TR250 standard system, 3 piece BSTR250 . . . £276.00
- TR5-6 standard system, 7 piece BSTR56 . . . £299.00
(With front pipe).

GT single pipe exhaust systems

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

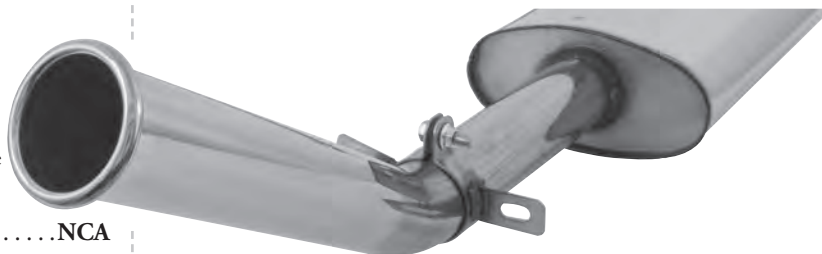
- TR5-6 stainless steel GT single pipe system . . . TT5240SNCA
(Type D - suitable for non overdrive and A type models).



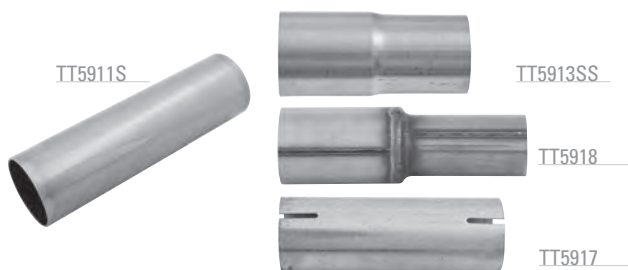
Twin box sports exhaust system

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

- Twin box sports system, 7 piece BSTR56S . . . £375.00
(With front pipe).
- Twin box sports system, 6 piece BSTR56X . . . £339.00
(Without front pipe).



TT5240S (detail)



EXHAUST ADAPTORS

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

- Mild steel adaptor 1.5 x 1.875" TT5917 £14.50
- Stainless steel sleeve 1.75" TT5911S £19.40
- Stainless steel adaptor 1.875 x 1.75" TT5913SS . . . £13.80
- Stainless steel sleeve 1.625" TT5918 £7.60



HIGH PERFORMANCE MANIFOLD GASKETS

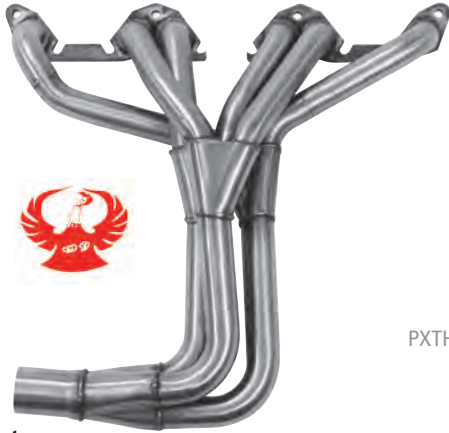
These gaskets are made from a high temperature resistant fibrous material that is thicker than the original composite gaskets. Sealing and longevity are both improved making these gaskets suitable for use with standard or performance manifolds and our supercharger kits.

- High performance manifold gasket 695-060 £25.50
(All TR5-6 CP/CR models & TR6 from CC75001 US Spec).
- High performance manifold gasket 695-050 £25.50
(TR250 & US Spec TR6 to CC75000).

PHOENIX PERFORMANCE EXHAUSTS

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

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



PXTH604

Phoenix performance manifold

These manifolds are designed to fit TR250 and 5-6 heads and feature tuned length pipes in a 6-3-1 pipe configuration. This configuration gives maximum gas flow across a wide power band, and the one piece flange ensures the manifold accurately aligns to the cylinder head. The manifold is designed to be compatible with all the Phoenix exhaust systems listed.

Use the Y piece PXTH605 to fit the Phoenix manifold to an existing twin pipe system. Remove the existing manifold, down pipe and two front intermediate pipes and fit the Y piece to the rear intermediate pipes.

TR250, TR5-6 pulse type manifold PXTH604 . £637.40
Y piece manifold to twin pipe system PXTH605 . £154.50

Phoenix exhaust systems

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

TR250, TR5-6 big bore single box system

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

TR250, TR5-6 big bore single box system (type 1) . PXS5201 . £295.00
Exhaust fitting kit for PXS5201 PXS5201FK . £11.70
TR5-6 big bore single box system (type 2) PXS5204 . £440.00
Exhaust fitting kit for PXS5204 PXS5204FK . £23.00



PXS5201



PXS5203

TR250, TR5-6 super sport cross box system

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

TR250, TR5-6 super sport cross box system (type 1) . PXS5203 . £358.00
Exhaust fitting kit for PXS5203 PXS5203FK . £23.00
TR5-6 super sport cross box system (type 2) PXS5205 . £520.70
Exhaust fitting kit for PXS5205 PXS5205FK . £22.80



TR250, TR5-6 cross box system

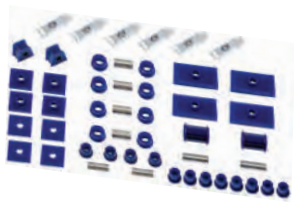
This standard style system is a must for the TR owner who wants a high quality exhaust for their car.

TR250, TR5-6 standard cross box system (type 1) . PXS5202 . £428.70
Exhaust fitting kit for PXS5202 PXS5202FK . £28.20



PXS5202





SUPERPRO POLYURETHANE BUSHES

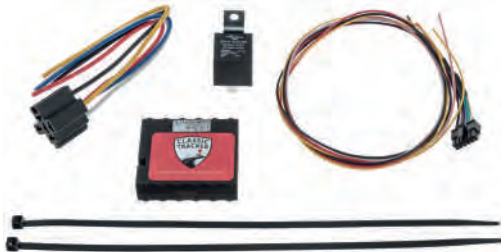
With an extensive range of high quality polyurethane bushes and suspension bush kits. SuperPro bushes offer a quieter and longer lasting upgrade to standard rubber bushes.

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

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



See page A07 for more information



CLASSIC TRACKER AND IMMOBILISER

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

Classic Tracker. TRACKER1NCA



PERTRONIX IGNITION

Ignitor I

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

Pertronix ignition Lucas 22D6 -VE earth 222-395. . . . £184.40



Ignitor II

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

Pertronix ignition Lucas 25D6 -VE earth 143-322. . . . £241.70



LUMENITION IGNITION

Lumenition electronic ignition kits are well known as being among the finest aftermarket electronic ignition systems available. This system basically replaces both the contact points and condenser with an optical switch and power module. The power module is an electronic device that receives a pulse from the optical trigger which switches the coil. The trigger eliminates contact bounce, arcing, mechanical wear and spark scatter, reducing maintenance and increasing reliability. With minimal wiring and modifications this kit is very discreet. **Note: Installation of a power module requires a distributor fitting kit.**

A performance ignition kit is available, it includes a power module and a high output coil. The microcircuit control of the coil current gives optimum performance across high engine speed ensuring maximum spark energy at the coil. A fitting kit, to suit the distributor application, is also required. Positive earth wiring instructions are available from your nearest Moss branch. Please check your distributor type before ordering the fitting kit as many cars have non-original distributors fitted. The identification number is cast on the distributor body.

Performance ignition kit

- Lumenition performance ignition kit. CEK150 . . . **£291.60**
- Coil replacement for CEK150 CEC **£63.70**

Power module and performance ignition coil

- Power module PMA50 **£206.40**
- Performance ignition coil MegaSpark 4. LMS4 **£37.20**



Mounting bracket

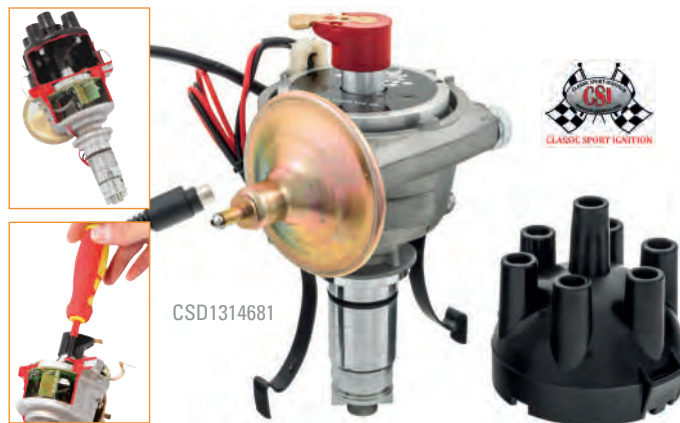
Designed to mount the power module neatly using coil bracket screws. Suitable for all power modules.

- Power module mounting bracket. MK006 **£12.60**

Fitting kits

Use these fitting kits with your choice of ignition kit.

- Lucas 22D6 distributor LFK116. **£21.60**



CSI-IGNITION DISTRIBUTORS

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

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

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

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

The distributors are also available with an electronic immobiliser system to prevent unwanted starting of the engine. The immobiliser system features a compact receiver, which should be fitted close to the ignition switch but out of sight, and an electronic key.

Installation is straightforward. As the CSI-Ignition distributor uses the correct type of distributor body for the application it is a direct swap. Full instructions and ignition curve selection guidance is included.

We offer a wide range of CSI-Ignition distributors for a variety of applications. They are available Optimised with vacuum advance to suit road or uprated cars running on SU carburettors, or Tuned without vacuum advance for cars running Weber type carburettors.

- Optimised 25D6 electronic tacho CSD1314581 **£330.00**
 - Tuned 23D6 electronic tacho CSD1323581 **£310.00**
 - Optimised with immobiliser 25D6 electronic tacho. CSD1314681 **£698.00**
 - Tuned with immobiliser 23D6 electronic tacho . CSD1323681 **£698.00**
 - Optimised 23D6 mechanical tacho CSD1314583 **£540.00**
 - Tuned 23D6 mechanical tacho CSD1313583 **£540.00**
- You must use the conventional (non transformer) type coil with a minimum resistance of 2.5 Ohms, such as our sports coil TT2981 (3.0 Ohms) Bypass the ballast resistor if fitted. The use of a transistor type coil will damage the CSI distributor and invalidate any warranty.
- Sport coil (3 ohms) TT2981. **£24.60**



COBALT SILICONE HT LEAD SETS

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

Cobalt HT lead set TT1272. £55.80



IGNITION LEAD NUMBERING SET

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

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



NGK SPARK PLUGS AND PLUG CAPS

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

Standard plug (each) BP6ES. £3.20
 Fast road plug (each) BP7ES. £4.00
 Platinum competition plug (each) BPR7EIX. £15.00

Plug caps and ignition lead terminals

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

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



ADVANCE SPRING SET

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

Advance spring set - Lucas distributors TT1903. £18.00



COMPETITION HT LEAD

TT2982M

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

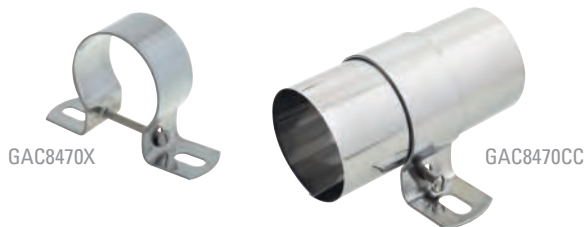
Bumblebee HT lead (per metre) TT2982M. £6.30
 HT lead (per metre) - black. AAA5981M. £2.75



SPORTS COIL

Sports coils are designed to improve ignition performance. They give more reliable starting power and greater performance at high revs thanks to the 40,000 volt output. Don't forget to renew your plugs and leads to optimise the power. Only use the ballast type coil if your car is fitted with a ballast resistor in the wiring. Please check before ordering. Your HT lead into the coil will need to be the push-in type, use GCL1110 to convert the lead.

Sports coil non-ballast type. TT2981 £24.60
 Sports coil ballast type TT29812 £24.60
 Ignition lead end kit GCL1110 £2.52



STAINLESS STEEL COIL CLAMP AND COVER

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

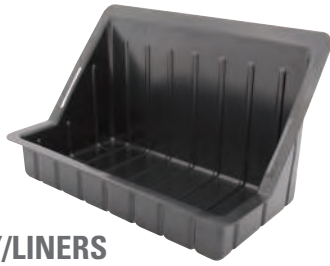
Stainless steel coil clamp only GAC8470X. £9.70
 Stainless steel coil clamp and coil cover set GAC8470CC. £14.80



SMOOTH CUT REV LIMITERS

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

SmoothCut rev limiter 4 cylinder preset 6000rpm. TT2987. £109.20
 SmoothCut rev limiter adjustable limit RL5 £148.20



BATTERY TRAY/LINERS

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

Battery liner hard plastic TR5-6 AM7301 £41.40

BATTERY CUT-OFF SWITCHES

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



Battery mounted cut-off switches

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

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



In-line cut-off switches

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

Period cut-off switch

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

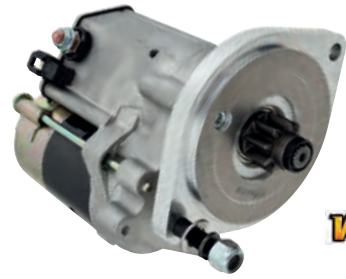
Period battery cut-off switch (short knob) 1B2804 £37.20
 Period battery cut-off switch (long knob) 1B2804L £37.20



MOTORSPORT cut-off switches

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

Battery cut-off switch. TT7964. £8.30
 Battery cut-off switch race spec (FIA approved) . TT7962. £31.40
 Remote cable 6 foot. TT79621. £13.20
 Spare key for switches TT7964 and TT7962 . . TT79641. £2.20
 Terminal kit for battery cable TT7964TK. £10.80



WOSP

HIGH TORQUE STARTER MOTOR

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

High torque starter motor GXE4439X . . £222.80
 (Suitable for TR250 - remove stepped adaptor plate).



LUCAS

GEU2206

LUCAS ALTERNATOR

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

Lucas 18ACR alternator - 45 amp GEU2206 £64.80
 Alloy alternator pulley 147530A £48.50

Alternative alternator pulleys

2.5" pulley for general road use and low revs. AEU1238 £13.20
 (Use fan belt GCB10965).
 4.5" pulley alloy for competition use only CAEA535 £61.20
 (Use fan belt GCB11000).



BATTERY HOLD DOWN KIT

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

Tie Down Kit 850-428. £47.10





RFK12

REVOTEC FAN KITS

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

Unlike other fan kits that use universal mounting systems, these kits fit using bespoke laser cut brackets that mount directly to the radiator cowling using existing mounting bolts. A manual override switch is also available separately, enabling manual control of either On, Off or Automatic. Kits include: High efficiency fan assembly, electronic controller, bespoke brackets, hardware & wiring, & full instructions. The standard crank mounted fan and extension will need to be removed and replaced with the new bolt, spacer and lock washer included in the kit. This bolt, spacer and lock washer is also available separately as a kit (Part No: 148832SK) if required. **Negative earth only.**

- Revotec cooling fan kit, TR5-6 RFK12. **£215.50**
- Crank bolt and spacer kit. 148832SK. **£18.00**
- Manual override switch RFC020. **£36.00**



WATER PIPE & FAN CONTROL SWITCHES

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

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

- EFC - top hose fitting 28mm. RFC003. **£84.00**
- EFC - M22 x 1.5 for threaded boss RFC010. **£84.00**
- (Use with threaded boss soldered into radiator header tank).
- Threaded boss - brass. RFC012. **£11.90**

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

- Water pipe with adaptor 158417SST **£30.60**
- Thermostatic switch (on 82°C off 68°C) IM50100. **£8.60**
- Thermostatic switch (on 86°C off 81°C) IM50090. **£8.60**
- Thermostatic switch (on 86°C off 76°C) IM50250. **£7.50**
- Thermostatic switch (on 88°C off 79°C) IM50120. **£8.60**
- Thermostatic switch (on 92°C off 87°C) IM50200. **£7.00**



KLINGERSIL GASKET

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

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



SILICONE HOSES

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

- Silicone hose kit (with clips) GZA971XK. **£88.45**



312347ALI

ALLOY RADIATORS

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

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

- Alloy radiator - TR5-6 (to CP75000) 308850ALI. **£558.30**
- Alloy radiator - TR6 (from CP75001) 312347ALI. **£558.30**

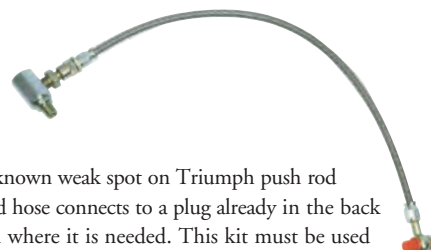


307834ALI

ALLOY SUMPS

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

- Alloy sump. 307834ALI. **£421.20**
- Sump gasket. AJM515. **£5.30**



ROCKER FEED KIT

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

- Rocker feed kit. TT1226. **£44.40**



OIL CATCH TANKS

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

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



OIL COOLER KITS

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

Oil cooler kits for standard element filters

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

- Non-thermostatic with rubber hoses TT1265. **£76.80**
- Replacement filter element GFE131. **£3.60**

Oil cooler kits with spin-on filter adaptors

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

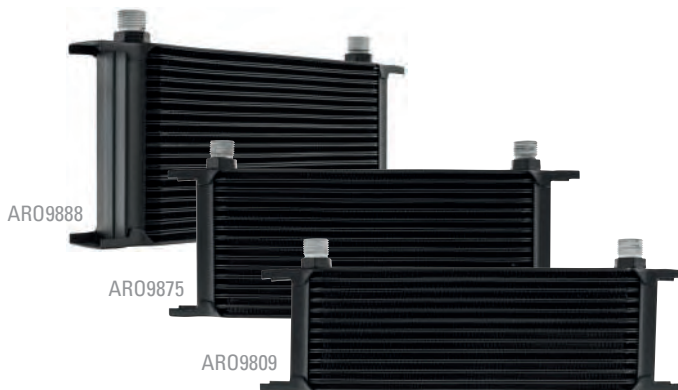
- Non-thermostatic with rubber 1/2" hoses TT1268. **£163.00**
- Non-thermostatic with braided 1/2" hoses TT1268S. **£176.40**
- Non-thermostatic with rubber 5/8" hoses (race use) TT12681. **£153.30**
- Thermostatic with rubber 1/2" hoses TT1278. **£266.00**
- Thermostatic with braided 1/2" hoses TT1278S. **£315.00**
- Oil filter long - recommended GFE227. **£5.16**
- Oil filter short GFE166. **£2.40**



UPRATED OIL PRESSURE SWITCH AND VALVES

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

- 1 Oil pressure relief valve 132107 **£4.20**
- 2 Uprated oil pressure relief valve spring TT1229. **£2.80**
- 3 Pressure switch 20lb TT2998. **£30.10**



OIL COOLER RADIATORS

The oil should be allowed to operate at its optimum temperature, not too hot and not too cold. Choose the one that best suits your requirements. Available in two sizes 1/2" or 5/8" to suit the installation kits.

Oil coolers with 1/2" fittings

- 10 row for road use ARO9807 **£73.50**
- 13 row for fast road ARA221. **£60.00**
- 13 row for fast road/sport ARO9809 **£91.20**
- 13 row high flow for fast road ARA221X **£140.00**
- 16 row oil cooler radiator for fast road/sprint ARO9875 **£98.40**
- 19 row oil cooler radiator for race ARO9888 **£117.85**

Oil coolers with 5/8" fittings

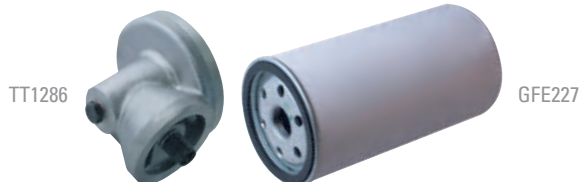
- 13 row for competition use TT29631. **£94.90**
- 16 row for competition use TT29641. **£125.80**



OIL THERMOSTATS AND GAUGE ADAPTORS

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

- Push-on oil cooler thermostat TT2960 **£53.00**
- 1 Screw-on oil cooler thermostat TT29602 **£153.00**
- 2 Push-on temperature gauge adaptor TT2969 **£52.00**
- 3 Screw-on temperature gauge adaptor. TT29691 **£83.60**
- Screw-on straight unions 1/2" (pair) TT9961 **£9.60**



SPIN-ON OIL FILTERS AND CONVERSIONS

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

- Spin-on adaptor TT1286MOCAL **£75.00**
- Spin-on adaptor - with oil cooler take offs. TT1286A. **£93.00**
- Oil filter long - recommended GFE227 **£5.16**
- Oil filter short GFE166 **£2.40**



K&N AIR FILTERS

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

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



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

- Designed to increase horsepower and acceleration
- Washable and reusable



See page A29 for more information

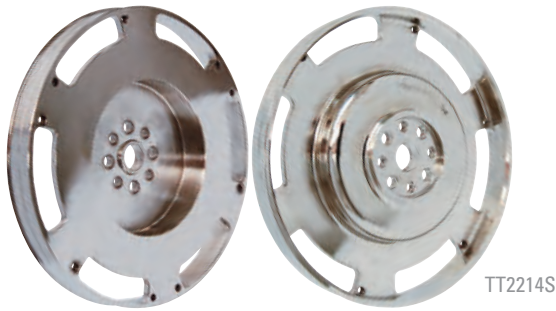


CARPET & CARPET SETS

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

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

See page A53 for more information

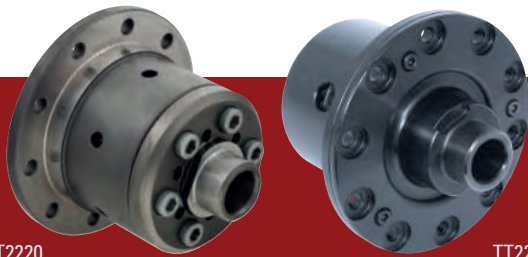


LIGHTWEIGHT FLYWHEELS

Reducing the rotational mass of the engine gives improved engine response; it can pick up or lose revs quicker, meaning quicker acceleration and more engine braking. In the past weight was removed from the standard flywheel. Years of clutch abuse, heat and revs may push this into an unsafe condition.

The answer is to use a new steel flywheel. A standard cast iron flywheel weighs 10-16kg, our steel versions weigh about 4kg. Ring gear supplied separately. Refer to Restoration section for other hardware.

Steel lightweight flywheel	TT2214S	£455.95
(Short backed crank).		
Steel lightweight flywheel	TT2239S	£384.00
(Long backed crank).		
Uprated flywheel bolt set.	TT2223S	£41.00
Ring gear standard.	201350	£21.50



LIMITED SLIP DIFFERENTIALS

Limited slip differentials allow maximum drive to the wheels, giving more grip under hard acceleration and cornering. Power is distributed to both wheels, rather than wasting energy spinning the wheel under the least load.

The torque sensing differential is gear operated, so it has no plates to wear, and automatically transfers power to the wheel with the most grip. The plate type is a traditional Salisbury type differential, it has a set of clutch plates inside the housing that divert power to the wheel with the most grip.

Limited slip differential - torque sensing	TT2220	£1,035.30
Limited slip differential - plate type.	TT2221	£1,193.40

Rebuilt axles with limited slip differential

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

Rebuilt axle assembly - TR5-6 (3.45:1)	312061RLX	£1,739.10
Rebuilt axle assembly - TR250 TR6 carb. (3.7:1)	312060RLX	£1,698.30

POLYURETHANE DIFFERENTIAL MOUNTS

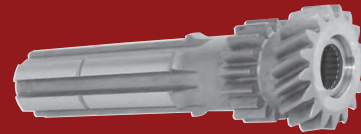
Polyurethane has many advantages over rubber for use in differential mounts. It gives improved location without having a detrimental effect on noise levels or a harsh ride. Added advantages are improved longevity and unlike rubber it is not affected by ultra violet light, water, salt, oil or petrol and it does not soften with age giving a longer service life.



CLOSE RATIO GEAR SETS

Suitable for TR5-6 gearboxes, now using a 1" x 23 spline input shaft to allow use of a wider range of clutches. It includes 3rd and 4th gear pairs and an adaptor enabling fitment to the 'big nose' or imperial spigoted mainshaft. Suits a low axle ratio e.g. 4.1:1. Earlier sets produced before 1999 used a 10 spline input shaft.

Close ratio gear set (set of 4)	TT2210	£467.50
(Gear ratios: 1st = 2.19:1, 2 = 1.57:1, 3rd = 1.23:1, 4th = 1:1).		
Constant pinion gear	TT2210A	£164.00
Spigot bearing sleeve	145008X	£12.30
Laygear (28 teeth)	STR548	£133.40
3rd gear (29 teeth)	STR549	£205.60
Constant gear (31 teeth)	STR552	£141.30



UPRATED LAYGEARS

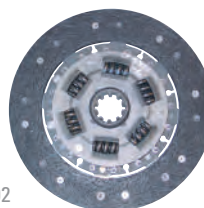
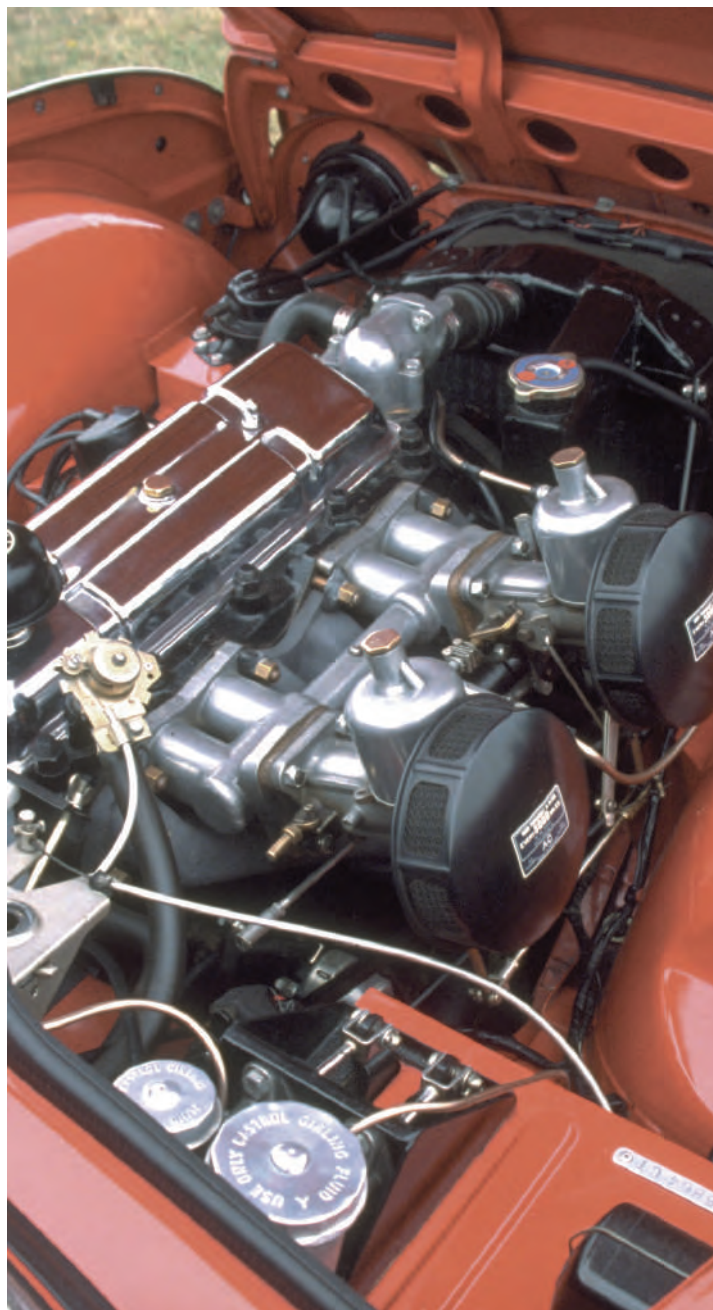
Since its introduction in 1961, the achilles heel of the 4 speed synchromesh gearbox - as fitted to TR4/6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Failure of the bearing(s) causes destruction of the layshaft and the bore(s) of the laygear, the resulting debris often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

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

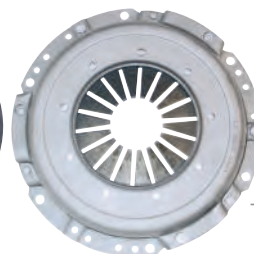
Uprated laygear* (16 teeth) includes bearings . . .	128107UR . . .	£224.40
Uprated laygear* (17 teeth) includes bearings . . .	UKC662UR . . .	£219.30
(*Must be matched with correct first gear, refer to the Restoration section).		



1 Polyurethane diff mount set - cone (pair) . . .	134235SPK . . .	£36.00
2 Polyurethane diff mount set - cup (pair) . . .	134236SPK . . .	£30.60
3 Polyurethane diff mount kit - rear (1 reqd.) . . .	147783SPK . . .	£75.20



TT2202



TT2201

UPRATED CLUTCHES

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

- Clutch cover 8.5" TT2201 **NCA**
- Clutch plate 8.5" (10 x 1.25" spline) TT2202 **£221.10**
- Clutch plate 8.5" (23 x 1" spline) TT2502 **£290.00**
- Clutch plate 8.5" (23 x 1" spline) race TT2504 **£313.20**
(Use with close ratio gear set).
- Bronze bearing carrier 147858X **£57.60**
- Clutch release bearing GRB211 **£22.80**



BRAIDED CLUTCH HOSE

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

- Braided clutch hose TT3241 **£34.20**



ADJUSTABLE SLAVE CYLINDER PUSH ROD KIT

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

- Adjustable slave cylinder push rod kit 596-046 **£30.00**

UPRATED DRIVESHAFTS

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



TKC853UR

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



TKC853CV

embarrassingly and often dangerously, when the splines unlock and the rear of the car leaps sideways.

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

- Uprated driveshaft (each) TKC853UR **£268.30**
- CV driveshaft with hub (pair) TKC853CV **£1,095.50**



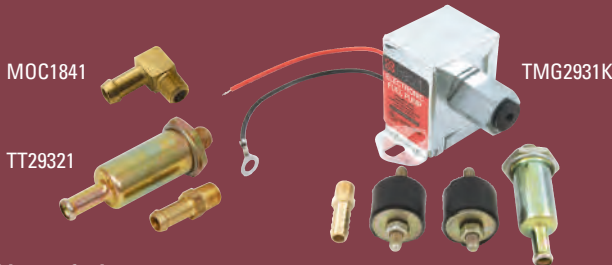
HIGH CAPACITY FUEL PUMPS

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

Cylindrical fuel pumps

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

- Cylindrical fuel pump kit - road Silver Top TMG2930K . £104.00
(Up to 150bhp, flow rate: 30 gal/hr, 4.0-5.50 psi, unions: 8mm x 1/8 npt)
- Cylindrical fuel pump kit - fast road Silver Top. . . MGS2930K. . £106.00
(Up to 200bhp, flow rate: 35 gal/hr, 6.0-7.0 psi, unions: 8mm x 1/8 npt)
- Cylindrical fuel pump kit - competition Red Top . . MGS2932K. . £108.00
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, unions: 8mm x 1/8 npt).
- Cylindrical fuel pump only - competition Red Top. TT2930. £96.70
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, 1/4 npt threads).



Solid state fuel pumps

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

- Solid state fuel pump kit - fast road TMG2931K . . £60.00
(Up to 150bhp, flow rate; 32 gal/hr, 4.5-7 psi, unions: 8mm x 1/8 npt).
- Solid state fuel pump only - fast road. MGS2931 . . . £50.00
(Up to 180bhp, flow rate: 34 gal/hr, 7.0-10.0 psi, 1/8 npt threads).

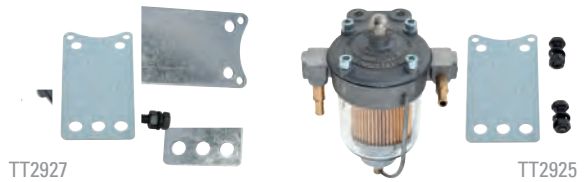
Fuel pump unions

Use with the listed fuel pumps, please check thread and pipe size before ordering.

- Straight union 1/4" (6mm) 1/8 npt. FPA903B. £1.80
- Straight union 5/16" (8mm) 1/8 npt. MOC1604. £3.70
- Straight union 3/8" (10mm) 1/4 npt. FPA904/B £3.10
- 90° union 5/16" (8mm) 1/8 npt MOC1841. £7.20
- 90° unions 5/16" (8mm) 1/4 npt (pair). TT2930A £6.85
- 90° unions 3/8" (8mm) 1/4 npt (pair). FPA902B. £7.20

Fuel filter union

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



FUEL REGULATORS

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

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



FUEL PUMP BLANKING PLATE KIT

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

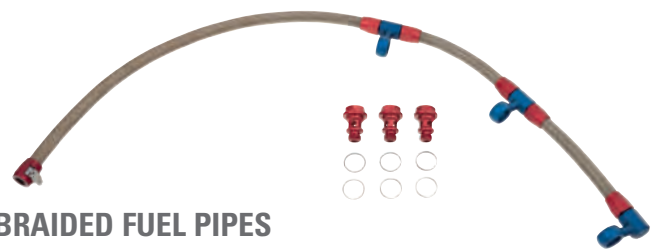
- Fuel pump blanking plate kit. 147876K. £11.45



COPPER FUEL PIPE KITS

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

- TR5-6 (to CP50000) fuel pipe kit. HFFK6 £110.40
- TR6 (CP50001 on) fuel pipe kit HFFK7 £157.90
- TR250-6 (carburettor) fuel pipe kit. HFFK037 . . . £140.00



BRAIDED FUEL PIPES

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

- 6 cylinder braided stainless steel fuel pipe kit . . . TT1255. £330.00



FUEL PUMP INERTIA SWITCH

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

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



DYNOLITE OILS

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

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

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

DYNOLITE
EUROPE'S CLASSIC MOTOR OIL

Visit moss-europe.co.uk for more information



HIGH TORQUE STARTER MOTORS

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

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

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

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

WOSP

See page A17 for more information



FUEL INJECTION PIPES AND HOSES

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

- Fuel injection pipe set (6 piece) TT1284. . . . £274.85
- Stainless steel supply pipe to metering unit 214890S £30.00
- TR6 stainless steel pump to release valve. 215642S £25.00
- TR6 poly. air hose plenum to throttle body 152601SP £12.80

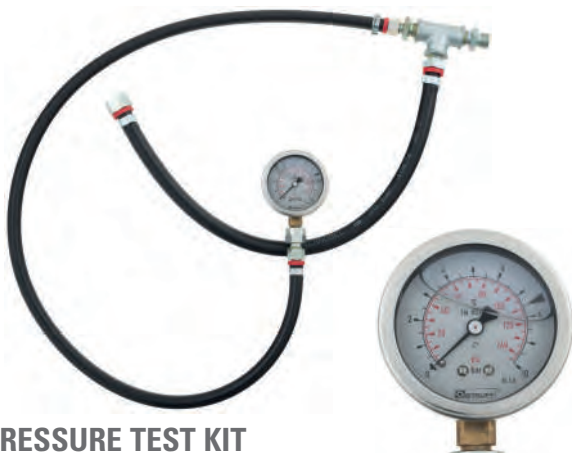


PI FUEL PUMP KIT

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

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

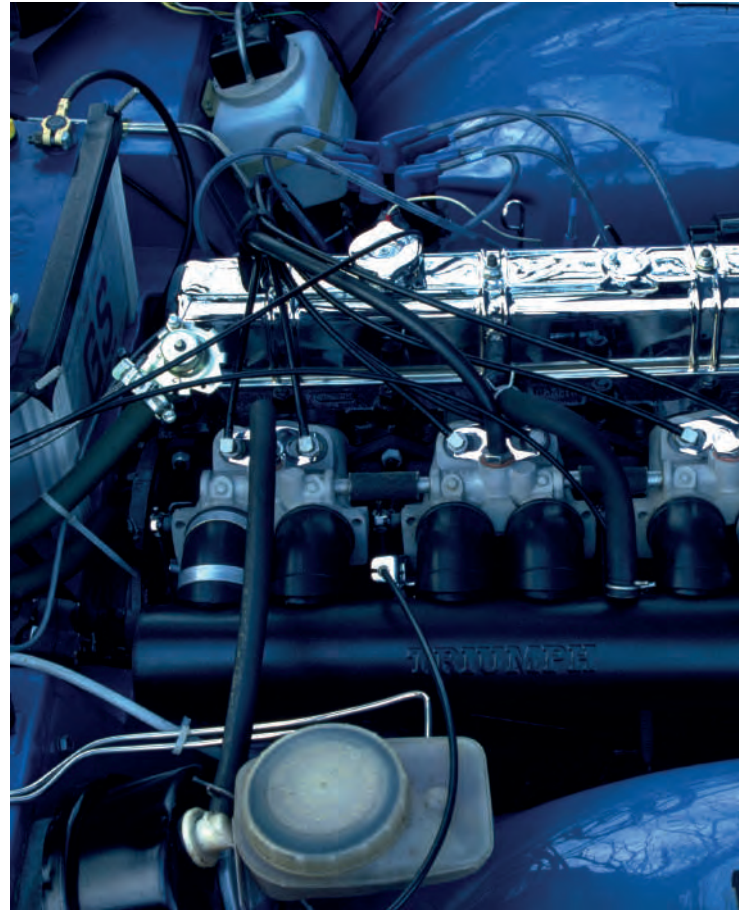
- 1 PI fuel pump kit 'Bosch' type cylindrical pump. TGK125 £326.40
- 2 PRV 'Bosch' type pump 156167B £114.30
(This PRV is recommended for use with our cylindrical 'Bosch' type pump kit. It operates at the correct 95psi for the 'Bosch' style pump).
- 3 Replacement filter TGK125F £39.40



FUEL PRESSURE TEST KIT

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

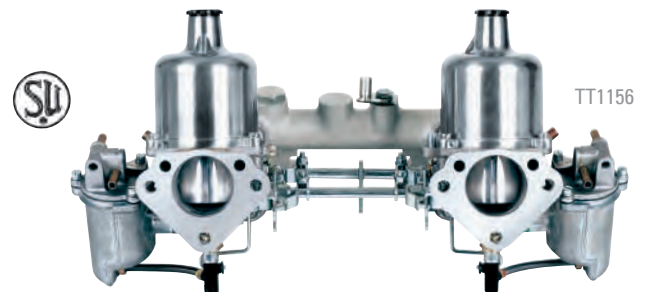
- Fuel pressure test kit GAC1030X. . . £258.10



ALUMINIUM FUEL TANK

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

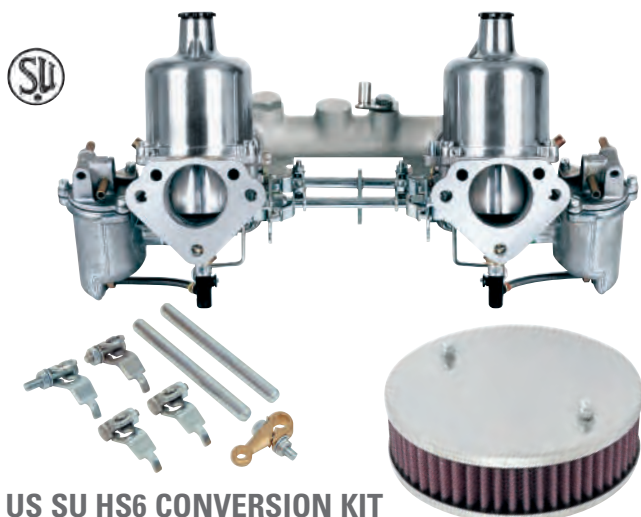
- Aluminium fuel tank, carburettor and injection . . 312359X. . . £350.20



SU HS6 CARBURETTORS

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

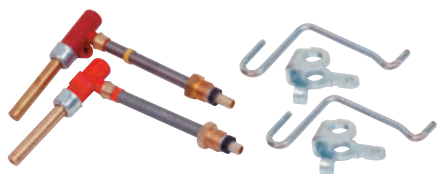
- HS6 carburetors angled float chamber (pair) . . TT1156. . . . £910.00
- HS6 carburetors horizontal float chamber (pair) TT1256. . . . £760.00



US SU HS6 CONVERSION KIT

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

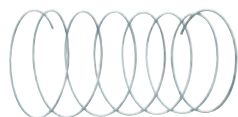
TR6 US SU HS6 conversion kit TTK1261 . . . £934.00



SU JET CONVERSION KIT

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

Jet conversion kit for HS6's with 100 thou jets . . TT1559 £60.00



AUD4398

DAMPER SPRINGS FOR SU CARBURETTORS

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

8oz yellow damper spring small (1" diameter) . . . AUC1167 £4.80

8oz yellow damper spring large (2" diameter) . . . AUD4398 £3.80



GAC9201X

GROSE JETS

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

Grose jets for SU H/HS carburetors GAC9201X . . . £9.10

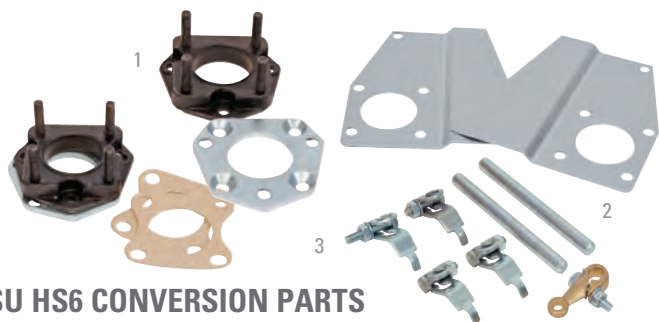
Grose jets for Stromberg 150/175 carburetors. . . GAC9200X . . £12.80

NEEDLES AND SPRINGS FOR HS6 CARBURETTORS



The table is a guide to the needle type required. Exact choice will depend on the range of modifications carried out and can only be done on a rolling road. We offer an SU needle chart to help guide you in your choice of needles, part no. ALT9501.

Model	Needles for: standard	Needles for: filter and exhaust	Needles for: plus head and cam
6 cyl 2000cc biased		'BAE' . CUD1104 . . . £17.30	'BAM' CUD1111 . . . £17.30
6 cyl 2500cc biased	'BDB' . NZX8002 . . £17.30	'BDQ' NZX8015 . . . £17.30	'BAE' . CUD1104 . . . £17.30



SU HS6 CONVERSION PARTS

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

1 Adaptor plate kit TT12561 £95.00

2 Heat shields (pair) TMG1714 . . . £25.40

Parts needed for TR5-6

3 HS6 x 2 link kit TT1261 £25.40



PLAIN THROTTLE DISCS CONVERSION

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

Plain throttle disc for HS6 WZX1321 . . . £12.40



OVERSIZED SHAFTS FOR SU CARBURETTORS

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

Oversize throttle shafts for HS6 WZX1178RP . . £19.80

Carburettor reamer 386-385 . . . £225.90

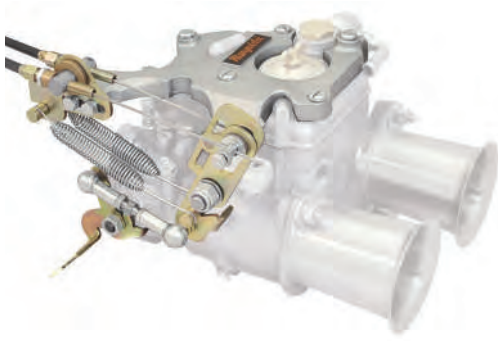


HS6 & ZENITH-STROMBERG HEAT SHIELD

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

Stainless steel heat shield 865-210 . . . £60.40

Gasket BHH1992 . . . £0.54



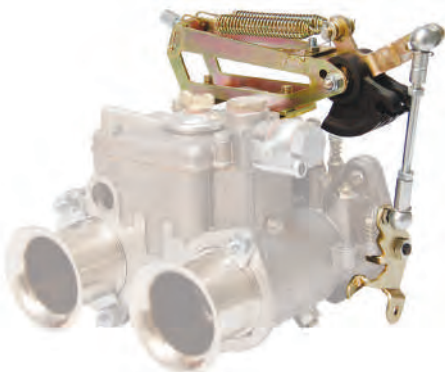
WEBER DCOE THROTTLE LINKAGES - MANGOLETSI

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

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

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

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



WEBER DCOE THROTTLE LINKAGES - WEBCON

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

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

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

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

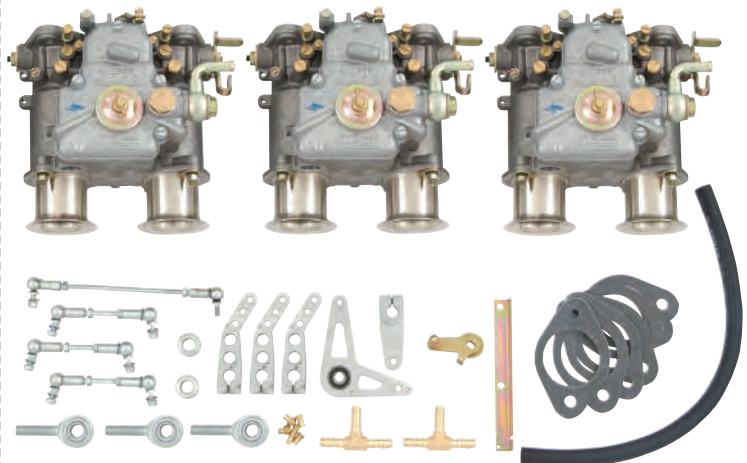
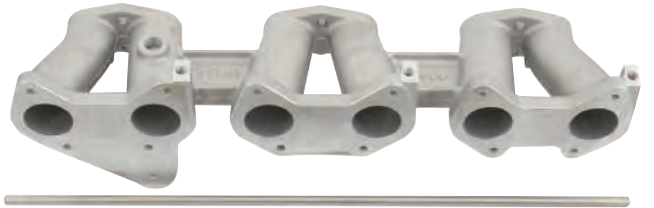
- T/linkage DCOE - top mount/single cable LP4100£105.00
- T/linkage DCOE - top mount/twin cable LP4101£119.40
- T/linkage DCOE - bottom mount/single cable LP4102£105.00
- T/linkage DCOE - bottom mount/twin cable LP4103£119.40



PI THROTTLE LINK ROD SET

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

- Throttle link rod set 3 piece 152889XK.£46.80



THINKING OF UPGRADING TO WEBERS?



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

Weber conversion kits

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

- TR250-5-6 triple 40DCOE carburettor kit TTK1259 . £2,230.00
(Fitted with fast road settings and TWM inlet manifold).



TT2937A



TT2939

WEBER MOUNTINGS

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

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



WEBER INLET MANIFOLD

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

Weber inlet manifold. TWM0089 . . £894.40



RAM PIPES

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

Ram pipes for SU carburettors

- 1 Piper 50mm ram pipe for HS6 SFR650 £31.10
- 2 Period short ram pipe for HS6 SFR3 £20.80
- 3 Period long ram pipe for HS6. SFR9 £20.80

Ram pipes for Weber carburettors

These ram pipes are genuine Weber replacement products.

- 4 Ram pipe 40 DCOE 16mm KNSS1640 . . . £41.50
- 5 Ram pipe 40 DCOE 26mm KNSS2640 . . . £41.50
- 6 Ram pipe 40 DCOE 39mm KNSS3940 . . . £41.50

- Ram pipe 45 DCOE 16mm KNSS1645 . . . £41.50
- 7 Ram pipe 45 DCOE 26mm KNSS2645 . . . £41.50
- 8 Ram pipe 45 DCOE 39mm KNSS3945 . . . £41.50
- Ram pipe 45 DCOE 60mm KNSS6045 . . . £33.70



PIPER AIR SOCKS

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

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



DASHPOT COVERS FOR SU CARBURETTORS

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

- Alloy dashpot cover for HS2 SFR22 £17.15
- Alloy dashpot cover for HS4/HS6 SFR23 £18.40
- Anodised blue dashpot cover for HS4/HS6 SFR23B £18.40
- Anodised red dashpot cover for HS4/HS6. SFR23R £18.40
- Chrome dashpot cover for HS4/HS6. SFR150 £11.80
- Chrome dashpot cover short type for HS4/HIF6. SFR175 £11.30



EXCHANGE PERFORMANCE ENGINES

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

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

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

Stage II engine. UKC902LFS2 £3,785.70



STELLING & HELTINGS AIR FILTERS

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

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



KNRU2710

K&N FILTERS

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



KNE9108

KNR0990

K&N air filters for TR5-6 PI systems

- Tapered filter fits on end of air plenum KNRU2710 . . . £62.90
- Replacement K&N element for original air box . . . KNE9108 . . . £60.60
- Clamp-on filters fits to throttle bodies (3 reqd.) . . . KNR0990 . . . £87.60

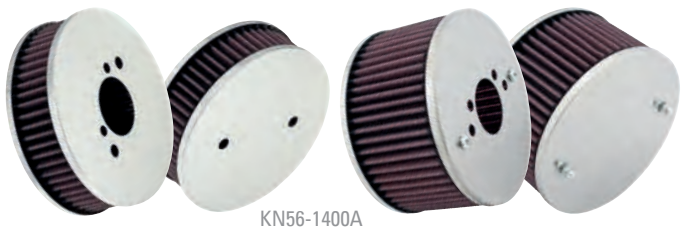


KN56-9106

KN56-9265

K&N sports air filters for Weber carburettors

- DCOE fitting 45mm-1.3/4" deep KN56-9106 . . . £86.90
- DCOE fitting 63mm-2.1/2" deep KN56-9104 . . . £121.00
- DCOE fitting 83mm-3.1/4" deep KN56-9265 . . . £83.30



KN56-1400A

KN56-9098

K&N sports air filters for SU and Stromberg carburettors

- HS/HIF6 centre mounting 45mm 1 3/4" deep . . . KN56-1400A . . £91.40
- HS6 centre mounting 83mm 3 1/4" deep KN56-9098 . . . £96.00
- HS6 offset mounting 45mm 1 3/4" deep KN56-9132 . . . £114.30
- 150CD/S centre mounting 3 1/4" deep KN56-1610A . £120.00



KN62-1330

BREATHER FILTERS

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

K&N crankcase breather filters

- Breather filter 2" diameter 1/2" external inlet . . . KN62-1010 . . . £25.70 (Filter has 1/2" (12mm) OD metal inlet stub to fit into 1/2" (12mm) ID breather hose).
- Breather filter 2" diameter 1/2" internal inlet . . . KN62-1330 . . . £24.90 (Filter has 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



Aftermarket crankcase breather filters

- Breather filter 12mm inlet - blue MT1200 £7.60
- Breather filter 12mm inlet - chrome MT1201 £6.50
- Breather filter 12mm inlet - red MT1202 £7.60 (These filters have 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



KN99-11312

001-130

K&N SERVICE PRODUCTS

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

- K&N cleaning and oil kit 001-130 £18.20 (250ml oil and 400ml cleaner).
- K&N cleaning fluid 1 litre KN99-0621 . . . £12.20
- K&N filter oil aerosol 400ml KN99-0516 . . . £10.50
- K&N filter oil 250ml KN99-0533 . . . £8.70
- K&N filter oil sachet 57ml KN99-11312 . . . £9.60



K&N PERFORMANCE GOLD® OIL FILTER

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

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

- K&N Performance Gold® oil filter 235-830 £17.80 (For use with spin-on conversion only).



IMPROVED HEAD GASKETS

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

6 cylinder copper head gasket .032" thick* TT1236. **£141.70**
(*Flat block only).



MODIFIED CYLINDER HEADS

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

Stage II cylinder heads

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

6 cylinder stage II cylinder head TT1212BUL. **£870.00**

Stage III cylinder heads

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

6 cylinder stage III cylinder head. TT1203BUL. **£972.00**



UPDATED VALVES, GUIDES, SPRINGS AND CAPS

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

Our updated valve springs are specially designed to our own requirements so they are suitable for all our performance cam profiles when used with standard rocker ratio. The standard bottom valve spring spacer should be discarded.

- Inlet valve large size 1.44" TT1714. **£41.20**
- Inlet valve larger size 1.475" (race) TT1234. **£41.20**
- Exhaust valve large size 1.25" TT1715. **£41.20**
- Bronze valve guide set TT1219. **£115.20**
- Valve spring set TT1207. **£46.00**
- Valve spring set (race) TT1208. **£68.00**
- Alloy valve cap TT1216. **£6.10**



UPDATED CYLINDER HEAD FASTENERS

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

- Updated ARP con rod bolts (set of 12) 322-828. **£189.00**
- Updated main bearing bolt (each) BH607241X **£4.20**
- Updated cylinder head studs (set of 14) TT1264. **£182.70**
- Updated cylinder head nut (each). 103810X. **£5.40**
- Updated cylinder head washer (each) 508289 **£0.77**



ALLOY ENGINE PLATES

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

- Alloy engine plate - rear 211505A **£98.00**
- Alloy engine plate - front 215349A **£49.00**



ALLOY ROCKER COVERS

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

- 6 cylinder - polished GAC6004X **£81.90**
- 6 cylinder - black GAC6005X **£89.60**

Rocker cover fittings

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

- 6 cylinder rocker cover gasket GUG5039VC **£4.15**
- Chrome oil filler cap (for GAC... rocker covers) 8G612CP **£8.70**
- Chrome oil filler cap (for TT... rocker covers) TT9920. **£27.90**
- 6 cylinder dome nut. 14B2685 **£2.20**
- Knurled rocker cover nut - plain (each) 310-215. **£16.70**
- Knurled rocker cover nut - TR logo (each) 310-225. **£22.20**



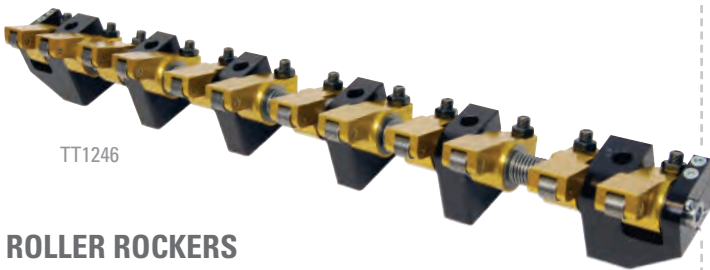
TT1209

TT1233

CAM FOLLOWERS AND PUSH RODS

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

- Lightweight cam follower TT1209 **£8.42**
- TR5-6 (to 1972) high compression push rod 8.11" . TT1233 **£12.10**
- TR6 (1972 on) high compression push rod 8.25" . . TT10433 **£12.10**



TT1246

ROLLER ROCKERS

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

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

- Roller rocker high lift 1.65:1 TT1246 . . . **£1,083.70**



TT10405N

CAMSHAFTS

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

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

All camshafts listed with the suffix 'N' are new, made from chill cast iron, eliminating problems resulting from regrinding worn old camshafts.

New cam followers should be fitted when replacing the camshaft. You will also need Cam Lube (KEN2) and a camshaft timing disc (TT2929). Please see our website for more details.

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

- TR5-6 road 83 camshaft TT10404N . . **£351.90**
- TR5-6 fast road camshaft TT1204N . . **£335.60**
- TR5-6 fast road 83 camshaft TT10405N . . **£345.30**
- TR5-6 fast road 89 camshaft TT12041N . . **£351.70**
- TR5-6 sprint camshaft TT1205N . . **£335.60**



2H4286UR

TT1225

TIMING GEARS

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

- Vernier cam gear duplex chain TT1225 **£131.20**
- Heavy duty duplex timing chain 2H4286UR . . **£33.80**



TT1217

TT1910

TT1218

ROCKER SHAFTS AND ACCESSORIES

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

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

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

- Tufrided rocker shaft TT1217 **£52.50**
- Rocker spacer set TT1218 **£36.50**
- Rocker pedestal shim TT1910 **£2.40**
- Up rated rocker pedestal nut 51K1193B **£1.96**

- TR5-6 sprint 90 camshaft TT1244N . . **£334.20**
- TR5-6 race 86 camshaft TT1706N . . **£348.70**



TT2929

GGL1020

GGL9122X

GGL9031X

GGL1009

CAMSHAFT AND ENGINE BUILDING ESSENTIALS

- Timing disc TT2929 **£7.20**
- Cam lube 250ml KEN2 **£9.40**
- Loctite loc 'n' seal, 24ml GGL1020 **NCA**
- Graphogen engine assembly lube 125g GGL9122X . . **£32.50**
- Penrite cam lube 40g GGL9031X **NCA**
- Wellseal 100ml 600569A **£16.00**
- Silicone sealant 200ml GGL1009 **£16.80**



HIGH CAPACITY FUEL PUMPS

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

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

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

the engine's fuel pressure and flow needs.

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



See page A23 for more information



SPAX SHOCK ABSORBERS

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

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

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



See page A06 for more information



DOOR MIRRORS

TR250-5 door mirror

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

Stainless steel flat glass622352 **£53.90**

622352



TR6 door mirrors

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

Stainless steel flat anti-glare glass RHGAM258X . . . **£32.00**

Stainless steel flat anti-glare glass LHGAM259X . . . **£32.00**

Black finish flat glass RHGAM261X . . . **£28.80**

Black finish flat glass LHGAM262X . . . **£28.80**

GAM258X

GAM262X

WING MIRRORS

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

Early Lucas long arm style (fixed type)

Chrome convex glass RH WM1904 **£16.60**

Chrome convex glass LH WM1905 **£16.60**

Chrome flat glass RH WM1906 **£16.60**

Chrome flat glass LH WM1907 **£16.60**



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

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

Late Lucas style (spring back type)

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

Chrome convex RH/LH (each)GAM117 **£38.40**

WM1904

GAM1001

GAM1001X

GAM118

BULLET STYLE MIRRORS



Raydot reproduction mirrors

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

Raydot alloy flat glass222-355 **£27.60**

Raydot alloy convex glass222-356 **£27.60**



GAM105

Long base mirrors

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

Chrome flat glassGAM105 **£16.40**



222-390

Long base racing mirror

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

Chrome flat glass222-390 **£36.60**



GAM107

British Leyland style mirrors

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

Chrome flat glass RHGAM106 **£42.00**

Chrome flat glass LHGAM107 **£42.00**

Adaptor plate kit RHCZH1626 **£4.50**

Adaptor plate kit LHCZH1625 **£4.50**



222-372

Dual base mirror

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

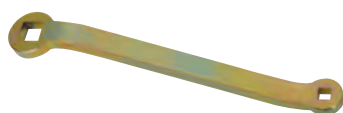
Dual base chrome flat glass222-372 **£42.10**



CLASSIC BADGES

A range of quality badges for your British classic. Suitable for both grille and badge bar mounting.

- 1 BMC Drivers Club GAC9967X £98.90
- 2 British Motor Racing Marshalls Club. GAC9987X £87.70
- 3 British Racing and Sports Car Club. GAC9969X £28.60
- 4 BARC Brooklands. GAC9966X £28.60
- 5 England Union flag toothed GAC8043X £36.20
- 6 St. Christopher GAC9970X £74.10
- 7 RAC diamond GAC9971X £40.20
- 8 RAC round laurel GAC1028X £66.00
- 9 RAC toothed GAC8045X £36.40
- 10 UK mainland. 105-432 £8.20
- 11 Union chequered flag (42 x 24mm) DAG000070MMM £10.50
- 12 Union flag screw fit (30 x 50mm)..... GAC4100. £8.10
- 13 Union flag screw fit (35 x 57mm) - chrome GAC4101. £13.80
- 14 Union flag stick on (pair) CRST186. £5.20
- 15 Union flag magnetic MM215-330 £11.80
- 16 Union flag 'flying' DAG000080MMM £22.30
- 17 Union flag stick on - chrome GAC4100CR. £13.70
- 18 GB letters stick on - chrome MRD1034SA. £13.90
- 19 GB letters set 3 piece - chrome MRD1034A. £11.80



TRIUMPH ADJUSTER WRENCH

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

Triumph adjuster wrench 386-190 £17.80



LOCK SETS

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

- TR5-250 lock set GAC6400X .. £158.16
(Boot handle, cubby box lock, pair of door locks and ignition barrel).
- TR6 (to 1969) lock set. GAC6401X .. £105.00
(Cubby box lock, pair of door locks, boot barrel and ignition barrel).
- TR6 (1970-72) lock set GAC6402X .. £120.00
(Chrome cubby box lock, pair of door locks and boot barrel).
- TR6 (1972 on) lock set GAC6403X .. £108.00
(Black cubby box lock, pair of door locks and boot barrel).



IMPROVED DOOR LOCKS

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

- Nutfix lock set (2 door locks). 621773PX £96.96
- Secure lock kit (2 door locks). BHH973S £79.60



DECALS

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

- 1 Leyland Special Tuning sticker. CRST110 £1.52
- 2 Leyland Special Tuning Abingdon - green ... CRST153 £2.50
- British Leyland house sticker CRST126 £1.31
- Negative earth sticker CRST113 £1.43
- 3 Tudor water bottle sticker CRST124 £1.90
- 4 BMC rosette (internal) - red/white/blue. CRTR204. £5.90
- Unipart filter sticker CRST119 £1.60
- Triplex screen sticker CRST125 £1.80
- Lucas coil sticker CRST156 £1.70
- TriumphTune medium decal DEC104B. £2.90



ROAD SPRING COMPRESSOR

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

Spring compressor TR OE type GAC5076 ... £169.60



ASM4

BOOT RACKS

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



AM5347SS

Bolt-on boot racks

The TR4-5 rack fits using a plate under the boot hinges and the number plate mounting holes at the rear. The TR6 boot lid requires drilling to bolt the rack to the boot lid.

- TR4-5 bolt-on rack stainless steel (original spec). ASM4£250.70
- TR4-5 bolt-on rack chrome (Amco style) AMCOTR4. .£245.10
- TR6 bolt-on rack stainless steel AM5347SS . .£306.40

GAC4001



Clamp-on boot racks

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

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

GAC4005SS



- Stainless steel GAC4004SS .£130.00
- Stainless steel with wood slats GAC4005SS .£138.85
- Boot rack fitting kit. BRK1NCA
- Boot rack sucker set (4 piece). BRS4.£18.90



BONNET STRAPS AND PIN SET

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

- Bonnet strap black (single). 222-601.£20.00
- Bonnet strap set black (pair) 222-602.£38.10
- Bonnet strap tan (single) 222-729.£20.00
- Bonnet strap set tan (pair) 222-728.£38.10
- Stainless steel pin set MRAC801S. .£18.00



BOOT BAG

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

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

- Boot-bag, 50ltr GAC9155. . .£120.00



EMERGENCY BONNET RELEASE KIT

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

- Emergency bonnet release kit 807-065£13.50



H4 HALOGEN HEADLAMP CONVERSION

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

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

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



See page A41 for more information



TONNEAU COVERS & HOODS

Made to original specifications.

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

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

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

Tonneaus and hoods are available in a choice of colours.

See page A45 for more information



CLASSIC HORNS

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

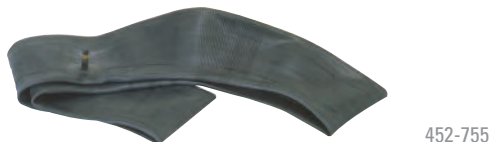
- Chrome classic horn 105mm MT9143 **£18.55**
- Dual air horn kit GAC9978X **£43.40**
- Windtone horn set 1B9007/8 **£69.00**



LOCKING PETROL CAPS

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

- TR5-6 chrome original style cap 571086 **£59.40**
- Chrome original style flip-up lozenge cap GAC6001X **£84.00**



WIRE WHEEL ESSENTIALS

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

- Inner tube for 13" x 135/145 tyres 452-766 **£19.10**
- Inner tube for 14" x 155/165 tyres 452-736 **£19.30**
- Inner tube for 14" x 155/185 tyres 452-745 **£25.70**
- Inner tube for 15" x 155/165 tyres 452-755 **£15.50**
- Inner tube for 15" x 175/185 tyres 452-765 **£24.00**
- Rim band for 13" wheels 452-730 **£15.60**
- Rim band for 14" wheels 452-740 **£16.70**
- Rim band for 15" wheels 452-750 **£16.40**



TRIUMPH MUDFLAPS

Protect your paintwork with these Triumph logo'd mudflaps.

- Mudflaps with Triumph logo (pair) GAC6002X **£9.30**



WHEEL TRIMS

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

- TR2-250 wheel trim 15" (each) 502160Z **£70.60**
- TR6 wheel trim 15" (set of 4) TR525SS **£130.00**



TR4-6 WHEEL ARCH PROTECTOR SETS

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

- Front wheel arch protector set (pair) GTK160 **£176.00**
- Rear wheel arch protector set (pair) GTK161 **£176.00**



WHITE WALL TYRE TRIMS

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

- White wall trim for 13" wheels (set of 4) GLZ225WWX4 . . **£58.30**
 - White wall trim for 14" wheels (set of 4) GLZ226WWX4 . . **£58.30**
 - White wall trim for 15" wheels (set of 4) GLZ227WWX4 . . **£58.30**
 - White wall trim for 15" wheels* (set of 4) GLZ228WWX4 . . **£58.30**
- (*wider than the standard 15").

WIRE WHEELS

An essential part of a British classic sports car's styling was the fitment of wire wheels. Whether fitted as standard or not, a set of chrome wire wheels will not only enhance the appearance of your car, but also the value. Our wire wheel spokes and nipples are manufactured from stainless steel, with the chrome wire wheel spokes and nipples finished

by chroming over the top in keeping with the rest of the wheel. They are available in different specifications; 48, 60 or 72 spokes, and a choice of classic chrome finish, or painted in wheel silver. Depending on how you are intending to use your car, these wheels are available in standard or updated specification. Before fitting your tyre choice, please ensure there is adequate clearance between the tyres and wheel arches.



WWC452



WWC457C



WWP370

TR5 and TR250 wire wheels

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

TR6 wire wheels

- Standard 15" x 5.5" 72 spoke - painted WWP457C . . £222.90
- Standard 15" x 5.5" 72 spoke - chrome WWC457C . . £298.80

Centre laced wire wheels

These centre laced wheels are offered as a wide fitment for TR6 and are

available with either 5.5" or 6" width giving a greater offset. Clearance can be tight against the wheel arches, particularly on lowered cars. They may also protrude past the bodywork on TR5 models.

- Centre laced 15" x 5.5"* 70 spoke - painted WWP370 . . £249.46
 - Centre laced 15" x 5.5"* 70 spoke - chrome WWC370 . . £331.00
- (*Recommended tyre size 185/70R15).

- Centre laced 15" x 6"*** 70 spoke - painted WWP5726 . . £226.70
 - Centre laced 15" x 6"*** 70 spoke - chrome WWC5726 . . £320.80
- (**Recommended tyre size 195/65R15).



WHEEL SPACERS

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

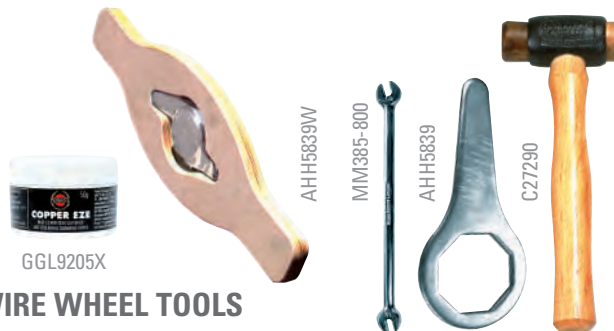
- 3mm wheel spacer set (pair) TT6901 £18.50
- 6mm wheel spacer set (pair) TT6902 £20.10



CENTRE LOCK ALLOY WHEEL

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

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



WIRE WHEEL TOOLS

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



MM386-120

- Copper and hide hammer C27290 £30.00
 - Copper faced hammer 11B5166 £25.30
 - Spoke adjusting spanner MM385-800 . . £11.90
 - Short octagonal spanner AHH5839 £6.05
 - Long octagonal spanner MM386-120 . . £58.60
 - Long 2-eared spanner MM386-125 . . £57.70
 - 2-eared wooden wrench AHH5839W . . £23.00
- (This unique double ended knock-off wrench, made from plywood, slips over the spinner for easy tightening and removal of spinners. Will not work with centre laced wheels).
- Wire wheel cleaning kit GAC4134X . . £36.00
 - Spline lubricant copper-eze 50g GGL9205X . . £4.00
- (Essential for maintaining the splines and threads of hubs, wheels and spinners).



CENTRE LOCK CONVERSION KITS

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

Important note: Wheel studs will require shortening for all models.

- Two eared style spinner kit GAC7049X . . £297.00
- Octagonal style spinner kit GAC7050X . . £297.00



CENTRE LOCK SPINNERS

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

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



LOCKING WHEEL NUT SETS

The TriLock system uses a socket with 3 pins that are uniquely matched to the locking nuts. The coned locking nuts are suitable for original TR250 and TR5 steel wheels only. They are not suitable for original TR6 steel wheels if using the original centre cap. They are sold as a set of four and are supplied with a security socket for removal.

- Locking wheel nut set (coned nut) MLN006 £20.40



STAINLESS STEEL WHEEL NUTS

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

- TR6 stainless steel nut (each) 154470SS £8.50

GAC8225X



GBC101TR



GAC8201XP

MINILITE REPLICA ALLOY WHEELS

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

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

- MiniLite replica 15" x 5.5" 8 spoke - silver GAC8225X . . £126.00
- MiniLite replica 15" x 6" 8 spoke - silver GAC8245X NCA
- Wheel nut - tube type (each) GAC8225XNT . £3.00

REPLACEMENT HUB CAPS

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

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

GAC82701X



GAC8225XNT

REVOLUTION ALLOY WHEELS

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

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

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

GAC4608



GAC4609



AUXILIARY REVERSE & FOG LAMPS

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

- Auxiliary fog lamp GAC4608 **£20.00**
- Auxiliary reverse lamp GAC4609 **£21.90**
- Bulb replacement 12V 20W (each) GAC4608B **£3.50**



3H3058 GWW102X RTC430A GAE132G

GENERAL SWITCHES

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

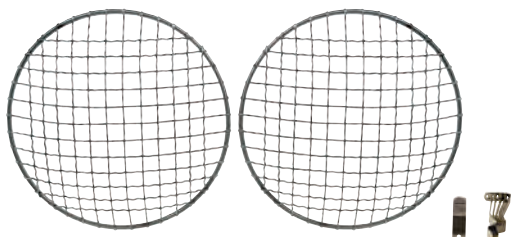
- Push button switch momentary 3H3058 **£27.60**
- Toggle switch momentary GWW102X **£18.40**
- Toggle switch on/off RTC430A **£4.90**
- Pull switch on/off - white illumination GAE132 **£20.00**
- Pull switch on/off - green illumination GAE132G **£19.50**
- Pull switch on/off - red illumination GAE132R **£19.50**
- Pull switch on/off - yellow illumination GAE132Y **£20.00**
- Fuse holder inline UKC4446 **£2.05**



ALLOY HEADLAMP RIMS

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

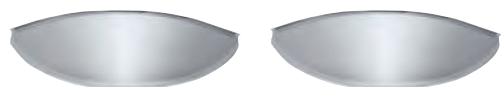
- Alloy headlamp rim (each) 500929ALLOY . **£30.20**



CHROME HEADLAMP STONE GUARDS

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

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



CHROME HEADLAMP PEAKS

A good excuse to fit some chrome.

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



GAC4610 WIPAC WPS6007

- Chrome 5.5" standard pattern spot lamps (pair) . GAC4610 **£49.30**
- Chrome 5.5" standard pattern fog lamps (pair) . GAC4611 **£54.00**
- Replacement bulb H3 GLB453 **£4.20**
- Replacement bulb H3 Xenon 30% brighter (each) GLB453X **£9.90**
- Wiring fitting kit (universal) GAC4027 **£12.30**

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

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



BHA4399 MM162-800 MM162-700

PERIOD STYLE LAMPS

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

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

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

- Replacement lamp unit with fluted lens (each) ACG5179 **£39.40**
- Replacement lamp unit with clear lens (each) 57H5015 **£41.10**
- Replacement bulb driving lamp (each) GLB185 **£8.30**
- Replacement bulb fog lamp (each) GLB323 **£5.20**



117-515

HEADLAMP RELAY KITS

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

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



GAC4023Z



H4 HALOGEN HEADLAMP CONVERSIONS

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

Wipac quad optic kits

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



GAC4023

Lucas H4 asymmetric kits

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

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

Replacement bulbs

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

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



506370X

LU554308

TRIPOD HEADLAMPS

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

- Tripod headlamp assembly RHD (each) 506370X £132.00
- Tripod headlamp assembly LHD (each) 506372X £96.00
- Tripod lamp unit RHD (each) LU554308 £102.00
- Tripod lamp unit LHD (each) LU555296 £89.10
- Replacement bulb RHD (each) GLB414 £3.80
- Replacement bulb LHD (each) GLB415 £7.10



GAC4600

GAC4022X

CRYSTAL HALOGEN HEADLAMP KITS

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

- Crystal halogen without side light kit** (pair) GAC4022X £62.00
- Crystal halogen with side light kit** (pair) GAC4023X £50.00
- (**'E' marked for legal road use, use dipping H4 bulbs. RHD only).
- Crystal halogen with angel eye kit* (pair) GAC4600 £59.60
- Crystal halogen kit* (pair) GAC4615 £40.70
- (*NOT 'E' marked for legal road use, no dip pattern).



162-705



162-706

SPOT/FOG LAMP COVER WITH LUCAS LOGO

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

- Lucas spot/fog lamp cover, 6", black (each) 162-705 £47.40
- Lucas spot/fog lamp cover, 7", black (each) 162-706 £47.40



PERTRONIX ELECTRONIC IGNITION

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

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

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

PERTRONIX

See page A15 for more information



CLASSIC CAR COLOURS

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

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

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



See inside back cover for more information



WINDSTOP

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

WindstopGAC4099X . **£308.90**



BROOKLANDS AEROSCREENS

Create the ultimate classic sporting look with these period style aeroscreens. They feature a polished cast aluminium frame, chrome fittings complete with mounting brackets and laminated safety glass.

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



HARDTOP STORAGE

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

Universal hardtop storage pouch GAC1005 . . . **£171.90**



CAR COVERS

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

Loose fit indoor covers

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

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

Ultimate outdoor cover

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

Ultimate outdoor car cover - size S1 GAC95041 . . **£236.00**

Mosom Plus outdoor cover

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

Mosom Plus car cover 237-420 **£108.00**

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



CABLE AND LOCK

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

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



SMITHS GAUGES

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

The following gauges are available:

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

- Boost gauge (full face)
- All gauges come with bulb holders and retaining brackets.

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

SMITHS

See page A56 for more information



SPORTS EXHAUST SYSTEMS

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

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

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

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



See page A11 for more information



HOOD STOWAGE COVERS

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

- TR5-250 vinyl stowage cover - black/white piping. 713461£221.70
- TR6 vinyl stowage cover - black 726211£155.10
- TR6 mohair stowage cover - black. 726211MH . .£281.70
- TR6 double duck stowage cover - black. THC101£348.40



TR5 SURREY TOPS

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

- Steel reinforced GRP rear frame 566993X£517.50
- Backlight glass - plain 902343£267.90
- Backlight glass - green tinted. 902343G . . .£295.20
- Backlight glass - plain and heated 902343H . .£274.80
- Backlight glass - green tinted and heated. 902343GH . .£297.10
- Backlight perspex - lightweight alternative. 902343Z . . .£207.00
- Wiring kit heated rear window GAC4025 . . .£33.30
(Use with choice of switches on page A40).
- GRP Surrey top roof 566994X . . .£534.80
- Pop-in style headlining for hard Surrey top 713149X . .£135.00
- Vinyl Surrey top - black. 806696 . . .£260.00
- Vinyl Surrey top - white 806697 . . .£260.00
- Frame for vinyl Surrey top. 806603 . . .£110.40



TOP PIN BUFFERS

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

- Top Pin Buffers, pair 803-456£20.80



VINYL, DOUBLE DUCK AND MOHAIR HOODS

The hoods supplied by Moss are made on jigs matching those used by the factory, with staff that have over 100 years experience of hood manufacturing between them. The vinyl used is from the same supplier that supplied the Triumph factory. These are the closest you will get to an original hood in terms of quality, fit and appearance.

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

All mohair and double duck hoods have their windows sewn in, although this is a time consuming and laborious process it is the only reliable way of attaching a window to these materials.

- TR5-6 vinyl hood - black. 813451Z . . .£372.90
- TR5-6 mohair hood - black. 813451MH . .£579.20
- TR6 vinyl hood with zip out window - black . . . 822021 . . .£359.50
- TR6 mohair hood with zip out window - black . . 822021MH . .£545.60



TONNEAU

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

- TR5-6 vinyl no headrests LHD - black 822061 . . .£263.60
- TR5-6 vinyl no headrests LHD - black, aftermarket . . 822061B . . .£213.30
- TR5-6 vinyl no headrests RHD - black 822051 . . .£263.60
- TR5-6 double duck no headrests LHD - black . . TDT004 . . .£379.00
- TR5-6 double duck no headrests RHD - black . . TDT002 . . .£379.00
- TR5-6 vinyl with headrests LHD - black. 822101 . . .£268.90
- TR5-6 vinyl with headrests RHD - black 822091 . . .£268.90
- TR5-6 double duck with headrests LHD - black. TDT003 . . .£395.00
- TR5-6 double duck with headrests RHD - black. TDT001 . . .£395.00

SEAT COVERS

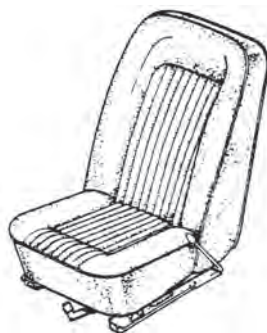
Our seat cover kits are manufactured to the highest standard using quality materials. Following the Triumph tradition, we also offer a leather faced seat cover kit. The diamond pattern as originally used on vinyl covers is not available on our leather faced covers. To ensure colour match our seat cover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

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

Seat covers colour swatch



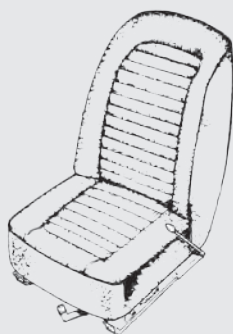
Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.



Type 1: TR5 and TR250 seat cover kits

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

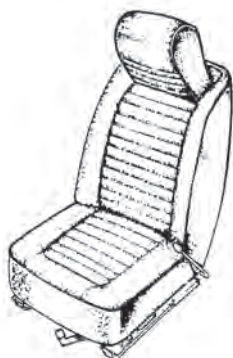
	Vinyl	Leather faced
Seat cover kit - black/white	SCA6411 . . . £484.40	SCL6411 . . . £938.50
Seat cover kit - matador red/white.	SCA6412 . . . £484.40	SCL6412 . . . £938.50
Seat cover kit - light tan/white.	SCA6413 . . . £484.40	SCL6413 . . . £938.50
Seat cover kit - midnight blue/white	SCA6417A . . . £484.40	SCL6417AL . . £938.50
Seat cover kit - shadow blue/ white	SCA6417 . . . £484.40	SCL6417 . . . £938.50



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

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

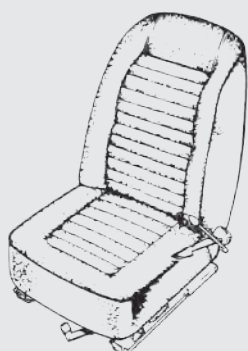
	Vinyl	Leather faced
Seat cover kit - black	SCA6511 . . . £484.40	SCL6511 . . . £938.50
Seat cover kit - matador red.	SCA6512 . . . £484.40	SCL6512 . . . £938.50
Seat cover kit - light tan.	SCA6513 . . . £484.40	SCL6513 . . . £938.50
Seat cover kit - shadow blue.	SCA6517 . . . £484.40	SCL6517 . . . £938.50
Seat cover kit - new tan	SCA6519 . . . NCA	N/A



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

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

	Vinyl	Leather faced
Seat cover kit - black	SCA6521 . . . £484.40	SCL6521 . . £1,114.40
Seat cover kit - matador red.	SCA6522 . . . £484.40	SCL6522 . . £1,114.40
Seat cover kit - light tan.	SCA6523 . . . £484.40	SCL6523 . . £1,114.40
Seat cover kit - shadow blue.	SCA6527 . . . £484.40	SCL6527 . . £1,114.40
Seat cover kit - new tan	SCA6529 . . . £484.40	SCL6529 . . £1,114.40



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

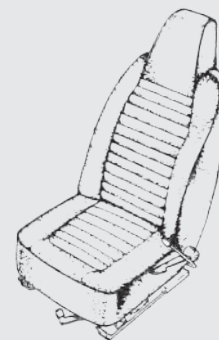
The seats were upgraded to feature a reclining mechanism, operated by a chrome lever on the outside of the seat. These seats do not have headrests. All seats feature self coloured piping. For hardware and fittings please see page 183 in the Restoration section.

	Vinyl	Leather faced
Seat cover kit reclining - black	SCA6551 . . . £478.50	SCL6551 . . . £902.30
Seat cover kit reclining - matador red	SCA6552 . . . £478.50	SCL6552 . . . £902.30
Seat cover kit reclining - light tan	SCA6553 . . . £478.50	SCL6553 . . . £902.30
Seat cover kit reclining - new tan.	SCA6559 . . . £478.50	SCL6559 . . . £902.30
Seat cover kit reclining - shadow blue	SCA6557 . . . £478.50	SCL6557 . . . £902.30
Seat cover kit reclining - grey.	SCA6558 . . . £478.50	SCL6558L . . £902.30

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

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

	Vinyl	Leather faced
Seat cover kit reclining - black	SCA6531 £484.40	SCL6531 . . . £988.60
Seat cover kit reclining - matador red . . .	SCA6532 £484.40	SCL6532 . . . £988.60
Seat cover kit reclining - light tan	SCA6533 £484.40	SCL6533 . . . £988.60
Seat cover kit reclining - shadow blue . . .	SCA6537 £484.40	SCL6537 . . . £988.60
Seat cover kit reclining - new tan	SCA6539 £484.40	SCL6539 . . . £988.60



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

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

	Vinyl	Leather faced
Seat cover kit - black	SCB6541 £478.50	SCL6541 . . . £988.60
Seat cover kit - chestnut	SCB6543 £478.50	SCL6543 . . . £988.60
Seat cover kit - new tan	SCB6549 £478.50	SCL6549 . . . £988.60
Seat cover kit - shadow blue	SCB6547 £478.50	SCL6547 . . . £988.60
Seat cover kit - beige	SCB6544 £478.50	SCL6544 . . . £988.60



HEADRESTS AND COVERS

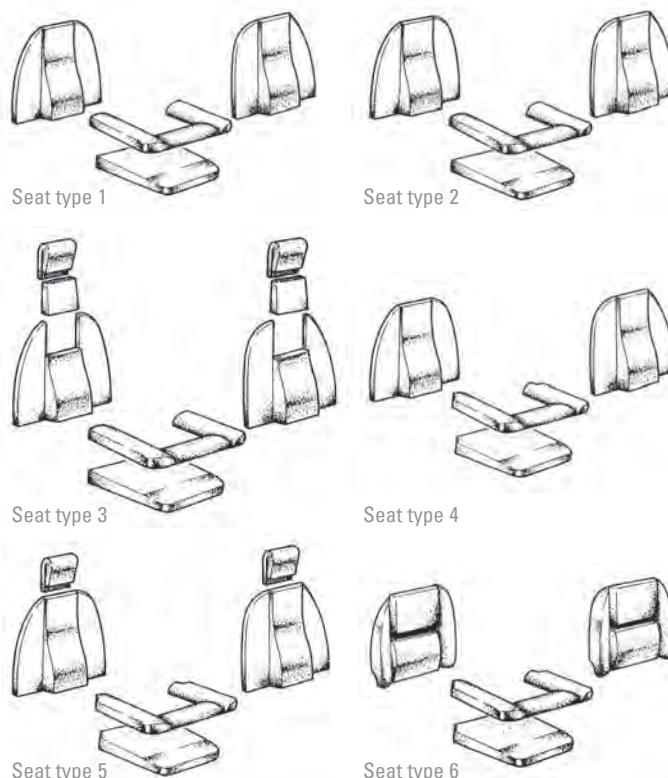
	Headrest assembly	Covers - vinyl	Covers - leather
Black	919071 £83.60	919071C . . . £35.70	919071L . . . £98.98
Chestnut	919073 NCA	919073C . . . NCA	N/A
New tan	923083 £83.60	923083C . . . NCA	N/A
Shadow blue	919077 NCA	919077C . . . NCA	N/A
Beige	919074 £83.60	919074C . . . £35.70	N/A
Headrest foam (each)	722937 £46.30	N/A	N/A



SEAT FOAMS AND DIAPHRAGMS

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

Seat foam kit - seat type 1	SFK6411 £308.90
Seat webbing kit (2 required)	GAC6121X . . . £67.00
Seat diaphragm (2 required)	612251 £19.20
Seat foam kit - seat type 2	SFK6511 £436.10
Seat webbing kit (2 required)	GAC6121X . . . £67.00
Seat diaphragm (2 required)	612251 £19.20
Seat foam kit - seat type 3	SFK6521 £448.10
Seat webbing kit (2 required)	SRK13 £59.40
Seat diaphragm (2 required)	612251 £19.20
Seat foam kit - seat type 4	SFK6551 £467.00
Seat webbing kit (2 required)	GAC6121X . . . £67.00
Seat diaphragm (2 required)	612251 £19.20
Seat foam kit - seat type 5	SFK6531 £448.10
Seat webbing kit (2 required)	SRK15 £84.90
Seat diaphragm (2 required)	612251 £19.20
Seat foam kit - seat type 6	SFK6541 £337.30
Seat webbing kit (2 required)	SRK11 £74.00
Seat diaphragm (2 required)	612251 £19.20



INTERIOR TRIM KITS

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

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

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

Trim kit contents

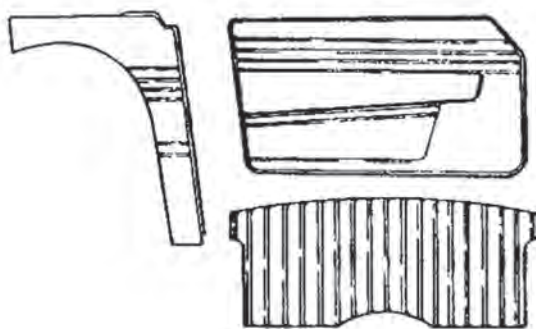
Trim kits include the following items constructed in a similar manner to the original from matched colour grained vinyl's:

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

Interior trim kit colour swatch



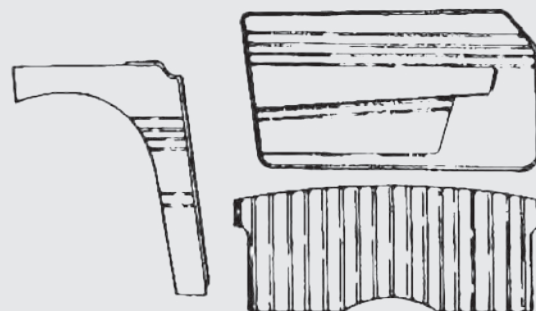
Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.



Interior trim kits - TR5 and TR250

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

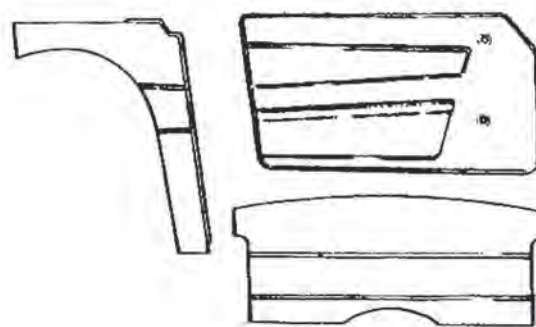
	Vinyl trim kits	Leather trim kits
Black/white piping	TKA6221 . . . £424.70	TKA6221LNCA
Matador red/white piping . . .	TKA6222 . . . £424.70	TKA6222L. £1,211.10
Shadow blue/white piping . . .	TKA6227 . . . £424.70	TKA6227L. £1,211.10
Midnight blue/white piping . .	TKA6397 . . . £424.70	TKA6397L. £1,211.10
Light tan/white piping	TKA6223 . . . £424.70	TKA6223L. £1,211.10
Light tan/tan piping	TKA6224NCA	TKA6224L. £1,211.10



Interior trim kits - TR6 (to CC/CP50000)

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

	Vinyl trim kits	Leather trim kits
Black	TKA6311 . . . £424.70	TKA6311LNCA
Matador red	TKA6312 . . . £424.70	TKA6312LNCA
Shadow blue	TKA6317 . . . £424.70	TKA6317L £1,211.10
Light tan	TKA6313 . . . £424.70	TKA6313L £1,211.10



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

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

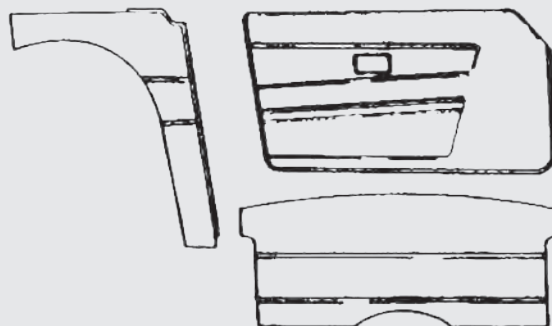
	Vinyl trim kits	Leather trim kits
Black	TKA6321 . . . £424.70	TKA6321L. £1,211.10
Matador red	TKA6322 . . . £424.70	TKA6322L. £1,211.10
Shadow blue	TKA6327 . . . £424.70	TKA6327L. £1,211.10
Light tan	TKA6323 . . . £424.70	TKA6323L. £1,211.10
New tan.	TKA6329 . . . £424.70	TKA6329L. £1,211.10

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

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

Vinyl trim kits		Leather trim kits	
Black	TKB6331. £424.70	TKB6331L. £1,211.10	
Matador red*	TKA6322. £424.70	TKA6332L. £1,211.10	
Shadow blue*	TKA6327. £424.70	TKA6337L. NCA	
New tan.	TKB6339. £424.70	TKB6339L. £1,211.10	
Chestnut	TKB6333. £424.70	TKB6333L. £1,211.10	

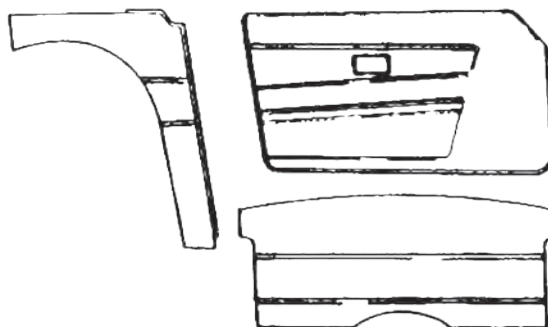
*Note: Fine grain only.



Interior trim kits - TR6 (CR5001/CF12501 on)

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

Vinyl trim kits		Leather trim kits	
Black	TKB6341. £424.70	TKB6341L. £1,211.10	
Shadow blue	TKA6347. £424.70	TKA6347L. £1,211.10	
New tan.	TKB6349. £424.70	TKB6349L. £1,211.10	
Chestnut	TKB6343. £424.70	TKB6343L. £1,211.10	
Beige	TKB6344. £424.70	TKB6344L. £1,211.10	



Trim panel fitting kit

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

Trim panel fitting kit (all models) TKA6221FK . £36.00



REPLACEMENT TRIM PANELS

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

Door liners

Black/white piping TR250 TR5 (pair)	DP2010A . . .	£182.40
Black TR6 to CP/CC50000 (pair).	DP2011A . . .	£233.00
Black TR6 CP/CC50001 to CR/CF1 (pair)	DP2018A . . .	£233.00
Black TR6 CR/CF1 to CR/CF12500 (pair)	DP2019A . . .	£233.00

Rear quarter panels

Black/white piping TR250 TR5 (pair)	808542/52. . .	£151.40
Black TR6 to CP/CC50000 (pair).	816211/21. . .	£101.40
Black TR6 CP/CC50001 to CR/CF1 (pair)	819751/61. . .	£101.40
Black TR6 CR/CF1 to CR/CF12500 (pair)	822171/81. . .	£101.40

Wheel arch covers

Black/white piping TR250 TR5 (pair)	564846/7. . . .	£78.95
Black TR6 to (c) CP/CC50000 (pair)	717211/21. . .	£78.95
Black TR6 CP/CC50001 to CR/CF1 (pair)	717211/21. . .	£78.95
Black TR6 CR/CF1 to CR/CF12500 (pair)	726321/31. . .	£78.95
Wheel arch foam pad (2 required)	806245	£21.00

Rear cockpit liner

Black TR250 TR5	813051	£86.40
Black TR6 to (c) CP/CC50000	813051	£86.40
Black TR6 CP/CC50001 to CR/CF1	819731	£86.40
Black TR6 CR/CF1 to CR/CF12500	822211	£86.40



Door top pulls and finishers

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

Door pull vinyl/foam - black LH.	812311	£91.40
Door pull vinyl/foam - black RH.	812321	£91.40
Door pull polyurethane - black LH	812311Z	£44.40
Door pull polyurethane - black RH	812321Z	£44.40
Door finisher - black LH	824901	£19.60
Door finisher - black RH.	824911	£19.60



Door seals and finishers

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

Door seal - black	631321	£14.40
Seal finisher - B post LH	622747	£7.80
Seal finisher - B post RH.	622748	£7.40



907710BG

DASHBOARDS

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

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

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

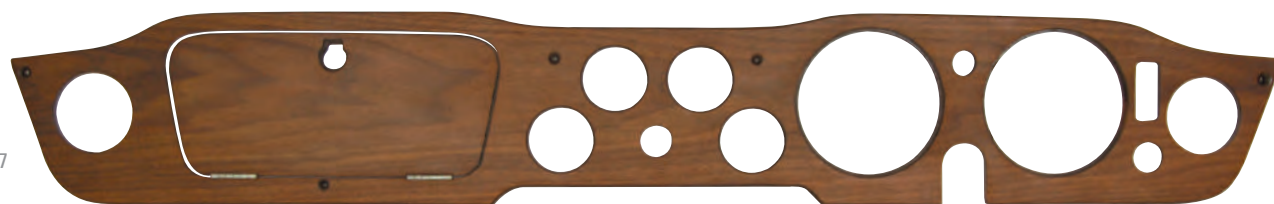


907709BG

TR5-6 CP & CC models

- TR5-6 (CP models) crown matt RHD907709£370.00
- TR5-6 (CP models) burr gloss RHD.907709BG . . .£370.00
- TR250-5-6 (to CC67893) crown matt LHD. . . .907710£370.00
- TR250-5-6 (to CC67893) burr gloss LHD907710BG . .£370.00

- TR6 (CC75001-85737) crown matt LHD910058NCA
- TR6 (CC75001-85737) burr gloss LHD.910058BG . .£370.00
- TR6 (CC75001-85737) crown matt LHD910059NCA
- TR6 (CC75001-85737) burr gloss LHD.910059BGNCA



917647

TR6 CR & CF models

- TR6 (CR1-CR2911) crown matt RHD.910057NCA
- TR6 (CR1-CR2911) burr gloss RHD910057BGNCA
- TR6 (CR5001 on) crown matt RHD917647NCA
- TR6 (CR5001 on) burr gloss RHD.917647BGNCA
- TR6 (CF1-CF27000) crown matt LHD917648£370.00

- TR6 (CF1-CF27000) burr gloss LHD.917648BG . .£370.00
- TR6 (CF1-CF35000) crown matt LHD (USA spec).917550£370.00
- TR6 (CF1-CF35000) burr gloss LHD (USA spec) .917550BG . .£370.00
- TR6 (CF35001 on) crown matt LHD (USA spec) .WKC2511NCA
- TR6 (CF35001 on) burr gloss LHD (USA spec) .WKC2511BG. . .NCA

CONSOLE PANELS

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



Fine 'Stag' grain vinyl

- Console panel, no hole, LH.815921£58.20
- Console panel, with hole, LH815921H. . . .£56.90
- Console panel, no hole, RH815931£58.20
- Console panel, with hole, RH.815931H. . . .£56.90

Coarse 'Bubble' grain vinyl

- Console panel, no hole, LH.822251£58.20
- Console panel, with hole, LHXKC371£48.00
- Console panel, no hole, RH822261£58.20
- Console panel, with hole, RH.XKC351£48.00

DASHBOARD SUPPORT

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

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



815721X

- Moulded cover - TR5 TR250812001X. . .£191.10
- Moulded cover - TR6 CP/CC.815721X. . .£191.10
- Moulded cover - TR6 CR/CF821551X. . .£191.10
- Recovering kit - black vinyl821551Z. . .£72.70
- Recovering kit - black leather.821551L . . .£128.50



631881



GAC9540

GEAR LEVER GAITER AND FINISHER

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

- Gear lever gaiter, vinyl 631881 £22.40
- Gear lever gaiter, leather 680-745 £34.30
- Chrome gaiter finishing kit GAC9540 £19.60



WINDSCREEN SURROUND TRIMS

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

- Windscreen surround trims GAC6029X £95.60



SUN VISORS

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

- Sun visor - white driver's side 812719 NCA
- Sun visor - white passenger's side 812759 NCA
- Sun visor - black driver's side 812711 £42.60
- Sun visor - black passenger's side LHD 812751 £45.50
- Sun visor - black passenger's side RHD 812741 £45.50



409-016

FOIL HEATSHIELD

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

- Foil heatshield insulation 409-016 £34.90
- 1.21m x 1.82m (48" x 72")
- High temperature adhesive aerosol 400ml GAC9908X £11.90
- Standard adhesive aerosol 400ml UBS203 £8.70



CLASSIC LEATHER SEATS

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

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



- Classic seats, horizontal pleat - black/black piping . SAA6221A . . £1,223.70
- Classic seats, horizontal pleat - black/white piping . SAA6221W . £1,223.70



TR250-6 CENTRE CONSOLE WITH POWER JACKS

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

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

- TR250-6 centre console with power jacks 642-796 £189.40



MOTO-LITA STEERING WHEELS

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

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

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

Moto-Lita

See page A55 for more information



646-560

SUFFOLK SEAT ASSEMBLIES

UK made, hand trimmed and assembled by skilled craftspeople, the Suffolk seats are a truly comfortable and great looking addition to the interior of your TR5-6. Featuring a reclining back rest, a forward tilting mechanism for east access to the rear of the cockpit and height adjustable headrests for maximum comfort and adjustability. The bespoke base frame and runner assemblies are designed specifically to fit you car and incorporates a seat belt anchorage point. Supplied in pairs.

- Suffolk Seat Assembly, leather, black 646-560 . . . £1,602.80
- Suffolk Seat Assembly, leather, matador red 646-561 . . . £1,602.80
- Suffolk Seat Assembly, leather, light tan 646-562 . . . £1,602.80
- Suffolk Seat Assembly, leather, midnight blue 646-563 . . . £1,602.80
- Suffolk Seat Assembly, leather, shadow blue 646-564 . . . £1,602.80
- Suffolk Seat Assembly, leather, new tan 646-565 . . . £1,602.80
- Suffolk Seat Assembly, leather, chestnut 646-566 . . . £1,602.80
- Suffolk Seat Assembly, leather, beige 646-567 . . . £1,602.80
- Suffolk Seat Assembly, leather, black/white piping 646-570 . . . £1,602.80



646-570



DYNAMAT HEAT & SOUND INSULATION

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

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

Dynamat Xtreme

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

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

Dynaliner

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

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

Hoodliner

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

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



UNDER FELT KIT

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

- Under felt kit 639-355 **£68.50**
- Sound deadening pad (each) CHM228 **£7.20**



CARPET SETS

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

	Wool	Nylon
Carpet set - black	CSB6411 . . £440.00	CSA6411 . £237.00
Carpet set - red	CSB6412 . . £440.00	CSA6412 . £237.00
Carpet set - chestnut	CSB6413 . . £440.00	CSA6413 . £222.50
Carpet set - beige	CSB6414 . . £440.00	CSA6414 . £237.00
Carpet set - midnight blue .	CSB6417B . £440.00	CSA6417A £237.00
Carpet set - shadow blue . .	CSB6417 . . £440.00	CSA6417 . . . NCA



DOOR TREADPLATES

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

- TR4-6 aluminium (pair) GAC6066X . . . **£40.70**
- TR6 stainless steel with TR6 logo (each) TT7246 **£25.00**
- TR4-6 stainless steel with laurel (each) TT7346 **£25.00**
- Threshold plate fitting screw (as required) 575937 **£0.96**



PLASTIC AND FIBREGLASS GEARBOX TUNNELS

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

- GRP gearbox tunnel 713569FG . . . **£109.30**
- Plastic gearbox tunnel 713569SAP **NCA**
- Plastic gearbox tunnel, 2 piece 713569SAP1 . **£119.50**
- GRP transmission tunnel cover 809046FG . . . **£73.90**
- Plastic transmission tunnel cover 809046SAP . . . **£75.00**
- Gearbox tunnel fitting kit 713569FK . . . **£27.60**
- Gearbox tunnel seal kit 713569GS . . . **£12.50**



BOOT TRIM

813512

TR5 and TR250 boot trim

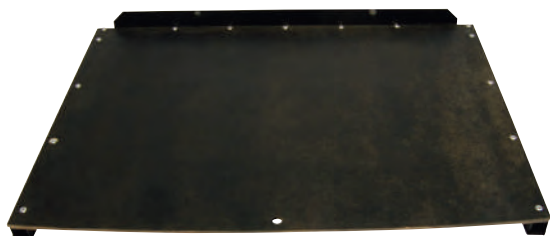
- Casing board - fuel tank TR250 806135 **£25.20**
- Casing board - fuel tank TR5 813512 **£42.60**
- Spare wheel cover TR5 & TR250 812236 **£120.40**

TR6 boot liner kits

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

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

- Boot liner kit - Pi models GAC6070X . . . **£35.00**
- Boot liner kit - carburettor models GAC6069X . . . **£35.00**
- Fitting kit - boot liners TFK6003 **£13.90**



TR6 spare wheel cover

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

- Spare wheel cover. 815662 **£92.80**



924921

TR6 BOOT CARPET

TR6 boot carpet

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

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

- Boot carpet carburettor models - nylon black . . . 924921 **£33.70**
- Boot carpet carburettor models - wool black . . . 924921W **£69.60**
- Boot carpet PI models - nylon black 924941 **£33.70**
- Boot carpet PI models - wool black 924941W **£69.60**



CSA64911

CSB64921



TR5 and TR250 boot carpet

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

- Boot carpet TR5 - nylon black CSA64911 **£39.30**
- Boot carpet TR5 - wool black CSB64911 **£74.80**
- Boot carpet TR250 - nylon black CSA64921 **£39.30**
- Boot carpet TR250 - wool black CSB64921 **£74.80**

FOOTWELL MATS



AM6819-2

MAT3

Rubber footwell mats

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

- AM6819-2 **£24.00**

Nylon carpet footwell mats

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

- MAT3 **£31.50**

Plush embroidered carpet footwell mats

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

- 240-741 **£56.00**

Ultra plush embroidered carpet footwell mats

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

- 240-740 **£121.30**



240-741

240-740



MOTO-LITA STEERING WHEELS

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

Wood rimmed steering wheels

- Mk3 flat polished spokes 13" MLW1115-13 . .£198.00
- Mk3 flat polished spokes 14" MLW1115-14 . .£198.00
- Mk3 flat polished spokes 15" MLW1115-15 . .£198.00

- Mk3 dished polished spokes 13" MLW1116-13 . .£198.00
- Mk3 dished polished spokes 14" MLW1116-14 . .£198.00
- Mk3 dished polished spokes 15" MLW1116-15 . .£198.00

- Mk3 flat polished spokes with thin slot 14" . . MLW1120-14 . .£198.00
- Mk3 flat polished spokes with thin slot 15" . . MLW1120-15 . .£198.00

- Mk3 flat polished spokes with wide slot 13" . . MLW1122-13 . .£198.00
- Mk3 flat polished spokes with wide slot 14" . . MLW1122-14 . .£198.00
- Mk3 flat polished spokes with wide slot 15" . . MLW1122-15 . .£198.00

- Mk3 dished polished spokes with thin slot 13" . MLW1125-13 . .£198.00
- Mk3 dished polished spokes with thin slot 14" . MLW1125-14 . .£198.00
- Mk3 dished polished spokes with thin slot 15" . MLW1125-15 . .£198.00

Leather rimmed steering wheels

- Mk4 flat polished spokes 12" MLW1111-12 . .£198.00
- Mk4 flat polished spokes 13" MLW1111-13 . .£198.00
- Mk4 flat polished spokes 14" MLW1111-14 . .£198.00
- Mk4 flat polished spokes 15" MLW1111-15 . .£198.00

- Mk4 flat black spokes 13" MLW1112-13 . .£198.00
- Mk4 flat black spokes 14" MLW1112-14 . .£198.00
- Mk4 flat black spokes 15" MLW1112-15 . .£198.00

- Mk4 dished polished spokes 12" MLW1113-12 . .£198.00
- Mk4 dished polished spokes 13" MLW1113-13 . .£198.00
- Mk4 dished polished spokes 14" MLW1113-14 . .£198.00
- Mk4 dished polished spokes 15" MLW1113-15 . .£198.00

- Mk4 dished black spokes 13" MLW1114-13 . .£198.00
- Mk4 dished black spokes 14" MLW1114-14 . .£198.00
- Mk4 dished black spokes 15" MLW1114-15 . .£198.00

- Mk4 flat polished spokes with thin slot 13" . . MLW1121-13 . .£198.00
- Mk4 flat polished spokes with thin slot 14" . . MLW1121-14 . .£198.00
- Mk4 flat polished spokes with thin slot 15" . . MLW1121-15 . .£198.00

- Mk4 dished polished spokes with thin slot 13" . MLW1126-13 . .£198.00
- Mk4 dished polished spokes with thin slot 14" . MLW1126-14 . .£198.00
- Mk4 dished polished spokes with thin slot 15" . MLW1126-15 . .£198.00

Mahogany rimmed steering wheels

- Mk9 flat polished spokes with thin slot 14" . . MLW1119-14 . .£300.00
- Mk9 flat polished spokes with thin slot 15" . . MLW1119-15 . .£300.00

- Mk9 flat polished spokes with holes 14" MLW1119-14H £300.00
- Mk9 flat polished spokes with holes 15" MLW1119-15H £300.00



TOURIST TROPHY STEERING WHEELS

Designed to complement your classic, these wheels are handcrafted to high standards. Available with the choice of either a sporty leather rim or a classic riveted wood rim with a variety of spoke designs and finishes; drilled or slotted in either matt alloy or black. The frames are made from high strength aluminium.

Leather rimmed steering wheels

- Leather rim black drilled spokes 14" 489-040 . .£135.00
- Leather rim matt alloy drilled spokes 15" 489-020 . .£135.00
- Leather rim matt alloy drilled spokes 14" 489-030 . .£135.00
- Leather rim black slotted spokes 15" 489-050 . .£135.00

Laminated wood rimmed steering wheels

- Laminated wood rim matt alloy drilled spokes 14" . . 489-070 . .£170.00
- Laminated wood rim matt alloy drilled spokes 15" . . 489-060 . .£170.00
- Laminated wood rim matt alloy slotted spokes 14" . . 489-085 . .£170.00
- Laminated wood rim matt alloy slotted spokes 15" . . 489-080 . .£170.00

Solid wood rimmed steering wheel

- Solid thick wood rim alloy drilled spokes 14" 489-095 . .£170.00
- Solid thick wood rim alloy drilled spokes 15" 489-090 . .£170.00



TOURIST TROPHY ADAPTOR BOSS

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

Adaptor boss kit and accessory

- Boss kit with horn push TR5-6 853-786 . . . £58.00
- Horn push with TR badge TR5-6 905-647 . . . £30.10



MOTO-LITA BOSSES AND ACCESSORIES

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

- TR5-6 boss (Moto-Lita centre cap) MLW1117B20 . . £75.00



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

- 1 Plastic centre cap MLW1117X1 . . £13.40
- 2 Plastic centre cap/horn push MLW1117X2 . . £22.90
- Polished alloy centre cap MLW1117BCC . £54.00
- 3 Polished alloy centre cap/horn push MLW1117BHP . £99.00
- Polished ring kit MLW1117X3 . . £16.20
- Black ring kit MLW1117X3B . £19.20



MOMO GEAR KNOBS



For over 30 years MOMO has been producing automotive products to the very highest quality. These gear knobs are sure to complement your interior.

- 1 Race air leather alloy gear knob MOMO1060 . . £99.65
- 2 Race air leather gear knob MOMO1057 . . £101.80
- 3 Anatomic hide gear knob MOMO1050 . . £95.00



GEAR KNOBS

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

- Wooden gear knob nylon insert GAC6050X . . . £15.00
- Leather gear knob nylon inset GAC6051X . . . £16.50



GEAR STICK GAITER FINISHER KIT

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

- Chrome gaiter finishing kit GAC9540 £19.60



AUXILIARY GAUGES

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

The bezel, 106964BEZEL, can be used to make the new gauge look as original as possible.

- Clock full face 52mm - black GAE128X . . . £98.40
- Capillary oil pressure half face 52mm - black . . GAE123X . . . £94.00
- Electric water temp half face 52mm - black . . . GAE124X . . . £58.40
- Dynamo ammeter half face 52mm - black GAE120 £61.00
- Alternator ammeter half face 52mm - black . . . GAE121 £61.00
- Voltmeter half face 52mm - black GAE122 £73.00
- Boost gauge full face 52mm - 15in.Hg to 30psi - black . GAE150X . . . £98.70
- Chrome bezel 52mm 106964BEZEL . £10.00

815747RED



815747TAN



FLOCK LINED GLOVE BOXES

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

- Flock lined glove box - black 815747BLK . . . £36.00
- Flock lined glove box - blue 815747BLU . . . £36.00
- Flock lined glove box - red 815747RED . . . £36.00
- Flock lined glove box - tan 815747TAN . . . £36.00



EXPANDABLE CUP HOLDER

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

- Expandable cup holder 222-090 £11.60



PRO START PUSH BUTTON

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

- Pro start push button GAC0060 £39.00



UPRATED HEATER

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



- TR5-6 up-rated heater 812301HX . . . £725.00



MANIFOLD HEAT INSULATION

GAC90541

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

Roll size (w x l)	Natural	Black
1" x 15' roll	GAC150 £16.50	GAC151 £19.20
2" x 15' roll	GAC152 £27.30	GAC153 £30.00
1" x 50' roll	GAC154 £48.00	GAC155 £53.40
2" x 50' roll	GAC156 £81.70	GAC157 £90.00

Manifold blanket and starter motor cover

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

- Manifold blanket 4-6 cylinder GAC182 £138.00
- Manifold blanket V8 2 piece GAC183 £147.00
- Starter motor cover with straps GAC181 £46.70

Snap Straps

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

- Snap Strap kit 8 x 9" and 4 x 18" lengths GAC172 £44.40
- Snap Strap kit 6 x 9" and 4 x 18" lengths GAC173 £38.40
- Snap Strap kit 12 x 9" lengths GAC174 £41.40
- Snap Strap kit 6 x 18" lengths GAC175 £27.30
- Snap Strap kit 4 x 14" lengths GAC176 £14.00

HEAT AND SOUND INSULATION

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

Dynamat hoodliner

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

Foil Heatshield

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

- Dynamat hoodliner 813mm x 1.37m (32" x 54") . . . GAC90541 . . . £85.00
- Foil heatshield insulation 1.21m x 1.82m (48" x 72") 409-016 £34.90
- Bitumen type sound deadening pad self adhesive . . . CHM228 £7.20
- High temperature adhesive aerosol 400ml GAC9908X . . . £11.90
- Standard adhesive aerosol 400ml UBS203 £8.70

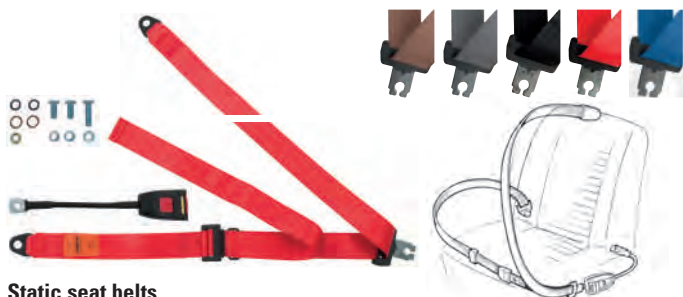
EXHAUST SYSTEM HEAT INSULATION

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

- Exhaust heat shield 40" x 24" GAC184 £109.20
- General heat shield 1m x 1m GAC185 £99.60

SECURON SEAT BELT & HARNESS KITS 

This is our range of suggested Securon replacement seat belts to best suit TR5-6 models. All Securon seat belt products are 'E' approved for road use. On cars not originally fitted with seat belts it is essential that the belts be fitted carefully and that the correct hardware is used. Each kit contains suitable bolts for each mounting point, but you will need to use the reinforced nut plates (Part No: TT7968) where necessary.



Static seat belts

This can be bolted to the upper mounting on the wheel arch, the end of the webbing is retained at the sill mounting, and the stalk is fitted to the tunnel. Once positioned the strap can be adjusted for length and fit on the over-shoulder section of the belt.

- Static seat belt kit - black.....SBS300/30 £33.10
- Static seat belt kit - redSBS300/30RED .. £39.90
- Static seat belt kit - beige.....SBS300/30BGE .. £39.90
- Static seat belt kit - grey.....SBS300/30GREY . £39.90
- Static seat belt kit - blueSBS300/30BLU .. £39.90



Automatic seat belts

The reel should be bolted to the lower inner side of the rear wheel arch and the guide at shoulder level on the wheel arch. The end of the webbing is retained at the sill mounting, and the stalk is fitted to the tunnel. The reel must be mounted vertically for the mechanism to operate correctly. This is the recommended inertia reel seat belt mechanism as it allows clearance for the hood frame when folded.

- Automatic seat belt kit - black.....SBS500/30 £61.90
- Automatic seat belt kit - red.....SBS500/30RED .. £61.90
- Automatic seat belt kit - beige.....SBS500/30BGE .. £61.90
- Automatic seat belt kit - grey.....SBS500/30GREY . £61.90
- Automatic seat belt kit - blue.....SBS500/30BLU .. £61.90

Seat belt extender

This can be used to safely extend the seat belt if required. It should only be bolted to the sill mounting position and then bolted to the eyelet on the end of the seat belt. It must not be used at any other mounting point. 'E' approved for road use.

- Seat belt extender - red onlySBS227..... £21.40



Harness fittings

- Eye bolts (pair) - use with clip-in mountings..TT7967 £13.30
- Bolt and spacer (pair) - use with plate mountings.TT7969 £7.10
- Nut plates (pair) - reinforced for fixing bolts..TT7968 £11.00



Harness kits for road use - 'E' approved

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

- 3 point harness kit - black..... SBH628BLACK . £41.50
- 3 point harness kit - red SBH628RED... £41.50
- 3 point harness kit - blue SBH628BLUE... £41.50
- 4 point harness kit - black..... SBH629BLACK . £40.30
- 4 point harness kit - red SBH629RED... £40.30
- 4 point harness kit - blue SBH629BLUE... £40.30



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

- 3 point harness kit - black..... SBH605BLACK . £49.60
- 3 point harness kit - red SBH605RED... £49.60
- 3 point harness kit - blue SBH605BLUE... £49.60
- 4 point harness kit - black..... SBH655BLACK . £56.40
- 4 point harness kit - red SBH655RED... £56.40
- 4 point harness kit - blue SBH655BLUE... £56.40

VINTAGE COMPETITION LAP BELT



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

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



PERIOD STYLE SEAT BELT

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

- Period style seat belt 222-205 £36.00



BOOKS, MANUALS & DVDS

Owners handbooks

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

- TR250 (USA) owners handbook . . . 545033 . . . £10.50
- TR5 (1967-68) owners handbook . . . 545034 . . . £10.50
- TR6 (1968-73 CP) owners handbook. 545078 . . . £10.50
- TR6 (1974 on CR) owners handbook 545078A . . . £10.50
- TR6 USA 1972 owners handbook . . . 545111/73 . £10.50
- TR6 USA 1974 owners handbook . . . 545111/74 . £17.70
- TR6 USA 1975 owners handbook . . . 545111/75 . £10.50



Factory workshop manuals

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

- TR4 workshop manual 510322 . . . £37.50
- TR5 supp. (use with TR4 manual 510322) 545053 . . . £19.50
- TR6 workshop manual 545277SC . £42.50
- TR250, TR5-6 glovebox sized manual 545277HBS £13.50



Factory parts books

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

- TR250 factory parts book 516914 . . . £22.60
- TR6 1969-73 parts catalogue 517785A . . £40.00
- TR6 from CR5001 & CF12501 . . . RTC9093A . £27.50



Haynes manuals

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

- TR5-6 Haynes manual MGL6216X £25.00



TR restoration manual, by Roger Williams

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

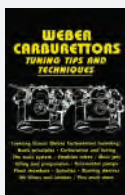
- TR5-250-TR6 restoration manual . . MGL6026 . £55.00



Haynes carburettor manual

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

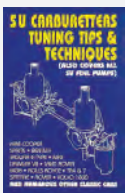
- Haynes carburettor manual MGL0279 . £28.00



Weber carburetors: Tuning tips and techniques, by John Passini

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

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



Tuning SU carburetors

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

- Tuning SU carburetors MGL0070 . £13.50



SU workshop manual

Factory workshop manual covering both carbs and fuel pumps.

- SU workshop manual GAC1044X . £17.60

SU needle chart

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

- SU needle chart ALT9501 . . £10.00
- SU parts catalogue ALT9524 . . £0.00



Lucas fault diagnosis manual

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

- Lucas manual GAC1029X . £4.50



SU carburettor rebuild DVD

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

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



Rule Britannia, by John Nikas

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

- Rule Britannia MGL0360 . £75.00



How to Restore Classic Car Interiors

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

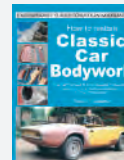
- How to restore classic car interiors . MGL0364 . £25.00



How to Restore Classic Car Bodywork

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

- How to restore classic car bodywork . MGL0330 . £25.00



Gold Portfolio TR6

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

- Gold portfolio TR6 MGL6007X £19.50



Competition preparation manual TR250-6

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

- Competition preparation manual MGL6311 . £15.40



How to Improve your TR250/5/6

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

- How to improve your TR250/5/6 MGL6614 £32.50



Original Technical Publications Heritage USB

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

- OTP TR Collection USB HTP2014E £100.83
- OTP TR Collection USB portable . . HTP2014USB £131.25
- OTP TR2-6 USB HTP2008E £33.58
- OTP TR2-6 USB portable HTP2008USB £46.75



WING COVER

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

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



TR SHIELD EARRINGS

Enamelled miniature marque logo earrings.

Triumph earrings.....GAC9941X.....£17.80



EMBLEM KEY FOBs

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

Triumph emblem leather - black.....GAC9842X..... £10.40

Triumph emblem leather - tan.....GAC9843X..... NCA



WORKSHOP APRON

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

GAC9938X..... £22.50



TRIUMPH BAR STOOL

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

231-805..... £84.70



GARAGE SIGNS

Screen printed metal replicas of original factory dealer signs.

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



PINT GLASS SET

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

230-932..... £19.20



UNION FLAG

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

Union flag - 36" x 60"
GAC9939X..... £23.90



LEATHER KEY FOBs

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

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



EMBROIDERED PATCHES

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



MOSS DRIVERS CAP

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

Moss Drivers Cap217-246 **£14.60**



WATERPROOF BLANKET

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

Waterproof blanket, grey, Moss logo231-370 **£29.60**

Waterproof blanket, grey, Triumph logo231-380 **£29.60**



CLASSIC FLYING HELMET & GOGGLES

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

The motoring helmets are a premium grade brown leather, with a soft brown cotton lining. Built-in peak to shade the sun and neck protector to stop the wind chills, with under-chin strap, secured with a metal buckle. The original RAF specification goggles are made with polycarbonate glass lens, grey/blue enamel frames, brown leather padding and elasticated headband.

- 1 Leather pilot helmet small - brown ALCFHL/S . . . **£108.00**
- Leather pilot helmet medium - brown ALCFHL/M . . . **£108.00**
- Leather pilot helmet large - brown ALCFHL/L . . . **£108.00**
- Leather pilot helmet X-large - brown ALCFHL/XL . . . **£108.00**
- 2 Leather motoring helmet small - brown ALCFHL/S . . . **£111.00**
- Leather motoring helmet medium - brown ALCFHL/M . . . **£111.00**
- Leather motoring helmet large - brown ALCFHL/L . . . **£111.00**
- Leather motoring helmet X-large - brown ALCFHL/XL . . . **£111.00**
- 3 RAF vintage goggles MK8 ALCGMK8 **£96.40**



THERMAL MUGS

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

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



EXPANDABLE CUP HOLDER

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

Expandable cup holder222-090 **£11.60**



230-390



230-355



230-388

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

RETRO SOUND RADIOS

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

San Diego

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

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

Hermosa

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

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

Long Beach

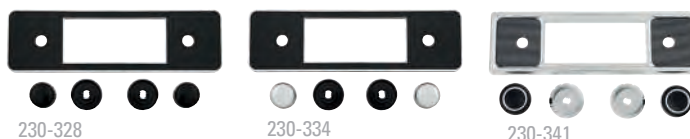
AM/FM Tuner, iPod/iPhone & Android compatible, Bluetooth, x2 rear USB ports & x2 rear Auxiliary inputs. 32,000 colour LCD with built in amp (45 watts peak/25 watts RMS x 4 channels).

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

Laguna

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

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



Faceplate and knob kits (F&K kits)

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

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



230-505

230-545



230-530

230-550

RETROMOD SPEAKERS BY RETRO SOUND

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

Dual voice coils (DVC) speakers

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

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

Single voice coils (SVC) speakers

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

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

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

RetroMod 8" Subwoofer

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

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



TR5-6 Restoration Parts



Ordering Information

Notification of prices

Due to the volatility of world markets and currency fluctuations the prices in this catalogue are subject to change. Moss make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter these prices without prior notice.

For the latest prices, please visit our website moss-europe.co.uk. All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable) and are correct at the time of going to print. Postage and packaging is not included. E&OE. Where the price is replaced with NCA this part is Not Currently Available. Please visit our website moss-europe.co.uk or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

Product supersessions

Moss Europe's policy is to detail the most up to date part information in our catalogues. Where possible parts are kept to original specification. However, in some instances we have to supersede to the most viable alternative product to maintain supply and keep cars on the road. Every effort is made to ensure high quality products.

UK ordering

We accept orders by mail, telephone, e-mail, fax and on-line at moss-europe.co.uk. If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your customer number, as this will speed up the processing of your order.

Overseas ordering

We accept orders by mail, telephone, e-mail, fax and on-line at moss-europe.co.uk. If you visit the U.K. please come and visit one of our branches. When ordering, please ensure that you enclose full details of your name, address and customer number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note: Overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay, will be included with your shipment. If you have any special requirements, please contact us to discuss them. Delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation.

Parts back-order system

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within 6 months, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or does not become available within 6 months the back-order will be cancelled. If you are unsure when you placed a back-order contact your local branch.

Dispatch & delivery methods

Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us or visit our website for the best delivery option for your order and the latest delivery prices. For delivery outside the UK we offer the following services.

- Economy delivery (by road): 2 to 5 days (approximately).
- Express delivery (by air): 1 to 2 days (Guaranteed) - next day service to most countries.
- We also offer an Airmail packet service but this is limited to low value orders, delivery times vary from 5-14 days depending on your location.

For these services, please ask for prices and the best delivery option when you place your order. Most deliveries (except airmail) are 'trackable', (inc: e-mail updates and internet access for selected carriers). Please remember, all carriage charges are dependent on weight band, volume, destination and delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department. Alternatively, you can arrange your own delivery and dispatch.

Windscreen delivery information

We always suggest that windscreens should be collected from one of our branches to ensure you are able to transport your glass with the utmost of care. However, we understand that this is not always possible. To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (Ex VAT), non-refundable and is not included in the price of the product. The crate's dimensions will also increase shipping costs, particularly in EU countries. The crate dimensions are 150cm x 33cm x 74cm. The maximum volumetric weight is 92kgs. For more information please contact your nearest Moss branch.

Hazardous goods delivery information

At the time of going to print, Moss Europe Ltd. Conforms to international shipping regulations regarding packaging and transportation of Hazardous Goods by road and sea freight (only). Due to these international shipping regulations and licencing rules all goods deemed as Hazardous are currently available for shipping to the UK and Europe only. If you place an order containing Hazardous goods and your shipping address is not in the UK or Europe, we will not be able to ship this item to you. Please contact your local branch or visit our website moss-europe.co.uk for the latest delivery information of Hazardous goods.

Quotations & payment methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, Sterling Traveller's Cheques and credit or debit card including: Mastercard, Visa, Delta. If you intend to make payment by Cheque or Bankers Draft when

using our fast mail-order parts service, please confirm parts availability and carriage charges. We can accept payments using PayPal for website, email and phone orders.

Value added tax (VAT)

Value Added Tax (VAT) at the current UK rate of 20% will be levied on all orders being dispatched to countries within the UK, including Northern Ireland. Shipments to countries outside the UK, including all EU countries, will not be charged VAT.

Our UK website will only take payment in GB pounds (£).

Exchange units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points: It is important to remember that "rebuilt" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange engine will not have a new block. Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case.

All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases pierced by a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits".

Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit. We have predetermined prices for our exchange units based on our experience of repair costs for a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

'Old unit' returns

Exchange items including reconditioned engines are subject to a surcharge that is refunded when a rebuildable unit (core) is returned. When you receive the rebuilt unit, attached to it will be a Core Return Authorisation Tag. This tag must be removed from the rebuilt unit and attached to the returned core in order to receive credit. Cores must be returned within 90 days of purchase in the original box, carton or engine cradle supplied with the rebuilt unit. Cores must be shipped clean and empty of fluids. Cores must be complete, assembled and rebuildable to receive credit or refund. You must pay all shipping charges for the return of the core and these charges are not refundable.

Warranty

All parts are warranted against defects in materials and workmanship for a period of twelve (12) months from the date of purchase. The warranty does not cover failure resulting from incorrect installation or misuse; failure during any competition, motorsports or track events; failure of any, or caused by any, related component. The warranty does not cover labour charges, nor will a warranty settlement be greater than the cost of the original component. Should you need to make a warranty claim, please contact us immediately at the branch of purchase. We will then advise you as to the best course of action. With all warranty claims a copy of the original purchase invoice must be produced.

Warranty returns

Parts that fail in use may be returned for 12 months from the date of purchase. Returns must be accompanied by the original invoice - no warranty claims will be paid without a copy of the original invoice. Return freight will be reimbursed. Electrical parts returned for warranty will be tested and if found functional, no return credit will be given and the part will be returned. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

Non-warranty returns

All uninstalled parts, in their original packaging may be returned within 90 days for any reason. A copy of the original invoice or the picking label (which is generally attached to the original packaging) must accompany the return. Return freight is paid by the customer. If the return is due to our error, the return freight will be reimbursed. Parts returned outside of this policy or in non-resalable condition may not be accepted or may be assessed a 15% handling fee. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

Customer service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please contact our Customer Services Department and we will do our very best to resolve the issue, either email: customerservices@moss-europe.co.uk or write to:

**Customer Services, Moss Europe Ltd. Unit 16,
Hampton Business Park, Bolney Way, Feltham TW13 6DB**

British Motor Heritage

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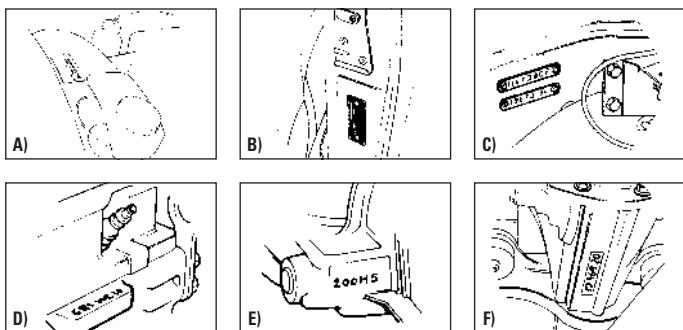
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Identifying Your Car

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

Number Locations

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



TR5 Pi Models

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

TR250 Carburettor Models

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

TR6 Pi Models

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

1972	1972 model year	
	CP75001	First production car, (built 27th September 1971)
	CP7544	Last production car that year
1972	1972 model year	
	CP75455	First production car, (built 3rd January 1972)
	CP77718	Last production car, (built 21st September 1972)
1973	1973 model year	
	CR169	First production car, (built 15th November 1972)
	CR664	Last production car that year
1973	1973 model year	
	CR665	First production car, (built on 2nd January 1973)
	CR2911	Last production car, (built 17th October 1973)
1974	1974 model year	
	CR5049	First production car, (built 14th September 1973)
	CR5612	Last production car that year
1974	1974 model year	
	CR5613	First production car, (built 1st January 1974)
	CR6630	Last production car that year
1975	1975 model year	
	CR6631	First production car, (built 1st January 1975)
	CR6701	Last production car, (built 7th February 1975)

TR6 Carburettor Models

1968	1969 model year	
	CC25003 L	First production car, (built 19th September 1968)
	CC27383 L	Last production car that year
	CC25001 & CC25002	Not yet found in factory build records
1969	1969 model year	
	CC27384 L	First production car, (built 2nd January 1969)
	CC32142 L	Last production car, (built 19th December 1969)
1970	1970 model year	
	QCC50001 L	First production car, (built 22nd November 1969)
	CC51032 L	Last production car that year
1970	1970 model year	
	CC51033 L	First production car, (built 1st January 1970)
	CC60902 L	Last production car that year
1971	1971 model year	
	CC60903 L	First production car, (built 1st January 1971)
	CC67893 L	Last production car, (built 20th August 1971)
1972	1972 model year	
	CC78813 U	First production car, (built 3rd January 1972)
	CC85737 U	Last production car, (built 5th October 1972)
1973	1973 model year	
	CF1 U	First production car, (built 11th September 1972)
	CF 4028 U	Last production car that year
1973	1973 model year	
	CF4029 U	First production car, (built 2nd January 1973)
	CF17002 U	Last production car that year
1974	1974 model year	
	CF17002 U	First production car, (built 2nd January 1974)
	CF25777 U	Last production car, (built 18th September 1974)
1975	1975 model year	
	CF27001 U	First production car, (built 22nd August 1974)
	CF29580 U	Last production car that year
1975	1975 model year	
	CF29581 U	First production car, (built 2nd January 1975)
	CF39991 U	Last production car, (built 23rd August 1975)
1976	1976 model year	
	CF50001 U	First production car, (built 29th August 1975)
	CF52314 U	Last production car that year
1976	1976 model year	
	CF52315 U	First production car, (built 5th January 1976)
	CF58328 U	Last production TR6, (built 15th July 1976)

“Not a lot of people know that...”

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

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

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

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

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

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

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

The first Triumph car appeared in 1923, and whilst the first production TR appeared in 1953, the story really begins for the 6-cylinder TR's a few years after this when Triumph asked Giovanni Michelotti to re-style the TR. Michelotti's first offering, with lines instantly recognisable on TR4/5 models Was 'Zest' in 1958. A pair of slightly differing 'Zooms' followed in 1959 featuring two piece hard tops (later called 'Surrey Tops') and a longer wheelbase, needed to fit the twin cam (Sabrina) engine. This engine was used in the similarly long wheel based TR3S's as raced in 1959. It appeared in both 1960 and 1961 in Zoom based bodies but featuring widened track chassis and called TR's. So when the TR4 appeared in September 1961, it would have to be described as a combination of all the above. The IRS chassis was a typical piece of Triumph 'budget' engineering, and appeared under an unchanged Michelotti body shell, in March 1965. Triumph engineers had been testing a 2.5 litre 4-cylinder engine, but decided this was not the way to go respective to their noise, vibration, harshness (NVH) suppression programme. Those engines featured dry liners with 93mm bores. The head casting appeared externally as TR4A but had different ports, waterways, and combustion chambers. The block featured many changes, especially for stiffness and the three bearing crankshaft had larger main bearings (up 1/4"), with the flywheel attached by six bolts.

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

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

By Pete Cox





Moss Hoods & Tonneau Covers

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

Investing For The Future

By Preserving Traditional Crafts, Methods And Skills

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

The People

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

The Very Best Materials

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

Design And Development

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

Quality Control

Every hood is checked for fit by using trim bucks. Not only do we fit every hood and tonneau to a Trim Buck (A perfectly engineered OE specification test rig that checks fit), we also monitor each and every stage of production, from first cutting to final stitching.

"When you buy a Moss hood or tonneau, you can be sure that you have the finest product available, produced by craftsmen."

What Can I Do To Make My TR Go Faster?

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

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

On the following pages, you will find a range of quality components that will improve engine performance, braking, steering and the handling of your classic and, if you want to make it a real head turner, complete the transformation by fitting a set of wide section alloy wheels. Please don't forget, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc... can cope with the modifications, and, a roll bar is a very sensible investment... for all open top sports cars.

Body Panels

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

Cooling

Water Cooling

Although the standard radiator is adequate in cooling the TR engine in traffic, the fitting of a Kenlowe electric fan has been found to be very worthwhile, not only to improve cooling but unlike the standard fan it does not absorb energy (approximately 3bhp) from the engine.

Engine Oil Cooling

The Triumph 6 cylinder always requires a oil cooler especially in modern day traffic, where the speeds are much higher for longer periods than were to be expected when the car was designed. We offer a full range of options that allow you to fit the oil cooler/filter of your choice. The kits are supplied with ready assembled hoses and mounting brackets. The installation kit can be supplied with a thermostatic controlled adaptor plate for road cars which can give you the best control of the oil temperature. The use of the larger diameter hoses (5/8") gives less pressure drop across the radiator, so it can be beneficial for competition use.

Oil System

Engine Oil Filter

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

Oil Pump

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

Oil Pressure Relief Valve And Spring

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

Ignition System

Note: It is necessary for the car to be set-up on a rolling road to ascertain the required static timing to obtain the maximum power at the top end of the rev range.

Standard Distributor

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

TR5 & Early TR6

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

Late TR6 Models

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

U.S. Models

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

Lucas Advance Springs

For Lucas distributors, we are able to supply a set of five advance springs, so that the advance curve can be tailored to suit your own requirements. These are used to restrict the low speed advance curve to reduce the pinking problem.

Electronic Ignition

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

Mallory Distributors

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

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

Performance HT Ignition Leads

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

Brake System

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

General Brake Information

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

Brake drums and discs also need bedding in on low speed gentle braking for about 10 miles: gradually raise the speeds, but maintain the gentle braking application. Then make 2 to 3 heavy braking applications, which should complete the bedding in.

We also recommend the fitting of Aeroquip, stainless steel, braided hoses that give a firmer brake pedal and less pressure drop through hose expansion. Complete brake pipe sets are also available and are supplied complete, ready assembled with unions for easy installation.

Uprated Brake Components

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

Note: Race regulation may not permit ventilated discs.

Ventilated Discs

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

Rear Brakes

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

Steering

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

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

Suspension Tuning

When rebuilding or modifying the suspension make sure you check all components for wear. The order of priority for suspension tuning for TR5-TR6 models is:

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

Front Suspension

Front Anti-Roll Bar

The TR suspension design needs the assistance of the front anti-roll bar to maintain the inner front wheel in contact with the ground road when cornering with any verve.

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

For the TR6, the bars are the same shape only larger diameter than standard, this is recommended for fast road cars where larger tyres/wheels have been fitted. The outer mounting point rubbers can be changed for stronger rubber or solid nylatron. These are usually only required for competition use, where the fine adjustment of anti-roll bar tension can set-up the car correctly for the best roadholding.

Front Shock Absorbers

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

Front Springs

The standard specification springs were designed primarily for the U.S. market. For the average enthusiast the rate needs to be increased to stop front end floating at modern day speeds and the height may need to be reduced to improve the roll centre of the car.





Front Springs (Continued)

Before altering the car, measure the fitted height both front and rear. This will allow you to make the right choice for the height of the new springs. Remember that a change of tyre size (185/70 to 195/60 etc...) and wheel width will also change the ground clearance. If you are still unsure please write/phone for assistance, quoting your standard fitted heights.

For all applications we recommend that the car is set-up so that it is level, both for appearance and for road holding.

Racing

Here the front springs are in two basic rates, for the TR5-TR250 models we prefer to recommend the TT4102/TT4201. The TR6 models can take the higher rate TT4207 spring units. We have remanufactured the special Churchill spring compressor tool, GAC5076.

Front Chassis Strengtheners

The inner front mounting bracket tends to be a weak point on the suspension design. We have therefore produced supporting brackets for welding into position. Order part numbers TT3259R & TT3259L. These were fitted as standard on late 1973 TR6 models. For racing use, the actual brackets must also be checked over regularly for fracturing and replaced, this also is necessary if a road car is heavily kerbed.

Inner Fulcrum

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

Bushes

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

Top Wishbone

This can be shortened for competition use, so as to induce more negative camber, depending on the type of front springs used. The fitted height of the spring will also affect the amount of camber, so this can only be adjusted once the car is back on it's wheels and fully loaded, the camber is then measured and adjusted as necessary. The optimum for racing use is 0-1 degree negative.

Rear Suspension

Rear Anti-Roll Bar

The rear roll bar is recommended for all fast road cars, where the action will improve the road holding substantially. The design allows the bar to operate progressively, so that it does not make the car twitchy.

For racing the use of the bar will depend on your own set-up and may need experiments to be carried out, to determine the right combination to suit your own driving. Variations include the use of outer locater cones, TT3906, which improve the fitting to the rear trailing arm and also harder bushes.

Lever Arm Rear Shock Absorbers

The lever arm unit can be supplied in two forms for road and racing. The 25% road uprated units are supplied on exchange. The racing units have the damper setting increased by 50% and are usually based on new units, although they are supplied on an exchange basis, as we always require the old units to maintain this service.

Telescopic Conversion Rear Shock Absorbers

These specially designed conversion kits enable modern adjustable telescopic units to be easily installed on the car. This conversion not only gives you a much smoother ride, but also allows far better location for fast road - and racing where rules allow its use.

Rear Coil Springs

Here we have a mine field there are so many variables. The standard range of springs is listed in the Accessories section, but most owners will know that there are very few TR's that end up at the same fitted height. The standard springs tend to sag very easily, so again it is essential for you to measure the spring when it is fitted on the car, ie: car in normal running condition as on the road/ track. For our full range of uprated springs and fitting recommendations see the Accessories section.

Mounting Brackets

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

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

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

Trailing Arm Bushes

The rubber bush fitted to the trailing arm needs to be stronger - to cope with the improved power, without excessive rear end steerage. We have had the TT3266 specially manufactured in 70 shore material with a stepped centre sleeve so as to stop the bush splitting when under extreme loads.

Wheels & Tyres

These can obviously alter the overall gearing considerably, so it is an important feature of any intended conversion. Again some applied thought before you start may save you time and money later on.

Here we show the normal recommendations/combinations for fitting larger wheels and tyres. This is not a definitive list as your particular requirements may include major suspension and body modifications.

Wheels

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

Tyres

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

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

Transmission

Clutch System

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

Uprated Clutch

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

Clutch Plate

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

Clutch Release Bearing

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

Dog Clutch

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

Standard Flywheel

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

Lightened Flywheel

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

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

Gearbox

Ratios

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

Gearbox Ratios (Continued)

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

And just in case you have one of these models... 2000/2500 Saloon and Dolomite Sprint, standard, models use the same ratios as listed for TR 'boxes, depending on the year of manufacture of the individual gearbox.

Close Ratio Gear Sets

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

Wide Ratio Gear Sets

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

Uprated Lay Gears

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

5-Speed Gearbox Conversion

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

Uprated Overdrive

We may be able to uprate your own overdrive if the unit is in good condition. Please ask your nearest Moss branch for full details.

Axle Ratios

The easiest way of altering the acceleration or cruising speed, is to change the axle ratio, either as a unit or crown wheel and pinion. Due to the many production variations on the same model range some of these ratios cannot be fitted directly. The higher the numeric value of the ratio - the lower the gearing, ie: lower top speed for the same RPM. The chart here covers the range of ratio's that have been available to suit the TR5-TR6.

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

DIFFERENTIAL RATIOS					
3.45:1	3.70:1	4.1:1	4.3:1*	4.55:1*	4.875:1*

(*These ratios are virtually impossible to obtain).

Limited Slip Differential Unit (LSD)

Limited slip differentials allow maximum drive to the wheels giving more grip under hard acceleration and cornering. Safety with performance.

Engine Variations

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

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

Probably it would be better to use the 2.5 litre engine and increase the cc by over boring or stroking. Please don't forget, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc can cope with the modifications, and, a roll bar is a very sensible investment... for all open top sports cars.

General Guides To Engine Tuning

Tuning The TR Engine

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

Engine Balancing

With all Triumph engines this is very worthwhile both in general rebuild or competition use. The rotating components are all balanced to reduce any engine vibrations in two operations. The crankshaft, front pulley/extension, flywheel, and clutch cover are all bolted together and spun-up to find, and remove, the in-balance point. The connecting rods are balanced end-to-end and the pistons are then balanced to each other. The end result is that the vibration point usually felt at 2500 - 3400 rpm is removed or reduced to insignificant levels.

The Stages Of Tuning

The correct order for engine performance improvement is as follows, which is not the same for all other engine designs. Later in the performance section we have laid out the order of our PlusPac conversion suggestions that give you value for money steps, they are all designed for installation as a bolt on kit to an otherwise standard engine in good condition. PlusPacs are not mandatory steps, but they are the most logical way of obtaining improved performance without wasting money. The order can be amended as to your final stage required, as long as you are prepared to accept varying degrees of improvement if the whole conversion is not being fitted at one time.

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

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

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

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

Exhaust System

Sports Exhaust Manifolds

The fitting of an extractor manifold is the first step to improve power output on these models. They improve exhaust gas flow allowing the engine to breathe far more efficiently - unlike the restrictive basic unit. Our extractor tubular manifolds are produced using mandrill bending equipment to give full diameter pipe bends.

Road Manifold

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

Sports Manifolds

We offer two stainless steel manifolds for this specification.

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

Race Manifold

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

Sports Exhaust System

All our TriumphTune exhaust systems are of the straight through design for the efficient extraction of gases with optimum back pressure for maximum performance. Most systems are supplied with a fitting kit.

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

Sports Air Filters

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

K&N Filters

K&N filters - with their advanced filtration system, are acknowledged as being one of the most efficient air filters in production, and are essential for fast road and competition work. They use the suspended oil system of filtering that allows the engine to breathe properly. The elements must be cleaned and re-oiled (normally after approximately 12 to 15000 miles) using the correct fluids or they will clog up impairing breathing.

Speedograph Filters

We can also supply the chrome pancake type Speedograph filter for those who prefer the classic style filter and are not worried too much about efficiency.

Carburation

SU & Stromberg Carburettors

Note For SU Carburettors: If maximum power from SU's is required, there have been a number of articles, see Books & Manuals, about how to flow these carburettors and, if followed carefully, will allow them to perform much better at high RPM.

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

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

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

SU Carburettor Needles

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

SU Carburettor Grose Jets

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

SU Carburettor Waxstat Jets

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

Weber And Dellorto Carburettors

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

Inlet Manifolds

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

Do You Fit 40's Or 45's?

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

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

Weber/Dellorto vs Fuel Injection - Pi

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

Fuel Injection

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

Metering Unit

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

Pre 1972 TR5-6 Models

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

Late TR6 And Saloons

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

Sprint/Race

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

Airbox

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

Inlet Manifolds

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

Injectors/Pressure Relief Valve (PRV)

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

Fuel Pipes

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

Fuel Pump

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

Engine Modifications

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

Cylinder Block

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

Cylinder Liners

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

Pistons

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

Con Rods

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

Main Bearing Caps

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

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

Thrust Washers

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

Crankshaft

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

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

Sump

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

Cylinder Head

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

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

Modified Heads

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

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

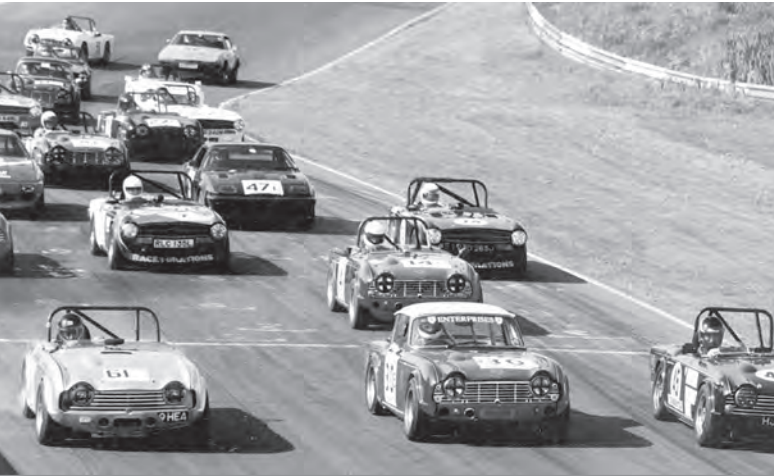
We normally suggest for the UK that a 9.65:1 ratio is used for road type cars and, for competition use, up to 11.0:1 may be required. For Europe a ratio of 9.5:1 (or lower) is normally recommended. All work is now carried out to your own unit and the modification will depend on the condition of the component when we inspect it at our works.

Valves

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

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

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



Engine Modifications (Continued)

Head Gaskets

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

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

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

Shim Steel Head Gasket

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

Bronze Valve Guides

Our bronze alloy valve guides are for improved reliability and longer life, especially when being used under duress. Highly recommended for all heads and especially for any competition engine. Specially shortened and reshaped for improved flow.

Valve Springs

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

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

Alloy Valve Spring Caps

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

Rocker Shaft

Although the standard rocker shaft is strong enough for most applications, the Tuftride hardening process will provide improved reliability as well as being more resistant to wear. Before installation clear the internal bore of any residual material and install new end caps.

Rocker Gear

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

Rocker Arm Spacers

These spacers replace the standard springs between the rocker arms on the shaft. The springs exert substantial side loading on the rockers to ensure they are correctly positioned to the valves. The spacers are designed so that the rockers can revolve without any side loading and therefore less restrictions. The spacers can require some machining work to ensure that the positions are correct.

Rocker Arms

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

Rocker Pedestal Shims - TT1910

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

Roller Rocker Conversion

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

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

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

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

High Pressure External Rocker Oil Feed Kit

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

Push Rods

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

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

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

Camshafts

For detailed listings and specification/use, please see the Accessories section.

Lightened and Hardened Cam Followers

When changing the camshaft, you must fit new cam followers, otherwise your new cam will not last very long. The amount of weight that the camshaft has to lift each time restricts the revving capabilities of the engine, therefore the use of our lighter cam follower, TT1209, is strongly recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life.

General Engine Preparation

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

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

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

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

Cubic Capacity = swept volume x no. of cylinders.

Compression Ratio = $\frac{\text{swept volume} + \text{chamber volume}}{\text{chamber volume}}$.
 (Chamber volume where chamber volume includes gasket, piston, if dished, and amount of deck height).
 All dimensions should be in centimetres, though of course inches are a more popular measurement in the U.S.



Cylinder Block & Components

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

Oilways

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

Waterways

Make sure that all deposits are removed to ensure adequate water flow, this is essential if a larger capacity is being used.

Cylinder Bores

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

Thrust Washers

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

Main Bearing Caps

The standard cap does not normally require any change although the smoothing of the surface will tend to strengthen the unit. Polish, smooth and shot-peen the caps to relieve surface stress and reshape to give a uniform cross section.

It is possible - especially for racing use, to increase the oil supply to the centre main as this in turn supplies the con-rods. Drill out the feed hole to 5/16", entry is made from oil gallery end. The distributor bush will also require removal.

Oil Pump

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

Oil Pressure Relief Valve

The valve itself is recommended to be seated into the block, so that the oil will not leak past easily. The pressure spring can be increased to improve the overall oil pressure, especially when an oil cooler is being used. If the TriumphTune uprated spring is fitted make sure that there are no extra washers also installed.

Crankshaft

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

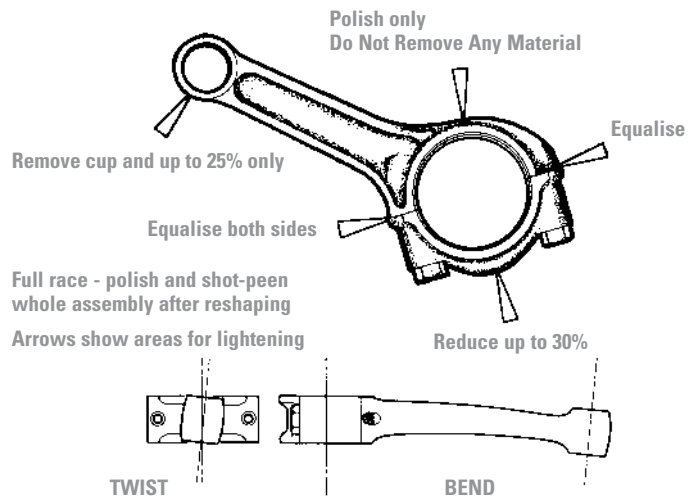
Flywheel

Lightening of the flywheel, to reduce the rotating weight will enable the engine to pick up and rev easier which is highly recommended for all fast road cars. This work is usually carried out to your own unit at the same time as balancing. Alternatively you can fit one of our lightweight steel flywheels.

Con Rods

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

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



Pistons

For a road car the standard piston is perfectly okay as long as a solid skirt type is used. We would not recommend the use of a race piston for road use, unless it was originally designed for both applications.

Piston Rings

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

Oil Seals

The standard oil seals, front and rear, should be replaced at any rebuild. The rear unit should be centralised carefully to stop oil leaks at high engine speeds.

Crankshaft And Camshaft Timing Chain And Gears

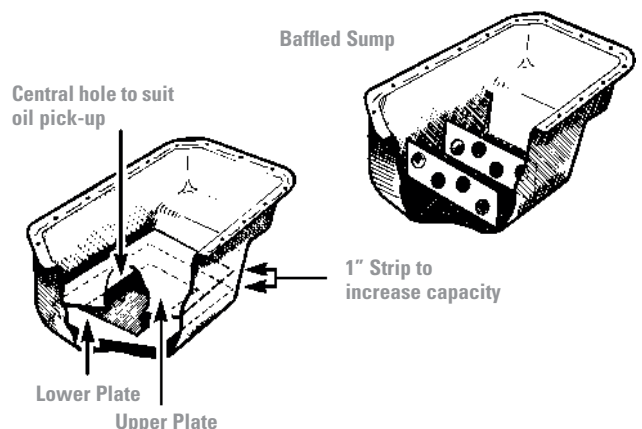
If a performance camshaft profile is being used, we recommend that you fit a new timing chain and check the gears.

Tensioner

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

Sump

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



General Rocker Gear

By reducing the weight of the moving components in the rocker gear, followers, valves, caps etc... and also the resistance of the rockers, the rev range can be improved without increasing the loading on the camshaft.

Rocker Arm Action

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

Centre

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

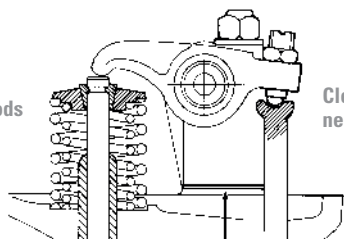
Manifold Side

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

Rocker Side

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

Alternatively use TriumphTune (shortened) push rods



Clearance of 0.09" needed here

Pedestal Shim - TT1910

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

Pedestal Rocker Shims (TT1910)

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

Lightening Rocker Arm

For race engines, these can be reshaped as illustrated to improve the strength and reduce the weight. As this work is very labour intensive we would suggest that you carry out these alterations yourself.

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



Valve Springs

It is essential to check the springs for coil binding or being solid at maximum lift. Our TriumphTune valve springs are specially made for our highlift cams.

Upgrading Your Brakes

Without drastically altering the master cylinder arrangement, i.e. to a split front-rear variable type, it might be thought that there is little that can be done to alter the way the brakes perform. No doubt there will be upgrading kits that will transform the road cars in days to come, but for now here are these thoughts:

If the car is genuinely 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 UK, discarding dirty expressed fluid. With iron brake drums, ideally an upgraded brake lining should be used. Competition cars, i.e. race or rally, will also need cooling ducting. Alloy brake drums will probably eliminate the need for either of these, as the shoe material will run cooler. Our 'Al-Fin' brake drums are designed to disperse the heat build up, particularly for fast road and competition cars where upgraded brake shoes are used, they are available for 9" brake

(Part No: 202267). For more information see the Accessories section. The braking system is well balanced for road use but a hard driven car may experience imbalance, which can be addressed by changing the rear wheel cylinders bore size from the standard 0.7", cylinder no. GWC1154, to a 0.75", GWC1112. The smaller cylinder will increase the sensitivity, i.e. shoe movement, while the 0.75" will decrease it. Should brake pad fade be experienced air ducting will help considerably.

If more serious 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.

5 Speed Gearbox Conversions

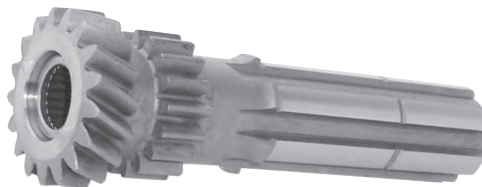
Our precision engineered 5 speed gearbox conversion kits include every-thing you need, including a gearbox unit, to convert your classic to 5 speed. Designed to replace existing units without any body work modifications. For full specifications please contact your nearest Moss branch.

Upgraded Laygears

Since its introduction in 1961, the achilles' heel of the 4 speed synchromesh gearbox - as fitted to TR4/6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Failure of the bearing(s) causes destruction of the layshaft and the bore(s) of the laygear, the resulting debris often destroys many other expensive components.

During the mid-1980's, with racing TR's in particular suffering repeated gearbox failures, due to the additional power being transmitted, many reconditioners modified laygears to take an extra bearing, which cured the fault, but they assumed there would always be a reclaimable laygear to salvage - not always the case!

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



Close Ratio Gear Set

Suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 but not Stag or Sprint. Now uses a 1" x 23 spline input shaft to allow use of a wider range of clutches. It includes 3rd and 4th gear pairs and an adaptor enabling fitment to the 'big nose' or imperial 'spigoted' mainshaft. Suits lower axle ratio e.g. 4.1:1. The extra high 1st gear (part no. STR550) is not included in the kit as it needs at least a 4.3:1 rear axle ratio to make it usable.

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



Upgraded Overdrive Units

'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.



High Capacity Fuel Pumps Filters & Fuel Regulator

The standard fuel pump may not be able to maintain adequate fuel pressure at higher engine speeds. The range of Facet high pressure electric fuel pumps however, suit all modified applications, the position in the car where the pump is mounted will determine which model is used.

The cylindrical interrupter pumps can be fitted to the front or rear of the car and can pull fuel up to 18 inches from the bottom of the fuel tank. The cuboid solid state pumps must be mounted close to the tank and below the fuel level, the installation instructions must be adhered to. They can pull fuel up to 12" from the bottom of the fuel tank and the filter union must be fitted to the suction side of the pump.

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

The History & Background Of This Conversion

During the 1980's, particularly, due in no small part to the rising cost of petrol, but mostly to the challenges the Lucas Pi system constantly threw at TR5's and TR6's, whose owners always seemed to be putting their hands in pockets to bale out yet another breakdown, many turned to carburettor conversions. Some fearful of losing performance opted for twin choke set-ups.

A small number toyed with Strombergs and probably regretted the choice. Most chose SU conversions: so popular did this choice become that SU themselves produced a very comprehensive kit, but unfortunately it utilised only 1 1/2" carburettors rather than the 1 3/4" the 2500cc engines needed. This misjudgment was rapidly cashed in on by TR specialists.

All the Pi cars use cable operation, and the official SU linkage finishes at the throttle lever, (see illustration no 16 in the Performance Improvements section on pages 32 to 33). To connect the cable to the lever is very simple. Also illustrated is bracket 218410, (item. no.19), which fits between the lower inner left and right carburettor fixings.

Before fitting this bracket, place it in a vice and make two hacksaw cuts about 1/2" deep, approximately 3/4" apart. Bend this section at 90 degrees to the rest of the bracket. Now drill a 1/4" hole in the bent part and de-burr it. Make one more saw cut to enable the cable to pass through, and you now have your lower cable location. This should be directly underneath the throttle lever, which itself may be adjusted left, or right, as necessary.

Remember to leave a little slack in the cable, which may be fixed using the Pi clevis and split pin. Correctly fitted and adjusted, a std. Set-up should return the kind of fuel economy for which earlier 4 cylinder TR's were famous: 30+ mpg, which definitely makes very happy motoring, and over 300 miles on a TR tank full!

Camshafts Explained

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

Road

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

Fast Road

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

Sprint

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

Sprint 88

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

Race

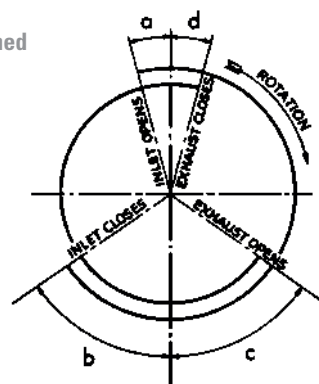
The full race profile is not suitable for a road car as the power band is from 4200-6500rpm. This is ideal for a full competition engine and must be used with high compression head and a maximum distributor advance of 30 degrees.

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

Installation

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

Valve Timing Explained



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



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

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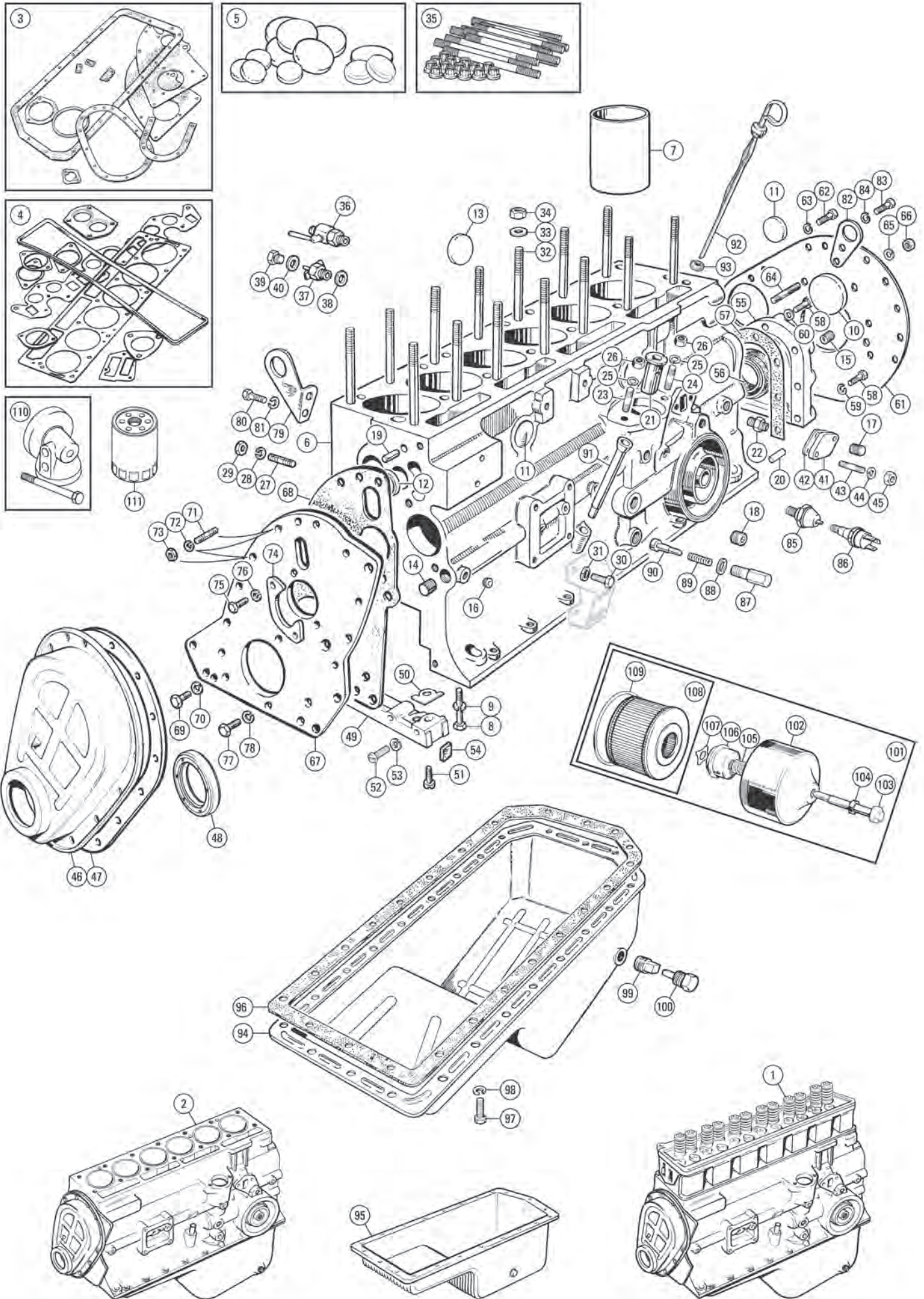
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External Engine

Reconditioned Exchange Engines

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

iii. Part Number Price £ea. Description Req. Details

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

1 516795R £2,878.50 FULL ENGINE, reconditioned/exchange 1 To (e) CP50000

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

520880LF £2,878.50 FULL ENGINE, reconditioned/exchange 1 (e) CP50001 To CP75000

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

2 UKC902LF £2,878.50 FULL ENGINE, reconditioned/exchange 1 }
 UKC902R NCA SHORT ENGINE, reconditioned/exchange 1 } (e) CP75001 On

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

520854LF £2,878.50 FULL ENGINE, reconditioned/exchange 1 all (e) CR

3 AJM214 £25.60 SUMP GASKET SET 1 } also known as
 conversion set
 AJM214Z £22.30 SUMP GASKET SET 1
 4 GEG179 £35.10 HEAD GASKET SET, 'flat top' block 1 }
 GEG179Z £22.20 HEAD GASKET SET, 'flat top' block 1 } TR5, TR6 To (e) CP75000
 AJM1193 £36.40 HEAD GASKET SET, 'recessed' block 1 }
 AJM1193Z £21.60 HEAD GASKET SET, 'recessed' block 1 } TR6 From (e) CP75001
 5 GAC6201X £9.10 CORE PLUG SET 1
 6 517611 NCA CYLINDER BLOCK, un-reinforced, 'flat top' 1 TR5, TR6 To (e) CP50000
 520880 NCA CYLINDER BLOCK, reinforced, 'flat top' 1 } TR6 From (e) CP50001
 To CP75000
 UKC902 NCA CYLINDER BLOCK, reinforced, 'recessed top' 1 TR6 From (e) CP75001

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

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

7 158942 £27.60 CYLINDER LINER 6
 8 BH607241 £1.04 BOLT, main bearing cap, (3" long)* 8
 BH607241X £4.20 BOLT, main bearing cap (3" long)* 8 uprated
 9 GHF334 £0.73 WASHER, locking* 8 use with BH607241
 BH607221 £2.66 BOLT, main bearing cap, (2 3/4" long)* 8 alternative to 8 & 9

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

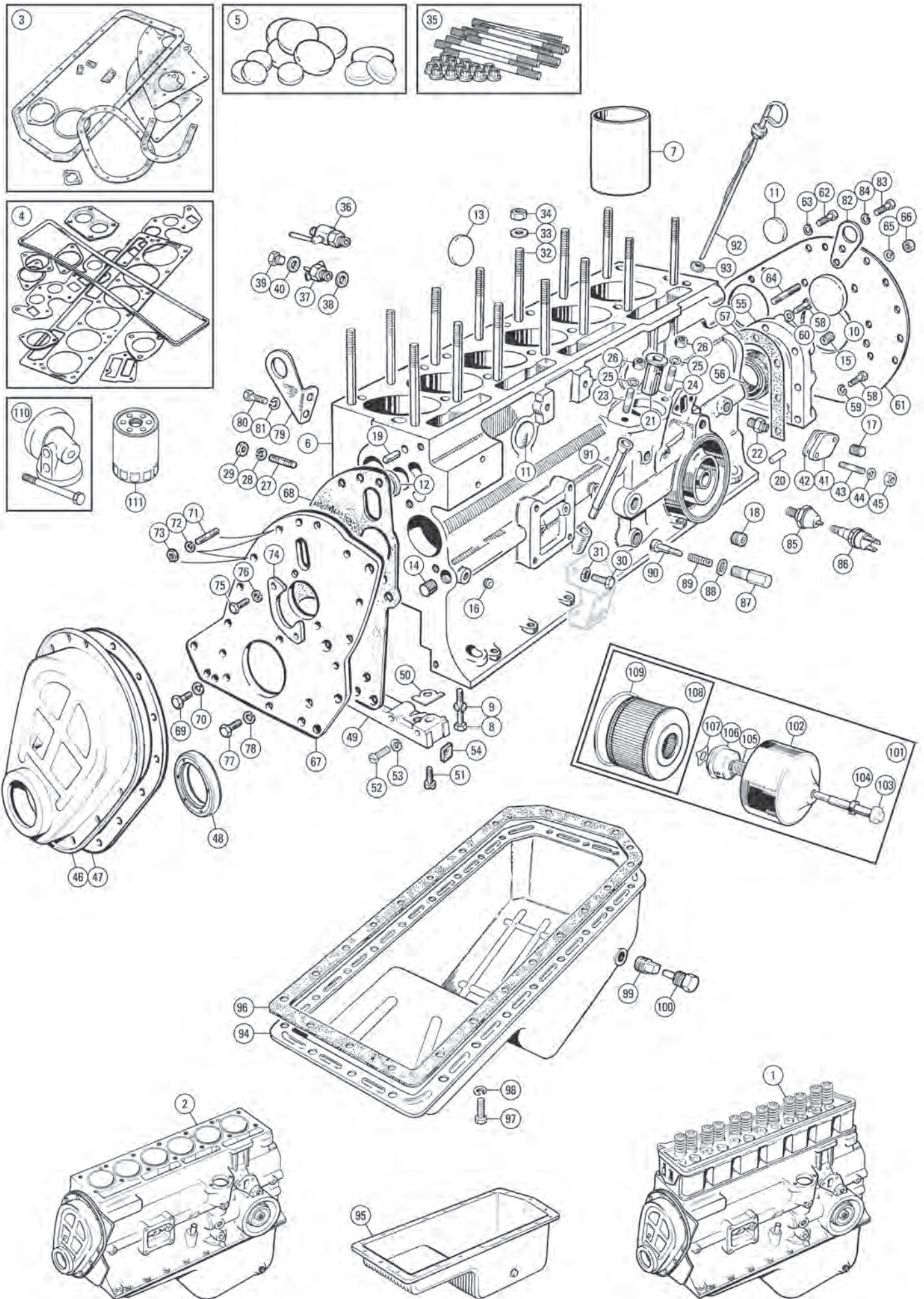
10 148353 £0.90 PLUG, core, rear of camshaft 1 2", (bucket type)
 11 144686 £2.10 PLUG, core, rear & LH side of block 3 1 1/4", (bucket type)
 12 144687 NCA PLUG, core, front of block 1 1", (bucket type)
 13 144688 £1.21 PLUG, core, front & RH side 5 1 1/2", (bucket type)
 14 PS1103 £19.90 PLUG, alloy, oil gallery, front 1 sold as a stick of 10
 15 118632 £2.70 PLUG, oil gallery, rear 1
 16 118686 £2.00 PLUG, oil gallery, LH side 5
 17 PU1404 NCA PLUG, alloy, oil gallery 1 sold as a stick of 9
 18 116511 £2.80 PLUG, oil gallery, above relief valve 1
 19 DP514 £1.48 DOWEL PIN, timing cover locating 2
 20 DP619 £2.10 DOWEL PIN, rear plate locating 2
 21 149776 NCA BUSH, oil pump drive 1
 22 143943 £9.90 ADAPTOR, oil pressure gauge pipe 1 original on all Pi. Engines
 23 TE605105 £2.30 STUD, distributor pedestal, (short) 1 1 1/4"
 24 FHS2520 £2.05 STUD, distributor pedestal, (long) 1 2 1/2"
 25 GHF332 £0.40 WASHER, locking 2
 26 GHF201 £0.17 NUT 2
 27 105124 £1.26 STUD, RH 2
 (Engine mounting bracket & air manifold to block).
 28 GHF333 £0.30 WASHER, locking 2
 29 GHF202 £0.22 NUT, bracket & stay attaching 2
 30 SH606061 £0.77 SCREW 6 engine bracket to block
 31 GHF333 £0.30 WASHER, locking 6
 32 156274 £5.10 STUD, cylinder head* 14
 156274X £7.50 STUD, cylinder head 14 uprated
 33 508289 £0.77 WASHER, under cylinder head nut 14 (special hardened washer)
 34 103810 £2.65 NUT, cylinder head 14
 103810X £5.40 NUT, cylinder head 14 uprated
 35 TT1264 £182.70 HEAD STUD KIT, (competition) 1
 (Our competition head stud kits are manufactured with high grade materials for greater control of clamping pressure).
 36 061478 £9.50 TAP, water drain, brass 1 TR5, TR6 To (e) CP50000
 37 602915A £14.80 TAP, water drain 1 TR6 From (e) CP50001
 38 GHF346 £0.60 WASHER, fibre, drain tap 1
 39 129077 £6.60 PLUG, water drain 1 alternative to tap
 40 ARH517 £0.30 WASHER, fibre, drain plug 1
 41 147876 £6.30 BLANKING PLATE, fuel pump 1
 147876K £11.45 BLANKING PLATE KIT, fuel pump 1
 (Kit includes blanking plate, gasket & hardware).
 42 138791 £0.60 GASKET, blanking plate 1
 43 100433 £2.86 STUD, blanking plate to block 2
 44 GHF332 £0.40 WASHER, locking 2
 45 GHF201 £0.17 NUT 2
 46 214678 NCA TIMING COVER, single timing mark 1 original
 217790 NCA TIMING COVER, multiple timing mark 1 alternative
 47 211126 £1.62 GASKET, timing cover 1
 48 UKC1110 £2.80 OIL SEAL, timing cover, twin lip 1
 49 151134 £21.90 SEALING BLOCK, front 1
 50 UKC8321 £0.37 GASKET, sealing block to cylinder block 2
 51 SW605081 £1.62 SCREW, sealing block to cylinder block 2
 52 SE605061 £1.48 SCREW, engine plate to sealing block 2 } late TR5, TR6
 53 GHF332 £0.40 WASHER, locking 2 }
 54 036234 £1.32 FILLING PIECE, wood 2
 55 212622 NCA HOUSING & SEAL, rear* 1 TR5, early TR6
 156530 NCA HOUSING & SEAL, rear* 1 late TR6

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

56 143456 £3.60 OIL SEAL, crankshaft rear 1
 57 105321 £0.60 GASKET, housing to cylinder block 1
 58 SH605091 £1.00 SCREW, housing to cylinder block 7
 59 GHF332 £0.40 WASHER, locking 6
 60 500469 £0.85 WASHER, copper, (top centre bolt only) 1 to avoid oil leaks
 61 211505 NCA BACK PLATE, engine 1
 211505A £98.00 BACK PLATE, engine, alloy 1
 62 SH605071 £0.64 SCREW, back plate to cylinder block 7
 63 GHF332 £0.40 WASHER, locking 7
 64 TE605141 £1.90 STUD, gearbox & back plate to block 3
 65 GHF332 £0.40 WASHER, locking 3
 66 GHF201 £0.17 NUT 3
 67 213777 NCA FRONT PLATE, engine 1 early TR5
 215349 NCA FRONT PLATE, engine 1 late TR5, TR6
 215349A £49.00 FRONT PLATE, engine, alloy* 1

*Note: Suitable for all 6 cylinder TR engines

68 215350 £1.70 GASKET, front plate to cylinder block 1



External Engine (Continued)

Reconditioned Exchange Engines

Ill.	Part Number	Price £ea.	Description	Req.	Details
69	SH605061	£0.22	SCREW, front plate to cylinder block	3	
70	GHF332	£0.40	WASHER, locking	3	
71	100433	£2.86	STUD, timing cover & front plate	2	
72	GHF332	£0.40	WASHER, locking	2	
73	GHF201	£0.17	NUT	2	
74	105114	£18.00	PLATE, camshaft locating	1	
75	SH605071	£0.64	SCREW, locating plate to cylinder block	2	
76	GHF332	£0.40	WASHER, locking	2	
77	SH605071	£0.64	SCREW, engine plate & timing cover	5	
78	GHF332	£0.40	WASHER, locking	5	
79	123716	NCA	LIFTING EYE, front	1	TR5, TR6
	UKC1190	NCA	LIFTING EYE, front	1	late TR6
80	SH605051	£1.00	SCREW, lifting eye to cylinder block	2	
81	GHF332	£0.40	WASHER, locking	2	
82	145987	NCA	LIFTING EYE, rear	1	
83	SH605051	£1.00	SCREW, lifting eye to cylinder block	2	
84	GHF332	£0.40	WASHER, locking	2	
85	GPS117	£6.00	SWITCH, oil pressure	1	TR5, TR6 all CP, CR,
	TT2998	£31.00	SWITCH, oil pressure, (uprated to 20 psi)	1	& CC models
86	GPS113	£22.60	SWITCH, oil pressure	1	TR6 From (c) CF1

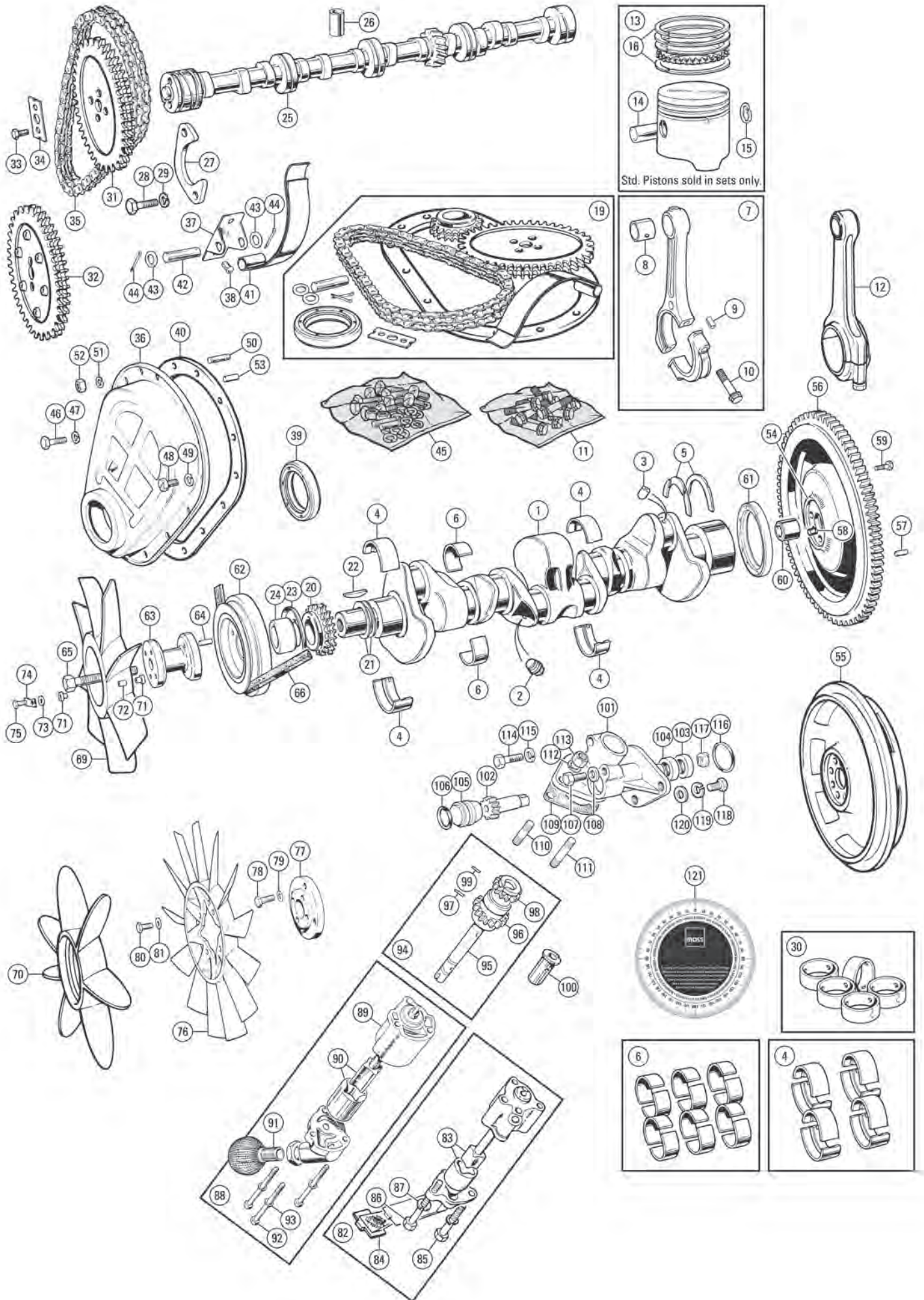
Testing The Oil Pressure Warning Light

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

87	107246	£14.00	PLUG, oil pressure relief valve	1	
88	6K433	£1.15	WASHER, copper, sealing plug	1	
89	131535	£4.45	SPRING, oil pressure relief valve	1	
	TT1229	£2.80	SPRING, oil pressure relief valve	1	uprated
90	132107	£4.40	PISTON, oil pressure relief valve	1	
91	127652	NCA	DIPSTICK TUBE	1	
92	147712	NCA	DIPSTICK	1	
93	032307	£1.50	WASHER, felt, sealing dipstick in tube	1	
94	307836	NCA	OIL SUMP, standard*	1	alternatives
	307834	NCA	OIL SUMP, standard*	1	

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

95	307834ALI	£421.20	OIL SUMP, aluminium	1	
	307834MAG	NCA	OIL SUMP, magnesium	1	
(In the event of a disaster causing you to replace the steel sump we can offer aluminium or magnesium as uprated options. Most 6 cylinder engines were 2 litre, and yes, you've guessed it, the sumps are different. Inspecting the front edge of a pan (the shallow bit) can identify a 2.5 litre type. It should hang about 2cm and gently tapers upward towards the opposite side. A 2 litre set up has a pan that runs parallel to the bolt-up flange. The difference is to permit adequate clearance for the connecting rods in the longer throw 2.5 litre engine. The taper promotes oil drainage to the main sump pan).					
96	AJM515	£5.30	GASKET, oil sump to block	1	
97	SH605051	£1.00	SCREW, oil sump to block	23	
98	GHF332	£0.40	WASHER, locking	23	
99	114774	£3.00	PLUG, tapered, oil drain	1	square headed
100	155660	£10.00	PLUG, magnetic, oil drain	1	alternative
101	129917	NCA	OIL FILTER CANISTER	1	
102	510107	NCA	CANISTER	1	
103	510108	NCA	BOLT, canister to cylinder block	1	
104	510109	£3.40	SEAL, rubber, under head of bolt	1	
105	510110	NCA	SPRING, retaining element	1	
106	510111	NCA	VALVE ASSEMBLY	1	
107	509883	NCA	CENTRALISER, element	1	
108	GFE131	£3.60	OIL FILTER ELEMENT, (with sealing ring)	1	
109	272539	£2.30	SEALING RING	1	
110	TT1286	£54.00	ADAPTOR, spin-on oil filter	1	non oil cooler
	TT1286A	£93.00	ADAPTOR, spin-on oil filter	1	with oil cooler
111	GFE227	£5.16	OIL FILTER, spin-on type	1	RHD
	GFE166	£2.40	OIL FILTER, spin-on type	1	LHD, limited access



Internal Engine

ill.	Part Number	Price Eea.	Description	Req.	Details
1	307546	NCA	CRANKSHAFT, new	1	'long backed crank' TR5, TR6 to (e) CP50000
	307546K	£324.00	CRANKSHAFT, recon/exch (Includes bearings & thrust washers).	1	
	311322	NCA	CRANKSHAFT, new	1	'short backed crank' TR6 from (e) CP50001 (Includes bearings & thrust washers).
	311322K	£324.00	CRANKSHAFT, recon/exch	1	
2	118632	£2.70	PLUG, screwed, crankshaft oilways	6	ensure replacements are obtained before removal
3	149748	NCA	PLUG, brass, oilway jet	6	
4	AEM4229STD	£49.00	BEARING SET, main, standard	1	Glacier Glacier Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty Heavy Duty
	AEM4229010	£49.00	BEARING SET, main, +.010"	1	
	RTC1752STD	£75.55	BEARING SET, main, standard	1	
	RTC1752010	£75.55	BEARING SET, main, +.010"	1	
	RTC1752020	£75.55	BEARING SET, main, +.020"	1	
	RTC1752030	£75.55	BEARING SET, main, +.030"	1	
	RTC1752040	£75.55	BEARING SET, main, +.040"	1	
	149082	£25.00	BEARING SET, main, standard	1	
	149082/10	£25.00	BEARING SET, main, +.010"	1	
	149082/20	£25.00	BEARING SET, main, +.020"	1	
	149082/30	£25.00	BEARING SET, main, +.030"	1	
	149082/40	£25.00	BEARING SET, main, +.040"	1	
5	BHM1366	£6.90	THRUST WASHER SET, standard	1	
	BHM1366/5	£6.90	THRUST WASHER SET, +.005"	1	
	BHM1366/10	£6.90	THRUST WASHER SET, +.010"	1	
	BHM1366/15	£6.90	THRUST WASHER SET, +.015"	1	
	BHM1366/25	NCA	THRUST WASHER SET, +.025"	1	
	BHM1366/30	£6.90	THRUST WASHER SET, +.030"	1	
6	AEB6433STD	£72.00	BEARING SET, con rod, standard	1	Glacier Glacier Glacier Glacier
	AEB6433010	£72.00	BEARING SET, con rod, +.010"	1	
	AEB6433020	£72.00	BEARING SET, con rod, +.020"	1	
	AEB6433040	£72.00	BEARING SET, con rod, +.040"	1	
	149081STDZ	£32.80	BEARING SET, con rod, standard	1	
	149081010Z	£32.80	BEARING SET, con rod, +.010"	1	
	149081020Z	£32.80	BEARING SET, con rod, +.020"	1	
	149081030Z	£32.80	BEARING SET, con rod, +.030"	1	
	149081040Z	£32.80	BEARING SET, con rod, +.040"	1	
7	146454	£72.00	CON ROD, new	6		CON ROD, reconditioned/exchange
	146454R	£38.10	CON ROD, reconditioned/exchange	6	
8	119813	£2.50	BUSH, small end	6	DOWEL, hollow, cap locating
9	107401	NCA	DOWEL, hollow, cap locating	12	
10	UKC2598	£4.15	BOLT, connecting rod	12	BOLT, connecting rod uprated
	TT1280	£15.90	BOLT, connecting rod	12	
11	322-828	£189.00	BOLT KIT, (for competition con rod)	1	see con rod 146454X

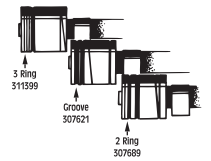
Note: Our Competition rod bolt kits are manufactured with higher grade material for greater control of clamping pressure. Specially engineered and produced for the most demanding competition use. Always use Loctite when fitting any connecting rod bolts.

12	146454	£72.00	CON ROD, new	6	includes special bolts	
	146454X	NCA	CON ROD, new, steel billet type	6		
13	AE17753STD	NCA	PISTON, single, standard	a/r	Hepolite Hepolite Hepolite Hepolite Hepolite Hepolite Hepolite Hepolite Hepolite Hepolite	
	AE17753020	£84.20	PISTON, single, +.020"	a/r		
	AE17753030	£84.20	PISTON, single, +.030"	a/r		
	AE17753040	£84.20	PISTON, single, +.040"	a/r		
	148118	£208.20	PISTON SET, engine set, standard	1		
	148118/20	£208.20	PISTON SET, engine set, +.020"	1		
	148118/30	£208.20	PISTON SET, engine set, +.030"	1		
	148118/40	£208.20	PISTON SET, engine set, +.040"	1		
	148118/60	£208.20	PISTON SET, engine set, +.060"	1		
14	149215	NCA	GUDGEON PIN	6		CIRCLIP, gudgeon pin retaining
15	508978	£0.83	CIRCLIP, gudgeon pin retaining	12		
16	RA22626STD	£59.00	RING SET, engine set, standard	1		
	RA22626020	£61.80	RING SET, engine set, +.020"	1		
	RA22626030	£59.00	RING SET, engine set, +.030"	1		
	RA22626040	£59.00	RING SET, engine set, +.040"	1		
19	TT1428	£82.00	TIMING GEAR KIT	1	TIMING GEAR, crankshaft, duplex	
20	145864	£36.70	TIMING GEAR, crankshaft, duplex	1		
21	145275	£0.94	SHIM, 0.004"	a/r		
	145276	£1.21	SHIM, 0.006"	a/r	KEY, timing gear & pulley locating	
22	133234	£7.80	KEY, timing gear & pulley locating	1		
23	119390	£6.20	OIL THROWER	1	SLEEVE, timing cover oil seal	
24	133235	£20.10	SLEEVE, timing cover oil seal	1		
25	307689	£198.00	CAMSHAFT, new*	1	all (e) CP ('150 bhp', 2 rings on front journal) all (e) CR ('125 bhp', 3 rings on front journal)	
	307689R	NCA	CAMSHAFT, reconditioned/exchange*	1		
	311399	£187.60	CAMSHAFT, new*	1		
	311399R	NCA	CAMSHAFT, reconditioned/exchange*	1		

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

Sports Camshafts (Road)

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



25	TT10404N	£351.90	CAMSHAFT, new	1	Road 83, for mainly town use
	TT10404	NCA	CAMSHAFT, recon/exch	1	
	TT10405N	£345.30	CAMSHAFT, new	1	Fast Road 83, mainly for out of town use
	TT10405	NCA	CAMSHAFT, recon/exch	1	
26	143552	£3.60	CAM FOLLOWER, ('tappet')	12	lightened & tufrided
	TT1209	£8.42	CAM FOLLOWER, ('tappet')	12	

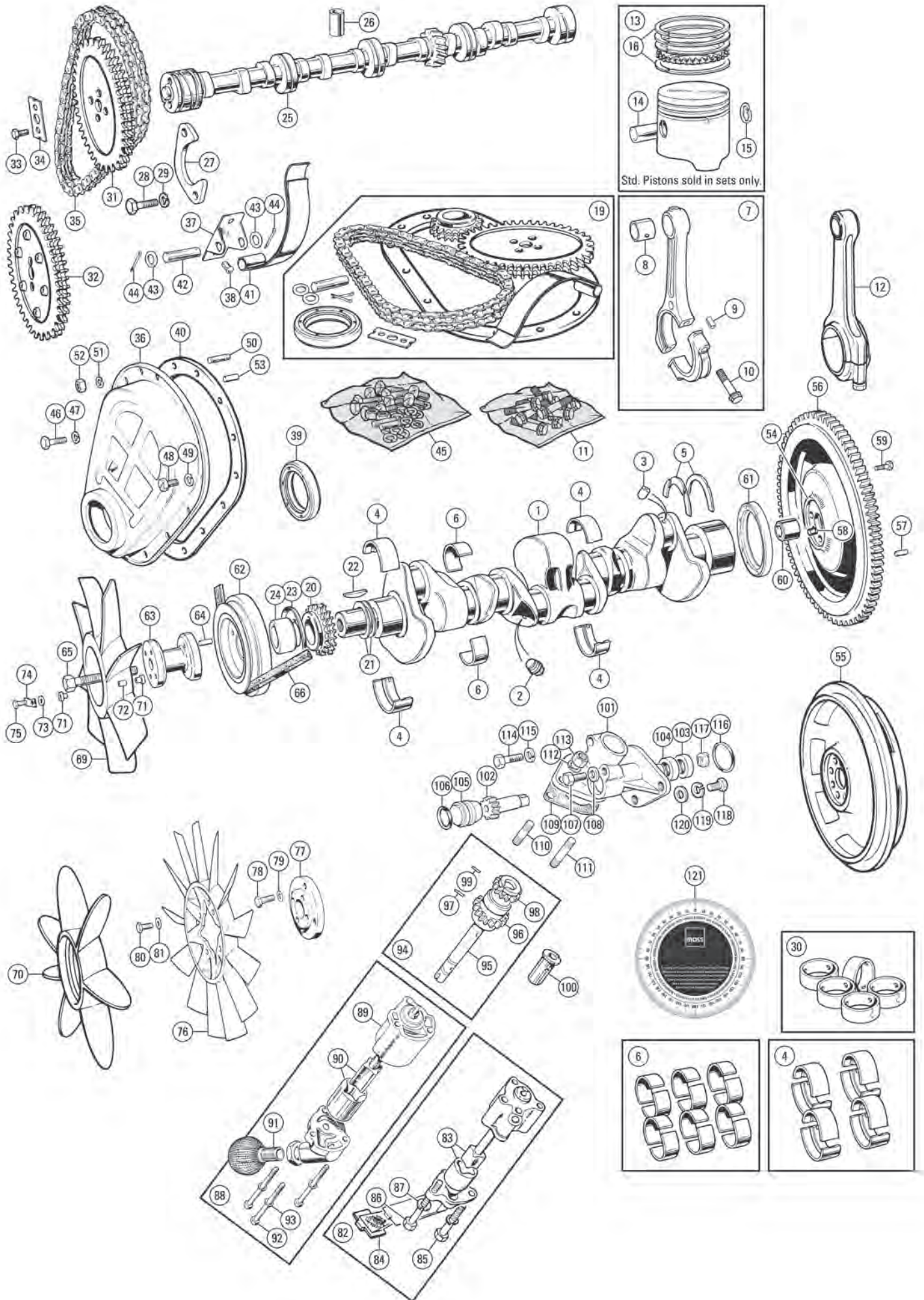
Note: Never reuse old cam followers in the engine (even if they appear sound) as they are considered a likely weak link in the drive chain. It is vital that a camshaft and its followers are properly lubricated when installed and run in an engine for the first time. A suitable 'Cam Lube' must be used.

27	105114	£18.00	PLATE, locating camshaft	1	(Check for excess wear to cam groove when doing a rebuild. This should be a clean fit with no more than .010" total end float).
28	SH605071	£0.64	SCREW, locating plate to cylinder block	2	
29	GHF332	£0.40	WASHER, locking	2	see also Performance Improvements
30	142647K	£27.90	CAM BEARING SET, (set of 5)	1	
31	145865	£44.35	TIMING GEAR, camshaft, duplex	1	lightened/uprated adjustable gear
	145865X	NCA	TIMING GEAR, camshaft, duplex	1	
32	TT1225	£131.20	TIMING GEAR, camshaft, vernier	1	original alternative part of cover
33	100500	£2.40	BOLT, timing gear to camshaft	2	
34	036411	£0.96	LOCK TAB, timing gear bolt	1	original alternative part of cover
35	2H4286	£8.40	TIMING CHAIN, duplex type	1	
36	214678	NCA	TIMING COVER, single timing mark	1	original alternative part of cover
	217790	NCA	TIMING COVER, multiple timing mark	1	
37	043752	NCA	ANCHOR PLATE, tensioner	1	TR5, TR6 To (e) CR2665
38	RR610040	NCA	RIVET, anchor plate to timing cover	2	
39	UKC1110	£2.80	OIL SEAL, timing cover	1	GASKET, timing cover to front plate
40	211126	£1.62	GASKET, timing cover to front plate	1	
41	145866	£6.00	TENSIONER, timing chain, duplex	1	PIN, tensioner pivot
42	033214	£5.40	PIN, tensioner pivot	1	
43	WP18	£0.47	WASHER, plain	2	SPLIT PIN, tensioner pivot pin retaining
44	PS103121	£1.10	SPLIT PIN, tensioner pivot pin retaining	2	
45	MBK113	£11.00	FITTING KIT, timing cover	1	SCREW, hex head WASHER, locking
46	SH605071	£0.64	SCREW, hex head	5	
47	GHF332	£0.40	WASHER, locking	5	SCREW, pan head, (5/16 x 3/8")
48	SE605031	£1.31	SCREW, pan head, (5/16 x 3/8")	5	
49	GHF332	£0.40	WASHER, locking	5	STUD, timing cover to cylinder block
50	100433	£2.86	STUD, timing cover to cylinder block	2	
51	GHF332	£0.40	WASHER, locking	2	NUT
52	GHF201	£0.17	NUT	2	
53	DP514	£1.48	DOWEL PIN, timing cover locating	2	

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

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

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



Internal Engine (Continued)

Ill.	Part Number	Price £ea.	Description	Req.	Details
54	148041R	£142.80	FLYWHEEL, iron, with ring gear (Reconditioned/exchange).	1	recessed - fits 'longbacked' crank for
	TT2213	£228.00	FLYWHEEL, iron, lightened with ring gear (Reconditioned/exchange).	1	
	TT2239S	£384.00	FLYWHEEL, steel, less ring gear (Use with 8.5" standard or uprated clutch cover).	1	TR5, TR6 To (e) CP50000 clutch cover).
	151214E	£120.40	FLYWHEEL, iron, with ring gear (Reconditioned/exchange).	1	non recessed - fits 'short backed' crank for
	TT2212	£228.00	FLYWHEEL, iron, lightened with ring gear (Reconditioned/exchange).	1	
55	TT2214S	£455.95	FLYWHEEL, steel, less ring gear (Use with 8.5" standard or uprated clutch cover).	1	TR6 From (e) CP50001
	TT2241S	NCA	FLYWHEEL, steel, less ring gear (Use with 7.25" race clutch cover).	1	
56	201350	£21.50	RING GEAR	1	all models
57	DP414	£1.43	DOWEL PIN, locating clutch cover	3	
58	DP619	£2.10	DOWEL PIN, locating flywheel	1	
59	UKC4254	£3.30	BOLT, flywheel to crank, standard	4	fit with Loctite
	TT2223S	£41.00	BOLT SET, flywheel to crank, uprated	1	
60	047246	£5.40	SPIGOT BUSH, 1" x 1", in crankshaft	1	TR5, TR6 To (e) CP50000
	151213	£4.70	SPIGOT BUSH, 1" x 1/2", in flywheel	1	TR6 from (e) CP50001
61	143456	£3.60	OIL SEAL, rear housing	1	
62	214479	£128.80	FRONT PULLEY & DAMPER, 3/8"	1	
63	148831	NCA	EXTENSION, fan	1	
64	DP508	£1.80	DOWEL PIN, locating extension	2	
65	148832	£19.20	BOLT, extension & pulley to crankshaft	1	
66	GCB11088	£5.30	FAN BELT, 3/8" wide	1	

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

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

69	308353	£28.80	FAN, 8 blade, plastic, yellow	1	TR5, TR6 To CP50000
70	311868	NCA	FAN, 7 blade, plastic, yellow	1	TR6 From (e) CP50001 To CR1
71	108496	£0.80	BUSH, fan to extension, standard	8	all (e) CP models
	108496SP	£3.00	BUSH, fan to extension, polyurethane	8	
72	108499	£1.20	SLEEVE, fan to extension	4	
73	WM58	£0.30	WASHER, plain	4	
74	107857	£2.10	TAB WASHER	2	
75	BH605101	£0.95	BOLT, fan to extension	4	all (e) CR models
76	312301	£90.00	FAN, 13 blade, plastic, red	1	
77	157876	£29.80	ADAPTOR, fan extension	1	
78	BH605131	£1.04	BOLT, adaptor to extension	4	
79	GHF301	£0.24	WASHER, plain	4	
80	BH605101	£0.95	BOLT, fan to adaptor	4	
81	GHF301	£0.24	WASHER, plain	4	
82	217488	£70.20	OIL PUMP, (alloy body)	1	TR5, TR6 To (e) CP53747
83	508975	NCA	ROTOR & SPINDLE	1	
84	149621	NCA	FILTER, oil pump	1	
85	BH604241	£0.98	BOLT, oil pump, (3" long)	2	
86	BH604281	£0.77	BOLT, oil pump, (3 3/8" long)	1	
87	GHF331	£0.38	WASHER, locking	3	

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

88	217488	£70.20	OIL PUMP, (aluminium body)*	1	TR6 From (e) CP53748
89	217486	NCA	BODY, oil pump	1	
90	519569	£32.40	ROTOR & SPINDLE	1	
91	TKC2006	NCA	STRAINER ASSEMBLY	1	
92	BH604261	£0.89	BOLT, oil pump to cylinder block	3	replacement
93	GHF331	£0.38	WASHER, locking	3	
94	149099	NCA	DRIVE SHAFT & GEAR	1	
	149099X	NCA	DRIVE SHAFT & GEAR	1	
95	149097	NCA	SHAFT, driving oil pump & gear	1	
96	126785	NCA	GEAR, driving shaft	1	
97	500974	£0.43	PIN, mills, securing driven gear	1	
98	149098	£3.60	GEAR, driving distributor and metering unit	1	
99	500975	£1.16	PIN, mills, securing gear to shaft	1	
100	149776	NCA	BUSH, supporting drive shaft assembly	1	press fit in block
101	308396	NCA	DISTRIBUTOR PEDESTAL (With metering unit flange).	1	TR5-6 injection models
	126784	NCA	DISTRIBUTOR PEDESTAL	1	TR250-6 carburettor models
102	149100	NCA	GEAR, driving metering unit	1	
103	145720	£3.00	SEAL, fuel	1	
104	145720	£3.00	SEAL, oil	1	

Replacing Distributor Pedestal Oil Seals

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

Replacement Of The Seals Goes Something Like This:

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

105	149226	NCA	PLUG, driving gear end thrust and pedestal sealing	1	
106	NKC101A	£1.80	'O' RING, on plug	1	
107	SH604041	£0.41	SCREW, thrust plug retaining	1	fit with Loctite
108	GHF300	£0.22	WASHER, plain	1	
109	104939	£0.48	GASKET, pedestal to cylinder block*	a/r	

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

110	TE605105	£2.30	STUD, distributor pedestal, short	1	1 1/4"
111	FHS2520	£2.05	STUD, distributor pedestal, long	1	2 1/2"

Note: Carburettor models use 2 short studs.

112	GHF332	£0.40	WASHER, locking	2	
113	GHF201	£0.17	NUT	2	
114	SH605051	£1.00	SCREW, distributor to pedestal	1	
115	GHF332	£0.40	WASHER, locking	1	
116	149486	£1.66	'O' RING, metering unit to pedestal	1	
117	149595	£35.00	DRIVE, plastic, metering unit	1	
118	SH604071	£0.72	SCREW, metering unit to pedestal	3	
119	GHF331	£0.38	WASHER, locking	3	
120	GHF300	£0.22	WASHER, plain	3	
121	TT2929	£7.20	TIMING DISC	1	TriumphTune (Use this timing degree disc for accurate installation of any camshaft where the performance setting is required).

Oil Cooler - Original

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

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

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	309052	NCA	OIL COOLER KIT	1	
2	214372	NCA	OIL COOLER	1	
3	SH604051	£0.30	SCREW, oil cooler to skid-plate	4	
4	GHF331	£0.38	WASHER, locking	4	
5	GHF200	£0.22	NUT	4	
6	155672	NCA	OIL FILTER SUB ASSEMBLY	1	
7	GFE138	£5.64	ELEMENT, oil filter	1	
8	151870	NCA	ADAPTOR, filter, bowl to block	1	
9	149695	NCA	ADAPTOR, filter, centre bolt	1	
10	149713	NCA	GASKET, adaptor to block	1	
11	272539	£2.30	RING, sealing	2	
12	TT1268C	£20.00	HOSE, engine to cooler	1	
13	TT1268B	£24.40	HOSE, cooler to filter	1	
14	GHF103	£0.60	SCREW	1	hoses to
15	148783	NCA	'P' CLIP	1	LH radiator stay
16	146285	NCA	ADAPTOR, hose to cylinder block (Replaces plug 116511).	1	see item 18 External Engine
17	AHH6866K	£4.40	RETAINING CLIP, hoses to LH	1	
18	PT355	NCA	SCREW, pan head	1	
19	WP4	£0.30	WASHER, plain	1	
20	WL700061	£0.30	WASHER, locking	1	
21	HN2053	£0.40	NUT	1	

Spin-On Filter Adaptor

Note: See the Accessories section for full details.

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

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

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

22	TT1286MOCAL	£75.00	ADAPTOR, spin-on oil filter	1	
23	TT1286A	£93.00	ADAPTOR*, spin-on oil filter (*With oil cooler hose tappings).	1	
24	TT12861	£8.80	SEAL SET, filter adaptor	1	use if adaptor removed
25	BH507301	£5.50	BOLT, adaptor to block	1	
26	GFE227	£5.16	OIL FILTER, spin-on type, long	1	RHD
27	GFE166	£2.40	OIL FILTER, spin-on type, short	1	LHD, limited access

Oil Cooler Installation Kit (Non Thermostatic)

Note: See the Accessories section for full details.

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

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

28	TT1268	£163.00	OIL COOLER INSTALLATION KIT, (std.)	1	1/2" rubber hoses
	TT1268S	£176.40	OIL COOLER INSTALLATION KIT, (std.)	1	1/2" braided hoses
	TT12681	£153.30	OIL COOLER INSTALLATION KIT, (std.)	1	5/8" rubber hoses
	TT12681S	NCA	OIL COOLER INSTALLATION KIT, (std.)	1	5/8" braided hoses

'Thermostatic' Oil Cooler Installation Kit

Note: See the Accessories section for full details.

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

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

29	TT1278	£266.00	OIL COOLER INSTALLATION KIT (1/2" rubber hoses).	1	thermostatic
	TT1278S	£315.00	OIL COOLER INSTALLATION KIT	1	
	TT12781	NCA	OIL COOLER INSTALLATION KIT (5/8" rubber hoses).	1	
	TT12781S	£301.20	OIL COOLER INSTALLATION KIT	1	
30	TT29602	£153.00	THERMOSTAT, 1/2" hoses, (screw-on)	1	
	TT29603	NCA	THERMOSTAT, 5/8" hoses, (screw-on)	1	(If your TR is already fitted with a non-thermostatic oil cooler kit, and you would like the benefit of temperature control, then this thermostatic unit is ideal. It is easily installed by cutting the hoses and placing in the circuit, ensuring flow direction is matched. Care must be taken when cutting hoses especially braided versions.
31	TT2960	£53.00	THERMOSTAT, 1/2" hoses, (push-on)	1	
	TT29604	£135.90	THERMOSTAT, 5/8" hoses, (push-on)	1	

Oil Cooler Radiators

Note: See the Accessories section for full details.

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

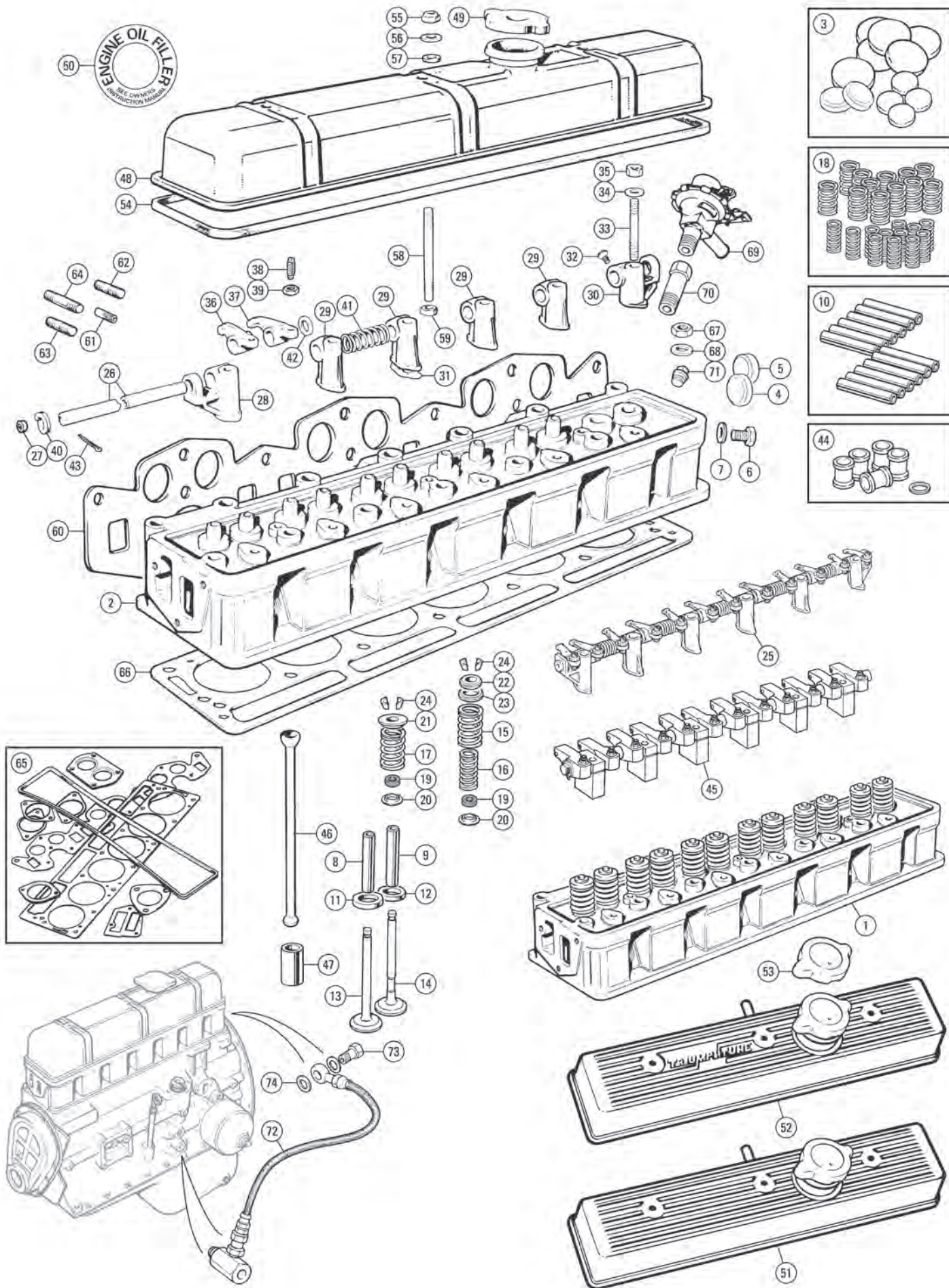
32	ARA221	£60.00	OIL RADIATOR, 13 row, 1/2"	1	road
	TT29631	£94.90	OIL RADIATOR, 13 row, 5/8"	1	competition
33	AR09875	£98.40	OIL RADIATOR, 16 row, 1/2"	1	road, hot climates
	TT29641	£125.80	OIL RADIATOR, 16 row, 5/8"	1	competition
	TT29651	£140.10	OIL RADIATOR, 19 row, 5/8"	1	competition, hot climates
34	SH604051	£0.30	SCREW, oil radiator to skid shield	4	
35	GHF331	£0.38	WASHER, locking	4	
36	GHF200	£0.22	NUT	4	
37	C-AHT181	NCA	SHROUD, oil radiator	1	
38	AHH6866K	£4.40	STRAP KIT, hoses to LH radiator stay	1	
39	AHH6866K	£4.40	STRAP KIT (Hoses to LH engine mounting bracket).	1	
40	PT355	NCA	SCREW, pan head, (for clip 148513)	1	
41	WL700061	£0.30	WASHER, locking	1	
42	HN2005	£0.16	NUT	2	

Rocker Feed Pipe

43	TT1226	£44.40	ROCKER FEED KIT	1	
44	TT1226B	£0.68	WASHER, copper crush	2	
45	TT1226D	£8.70	BOLT, banjo	1	
	TT1226C	£13.75	T PIECE	1	

The Rocker Feed Kit & Oil Consumption

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



Cylinder Head Assemblies

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

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	516798LFE	£443.70	CYLINDER HEAD ASSY, recon/exch	1	TR5, TR6 To (e) CP75000
	520869LFE	£428.40	CYLINDER HEAD ASSY, recon/exch	1	TR6 From (e) CP75001
					To (e) CR1
	UKC1420LFE	£443.70	CYLINDER HEAD ASSY, recon/exch	1	TR6 From (e) CR1

Performance Cylinder Heads

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

	TT1202UL	NCA	CYLINDER HEAD ASSEMBLY, stage II	1	TR5, TR6
	TT1203BUL	£972.00	CYLINDER HEAD ASSEMBLY, stage III	1	To (e) CP75000.
	TT1212UL	NCA	CYLINDER HEAD ASSEMBLY, stage II	1	
	TT1212BUL	£870.00	CYLINDER HEAD ASSEMBLY, stage II	1	TR6 From (e) CP75001
	TT1213UL	NCA	CYLINDER HEAD ASSEMBLY, stage II	1	
	TT1213BUL	£972.00	CYLINDER HEAD ASSEMBLY, stage III	1	
2	520869	NCA	CYLINDER HEAD, bare	1	TR6 From (e) CP75001

Note: Bare cylinder heads do not include valve guides.

Core Plugs

3	GAC6201X	£9.10	CORE PLUG SET	1	cylinder head & block
4	AEH592	£1.26	CORE PLUG, large, (1 5/8" diameter)	1	rear face of head
5	144686	£2.10	CORE PLUG, small, (1 1/4" diameter)	1	
6	SH605041	£0.43	SCREW, plugging rocker oil feed	1	
7	500469	£0.85	WASHER, copper, sealing screw	1	

Valves, Guides & Springs

8	058923	£1.70	GUIDE, inlet valve, (2.0625")	6	
9	111869	£3.00	GUIDE, exhaust valve, (2.25")	6	

Valve Guides

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

10	TT1219	£115.20	GUIDE SET, bronze, (set of 12)	1	high performance
	TT1319A	£10.60	GUIDE, inlet valve, bronze	6	alternative to 8 & 9
	TT1219A	£11.00	GUIDE, exhaust valve, bronze	6	
11	146496	NCA	INSERT, valve seat, Inlet	6	all (e) CP models
12	146497	£7.40	INSERT, valve seat, exhaust	6	
	12H462	£10.20	INSERT, valve seat, Inlet	6	all (e) CR models
	159904	£6.00	INSERT, valve seat, exhaust	6	

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

Valves & Seats

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

Exhaust valve seat 146497 to be used with valve 149658 or TT1715. Exhaust valve seat 159904 to be used with valve 159873. (All our exhaust valves are lead-free compatible).

13	146128	£6.00	VALVE, inlet, 1.44"	6	
	TT1714	£41.20	VALVE, inlet, stainless, 1.44"	6	reshaped & gas-flowed
	TT1234	£41.20	VALVE, inlet, stainless, 1.475"	6	

14	149658	£8.20	VALVE, exhaust, 1.25"	6	all (e) CP models
	159873	£7.60	VALVE, exhaust, 1.19"	6	all (e) CR models
	TT1715	£41.20	VALVE, exhaust, stainless, 1.28"	6	reshaped & gas-flowed
15	149633	£1.43	VALVE SPRING, outer	12	(twin fitment)
16	102564	£3.20	VALVE SPRING, inner	12	TR5, TR6 To (e) CP75000
17	157229	£2.16	VALVE SPRING	12	(single fitment) TR6
					From (e) CP75001 To (e) CR1
	157229	£2.16	VALVE SPRING, outer	12	(twin fitment)
	157476	£1.84	VALVE SPRING, inner	12	all (e) CR models
18	TT1207	£46.00	VALVE SPRING SET, uprated	1	(twin fitment)

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

19	AEK113	£0.41	VALVE STEM OIL SEAL	12	supplementary fitment
			(Valve stem oil seals were not originally specified for use on the Triumph TR6 engine. To help in the battle against engine emissions caused by oil being sucked down the valve guide bores past the valve stems, a simple oil seal is available).		
20	149717	£1.90	SPACER, valve spring, lower inner	12	TR5, TR6 To (e) CP75000
	105118	NCA	COLLAR, valve spring, lower inner	12	TR6 From (e) CP75001
			(Single spring only).		To (e) CR1
	157509	£3.25	SPACER, valve spring, lower	12	all (e) CR models
21	111870	£3.80	COLLAR, spring, upper	6	inlet
	TT1216	£6.10	COLLAR, spring, upper, alloy	12	inlet & exhaust
22	128335	£3.50	COLLAR, upper outer	6	exhaust
23	111870	£3.80	COLLAR, upper inner	6	
24	106663	£2.40	COLLET, split cone type, sold each	24	

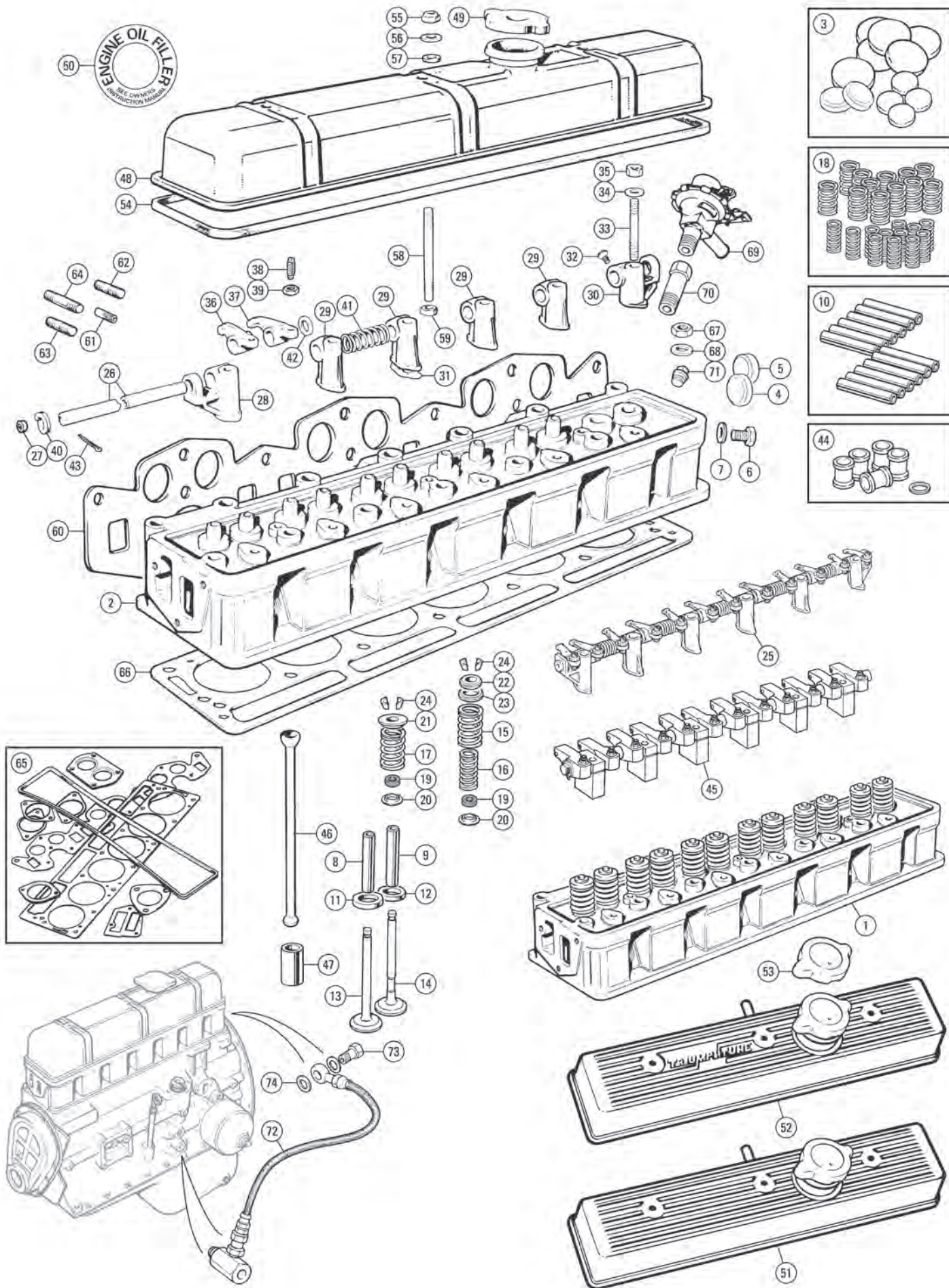
Rocker Gear

25	214559K	£183.60	ROCKER GEAR ASSEMBLY	1	reconditioned/exchange
26	214559Z	£23.00	ROCKER SHAFT, replacement	1	ready plugged
	TT1217	£52.50	ROCKER SHAFT, tufrided	1	
			(Rocker shafts are tubular in construction. The ends of the shaft must be plugged to form an oil gallery inside the shaft. Oil is fed via the rear rocker pedestal into the shaft; drillings in the shaft allow lubrication of the rockers).		
27	137811	NCA	PLUG, rocker shaft ends	2	original rocker shafts only
28	145867	£6.10	PEDESTAL, no. 1	1	
29	144974	NCA	PEDESTAL, intermediate	4	alternatives
	145868	NCA	PEDESTAL, intermediate	4	
	145869	NCA	PEDESTAL, no. 6, (drilled for oil feed)	1	
31	TT1910	£2.40	SHIM, pedestal	6	
32	104859	£6.10	SCREW, shaft to drilled pedestal	1	
33	132495	£2.66	STUD, rocker pedestal to cylinder head	6	
34	GHF302	£1.00	WASHER, plain	6	
35	GHF202	£0.22	NUT	6	
36	109024Z	£10.50	ROCKER ARM, nos 1, 3, 5, 7, 9, 11	6	
	109024X	£14.40	ROCKER ARM, nos 1, 3, 5, 7, 9, 11, bushed	6	uprated
37	109023Z	£10.50	ROCKER ARM, nos 2, 4, 6, 8, 10, 12	6	
	109023X	£14.40	ROCKER ARM, nos 2, 4, 6, 8, 10, 12, bushed	6	uprated
38	109495	£2.80	SCREW, rocker clearance adjusting	12	
39	51K1178	£0.47	NUT, half, adjusting screw	12	
40	2A18	£2.00	SPRING, rocker shaft, outer	2	
41	119313	£2.20	SPRING, rocker shaft, intermediate	5	
42	WP8013	NCA	WASHER, rocker shaft spacing	4	
43	PC10	£0.28	SPLIT PIN, rocker shaft end	1	
44	TT1218	£36.50	ROCKER SPACER SET	1	replaces items 41 to 43
			(A set of solid spacers to replace the coil spring spacers on the standard rocker shaft assembly. These allow the rockers to rotate easier, prolong shaft life by retaining the oil. Set of five spacers and one adjusting washer).		
45	TT1246	£1,083.70	ROLLER ROCKER CONVERSION*	1	

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

46	149513	£4.00	PUSH ROD, (8.11"), forged	12	all (e) CP models
	TT1233	£12.10	PUSH ROD, (8.11"), tubular	12	
	148916	£5.20	PUSH ROD, (8.30"), forged	12	all (e) CR models
	TT10433	£12.10	PUSH ROD, (8.25"), tubular	12	
47	143552	£3.60	CAM FOLLOWER, ('tappet')*	12	standard
	TT1209	£8.42	CAM FOLLOWER, ('tappet')*	12	uprated

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



Rocker Cover

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

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

51	GAC6004X	£81.90	ROCKER COVER, alloy, polished	1	ribbed
	GAC6005X	£89.60	ROCKER COVER, black, polished	1	
52	TT1627	NCA	ROCKER COVER, alloy, polished	1	TriumphTune logo
	TT1220	NCA	ROCKER COVER, black, polished	1	
53	8G612CP	£8.70	CAP, oil filler, alloy rocker covers	1	ribbed cover
	TT920	£27.90	CAP, oil filler, alloy rocker covers	1	TriumphTune cover

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

54	GUG5039VC	£4.15	GASKET, rocker cover	1	
	694-011	£17.00	GASKET, rocker cover, silicone	1	standard cover
	694-012	£23.40	GASKET, rocker cover, silicone	1	alloy cover
55	GHF272	£0.66	NUT, nyloc, rocker cover	3	do not over-tighten
56	GHF301	£0.24	WASHER, plain	3	
57	WF508	£0.70	WASHER, fibre	3	
58	105123	£2.50	STUD, rocker cover to cylinder head	3	
59	GHF201	£0.17	NUT, locking, stud to cylinder head	3	
60	AJM682	£5.40	GASKET, manifold	1	
61	RPS2012	£1.21	DOWEL, locating, (inlet manifolds)	3	
62	105124	£1.26	STUD, exhaust manifold mounting	4	
63	105125	£1.62	STUD, inlet & exhaust manifolds	6	
64	TE605105	£2.30	STUD, inlet manifold mounting	3	CP models
	111456	£3.50	STUD, inlet manifold mounting	3	CR models

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

Cylinder Head Gaskets

65	GEG179	£35.10	DECOKE GASKET SET, 'flat top' block	1	TR5, TR6 To (e) CP75000
	GEG179Z	£22.20	DECOKE GASKET SET, 'flat top' block, (GEG179Z, alternative specification).	1	
	AJM1193	£36.40	DECOKE GASKET SET, 'recessed' block	1	
	AJM1193Z	£21.60	DECOKE GASKET SET, 'recessed' block (AJM1193Z, alternative specification).	1	TR6 From (e) CP75001
66	GUG702597HG	£25.00	GASKET, cylinder head, flat	1	TR5, TR6 To (e) CP75000
	TT1236	£141.70	GASKET, cyl. head, copper, flat (0.032")	1	
	AJM387	£25.40	GASKET, cylinder head, recessed	1	
	AJM387B	£30.00	GASKET, cylinder head, recessed	1	
				1		Aftermarket

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

Cylinder Head Attachment

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

67	103810	£2.65	NUT, cylinder head	14	
	103810X	£5.40	NUT, cylinder head	14	uprated
68	508289	£0.77	WASHER, (under cylinder head nut)	14	

Heater Fittings

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

69	565755	£39.60	HEATER VALVE	1	vehicles fitted
	565755Z	£17.30	HEATER VALVE, aftermarket	1	with heater
70	148435	£7.90	ADAPTOR, water valve to head	1	
71	114774	£3.00	PLUG, replaces water adaptor	2	vehicles without heater

Rocker Feed Kit

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

72	TT1226	£44.40	ROCKER FEED KIT	1	external
73	TT1226D	£8.70	BOLT, banjo	1	
74	TT1226B	£0.68	WASHER, copper crush	2	
	TT1226C	£13.75	T PIECE	1	

Valve Spring Specifications

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

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

Part Number	Installed Rate	Solid	Coils	Free
149633	150 lbs.	23.32	4	39.87
102564	28.5 lbs.	18.54	6	39.62
157229	240 lbs.	22.2	3.75	38.6
157476	85 lbs.	14.02	4	28.9
TT1207	206 lbs. 35 lbs.	21.67 15.87	5.75 7.75	39.37 46.48
TT1208	N/A	N/A	N/A	N/A
TT1708	N/A	N/A	N/A	N/A
2.5	1.45"	1.28"		

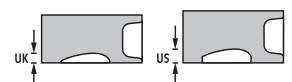
Cylinder Head Identification

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

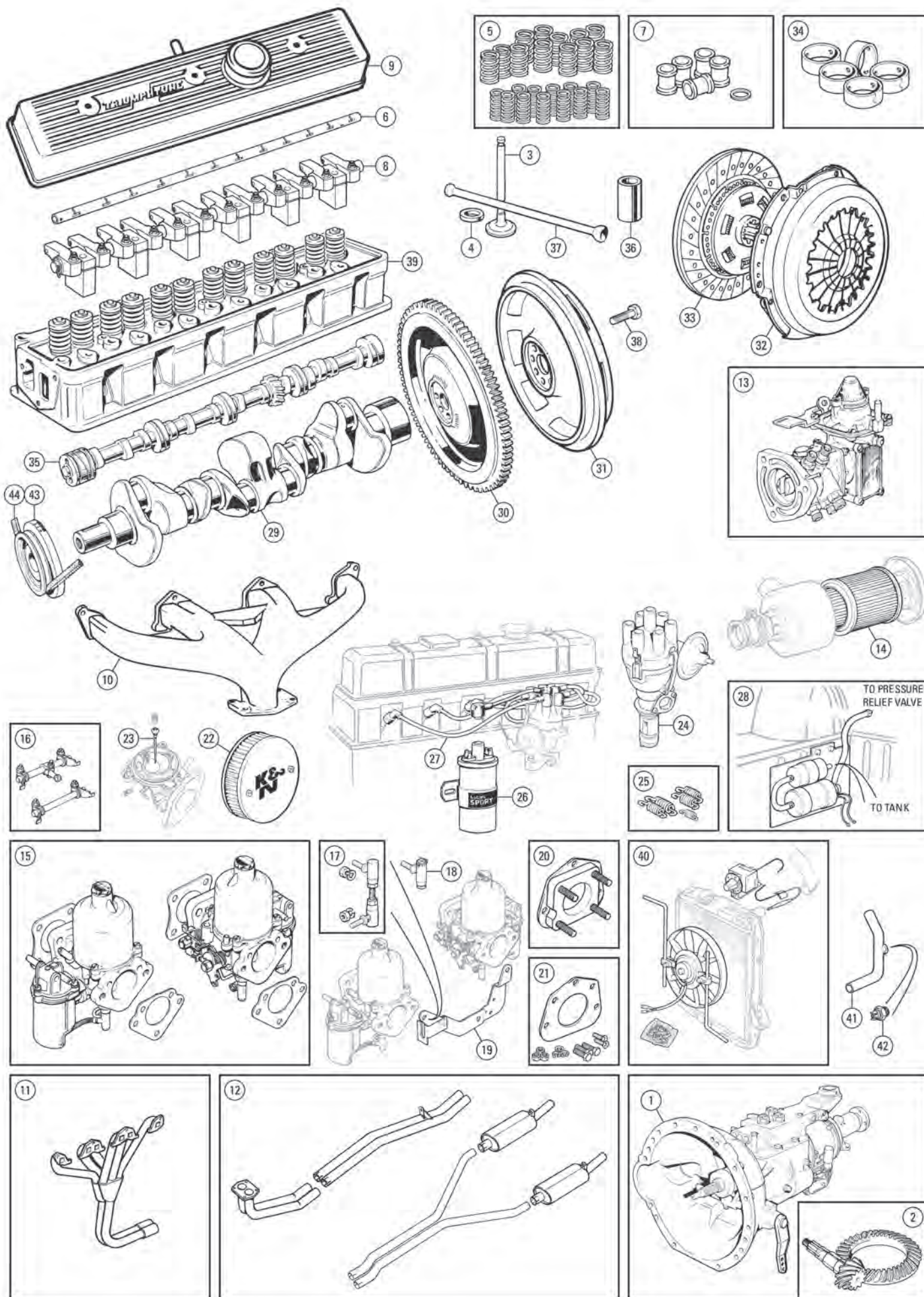
Casting Number	Head Number	Machined head assembly	Service head assy. (less valves)	Service head assy. (including valves)
Pi. models				
308351	308351	516816	516799	516798
312388	312388	218225	520871	520869
V3298	313248	219015	520871	UKC1420LFE
Carb. models				
307837	307837	516323	516797R	516796R
312388	312388	218227	520869LFE	520868
V3298	TKC999	219019	RTC1860	UKC1421
2 litre models				
308351	151003	519788	519792	519790

	No. stamped on head	Overall Thickness	Chamber Depth (A)	comments
TR5, Early TR6	516816	3.75	0.525	Pi. models
Intermediate TR6	218225	3.75	0.525	Pi. models
Late TR6	219015	3.4375	0.525	Pi. models
TR250, Early TR6	516323	3.4375	0.688	Carb. models
Intermediate TR6	218227	3.562	0.688	Carb. models
Late TR6	219019	3.50	0.625	Carb. models
2 litre	519788	3.3125	0.375	

If your cylinder head varies from these thickness dimensions it is an indication that it has been skimmed at some time, usually to ensure flatness. Other cylinder heads do surface and with the exception of the U.S.



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



Performance Improvements

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

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

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

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

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

ill.	Part Number	Price £ea.	Description	Req.	Details
3	149658	£8.20	VALVE, exhaust, 1.25"	6	all (e) CP models
	TT1715	£41.20	VALVE, exhaust, 1.25"	6	reshaped and gas-flowed
4	146497	£7.40	INSERT, valve seat, exhaust	6	
5	TT1207	£46.00	VALVE SPRING SET, double	1	

The specification of these (TT1207) valve springs is unique to Moss. The primary spring is uprated and does most of the work and a look at the specifications of various springs in use (see page 29) will show TT1207 load up the camshaft and rocker gear little different to standard springs. They work in a different way, producing an uprated spring which is compatible with all performance camshafts using standard rocker ratio and valve caps, and are extremely versatile.

Before refitting the cylinder head, it is well worth raising the compression ratio to the European 9.5:1. U.S. specification heads will require .100" approximately removed from the head, which wants to end up 3.375" thick. There is no point in exceeding this compression figure unless a different camshaft is to be used. An easy 'mod' having refitted the cylinder head is to fit a tufrided rocker shaft and solid spacers, to give a longer and more accurate life. If funds will stretch, a roller rocker shaft represents the ultimate in this area. The shaft is thicker and therefore stronger, and the rollers work wonders for valve stem life. If the standard cam is to be retained the roller rocker assembly (part no. TT1246) will give more valve lift, as its ratio is 1.65:1 instead of the standard rocker gearing of 1.5:1 (see also note on page 29).

6	TT1217	£52.50	ROCKER SHAFT, tufrided	1	
7	TT1218	£36.50	ROCKER SPACER SET	1	
8	TT1246	£1,083.70	ROLLER ROCKER CONVERSION	1	
9	There are several rocker cover alternatives to choose from. Please refer to page A30.				
10	308292	NCA	MANIFOLD, exhaust	1	

The standard Pi exhaust manifold is very good. Owners of a single downpipe system should change to a twin: either standard cast iron or tubular alternatives of which there are several options. A free-flow twin outlet system gives an 'instant' power increase but don't be tempted by the big-bore single systems unless the engine is seriously 'breathed on'.

11	TT1200	£436.36	EXHAUST MANIFOLD, tubular, mild steel	1	
12	BSTR56S	£375.00	EXHAUST SYSTEM, s/steel, complete	1	7 piece
	FS5204	NCA	EXHAUST SYSTEM, s/steel, less downpipe	1	6 piece

Note: See Exhaust System section for full listings & details.

The burnt air/fuel mixture now passes through the head and exhaust much more freely, so how about getting it in more efficiently? This is easy, whatever the starting point. Users of Pi TR's merely have to fit a modified metering unit, ideally changed when converting to lead-free specification. If a big valve head is opted for see listing below. It is worth changing the air filter to a modern free flow type as shown (or refer to Fuel System) but make sure you keep the air pick-up as original, where the cold air is not high up in the engine bay.

13	NCA	METERING UNIT, with push on petrol return union	1	see Fuel System and Injection System
14	KNE9108	£60.60	AIR FILTER ELEMENT, K&N	1

Users of carburettors have five options. You could persevere with Strombergs. You could source a pair of SU's (TR7's are handy for this) and with a good rebuild, a change of needle (see chart right) and a

pair of decent air filters achieve both performance and economy improvements. You could fit a pair of new SU' (TT1256) and filters and get the same improvements with no extra work. You could fit a set of twin choke carburettors and air filters to suit (see the Accessories section). Whatever carburettor system you choose try and supply it cold air. Lastly you could convert to Pi, either Lucas or one of the EFI alternatives now being offered. It is worth sorting out all the costs and compare, and also to shop around and see what is on offer.

15	TT1256	£760.00	CARBURETTOR SET, SU HS6, (pair)	1	new
16	TT1261TR	£23.35	LINKAGE KIT, HS6 conversion	1	
17	148496	£16.00	THROTTLE ROD	1	
18	TT9941	£7.60	BALL JOINT, throttle rod end	2	original type
	TT9941	£7.60	BALL JOINT, throttle rod end	2	alternative
19	218410	£24.40	BRACKET, throttle support	1	
NI	148960	£18.20	BELLCRANK	1	

During the 1980's, particularly, due in no small part to the rising cost of petrol, but mostly to the challenges the Lucas Pi system constantly threw at TR5's and TR6's, (whose owners always seemed to be putting their hands in pockets to bale out yet another breakdown), many turned to carburettor conversions. Some fearful of losing performance opted for twin choke set-ups. A small number toyed with Strombergs and probably regretted the choice. Most chose SU conversions; so popular did this choice become that SU themselves produced a very comprehensive kit, but unfortunately it utilised only 1 1/2" carburettors rather than the 1 3/4" the 2500cc engines needed. This mis-judgement was rapidly cashed in on by TR specialists. All the Pi cars use cable operation, and the official SU linkage finishes at the throttle lever (see illustration no 16). To connect the cable to the lever is very simple. Also illustrated is bracket 218410 (item no. 19), which fits between the lower inner left and right carb' fixings. Before fitting this bracket, place it in a vice and make two hacksaw cuts about 1/2" deep, approximately 3/4" apart. Bend this section at 90 degrees to the rest of the bracket. Now drill a 1/4" hole in the bent part and de-burr it. Make one more saw cut to enable the cable to pass through, and you now have your lower cable location. This should be directly underneath the throttle lever, which itself may be adjusted left, or right, as necessary. Remember to leave a little slack in the cable, which may be fixed using the Pi clevis and split pin. Correctly fitted and adjusted, a std. Set-up should return the kind of fuel economy for which earlier 4 cylinder TR's were famous; 30+ mpg, which definitely makes very happy motoring, and over 300 miles on a TR tank full!

20	TKC1338Z	£25.80	MOUNTING FLANGE, carburettor	2
21	TT12561	£95.00	ADAPTOR PLATE KIT	1

This adaptor plate kit allows 1 1/2", 1 3/4" and 2" SU 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 so causing 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 TKC1338, which are also available separately), mounting bolts, gaskets & Loctite 'studloc'.

22	KN56-9098	£96.00	AIR FILTER ASSEMBLY, K&N	2
23	NCA	METERING NEEDLE	2	see chart below

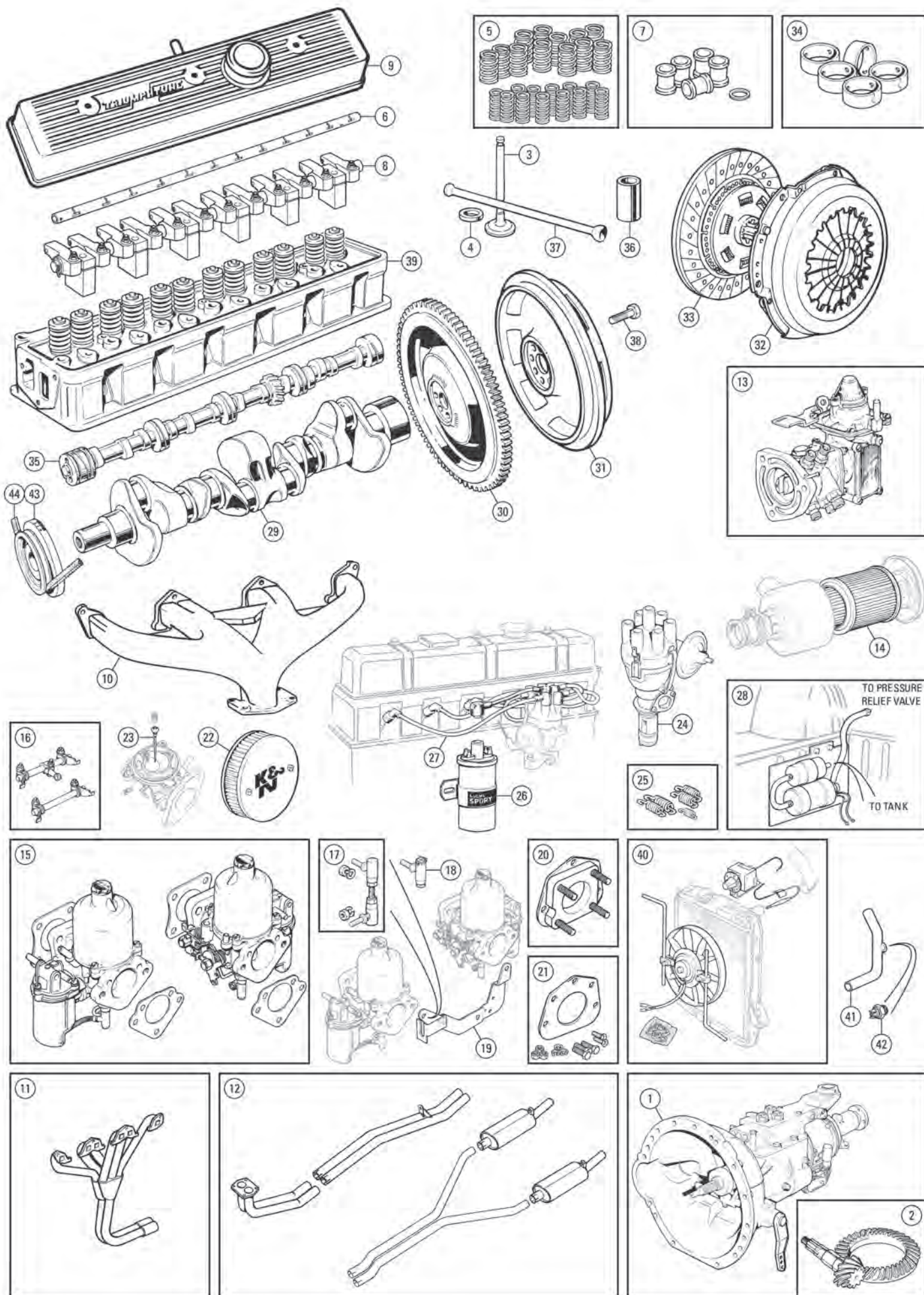
We list below a range of suggested needles which should cover most requirements.

	HS6 FIXED	HS6 BIASED	175CD FIXED
STANDARD + EXHAUST + K&N FILTER + CYLINDER HEAD + CAMSHAFT RICH	TW (AUD1362)	BDB (NZX8002) BDQ (NZX8015) BDM (NZX8012) BAE (CUD1104) GAM (CUD1111)	2E (ZEB16625) 2D (ZEB16304) IAS (ZEB20353)

Whatever carburettor combination is chosen from the previous page, the electrics need attention, from a rebuild of the original distributor, to electronic ignition systems (see page 142) and possibly even engine management. A common problem with uprated engines and even standard ones is 'pinking', or pre-ignition. The usual cure for this is to retard the ignition which causes reduction in performance, economy and overheating! The true remedy is to firstly make sure the distributor is working freely and correctly and then 'tune' the base springs to suit the fuel now available (spring pack TT1903). Set the timing as per workshop manual for your TR.

Don't forget the coil and plug leads. Modern plug leads are silicone rubber sheathed and sealed and virtually never give trouble for the life of the car. A far cry from the old carbon-string days (Saturday night wreckers). A change of induction may well require a change of fuel pump, which again, is a good time to check the fuel supply systems and tank. Be prepared to discuss all your requirements in some detail with your supplier.

24	NCA	DISTRIBUTOR, reconditioned/exchange	1	see electrical system
25	TT1903	£18.00	SPRING SET, distributor advance	1
26	TT2981	£24.60	IGNITION COIL, sports, 12 volt	1
27	TT1272	£55.80	SILICONE HIGH TENSION LEAD SET	1
28	TGK125	£326.40	BOSCH PETROL PUMP KIT	1



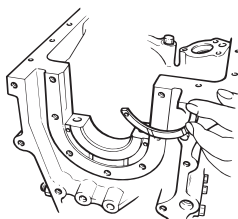
Performance Improvements (Continued)

These changes may seem extensive, but many of them will arise at routine servicing or during 'unloading'. They may cost quite a lot but you should still check the end result on a rolling road, preferably one operated by someone used to TR's. From the above, Pi cars can expect maybe 30bhp more at the wheels - carburettor cars, rather more as they start with much less. Lets take things a stage further and assume the full engine is to be rebuilt. It will be assumed that all the usual components are to be reground, new bearings fitted, new oil pump, timing chain and tensioner, seals etc. In addition, it is well worth balancing all the moving parts: rods, pistons, crank, flywheel and clutch cover. The only item which can be lightened is the flywheel, which will improve pickup (or acceleration) or you could fit a lightweight flywheel (see below and Engine Components, Internal Engine).

ill.	Part Number	Price Eea.	Description	Req.	Details
29	NCA		CRANKSHAFT, tufrided, new	1	} see Internal Engine
30	NCA		FLYWHEEL, alloy, includes ring gear	1	
31	NCA		FLYWHEEL, steel, without ring gear (Tufriding service for crankshafts available).	1	
32	NCA		CLUTCH COVER ASSEMBLY	1	} see Clutch System
33	NCA		CLUTCH DRIVEN PLATE (The above clutch covers are pre-balanced and ready to fit).	1	

Pinning The Thrust Washer

The cure for the problems of 'ejection' or 'dropping' of thrust washers, (and most good shops can routinely perform these tasks) is to either pin the rearmost washer, using a couple roll pins or dowels (1/16" - 3/32"), one each side on to the block or machine the rear of the block and rear bearing cap to take a full thrust ring (like the 4 cylinder TR's use). Some fit bearings for the camshaft to run in, but this is really not worth it unless the block is very worn or extra special as it will require line boring. If the cam is to be changed, keep the specification fairly mild if it is for a road car. More radical camshafts can produce serious performance increases but can cause the car to be a nightmare to drive 'round town'. A change of cam must be accompanied by a change of follower (or tappet). Lightweight cam followers can be specified if desired (TT1209). These become more significant as the useable rev band gets higher. A cam change usually requires a compression increase and head modification and this level of change must be discussed carefully with your supplier. You may require extra bolts to hold the flywheel to the crankshaft (i.e. 6 or 8 instead of 4), as this is another weak engine design feature.



34	142647K	£27.90	CAM BEARING SET	1	
35	NCA		CAMSHAFT, new or reconditioned	1	see Internal Engine
36	TT1209	£8.42	CAM FOLLOWER, ('tappet')	12	lightened & tufrided
37	TT1233	£12.10	PUSHROD, 8.11", tubular	12	all (e) CP models
	TT10433	£12.10	PUSHROD, 8.25", tubular	12	all (e) CR models

For those who are experimenting the following may also be of help:

	TT1633	£12.10	PUSHROD, 7.99", tubular	12	} alternatives
	148916	£5.20	PUSHROD, 8.3", solid	12	
	149513	£4.00	PUSHROD, 8.149", solid	12	
38	TT2223S	£41.00	BOLT SET, flywheel to crank, uprated	1	
39			CYLINDER HEAD	1	see Cylinder Head

It is always a good idea to lose the crankshaft mounted fan. Kenlowe electric fans are very reliable, particularly if switched by a water pipe mounted sensor.

40	TT29422	NCA	KENLOWE FAN KIT, (12")	1	see page A17
41	158417SST	£30.60	PIPE, stainless steel with adaptor	1	
42	IM50250	£7.50	THERMOSTAT SWITCH, 86-760	1	see page A18

Lastly, if the engine is to be taken to 6500 rpm, a good idea is to change the (damped) front crankshaft pulley for a 2 litre version (part no. 154380), but don't forget the fan belt. The grooved portion of the pulley has a slightly smaller diameter which reduces belt speed and the likelihood of the belt throwing or turning inside out.

43	154380	NCA	FRONT PULLEY & DAMPER, 3/8"	1	
44	GCB11088	£5.30	FAN BELT, 3/8"	1	

The Rocker Feed Kit And Oil Consumption

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

Now the clever bit... How to fit them without removing the cylinder head from the car. Each seal needs to be fitted to the valve stem above the valve guide but below the valve spring upper retaining cap(s). Remove the rocker cover, rocker gear and the spark plugs. Cover the holes that the push rods come up through so nothing can be dropped down into the engine. Turn the crankshaft so that number one

piston is at Bottom Dead Centre (BDC). Feed a length of clean, pliable rope down the spark plug hole of number one cylinder, leaving a bit hanging out so you can retrieve it. Now, slowly and carefully turn the crankshaft clockwise by hand, a resistance will be felt as the rising piston in that bore compresses the rope against the combustion faces of the two valves in that cylinder, holding them against their seats. The valve collets and spring caps of that cylinder can now be removed without the fear of losing the valves down the bore. The valve stem oil seals can be fitted to these two valve stems and perhaps a new set of valve springs. Be honest, this tip has saved the cost of a decoke set! Once the valve stem oil seals and other parts have been refitted to this first pair of valves satisfactorily, simply turn the crank anti-clockwise to BDC, withdraw the rope and repeat the process on the remaining five cylinders and five pairs of valves.

To be sure that the rope has compressed sufficiently against the faces of the valves, attempt to push the valves by hand, as if being acted on by the rockers before removing the spring caps or collets, this is the fail safe check. This method can be adopted anywhere as it does not require the use of compressed air, special tools or luck.



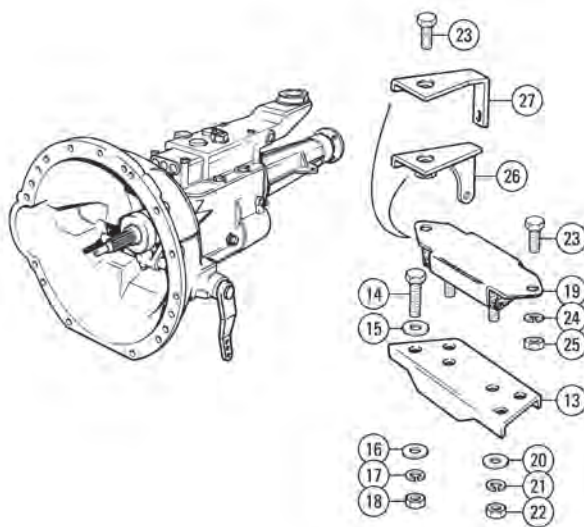
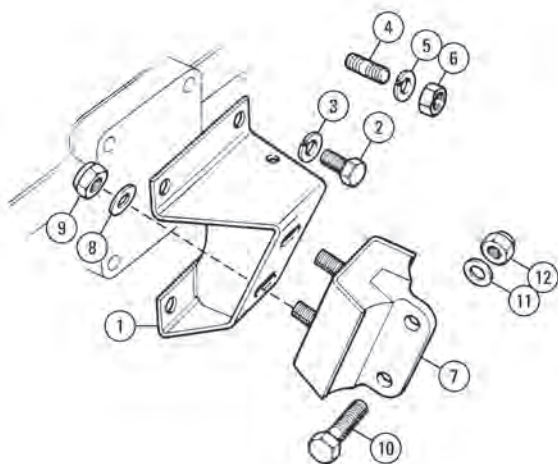
Revotec fan kits

Keeping your TR's engine running at optimum temperature will ensure you get the best performance and economy. Revotec and Moss Europe have co-designed these high quality bespoke fan kits for the TR range.

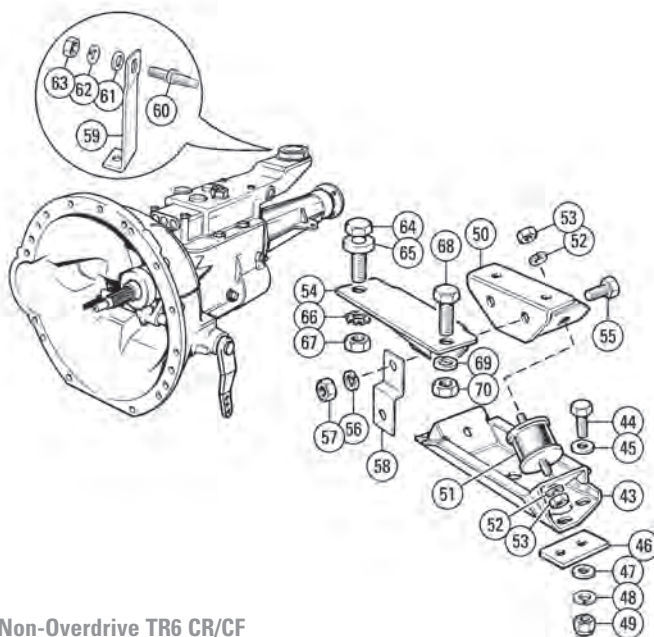
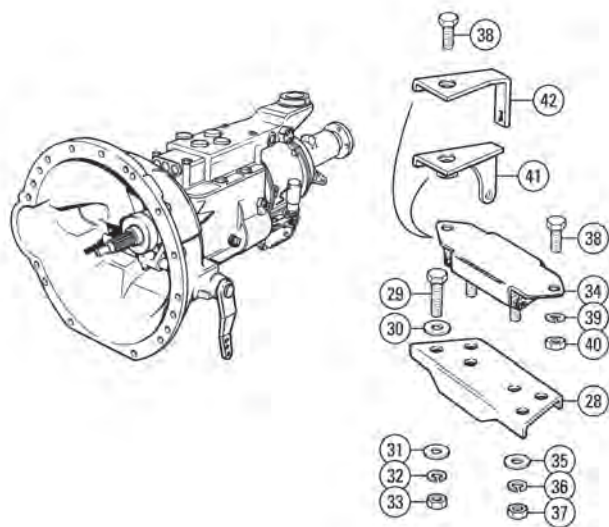
Using the latest high efficiency fans with adjustable electronic controllers these kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use a universal mounting system through the radiator core, these Revotec kits have bespoke laser cut brackets that mount directly to the radiator mountings. The brackets are bright passivated to give a smart appearance and prevent corrosion.

RFK12	£215.50	REVOTEC FAN KIT	1
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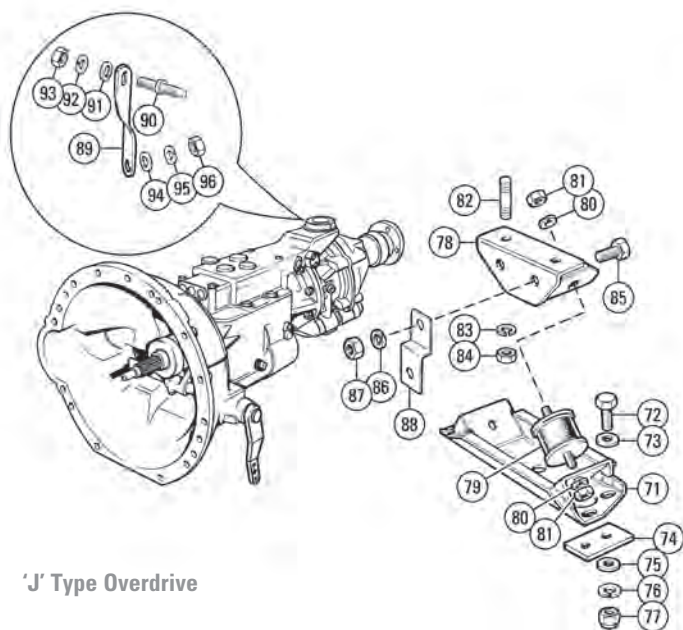


Non-Overdrive TR5, TR250, TR6 CP/CC

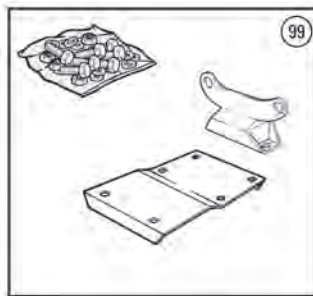
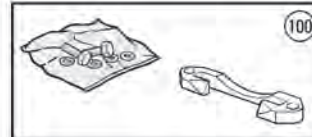
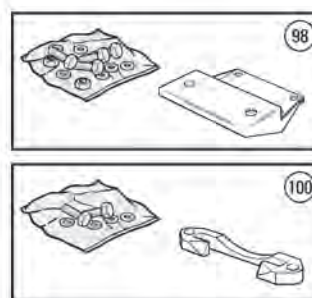
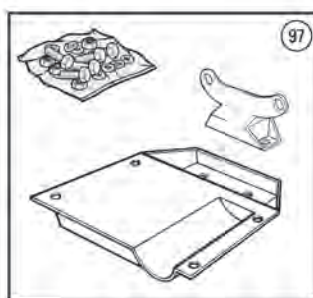


Non-Overdrive TR6 CR/CF

'A' Type Overdrive



'J' Type Overdrive



Engine & Gearbox Mountings

Engine Mountings

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	145385	NCA	BRACKET, engine mounting	2	
2	SH606061	£0.77	SCREW, bracket to cylinder block	6	carburettor models use 8
3	GHF333	£0.30	WASHER, locking	6	
4	105124	£1.26	STUD, bracket & air manifold stay to cylinder block	2	
5	GHF333	£0.30	WASHER, locking	2	upper positions of RH engine mounting bracket, Pi models only
6	GHF202	£0.22	NUT	2	
7	132669	£9.00	MOUNTING, engine	2	standard
8	WP9	£1.20	WASHER, plain	4	
9	GHF273	£0.55	NUT, nyloc, mounting to bracket	4	
10	BH606101	£0.98	SCREW, mounting to chassis frame	4	
11	WP9	£1.20	WASHER, plain	4	
12	GHF223	£0.53	NUT, nyloc	4	

Gearbox Mountings

Non-Overdrive TR5, TR250, All TR6 (c) CP/CC Models

13	211361	£27.10	CROSSMEMBER, gearbox mounting	1	
14	SH606061	£0.77	SCREW, crossmember to chassis frame	4	
15	WP9	£1.20	WASHER, plain	4	
16	WP9	£1.20	WASHER, plain	4	
17	GHF333	£0.30	WASHER, locking	4	
18	GHF202	£0.22	NUT	4	
19	104086	NCA	MOUNTING, gearbox, flexible	1	replacement
	104086Z	£18.30	MOUNTING, gearbox, flexible	1	
20	WD600071	£0.72	WASHER, plain	2	
21	GHF334	£0.73	WASHER, locking	2	
22	GHF203	£0.30	NUT, mounting to crossmember	2	
23	GHF109	£1.43	BOLT, gearbox to mounting	2	
24	GHF335	£0.46	WASHER, locking	1	
25	GHF204	£0.42	NUT, gearbox to mounting	1	
26	142531	£8.00	NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust).	1	TR250, TR6 (c) CC models to CC75000
27	148875	£8.80	NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust).	1	TR5, TR6 all (c) CP models, CC models from CC75001

'A' Type Overdrive TR5, TR250, All TR6 (c) CP/CC Models

28	211361	£27.10	CROSSMEMBER, gearbox mounting	1	
29	SH606061	£0.77	SCREW, crossmember to chassis frame	4	
30	WP9	£1.20	WASHER, plain	4	
31	WP9	£1.20	WASHER, plain	4	
32	GHF333	£0.30	WASHER, locking	4	
33	GHF202	£0.22	NUT	4	
34	104086	NCA	MOUNTING, gearbox	1	replacement
	104086Z	£18.30	MOUNTING, gearbox	1	
35	WD600071	£0.72	WASHER, plain	2	
36	GHF334	£0.73	WASHER, locking	2	
37	GHF203	£0.30	NUT, mounting to crossmember	2	
38	GHF109	£1.43	BOLT, gearbox to mounting	2	
39	GHF335	£0.46	WASHER, locking	1	
40	GHF204	£0.42	NUT, gearbox to mounting	1	
41	142531	£8.00	NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust).	1	TR250, TR6 (c) CC models To CC75000
42	148875	£8.80	NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust).	1	TR5, TR6 all (c) CP models, CC models from CC75001

Non-Overdrive TR6 (c) CR/CF Models

43	218275	£63.30	CROSSMEMBER, gearbox mounting	1	
44	SH606101	£0.60	SCREW, crossmember to chassis frame	4	
45	WP9	£1.20	WASHER, plain	4	
46	WP9	£1.20	WASHER, spacer	a/r	

Note: Some cars were fitted with a spacer between the gearbox crossmember and the chassis (original Part No: 160120). This spacer is not available. If required us washer (Part No: WP9) as required.

47	WP9	£1.20	WASHER, plain	4	
48	GHF333	£0.30	WASHER, locking	4	
49	GHF202	£0.22	NUT	4	
50	160118	£24.40	BRACKET, mounting to gearbox bracket	1	
51	150403	£4.60	MOUNTING, gearbox	2	
52	GHF332	£0.40	WASHER, locking	4	
53	GHF201	£0.17	NUT (Mounting to bracket & crossmember).	4	
54	160117	£33.50	BRACKET, gearbox to mounting bracket	1	
55	SH606071	£0.41	SCREW, bracket	2	
56	GHF333	£0.30	WASHER, locking	2	

57	GHF202	£0.22	NUT	2	
58	UKC878	£5.30	STRAP, exhaust	1	
59	157644	NCA	STRAP, anti-rattle (Remote housing to mounting bolt).	1	
60	160190	NCA	STUD, shouldered	1	
61	GHF301	£0.24	WASHER, plain	1	
62	GHF332	£0.40	WASHER, locking	1	
63	NT605041	£0.30	NUT, anti-rattle strap to gearbox remote	1	
64	BH608141	£2.05	BOLT, anti-rattle strap, gearbox to bracket	1	RH
65	131690	£1.10	SPACER, anti-rattle strap to gearbox	1	
66	WE600051	£0.53	WASHER, shakeproof	1	
67	FNZ208	£0.77	NUT, half, locking	1	
68	GHF109	£1.43	BOLT, gearbox to bracket, LH	1	
69	GHF335	£0.46	WASHER, locking	1	
70	GHF204	£0.42	NUT	1	

'J' Type Overdrive TR6 All (c) CR/CF Models

71	218275	£63.30	CROSSMEMBER, gearbox mounting	1	
72	SH606101	£0.60	SCREW, crossmember to chassis frame	4	
73	WP9	£1.20	WASHER, plain	4	
74	WP9	£1.20	WASHER, spacer	2	as required

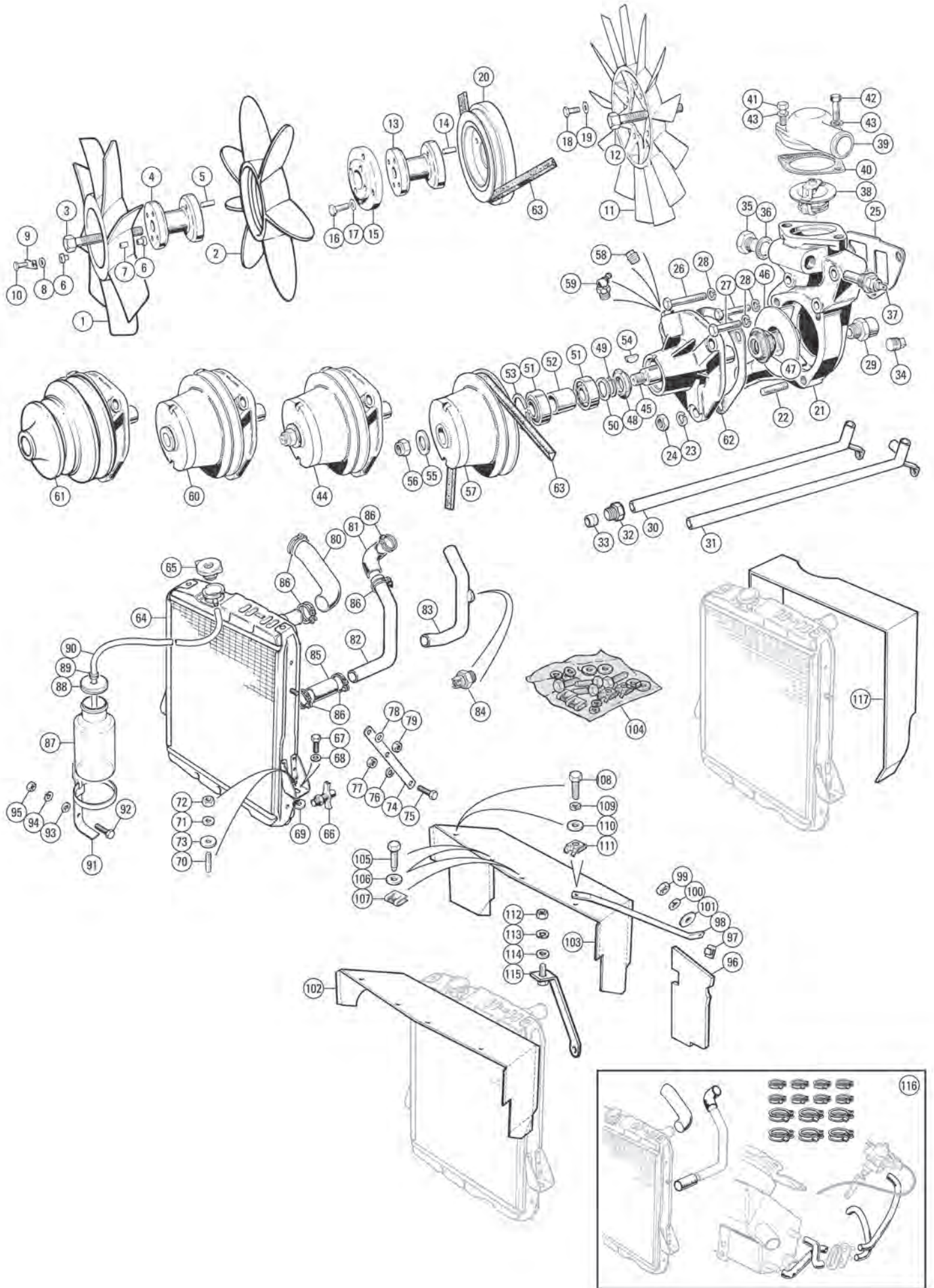
Note: Some cars were fitted with a spacer between the gearbox crossmember and the chassis (original Part No: 160120). This spacer is not available. If required use washer (Part No: WP9) as required.

75	WP9	£1.20	WASHER, plain	4	
76	GHF333	£0.30	WASHER, locking	4	
77	GHF202	£0.22	NUT	4	
78	160118	£24.40	BRACKET, flexible mounting to gearbox	1	
79	150403	£4.60	MOUNTING, gearbox	2	
80	GHF332	£0.40	WASHER, locking	4	
81	GHF201	£0.17	NUT, mounting to bracket & crossmember	4	
82	CHS2614	£1.49	STUD, overdrive to bracket	2	
83	GHF333	£0.30	WASHER, locking	2	
84	GHF202	£0.22	NUT	2	
85	SH606071	£0.41	SCREW, bracket	2	
86	GHF333	£0.30	WASHER, locking	2	
87	GHF202	£0.22	NUT	2	
88	UKC878	£5.30	STRAP, exhaust	1	
89	160189	NCA	STRAP, anti-rattle	1	remote housing to overdrive
90	160190	NCA	STUD, shouldered	2	
91	GHF301	£0.24	WASHER, plain	1	
92	GHF332	£0.40	WASHER, locking	1	
93	NT605041	£0.30	NUT, anti-rattle strap to gearbox remote	1	
94	NKC89	£0.50	WASHER, plastic	1	
95	GHF332	£0.40	WASHER, locking	1	
96	GHF301	£0.24	NUT, anti-rattle strap to overdrive	1	

Overdrive Conversion Bracket Kits

If the overdrive gearbox that you have purchased doesn't match your chassis, all is not lost. These conversion bracket kits will solve your problem.

97	211361X	£119.40	BRACKET & FITTING KIT (Allows 'J' type overdrive to fit to 'A' type chassis (TR2 to TR6) without modification. Comes complete with mounting).	1	
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Cooling System

There were 3 types of fan originally fitted to the TR250, TR5-6. The only fan now available is the 8 bladed yellow fan (308353) as fitted to the early cars, this can also be fitted with the correct mounting hardware (items 6-10) to all 6 cylinder TR's.

Fan Blades

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	308353	£28.80	FAN, 8 blade, plastic, yellow	1	TR5, TR6 To (e) CP50000
2	311868	NCA	FAN, 7 blade, plastic, yellow	1	TR6 From (e) CP50001
3	148832	£19.20	BOLT, extension & pulley to crankshaft	1	all (e) CP models
4	148831	NCA	EXTENSION, fan	1	
5	DP508	£1.80	DOWEL PIN, extension on pulley	1	
6	108496	£0.80	BUSH, fan to extension	8	
	108496SP	£3.00	BUSH, fan to extension, polyurethane	8	
7	108499	£1.20	SLEEVE, fan to extension	4	
8	WM58	£0.30	WASHER, plain	4	
9	107857	£2.10	WASHER, tab, locking fan bolt	2	
10	BH605101	£0.95	BOLT, fan to extension	4	
11	312301	£90.00	FAN, 13 blade, plastic, red	1		all (e) CR models
12	148832	£19.20	BOLT, extension & pulley to crankshaft	1	
13	148831	NCA	EXTENSION, fan	1	
14	DP508	£1.80	DOWEL PIN, extension on pulley	1	
15	157876	£29.80	ADAPTOR, fan extension	1	
16	BH605131	£1.04	BOLT, adaptor to extension	4	
17	GHF301	£0.24	WASHER, plain	4	
18	BH605101	£0.95	BOLT, fan to adaptor	4	
19	GHF301	£0.24	WASHER, plain	4	
20	214479	£128.80	PULLEY & DAMPER ASSEMBLY	1	3/8" wide belt groove
	217371	NCA	PULLEY & DAMPER ASSEMBLY	1	1/2" wide belt groove

Water Pump Housing And Thermostat

21	307095	NCA	HOUSING, water pump	1	alternative	
	307095A	£129.10	HOUSING, water pump, aluminium	1		
22	TE605105	£2.30	STUD, water pump to housing	3	housing to cylinder head	
23	GHF332	£0.40	WASHER, locking	3		
24	GHF201	£0.17	NUT	3		
25	138792	£1.20	GASKET, housing to cylinder head	1		
26	BH605261	£1.60	BOLT, (3 1/8" long)	2		
27	BH605181	£1.10	BOLT, (2 1/4" long)	2		
28	GHF332	£0.40	WASHER, locking	3		
29	101343	£6.50	ADAPTOR	1		heater return pipe
	101343SS	NCA	ADAPTOR, stainless steel	1		to housing
30	214404SS	£23.20	PIPE, heater return, stainless steel	1		European models, TR5, TR6
31	214405	£48.00	PIPE, heater return, standard	1	North American models, TR250, TR6	
	214405SS	£36.05	PIPE, heater return, stainless steel	1	when heater not fitted	
32	101302	£2.45	NUT, tube, standard	1		
	101302SS	£12.30	NUT, tube, stainless steel	1		
33	TL11	£1.70	OLIVE, sealing	1		
34	114774	£3.00	PLUG, blanking lower return	1		
35	ADP210	£6.60	PLUG, blanking	1		
36	AAA836	£0.90	WASHER, fibre, sealing plug	1		
37	GTR108	£6.50	TEMPERATURE SENDER UNIT	1		
38	GTS104	£5.40	THERMOSTAT, 180°F, (82°C)	1		standard
	GTS102	£5.00	THERMOSTAT, 160°F, (72°C)	1		hot climates/summer
	GTS106	£6.20	THERMOSTAT, 195°F, (88°C)	1	cold climates/winter	
39	156333	£20.90	HOUSING, thermostat cover	1	TR5, TR6 To (e) CP53031	
40	115467	£0.42	GASKET, thermostat housing, cork	1		
	115467X	£1.50	GASKET, thermostat housing, Klingersil	1		
41	GHF103	£0.60	SCREW, thermostat housing	1		
42	GHF104	£0.66	BOLT, thermostat housing	1		
43	GHF332	£0.40	WASHER, locking	2		
	156333	£20.90	HOUSING, thermostat cover	1		TR6 From (e) CP53032
	115467	£0.42	GASKET, thermostat housing, cork	1		
	115467X	£1.50	GASKET, thermostat housing, Klingersil	1		
	GHF103	£0.60	SCREW, thermostat housing	1		
	BH605101	£0.95	BOLT, thermostat housing	1		
	GHF332	£0.40	WASHER, locking	2		

Water Pump

TR5's and the earliest TR6's were fitted with a water pump that had a detachable pulley. This type of pump is easily identified by the self locking nut that retains the pulley on the pump spindle; as a bonus, this design of water pump is repairable. It was replaced on later cars by a water pump and pulley assembly; this time the pulley was pressed on to the shaft. This unfortunately means that the pulley cannot easily be removed and therefore the pump is not easily repaired. The pump and pulley assembly, GWP201, will substitute for any previous TR6 water pump application. All Pi model water pumps were fitted with a 3/8" pulley.

44	517257	NCA	WATER PUMP & PULLEY (With detachable 3/8" pulley).	1	with detachable pulley
45	104839	NCA	SPINDLE	1	
46	104840	NCA	IMPELLER, standard	1	
	105981X	NCA	IMPELLER, multi-vane, alloy	1	

47	88G446	£15.70	SEAL, impeller to bearing housing	1	(High output alternative).
48	060313	NCA	SEAL, on spindle	1	
49	500047	NCA	CIRCLIP, bearing locating on shaft	1	
50	101092	NCA	WASHER, abutment circlip to bearing	1	
51	100764	NCA	BEARING	2	
52	104841	NCA	SPACER, between bearings	1	
53	100851	NCA	CIRCLIP, bearing locating in housing	1	
54	WKN405	£1.04	KEY, woodruff, spindle to pulley	1	with detachable pulley
55	WP181	£1.80	WASHER, plain	1	
56	GHF272	£0.66	NUT, nyloc, pulley to spindle	1	
57	133239	NCA	PULLEY, water pump, standard	1	
	133239A	NCA	PULLEY, water pump, alloy	1	
58	122115	NCA	PLUG, lubrication hole	1	
59	125361	£1.75	LUBRICATOR, grease nipple	a/r	fit only when servicing
60	GWP201	£36.90	WATER PUMP & PULLEY	1	(with fixed 3/8" pulley)
61	TKC2106	£64.60	WATER PUMP & PULLEY	1	(with fixed 1/2" dual pulley)
62	138701	£0.62	GASKET, pump to housing	1	

Note: Please refer to text concerning pulley groove widths in 'Fan Belt' subsection before ordering a water pump & pulley assembly. US specification models with 1/2" fan belts originally used 2 types of water pump, with either a single or twin grooved pulley. The single grooved pulley is no longer available. Use the twin groove water pump (Part No: TKC2106) for all 1/2" belt applications.

Fan Belt

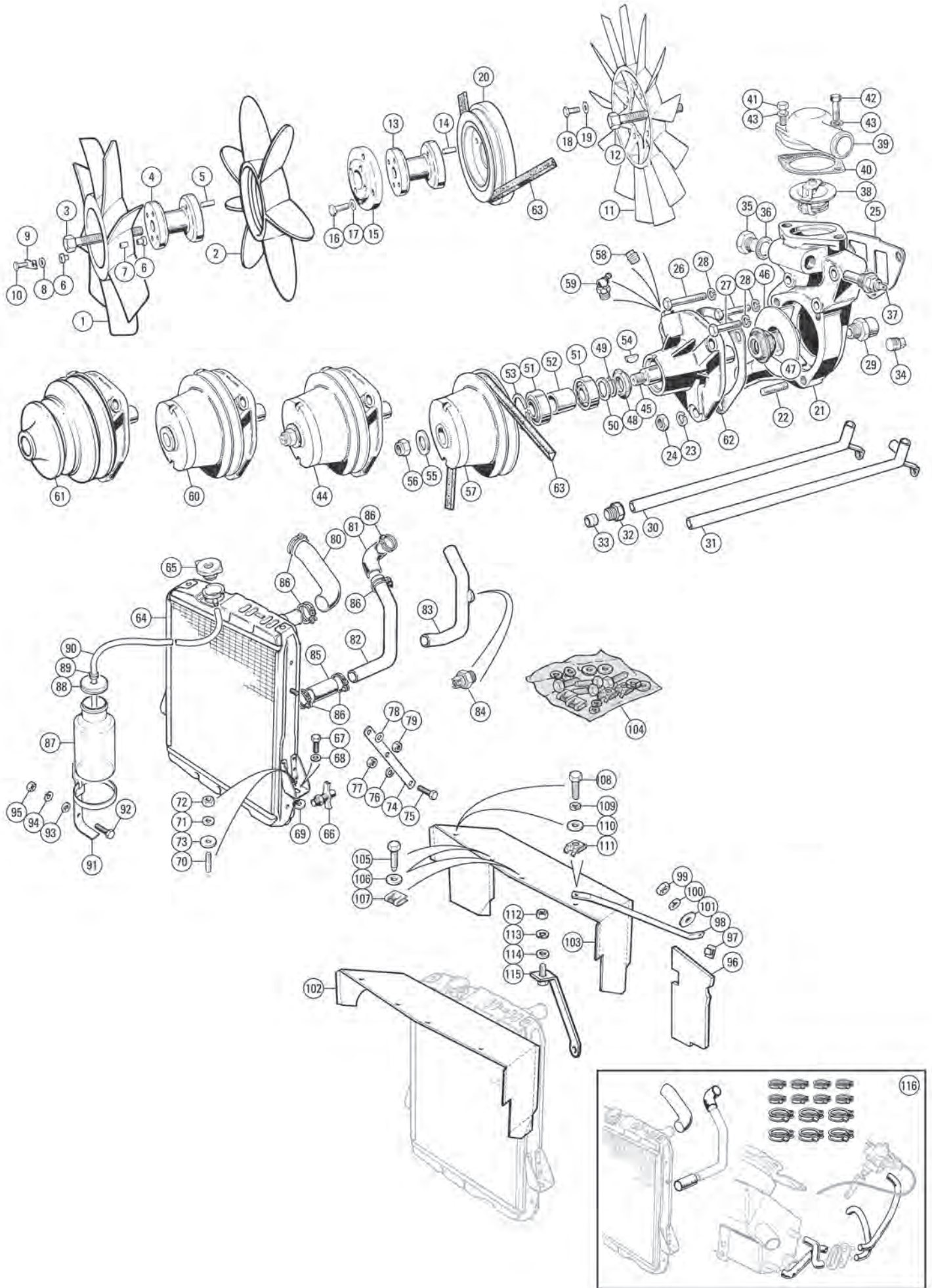
Certain North American market carburettor-engined TR6's had a fan belt that was 1/2" wide in place of the 3/8" wide belt fitted to all TR6 Pi models. The associated pulleys that the 1/2" fan belt ran with were also wider (which in turn means that the fixed pulley water pumps were also different). To this end, an owner must check the width of the belt and pulley system on his or her car prior to ordering replacement parts, if there is any doubt regarding the originality of the specification of the engine.

63	GCB11088	£5.30	FAN BELT, 3/8" pulley	1
	217391	£9.00	FAN BELT, 1/2" single pulley	a/r
	TKC2165	£17.70	FAN BELT, 1/2" dual pulley	a/r

Radiator And Hoses

Two radiator designs were used during the production life of the TR5 & TR6 Pi. The design changed when the bottom outlet tube to the radiator was repositioned. This in turn caused the reshaping of the steel tube between the two lower radiator hoses (see 'Radiator Identification' illustration on page 41).

64	308850	£216.00	RADIATOR, new	1	TR5, TR6 To (c) CP75000	
	308850ALI	£558.30	RADIATOR, aluminium	1		
	312347	£228.00	RADIATOR, new	1	TR6 From (c) CP75001	
	312347ALI	£558.30	RADIATOR, aluminium	1		
	850-041	£378.00	RADIATOR, aluminium	1	from CP75001 to CR6630	
	850-071	£361.10	RADIATOR, aluminium, US spec	1	CF29581 on	
65	GRC112	£3.20	CAP, radiator, 7 psi	1	TR5, TR6 To (c) CP75000	
	GRC112SS	£6.90	CAP, radiator, 7 psi, stainless steel	1		
	GRC180	£3.20	CAP, radiator, 13 psi	1	TR6 From (c) CP75001	
	GRC180SS	£6.90	CAP, radiator, 13 psi, stainless steel	1		
66	132565	£10.30	DRAIN TAP	1	TR5, TR6 To (c) CP75000	
67	SH606101	£0.60	SCREW, radiator to chassis frame	2	alternatives to items 65-67	
68	WP9	£1.20	WASHER, plain	2		
69	601994	£1.57	PACKING, radiator mounting	a/r		
70	143712	£1.50	STUD, radiator mounting to chassis	2		
71	WP9	£1.20	WASHER, plain	2		
72	GHF202	£0.22	NUT, plain, radiator mounting	2		
73	601994	£1.57	PACKING, radiator mounting	a/r		
74	147574	£5.90	STAY, radiator to chassis cross tube	2		
75	SH605061	£0.22	SCREW, stay to cross tube	2		
76	GHF332	£0.40	WASHER, locking	2		
77	GHF201	£0.17	NUT	2	TR6 From (e) CP50001 To CR12500	
78	GHF332	£0.40	WASHER, locking	2		
79	GHF201	£0.17	NUT, stay to radiator frame	2		
80	154148	£22.70	TOP HOSE, green	1		
	GZA971X	£18.00	TOP HOSE, green, silicone	1		all models
	GRH387	£6.30	TOP HOSE, black, replacement	1		
81	GRH393	£8.30	BOTTOM HOSE, curved, green	1		
	GRH393BLK	£5.60	BOTTOM HOSE, curved, black, reinforced	1		
	GRH393Z	NCA	BOTTOM HOSE, curved, black, repro	1		
	GRH393X	£7.50	BOTTOM HOSE, curved, green, silicone	1		
82	145398	NCA	PIPE, water return, mild steel	1	TR5, TR6 To (c) CP75000	
	158417SS	£22.50	PIPE, water return, stainless steel	1	TR6 From (c) CP75001	
83	158417SST	£30.60	PIPE, water return, stainless steel	1	with adaptor for thermostat switch	
84	IM50250	£7.50	THERMO SWITCH, 86°C on -76°C off	1	electric fan control	
	IM50090	£8.60	THERMO SWITCH, 86°C on -81°C off	1		
	IM50100	£8.60	THERMO SWITCH, 82°C on -68°C off	1		
	IM50120	£8.60	THERMO SWITCH, 88°C on -79°C off	1		
	IM50200	£7.00	THERMO SWITCH, 92°C on -87°C off	1		
85	GRH392	£4.70	BOTTOM HOSE, straight, green	1	all models	
	GRH392BLK	£3.00	BOTTOM HOSE, straight, black	1		
	GRH392X	£3.25	BOTTOM HOSE, straight, green, silicone	1		
86	CS4024	£1.40	CLIP, hose clamping	6	'Supergrip' type	
	GHC11050	£3.05	CLIP, hose clamping, stainless steel	6		
87	137632	£10.60	BOTTLE, overflow	1		



Cooling System (Continued)

Radiator And Hoses

Ill.	Part Number	Price £ea.	Description	Req.	Details
88	137743	£3.60	CAP, overflow bottle	1	
89	12H1060	£0.84	GROMMET, protecting pipe in cap	1	
90	137742	£6.50	PIPE, overflow	1	
91	713544	£16.66	BRACKET, overflow bottle	1	
92	53K126	£0.60	SCREW, bracket to wheel arch	2	
93	PWZ203	£0.19	WASHER, plain	2	
94	WL700101	£0.25	WASHER, locking	2	
95	HN2005	£0.16	NUT	2	

Valance, Air Duct & Stay Rods

96	714536	£9.00	PANEL, radiator ducting	2	TR5
	714536P	£11.50	PANEL, radiator ducting, pair	2	TR250
97	606389	£0.90	CLIP, valance	8	

Note: Although the parts book does list a valance fitted between the wheel arch and radiator on TR5's, it was only ever fitted to TR250's.

98	714768	£10.30	STAY ROD, valance to wheel arch, LH	1	}
	714769	£10.30	STAY ROD, valance to wheel arch, RH	1	
99	GHF200	£0.22	NUT, plain, stay rod to wheel arch	2	TR6
100	GHF331	£0.38	WASHER, locking	2	}
101	WM57	£0.24	WASHER, plain	2	
102	910442	£31.70	AIR DUCT, radiator, original	1	TR6 Pi models
	910442A	£63.60	AIR DUCT, radiator, aluminium, crinkle black	1	TR6 Pi models
103	910441	£31.70	AIR DUCT, radiator, original	1	TR6 Carburettor models
	910441A	£63.60	AIR DUCT, radiator, aluminium, crinkle black	1	TR6 Carburettor models
104	910442FK	£4.50	FITTING KIT, air duct	1	TR6 Pi models
	910441FK	£5.40	FITTING KIT, air duct	1	TR6 Carburettor models
105	AB610051	£0.30	SCREW	2	}
106	WM57	£0.24	WASHER, plain	2		TR6
107	FU2585	£0.47	NUT, fix	2	}
108	UL2705	£0.60	SCREW	2	
			(Stay rod & air duct to front valance).		
109	GHF331	£0.38	WASHER, locking	2	TR6, quantity increases
110	WM57	£0.24	WASHER, plain	2	for Carburettor models
111	FJ24074	£0.68	SPIRE NUT	2	}
			(Attached to front valance top flange).		
112	GHF200	£0.22	NUT, plain, stay rod to wheel arch	1	}
113	GHF331	£0.38	WASHER, locking	1	
114	WM57	£0.24	WASHER, plain	1	
115	153282	£12.10	STRAP ASSEMBLY, (air cleaner support)	1	

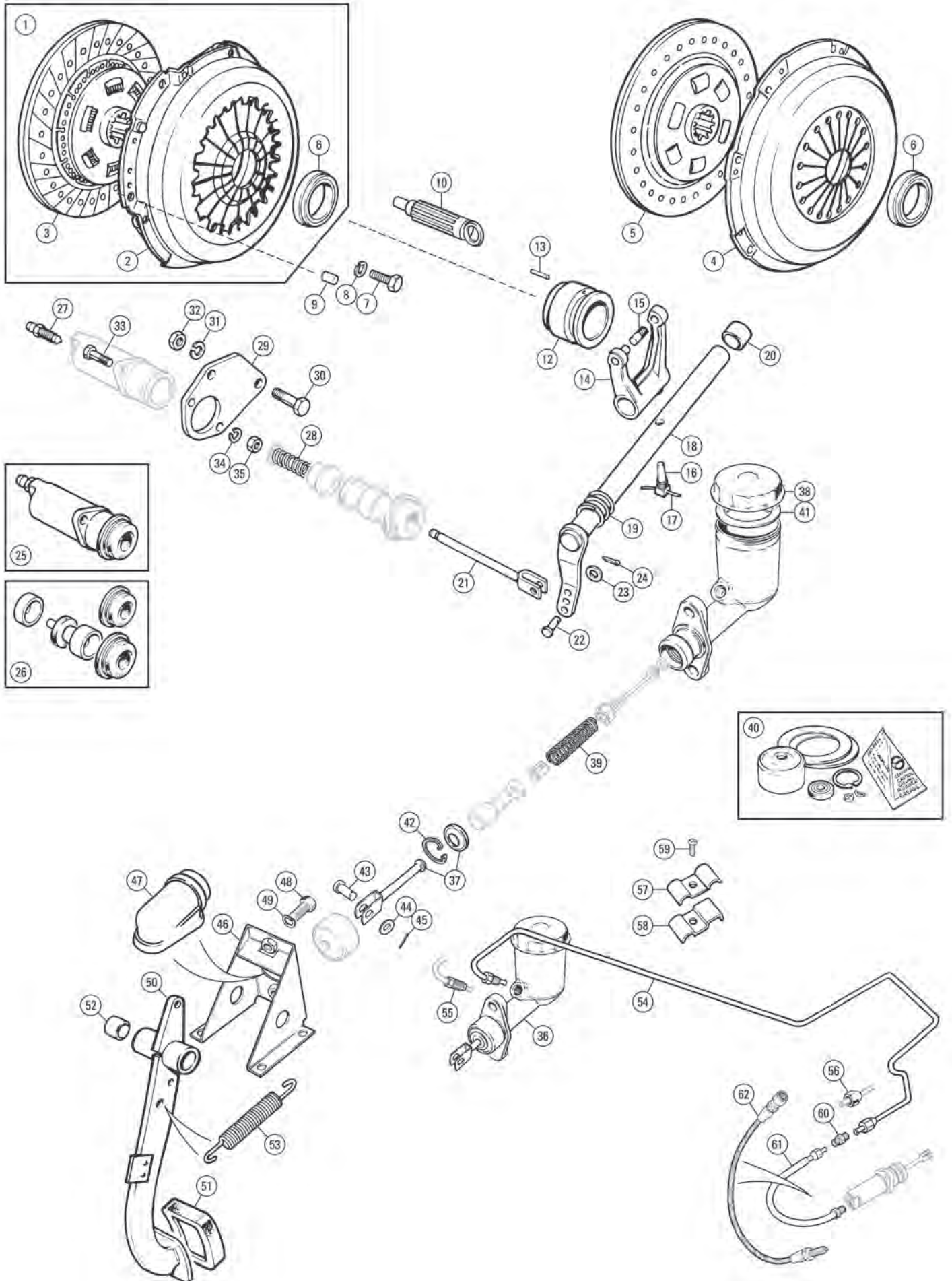
Hose Kits

Kits include all hoses for cooling and heating and corresponding hose clips. Available in black, green or green silicone.

116	GZA971K	NCA	HOSE KIT, green, original	1	}	
	GZA971BLKK	£52.20	HOSE KIT, black, reinforced	1		all Pi models
	GZA971ZK	NCA	HOSE KIT, black, replacement	1		
	GZA971XK	£88.45	HOSE KIT, green silicone	1		

Fan Duct

It is vital to control cooling air on its way to and through the radiator. It is very noticeable if any modern car is inspected that the manufacturers also control the air exiting the radiator core, as this further aids cooling and assists rapid warm-up. The fan duct achieves this and also protects hands and pinkies from the moving fan.



Clutch System

Clutch Assembly

Two different manufacturers supplied clutch assemblies for production line fitment to TR5's, TR250's and TR6's. Debate still rages on the pros and cons to be had from using either a Borg & Beck or a Laycock clutch, the only indisputable fact is that they are completely interchangeable if fitted as sets of cover and plate. One limiting factor must be considered when changing allegiances from one manufacturer to the other.

The Borg & Beck cover assembly requires longer screws to attach it to the flywheel than those used to fit the Laycock cover (this is because the mounting flange on the Laycock cover is thinner than that on the Borg & Beck item). On the other hand, the length of the screw thread must not exceed 3/4" (for the Borg & Beck clutch) or 5/8" (for the Laycock clutch), otherwise the screws may bottom in the tapped hole in the flywheel, leaving the clutch cover loose.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	GCK6004X	£133.00	CLUTCH KIT, 3 piece* (HK9649 clamping load 400dn).	1	TR4A, TR250, TR6 } Carburettor standard
1	GCK6003X	£133.40	CLUTCH KIT, 3 piece* (HK966S clamping load 535dn).	1	TR5 and TR6 Pi models } standard
	GCK6003Z	£120.10	CLUTCH KIT, 3 piece, aftermarket	1	

*Note: The clutch kit currently supplied by Borg & Beck covers TR4A, TR250, TR5 & TR6 models. During 1999 Borg & Beck re-introduced a clutch kit as originally specified for the TR4A. In both kits, the release bearing and friction plate are both the same. The '4A' clutch cover gives a much lower clamping pressure than that specified for Pi cars, resulting in a much lighter clutch pedal.

This now offers you the choice: should you go for a lighter clutch and risk slipping due to the lower clamping pressure (usually only a high mileage problem), or should you opt for a heavier kit which definitely will not slip but has been known to cause problems with both hydraulics and the operating mechanism? The choice of risks is yours.

Standard Clutch

2	GCC228	£62.80	CLUTCH COVER, (8.5")	1	Borg & Beck
3	GCP143	£58.70	CLUTCH PLATE, (8.5"), 10 x 1.25" spline	1	} Laycock
4	GCC139LAY	NCA	CLUTCH COVER, (8.5")	1	
5	GCP214	NCA	CLUTCH PLATE, (8.5"), 10 x 1.25" spline	1	} use with TT2210 } close ratio gear set
	GCC228	£62.80	CLUTCH COVER, (8.5")	1	
	GCP253	£70.00	CLUTCH PLATE, (8.5"), 23 x 1" spline*	1	

Upated Clutch

Note: See the Accessories section for full details.

	TT2201	NCA	CLUTCH COVER, (8.5")	1	uprated road
	TT2202	£221.10	CLUTCH PLATE, (8.5"), 10 x 1.25" spline	1	} use with TT2210 } close ratio gears
	TT2502	£290.00	CLUTCH PLATE, (8.5"), 23 x 1" spline*	1	

*Note: Earlier version close ratio gear sets (purchased before 1999) used a 10 spline input shaft and should use clutch plates TT2702 for uprated use, or TT2704 for sprint or race use.

6	GRB211	£22.80	BEARING, clutch release	1	
7	SH505061	£0.64	SCREW, clutch cover, 3/4", (fit in sets)	6	clutch
	SH505051	£0.66	SCREW, clutch cover, 5/8", (fit in sets)	6	Laycock clutch (We recommend locking these screws. Adhere to the recommended fixing torque of 20 ft/lbs).
8	GHF332	£0.40	WASHER, locking	6	always replace these
9	DP414	£1.43	DOWEL PIN, cover on flywheel	3	TR5, TR6 To (c) CR5000/ } CF12500
	DP408	£1.26	DOWEL, clutch cover to flywheel	3	TR6 From (c) CR5001/ } CF12501
10	MM387-220	£6.40	CLUTCH ALIGNMENT TOOL	1	10 x 1.25" spline
	GAC5064X	£6.40	CLUTCH ALIGNMENT TOOL	1	23 x 1" spline

Probably the trickiest aspect of clutch replacement is the fact that the clutch driven plate must be exactly centred on the flywheel when the clutch cover is fastened over it. This must be done to ensure that the gearbox input shaft mates correctly with both the driven plate and the spigot bush in the tail of the crankshaft or flywheel (late cars). The result of clutch plate misalignment is the gearbox's stubborn inability to clamp up flush to the back of the engine when re-assembly is attempted. A clutch alignment tool will take the guesswork out of trying to centre the clutch driven plate. Most alignment tools are of a universal type; the item listed here is manufactured as a plastic replica of a TR6 gearbox input shaft - there is no more accurate way of aligning your clutch (other than using a real, 'spare', input shaft!). Insert the clutch alignment tool (MM387-220) through the new clutch plate, and into the tool into the spigot bush in the crankshaft, and then press the plate up flat against the flywheel. Locate the new clutch cover on the three dowel pins, install the six bolts and your new release bearing, being sure to clean the transmission 'nose' on which the release bearing sleeve slide. Having secured a new clutch to the flywheel, and before refitting the gearbox to the engine, a very light coating of copper grease should be applied to the splines (having wire brushed and cleaned them first) and spigot end of the gearbox input shaft.

Operating Mechanism

12	147858	£22.50	SLEEVE, release bearing carrier	1	original type
	147858X	£57.60	SLEEVE, release bearing carrier	1	bronze alternative
13	DS811	£0.47	ROLL PIN, release fork on sleeve	1	
14	106022	£38.10	RELEASE FORK ASSEMBLY	1	
15	100164	£2.40	PIN, pivot, release fork to sleeve	2	

Although these are cheap and easy to replace, sometimes this cannot be done (maybe you forgot to order them and it's bank holiday). A perfectly adequate solution is to rotate them 90° and peen the outer end to ensure they don't rotate anymore. The 2000/2.5 saloons use a smaller pin on which a bearing rotates (these bearings can be round or square) which is a far superior system to the TR arrangement. To fit these, you'd need to adjust the width of the groove in the clutch release-bearing carrier in a lathe. A very worth while modification.

16	158777X	£9.20	PIN, tapered	1	pin to cross shaft (18)
17	EAW4321	£0.36	LOCKING WIRE, (tapered pin)	1	

The tapered pin holding the release fork to the cross shaft often cracks or breaks causing gradual deterioration in clutch performance. Some of the bodes encountered to compensate for this have to be seen. The most common is to lengthen the push rod (item 21). If a TR is purchased always inspect the push rod for modifications. Its length should be 6" from ball end to clevis pin centre.

When carrying out any work involving the removal of the engine, gearbox or both from the car, the opportunity should be taken to replace the pin while access to it is easy, whether it appears to need replacing or not.

Correct seating of the pin in the cross shaft is important. The taper angle of the pin should correspond to that in the hole in the cross shaft. Trial fitment of the pin in the hole in the cross shaft without the presence of the release fork will bring to light any irregularities in the two components: if the pin wobbles in the hole, it may be 'lapped' into a better fit. If the amount of lapping required is excessive, replacement of the clutch cross shaft or the tapered pin may be necessary.

18	136354	£25.30	CROSS SHAFT & LEVER	1	
19	144578	£3.80	SPRING, alignment, cross shaft	1	
20	137651	£4.15	BUSH, cross shaft	2	(in gearbox casing)

Note: The bearings supplied by Moss are wider than the originals, which does increase life expectancy. Wear grooves on the cross shaft (no. 18) may be avoided by careful placement of the bearings.

21	138572	£19.90	PUSH ROD, slave cylinder, non-adjustable	1	standard
	596-046	£30.00	PUSH ROD KIT, slave cylinder, adjustable	1	alternative

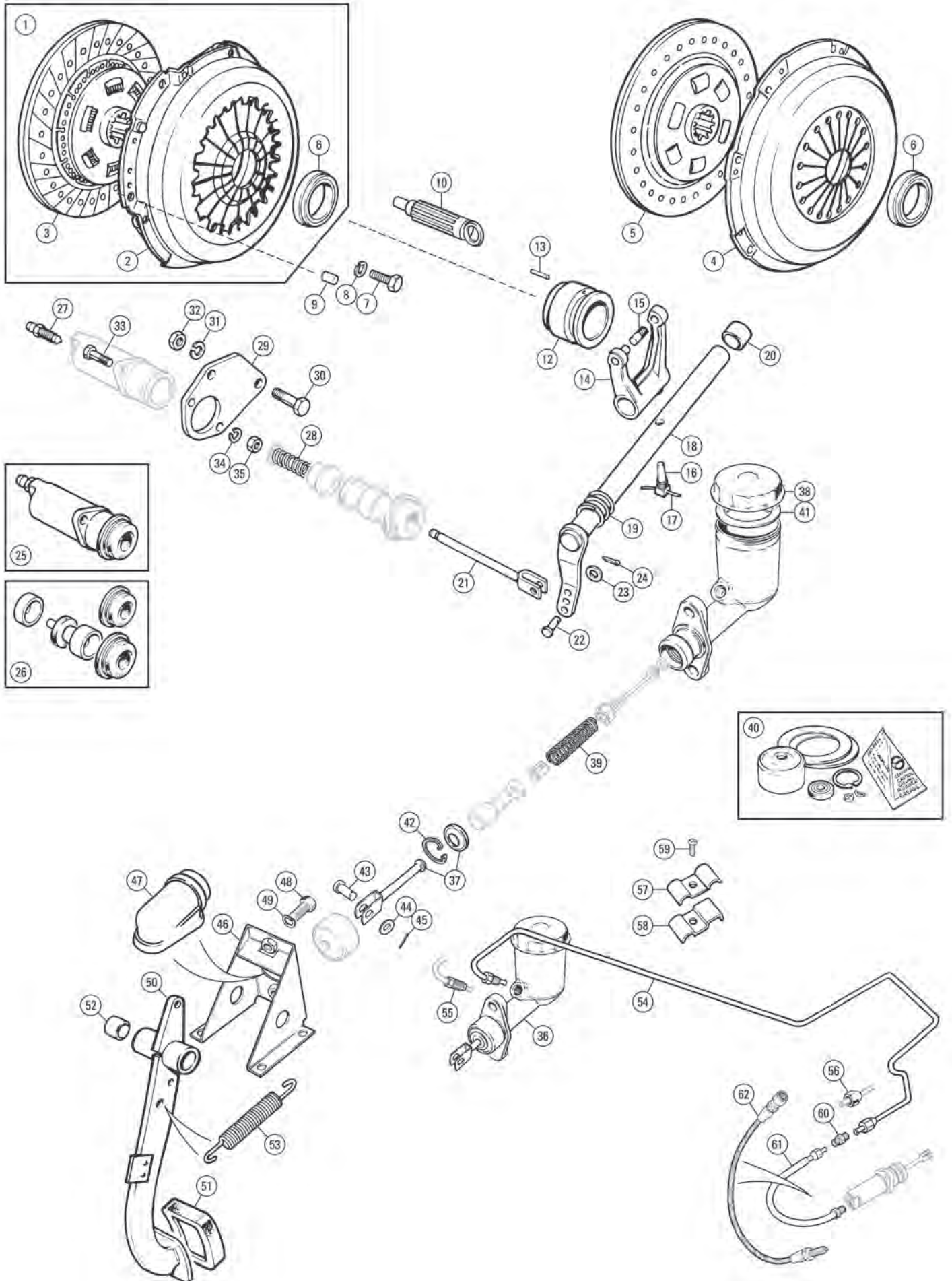
Note: The TR5-6 uses a non-adjustable pushrod with a self-adjusting Lockheed slave cylinder. If the clutch system is correct, and in good working order, this push rod should not be required. However, if a problem develops with the free-play, the usual remedy is to replace the slave cylinder. Some owners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

22	PJ8808	£1.25	CLEVIS PIN (Securing push rod on lever).	1	
23	GHF301	£0.24	WASHER, plain	1	
24	GHF502	£0.22	SPLIT PIN	1	

Slave Cylinder

At an undefined time in the past, the design of some of the internal components of the clutch slave cylinder was changed. While the cylinder bore size remained unaltered, the seal and piston changed in assembly method. As stated above the change point was not documented, so the repair kit that is now supplied includes not only the parts to reseal a later cylinder, but also those required to update an earlier version.

25	UKC8677	£33.50	SLAVE CYLINDER, clutch	1	
	UKC8677Z	£24.90	SLAVE CYLINDER, clutch	1	replacement
26	GRK4007	NCA	REPAIR KIT, slave cylinder	1	including seals & piston
	GRK4007Z	£4.75	REPAIR KIT, slave cylinder, aftermarket	1	piston not included
27	501207	£2.75	NIPPLE, bleed	1	
28	606731	NCA	SPRING	1	
29	136353	£14.10	BRACKET, slave cylinder to gearbox	1	
30	BH605131	£1.04	BOLT, slave cylinder to bracket	2	
31	GHF332	£0.40	WASHER, locking	2	
32	GHF201	£0.17	NUT	2	
33	SH605091	£1.00	BOLT, bracket to gearbox casing	2	
34	GHF332	£0.40	WASHER, locking	2	
35	GHF201	£0.17	NUT	2	



Clutch System (Continued)

Master Cylinder

The bore of the TR6 clutch master cylinder assembly changed, at body number (b) 50910CP, from 3/4" (0.75") to 7/10" (0.70"). This change very effectively lightened the clutch pedal load; the downside was that it aggravated the problem of insufficient clutch clearance on a mechanism that was worn or had a broken tapered pin in the cross shaft. The later, smaller bore diameter, master cylinders may be used to replace earlier types or visa versa. If a repair kit is required, before placing an order the cylinder bore diameter must obviously be identified. This is simply achieved by reading the size off the exterior of the cylinder.

Ill.	Part Number	Price £ea.	Description	Req.	Details
36	148531	£37.00	CLUTCH MASTER CYLINDER	1	
37	122296	NCA	PUSH ROD ASSEMBLY	1	
38	500201	£7.20	CAP, master cylinder	1	RHD models:
	500201Z	£5.30	CAP, master cylinder, black	1	To (b) 50910CP
39	510815A	NCA	SPRING, piston return	1	(0.75" bore)
40	GRK1027	£10.00	REPAIR KIT, master cylinder	1	
41	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
42	106092	NCA	CIRCLIP, push rod retaining	1	
	148530	£58.50	CLUTCH MASTER CYLINDER	1	
	148530Z	£33.60	CLUTCH MASTER CYLINDER, aftermarket1	1	
	148607	NCA	PUSH ROD ASSEMBLY	1	
	500201	£7.20	CAP, master cylinder	1	LHD models:
	500201Z	£5.30	CAP, master cylinder, black	1	To (b) 50910CP/52951CC
	510815A	NCA	SPRING, piston return	1	(0.75" bore)
	GRK1027	£10.00	REPAIR KIT, master cylinder	1	
	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
	106092	NCA	CIRCLIP, push rod retaining	1	
	154932	NCA	CLUTCH MASTER CYLINDER	1	
	154932Z	£36.00	CLUTCH MASTER CYLINDER, aftermarket1	1	
	122296	NCA	PUSH ROD ASSEMBLY	1	
	500201	£7.20	CAP, master cylinder	1	RHD models:
	500201Z	£5.30	CAP, master cylinder, black	1	(b) 50911CP On
	510815A	NCA	SPRING, piston return	1	(0.70" bore)
	18G8986	£11.00	REPAIR KIT, master cylinder	1	
	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
	106092	NCA	CIRCLIP, push rod retaining	1	
	154933	£33.60	CLUTCH MASTER CYLINDER	1	
	154933Z	£22.00	CLUTCH MASTER CYLINDER, aftermarket1	1	
	148607	NCA	PUSH ROD ASSEMBLY	1	
	500201	£7.20	CAP, master cylinder	1	LHD models:
	500201Z	£5.30	CAP, master cylinder, black	1	(b) 50911CP/52952CC On
	510815A	NCA	SPRING, piston return	1	(0.70" bore)
	18G8986	£11.00	REPAIR KIT, master cylinder	1	
	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
	106092	NCA	CIRCLIP, push rod retaining	1	
43	PJ8808	£1.25	CLEVIS PIN, securing push rod to pedal	1	
44	GHF301	£0.24	WASHER, plain	1	
45	GHF502	£0.22	SPLIT PIN	1	

Any wear or looseness of the clevis pin (item 43), either in the pedal or in the master cylinder push rod, must be rectified. The wear will restrict the total amount of clutch pedal movement being transmitted to the master cylinder. This in turn brings on the age old problem of clutch drag that Triumph TR6's seem to be dogged with as they get older. If you suffer clutch drag (symptoms: 'rattling' engagement into reverse gear; engagement/disengagement stiffness in other gears), fit new clevis pins as they may just fix your problem - at minimal expense! If the holes in the fork look elongated these should either be repaired accurately or completely replaced.

Clutch Mounting, Pedal And Fittings

46	146313	NCA	BRACKET, clutch mounting	1	
47	125217	£3.25	DUST COVER, clutch pedal & push rod	1	RHD
48	SH605071	£0.64	SCREW, master cylinder to bracket	2	
49	GHF332	£0.40	WASHER, locking	2	
	GHF103	£0.60	SCREW, master cylinder to pedal box	2	LHD
	GHF332	£0.40	WASHER, locking	2	
50	148021	£79.60	PEDAL ASSEMBLY, clutch	1	RHD
	148023	NCA	PEDAL ASSEMBLY, clutch	1	LHD
51	122289	£4.10	PAD, pedal, rubber	1	
52	136611	£3.00	BUSH, clutch pedal to pedal shaft	2	
53	057950	£4.10	RETURN SPRING, pedal	1	

Clutch Pipework

54	308362	£30.90	PIPE, master cylinder to hose, steel	1	RHD
	308362C	£32.90	PIPE, master cylinder to hose, copper	1	
	148816	£19.90	PIPE, master cylinder to hose, steel	1	LHD
	148816C	£25.20	PIPE, master cylinder to hose, copper	1	

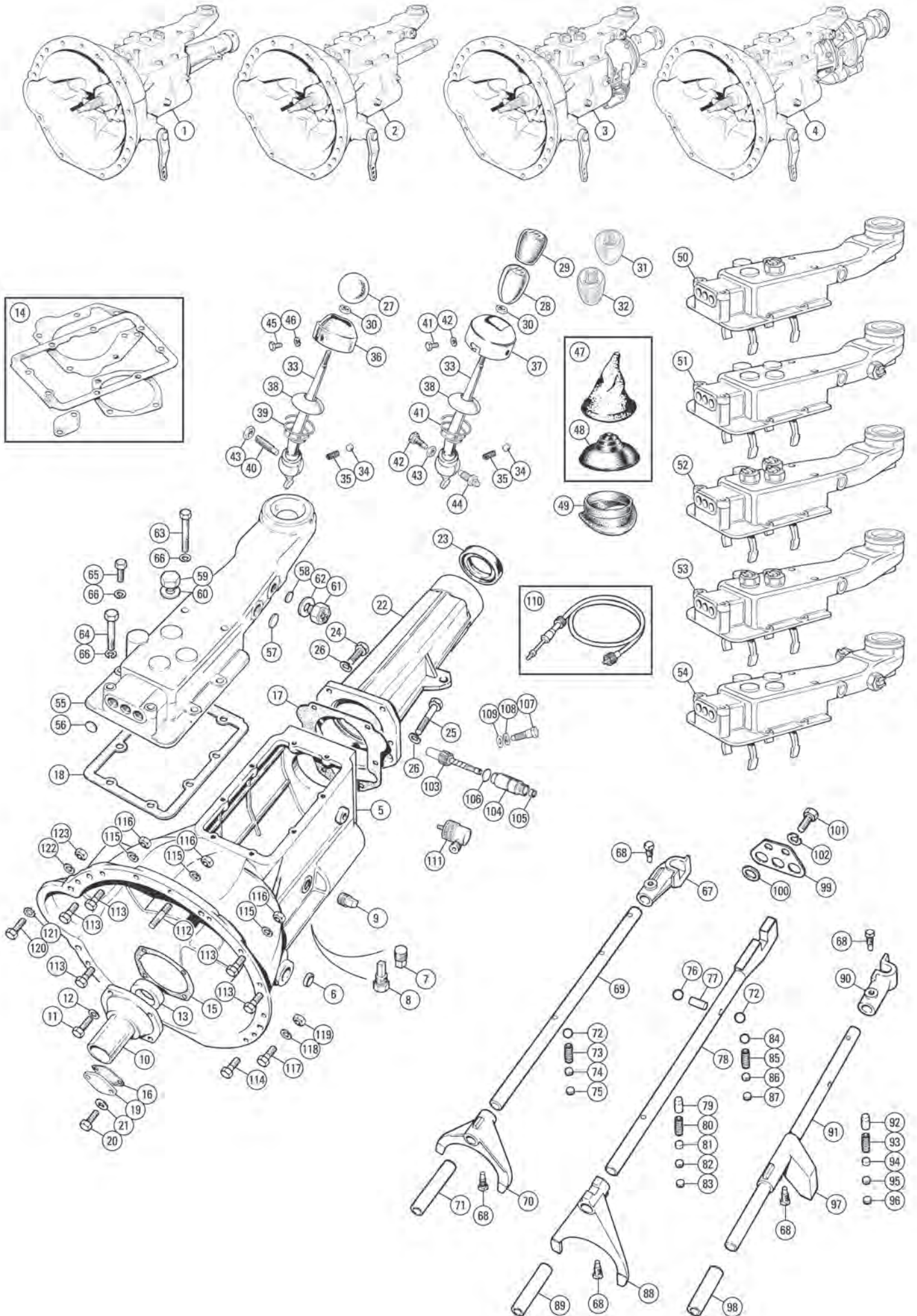
55	AEHU14	£2.90	TUBE NUT, brass, 7/16", UNF	1	
56	AEHU4A	£3.40	TUBE NUT, female, brass, 7/16", UNF	1	
57	2H400	£1.80	CLIP, pipe to bulkhead	4	RHD
58	149766	£2.05	CLIP, pipe to bulkhead	1	LHD
59	AB606031	£0.36	SCREW, pipe clip to bulkhead	4/1	quantity increased on RHD models
60	598693	£15.80	CONNECTOR, pipe to hose	1	
61	140420	£14.10	HOSE, flexible, connector to slave cyl.	1	original
62	TT3241	£34.20	HOSE, flexible, connector to slave cyl.	1	stainless steel braided

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.



Gearbox Units & External Components

Reconditioned Exchange Gearboxes

Reconditioned exchange gearboxes have different specifications to match your vehicle. Whether you exchange your old gearbox for a reconditioned item, or attempt a rebuild or repair yourself, you must first establish the exact type of gearbox which you currently possess in your TR5, TR250 or TR6. The gearbox number is always stamped on one of the lower corners of the bell housing: usually the lower left hand corner, adjacent to where the clutch operating cross shaft protrudes. Genuine Triumph TR6 gearboxes were numbered with CD, CC, or CF prefixes; these prefixes and the subsequent serial numbers bore little relationship to the commission (chassis) number of the car. To further compound the lottery of what might be fitted in your car, gearboxes from other Triumph sports and saloon models could be fitted directly or adapted to fit - and frequently were. The most commonly discovered anomaly on TR6's is fitment of the overdrive gearbox from the Triumph 'Large Car' 2000/2.5 saloon range. Such fitment does however involve an amount of adaptation on the gearbox, chassis, and clutch. Original factory exchange reconditioned units were numbered with the prefix 'GR' and a suffix of '/7', and can be identified by these markings.

Units returned for the exchange reconditioning scheme should as a matter of course be completely assembled, drained of oil and externally clean, with no obvious visual damage. Customers should contact Moss Europe to determine exactly what is required in return as an exchange old unit (i.e. whether the top cover should be left in place, etc.); as a rule, the overdrive must be removed from the old unit, along with the adaptor plate, unless prior arrangement has been made to recondition it along with the gearbox).

Although its unlikely, if the commission number is located on an oval boss in the centre of this LH side of the casing and starts TS..., you've got a TR2 - 3A crash first box, obviously a less desirable unit. This was a more common find in the past as the owners were prepared to go to any length to get an overdrive fitted gearbox. Sometimes the swap took place (for economical reasons) just to keep the TR mobile.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	UKC5196R	£623.70	GEARBOX ASSEMBLY, recon/exch	1	non-overdrive
2	UKC816R	£623.70	GEARBOX ASSEMBLY, recon/exch	1	for 'A' type overdrive
	UKC5230R	£623.70	GEARBOX ASSEMBLY, recon/exch	1	for 'J' type overdrive
3	TGK110	£1,199.60	GEARBOX & OVERDRIVE ASSEMBLY (Reconditioned/exchange).	1	with 'A' type overdrive
4	TGK111	£1,016.00	GEARBOX & OVERDRIVE ASSEMBLY (Reconditioned/exchange).	1	with 'J' type overdrive

Note: Overdrives are sold separately, for full details see 'A' & 'J' type Overdrives in this section.

External Gearbox Components & Gear Lever

5	210622	NCA	GEAR CASE & BELL HOUSING	1	
6	137651	£4.15	BUSH, clutch operating shaft	2	
7	114774	£3.00	PLUG, drain, standard	1	alternatives
8	155660	£10.00	PLUG, drain, magnetic type	1	

The two types of drain plug are interchangeable. It is advisable to use the magnetic type for safety's sake, to attract and collect any unwanted ferrous particles in the gearbox lubricant.

9	114774	£3.00	PLUG, oil filler & level	1	
10	100157	£38.10	COVER, front	1	

The length of the tube on the cover must not exceed 2 inches, or it will foul on the clutch cover release fingers. In other words, the front cover from a Stag or early TR, even though it may have 100157 stamped on it, is not appropriate for TR6, unless it is shortened.

11	DAM7754	£1.04	SCREW, 'Locwel'	4	front cover to gear case
12	GHF362	£0.90	WASHER, copper	4	
13	141756	£2.40	OIL SEAL, input, (first motion), shaft	1	
14	515121	£4.20	GASKET SET, gearbox	1	
15	059537	£0.79	GASKET, front cover	1	
16	055774	£1.04	GASKET, layshaft end cover	1	
17	132465	£1.40	GASKET, rear extension	1	
18	105758	£1.40	GASKET, top cover	1	
19	055773	£8.40	COVER, layshaft end	1	
20	155542	NCA	SCREW, 'Locwel', layshaft cover	2	
21	GHF362	£0.90	WASHER, copper	2	
22	305048SR	NCA	REAR EXTENSION, gearbox	1	
23	GHS179	£1.96	OIL SEAL, output, (third motion)	1	non o/drive & 'A' type o/drive
	NKC39A	£4.80	OIL SEAL, output, (third motion)	1	'J' type overdrive
24	GHF163	£0.55	SCREW, 1", rear extension	5	used on non-o/drive models
	DAM7754	£1.04	SCREW, 1", overdrive adaptor plate	6	use with GHF301 washer
25	BH505164	£1.26	BOLT, 2", rear extension	1	non-o/drive, (use in position by speedo drive)
26	GHF332	£0.40	WASHER, locking	6	
27	22B19	£16.00	KNOB, gear lever, spherical	1	TR5, TR6 To (c) CP53853
28	156138	NCA	KNOB, gear lever, teardrop, plastic	1	TR6 From (c) CP53854
29	148870	£75.80	KNOB, gear lever, nice & thick, leather	1	North American models
30	506157	£1.57	NUT, half, locking gear lever knob	1	
31	GAC6042X	NCA	KNOB, gear lever, wood, 'TR' shield	1	5/16" thread
	GAC6043X	NCA	KNOB, gear lever, leather 'TR' shield	1	
32	GAC6050X	£17.30	KNOB, gear lever, wood 'TR' shield	1	self threading

	GAC6051X	£22.00	KNOB, gear lever, leather 'TR' shield	1	
33	148095	£128.20	GEAR LEVER ASSEMBLY	1	
34	112424	£5.10	PLUNGER, anti-rattle, in ball end of lever	1	
35	137988	£0.79	SPRING, anti-rattle plunger	1	
36	140816	NCA	CAP, lever retaining, (3 holes)*	1	TR5, TR6 To (c) CR/CF1
37	156460	NCA	CAP, gear lever retaining, (bayonet type)*	1	TR6 From (c) CR/CF1

*Note: Gear lever retaining cap 156460 and spring 158984 can be used as a pair to replace the earlier 140816 cap and 145796 spring. Use with correct pins and shouldered fittings.

38	112442	NCA	RETAINER, spring, (fitted under cap)	1	
39	145796	NCA	SPRING, (fitted under cap)	1	use with cap no. 140816
40	141984	NCA	PIN, threaded, locating gear lever	2	
41	158984	NCA	SPRING, (fitted under cap)	1	use with cap no. 156460
42	156408	NCA	SCREW, shouldered-hex head	2	
43	NT605041	£0.30	NUT, half, locking cap to pin	2	
44	160190	NCA	STUD, shouldered	2	use with overdrive steady bracket
45	SH604041	£0.41	SCREW, locating cap	1	
46	GHF331	£0.38	WASHER, locking	1	
47	631881	£22.40	GAITER, gear lever, vinyl	1	Gaiters include upper
	680-745	£34.30	GAITER, gear lever, leather	1	grommet
48	709328	£7.20	GROMMET, gear lever, (upper)	1	
49	709329	£8.70	GROMMET, gear lever, (lower)	1	

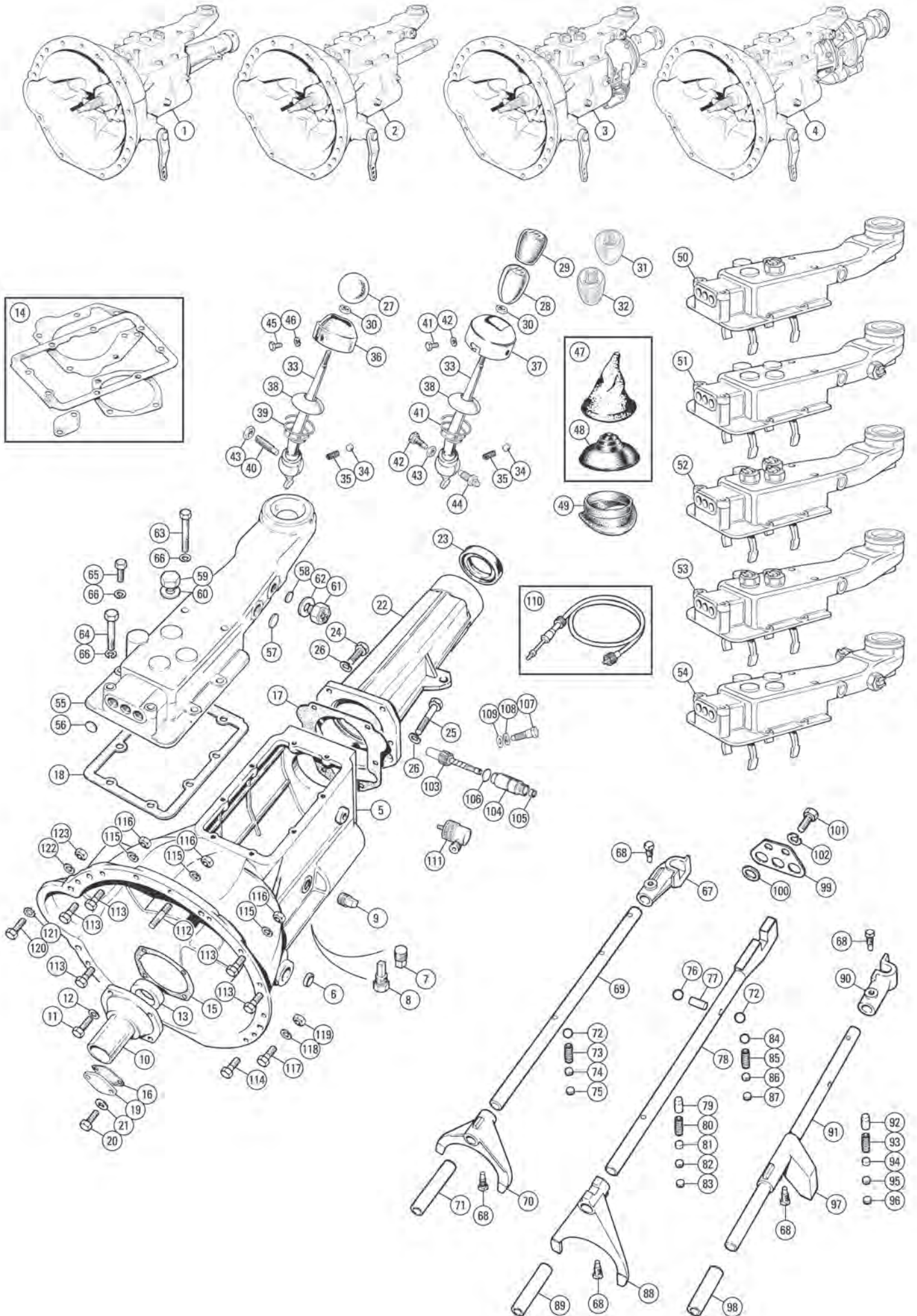
Top Covers

There are at least 10 TR6 gearbox top cover assemblies, for overdrive/non-overdrive and the electrical interlock requirements of various marketplaces. The TR6 Pi, however, uses only 3 basically different types:- non-overdrive, 'A' type overdrive and 'J' type overdrive. These types are identified by the quantity and positioning of electrical switches. They all have a reversing light switch, which is either screwed into a boss on the left side of the top cover surface, or in the left side of the case. The 'A' type overdrive cover will have a switch screwed into each of the three bosses on the top of the cover: these are for reversing lights, second gear inhibitor and third/fourth gear inhibitor. The 'J' type overdrive top cover has only two switches: one to operate the reversing lights, the other screwed into the middle boss on the top surface of the cover to inhibit the third and fourth gear overdrive engagement. Conversion of non-overdrive top covers to overdrive type is a matter of drilling and tapping to accept the switch(es) in the correct position(s). This can be done by the owner, or by a machine shop; thread size is M16.

50	516259SR	NCA	TOP COVER ASSEMBLY, non overdrive	1	with top-fitted reverse
	520319	NCA	TOP COVER ASSEMBLY, non overdrive	1	light switch
51	UKC5112	NCA	TOP COVER ASSEMBLY, non overdrive	1	with side fitted reverse light switch
52	516260SR	£94.50	TOP COVER ASSEMBLY, 'A' type overdrive	1	with 3 top-fitted switches
53	520331	NCA	TOP COVER ASSEMBLY, 'J' type overdrive	1	with 2 top-fitted switches
54	UKC5113SR	NCA	TOP COVER ASSEMBLY, 'J' type overdrive	1	with 1 top-fitted and side fitted switch
55	518362	NCA	TOP COVER CASING, bare	1	TR5, TR6 To (g) CD48491
	307109	NCA	TOP COVER CASING, bare	1	TR6 From (g) CD48492
	TKC1000	NCA	TOP COVER CASING, bare	1	universal replacement
56	51K3424	£0.60	PLUG, 'welch', selector shafts ends	3	
57	054505	£1.49	PLUG, 'welch', left & right sides	2	as fitted
58	51K3424	£0.60	PLUG, 'welch', interlock plunger, side	1	
59	108114	£1.50	PLUG, screwed, (blanks unused holes)	a/r	
60	6K433	£1.15	WASHER, sealing, blanking plug	a/r	
61	BAU1074A	NCA	SWITCH, overdrive and/or reverse light	a/r	
	BAU1074Z	£9.20	SWITCH, overdrive and/or reverse light	a/r	aftermarket
62	1B3664	£0.50	WASHER, sealing/adjusting, switch	a/r	

Note: See Overdrive Units in this section for electrical details.

Selector (inhibitor) switches are best adjusted with the lid off the gearbox. Ideally use a test meter or an illuminated circuit tester (power source, bulb and wires as shown in various workshop manuals) to test for makes or breaks. The further 'in' the switch is screwed the more resistance to ease of gear change will be felt when the gear-lever is moved from gear to gear. The idea therefore is to screw the switch into the lid the least possible amount to get positive circuit makes and breaks. As the packing washers are thin card, which changes its thickness as it compresses, this can only be achieved by trial and error, and 1-3 is the normal range of requirement. Each switch must be adjusted individually. Don't take chances with broken insulation on the switches and/or very loose terminals. There's a lot of 'stripping out' involved to get at a rogue switch which will far outweigh replacement cost (ditto: dodgy wiring). The presence of switches with screw terminals only indicates that an earlier variety has been substituted at some time in the past to keep the TR mobile and functioning safely. These may require adjustment during the life of the gearbox as the selector forks wear at the top where the switch makes contact. Wear in the gearbox bushes may cause selector fork face wear, which may also cause intermittent overdrive operation. Continues on next page...



Gearbox Units & External Components (Continued)

Top Covers

These faulty switch operations will in turn cause the solenoid to chatter and that will certainly cause premature solenoid failure as the points burn out. Reference was made to the switches providing a safety circuit to protect the overdrive. The simple fact is that the unidirectional clutch is exactly that. A unit that works in one direction. It fails very expensively when driven the wrong way, usually destroying the gearbox 3rd motion shaft (or mainshaft) in addition to the whole overdrive. The inhibitor switches are really there to prevent overdrive engagement in reverse.

Ill.	Part Number	Price £ea.	Description	Req.	Details
63	BH505241	£2.26	BOLT, top cover, rear, (2 7/8")	2	
64	BH505221	£1.43	BOLT, top cover, front, (2 3/4")	2	
65	056370	£2.00	SCREW, top cover, middle	4	
66	GHF332	£0.40	WASHER, locking	8	
67	127386	NCA	SELECTOR, 1st and 2nd speeds	1	
68	122653	£5.70	SCREW, selectors and forks to shafts	5	
69	128066	NCA	SHAFT, 1st & 2nd speed selector	1	} alternatives
	158464	NCA	SHAFT, 1st & 2nd speed selector	1	
70	128067	NCA	FORK, 1st & 2nd speed selector	1	
71	128063	NCA	SLEEVE, 1st & 2nd speed selector	1	
72	BLS112	£0.47	BALL, 1st & 2nd speed selector	1	
73	155632	£2.10	SPRING, 1st & 2nd speed selector	1	
74	108166	NCA	PLUG, screwed	1	
75	156665	NCA	PLUG, cup type	1	as fitted
76	BLS112	£0.47	BALL, interlock	2	
77	105788	NCA	ROLLER, interlock	1	
78	129986	NCA	SHAFT, 3rd & 4th speed selector	1	
	156373	NCA	SHAFT, 3rd & 4th speed selector	1	alternative
79	106481	£6.30	PLUNGER, 3rd & 4th speed selector	1	} TR5, TR6 To
80	106489	£0.85	SPRING, 3rd & 4th speed selector	1	
81	109401	NCA	DISTANCE PIECE, reverse plunger	1	(g) CD22093
82	108166	NCA	PLUG, screwed	1	
83	156665	NCA	PLUG, cup type, (as fitted)	1	
84	BLS112	£0.47	BALL, 3rd & 4th speed selector	1	
85	155632	£2.10	SPRING, 3rd & 4th speed selector	1	TR6 From (g) CD22094
86	108166	NCA	PLUG, screwed	1	
87	156665	NCA	PLUG, cup type, (as fitted)	1	
88	127387	NCA	FORK, 3rd & 4th selector	1	
89	117811	NCA	SLEEVE, 3rd & 4th selector	1	
90	127385	NCA	SELECTOR, reverse	1	TR5, TR6 To (g) CC10960
	UKC5098	NCA	SELECTOR, reverse	1	TR6 From (g) CC10961
91	132389	NCA	SHAFT, reverse selector	1	TR5, TR6 To (g) CC75000
	209902	NCA	SHAFT, reverse selector	1	TR6 From (g) CC75001
92	136990	NCA	PLUNGER, reverse selector	1	
93	106489	£0.85	SPRING, reverse plunger*	1	
94	109401	NCA	DISTANCE PIECE, reverse plunger*	1	

*Note: The spring & plunger combination 106489 and 109401 may be found fitted in other selector shaft positions (depending on the machining specification of the top cover casting).

95	108166	NCA	PLUG, screwed	1	
96	156665	NCA	PLUG, cup type, (as fitted)	1	
97	129780	NCA	FORK, reverse selector	1	
98	129779	NCA	SLEEVE, reverse selector	1	
99	106051	£3.20	PLATE, retaining	1	
100	506129A	£0.66	RING, sealing, selector shafts	3	
101	SH604041	£0.41	SCREW, plate to casing	2	
102	GHF331	£0.38	WASHER, locking	2	
103	147965	£29.10	PINION ASSEMBLY, speedometer	1	
104	146542	£28.70	BEARING HOUSING, speedometer pinion	1	
105	NKC105A	£3.64	OIL SEAL, pinion to bearing housing	1	
106	147751	£1.16	'O' RING, housing to gearbox extension	1	non overdrive only
107	107746	NCA	SCREW, special, bearing housing	1	
108	GHF332	£0.40	WASHER, locking	1	
109	GHF301	£0.24	WASHER, plain	1	
110	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	RHD with overdrive
	GSD114	£12.90	SPEEDOMETER CABLE, 66"	1	RHD without overdrive
	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	LHD

Note: The 69" long speedometer cable is the one preferred for RHD cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging.

111	120694	£43.40	DRIVE, angled	1	RHD & overdrive
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Gearbox To Engine Mounting Hardware

112	TE605141	£1.90	STUD, bell housing to engine	3	top 3 positions
113	BH605111	£0.77	SCREW, gearbox to cylinder block	8	
114	BH605131	£1.04	BOLT, slave cylinder	2	bracket to gearbox flange
115	GHF332	£0.40	WASHER, locking	13	
116	GHF201	£0.17	NUT	13	
117	132872	£1.50	BOLT, dowel	2	

118	GHF333	£0.30	WASHER, locking	2	
119	GHF202	£0.22	NUT	2	
120	BH606151	£1.26	BOLT, starter motor	2	
121	WE600061	£0.53	WASHER, shakeproof	2	bolt head to starter
122	GHF333	£0.30	WASHER, locking	2	
123	GHF202	£0.22	NUT, starter bolt	2	

Note: See Engine & Gearbox Mountings for gearbox steady brackets & mountings.

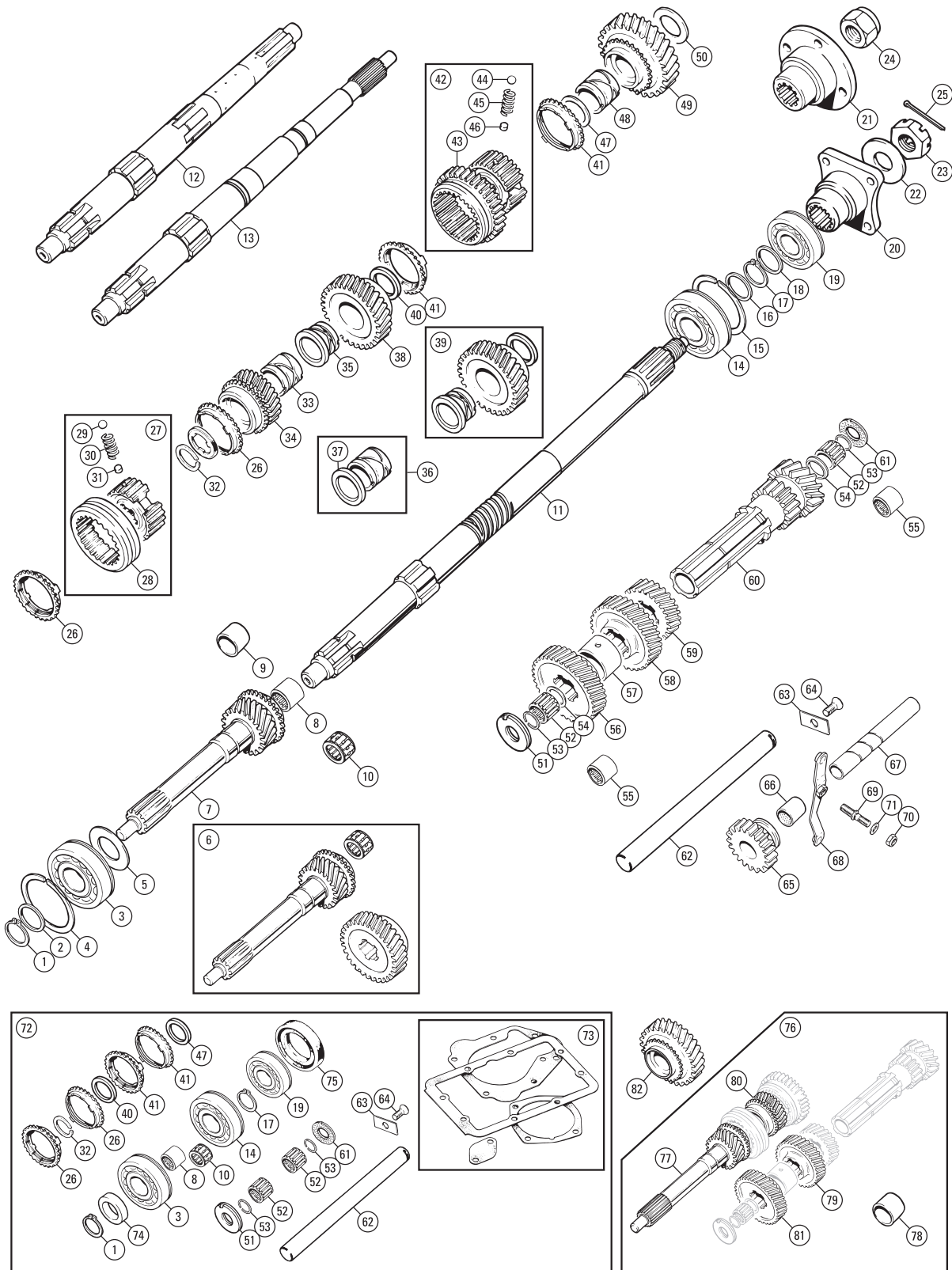
Gearbox Oil Capacities

GEARBOX, non overdrive	1.13 litre
GEARBOX, with 'A' type overdrive	2 litre
GEARBOX, with 'J' type overdrive	1.5 litre

Gearbox Hints

Certain simple inspection routines can be carried out to ascertain what type of (or level) of repair may be required to your gearbox. The primary requirement of anything mechanical is of course the correct amount of a suitable lubricant. TR gearboxes are less robust in certain bearing areas which means lubrication is all important.

- 1) New or unusual noises from the gearbox may mean the failure of an internal component has occurred. The favourite is a knock or rattle in first, second and third gears, this usually indicates the failure of the countershaft (layshaft) bearings.
- 2) Drain the gearbox oil into a clean container and look at the oil and what may have come out with it.
 - 2a) If oil has moderate brassy look this is normal.
 - 2b) Pieces of brass denote broken synchro rings or bushes.
 - 2c) If the oil contains grey coloured lumps, remove the gearbox top cover and look for obvious damage to gears. The grey sludge invariably indicates the countershaft (layshaft), countershaft gear and bearings have collapsed. The fitment of a magnetic drain plug will guarantee a heart attack every time you remove it! It will also enable you to assess the amount of ferrous sludge in your gearbox. The overdrive unit should have a magnetic washer inside the large brass drain plug.
- 3) While inspecting inside the gearbox with the top cover removed, check the end float of 2nd. gear, if 2nd gear play exceeds 0.020", suspect its thrust washer has broken. This can eventually destroy the gear and mainshaft if not attended to.
- 4) After reinstalling a gearbox and refilling it with the correct quantity and grade of oil, test-drive the car before refitting tunnel or trim. There is nothing more depressing than having to disassemble the interior of the car to re-attach the reversing lights wiring that you forgot and now the reversing lights do not work.
- 5) A useful tip to aid with installing a gearbox is with the gearbox flush with the engine back plate, and hanging off the 3 5/16" studs at the top, to ensure the 2 dowel (or place) bolts are fitted prior to fitting or tightening any of the others. These are 2 bolts (3/8" UNF) which fit opposite each other at approximately 2 o'clock and 7 o'clock. Their purpose is to align the engine to the gearbox on 6 cyl. Cars and such is their fit, they may require driving into place. Misalignment of the gearbox and engine may produce any one of a number of clutch problems which are dealt with in some detail on pages 49 to 51, so careful installation of these bolts is paramount; before going on to look for other "erratic" clutch cures.
- 6) If you've got a pre-73 car and would like a higher 1st gear (giving a closer-ratio gearbox), the time to change is when rectifying the failed layshaft, which will probably have damaged the existing laygear in addition. Simply substitute UKC662 laygear and 152803 1st gear for the existing pair. You could even go the whole way and fit that close ratio gear set you always dreamed of but never had an excuse for before. (TT2210 fits all TR5, TR250 and TR6 gearboxes.)
- 7) Don't forget! A standard gearbox requires 1 litre and an overdrive type 2 litres of oil.
- 8) A 'J' type overdrive does not require a relay in its wiring system, so don't try and fit one. The holding circuit is dealt with by the solenoid internals.



Interchanging Gearbox Components

The internal components changed in design several times during the production of the Triumph TR6. Changes that are crucial are things that mean whole running assemblies must be replaced rather than individual components. Following is a table showing the gearboxes by serial number and the changes to internal components. The four basic sets of gears are interchangeable as sets, the mainshaft will of course govern their use ultimately if overdrive is used. The most significant and frequent changes were to the helix or tooth angle of the gears - 3 in the life of the TR6! The spigot size on the mainshaft changed from imperial to metric, which required matching constant pinion gears.

Interchanging Gearbox Components (Continued)

Item No.	Part Description	Type 1 To (g) CD20281	Type 2 (g) CD20282 To CD21768	Type 3 (g) CD21769 To (c) CR5000	Type 4 From (c) CR5001
7	Constant pinion shaft	*	219126	219126	219126
8	Bearing, constant pinion shaft	145008 (see note on item 9)			
10	Bearing, constant pinion shaft	150989	150989		
11	Mainshaft, (non overdrive)	208051	TKC824	TKC824	TKC824
12	Mainshaft, ('A' type overdrive)	208052	UKC1933	UKC1933	
13	Mainshaft, ('J' type overdrive)				TKC832
27	Synchro hub assembly 3/4th	509649	153844X	153844X	153844X
33	Third gear bush	129940	129940	129940	153238
34	Third gear	105630	152772	152772	152772
35	Second gear bush	129939	129939	129939	UKC956
38	Second gear	105629	152771X	216802	TKC454
42	Synchro hub assembly 1/2nd	515650	153843	153843	153843
48	First gear bush	129940	129940	129940	153238
49	First gear	128100SR	152770	152803	152803
56	Constant gear, countershaft	*	142434	159621	159621
59	Countershaft gear, second	140508	140508	140508	
60	Countershaft	128107	128107	UKC662	UKC662

*Note: Part of kit 148949.

Constant Pinion & Mainshafts

Gearbox numbers prefixed 'CC' are later than 'CD' prefixed numbers. 'CF' gearbox numbers have no relation to similar commission numbers. Individual gears may have been changed. 'CD' was the original prefix for TR5 and TR6 Pi model gearboxes.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	058956	£1.00	CIRCLIP, retaining	1	
2	060078	£0.90	WASHER	1	
3	058391	£16.80	BEARING, constant pinion shaft	2	
	058391RHP	£86.70	BEARING, constant pinion shaft	2	OE Quality
4	058955	£3.80	CIRCLIP, locating	1	
5	060658	£0.70	OIL THROWER	1	
6	148949	£226.00	GEAR SET, constant mesh**	1	To (g) CD20281

**Note: The gear set 148949 contains three matched items, a constant pinion shaft, constant gear and shell bearing, 145008. It should be used as a complete set to service gearboxes up to (g) CD20281 and runs with mainshafts 208051 & 208052.

7	See note		(Use gear set 148949)**	1	To (g) CD20281
	216044	NCA	CONSTANT PINION SHAFT	1	(g) CD20282 To CD21768
	216871	NCA	CONSTANT PINION SHAFT	1	From (g) CD21769
	219126	£202.80	CONSTANT PINION SHAFT*	1	later fitted alternative To 216871 (*Use with 159621)

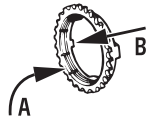
*Note: The two early types of Constant Pinion Shaft (Part No: 216044 and 216871) are no longer available. The later constant pinion (Part No: 219126) can be used as a replacement, but must be used with matched gear (Part No: 159621) and the mainshaft spigot bearing sleeve (Part No: 145008X).

Care must be taken to ensure the angular cut of the teeth match between the constant gear and constant pinion shaft, by building them together prior to installation in the gearbox. This angle is called the 'helix'.

8	145008	£8.20	BEARING, mainshaft spigot	1	To (g) CD20281
9	145008X	£12.30	SLEEVE, spigot bearing*	1	
					*Note: This is a precision ground steel sleeve which should be pressed into the constant pinion gear to enable the proper fitment of bearing 145008 and therefore allowing 'imperial' nose mainshafts to be compatible with the later metric bore constant pinion gear (part no. 219126).
10	158368	£17.40	BEARING, mainshaft spigot, 'metric' (Use with mainshafts 216393, 216866, TKC824, UKC1933 and TKC832).	1	From (g) CD20282
11	208051	NCA	MAINSHAFT, non overdrive, 'imperial' (Also known as 'big nose' mainshaft).	1	To (g) CD20281
	216393	NCA	MAINSHAFT, non overdrive, 'metric'	1	(g) CD20282 To CD21768
	216866	NCA	MAINSHAFT, non overdrive, 'metric'	1	CD21768 To CR5000/12500
	TKC824	NCA	MAINSHAFT, non overdrive, 'metric'	1	From (c) CR5001/12501
12	208052	£207.10	MAINSHAFT, overdrive, 'A' type, 'imperial' (Also known as 'big nose' mainshaft).	1	To (g) CD20281
	UKC1933	£225.16	MAINSHAFT, overdrive, 'A' type, 'metric'	1	From (g) CD20282
13	TKC832	£204.00	MAINSHAFT, overdrive, 'J' type, 'metric'	1	From (c) CR1/CF1
14	058391	£16.80	BEARING, mainshaft centre	2	
	058391RHP	£86.70	BEARING, mainshaft centre	2	OE Quality
15	058955	£3.80	CIRCLIP, locating	1	
16	059443	NCA	WASHER, plain, bearing supporting	1	
17	058956	£1.00	CIRCLIP, bearing retaining	1/2	fitted to
18	058949	NCA	WASHER, plain, bearing supporting	1	non overdrive
19	SP75G	£13.30	BEARING, mainshaft rear	1	gearboxes only
20	058948	NCA	FLANGE, mainshaft, square, (Interchangeable with 518109).	1	non overdrive & 'A' type To (g) CD15651
21	518109	£58.80	FLANGE, mainshaft, round (Interchangeable with 058948).	1	non overdrive & 'A' type From (g) CD15652
	160292	£85.30	FLANGE, mainshaft, round	1	'J' type
22	WP24	£0.80	WASHER	1	
23	057868	£12.00	NUT, slotted	1	alternatives
24	NKC81	£5.60	NUT, nyloc	1	
25	GHF504	£0.22	SPLIT PIN	1	use with slotted nut

Mainshaft 'Cluster'

26 113431 £12.30 SYNCHRO CUP, 3/4 synchro hub 2
Early TR boxes used rings made of 'Iron Bronze' a sintered metal containing copper and iron predominately. This provided synchronising (of sorts) and long life. The brass compounds used these days offer more synchronising though no-where near that of modern gearboxes. In reality the actual ring size and friction area are inadequate. The working life of the ring is indicated externally by the gap between the dog teeth on the ring and the gear, from the 0.045" (new) down to 0.025" (worn) range. It is not unknown for less than scrupulous re-builders to skim off the back face to give the appearance of a new ring. The problem here is that this ignores the relationship between the areas shown, A and B, to give the internals of the box their correct clearance.



27	509649	NCA	SYNCHRO HUB, 3rd & 4th	1	To (g) CD19740
	153844	NCA	SYNCHRO HUB, 3rd & 4th	1	From (g) CD19741

Note: The synchro hubs (Part No: 509649 and 153844) are no longer available. We can supply the outer sleeve (Part No: 153844X) for use with existing components.

28	153844X	£85.50	OUTER SLEEVE, 3rd-4th synchro hub	1	
29	BLS108	£1.20	BALL	3	
30	122075	£1.31	SPRING	3	To (g) CD19740
	153318	£1.00	SPRING	3	From (g) CD19741
31	037948	£0.53	SHIM, spring tension adjusting	a/r	
32	055707	£4.50	CIRCLIP, retaining third gear	1	always replace - they stretch!
	157054	£34.00	WASHER, 6 lugs	1	
33	129940	NCA	BUSH, third gear, brass	1	To (c) CR1/CF1
	153238	£21.40	BUSH, third gear, steel*	1	From (c) CR1/CF1

*Note: Bush, part no. 153238, may be considered uprated and can be used to replace 129940.

34	105630	£137.50	GEAR, third	1	To (g) CD20281
	152772	£79.60	GEAR, third	1	From (g) CD20282
35	129939	£42.60	BUSH, second gear, brass	1	To (c) CR5000/CF12500
	UKC956	£22.30	BUSH, second gear, steel*	1	From (c) CR5001/CF12501

*Note: Bush part no. UKC956, may only be fitted with 2nd gear TKC454 and the appropriate thrust washers (UKC956 to UKC961).

36	129939X	£37.00	BUSH, second gear, uprated	1	To (c) CR5000/CF12500
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The brass second gear bush used up to 1973 often breaks where its flange joins the cylindrical body. This leads to excessive end float in the second and third gears, causing severe and rapid mechanical failure. This uprated bush may be supplied as a one or two piece item and should not be used with the later 2nd gear, part no. TKC454.

37	153239	£22.00	THRUST WASHER, 2nd gear	a/r	0.121" - 0.124"
	153239A	£19.20	THRUST WASHER, 2nd gear	a/r	0.124" - 0.128"

153239 is part of the steel 2nd gear bush upgrade originally introduced by Triumph for use in Stag boxes and Police spec gearboxes for 2500 saloons. It works very well in TR boxes and is as near bomb proof as anything!

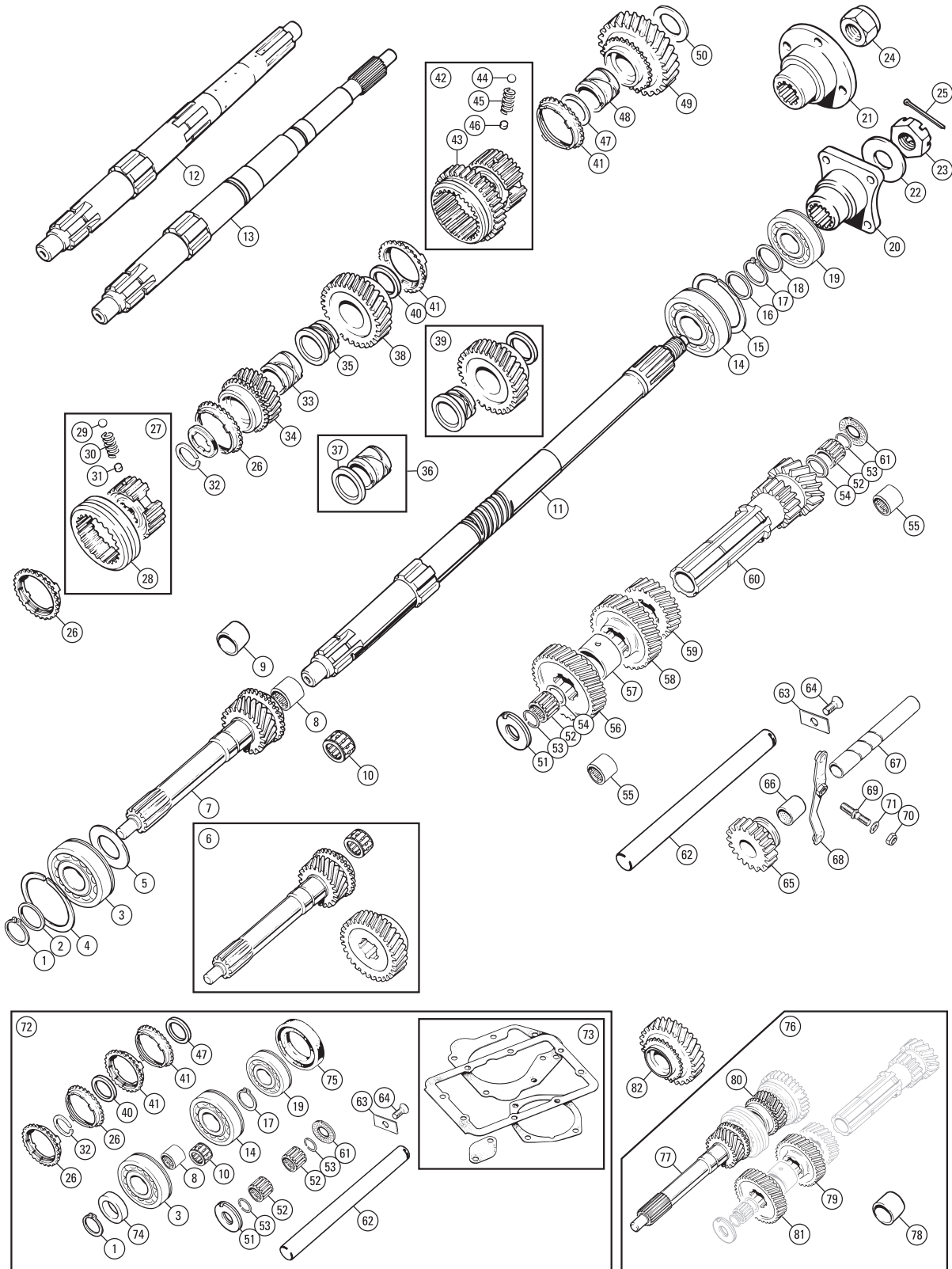
Triumph use selective thrust washers (129941 & 129944) to obtain correct end float for 2nd and 3rd speed gears. If the thickest has to be used, the 2nd speed gear can be moved 0.017" further away from the mainshaft splines and this reduces the life of its synchro ring, 113431, by around 50%. The gearboxes are getting on in years and wear is appearing where it didn't in the "old days". Using the thicker 153239 helps to redress this problem and restore the working life of marginal synchromesh. Any serious TR gearbox rebuilder will find 153239 & 153239A a very useful aid and should consider them instead of fitting ever thicker 2nd gear adjustment washers.

It is recommended that all 3 brass bushes be replaced with steel ones. 1st & 3rd gears should use 15238 instead of 129940.

38	105629	£137.50	GEAR, second	1	To (g) CD20281
	152771X	£125.00	GEAR, second	1	(g) CD20282 to CD21768
	216802	NCA	GEAR, second	1	From (g) CD21769 To (c) CR5000/CF12500
	TKC454	£107.10	GEAR, second	1	From (c) CR5001/CF12501
39	152771X	£125.00	GEAR KIT, second, uprated	1	
40	129941	£9.00	WASHER, spacer 0.118", silver	a/r	
	129942	£9.00	WASHER, spacer 0.121", green	a/r	
	129943	£8.40	WASHER, spacer 0.124", blue	a/r	To (c) CR5000/CF12500
	129944	£9.40	WASHER, spacer 0.127", orange	a/r	
	155951	£14.40	WASHER, spacer 0.131", uncoloured	a/r	
	134670	£8.90	WASHER, spacer 0.132"	a/r	
	UKC958	£10.85	WASHER, spacer 0.197/0.199"	a/r	
	UKC959	£10.85	WASHER, spacer 0.200/0.202"	a/r	From (c) CR5001/CF12501
	UKC960	£10.85	WASHER, spacer 0.203/0.205"	a/r	
	UKC961	£10.85	WASHER, spacer 0.206/0.208"	a/r	

Note: The steel ball (BLS106) locates the above four thrust washers.

41	113431	£12.30	SYNCHRO CUP, 1/2 synchro hub	2	
42	515650	NCA	SYNCHRO HUB, 1st, 2nd, reverse	1	To (g) CD19740
	153843	NCA	SYNCHRO HUB, 1st, 2nd, reverse	1	From (g) CD19741
43	152773	NCA	GEAR, 1st, 2nd, reverse synchro hub	1	
44	BLS108	£1.20	BALL	3	
45	122075	£1.31	SPRING	3	To (g) CD19740
	153318	£1.00	SPRING	3	From (g) CD19741
46	037948	£0.53	SHIM, spring tension adjusting	a/r	
47	129941	£9.00	WASHER, spacer 0.118", silver	a/r	
	129942	£9.00	WASHER, spacer 0.121", green	a/r	
	129943	£8.40	WASHER, spacer 0.124", blue	a/r	
	129944	£9.40	WASHER, spacer 0.127", orange	a/r	
	155951	£14.40	WASHER, spacer 0.131", uncoloured	a/r	
	134670	£8.90	WASHER, spacer 0.132", yellow	a/r	



Mainshaft 'Cluster'

ill.	Part Number	Price £ea.	Description	Req.	Details
48	129940	NCA	BUSH, first gear, (brass)	1	To (c) CR1/CF1
	153238	£21.40	BUSH, first gear, (steel)	1	From (c) CR1/CF1
	153238	£21.40	BUSH, first gear, (steel), uprated*	1	
49	152770	NCA	GEAR, first, 33 teeth, (use with 128107)	1	To (g) CD20281
	152770	NCA	GEAR, first, 33 teeth, (use with 128107)	1	From (g) CD20282 To (c) CR5000/CF12500

*Note: Bush (part no. 153238) may be considered uprated and can be used to replace 129940.

152803	NCA	GEAR, first, 32 teeth, use with UKC662	1	From (c) CR5001/CF12501
50	116496	£37.50	WASHER, between 1st gear & bearing	1

Countershaft Gears

51	129955	£6.30	THRUST WASHER, countershaft, front	1
52	150339	£5.40	BEARING, countershaft 'open cage'	2
53	147749	£0.77	CIRCLIP, countershaft bearing retaining	2
54	154396	£5.30	SPACER, supporting bearing	2
55	126862	£9.10	BEARING, countershaft, shell type*	2

} use with bearing 150339
} alternative

*Note: Part no. 126862 (introduced on TR3B's & TR4's) was never actually fitted to production TR5's or TR6's. By this time the factory, to improve the durability of the countershaft bearings, had changed production gearboxes to use the 'open cage' type bearing, this type being a more efficient high speed bearing arrangement.

The earlier shell type bearings do however appear in the later gearboxes as they proved to be a good alternative to salvage countershaft gears with slightly pitted bearing surfaces. When fitting new countershafts and gears the 'open cage' bearings should always be used. The 126862 shell type bearing is identifiable by an external solid steel shell or case. It is a press fit in the countershaft gear. The 150339 'open cage' bearing is loose fitted in the counter gear and is retained by a spacer & circlip except on 'early' installations. If the countershaft gear has a circlip groove, it must be fitted with a circlip to retain the bearing.

56 See note* NCA CONSTANT GEAR, countershaft 1 To (g) CD20281

*Note: This item should be fitted with its matched parts in kit number 148949.

142434	NCA	GEAR, constant mesh	1	] (g) CD20282 To CD21768
142434SR	£50.40	GEAR, constant mesh, reconditioned	1	
159621	£58.90	CONSTANT GEAR, countershaft	1	] From (g) CD21769
57 059456	£12.90	DISTANCE PIECE	1	
(Currently supplied 0.10" longer than originally specified to allow adjustment of countershaft gear end float).				
58 140509	£85.00	GEAR, countershaft, third	1	] To (c) CR5000/CF12500
59 140508	£50.10	GEAR, countershaft, second	1	
60 128107	£198.00	LAY GEAR, 1st & reverse	1	] (With 16 tooth first gear, use with 128100SR and 152770).
UKC662	£175.20	LAY GEAR, 1st & reverse*	1		From (c) CR5001/CF12501 (With 17 tooth first gear use with 152803).

*Note: It is strongly recommended that UKC662 (with its matching 1st speed gear 152803) be used for all uprated/modified engine/competition boxes. Uprated Laygears Most TR owners know that the Stag and Police specification saloon gearboxes were uprated by the modifications to the weak zones of the laygear and shaft, and the replacement of the bimetal thrust washers with needle bearing thrusts. The rear end of the shaft and gearbox became 'metric', so this conversion would be quite difficult. Uprated laygears come complete with 3 bearings and fittings. The twin bearings fitted to the rear end each have twice the load capacity of the original (150339). They fit the standard gearbox and layshaft, so no modifications are required. If your gearbox has suffered such a failure, you will appreciate this is a 'fit and forget' solution.

Uprated Laygears

128107UR	£224.40	LAYGEAR, 16 tooth, 1st & reverse	1	] bearings, circlips & washers are fitted
UKC662UR	£219.30	LAYGEAR, 17 tooth, 1st & reverse	1	
61 129956	£9.60	THRUST WASHER, countershaft, rear	1	
62 128105	£25.85	COUNTERSHAFT	1	
63 129938	£4.75	PLATE, locking	1	(Countershaft & reverse gear spindle).
64 129954	£2.05	SCREW, countersunk, lock plate	1	

Reverse Gear

65 128110	£89.20	GEAR, reverse	1	
66 129862	£9.90	BUSH, reverse gear	1	
67 129937	£7.20	SPINDLE, reverse gear	1	
68 129894	NCA	LEVER, reverse operating	1	
69 106448	£8.20	PIN, fulcrum, reverse operating lever	1	
(This pin is especially prone to bending. Always check and adjust before refitting as whole gearbox has to be stripped to rectify).				
70 GHF273	£0.55	NUT, nyloc	1	
71 WP20X	£0.30	WASHER, plain	1	

Gearbox Repair Kit: Non Overdrive Gearbox

Gearbox repair kits contain the following selection of parts. Everything that you will want to service during any overhaul.

72 TGK112	£270.00	GEARBOX REPAIR KIT	1
73 515121	£4.20	GASKET SET, gearbox	1
74 141756	£2.40	OIL SEAL, constant pinion	1
75 GHS179	£1.96	OIL SEAL, rear	1
1 058956	£1.00	CIRCLIP, retaining	1
3 058391	£16.80	BEARING, constant pinion shaft	2
058391RHP	£86.70	BEARING, constant pinion shaft	2
8 145008	£8.20	BEARING, mainshaft spigot	1
10 158368	£17.40	BEARING, mainshaft spigot	1
14 058391	£16.80	BEARING, mainshaft centre	1
058391RHP	£86.70	BEARING, mainshaft centre	1
17 058956	£1.00	CIRCLIP, bearing retaining	1
19 SP75G	£13.30	BEARING, mainshaft rear	1
26 113431	£12.30	SYNCHRO CUP, 3/4 synchro hub	2
32 055707	£4.50	CIRCLIP, third gear on mainshaft	2
40 129943	£8.40	WASHER, spacer 0.124", blue	1
41 113431	£12.30	SYNCHRO CUP, 1/2 synchro hub	2
47 129943	£8.40	WASHER, spacer 0.124", blue	1
51 129955	£6.30	THRUST WASHER, countershaft, front	1
52 150339	£5.40	BEARING, countershaft	2
53 147749	£0.77	CIRCLIP, bearing retaining	2
61 129956	£9.60	THRUST WASHER, countershaft, rear	1
62 128105	£25.85	COUNTERSHAFT	1

63 129938	£4.75	PLATE, locking countershaft	1
64 129954	£2.05	SCREW, countersunk, lock plate	1

Gearboxes Fitted With 'A' Type Overdrive

72 TGK113	£199.00	GEARBOX REPAIR KIT	1
73 515121	£4.20	GASKET SET, gearbox	1
502556	£1.75	GASKET, overdrive adaptor	1
74 141756	£2.40	OIL SEAL, constant pinion	1
75 GHS179	£1.96	OIL SEAL, rear	1
1 058956	£1.00	CIRCLIP, retaining	1
3 058391	£16.80	BEARING, constant pinion shaft	1
058391RHP	£86.70	BEARING, constant pinion shaft	1
8 145008	£8.20	BEARING, mainshaft spigot	1
10 158368	£17.40	BEARING, mainshaft spigot	1
14 058391	£16.80	BEARING, mainshaft centre	1
058391RHP	£86.70	BEARING, mainshaft centre	1
17 058956	£1.00	CIRCLIP, bearing retaining	1
26 113431	£12.30	SYNCHRO CUP, 3/4 synchro hub	2
32 055707	£4.50	CIRCLIP, third gear on mainshaft	1
40 129943	£8.40	WASHER, spacer 0.124", blue	1
41 113431	£12.30	SYNCHRO CUP, 1/2 synchro hub	2
47 129943	£8.40	WASHER, spacer 0.124", blue	1
51 129955	£6.30	THRUST WASHER, countershaft, front	1
52 150339	£5.40	BEARING, countershaft	2
53 147749	£0.77	CIRCLIP, bearing retaining	2
61 129956	£9.60	THRUST WASHER, countershaft, rear	1
62 128105	£25.85	COUNTERSHAFT	1
63 129938	£4.75	PLATE, locking countershaft	1
64 129954	£2.05	SCREW, countersunk	1

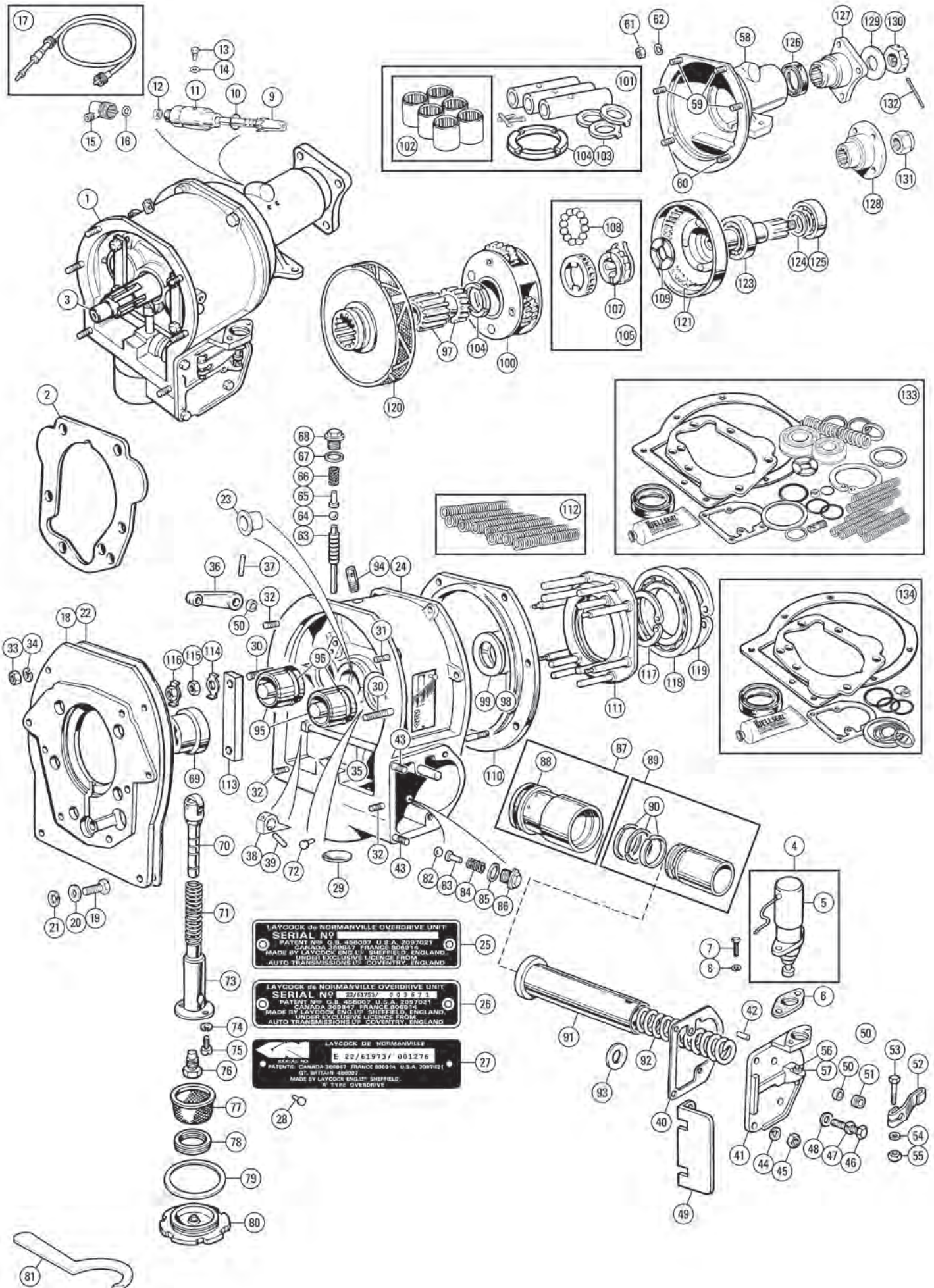
Gearboxes Fitted With 'J' Type Overdrive

72 TGK114	£203.00	GEARBOX REPAIR KIT	1
73 515121	£4.20	GASKET SET, gearbox	1
37H1901	£1.70	GASKET, overdrive adaptor	1
74 141756	£2.40	OIL SEAL, constant pinion	1
75 NKC39A	£4.80	OIL SEAL, rear	1
1 058956	£1.00	CIRCLIP, retaining	1
3 058391	£16.80	BEARING, constant pinion shaft	2
058391RHP	£86.70	BEARING, constant pinion shaft	2
10 158368	£17.40	BEARING, mainshaft spigot	1
14 058391	£16.80	BEARING, mainshaft centre	1
058391RHP	£86.70	BEARING, mainshaft centre	1
17 058956	£1.00	CIRCLIP, bearing retaining	1
26 113431	£12.30	SYNCHRO CUP, 3/4 synchro hub	2
32 055707	£4.50	CIRCLIP, third gear on mainshaft	1
40 129943	£8.40	WASHER, spacer 0.124", blue	1
41 113431	£12.30	SYNCHRO CUP, 1/2 synchro hub	2
47 129943	£8.40	WASHER, spacer 0.124", blue	1
51 129955	£6.30	THRUST WASHER, countershaft, front	1
52 150339	£5.40	BEARING, countershaft	2
53 147749	£0.77	CIRCLIP, bearing retaining	2
61 129956	£9.60	THRUST WASHER, countershaft, rear	1
62 128105	£25.85	COUNTERSHAFT	1
63 129938	£4.75	PLATE, locking countershaft	1
64 129954	£2.05	SCREW, countersunk	1

Close Ratio Gear Set

Suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 (but not Stag or Sprint). Now uses a 1" x 23 spline input shaft to allow use of a wider range of clutches. It includes 3rd and 4th gear pairs and an adaptor enabling fitment to the 'big nose' or imperial 'spigoted' mainshaft. Suits lower axle ratio e.g. 4.1:1. The extra high 1st gear (part no. STR550) is eliminated in this kit as it needs at least a 4.3:1 rear axle ratio to make it usable. (Cannot be used in Stags or Sprints).

76 TT2210	£467.50	CLOSE RATIO GEAR SET	1
77 TT2210A	£164.00	CONSTANT PINION GEAR	1
78 145008X	£12.30	SLEEVE, spigot bearing	1
79 STR548	£133.40	GEAR, countershaft, third, 28 teeth	1
80 STR549	£205.60	GEAR, third, 29 teeth	1
81 STR552	£141.30	CONSTANT GEAR, countershaft	1
82 STR550	NCA	GEAR, first, 31 teeth	1



'A' Type Overdrive

TR5, TR250, TR6 To (c) CR/CF1 (1967 To 1972)

Note: Overdrive units are Exchange items, subject to a Refundable Surcharge. For uprated 'A' type overdrive kits, please refer to Overdrive Conversions.

The 'A' type overdrive unit that was fitted as an option operates in 2nd 3rd & 4th gears. It provides a 22% reduction ratio to the engine speed for a given road speed when engaged. The reduction ratio is signified by the serial number prefix of the Laycock unit. In the case of the 'A' type this is 22/, other cars used a different ratio unit, notably the standard Vanguard at 28%, whose serial number begins 28/... Overdrive gives three useful additional gear ratios, for use under all driving conditions. Creeping about in town, the use of 2nd overdrive and 2nd gear saves on the continual 2nd to 3rd to 2nd gear changes. It nicely bridges that 2nd to 3rd speed ratio gap. The 4th gear overdrive provides effortless high speed long distance touring economy. The 3rd gear gives that little extra help for high speed overtaking when an upward gear change could best be ignored.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	312373R	£693.60	OVERDRIVE UNIT, 'A' type, reconditioned	1	
2	132465	£1.40	GASKET, adaptor plate to gearbox	1	
3	208052	£207.10	MAINSHAFT, overdrive	1	TR5, TR250, TR6 To (g) CD20281
	UKC1933	£225.16	MAINSHAFT, overdrive	1	From (g) CD20282
4	508794	£37.30	SOLENOID, overdrive operating	1	
5	109521	£22.50	COVER, rubber, solenoid wiring	1	
6	7H8196	£1.31	GASKET, solenoid to bracket	1	
7	53K126	£0.60	SCREW, solenoid to bracket	2	
8	WL700101	£0.25	WASHER, locking	2	
9	147965	£29.10	GEAR & SPINDLE ASSEMBLY	1	
10	147751	£1.16	'O' RING, housing to extension	1	
11	146542	£28.70	BEARING HOUSING, speedometer gear	1	
12	NKC105A	£3.64	OIL SEAL, spindle to bearing housing	1	
13	506071	£3.90	SCREW, special	1	bearing housing
14	500469	£0.85	WASHER, copper, sealing screw	1	
15	120694	£43.40	ANGLE DRIVE	1	
16	3H550	£0.64	WASHER, sealing	1	
17	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	RHD
	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	LHD

The 69" long speedometer cable is the one preferred for RH steering cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging.

Adaptor Plate And Casings

18	208098	£91.80	ADAPTOR PLATE, overdrive to gearbox	1	TR5, TR250, TR6 To (g) CD15651
	500654	NCA	ADAPTOR PLATE, overdrive to gearbox	1	TR6 From (g) CD15652
19	155542	NCA	SCREW, 'Locwel'	6	alternatives
	SH505071	£0.47	SCREW, plain	6	
20	GHF301	£0.24	WASHER, plain	6	use with 'Locwel' screw
21	GHF332	£0.40	WASHER, locking	6	use with plain screw
22	502556	£1.75	GASKET, adaptor plate to overdrive	1	
23	503159BUSH	£45.00	BUSH, front overdrive casing, brass	1	pair
24	503159	NCA	CASING ASSEMBLY, front	1	TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753
	520679	NCA	CASING ASSEMBLY, front	1	TR6 From (g) CD15652 serial no. 22/61985
25	CRST264	NCA	NAMEPLATE, black	1	brass
26	CRST265	NCA	NAMEPLATE, black	1	aluminium
27	CRST266	NCA	NAMEPLATE, blue	1	
28	FAS2	£0.53	SCREW, drive, securing nameplate	2	
29	500570	NCA	PLUG, welch	2	
30	500576	£3.00	STUD, 2 5/8" long	2	
31	500666	£1.80	STUD, 1" long	1	
32	TE605105	£2.30	STUD, 1 1/4" long	3	
33	GHF201	£0.17	NUT	6	
34	GHF332	£0.40	WASHER, locking	6	
35	513908	NCA	SHAFT, operating	1	
36	513909	NCA	LEVER, adjustment setting	1	
37	513888	NCA	MILLS PIN, adjustment lever	1	
38	513910	NCA	CAM, on shaft	1	
39	500593	NCA	PIN, cam to shaft	1	
40	500645	£0.73	GASKET, solenoid bracket to casing	1	
41	502566	£86.10	BRACKET, solenoid mounting	1	
42	DP508	£1.80	DOWEL PIN	1	
43	FHS2512	£1.57	STUD, bracket assembly	2	
44	GHF332	£0.40	WASHER, locking	2	
45	GHF201	£0.17	NUT	2	
46	103268	NCA	SCREW, bracket to body	2	
47	GHF332	£0.40	WASHER, locking	2	
48	GHF301	£0.24	WASHER, plain	2	
49	502569	£6.70	STONE SHIELD	1	
50	500594	£1.20	'O' RING, operating shaft	2	

51	502567	£4.55	COLLAR, for shaft	1	
52	502568	£19.60	LEVER, actuating	1	
53	503163K	£1.40	BOLT, clamping, lever to shaft	1	
54	GHF300	£0.22	WASHER, plain	1	
55	503164	NCA	NUT	1	
56	513918	NCA	SCREW, adjusting, solenoid stop	1	
57	513919	NCA	NUT, locking	1	
58	500655	£197.40	REAR CASING ASSEMBLY	1	
59	FHS2513	£1.10	STUD, rear casing, upper	4	
60	500579	NCA	STUD, rear casing, lower	2	
61	GHF201	£0.17	NUT	6	
62	GHF332	£0.40	WASHER, locking	6	

Operating Valve, Oil Pump And Filter

63	500658	£22.50	VALVE, operating	1	
64	BLS110	£0.41	BALL, operating valve	1	
65	500591	£10.20	PLUNGER, operating valve	1	
66	007972	£5.10	SPRING, operating valve	1	
67	3H693	£0.90	WASHER, sealing	1	
68	506117	£17.10	PLUG, operating valve	1	
69	500627	£52.30	CAM, overdrive oil pump driving	1	
70	513891	£72.60	PLUNGER ASSEMBLY, oil pump	1	
71	500633	£6.00	SPRING, pump plunger	1	
72	500581	NCA	GUIDE, peg	1	
73	505507	£86.70	BODY, oil pump	1	
74	WL700101	£0.25	WASHER, locking	2	
75	UFS1194R	£0.72	SCREW, oil pump to body	2	
76	513902	£8.10	PLUG, in pump body	1	
77	509884	£22.90	FILTER	1	TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753
	516010	£19.20	FILTER	1	TR6 From (g) CD15652, serial no. 22/61985
78	513205	£14.20	MAGNET	1	
79	500641	£0.80	WASHER, fibre	1	
80	521814	£42.10	CAP, oil drain	1	
	521814T	£26.70	SPANNER, drain plug (special shaped spanner to fit drain plug without damaging lugs)	1	
81	TMG4901	£9.40	SPANNER, oil drain cap	1	
82	BLS108	£1.20	BALL, pump valve	1	
83	500591	£10.20	PLUNGER, pump valve	1	
84	007972	£5.10	SPRING, pump valve	1	
85	3H693	£0.90	WASHER, sealing	1	
86	506117	£17.10	PLUG, pump valve	1	

Accumulator And Operating Pistons

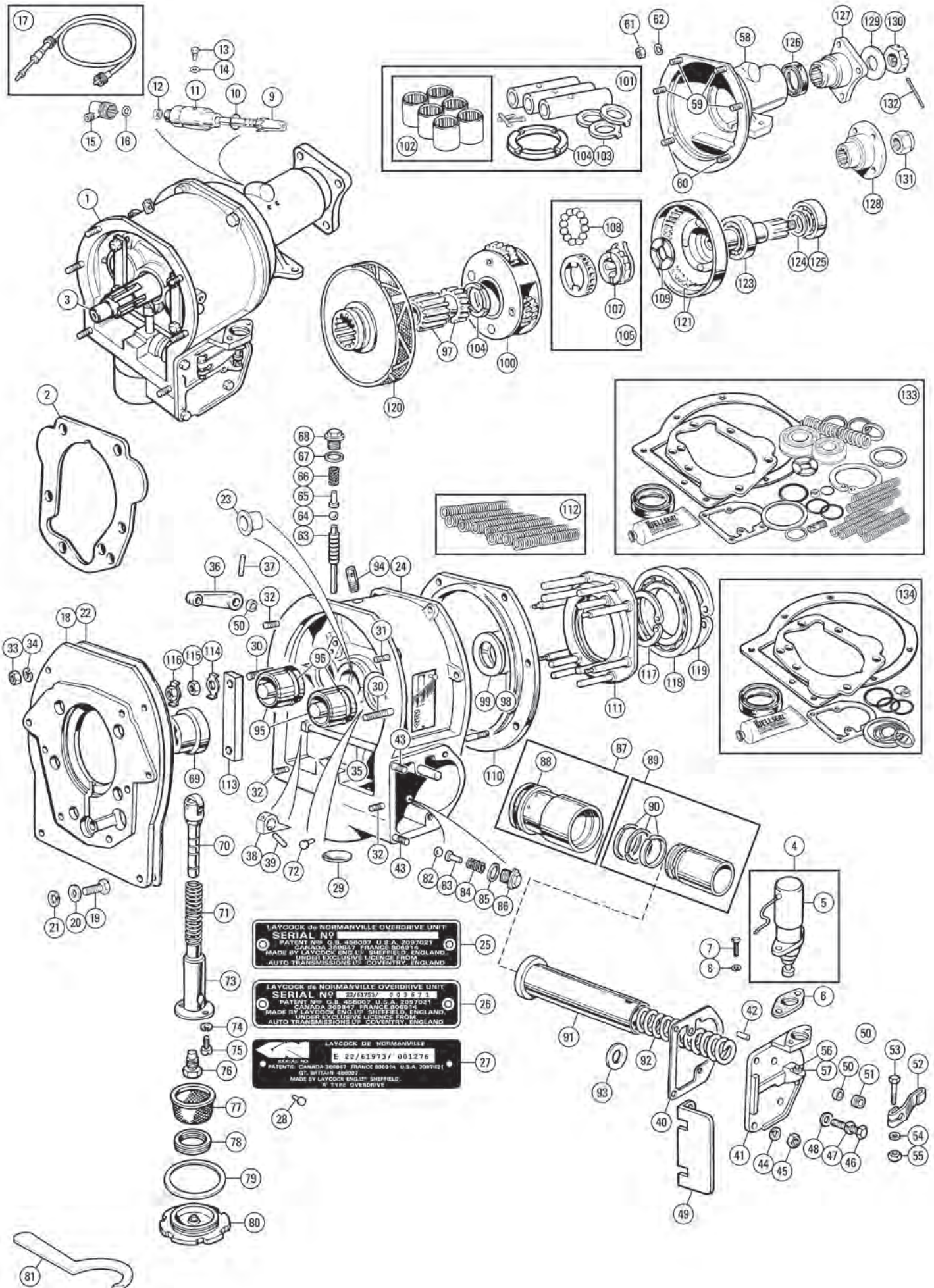
The difference between the early (solid axle) to late (IRS) 'A' type overdrives is in the accumulator piston. The early one is cast iron one piece; the later is a two piece iron piston in an alloy body. As accumulator pressure builds up, the spring in either type is compressed until a relief valve opens when exposed by the accumulator piston to control pressure.

Simple school room maths tells you that the volume of oil expressed by the single 2" (approximately) piston will be (r₂) about 4 times that of the concentric later 1" type, causing the overdrive to engage with quite a thump, which would be absorbed through the rear axle by the leaf springs. The force would be ultimately sufficient to rip the (IRS) differential pins out of the chassis. The pistons are interchangeable. It is quite common to shim the later smaller accumulator spring, but remember, too much shimming will cause the accumulator spring to become coil bound without exposing the blow off ports in the alloy piston body, so the pressure would rise until something breaks or bends. So the theory is that although the pressure remains the same the oil volume reduction cushions the engagement of the overdrive.

The early unit could be preferable for competition use where long life is not so important. The chassis will probably have been rebuilt and reinforced, and hopefully the overdrive will have been properly calibrated. Any increase in accumulator pressure should be balanced by uprating the bridge springs an equivalent amount to avoid sluggish disengagement.

Many early overdrives have been rebuilt using a later accumulator piston as the solid piston, rings and spring were not available as a set for several years. In the interests of extending the working life of these 25 to 45 year old cars, the cushioned type does make sense.

87	501908	£43.80	HOUSING, accumulator	1	
88	501910	£3.05	'O' RING	1	
89	501909	£70.50	ACCUMULATOR PISTON, with rings	1	
90	505555	£58.20	PISTON RING SET	1	
91	502563	NCA	SPACING TUBE	1	
92	515131	£28.20	SPRING, accumulator	1	TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753



Accumulator And Operating Pistons (Continued)

Ill.	Part Number	Price Eea.	Description	Req.	Details
	515131	£28.20	SPRING, accumulator*	1	TR6 From (g) CD15652, serial no. 22/61985
*Note: The renewal of the overdrive accumulator spring often revitalises the sluggish operation of a previously condemned overdrive unit as the original spring having lost some of its strength and tension after years of operating in extreme temperatures.					
93	WM58	£0.30	WASHER, packing	a/r	
94	502560	£7.60	BREATHER (This breather is always fitted to TR overdrives. Triumph saloon models 2000 and 2.5 always had a 3/8" AF squared headed plug. This is another clue to the origin of your overdrive).	1	
95	513890	£30.10	OPERATING PISTON, including 'O' ring	2	
96	513912	£1.36	'O' RING	2	

Sun-Wheel And Planet Carrier

97	505549	NCA	SUN-WHEEL ASSEMBLY	1	
98	500610	£18.00	WASHER, thrust	1	
99	500588A	£11.50	WASHER, adjusting, (0.113/0.114")	a/r	
	500588B	£11.50	WASHER, adjusting, (0.107/0.108")	a/r	
	500588C	£11.50	WASHER, adjusting, (0.101/0.102")	a/r	
	500588D	£11.50	WASHER, adjusting, (0.095/0.096")	a/r	
	500588E	£11.50	WASHER, adjusting, (0.089/0.090")	a/r	
	500588F	£11.50	WASHER, adjusting, (0.083/0.084")	a/r	
	500588G	£11.50	WASHER, adjusting, (0.077/0.078")	a/r	
100	505545R	£342.30	CARRIER ASSEMBLY, with planet gears (Serial no. 22/61753)	1	TR5, TR250, TR6 To (g) CD15651,
	518600	NCA	CARRIER ASSEMBLY, with planet gears (Serial no. 22/61985)	1	TR6 From (g) CD15652
	505545SR	£88.30	PLANET GEAR	3	
101	505546	£89.10	BEARING, SHAFT & THRUST WASHER KIT, planet gears	1	
102	505546	£89.10	BEARING SET	1	
103	513914	NCA	THRUST WASHER	3	
104	505548	£22.50	THRUST WASHER	1	

Uni-Directional Clutch

105	BAU2061A	£104.70	CLUTCH ASSEMBLY, uni-directional	1	
107	513208	£0.97	SPRING, cage locating	1	
108	506063A	£9.90	ROLLER SET, (set of 12)	1	
109	500613A	£18.60	THRUST WASHER, 0.125"	1	minimal acceptable thickness is 0.122"

Brake Ring And Clutch Sliding Member

110	502555	£146.70	BRAKE RING	1	
	502555SR	NCA	BRAKE RING, reconditioned	1	
111	500660	NCA	RING ASSEMBLY	1	clutch thrust with pins

Always inspect the thrust ring (item 111) assembly for loose pins. If the pins are found to be loose they can be tightened in their location by peening the swaged area on the back of the ring where the pin protrudes through.

112	502554	£51.10	SPRING SET, clutch operating	1	(set of 8)
113	500587	NCA	BRIDGE PIECE	2	
114	JS616A	£0.89	WASHER, tab, locking nut	4	
115	GHF200	£0.22	NUT	4	
116	JS616A	£0.89	NUT, locking	4	alternative to plain nut & tab washer
117	500636	£3.90	CIRCLIP, ball bearing retaining	1	
118	500640	£19.80	BEARING ASSEMBLY, clutch thrust ring	1	
119	500637	£4.50	CIRCLIP, ball bearing retaining	1	
120	520975R	£185.10	CLUTCH ASSEMBLY, sliding member (Reconditioned/exchange. Standard material).	1	alternatives
	520975RX	NCA	CLUTCH ASSEMBLY, sliding member (Reconditioned/exchange. Up-rated material for fast road/competition).	1	

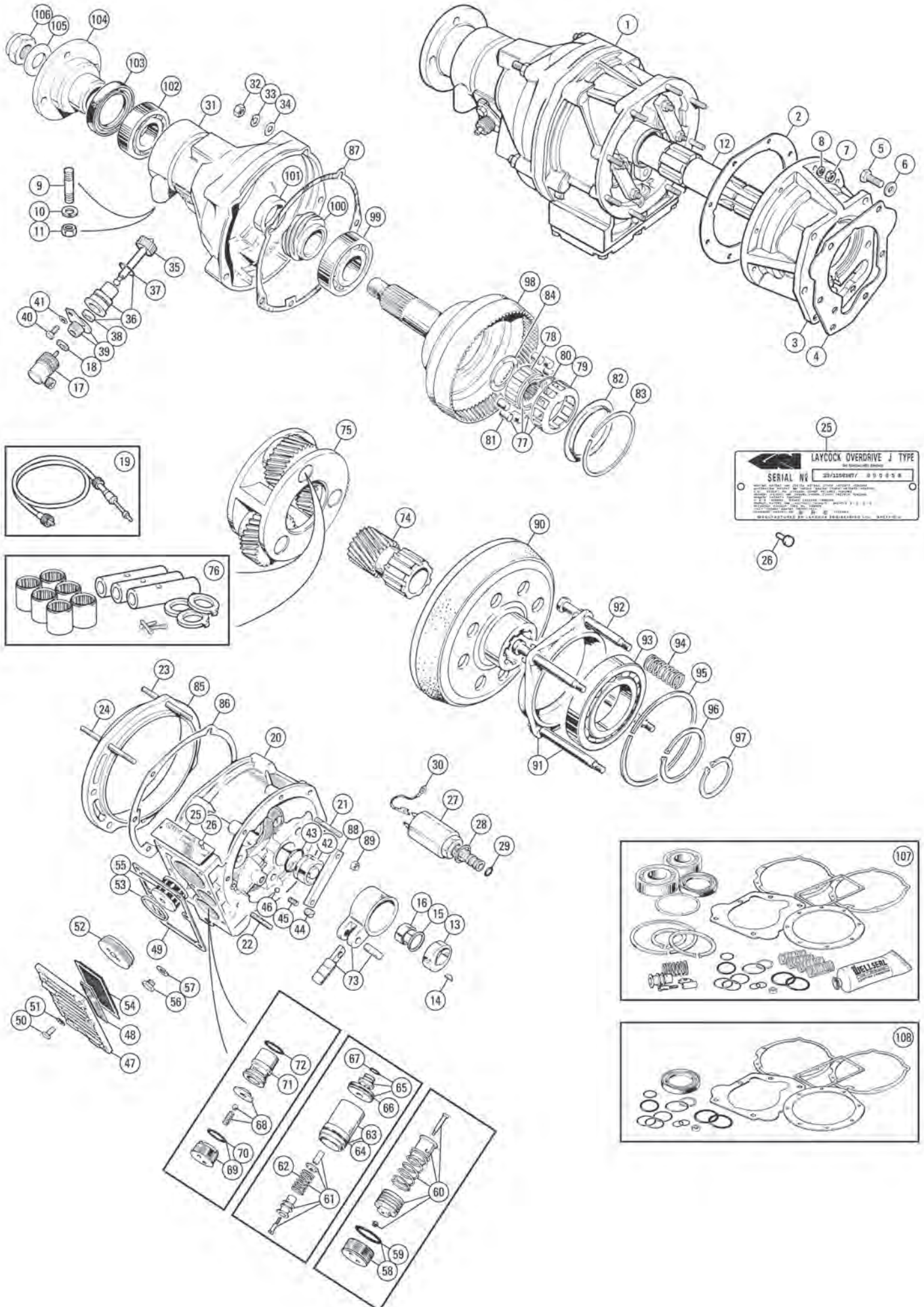
Annulus And Rear Flange

121	500602	£144.00	ANNULUS ASSEMBLY	1	
122	500602X	£67.50	RING, outer, (uni-directional clutch)	1	
123	217325A	£13.20	BEARING ASSEMBLY, annulus front	1	
124	500623E	£7.60	WASHER, adjusting, (0.146")	a/r	
	500623F	£10.90	WASHER, adjusting, (0.151")	a/r	
	500623G	£10.30	WASHER, adjusting, (0.156")	a/r	
	500623H	£10.30	WASHER, adjusting, (0.161")	a/r	
	500623J	£11.40	WASHER, adjusting, (0.166")	a/r	
125	SP75G	£13.30	BEARING ASSEMBLY, annulus rear	1	
126	GHS179	£1.96	OIL SEAL	1	
127	058948	NCA	FLANGE, mainshaft, square (Interchangeable with 518109).	1	TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753
128	518109	£58.80	FLANGE, mainshaft, round (Interchangeable with 058948).	1	TR6 From (g) CD15652, serial no. 22/61985
129	WP24	£0.80	WASHER, plain	1	
130	057868	£12.00	NUT, slotted	1	alternatives
131	NKC81	£5.60	NUT, nylon	1	
132	GHF504	£0.22	SPLIT PIN	1	use with slotted nut

Overdrive Repair Kits

Overdrive repair kits contain the following selection of parts. Everything you need to service your overdrive during an overhaul.

133	TGK116	£188.50	OVERDRIVE REPAIR KIT	1	
2	132465	£1.40	GASKET, adaptor plate to gearbox	1	
11	147751	£1.16	'O' RING, housing to extension	1	
13	NKC105A	£3.64	OIL SEAL, spindle to bearing housing	1	
23	502556	£1.75	GASKET, adaptor plate to overdrive	1	
40	500645	£0.73	GASKET, solenoid bracket to casing	1	
79	500641	£0.80	WASHER, fibre	1	
88	501910	£3.05	'O' RING	1	
90	505555	£58.20	PISTON RING SET	1	
92	515131	£28.20	SPRING, accumulator	1	
94	502560	£7.60	BREATHER	1	
96	513912	£1.36	'O' RING	2	
109	500613A	£18.60	THRUST WASHER	1	
112	502554	£51.10	SPRING SET, clutch operating	1	(set of 8)
117	500636	£3.90	CIRCLIP, ball bearing retaining	1	
119	500637	£4.50	CIRCLIP, ball bearing retaining	1	
123	217325A	£13.20	BEARING ASSEMBLY, annulus front	1	
124	500623J	£11.40	WASHER, adjusting, 0.166"	a/r	
125	SP75G	£13.30	BEARING ASSEMBLY, annulus rear	1	
126	GHS179	£1.96	OIL SEAL	1	
135	600569A	£16.00	JOINT COMPOUND, Wellseal	a/r	100ml
134	TGK117	£64.20	OVERDRIVE SEAL & GASKET KIT	1	
2	132465	£1.40	GASKET, adaptor plate to gearbox	1	
11	147751	£1.16	'O' RING, housing to extension	1	
13	NKC105A	£3.64	OIL SEAL, spindle to bearing housing	1	
23	502556	£1.75	GASKET, adaptor plate to overdrive	1	
40	500645	£0.73	GASKET, solenoid bracket to casing	1	
79	500641	£0.80	WASHER, fibre	1	
88	501910	£3.05	'O' RING	1	
90	505555	£58.20	PISTON RING SET	1	
96	513912	£1.36	'O' RING	2	
126	GHS179	£1.96	OIL SEAL	1	



'J' Type Overdrive & Fittings

Note: Overdrive units are Exchange items, subject to a Refundable Surcharge. For uprated 'J' type overdrive kits, please refer to Overdrive Conversions.

The 'J' type overdrive made by Laycock was fitted from 1973 model year on as an option and was originally operable in 3rd and 4th gears only. Most 'J' type overdrives are interchangeable (except Ford sourced varieties) To make one function correctly in your TR will require the correct speedometer drive gears, item 35 & 100 plus associated fixings (item 36 to 41). The right angle drive (120694) is required. The correct flange (item 104) must be used and relief valve (item 61 & 62). Change all 'O' rings. Adapter plate (item 3) is required. Never seal with Hylomar blue or silicon rubber type sealants.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	313242R	£688.50	OVERDRIVE UNIT, 'J' type, recon	1	TR6 (c) CF1 To CF35000, serial no. 25/115838
	RKC1971R	NCA	OVERDRIVE UNIT, 'J' type, recon	1	serial no. 25/115876
2	37H1901	£1.70	GASKET, adaptor to overdrive	1	
3	312305SR	NCA	ADAPTOR, gearbox to overdrive	1	
4	132465	£1.40	GASKET, adaptor to gearbox	1	
5	GHF163	£0.55	SCREW, plain, adaptor to gearbox	6	
6	GHF332	£0.40	WASHER, locking	6	
7	GHF200	£0.22	NUT, overdrive to adaptor	8	
8	WE600041	£0.47	WASHER, locking	8	
9	CHS2614	£1.49	STUD, overdrive to chassis mounting	2	
10	GHF333	£0.30	WASHER, locking	2	
11	GHF202	£0.22	NUT	2	
12	TKC832	£204.00	MAINSHAFT	1	
13	159505	£47.50	CAM, pump driving	1	
14	WKN304	£0.94	KEY, woodruff, cam driving	1	
15	137308	£6.30	CIRCLIP, cam retaining	1	
16	159503	£3.50	SPRING RING	1	
17	120694	£43.40	ANGLE DRIVE	1	
18	3H550	£0.64	WASHER, sealing	1	
19	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	RHD
	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	LHD

(The 69" long speedometer cable is the one preferred for RHD cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging).

Main Casing

20	NKC18	NCA	MAIN CASING ASSEMBLY	1	
21	NKC56	£3.70	STUD, front, 1 1/4" long	6	TR6 (c) CR1 To CR6701, TR6 (c) CF1 To CF35000, serial no. 25/115838
	NKC56	£3.70	STUD, front, 1 3/8" long	6	TR6 From (c) CF35001, serial no. 25/115876
22	37H1897	£4.70	STUD, front, 1" long	2	
23	NKC58	NCA	STUD, rear, 2 3/4" long	4	
24	NKC59	NCA	STUD, rear, 3 1/8" long	2	
25	NKC74	NCA	NAMEPLATE, blue	1	
26	NKC98	NCA	SCREW, drive, securing nameplate	2	

Solenoid Assembly

27	NKC41	£167.10	SOLENOID & VALVE ASSEMBLY	1	
	NKC41T	£13.50	SPANNER, solenoid	1	(Special sized spanner to fit the solenoid).
28	NKC108	£1.57	WASHER, copper	1	alternatives
	NKC108X	£1.75	WASHER, 'dowty'	1	
29	NKC107	£1.40	'O' RING	2	
30	NKC67	£3.50	WIRE, solenoid earthing	1	

The overdrive solenoid earth wire NKC67 is an often ignored but very important part of the overdrive operating electrical system. Without it the solenoid will not work. Good electrical contact and continuity must be maintained through this somewhat insignificant wire, or an inoperative 'J' type overdrive will be encountered.

Rear Casing

31	NKC38	NCA	REAR CASING, annulus housing	1	TR6 (c) CR1 To CR6701, (Serial no. 25/115838).
	RTC1951	NCA	REAR CASING, annulus housing	1	TR6 (c) CF1 To CF35000
			(Serial no. 25/115876).		TR6 From (c) CF35001
32	GHF201	£0.17	NUT, rear casing to main	6	
33	GHF332	£0.40	WASHER, locking	4	
34	NKC89	£0.50	WASHER, plastic	2	
35	NKC48	£30.10	PINION & GEAR ASSEMBLY, speedo' drive	1	
36	NKC42	£33.10	SPEEDO' DRIVE HOUSING ASSEMBLY	1	
37	NKC106	£1.10	'O' RING	1	
38	NKC105A	£3.64	OIL SEAL	1	
39	NKC43	£17.50	RETAINER ASSEMBLY	1	
40	SH604051	£0.30	SCREW, attaching retainer	1	
41	WE600041	£0.47	WASHER, locking	1	

Operating Piston

42	NKC21	NCA	OPERATING PISTON	2	
43	NKC99A	£1.20	'O' RING	2	
44	NKC93	NCA	PLUG, lubrication	1	
45	NKC94	NCA	SPRING	1	
46	BLS108	£1.20	BALL	1	

Sump Cover And Filters

47	NKC54	£54.00	COVER, sump	1	
48	37H1943	£5.00	MAGNET SET	2	
49	NKC76	£1.60	GASKET, sump	1	
50	37H1946	£1.10	SCREW, plain, sump cover to casing	6	
51	WE600041	£0.47	WASHER, locking	6	
52	NKC24	NCA	PLUG, filter retaining	1	
53	NKC11	£1.80	WASHER	1	
54	NKC53	£14.70	FILTER, suction, small inlet	1	
	NKC53X	£14.70	FILTER, suction, large inlet	1	0.427"
55	NKC23	£23.70	FILTER, pressure	1	
56	NKC97	NCA	PLUG	1	
57	NKC96	£1.16	WASHER, sealing plug	1	

Dash-Pot, Relief Valve And Pump

58	NKC13	NCA	DASHPOT PLUG KIT	1	
59	NKC91	£0.72	'O' RING	1	
60	NKC15	NCA	DASHPOT PISTON ASSEMBLY	1	
61	NKC36	£104.10	RELIEF VALVE ASSEMBLY	1	
62	NKC104	NCA	SPRING, relief valve	1	
63	NKC14	NCA	DASHPOT SLEEVE	1	
64	NKC92	£0.79	'O' RING	1	
65	NKC30	NCA	BODY, relief valve	1	
66	NKC92	£0.79	'O' RING, large	1	
67	NKC102A	£0.98	'O' RING, small	1	
68	NKC29A	£27.70	NON-RETURN VALVE KIT	1	
69	NKC26A	£9.90	PUMP PLUG	1	
70	NKC101A	£1.80	'O' RING	1	
71	NKC25	£20.40	PUMP BODY	1	
72	37H1914	£0.62	'O' RING	1	
73	NKC28	£59.50	PUMP PLUNGER ASSEMBLY	1	

Sun-Wheel And Planet Carrier

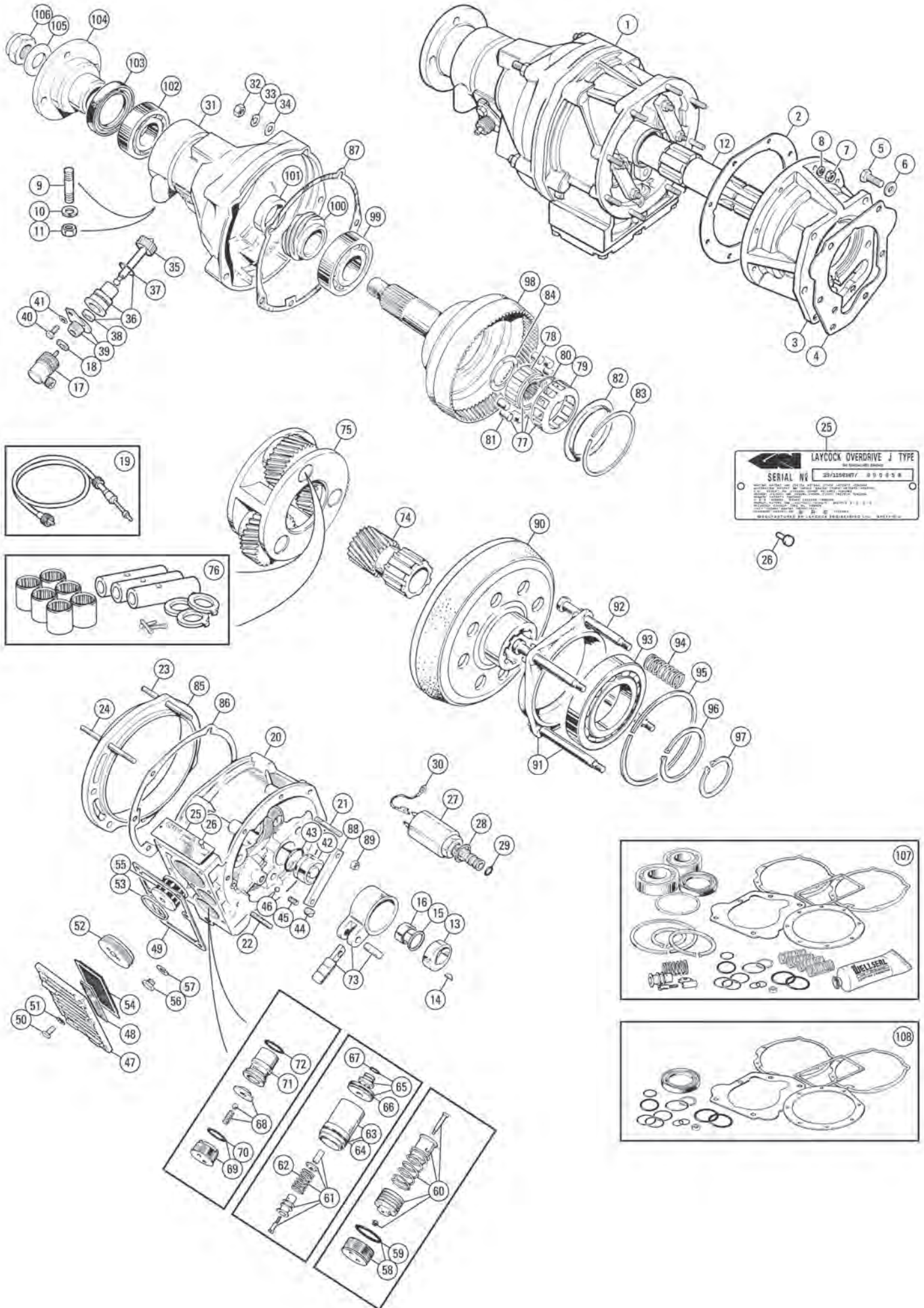
74	NKC55	NCA	SUN-WHEEL	1	
75	NKC22	NCA	PLANET GEAR & CARRIER ASSEMBLY	1	
76	NKC22BK	£102.90	BEARING AND SPINDLE KIT	1	

Uni-Directional Clutch

77	NKC17	£91.80	CLUTCH ASSEMBLY, uni-directional	1	
78	NKC16	NCA	INNER MEMBER, uni-directional clutch	1	
79	BAU2061A	£104.70	CAGE, roller retaining	1	
80	513208	£0.97	SPRING, cage locating	1	
81	506063A	£9.90	ROLLER SET	1	
82	NKC20	NCA	OIL THROWER	1	
83	NKC77A	£6.40	CIRCLIP	1	
84	NKC79	£14.10	THRUST WASHER	1	

Brake Ring And Sliding Members

85	NKC10	£100.80	BRAKE RING	1	
86	NKC86	£2.23	GASKET, brake ring to housing	1	
87	NKC87	£2.23	GASKET, annulus housing	1	
88	500587	NCA	BRIDGE PIECE	2	
89	LNZ104	£1.80	NUT, self-locking	4	
90	NKC40E	£196.50	CLUTCH ASSEMBLY, sliding member	1	
	NKC40E	£196.50	CLUTCH ASSEMBLY, sliding member	1	reconditioned/exchange
91	NKC62	NCA	BEARING HOUSING ASSEMBLY	1	
	NKC62R	£54.00	BEARING HOUSING	1	reconditioned
92	NKC109	NCA	BOLT	4	
93	NKC63	£45.60	BEARING, clutch	1	
94	NKC12	£13.50	OPERATING SPRING, set of 4	1	
95	NKC84	£6.10	CIRCLIP, bearing	1	
96	NKC85	£4.55	CIRCLIP, clutch	1	
97	NKC83	£4.36	CIRCLIP, sun gear	1	



'J' Type Overdrive & Fittings (Continued)**Annulus And Rear Flange**

Ill.	Part Number	Price £ea.	Description	Req.	Details
98	NKC9	NCA	ANNULUS ASSEMBLY	1	
99	217325A	£13.20	BEARING, annulus head	1	
100	NKC47	£40.00	GEAR, speedometer drive (Serial no. 25/115838), ('8 thread start')	1	TR6 (c) CR1 To CR6701, TR6 (c) CF1 To CF35000
	AAU1096	£47.80	GEAR, speedometer drive (Serial no. 25/115876).	1	TR6 From (c) CF35001
101	NKC78	NCA	SPACER, annulus shaft	1	
102	SP75G	£13.30	BEARING, annulus tail	1	
103	NKC39A	£4.80	OIL SEAL, rear casing to flange	1	
104	160292	£85.30	FLANGE, mainshaft, round	1	
105	NKC82A	£1.21	WASHER	1	
106	NKC81	£5.60	NUT, nyloc	1	

Overdrive Repair Kits

Overdrive repair kits contain the following selection of parts. Everything that you will want to service during any overhaul.

107	TGK118	£165.16	OVERDRIVE REPAIR KIT	1	
2	37H1901	£1.70	GASKET, adaptor to overdrive	1	
4	132465	£1.40	GASKET, adaptor to gearbox	1	
28	NKC108	£1.57	WASHER, copper	1	
29	NKC107	£1.40	'O' RING	2	
37	NKC106	£1.10	'O' RING	1	
38	NKC105A	£3.64	OIL SEAL	1	
43	NKC99A	£1.20	'O' RING	2	
49	NKC76	£1.60	GASKET, sump	1	
59	NKC91	£0.72	'O' RING	1	
61	NKC36	£104.10	RELIEF VALVE ASSEMBLY	1	
64	NKC92	£0.79	'O' RING	1	
66	NKC92	£0.79	'O' RING, large	1	
67	NKC102A	£0.98	'O' RING, small	1	
70	NKC101A	£1.80	'O' RING	1	
72	37H1914	£0.62	'O' RING	1	
83	NKC77A	£6.40	CIRCLIP	1	
86	NKC86	£2.23	GASKET, brake ring to housing	1	
87	NKC87	£2.23	GASKET, annulus housing	1	
94	NKC12	£13.50	OPERATING SPRING, set of 4	1	
95	NKC84	£6.10	CIRCLIP, bearing	1	
96	NKC85	£4.55	CIRCLIP, clutch	1	
97	NKC83	£4.36	CIRCLIP, sun gear	1	
99	217325A	£13.20	BEARING, annulus head	1	
102	SP75G	£13.30	BEARING, annulus tail	1	
103	NKC39A	£4.80	OIL SEAL, rear casing to flange	1	
108	TGK119	£25.70	OVERDRIVE SEAL & GASKET KIT	1	
43	NKC99A	£1.20	'O' RING	2	

Useful Hints**'A' Type Overdrives**

The correct operating pressure (op) range is 380 - 400 psi. On an otherwise good overdrive our new springs, part no. 515131 should increase this by 20 psi (i.e. 400 - 420 psi). The overdrive ceases to be of any use below 360 psi. Padding the spring will increase the operating pressure.

Never add more than .040" which may produce an extra 20-40 psi, though the engagement will be fiercer. Packing a worn spring will make no difference. The pressure should be measured using a suitable gauge reading up to at least 500-psi, screwed in place of item 68 in the operating valve port. All illustration nos. see pages 54 to 57.

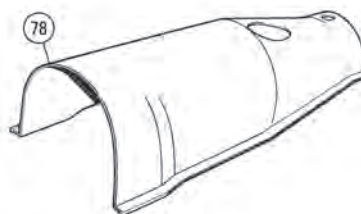
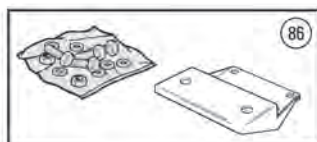
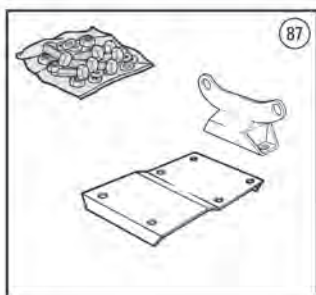
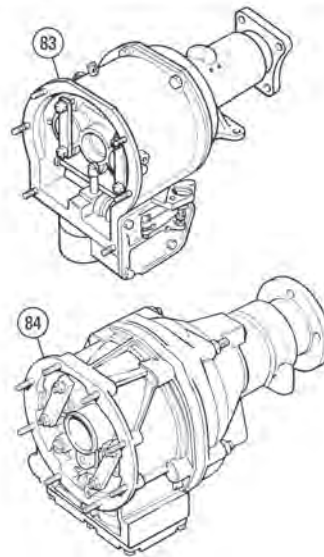
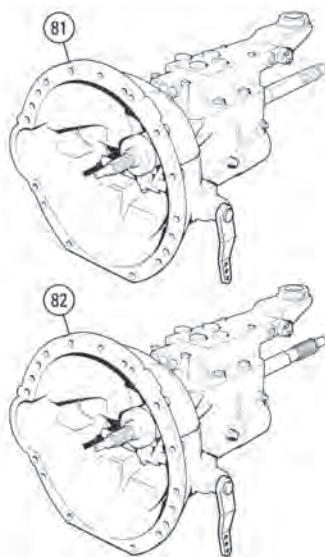
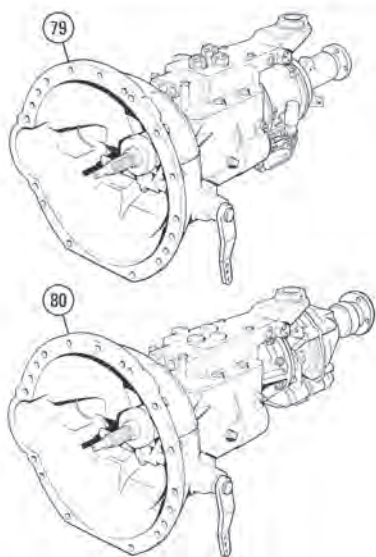
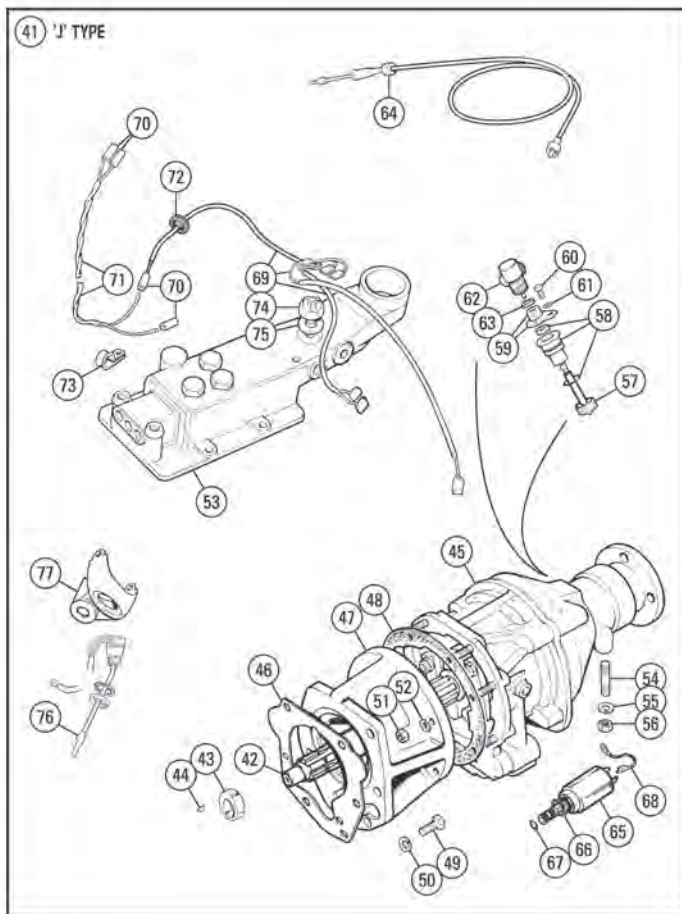
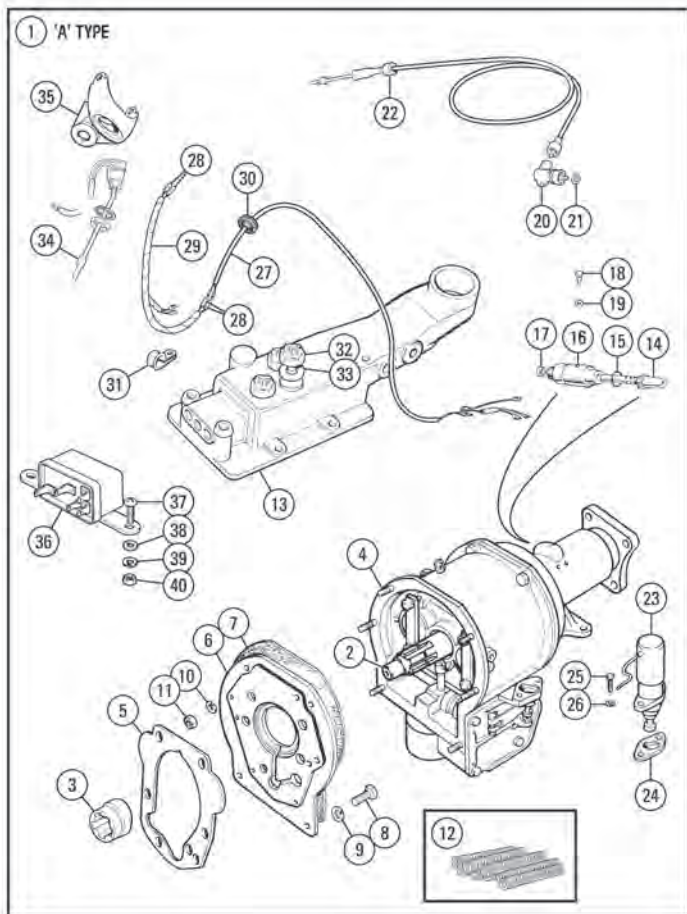
'J' Type Overdrives

The operating pressure for 'J' type TR6 overdrives is 450-460 psi.

Fault Diagnosis:

- 1) Most work requires removal of the gearbox from the car and the overdrive from the gearbox.
- 2) Jumping out of overdrive when warm/under load is usually due to worn accumulator piston rings, and often the bore.
- 3) A stuck pump piston may be accessed from the underneath by removing item 80, then item 76 and pushing upwards on the revealed base of the plunger (item 70). If it sticks again, you're wasting your time; go back to '1'.
- 4) A sudden cessation is often caused by circlip (item 117) breaking - go back to '1'.
- 5) Intermittent working may be cured by dumping gearbox and overdrive oil and cleaning the filter (item 77) and the magnetic collectors (item 78). Refill with 20- 50 multi-grade, run for an hour or so (up to 50 miles) and dump the oil again. Refill this time with S.A.E. 40 oil GGL9020X, though some prefer Hypoid oil for 'J' type overdrives.

- 6) Air trapped in the system can often be bled out by removal of plug item 68. Place a catch tank under the car below the valve. With the back wheels jacked off the ground, start the engine, engage 4th gear and allow air to pump out of the port, for 1 to 2 minutes. Replace plug, and top up to correct the oil level.
- 7) If the overdrive does not disengage, don't even think about using reverse gear. Again, remove plug item 68, then items 67 to 63. Inspect valve ill. no. 63 and you'll see a tiny hole about midway from either end. Scrupulously clean the whole valve and check this hole by sucking or blowing through it then carefully replace items 63 to 68. Don't forget to re-seat ball item 64 in to the casing. Check the engagement again. Sometimes the clutch linings (item 120) stick to the brake ring. A sharp tap or two with an iron hammer often releases the bond. Failure of these two suggestions to cure the lack of disengagement usually requires a return to no. 1 above.
- 8) That clutch slip feeling under load or wheel engaging overdrive is probably due to a worn 'item 120', especially if the overdrive feels hot and the oil smells. Replacement of no. 120 is the only answer (via no.1).
- 9) If you know that the clutch assembly (item 120) is good, the pressure is good, i.e. 380 to 420, but the unit still slips under load or gear changes, the uni-directional clutch is the rogue - replace it (item 102).



Overdrive Conversions & Overdrive Electrics

An overdrive conversion is among the most useful modifications that can be carried out on your TR. Overdrive provides useful additional gear ratios, for use under all driving conditions. Creeping about in town, the use of 2nd overdrive and 2nd gear, (on 'A' type units only), saves on the continual 2nd to 3rd to 2nd gear changes. It nicely bridges that 2nd to 3rd speed ratio gap. The 3rd gear gives that little extra help for high speed overtaking when an upward gear change could best be ignored. The 4th gear overdrive provides effortless high-speed cruising improving long distance touring fuel economy.

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

Overdrive can be fitted retrospectively and kits were listed accordingly by application; RHD & LHD drive, and early and late mainshaft. These kits were beautifully presented in wooden boxes of generous proportions because they contained a fibreboard replacement gearbox cover. The cover had removable aperture cover plates each side which the standard cover lacked. The right hand one allowed access to the speedometer right angle drive and the left hand one allowed the overdrive solenoid to be viewed. The fact that the right hand seat was in the way of the former and that the latter failed to actually permit adjustment or removal of the solenoid seems strange to current thinking, but that is the way it was. The wooden box would have contained an overdrive unit complete (with solenoid attached), to which was bolted the adaptor plate entrapping the eight disengagement springs, a replacement top cover drilled for two extra selector switches, the relevant mainshaft (pre or post CD20281), speedometer cable, the column operating switch and its bezel. There was also a sealed cardboard box containing the small parts such as the right angle drive, two selector switches and adjustment washers, two looms, top cover welch plugs, adaptor plate bolts and washers, the relay, the rear gasket, speedometer drive gear plus screws and fittings. From the introduction of the CR/CF series TR6's, 'J' type overdrive became standard fitment on non - U.S. vehicles. The presentation was much the same for the 'J' type kits with one less selector switch and no relay, of course.

Many years after the last of the TR's rolled off the production line we can still supply everything that you need to convert your TR to overdrive. The kits and their contents are listed below, gearbox covers must be purchased separately.

'A' Type Overdrive Conversion Kits

Ill.	Part Number	Price Eea.	Description	Req.	Details
All synchromesh gearboxes					
1	517198	NCA	OVERDRIVE CONVERSION KIT, RHD	1	TR5, TR6 To (g) 20281
	517197	NCA	OVERDRIVE CONVERSION KIT, LHD	1	
	518873	NCA	OVERDRIVE CONVERSION KIT, RHD	1	
	518874	NCA	OVERDRIVE CONVERSION KIT, LHD	1	TR6 To (g) 20281
2	208052	£207.10	MAINSHAFT, overdrive	1	
	UKC1933	£225.16	MAINSHAFT, overdrive	1	TR6 From (g) CD20282
3	500627	£52.30	CAM, overdrive oil pump driving	1	
4	312373R	£693.60	OVERDRIVE UNIT, 'A' type	1	reconditioned/exchange
5	132465	£1.40	GASKET, adaptor plate to gearbox	1	
6	208098	£91.80	ADAPTOR PLATE, overdrive to gearbox	1	
7	502556	£1.75	GASKET, adaptor plate to overdrive	1	
8	SH505071	£0.47	SCREW, plain	6	
9	GHF332	£0.40	WASHER, locking	6	
10	GHF332	£0.40	WASHER, locking	6	
11	GHF201	£0.17	NUT	6	
12	502554	£51.10	SPRING SET, clutch operating, (set of 8)	1	
13	516260SR	£94.50	TOP COVER ASSEMBLY	1	
14	147965	£29.10	GEAR & SPINDLE ASSEMBLY	1	
15	147751	£1.16	'O' RING, housing to extension	1	
16	146542	£28.70	BEARING HOUSING, speedometer gear	1	
17	NKC105A	£3.64	OIL SEAL, spindle to bearing housing	1	
18	506071	£3.90	SCREW, special, locating housing	1	
19	500469	£0.85	WASHER, copper, sealing screw	1	
20	120694	£43.40	ANGLE DRIVE	1	
21	3H550	£0.64	WASHER, sealing	1	
22	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	
	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	

'A' Type Overdrive Electrics

23	508794	£37.30	SOLENOID, overdrive operating	1	
24	7H8196	£1.31	GASKET, solenoid to bracket	1	
25	53K126	£0.60	SCREW, solenoid to bracket	2	
26	WL700101	£0.25	WASHER, locking	2	
27	131339	£21.60	LOOM, overdrive, on gearbox	1	
28	104618	£0.43	CONNECTOR, loom, single line	4	
29	148696	£18.80	LOOM, overdrive, on body	1	
30	602037	£1.60	GROMMET, loom to switches	1	
31	CP110125	£1.10	'P' CLIP, loom to gearbox top cover	1	
32	BAU1074Z	£9.20	SWITCH, isolator, overdrive operation	3	aftermarket
33	1B3664	£0.50	WASHER, sealing/adjusting, switch	a/r	

34	147280	£43.20	SWITCH, overdrive, RHD	1
	147281	£43.20	SWITCH, overdrive, LHD	1
35	611974	£8.00	ESCUTCHEON, overdrive switch	1
36	142169A	£25.80	RELAY	1
37	SE910201	£0.66	SCREW, relay attachment	2
38	PWZ203	£0.19	WASHER, plain	2
39	WL700101	£0.25	WASHER, locking	2
40	HN2005	£0.16	NUT	2

'J' Type Overdrive Conversion Kits

All synchromesh gearboxes

41	521158	NCA	OVERDRIVE CONVERSION KIT, RHD	1	
	521159	NCA	OVERDRIVE CONVERSION KIT, LHD	1	
42	TKC832	£204.00	MAINSHAFT	1	
43	159505	£47.50	CAM, pump driving	1	
44	WKN304	£0.94	KEY, woodruff, cam driving	1	
45	313242R	£688.50	OVERDRIVE UNIT, 'J' type	1	reconditioned/exchange
46	132465	£1.40	GASKET, adaptor to gearbox	1	
47	312305SR	NCA	ADAPTOR, gearbox to overdrive	1	
48	37H1901	£1.70	GASKET, adaptor to overdrive	1	
49	GHF163	£0.55	SCREW, plain, adaptor to gearbox	6	
50	GHF332	£0.40	WASHER, locking	6	
51	GHF201	£0.17	NUT, overdrive to adaptor	8	
52	WE600041	£0.47	WASHER, locking	8	
53	520331	NCA	TOP COVER ASSEMBLY	1	
54	CHS2614	£1.49	STUD, overdrive to chassis mounting	2	
55	GHF333	£0.30	WASHER, locking	2	
56	GHF202	£0.22	NUT	2	
57	NKC48	£30.10	PINION & GEAR ASSEMBLY	1	speedometer drive
58	NKC42	£33.10	SPEEDO' DRIVE HOUSING ASSEMBLY	1	
59	NKC43	£17.50	RETAINER ASSEMBLY	1	
60	SH604051	£0.30	SCREW, attaching retainer	1	
61	WE600041	£0.47	WASHER, locking	1	
62	120694	£43.40	ANGLED SPEEDOMETER DRIVE	1	
63	3H550	£0.64	WASHER, sealing	1	
64	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	
	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	

'J' Type Overdrive Electrics

65	NKC41	£167.10	SOLENOID & VALVE ASSEMBLY	1
66	NKC108	£1.57	WASHER, copper	1
67	NKC107	£1.40	'O' RING	2
68	NKC67	£3.50	WIRE, solenoid earthing	1
69	UKC344	£19.20	LOOM, overdrive, on gearbox	1
70	104618	£0.43	CONNECTOR, loom, single line	4
71	UKC345	£10.40	LOOM, overdrive, on body	1
72	602037	£1.60	GROMMET, loom to switches	1
73	CP110125	£1.10	'P' CLIP, loom to gearbox top cover	1
74	BAU1074A	NCA	SWITCH, o/drive isolator & reverse light	2
75	1B3664	£0.50	WASHER, switch adjusting	a/r
76	147280	£43.20	SWITCH, overdrive, RHD	1
	147281	£43.20	SWITCH, overdrive, LHD	1
77	611974	£8.00	ESCUTCHEON, overdrive switch	1

Overdrive And Gearbox Cover

78	713569FG	£109.30	GEARBOX COVER, fibreglass	1
	713569SAP	NCA	GEARBOX COVER, plastic	1
	713569SAP1	£119.50	GEARBOX COVER, plastic, 2 piece	1

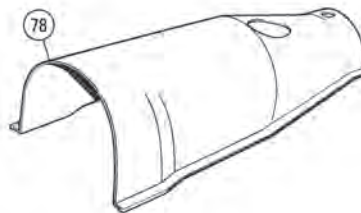
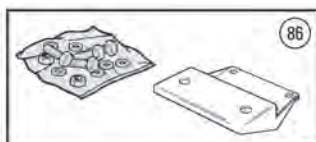
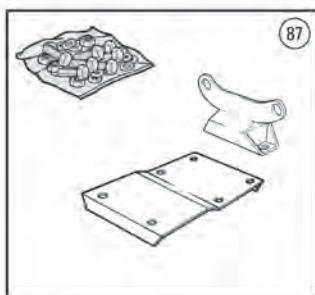
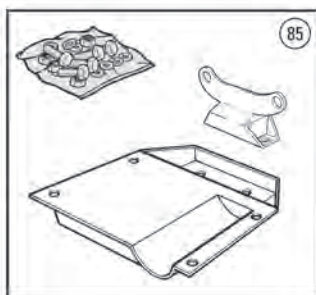
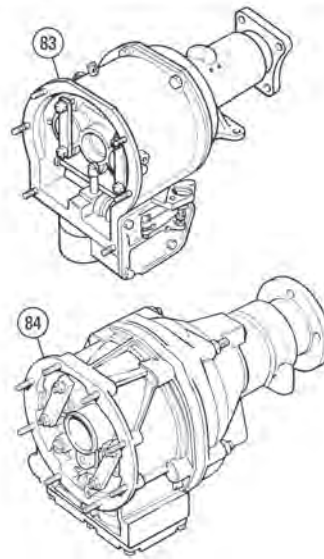
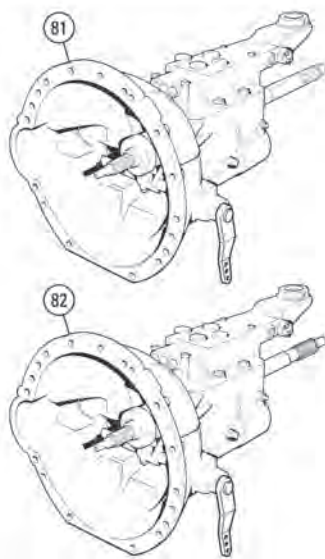
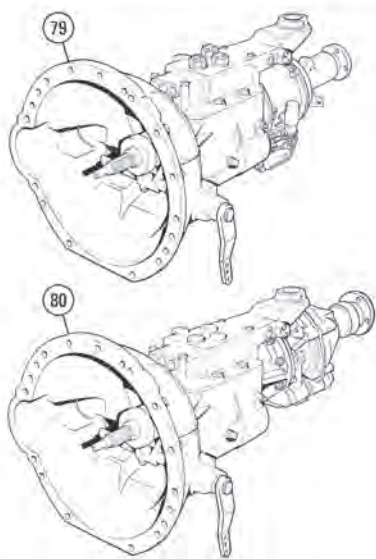
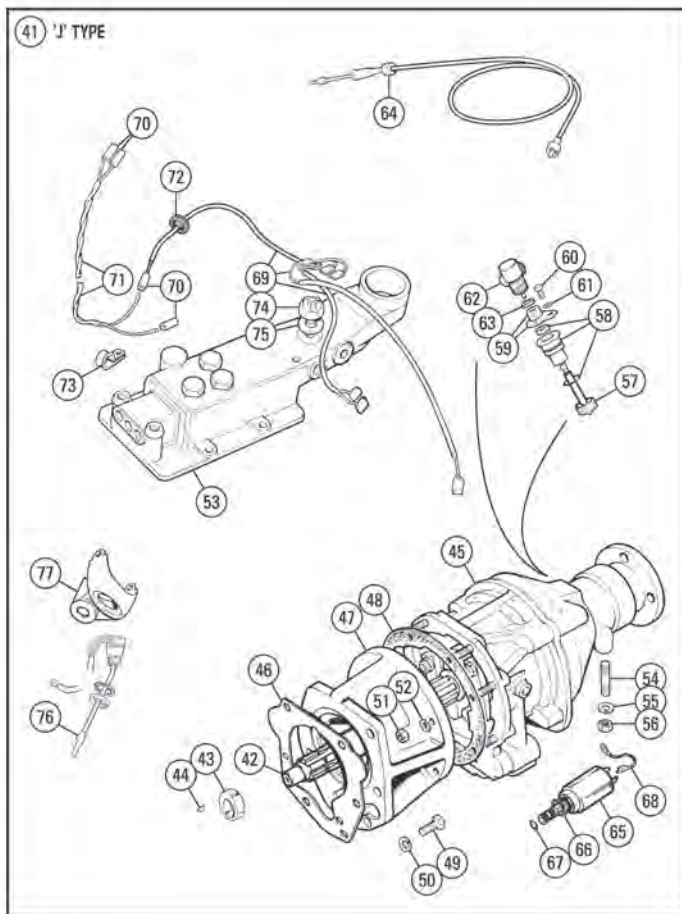
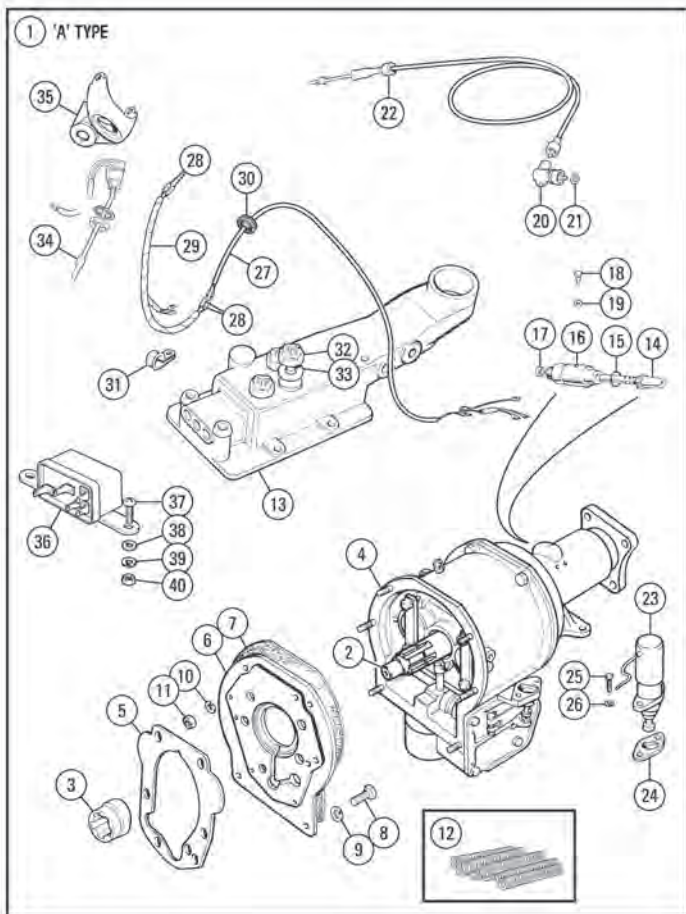
Overdrive And Gearbox Donor Combinations

There are sources of donor units that are adaptable to fit TR's. The hazard is that there is no certainty of the internal integrity of the units without stripping, rebuilding and testing them or trying them in a car first. Finally, be aware of the differences between the donor vehicle and your TR.

If a donor unit is obtained, even though it is non-TR, this conversion may well provide the least costly option, so consider the unit as a whole. If your TR is a CC/CP series (pre 1973) you should look for an 'A' type donor unit, and for CR/CF models (from 1973 onwards) a 'J' type unit is recommended. If using an overdrive from a non-TR source it is worth checking the reduction ratio. The reduction ratio is signified by the serial number prefix of the Laycock unit. In the case of the TR 'A' type this is 22/. Other cars used a different ratio unit, the best known being the standard Vanguard at 28%, so its serial number begins 28/... Cunning eh?

How can you tell 'A' type from 'J' type? The simple way is to upturn the unit. If the drain plug is a large brass nut, it is 'A' type. If it has a ribbed alloy sump held on by 6 7/16" AF screws, it is a 'J' type. The rear mountings for the gearbox are in different places for the two types of overdrive on a TR6 chassis, so selecting the 'correct' overdrive conversion makes life considerably easier.

The 'J' type locates about 1" lower and 3" further back than the 'A' type. Generally, 'J' type donors are less expensive than 'A' type. If you've already bought an overdrive gearbox and it's the wrong one for your chassis, don't despair; 'Converter' bracket kits are also available: see page 65.



Overdrive And Gearbox Donor Combinations (Continued)

The table below details the donor units and combinations of components. The suitable donor units are: Triumph 2000, 2500, 2.5 Pi, Dolomite Sprint or Stag.

Donor Unit	Input Shaft	clutch plate	fork	nose	top cover	clutch, bearing, & sleeve
TR2000 2500TC 2.5 Pi	retain	use saloon version	change pins for TR Old g/box	use TR off your if you want Overdrive shorten to 2"	same, however	TR
Dolomite Sprint	swap for TR or saloon	use TR plate to suit shaft	same as TR	3rd & 4th shorten to 2"	to operate in 2nd,	TR
Stag	swap for TR or saloon	use plate to suit shaft	same as TR	shorten to 2"	see page 109	TR

Changes To Overdrives

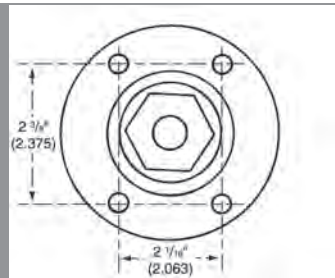
'A' Type:

- 1) If non-TR donor unit is used the operating pressure is wrong and accumulator spring 515131 or 518601 will need to be fitted to correct this.
- 2) Wrong solenoid bracket, solenoid may foul or strike chassis, part no. 502566 should be fitted, see page 55 item 41.
- 3) Rear flange won't fit TR propshaft, swap for existing TR one from old gearbox, purchase 058948 or 518109. Or weld up and re-drill donor's unit.
- 4) Speedo' will read 'low'. Either recalibrate speedo', information sheet available, or change output shaft/annulus in overdrive. If the output shaft/annulus is changed use your original TR speedo' drive pinion and right-angle drive to connect to cable.
- 5) Rear overdrive casing needs to be changed for a TR variety (part no. 500655). Alternatively use the conversion bracket 104086ADP which, with minor rear casing alterations allows the saloon casing to fit the TR mounting, 104086.

'J' Type:

- 1) If non-TR donor unit is used fit relief valve, page 59, item.61, part no. NKC36.
- 2) Fit TR propshaft flange 160292. Or weld up and re-drill donor's unit.
- 3) Swap speedo' gear in overdrive (item 100) for NKC99 and fit rest of 'TR' fittings items. 35-41, 17 & 18 as shown on page 59.

Flange Dimensions: 058948, 518109 and 160292



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

Whatever you do, you must thoroughly clean the gearbox and overdrive unit, for which paraffin is best. Remove residue from the magnetic filler plug (if fitted). Clean out overdrive filter. Inspect residue from both and decide what rectification is needed, if any. See page 49 on gearbox hints. Either type of gearbox from any of the above donors may include a gear lever. All use longer gear levers that are less cranked than TR ones so your knuckles may strike the dashboard. Your choices: refit your TR gear lever, bend the donor's lever and use knob switch, or live with it as it is and use knob switch and buy a bulk pack of Elastoplast.

Overdrive Conversions

We can recondition a donor gearbox and/or overdrive to TR specification. This reconditioning service is available on donor units supplied by us (TGK100 & TGK101) or from your own source. If you require us to recondition your own donor unit please ensure it is complete, clean & drained of oil. We will not accept stripped, partially stripped unit or 'a box of bits' for reconditioning.

Step 1:

(Go to Step 2 if you already have a gearbox & overdrive ready for reconditioning).

79	TGK100	£1,020.00	GEARBOX & OVERDRIVE, 'A' type	1	outright
80	TGK101	£1,020.00	GEARBOX & OVERDRIVE, 'J' type	1	purchase

Supply donor gearbox, probably ex-saloon (as both Stag and Dolomite Sprint gearboxes are now rarer than TR ones), as removed from vehicle, complete with its overdrive, i.e. complete gearbox, untouched and in 'as seen' condition. Release bearing not included.

Step 2:

81	TGK102	£867.00	GEARBOX RECONDITION & CONVERSION	1	'A' type
82	TGK103	£867.00	GEARBOX RECONDITION & CONVERSION	1	'J' type

The donor gearbox, fully rebuilt to TR specification, less overdrive, in exchange for your non-TR donor unit wherever it was sourced, preferably untouched, i.e. not dismantled or otherwise tampered with, but clean, drained of oil, and complete with overdrive adaptor plate. Release bearing not included.

Step 3:

83	TGK104	£846.60	OVERDRIVE, RECONDITION & CONVERSION	1	'A' type
84	TGK105	£822.00	OVERDRIVE, RECONDITION & CONVERSION	1	'J' type

The donor overdrive rebuilt or exchanged for fully rebuilt unit to TR specification. Adaptor plate not included.

Step 4 (If required):

TGK106	£30.00	ASSEMBLY SERVICE, labour only	1	either type
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Fit gearbox to overdrive, either above rebuilt units, or from your own source (which must be clean & oil free). BY PRIOR ARRANGEMENT ONLY.

A complete gearbox and overdrive rebuild and conversion will require the following:

- 'A' Type - TGK100, TGK102 & TGK104
- 'J' Type - TGK101, TGK103, TGK105 & 211361X (early TR6- on)

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

Upated Overdrives

'A' Type Overdrive Upating

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

TGK107	NCA	OVERDRIVE UPATING KIT, 'A' type	1	competition specification
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'J' Type Overdrive Upating

This is only supplied as a kit. It requires modifications to the clutch (90), to which a grippier lining is bonded, the dashpot assembly (60) and the whole Pressure Relief Valve assembly. An 'old' clutch sliding member is required in exchange for the relined unit supplied.

TGK108	NCA	OVERDRIVE UPATING KIT, 'J' type, TR6	1	competition specification
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Overdrive Conversion Bracket Kits

85	211361X	£119.40	BRACKET & FITTING KIT	1
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Allows 'J' type overdrive to fit to 'A' type chassis (TR2 to TR6) without modification complete with mounting.

86	218275X	NCA	BRACKET	1
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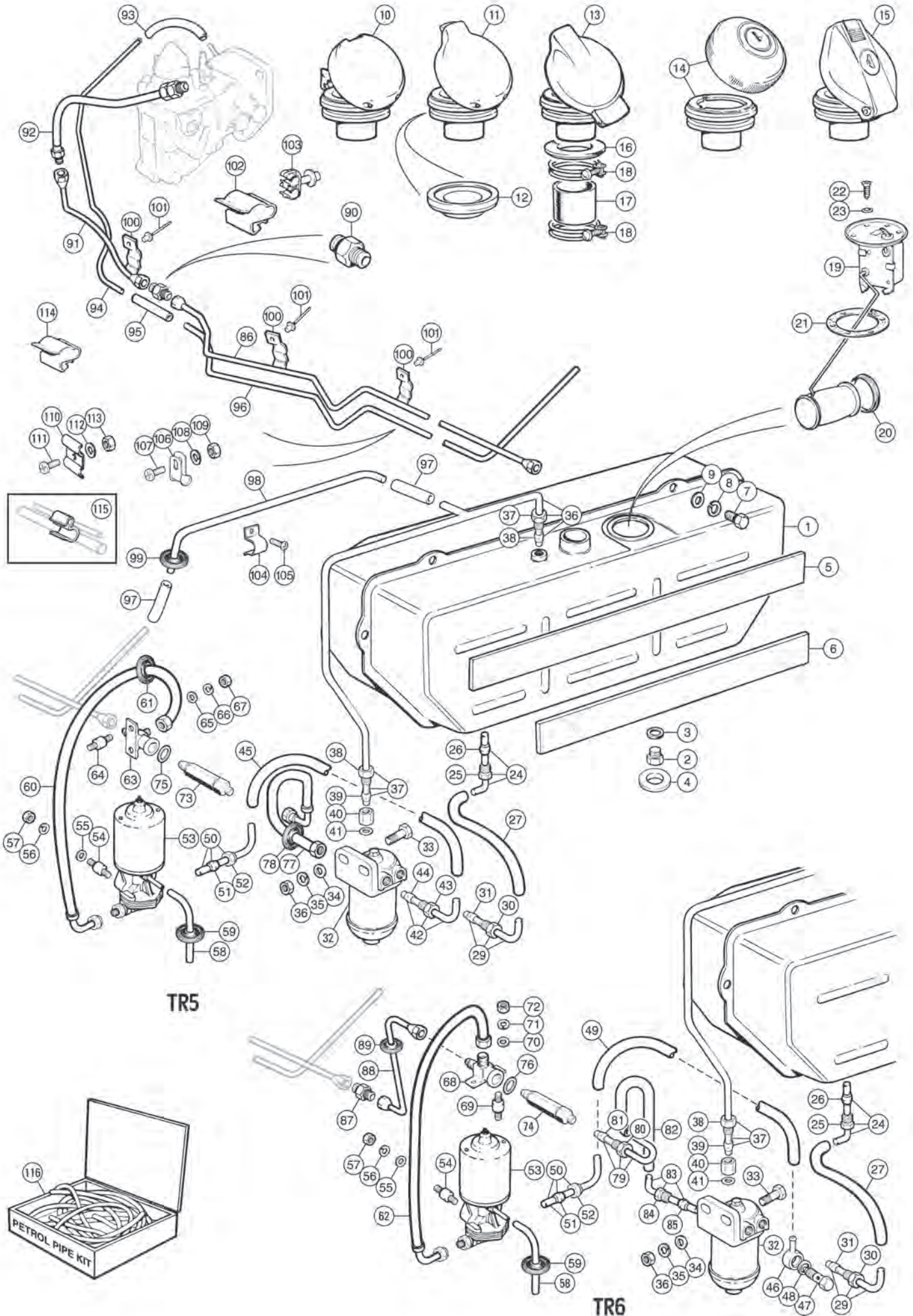
Allows an 'A' type TR overdrive to fit to 'J' type chassis. Fits into existing cotton reel type mountings (part no. 150403). Will require additional purchase of 104086 mounting (page 37, item 19).

87	218275XS	NCA	BRACKET & FITTING KIT	1
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This kit is required if an 'A' type 2000/2.5 saloon overdrive is being fitted to a 'J' type TR6 chassis. The kit comprises the converter bracket, a rubber mounting and fitting hardware.

88	104086ADP	NCA	BRACKET	1
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Allows a saloon 'A' type overdrive casing to fit the TR mounting, 104086 (minor rear casing alterations are required).



TR5

TR6

Fuel System TR5, TR6 - CP50000

Abbreviations:

- PRV = Pressure Release Valve
- DE. union = Double End Union

Fuel Tank And Fittings

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	312359	£322.00	FUEL TANK, steel, universal	1	
	312359X	£350.20	FUEL TANK, aluminium, universal	1	
(These universal fuel tanks are made for all fuel systems - Carb & PI.)					
2	103222	£6.00	PLUG, drain	1] alternatives
	103222SS	NCA	PLUG, drain, stainless steel	1	
3	AAA836	£0.90	WASHER, fibre	1] alternatives
4	611733	£2.70	SEAL, drain plug, tank to floor	1	
5	107562	£9.80	PAD, felt, tank mounting, rear top	1	
6	107562	£9.80	PAD, felt, tank mounting, rear bottom	1	
7	GHF101	£0.30	SCREW, petrol tank to body	6	
8	GHF331	£0.38	WASHER, locking	6	
9	GHF314	£0.22	WASHER, plain	6	

Problem Solving

The most common problems affecting classic cars these days are caused by their low general usage and the periods that they spent in storage. Even in dry garages the inside of the fuel tank may corrode, shedding fine iron sediment as soon as the car is moved. Once corrosion has started it may be more expensive to cure/eradicate than the cost of a new tank. If a car is to be stored, the fuel tank should be left quite full of fuel and with the addition of a Redex-type upper cylinder lubricant (MRD1006) added at maybe 10x the normal running strength. When the engine is started this may cause a little smoke, but this will disappear when the fuel is consumed, which doesn't take long in a Pi TR! If a problem is suspected, the tank may have to be flushed by filling and draining several times. With a suitable catch-tank positioned, pull the hose from the tank off at the filter end. Fuel should 'jet' out until the tank is empty. If it doesn't, the likelihood is that your problem in the tank is more than just iron sediment. A 'dribble' of fuel will not work for a P.I engine.

Another common ailment is caused by water, which will sit at the bottom of the tank, under the fuel, and cause corrosion. This may actually get as far as the engine where it will cause havoc to a metering unit or injector. This problem may be complicated if the tank outlet pipe protrudes above the bottom of the tank as the tank will never completely empty whilst in situ. Therefore careful examination and accurate assembly, lots of flushing and cleanliness are all vital.

A Pi system may need pressure checking at several points to identify a problem. The PRV should 'blow' at 105-110 psi, and there should be over 90 psi at the metering unit outlets. Injectors pop at 45-55 psi. Correctly rebuilt units should have been tested to perform within this pressure window and spray an even cone of fuel, the assessment of which takes a few minutes, including set-up time, which should be taken into consideration when considering their exchange price.

10	613506	£64.10	FUEL CAP	1	TR5
11	725117	£82.80	FUEL CAP	1	TR6
12	718738	£8.65	SEAL, cap to filler neck, vented	1	] alternatives
13	714774	NCA	FUEL CAP, magnetic	1	
14	571086	£59.40	FUEL CAP, locking, round	1	] alternatives
15	GAC6001X	£84.00	FUEL CAP, locking, lozenge shaped	1	
16	650247	£3.25	GROMMET	1	] alternatives
17	650279	£5.30	HOSE, filler	1	
18	CS4038	£1.50	CLIP, wire band type	2	] alternatives
	GHC11060	£3.10	CLIP	2	
19	214465	£29.30	SENDER UNIT, petrol gauge	1	] alternatives
20	139908	NCA	WASHER, rubber, anti-rattle on float	1	
21	2H1082	£0.48	GASKET, cork, sender to tank	1	] alternatives
	293-401	£4.50	Gasket Set, Viton	1	
22	TR6504	£0.83	SCREW, sender to tank	6	] alternatives
23	WF505	£0.53	WASHER, fibre	6	

Pipework: Fuel Tank to Filter

24	149556	£5.40	PIPE & UNION ASSEMBLY, tank outlet	1	] alternatives
25	060142	£3.20	UNION NUT, 3/8" thread, 5/16" pipe	1	
26	TL8	£1.80	OLIVE, 5/16"	1	] alternatives
27	149608	£3.35	HOSE, petrol tank to filter inlet, 13 1/2"	1	
29	149556	£5.40	PIPE & UNION ASSEMBLY, filter to pump	1	] alternatives
30	060142	£3.20	UNION NUT, 3/8", thread, 5/16" pipe	1	
31	TL8	£1.80	OLIVE, 5/16"	1	

Fuel Filter

Note: See Injection System for fuel filter details.

32	563190	NCA	BOWL ASSEMBLY, fuel filter	1	] alternatives
	GFE5296	£4.40	FILTER ELEMENT	1	
33	GHF105	£0.41	BOLT, filter housing	2	] alternatives
34	WP9	£1.20	WASHER, plain	2	
35	GHF333	£0.30	WASHER, locking	2	] alternatives
36	GHF202	£0.22	NUT	2	

Pipework: Fuel Filter Vent

37	214895	NCA	PIPE, filter vent to tank	1	] alternatives
38	060176	£3.50	UNION NUT, 3/8" thread, 1/4" pipe	2	
39	TL7	£1.20	OLIVE, 1/4"	2	] alternatives
40	148312	NCA	CONNECTION ADAPTOR, vent pipe	1	
41	150710	NCA	WASHER, sealing adaptor to filter head	1	

Pipework: Filter To Fuel Pump

42	149556	£5.40	PIPE & UNION ASSEMBLY, hose to filter	1	] alternatives
43	060142	£3.20	UNION NUT, 3/8" thread, 5/16" pipe	1	
44	TL8	£1.80	OLIVE, 5/16"	1	] alternatives
45	149607	£2.24	HOSE, filter to pump inlet, 9 1/2" long	1	
46	151215	NCA	BANJO UNION, filter to pump	1	] alternatives
47	135566	NCA	BOLT, banjo to filter head	1	
48	133006	NCA	WASHER, sealing	2	] alternatives
49	153146	NCA	HOSE, filter to pump inlet, 9 1/2" long	1	
50	149557	NCA	PIPE & UNION ASSEMBLY, inlet to pump	1	] alternatives
51	148813	NCA	OLIVE & TUBE	1	
52	151878	NCA	NUT, tube	1	

Fuel Pump

Note: See Injection System for the standard or Bosch replacement pump details.

53	214347R	£272.40	FUEL PUMP, reconditioned/exchange	1	] alternatives
54	UKC2451	£3.00	MOUNTING, flexible	3	
55	GHF300	£0.22	WASHER, plain	3	] alternatives
56	GHF331	£0.38	WASHER, locking	3	
57	GHF200	£0.22	NUT	3	

Pipework: Fuel Pump Vent/Drain

58	149775	£0.66	TUBING, fuel pump vent/drain	1] alternatives
59	602037	£1.60	GROMMET, fuel pump vent	1	

Pipework: Fuel Pump To Pressure Relief Valve

60	215585	£32.00	HOSE, fuel pump to PRV 'T' piece	1	] alternatives
	215585S	NCA	HOSE, fuel pump to PRV 'T' piece*	1	
61	600397	NCA	GROMMET, return through boot floor	1	] alternatives
62	215642	£28.66	HOSE, fuel pump to PRV 'T' piece	1	
	215642S	£25.00	HOSE, fuel pump to PRV 'T' piece*	1	

*Note: Stainless steel braided.

Pressure Relief Valve

Note: For a breakdown of the 'PRV', please refer to Injection System.

63	149773	£11.10	'T' PIECE, PRV mounting	1	] alternatives
64	UKC2451	£3.00	MOUNTING, flexible	2	
65	GHF300	£0.22	WASHER, plain	4	] alternatives
66	GHF331	£0.38	WASHER, locking	4	
67	GHF200	£0.22	NUT	4	] alternatives
68	149773	£11.10	'T' PIECE, PRV mounting	1	
69	UKC2451	£3.00	MOUNTING, flexible	2	] alternatives
70	GHF300	£0.22	WASHER, plain	4	
71	GHF331	£0.38	WASHER, locking	4	] alternatives
72	GHF200	£0.22	NUT	4	
73	149811R	£63.70	PRESSURE RELIEF VALVE, recon/exch	1	TR5
74	156167	£123.10	PRESSURE RELIEF VALVE, new	1	TR6
	156167R	£60.50	PRESSURE RELIEF VALVE, recon/exch	1	
75	149814	NCA	DOWTY WASHER, PRV to 'T' piece	1	TR5
76	152068	£1.20	DOWTY WASHER, PRV to 'T' piece	1	TR6

Pipework: Return From Pressure Relief Valve To Fuel Filter

77	214892	£36.60	HOSE, return from PRV to filter	1	] alternatives
	214892S	NCA	HOSE, return from PRV to filter* (*Stainless steel braided).	1	
78	600395	£1.60	GROMMET, PRV to filter hose	1	] alternatives
79	152235	NCA	PIPE ASSEMBLY, PRV to connector	1	
80	152275	NCA	NUT	1	] alternatives
81	148813	NCA	NIPPLE	1	
82	153142	NCA	HOSE, return from PRV to tank, 19"	1	] alternatives
83	152232	NCA	PIPE ASSEMBLY, PRV into filter	1	
84	060142	£3.20	UNION NUT, 3/8" thread, 5/16" pipe	1	] alternatives
85	TL8	£1.80	OLIVE, 5/16"	1	

Pipework: Delivery From Pressure Relief Valve To Metering Unit

ill.	Part Number	Price £ea.	Description	Req.	Details
86	308826	£39.60	PIPE ASSEMBLY, intermediate feed	1	TR6
87	149767	£11.90	DOUBLE ENDED UNION, (DE. union)	1	
88	151229	£30.70	PIPE ASSEMBLY, PRV to DE. union	1	TR6
89	600395	£1.60	GROMMET, return & drain pipe	1	
90	149767	£11.90	DOUBLE ENDED UNION, (DE. union)	1	TR6
91	151229	£30.70	PIPE ASSEMBLY, DE union to hose	1	
92	214890	£20.50	HOSE, flexible, standard	1	TR6
	214890S	£30.00	HOSE, flexible, stainless steel braided	1	

Pipework: Drain From Metering Unit To Fuel Filter Vent Pipe

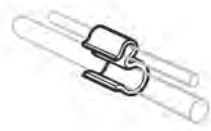
93	148947	NCA	ELBOW HOSE, rubber	1	push-on connection
94	214588	£22.30	PIPE, front	1	
95	148945	£1.31	CONNECTOR, front pipe to intermediate	1	5" x 3/16" bore
96	308493	NCA	PIPE, intermediate	1	TR5
	308953	£21.90	PIPE, intermediate	1	TR6
97	148945	£1.31	CONNECTOR, intermediate pipe & tank	2	3" x 3/16" bore
98	214896	NCA	PIPE ASSEMBLY, rear	1	TR5
	215686	NCA	PIPE ASSEMBLY, rear	1	TR6
99	600395	£1.60	GROMMET, return pipe	1	

Pipe Clips

100	149765	£2.40	CLIP, fuel pipe to chassis, double	3	
101	RA608236	£0.34	RIVET, 'Pop' type, clip attaching	6	
102	149810	NCA	CLIP, petrol pipe to chassis	1	TR5, TR6 To (c) CP26892
103	625521A	£1.26	CLIP, petrol pipe to chassis, double	1	TR6 From (c) CP26893
104	059380	£2.50	CLIP, rear drain pipe to tank support	1	
105	AB608031	£0.22	SCREW, self tapping	1	
106	149815	NCA	CLIP, pipe securing to crossmember	1	TR5
107	PX503	£0.77	SCREW, clip retaining	2	
108	WL700101	£0.25	WASHER, locking	2	TR6
109	HN2005	£0.16	NUT	2	
110	2H400	£1.80	CLIP, pipe securing to crossmember	1	TR6
111	PX503	£0.77	SCREW, clip retaining	1	
112	WL700101	£0.25	WASHER, locking	1	TR6
113	HN2005	£0.16	NUT	1	
114	11K9181	£0.64	CLIP, pipes to rear crossmember	2	
115	148820	£1.26	CLIP, double, 3/16" to 5/16"	a/r	anti-rattle

Pipe Security

The clip, part number 148820 is an in service modification to stop the fuel pipes and the brake pipe from fretting. It was originally specified to be installed at the rear most horizontal position of the two fuel and brake pipes. The clips can be used to either clip the two differing sized fuel pipes together or the brake pipe to the larger fuel pressure feed pipe. As with all pipes it is imperative that they are securely clipped to the vehicle structure in such a way that they will not flex, vibrate, chaff or fracture. Pipes should be positioned and routed where rotating or moving components can not easily damage them. Pipes routed under a car should be securely clipped and hopefully shielded away from possible damage or snagging by road debris.

**Fuel Pipe Kit**

116	HFFK6	£110.40	FUEL PIPE KIT, copper (Includes supply & return pipes only. Does not include rubber connections for the supply pipes to the injectors).	1	
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Plumbing And Pipes-Fuel Tanks And Systems

The post CP50000 fuel tank design and pipe routing are considered to be the best option for operational reliability. The later design fuel tank includes an internal anti-surge baffle to ensure a constant fuel supply available to the fuel outlet connection. Without this baffled outlet fuel starvation could occur when cornering sharply if the fuel level was low.

The baffle is a simple construction of a large cylinder with fuel ways pierced around its base. The open topped cylinder is attached to the base of the tank around the fuel outlet union. The principle is that the fuel ways allow fuel into the cylinder at a rate and capacity sufficient to supply the car's demands, but not so large as to allow the fuel outlet union to be uncovered in the event of fuel surge due to hard cornering or braking. Cutting the fuel supply to the engine when manoeuvring with large throttle openings has some interesting side effects, (apart from possibly losing control of the car). When the fuel supply is re-established, and the throttles are still open the engine's sudden RPM rise could provoke it to shear the engine, gearbox or differential mountings and damage the radiator.

Fuel System TR6 From (c) CP50001

Fuel Tank And Fittings

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	312359	£322.00	FUEL TANK, steel, universal	1	
	312359X	£350.20	FUEL TANK, aluminium, universal	1	
(These universal fuel tanks are made for all fuel systems - Carb & Pl.)					
2	103222	£6.00	PLUG, drain, standard	1	} alternatives
	103222SS	NCA	PLUG, drain, stainless steel	1	
3	AAA836	£0.90	WASHER, fibre	1	
4	611733	£2.70	SEAL, drain plug, tank to floor	1	
5	623176	NCA	PLUG, blanking redundant hole	1	when drain plug not fitted
6	107562	£9.80	PAD, felt, tank mounting, rear top	2	
8	GHF101	£0.30	SCREW, fuel tank to body	6	
9	GHF331	£0.38	WASHER, locking	6	
10	GHF314	£0.22	WASHER, plain	6	
11	725117	£82.80	FUEL CAP	1	
12	718738	£8.65	SEAL, cap to filler neck, vented	1	
13	714774	NCA	FUEL CAP, magnetic	1	} alternatives
14	571086	£59.40	FUEL CAP, locking, round	1	
15	GAC6001X	£84.00	FUEL CAP, locking, lozenge shaped	1	
16	650247	£3.25	GROMMET, fuel cap to body	1	
17	650279	£5.30	HOSE, filler	1	
18	CS4038	£1.50	CLIP, wire band type	2	} alternatives
	GHC11060	£3.10	CLIP	2	
19	214465	£29.30	SENDER UNIT, fuel gauge	1	
20	139908	NCA	WASHER, rubber, anti-rattle on float	1	
21	2H1082	£0.48	GASKET, cork, sender to tank	1	
	293-401	£4.50	Gasket Set, Viton	1	
22	TR6504	£0.83	SCREW, sender to tank	6	
23	WF505	£0.53	WASHER, fibre	6	

Pipework: Fuel Tank To Fuel Filter

24	149556	£5.40	PIPE & UNION ASSEMBLY	2
25	060142	£3.20	UNION NUT, 3/8" thread, 5/16" pipe	2
26	TL8	£1.80	OLIVE, 5/16"	1
27	159425	£4.50	CONNECTOR HOSE, rubber, 11 1/4"	1

Fuel Filter

Note: See Injection System for fuel filter details.

28	563190	NCA	FUEL FILTER ASSEMBLY	1	
	GFE5296	£4.40	FILTER ELEMENT	1	
29	GHF105	£0.41	BOLT, filter housing attachment	2	
30	WP9	£1.20	WASHER, plain	2	
31	GHF333	£0.30	WASHER, locking	2	
32	GHF202	£0.22	NUT, plain	2	
33	151203	£8.50	PLUG, screwed, blanking	2	
34	517957	NCA	WASHER, aluminium, sealing plug	2	} alternatives
	506682	NCA	WASHER, copper, sealing plug	2	

Pipework: Fuel Filter To Fuel Pump

35	151215	NCA	BANJO UNION, fuel outlet from filter	1
36	135566	NCA	BOLT, banjo retaining	1
37	133006	NCA	WASHER, sealing	2
38	153146	NCA	CONNECTOR, rubber	1
39	149557	NCA	PIPE ASSEMBLY, fuel inlet to pump	1
40	148813	NCA	OLIVE	1
41	151878	NCA	NUT, tubing	1

Fuel Pump

Note: See Injection System for the standard or Bosch replacement pump details.

42	214347R	£272.40	FUEL PUMP, reconditioned/exchange	1
43	UKC2451	£3.00	MOUNTING, flexible	3
44	GHF300	£0.22	WASHER, plain	3
45	GHF331	£0.38	WASHER, locking	3
46	GHF200	£0.22	NUT, plain	3

Pipework: Fuel Pump Vent/Drain

47	155945	NCA	PIPE, fuel pump vent/drain	1
48	148947	NCA	ELBOW, fuel pump vent/drain	1
49	215921	NCA	PIPE, fuel pump vent/drain	1
50	154299	NCA	TUBE, fuel pump vent/drain	1
51	120331	£1.00	CONNECTOR, fuel pump vent/drain	1
52	600395	£1.60	GROMMET, fuel pump vent in boot floor	1

Pipework: Fuel Pump To Pressure Relief Valve

Note: For a breakdown of the 'PRV', please refer to Injection System.

53	215642	£28.66	HOSE, fuel pump to PRV 'T' piece	1	standard
	215642S	£25.00	HOSE, fuel pump to PRV 'T' piece*	1	alternative

*Note: Stainless steel braided.

54	149773	£11.10	'T' PIECE, PRV mounting	1
55	UKC2451	£3.00	MOUNTING, flexible	2
56	GHF300	£0.22	WASHER, plain	4
57	GHF331	£0.38	WASHER, locking	4
58	GHF200	£0.22	NUT, plain	4
59	156167	£123.10	PRESSURE RELIEF VALVE, new	1
	156167R	£60.50	PRESSURE RELIEF VALVE, recon/exch	1
60	152068	£1.20	DOWTY WASHER, body to 'T' piece	1

Pipework: Return From Pressure Relief Valve To Tank

61	152235	NCA	PIPE ASSEMBLY, PRV to connector	1
62	149613	NCA	CONNECTOR, rubber	1
63	149556	£5.40	PIPE ASSEMBLY, fuel return to tank	1
64	060142	£3.20	UNION NUT, 3/8" thread, 5/16" pipe	1
65	TL8	£1.80	OLIVE, 5/16"	1

Pipework: Delivery From Pressure Relief Valve To Metering Unit

66	151229	£30.70	PIPE ASSEMBLY, PRV to DE. union	1	
67	600395	£1.60	GROMMET, pipe through boot floor	1	
68	308826	£39.60	PIPE ASSEMBLY, pressure feed	1	
69	149767	£11.90	DOUBLE END UNION, (DE. union)	2	
70	151229	£30.70	PIPE ASSEMBLY, (DE. union to hose)	1	
71	214890	£20.50	HOSE, flexible, standard	1	} fuel delivery pipe
	214890S	£30.00	HOSE, flexible, stainless steel braided	1	

Pipework: Drain From Metering Unit To Fuel Filter Vent Pipe

72	154954	NCA	CONNECTOR, rubber, push-on type	1	From (c) CP50001 To CP75000
	217841	£20.00	CONNECTOR, flexible, screw-on type	1	From (c) CP75001
73	214588	£22.30	PIPE, front, drain, metering unit drain	1	} From (c) CP50001 To CP75000
	217891	NCA	PIPE, front, drain, metering unit drain	1	
74	148945	£1.31	CONNECTOR, rubber, front intermediate	1	5" x 3/16" bore
75	308953	£21.90	PIPE, intermediate metering unit drain	1	
76	148944	NCA	CONNECTOR, rubber, rear intermediate	1	3" x 3/16" bore
77	217833	NCA	PIPE, rear, metering unit drain	1	
78	148945	£1.31	CONNECTOR, rubber, (original type)	1	} pipe to tank adaptor
	122796	NCA	CONNECTOR, rubber, (alternative)	1	
79	AHA5535	£17.50	PIPE ASSEMBLY, fuel return to tank	1	
80	060176	£3.50	UNION NUT, 3/8" thread, 1/4" pipe	2	
81	TL7	£1.20	OLIVE, 1/4"	2	
82	600395	£1.60	GROMMET, pipe through boot floor	1	

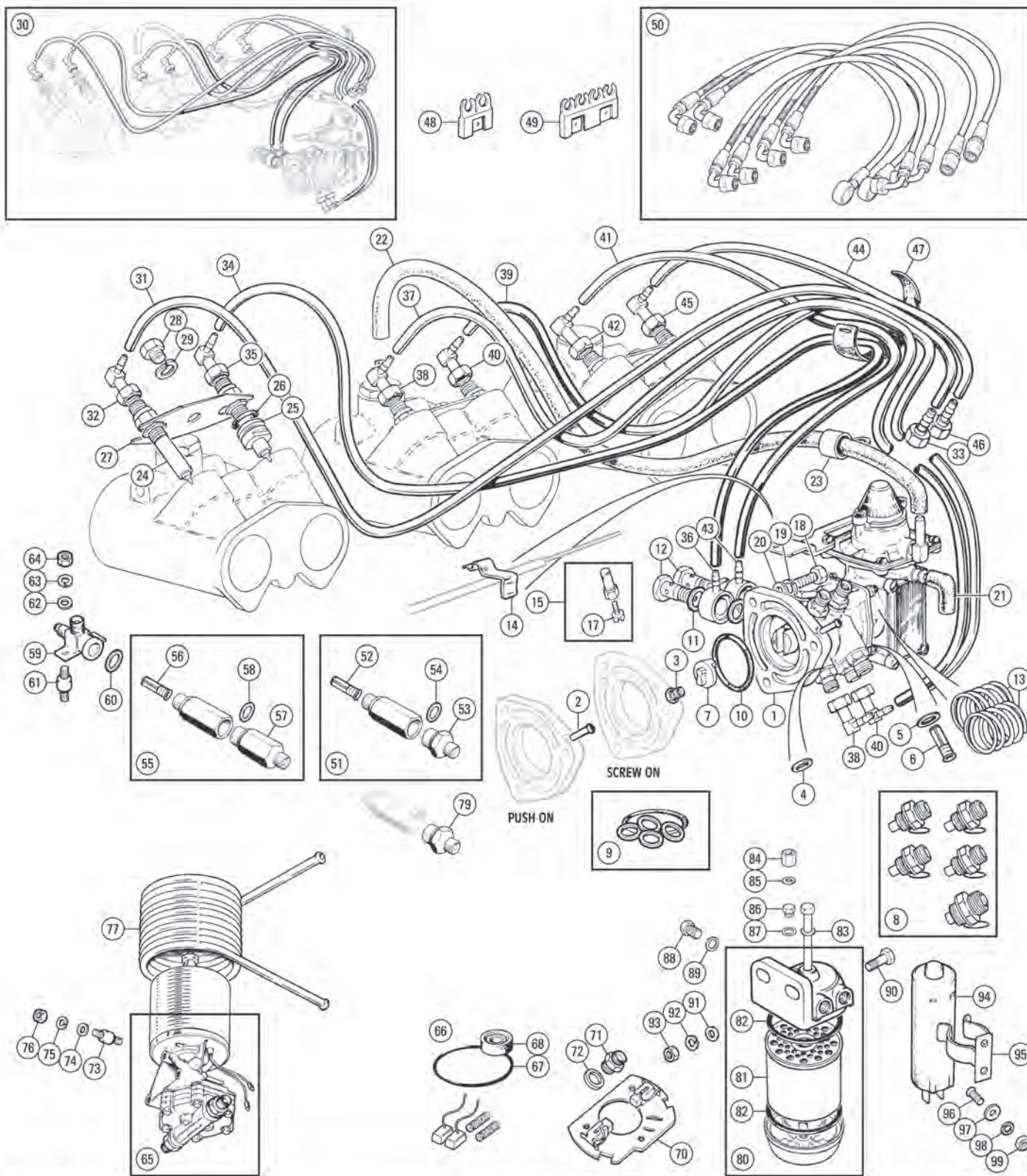
Pipe Clips

See 'Plumbing & Pipes, Fuel Tanks & Systems on page 69.

83	625521A	£1.26	CLIP, fuel pipe to chassis, double	1	
84	149765	£2.40	CLIP, fuel pipe to chassis	3	
85	RA608236	£0.34	RIVET, 'Pop' type, clip attaching	6	
86	059380	£2.50	CLIP, return pipe to boot surround	2	
87	AB608031	£0.22	SCREW, self tapping	2	
88	2H400	£1.80	CLIP, fuel pipes to crossmember	1	
89	PX503	£0.77	SCREW, clip retaining	1	
90	WL700101	£0.25	WASHER, locking	1	
91	HN2005	£0.16	NUT, plain	1	
92	148820	£1.26	CLIP, double, 3/16" to 5/16"	a/r	anti-rattle

Fuel Pipe Kit

93	HFFK7	£157.90	FUEL PIPE KIT, copper	1	(Includes supply & return pipes only. Does not include rubber connections for the supply pipes to the injectors).
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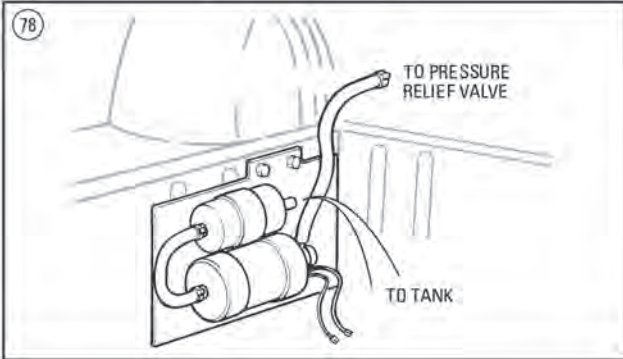
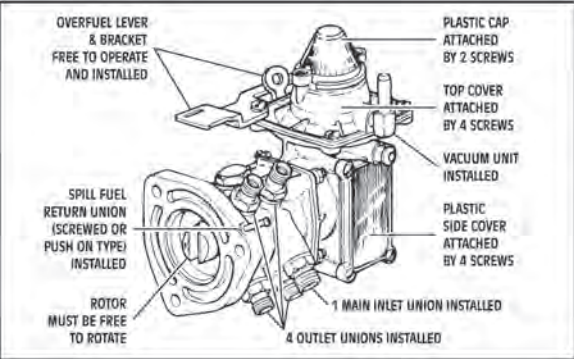


EXCHANGE METERING UNIT

ACCEPTABLE CONDITION

UNITS SHOULD BE DRAINED OF FUEL. CLEAN EXTERNALLY. SHOW NO SIGNS OF TAMPERING OR CASE DAMAGE.

Weight = 1.96 kg min.



Injection System

Metering Units

Much has been written about the benefits and failings of the fuel injection system made by Lucas that was fitted to Triumph TR5 and TR6 models. Few spares to assist the home repairer are available. The only major option is an exchange rebuilt unit, in the event of your own going wrong through normal wear and tear or internal failure. Units returned for exchange must be complete and serviceable or a surcharge will be levied until an acceptable item is received.

Part Number	Price Eea.	Description	Req.	Details
This is the history:				
308205	NCA	METERING UNIT, with push on fuel return tube and without air bleed tick-over control valve. 'Non air bleed' type.	1	TR5
309154	NCA	METERING UNIT, with push on fuel return tube and with air bleed tick-over control valve.	1	
312070	NCA	METERING UNIT, with push on fuel return tube and with air bleed tick-over control valve.	1	TR6 (e) CP52534 To CP53160
312097	NCA	METERING UNIT, with push on fuel return tube and with air bleed tick-over control valve.	1	TR6 (e) CP53161 To CP75314
312529	NCA	METERING UNIT, with screwed fuel return tube and with air bleed tick-over control valve.	1	TR6 (e) CP 75315 To CR1
RKC94	NCA	METERING UNIT, with screwed fuel return tube and with air bleed tick-over control valve. Control cap sometimes green.	1	TR6 From (e) CR1
RKC95	NCA	METERING UNIT, with screwed fuel return tube. Identifiable by the double sided control assembly.	1	TR6 From (e) CR1 for high altitude

How the world understands and sells It:

1	308205R	£306.00	METERING UNIT, with push on fuel return tube and without air bleed tick-over control valve.	1	TR5
	309154R	£300.90	METERING UNIT, with push on fuel return tube.	1	
	312529R	£300.90	METERING UNIT, with screw on fuel return tube	1	TR6 From (e) CP75315 To CR1
	RKC94R	£300.90	METERING UNIT, with emission control system	1	TR6 From (e) CR1
2	KM002	£5.30	UNION, for push-on fuel return pipe	1	
3	KM001	£8.70	UNION, for screw-on fuel return pipe	1	
4	518495	£2.00	WASHER, outlet sealing	4	
5	152068	£1.20	WASHER, inlet sealing	1	
6	519872	NCA	STRAINER	1	
7	149595	£35.00	PLASTIC DRIVE, for metering unit	1	
8	LU60600197	NCA	UNION SET, metering unit	1	
9	516917	£69.00	SEAL SET, installation, metering unit	1	
NI	519870	£52.60	SEAL, fuel control, metering unit	1	
NI	519857	£32.40	VACCUM DIAPHRAGM, metering unit	1	
10	149486	£1.66	'O' RING, metering unit housing	1	
11	518493	£2.05	'O' RING, banjos	4	
12	518630	£36.30	BANJO BOLT, new	2	outlets nos. 2 and 5
12	518630	£36.30	BANJO BOLT, exchange	2	
13	TT1274	£14.10	DIAPHRAGM SPRING SET, (pair*)	1	uprated

*Note: To improve the later type (post CR1) metering units for use with a higher performance camshaft.

If your engine starts on less than 6 cylinders, the fault may be traced to either number 2 or 5 fuel injector. Often the misfiring of one of these two cylinders is caused by a faulty banjo bolt part number 518630, not a failed injector. Substitution of another injector that is known to be working will pin point these banjo bolts, that include a non return valve, to be at fault.

The problem seemed to affect aftermarket injector pipe assemblies, not OE ones or stainless braided pipes. Only very careful measurement and 'foot printing' will reveal the cause. On some engines, rising heat may cause air locks in stainless pipes, manifesting itself as misfiring. The cure is careful bleeding, but persistent cases may require pipe insulation.

Dirt does find its way to the injectors occasionally (see fuel tank tech tip page 67). This causes misfiring, but worse, it allows fuel to dribble continuously from the injectors, washing the bores and entering the sump, contaminating the oil and can destroy the oil pump and bearings. When the engine gets hot, the

fuel is driven off; the lubricant level drops and again bearing failure can result. An instant cure, assuming the injectors to be in good condition, is to pull out an injector, WHILE THE ENGINE IS RUNNING, and gently tap it on, say, a balance pipe until it sprays a cone of fuel. Alternatively it may be necessary to remove the injector from its pipe and blow it clean using high-pressure air. Injectors should be inspected annually at least. Gently pull out the needle a few 'thou'. The needle valve should snap back into place - if it doesn't replacement is required. Lastly if the TR is to be stored for a few months or more, add UCL. (Upper Cylinder Lubricant, part no. MRD1006) in adequate concentration to the fuel and run the car long enough to be sure the UCL. gets into the injectors (a faint oil smell at the exhausts should indicate this). Never store the car with a known fuel system fault. Corrosion to the PI components will make them un-exchangeable and therefore much more expensive to replace.

Testing For Injector Faults

Indications that your TR might have a faulty injector will manifest themselves by (1) an irregular beat to the engine on tickover, (2) missing and hesitation when accelerating, or (3) a noise like a bag of spanners in a cement mixer if you so much as look at the accelerator.

Before reaching for the tool kit and investing in test equipment, there's a much easier way of making an accurate assessment. Start the engine, open the bonnet and with the engine ticking over, hold each injector pipe in turn between the thumb and forefinger. Regular pulses should be felt. An irregular or weak pulse will indicate a possible faulty injector.

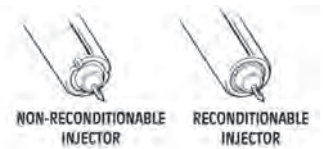
That takes care of the items 1 & 2 above. Item 3 might take a little longer. There could well be one or more injectors leaking and dumping fuel into the sump, which will be pretty obvious from the sump lubricant level and smell. Sorting this out will be an excellent cure for smoking.

14	516962A	£0.56	CLIP, choke cable to metering unit	1
15	AUE34	£2.40	CLAMP ASSEMBLY, choke cable	1
17	53K3503	£0.85	SCREW, cable clamping	1
18	SH604071	£0.72	SCREW, metering unit to drive housing	3
19	GHF331	£0.38	WASHER, locking	3
20	GHF300	£0.22	WASHER, plain	3
21	148946	NCA	ELBOW, rubber	1
22	149609	£8.50	HOSE, vacuum	1
23	PCR1011	£1.10	CLIP, hose attachment	1

The changing of engine components such as the camshaft or exhaust system may alter the fuel requirements of the engine. The metering units listed above are for use on standard specification engines.

Injectors

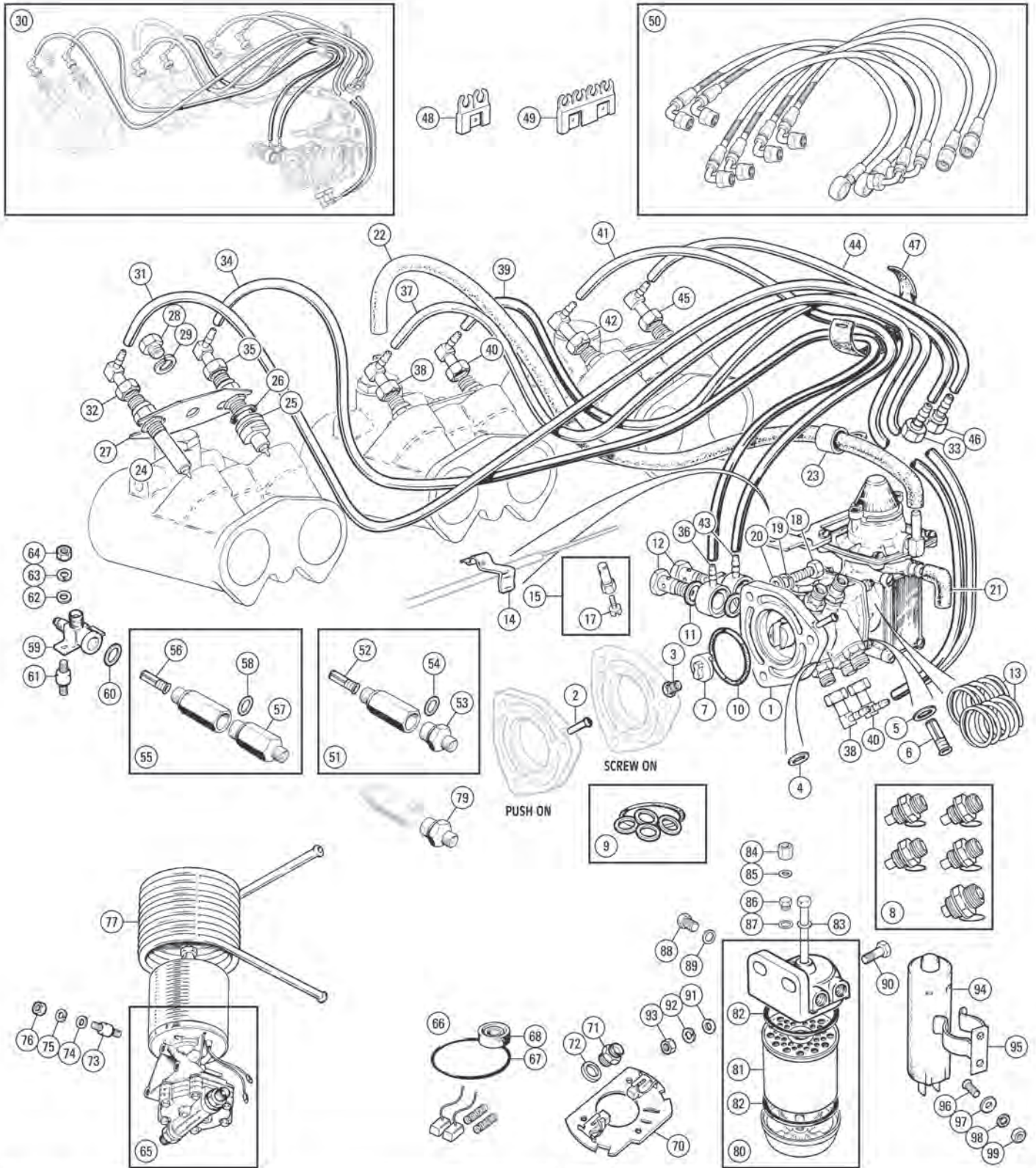
There are three different types of injectors and one of these is not serviceable. If you find yourself in possession of the type that cannot be re-conditioned please try to obtain one which can be for exchange purposes. The two serviceable types are identifiable by a wire 'C' clip fitted to the nozzle end of the injector. The non-serviceable type has the nozzle end held into the body by crimping. All injectors, after installation need to be 'bled' to expel any air from them. This will ensure that they work satisfactorily. If any of the fuel lines to the injectors are disconnected, they too will need 'bleeding' to purge them of air.



24	149512	£110.00	INJECTOR, new	6	TR5, early TR6, see illustration above
	157913RL	£30.60	INJECTOR, recon/exchange	6	
	157913	£97.55	INJECTOR, new	6	all but TR5's and early TR6's, see illustration above
	157913R	£30.60	INJECTOR, recon/exchange	6	
25	516922	£6.40	ADAPTOR, nylon, injector to manifold	6	push-in fitting
	516922S	£6.60	ADAPTOR, nylon, injector to manifold	6	
26	TRS1114	£0.66	'O' RING, adaptor block to manifold	6	alternatives
27	149308	NCA	PLATE, clamping injectors, standard	3	
	149308SS	£6.60	PLATE, clamping injectors, stainless	3	
28	SH505041	£0.50	SCREW, clamping plate to manifold	3	
29	GHF332	£0.40	WASHER, locking	3	

Injector Pipes

30	UKC351SET	£288.70	INJECTOR PIPE KIT	1	set of 6 pipes sold per metre, 5 metres to service an engine
	517305	£8.70	TUBING, injector pipe, (black nylon)	a/r	
	UKC351	NCA	INJECTOR PIPE, No. 1	1	
31	517305/1	NCA	TUBE, black nylon, 30 1/4"	1	
32	517307	NCA	ELBOW, to injector	1	
33	517306	NCA	NIPPLE & NUT, to metering unit	1	
	UKC361	NCA	INJECTOR PIPE, No. 2	1	
34	517305/2	NCA	TUBE, black nylon, 31"	1	
35	517307	NCA	ELBOW, to injector	1	
36	517308	NCA	BANJO, to metering unit	1	
	UKC371	NCA	INJECTOR PIPE, No. 3	1	
37	517305/3	NCA	TUBE, black nylon, 30"	1	
38	517307	NCA	ELBOW, to injector & metering unit	2	
	UKC372	NCA	INJECTOR PIPE, No. 4	1	
39	517305/4	NCA	TUBE, black nylon, 39 1/8"	1	
40	517307	NCA	ELBOW, to injector & metering unit	2	
	UKC362	NCA	INJECTOR PIPE, No. 5	1	
41	517305/5	NCA	TUBE, black nylon, 21 3/4"	1	
42	517307	NCA	ELBOW, to injector	1	
43	517308	NCA	BANJO, to metering unit	1	



EXCHANGE METERING UNIT

ACCEPTABLE CONDITION

UNITS SHOULD BE DRAINED OF FUEL. CLEAN EXTERNALLY. SHOW NO SIGNS OF TAMPERING OR CASE DAMAGE.

Weight = 1.96 kg min.

OVERFUEL LEVER & BRACKET FREE TO OPERATE AND INSTALLED

PLASTIC CAP ATTACHED BY 2 SCREWS

TOP COVER ATTACHED BY 4 SCREWS

VACUUM UNIT INSTALLED

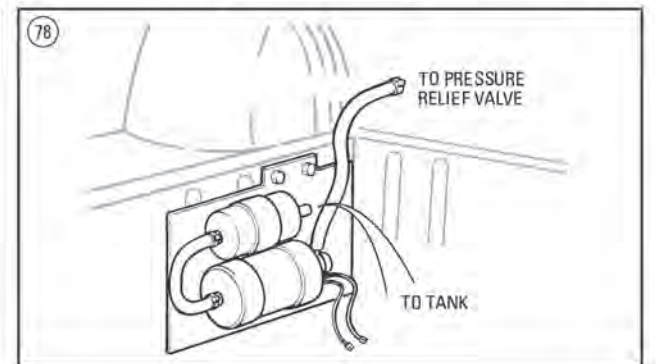
PLASTIC SIDE COVER ATTACHED BY 4 SCREWS

SPILL FUEL RETURN UNION (SCREWED OR PUSH ON TYPE) INSTALLED

ROTOR MUST BE FREE TO ROTATE

1 MAIN INLET UNION INSTALLED

4 OUTLET UNIONS INSTALLED



Injection System (Continued)

Injector Pipes

Ill.	Part Number	Price £ea.	Description	Req.	Details
	UKC352	NCA	INJECTOR PIPE, No. 6	1	
44	517305/6	NCA	TUBE, black nylon, 20 1/4"	1	
45	517307	NCA	ELBOW, to injector	1	
46	517306	NCA	NIPPLE & NUT, fitting to MU	1	
47	13H6107	£2.26	CLIP, strapping pipes	3	TR5, TR6 (e) CP models
48	148672	£4.40	CLIP, nylon, double	2	TR6 (e) CR models
49	148673	£3.25	CLIP, nylon, quadruple	3	

Injector Pipe Set In Stainless

50	TT1284	£274.85	INJECTOR PIPE ASSEMBLY KIT	1	set of 6 pipes stainless braided
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Note: Always replace the banjo bolt O' rings (item 11) when fitting new injector pipes.

Pressure Relief Valves (PRV)

All units are calibrated to give 105-110 psi., which is the correct working fuel pressure for these Lucas injection systems. TR5's & early TR6 models (to body no. 51887CP) had a short (3/8") valve. All later TR6's had a longer (1 1/4") valve. They are interchangeable. The design change was adopted to help to stop valve body distortion and subsequent relief valve pressure fluctuations.

51	149811	NCA	PRESSURE RELIEF VALVE, new	1	TR5, TR6 to (b) 51887CP
	149811R	£63.70	PRESSURE RELIEF VALVE, recon/exch	1	
52	152069	NCA	STRAINER	1	
53	149811	NCA	RELIEF VALVE, short bodied, new	1	TR6 from (b) 51888CP
	149811R	£63.70	RELIEF VALVE, short bodied, recon/exch	1	
54	152068	£1.20	DOWTY WASHER, relief valve	1	
55	156167	£123.10	PRESSURE RELIEF VALVE, new	1	TR6 from (b) 51888CP
	156167R	£60.50	PRESSURE RELIEF VALVE, recon/exch	1	
56	152069	NCA	STRAINER	1	
57	156167	£123.10	RELIEF VALVE, long bodied, new	1	
	156167R	£60.50	RELIEF VALVE, long bodied, recon/exch	1	
58	152068	£1.20	DOWTY WASHER, relief valve	1	

Pressure Relief Valve (PRV) Setting

There is only one correct way of setting up a PRV and that is, pretty obviously, with an accurate pressure gauge fitted with the correct unions to allow it to be plumbed in to the system at the 3 way brass 'T' junction. If you do have access to one, when using it don't forget to disconnect the return from the PRV to the fuel tank and place a catch tank underneath to catch the excess fuel which may be returned to the tank on completion. Ensure the strainer or filter (fitted between the valve and the 'T' junction) is clean before commencing.

Is the problem the PRV or the fuel pump - you won't know (without the pressure gauge) unless one of them is new and its replacement didn't cure the problem. Fuel pumps usually whine, leak, cavitate or get extremely hot (even on a cold day), so normally offer some indication of an ailment. PRV's do nothing.

It is essential to eliminate dirt and inadequate fuel supply (usually caused by sediment contaminates from the tank). Inspect the PRV: has it been tampered with? Look for spanner marks, rounded corners or a clean appearance when all around is uniformly murky. Remove the return pipe to the tank and get some light (preferably not a match) on the inside of the PRV now visible. The PRV is adjusted by means of a cross-head screwdriver so look for damage to this plastic head of the valve and immediately suspect the valve if you see any.

The effects of the wrong pressure control by the valve are:

- 80 psi or below: If it runs at all, the engine won't have any pick-up.
- 80-90 psi: Flat spot(s) on acceleration and erratic running.
- Too high a pressure will cause excess wear to take place to metering unit linkage. This may be caused by a blocked or kinked return pipe - well worth checking.

So, the engine will run reasonably well over 90 psi but probably simply lack performance until 100 psi is provided. The correct setting at the PRV is 105-110 psi. To adjust the valve, screw-in, i.e. clockwise, to increase pressure, and the opposite to reduce it (1/4 turn = 5 lbs.). The best that can be said is that, excluding obvious valve or pump faults, adjusting the pressure upwards will indicate that there is a problem. If adjustment cures it, the culprit is most likely the pump, if it doesn't it could be either. In the end it is probably better and cheaper to fit a new valve and use it as an indication of the condition of the pump!

If you did happen to have access to the correct test equipment check the pressure at the metering unit and any one injector and measure the dropped pressure drop through the system. You may discover a damaged pipe or a leaky one-way valve on the metering unit this way, as a bonus.

59	149773	£11.10	'T' PIECE, (PRV mounting)	1	
60	152068	£1.20	DOWTY WASHER	1	relief valve to 'T' piece
61	UKC2451	£3.00	MOUNTING, flexible	4	
62	GHF300	£0.22	WASHER, plain	4	
63	GHF331	£0.38	WASHER, locking	4	
64	GHF200	£0.22	NUT, plain	4	

Fuel Pumps

Look under the skin of a British-built classic car of the 1965 to 1980 period and you'll find a Lucas 14w wiper motor. Look under a TR7 bonnet and you'll find 3: there's one powering each headlamp as well as the windscreen wipers. Look under a TR5 or Pi TR6 and tucked in the boot is the same basic motor pressurising the injection system.

There are those who might rightly say the same motor, intended for intermittent use as a screen wiper power source, cannot cope long term in constant use providing 100+ psi fuel pressure required for the Lucas Pi system. The actual volume being pumped is quite small, however the pressure isn't, as the system has to cope with various power-sapping bottlenecks on its journey to the injectors. The motor should run at a constant speed of 2200rpm driving a pair of precision built gears in the brass part of the pump. The drive is transmitted by a drive coupling which features a spiral on its upper surface which should throw fuel upwards to lubricate the shaft seal. If this seal fails, fuel will leak from the pipe projecting from the bottom casting, which is fitted with a drainpipe.

The maximum delivery of the pump is 16 gallon/hour and there will be TR owners out there who believe this to be the rate at which their TR consumes fuel! It is not recommended that the pump be dismantled for attention other than to the brushes as it is doubtful that anything else could be changed (and tested properly) by the average owner. Pi specialists are always suspicious of a pump that has been "messed with" and may reject it as an exchangeable item, especially if it has been hastily and carelessly assembled.

The true roots of the Lucas Fuel Injection system are probably buried in mists of time and like many aspects of automotive development, probably came from several different projects, maybe Lucas's involvement in the Aero industry and wartime experiments. What we're interested in as TR owners is what we can recognise in our TR5 or TR6 engine bay so cast your mind back to 1956 when a D-type Jaguar won at Le-Mans, but regrettably not the Hawthorne-driven works car fuelled by Lucas Pi on its first public outing. Jaguar returned the following year and this time won securing Lucas Pi's first racing victory.

No doubt it was experimented with on several vehicles during the remaining '50's, as was the modus operandi prevalent at this time. Little point in close secrets when you're trying to get something working properly (what we now call development). It was sufficiently well developed to go into limited production in what is known as Mark I form on certain Maserati sports cars. Obviously sufficient bugs had been removed when BRM F1 racing cars appeared with it around 1965. This featured the now familiar mechanical metering unit but without a vacuum control unit. Its purpose was to provide drive-ability as well as power for the 1.5 litre V8 and the fuel consumption was unimportant. An expensive-to-make bomb shaped fuel pump fed the system rather than the wiper motor based type TR's use.

Finally, after almost 10 years, the system finally evolved into Mark II form and was released publicly in March 1966 in several race engine applications, the best known of which was the Group 5 'Works' Lotus Cortina of Jim Clark and Peter Arundell. None of this would produce any significant revenue so Lucas approached Triumph who were looking at ways of seriously uprating the power of the TR's without any loss of drive-ability. Triumph had built 2.5 litre 4 cylinder engines but they were insufficiently refined ("bloody rough" to quote Harry Webster). Stroking the 2 litre 6 provided part of the solution (from 76mm to 95mm), but with the addition of fuel injection the increase in power was spectacular (for those days) and the torque spread most impressive. Since its debut Lucas had cobbled up the fuel pump: you can sort of see how the impeller was gradually increased in size and the motor was uprated until it produced performance adequate for the system.

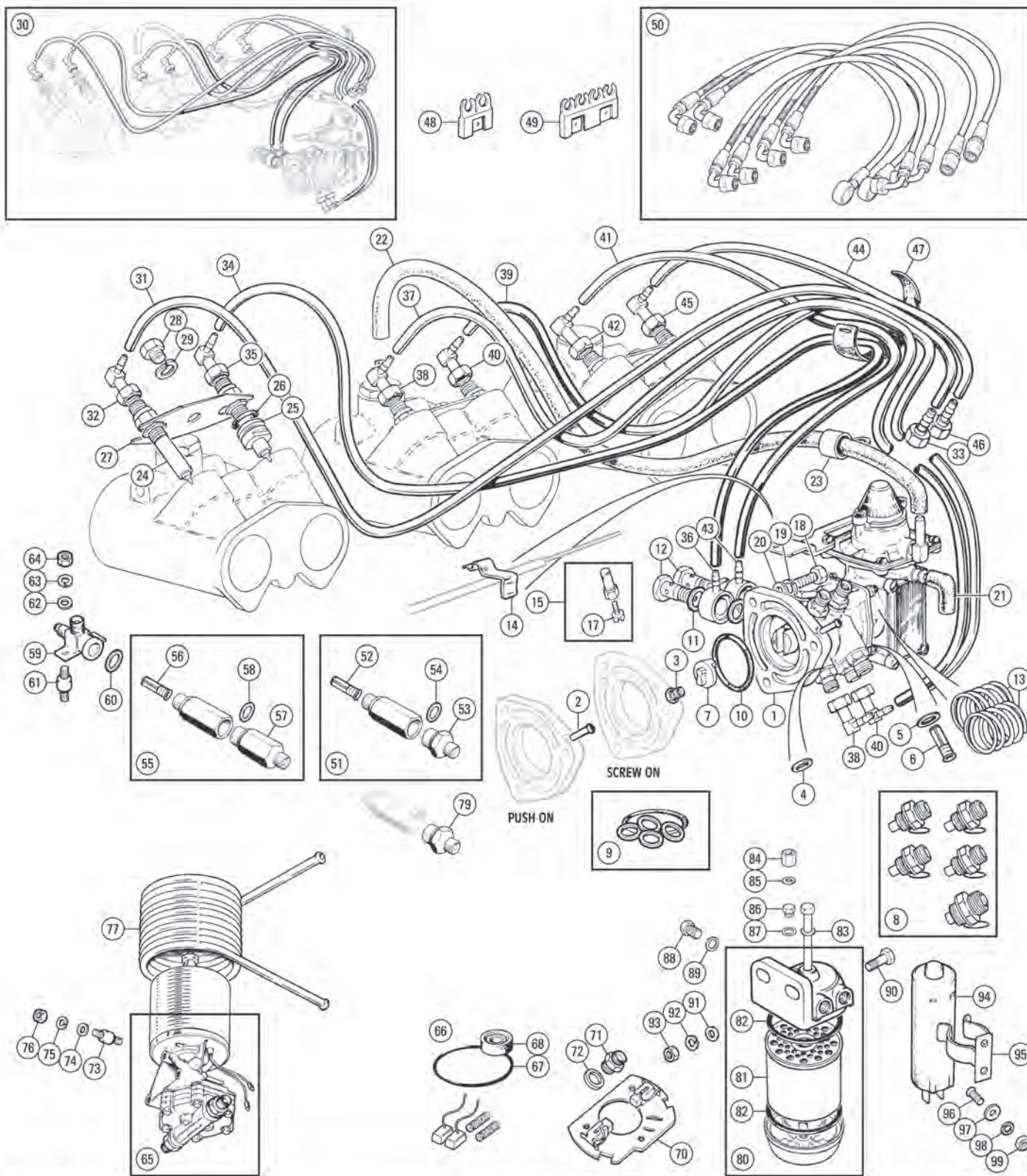
As it happened the TR5 and the 2.5 Pi saloon appeared simultaneously in 1967. There were a few gremlins, the worst of which was eliminated with a bit of pipe alteration, in place for the TR6 Pi's in late 1968. In response to the customers complaints, Lucas quickly developed and offered a cooling coil which wrapped tightly around the motor and used excess fuel on its way back to the fuel tank to achieve the cooling. Okay until fuel level dropped below a couple of gallons, as we all know!

Actually the development did continue, and had the system continued after about 1976, it would probably have emerged with an all new electronic pump, properly and fully fuel cooled. This was completely developed but never produced due to the dropping of the system. There is no doubt that what Lucas was trying to achieve was not possible purely mechanically and with the crude (by today's standards) controls then available. The engineering was to a very high level, hence the high-ish cost, with fuel pump and metering unit tolerances being held literally to a thousandth of an inch. Modern electronics do a better job at a fraction of the production cost, though to the end user costs don't seem to have gone down.

The system may well have found its way in modified form onto military vehicles but information about such things is, predictably, scarce. Somehow I can't imagine winning a war when dependent on the dear old Lucas Pi pump, (as in 'hold on for an hour while the pump cools down' or 'anybody got a cold wet towel?')

We are indebted for comments from the famous British TR Racer (TR3A & Modsport TR5), Reg Woodcock who was senior engineer in the Lucas windscreen wiper laboratory where the pump was developed, his twin brother Ray who worked on Pi system development and Mike Pumford who has operated from the Liverpool area since about 1980 and is still famous for his work with TR's and Pi in particular.

65	214347R	£272.40	FUEL PUMP, reconditioned/exchange	1	compatible with leaded or unleaded fuel
66	214347RKIT	£35.20	PUMP REPAIR KIT (Includes brushes springs and seals).	1	
67	517413	NCA	'O' RING, sealing pump to motor body	1	
68	517419	£12.00	SEAL, drive shaft	1	
69	RTC198A	£16.80	BRUSH & SPRING SET	1	
70	RTC198A	£16.80	BRUSH GEAR	1	
71	518632SR	£4.90	UNION, outlet and inlet	2	
72	518495	£2.00	WASHER, sealing	2	
73	UKC2451	£3.00	MOUNTING, flexible	3	
74	GHF300	£0.22	WASHER, plain	3	
75	GHF331	£0.38	WASHER, locking	3	
76	GHF200	£0.22	NUT, plain	3	
77	LU60600115	£38.80	COOLING COIL, fuel pump	1	



EXCHANGE METERING UNIT

ACCEPTABLE CONDITION

UNITS SHOULD BE DRAINED OF FUEL. CLEAN EXTERNALLY. SHOW NO SIGNS OF TAMPERING OR CASE DAMAGE.

Weight = 1.96 kg min.

OVERFUEL LEVER & BRACKET FREE TO OPERATE AND INSTALLED

PLASTIC CAP ATTACHED BY 2 SCREWS

TOP COVER ATTACHED BY 4 SCREWS

VACUUM UNIT INSTALLED

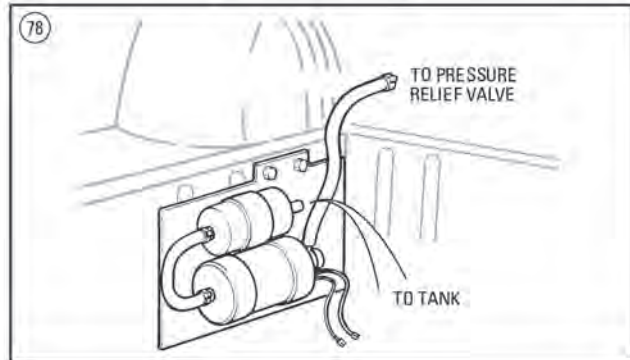
SPILL FUEL RETURN UNION (SCREWED OR PUSH ON TYPE) INSTALLED

PLASTIC SIDE COVER ATTACHED BY 4 SCREWS

ROTOR MUST BE FREE TO ROTATE

1 MAIN INLET UNION INSTALLED

4 OUTLET UNIONS INSTALLED



Injection System (Continued)

Bosch Replacement Fuel Pump

Ill.	Part Number	Price £ea.	Description	Req.	Details
78	TGK125	£326.40	PI FUEL PUMP KIT, 'Bosch' type (Includes pump, filter, hoses and clamps).	1	

Bosch Fuel Pump Conversions

During the late 1980's, supplies of rebuildable Lucas Pi pumps were already showing signs of drying up. The specialists used their knowledge and experience of alternative options and universally settled on models from the Bosch range. Many conversions using this generation of pump were performed. The siting of these pumps varied according to both supplier and customer's individual tastes: some went under the boot side floor, some went under the LH rear wheel arch, some went on the wheel arch in the position of the original pump, and some were fitted in the LH front corner of the boot, to take maximum advantage of gravity to supply fuel from the tank. One thing was and still is certain: healthy supply of clean fuel would ensure a long reliable life. Some TR's found extra benefit from a Bosch-friendly fuel tank, part no GAC5110X, which features a larger bore outlet pipe. Some owners retained the original filter, with its bleed screw on top, enabling easy purging of gases. Others favoured the Bosch inline filter. Even a combination of both has been seen.

Bosch have moved on to the next generation of high pressure pumps and filters which are slightly smaller than the 'old' type, so advantage has been taken of this to use up the front LH corner of the spare wheel well with a plate-mounted set-up, with the added bonus of maximum gravity feeding from the nearby fuel tank outlet. This mounts to the redundant Lucas filter mounting holes and no cutting or drilling is required. With boot floor and lining boards in place, nothing non-original should be visible, which should appeal to original-appearance seekers.

To fit the conversion, the fuel tank needs to be drained, so this is obviously the time to flush out by disconnecting the out let hose at the filter, after first clamping the pipe to halt the fuel flow until you're ready with a suitable catch tank. The fuel should gush out - if it doesn't you've definitely got a major tank problem. Repeat this flushing several times and inspect the catch tank for undesirable material. If there is a lot of it, the tank may need professional cleaning or even replacement. It is now safe to proceed with the pump change, and this should connect up with all the original electrical and fuel connections without problems, unless, of course, something has been changed in the past. Before reconnecting the electrical supply replace the fuel and check for leaks. The system may need air-purging.

For those who still have an as-built TR5 or early TR6, the following recommendations are made: Remove the air purge pipe from the top of the Lucas filter housing and blank off the connection with the correct type of plug and sealing washer. The vertical pipe should be cut about 9" up from the housing. The PRV return pipe to the filter should also be removed and re-routed (the filter connection being blanked), to connect with the now open end of the air purge pipe, back to the tank. This will mean that the Bosch filter and mounting bracket will be of little use, but the conversion is really intended to eliminate all the undesirable features of the Lucas system, not merely replace the pump. Early TR5's had the PRV on the chassis so to install this kit on such cars, it will be necessary to purchase an extra long hose to connect the pump to the PRV, part no TGK1255 Some of the early installations of Bosch pumps placed the pump out in open air. Ironically this might well have benefited the original Lucas pump, but it will make no difference to the Bosch pump.

Unlike the Lucas fuel pump, the Bosch pump is dedicated. Both pumps deliver fuel at adequate pressure but the Bosch pump is capable of supplying a larger volume, hence the possible need for the 'Bosch' fuel tank. The early TR Pi system circulated excess fuel back into the filter from both PRV and metering unit, which, especially on warm days would rapidly warm up sufficiently to form fuel vapour (i.e. gas) which of course does not pump, but merely compresses i.e. cavitates in the pump. The only solution is to cool the pump right down, make sure there is plenty of fuel in the tank and even then the gas might have to be purged before normal running resumes.

The Bosch pump, being capable of shifting more fuel, does need a very adequate fuel supply. If the early Pi system were retained, fuel would still overheat and cavitation would occur, as with the Lucas pump. So the solution is to ensure it can't happen by installing the correct fuel return system, which it is designed to run with. As with the Lucas system, low fuel reserve will also adversely affect a Bosch pump. Dirt can find its way in, in spite of the presence of a filter, which would indicate a failure in this region, so we're back to the old chestnut of deterioration of the tank lining. Water in the system will cause misfiring but as long as it is immediately fully purged out, it shouldn't cause harm, though its cause must be found and eradicated.

Another problem that affected TR5's was fuel starvation on long left-hand corners. Under hard cornering the fuel can climb to an amazing height on one side of the tank. If the fuel level is below even one-third of a tank, the fuel can climb away from the fuel outlet. This causes the engine to cut and the fuel system has to bleed itself before normal performance resumes- sometimes taking several minutes. Triumph mostly cured this by fitting a tun dish or trough around the outlet to retain about a pint of fuel, wherever the bulk of it went. The problem was finally as good as eliminated by feeding the returned fuel (from PRV and the metering unit) via a long pipe into this tun dish, as long as there was at least a gallon sloshing around. The tun dish is fitted to Moss replacement tanks.

79	156167B	£114.30	PRESSURE RELIEF VALVE, new	1	for 'Bosch' type fuel pumps, 105 psi
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Fuel Filter

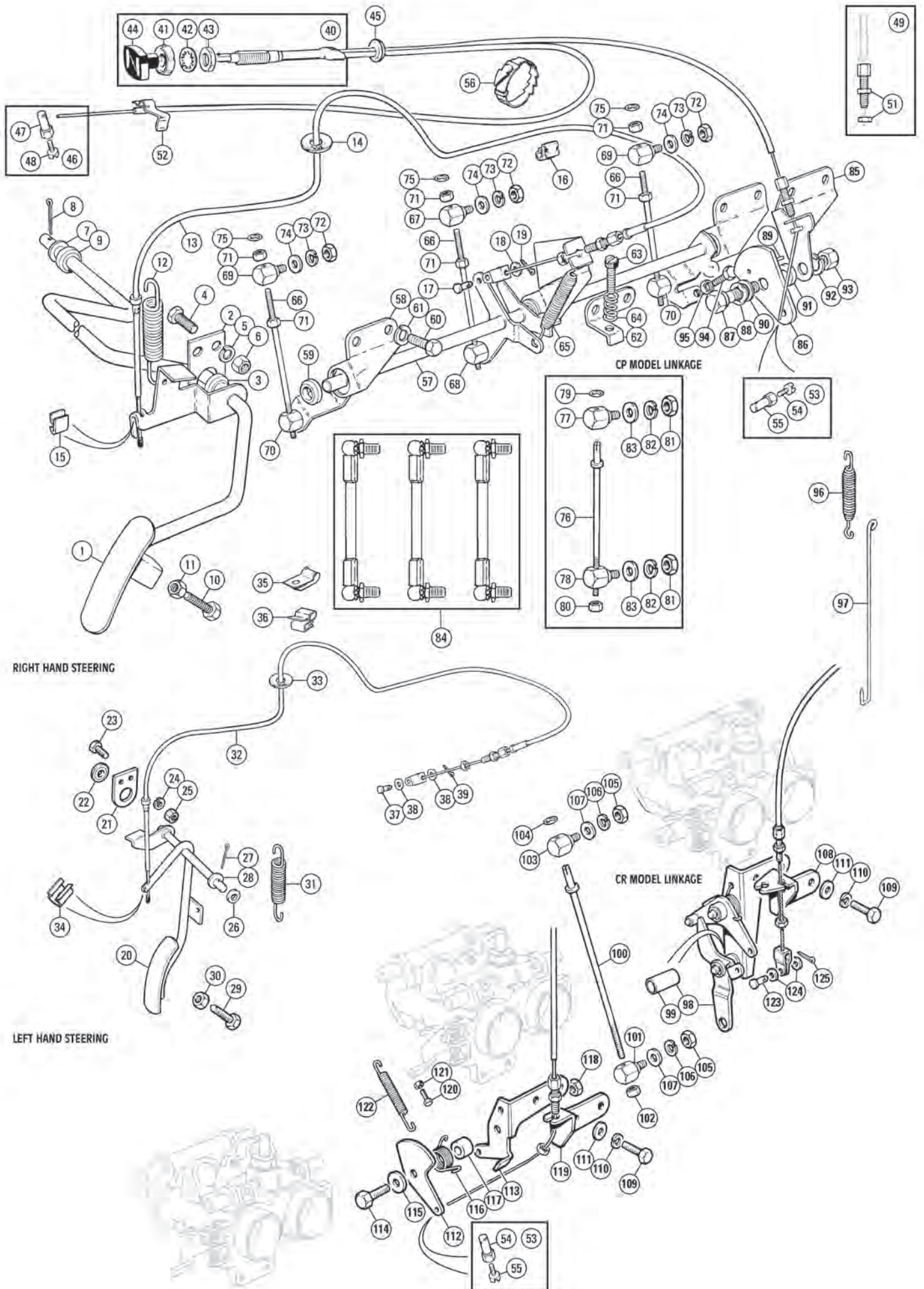
Note: For pipe work and other fuel system parts see Early (or Late) Fuel Tank, Pump & Pipes.

80	563190	NCA	FUEL FILTER ASSEMBLY	1	
81	GFE5296	£4.40	FUEL FILTER ELEMENT	1	
82	512147	NCA	'O' RING, sealing element bolt	2	
83	522940A	NCA	WASHER, retaining bolt	1	
84	148312	NCA	CONNECTION ADAPTOR, vent pipe	1	TR5, TR6 To (c) CP50000
85	150710	NCA	WASHER, sealing adaptor to filter head	1	

86	153928	NCA	PLUG, screwed, blanking fuel return port	1	TR6 From (c) CP50001
87	150710	NCA	WASHER, sealing plug	1	
88	151203	£8.50	PLUG, screwed, blanking	2	
89	517957	NCA	WASHER, aluminium, sealing plug	2	alternatives
	506682	NCA	WASHER, copper, sealing plug	2	
90	GHF105	£0.41	SCREW, filter assembly	2	
91	WP9	£1.20	WASHER, plain	2	
92	GHF333	£0.30	WASHER, locking	2	
93	GHF202	£0.22	NUT, plain	2	

Fuel Cut-Off Switch

94	153052	NCA	SWITCH, inertia cut-off	1	
95	153109	£2.70	CLIP, switch	1	TR6 RHD From
96	PMZ308	£0.30	SCREW, clip to body	2	(b) 52328CP
97	PWZ203	£0.19	WASHER, plain	2	LHD From
98	WL700101	£0.25	WASHER, locking	2	(b) 51399CP
99	HN2005	£0.16	NUT, plain	2	



Accelerator Pedals & Cables

Right Hand Drive Models

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	214420	£133.70	ACCELERATOR PEDAL ASSEMBLY	1	
2	148526	NCA	PLATE, bearing assembly	1	RH pedal support
3	138490	£2.60	BEARING	1	} alternatives
	138490SP	£3.16	BEARING, polyurethane	1	
4	SH604051	£0.30	SCREW, plate to pedal box	2	
5	GHF331	£0.38	WASHER, locking	2	
6	GHF200	£0.22	NUT	2	
7	WP9	£1.20	WASHER, plain, pedal shaft thrust	1	
8	GHF502	£0.22	SPLIT PIN, pedal shaft locating	1	
9	138490	£2.60	BEARING, (fitted in bulkhead)	1	} alternatives
	138490SP	£3.16	BEARING, Polyurethane	1	
10	SH605161	£1.39	BOLT, accelerator pedal stop	1	
11	GHF201	£0.17	NUT, locking pedal stop bolt	1	
12	027645	£3.25	SPRING, pedal return	1	
13	149005	£15.00	ACCELERATOR CABLE	1	TR5, TR6 (e) CP models
	160308	£14.40	ACCELERATOR CABLE	1	TR6 (e) CR models
14	131492	£0.60	WASHER, rubber	1	
15	613766	£1.06	CLIP, edge type, cable end to pedal	1	TR5, TR6 (e) CP models
	606389	£0.90	CLIP, edge type, cable end to pedal	1	TR6 (e) CR models
16	11K9181	£0.64	CLIP, cable to RH inner wing	1	
17	PJ8504	£1.43	CLEVIS PIN, cable end to linkage lever	1	
18	PWZ203	£0.19	WASHER, plain	2	
19	GHF500	£0.22	SPLIT PIN	1	

Left Hand Drive Models

20	148951	NCA	ACCELERATOR PEDAL ASSEMBLY	1	TR5, TR6 (e) CP models
	159877	NCA	ACCELERATOR PEDAL ASSEMBLY	1	TR6 (e) CR models
21	148954	NCA	PLATE, bearing assembly	1	LH pedal support
22	138490	£2.60	BEARING	1	
23	SH604051	£0.30	SCREW, securing plate to footwell	2	
24	GHF331	£0.38	WASHER, locking	2	
25	GHF200	£0.22	NUT	2	
26	WP9	£1.20	WASHER, plain, pedal shaft thrust	1	
27	GHF502	£0.22	SPLIT PIN, pedal shaft locating	1	
28	138490	£2.60	BEARING, (fitted in bulkhead)	1	} alternatives
	138490SP	£3.16	BEARING, polyurethane	1	
29	GHF101	£0.30	SCREW, accelerator pedal stop	1	
30	NT605041	£0.30	NUT, locking pedal stop screw	1	
31	027645	£3.25	SPRING, pedal return	1	
32	149004	£15.60	ACCELERATOR CABLE	1	TR5, TR6 (e) CP models
	160309	£22.20	ACCELERATOR CABLE	1	TR6 (e) CR models
33	131492	£0.60	WASHER, rubber	1	
34	149042	NCA	CLIP, tubular type, cable end to pedal	1	} alternatives
	153041	£1.70	CLIP, tubular type, cable end to pedal	1	
35	059380	£2.50	CLIP, cable to dash shelf	1	
36	PCR409	£1.10	'P' CLIP, cable to battery fixing rod	2	
37	PJ8504	£1.43	CLEVIS PIN, cable end to linkage lever	1	
38	PWZ203	£0.19	WASHER, plain	2	
39	GHF500	£0.22	SPLIT PIN	1	

Choke Cable

The main difference between the (e) CP series and the (e) CR series choke cables is the length of the inner cable that activates the fast idle cam on the throttle linkage. This inner cable measures 41 1/2" for (e) CP models and 34 1/4" for (e) CR models.

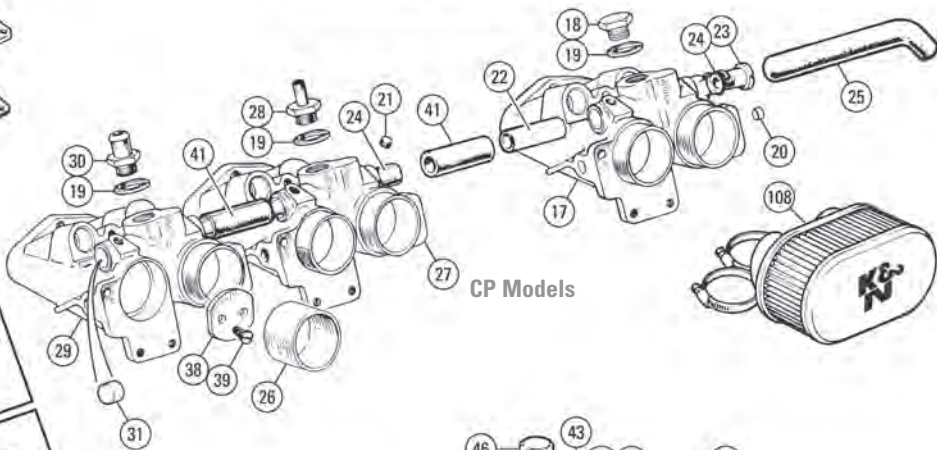
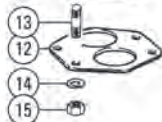
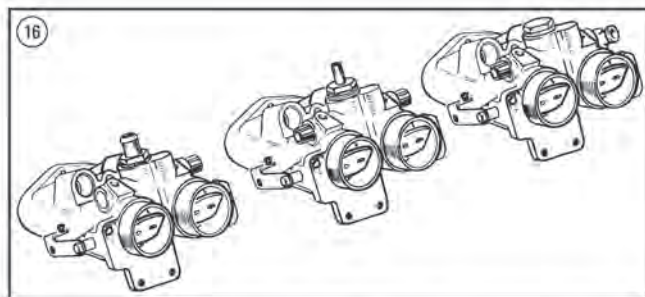
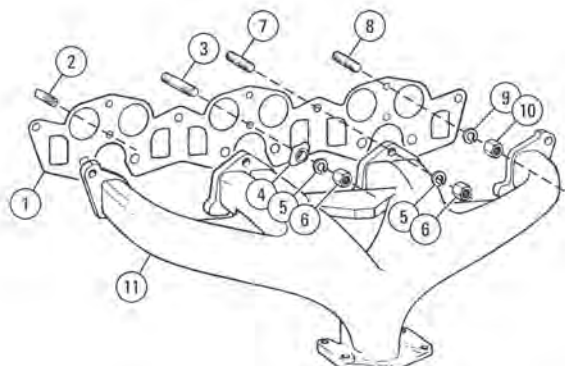
40	214888	£112.90	CHOKE CABLE ASSEMBLY	1	} TR5, TR6 (e) CP models
41	618946	£4.20	BEZEL, chrome	1	
42	GHF325	£0.50	WASHER, shakeproof	1	
43	515789	NCA	NUT, locking	1	} TR6 (e) CR models
44	712907	£4.50	KNOB, choke, (pictorial)	1	
	219258	£112.90	CHOKE CABLE ASSEMBLY	1	
	618946	£4.20	BEZEL, chrome	1	
	GHF325	£0.50	WASHER, shakeproof	1	
	515789	NCA	NUT, locking	1	
	712907	£4.50	KNOB, choke, (pictorial)	1	
45	061917	£0.80	GROMMET, cable through bulkhead	1	
46	AUE34	£2.40	TRUNNION ASSEMBLY	1	cable to over-fuel lever
47	AUE34	£2.40	TRUNNION, cable to over-fuel lever	1	cable to over-fuel lever
48	53K3503	£0.85	SCREW, trunnion	1	
49	BHH1059	£3.24	ADJUSTER ASSEMBLY	1	
50	BHH1059	£3.24	ADJUSTER, choke cable	1	
51	146984	£0.65	NUT, locking cable adjuster	2	
52	516962A	£0.56	CLIP, outer cable to metering unit	1	
53	AUE34	£2.40	TRUNNION ASSEMBLY	1	cable to fast idle cam
54	AUE34	£2.40	TRUNNION, cable to fast idle cam	1	
55	53K3503	£0.85	SCREW, trunnion	1	
56	13H6107	£2.26	CLEAT, 'fir tree type'	1	choke cable to injector pipes

Throttle Linkage TR5, TR6 (e) CP Models

57	149604	£155.40	COUNTERSHAFT ASSEMBLY	1	TR5, TR6 To (e) CP50000
	153978	NCA	COUNTERSHAFT ASSEMBLY	1	TR6 From (e) CP50001
58	148927	NCA	BEARING BRACKET ASSEMBLY	2	
59	138490	£2.60	BEARING, countershaft assembly	3	} alternatives
	138490SP	£3.16	BEARING, polyurethane	3	
60	SH604051	£0.30	SCREW, bearing bracket to manifold	6	
61	GHF331	£0.38	WASHER, locking	6	
62	149618	NCA	BRACKET, throttle stop	1	
63	PT507	£0.84	SCREW, throttle stop adjusting	1	
64	149552	NCA	SPRING, throttle stop screw	1	
65	145197	£1.90	SPRING, countershaft return	1	
66	149537	£6.60	THROTTLE LINK ROD	3	} TR5, TR6 To (e) CP26804
67	149536	NCA	SWIVEL POST, centre link, upper	1	
68	149535	NCA	SWIVEL POST, centre link, lower	1	
69	149780	NCA	SWIVEL POST, front & rear link, upper	2	
70	149535	NCA	SWIVEL POST, front & rear link, lower	2	
71	HN2005	£0.16	NUT, locking link rod to upper swivel post	6	
72	HN2005	£0.16	NUT, swivel post to lever	6	
73	WL700101	£0.25	WASHER, locking	6	
74	WC701121	£0.76	WASHER, plain	6	
75	FX3203	NCA	FIX NUT, throttle link rod to top swivel post	3	(Alternative prevent nuts from working loose.)
76	152889	NCA	THROTTLE LINK ROD	3	} TR6 From (e) CP26805
77	149780	NCA	SWIVEL POST, upper	3	
78	152724	£39.00	SWIVEL POST, lower	3	
79	FX3203	NCA	FIX NUT, link rod to top swivel post	3	
80	HN2005	£0.16	NUT, locking link rod to lower swivel post	3	
81	HN2005	£0.16	NUT, swivel post to lever	6	
82	WL700101	£0.25	WASHER, locking	6	
83	WC701121	£0.76	WASHER, plain	6	
84	152889XK	£46.80	THROTTLE LINK ROD SET, 3 piece	1	all CP models (Set of 3 throttle link assemblies with LH & RH threaded rods and ball joint ends for easy and accurate adjustment. Alternative to original arrangement and replaces many of the unavailable items).
85	149778	£32.40	CAM CARRIER	1	TR5, TR6 To (e) CP50000
	153559	NCA	CAM CARRIER	1	TR6 From (e) CP50001
86	149779	NCA	CAM, cable operated fast idle	1	
87	136482	£5.30	BOLT, special, cam to carrier	1	
88	624905	£1.62	WASHER, waved, cam to cam carrier	1	
89	DS1607	NCA	DOWEL PIN	1	
90	WB600071A	£0.35	WASHER, plain, bolt to cam	1	7/16" int. diameter
91	WP129	£0.77	WASHER, plain, cam to carrier	1	5/16" int. diameter
92	GHF332	£0.40	WASHER, locking	1	
93	GHF201	£0.17	NUT, locking cam pivot bolt	1	
94	517542	NCA	SCREW, adjusting	1	
95	517074	NCA	NUT, locking adjusting screw	1	
96	145197	£1.90	SPRING, choke cam return	1	
97	149785	NCA	LINK, cam return spring, inner front wing	1	

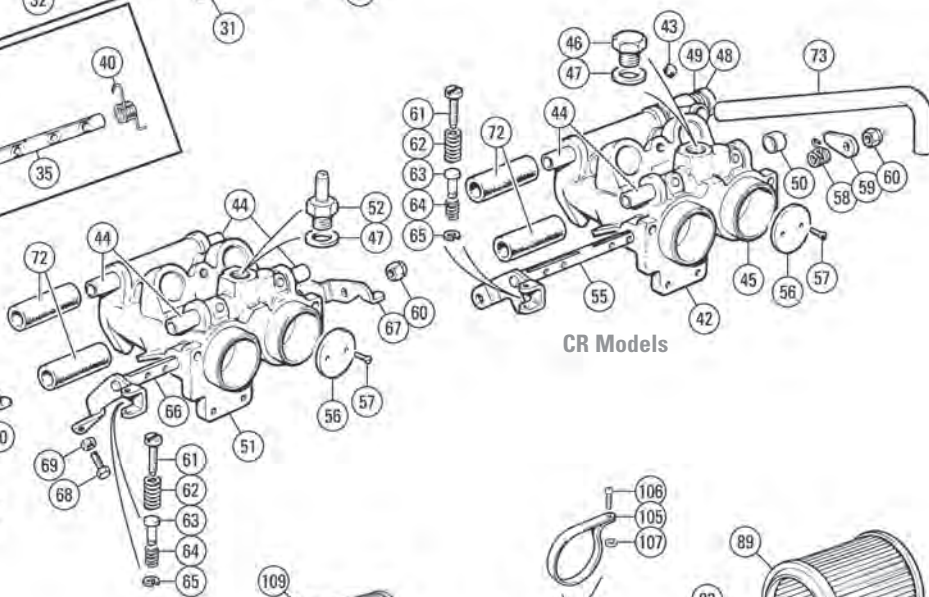
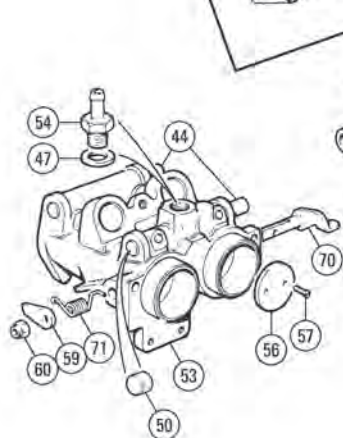
Throttle Linkage TR6 (e) CR Models

98	160304	NCA	THROTTLE LINKAGE ASSEMBLY	1	TR6 To (e) CR5000
	UKC1561	NCA	THROTTLE LINKAGE ASSEMBLY	1	TR6 From (e) CR5001
99	155780	NCA	BEARING, pivot, cam & cam lever	2	
100	160254	NCA	THROTTLE LINK	1	TR6 To (e) CR5000
	UKC1588	NCA	THROTTLE LINK	1	TR6 From (e) CR5001
101	152724	£39.00	SWIVEL POST, lower	1	
102	HN2005	£0.16	NUT, locking link rod to lower swivel post	1	
103	149780	NCA	SWIVEL POST, upper	1	
104	FX3203	NCA	FIX NUT, link rod to top swivel post	1	
105	HN2005	£0.16	NUT, swivel post to lever	2	
106	WL700101	£0.25	WASHER, locking	2	
107	WC701121	£0.76	WASHER, plain	2	
108	160257	NCA	BRACKET, accelerator cable abutment	1	
109	GHF117	£0.30	SCREW, bracket attachment	4	
110	GHF331	£0.38	WASHER, locking	4	
111	GHF300	£0.22	WASHER, plain	4	
112	160256	NCA	CAM, fast idle	1	TR6 To (e) CR5000
	UKC1158	NCA	CAM, fast idle	1	TR6 From (e) CR5001
113	160255	NCA	BRACKET, mounting fast idle cam	1	
114	GHF103	£0.60	SCREW, fast idle cam pivot	1	
115	GHF301	£0.24	WASHER, plain	1	
116	160228	NCA	SPRING, return	1	
117	160281	NCA	SPACER, fast idle cam to bracket	1	
118	NT605041	£0.30	NUT, half, locking pivot screw	1	
119	160258	NCA	BRACKET, choke cable abutment	1	
120	512288	£3.60	SCREW, adjusting, fast idle	1	
121	517074	NCA	NUT, locking fast idle screw	1	
122	UKC665	£4.15	SPRING, throttle return, fast idle cam	1	
123	PJ8504	£1.43	CLEVIS PIN, cable end to linkage lever	1	
124	PWZ203	£0.19	WASHER, plain	2	
125	GHF500	£0.22	SPLIT PIN	1	

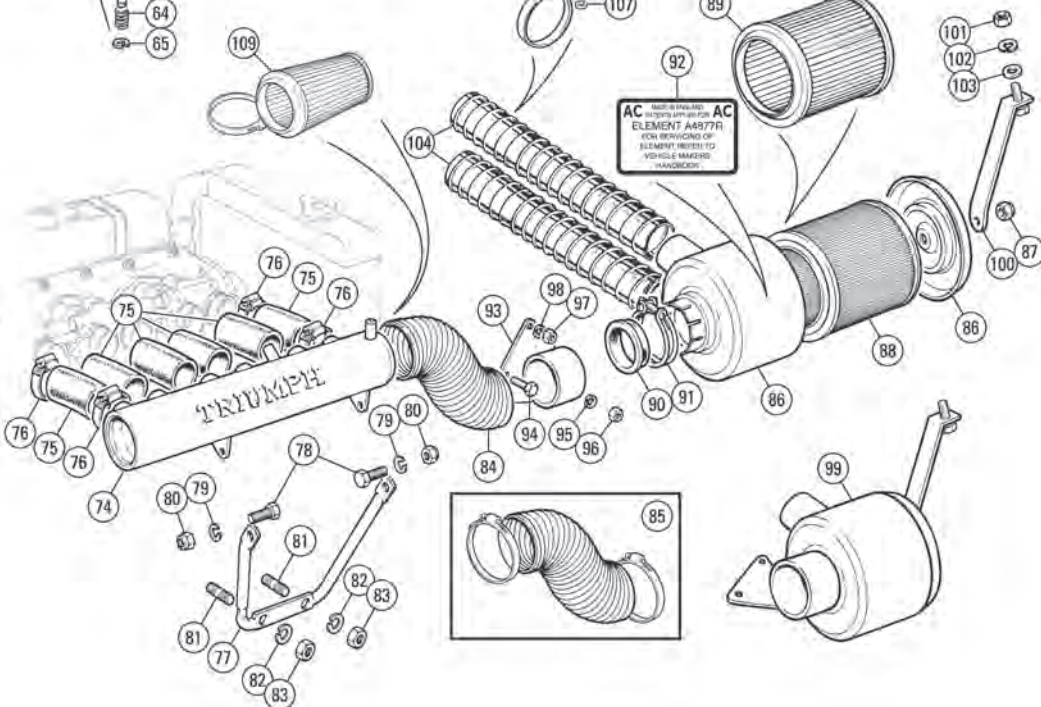
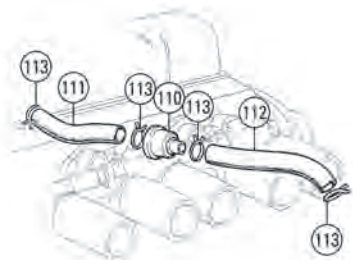


CP Models

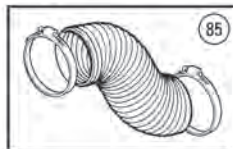
Inset image showing two carburetor linkages with numbered parts 32, 33, 34, 35, 36, and 37.



CR Models



AC 100-3 (100-3) AC
ELEMENT A4577H
FOR BREVETED OR
ELEMENT REBEL TO
VEHICLE MANIFOLD
HANDICAP



Exhaust Manifold

ill.	Part Number	Price Eea.	Description	Req.	Details
1	AJM682	£5.40	GASKET, manifolds to cylinder head	1	
2	RPS2012	£1.21	DOWEL, scrolled, locating manifolds	3	
3	TE605105	£2.30	STUD, intake manifold to cylinder head	3	
4	058258	£8.00	CLAMP, securing manifolds	6	
5	GHF333	£0.30	WASHER, locking	10	
	WP20X	£0.30	WASHER, plain	10	for brass nut
6	100498	£1.43	NUT, steel	10	
	GHF262	£1.31	NUT, brass	10	alternative
7	105124	£1.26	STUD, exhaust manifold to cyl. head	4	
8	105125	£1.62	STUD, both manifolds to cyl. head	6	
9	GHF332	£0.40	WASHER, locking	3	
10	GHF201	£0.17	NUT	3	
11	308292	NCA	MANIFOLD, exhaust	1	
12	GUG4811MG	£2.00	GASKET, exhaust down pipe	1	
13	115696	£2.50	STUD, manifold to exhaust down pipe	4	
14	GHF333	£0.30	WASHER, locking	4	
15	108951	£2.05	NUT, brass	4	

Inlet Manifold, All (c) CP Models

	150066K	NCA	INLET MANIFOLD, set of 3 (Inc. spindles, discs etc., recon/exchange)	1	TR5
16	152807K	NCA	INLET MANIFOLD, set of 3 (Inc. spindles, discs etc., recon/exchange)	1	TR6
	150066	NCA	MANIFOLD, front inlet	1	TR5
17	152807	NCA	MANIFOLD, front inlet, (air bleed)	1	TR6
18	ADP210	£6.60	PLUG, blanking	1	
19	AAA836	£0.90	WASHER, fibre	3	
20	148986	NCA	PLUG, spindle bore	3	
21	PU702	NCA	PLUG, blanking, cross drill	6	TR5
	PU852	NCA	PLUG, blanking, cross drill	6	TR6
22	148899	£5.50	TUBE, air balance	4	
23	508782	NCA	SCREW, metering, air valve	1	late TR5
	152685	NCA	SCREW, metering, air valve	1	TR6
24	152691	NCA	SPRING, metering screw	1	late TR5
	152684	NCA	SPRING, metering screw	1	TR6
25	152891	NCA	HOSE, air valve to air inlet manifold	1	late TR5
	152855	NCA	HOSE, air valve to air inlet manifold	1	TR6
	152855Z	£8.70	HOSE, air valve to air inlet manifold	1	
26	149374	NCA	TUBE, air inlet	6	
27	149651	NCA	MANIFOLD, centre inlet	1	
28	149764	NCA	ADAPTOR, metering unit control hose	1	
29	149659	NCA	MANIFOLD, rear inlet	1	
30	149487	NCA	ADAPTOR, brake servo hose	1	
31	144537	NCA	PLUG, core, rear	1/2	2 req. for TR5 non air bleed
32	152185	£48.00	SPINDLE, throttle assembly	3	
33	152185	£48.00	LEVER, throttle	3	TR5
34	GHF221	£0.41	NUT, nyloc	3	
35	152185	£48.00	SPINDLE, throttle assembly	3	TR6
36	149805	£0.73	SCREW, slow running adjustment	3	
37	149552	NCA	SPRING, slow running adjustment	3	
38	148989	NCA	DISC, throttle	6	use new spindles
39	148988	NCA	SCREW, throttle disc to spindle	12	
40	148987	NCA	SPRING, throttle return	3	
41	148899	£5.50	PIPE, air balance	2	

Inlet Manifold, All (c) CR Models

42	160300	NCA	MANIFOLD, front inlet	1	
43	PU852	NCA	PLUG, blanking, cross drill	6	
44	148899	£5.50	TUBE, air balance	8	
45	149374	NCA	TUBE, air inlet	6	
46	ADP210	£6.60	PLUG, blanking	1	
47	AAA836	£0.90	WASHER, fibre	3	
48	152685	NCA	SCREW, metering, air valve	1	
49	152684	NCA	SPRING, metering screw	1	
50	144537	NCA	PLUG, core, front and rear	3	
51	160302	NCA	MANIFOLD, centre inlet	1	
52	149764	NCA	ADAPTOR, metering unit control hose	1	
53	160303	NCA	MANIFOLD, rear inlet	1	
54	149487	NCA	ADAPTOR, brake servo hose	1	
55	160247	NCA	SPINDLE, throttle assembly, front	1	
56	160109	NCA	DISC, throttle	6	use new spindles
57	AUC1358	£0.90	SCREW, throttle disc to spindle	12	
58	UKC663	NCA	SPRING, return	1	
59	160251	NCA	LEVER, return spring, front and rear	2	
60	GHF271	£0.41	NUT, nyloc, lever retaining	3	
61	UKC550	NCA	SCREW	2	
62	160229	NCA	SPRING	2	
63	160259	NCA	PIN	2	
64	160230	NCA	SPRING	2	

65	160301	NCA	CIRCLIP	2	
66	160246	NCA	SPINDLE, throttle assembly, centre	1	
67	160250	NCA	LEVER, throttle action relay	1	
68	512288	£3.60	SCREW, fast idle setting	1	
69	512287	£1.45	NUT, locking, fast idle screw	1	
70	160248	£57.00	SPINDLE, throttle assembly, rear	1	
71	UKC664	NCA	SPRING, return	1	
72	148899	£5.50	PIPE, air balance	4	
73	160242Z	£13.25	HOSE, air valve to air inlet manifold	1	

Air Manifold

74	214804	NCA	AIR MANIFOLD ASSEMBLY, non air bleed	1	TR5
	216062	NCA	AIR MANIFOLD ASSEMBLY, air bleed	1	TR6 To (e) CP50000
75	152601SP	£12.80	HOSE, plain, air to inlet manifold	6	TR5, TR6 To (e) CP50000
	216374	NCA	AIR MANIFOLD ASSEMBLY	1	TR6 From CP50001
	152601SP	£12.80	HOSE, moulded, air to inlet manifold	6	
76	GHC11055	£3.20	CLIP, hose attachment	4	two outermost hoses only
77	214840	NCA	STAY, supporting air manifold	1	
78	GHF117	£0.30	SCREW, stay to air manifold	2	
79	GHF331	£0.38	WASHER, locking	2	
80	GHF200	£0.22	NUT	2	
81	105124	£1.26	STUD, stay & mounting bracket to block	2	
82	GHF333	£0.30	WASHER, locking	2	
83	GHF202	£0.22	NUT	2	
84	149693	NCA	HOSE, air cleaner to air manifold	1	
	149693X	£8.70	HOSE, air cleaner to air manifold	1	
85	149693K	NCA	HOSE KIT, air cleaner to air manifold	1	

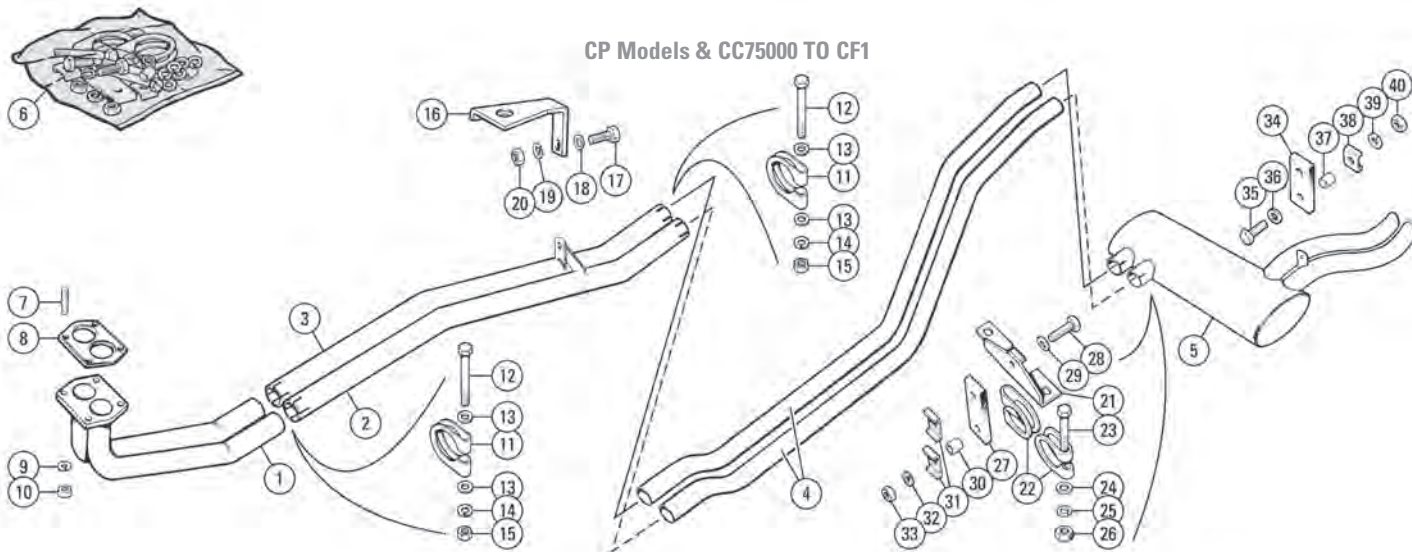
Air Cleaner

86	308444SS	NCA	AIR CLEANER ASSEMBLY	1	includes lid, nut & element
87	517410	£0.77	NUT, nyloc	1	
88	GFE1048	£11.40	ELEMENT, air filter	1	standard filter
89	KNE9108	£60.60	ELEMENT, K&N, air filter	1	performance filter
90	517411	NCA	INSULATOR, rubber	1	
91	GHC11090	£4.00	CLIP, securing air cleaner and insulator	1	
92	CRST283	NCA	DECAL, 'AC' air filter element	1	
93	149306	£15.84	BRACKET, air cleaner support	1	
94	SH605051	£1.00	SCREW, bracket to radiator stay	1	
95	GHF332	£0.40	WASHER, locking	1	
96	GHF201	£0.17	NUT	1	
97	GHF201	£0.17	NUT, bracket & radiator stay to radiator	1	
98	GHF332	£0.40	WASHER, locking	1	
99	308444SS	NCA	AIR CLEANER ASSEMBLY, stainless steel	1	alternative
100	153282	£12.10	STRAP ASSEMBLY, air cleaner support	1	
101	GHF200	£0.22	NUT, air cleaner support to valance	1	TR6
102	GHF331	£0.38	WASHER, locking	1	
103	WM57	£0.24	WASHER, plain	1	
104	627527	£10.80	HOSE, air cleaner feed	2	
105	156401	NCA	CLIP, hose retaining	2	TR6 From (c) CP52894
106	HU506	£0.66	SCREW, clip attaching	2	
107	PWZ203	£0.19	WASHER, plain	2	
108	KNR0990	£87.60	AIR CLEANER, K&N, intake manifold	3	alternative
109	KNRU2710	£62.90	AIR CLEANER, K&N, air manifold	1	performance filters

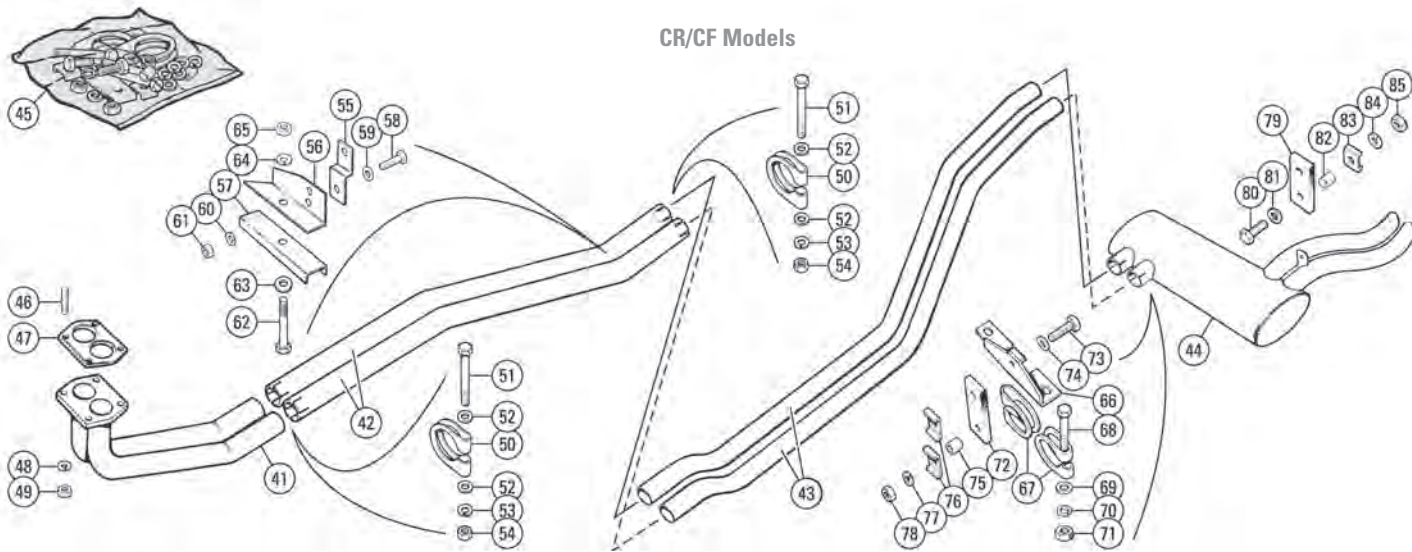
Closed Circuit Breather

110	603330A	£5.40	BREATHER & FLAME TRAP ASSEMBLY	1	
111	149995Z	£4.90	HOSE, breather to rocker cover	1	
112	149994Z	£7.80	HOSE, breather to air manifold	1	
113	ACA5290	£1.31	CLIP, Corbin, hose fitting	4	

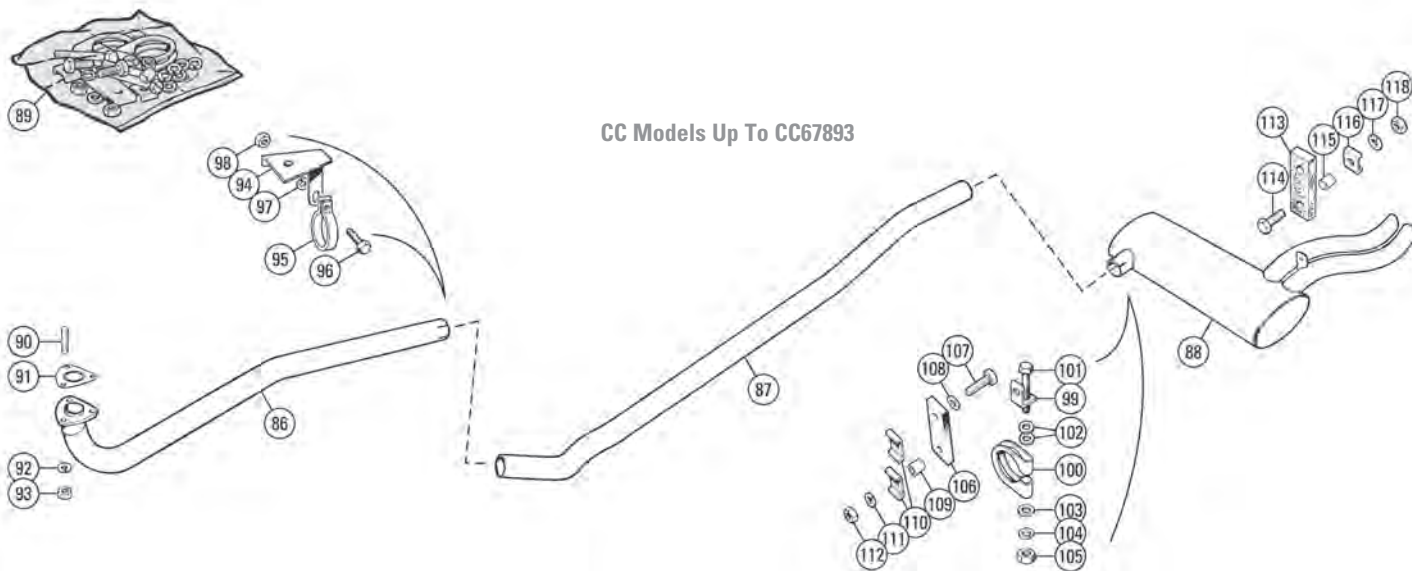
CP Models & CC75000 TO CF1



CR/CF Models



CC Models Up To CC67893



Standard Exhaust Systems

All Pi (c) CP Models; Carburettor Models (c) CC75000 To CF1

Ill.	Part Number	Price Eea.	Description	Req.	Details
	MSTR56	£259.00	EXHAUST SYSTEM, 6 piece	1	mild steel
1	GEX1255	£102.00	FRONT EXHAUST PIPES	1	
2	GEX1270	£32.70	INTERMEDIATE PIPE, front, LH	1	
3	GEX1269	£29.70	INTERMEDIATE PIPE, front, RH	1	
4	GEX1271	£30.90	INTERMEDIATE PIPE, rear	2	
5	HRSU1982	£166.30	SILENCER & TAILPIPE,	1	stainless steel
	BSTR56	£299.00	EXHAUST SYSTEM, 6 piece	1	
1	BSTH47	£43.40	FRONT EXHAUST PIPES	1	
2	BSTH76	£27.00	INTERMEDIATE PIPE, front, RH	1	
3	BSTH77	£25.00	INTERMEDIATE PIPE, front, LH	1	
4	BSTH74	£35.00	INTERMEDIATE PIPE, rear	2	stainless steel
5	BSTH102	£216.50	SILENCER & TAILPIPE	1	
	BSTR56X	£339.00	EXHAUST SYSTEM, 6 piece (This system is supplied less front pipes, but includes items 2, 3, 4 & 5).	1	
6	GFK6510X	£56.20	EXHAUST FITTING KIT	1	
7	115696	£2.50	STUD, exhaust pipe to manifold	4	
8	GUG4811MG	£2.00	GASKET, exhaust pipe	4	3" between screw holes
9	GHF333	£0.30	WASHER, locking	4	
10	108951	£2.05	NUT, brass	4	
11	GEX7506	£1.96	CLAMP, exhaust pipe	4	
12	BH605241	£1.31	BOLT, exhaust pipe clamp	4	
13	GHF301	£0.24	WASHER, plain	8	1 1/2" between screw holes
14	GHF332	£0.40	WASHER, locking	4	
15	GHF201	£0.17	NUT	4	
16	148875	£8.80	BRACKET, mounting to front int. pipes	1	
17	GHF103	£0.60	SCREW, intermediate pipe bracket	1	
18	GHF301	£0.24	WASHER, plain	1	stainless steel
19	GHF332	£0.40	WASHER, locking	1	
20	GHF201	£0.17	NUT	1	
21	148871	£5.90	BRACKET, rear exhaust mounting	1	
22	GEX7506	£1.96	CLAMP, exhaust pipe	2	
23	BH605241	£1.31	BOLT, exhaust pipe clamp	2	3" between screw holes
24	GHF301	£0.24	WASHER, plain	4	
25	GHF332	£0.40	WASHER, locking	2	
26	GHF201	£0.17	NUT	2	
27	GEX7360	£1.25	FLEXIBLE STRAP, rear mounting bracket	1	
28	GHF103	£0.60	SCREW, securing flexible strap	2	1 1/2" between screw holes
29	GHF301	£0.24	WASHER, plain	2	
30	155249	£1.00	SLEEVE, distance, in flexible strap	2	
31	GEX7510	£1.60	PLATE, reinforcing flexible strap	2	
32	GHF332	£0.40	WASHER, locking	2	
33	GHF201	£0.17	NUT	2	1 1/2" between screw holes
34	GEX7359	£1.40	FLEXIBLE STRAP, silencer to chassis	1	
35	GHF103	£0.60	SCREW, securing flexible strap	2	
36	GHF301	£0.24	WASHER, plain	2	
37	155249	£1.00	SLEEVE, distance, in flexible strap	2	
38	GEX7510	£1.60	PLATE, reinforcing flexible strap	2	1 1/2" between screw holes
39	GHF332	£0.40	WASHER, locking	2	
40	GHF201	£0.17	NUT	2	

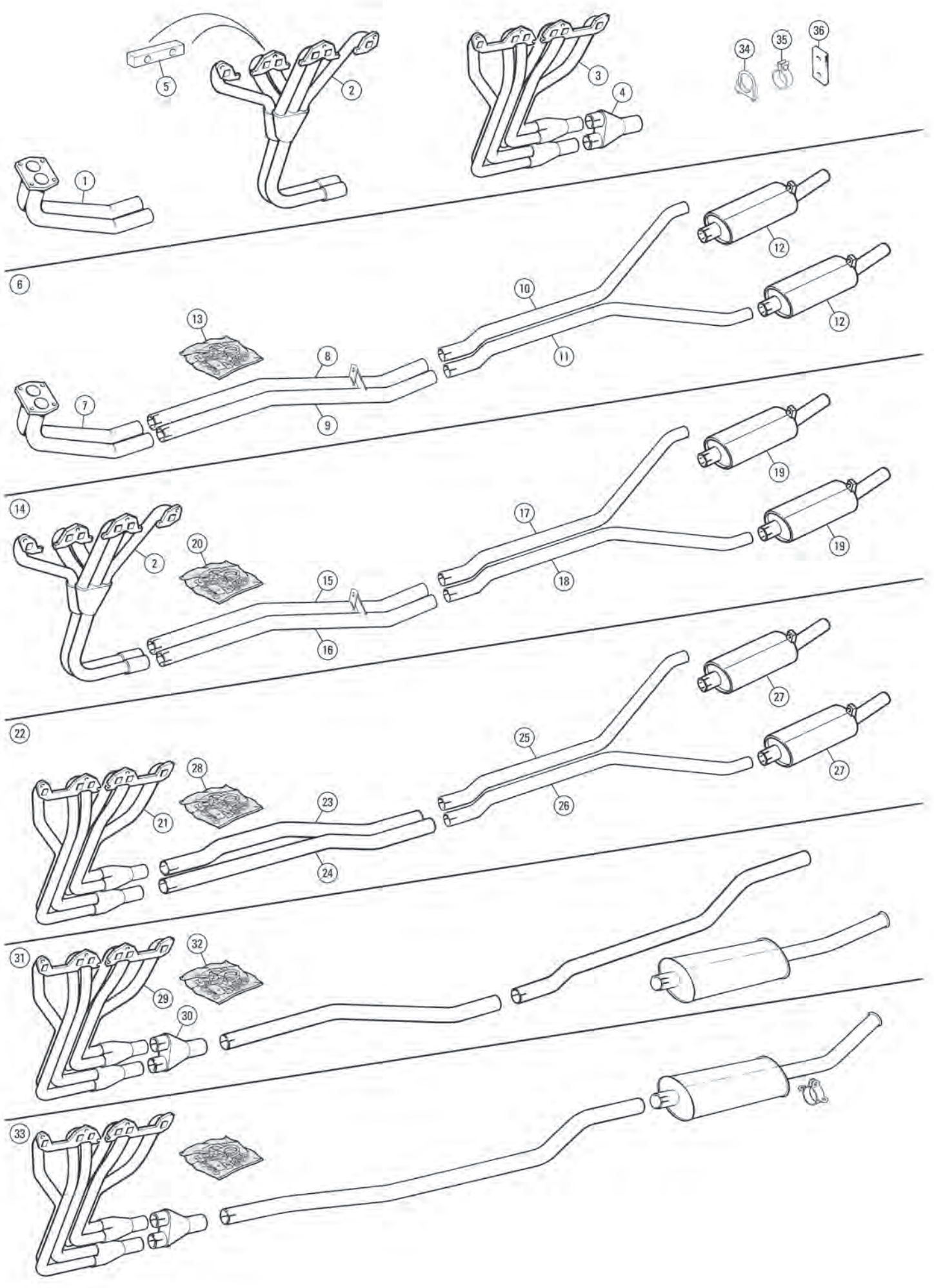
All Pi (c) CR models; All Carburettor (c) CF Models

	MSTR6L	£292.55	EXHAUST SYSTEM, 6 piece	1	mild steel
41	GEX1255	£102.00	FRONT EXHAUST PIPES	1	
42	GEX1270	£32.70	INTERMEDIATE PIPE, front, LH	1	
	GEX1269	£29.70	INTERMEDIATE PIPE, front, RH	1	
43	GEX1271	£30.90	INTERMEDIATE PIPE, rear	2	
44	HRSU1982	£166.30	SILENCER & TAILPIPE, original	1	stainless steel
	HRSU1982	£166.30	SILENCER & TAILPIPE, reproduction	1	
	BSTR56	£299.00	EXHAUST SYSTEM, 7 piece inc front pipe	1	
41	BSTH47	£43.40	FRONT EXHAUST PIPES	1	
42	FSTH170	£45.90	INTERMEDIATE PIPE, front	2	
43	BSTH74	£35.00	INTERMEDIATE PIPE, rear	2	mounting to angle bracket above front int. pipes below front int. pipes
44	BSTH102	£216.50	SILENCER AND TAILPIPE	1	
45	GFK6520X	£46.50	EXHAUST FITTING KIT	1	
46	115696	£2.50	STUD, exhaust pipe to manifold	4	
47	GUG4811MG	£2.00	GASKET, exhaust pipe	1	
48	GHF333	£0.30	WASHER, locking	4	1 1/2" between screw holes
49	108951	£2.05	NUT, brass	4	
50	GEX7506	£1.96	CLAMP, exhaust pipe	4	
51	BH605241	£1.31	BOLT, exhaust pipe clamp	4	
52	GHF301	£0.24	WASHER, plain	8	
53	GHF332	£0.40	WASHER, locking	4	1 1/2" between screw holes
54	GHF201	£0.17	NUT	4	
55	UKC878	£5.30	SUPPORT STRAP	1	
56	UKC879	£9.80	ANGLE BRACKET	1	
57	UKC880	£11.00	CHANNEL PLATE	1	
58	GHF103	£0.60	SCREW, support strap to angle bracket	1	

59	GHF301	£0.24	WASHER, plain	1	(Clamping channel & exhaust pipes to angle bracket).
60	GHF332	£0.40	WASHER, locking	1	
61	GHF201	£0.17	NUT	1	
62	BH605201	£1.26	SCREW	1	
63	GHF301	£0.24	WASHER, plain	1	
64	GHF332	£0.40	WASHER, locking	1	3" between screw holes
65	GHF201	£0.17	NUT	1	
66	148871	£5.90	BRACKET, rear exhaust mounting	1	
67	GEX7506	£1.96	CLAMP, exhaust pipe	2	
68	BH605241	£1.31	BOLT, exhaust pipe clamp	2	
69	GHF301	£0.24	WASHER, plain	4	1 1/2" between screw holes
70	GHF332	£0.40	WASHER, locking	2	
71	GHF201	£0.17	NUT	2	
72	GEX7360	£1.25	FLEXIBLE STRAP, rear mounting	1	
73	GHF103	£0.60	SCREW, securing flexible strap	2	
74	GHF301	£0.24	WASHER, plain	2	1 1/2" between screw holes
75	155249	£1.00	SLEEVE, distance, in flexible strap	2	
76	GEX7510	£1.60	PLATE, reinforcing flexible strap	2	
77	GHF332	£0.40	WASHER, locking	2	
78	GHF201	£0.17	NUT	2	
79	GEX7359	£1.40	FLEXIBLE STRAP, silencer to chassis	1	1 1/2" between screw holes
80	GHF103	£0.60	SCREW, securing flexible strap	2	
81	GHF301	£0.24	WASHER, plain	2	
82	155249	£1.00	SLEEVE, distance, in flexible strap	2	
83	GEX7510	£1.60	PLATE, reinforcing flexible strap	2	
84	GHF332	£0.40	WASHER, locking	2	1 1/2" between screw holes
85	GHF201	£0.17	NUT	2	

TR250, TR6 To (c) CC67893

	MSTR250	NCA	EXHAUST SYSTEM, mild steel, 3 piece	1	mild steel
86	308202	NCA	FRONT EXHAUST PIPE	1	
87	213214	NCA	INTERMEDIATE PIPE	1	
88	308329	NCA	SILENCER & TAILPIPE, original	1	
	308329	NCA	SILENCER & TAILPIPE, replacement	1	
	BSTR250	£276.00	EXHAUST SYSTEM, 3 piece	1	stainless steel
86	BSTH71	£57.10	FRONT EXHAUST PIPE	1	
87	BSTH55	£40.00	INTERMEDIATE PIPE	1	
88	BSTH79	£200.00	SILENCER & TAILPIPE	1	
89	GFK6410X	£50.70	EXHAUST FITTING KIT	1	
90	115696	£2.50	STUD, exhaust pipe to manifold	3	3" between screw holes
91	GEG718	£3.70	GASKET, exhaust pipe	3	
92	GHF333	£0.30	WASHER, locking	3	
93	108951	£2.05	NUT, brass	3	
94	142531	£8.00	BRACKET, mounting to front int. pipe	1	
95	130890	£4.75	CLAMP, exhaust pipe to gearbox bracket	1	1 1/2" between screw holes
96	SH605091	£1.00	BOLT, exhaust pipe clamp to bracket	1	
97	GHF332	£0.40	WASHER, locking	1	
98	GHF201	£0.17	NUT	1	
99	105578	£2.20	BRACKET (Intermediate pipe clamp to flexible mounting).	1	
100	GEX7500	£5.60	CLAMP, exhaust pipe	1	1 1/2" between screw holes
101	BH605241	£1.31	BOLT, bracket to clamp	1	
102	WP129	£0.77	WASHER, plain	2	
103	GHF301	£0.24	WASHER, plain	1	
104	GHF332	£0.40	WASHER, locking	1	
105	GHF201	£0.17	NUT	1	1 1/2" between screw holes
106	GEX7360	£1.25	FLEXIBLE STRAP, rear mounting bracket	1	
107	GHF103	£0.60	SCREW, securing flexible strap	2	
108	GHF301	£0.24	WASHER, plain	2	
109	155249	£1.00	SLEEVE, distance, in flexible strap	2	
110	GEX7510	£1.60	PLATE, reinforcing flexible strap	2	1 1/2" between screw holes
111	GHF332	£0.40	WASHER, locking	2	
112	GHF201	£0.17	NUT	2	
113	GEX7359	£1.40	FLEXIBLE STRAP, tailpipes to chassis	1	
114	GHF103	£0.60	SCREW, securing flexible strap	2	
115	155249	£1.00	SLEEVE, distance, in flexible strap	2	1 1/2" between screw holes
116	GEX7510	£1.60	PLATE, reinforcing flexible strap	2	
117	GHF332	£0.40	WASHER, locking	2	
118	GHF201	£0.17	NUT	2	



Performance Exhaust Systems

Tubular Manifolds And Sports Exhaust Systems

Opinions about the TR exhaust system vary considerably, and in some cases very seriously. Suppliers have responded to various requirements, resulting in a large number of choices, though none seem to satisfy all of everyone's parameters. Some think the original system, in mild steel, sounds the best, while others like the music the twin silencer 'Sports' system makes. Few can argue against the lifetime guarantee a stainless steel system offers.

There is quite a choice of manifolds and systems to enable customers to tailor their exhausts to fit their wishes; many individual components of systems are shown below. There are rules to be followed in as much as the pipe bores should be matched to the engine specification. Don't think that the fitment of a big bore exhaust will enhance standard or mildly uprated engine performance. It won't, and may even reduce bhp. Generally the exhaust should be designed to permit a free flow of gases, so if you put more gas into the engine (a product of camshaft timing and compression) you will need a large capacity exhaust to allow it to escape.

The same applies to (manifold) down pipes. Big bore primary pipes are only applicable to full race specification engines. TR250's uses a 2" nominal bore single pipe system. Our big bore single pipe systems use 2 1/4" (26% increase in capacity). If performance is the goal, for road use, the selection of 'Sports' twin box systems, will have something to offer which will fit in with your requirements, especially so if your engines performance is enhanced in some way. In a straight back to back comparison, the 'Sports' systems will generally give about 10 bhp extra at the rear wheels and the engine will feel freer revving. Even one of these might benefit from a change to distributor advance springs and metering unit calibration or carburettor needles to get maximum benefit. For maximum bhp, the 'big bore' single pipe systems are the way to go, correctly matched to the correct manifold, of course. These big bore manifold/exhaust systems really require several additional modifications before they deliver what they look as if they should. For this reason, you would have to consider which camshaft is best for your taste, matched to suitable cylinder head modifications. These two changes will definitely then require compensatory changes to the distributor advance curve (the base springs, in English), and fuelling requirements, i.e. re-calibration of the metering unit or carburettor needles or jets. Unfortunately both these last two factors may need attention from a Pi specialist or the carburettor equivalent, who may well suggest running the TR under load on a rolling road to obtain optimum performance. By now things might be getting sufficiently confusing to make you wonder why bother, so first lets split the choices into 2 categories:

- A) Road/fun/appearance/sound (sports).
- B) Serious performance (competition).

Into A will come the standard exhaust system, in mild or stainless steel, see page 82, which may well be all most TR owners will require. The standard manifold and down pipe is quite a good design, though rather heavy. Your TR may arrive with the carburettor type, single downpipe system, (though the silencer has twin outlet pipes) or alternatively it may have a damaged manifold or even be missing the whole thing. Whatever the reason, you've decided to install a 6-branch manifold! This will mate with a standard exhaust system, if that's what your choice is. It is possible that a 'Sports' system has been chosen, or you wouldn't have read this far, and so here, every taste (we hope) has been catered for.

Front Exhaust Pipes And Manifolds

Note: For gaskets and hardware please see page 81.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	BSTH47	£43.40	FRONT EXHAUST PIPES	1	stainless steel
	GEX1255	£102.00	FRONT EXHAUST PIPES	1	mild steel
2	TT1200	£436.36	EXHAUST MANIFOLD, tubular	1	mild steel
3	TT1230S1	NCA	EXHAUST MANIFOLD, tubular	1	stainless steel
4	TH6003X	NCA	'Y' PIECE	1	stainless steel
5	TT9220	NCA	SPACER, clears throttle linkage	1	required From (c) CR1

Exhaust Systems

6	BSTR56S	£375.00	SPORTS EXHAUST SYSTEM (Complete stainless steel, 7 piece).	1	fitting kit not included
7	BSTH47	£43.40	FRONT EXHAUST PIPES	1	
10	BSTH71	£57.10	INTERMEDIATE PIPE, rear, RH	1	
11	FSTH72	£35.50	INTERMEDIATE PIPE, rear, LH	1	
13	TT5204FK	£15.80	EXHAUST FITTING KIT	1	

Our sports exhaust system is also available without front exhaust pipes in stainless and mild steel. Use with exhaust manifold part no. TT1200 (item 2) or of course the standard pipes (illustration 1).

14	TT5204	NCA	SPORTS EXHAUST SYSTEM, less downpipe (Mild steel, 6 piece, 18" Oval silencers chromed acoustic tailpipes).	1	these systems include fitting kit
	TT5204A	NCA	SPORTS EXHAUST SYSTEM, less downpipe (Mild steel, 6 piece, 18" Round silencers chromed acoustic tailpipes).	1	
15	TT5205	£17.00	INTERMEDIATE PIPE, front, RH	1	
16	TT5206	£17.00	INTERMEDIATE PIPE, front, LH	1	
17	TT5207	£18.65	INTERMEDIATE PIPE, rear, RH	1	
18	TT5208	NCA	INTERMEDIATE PIPE, rear, LH	1	
19	TT5209	NCA	SILENCER & TAILPIPE, 18" oval*	2	
	TT5209A	NCA	SILENCER & TAILPIPE, 18" round*	2	
20	TT5204FK	£15.80	EXHAUST FITTING KIT	1	

*Note: Generally, the 18" oval silencers provide better ground clearance, but the round (24") ones are quieter. It is also essential that the correct rear road springs are fitted to prevent damaging these systems (TT4212). Again, in response to demand, another equally free-flowing system of the same 'sports' design is available, giving a significantly quieter exhaust note:

TT5205	£17.00	INTERMEDIATE PIPE, front, RH	1
TT5206	£17.00	INTERMEDIATE PIPE, front, LH	1
TT5002	NCA	SILENCER & TAILPIPE, 24" round	2
TT5204FK	£15.80	EXHAUST FITTING KIT	1

There will be some who prefer the stunning appearance of the stainless 6-branch manifold, but who prefer to keep to a road noise-legal system, so for you we have:

21	TT1230S1	NCA	EXHAUST MANIFOLD, tubular, 6-branch	1	304 stainless steel
25	FSTH71	£35.50	INTERMEDIATE PIPE, rear, RH	1	
26	FSTH72	£35.50	INTERMEDIATE PIPE, rear, LH	1	
28	TT5204FK	£15.80	EXHAUST FITTING KIT	1	

Competition Systems

So, we finally arrive at the 'serious performance' systems, which will require the additional modifications outlined above, to make them work. We will start with:

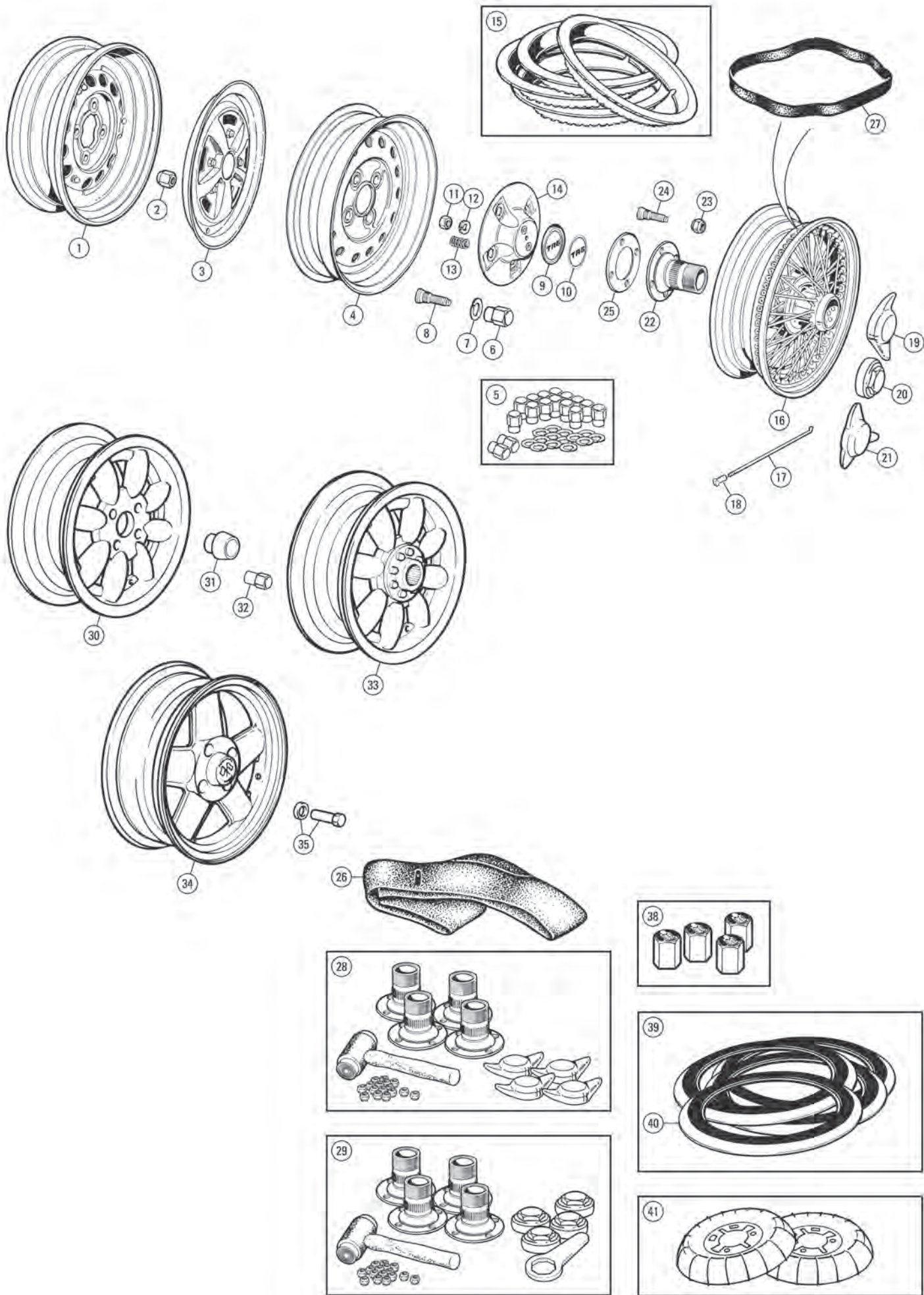
29	TT1230S1	NCA	EXHAUST MANIFOLD, tubular, 6-branch	1	304 stainless steel
30	TH6003X	NCA	'Y' PIECE		stainless steel, connects TT1230S1 and any of the systems listed below
	TT5240S	NCA	'GT' EXHAUST SYSTEM, less manifold, single (Big bore high exit silencer, stainless steel).	1	'A' type or non overdrive includes fitting kit
31	TT5240SX	NCA	'GT' EXHAUST SYSTEM, less manifold, single (Big bore low exit silencer, stainless steel).	1	
	TT5241S	NCA	'GT' EXHAUST SYSTEM, less manifold, single (Big bore high exit silencer, stainless steel).	1	'J' type overdrive includes fitting kit
	TT5241SX	NCA	'GT' EXHAUST SYSTEM, less manifold, single (Big bore low exit silencer, stainless steel).	1	
32	TT5201FK	£7.90	EXHAUST FITTING KIT	1	

Lastly, but certainly not least, for right up to full competition use (however modified the engine might be), there are the following full systems, all featuring polished 304 stainless steel through out, 6 into 2 long-primary pipe manifold, and a large-bore single rear silencer, with rolled-lip finish. All 4 kits include fitting hardware:

33	TTK1221	NCA	COMPETITION EXHAUST SYSTEM (Manifold stainless steel, high exit tailpipe).	1	'A' type or non overdrive
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Miscellaneous Fittings

34	GEX9005	£1.15	EXHAUST 'U' CLAMP, 1 5/8"	a/r	
	GEX9007	£1.06	EXHAUST 'U' CLAMP, 1 3/4"	a/r	
	GEX9009	£1.04	EXHAUST 'U' CLAMP, 2"	a/r	
	GEX9010	£0.83	EXHAUST 'U' CLAMP, 2 1/8"	a/r	
	GEX9011	£1.04	EXHAUST 'U' CLAMP, 2 1/4"	a/r	
35	TT9931S	£2.75	EXHAUST CLIP, 1 5/8"	2	Mikalor clamp
	TT9932S	£3.80	EXHAUST CLIP, 1 3/4"	2	Mikalor clamp
	TT9934S	£2.60	EXHAUST CLIP, 2"	2	Mikalor clamp
	TT9935S	NCA	EXHAUST CLIP, 2 1/8"	2	Mikalor clamp
	TT9936S	£2.80	EXHAUST CLIP, 2 1/4"	2	Mikalor clamp
36	GEX7360	£1.25	FLEXIBLE STRAP, rear mounting bracket	1	3" between screw holes
	GEX7359	£1.40	FLEXIBLE STRAP, silencer to chassis	1	1 1/2" between holes



Road Wheels

There are dozens of wheel styles varying from 15" to 16" diameter and widths from 5" (5J) to almost anything. Individual styles may require spacers front and/or rear which may in turn require longer studs. As the rim width increases the tyre width inevitably does the same. An acceptable fit can be obtained by reducing the tyre diameter or aspect ratio. Details of these dimensions would have to come from the specialist wheel and tyre distributors. Remember to check the clearance front and rear and inside and out. Stiffer springs reducing body movement may be required with certain wider combinations. It is fair to say that all the modifications to suspension and steering will not have as much effect as a wheel width or, particularly, tyre type change. Think what difference a suspension combined with tyre change would make! To obtain the correct rolling diameter, (though even these parameters may be different between tyre makes), use this as a guide:

165 (x15) = 185/70 = 195/65 = 205/60 = 225/50 etc.

Remember also that the extra grip of different rubber compounds and extra rubber in contact with the tarmac do load up suspension and chassis, so make sure these areas are adequate for their job. The extra grip can also load up the brakes so these may require a pad material change or even cooling ducts. The speedometer may need calibration (see Instruments, Cables & Dash Switches).

Steel Road Wheels

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	308288	NCA	STEEL WHEEL, 4.5J x 15"	5	TR5, TR250
	308908	NCA	STEEL WHEEL, 5.5J x 15"	5	TR6 To (c) CP/CC50000
2	109586	£3.00	NUT, road wheel	16	TR5, TR250,
3	811974	NCA	WHEEL TRIM, hub cap	4	TR6 To (c) CP/CC50000
4	151532	NCA	STEEL WHEEL, 5.5J x 15"	5	
	151532Z	£163.20	STEEL WHEEL, 5.5J x 15"	5	Aftermarket
	151532/6	NCA	STEEL WHEEL, 6J x 15"	5	
	151532/6Z	£179.60	STEEL WHEEL, 6J x 15"	5	Aftermarket
5	154470K	£60.00	NUT & WASHER KIT, chrome, car set	1	
	154470KSS	£127.30	NUT & WASHER KIT, stainless, car set	1	TR6 From (c) CP/CC50001
6	154470	£4.00	NUT, wheel, chrome	16	
	154470SS	£8.50	NUT, wheel, stainless	16	
7	154466	£0.64	WASHER, plastic, supporting nut	16	
8	114282	£3.50	STUD, wheel, front hub	8	
	132317	£2.40	STUD, wheel, rear hub	8	
9	627502	£22.80	BADGE ASSEMBLY, hub cap centre	4	
10	627502RP	£2.90	DECAL, 'TR6'	4	
11	HN2005	£0.16	NUT, plain, badge assembly to hub cap	4	TR6 From (c) CP/CC50001
12	WL700101	£0.25	WASHER, locking	4	
13	628097	£0.79	SPRING, hub cap supporting	16	
14	718295	£15.80	HUB CAP TRIM, plastic, black	4	
	722898	£15.80	HUB CAP TRIM, plastic, grey	4	TR6 From (c) CR1/CF1
15	TR525K	NCA	WHEEL TRIM RING SET (Brushed aluminium).	1	set of 4
	TR525SS	£130.00	WHEEL TRIM RING SET, stainless steel	1	

Wire Wheels

16	WWP452	£175.15	WIRE WHEEL, painted, 60 spoke	5	TR5, TR250,
	WWC452	£247.75	WIRE WHEEL, chrome, 60 spoke	5	4.5J x 15
	WWP457C	£222.90	WIRE WHEEL, painted, 72 spoke	5	TR6,
	WWC457C	£298.80	WIRE WHEEL, chrome, 72 spoke	5	5.5J x 15
	WWP370	£249.46	WIRE WHEEL, painted, 70 spoke	5	TR6, centre laced
	WWC370	£331.00	WIRE WHEEL, chrome, 70 spoke	5	5.5J x 15
17	17H8619	£4.80	SPOKE, outer/long, mild steel	a/r	60 spoke painted
	17H8620	£4.80	SPOKE, inner/short, mild steel	a/r	wire wheels
	17H8619CP	£8.70	SPOKE, outer/long, chromed stainless	a/r	60 spoke chrome
	17H8620CP	£8.70	SPOKE, inner/short, chromed stainless	a/r	wire wheels
	27H8503	£4.80	SPOKE, outer/long, mild steel	a/r	72 spoke painted
	27H8502	£4.80	SPOKE, inner/short, mild steel	a/r	wire wheels
	37H3650	NCA	SPOKE, outer/long, chromed stainless	a/r	72 spoke chrome
	37H3649	£8.70	SPOKE, inner/short, chromed stainless	a/r	wire wheels
18	7H1709	£0.65	NIPPLE, mild steel	a/r	painted wire wheels
	37H3651	£1.20	NIPPLE, chromed stainless	a/r	chrome wire wheels
19	AHA7374	£27.80	2-EARED KNOCK-OFF, LH	2	
	AHA7373	£27.80	2-EARED KNOCK-OFF, RH	2	
20	88G607	£25.60	OCTAGONAL KNOCK-OFF, LH	2	
	88G606	£25.60	OCTAGONAL KNOCK-OFF, RH	2	
21	107949/3	£50.00	3-EARED KNOCK-OFF NUT, LH	2	
	107948/3	£50.00	3-EARED KNOCK-OFF NUT, RH	2	
22	217603	£50.20	SPLINED EXTENSION, wire wheel, LH	2	
	217602	£50.20	SPLINED EXTENSION, wire wheel, RH	2	
23	110366	£1.70	NUT, special, chamfered	16	
24	114281	£4.60	STUD, wheel, front hub	8	wire wheel only
	142799	£3.85	STUD, wheel, rear hub	8	

Note: If you wish to fit wire wheels and don't want to shorten these studs, why not use our spacers, part no. TT6902, two pairs required. This will permit swapping back and forth for different uses.

25	TT6902	£20.10	SPACER, solid, 6mm, (pair)	a/r
	TT6901	£18.50	SPACER, solid, 3mm, (pair)	a/r
26	452-755	£15.50	INNER TUBE, 15" x 165 tyre	5
	452-765	£24.00	INNER TUBE, 15" x 185 tyre	5
27	452-750	£16.40	RIM BAND, 15"	5

HUB (Wire Wheel) Conversion Kits

28	GAC7049X	£297.00	HUB CONVERSION KIT (Includes splined hubs, bevelled nuts, spinners and a hide hammer).	1	2-eared
29	GAC7050X	£297.00	HUB CONVERSION KIT (Includes splined hubs, bevelled nuts, spinners, octagon spanner and a hide hammer).	1	octagonal

Alloy Wheels

Minator 8 Spoke Alloy Wheels

30	GAC8225X	£126.00	ALLOY WHEEL, bolt-on, silver	5	5.5J x 15"
	GAC8245X	£122.50	ALLOY WHEEL, bolt-on, silver	5	6J x 15"
31	GAC8201XP	£10.20	HUB CAP, silver, 59mm	a/r	spun metal cap
	GAC8211X	£11.80	HUB CAP, polished, 59mm	a/r	suits 59mm wheel hole
	GAC8201XPP	£5.10	HUB CAP, silver, 61mm	a/r	plastic cap
	GAC8201XPF	£5.10	HUB CAP, flint, 61mm	a/r	suits 61mm wheel hole

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

The above wheels are supplied with a hub cap but the special nuts (Part No.: GAC8225XNT) must be purchased separately.

32	GAC8225XNT	£3.00	WHEEL NUT	16	sold separately
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Minator 8 spoke alloy wheels are also available with a centre lock hub to suit knock-on spinners. These are a direct replacement for wire wheels. If your car has bolt-on wheels the hubs will need to be converted to knock-ons using one of our kits detailed above.

33	GAC8255X	£232.80	ALLOY WHEEL, centre lock, silver	5	5.5J x 15"
	GAC8265X	£250.50	ALLOY WHEEL, centre lock, anthracite	5	

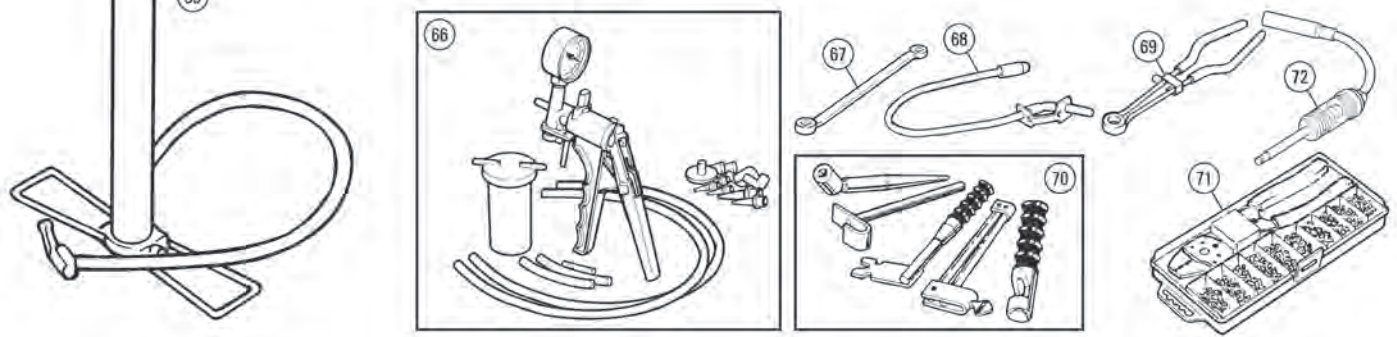
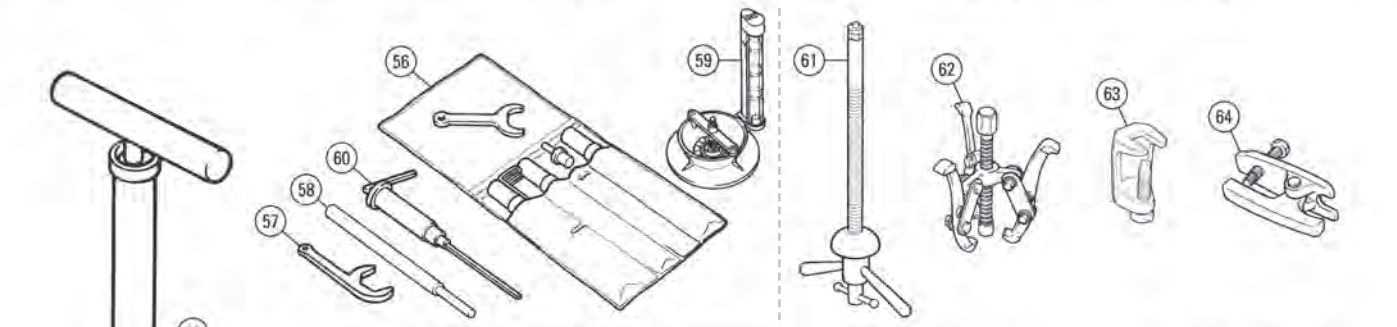
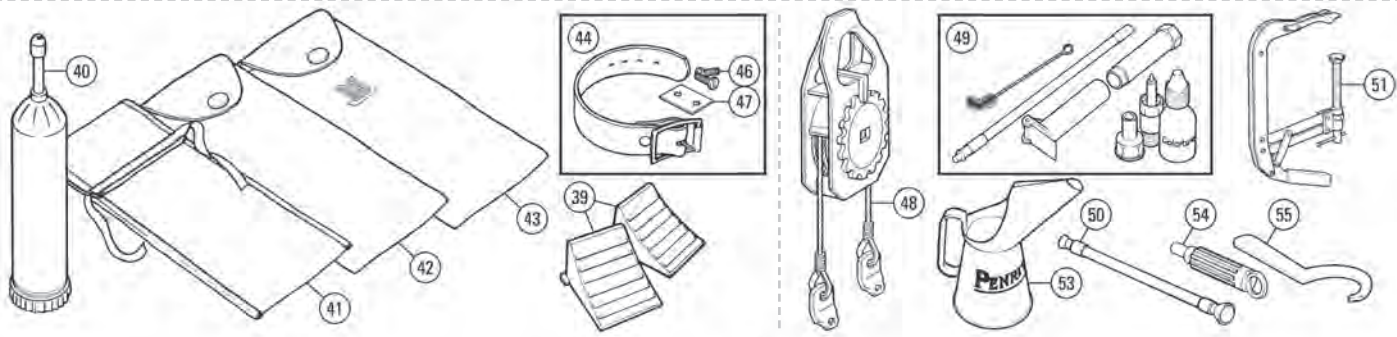
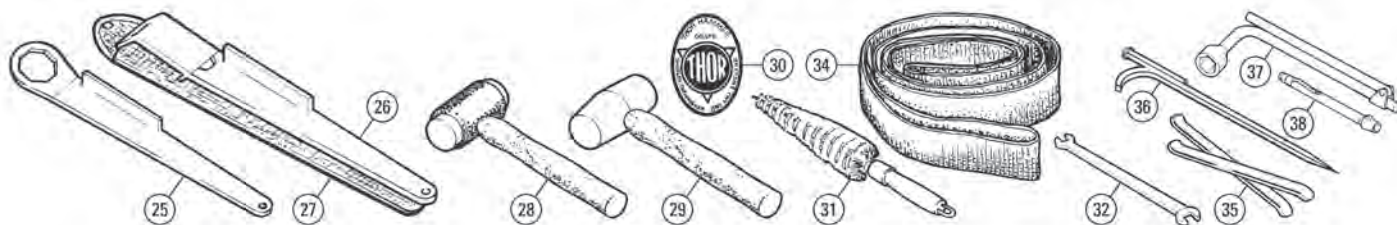
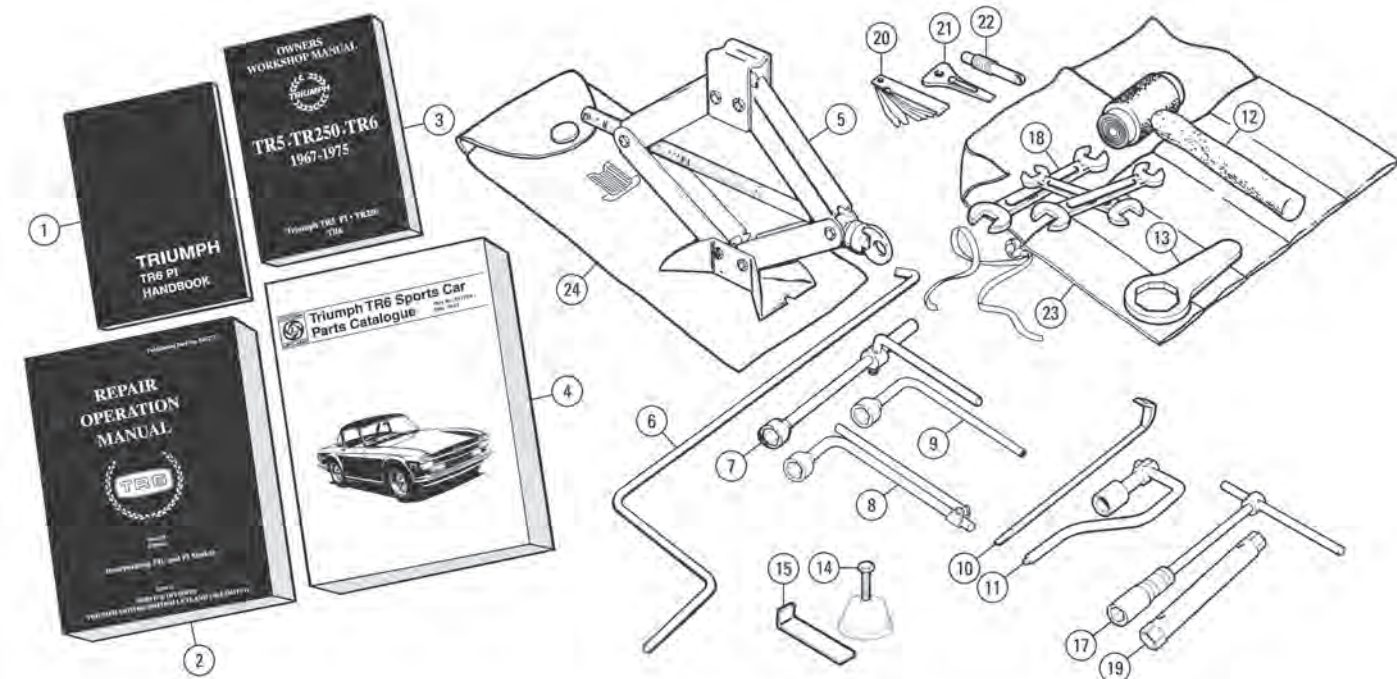
Revolution 5-Spoke Alloy Wheels

Revolution wheels are a 5 spoke design and feature black spokes and diamond turned bright rims.

34	GAC82701X	£158.40	ALLOY WHEEL, 'Revolution'	5	6J x 15"
	GAC8277X	£9.60	HUB CAP, 'Revolution'	a/r	
35	GAC8225XNT	£3.00	WHEEL NUT, tube type	16	

Miscellaneous Accessories

38	HMP190129	£16.96	VALVE CAP SET, 'Triumph'	1	
39	GLZ227WWX4	£58.30	TYRE TRIM SET, 15", white wall	1	set of 4
40	GLZ229RWX4	NCA	TYRE TRIM SET, 15", red line	1	set of 4
41	TT6041	NCA	CLEAN WHEEL, dust protectors, (pair)	2	



Roadside Tools & Equipment

Factory Publications

Note: See the Accessories section for full details.

Ill.	Part Number	Price Eea.	Description	Req.	Details
	545034	£12.60	DRIVER'S HANDBOOK	1	TR5
	545033	£12.60	DRIVER'S HANDBOOK	1	TR250
1	545078	£12.60	DRIVER'S HANDBOOK	1	TR6 CP models
	545078A	£12.60	DRIVER'S HANDBOOK	1	TR6 CR models
	545074	NCA	DRIVER'S HANDBOOK	1	TR6 CC models
	545111/73	£12.60	DRIVER'S HANDBOOK	1	TR6 CF 1973 models
	545111/74	£21.24	DRIVER'S HANDBOOK	1	TR6 CF 1974 models
	545111/75	£12.60	DRIVER'S HANDBOOK	1	TR6 CF 1975 models
	545111/76	NCA	DRIVER'S HANDBOOK	1	TR6 CF 1976 models
	510322	£45.00	WORKSHOP MANUAL	1	TR4, TR4A
	545053	£23.40	SUPPLEMENT, workshop manual	1	TR5
	545053/250	NCA	SUPPLEMENT, workshop manual	1	TR250
2	545277SC	£51.00	WORKSHOP MANUAL	1	TR6
			(TR5 & TR250 workshop manuals are supplements to the TR4, TR4A publication listed above).		
3	545277HBS	NCA	WORKSHOP MANUAL	1	TR6
	516915	NCA	PARTS CATALOGUE	1	TR5
	516914	£27.12	PARTS CATALOGUE	1	TR250
4	517785	NCA	PARTS CATALOGUE	1	TR6 To (c) CR2911/CF12500
	RTC9093A	£33.00	PARTS CATALOGUE	1	TR6 From (c) CR5001, and CF12501

Tools And Equipment

Note: See our website or Restoration Tools catalogue for full details.

Tools Offered By The Factory

5	212677	£199.50	JACK, scissor type	1	
6	UKC4389	£25.50	HANDLE, jack	1	
7	516677	NCA	WHEEL BRACE, combination type	1	TR5, TR250, TR6 To (c) CP/CC50000
8	516676	NCA	WHEEL BRACE, simple type	1	TR6 From (c) CP/CC50000 To CR5000/CF12500 approximately
9	138514	£16.30	WHEEL BRACE, simple type	1	TR6 From (c) CR5001/CF12501 approximately
10	129833	NCA	COMBINATION TOOL, hub cap	1	TR5, TR250
11	152166	NCA	COMBINATION TOOL	1	TR6
			(Wheel nut hub cap & wheel trim removal).		
12	C27290	£30.00	WHEEL HAMMER, copper/hide	1	
13	AHH5839	£6.05	SPANNER, octagonal knock-off removal	1	
14	53K129	£1.60	SCREW, front hub grease cap removal	1	
15	118971	NCA	TOOL, head lamp removal	1	
17	DMR13868	NCA	SPARK PLUG SPANNER	1	universal coupling type
			See our Restoration Tools catalogue for spanners and spanner sets.		
19	109319	NCA	SPANNER, tube, 1/2" x 9/16" A/F	1	
20	DMR73970	NCA	GAUGE, feeler, imperial	1	
21	500905	£9.20	GAUGE & SCREWDRIVER	1	points adjusting
22	DMR11502	NCA	TYRE VALVE TOOL	1	
23	024731	£48.30	TOOL ROLL	1	TR5, TR250, TR6
24	146366	NCA	TOOL & JACK POUCH	1	late TR6

More Tools

Note: See our website or Restoration Tools catalogue for full details.

Wheels And Boot

25	MM386-120	NCA	SPANNER, wire wheel	1	octagonal spinners
26	MM386-125	£57.70	SPANNER, wire wheel	1	2-eared spinners
27	MM386-115	£19.20	CLOTH COVER, wire wheel spanners	1	
28	C27290	£30.00	WHEEL HAMMER, lead	1	
29	11B5166	£25.30	WHEEL HAMMER, copper	1	
30	CRST268	NCA	DECAL, 'Thor'	a/r	
31	GAC4089	£11.30	BRUSH, wire wheel cleaning	1	
32	MM385-800	£11.90	SPANNER, spoke nipple tweaking	1	
33	523638A	NCA	TYRE PUMP	1	
34	JRC7954	NCA	TYRE LIFTING STRAP	1	
35	AJJ281K	NCA	TYRE IRON SET	1	
36	509816	NCA	COMBINATION TOOL, hub cap removal	1	
37	516677	NCA	WHEEL BRACE, combination type	1	
38	GAC8049X	NCA	TYRE PRESSURE GAUGE, pen type	1	
39	DMR54500	NCA	WHEEL CHOCK SET	1	
40	DMR47810	NCA	GREASE GUN	1	
41	716032	NCA	TOOL BAG, 'Hardura', black	1	
42	725793	£17.50	TOOL POUCH, black polythene	1	

43	715091	£34.30	TOOL POUCH, black polythene	1] with Triumph shield
	715092	NCA	TOOL POUCH, red polythene	1	
	715097	£34.30	TOOL POUCH, blue polythene	1	
44	611760	£18.00	TOOL STRAP KIT	1] TR6
46	611763	£3.10	PLATE, strap securing to boot floor	1	
47	PT504	£0.60	SCREW, machine, strap & plate to floor	2	

Engine, Clutch And Gearbox

48	GAC9130X	£96.20	ENGINE LIFT & TILT HOIST, 'Oberg'	1	
49	MRD1005	£42.40	COLORTUNE	1	
50	DMR10409	NCA	VALVE GRINDING TOOL, suction type	1	
51	DMR26967	NCA	VALVE SPRING COMPRESSOR	1	
53	GAC8066X	NCA	POURING CAN, Penrite	1	1 litre
	GAC8065X	NCA	POURING CAN, Penrite	1	500ml
54	MM387-220	£6.40	CLUTCH ALIGNMENT TOOL	1	
55	TMG4901	£9.40	SPANNER, oil drain cap	1	'A' type overdrive

Carburettor Tools

56	GAC6101X	£20.00	SU TOOL KIT	1	many TR's now use SU's
57	AUD2693	£3.20	SPANNER, jet adjusting	1	SU's
58	GAC6106X	£22.10	JET CENTRING TOOL	1	fixed needle SU's
59	MM386-200	£40.30	CARBURETTOR SYNCHRONISER	1	SU's & Strombergs
60	MM386-310	£12.00	CARBURETTOR AIRFLOW ADJUSTER	1	Strombergs

Suspension Tools

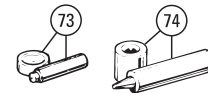
61	GAC5076	£169.60	COIL SPRING COMPRESSOR	1	
62	DMR13909	NCA	HUB PULLER, 3 legged	1	
63	DMR13913	NCA	BALL JOINT PULLER	1	
64	DMR13914	NCA	TAPER JOINT SPLITTER	1	

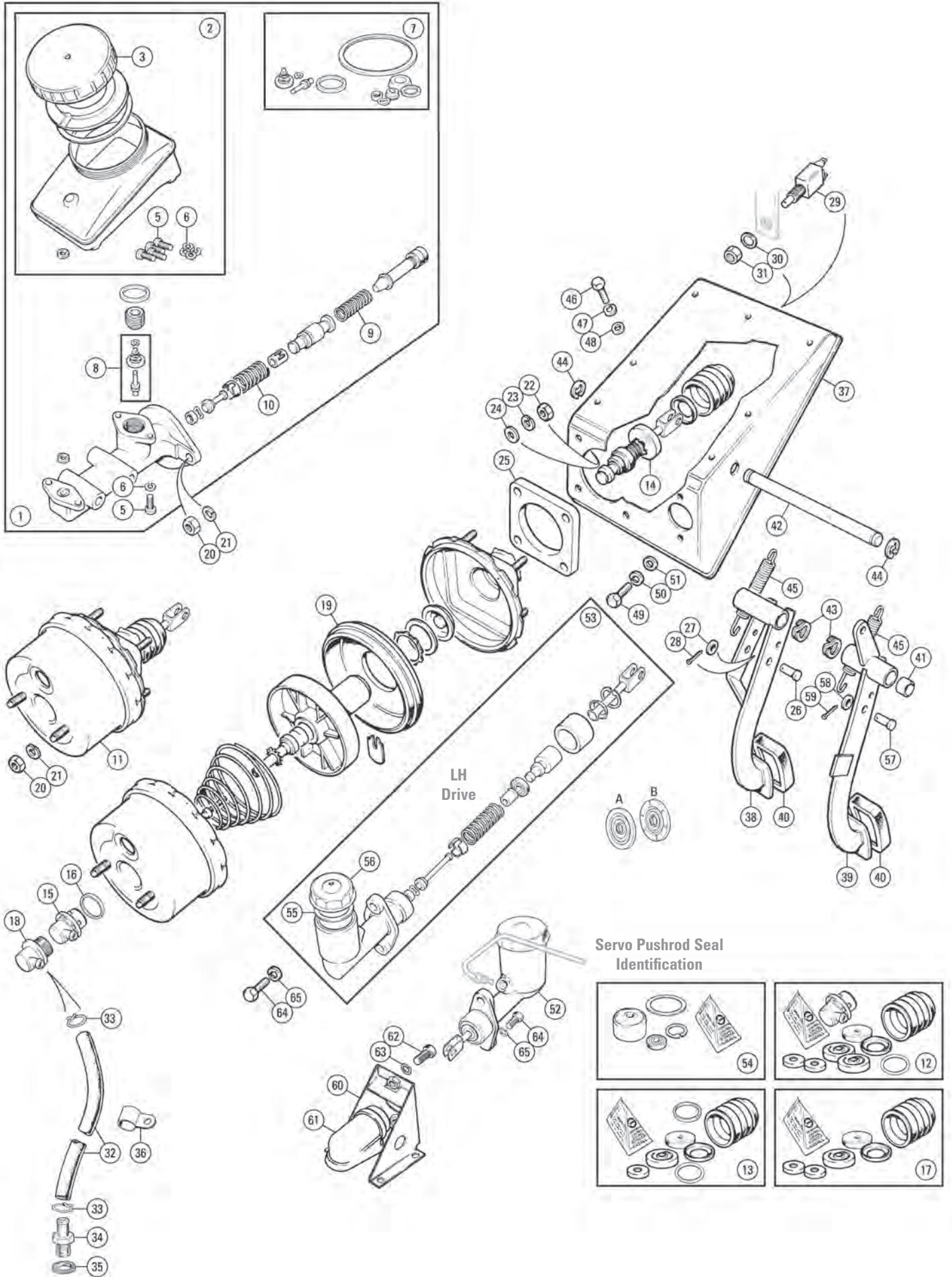
Brakes And Electrical Tools

66	386-215	£63.30	MITYVAC KIT	1	
67	GAC5051	NCA	BRAKE ADJUSTING SPANNER	1	
68	GAC9378X	£5.40	VISIBLEED, one man brake tool	1	
67	MTR44211	£5.80	BRAKE ADJUSTING SPANNER	1	
70	HMP190090	NCA	BRAKE SERVICE TOOL KIT, 5 piece	1	
71	DMR13658	NCA	CRIMP TOOL, with terminal selection	1	
72	DMR38898	NCA	SPARK TESTER	1	

Trim And Body

73	GAC5060X	£5.90	HOOD BUTTON TOOL, 2 piece	1	installs ZKC751 & 713511
74	GAC5062X	NCA	SAIL EYELET TOOL, 2 piece	1	installs 618177 & 618178





Brake Master Cylinder & Servo

ill.	Part Number	Price Eea.	Description	Req.	Details
1	GMC234	£60.00	MASTER CYLINDER, brake	1	} includes cap & reservoir
	GMC234Z	£48.00	MASTER CYLINDER, brake, aftermarket	1	
2	517333	£29.80	FLUID RESERVOIR	1	} includes seal
3	214912	NCA	CAP, filler	1	
5	SE910201	£0.66	SCREW, reservoir to cylinder	4	} Includes seals for filler cap and reservoir
6	517045	NCA	WASHER, locking	4	
7	517332	£37.80	REPAIR KIT, brake master cylinder	1	
8	517033	NCA	TIPPING VALVE ASSEMBLY	1	
9	517028	NCA	SPRING	1	} push rod seal is supported in a metal disc. (ill. A)
10	517031	NCA	SPRING	1	
11	GSM90156Z	£106.70	SERVO UNIT ASSEMBLY	1	} Includes seals for filler cap and reservoir
12	517330	NCA	MAJOR REPAIR KIT (With non-return valve).	1	
13	18G8951A	£13.80	REPAIR KIT, servo	1	} push rod seal is supported in a metal disc. (ill. A)
14	516899	NCA	FILTER, air	1	
<p>(It is recommended that the servo air filter (516899), which is a foam seal around the pedal push rod be changed every 40,000 miles or 3 years. The filter is part of both types of servo repair kit).</p>					
15	516907	NCA	NON-RETURN VALVE, bayonet type	1	} bayonet non return valve
16	516906	£3.50	O RING, non-return valve to servo	1	
	BAU1019	£3.80	O RING, non-return valve to servo	1	} push-in non return valve
17	18G8951X	NCA	REPAIR KIT, servo	1	
<p>} push rod seal is cup type with grooved surface. (ill. B)</p>					
18	18G8953	£13.30	NON-RETURN VALVE, push-in type	1	} with grooved surface. (ill. B)
19	516901	NCA	DIAPHRAGM, servo	1	

Servo Repair Kits

All servo repair kits include the following: seal & plate assembly, dust cover, dust cover retainer and filters. The major repair kit also includes the bayonet type non-return valve and 'O' Ring seal. None of the repair kits include the main diaphragm seal.

Construction and design of the servo fitted to the TR6 has changed since production commenced. There are two areas that will need to be observed if the correct repair kits are obtained and used. These items are the servo air inlet non-return valve attachment and the push rod seal between the servo and the brake master cylinder. The servo air non-return valve can be either a bayonet fitting, sealed with an O' ring, or a push-in type valve with a serrated sided seal area that fits into a grommet in the servo. The other change that is not so easy to see is the seal between the brake master cylinder and the push rod that it acts on in the servo. The easy identification for this is whether the seal is supported in a metal disc or it is a cup shape with radial grooves in it. The latter is also identifiable by a series of parallel knurls on the shank of the push rod.

The servo serviced by 012446 is quite rare and to make matters worse it was not allocated to any particular chassis numbers. The difference between the two types of servo is internal so the servo must be dismantled to ascertain which one of the two is fitted. If the master cylinder is removed from the servo, the outside face of the seal and plate assembly will be visible through the aperture to facilitate easy identification. The actual difference is that the master cylinder end of the valve push rod and the servo requiring kit 18G8951X has a 3/8" diameter and parallel knurled rod. Those requiring 18G8951A are diamond knurled and are 5/16" diameter. The correct seal for the 3/8" push rod has 6 radially moulded ribs to identify it. (See illustrations A & B opposite).

20	GHF201	£0.17	NUT, plain, imperial threaded (Master cylinder to servo).	2	} early supply servo units*
21	GHF332	£0.40	WASHER, locking	2	
	GHF214	NCA	NUT, plain, metric threaded (Master cylinder to servo).	2	} later supply servo units*
	GHF383	£0.53	WASHER, locking	2	
22	GHF201	£0.17	NUT, plain, imperial threaded (Servo to pedal box).	4	} early supply servo units*
23	GHF332	£0.40	WASHER, locking	4	
24	PWZ305	£0.64	WASHER, plain	4	} early supply servo units*
	GHF213	£0.28	NUT, plain, metric threaded (Servo to pedal box).	4	
	GHF382	£0.30	WASHER, locking	4	} early supply servo units*
	PWZ305	£0.64	WASHER, plain	4	

*Note: The servo unit may be fitted with metric threaded studs to attach the brake master cylinder. When installing a new servo, ensure new nuts of the correct type are obtained with the servo to save difficulty when installing because of not having the correct fasteners.

25	148024	NCA	SPACER, aluminium	1	} servo to bulkhead
26	PJ8808	£1.25	PIN, clevis, pedal to push rod	1	
27	GHF301	£0.24	WASHER, plain	1	} (brake light switch)
28	GHF502	£0.22	SPLIT PIN	1	
29	13H3735	£4.80	SWITCH, brake lamp, mechanical, plastic	1	} (brake light switch)
	13H3735X	£7.40	SWITCH, brake lamp, mechanical, metal (Improved quality metal body switch).	1	
30	GHF325	£0.50	WASHER, shakeproof	1	} (brake light switch)
31	FNZ208	£0.77	NUT, half, locking	1	
32	CRC2131A	£6.20	HOSE, servo to manifold	1	} (brake light switch)
33	ACA5290	£1.31	CLIP, 'Corbin', servo hose clamping	2	

34	ADU1402	£20.50	VALVE & ADAPTOR, non return	1	} (screwed into inlet manifold)
35	AAA836	£0.90	WASHER, fibre	1	
36	PCR1011	£1.10	CLIP, servo hose to rocker cover	1	LHD

Brake & Clutch Pedals

37	308273	NCA	PEDAL BOX, sub assembly	1	} RHD models only,
38	148020	£87.00	BRAKE PEDAL, RHD	1	
	148022	NCA	BRAKE PEDAL, LHD	1	} blanking holes for
39	148021	£79.60	CLUTCH PEDAL, RHD	1	
	148023	NCA	CLUTCH PEDAL, LHD	1	} LHD cylinder
40	122289	£4.10	PEDAL RUBBER, brake and clutch	2	
41	136611	£3.00	BUSH, pedal to pedal shaft	4	2 per pedal

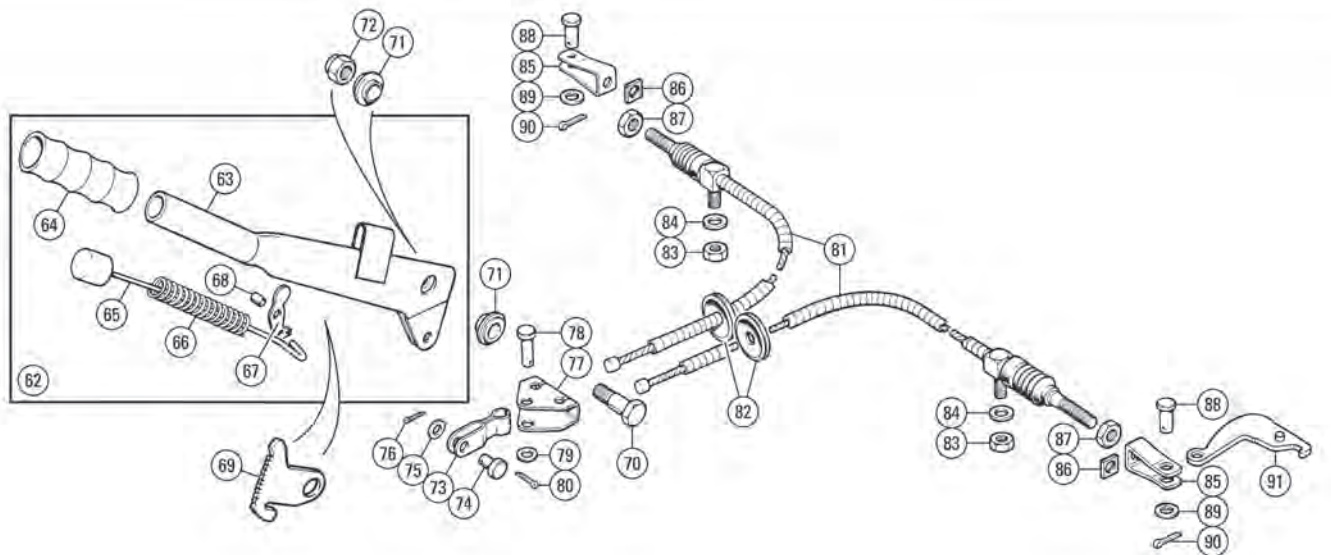
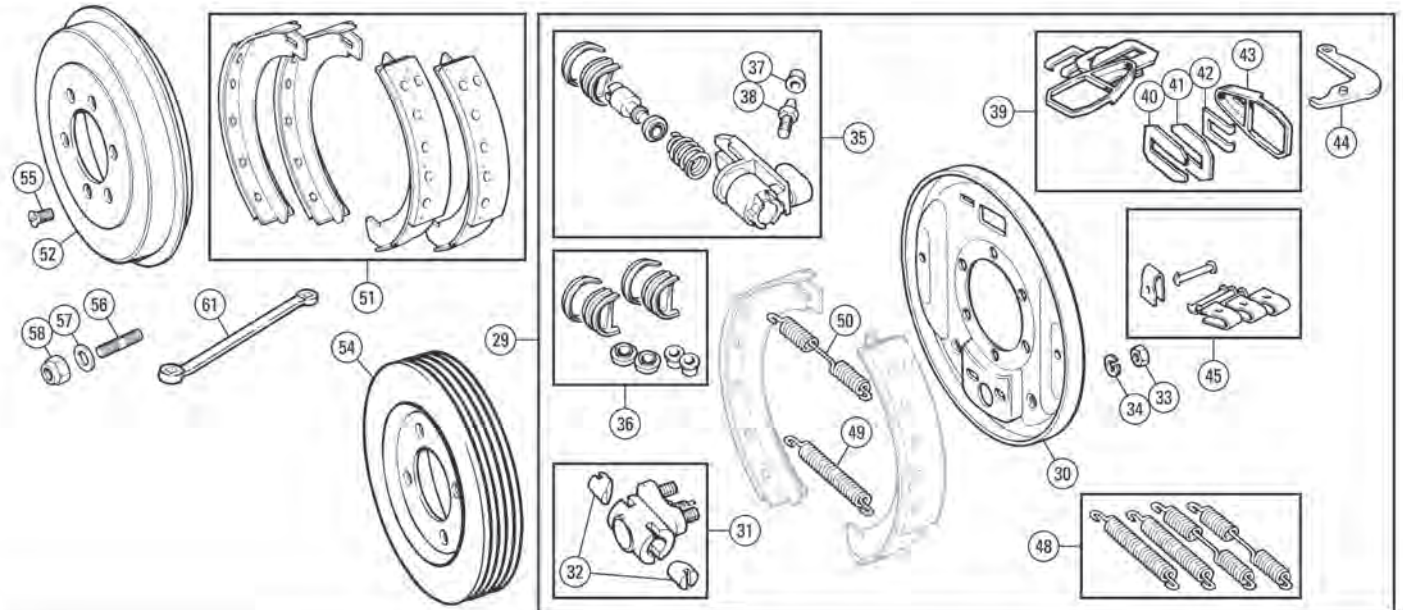
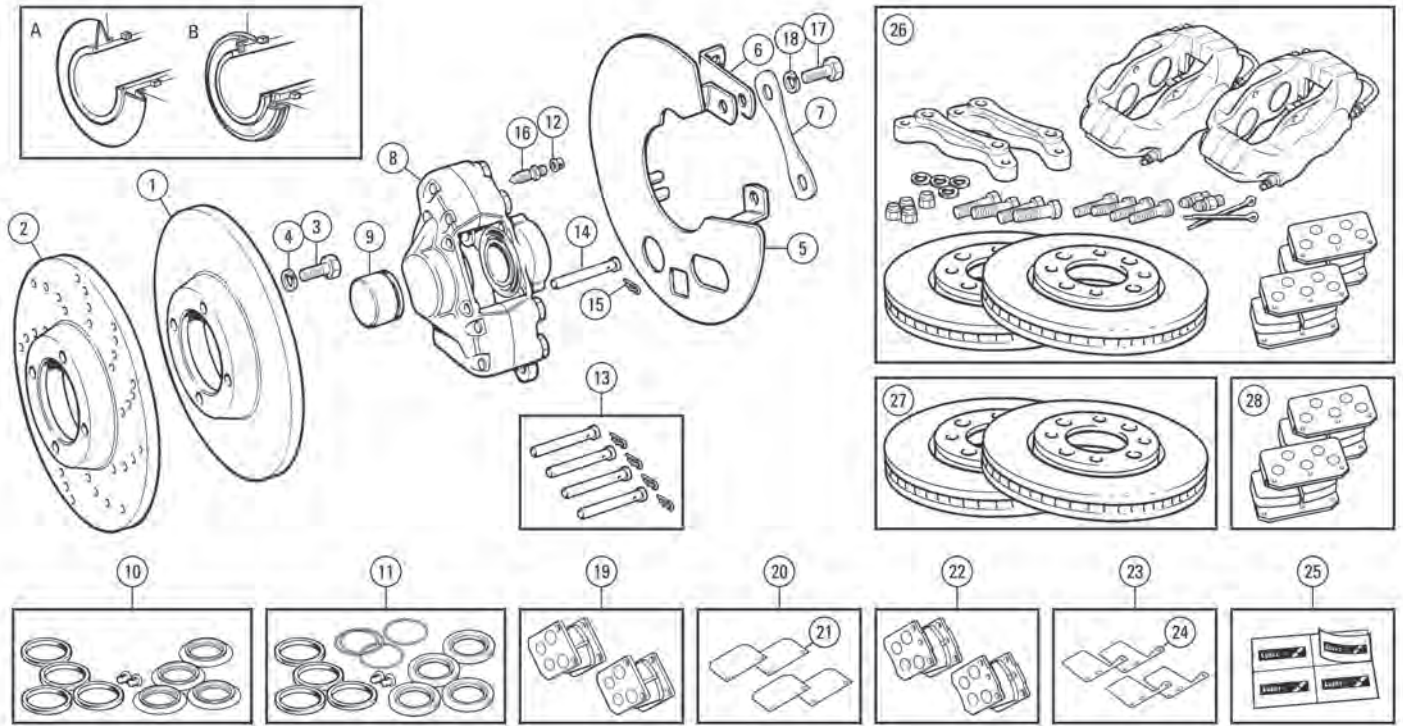
Initial production of cars had plastic pedal bushes (147166), these were found to be insufficiently hard wearing so the installation was modified by the fitment of steel-backed bushes. Triumph spares departments subsequently supplied the steel backed bush (136611) for all replacements. Cars built after (c) CP50000 were also so fitted. Many cars are still fitted with the plastic pedal bushes (or what is left of them). A clutch or brake pedal that is able to be wobbled from side to side will indicate worn pedal bushes.

42	148017	£19.00	SHAFT, pedal pivot	1	} RHD models only,
43	044630	NCA	WASHER, double coil	2	
44	506542	£1.10	CIRCLIP, securing ends of pedal shaft	2	} blanking holes for
45	057950	£4.10	SPRING, pedal return	2	
46	SH604051	£0.30	SCREW, upper, pedal box to bulkhead	9	} LHD cylinder
47	GHF331	£0.38	WASHER, locking	9	
48	WM57	£0.24	WASHER, plain	9	} LHD cylinder
49	SH605051	£1.00	SCREW, front, pedal box to bulkhead	2	
50	GHF332	£0.40	WASHER, locking	2	} LHD cylinder
51	GHF301	£0.24	WASHER, plain	2	

Clutch Master Cylinder

Both types of clutch master cylinders are interchangeable, the earlier type with a 0.75" bore gives a heavier clutch, but more clutch movement. Refer to Clutch System for full details.

52	148531	£37.00	CLUTCH MASTER CYLINDER (0.75" bore, RHD).	1	} TR5, TR250, TR6 To (b) 50910CP/52951CC
53	148530	£58.50	CLUTCH MASTER CYLINDER	1	
	148530Z	£33.60	CLUTCH MASTER CYLINDER, aftermarket (0.75" bore, LHD).	1	} TR6 From (b) 50911CP/52952CC
54	GRK1027	£10.00	REPAIR KIT, 0.75" bore	1	
	154932	NCA	CLUTCH MASTER CYLINDER	1	} TR6 From (b) 50911CP/52952CC
	154932Z	£36.00	CLUTCH MASTER CYL., aftermarket (0.70" bore, RHD).	1	
	154933	£33.60	CLUTCH MASTER CYLINDER	1	} TR6 From (b) 50911CP/52952CC
	154933Z	£22.00	CLUTCH MASTER CYLINDER, aftermarket (0.70" bore, LHD).	1	
	18G8986	£11.00	REPAIR KIT, 0.70" bore	1	} TR6 From (b) 50911CP/52952CC
55	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	} cylinder push rod to pedal
56	500201	£7.20	CAP, master cylinder	1	
	500201Z	£5.30	CAP, master cylinder, black	1	} cylinder push rod to pedal
57	PJ8808	£1.25	PIN, clevis,	1	
58	GHF301	£0.24	WASHER, plain	1	} RHD models only
59	GHF502	£0.22	SPLIT PIN	1	
60	146413	NCA	BRACKET, master cyl. to bulkhead	1	} RHD models only
	146413SS	£50.10	BRACKET, master cyl. to bulkhead, s/steel	1	
61	125217	£3.25	DUST COVER, pedal to cyl. push rod	1	} LHD models only
62	SH605071	£0.64	SCREW, cylinder attachment	2	
63	GHF332	£0.40	WASHER, locking	2	} LHD models only
64	GHF103	£0.60	SCREW, cylinder	2	
65	GHF332	£0.40	WASHER, locking	2	



Front Disc Brakes

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	209327	£15.30	BRAKE DISC	2	
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
2	209327XKG	£91.80	BRAKE DISC SET, cross-drilled	1	car set
3	113150	£1.20	BOLT, friction disc to front hub	8	
4	GHF333	£0.30	WASHER, locking	8	
5	307226	NCA	DUST SHIELD, RH	1	
	307226SS	£36.90	DUST SHIELD, RH, s/steel	1	
	307227	NCA	DUST SHIELD, LH	1	
	307227SS	£36.90	DUST SHIELD, LH, s/steel	1	
6	141124	£4.25	BRACKET, brake hose	2	
7	115682	£8.20	SHIM, caliper centralising about disc	a/r	

New Front Brake Calipers

8	311851	£68.05	CALIPER ASSEMBLY, RH, new, imperial	1	
	311852	£68.05	CALIPER ASSEMBLY, LH, new, imperial	1	

Note: we have remanufactured these calipers to the 16PB imperial thread specification and they are supplied complete with pistons & seals. These calipers can be used as direct replacements for any imperial caliper (up to CP76094/CC81078). They can also be used to replace later metric calipers (from CP76095/CC81079) using the following supplementary parts and pads:

	BTB610	£2.50	BOLT, caliper mounting	2	
	309723	£14.20	PIPE ASSEMBLY, hose to caliper	2	
	GBP114	£18.20	BRAKE PAD SET, standard	1	alternatives available

If you wish to recondition your existing calipers, detailed below are the relevant parts for each type of caliper.

Girling Type 16P Calipers, TR5, TR250, TR6 To (c) CP26075/CC29929, Imperial Threads

8	307977	NCA	CALIPER ASSEMBLY, LH	1	NCA use 311852 see above
	307976	NCA	CALIPER ASSEMBLY, RH	1	NCA use 311851 see above
9	510792	£11.00	PISTON, caliper*	4	
	510792SS	£16.70	PISTON, caliper, stainless steel*	4	
10	601960	£42.00	SEAL SET, caliper, (car set)*	1	
12	SMP100030	£0.64	CAP, bleed screw	2	
13	GBK1003	£8.80	FITTING KIT, (brake pads)	1	
14	011368A	£1.78	PIN, pad retaining, 1/4" diameter	4	
15	011369A	£0.89	CLIP, pin securing	4	
16	3H2428	£1.20	SCREW, bleed nipple	2	
17	BTB610	£2.50	BOLT, caliper to mounting bracket	2	
18	GHF334	£0.73	WASHER, locking	4	

Girling Type 16PB, TR6 From (c) CP26076/CC29930 To CP76094/CC81078, Imperial Threads

8	310188	NCA	CALIPER ASSEMBLY, LH	1	NCA use 311852 see above
	310189	NCA	CALIPER ASSEMBLY, RH	1	NCA use 311851 see above
	310188R	£86.10	CALIPER ASSEMBLY, LH, recon/exch	1	
	310189R	£91.70	CALIPER ASSEMBLY, RH, recon/exch	1	
9	157685	£16.40	PISTON, caliper*	4	
	157685SS	£13.45	PISTON, caliper, stainless steel*	4	
11	519731	£22.50	SEAL SET, caliper, car set*	1	
	519731Z	£13.50	SEAL KIT, caliper, one side*	2	
12	SMP100030	£0.64	CAP, bleed screw	2	
13	GBK1003	£8.80	FITTING KIT, (brake pads)	1	
14	011368A	£1.78	PIN, pad retaining, 1/4" diameter	4	
15	011369A	£0.89	CLIP, pin securing	4	
16	3H2428	£1.20	SCREW, bleed nipple	2	
17	BTB610	£2.50	BOLT, caliper to mounting bracket	4	
18	GHF334	£0.73	WASHER, locking	4	

*Important Note: Brake Calipers. The repair kits and pistons for early calipers with imperial thread can be of two types and they are not interchangeable. The later type kit (part no. 519731) differs from the early kit (part no. 601960) in using a steel clip to retain the dust shield on the caliper body. For reference please refer to illustrations A & B on opposite page. The calipers 307977 and 307976 can be replaced directly by either the later imperial threaded items or by the metric threaded ones; if the appropriate brake pipe and caliper mounting bolts are used.

Girling Type M16P, TR6 From (c) CP76095/CC81079, Metric Threads

8	159026	£70.00	CALIPER ASSEMBLY, LH, new, metric	1	
	159027	£70.00	CALIPER ASSEMBLY, RH, new, metric	1	
9	157685	£16.40	PISTON, caliper	4	
	157685SS	£13.45	PISTON, caliper, stainless steel	4	
11	519731	£22.50	SEAL SET, caliper, car set	1	
	519731Z	£13.50	SEAL KIT, caliper, one side	2	
12	SMP100030	£0.64	CAP, bleed screw	2	
13	GRPFK5	£12.30	FITTING KIT, (brake pads)	1	
14	521121	£1.56	PIN, pad retaining, 3/16" diameter	4	
15	511032	£0.98	CLIP, pin securing	4	
16	SMG100030	£2.30	SCREW, bleed nipple	2	
17	158668	£5.70	BOLT, caliper to mounting bracket	4	
18	GHF335	£0.46	WASHER, locking	4	

Brake Pads & Fittings

19	GBP114	£18.20	BRAKE PAD SET, standard	1	TR5, TR250, TR6 To
	GBP114CM	£31.50	BRAKE PAD SET, ceramic	1	(c) CP76094/CC81078
	TT31501KV	£48.70	BRAKE PAD SET, EBC Ultimax	1	
	TT31501G	£57.50	BRAKE PAD SET, EBC Greenstuff	1	
	TT31501Y	£86.20	BRAKE PAD SET, EBC Yellowstuff	1	
20	GRSP2750	£6.20	SHIM SET, anti-squeal	1	

21	27H2953	£1.50	SHIM, anti-squeal	4	
22	GBP216	£19.80	BRAKE PAD SET, standard	1	TR6 From
	GBP216CM	£29.90	BRAKE PAD SET, ceramic	1	(c) CP76095/CC81079
	TT32501G	£52.80	BRAKE PAD SET, EBC Greenstuff	1	
	TT32501Y	£83.80	BRAKE PAD SET, EBC Yellowstuff	1	
23	GBK1019	£5.50	SHIM SET, anti-squeal	1	
24	UKC951	£1.55	SHIM, anti-squeal	4	
25	GBP240ASK	NCA	ANTI-SQUEAL STRIPS, disc pads	1	set of 4

4 Pot Vented Brake Caliper Kits

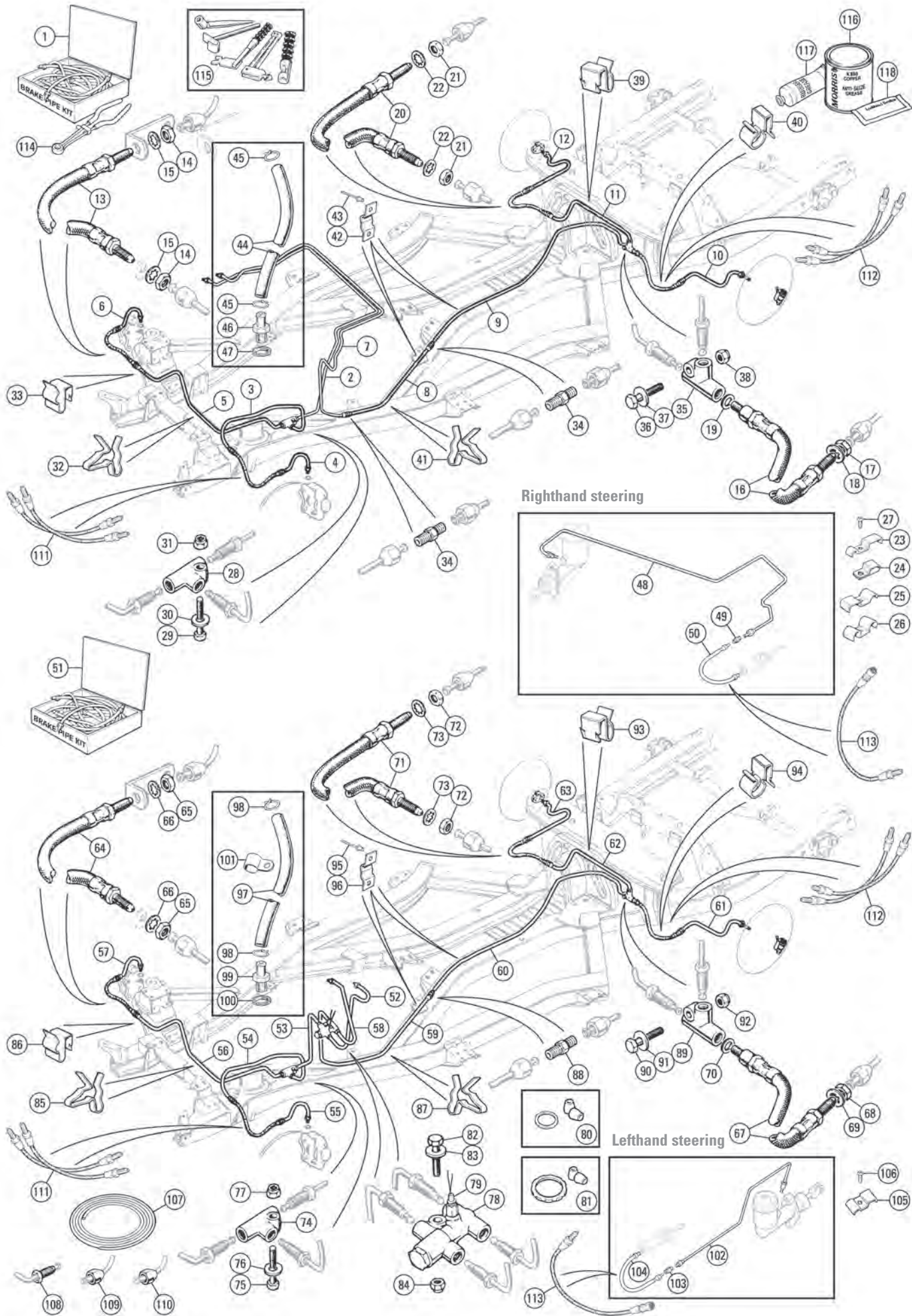
26	SPB32521	£850.00	VENTED BRAKE KIT, 4 pot, 283mm dia.	1	
	SPB32521X	£900.00	VENTED BRAKE KIT, 4 pot, 283mm dia.	1	with cross-drilled discs
27	SPB32524	£82.80	BRAKE DISC, vented, each	2	
	SPB32524X	£239.10	BRAKE DISC SET, vented & cross-drilled	1	
28	RD150-3668	£46.50	BRAKE PAD SET, soft	1	road
	RD1311	£77.80	BRAKE PAD SET, medium	1	fast road
	RD1313	£59.70	BRAKE PAD SET, hard	1	race

Rear Drum Brakes

29	211445	NCA	REAR BRAKE ASSEMBLY, RH	1	
	211444	NCA	REAR BRAKE ASSEMBLY, LH	1	
30	212059	NCA	BACK PLATE, RH	1	
	212058	NCA	BACK PLATE, LH	1	
31	37H6134	NCA	ADJUSTER ASSEMBLY	2	
	37H6134Z	£14.10	ADJUSTER ASSEMBLY	2	aftermarket
32	111054	NCA	TAPPET, brake adjuster	4	
33	GHF200	£0.22	NUT, plain, adjuster to back plate	4	
34	GHF321	£0.22	WASHER, shakeproof	4	
35	GWC1154	£21.60	REAR WHEEL CYLINDER, 0.7" bore	2	
	GWC1154Z	£17.60	REAR WHEEL CYLINDER, repro	2	
	GWC1112	£21.80	REAR WHEEL CYLINDER, 0.75" bore	2	TR6, 1976 North America
36	512351Z	£8.50	SEAL SET, wheel cylinder, 0.7"	1	per cylinder
	18G9065	£13.30	SEAL SET, wheel cylinder, car set, 0.75"	1	TR6, 1976 North America
37	SMP100030	£0.64	CAP, bleed screw	2	
38	3H2428	£1.20	SCREW, bleed nipple	2	
39	GRSP2862	£11.70	FITTING KIT, cylinder to back plate	1	
40	505091A	NCA	SPRING PLATE, cylinder retaining	2	
41	505094	NCA	DISTANCE WASHER, boot retaining	2	
42	505092	NCA	PLATE, locking wheel cylinder	2	
43	505093A	£3.50	BOOT, rubber, dust excluding	2	
44	157672	£12.60	LEVER ASSEMBLY, handbrake	2	
45	BAU1420A	£10.10	FITTING KIT, brake shoe hold down	1	car set
48	GRSRS8	£9.30	FITTING KIT, brake shoe return springs	1	
49	508817	£3.35	SPRING, shoe return, adjuster end	2	
50	505081	£1.96	SPRING, shoe return, cylinder end	2	
51	GBS778AF	£22.80	BRAKE SHOE SET, standard	1	
	TT31524	£99.30	BRAKE SHOE SET, uprated	1	
52	210578	£21.00	BRAKE DRUM	2	
54	202267	NCA	ALFIN BRAKE DRUM circumferential fins	2	radial fins 9 x 1 3/4"
			(As originally supplied by Triumph).		countersunk
55	V5435	£1.39	SCREW, brake drum to hub	4	
56	FHS2512	£1.57	STUD, rear hub unit to back plate	12	
57	GHF301	£0.24	WASHER, plain	12	
58	GHF222	£0.55	NUT, nyloc	12	
61	MTR44211	£5.80	BRAKE ADJUSTING SPANNER	1	

Handbrake Assembly

62	148078	NCA	HANDBRAKE ASSEMBLY	1	
63	148080	NCA	LEVER, handbrake	1	alternatives
	UKC6206	NCA	LEVER, handbrake	1	
64	131312	£3.50	GRIP, lever	1	
65	148082	NCA	ROD & KNOB, pawl release	1	
66	104740	£2.80	SPRING, pawl release	1	
67	104737	£3.44	PAWL, handbrake	1	
68	104738	NCA	PIN, fulcrum, pawl to lever	1	
69	148083	NCA	RATCHET PLATE, segment	1	
70	142755	NCA	BOLT, fulcrum	1	lever to mounting bracket
71	142754	£6.40	BUSH, lever to mounting bracket	2	
72	GHF273	£0.55	NUT, nyloc	2	
73	140374	NCA	COMPENSATOR LINK	1	
74	104750	£1.57	PIN, clevis, link to handbrake	1	
75	WM93	£1.31	WASHER, plain	1	
76	GHF500	£0.22	SPLIT PIN	1	
77	140375	NCA	COMPENSATOR SECTOR	1	
78	PJ8713	NCA	PIN, clevis, compensator sector to link	1	
79	GHF300	£0.22	WASHER, plain	1	
80	PS103121	£1.10	SPLIT PIN	1	
81	140373	£8.50	HANDBRAKE CABLE,	2	
82	602037	£1.60	GROMMET, cable to body	2	
83	GHF200	£0.22	NUT, plain, brake cable to trailing arm	2	
84	GHF331	£0.38	WASHER, locking	2	
85	138247	£5.00	FORK END, cable	2	
86	CN1	£0.36	NUT, square	2	
87	JN2107	£0.43	NUT, half, locking fork end	2	
88	PJ8807	£1.39	PIN, clevis, fork end to cylinder lever	2	
89	GHF301	£0.24	WASHER, plain	2	
90	GHF502	£0.22	SPLIT PIN	2	
91	157672	£12.60	LEVER ASSEMBLY, handbrake	2	



Brake Pipes & Hoses

Copper Brake Pipe Kits For RHD Models

Note: Copper may not be acceptable in certain countries. Brake pipe sets do not include flexible hoses.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	HGB6230	£151.50	BRAKE PIPE SET, copper, imperial	1	TR5, TR6 To (c) CP76094
	HGB6240	£151.50	BRAKE PIPE SET, copper, metric	1	TR6 From (c) CP76095

Copper Nickel Brake Pipe Kits For RHD Models

Note: Copper may not be acceptable in certain countries. Brake pipe sets do not include flexible hoses.

	HGB6230K	£147.20	BRAKE PIPE SET, copper nickel, imperial	1	TR5, TR6 To (c) CP76094
	HGB6240K	£151.50	BRAKE PIPE SET, metric	1	TR6 From (c) CP76095
2	309719	£23.20	PIPE ASSEMBLY (Master cylinder to front 3 way connector).	1	
3	309720	NCA	PIPE ASSEMBLY (Front 3 way connector to LH front hose).	1	
4	309723	£14.20	PIPE ASSEMBLY (LH front hose to caliper, imperial).	1	TR5, TR6 To (c) CP76094
	312550	£13.00	PIPE ASSEMBLY (LH front hose to caliper, metric).	1	TR6 From (c) CP76095
5	309721	£19.00	PIPE ASSEMBLY (Front 3 way connector to RH front hose).	1	
6	309723	£14.20	PIPE ASSEMBLY (RH front hose to caliper, imperial).	1	TR5, TR6 To (c) CP76094
	312550	£13.00	PIPE ASSEMBLY (RH front hose to caliper, metric).	1	TR6 From (c) CP76095
7	309718	£23.60	PIPE ASSEMBLY (Master cylinder to rear intermediate pipe).	1	
8	309717	£12.20	PIPE ASSEMBLY (Intermediate, double ended union to double ended union).	1	
9	309725	£6.16	PIPE ASSEMBLY (Intermediate pipe to rear 3 way connector).	1	
10	309726	NCA	PIPE ASSEMBLY (LH rear hose to brake cylinder).	1	
11	309724	£15.50	PIPE ASSEMBLY (Rear 3 way union to RH rear hose).	1	
12	309727	NCA	PIPE ASSEMBLY (RH rear hose to brake cylinder).	1	
13	GBH176	£14.00	HOSE, flexible, front	2	
	GBH176Z	£7.20	HOSE, flexible, front, aftermarket	2	
14	NT606041	£0.60	NUT, half, hose ends to brackets	4	
15	GHF323	£0.22	WASHER, shakeproof	4	
16	GBH178	£11.10	HOSE, flexible, rear, LH	1	
	GBH178Z	£4.66	HOSE, flexible, rear, LH, aftermarket	1	
17	NT606041	£0.60	NUT, half, hose end to trailing arm	1	
18	GHF323	£0.22	WASHER, shakeproof	1	
19	233220A	£0.89	WASHER, copper	1	hose to 3 way connector
20	GBH177	£11.10	HOSE, flexible, rear, RH	1	
	GBH177Z	£4.66	HOSE, flexible, rear, RH, aftermarket	1	
21	NT606041	£0.60	NUT, half, securing front hose ends	2	
22	GHF323	£0.22	WASHER, shakeproof	2	

Hardware And Fittings For Brake Pipes

23	149059	£2.12	CLIP, retaining pipes to bulkhead	4	TR5
				2	TR6
24	150969	NCA	CLIP, double, (Front brake pipes to master cyl. bracket).	1	TR6
25	149766	£2.05	CLIP, retaining (Master cylinder pipe to 3 way).	1	
26	2H400	£1.80	CLIP, retaining (To clutch & brake pipes bulkhead).	4	
27	AB606031	£0.36	SCREW, self tapping	10/8	
28	BTB657	£18.70	CONNECTOR, 3 way, front	1	
29	BH604101	£0.47	BOLT, connector to chassis	1	
30	GHF300	£0.22	WASHER, plain	1	
31	GHF271	£0.41	NUT, nyloc	1	
32	059191	£1.06	CLIP, spring, RH pipe to crossmember	1	
33	11K9181	£0.64	CLIP, pipe to suspension stay	1	
34	ACB5559	£4.30	UNION, double ended	2	for intermediate pipes
35	BTB657	£18.70	CONNECTOR, 3 way, rear	1	
36	BH604101	£0.47	BOLT, connector to chassis	1	
37	GHF300	£0.22	WASHER, plain	1	
38	GHF271	£0.41	NUT, nyloc	1	
39	618386	£0.64	CLIP, pipe to rear chassis crossmember	1	
40	615836	£0.60	CLIP, pipe to trailing arm	2	
41	059191	£1.06	CLIP, spring	1	pipe to centre chassis member
42	149765	£2.40	CLIP, brake and fuel pipe to chassis	a/r	
43	RA608236	£0.34	RIVET, 'Pop' type, clip to chassis	a/r	

Servo Hose And Fittings

44	CRC2131A	£6.20	HOSE, servo to manifold 25" long	1	
45	ACA5290	£1.31	CLIP, 'Corbin', servo hose clamping	2	
46	ADU1402	£20.50	VALVE & ADAPTOR, non return	1	screws into inlet manifold
47	AAA836	£0.90	WASHER, fibre	1	

Clutch Pipes

48	308362	£30.90	PIPE, cylinder to flexible hose	1	
	308362C	£32.90	PIPE, cylinder to flexible hose, copper	1	
49	598693	£15.80	CONNECTOR, pipe to hose	1	
50	140420	£14.10	HOSE, flexible, connector to slave cyl.	1	

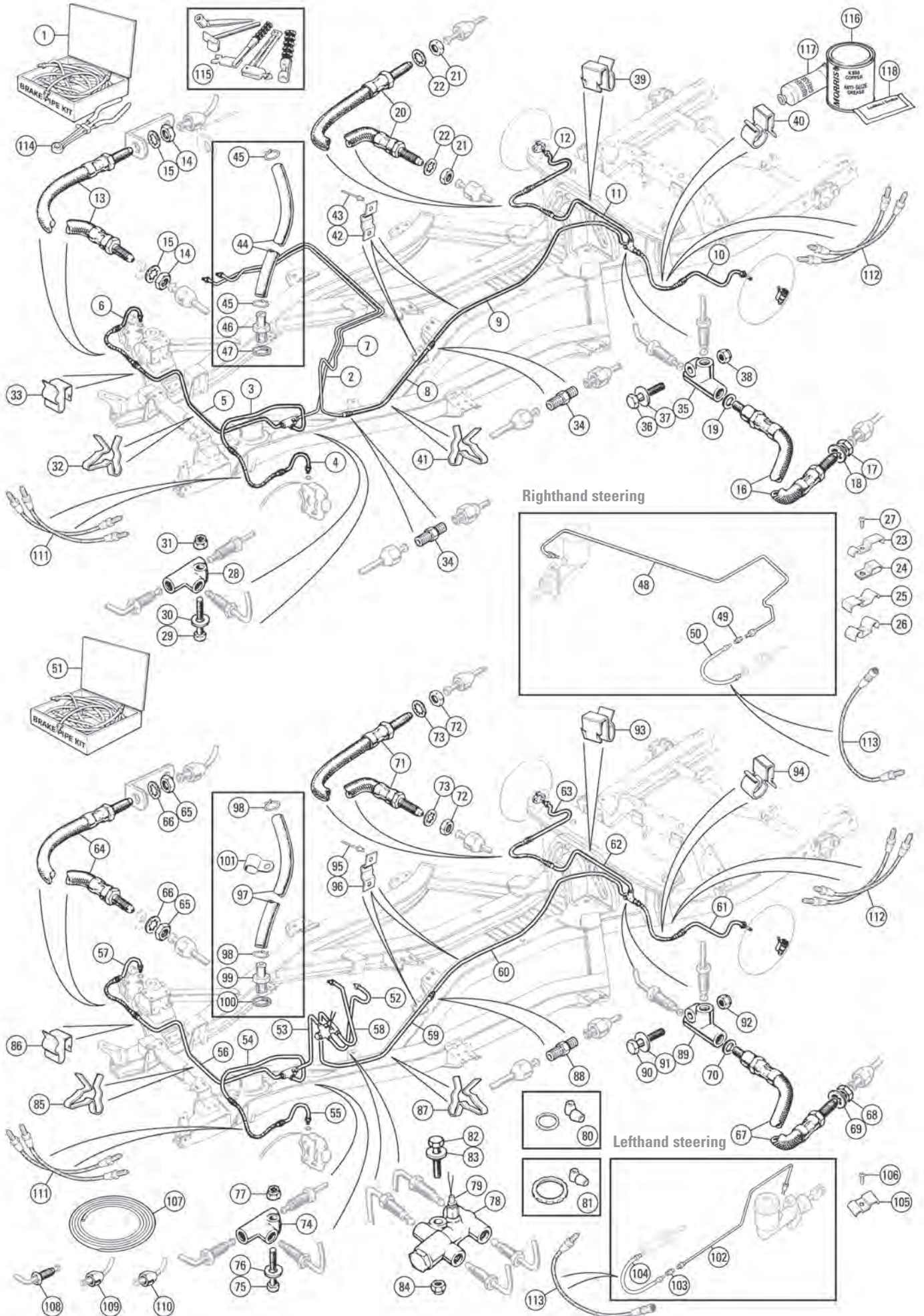
Copper Nickel Brake Pipe Kits For LHD Models

Note: Copper may not be acceptable in certain countries. Brake pipe sets do not include flexible hoses.

51	HGB6230L	£151.50	BRAKE PIPE SET, imperial threads (Kunifer brake pipe set).	1	TR5, TR250, TR6 To (c) CP76094/CC81078
	HGB6240L	£151.50	BRAKE PIPE SET, metric threads (Kunifer brake pipe set).	1	TR6 From (c) CP76095/CC81079
52	309730	£13.10	PIPE ASSEMBLY (Front, master cylinder to PDWA valve).	1	
53	309728	£13.10	PIPE ASSEMBLY (PDWA valve to front 3 way connector).	1	
54	309720	NCA	PIPE ASSEMBLY (Front 3 way connector to LH front hose).	1	
55	309723	£14.20	PIPE ASSEMBLY (LH front hose to caliper, imperial).	1	TR5, TR250, TR6 To (c) CP76094/CC81078
	312550	£13.00	PIPE ASSEMBLY (LH front hose to caliper, metric).	1	TR6 From (c) CP76095/CC81079
56	309721	£19.00	PIPE ASSEMBLY (Front 3 way connector to RH front hose).	1	
57	309723	£14.20	PIPE ASSEMBLY (RH front hose to caliper, imperial).	1	TR5, TR250, TR6 To (c) CP76094/CC81078
	312550	£13.00	PIPE ASSEMBLY (RH front hose to caliper, metric).	1	TR6 From (c) CP76095/CC81079
58	309729	£14.70	PIPE ASSEMBLY (Rear, master cylinder to PDWA valve).	1	
59	309731	£16.60	PIPE ASSEMBLY (PDWA valve to rear intermediate pipe).	1	
60	309725	£6.16	PIPE ASSEMBLY (Intermediate pipe to rear 3 way connector).	1	
61	309726	NCA	PIPE ASSEMBLY (LH rear hose to brake cylinder).	1	
62	309724	£15.50	PIPE ASSEMBLY (Rear 3 way connector to RH hose).	1	
63	309727	NCA	PIPE ASSEMBLY (RH rear hose to brake cylinder).	1	
64	GBH176	£14.00	HOSE, flexible, front	2	
	GBH176Z	£7.20	HOSE, flexible, front, aftermarket	2	
65	NT606041	£0.60	NUT, half, hose ends to brackets	4	
66	GHF323	£0.22	WASHER, shakeproof	4	
67	GBH178	£11.10	HOSE, flexible, rear LH	1	
	GBH178Z	£4.66	HOSE, flexible, rear, LH, aftermarket	1	
68	NT606041	£0.60	NUT, half, hose end to trailing arm	1	
69	GHF323	£0.22	WASHER, shakeproof	1	
70	233220A	£0.89	WASHER, copper	1	hose to 3 way connector
71	GBH177	£11.10	HOSE, flexible, rear, RH	1	
	GBH177Z	£4.66	HOSE, flexible, rear, RH, aftermarket	1	
72	NT606041	£0.60	NUT, half, securing front hose ends	2	
73	GHF323	£0.22	WASHER, shakeproof	2	

Hardware And Fittings For Brake Pipes

74	BTB657	£18.70	CONNECTOR, 3 way, front	1	
75	BH604101	£0.47	BOLT, connector to chassis	1	
76	GHF300	£0.22	WASHER, plain	1	
77	GHF271	£0.41	NUT, nyloc	1	
78	149972	NCA	PDWA VALVE & SWITCH, brass	1	original
79	AAU1700A	£33.50	SWITCH, pressure warning	1	
80	BAU1704A	£14.70	REPAIR KIT, PDWA valve	1	alternative
	RTC2525	£258.16	PDWA VALVE & SWITCH, cast iron	1	
	AAU1700A	£33.50	SWITCH, pressure warning	1	
81	BAU1775	NCA	REPAIR KIT, PDWA valve	1	



Hardware And Fittings For Brake Pipes (Continued)

As assemblies, the cast iron and brass valves are interchangeable, however the actuator switches screwed into the bodies are not. The switch to fit the brass valve, AAU1700A, has a coarse pitch thread of approximately 9mm diameter, whereas the switch for the cast iron valve, AAU1700A, has a fine pitch thread of approximately 15mm diameter.

The pressure differential warning valve in the LHD brake system will cause the brake warning light to be lit after almost any work on the brake system. Usually the light will not go out, even after the brakes are bled and the brake system is in perfect working order. Re-centralise the shuttle as per the workshop manual instructions.

Ill.	Part Number	Price £ea.	Description	Req.	Details
82	BH604091	£0.72	BOLT, PDWA valve to body	1	
83	GHF331	£0.38	WASHER, locking	1	
84	GHF271	£0.41	NUT, nyloc	1	
85	059191	£1.06	CLIP, spring, RH pipe to crossmember	1	
86	11K9181	£0.64	CLIP, pipe to turret support	1	
87	059191	£1.06	CLIP, spring (Pipe to centre chassis member).	1	
88	ACB5559	£4.30	UNION, double ended (Intermediate to rear pipe connecting).	1	
89	BTB657	£18.70	CONNECTOR, 3 way rear	1	
90	BH604101	£0.47	BOLT, connector to chassis	1	
91	GHF300	£0.22	WASHER, plain	1	
92	GHF271	£0.41	NUT, nyloc	1	
93	618386	£0.64	CLIP, pipe to rear chassis crossmember	1	
94	615836	£0.60	CLIP, pipe to trailing arm	2	
95	149765	£2.40	CLIP, brake and fuel pipe to chassis	a/r	
96	RA608236	£0.34	RIVET, 'Pop' type, clip to chassis	a/r	

Servo Hose And Fittings

97	CRC2131A	£6.20	HOSE, servo to manifold	1	30" long
98	ACA5290	£1.31	CLIP, 'Corbin', servo hose clamping	2	
99	ADU1402	£20.50	VALVE & ADAPTOR, non return (Screws into inlet manifold).	1	
100	AAA836	£0.90	WASHER, fibre	1	
101	PCR1011	£1.10	CLIP, servo hose to rocker cover	1	

Clutch Pipes

102	148816	£19.90	PIPE, cylinder to flexible hose	1	
	148816C	£25.20	PIPE, cylinder to flexible hose, copper	1	
103	598693	£15.80	CONNECTOR, pipe to hose	1	
104	140420	£14.10	HOSE, flexible, connector to slave cyl.	1	
105	149766	£2.05	CLIP, clutch pipe to bulkhead	1	
106	AB606031	£0.36	SCREW, self tapping	1	pipe clip to bulkhead

Brake Pipe And Nuts

107	MPKF125	£28.20	BRAKE PIPE, cupro-nickel, 25' roll	a/r	3/16" O/D
	MPKF225	£46.10	BRAKE PIPE, cupro-nickel, 25' roll	a/r	1/4" O/D
	MPKF325	£66.20	BRAKE PIPE, cupro-nickel, 25' roll	a/r	5/16" O/D
108	TM606031	£0.95	TUBE NUT, male, steel, 3/8" UNF	a/r	for 3/16" O/D
	AEHU1	£1.90	TUBE NUT, male, brass, 3/8" UNF	a/r	
	TM110051	£2.86	TUBE NUT, male steel, 10mm x 1mm	a/r	
	AEHU2	£2.00	TUBE NUT, male brass, 10mm x 1mm	a/r	
	AEHU3	£3.60	TUBE NUT, male, brass, 3/8" BSF	a/r	
109	AEHU14	£2.90	TUBE NUT, male, steel, 7/16" UNF	a/r	for 1/4" O/D
	AEHU7	£3.40	TUBE NUT, male, brass, 7/16" UNF	a/r	for 3/16" O/D
	BHA4706	£1.70	TUBE NUT, male, steel, 7/16 UNF	a/r	
	GRP12	£3.40	TUBE NUT, male, brass, 1/2 UNF	a/r	for 5/16" O/D
110	AEHU1A	£2.30	TUBE NUT, female, brass, 3/8 UNF	a/r	for 3/16" O/D
	AEHU2A	£2.20	TUBE NUT, female brass, 10mm x 1mm	a/r	
	GRP5	£1.52	TUBE NUT, female, steel, 7/16 UNF	a/r	for 1/4" O/D
	AEHU4A	£3.40	TUBE NUT, female, brass, 7/16 UNF	a/r	
	GRP6	£3.50	TUBE NUT, female, brass, 1/2 UNF	a/r	for 5/16" O/D

Stainless Steel (Braided) Brake And Clutch Hoses

111	TT3240	£39.00	FRONT BRAKE HOSE SET	1	stainless steel
112	TT3242	£41.20	REAR BRAKE HOSE SET	1	braided
113	TT3241	£34.20	CLUTCH HOSE	1	

Brake Drums

At the end of a long restoration it is likely that the brake drums will be refinished in the same way. The TR may be parked for some length of time and probably with the handbrake 'on'. One of the last jobs to do before using the car is to visit your local friendly machinist. For a 'drink' he will probably be pleased to give the friction area a very light 'skim' to ensure roundness. Don't let him take more than 0.010" off. When fitting the shoes don't adjust them fully, put up with the handbrake travel until the TR has done a couple of hundred miles to give the shoes chance to 'bed' to the correct radius, then perform the correct adjustments as per workshop manual. Run out, or ovality of the drum should not exceed 0.010" under any circumstances. The effect will be vibration felt through the brake pedal and, in bad

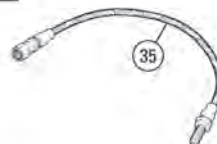
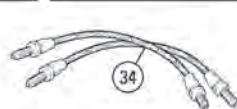
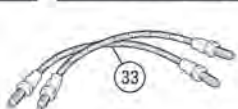
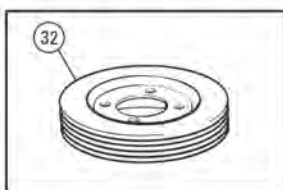
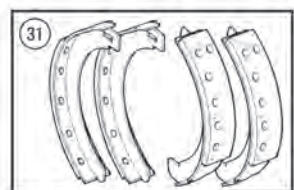
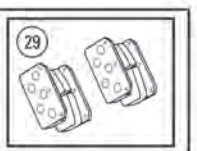
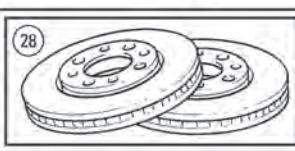
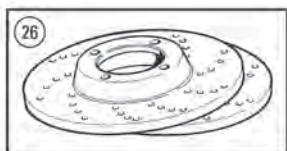
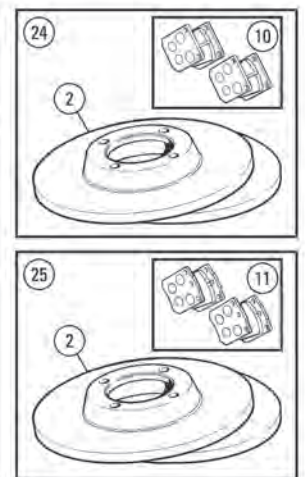
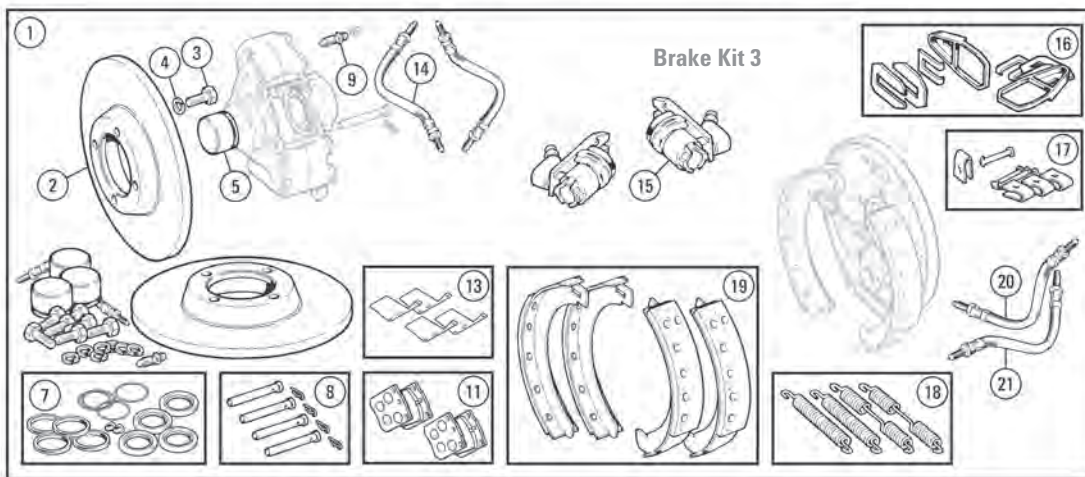
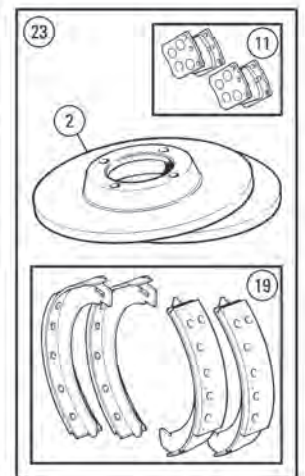
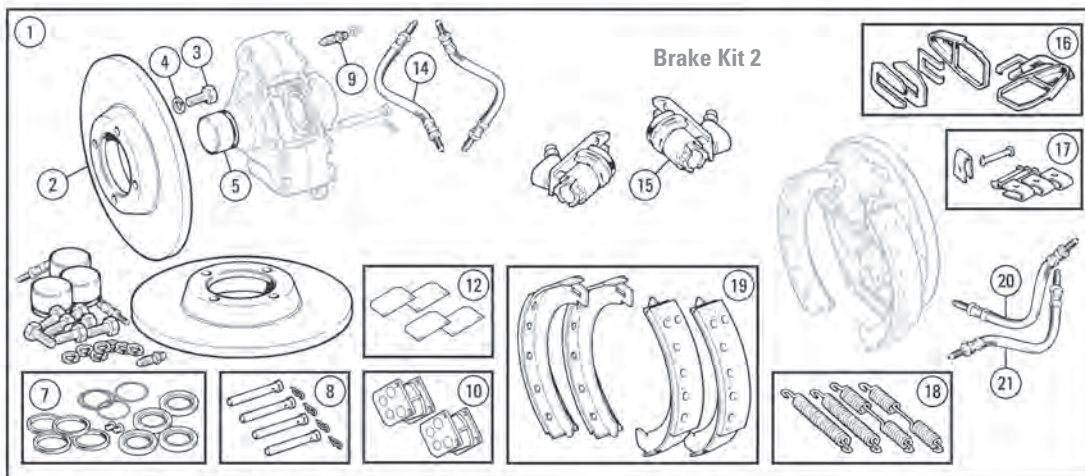
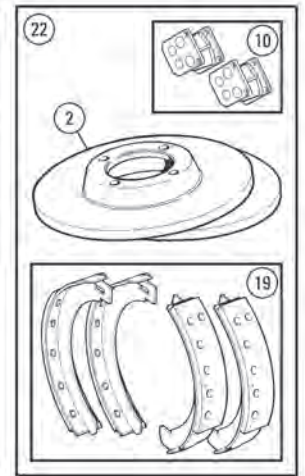
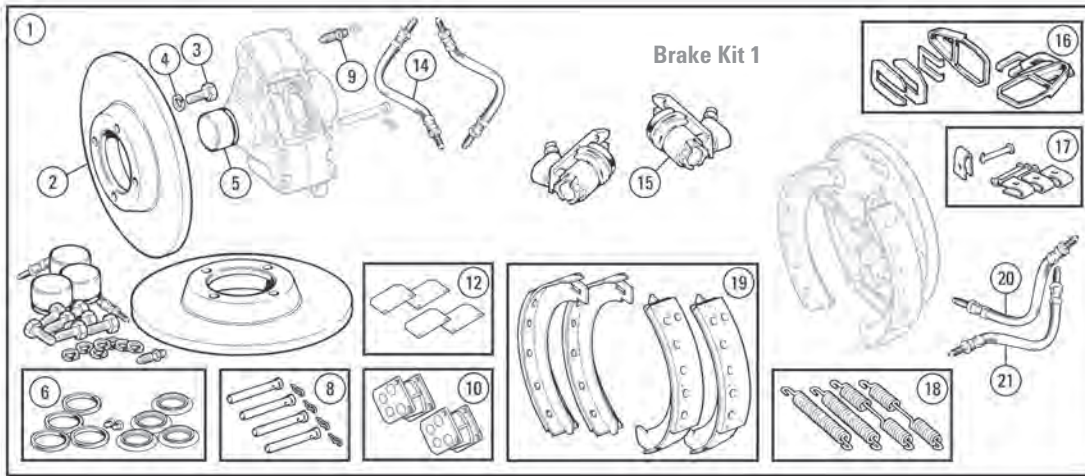
cases, the whole car. It will further reduce the already mediocre handbrake performance. Under spirited driving it will cause localised overheating which may result in brake fade and has been known to cause the linings to break up and detach from the shoes. If the drums are outside tolerance, why not consider replacement with finned alloy replacements (see page 93).

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.



Upated Brakes & Brake Kits

Standard Brake Discs, Pads, Shoes, Hoses And Fittings

ill.	Part Number	Price £ea.	Description	Req.	Details
Brake Kit 1					
1	TGK130	£231.00	BRAKE KIT	1	
2	209327	£15.30	BRAKE DISC	2	
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
3	113150	£1.20	BOLT, friction disc to front hub	8	
4	GHF333	£0.30	WASHER, locking	8	
5	510792	£11.00	PISTON, caliper	4	
6	601960	£42.00	SEAL SET, caliper, car set	1	
8	GBK1003	£8.80	FITTING KIT, (brake pads)	1	
9	3H2428	£1.20	SCREW, bleed nipple	2	
10	GBP114	£18.20	BRAKE PAD SET, standard	1	KIT 1 - TR5, TR250, TR6 To (c) CP26075/CC29929, Imperial threads
12	GRSP2750	£6.20	SHIM SET, anti-squeal	1	
14	GBH176	£14.00	HOSE, flexible, front	2	
15	GWC1154	£21.60	REAR WHEEL CYLINDER	2	
16	GRSP2862	£11.70	FITTING KIT, cylinder to back plate	1	
17	BAU1420A	£10.10	FITTING KIT, brake shoe hold down	1	
18	GRSRS8	£9.30	FITTING KIT, brake shoe return springs	1	
19	GBS778AF	£22.80	BRAKE SHOE SET, standard	1	
20	GBH178	£11.10	HOSE, flexible, rear, LH	1	
21	GBH177	£11.10	HOSE, flexible, rear, RH	1	

Brake Kit 1A					
1	TGK131	NCA	BRAKE KIT	1	
2	209327	£15.30	BRAKE DISC	2	
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
3	113150	£1.20	BOLT, friction disc to front hub	8	
4	GHF333	£0.30	WASHER, locking	8	
5	157685	£16.40	PISTON, caliper	4	
7	519731	£22.50	SEAL SET, caliper, car set*	1	
	519731Z	£13.50	SEAL KIT, caliper, one side*	2	
8	GBK1003	£8.80	FITTING KIT, (brake pads)	1	
9	3H2424	£9.30	SCREW, bleed nipple	2	
10	GBP114	£18.20	BRAKE PAD SET, standard	1	KIT 1A - TR6 From (c) CP26076/CC29930 To CP76094/CC81078, Imperial threads
12	GRSP2750	£6.20	SHIM SET, anti-squeal	1	
14	GBH176	£14.00	HOSE, flexible, front	2	
15	GWC1154	£21.60	REAR WHEEL CYLINDER	2	
16	GRSP2862	£11.70	FITTING KIT, cylinder to back plate	1	
17	BAU1420A	£10.10	FITTING KIT, brake shoe hold down	1	
18	GRSRS8	£9.30	FITTING KIT, brake shoe return springs	1	
19	GBS778AF	£22.80	BRAKE SHOE SET, standard	1	
20	GBH178	£11.10	HOSE, flexible, rear LH	1	
21	GBH177	£11.10	HOSE, flexible, rear RH	1	

Brake Kit 1B					
1	TGK132	£242.70	BRAKE KIT	1	
2	209327	£15.30	BRAKE DISC	2	
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
3	113150	£1.20	BOLT, friction disc to front hub	8	
4	GHF333	£0.30	WASHER, locking	8	
5	157685	£16.40	PISTON, caliper	4	
7	519731	£22.50	SEAL SET, caliper, car set	1	
	519731Z	£13.50	SEAL KIT, caliper, one side	2	
8	GRPFK5	£12.30	FITTING KIT, (brake pads)	1	
9	SMG100030	£2.30	SCREW, bleed nipple	2	
11	GBP216	£19.80	BRAKE PAD SET, standard	1	Kit 1B - TR6 From (c) CP76095/CC81079, Metric threads
13	GBK1019	£5.50	SHIM SET, anti-squeal	1	
14	GBH176	£14.00	HOSE, flexible, front	2	
15	GWC1154	£21.60	REAR WHEEL CYLINDER	2	
16	GRSP2862	£11.70	FITTING KIT, cylinder to back plate	1	
17	BAU1420A	£10.10	FITTING KIT, brake shoe hold down	1	
18	GRSRS8	£9.30	FITTING KIT, brake shoe return springs	1	
19	GBS778AF	£22.80	BRAKE SHOE SET, standard	1	
20	GBH178	£11.10	HOSE, flexible, rear, LH	1	
21	GBH177	£11.10	HOSE, flexible, rear, RH	1	

Standard Brake Discs, Pads And Brake Shoes

Brake Kit 2					
22	TGK133	£58.90	BRAKE KIT	1	
2	209327	£15.30	BRAKE DISC	2	TR5, TR250, TR6 To
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
10	GBP114	£18.20	BRAKE PAD SET, standard	1	(c) CP76094/CC81078
19	GBS778AF	£22.80	BRAKE SHOE SET, standard	1	

Brake Kit 2A					
23	TGK134	NCA	BRAKE KIT	1	
2	209327	£15.30	BRAKE DISC	2	TR6 From
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
11	GBP216	£19.80	BRAKE PAD SET, standard	1	(c) CP76095/CC81079
19	GBS778AF	£22.80	BRAKE SHOE SET, standard	1	

Standard Brake Discs And Pads

Brake Kit 3					
24	TGK135	£40.00	BRAKE KIT	1	TR5, TR250, TR6 To
2	209327	£15.30	BRAKE DISC	2	(c) CP76094/CC81078
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
10	GBP114	£18.20	BRAKE PAD SET, standard	1	

Brake Kit 3A					
25	TGK136	NCA	BRAKE KIT	1	TR6 From
2	209327	£15.30	BRAKE DISC	2	(c) CP76095/CC81079
	209327GEO	NCA	BRAKE DISC, geomet finish	2	
11	GBP216	£19.80	BRAKE PAD SET, standard	1	

Upating 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 uprating kits that will transform the road cars in days to come, but for now here are these thoughts: If the car is genuinely uprated a harder pad material will be required to prevent fade or general brake deterioration. Ensure that the brake fluid is at least DOT4 and bled at the start of the season (March in UK), discarding dirty expressed fluid. With iron brake drums, ideally an upgraded brake lining should be used. Competition cars (i.e. race or rally) will also need cooling ducting. Alloy brake drums will probably eliminate the need for either of these, as the shoe material will run cooler. Our 'Al-Fin' brake drums are designed to disperse the heat build up, particularly for fast road and competition cars where uprated brake shoes are used, they are available for 9" brake, item 33 (Part No: 202267). The braking system is well balanced for road use but a hard driven car may experience imbalance, which can be addressed by changing the rear wheel cylinders bore size from the standard 0.7" (cylinder no. GWC1154) to a 0.625" (119600) or 0.75" (GWC1118). The smaller cylinder will increase the sensitivity (i.e. shoe movement) while the 0.75" will decrease it. Should brake (pad) fade be experienced air ducting will help considerably. If more serious uprating of brakes is considered cross drilled/grooved discs are the first option. Next is the 4 pot caliper conversion used with vented discs. To make these work anywhere near their limit would require a top grade suspension rebuild with hard bushes and adjustable shock absorbers, along with top quality tyres (such as Yoko's, Bridgestone etc.), using 50 or 60% aspect ratio and modern sticky rubber, and an extra uprated engine to provide the speed in the first place.

Cross-Drilled Brake Disc Set

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

26	209327XKG	£91.80	BRAKE DISC SET, cross-drilled	1	
	209327TG	£198.50	EBC TURBOGROOVE	1	

4-Pot Vented Brake Caliper Kits

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

27	SPB32521	£850.00	VENTED BRAKE KIT, 4 pot, 283mm dia.	1	
	SPB32521X	£900.00	VENTED BRAKE KIT, 4 pot, 283mm dia.	1	cross-drilled discs
28	SPB32524	£82.80	BRAKE DISC SET, vented	2	
	SPB32524X	£239.10	BRAKE DISC SET, vented & cross-drilled	1	
29	RD150-3668	£46.50	BRAKE PAD SET, soft, Greenstuff	1	road
	RD1311	£77.80	BRAKE PAD SET, medium, Redstuff	1	fast road
	RD1313	£59.70	BRAKE PAD SET, hard, Yellowstuff	1	race

Upated Pads And Shoes

Upated pads and shoes fit directly into standard calipers and drums. The greater pad area and harder linings reduce brake fade and provide more efficient braking.

Brake Pads & Fittings

30	GBP114CM	£31.50	BRAKE PAD SET, ceramic	1	
	TT31501KV	£48.70	BRAKE PAD SET, EBC Ultimax	1	TR5, TR250,
	TT31501G	£57.50	BRAKE PAD SET, EBC Greenstuff	1	TR6 To (c) CP76094
	TT31501Y	£86.20	BRAKE PAD SET, EBC Yellowstuff	1	
	GBP216CM	£29.90	BRAKE PAD SET, ceramic	1	TR6 From
	T32501G	£52.80	BRAKE PAD SET, EBC Greenstuff	1	(c) CP76095/CC81079
	TT32501Y	£83.80	BRAKE PAD SET, EBC Yellowstuff	1	
31	TT31524	£99.30	BRAKE SHOE SET, uprated	1	

Alfin Style Alloy Brake Drums

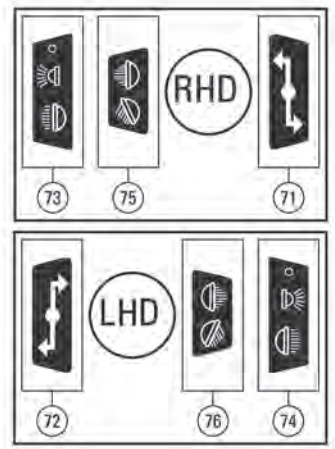
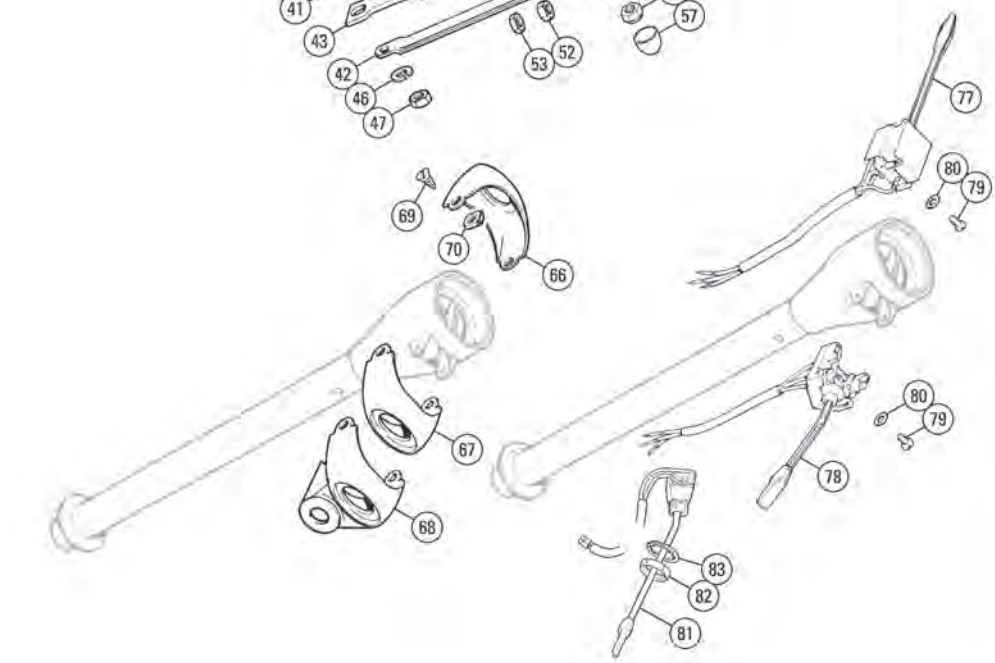
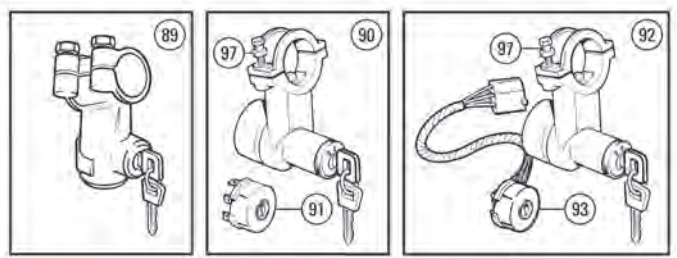
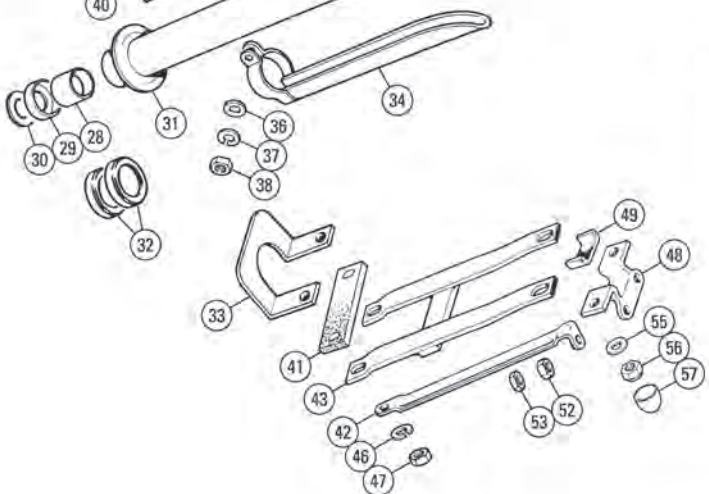
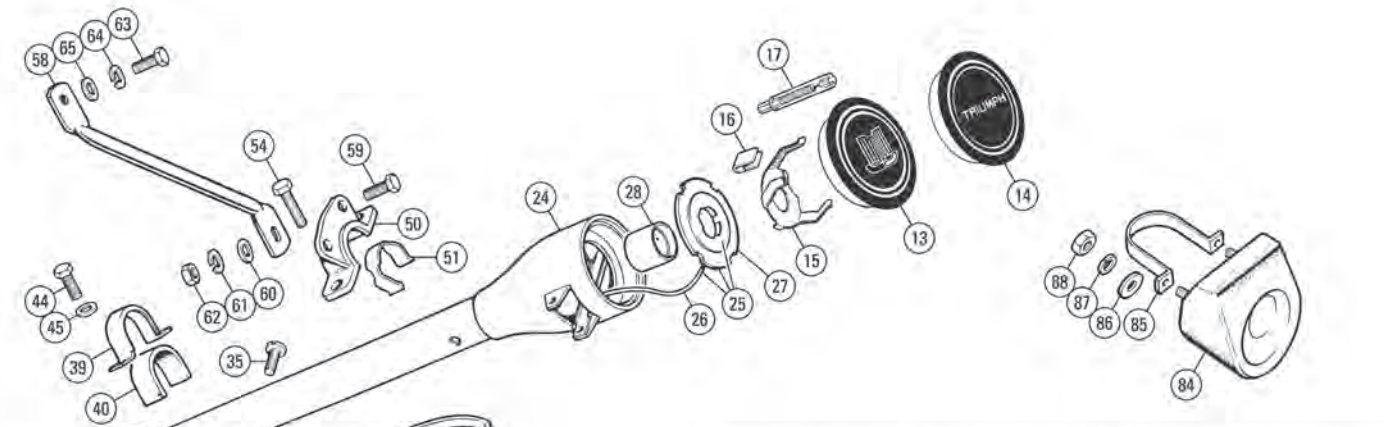
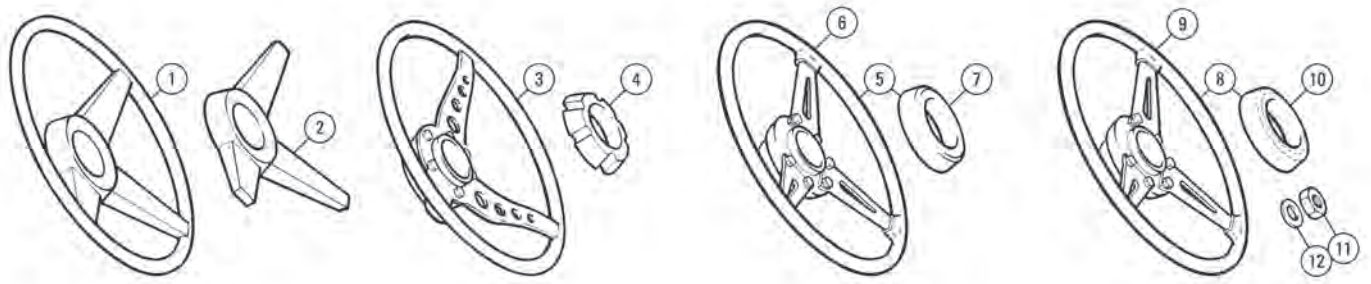
Just like the extremely rare, factory optional, Alfin style brake drums, these reproduction finned drums not only look good but substantially reduce brake fade on hard driven TR's. They feature strong finned aluminium alloy shells with iron inserts.

32	202267	NCA	ALFIN SRTYLE BRAKE DRUM (As originally supplied by Triumph).	2	9 x 1 3/4" circumferential fins
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Stainless Steel (Braided) Brake And Clutch Hoses

The problem of spongy feeling brakes may well be caused by old hoses, which, having lost their strength, begin to expand under pressure. To prove it, clamp pipe pliers around the hoses so that they are unable to expand. If the pedal becomes stiffer then you know the cause. To stop it, simply replace the hoses with stainless steel braided equivalents. The steel braiding constricts the hose and stops expansion, forcing fluid all the way down into the calipers and cylinders giving a firmer pedal. It is certainly more effective than driving around with pipe clamps strapped to the brake hoses.

33	TT3240	£39.00	FRONT BRAKE HOSE SET	1	stainless steel
34	TT3242	£41.20	REAR BRAKE HOSE SET	1	braided
35	TT3241	£34.20	CLUTCH HOSE	1	



Steering Wheel & Horn Push

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	812651	NCA	STEERING WHEEL	1	TR5
2	812651P	NCA	CENTRE PAD, replacement	1	
3	308907	NCA	STEERING WHEEL	1	TR6 To (c)
4	156170	£18.00	CENTRE PAD, horn push surround	1	CP50000/CC50000
5	518535	NCA	STEERING WHEEL & CENTRE PAD	1	TR6 From (c) CP50001/
6	153937	NCA	STEERING WHEEL	1	CC50000 To CR1/CF1
7	216508	NCA	CENTRE PAD, horn push surround	1	
8	160038	NCA	STEERING WHEEL & CENTRE PAD	1	
9	313150	NCA	STEERING WHEEL	1	TR6 From (c) CR1/CF1
10	156170	£18.00	CENTRE PAD, horn push surround	1	
11	105438	£4.50	NUT, steering wheel attachment	1	
12	WA600091	£0.41	WASHER, plain	1	TR6 From (c) CP50001/
					CC50001 or as fitted
13	150277	£30.50	HORN PUSH ASSY., Triumph medallion	1	TR5, TR6 To (c) CR1/CF1
14	159761	£62.20	HORN PUSH ASSY., Triumph word	1	TR6 From (c) CR1/CF1
15	204741	£13.20	CLIP, 3 pronged, horn push retaining	1	TR5, TR6 to (c) CR1/CF1
16	613766	£1.06	CLIP, barbed, horn push retaining	1	TR6 From (c) CR1/CF1
17	142534	£12.10	BRUSH, horn contact, (2.6")	1	as fitted, check length
	142534X	£18.40	BRUSH, horn contact, (3.4")	1	
			(Different length brushes are fitted according to different types of steering wheels. Please measure the brush length before ordering).		

A wider range of Moto-Lita steering wheels are available: Please see the Accessories section for more information.

Steering Column & Fittings

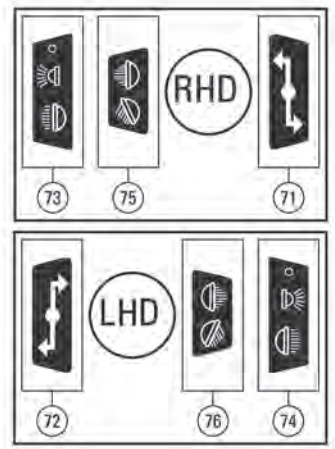
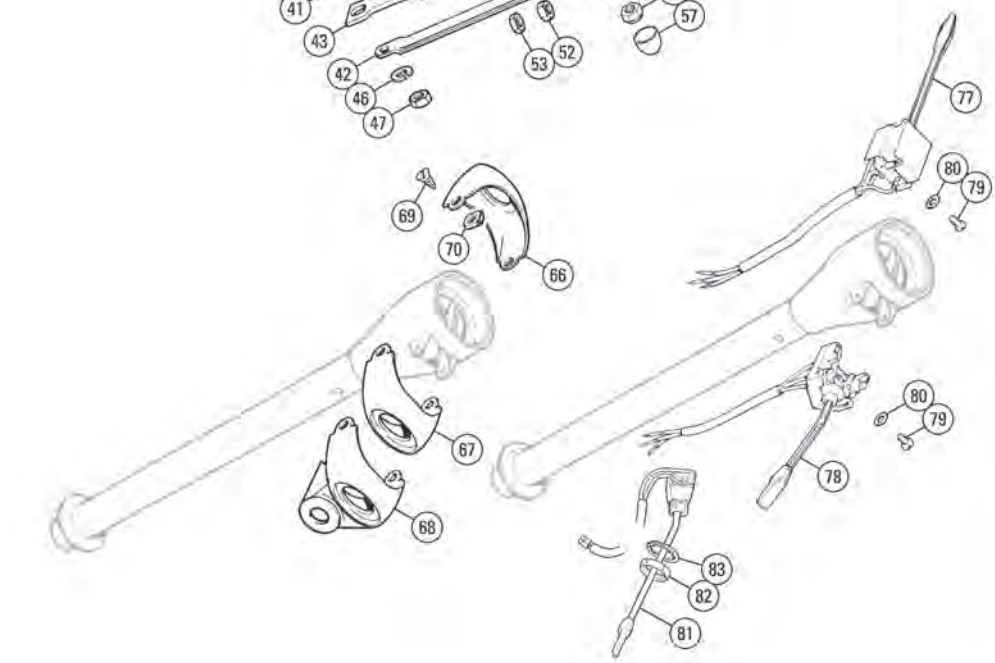
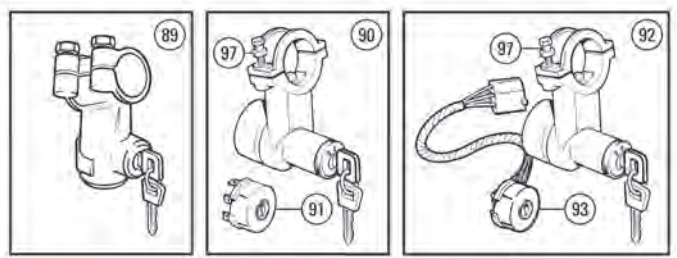
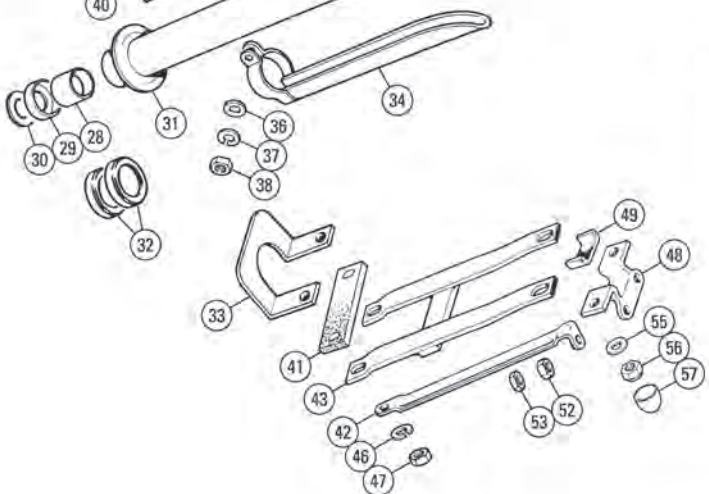
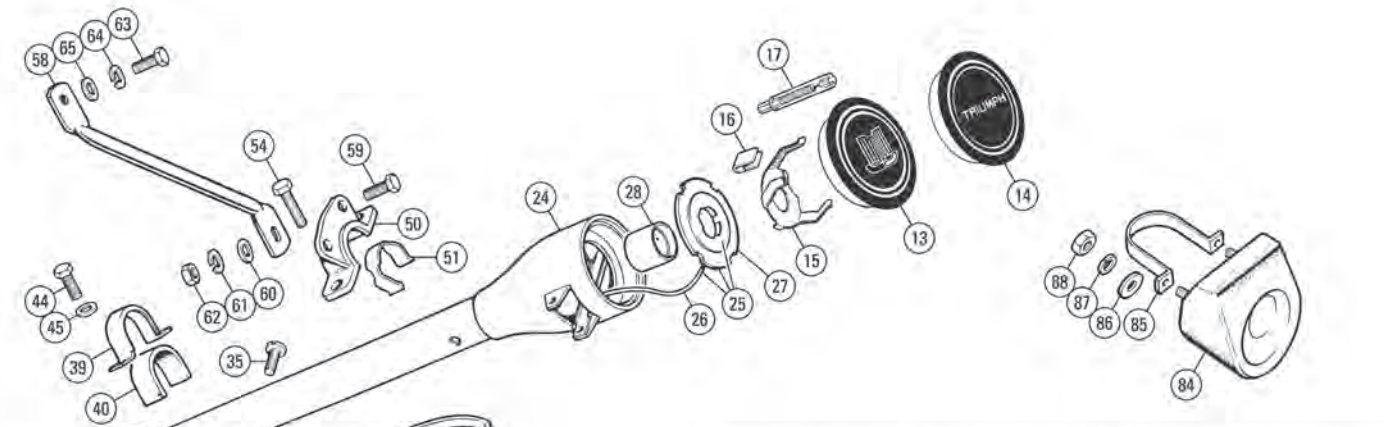
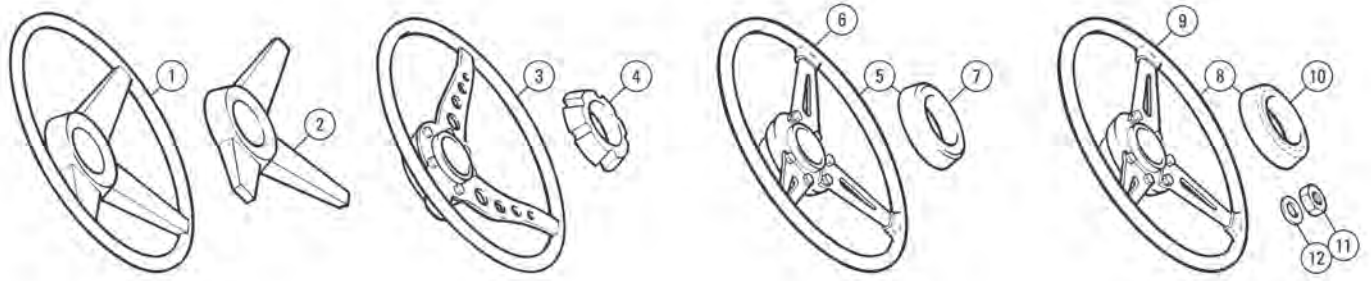
24	611618	NCA	STEERING COLUMN COWL ASSEMBLY	1	TR5, TR250, TR6 To (c) CP50000/CC50000 models, without steering locks
	612072	NCA	STEERING COLUMN COWL ASSEMBLY	1	TR5, TR250, TR6 To (c) CP50000/CC50000 models, with steering locks
	154731	NCA	STEERING COLUMN COWL ASSEMBLY	1	TR6 From (c) CP50001/CC50001
	608136	NCA	CHANNEL, mounting column switches	1	
25	608462	£15.00	SLIP RING, CABLE & INSULATOR	1	
26	608356	NCA	CABLE ASSEMBLY, slip ring	1	
27	608462	£15.00	INSULATOR	1	
28	209423	£5.60	BEARING ASSEMBLY, steering column	2	standard
	209423X	£25.20	BEARING ASSEMBLY, steering column	2	uprated
29	122718	£7.20	END CAP, aluminium	1	
30	122719	£0.85	WASHER, bearing, nylon	1	
31	610608	£5.10	GROMMET, rubber, steering column	1	TR5, TR6 To (c) CP75000/CC75000
	631205	NCA	SEAL, steering column	1	TR6 From (c) CP75000/CC75000 To CR1/CF1
32	633679	NCA	SEAL, foam, steering column	2	
	631207	NCA	RETAINER, seal, LHD	1	TR6 From (c) CR1/CF1
33	631208	NCA	RETAINER, seal, RHD	1	
34	611369	£19.00	COVER, column harness	1	
35	PT504	£0.60	SCREW, clamping cover	1	
36	PW2203	£0.19	WASHER, plain	1	
37	WL700101	£0.25	WASHER, locking	1	
38	HN2005	£0.16	NUT, plain	1	
39	608185	NCA	BRACKET, clamp, forward	1	
40	608223	£2.70	STRIP, felt, forward bracket, long	1	
41	608222	£2.30	STRIP, felt, forward bracket, short	1	
42	611531	NCA	ROD, tie, between column brackets	1	TR5, TR6 To (c) CP50000/CC50000 models, without steering locks
	147892	NCA	ANTI-TORQUE STRAP, LH	1	TR5, TR6 To (c)
	147893	NCA	ANTI-TORQUE STRAP, RH	1	CP50000/CC50000 models, with steering locks
43	154168	NCA	ANTI-TORQUE STRAP, between brackets	1	TR6 From (c) CP50001/CC50001
44	GHF117	£0.30	SCREW, tie rod & clamp to bulkhead	2	without steering lock
	SH604101	£0.70	SCREW, tie rod & clamp to bulkhead	2	with steering lock fitted
45	WM93	£1.31	WASHER, plain	2	
46	GHF331	£0.38	WASHER, locking	2	
47	GHF200	£0.22	NUT, plain	2	
48	611529	NCA	COLUMN CLAMP, rearward, lower half	1	
49	608188	£2.40	STRIP, felt, rearward bracket lower	1	
50	611530	NCA	COLUMN CLAMP, rearward, upper half	1	
51	609639	£3.40	SPRING, rearward clamp upper half	1	
52	GHF200	£0.22	NUT, plain, tie rod and bracket to dash	2	
53	JN2107	£0.43	NUT, half, locking plain nut	2	
54	GHF103	£0.60	SCREW, clamping brackets	2	models without steering locks
55	GHF332	£0.40	WASHER, locking	2	
56	GHF201	£0.17	NUT, plain	2	
	SH605101	£0.89	SCREW, brackets and anti-torque tie rod	2	

	GHF301	£0.24	WASHER, plain	2	models with steering locks
	GHF222	£0.55	NUT, nylon	2	
57	154172	NCA	COVER, nut head	2	
58	622137	NCA	TIE ROD, upper	1	
59	GHF117	£0.30	SCREW, tie rod to rearward upper clamp	1	
60	WM93	£1.31	WASHER, plain	1	
61	GHF331	£0.38	WASHER, locking	1	models without steering locks
62	GHF200	£0.22	NUT, plain	1	
63	SH604051	£0.30	SCREW, tie rod to bulkhead	1	(The screw (item 63) is also used to blank the captive nut in the bulkhead when the upper tie rod is not fitted).
64	GHF331	£0.38	WASHER, locking	1	
65	WB600071A	£0.35	WASHER, plain	1	

Escutcheons, Decals & Switches

66	708479	£11.00	ESCUTCHEON, light switch	1	
67	708479	£11.00	ESCUTCHEON, indicator switch	1	without overdrive
68	611974	£8.00	ESCUTCHEON, indicator & overdrive switch	1	overdrive models
69	AD606033	£0.66	SCREW, escutcheon to cowl	2	
70	FC2803	£0.95	NUT, fixing	2	
71	611012	£4.15	DECAL, indicator switch, RHD	1	
72	611011	£5.90	DECAL, indicator switch, LHD	1	
73	611014	£2.30	DECAL, lighting switch, RHD	1	TR5, TR6 To (c) CR1/CF1
74	611013	£3.55	DECAL, lighting switch, LHD	1	
75	621967	£1.20	DECAL, main/dip beam (Headlamp and flasher switch, RHD).	1	TR6 From (c) CR1/CF1
76	621968	£3.46	DECAL, main/dip beam (Headlamp and flasher switch, LHD).	1	
77	LU35783	£60.00	SWITCH ASSEMBLY, lighting* (RHD models).	1	TR5, TR6 To (c) CR1/CF1
	LU35782	£60.00	SWITCH ASSEMBLY, lighting* (LHD models).	1	
	152616	£60.00	SWITCH ASSEMBLY, lighting* (Headlamp dip main beam and flash, RHD).	1	TR6 From (c) CR1/CF1
	148648	£60.00	SWITCH ASSEMBLY, lighting, headlamp* (Headlamp dip main beam and flash, LHD).	1	
78	158966	£36.00	SWITCH ASSEMBLY, indicator	1	
79	TP402	£0.60	SCREW, switch attaching	4	
80	WE604	NCA	WASHER, shakeproof	4	
81	147280	£43.20	SWITCH, overdrive, RHD	1	
	147281	£43.20	SWITCH, overdrive, LHD	1	
82	609792	£4.90	BEZEL, nut, overdrive switch	1	
83	WN715	NCA	WASHER, shakeproof, internal	1	
84	718813	£42.00	CRASH PAD, ignition switch	1	
85	627340	NCA	CLIP, fits, 'Waso' locks	1	
	UKC894	NCA	CLIP, fits, 'Wilmot Breedon' locks	1	TR6 From (c) CP50000/CC50000
86	PWZ203	£0.19	WASHER, plain	1	
87	WL700101	£0.25	WASHER, locking	1	
88	HN2005	£0.16	NUT	1	

*Note: All TR5 & TR6 (c) CP series car are fitted with a floor mounted, foot operated headlamp dip switch. All TR6's after (c) CR1 had the headlamp dip on the lighting switch mounted on the steering column.



Steering Locks & Ignition Switch Assemblies

The TR6 from CP50000 had a multitude of different steering lock types fitted for differing markets. Triumph had at least four different suppliers, and over the life of your car the steering lock may well have been changed. For ease of identification you should order your ignition switch based on the presence or absence of a plastic loom connection plug. If you have a plug order part number UKC2719/1: if not order part no. 219061/1. By rights the ignition steering lock switch assembly with the plastic loom connector plug should only be fitted to (c) CR series cars.

This Is The History:

European Models

ill.	Part Number	Price £ea.	Description	Req.	Details
	132135	NCA	STEERING LOCK/IGNITION SWITCH (Neiman manufacture).	1	TR5, TR6 To CP50000 wherever steering lock is fitted
	154936	NCA	STEERING LOCK/IGNITION SWITCH	1	TR6 From CP50001, Germany, Sweden, Denmark, France and special orders
	216449/1	NCA	STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Waso manufacture).	1	TR6 (c) CP52000 To CR5000
	216449/2	NCA	STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Wilmot Breedon manufacture).	1	TR6 (c) CP52000 To CR5000
	UKC2719/1	£99.60	STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Waso manufacture).	1	TR6 From (c) CR5001
	UKC2719/2	NCA	STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Wilmot Breedon manufacture).	1	TR6 From (c) CR5001

North American Models

	132135	NCA	STEERING LOCK/IGNITION SWITCH (Neiman manufacture).	1	TR250, TR6 to CP50000, for use wherever steering locking is fitted
	216446	NCA	STEERING LOCK/IGNITION SWITCH (With audible warning buzzer).	1	TR6 listed from (c) CC50001 but never fitted
	219061/1	£79.30	STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Waso manufacture).	1	TR6 (c) CC50000 To CF12500
	219061/2	£264.00	STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Wilmot Breedon manufacture).	1	TR6 (c) CC50000 To CF12500
	UKC2720/1	NCA	STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Waso manufacture).	1	TR6 From (c) CF12501
	UKC2720/2	NCA	STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Wilmot Breedon manufacture).	1	TR6 From (c) CF12501

How The World Understands And Sells It

Ignition Locks and Switches with Lucar Connectors

90	219061/1	£79.30	STEERING LOCK/IGNITION SWITCH	1
91	579085	£31.30	SWITCH, ignition	1

Ignition Locks and Switches with Loom and Multiplug

92	UKC2719/1	£99.60	STEERING LOCK/IGNITION SWITCH	1
93	218959	£23.80	SWITCH, ignition	1 European models
	LU30399	£30.60	SWITCH, ignition, Lucas	1 European models
97	152597	£5.80	SHEAR BOLT, steering lock to column	2

Steering Rack (Standard)

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	306829	£195.00	STEERING RACK ASSEMBLY, new	1	RHD models
	306830	£195.00	STEERING RACK ASSEMBLY, new	1	LHD models
2	305773	NCA	BODY, rack & pinion	1	RHD models
	305774	NCA	BODY, rack & pinion	1	LHD models
3	128002	£8.20	BUSH, rack tube, passenger side	1	
4	128020	NCA	COVER, blanking, pinion housing	1	
5	208375	NCA	RACK BAR	1	
6	145108	£2.80	PLUG, nylon, rack damping (Held in place by passenger side rubber rack mounting bush).	1	
7	142687	NCA	INNER TIE ROD & BALL PIN ASSEMBLY	2	
8	128024	NCA	HOUSING, ball pin	2	
9	139860	£41.40	PIN & BALL	2	
10	158732	£6.00	SOCKET, ball, ball pin to rack	2	
11	130031	£1.21	SHIM, 0.002", adjusting	a/r	
	153516	NCA	SHIM, 0.004", adjusting	a/r	
	130032	£1.43	SHIM, 0.010", adjusting	a/r	
12	120957	£1.70	WASHER, tab, sleeve to housing	2	
13	129963	NCA	SLEEVE, adaptor	2	
14	120953	£4.60	SPRING, ball pin to rack	2	
15	145364	NCA	NUT, half, locking ball pin to rack	2	
16	GSV1104/5	£15.00	GAITER KIT, steering rack	1	
17	GSV1105	£11.20	BELLOWS, pinion end, driver's side	1	
18	GSV1104	£11.00	BELLOWS, passenger's side	1	
19	CS4009	£2.00	CLIP, bellows to ball pin shaft	2	
20	CS4020	£1.40	CLIP, bellows to rack body	1	
21	EAW4321	£0.36	WIRE, binding, bellows to housing	1	
22	GSJ156	£7.30	TRACK ROD END, OE	2	
	GSJ156Z	£8.20	TRACK ROD END, aftermarket	2	
23	EAW2270	£1.20	GAITER, grease, ball joint	2	
24	138869	NCA	CLIP, gaiter	2	OE track rod ends only
25	GHF224	£0.66	NUT, nyloc track rod to tie rod lever	2	
26	WD600071	£0.72	WASHER, PLAIN	2	
27	FNZ208	£0.77	NUT, half, track rod end adjustment	2	
28	127997	NCA	BUSH, pinion, lower	1	
29	128000	NCA	WASHER, thrust, lower	1	
30	134689	£64.20	PINION	1	RHD models
	134688	£34.20	PINION	1	LHD models
31	127999	NCA	WASHER, thrust, upper	1	
32	127998	NCA	BUSH, pinion, upper	1	
33	120941	NCA	SHIM, pinion, 0.005"	a/r	
	130902	NCA	SHIM, pinion, 0.010"	a/r	
34	128001	NCA	PLUG, end, retaining 'O' ring seal	1	
35	128021	£0.98	'O' RING	1	
36	128008	NCA	PIN, locating plug	1	
37	509537	£1.60	CIRCLIP, retaining end plug in body	1	
38	120946	£19.50	PLUNGER, loading, rack to pinion	1	
39	126765	NCA	SPRING, loading plunger	1	
40	120959	NCA	SHIM, 0.002"	a/r	adjusting plunger
	120949	NCA	SHIM, 0.004"	a/r	
	132055	NCA	SHIM, 0.010"	a/r	
41	132053	NCA	CAP, screwed	1	
42	ARA1618	£4.20	GREASE PLUG	1	
43	056935	£1.55	GREASE NIPPLE	1	

(The grease nipple (056935) should be fitted in place of the grease plug when lubricating the rack and pinion assembly).

Steering Rack Mountings

44	156024	£20.00	CLAMP ASSEMBLY, rack body to chassis	2	
45	139386	£4.00	MOUNTING, rubber	2	alternatives
	TT3456	£8.15	MOUNTING, Polyurethane	2	
			(As an alternative to rubber (and solid rack) mountings, polyurethane mountings offer increased strength and more responsive feel than original rubber).		
	139386SPK	£16.40	MOUNTING SET, polyurethane	1	
46	133875	£4.20	PLATE, reinforcing	2	
47	GHF301	£0.24	WASHER, plain	4	
48	GHF222	£0.55	NUT, nyloc	4	

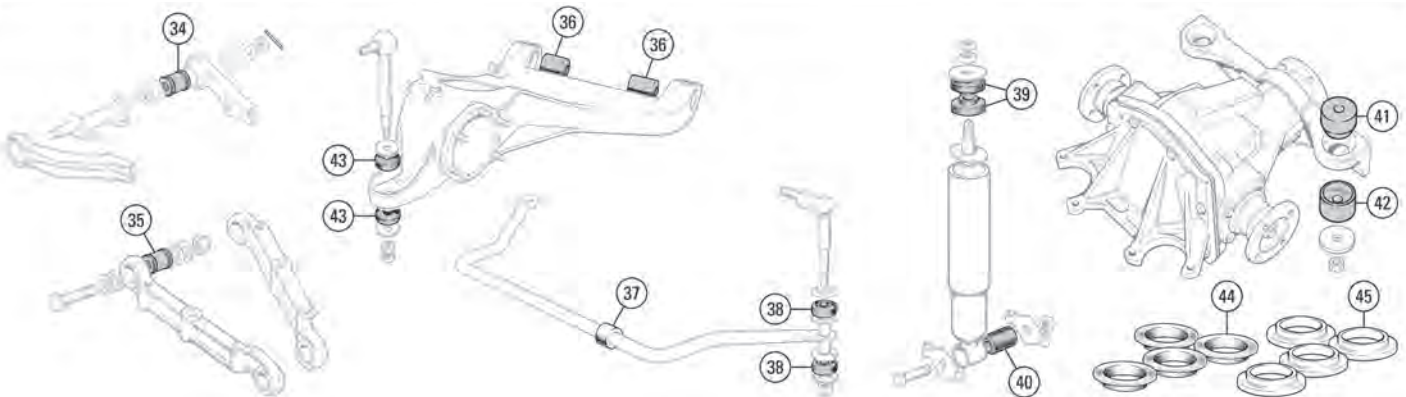
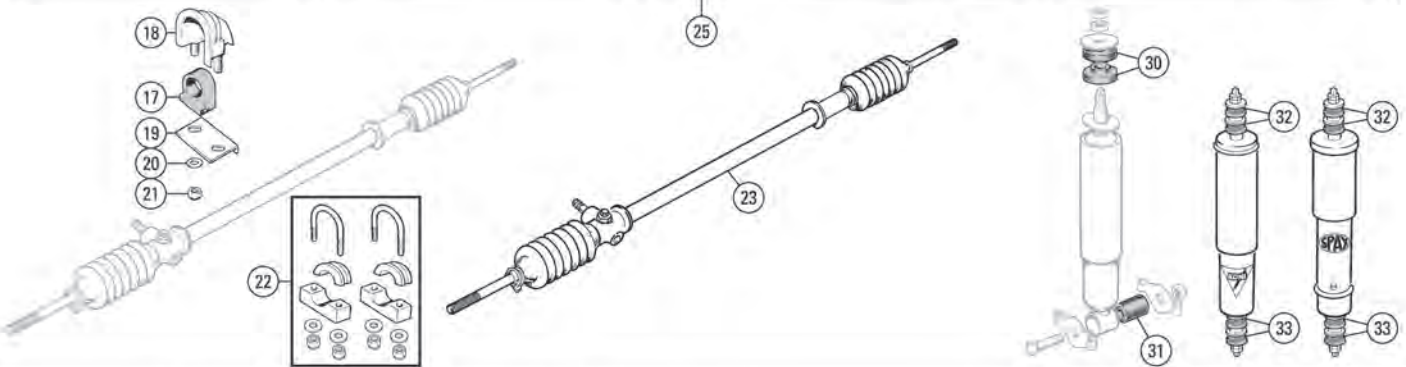
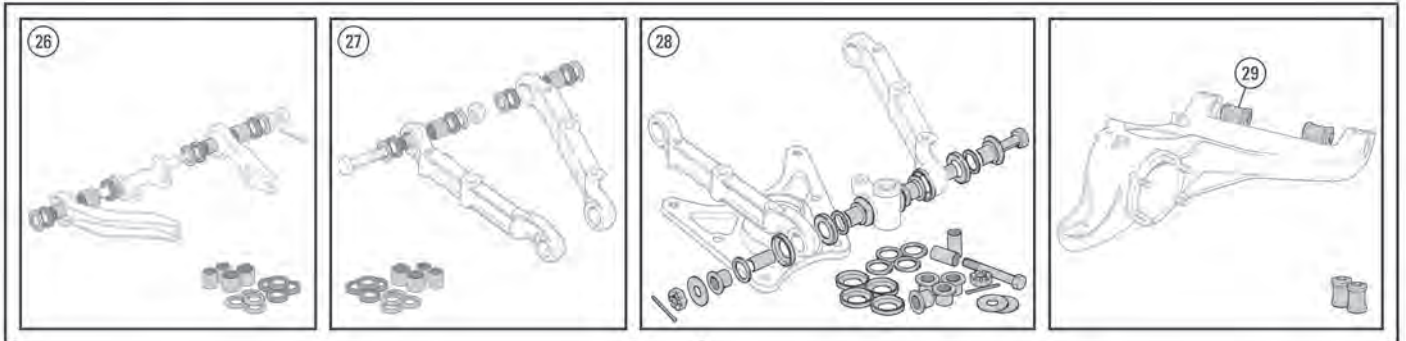
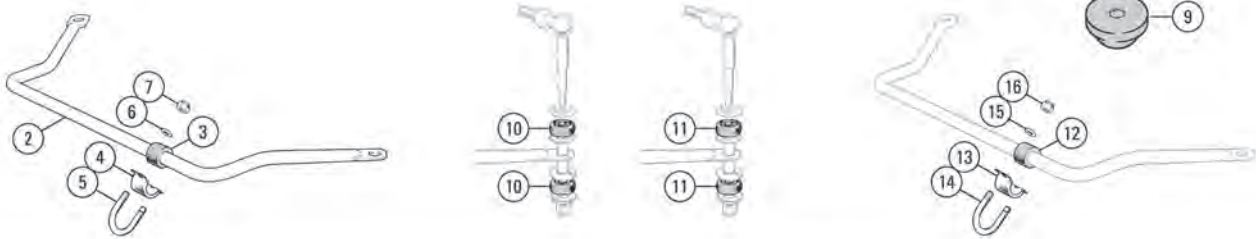
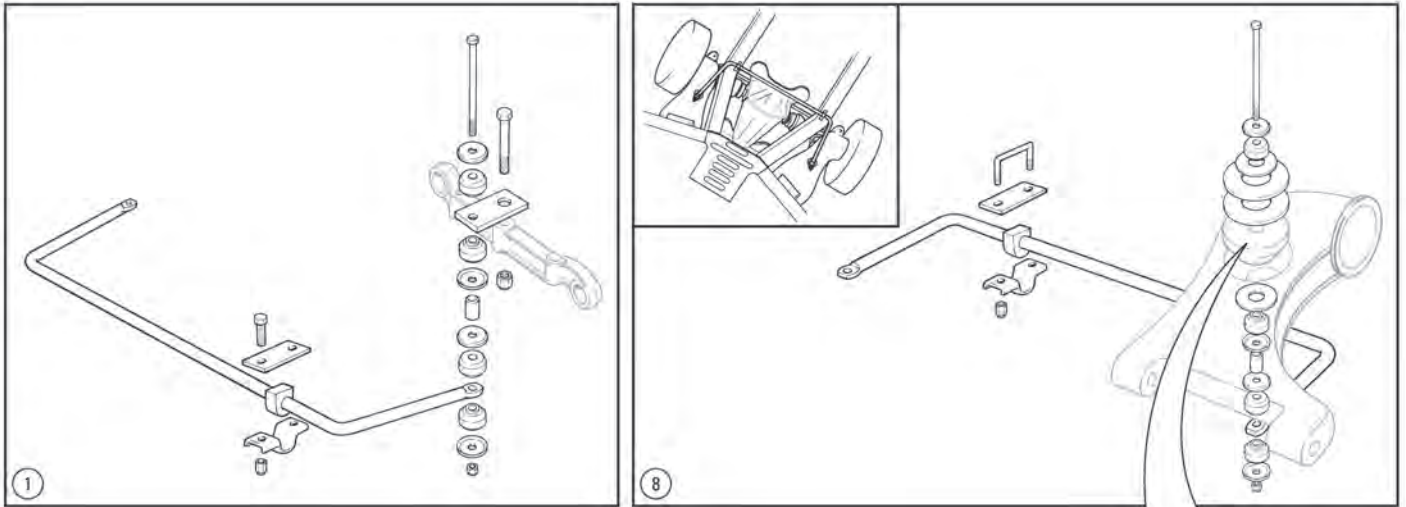
A further kit to replace the original rubber mountings and clamps is also available. It consists of solid aluminium blocks clamping the rack body to the chassis frame by 'U' bolts. This system does eliminate rack float caused by oil soaked or worn rubber mounting bushes. The design of the solid mounting kit will transmit road noise, vibration and shocks up the steering column. The standard rubber mounting system of course insulates the steering from such things, as do polyurethane bushes.

49	TT3255	£27.80	SOLID MOUNTING KIT, uprated	1	
50	134301	£2.40	CABLE CONDUCTOR, rack to 'U' bolt	1	

Inner Steering Columns

51	105438	£4.50	NUT, steering wheel attachment	1	
52	WA600091	£0.41	WASHER, plain	1	TR6 From (c) CP50001 or as fitted
53	149864	NCA	STEERING COLUMN ASSEMBLY UPPER	1	TR5, TR250, TR6 To (c) CP50000/CC50000
	149869	NCA	STEERING COLUMN ASSEMBLY UPPER	1	
	156060	NCA	STEERING COLUMN ASSEMBLY UPPER	1	TR6 From (c) CP52786
	154640	NCA	STEERING COLUMN ASSEMBLY UPPER	1	TR6 From (c) CP50001/CC50001
54	140549	£0.48	CLIP, turn signal cancelling	1	
55	149862	NCA	STEERING COLUMN UPPER, inner	1	
56	122669	NCA	CLAMP, steering column	1	
57	125782	NCA	PLATE, locating	1	
58	125781	£2.42	SCREW, locating	1	
59	JN2110	£0.76	NUT, half	1	
60	BH604101	£0.47	BOLT, clamp & plate to steering column	2	1/4" x 1 1/4"
	GHF104	£0.66	BOLT, clamp & plate to steering column	2	5/16" x 1 1/8"
61	GHF331	£0.38	WASHER, locking	2	1/4"
	GHF332	£0.40	WASHER, locking	2	5/16"
62	213308	NCA	STEERING COLUMN, lower	1	
63	21H5384	£18.00	COUPLING, flexible	1	alternative To 150696
64	128323	£3.25	BOLT, hexagon headed, coupling	4	use 4 with coupling 21H5384 use 2 with coupling 150696
	150696	£13.90	COUPLING, flexible	1	use with coupling 150696,
	150697	£3.50	BOLT, socket headed, coupling	2	requires allen key
65	150699	NCA	ADAPTOR, coupling to column*	1	
66	109438	£2.30	BOLT, adaptor clamping	1	TR5, TR6 To
67	GHF271	£0.41	NUT, self locking	1	(c) CP75371/CC77477
68	GHF300	£0.22	WASHER, plain	1	
	156270	NCA	ADAPTOR, coupling to column*	1	
	BH605131	£1.04	BOLT, adaptor clamping	1	TR6 From
	GHF272	£0.66	NUT, self locking	1	(c) CP75372/CC77478
	GHF301	£0.24	WASHER, plain	1	
69	130581	£2.20	CABLE CONDUCTOR, flexible coupling	1	
70	EAW4321	£0.36	WIRE, locking bolts	a/r	
71	145377	£46.30	UNIVERSAL JOINT, column to rack	1	
72	GHF104	£0.66	BOLT, joint clamping	2	
73	GHF222	£0.55	NUT, self locking	2	
74	GHF301	£0.24	WASHER, plain	2	

*Note: The difference between the two adaptors, 150699 and 156270 is the hole size for the bolt that clamps it to the column. The correct sized bolt must be selected to suit the adaptor being fitted.



Up-rated Suspension & Steering Components

The whole temperament of a TR can be dramatically changed by careful selection of bush materials, steering mounts and anti-roll bars. The completely standard car understeers, though this can change to dramatic oversteer when locked drive-shaft splines suddenly unlock. In wet conditions, the back of the car can rise in a corner causing the outer wheel to tuck under (i.e. the camber becomes positive).

So, where do you start? Probably not where you think! Decide first whether the finished TR will retain its standard power output. A 20 bhp rise is about 20% more power at the rear wheels and will be sufficient to change the normal understeer into power oversteer. If the TR is being fully rebuilt, a change from rubber bushes to polyurethane is recommended. If any form of competition or a more than 20 bhp- power increase is the aim, Nylatron should be used where possible. The same instruction should apply to the rack mounts except that solid ones replace Nylatron. Quick racks come with solid mounts.

This done the TR will already feel much more positive, but the rear end will still wallow, so a change of springs must occur. Up-rated rear levers or a telescopic conversion will complete the cure. If lowered rear springs are selected, the equivalent lowering spring should be fitted at the front. Usually the standard front shock suffices for road use, but for competition and those who feel competent to understand the changes, there are adjustable Koni's, Spax & Gaz available. Again the rule here is if the back is changed, do the same to the front, but try one 'click', at alternate ends at a time, to the shock absorbers, starting at the rear.

So what about anti-roll bars? Now is the time to decide what to use. Stiffening the springs (and shocks) may eliminate the need for change here. Before going for a bar change (or addition), consider the bushes and mountings. Harder bushes on the bar and drop links will again sharpen the bars effect. For competition, more roll resistance will be needed so increasing the bar's thickness will be essential. An LSD will increase the likelihood of understeer, especially on sharper corners, so the cure here is a rear bar. It might be worth considering simply disconnecting one end of the front bar and trying the TR first, especially in wet conditions. Do remember that stiffening the springs and shock mountings and adding anti-roll bar (s) may well reduce wet road grip, though the sheer pleasure of how the TR performs in the dry may be compensation enough. Of course a decent set of tyres may be all the car needed in the first place so don't scrim here!

Front Anti-Roll Bars

The standard anti-roll bar will need uprating when the performance and suspension is modified. We have a range of larger diameter bars which reduce the amount of body roll when cornering. New bushes will be needed when replacing the bar for TR6's or TR5's and TR250's with factory (11/16" diameter) bars added. Otherwise TR5 and TR250 applications are supplied in kits.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	TT3281	NCA	FRONT ANTI-ROLL BAR KIT, 0.75" dia.	1	TR5, TR250
	TT3282	£163.90	FRONT ANTI-ROLL BAR KIT, 0.875" dia.	1	
2	TT3284	£98.40	FRONT ANTI-ROLL BAR ONLY, 0.875" dia.	1	TR6
3	155310	£1.90	BUSH, anti-roll bar	2	
	155310SPK	£15.30	BUSH SET, anti-roll bar, polyurethane	1	car set
4	155308	£4.40	BRACKET, clamp, anti-roll bar	2	
5	155307	£2.95	'U' BOLT, plain, anti-roll bar bracket	2	
6	GHF301	£0.24	WASHER, plain	4	
7	GHF222	£0.55	NUT, nyloc	4	

Rear Anti-Roll Bar

The addition of the rear anti-roll bar will change the characteristics of the car considerably. It will increase road holding because it will cause the car to corner flatter by limiting roll. With modern tyres and/or more tread on the road the TR must grip better on a dry surface. The bar causes more weight transfer to the outside rear wheel, which will ultimately promote oversteer, a condition you either love or hate. The bar is supplied standard with 4 rubber link bushes. The bar can be made more effective by the use of nylatron or Polyurethane instead: either one each side or two for maximum effect. It is suggested that these substitutions are made progressively and the TR test-driven to tune the suspension precisely to personal taste. Don't forget, the wet road behaviour will change too and oversteer in the wet can be quite a challenge, though good fun, once mastered. The ultimate condition is to rose joint the bar ends to the trailing arms, though these may not be practical on road applications.

8	TT3288	£207.10	REAR ANTI-ROLL BAR KIT	1
9	TT3906	£11.40	ALLOY CONE, rear axle mount	2

Note: For improved location of the rear anti-roll bar into the rear trailing arm, these location cones allow increased tension to be used.

End Link Bushes

To alter rate of roll bar action, we offer the following nylatron outer link bush or polyurethane bush kit:

10	TT3996	£2.90	BUSH, ARB end link, nylatron	4
11	517985SPK	£11.00	BUSH SET, ARB end link, polyurethane	1 car set

Front Anti-Roll Bar Bushes (Polyurethane)

Up-rated front anti-roll bar bushes aid handling by restricting the movement of the bar

12	123998	£2.60	BUSH, anti-roll bar, rubber	2
	123998SPK	£14.40	BUSH SET, anti-roll bar, polyurethane	1 car set
13	123502	£7.80	BRACKET, clamp, anti-roll bar	2 standard bar

	155308	£4.40	BRACKET, clamp, anti-roll bar	2	0.875" diameter bar
14	123694	£2.40	'U' BOLT, plain, anti-roll bar bracket	2	standard bar
	123694	£2.40	'U' BOLT, with towing eyes (Anti-roll bar bracket).	2	
	155307	£2.95	'U' BOLT, plain, anti-roll bar bracket	2	0.875" diameter bar
15	GHF301	£0.24	WASHER, plain	4	
16	GHF222	£0.55	NUT, nyloc	4	

Steering Rack Mounts (Polyurethane)

There is no doubt that if polyurethane had been used for bushes and mountings from the introduction of the first TR, both parts sellers and customers would have a lot less to do with each other. Price does matter to many TR owners and rubber is considerably cheaper than polyurethane. The annual mileage covered these days is a fraction of what used to be the case so rubber components will probably last many years. Polyurethane should last the remaining life of the car!

That said, there are other considerations. Like rubber, the hardness of polyurethane can be varied. In use it is naturally self lubricating and stays stable almost indefinitely, so, having selected its working parameters, the polyurethane can be totally relied on, year after year. Oil, petrol, cold and weather variations do not affect it. Fitting polyurethane as a steering rack mounting medium should be performed (as per workshop manual) the same as the replaced rubber mountings; i.e.:

- 1) Remove the clamps and old mountings, there is no need to completely remove the rack (if correctly adjusted) from the track rod ends or the car.
- 2) Clean as well as possible all vestiges of old rubber, dirt, flaky paint and rust and lightly polish the mounting areas with abrasive paper or cloth to as smooth a finish as possible.
- 3) Lightly smear the mounting area with silicone grease (or similar).
- 4) Fit the polyurethane mountings and metal clamps, tightening the lock-nuts until all play is removed but do not fully tighten them.
- 5) Ensure the rack (which should be able to move) is correctly centred/positioned. Check for right/left lock.
- 6) Ideally now you need to get some compression via the clamps onto the mountings. A couple of suggestions for this process (which is important, especially as, in theory after fitting polyurethane bushes, it will never have to be performed again) are aimed at the unlucky majority of us who don't own the correct installation tool.
 - 6a) Use a couple of lengths of 'Allthreade' (threaded bar) about 10mm thick, each with a nut on each end. Hold a length either side of the rack bar with the nuts touching the clamps? sticky tape or cable ties will be sufficient. Unscrew the nuts equally each side a couple of turns which should give the correct and equal compression. Tighten the clamp nuts to the correct torque (16 ft. lbs.). Remove the 'spreader'. Unless the track has been altered, your TR is now ready to use.
 - 6b) The really cheap method, which needs 2 sets of hands is to tighten the clamp fully (16 ft. lbs.) on one side. One pair of hands now levers the other clamp to the desired amount of compression, at which point the other pair tightens the other 2 clamp nuts.

To test the effectiveness of either method, lower the car to its natural position on the ground and turn the steering wheel an inch or so left and right. The wheels should move but the rack shouldn't other than the millimetre of flex you'd expect to see in the polyurethane mounting bush. These methods work equally well with traditional rubber mountings (tube size 1.062").

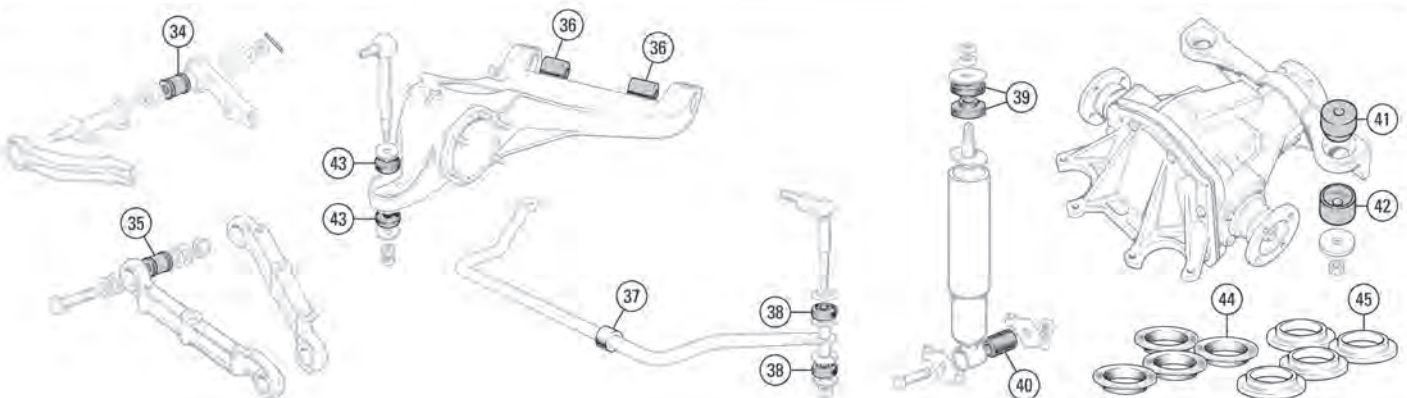
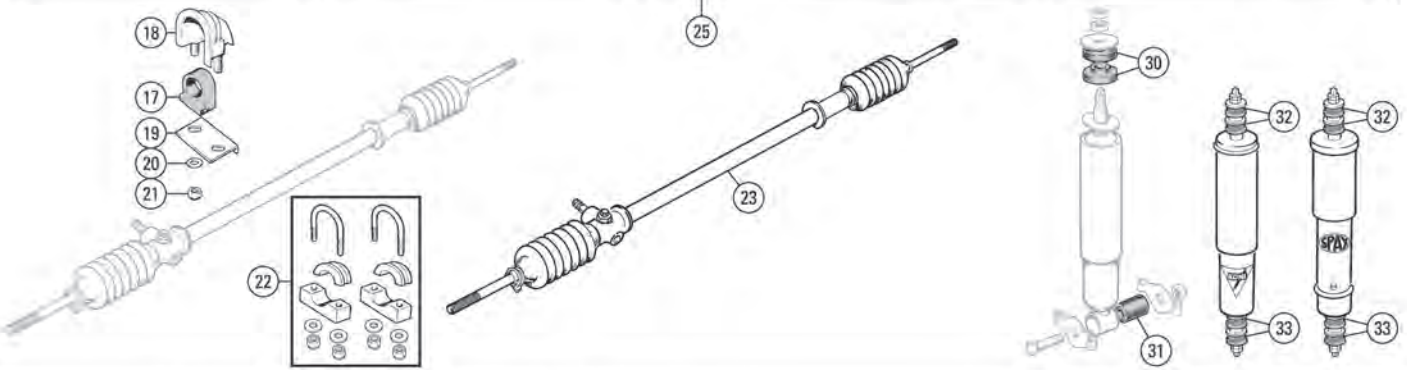
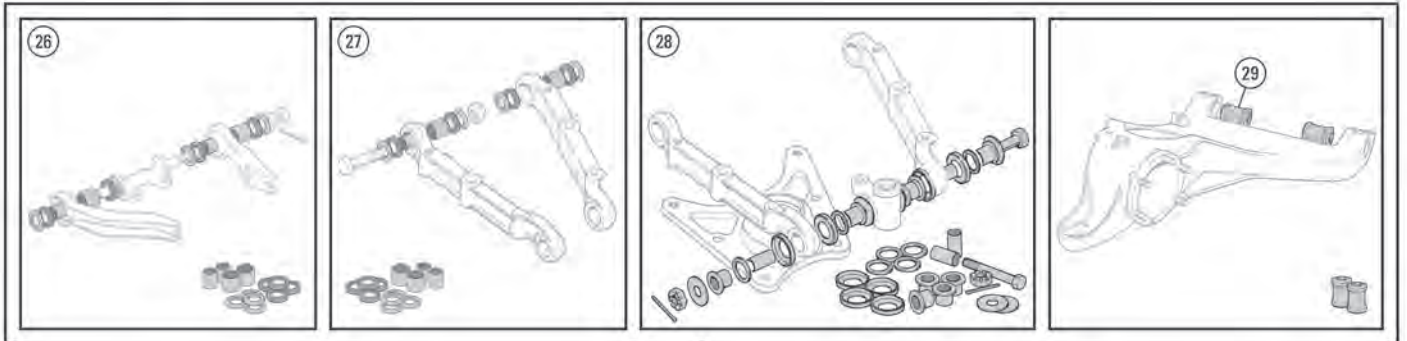
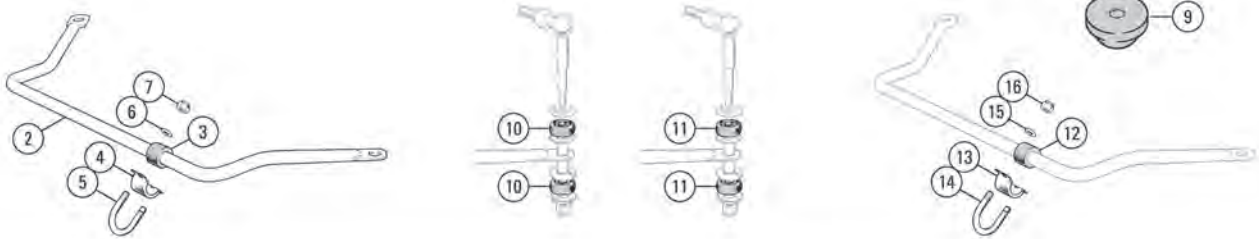
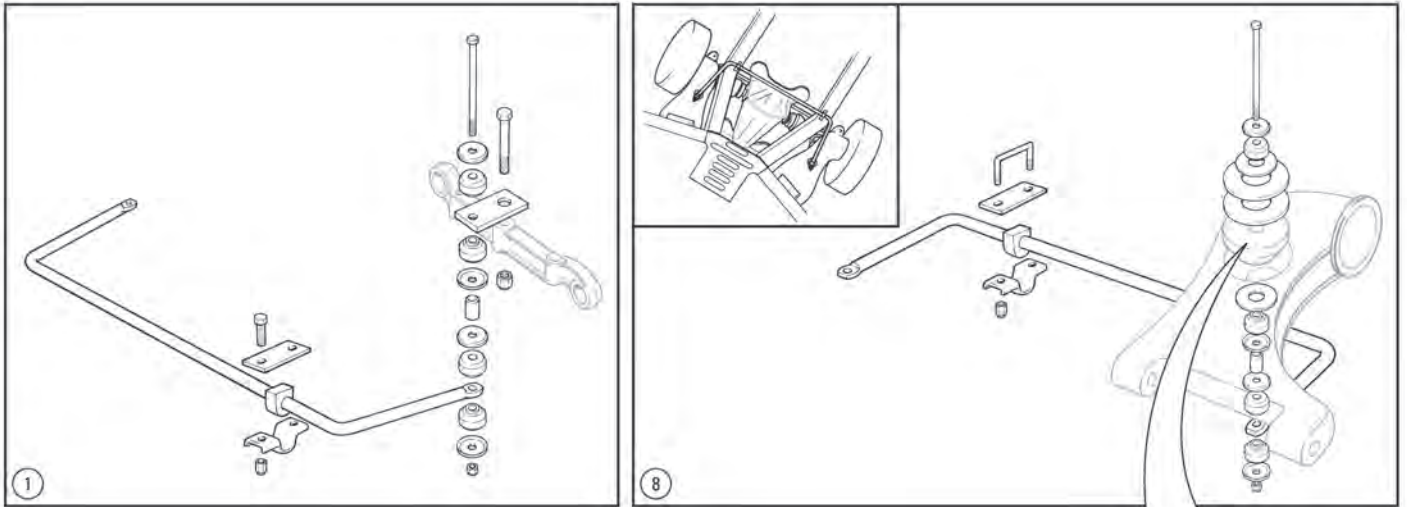
17	TT3456	£8.15	BUSH, polyurethane, steering rack	2
18	156024	£20.00	CLAMP BRACKET	2
19	133875	£4.20	SUPPORT PLATE	2
20	GHF301	£0.24	WASHER, plain	4
21	GHF222	£0.55	NUT, nyloc	4

'Solid' Steering Rack Mounts

These solid steering rack mount kit is designed to retain the steering rack and prevent movement when in use. The standard rubber mountings allow movement even when correctly clamped. These aluminium mountings retain the rack giving more responsive steering and greater control. Recommended for road or racing applications. Supplied as a kit with 'U' bolts ready to install. Only suitable for cars with original steering racks.

22	TT3255	£27.80	STEERING RACK MOUNT KIT*	1 solid
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*Note: Suitable for our new 'Quick' racks.



High Ratio 'Quick' Steering Rack Assemblies

Our high ratio 'quick' steering rack assemblies give lock-to-lock in 2.5 turns compared to the standard 3.5 turns, providing quicker 'turn-in' on the bends for a more responsive feel, without compromising the turning circle of the car. These high ratio rack assemblies are a sealed for life standard configuration unit for use with standard rubber, polyurethane or solid rack mounts as required.

ill.	Part Number	Price Eea.	Description	Req.	Details
23	306829HR	£210.00	'QUICK' RACK ASSEMBLY, RHD	1	
	306830HR	£210.00	'QUICK' RACK ASSEMBLY, LHD	1	

Up-rated Bushes

These bush kits are designed to improve the handling by reducing the amount of excess body/suspension movement allowed by the standard type of bush. We have nylatron bush kits for the front suspension and up-rated bushes for the rear trailing arms. These will tighten up the suspension nicely for road or more serious use.

25	TTK3111	£258.60	UPRATED BUSH KIT	1	front & rear suspension
26	TT3160	£45.60	NYLATRON BUSH KIT, UPPER (Upper wishbone).	1	
27	TT3261	£43.20	NYLATRON BUSH KIT, LOWER (Inner lower wishbone).	1	
28	TT3264	£57.00	NYLATRON BUSH KIT, LOWER (Outer lower wishbone).	1	
29	137599SPK	£62.75	BUSH SET, trailing arm, polyurethane	1	supplied in car sets
30	21A860SPK	£21.40	BUSH SET, front damper spigot, upper, polyurethane	1	
31	119450SPK	£21.35	BUSH SET, front damper eye, lower, polyurethane	1	
32	517985SPK	£11.00	BUSH SET, rear damper spigot, upper, polyurethane	1	
33	21A860SPK	£21.40	BUSH SET, front damper spigot, lower, polyurethane	1	

Polyurethane Suspension Bushes

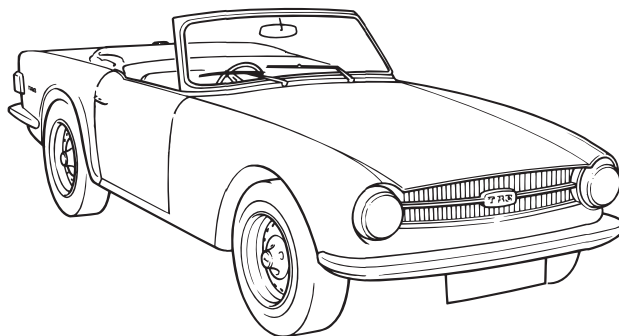
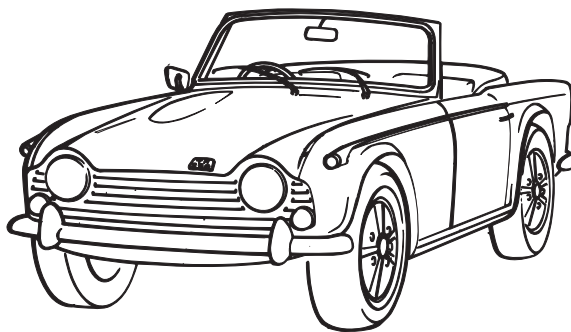
Polyurethane bushes are the best compromise between standard rubber bushes and nylatron for road going TR's. They give improved suspension location with greater wear resistance compared to their rubber equivalents and without the transmission of road noise suffered when fitting Nylatron alternatives. They are naturally self-lubricating. A worthwhile addition to any car, the polyurethane bushes are supplied individually, with a steel sleeve where necessary.

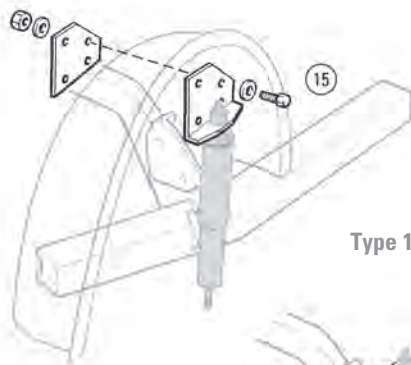
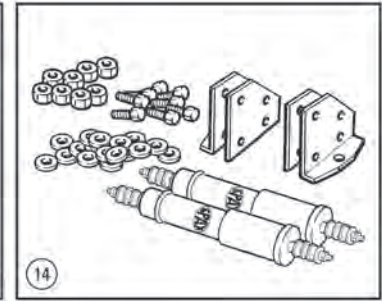
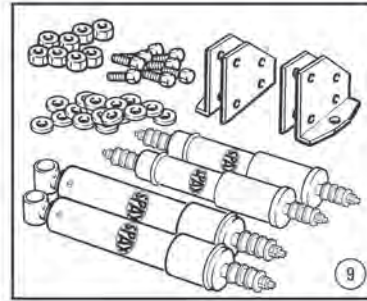
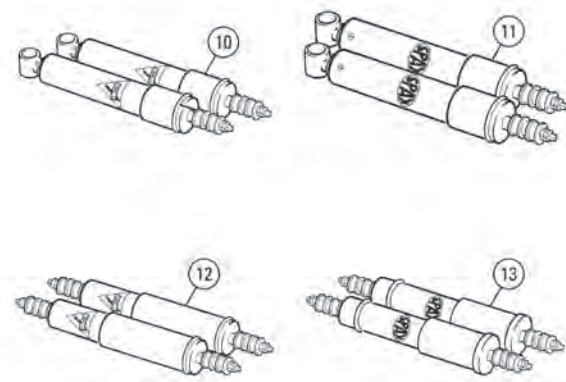
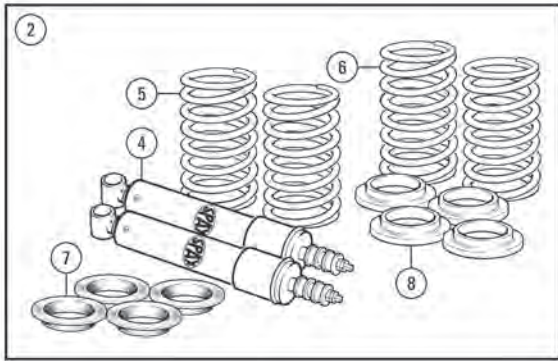
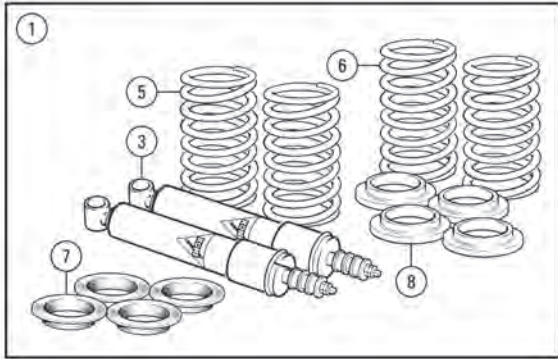
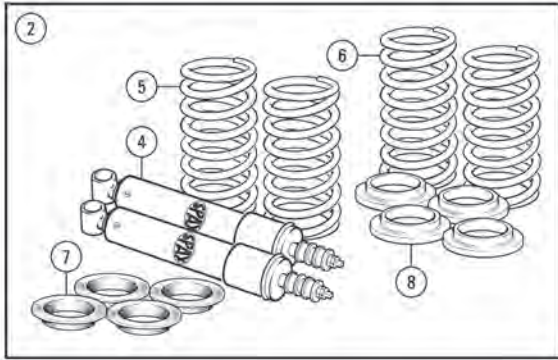
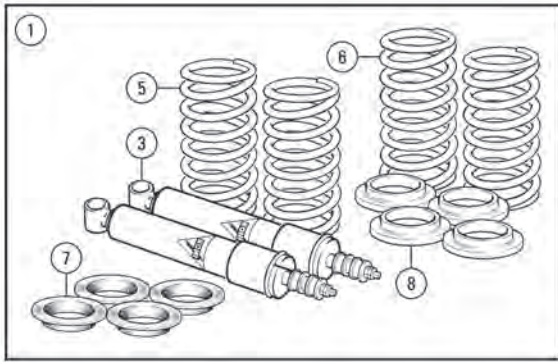
34	102228SPK	£20.10	BUSH SET, front wishbone, upper inner	1	Supplied in car sets
35	141481SPK	£41.00	BUSH SET, front wishbone, lower inner	1	
36	137599SPK	£62.75	BUSH SET, trailing arm, polyurethane	1	
37	123998SPK	£14.40	BUSH SET, anti-roll bar, polyurethane	1	
38	517985SPK	£11.00	BUSH SET, ARB end link, polyurethane	1	
39	21A860SPK	£21.40	BUSH SET, front damper spigot, lower, polyurethane	1	
40	119450SPK	£21.35	BUSH SET, front damper eye, lower, polyurethane	1	
41	134235SPK	£36.00	BUSH SET, diff mounting, cone, polyurethane	1	
42	134236SPK	£30.60	BUSH SET, diff mounting, cup, polyurethane	1	
43	21A860SPK	£21.40	BUSH SET, front damper spigot, lower, polyurethane	1	
44	100751SPK	£16.15	COLLAR SET, spring seating, front, standard, pair	a/r	supplied in pairs
	100751TSPK	£24.00	COLLAR SET, spring seating, front, thick +5mm, pair	a/r	to allow for ride height adjustments
45	138823SPK	£18.25	COLLAR SET, spring seating, rear, standard, pair	a/r	
	138823TSPK	£24.50	COLLAR SET, spring seating, rear, thick +5mm, pair	a/r	

Note: we offer polyurethane spring collars in either standard or +5mm thicknesses. Combinations of these collars can be fitted to allow adjustments in ride height particularly if lowered springs have been fitted. Thicker collars increase ride height. They are supplied in pairs.

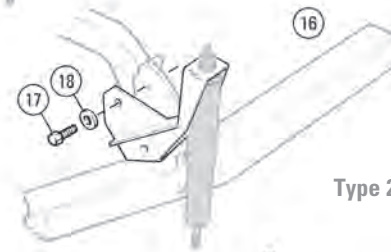
Loose Drive Shaft Nuts & Bolts?

The Triumph TR sports cars suffer periodically from loosening of the nuts and bolts that attach the propeller shaft to the gearbox or axle drive flanges. Overdrive models are perhaps more prone to this than those with standard transmission. An engineering adhesive such as Loctite (GGL1021) can be used when assembling the propeller shaft bolts and nuts. Alternative nuts such as the 'Cleveloc' all steel type do prove more positive than the original nyloc form. Whenever the propeller shaft bolts are undone it is recommended that the nuts be replaced as a full set. Loose bolts can be identified by the noise of the propeller shaft rattling or an unbalanced vibration. If the bolts have been run loose it will invariably mean that the bolts will be damaged, or worse still the holes in the flange yokes or drive flanges are elongated.

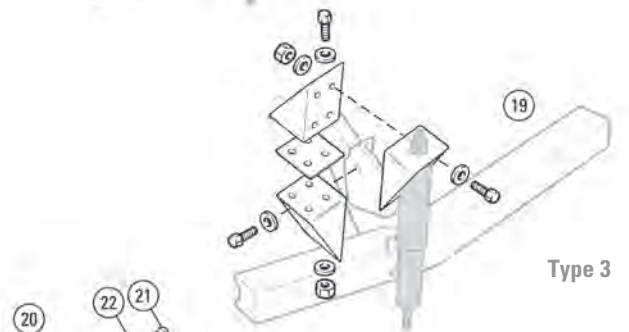




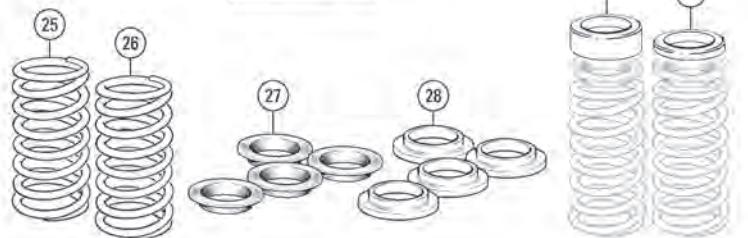
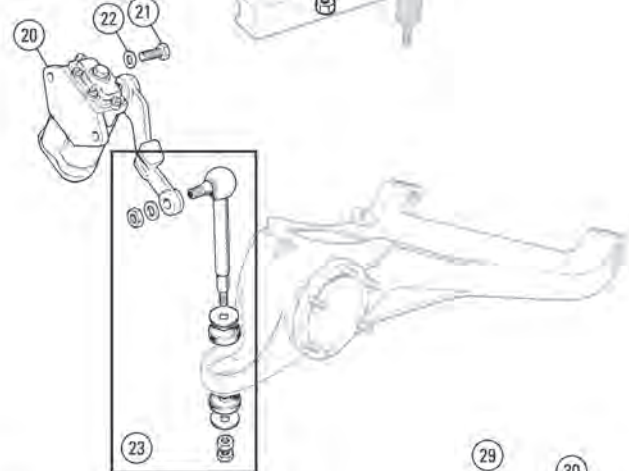
Type 1



Type 2



Type 3



Suspension PlusPacs

Here are listed a range of ready assembled suspension conversion kits. They have been assembled due to demand from our customers over the years, which makes the selection of the various components in our range easier for standard applications.

Spring & Damper Kits

These spring and damper kits can be split into two specifications depending on the fitted height of the road springs and/or damper being used. The 'Road' type kits feature a nominal reduction in height, but uprated for a basic road conversion. If smaller diameter tyres are being used, this type is to be recommended. The 'Sprint' type kits use a lower still setting of spring, which is still suitable for road and ideal for sprint use together with the dampers to suit. This type is for the standard or larger diameter of road tyre. The rear dampers also need uprating, either with uprated levers, TT3214LN and TT3214RN, or a telescopic conversion as listed below.

Fast Road Spring & Damper Kit

Ill.	Part Number	Size	Description	Req.	Details
Using slightly lowered front and rear springs and Koni, Spax or Gaz front damper to improve overall handling, especially for road use.					

1	TTK3130K	£612.00	SPRING & DAMPER KIT	1	with Koni dampers
2	TTK3130S	£541.50	SPRING & DAMPER KIT	1	with Spax dampers
	TTK3130G	£465.40	SPRING & DAMPER KIT	1	with Gaz dampers
3	TT3102PR	£275.00	FRONT DAMPERS, Koni, pair	1	
4	TT3101PR	£205.00	FRONT DAMPERS, Spax, pair	1	
	TT3203	£78.00	FRONT DAMPERS, Gaz, each	2	
5	TT4001PR	£74.50	FRONT COIL SPRING, lowered	2	
6	TT4212PR	£82.80	REAR COIL SPRING, lowered	2	
7	100751	£2.70	SPRING SEAT, front	4	
8	138823	£3.60	SPRING SEAT, rear	4	

Sprint Lowered Spring & Damper Kit

As above but using the slightly lower road springs for fast road or sprint work. Recommended if standard or larger diameter tyres are being used.

1	TTK3140K	NCA	SPRING & DAMPER KIT	1	with Koni dampers
2	TTK3140S	NCA	SPRING & DAMPER KIT	1	with Spax dampers
	TTK3140G	NCA	SPRING & DAMPER KIT	1	with Gaz dampers
3	TT3102PR	£275.00	FRONT DAMPERS, Koni, pair	1	
4	TT3101PR	£205.00	FRONT DAMPERS, Spax, pair	1	
	TT3203	£78.00	FRONT DAMPERS, Gaz, each	2	
5	TT4102PR	£74.50	FRONT COIL SPRING, lowered	2	
6	TT4216PR	£85.00	REAR COIL SPRING, lowered	2	
7	100751	£2.70	SPRING SEAT, front	4	
8	138823	£3.60	SPRING SEAT, rear	4	

Shock Absorber Pack - Car Set

(Includes 2 front, 2 rear adjustable shock absorbers and rear telescopic conversion).

9	TTK3112S	£470.90	SHOCK ABSORBER PACK	1	Spax
	TTK3112H	£546.00	SHOCK ABSORBER PACK	1	Koni
	TTK3112G	£386.40	SHOCK ABSORBER PACK	1	Gaz

Koni, Spax & Gaz Replacement Shock Absorbers

(For use with all 3 types of conversion brackets).

10	TT3102PR	£275.00	FRONT SHOCK ABSORBER, pair	1	Koni
11	TT3101PR	£205.00	FRONT SHOCK ABSORBER, pair	1	Spax
	TT3203	£78.00	FRONT SHOCK ABSORBER, each	2	Gaz
12	TT3212PR	£250.00	REAR SHOCK ABSORBER, pair	1	Koni
13	TT3211PR	£205.00	REAR SHOCK ABSORBER, pair	1	Spax
	TT3213	£78.00	REAR SHOCK ABSORBER, each	2	Gaz

Spax Telescopic Shock Absorber Conversion Kit

Converting to telescopic damper units will improve the ride and suspension making the handling more stable and predictable under pressure. Kits are supplied complete with brackets, dampers and full instructions. (Uses type 1 brackets).

14	SPCK29	£265.00	REAR TELESCOPIC CONVERSION KIT	1	
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Rear Telescopic Shock Absorber Brackets

Type 1

These brackets mount to the inner wing and require minimal bodywork modification to be carried out. Ideal for road applications.

15	TT3218	£85.70	TELESCOPIC BRACKET SET	1	fitting hardware included
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Type 2

One piece brackets mount to the lever arm chassis point and outside inner wheel arch. Easy to install, but certain combinations of tyre and wheel sizes may cause problems if the bodyshell is not aligned to the chassis correctly.

16	TT3225X	£95.00	SHOCK CONVERSION BRACKET SET	1	telescopic
NI	TT3225TUV	£229.00	SHOCK CONVERSION BRACKET SET	1	TUV approved, inc. 3rd mtg.
17	SH607101	£1.84	SCREW, bracket to chassis	4	
18	508289	£0.77	WASHER, special	4	

Type 3

A set of six stepped brackets and fittings to mount up through bodywork and out to the inner wheel arch, creating a new damper mounting point. Brackets take a little longer to install but do strengthen and stiffen the rear of the bodyshell. Kit contains fittings and instructions.

19	TT3225	£186.70	TELESCOPIC SHOCK BRACKET SET	1	inc, all fitting hardware
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This is the type of kit that may have to be used when an abnormal combination of wheels/tyres is specified.

Uprated Rear (Lever Arm) Shock Absorbers

20	TT3214LN	£145.20	REAR SHOCK ABSORBER, uprated, LH, new 1	] setting uprated 25%, road and competition
	TT3214RN	£145.20	REAR SHOCK ABSORBER, uprated, RH, new 1	
	TT3215LN	£145.20	REAR SHOCK ABSORBER (Uprated, LH, reconditioned/exchange).	
	TT3215RN	£145.20	REAR SHOCK ABSORBER (Uprated, RH, reconditioned/exchange).	] setting uprated 50%, racing use only
21	SH607101	£1.84	SCREW, shock to chassis		4
22	508289	£0.77	WASHER, special	4
23	141464A	£17.50	LINK ASSEMBLY, shock absorber	2

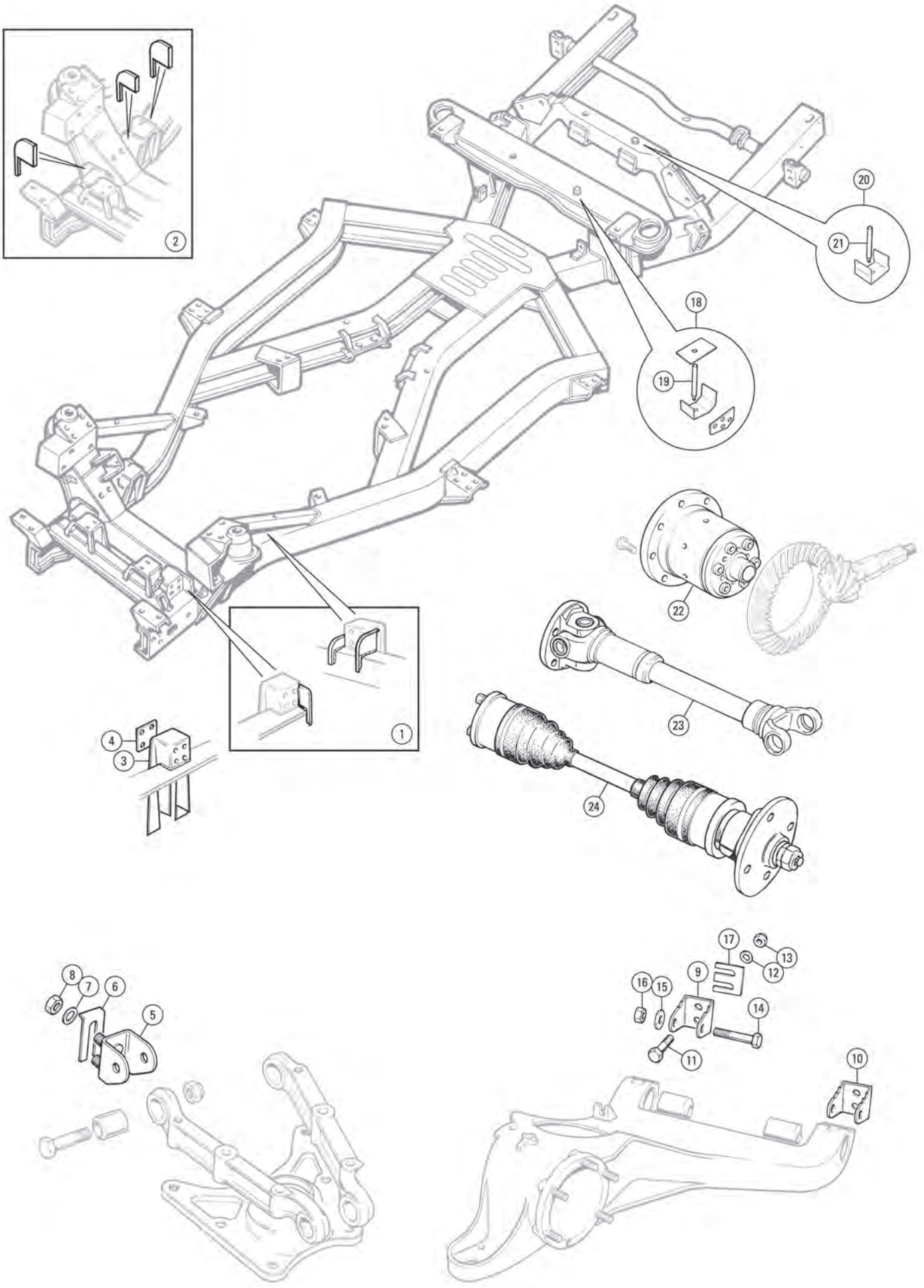
Front & Rear Road Springs

We now offer our range of uprated coil springs in a new modern specification material, silicon chrome steel. This material is used in many current production cars and is lighter than the original chrome vanadium steel, which will help reduce the 'un-sprung' weight, ideal for fast road & competition cars. These new springs are only supplied in matched pairs. For fitting recommendations please see the table on page A08 in the Accessories section for full details.

25	TT4006PR	NCA	ROAD SPRING SET, front, (pair) (Silicon chrome).	1	raised height 390lbs
	TT4001PR	£74.50	ROAD SPRING SET, front, (pair) (Silicon chrome).	1	slight lower 390lbs
	TT4201PR	£74.50	ROAD SPRING SET, front, (pair) (Silicon chrome).	1	lowered road 420lbs
	TT4102PR	£74.50	ROAD SPRING SET, front, (pair) (Silicon chrome).	1	lowered sprint 420lbs
	TT4207PR	NCA	ROAD SPRING SET, front, (pair) (Silicon chrome).	1	lowered race 450lbs
26	TT4211PR	£85.00	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	raised height 390lbs
	TT4212PR	£82.80	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	standard height 420lbs
	TT4216PR	£85.00	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	lowered road 420lbs
	TT4215PR	£80.00	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	lowered spring 510lbs
	TT4215APR	NCA	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	lowered spring 550lbs
27	100751	£2.70	COLLAR, spring seat, front, rubber	4	] supplied in pairs to allow for ride height adjustments
	100751SPK	£16.15	COLLAR SET, spring seat, front, standard, poly	a/r	
	100751TSPK	£24.00	COLLAR SET, spring seat, front, thick +5mm, poly	a/r	
28	138823	£3.60	COLLAR, spring seat, rear, standard, rubber	4	] supplied in pairs to allow for ride height adjustments
	138823SPK	£18.25	COLLAR SET, spring seating, rear, standard, poly	a/r	
	138823TSPK	£24.50	COLLAR SET, spring seating, rear, thick +5mm, poly	a/r	
29	107682	£31.60	SPACER, aluminium*	2	

*Note: Part number 107682 is not required for any of our range of springs. We list it here for owners that may have a special requirement.

30	MGS40904	£12.80	SPACER, nylon, 3mm thick, rear	a/r	(Max 2 recommended per side, each adjusts ride height approx. 5mm).
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Strengthening Brackets For Lower Wishbone Arms

The lower front inner wishbone brackets (page 195 item 15) which are welded to the frame are considered weak points of the front suspension. They are often found to be cracked or even broken away from the chassis. This is usually caused by running into pot holes or hitting kerbs. These brackets are easily replaced by a competent chassis repair workshops, and represent a considerable improvement to the earlier TR2/3/3A and TR4 design. On these earlier cars, instead of breaking a bracket, the entire spring tower twists and cracks - much more difficult and expensive to repair than a bracket! It's a good idea to periodically check these front inner wishbone brackets, and have them replaced if they are cracked or broken, as this condition presents a severe safety hazard. We have followed a design from Triumph themselves and produced a strengthening kit which comprises of three plates that are welded to the inner wishbone bracket and the chassis.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	TT3259L	£39.40	STRENGTHENING KIT, LH	1	} 3 plates per kit
2	TT3259R	£39.40	STRENGTHENING KIT, RH	1	
3	139580	£13.80	BRACKET, lower wishbone arm	4	
4	139580R	£8.10	PLATE WASHER, reinforcement	4	aftermarket or comp. use
5	148691	£22.10	BRACKET, lower fulcrum	4	lower wishbone to chassis
6	139727	£3.60	SHIM, adjusting, fulcrum bracket	a/r	to chassis frame
7	WM59	£0.40	WASHER, plain	8	
8	GHF223	£0.53	NUT, nyloc	8	
9	141399	£11.80	BRACKET, support, inner, 1 notch	2	TR5, TR250, TR6 To } (c) CP52867/CC61570
	155502	£14.40	BRACKET, support, inner, 3 notch	2	TR6 From } (c) CP52868/CC61571
10	141398	£21.90	BRACKET, support, outer, 2 notch	2	TR5, TR250, TR6 To } (c) CP52867/CC61570
	141399	£11.80	BRACKET, support, outer, 1 notch	2	TR6 From } (c) CP52868/CC61571

The support bracket fitment changes with the type of rear coil springs fitted. The brackets must be fitted in sets in the positions specified to ensure the correct rear suspension geometry is maintained. We recommend the later type of rear spring (part no. GSV1001) as a replacement for all TR6 installations as it is slightly stronger than the earlier one (part no. GSV1001).

11	BH606261	£1.48	BOLT, support bracket to chassis	4	} use when up to 3 shims } are fitted
	BH606281	£1.52	BOLT, support bracket to chassis	4		} use when 3 to 8 shims } are fitted
12	WP9	£1.20	WASHER, plain	8	
13	GHF223	£0.53	NUT, nyloc	8	
14	HBZ730	£2.90	BOLT, trailing arm to support bracket	4	
15	WC600071	£0.83	WASHER, plain	4	
16	GHF274	£0.89	NUT, nyloc	4	
17	139363	£1.75	SHIM, adjusting, bracket to chassis	a/r	
18	140009K	£64.30	REINFORCEMENT KIT, axle mtg. front (Includes reinforcements and mounting pin).	1	
19	147400	£9.30	STUD, axle mounting, front	2	
20	147400RK	£42.30	REINFORCEMENT KIT, axle mtg. rear (Includes reinforcements and mounting pin).	1	
21	147400	£9.30	STUD, axle mounting, rear	2	

This design of torque sensing differential makes it a worthwhile addition to any competition or fast road car, allowing maximum drive to both rear wheels giving more grip under hard acceleration. These differentials (crown wheel carriers) are for fitting inside your own axle.

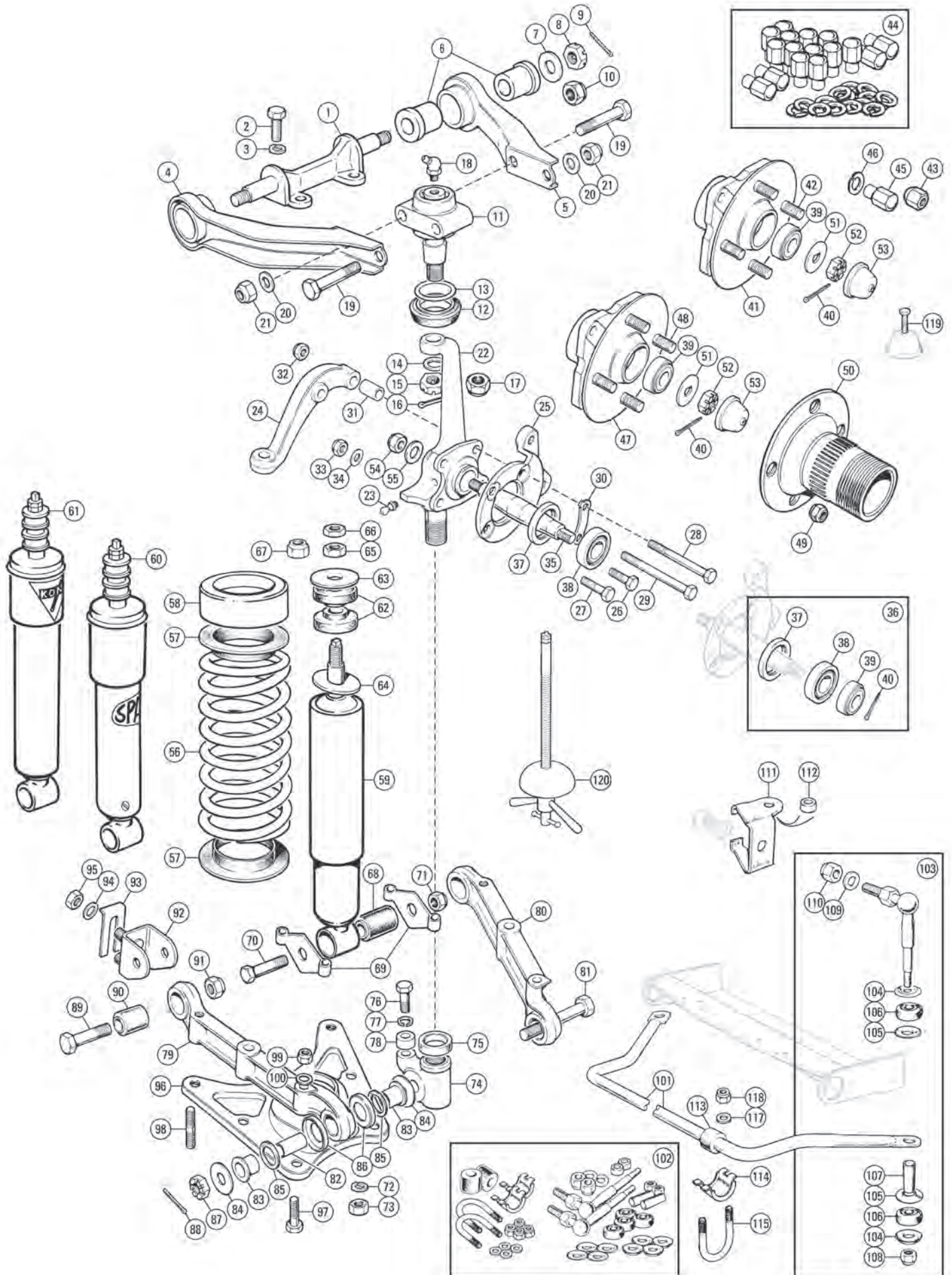
22	TT2220	£1,035.30	LIMITED SLIP DIFFERENTIAL	1	
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GKN Roller Axle Shaft

Using the latest design of constant velocity joints and ball bearing sliding shafts, these units reduce the inherent problem with the original sliding spline design, i.e. spline locking. The elimination of universal joints alone should be sufficient reason to change to these.

23	TKC853UR	£268.30	OUTER AXLE SHAFT, uprated*	2	with flange & UJ
24	TKC853XRGK	£69.60	ROLLER DRIVE SHAFT & HUB ASSEMBLY	2	

*Note: These are brand new uprated/performance drive shafts that can handle up to 250bhp!

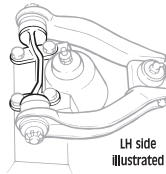


Front Suspension

It is a fair bet that if there is any knocking noise from the front suspension or tendency for your car to wander at speed, it will be traceable to worn front suspension components. The suspension is not delicate; it is just fitted with bushes that wear rapidly when they become impregnated with dirt.

Fulcrum Pin And Ball Joint

Fulcrum Pin Fitting: Before fitting the fulcrum pins to the turrets, you'll probably notice that they can be fitted in two ways giving different positioning of the top wishbones. Illustrated is the fitment for IRS cars which gives the correct geometry for the front suspensions designed, for TR4A to TR6. Turning the fulcrums the alternative way gives correct geometry for TR2 to TR4's, which use a mostly different suspension and, of course, a completely different chassis.



Ill.	Part Number	Price £ea.	Description	Req.	Details
1	200659	£37.20	FULCRUM PIN, upper	2	
2	GHF105	£0.41	SCREW, fulcrum pin	8	
3	GHF333	£0.30	WASHER, locking	8	
4	133504	£59.10	ARM, wishbone upper front	2	
5	133507	£59.10	ARM, wishbone upper rear	2	
6	102228	£0.80	BUSH, upper inner wishbone, rubber	8	
	102228SPK	£20.10	BUSH KIT, upper inner wishbone, poly	1	4 one piece bushes
7	WM69	£1.21	WASHER, fulcrum pin	4	
8	NL607041	£1.80	NUT, slotted, fulcrum pin	4	
9	PC10	£0.28	SPLIT PIN, fulcrum nut	4	
10	GHF274	£0.89	NUT, nyloc	4	alternative
11	GSJ131	£13.00	BALL JOINT, top, OE	2	
	GSJ131CG	£29.70	BALL JOINT, top	2	Classic Gold
	GSJ131CGPR	£28.00	BALL JOINT, top, pair	1	Classic Gold
	GSJ131Z	£8.70	BALL JOINT, top, replacement	2	aftermarket
12	138509	£4.20	GAITER, ball joint	2	original ball joints only
13	138869	NCA	CLIP, ball joint gaiter	2	
14	WC112081	£0.41	WASHER, plain	2	
15	NL608041	£1.40	NUT, slotted, ball joint to vertical link	2	
16	PC10	£0.28	SPLIT PIN, ball joint nut	2	
17	GHF225	£0.77	NUT, nyloc	2	alternative
18	UHN445	£1.60	GREASE NIPPLE	2	as fitted
19	112347	£2.30	BOLT, ball joint to wishbone	4	
20	WB110061	£0.77	WASHER, plain	4	
21	GHF223	£0.53	NUT, nyloc, ball joint bolt	4	

Vertical Link And Tie Rod Lever

22	307216	£162.30	VERTICAL LINK, LH	1	
	307215	£162.30	VERTICAL LINK, RH	1	
23	UHN400	£0.90	GREASE NIPPLE, vertical post	2	
24	307212	NCA	TIE ROD LEVER, steering, LH	1	
	307211	NCA	TIE ROD LEVER, steering, RH	1	
25	133499	NCA	PLATE, caliper mounting, RH	1	
	133499SR	£57.40	PLATE, caliper mount., RH	1	reconditioned
	133500	NCA	PLATE, caliper mounting, LH	1	
	133500SR	£57.40	PLATE, caliper mount., LH	1	reconditioned
26	SH606061	£0.77	SCREW, mounting plate, lower rear	2	
27	BH606111	£1.39	BOLT, mounting plate, lower front	2	
28	GHF126	£1.44	BOLT, plate & tie rod lever, upper rear	2	
29	112032	£1.54	BOLT, plate & tie rod lever, upper front	2	
30	106641	£2.40	WASHER, tab, locking bolt heads	4	
31	107106	£3.50	DISTANCE PIECE	4	
			(Mounting plate & tie rod lever to vertical link).		
32	GHF223	£0.53	NUT, nyloc	4	
33	GHF273	£0.55	NUT, nyloc, brake shield attachment	2	
34	WB110061	£0.77	WASHER, plain, nut to disc shield	2	

Front Hubs

35	115763	£21.40	STUB AXLE	2	
36	GHK1021	£11.70	WHEEL BEARING KIT	2	2 per car
37	GHS110	£4.75	SEAL ASSEMBLY, felt in steel retainer	2	
38	GHB111	£21.00	BEARING, inner	2	
39	GHB110	£19.20	BEARING, outer	2	
40	GHF504	£0.22	SPLIT PIN	2	

There is a tendency to remove all free play when adjusting the front wheel bearings. Remember that when the brake disc warms up, it will conduct heat to the hub and bearings and soon take up the play. This play is most important on competition cars. The scrutineers know enough to like to feel a couple of 'thou' of play for this reason and may 'fail' the TR if there is no play. So the moral of the story is follow the workshop manual, leave the play there and argue it out with the MOT tester.

41	114284	£192.70	HUB, disc wheel, (studs not included)	2	
	114284A	£146.80	HUB, disc wheel, alloy, (studs not included)	2	
	114284X	NCA	HUB, disc wheel, (studs not included)	2	cars with steel wheels
42	114282	£3.50	STUD, front wheel, standard length	8	

	114282XL	£3.50	STUD, front wheel, extra long	8	
			(May need shortening to suit application).		
43	109586	£3.00	WHEEL NUT, disc wheels	8	TR5, TR250, TR6 To (c) CP/CC50000
44	154470K	£60.00	NUT & WASHER KIT, chrome, car set	1	
	154470KSS	£127.30	NUT & WASHER KIT, stainless, car set	1	
45	154470	£4.00	WHEEL NUT, chrome	8	TR6 From (c) CP/CC50001
	154470SS	£8.50	WHEEL NUT, stainless	8	
46	154466	£0.64	WASHER, plastic	8	
47	114283	NCA	HUB, wire wheel, (includes studs)	2	
48	114281	£4.60	STUD, hub to wire wheel adaptor	8	
49	110366	£1.70	NUT, special, extension to hub	8	cars with wire wheel

It is recommended that these high tensile nuts are both correctly torqued (65 ft/lbs.) and Loctite used when fitted or refitted.

50	217603	£50.20	SPLINED EXTENSION, wire wheel, LH	1	
	217602	£50.20	SPLINED EXTENSION, wire wheel, RH	1	
51	102690	£2.86	WASHER, 'D' special	2	
52	NL608041	£1.40	NUT, slotted, hub attachment	2	
53	102689	£6.30	CAP, grease retaining	2	
54	GHF275	£0.89	NUT, stub axle retaining	a/2	
55	WC112081	£0.41	WASHER, stub axle	2	

Coil Springs And Shock Absorbers

56	213165PR	£82.80	ROAD SPRING SET, front, (pair)	1	standard 310lbs
			(Silicon chrome).		
	TT4006PR	NCA	ROAD SPRING SET, front, (pair)	1	uprated 390lbs slightly raised
			(Silicon chrome).		

Note: See Accessories section for more details & recommendations for uprated road springs.

57	100751	£2.70	COLLAR, spring seat, front, rubber	4	
	100751SPK	£16.15	COLLAR SET, spring seat, front,	a/r	supplied in pairs to allow for ride height adjustments
			standard, poly	a/r	
	100751TSPK	£24.00	COLLAR SET, spring seat, front,		
			thick +5mm, poly		
58	107682	£31.60	SPACER, aluminium	2	see improvements, page 111
59	GSA272	£16.90	SHOCK ABSORBER, standard	2	
60	TT3101PR	£205.00	SHOCK ABSORBER, Spax, pair	1	adjustable
61	TT3102PR	£275.00	SHOCK ABSORBER, Koni, pair	1	
	TT3203	£78.00	SHOCK ABSORBER, Gaz, each	2	
	21A860	£1.85	BUSH, front damper spigot, upper, rubber	4	
	21A860SPK	£21.40	BUSH SET, front damper spigot, upper,	1	
			polyurethane		
63	140479	£1.04	WASHER, plain, upper	2	
64	140416	£1.04	WASHER, plain, lower	2	
65	GHF202	£0.22	NUT, plain	2	
66	NT606041	£0.60	NUT, half	2	
67	GHF223	£0.53	NUT, nyloc	2	alternative
68	119450	NCA	BUSH, mounting, lower, rubber	2	
	119450Z	£2.00	BUSH, mounting, lower, rubber	2	aftermarket
	119450SPK	£21.35	BUSH, mounting, lower, poly	1	2 bushes

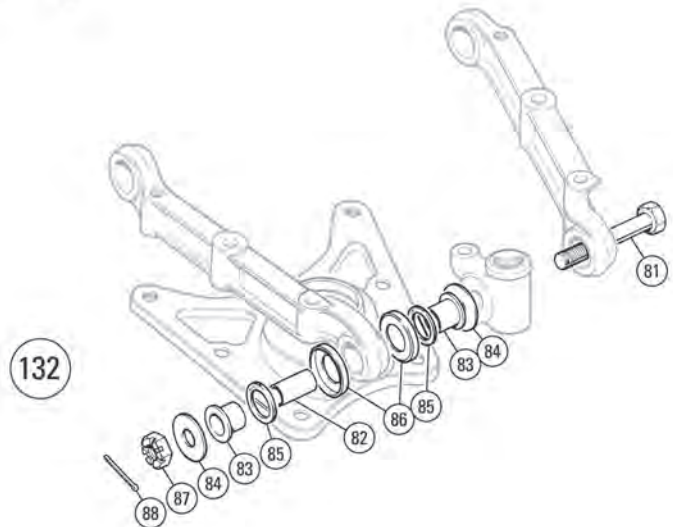
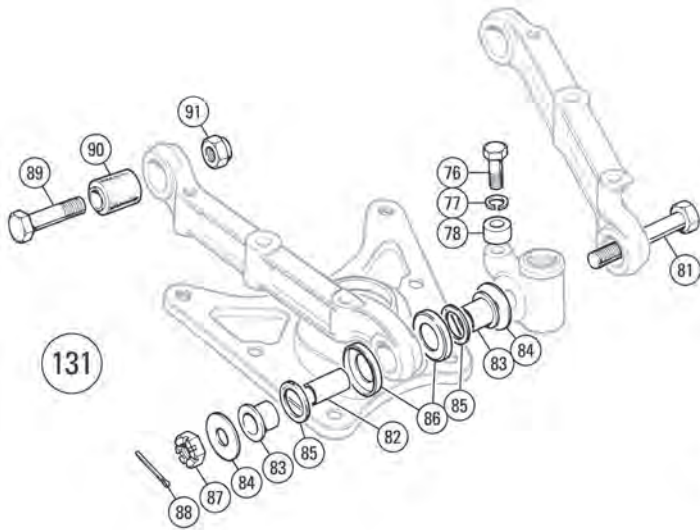
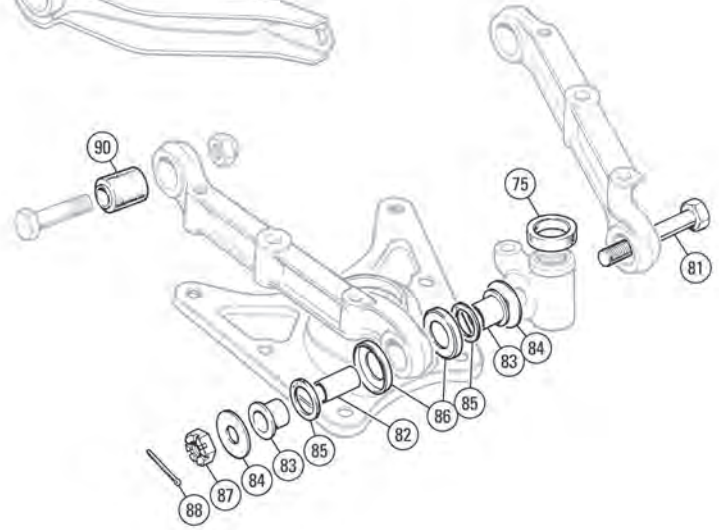
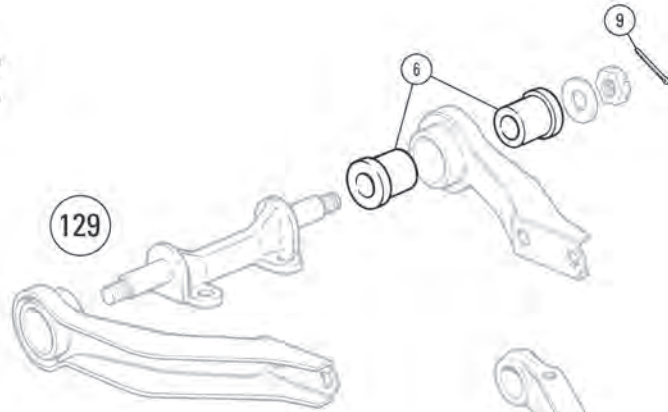
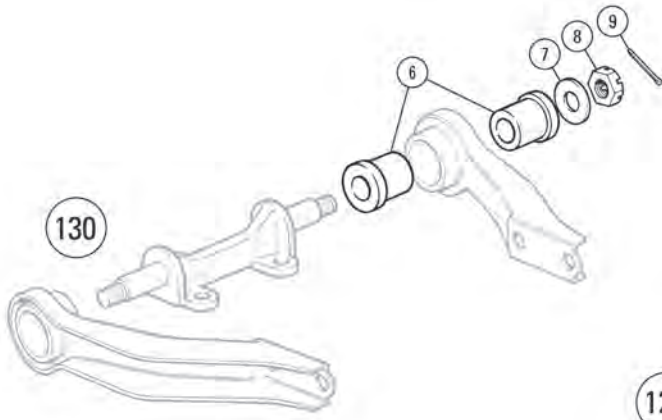
Note: Please enquire for replacement mountings for Spax, Koni or Gaz shock absorbers.

69	106843	£7.20	BRACKET, shock absorber, lower	4	
70	BH607201	£1.43	BOLT, shock absorber to bracket	2	
71	GHF274	£0.89	NUT, nyloc, shock absorber to bracket	2	
72	GHF333	£0.30	WASHER, plain	8	
73	GHF202	£0.22	NUT, bracket to spring pan studs	8	

Trunnions And Lower Wishbones

When the trunnion is installed on the vertical link it should be lubricated with Hypoid gear oil (EP90) not grease. The trunnion and vertical link assembly should be lubricated regularly to pre-serve long service life.

74	142378	£49.80	BOTTOM TRUNNION ASSEMBLY, LH	1	
	142377	£49.80	BOTTOM TRUNNION ASSEMBLY, RH	1	
	142378CB	NCA	BOTTOM TRUNNION ASSEMBLY, LH	1	replacement
	142377	£49.80	BOTTOM TRUNNION ASSEMBLY, RH	1	
75	142402	£2.60	SEAL, trunnion to vertical link	2	
76	SH605111	£1.75	SCREW, lock stop attaching	2	
77	GHF332	£0.40	WASHER, locking	2	
78	156111	£4.30	STOP, steering lock	2	
79	307209	£82.20	WISHBONE, lower, LH front & RH rear	2	
80	307210	£90.00	WISHBONE, lower, RH front & LH rear	2	
81	139835	£5.50	BOLT, pivot, trunnion to lower wishbone	2	
82	139832	£3.40	DISTANCE PIECE	4	
83	139833	£3.00	BUSH, trunnion, nylon	8	
	139833SPK	£72.00	BUSH KIT, trunnion, poly	1	
84	142388	£1.50	WASHER, plain steel, thrust	8	
85	142387	£1.50	RING, rubber, sealing	8	
86	139834	£1.13	SHIELD, water	8	
87	LN2212	£5.10	NUT, slotted	2	
88	GHF504	£0.22	SPLIT PIN	2	



Trunnions And Lower Wishbones (Continued)

ill.	Part Number	Price £ea.	Description	Req.	Details
89	BH608221	£2.32	BOLT, wishbone to bracket	4	
90	141481	£2.30	BUSH, inner wishbone, rubber	4	
	141481SPK	£41.00	BUSH KIT, inner wishbone, poly	1	
91	GHF225	£0.77	NUT, nyloc	4	
92	148691	£22.10	BRACKET, lower fulcrum	4	
93	139727	£3.60	SHIM, adjusting, bracket to chassis	a/r	
94	WM59	£0.40	WASHER, plain	8	
95	GHF223	£0.53	NUT, nyloc	8	
96	140951	NCA	LOWER SPRING PAN ASSEMBLY	2	
97	BH606161	£0.60	BOLT, spring pan to wishbone	8/6	} quantity decreases } when anti-roll bar fitted } TR6 only with anti-roll bar
	BH606221	£1.57	BOLT, spring pan and roll bar bracket to wishbone	2	
98	143712	£1.50	STUD, spring pan to wishbone	4	
99	GHF223	£0.53	NUT, nyloc	12	
100	WP20X	£0.30	WASHER, plain	12	

Anti-Roll Bar

Originally TR6 only, can also be fitted to TR5 or TR250.

101	215647	£90.30	ANTI-ROLL BAR	1	
102	215647K	£66.00	FITTING KIT, anti-roll bar	1	
103	152143A	£19.30	LINK ASSEMBLY	2	anti-roll bar to wishbones
	152143X	£20.50	LINK ASSEMBLY, polyurethane	2	} alternatives, ball joint } type
	152143XR	£20.50	LINK ASSEMBLY, uprated rubber	2	
104	517984	£1.48	WASHER, (outer)	4	(13/32" internal diameter)
105	517983	£1.43	WASHER, (inner)	4	(9/16" internal diameter)
106	517985	£1.31	BUSH, ARB end link, standard	4	
	517985SPK	£11.00	BUSH SET, ARB end link, polyurethane	1	car set
107	517986	£6.30	TUBE, distance	2	
108	GHF223	£0.53	NUT, nyloc	2	
109	WB600071A	£0.35	WASHER, plain	4	
110	GHF224	£0.66	NUT, nyloc	2	
111	152144	£11.60	BRACKET, mounting, link to wishbone	2	
112	152145	£2.50	PACKING PIECE, bracket to wishbone	2	
113	123998	£2.60	BUSH, anti-roll bar, rubber	2	
	123998SPK	£14.40	BUSH KIT, anti-roll bar, polyurethane	1	2 bushes
114	123502	£7.80	BRACKET, clamp, securing anti-roll bar	2	
115	123694	£2.40	'U' BOLT, plain, anti-roll bar bracket	2	
117	GHF301	£0.24	WASHER, plain	4	
118	GHF222	£0.55	NUT, nyloc	4	

Miscellaneous

119	53K129	£1.60	SCREW, front hub grease cap removal	1	
120	GAC5076	£169.60	COIL SPRING COMPRESSOR	1	

We have remanufactured the special Churchill spring compressor tool (GAC5076).

Front Suspension Overhaul Kits

Quantities listed for kits are per vehicle, quantities listed for components are per kit. For suspension improvements and packs, see pages 110 & 111.

129	GAC6067X	£103.00	MAJOR SUSPENSION OVERHAUL KIT	1	rubber bushes
	GAC6067P	£136.70	MAJOR SUSPENSION OVERHAUL KIT	1	polyurethane bushes

The following parts are included in the kits:

6	102228	£0.80	BUSH, upper inner wishbone	8	rubber
	102228SPK	£20.10	BUSH KIT, upper inner wishbone	1	polyurethane
			(Kit includes 4 one piece bushes).		
9	PC10	£0.28	SPLIT PIN, fulcrum nut	4	
75	142402	£2.60	SEAL, trunnion to vertical link	2	
	142402SPK	£10.45	SEAL SET, trunnion to vertical link, poly	1	
81	139835	£5.50	BOLT, pivot, trunnion to wishbone	2	
82	139832	£3.40	DISTANCE PIECE, steel	4	
83	139833	£3.00	BEARING, nylon, top hat shaped	8	
84	142388	£1.50	WASHER, plain steel, thrust	8	
85	142387	£1.50	RING, rubber, sealing	8	
86	139834	£1.13	SHIELD, water	8	
87	LN2212	£5.10	NUT, slotted	2	
88	GHF504	£0.22	SPLIT PIN	2	
90	141481	£2.30	BUSH, inner wishbone, rubber	4	
	141481SPK	£41.00	BUSH KIT, inner wishbone, poly	1	(Kit includes 4 bushes & 4 tubes).

130	QHQS199S	£7.00	SUSPENSION KIT, upper wishbone	2	with rubber bushes
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The following parts are included in the kit:

6	102228	£0.80	BUSH, rubber, upper inner wishbone	4	
7	WM69	£1.21	WASHER, fulcrum pin	2	
8	NL607041	£1.80	NUT, slotted, fulcrum pin	2	
9	PC10	£0.28	SPLIT PIN, fulcrum nut	2	

131	QHQS200S	£50.00	SUSPENSION KIT, lower wishbone	2	with rubber bushes
	TT3264	£57.00	SUSPENSION KIT, lower wishbone	2	with nylatron bushes

The following parts are included in the kits:

76	SH605111	£1.75	SCREW, lock stop attaching	1	
77	GHF332	£0.40	WASHER, locking	1	
78	156111	£4.30	STOP, steering lock	1	
81	139835	£5.50	BOLT, pivot, trunnion to wishbone	1	
82	139832	£3.40	DISTANCE PIECE, steel	2	
83	139833	£3.00	BEARING, nylon, top hat shaped	4	
84	142388	£1.50	WASHER, plain steel, thrust	4	
85	142387	£1.50	RING, rubber, sealing	4	
86	139834	£1.13	SHIELD, water	4	
87	LN2212	£5.10	NUT, slotted	1	
88	GHF504	£0.22	SPLIT PIN	1	
89	BH608221	£2.32	BOLT, wishbone to bracket	2	
90	141481	£2.30	BUSH, inner wishbone	2	
91	GHF225	£0.77	NUT, nyloc	2	

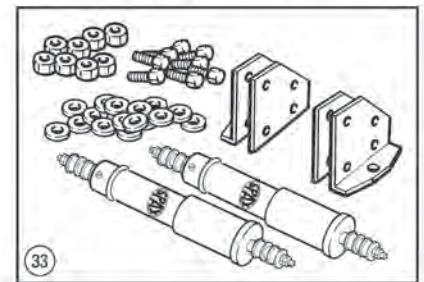
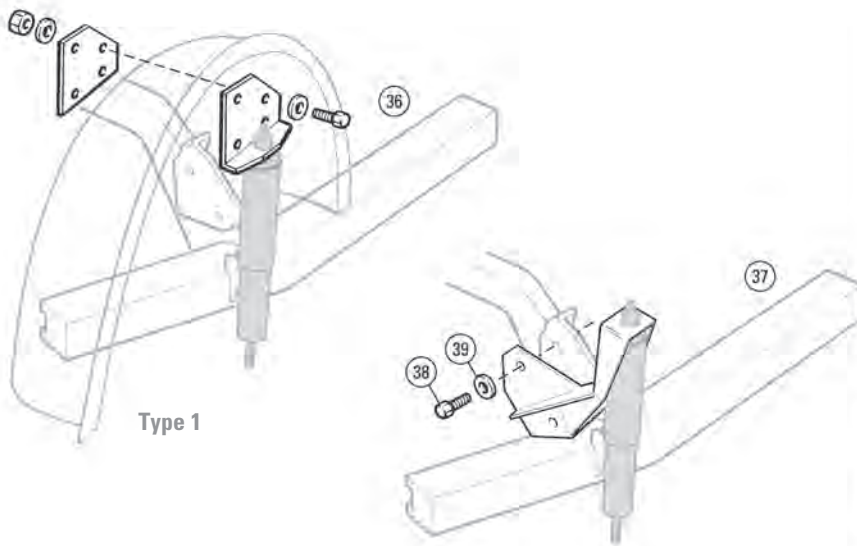
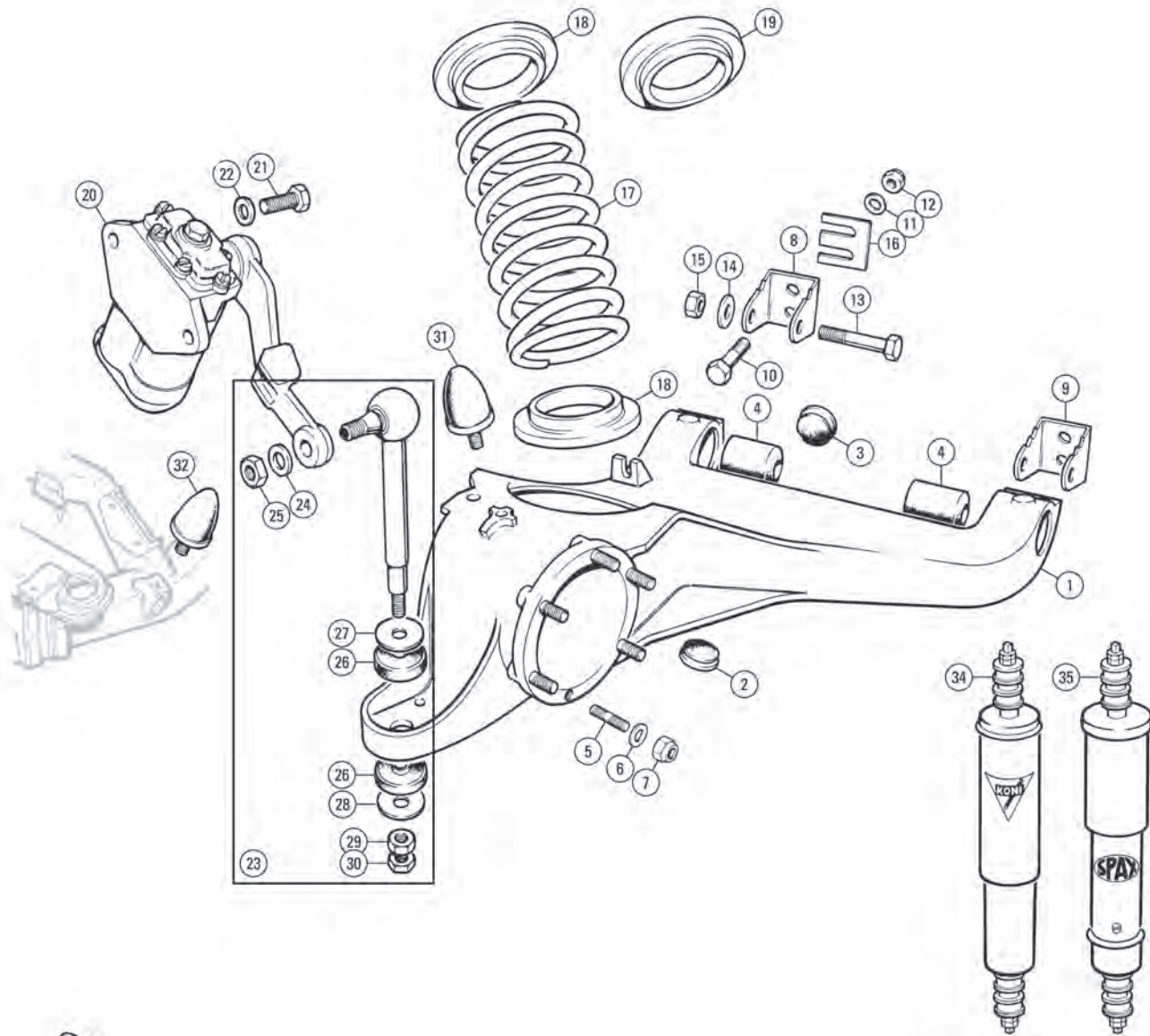
132	139835K	£37.80	SUSPENSION KIT, trunnion	2	
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The following parts are included in the kit:

81	139835	£5.50	BOLT, pivot, trunnion to lower wishbone	1	
82	139832	£3.40	DISTANCE PIECE	2	
83	139833	£3.00	BEARING, nylon, top hat shaped	4	
84	142388	£1.50	WASHER, plain steel, thrust	4	
85	142387	£1.50	RING, rubber, sealing	4	
86	139834	£1.13	SHIELD, water	4	
87	LN2212	£5.10	NUT, slotted	1	
88	GHF504	£0.22	SPLIT PIN	1	

Front Suspension

Many miles of testing on various types of road and road surface, in lots of different cars and for many TR owners, have produced a personal preference which overall, seems to produce the most smiles on the most faces i.e. the happiest friends and customers. This is a personal view as it is appreciated that comfort at one end of the spectrum and precise, razor sharp handling and steering at the other will appeal to different types of TR driver. The original suspension was right for its day, which we should remember was 1965, with roots back in 1953. The 'modern' equivalent of this would have to be the major suspension kit with polyurethane bushes, GAC6067P, but it still leaves that hint of vagueness unacceptable to some of us, so, what about rebuilding the suspension, using polyurethane bushes at the lower inner ends of the wishbones, nylatron bushes at the lower outer swivel (TT3264), and a nylatron/steel kit (TT3160) for the top wishbones? The top fulcrum pins were only designed to work with squeezed-tight rubber bushes (which didn't even have to undergo an annual MOT through the 50's and 60's!), so the tolerance was extremely vague. For this reason the steel bushes will be a sloppy fit so, simply Araldite them into place and follow the rest of the instructions in the kit. The wishbones should move stiffly but very accurately up and down, which is precisely what you want them to do. All in, a very cheap way of fine-tuning the suspension, without overloading it for long-term road use.



Type 1

Type 2

Type 3

Rear Suspension

Trailing Arm

ill.	Part Number	Price Eea.	Description	Req.	Details
1	308268	NCA	TRAILING ARM ASSEMBLY, RH	1	
	308267	NCA	TRAILING ARM ASSEMBLY, LH	1	
2	138801	£3.80	PLUG, blanking, 7/8"	4	
3	138532	£1.20	PLUG, blanking, 1 1/8"	4	
4	137599	£6.00	BUSH, trailing arm, rubber	4	
	137599SPK	£62.75	BUSH KIT, trailing arm, polyurethane (Kit includes: 4 bushes & 4 tubes).	1	

The replacement of the trailing arm mounting bushes with uprated items can prove beneficial to those owners requiring a better located rear suspension. By using the uprated bushes improved control of the rear suspension during acceleration and braking can be obtained. The 'poly' bush is softer than the nylon.

5	FHS2512	£1.57	STUD, rear hub unit to trailing arm	12	
6	GHF301	£0.24	WASHER, plain	12	
7	GHF222	£0.55	NUT, nyloc	12	
8	141399	£11.80	BRACKET, support, inner, 1 notch	2	TR5, TR250, TR6 To (c) CP52867/CC61570
	155502	£14.40	BRACKET, support, inner, 3 notch	2	TR6 From (c) CP52868/CC61571
9	141398	£21.90	BRACKET, support, outer, 2 notch	2	TR5, TR250, TR6 To (c) CP52867/CC61570
	141399	£11.80	BRACKET, support, outer, 1 notch	2	TR6 From (c) CP52868/CC61571

The support bracket fitment changes with the type of rear coil springs fitted. The brackets must be fitted in sets, in the positions specified, to ensure the correct rear suspension geometry is maintained. The later type of rear spring (GSV1001) is supplied as a replacement for all TR6 installations as it is slightly stronger than those originally specified.

10	BH606261	£1.48	BOLT, support bracket to chassis	4	when up to 3 shims are fitted
	BH606281	£1.52	BOLT, support bracket to chassis	4	when 3 to 8 shims are fitted
11	PWZ306	£0.47	WASHER, plain	8	
12	GHF273	£0.55	NUT, nyloc	8	
13	HBZ730	£2.90	BOLT, trailing arm to support bracket	4	
14	WC600071	£0.83	WASHER, plain	4	
15	GHF274	£0.89	NUT, nyloc	4	
16	139363	£1.75	SHIM, bracket to chassis	a/r	
	139363SS	£4.70	SHIM, bracket to chassis, stainless steel	a/r	

Coil Springs

NI	GAC5076	£169.60	TOOL, (Churchill)	a/r	
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We have remanufactured the special Churchill spring compressor tool (GAC5076).

17	216275PR	NCA	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	standard 350lbs
	TT4211PR	£85.00	ROAD SPRING SET, rear, (pair) (Silicon chrome).	1	uprated 390lbs

Note: See page A08 in the Accessories section for more details & recommendations for uprated road springs.

18	138823	£3.60	COLLAR, spring seating, rear, standard, rubber	4	
	138823SPK	£18.25	COLLAR SET, spring seating, rear, standard, poly	a/r	supplied in pairs to allow for ride height adjustments
	138823TSPK	£24.50	COLLAR SET, spring seating, rear, thick +5mm, poly	a/r	
19	MM675-065	£37.00	SPACER, 0.431", deep, alloy	a/r	increases ride height

Lever Arm Shock Absorbers

20	GSA286	£126.10	SHOCK ABSORBER, rear, RH, new	1	
	GSA287	£126.10	SHOCK ABSORBER, rear, LH, new	1	
	GSA286R	£38.00	SHOCK ABSORBER, rear, RH	1	reconditioned/exchange
	GSA287R	£38.00	SHOCK ABSORBER, rear, LH	1	standard spec
	TT3214RN	£145.20	SHOCK ABSORBER, rear, RH, uprated	1	setting uprated 25%, road and competition
	TT3214LN	£145.20	SHOCK ABSORBER, rear, LH, uprated	1	
	TT3215RN	£145.20	SHOCK ABSORBER, rear, RH, uprated	1	setting uprated 50%, racing use only
	TT3215LN	£145.20	SHOCK ABSORBER, rear, LH, uprated	1	
21	SH607101	£1.84	SCREW, shock absorber to chassis	4	
22	508289	£0.77	WASHER, special	4	
23	141464A	£17.50	LINK ASSEMBLY, shock absorber	2	
24	GHF334	£0.73	WASHER, locking	2	
25	GHF203	£0.30	NUT, plain	2	
26	21A860	£1.85	MOUNTING, link to trailing arm	4	rubber
	152588SP	£5.70	MOUNTING, link to trailing arm	4	polyurethane

27	140416	£1.04	WASHER, plain, upper	2	
28	140479	£1.04	WASHER, lower, link to arm	2	
29	GHF202	£0.22	NUT, plain	2	
30	NT606041	£0.60	NUT, half, locking plain nut	2	
31	136758	£3.30	BUMP STOP, on trailing arm	2	
32	136758	£3.30	REBOUND STOP, on chassis	2	TR5, TR250, TR6 To (c) CP52867/CC61570
	155719	£5.10	REBOUND STOP, on chassis	2	TR6 From (c) CP52868/CC61571

Telescopic Shock Absorber Conversions

Note: See also Uprated Suspension & Steering.

Buy A Spax Telescopic Shock Absorber Conversion Kit

Converting to telescopic damper units will improve the ride and suspension making the handling more stable and predictable under pressure. Kits are supplied complete with brackets, dampers and full instructions. (Uses type 1 brackets).

33	SPCK29	£265.00	REAR TELESCOPIC CONVERSION KIT	1	
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Or Build Your Own Shock Absorber Conversion Kit

34	TT3212PR	£250.00	REAR SHOCK ABSORBER, Koni, (pair)	1	
35	TT3211PR	£205.00	REAR SHOCK ABSORBER, Spax, (pair)	1	
	TT3213	£78.00	REAR SHOCK ABSORBER, Gaz, each	2	

Rear Telescopic Shock Absorber Brackets

Type 1

These brackets mount to the inner wing and require minimal bodywork modification to be carried out. Ideal for road applications.

36	TT3218	£85.70	TELESCOPIC SHOCK CONVERSION BRACKET SET	1	all fitting hardware inc.
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Type 2

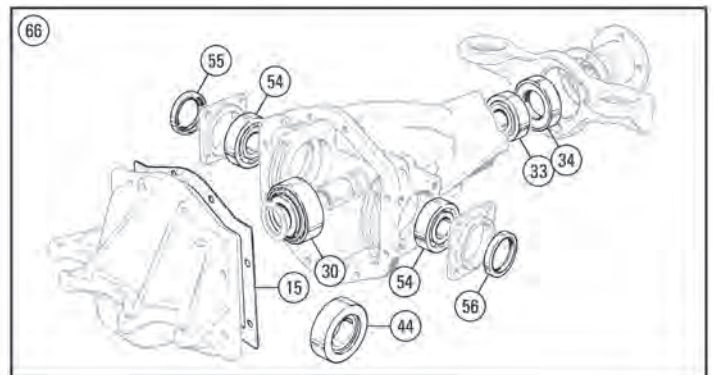
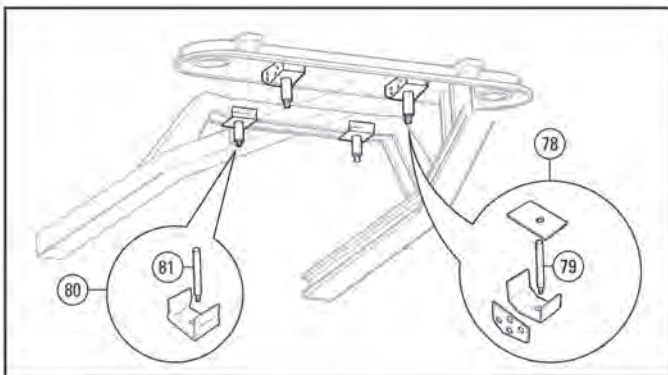
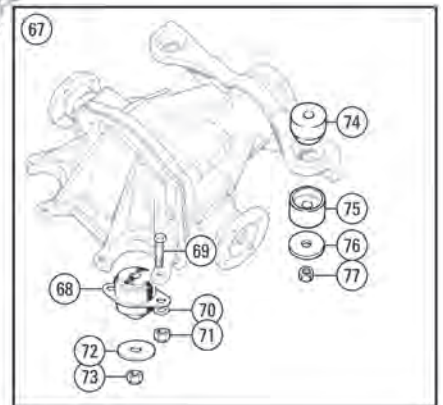
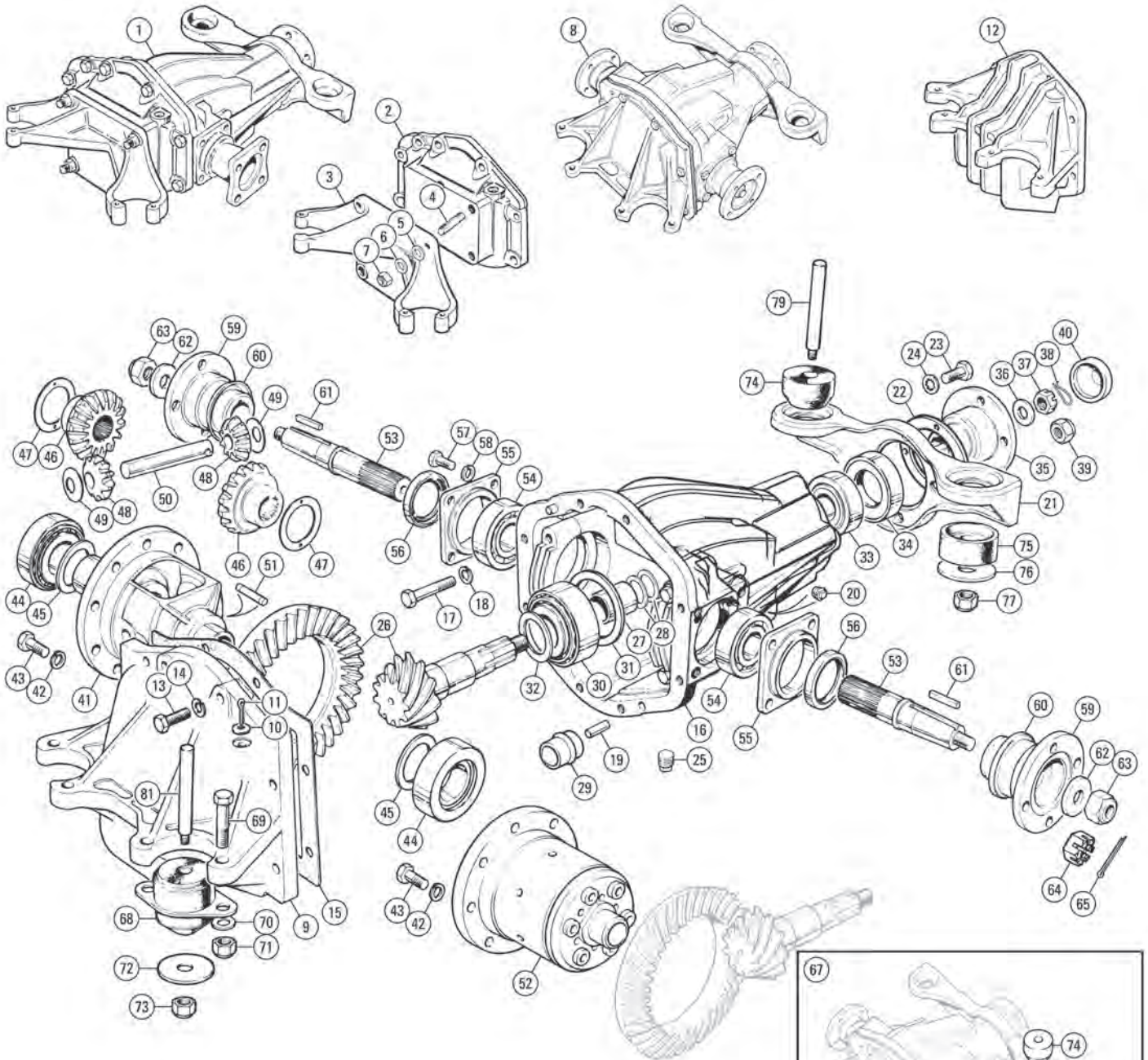
These one piece brackets mount to the lever arm chassis point and outside inner wheel arch. They are easy to install, but certain combinations of tyre and wheel sizes may cause problems if the bodyshell is not aligned to the chassis correctly.

37	TT3225X	£95.00	TELESCOPIC SHOCK CONVERSION BRACKET SET	1	
38	SH607101	£1.84	SCREW, bracket to chassis	4	
39	508289	£0.77	WASHER, special	4	

Type 3

A set of six stepped brackets and fittings to mount up through bodywork and out to inner wheel arch, creating a new damper mounting point. Brackets take a little longer to install but do strengthen and stiffen the rear of the bodyshell and will cope with a greater variety of wheel and tyre variables. Kit contains fittings and instructions.

40	TT3225	£186.70	TELESCOPIC SHOCK CONVERSION BRACKET SET	1	all fitting hardware inc.
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Rear Axle

The original ratio of the axle fitted to the Triumph TR6 Pi is 3.45:1. The simple way to check is by counting the crown wheel and pinion teeth. The crown wheel will have 38 teeth and the pinion 11. The ratio is arrived at by dividing the quantity of teeth on the pinion into the quantity of teeth on the crown wheel. Other ratios that may be discovered fitted are 3.7:1 and occasionally 4.1:1. Both of the last incorrect ratios are common to other models in the TR sports car range and the big saloons or estates. The petrol injected Triumph TR sports cars were the only TR's to have the 3.45:1 ratio axle as standard fitment.

Selected other models from the Triumph range of the same period were also fitted with the 3.45:1 ratio, i.e., the Dolomite Sprint and 2.5 Pi (Innsbruck). As there was no ratio change during the production period of the TR6 Pi axle, they are assumed to be interchangeable between model years. This is true if entire units are replaced. If the internals of a certain model year are used to repair another axle of a different model year problems may be encountered with non-compatible parts. The major significant change was the replacement of the solid, shim adjusted pinion bearing spacer for a collapsible type. The other item to change internally was the sun and planet gear sets. The early type had plain teeth, the later ones had a groove machined into their tooth edge to aid identification and so should be fitted in sets of four when interchanged.

Rear Axle Assemblies

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	312060RX	£713.00	REAR AXLE ASSEMBLY, (3.7:1) (New Crown wheel & pinion, recon/exch).	1	TR250 fitted To axle No. CTC6241
	312060RLX	£1,698.30	REAR AXLE ASSEMBLY, (3.7:1) (New crown wheel & pinion, limited slip differential, recon/exch).	1	
2	141360	NCA	COVER ASSEMBLY, rear	1	TR250 fitted from rear axle No. CTC6242, TR6 carburettor models
3	308223	NCA	BRACKET, rear axle	1	
4	143712	£1.50	STUD	4	
5	WP48	£0.70	WASHER, locking	4	
6	GHF333	£0.30	WASHER, plain	4	
7	GHF223	£0.53	NUT, nyloc	4	
8	312061RX	£713.00	REAR AXLE ASSEMBLY, (3.45:1) (New crown wheel & pinion, recon/exch.).	1	
	312061RLX	£1,739.10	REAR AXLE ASSEMBLY, (3.45:1) (New crown wheel & pinion, limited slip differential, recon/exch).	1	
	312060RX	£713.00	REAR AXLE ASSEMBLY, (3.7:1), new	1	
	312060R	£558.90	REAR AXLE ASSEMBLY, (3.7:1) (Used crown wheel & pinion, recon/exch).	1	
	312060RX	£713.00	REAR AXLE ASSEMBLY, (3.7:1) (New crown wheel & pinion, recon/exch).	1	
	312060RLX	£1,698.30	REAR AXLE ASSEMBLY, (3.7:1) (New crown wheel & pinion, limited slip differential, recon/exch).	1	

These castings sometimes get damaged usually by fragments of wrecked crown wheel and pinion trying to escape. They are repairable at extra cost. Alternatively, fit one our alloy or magnesium covers.

9	149826	NCA	COVER & AXLE MOUNTING, rear	1	TR250 fitted to rear axle No. CTC6241,
10	51K3424	£0.60	PLUG, core, breather	1	
11	GHF502	£0.22	SPLIT PIN, in breather plug	1	TR5, TR6
12	149816X	NCA	COVER & AXLE MOUNTING, finned	1	alloy
	149816MX	NCA	COVER & AXLE MOUNTING, finned	1	magnesium
13	GHF103	£0.60	SCREW, rear cover to axle casing	8	
14	GHF332	£0.40	WASHER, locking	8	
15	134480	£1.25	GASKET, rear cover to axle casing	1	
16	305815	NCA	HOUSING ASSEMBLY, rear axle	1	Includes bearing caps & retaining bolts
17	100878	NCA	BOLT, bearing cap retaining	4	
18	GHF333	£0.30	WASHER, locking	4	
19	DP508	£1.80	DOWEL, rear cover locating	2	
20	114774	£3.00	PLUG, oil filler & level	1	alternatives
	22G2115	£2.32	PLUG, oil filler & level	1	
21	211793Z	£149.10	PLATE ASSEMBLY, axle mounting	1	

This is one of the weakest parts of the TR. This pressed steel plate can be thin in certain areas, one of which coincides with a very high stress area, just inboard of the RH front mounting area. It can be welded and reinforced but should only be repaired by a truly competent welder. Only sound brackets will be accepted for exchange differentials, though it will be possible to repair a cracked bracket at extra cost.

22	140007	NCA	WASHER, distance	1	welded to plate, (211793Z)
23	132856	£8.70	BOLT, mounting plate to axle casing	4	
24	GHF324	£0.22	WASHER, shakeproof	4	
25	114774	£3.00	PLUG, oil drain, tapered thread	1	alternative
	22G2115	£2.32	PLUG, oil drain, straight thread	1	

The axle is not provided originally with a drain plug for the lubricating oil. Many axles have been modified by owners or restorers to incorporate an oil drain plug. From a maintenance point of view the provision of a drain plug is desirable. Having to remove the axle rear cover to drain and change the oil periodically is inconvenient bordering on painful.

Crown Wheel And Pinion

26	516398	£230.10	CROWN WHEEL & PINION ASSEMBLY (3.45:1), solid spacer type.	1	TR5, TR6 To (c) CP52867
	502127	£230.10	CROWN WHEEL & PINION ASSEMBLY (3.7:1), solid spacer type.	1	

Crown wheel & pinion sets of varying ratios were offered by the Competition Department at Triumph as follows:

505014	£287.00	CROWN WHEEL & PINION ASSEMBLY (4.1:1), solid spacer type.	1	European models: TR5, TR6 To (c) CP52867	
502523	£372.30	CROWN WHEEL & PINION ASSEMBLY (4.3:1), solid spacer type.	1		
503924	£372.30	CROWN WHEEL & PINION ASSEMBLY (4.55:1), solid spacer type.	1	North American models: TR250, TR6 To (c) CC61570	
515709	NCA	CROWN WHEEL & PINION ASSEMBLY (4.875:1), solid spacer type.	1		
516398	£230.10	CROWN WHEEL & PINION ASSEMBLY (3.45:1), solid spacer type.	1	TR6 From (c) CP52868	
502127	£230.10	CROWN WHEEL & PINION ASSEMBLY (3.7:1), solid spacer type.	1	TR6 From (c) CC61571	
27	100846	£16.60	SPACER, solid	1	TR5, TR250, TR6 To (c) CP52867/CC61570 alternatives
28	100562	£1.21	SHIM, (0.003"), front pinion bearing	a/r	
	100563	£1.21	SHIM, (0.005"), front pinion bearing	a/r	
	100564	£1.21	SHIM, (0.010"), front pinion bearing	a/r	
	140793	£3.60	SHIM, (0.003"), front pinion bearing	a/r	
	140792	£3.76	SHIM, (0.005"), front pinion bearing	a/r	
	140791	£3.60	SHIM, (0.010"), front pinion bearing	a/r	
29	156903	£9.60	SPACER, collapsible	1	TR6 From (c) CP52868/CC61571

The lowest practical ratio for a road car is 4.1:1 even with overdrive fitted. At 5000 rpm (Std diameter tyre) the respective road speeds are approximately:

3.45	109 mph
3.7	102 mph
4.1	92 mph
4.3	87 mph
4.55	83 mph
4.875	77 mph

It is highly recommended that if a low axle ratio is specified the close ratio gears (part no. TT2210, see page 53 for details) should be used. The lower the ratio the better they work.

30	100897A	£36.00	BEARING, pinion head, rear	1
31	100965/3	£1.21	SHIM, (0.003"), pinion bearing	a/r
	1009665	£0.83	SHIM, (0.005"), pinion bearing	a/r
	100967/10	£0.94	SHIM, (0.010"), pinion bearing	a/r
32	516398SHIM	£5.70	WASHER, adjusting, (.040")	a/r

The shims used to correctly position and pre-load the crown wheel and pinion and bearings did not change from TR2 to TR6 (including Stag, Sprint and Innsbruck saloons). The IRS axles require a single spacer, in addition, between the pinion and the pinion head bearing. It is argued that this spacer could be replaced with an equivalent number of shims between the pinion and head bearing as both achieve the same net result. Rebuilding of many hundreds of differentials has only ever revealed spacers 0.040" thick. No parts book listed this spacer, though a Triumph service release seems to indicate a range of thickness' (0.030" to 0.051") was available, part numbers 140643 to 140657.

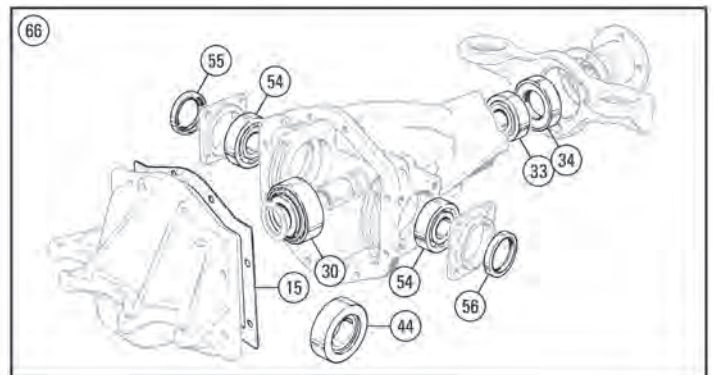
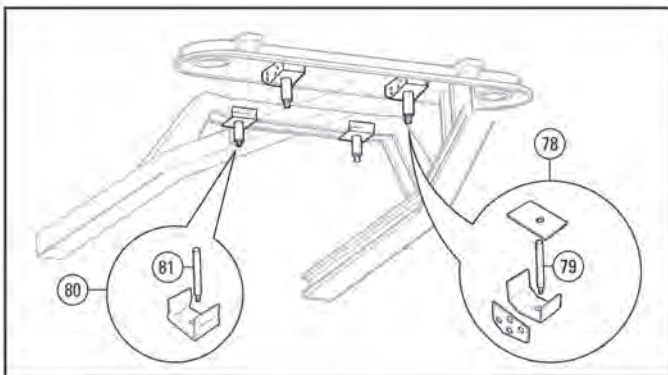
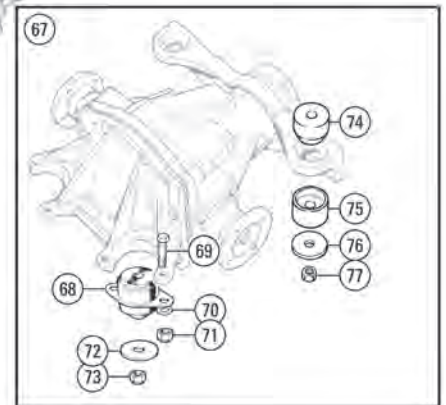
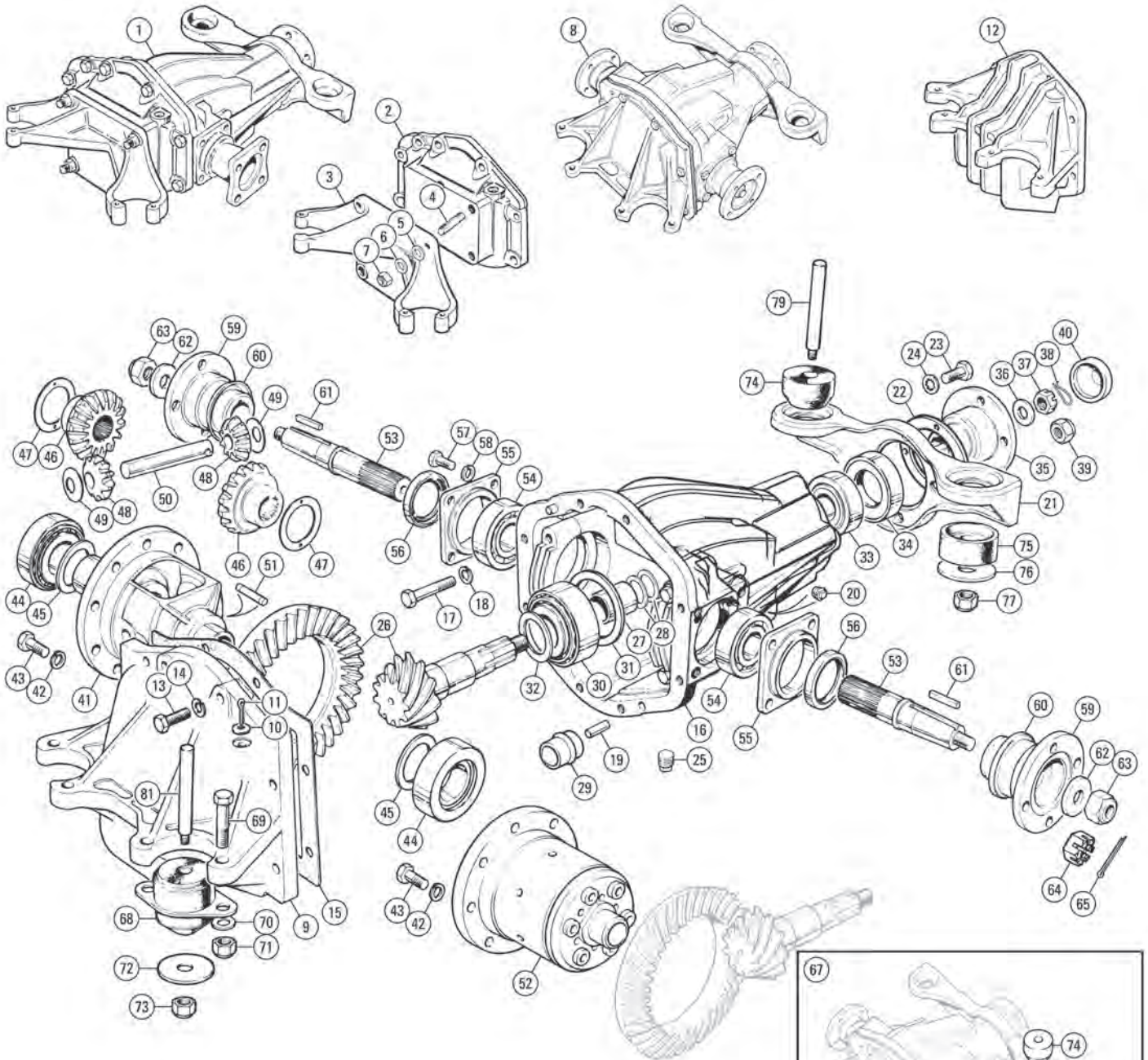
In the absence of full engineering drawings it can only be guessed that the internal machining of the differential casings between solid axle TR's and IRS versions is different. With the introduction of the 3.45 to 1 ratio in 1967 the pinion teeth would foul the casing in some circumstances due to the larger pinion diameter, but that doesn't explain the spacer's presence from 1965 in the TR4A differential which used 3.7 and 4.1 to 1 ratios. If the spacer is left in place and the contents of an IRS differential are fitted to a solid axle, the pinion face will usually foul the hub (or crown wheel carrier) as it rotates.

33	100422	£75.00	BEARING, pinion, front, 'Timken'	1	original spec
	100422TIM	£32.50	BEARING, pinion, front, 'Timken'	1	alternative spec
34	140337	£4.40	SEAL, oil, pinion flange, leather	1	1 alternative
	140337X	NCA	SEAL, oil, pinion flange, rubber	1	

Note: Leather varies in hardness and is susceptible to leakage. A change to our alternative rubber oil seal is an excellent and economic improvement.

35	160275	£113.26	FLANGE, pinion	1	all IRS models
36	2A7323	£3.20	WASHER, pinion flange	1	TR5, TR250, TR6 To CP52868/CC61571
37	112635	£8.70	NUT, slotted, pinion flange	1	TR5, TR250, TR6 To (c) CP52867/CC61570
38	EAW4321	£0.36	WIRE, soft iron, locking slotted nut	1	TR5, TR250, TR6 To (c) CP52867/CC61570
39	159394	NCA	NUT, nyloc, pinion flange*	1	TR6 From (c)
40	UKC725	NCA	SHIELD, cap, over pinion nut	1	CP52868/CC61571

*Note: The fitment of a slotted nut that is positively locked by wire threaded through a drilled hole in the pinion threaded shank should indicate that an axle is fitted with the earlier crown wheel and pinion set that has a solid bearing spacer adjusted by shims.



Rear Axle (Continued)

Carrier And Differential Gears

41	302155	NCA	CARRIER, crown wheel & differential	1
42	118977A	£0.41	WASHER, locking	10
43	110737	£1.20	BOLT, crown wheel to carrier	10

The crown wheel to carrier attachment bolts must be fitted using Loctite or similar thread locking engineering adhesive. (GGL1021). The use of the locking washers alone is insufficient. All the bolts must be tightened to the torque of 46 ft./lbs. as specified in the workshop manual.

44	110515	£74.90	BEARING, differential carrier	2	'Timken'
	110515Z	£24.00	BEARING, differential carrier	2	alternative
45	100894/3	£1.52	SHIM, adjusting bearing, (0.003")	a/r	
	100895/5	£0.83	SHIM, bearing adjusting, (0.005")	a/r	
	100896/10	£0.77	SHIM, adjusting bearing, (0.010")	a/r	
46	113187	NCA	GEAR, side differential, sun wheel; (16 teeth, plain).	2	fit in pairs, alternative to 153384
	153384	NCA	GEAR, side differential, sun wheel; (16 teeth, with machined groove).	2	fit in pairs, alternative to 113187
47	102801	£3.76	WASHER, thrust, differential side gear	2	
48	113188	£12.60	GEAR, differential pinion, planet; (10 teeth, plain).	2	fit in pairs, alternative to 153385
	153385	NCA	GEAR, differential pinion, planet; (10 teeth, with machined groove).	2	fit in pairs, alternative to 113188
49	056793	NCA	THRUST WASHER, (0.046/0.049")	a/r	
	142165	NCA	THRUST WASHER, (0.049/0.051")	a/r	
	139951	£6.50	THRUST WASHER, (0.051/0.053")	a/r	
	142166	NCA	THRUST WASHER, (0.053/0.055")	a/r	
	139952	£6.00	THRUST WASHER, (0.055/0.057")	a/r	
	160373	£6.00	THRUST WASHER, (0.057/0.059")	a/r	
	139953	£6.00	THRUST WASHER, (0.059/0.061")	a/r	
	160374	£7.15	THRUST WASHER, (0.061/0.063")	a/r	
	139954	£7.50	THRUST WASHER, (0.063/0.065")	a/r	
	160375	£6.00	THRUST WASHER, (0.065/0.067")	a/r	
	139955	£6.50	THRUST WASHER, (0.067/0.069")	a/r	
	160376	£6.50	THRUST WASHER, (0.069/0.071")	a/r	
	139956	£6.50	THRUST WASHER, (0.071/0.073")	a/r	
50	100844	£17.80	PIN, cross, differential planet gears	1	
51	111215	NCA	PIN, locating cross pin in carrier	1	

Limited Slip Differential

This design of torque sensing differential makes it a worthwhile addition to any competition or fast road car, allowing maximum drive to both rear wheels giving more grip under hard acceleration. These differentials (crown wheel carriers) are for fitting inside your own axle. Replaces ill. nos. 41 and 46 to 51. Alternatively, purchase one of our exchange rear axles - fully reconditioned, complete with brand new limited slip differential and crown wheel & pinion. See start of section for details.

52	TT2220	£1,035.30	LIMITED SLIP DIFF, torque sensing	1
	TT2221	£1,193.40	LIMITED SLIP DIFF, plate type	1

Inner Axle Shaft

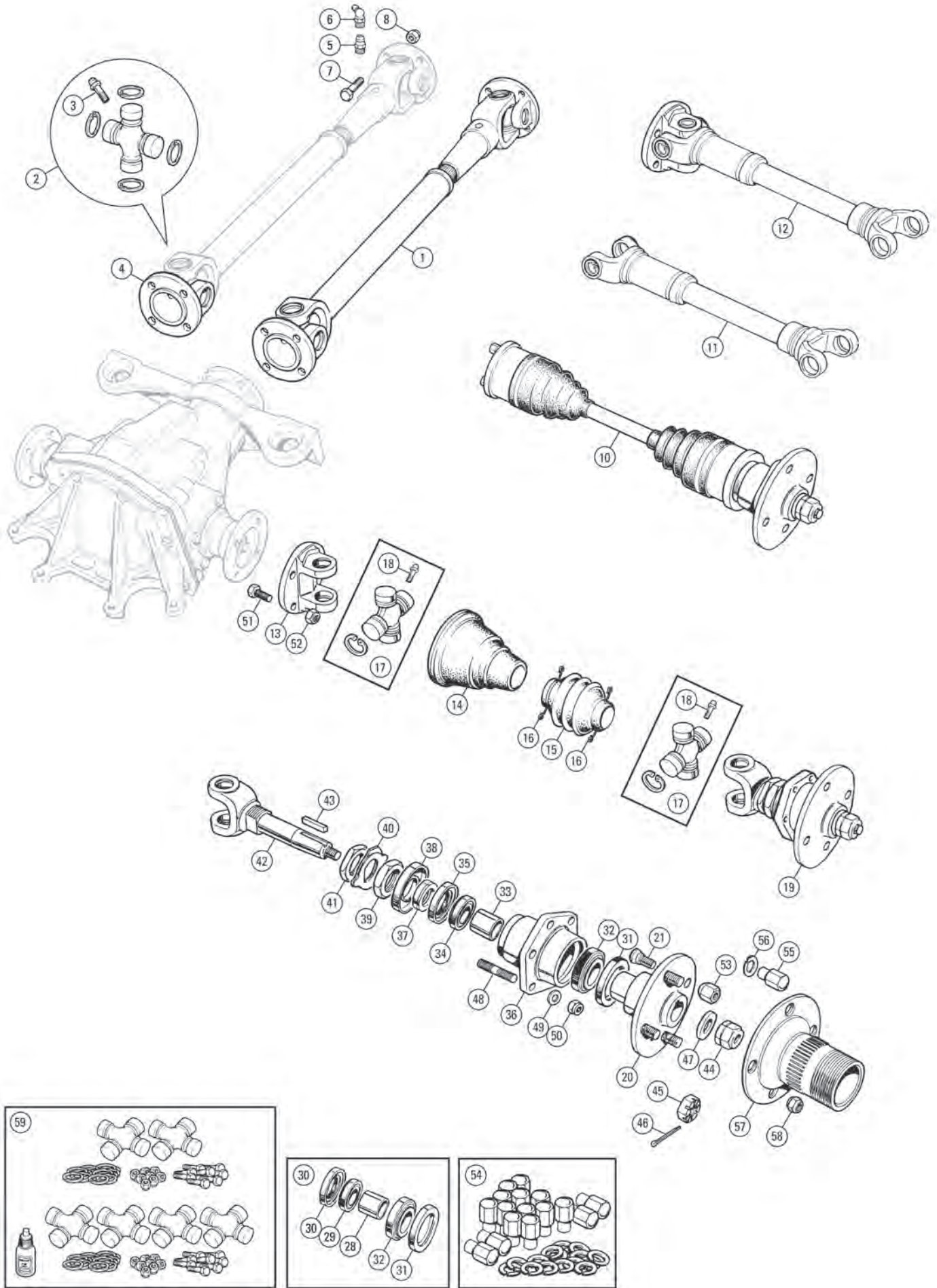
53	149378	NCA	INNER AXLE SHAFT, LH	1	uses nyloc nut
	149379	NCA	INNER AXLE SHAFT, RH	1	
	UKC4862	NCA	INNER AXLE SHAFT, LH	1	alternative, uses castle nut
	149379SR	NCA	INNER AXLE SHAFT, RH	1	
54	134465	£9.60	BEARING ASSEMBLY, ball, axle shaft	2	
55	128638	£21.90	HOUSING, oil seal	2	
56	138523	£3.65	SEAL, oil, inner axle shaft	2	
57	SH605061	£0.22	SCREW, inner axle to axle casing	8	
58	GHF332	£0.40	WASHER, locking	8	
59	149409	£61.20	FLANGE ASSEMBLY, driving, inner	2	
60	134450	NCA	STONE GUARD, welded to flange	2	
61	143280	£8.20	KEY, inner flange to inner axle shaft	2	
62	142333	£4.00	WASHER	2	
63	138563	£12.20	NUT, nyloc, flange to inner axle shaft	2	
64	21A79	£2.70	NUT, slotted, flange to inner axle shaft	2	
65	GHF504	£0.22	SPLIT PIN, locking slotted nut	2	

Rear Axle Repair Kit

66	312061K	£141.00	REAR AXLE BEARING & SEAL KIT	1	
15	134480	£1.25	GASKET, rear cover to axle casing	1	
30	100897A	£36.00	BEARING, pinion head, rear	1	
33	100422	£75.00	BEARING, diff. pinion, front, 'Timken'	1	original spec
	100422TIM	£32.50	BEARING, diff. pinion, front, 'Timken'	1	alternative spec (Features a wider inner bearing race, this may require the spacer to be machined to allow correct shimming for pre-load setting).
34	140337	£4.40	SEAL, oil, pinion flange, axle front	1	
44	110515	£74.90	BEARING, differential carrier	2	'Timken'
	110515Z	£24.00	BEARING, differential carrier	2	alternative
54	134465	£9.60	BEARING, ball, axle shaft	2	
56	138523	£3.65	SEAL, oil, inner axle shaft	2	

Rear Axle Mountings

67	312061FK	£58.60	REAR AXLE MOUNTING KIT	1	(Includes rubber front and rear mountings with hardware).
	SPK13AM	£145.40	REAR AXLE MOUNTING KIT	1	(Includes polyurethane front and rear mountings. No hardware).
68	147783	£19.20	BUSH, axle to chassis, rear, rubber	2	
	147783SPK	£75.20	BUSH KIT axle to chassis, rear, poly	1	(Kit includes: 2 bushes, 2 tubes, 2 washers & 2 nuts).
69	BH605111	£0.77	BOLT, mounting rubber to axle cover	4	
70	WM58	£0.30	WASHER, plain	4	
71	GHF272	£0.66	NUT, nyloc	4	
72	134234	£3.20	WASHER, special, axle mounting	4	
73	GHF273	£0.55	NUT, nyloc, axle mounting to chassis	4	
74	134235	£3.16	BUSH, diff mounting, cone, rubber	2	
	134235SPK	£36.00	BUSH SET, diff mounting, cone, polyurethane	1	
75	134236	£2.30	BUSH, diff mounting, cup, rubber	2	
	134236SPK	£30.60	BUSH SET, diff mounting, cup, polyurethane	1	
76	134234	£3.20	WASHER, special, axle mounting	4	
77	GHF273	£0.55	NUT, nyloc, axle mounting to chassis	4	
78	140009K	£64.30	REINFORCEMENT KIT, axle mounting, front	1	(Includes reinforcements & mounting pin).
79	147400	£9.30	STUD, axle mounting, front	1	
80	147400RK	£42.30	REINFORCEMENT KIT, axle mounting, rear	2	(Includes reinforcements & mounting pin).
81	147400	£9.30	STUD, axle mounting, rear	2	



Propshaft & Drive shafts

Propshaft

The engineers at Triumph were clever enough when they designed the TR2-6 series of sports cars to produce a gearbox that when fitted with overdrive, was virtually the same length as the non-overdrive version. This is an absolute bonus for spares stockists of propshafts as 'one size fits all'.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	208075	£174.00	PROPSHAFT ASSEMBLY, new	1	greaseable
2	GUJ116	£11.40	UNIVERSAL JOINT	2	greaseable
	GUJ116UR	£38.20	UNIVERSAL JOINT, Hardy Spicer	2	high quality uprated type
	GUJ102	£15.00	UNIVERSAL JOINT	2	non greaseable
3	7H3858	£2.40	NIPPLE, grease, UJ	2	
4	211137	£39.90	FLANGE, yoke	2	
5	UHN400	£0.90	NIPPLE, grease, straight, sliding spline	a/r	
6	UHN445	£1.60	NIPPLE, grease, 45°, sliding spline	a/r	
7	107960	£2.40	BOLT, propshaft	8	
8	GHF273	£0.55	NUT, nyloc	8	
	GHF243	£1.04	NUT, 'Cleveloc'	8	

GKN Roller Axle Shaft

Using the latest design of constant velocity joints and ball bearing sliding shafts, these units reduce the inherent problem with the original sliding spline design, i.e. spline locking. The elimination of universal joints alone should be sufficient reason to change to these. Supplied individually.

10	TKC853XR	£910.70	ROLLER DRIVE SHAFT & HUB ASSEMBLY	2	
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Drive Shafts And Hub Units

The two types of outer axle shaft and hub assembly are interchangeable as complete assemblies. The recommended replacement is the later specification shaft that incorporates an outer hub nut positively locked with a split pin. Regrettably, there is no such thing as an exchange drive shaft. Once the sliding splines wear, the cost of re-metalling and then precision re-grinding would exceed the cost of a new drive shaft.

11	TKC853	£137.40	OUTER AXLE SHAFT, standard	2	
12	TKC853UR	£268.30	OUTER AXLE SHAFT, uprated*	2	with flange & UJ

*Note: TKC853UR is a brand new uprated/performance drive shafts that can handle up to 250bhp! For more information see Accessories section.

13	211137	£39.90	FLANGE, yoke, inner	2	
14	213844	£9.00	BOOT, PVC, inner UJ protection	2	
15	140753	£3.50	BOOT, rubber, protecting sliding joint	2	
16	EAW4321	£0.36	WIRE, binding	4	
17	GUJ116	£11.40	UNIVERSAL JOINT	4	greaseable
	GUJ116UR	£38.20	UNIVERSAL JOINT, Hardy Spicer	4	
	GUJ102	£15.00	UNIVERSAL JOINT	4	non greaseable
18	7H3858	£2.40	NIPPLE, grease	4	
19	402347	£251.40	HUB UNIT, rear, outer, new	2	
	402347	£251.40	HUB UNIT, rear, outer, recon/exchange	2	wheel studs not included
20	210979	£100.80	FLANGE ASSEMBLY, driving*	2	disc wheel fitment
21	132317	£2.40	STUD, steel wheels	8	
	212403	£95.80	FLANGE ASSEMBLY, driving*	2	wire wheel fitment
	142799	£3.85	STUD, wire wheels	8	

*Note: If the drive flange is buckled or has been machined too thin, please don't expect it to be exchangeable without extra cost. The original thickness at the rim is 0.3125". Assuming the diameter has not been reduced, the minimum acceptable thickness is 0.25".

30	GHK1015	£26.00	BEARING KIT	2	
31	GHS133	£5.50	SEAL, grease, outer	2	
32	GHB265	£16.50	BEARING ASSEMBLY, outer	2	
33	138272	£2.30	SPACER, collapsible	2	
34	GHB101	£14.40	BEARING ASSEMBLY, inner	2	
35	GHS131	£4.10	SEAL, grease, inner	2	
36	137496	£144.50	HOUSING, rear hub	2	
37	ULC2188	£21.00	ADJUSTING SPACER, solid	2	
38	137497	£5.20	STONE GUARD	2	
39	138861	£8.40	NUT, adjusting	2	
	138861Q2	£7.60	NUT, adjusting (0.005")	2	
	138861Q1	£7.50	NUT, adjusting (0.010")	2	
40	139057	£2.86	WASHER, tab	2	
41	134585	£8.20	NUT, locking	2	
	134585Q1	£6.90	NUT, locking (0.005")	2	
42	UKC643	£107.10	YOKE & STUB AXLE*	2	

*Note: The yoke and stub axle (UKC643) is manufactured to safety critical specifications and should be used for all replacements.

43	134591	£4.55	KEY, axle shaft to driving flange	2	
44	138563	£12.20	NUT, nyloc, driving flange to axle shaft	2	TR5, TR250, TR6 To (c) CR5390/CF15750

45	21A79	£2.70	NUT, slotted, driving flange to axle shaft	2	TR6 From
46	GHF504	£0.22	SPLIT PIN, locking slotted nut	2	(c) CR5391/CF15751
47	WM63	£1.70	WASHER, nut to driving flange	2	
48	FHS2512	£1.57	STUD, rear hub unit to trailing arm	12	
49	GHF301	£0.24	WASHER, plain	12	
50	GHF222	£0.55	NUT, nyloc	12	
51	107960	£2.40	BOLT, drive shaft inner yoke to flange	8	
52	GHF273	£0.55	NUT, nyloc	8	
	GHF243	£1.04	NUT, 'Cleveloc'	8	
53	109586	£3.00	WHEEL NUT, disc wheels	8	TR5, TR250, TR6 To (c) CP/CC50000
54	154470K	£60.00	NUT & WASHER KIT, chrome, car set	1	
	154470KSS	£127.30	NUT & WASHER KIT, stainless, car set	1	
55	154470	£4.00	WHEEL NUT, chrome	8	TR6 From (c) CP/CC50001
	154470SS	£8.50	WHEEL NUT, stainless	8	
56	154466	£0.64	WASHER, plastic, wheel nut	8	
57	217603	£50.20	SPLINED EXTENSION, wire wheel, LH	1	
	217602	£50.20	SPLINED EXTENSION, wire wheel, RH	1	
58	110366	£1.70	NUT, special, extension to hub*	8	wire wheels only

*Note: It is recommended that these high tensile nuts are both correctly torqued (65 ft/lbs.) and Loctite used when fitting, or re-fitting.

Universal Joint Kits

59	GUJ102K	£147.00	UNIVERSAL JOINT KIT	1	non greaseable
	GUJ102	£15.00	UNIVERSAL JOINT	2	
	107960	£2.40	BOLT, propeller shaft	8	
	GHF273	£0.55	NUT, nyloc	8	
	GUJ102	£15.00	UNIVERSAL JOINT	4	non greaseable
	107960	£2.40	BOLT, drive shaft inner yoke to flange	8	
	GHF273	£0.55	NUT, nyloc	8	
	GGL1020	£24.00	STUDLOC, Loctite	1	10ml

Loose Drive Shaft Nuts & Bolts?

The Triumph TR sports cars suffer periodically from loosening of the nuts and bolts that attach the propeller shaft to the gearbox or axle drive flanges. Overdrive models are perhaps more prone to this than those with standard transmission. An engineering adhesive such as Loctite (GGL1021) can be used when assembling the propeller shaft bolts and nuts. Alternative nuts such as the 'Cleveloc' all steel type do prove more positive than the original nyloc form. Whenever the propeller shaft bolts are undone it is recommended that the nuts be replaced as a full set. Loose bolts can be identified by the noise of the propeller shaft rattling or an unbalanced vibration. If the bolts have been run loose it will invariably mean that the bolts will be damaged, or worse still the holes in the flange yokes or drive flanges are elongated.

RHD & LHD Steering Conversions

As we all know most TR's were produced in left-hand drive form (about 75%). During the 1980's many cars were imported from the U.S. into the United Kingdom for conversion into right-hand drive condition.

More recently there is a trend for classic cars to go straight from the US into Europe. There now seems to be a trend towards conversion of cars fitted with carburettors to fuel injection in it's various forms. We have set out what we believe to be the significant parts involved in conversions to allow bespoke conversion to the condition required. Listed here are the major items. For individual fixings and further fitment details refer to relevant parts manual page.

Fascia And Dash Panels

ill.	Part Number	Price £ea.	Description	Req.	Details
1	NCA		FASCIA PANEL ASSEMBLY	1	see page 168-172
2	NCA		WOOD DASH PANEL (With glove box hinges).	1	
3	815747	£18.50	CUBBY BOX ASSEMBLY, cardboard	1	universal fitting space age plastic
	815747SAP	£48.40	CUBBY BOX ASSEMBLY	1	
4	NCA		CRASH PAD, lower, LH	1	see page 168-172
5	NCA		CRASH PAD, lower, RH	1	

Steering Racks

6	NCA		STEERING RACK ASSEMBLY	1	see page 100-105
7	306829HR	£210.00	'QUICK' RACK ASSEMBLY	1	RHD
	306830HR	£210.00	'QUICK' RACK ASSEMBLY	1	LHD
8	705219	£34.20	BRACKET, steering column strap	1	RHD
	705218	NCA	BRACKET, steering column strap	1	LHD

Brake Pipes And Servo Hose

9	NCA		BRAKE PIPE SET	1	see pages 90-97
10	CRC2131A	£6.20	HOSE, servo to manifold	1	

Clutch Master Cylinder And Pipes

11	146313	NCA	BRACKET, clutch mounting	1	
12	125217	£3.25	DUST COVER, clutch pedal & push rod	1	
13	NCA		CLUTCH MASTER CYLINDER	1	see pages 42-45
14	122296	NCA	PUSH ROD ASSEMBLY	1	RHD
	148607	NCA	PUSH ROD ASSEMBLY	1	LHD
15	308362	£30.90	PIPE, cylinder to flexible hose	1	RHD LHD
	308362C	£32.90	PIPE, cylinder to flexible hose, copper	1	
	148816	£19.90	PIPE, cylinder to flexible hose	1	
	148816C	£25.20	PIPE, cylinder to flexible hose, copper	1	

Pedals

16	148020	£87.00	BRAKE PEDAL ASSEMBLY	1	RHD
	148022	NCA	BRAKE PEDAL ASSEMBLY	1	LHD
17	148021	£79.60	CLUTCH PEDAL ASSEMBLY	1	RHD
	148023	NCA	CLUTCH PEDAL ASSEMBLY	1	LHD
18	214420	£133.70	ACCELERATOR PEDAL	1	RHD
	148951	NCA	ACCELERATOR PEDAL	1	TR5, TR6 (e) CP models, LHD
	159877	NCA	ACCELERATOR PEDAL	1	TR6 (e) CR models, LHD
19	214444	NCA	ACCELERATOR PEDAL*	1	TR250, TR6 (e) CC/CF models, LHD

*Note: To convert a North American model accelerator pedal to take a cable, one of the following throttle levers can be used.

20	TWM32000	£33.50	THROTTLE LEVER, long	1	alternatives
21	TWM32002	£17.20	THROTTLE LEVER, short	1	
22	TT9918	£54.90	CLAMP	1	
23	027645	£3.25	RETURN SPRING, pedal	1	

The selected lever should be slid onto the throttle pedal shaft and locked into position directly under the point of exit under the bulkhead of the throttle cable. The cable can be attached to the lever using the following arrangement:

24	ACC5062	£2.40	LINK PIN	1
25	GHF300	£0.22	WASHER, plain, 1/4"	1
26	PWZ203	£0.19	WASHER, plain, 3/16"	1
27	GHF200	£0.22	NUT	1
28	GHF503	£0.30	SPLIT PIN	1
29	AUE34	£2.40	TRUNNION ASSEMBLY	1

Alternatively the cable(s) may be fixed to the pedal shaft using clamp (TT9918) and a couple of trunnions (AUE34). A final alternative is to modify the existing throttle lever 148500 and some of the hardware selection above. Whichever choice is made, don't forget to attach a pedal return spring (027645). These fittings are also of use when fitting twin choke carburettors.

Cables

30	149005	£15.00	ACCELERATOR CABLE, RHD	1	TR5, TR6 (e) CP models
	160308	£14.40	ACCELERATOR CABLE, RHD	1	TR6 (e) CR models
	149004	£15.60	ACCELERATOR CABLE, LHD	1	TR5, TR6 (e) CP models
	160309	£22.20	ACCELERATOR CABLE, LHD	1	TR6 (e) CR models
31	214888	£112.90	CHOKE CABLE	1	TR5, TR6 (e) CP models
	219258	£112.90	CHOKE CABLE	1	TR6 (e) CR models
	214672	£39.20	CHOKE CABLE	1	TR250, TR6 To (c) CC75000
	218301	£112.90	CHOKE CABLE	1	TR6 From (c) CC75001 To CF12500
	UKC2121	£112.90	CHOKE CABLE*	1	TR6 From (c) CF12501

*Note: We recommend the stiff wire type choke cable (UKC2121) for all Stromberg applications.

32	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	
33	UKC2873	£15.00	TACHOMETER CABLE, 48"	1	RHD
	UKC2873JH	£17.90	TACHOMETER CABLE, 36"	1	LHD

Fuel Pipes

34	HFFK6	£110.40	FUEL PIPE KIT, copper	1	TR5, TR6 To (c) CP50000
	HFFK7	£157.90	FUEL PIPE KIT, copper	1	TR6 From (c) CP50001
	HFFK037	£140.00	FUEL PIPE KIT, copper	1	TR250, TR6 (c) CC/CF models

Headlamps

35	NCA		HEADLAMP ASSEMBLY	2	see page 149 for appl.
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Miscellaneous Lamps

36	NCA		FLASHER LAMP, front	2	TR5, TR250, see page 151 for applications
37	NCA		FLASHER LAMP, front	2	
38	NCA		FRONT/SIDE MARKER LAMP	2	
39	NCA		STOP/TAIL FLASHER LAMP	2	
40	NCA		SIDE/FLASHER LAMP	2	TR6
41	NCA		SIDE & FLASHER LAMP	2	see page 152-155
42	NCA		REPEATER LAMP	2	for applications
43	NCA		TAIL LAMP	2	

Wiring Looms

44	NCA		FULL LOOM ASSEMBLY	1	see Electrical, page 157 for applications
45	NCA		MAIN HARNESS ASSEMBLY	1	
46	NCA		BODY HARNESS ASSEMBLY	1	

Column Mounted Switches

47	LU35783	£60.00	SWITCH ASSEMBLY, lighting, RHD	1	TR5, TR6 (c) CP models
	LU35782	£60.00	SWITCH ASSEMBLY, lighting, LHD	1	
	152616	£60.00	SWITCH ASSEMBLY, lighting, headlamp dip main beam and flash, RHD	1	TR6 (c) CR models
	148648	£60.00	SWITCH ASSEMBLY, lighting, headlamp dip main beam and flash, LHD	1	
	141858	£47.50	SWITCH ASSEMBLY, lighting, LHD	1	TR250, TR6 To (c) CC75000
	159358	£108.05	SWITCH ASSEMBLY, lighting, LHD	1	TR6 (c) CC75001 To CF1
	148648	£60.00	SWITCH ASSEMBLY, lighting, LHD	1	TR6 From (c) CF1
48	158966	£36.00	SWITCH ASSEMBLY, indicator	1	

Indicator And Light Switch Labels

49	611012	£4.15	LABEL, indicator switch, RHD	1	TR5, TR6 To (c) CR1
50	611011	£5.90	LABEL, indicator switch, LHD	1	
51	611014	£2.30	LABEL, lighting switch, RHD	1	
52	611013	£3.55	LABEL, lighting switch, LHD	1	
53	621967	£1.20	LABEL, main/dip beam, headlamp and flasher switch, RHD	1	TR6 From (c) CR1
54	621968	£3.46	LABEL, main/dip beam, headlamp and flasher switch, LHD	1	

Wiper Arms

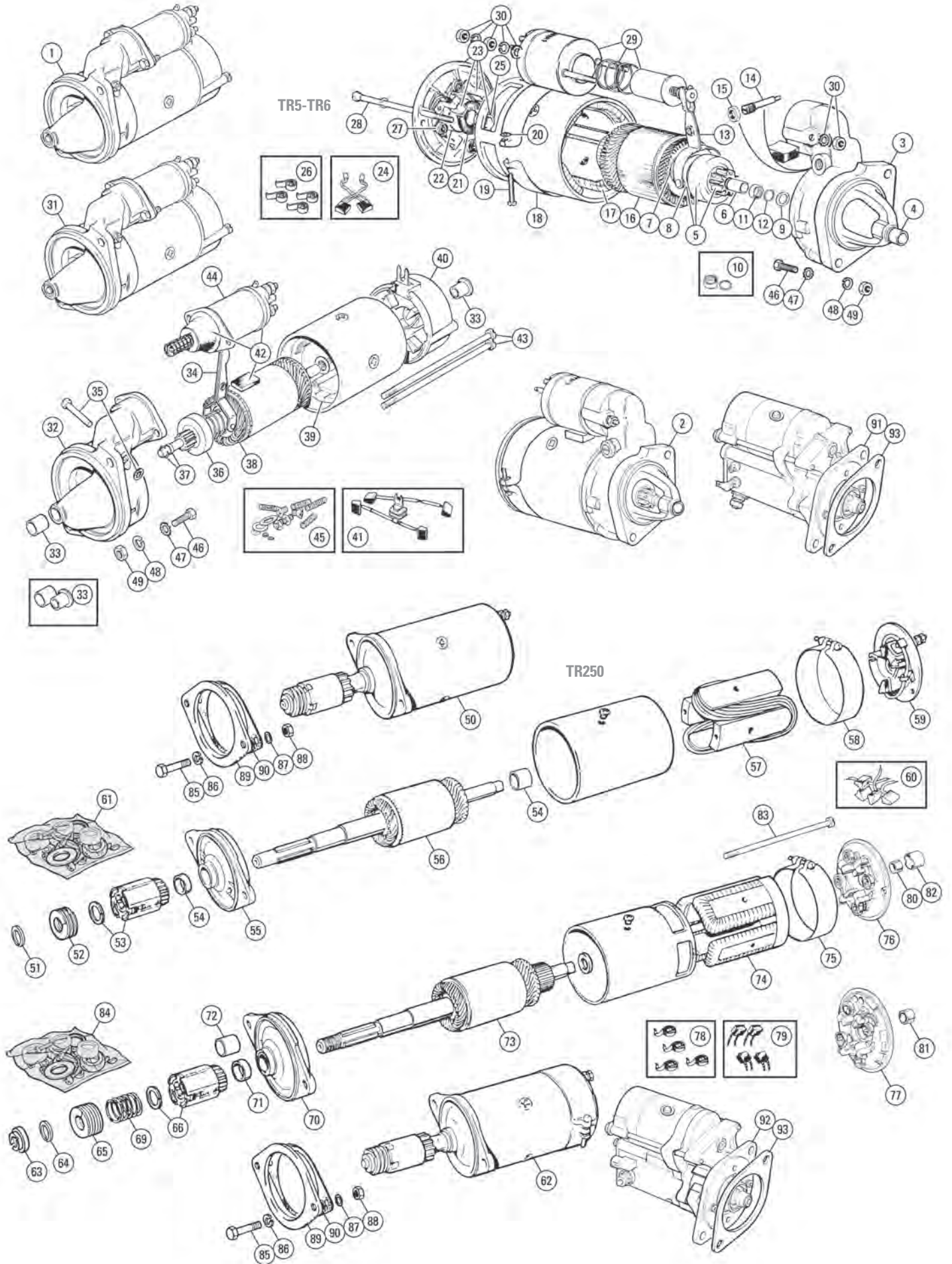
55	NCA		WIPER ARM, straight, drivers side	1	see Electrical, page 145 for applications (Refer to Wiper Motor (in Electrical) for notes on how to convert your wiper motor).
56	NCA		WIPER ARM, cranked, passenger side	1	

Sun Visors

57	NCA		SUN VISOR, driver's	1	see page 219 for applications.
58	NCA		SUN VISOR, passenger's, (with mirror)	1	

Tonneau Cover

59	NCA		TONNEAU COVER, black	1	see pages 248-249 for appl.
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Starter Motors

The Triumph TR5 & TR6 Pi cars were always fitted with a pre engaged type Lucas starter motor of either the M418G or 2M100 model type. Due to further improvement by Lucas the later type 2M100 model starter is supplied for all replacement purposes. The M418G starter is identified by the Lucas part number 25626 stamped on the main casing. The 2M100 model is identified by the part number 25647 or 25714 stamped on the main casing. M418G starter motors have the electrical carbon brushes bearing on the sides of the armature's commutator in a radial manner. The carbon brushes of the 2M100 bear against an end facing commutator in an axial manner.

The components of the two designs of starters are not interchangeable, the complete starter motor assemblies are. If you intend to carry out repairs to your own starter motor you must establish which model starter is fitted by obtaining the information of model type and part number from the starter motor main casing.

TR5 And TR6

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	GXE4439B	£116.30	STARTER MOTOR, recon/exch (This starter motor is the replacement for both types that were originally fitted. The original models and the Lucas numbers that they were fitted are listed above).	1	TR5, TR6

TR5, TR6 To (c) CP53636/CC63895

2	GXE4439B	£116.30	STARTER MOTOR, recon/exch	1	Lucas nos. 25626A/B
3	517466	NCA	BRACKET, drive end	1	
4	517467	NCA	BUSH, drive end bracket	1	
5	517462	NCA	DRIVE PINION ASSEMBLY	1	
6	517465	NCA	BUSH, drive pinion	1	
7	517463	NCA	RING, retaining bush	1	
8	517464	NCA	PLATE, operating lever	1	
9	517468	NCA	WASHER, thrust, drive end	1	
10	LU54245339	NCA	DRIVE RETENTION KIT	1	
11	517469	NCA	COLLAR, thrust	1	
12	517470	NCA	RING, spring, retaining drive	1	
13	517461	NCA	LEVER, pinion engaging	1	
14	517459	NCA	BOLT, lever pivot	1	
15	517460	NCA	NUT, locking pivot bolt	1	
16	517473	NCA	ARMATURE	1	
17	517475	NCA	FIELD COIL SET	1	
18	517454	NCA	COVER BAND, brush gear	1	
19	517455	NCA	SCREW, cover securing	1	
20	517456	NCA	NUT, cover securing	1	
21	517472	NCA	WASHER, thrust, commutator end	1	fabric
22	517471	NCA	WASHER, thrust, commutator end	1	
23	517457	NCA	END PLATE, commutator	1	1pr brushes & armature bush
24	GSB103	£5.40	BRUSH SET, carbon, (pair)	1	
25	47H5340	£2.10	BUSH, commutator end plate	1	
26	517458K	NCA	SPRING SET, brush tension	1	
27	27H2291	NCA	SPRING, brush tension	4	
28	511596	NCA	BOLT, through, fixing	2	
29	AEU1649	£47.50	SOLENOID	1	attached by studs
	AEU1649Z	£28.80	SOLENOID	1	aftermarket
30	503721	NCA	SUNDRY PARTS KIT	1	

TR6 From (c) CP53637/CC63895

31	GXE4439B	£116.30	STARTER MOTOR, recon/exch	1	Lucas no. 25647A/E/F/J Lucas no. 25714A
32	520458	NCA	BRACKET, drive end	1	Lucas no. 25647A/E/F/J
	LU54249562	NCA	BRACKET, drive end	1	Lucas no. 25714A
33	520465	NCA	BUSH SET, drive & commutator end	1	
34	520456	NCA	PINION LEVER ENGAGING KIT	1	includes pivot pin kit
35	520455	NCA	PIVOT PIN KIT	1	
36	RTC1324	£55.90	DRIVE PINION ASSEMBLY	1	Lucas no. 25647A/E/F/J
	LU54262658	NCA	DRIVE PINION ASSEMBLY	1	Lucas no. 25714A
37	519558	NCA	RETENTION KIT, drive end	1	
38	520460	NCA	ARMATURE	1	
39	517475	NCA	FIELD COIL SET	1	
40	520454	NCA	END PLATE, commutator, includes	1	1pr brushes & armature bush
41	GSB108	£11.50	BRUSH SET, carbon, (pair)	1	
42	520459	NCA	SEALING KIT (Includes solenoid end cap, bellows and brass cap and grommet).	1	
43	520464	NCA	BOLT KIT, through fixing	1	
44	NAF10001	£68.10	SOLENOID ASSEMBLY	1	Lucas nos. 25647A/E/F/J
	NAF10001	£68.10	SOLENOID ASSEMBLY	1	Lucas no. 25714A
45	520466	NCA	SUNDRY PARTS KIT	1	

Starter Motor Mounting Hardware

46	BH606151	£1.26	BOLT, starter motor attachment	2	
47	WE600061	£0.53	WASHER, shakeproof	2	
48	GHF333	£0.30	WASHER, locking	2	
49	GHF202	£0.22	NUT, starter attachment bolt	2	

TR250's

These models were fitted with Lucas model M35G-1 starter motors. The factory replaced the early design (which had radial brushes contacting a 'side' commutator) by an all-variants-encompassing starter motor of the later design (with axial brushes contacting a 'face' commutator). The net result was two starter motors of clearly different construction which were, in fact, interchangeable, and can be identified by:

- Lucas Type M35G (original Triumph part no. 200535): Stamped with Lucas no. 25022. or 25079, plus suffix between A and H.
- Lucas Type M35J: Stamped with Lucas no. 25149.

50 GEU9405 £78.00 STARTER MOTOR, new 1 TR250
If you wish to repair your own starter motor, you must identify which type is fitted prior to ordering spares for it. The following is a parts breakdown by Lucas model type.

Lucas no. 25149

51	519813	NCA	CLIP, retaining mechanism on shaft	1	
52	7H5045	£4.90	SPRING	1	
53	67H5010	£23.95	PINION & SLEEVE, 9 tooth	1	
	BAU5781	£25.50	PINION & SLEEVE, 10 tooth	1	
54	519812	NCA	BUSH SET, front and rear	1	
55	37H4675	NCA	BRACKET ASSEMBLY, drive end	1	
56	501714	NCA	ARMATURE ASSEMBLY	1	
57	37H4670	NCA	FIELD COIL SET	1	
58	57458	NCA	BAND, cover	1	
59	37H4672	NCA	END PLATE	1	
60	GSB105	£6.00	BRUSH SET	1	
61	070391	NCA	SUNDRY PARTS KIT	1	

Lucas nos. 25022 and 25079

62	200535	NCA	STARTER MOTOR,	1	Lucas nos. 25022 and 25079
63	501709	NCA	NUT, retaining mechanism on shaft	1	
64	519813	NCA	CLIP, retaining mechanism on shaft	1	alternatives, as fitted
65	7H5045	£4.90	SPRING	1	
66	67H5010	£23.95	PINION, 9 tooth	1	25022 & 25079
69	501711	NCA	SPRING	1	
70	501712	NCA	BRACKET ASSEMBLY, drive end	1	
71	7H5049	£3.10	BUSH, drive end	1	25022
72	47H5346	£1.60	BUSHING & BEARING, drive end	1	25079
73	501714	NCA	ARMATURE ASSEMBLY	1	25022
	514026	NCA	ARMATURE ASSEMBLY	1	25079
74	7H5051	NCA	FIELD COIL SET	1	
75	57458	NCA	BAND, cover	1	
76	509817	NCA	END PLATE, commutator end	1	pressed
77	501706	NCA	END PLATE, commutator end	1	die cast
78	509819	NCA	SPRING SET	1	for pressed end plate
	501708	NCA	SPRING SET	1	for die cast end plate
79	GSB102	£3.30	BRUSH SET	1	
80	47H5340	£2.10	BUSH, commutator end	1	for pressed end plate
81	511141	£2.40	BUSH, commutator end	1	for die cast end plate
82	501704	NCA	CAP, shaft	1	25022
83	502210	NCA	BOLT, through end brackets	2	
84	070391	NCA	SUNDRY PARTS KIT	1	

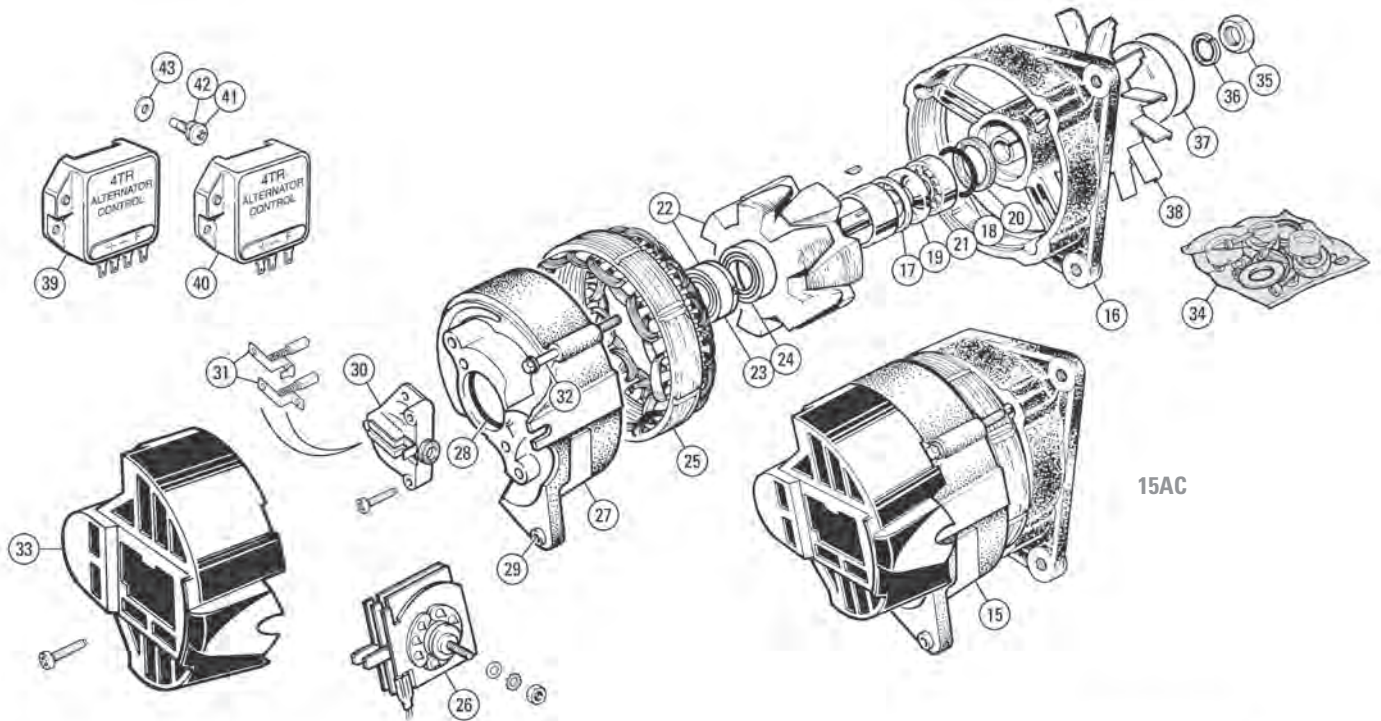
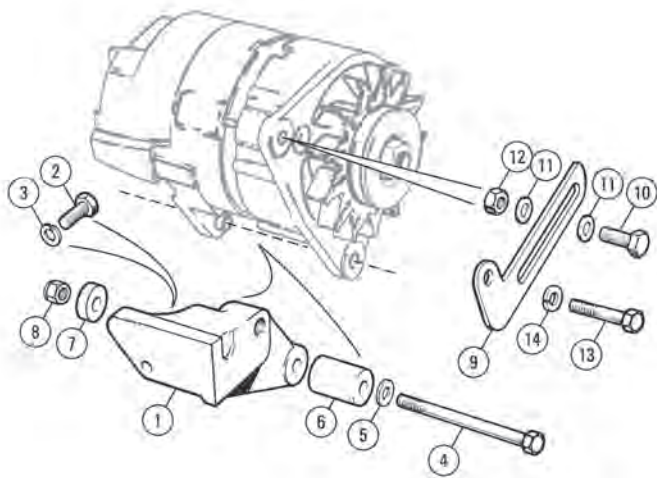
Starter Motor Mounting Hardware

85	BH606181	£0.40	BOLT, starter and gearbox to engine	2	
86	GHF333	£0.30	WASHER, locking	2	
87	WE600061	£0.53	WASHER, shakeproof	1	
88	GHF202	£0.22	NUT	2	
89	102014	£6.60	SHIM, starter bendix position	a/r	
	104549	NCA	SHIM, starter bendix position	a/r	
90	131570	NCA	MOUNTING SPACER	1	

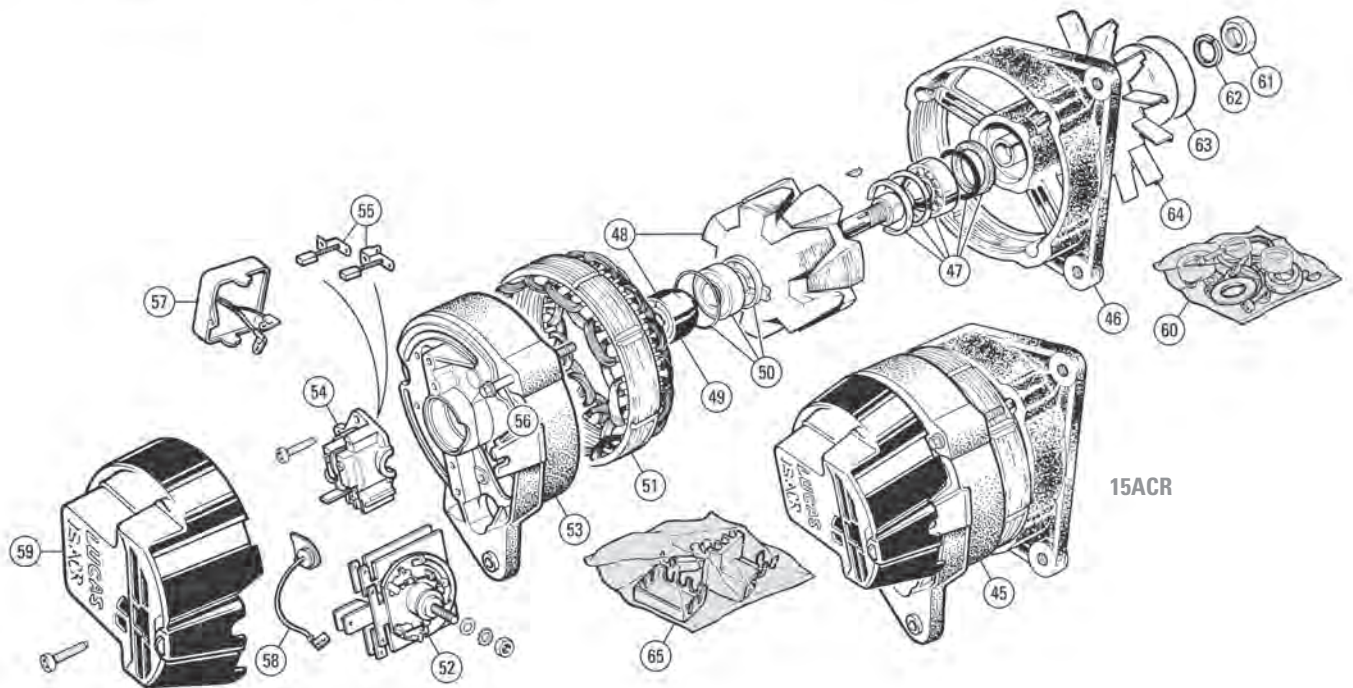
High Torque Starter Motors

These brand new (non-exchange) starters are high torque, meaning their armatures will not suffer the same fate as the originals, especially on high compression engines. More reliable by design, they are half the weight of the original TR6 starter. This brings TR's (literally) into the millennium. No other parts are required (except possibly part no. 102014 spacer) and these are sold on an outright basis.

91	GXE4439X	£222.80	STARTER MOTOR, high torque	1	TR5, TR6
92	GXE4439X	£222.80	STARTER MOTOR, high torque	1	TR250
93	102014	£6.60	SHIM, starter bendix position	a/r	needed for correct spacing



15AC



15ACR

Alternator & Fittings

Alternator Mountings (All)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	147899	NCA	MOUNTING BLOCK, alternator	1	
2	GHF103	£0.60	SCREW, mounting block to crankcase	2	
3	GHF332	£0.40	WASHER, locking	2	
4	BH605401A	£2.86	BOLT, mounting alternator	1	
5	WP139	£0.66	WASHER, plain	1	
6	147472	£5.40	SPACER, front, mounting block	1	
7	147902	£5.80	SPACER, rear, mounting block	1	
8	GHF242	£1.57	NUT, self locking, mounting bolt	1	
9	UKC646	£7.00	LINK, alternator adjusting	1	
	UKC646SS	£7.90	LINK, alternator adjusting, stainless steel	1	
10	SH505071	£0.47	SCREW, adjusting link to alternator	1	
11	WP17	£0.30	WASHER, plain	2	
12	JN2158	£0.47	NUT, half, locking screw to link	1	
13	BH605181	£1.10	BOLT, water pump housing	1	2 1/4" long
14	GHF332	£0.40	WASHER, locking	1	

Lucas 15 AC Alternator TR5 And TR250

15	37H2245	NCA	ALTERNATOR, 15AC type, new	1	28 amp,
	37H2245R	NCA	ALTERNATOR, 15AC type, recon/exch.	1	Lucas no. 23544A/D
16	517221	NCA	BRACKET, drive end	1	
17	515592	NCA	CIRCLIP	1	
18	515593	NCA	'O' RING, oil seal	1	
19	517222	NCA	WASHER, retaining felt	1	
20	517223	NCA	FELT, oil	1	
21	509307	NCA	BEARING, front	1	
22	517224	NCA	ROTOR ASSEMBLY	1	
23	517225	NCA	SLIP RING	1	
24	18G8620	£13.60	BEARING, rear	1	
25	517236	NCA	STATOR ASSEMBLY	1	
26	517231	NCA	RECTIFIER ASSEMBLY	1	
27	517229	NCA	BRACKET, slip ring end	1	
28	517230	NCA	'O' RING, oil seal	1	
29	517227	NCA	SLEEVE, bracket adjustment	1	
30	517233	NCA	BRUSH BOX ASSEMBLY	1	
	517234	NCA	CONNECTOR, Lucas, female	1	
	517235	NCA	SLEEVE, Lucar, output	1	
31	GGB503	£3.90	BRUSH SET	1	
32	517189	NCA	BOLT, through brackets	3	
33	517228	NCA	COVER	1	
34	37H2258	NCA	SUNDRY PARTS KIT	1	
35	517190	NCA	NUT, shaft	1	
36	517191	NCA	WASHER, shaft	1	

Note: Items 35 & 36 are only available in the sundries kit

37	147530	£15.30	PULLEY, 3/8" groove, 2 3/4" diameter	1	alternatives
	AEU1238	£13.20	PULLEY, 3/8" groove, 2 1/2" diameter	1	
38	AAU3956A	£12.90	FAN	1	
39	BHA4789	£41.70	REGULATOR, external, 4 terminals	1	alternatives
40	GEU6609	£39.90	REGULATOR, external, 3 terminals	1	
41	SE910201	£0.66	SCREW, control box to valance	2	
42	WL700101	£0.25	WASHER, locking	2	
43	PW2203	£0.19	WASHER, plain	2	

Lucas 15 ACR Alternator TR6 To (c) CP52785 Approximately

45	215346	NCA	ALTERNATOR, 15ACR	1	28 amp, Lucas nos. 23562A/B, 23563D, 23581A/B/E
	217772	NCA	ALTERNATOR, 15ACR	1	28 amp, Lucas nos. 23634A/B/D, 23636A/B/D

Note: These 15ACR units are no longer available. See below for details of 17 & 18ACR units and the modifications required for installation. Replacement parts listed below are only compatible with original Lucas nos listed above.

46	517654	NCA	BRACKET, drive end	1	Lucas nos. 23562A, 23581A, 23634A, 23636A
	UKC1666	NCA	BRACKET, drive end	1	Lucas nos. 23562B/D, 23581B/E, 23634B/D, 23636B/D
47	18G8619	£15.20	BEARING KIT, drive end	1	
48	517652	NCA	ROTOR ASSEMBLY	1	
49	517653	NCA	SLIP RING	1	
50	18G8620	£13.60	BEARING KIT, slip ring end	1	
51	517236	NCA	STATOR ASSEMBLY	1	
52	517649	NCA	RECTIFIER ASSEMBLY	1	
53	517656	NCA	BRACKET, slip ring end	1	Lucas nos. 23562A, 23581A, 23634A, 23636A
	UKC1658	NCA	BRACKET, slip ring end	1	Lucas nos. 23562B, 23562D, 23581B/E, 23634B/D, 23636B/D

54	517650	NCA	BRUSH BOX ASSEMBLY	1	
55	GGB504	£2.70	BRUSH SET	1	
56	517189	NCA	BOLT, through brackets	3	
57	BAU4443A	£15.90	REGULATOR	1	
58	UKC1332	NCA	SURGE PROTECTOR	1	
59	517647	NCA	COVER	1	
60	37H2258	NCA	SUNDRY PARTS KIT	1	
61	517190	NCA	NUT, shaft	1	included in
62	517191	NCA	WASHER, shaft	1	item 60
63	147530	£15.30	PULLEY, 3/8" groove, 2 3/4" diameter	1	alternatives
	AEU1238	£13.20	PULLEY, 3/8" groove, 2 1/2" diameter	1	
64	AAU3956A	£12.90	FAN	1	

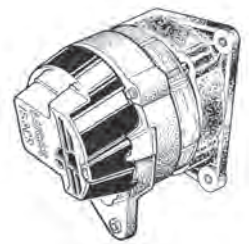
Fitting a Replacement Alternator

Original Alternators

The Triumph TR5 & TR250 was fitted with a Lucas alternator and charging equipment as standard. The original specified alternator was a 15AC type with an external regulator. This was replaced on the TR6 by alternators with internal regulators. The low power output (28 amp) 15ACR alternator can be replaced by the later higher output internally regulated type if some minor electrical wiring modifications are carried out. (see Alternator Terminal Conversion).

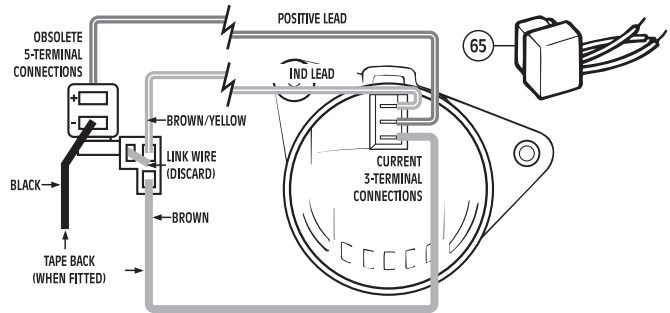
Replacement Alternators

We supply a choice of either 17ACR (36 amp) or 18ACR (45 amp) new units. These can be used to upgrade all original ACR types with simple wiring modifications as detailed below. If you have additional electrical equipment on your TR such as spot lamps, electric fans, radios etc we suggest going for the higher output 18ACR unit. If replacing a TR5 AC type alternator further modification are required to bypass the external regulator.



45	GXE8211	£60.90	ALTERNATOR, 17ACR type, 35 amp	1
	GEU2206	£64.80	ALTERNATOR, 18ACR type, 45 amp	1
65	GEU250	£7.90	PLUG KIT, alternator conversion	1

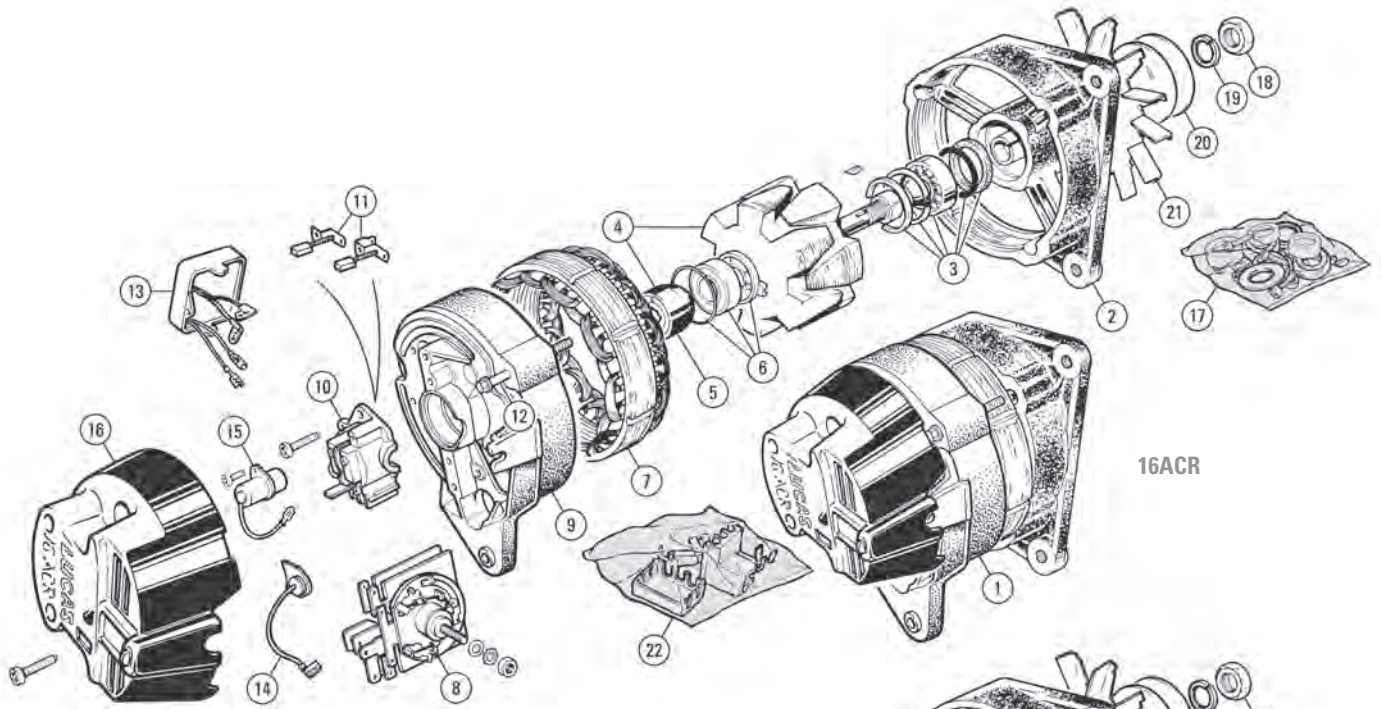
Please note: These replacement units cannot be serviced with the components detailed on these pages.



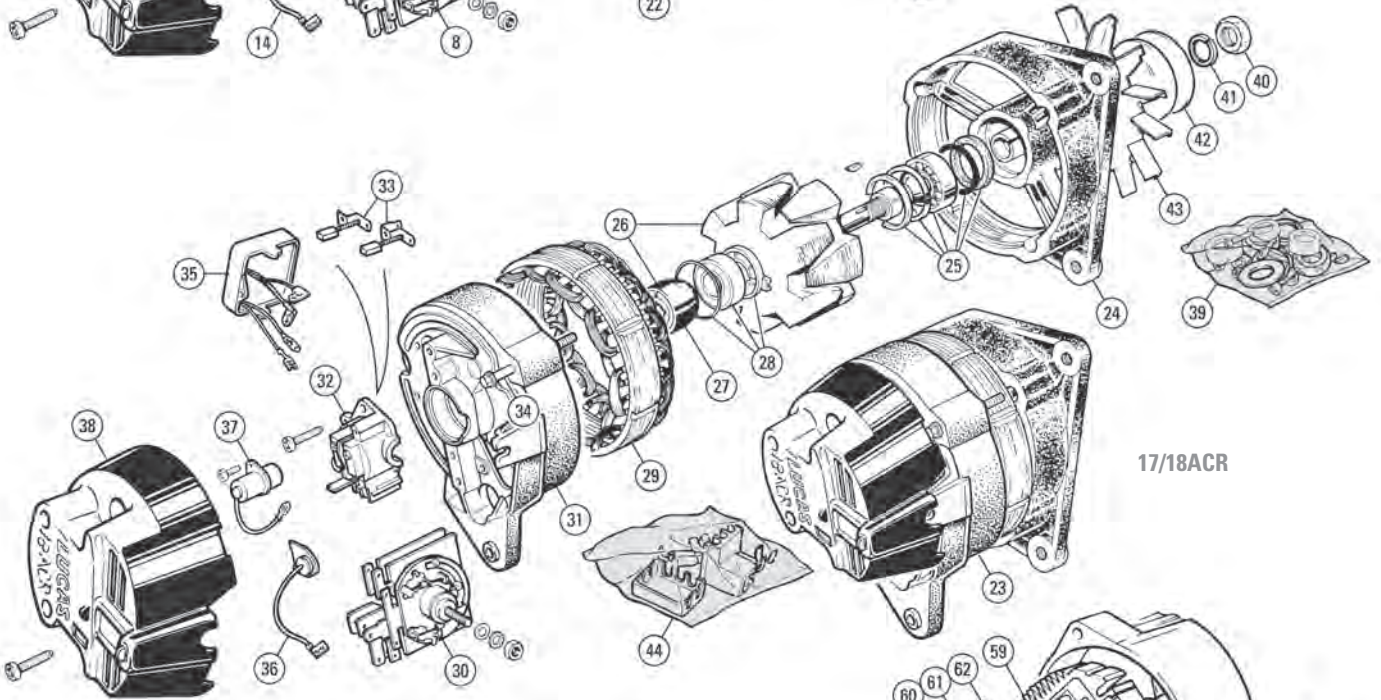
Alternator Terminal Conversion

Many TR6's with internally regulated alternators are wired for 5 electrical terminals. The '5 terminal' alternator design is obsolete and is now replaced by a '3 terminal' type. The following wiring instructions, provided by Lucas, outline the conversion procedure from the '5 terminal' to '3 terminal' type.

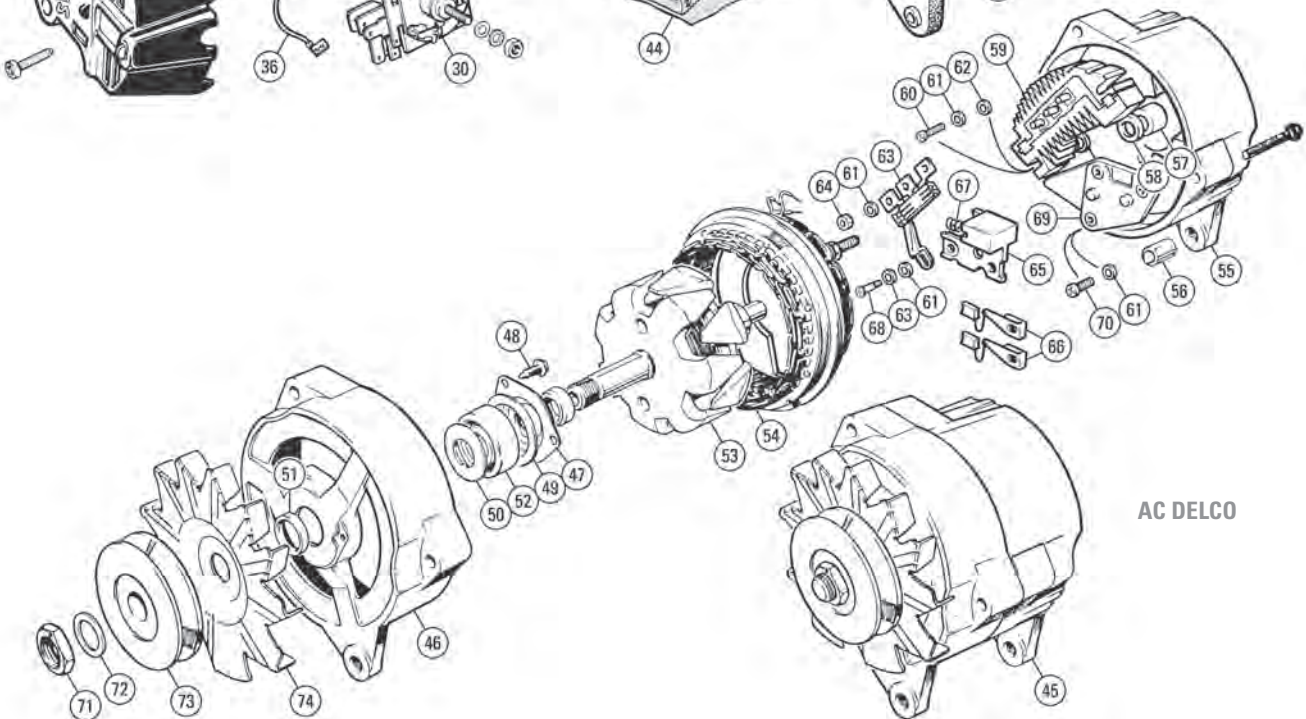
- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illustration above).
- Remove wiring harness tape approximately 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Slide large insulator over positive lead wire (brown/white), and solder to the large terminal.
- Separately tape back onto harness, the brown and black wires not used as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown/white positive lead to either of the two large terminals on the alternator.
- Re-Connect the battery.



16ACR



17/18ACR



AC DELCO

Alternator & Fittings (Continued)

Lucas 16 ACR Alternator TR6 From (c) CP52785

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	219267	NCA	ALTERNATOR, 16ACR	1	34 amp Lucas nos. 23747A, 23750A, 23795A
2	UKC1680	NCA	BRACKET, drive end	1	
3	18G8619	£15.20	BEARING KIT, drive end	1	
4	517652	NCA	ROTOR ASSEMBLY	1	
5	517653	NCA	SLIP RING	1	
6	18G8620	£13.60	BEARING KIT, slip ring end	1	
7	UKC1663	NCA	STATOR ASSEMBLY	1	
8	NKC486	NCA	RECTIFIER ASSEMBLY	1	
9	UKC1658	NCA	BRACKET, slip ring end	1	
10	517650	NCA	BRUSH BOX ASSEMBLY	1	
11	GGB504	£2.70	BRUSH SET	1	
12	517189	NCA	BOLT, through brackets	3	
13	UKC1656	NCA	REGULATOR	1	
14	UKC1332	NCA	SURGE PROTECTOR	1	Lucas no. 23747A only
15	UKC1665	NCA	SUPPRESSION CAPACITOR	1	
16	UKC1679	NCA	COVER	1	
17	37H2258	NCA	SUNDRY PARTS KIT	1	
18	37H2258	NCA	NUT, shaft	1	
19	37H2258	NCA	WASHER, shaft	1	
20	147530	£15.30	PULLEY, 3/8" groove, 2 3/4" diameter	1	alternatives
	AEU1238	£13.20	PULLEY, 3/8" groove, 2 1/2" diameter	1	
21	AAU3956A	£12.90	FAN	1	
22	GEU250	£7.90	PLUG KIT	1	

Lucas 17 ACR & 18 ACR Alternators

Higher output replacements:

Original Lucas Alternators

23	GXE8211	£60.90	ALTERNATOR, 17ACR	1	36 amp
		NCA	ALTERNATOR, 18ACR	1	45 amp

See below for the range of current replacement alternators.

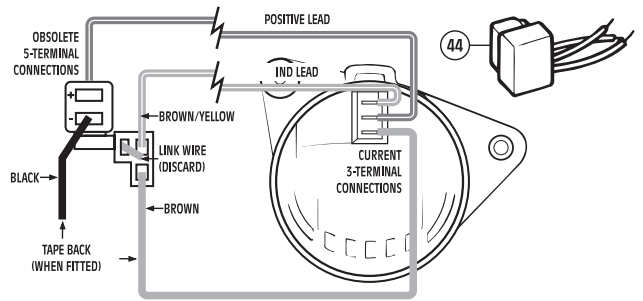
24	UKC1666	NCA	BRACKET, drive end	1	
25	18G8619	£15.20	BEARING KIT, drive end	1	
26	UKC1664	NCA	ROTOR ASSEMBLY	1	
27	517653	NCA	SLIP RING	1	
28	18G8620	£13.60	BEARING KIT, slip ring end	1	
29	UKC1659	NCA	STATOR ASSEMBLY	1	
30	LU83192	NCA	RECTIFIER ASSEMBLY, 17ACR	1	23635A/B and 23642A/B
	BAU2288A	£16.70	RECTIFIER ASSEMBLY, 17ACR/18ACR	1	23745A and 23748 23739A/23740A/23860
31	UKC1658	NCA	BRACKET, slip ring end	1	
32	517650	NCA	BRUSH BOX ASSEMBLY	1	
33	GGB504	£2.70	BRUSH SET	1	
34	517189	NCA	BOLT, through brackets	3	
35	UKC1656	NCA	REGULATOR	1	
36	LU60210096	NCA	SURGE PROTECTOR, 17ACR	1	23635A/B
	LU54048364	NCA	SURGE PROTECTOR, 17ACR	1	23642A/B
	LU54486144	NCA	SURGE PROTECTOR, 17ACR/18ACR	1	23745A/23748/23739A 23740A/23860
37	UKC1665	NCA	SUPPRESSION CAPACITOR	1	
38	UKC1679	NCA	COVER	1	
39	37H2258	NCA	SUNDRY PARTS KIT	1	
			NUT, shaft	1	included in item 39
			WASHER, shaft	1	
42	147530	£15.30	PULLEY, 3/8" groove, 2 3/4" diameter	1	alternatives
	AEU1238	£13.20	PULLEY, 3/8" groove, 2 1/2" diameter	1	
	155948	£56.40	PULLEY, 1/2" groove, 2 7/8" diameter	1	carb models only
43	C37222A	£23.80	FAN	1	

Replacement Alternators

We supply a choice of either 17ACR (36 amp) or 18ACR (45 amp) new units. These can be used to upgrade all original ACR types with simple wiring modifications as detailed below. If you have additional electrical equipment on your TR such as spot lamps, electric fans, radios etc we suggest going for the higher output 18ACR unit. If replacing a TR5 AC type alternator further modification are required to bypass the external regulator.

23	GXE8211	£60.90	ALTERNATOR, 17ACR type, 35 amp	1	
	GEU2206	£64.80	ALTERNATOR, 18ACR type, 45 amp	1	
44	GEU250	£7.90	PLUG KIT, alternator conversion	1	

Please note: These replacement units cannot be serviced with the components detailed on these pages.



Alternator Terminal Conversion

Many TR6's with internally regulated alternators are wired for 5 electrical terminals. The '5 terminal' alternator design is obsolete and is now replaced by a '3 terminal' type. The following wiring instructions, provided by Lucas, outline the conversion procedure from the '5 terminal' to '3 terminal' type.

- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illustration above).
- Remove wiring harness tape approximately 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Slide large insulator over positive lead wire (brown/white), and solder to the large terminal.
- Separately tape back onto harness, the brown and black wires not used as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown/white positive lead to either of the two large terminals on the alternator.
- Re-Connect the battery.

Higher output alternators may be substituted for 15 or 16ACR originals without any other alterations being necessary.

44	GEU250	£7.90	PLUG KIT	1	
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AC Delco Alternators

This is a rare original fitment item used as an alternative to the standard Lucas alternator fitted on most TR6's to commission number CF1 (1973).

45	GEU2206	£64.80	ALTERNATOR, new	1	
	217456R	NCA	ALTERNATOR, recon/exch	1	35 amp
46	520281	NCA	BRACKET, drive end	1	
47	520283	NCA	PLATE, retaining bearing	1	
48	520282	NCA	SCREW, plate	3	
49	520284	NCA	COLLAR, alternator shaft, inner	1	
50	520285	NCA	COLLAR, alternator shaft, outer	1	
51	520286	NCA	SLINGER, grease	1	
52	520287	NCA	BEARING, front	1	
53	520280	NCA	ROTOR ASSEMBLY	1	
54	520291	NCA	STATOR ASSEMBLY	1	
	520292	NCA	TERMINAL	3	
55	520293	NCA	BRACKET, slip ring end	1	
56	520294	NCA	BUSHING	1	
57	520295	NCA	BEARING, rear	1	
58	520296	NCA	SEAL ASSEMBLY	1	
59	520297	NCA	RECTIFIER BRIDGE & INSULATOR ASSY	1	
60	520298	NCA	SCREW, bridge mounting	2	
61	520299	NCA	WASHER, plain	8	
62	520300	NCA	WASHER, insulating	4	
63	520301	NCA	DIODE, trim assembly	1	
64	520302	NCA	NUT, diode to bridge	3	
65	520303	NCA	BRUSH HOLDER & TERMINAL	1	
66	GGB506	£2.42	BRUSH SET	2	
67	520305	NCA	SPRING, brush	2	
68	520306	NCA	SCREW, brush holder mounting	2	
69	520307	NCA	REGULATOR	1	
70	520308	NCA	SCREW, regulator mounting	1	
71	520288	NCA	NUT, shaft	1	
72	520289	NCA	WASHER, shaft	1	
73	217464	NCA	PULLEY, 3/8" groove	1	
	156364	NCA	PULLEY, 1/2" groove	1	alternative
74	519667	NCA	FAN, alternator cooling	1	

Customers having trouble obtaining an old unit AC Delco alternator for exchange can fit the more common Lucas unit instead - or break up an MGB GT V8 for its AC Delco alternator.

Batteries & Cables

The electrical system and circuit of the Triumph TR5 and TR6 was always negative earth. The battery terminals, when the battery is fitted in the car should be nearer the engine than the bulkhead, some earlier model TR's were opposite to this. The battery earth (negative) terminal is always on the left hand side with its cable connected by one tag to the bulkhead and one tag to a gearbox attachment bolt. These connections provide both body and power plant battery earth connections from one cable.

Ill.	Part Number	Price £ea.	Description	Req.	Details
2	GBY241D	£186.00	BATTERY, 12 volt, 68 A/hr, dry	1	} positive earth
	GBY241X	£186.00	BATTERY, 12 volt, 68 A/hr, wet	1	
	GBY242D	£186.00	BATTERY, 12 volt, 65 A/hr, dry	1	} negative earth
	GBY242X	£186.00	BATTERY, 12 volt, 65 A/hr, wet	1	

(Classic batteries measure 12" long, 8" high & 6 3/4" wide (use with 8 1/4" long 'J' bolts, part no. 610798).

Note: Due to delivery restrictions of hazardous goods, wet batteries can only be delivered by road and sea carrier to UK and mainland Europe. Dry batteries can be delivered worldwide, customers must arrange their own filling of dry batteries with suitable electrolyte and initial charge.

3	CRST191	£4.00	DECAL, 'Lucas'	1
4	AM7301	£41.40	TRAY, battery box liner	1

During service different sized batteries may have been fitted to your car compared to that originally specified. When the physical size of the battery is changed the length of the fixing 'J' bolts may also. Below we list the applications as original and list the lengths, the correct length required should be established and ordered accordingly.

5	601898K	£15.80	BATTERY HOLD-DOWN KIT (Standard bar with 8 1/4" 'J' bolts).	1	} TR5, TR250, TR6 To (c) CP75000/CC75000
	601898K2	£15.60	BATTERY HOLD-DOWN KIT (Standard bar with 7" 'J' bolts).	1		} TR6 From CP75001/CC75001
	601898K3	£10.00	BATTERY HOLD-DOWN KIT (Standard bar with 5 3/4" 'J' bolts).	1	} cold climate heavy duty
6	601898	£6.70	BAR, battery hold-down (13" between hole centres).	1	} standard alternatives
	157910	£11.35	BAR, battery hold-down (12 3/4" between hole centres).	1	
	157740	£8.70	BAR, battery hold-down (12" between hole centres).	1	
7	610798	£4.60	'J' BOLT, battery hold-down, 8 1/4"	2	} select according to battery
	618434	£4.50	'J' BOLT, battery hold-down, 7"	2	
	613051	£2.26	'J' BOLT, battery hold-down, 5 3/4"	2	
8	GHF221	£0.41	NUT, nyloc	2	} alternatives
9	WM57	£0.24	WASHER, plain, 1/4" x 3/4" od.	2	
	WP127	£0.52	WASHER, plain, 1/4" x 9/16" od.	2	
10	132068	£0.98	NUT, wing	2	} use with wing nut
11	GHF331	£0.38	WASHER, locking	2	
12	602945	£2.50	RUBBER, battery shelf	4	} use 2 stacks of 2
13	517081K	£48.40	BATTERY CABLE KIT	1	
	159805K	£53.50	BATTERY CABLE KIT	1	} TR6 From (c) CR1/CF1
14	516508	£24.00	CABLE ASSEMBLY, battery neg, to earth (As opposed to the early TR's which used a cable to earth the engine to the chassis. TR5's and TR6's used battery cable, part no. 516508, to earth to the bulkhead).	1	} TR5, TR250 and TR6
15	SH605051	£1.00	SCREW, earth cable to bulkhead	1	
16	GHF332	£0.40	WASHER, locking	1	} TR5, TR6 To (c) CR1/CF1
17	517081	£20.60	CABLE ASSEMBLY (Battery, positive to starter solenoid).	1	
18	159805	£23.80	CABLE ASSEMBLY (Battery, positive to starter solenoid).	1	} TR6 From (c) CR1/CF1
19	142591	£13.00	CABLE ASSEMBLY (Battery, positive to starter solenoid).	1		} TR250
20	518903	£3.05	BOLT, clamp terminal	2	} TR250
21	GHF208	£0.30	NUT, clamp terminal	2	
22	131114	£11.50	CABLE ASSEMBLY, solenoid to starter	1	} for repair purposes
23	PCR811	£1.21	'P' CLIP, insulated, positive cable	1	
24	HU706P	£1.06	SCREW, clip securing	1	} for repair purposes
25	RTC222A	NCA	CLEAT, fir tree	1	
26	8G548	£1.50	BOOT, rubber, solenoid end of cable	1	} for repair purposes
27	GHF2750	£5.00	CLAMP TERMINAL, negative	a/r	
	GHF2755	£5.00	CLAMP TERMINAL, positive	a/r	
28	LUCWB600	£6.95	RING TERMINAL	a/r	

Battery Acid Neutralising Mat

Made from special acid absorbent material which neutralises acids as they leak from your battery. It can be easily cut with scissors to match the shape of any battery.

30	GAC2029X	£9.00	BATTERY ACID NEUTRALISING MAT	1
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Battery Filler

A very nice reproduction of the popular period accessory. Makes topping up your battery to the correct level easy and neat.

31	LU54029521	£12.10	BATTERY FILLER	1
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Battery Cut-Off Switches

Lucas Type				
32	1B2804	£37.20	BATTERY CUT-OFF SWITCH, 'Lucas'	1 remote type

Terminal Fitting Type				
34	GAC3192X	£8.00	BATTERY CUT-OFF SWITCH	1 negative earth

Remote Fitting Type

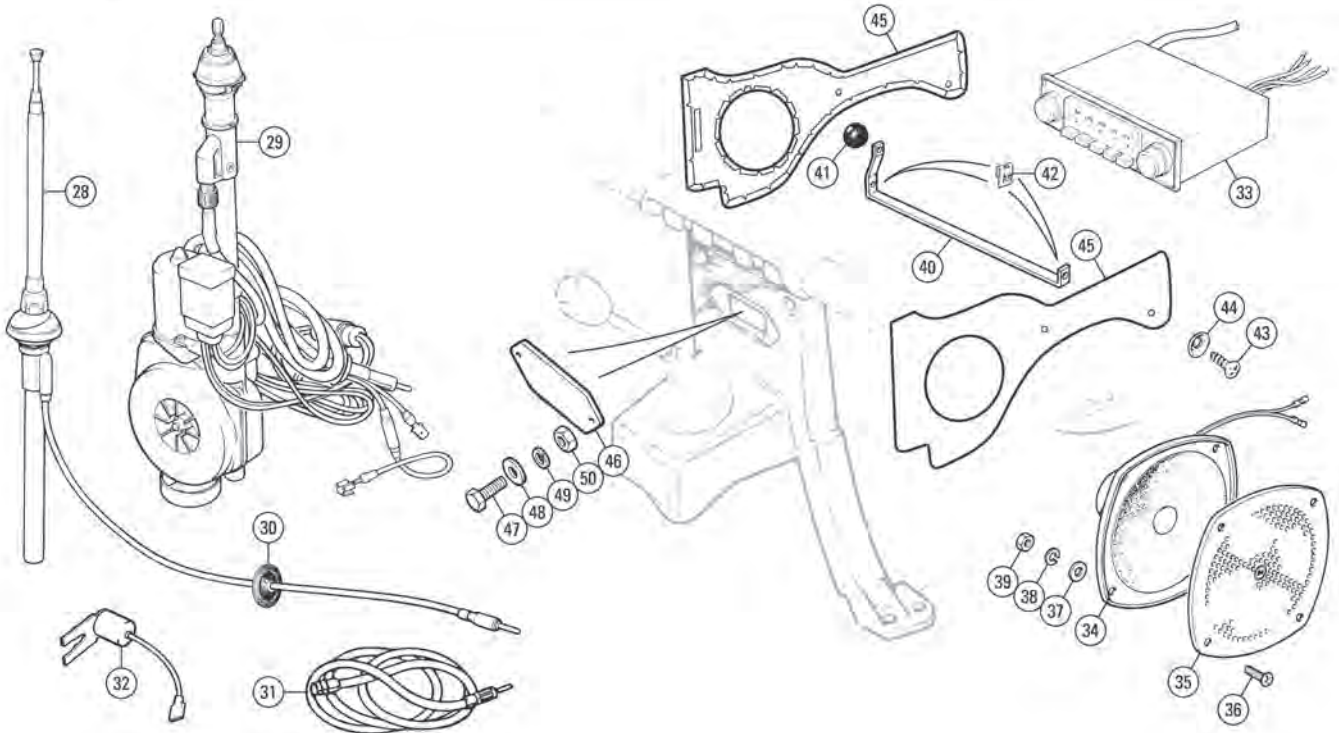
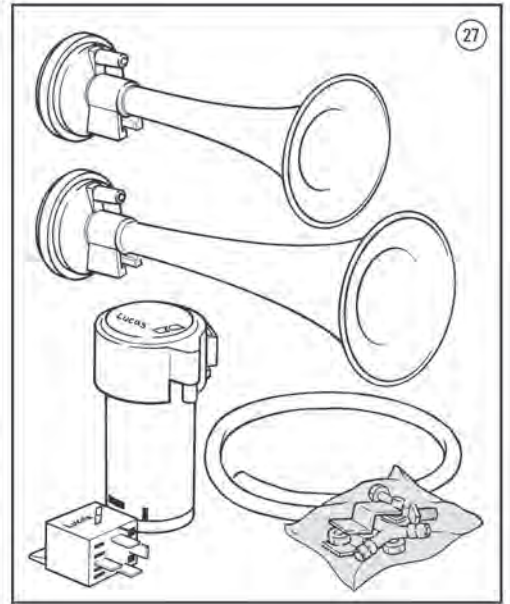
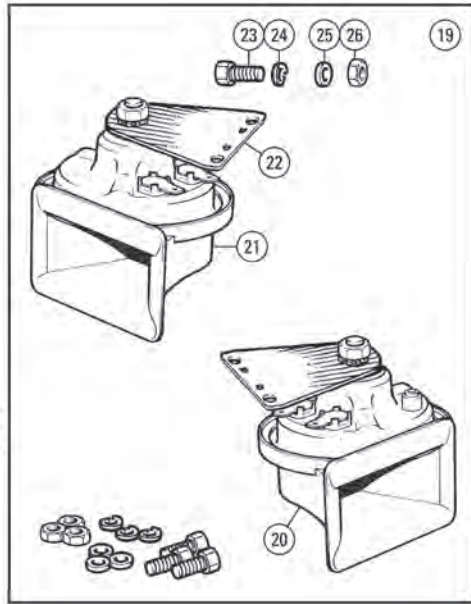
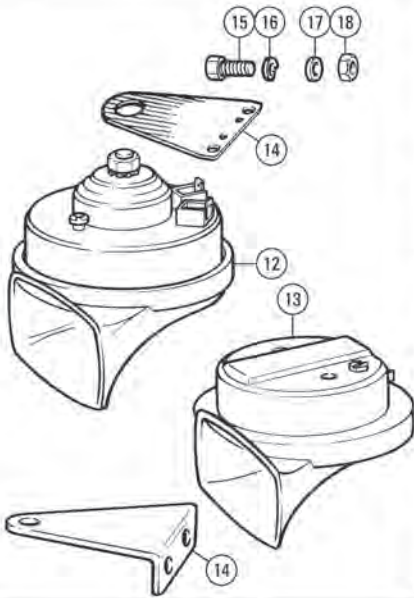
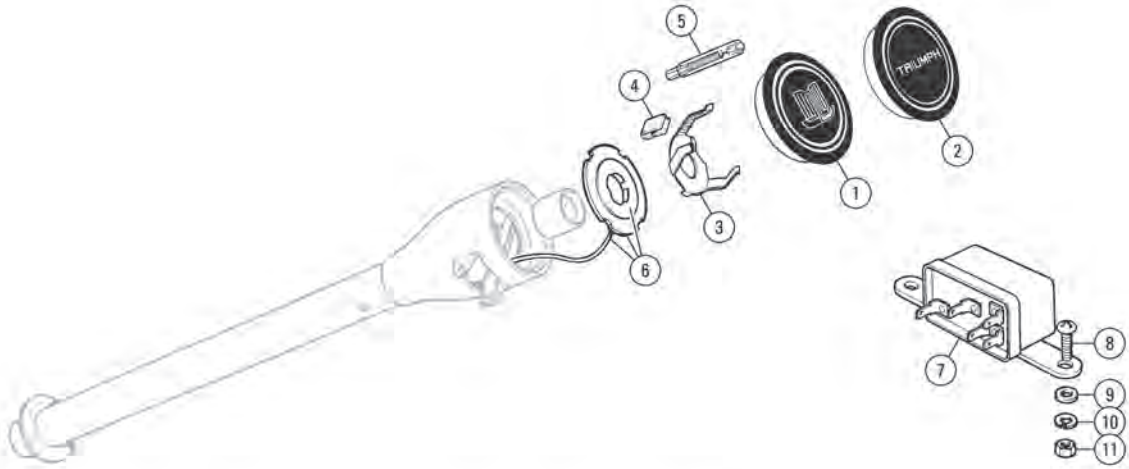
Battery cut-off switches are not only essential on competition vehicles, they are useful on road cars too. Fitting one to the main battery cable (between the battery and the starter solenoid) enables you to quickly immobilise and easily isolate the battery when working on your car. The difference between the two types is that the "race type" features extra circuitry to protect the alternator when the electrical feed to the engine is cut. It also cuts the alternator circuit so that the electrical circuit providing power to the engine is cut out - otherwise the engine can continue to run off the alternator even when the battery is out of the circuit.

35	TT7962	£31.40	BATTERY CUT-OFF SWITCH	1 race type
36	TT79641	£2.20	KEY, replacement, race type only	1
37	TT7964	£8.30	BATTERY CUT-OFF SWITCH	1 road type
38	TT79621	£13.20	CABLE, for TT7962	1
39	LUCWB600	£6.95	RING TERMINAL	a/r

Terminal Type, with fuse

When leaving your car, simply remove the knob to isolate the starter circuit. The 16 amp bypass fuse will maintain current to all other electrical circuits (stereo memories, alarm, etc). Because the starter draws more than 150 amps, any attempt to connect (hot wire) the starter motor will instantly cause the fuse to blow. This immobilises the car until the knob is replaced. If this should happen, simply replace the 16 amp fuse at a convenient time. As an added advantage, this isolator will also prevent battery drain if you intend to store your car, simply unscrew and remove the knob.

40	GAC31921	£13.80	BATTERY CUT-OFF SWITCH, fused type 1	1
41	GAC9981	£5.70	KNOB, spare	1
42	GFS3035	£2.16	FUSE, 10 amp, 5 pack	1



Horn, Relays, Radios & Fittings

Horn Push Assemblies

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	150277	£30.50	HORN PUSH ASSY', Triumph medallion	1	TR5, TR250, TR6 To (c) CR1/CF1
2	159761	£62.20	HORN PUSH ASSEMBLY, Triumph word	1	TR6 From (c) CR1/CF1
3	204741	£13.20	CLIP, 3 pronged, horn push retaining	1	TR5, TR250, TR6 To (c) CR1/CF1
4	613766	£1.06	CLIP, barbed, horn push retaining	1	TR6 From (c) CR1/CF1
5	142534	£12.10	BRUSH, horn contact, (2.6")	1	as fitted, check length
	142534X	£18.40	BRUSH, horn contact, (3.4")	1	

Note: Different length brushes are fitted according to different types of steering wheels. Please measure the brush length before ordering.

6	608462	£15.00	SLIP RING, CABLE & INSULATOR	1	
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Horn Relay

7	142169A	£25.80	RELAY, horn	1	
8	SE910201	£0.66	SCREW, relay securing	2	
9	PWZ203	£0.19	WASHER, plain	2	
10	WL700101	£0.25	WASHER, locking	2	
11	HN2005	£0.16	NUT	2	

Horn Assembly

12	GGE164	£10.40	HORN, high note, plastic body	1	TR5, TR250, TR6
	BHA4515	£42.60	HORN, high note, metal body	1	all models
13	GGE165	£10.40	HORN, low note, plastic body	1	TR5, TR250, TR6
	BHA4514	£42.60	HORN, low note, metal body	1	all models
14	57H5309	£2.60	BRACKET, horn mounting, straight	2	
	GGE110	£5.26	BRACKET, horn mounting, angled	2	
	GGE110SS	£9.40	BRACKET, horn mounting, stainless steel	2	
15	SH604041	£0.41	SCREW, horn to bumper iron	4	
16	GHF331	£0.38	WASHER, locking	4	
17	GHF300	£0.22	WASHER, plain	4	
18	GHF200	£0.22	NUT	4	
19	GGE164K	£30.30	HORN KIT, replacement	1	
20	GGE165	£10.40	HORN, low note	1	replacement type
21	GGE164	£10.40	HORN, high note	1	
22	57H5309	£2.60	BRACKET, horn attachment	2	
23	SH604041	£0.41	SCREW, horn to bumper iron	4	
24	GHF331	£0.38	WASHER, locking	4	
25	GHF300	£0.22	WASHER, plain	4	
26	GHF200	£0.22	NUT	4	
27	902-170	NCA	AIR HORN SET	1	

Radios And Equipment

The installation of a radio in the TR5 or TR6 is a simple matter of removing the radio console mounting plate, connecting the correct wires, fitting an aerial and speakers. The only problem seems to be obtaining a suitable radio that fits the pre formed piercing in the centre dash support console.

28	MRA001	£11.10	AERIAL, manual retractable	1	
29	AJM1112X	£45.00	AERIAL, electric retractable	1	
30	602037	£1.60	GROMMET	1	
31	ZKC533	£15.00	EXTENSION LEAD, radio to aerial cable	1	
32	UKC2211	NCA	SUPPRESSOR, radio interference	a/r	coil and/or fuel pump fitment
	579356A	NCA	SUPPRESSOR, radio interference	a/r	alternator fitment, alternative

(Cars fitted with radios may experience interference from other electrical equipment on the car. To lessen interference, which is heard as a buzz or crackle, suppressors may be fitted to the possible sources. If in doubt consult your wireless equipment supplier).

33	RADIO/M	NCA	CLASSIC RADIO, 'Motorola', (LW/MW 5 button, reconditioned).	1	
	RADIO/R	NCA	CLASSIC RADIO, 'Radiomobile', (LW/MW 5 button, reconditioned).	1	
	RADIO/MC	NCA	CLASSIC RADIO, 'Motorola', (AM/FM converted, 5 button, reconditioned).	1	
	RADIO/RC	NCA	CLASSIC RADIO, 'Radiomobile', (AM/FM converted, 5 button, reconditioned).	1	

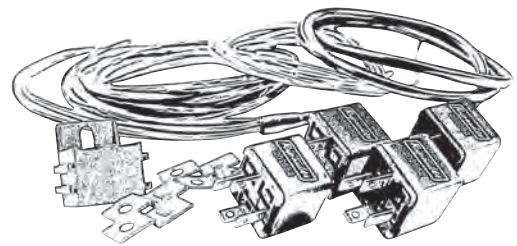
Note: We offer a wide range of RetroSound car radios and accessories. Please see the accessories pages for more details.

34	YKC541	NCA	SPEAKER, round	2	
35	ZKC412	NCA	GRILLE, speaker	2	
36	RMP2312	£1.20	SCREW, speaker and grille attaching	8	

37	WP124	£0.60	WASHER, plain	8	
38	WL700101	£0.25	WASHER, locking	8	
39	HN2005	£0.16	NUT	8	
40	ZKC401	£4.50	BRACKET, cross tie, speaker mounting	1	
41	616233	£1.40	BUFFER, rubber	2	
42	FU2585	£0.47	NUT, spire	2	TR6
43	AD608054	£0.80	SCREW, bracket to trim panel	2	
44	517711	£0.64	WASHER, trim	2	
45			TRIM PANEL, black, with speaker hole	1	

Note: For details of the console trim & speaker supports see Interior Trim.

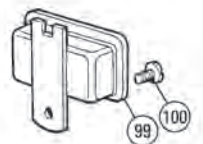
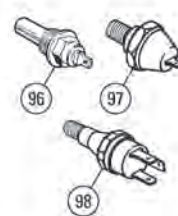
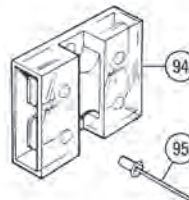
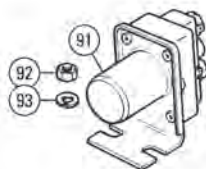
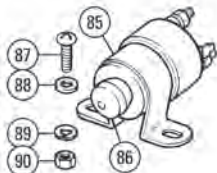
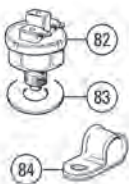
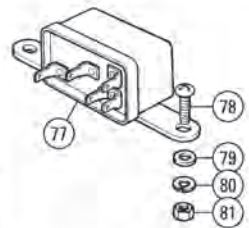
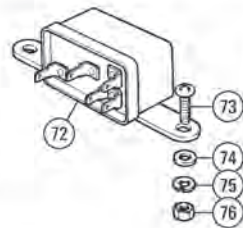
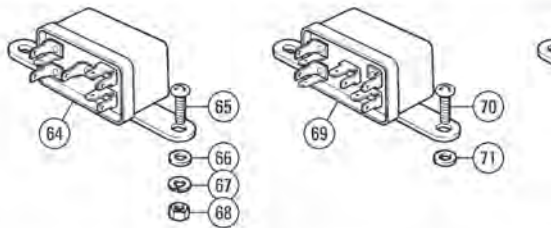
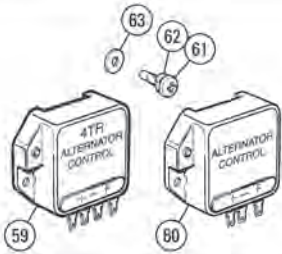
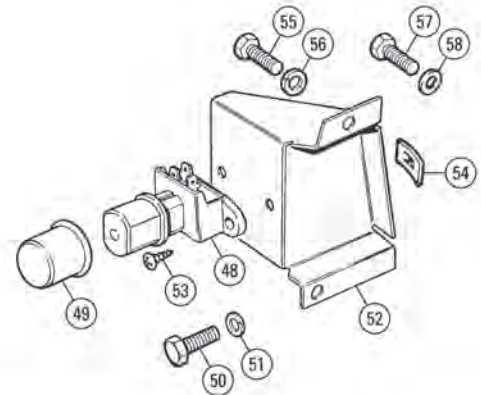
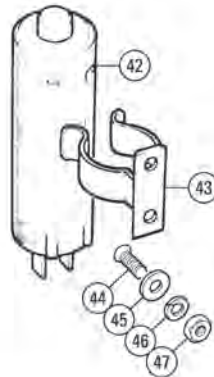
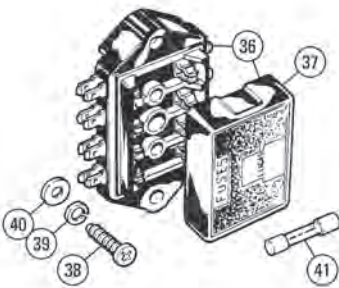
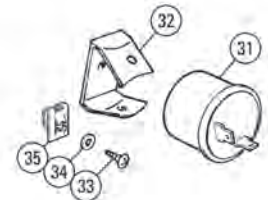
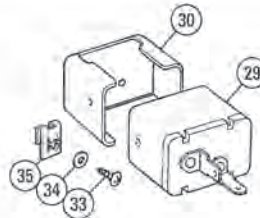
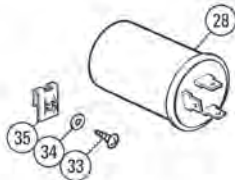
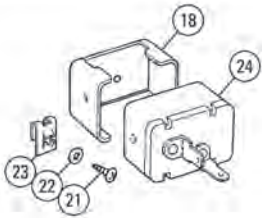
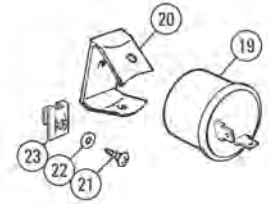
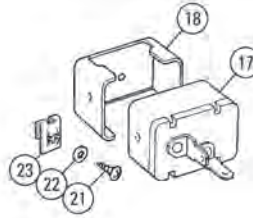
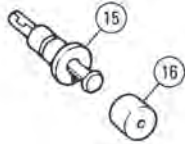
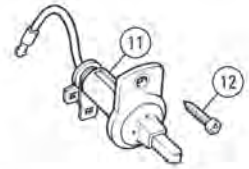
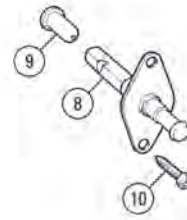
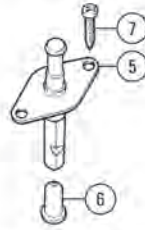
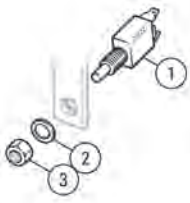
46	617069	£17.00	BLANKING PLATE, radio aperture	1	TR5, TR250, TR6 To (c) CR1/CF1, (fine grain material)
	617069	£17.00	BLANKING PLATE, radio aperture	1	TR6 From (c) CR1/CF1, (coarse grain material)
47	RMP312	£1.40	SCREW, blanking plate, chrome	2	
	RMP2312	£1.20	SCREW, blanking plate, black	2	alternative
48	PWZ203	£0.19	WASHER, plain	2	
49	WL700101	£0.25	WASHER, locking	2	
50	HN2005	£0.16	NUT	2	



Headlamp Control Relay Kit

The Triumph TR5 & TR6 electrical system does not include relays in the headlamp dip or main beam circuits. The omission of relays from these circuits means that the high electrical currents required to power the lamps runs through the switch gear when the lamps are used. This is contributory to the burning and subsequent failure of light and dip switch contact points. This situation is aggravated if the original equipment headlamps are uprated to a higher wattage or supplemented with additional lights, as this increases the current load on the existing circuit. Another benefit to the installation of operating relays is that of brighter headlamps without uprating their wattage. All TR's from TR2 to TR6 easily lend themselves to the installation of relays to control headlamp operating power without having to do any butchery to the wiring loom that is non reversible. It also pays back by not involuntarily melting the dip, flash or main lighting switch. The additional wiring and relays can be easily tucked out of sight so as not to inflame the wrath of the purists.

GAC40264	NCA	HEADLAMP RELAY KIT (Includes fittings & 4 round type relays).	1
117-515	£37.90	HEADLAMP RELAY KIT (Includes fittings & 2 round type relays).	1



Switches, Relays & Fuses

Brake Switches

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	13H3735	£4.80	SWITCH, brake lamp, mechanical, plastic	1	
	13H3735X	£7.40	SWITCH, brake lamp, mechanical, metal	1	
2	GHF325	£0.50	WASHER, locking	1	
3	FNZ208	£0.77	NUT, half, locking switch to pedal box	1	
4	AAU1700A	£33.50	SWITCH, PDWA valve warning light	1	LHD models (For original brass and cast iron body types).

Note: For information on brake pressure differential actuator valves, please refer to Brake Pipes, Hose & Fittings.

Boot Light Switch

5	BHA4593Z	£8.50	SWITCH, boot light	1	TR6
6	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	1	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	1	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	1	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	1	44/0.3 cable
7	GHF421	£0.14	SCREW, self tapping, switch to body	2	

Courtesy Light Switches

8	BHA4593Z	£8.50	SWITCH, interior light, bullet connector	2	TR6 To (c) CP50000/CC50000
9	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	4	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	4	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	4	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	4	44/0.3 cable
10	GHF421	£0.14	SCREW, self tapping, switch to body	4	
11	627742	NCA	SWITCH, interior light, Lucar connector	2	TR6 From (c) CP50001 To CR5000
12	GHF421	£0.14	SCREW, self tapping, switch to body	2	
13	YKC940Z	£6.70	SWITCH, interior light, Lucar connector	2	TR6 From (c) CR5001
14	GHF421	£0.14	SCREW, self tapping, switch to body	2	

Glove Box Light Switch

15	13H2018	£16.50	SWITCH, glove box light	1	
16	631001	NCA	BUFFER, rubber	1	

Flasher Units

17	GFU2124	£5.10	FLASHER UNIT, indicators, 2 terminals	1	
18	BHA4780	£3.40	CLIP, unit retaining, rectangular	1	
19	GFU2218	£5.40	FLASHER UNIT, indicators, 2 terminals	1	alternative
20	AEU1055	NCA	CLIP, unit retaining, round	1	
21	GHF421	£0.14	SCREW, self tapping	1	
22	PWZ203	£0.19	WASHER, plain	1	
23	GHF711	£0.28	SPIRE NUT	1	
24	GFU2124	£5.10	FLASHER UNIT, indicators	1	
25	AEU1055	NCA	CLIP, unit retaining, round	1	German markets only
26	GHF426	£0.22	SCREW, self-tapping	1	
27	WM55	£0.30	SPACER	1	
28	C28520	£10.00	FLASHER UNIT, hazard, 3 terminals	1	TR5, TR6 To (c) CR1/CF1 LHD models
29	GFU204	£7.20	FLASHER UNIT, hazard, 2 terminals	1	TR6 From (c) CR1/CF1, LHD models
30	BHA4780	£3.40	CLIP, unit retaining, rectangular	1	
31	GFU2204	£5.10	FLASHER UNIT, hazard, 2 terminals	1	alternative to 154577
32	AEU1055	NCA	CLIP, unit retaining, round	1	
33	GHF421	£0.14	SCREW, self tapping	1	
34	PWZ203	£0.19	WASHER, plain	1	
35	GHF711	£0.28	SPIRE NUT	1	

Fuse Box

36	RTC440A	£18.10	FUSE BOX, 4 fuse type	1	
37	37H4727A	£5.50	COVER, fuse box	1	
	BST440	£22.60	COVER, fuse box, stainless steel	1	
38	PMZ324	£1.21	SCREW, fuse box attachment	2	
39	WL700101	£0.25	WASHER, locking	2	
40	PWZ203	£0.19	WASHER, plain	2	
41	GFS3035	£2.16	FUSE, 35 amp, pack of five	1	

Fuel Cut-Off Switch

42	153052	NCA	SWITCH, inertia cut off	1	
43	153109	£2.70	CLIP, inertia switch retaining	1	TR6 From (b) 51399CP
44	PMZ308	£0.30	SCREW, counter	2	RHD and,
45	PWZ203	£0.19	WASHER, plain	2	From (b) 52328CP
46	WL700101	£0.25	WASHER, locking	2	LHD
47	HN2005	£0.16	NUT	2	

Headlamp Dip Switch

48	RTC432A	£12.10	SWITCH, headlamp dipping	1	TR5, TR6 To (c) CR1/CF1
49	RTC432CAP	NCA	RUBBER CAP, non slip operation, option	1	
50	GHF116	£0.98	SCREW, switch to bulkhead panel	2	TR5, TR6 To (c) CR1,
51	WL700101	£0.25	WASHER, locking	2	RHD models
52	609384	NCA	BRACKET, dip switch mounting	1	
53	GHF425	£0.22	SCREW, self tapping, switch to bracket	2	TR5, TR6 To (c) CR1/CF1,
54	GHF702	£0.41	SPIRE NUT	2	LHD models
55	SH604051	£0.30	SCREW, switch bracket to bulkhead panel	2	
56	GHF331	£0.38	WASHER, locking	2	

Use the following hardware to blank the screw holes in the bulkhead for the opposite hand drive car to yours:

57	SH604041	£0.41	SCREW, blanking LH bulkhead end panel	2	RHD only
58	WM57	£0.24	WASHER, plain	2	
	HU505	£0.83	SCREW, blanking centre bulkhead	2	LHD only
	PWZ203	£0.19	WASHER, plain	2	

Regulators

59	BHA4789	£41.70	REGULATOR, external, 4TR type	1	(4 terminals) TR5
60	GEU6609	£39.90	REGULATOR, external, 4TR type	1	(3 terminals) alternative
61	SE910201	£0.66	SCREW, regulator attaching	2	
62	WL700101	£0.25	WASHER, locking	2	
63	PWZ203	£0.19	WASHER, plain	2	

Relays

64	148643	£18.80	RELAY, hazard warning	1	
65	SE910201	£0.66	SCREW, relay securing	2	TR5, TR250,
66	PWZ203	£0.19	WASHER, plain	2	TR6 To (c) CR1/CF1,
67	WL700101	£0.25	WASHER, locking	2	LHD models
68	HN2005	£0.16	NUT	2	
69	148643	£18.80	RELAY, ignition	1	
70	AB610031	£0.30	SCREW, relay to w/arch closing panel	2	
71	PWZ203	£0.19	WASHER, plain	2	
72	142169A	£25.80	RELAY, horn	1	
73	SE910201	£0.66	SCREW, relay securing	2	
74	PWZ203	£0.19	WASHER, plain	2	
75	WL700101	£0.25	WASHER, locking	2	
76	HN2005	£0.16	NUT	2	
77	142169A	£25.80	RELAY, overdrive	1	TR5, TR250, TR6 To (c) CR1/CF1
78	SE910201	£0.66	SCREW, relay securing	2	TR5, TR6 To (c) CR1
79	PWZ203	£0.19	WASHER, plain	2	RHD only
80	WL700101	£0.25	WASHER, locking	2	LHD uses
81	HN2005	£0.16	NUT	2	warning relay fittings

Reverse Light and Overdrive Inhibitor Switches

82	BAU1074Z	£9.20	SWITCH, reverse light	1	aftermarket
	BAU1074A	NCA	SWITCH, overdrive inhibiting	2	
83	1B3664	£0.50	WASHER, switch adjusting	a/r	
84	PCR411	£1.10	'P' CLIP, loom to gearbox top cover	1	

Starter Solenoid

85	BCA4501	£31.80	SOLENOID, starter, (Lucas 2ST)	1	
86	27H5576	£3.20	CAP, rubber	1	
87	HU503	£0.83	SCREW, securing solenoid	2	
88	PWZ203	£0.19	WASHER, plain	4	
89	WL700101	£0.25	WASHER, locking	2	TR250
90	HN2005	£0.16	NUT	2	
91	BMK1727	£9.90	SOLENOID, starter, (Lucas 4ST)	1	
92	AJD8205Z	£0.53	NUT	2	
93	GHF332	£0.40	WASHER, locking	2	

Wiring Loom Connector Block

94	150640	£16.00	CONNECTOR BLOCK, loom	1	TR5, TR250, TR6
95	552522	£0.64	RIVET, 'Pop' type, connector block	2	To (c) CR1/CF1

Oil Pressure And Water Temperature Transmitters

96	GTR108	£6.50	TEMPERATURE TRANSMITTER, water	1	
97	GPS117	£6.00	OIL PRESSURE SWITCH	1	TR5, TR250, TR6 all CP, CR & CC models
98	GPS113	£22.60	OIL PRESSURE SWITCH	1	TR6 From (c) CF1

Voltage Stabiliser

99	BHA4602	£17.90	VOLTAGE STABILISER, +ve	1	
	148876A	£17.20	VOLTAGE STABILISER, -ve	1	
100	AB604032	£0.77	SCREW, voltage stabiliser	1	

Standard Ignition System

Distributor Assemblies, Lucas Type 22D6

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	214459R	£168.30	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41219).	1	TR5, TR6 (e) CP
	219243R	NCA	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41501).	1	TR6 from (e) CR1 to CR2845
	TKC762R	NCA	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41542).	1	
	308460R	£168.30	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41202).	1	TR250, TR6 To (e) CC58360
	217521R	NCA	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41352).	1	TR6 From (e) CC58361 To CC75000
	218100R	£168.30	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41385).	1	TR6 From (e) CC75001 To CC85737
	TKC517R	£168.30	DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41558).	1	TR6 From (e) CF1

Distributors are available on a 'one for one' reconditioned exchange basis. If you have any queries as to the distributor you have fitted or should have fitted please contact us for help. Carburettor specification distributors as fitted to the Triumph TR6 are curious in the fact that they have both a vacuum retard and advance or just a retard unit fitted. These distributors are otherwise externally similar to the TR6 Pi item. The internal mechanical advance specification is far from similar between the Pi and carburettor distributors. It is not beyond specialist capabilities to convert the advance curve of the carb mechanism to match the Pi's. All TR5, TR250 and TR6 distributors featured a tachometer drive - this is unique to the TR range.

2	GDC115	£8.20	CAP, distributor	1	
	GDC115Z	£5.80	CAP, distributor, replacement	1	
3	262703A	£6.50	BRUSH AND SPRING, high tension	1	
4	GRA102	£3.00	ROTOR ARM ASSEMBLY	1	
	GRA102HQ	£9.90	ROTOR ARM, high quality	1	
5	GCS2101	£3.25	CONTACT SET ('points')	1	standard
	GCS111	£12.80	CONTACT SET ('points')	1	fast road/competition
6	GCS1001S	£1.00	SCREW, for points	1	
7	GSC111	£3.25	CONDENSER	1	
8	GSC1001S	£0.66	SCREW, for condenser	1	
9	600329A	£6.00	LOW TENSION LEAD & INSULATOR BLOCK	1	TR5, TR6 (e) CP, TR250, TR6 (e) CC/CF models
10	RTC175A	NCA	LOW TENSION LEAD, INSULATOR BLOCK & SHROUD	1	TR6 From (e) CR1
11	503690	NCA	EARTH LEAD	1	
12	GCS1001FK	NCA	SCREW KIT, base plate (Includes screws and washers for base plate, points and condenser).	1	
13	17H5469	£33.00	BASE PLATE, contact breaker	1	Lucas nos. 41219A, 41202A
	90607607	£27.60	BASE PLATE, contact breaker	1	Lucas nos. 41202B, 41306A, 41352A, 41385A, 41558, 41502, 41542
14	RTC718	£22.70	BEARING PLATE, contact breaker	1	TR5, TR6 CP/CR models
	511010	NCA	BEARING PLATE, contact breaker	1	TR250, TR6 CC/CF models
16	517424	NCA	CAM	1	Lucas no. 41219
	511852	NCA	CAM	1	Lucas no. 41501
	LU54413923	NCA	CAM	1	Lucas no. 41542
	517176	NCA	CAM	1	Lucas no. 41202
	LU54414859	NCA	CAM	1	Lucas no. 41352, 41385
	LU54413780	NCA	CAM	1	Lucas no. 41558
17	LU54413186	NCA	SPRING SET, automatic advance	1	Lucas no. 41219
	LU54415920	NCA	SPRING SET, automatic advance	1	Lucas no. 41501
	LU54426278	NCA	SPRING SET, automatic advance	1	Lucas no. 41542
	513861	NCA	SPRING SET, automatic advance	1	Lucas no. 41202
	LU54423078	NCA	SPRING SET, automatic advance	1	Lucas no. 41352
	LU54424202	NCA	SPRING SET, automatic advance	1	Lucas no. 41385
	LU54426281	NCA	SPRING SET, automatic advance	1	Lucas no. 41558
	TT1903	£18.00	SPRING SET, automatic advance	1	(set of 5 springs)
18	LU54413922	NCA	WEIGHT, automatic advance	2	Lucas no. 41219, 41542
	LU54426278	NCA	WEIGHT, automatic advance	2	Lucas no. 41501
	517177	NCA	WEIGHT, automatic advance	2	TR250, TR6 CC/CF models
19	LU54415784	NCA	PLATE, shaft and action	1	TR5, TR6 CP/CR models
	515862	NCA	PLATE, shaft and action	1	TR250, TR6 CC/CF models
20	517426	£71.00	ADJUSTER, micrometer	1	TR5, TR6 To (e) CR1
21	RTC1425	£46.80	VACUUM UNIT	1	TR6 From (e) CR1
	515859	£35.15	VACUUM ADVANCE UNIT	1	Lucas no. 41202
22	511014	£4.70	SPRING, micrometer adjustment	1	
23	511013	£4.20	NUT, knurled, micrometer adjustment	1	

Note: A vacuum advance unit is fitted to the distributors of all (e) CR models. The unit is not connected to a vacuum supply and therefore provides no ignition advance nor retard.

24	517178	NCA	VACUUM RETARD UNIT	1	Lucas no. 41202
	AEU1056	NCA	VACUUM RETARD UNIT	1	Lucas no. 41352
	RTC1423	NCA	VACUUM RETARD UNIT	1	Lucas nos. 41385, 41558
26	515864	£40.90	GEAR, tachometer driving	1	
27	515866	NCA	GASKET	1	

28	515867	NCA	BUSH, tacho drive gear	1	
29	513682A	£1.25	'O' RING, sealing distributor to engine	1	
30	513679A	£11.00	DOG, driving distributor	1	
31	057992	£0.66	PIN, roll, drive dog to shaft	1	
32	606895	£26.80	BUSH, distributor shaft	1	cut to fit
33	501728	NCA	SUNDRY PARTS KIT	1	
34	508534	NCA	CLAMPING PLATE ASSEMBLY	1	TR5, TR6 CP/CR models
	059766	NCA	CLAMPING PLATE ASSEMBLY	1	TR250, TR6 CC/CF models
35	519935	NCA	BOLT, distributor clamping	1	TR5, TR6 (e) CP
	RTC289	NCA	BOLT, distributor clamping	1	TR6 from (e) CR1
	58499	NCA	BOLT, distributor clamping	1	TR250, TR6 CC/CF models
36	CN4	£1.26	NUT	1	
37	SH605051	£1.00	SCREW, distributor to pedestal	1	TR5, TR6 CP/CR models
38	GHF332	£0.40	WASHER, locking	1	
39	149992	NCA	SHIELD, suppression	1	TR5, TR6 (e) CR2845
	RTC1424	NCA	SHIELD, suppression	1	TR6 from (e) CR2846

Ignition Leads

40	125957	£0.60	LOW TENSION LEAD (Coil to distributor, 2 female Lucar end terminals).	1	TR5, TR6 (e) CC/CP
	518688	£0.80	LOW TENSION LEAD (Coil to distributor, 1 female and 1 male Lucar end terminal).	1	TR6 from (e) CR1/CF1
41	GHT144	£16.80	HIGH TENSION CABLE SET (Straight connectors into cap).	1	TR5, TR250, TR6 (e) CR5000/CF12500
	GHT156	£33.46	HIGH TENSION CABLE SET, green (With 900 connectors into cap).	1	TR6 From (e) CR5001/CF12501
	GHT144	£16.80	HT LEAD SET, black	1	standard
	TT1272	£55.80	HT LEAD SET, black silicone	1	high performance

Ignition Coil

42	GCL110	£13.50	IGNITION COIL, 12 volt	1	TR5, TR6 (e) CC/CP
	GCL132	£17.40	IGNITION COIL, 6 volt, (ballasted)	1	TR6 From (e) CR1/CF1
	TT2981	£24.60	IGNITION COIL, sports, 12 volt	1	TR5, TR6 (e) CC/CP
	TT29812	£24.60	IGNITION COIL, sports, 10 volt, (ballasted)	1	TR6 From (e) CR1/CF1

Note: The 6 volt (ballasted) coil system was introduced on CR/CF models to assist with cold starting in seriously cold winter spells and climates (as the amperage from the coil is doubled). For an even more generous spark the 6 volt sports coil can be substituted here. For those who wish to eliminate the ballasted system and return to a 12 volt coil system, the ballast resistor can be bypassed by running a suitable grade wire from the fuse box straight to the coil, having removed the existing coil feed (from the ballast resistor). Fuse box outlet terminal number one should be used as on earlier applications.

43	CRST156	£1.70	DECAL, 'Lucas', for coil	1	
44	SH605041	£0.43	SCREW, coil to cylinder block	2	
45	GHF332	£0.40	WASHER, locking	2	
46	GHF301	£0.24	WASHER, plain	2	

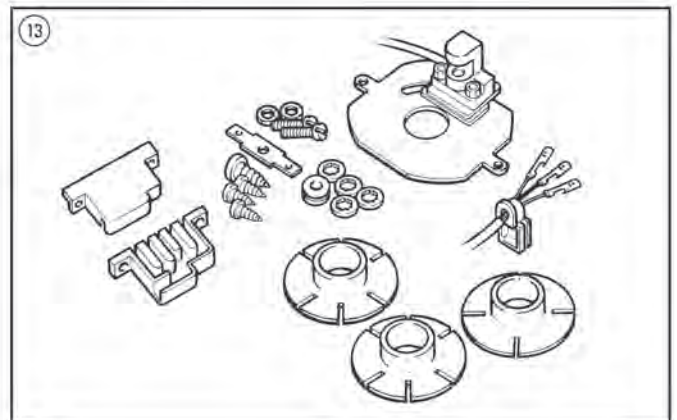
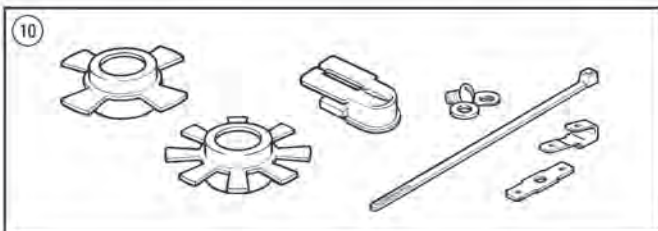
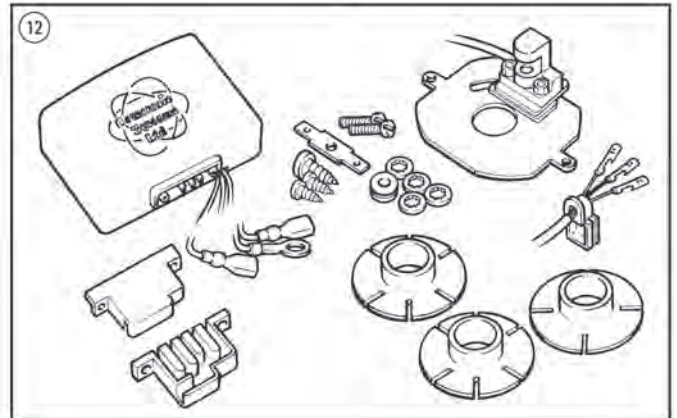
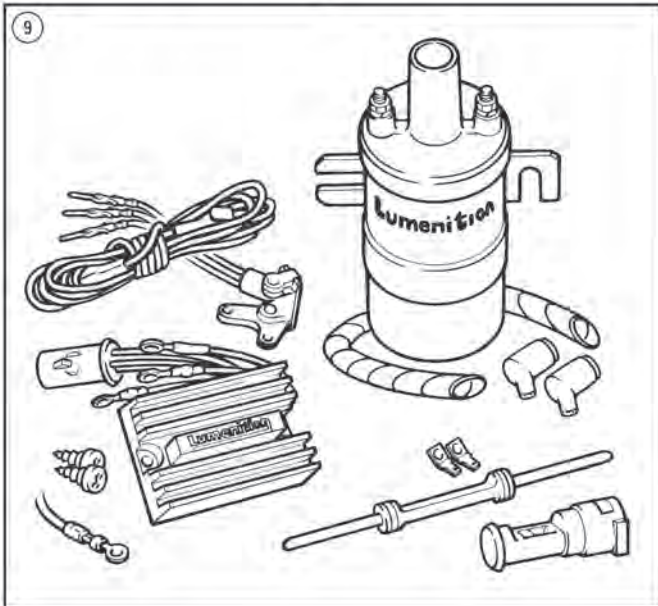
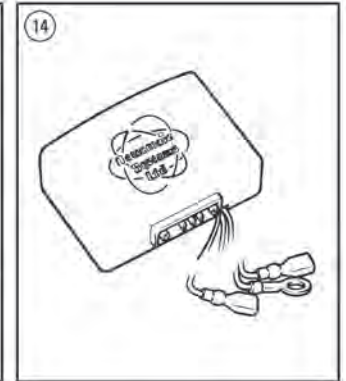
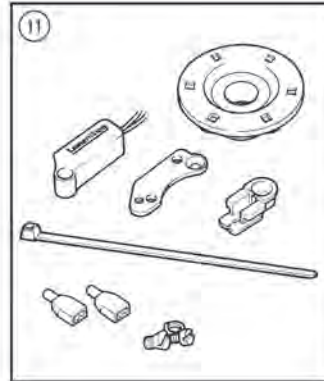
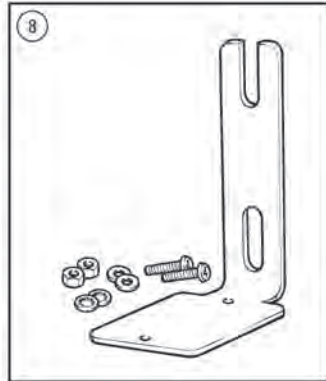
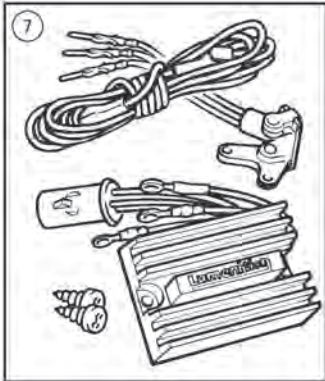
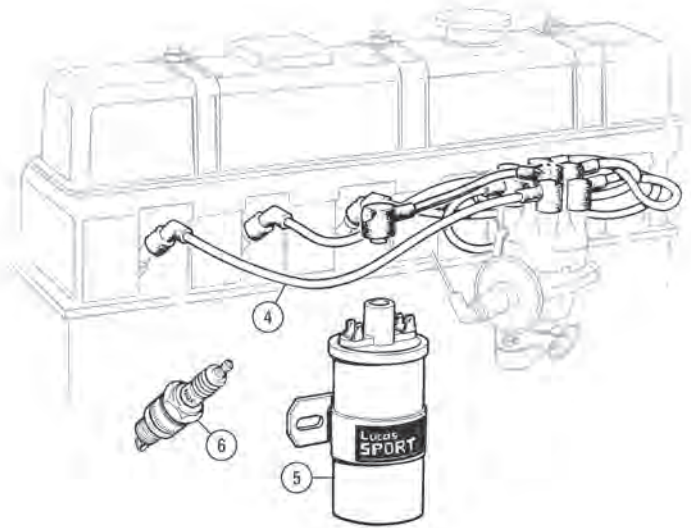
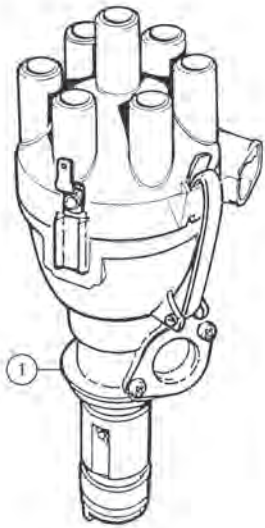
Spark Plugs

47	N9YCC	£5.60	SPARK PLUG, 'Champion', original	6	
	N12YCC	£5.90	SPARK PLUG, 'Champion', hotter	6	
	BP5ES	£3.90	SPARK PLUG, NGK	6	lead free conversions
	BP6ES	£3.20	SPARK PLUG, NGK	6	standard heat range
	BP7ES	£4.00	SPARK PLUG, NGK	6	models with increased compression ratio

Service Kits

Please enquire for North American applications.

48	TGK140	£44.86	SERVICE KIT (Includes contact set, plugs, condenser, oil filter (canister type), air filter, fuel filter & fan belt).	1	TR5, TR6 CP/CR models, cars with standard oil filter
49	TGK141	£44.86	SERVICE KIT (Includes contact set, plugs, condenser, oil filter (spin-on type), air filter, fuel filter and fan belt).	1	TR5, TR6 CP/CR models, cars with a spin-on oil filter conversion



Upated Ignition System

Upated Distributors

Also available is a range of re-designed advance curve units based on work carried out to your own unit only. Supplied as renovated units with changed advance curve, contact Points based.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	TT1271E	£194.90	DISTRIBUTOR ASSEMBLY, CP/CR (Reconditioned/exchange).	1	modified engine using vacuum advance unit
	TT1273E	£168.30	DISTRIBUTOR ASSEMBLY, CP/CR (Reconditioned/exchange).	1	
	215512R	NCA	DISTRIBUTOR ASSEMBLY, U.S. (Reconditioned/exchange).	1	modified engine not having or needing vacuum advance unit, e.g. Webers and some injection models
	TT1771X	NCA	DISTRIBUTOR ASSEMBLY, U.S. (Reconditioned/exchange).	1	Carburettor models standard or mild modified with SU carbs and with a vacuum advance unit
					Carburettor models as above but vacuum retard unit

Note: All TR5, TR250 and TR6's were originally fitted with 22D distributors, with a mechanical tachometer drive, which makes them unique to the TR range. In the event of failure (due to fracture, for instance) a 45D unit may be used but this will not have the tachometer drive, so an electronic tachometer would have to substituted.

Upated Contact Set

2	GCS111	£12.80	CONTACT SET, 'points'	1	fast road/competition
3	GCS1001S	£1.00	SCREW, for points	1	22D distributor only

High Tension Lead Sets (Silicone)

Changing High Tension Leads is often overlooked during routine servicing. The core of a high tension lead can break down after prolonged use, leading to less than satisfactory performance. Changing the high tension leads will ensure the spark plugs are receiving the maximum energy possible, providing that the rest of the ignition system is in good condition, creating the strongest spark. We stock standard lead sets as listed in the previous section or Silicone High Performance Leads listed here. The Silicone Leads transmit greater energy to the spark plug creating a stronger spark. Also, the silicone insulation is able to withstand higher temperatures and damp ingress, improving reliability. These leads are recommended for any modified cars.

4	TT1272	£55.80	SILICONE HT LEAD SET	1	
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Lucas Sports Coils

If you want improved ignition performance and the originality of Lucas electrics, the sports coil is for you. 40,000 volt output gives more reliable starting power, and greater performance at high rpm.

5	TT2981	£24.60	IGNITION COIL, sports, 12 volt	1	
	TT29812	£24.60	IGNITION COIL, sports, 10 volt	1	(ballasted)

The 6 volt (ballasted) coil system was introduced on CR/CF models to assist with cold starting in seriously cold winter spells and climates (as the amperage from the coil is doubled). For an even more generous spark the 6 volt sports coil can be substituted here.

For those who wish to eliminate the ballasted system and return to a 12 volt coil system, the ballast resistor can be bypassed by running a suitable grade wire from the fuse box straight to the coil, having removed the existing coil feed (from the ballast resistor). Fuse box outlet terminal number one should be used as on earlier applications.

Spark Plugs

Spark Plugs should be replaced a regular service intervals. NGK spark plugs are renowned as being a high quality spark plug giving good performance over a wide operating temperature range, a strong spark and long life.

6	BP5ES	£3.90	SPARK PLUG, NGK	6	lead free conversions
	BP6ES	£3.20	SPARK PLUG, NGK	6	standard heat range
	BP7ES	£4.00	SPARK PLUG, NGK	6	models with increased compression ratio cyl. heads

Lumenition Ignition Systems

Lumenition Electronic Ignition Kits are well known as being among the finest after-market electronic ignition systems available. Installation requires a distributor adaptor kit, comprising a chopper and hardware, and a power module with optical switch. The optical switch and chopper fit into the distributor replacing points and condenser, the power module is an electronic device which receives a pulse from the optical trigger and switches the coil. The optical trigger eliminates contact bounce, arcing, mechanical wear and spark splatter, reducing maintenance and increasing reliability. With minimal wiring and modifications this kit is very discreet.

A performance Ignition system is also available, supplied with a power module matched to a high output coil. The 'Microcircuit' control of the coil current gives optimum performance across high engine speed ensuring maximum spark energy at the coil. An adaptor kit is also required.

7	PMA50	£206.40	POWER MODULE	1	
8	MK006	£12.60	MOUNTING BRACKET, power module	1	
9	CEK150	£291.60	PERFORMANCE IGNITION KIT	1	
10	LFK116	£21.60	FITTING KIT	1	for 22D distributors
	LFK117	£21.60	FITTING KIT	1	for 45D distributors

Lumenition 'Magnetronic' Ignition System

Designed as a budget electronic conversion for owners requiring the original look. All parts are neatly contained within the distributor unit. The system utilises the proven 'Hall Effect' magnetic pick-up and a unique triggering device. There are not any touching or wearing components, ensuring timing will remain accurate once installed.

11	MTK005	£106.80	MAGNETRONIC IGNITION KIT	1	for 22D distributors
	MTK009	£106.80	MAGNETRONIC IGNITION KIT	1	for 45D distributors
	MTK106	£0.28	INSTRUCTION SHEET	1	

Newtronic Ignition Kit

Newtronic (formerly Piranha) offers all the benefits of a full electronic ignition utilising an optical trigger pick-up operated via a scanning disc mounted on the distributor shaft. Kits are complete with a switch unit and adaptor kit. For fast road/competition use a Gold Switch unit and adaptor kit with a 12V sports coil.

12	TT2970	NCA	NEWTRONIC IGNITION KIT	1	for 22D distributors
	TT2971	NCA	NEWTRONIC IGNITION KIT	1	for 45D distributors
13	TT2980-01	NCA	ADAPTOR KIT	1	for 22D distributors
	TT2980-09	NCA	ADAPTOR KIT	1	for 45D distributors
14	TT2977	NCA	POWER PACK, standard	1	replacement
	TT2978	NCA	POWER PACK, 'Gold'	1	

Windscreen Wiper System

Wiper Motor Assembly (TR5 and TR250)

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	514821	NCA	WIPER MOTOR, new	1	
	514821R	£213.30	WIPER MOTOR, recon/exchange	1	
	Note: Less drive gear.				
2	511094	NCA	COVER, end	1	
3	511001	NCA	BOLT, fixing casing	2	
4	508169	NCA	BRUSH GEAR ASSEMBLY	1	
5	508170	£8.20	BRUSH SET, carbon, (pair)	1	
6	057492	NCA	SPRING, brush tension	1	
7	511095	NCA	COIL, two speed type	1	
8	511003	NCA	ARMATURE	1	
9	511006	NCA	SWITCH, self parking, cap & ring	1	
10	511096	NCA	ROD, connecting gear to rack	1	
11	511078	NCA	SHAFT & GEAR ASSEMBLY	1	
	505869	NCA	SUNDRY PARTS KIT	1	
12	17H5431	£6.00	MOUNTING KIT, wiper motor to bracket (Includes 1 stud, 2 washers, 1 nut & 1 rubber grommet).	3	
13	17H5431X	NCA	GROMMET, wiper mounting	3	
14	611169	NCA	BRACKET ASSEMBLY, wiper motor	1	
15	GHF101	£0.30	SCREW, bracket to bulkhead lower panel	2	
16	GHF331	£0.38	WASHER, locking	2	
17	WM57	£0.24	WASHER, plain	2	
18	SH604041	£0.41	SCREW, bracket to bulkhead bracket	1	
19	GHF331	£0.38	WASHER, locking	1	
20	WM57	£0.24	WASHER, plain	1	

Wiper Wheel Boxes And Washer Jets (TR5 and TR250)

21	RTC202A	£8.70	CROSS HEAD & RACK, cut to 28 13/32" 1		
22	37H5282	£13.10	FERRULE, rack outer tube to motor 1		
23	AAU1909A	£19.60	RACK TUBING & NUT (Motor to first wheelbox).	1	
24	131151	NCA	RACK TUBING, wheelbox to wheelbox 1		
25	575047A	£5.10	RACK TUBING, second w/box extension 1		
26	AAU1909A	£19.60	RACK TUBE & NUT (Must be cut to length and flared).	a/r	'bulk' alternative to items 23, 24 and 25
27	600395	£1.60	GROMMET, rack tubing through bulkhead 1		
28	37H6316	£35.20	WHEELBOX ASSEMBLY 2		Includes nut & bush
29	ANK3459	£1.80	NUT, wheelbox retaining, 6 sided 2		
30	LU54704807	£20.10	WASHER JET & BUSH KIT (Includes 2 upper & lower bushes and 2 jets).	1	
31	511071	£6.00	UPPER BUSH & JET, LH 1		
32	511070	£6.00	UPPER BUSH & JET, RH 1		
33	112740	NCA	JET ONLY 2		

Wiper Arms And Blades (TR5 and TR250)

34	131105	£18.00	WIPER ARM, straight, drivers side 1		TR5, RHD,
35	131106	£18.00	WIPER ARM, cranked, passenger side 1		bright finish
36	GWB219	£7.40	WIPER BLADE 2		
37	131108	£21.60	WIPER ARM, straight, drivers side 1		TR5, TR250 LHD,
38	131107	£21.60	WIPER ARM, cranked, passenger side 1		bright finish
39	GWB219	£7.40	WIPER BLADE, bright finish 2		
40	GWR120	£4.70	WIPER BLADE REFILL, (pair) 1		

Wiper/Washer Switches (TR5 and TR250)

41	148410	NCA	SWITCH, rocker, windscreen wiper 1		
42	158452	£30.60	SWITCH, rocker, windscreen washer 1		

Wiper Motor Assembly (TR6)

43	GXE7708	£49.00	WIPER MOTOR, new 1		supplied without shaft, gear and link
44	517643	NCA	ARMATURE 1		
45	RTC198A	£16.80	BRUSH GEAR & PLATE 1		Lucas nos. 75664A 75664B, 75664D and 75664F
46	517645	NCA	PARKING SWITCH, screw on type 1		Lucas nos. 75664A and 75664B
	520160A	£20.40	PARKING SWITCH, clip on type 1		Lucas nos. 75664D and 75664F

The type of parking switch required for your wiper motor can be identified by the letter suffix used after the Lucas part number (which is a five digit number 75664) stamped on the raised round section of gearbox lid. This letter can be A, B, D or F. The switches are not interchangeable due to casting differences of the motor bodies.

47	37H3048	£51.40	SHAFT, GEAR & LINK 1		
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The shaft gear and link assemblies incorporate a plastic ramp section that activates the parking switch. The plastic ramp is detachable from the assembly so care must be taken not to convert your RH steering shaft, gear and link assembly into a LH steering one. The positioning of the switch ramp in relation to the link drive crank pin, determines which side of the screen the wipers are caused to park, and that's the difference between 517622 & 517646. The position of the ramp relative to the crank pin on your existing gear and position the plastic ramp on the new gear to match.

48	150846K	£9.00	MOUNTING KIT 1		
49	150844A	£2.05	PAD, wiper motor mounting 1		
50	BHA4790	£4.60	STRAP & RUBBER, motor retaining 1		
	BHA4790SS	£9.60	STRAP & RUBBER, motor retaining 1		stainless steel
52	SH604041	£0.41	SCREW, wiper motor attaching 2		
53	GHF331	£0.38	WASHER, locking 2		
54	GHF300	£0.22	WASHER, plain 2		

Wiper Wheel Boxes And Washer Jets (TR6)

55	RTC202A	£8.70	CROSS HEAD & RACK, cut to 28 13/32" 1		
56	37H3694	£2.40	FERRULE, rack outer tube to motor 1		
57	625614	NCA	RACK TUBING & NUT, (Motor to first wheelbox).	1	
58	625613	NCA	RACK TUBING, wheelbox to wheelbox 1		
59	575047A	£5.10	RACK TUBING, second w/box extension 1		

Note: The original rack tubes from the wiper motor to the first wheel box and between the wheel boxes are no longer available. We can supply item 60 (Part No: AAU1909A) which is a length of pipe with the wheelbox nut. This can be cut and flared as required.

60	AAU1909A	£19.60	RACK TUBE & NUT, (Must be cut to length and flared).	a/r	'bulk' alternative to items 57, 58 and 59
61	600395	£1.60	GROMMET, rack tubing through bulkhead 1		
62	37H7738	£29.90	WHEELBOX ASSEMBLY 2		
63	17H8769	£1.31	NUT, wheelbox retaining, 8 sided 2		
64	LU54704807	£20.10	WASHER JET & BUSH KIT (Includes 2 upper and lower bushes and 2 jets).	1	
65	511071	£6.00	UPPER BUSH & JET, LH 1		
66	511070	£6.00	UPPER BUSH & JET, RH 1		
67	112740	NCA	JET ONLY 2		

Wiper Arms And Blades (TR6)

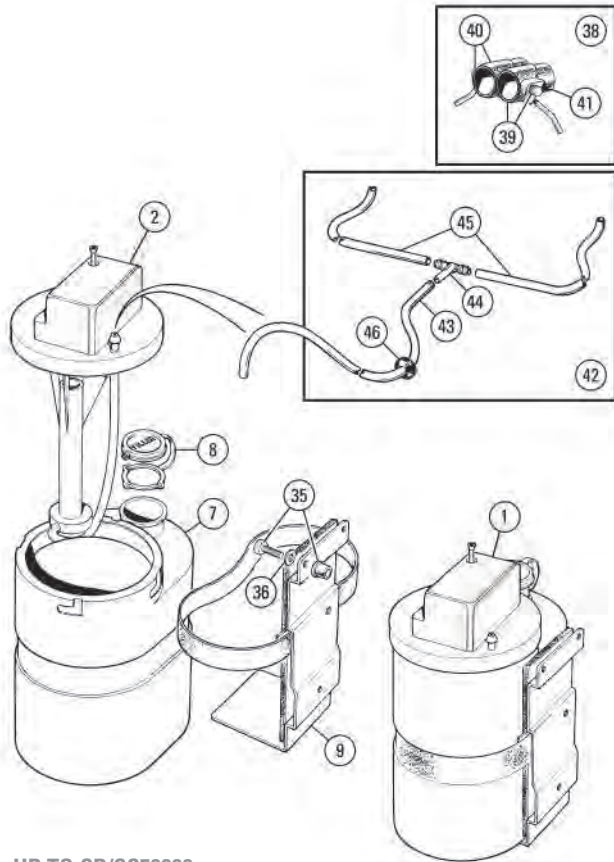
68	151886Z	£18.00	WIPER ARM, straight, drivers side 1		TR6 To (c) CR1,
69	151888Z	£18.00	WIPER ARM, cranked, passenger side 1		RHD, bright finish
70	GWB118Z	£8.40	WIPER BLADE 2		
	BHA5205Z	£18.60	WIPER ARM, straight, drivers side 1		TR6 From (c) CR1,
	159686Z	£18.60	WIPER ARM, cranked, passenger side 1		RHD, black finish
	GWB180Z	£8.70	WIPER BLADE, original type fitting 2		
	GWB911	£6.60	WIPER BLADE, universal type fitting 2		
71	151887Z	£18.00	WIPER ARM, straight, drivers side 1		TR6 To (c) CR1/CF1,
72	151885Z	£18.00	WIPER ARM, cranked, passenger side 1		LHD, bright finish
73	GWB118Z	£8.40	WIPER BLADE 2		
	159684	NCA	WIPER ARM, straight, drivers side 1		TR6 From (c) CR1/CF1,
	159685Z	£18.60	WIPER ARM, cranked, passenger side 1		LHD, black finish
	GWB180Z	£8.70	WIPER BLADE, original type fitting 2		
	GWB911	£6.60	WIPER BLADE, universal type fitting 2		
74	GWR120	£4.70	WIPER BLADE REFILL, (pair) 1		

Wiper/Washer Switches (TR6)

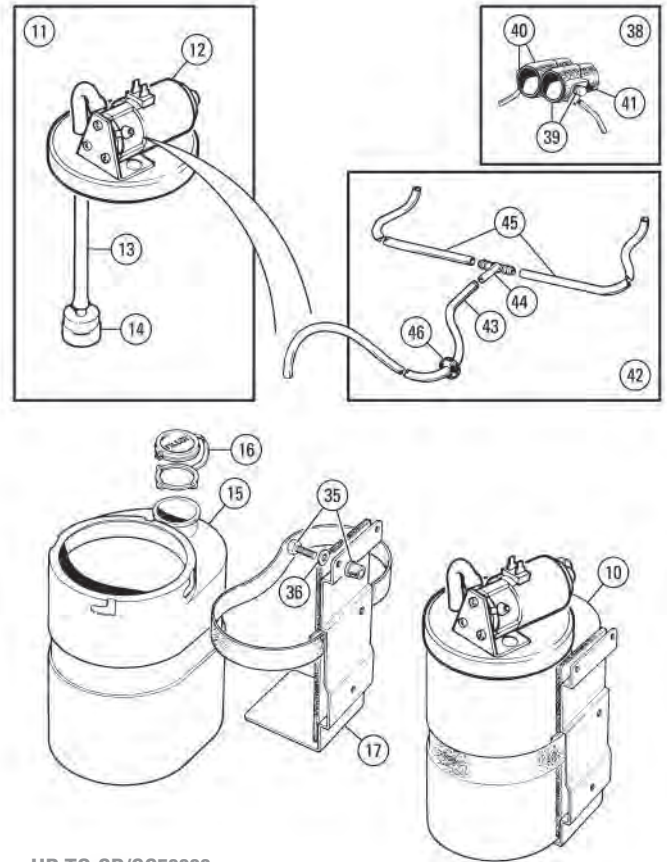
75	13H7761	£51.20	SWITCH, rocker, windscreen wiper 1		
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Note: The original 'Clear-Hooters' wiper switches (part no. 151431) are no longer available. They should be replaced by the 'Lucas' type (part no. 13H7761). These are not a direct fit and the metal dashboard backing will require minor modification to fit. For more information please see pages 159 to 165.

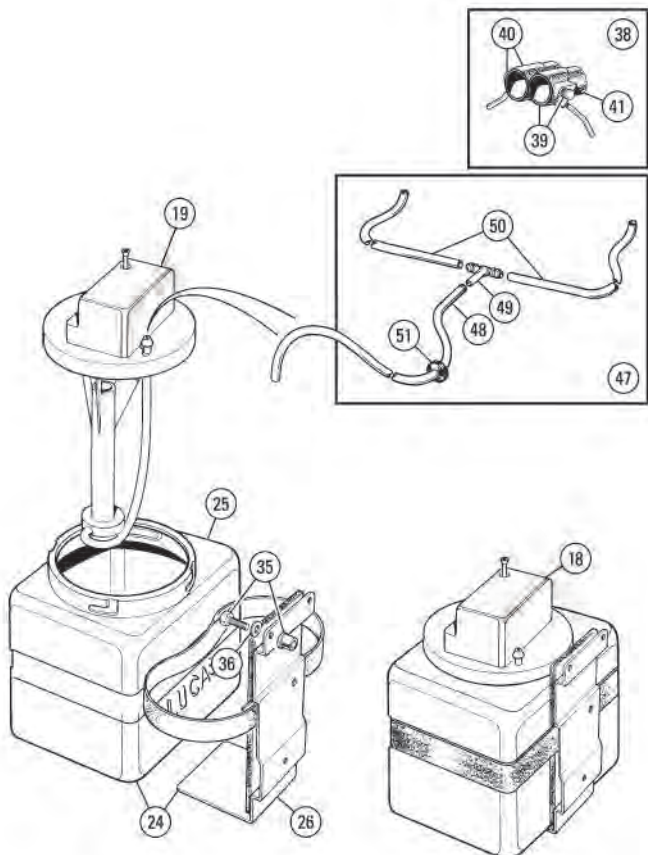
76	158452	£30.60	SWITCH, rocker, windscreen washer 1		
77	155496Z	£58.40	SWITCH ASSEMBLY, wiper/washer 1		Clear-hooter
	155496Z	NCA	SWITCH ASSEMBLY, wiper/washer 1		Lucas replacement
78	621510	NCA	SPACER TUBE, switch mounting 1		
79	622682	NCA	NUT, spacer to switch 1		
80	616048	NCA	WASHER, PVC 1		TR6 from
81	622443	NCA	BEZEL, wiper/washer switch 1		(c) CR1/CF1
82	059445	NCA	PAD, rubber 1		
83	725374	£4.30	KNOB, wiper/washer switch, pictorial 1		
85	GXE7708P	£15.30	PLUG & LEAD, wiper motor a/r		



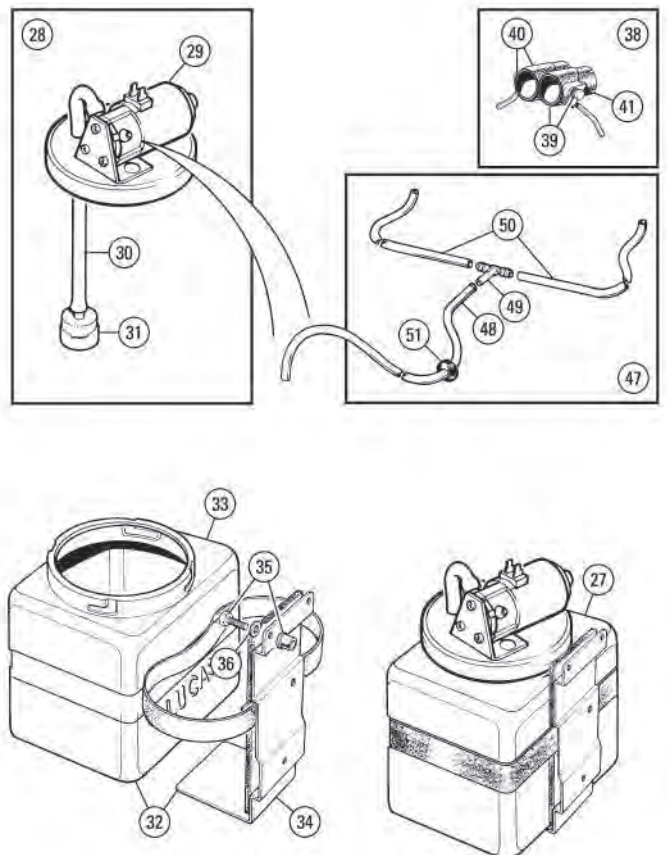
UP TO CP/CC50000
Original Type



UP TO CP/CC50000
Replacement Type



CP/CC50001 ON



CR1/CF1 ON

Windscreen Wiper System (Continued)

Washer Bottles

ill.	Part Number	Price Eea.	Description	Req.	Details
1	211710	NCA	WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, oval bottle	1	TR5, TR250, TR6 To (c) CP50000/CC50000, original
2	514208	NCA	MOTOR, PUMP & LID ASSEMBLY	1	
7	GWW914	£23.70	BOTTLE, oval	1	
8	GWW957	£4.10	FILLER CAP	1	
9	514223A	£17.80	BRACKET & STRAP ASSEMBLY	1	

Note: The original oval washer bottle with a square motor assembly (Part No: 211710) is not available, use item 10 (Part No: TKC909) as replacement. The cap and motor (Part No: GWW111) can also be used on the original bottle.

10	TKC909	£61.30	WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, oval bottle	1	TR5, TR250, TR6 To (c) CP50000/CC50000, replacement
11	GWW111	£30.60	PUMP MOTOR & LID ASSEMBLY	1	
12	GWW125	£10.20	MOTOR	1	
13	GWW202M	£1.80	TUBING, pump delivery, per metre	a/r	
14	GWW506	£1.57	NON RETURN VALVE, inlet to pump	1	
15	GWW914	£23.70	BOTTLE, oval	1	
16	GWW957	£4.10	FILLER CAP	1	
17	514223A	£17.80	BRACKET & STRAP ASSEMBLY	1	
18	215822	NCA	WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, square bottle	1	
19	514208	NCA	MOTOR, PUMP & LID ASSEMBLY	1	
24	518264	£28.80	BOTTLE, BRACKET & STRAP	1	TR6 (c) CP50001/CC50001 To CR1/CF1
25	518264X	£36.70	BOTTLE, square	1	
26	518265	£16.80	BRACKET & STRAP ASSEMBLY	1	

Note: The original square washer bottle with a square motor assembly (Part No: 215822) is not available, use item 27 (Part No: 215822X) as replacement. The cap and motor (Part No: GWW111) can also be used on the original bottle.

27	215822X	£51.80	WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, square bottle	1	TR6 From (c) CR1/CF1
28	GWW111	£30.60	PUMP MOTOR & LID ASSEMBLY	1	
29	GWW125	£10.20	PUMP MOTOR ONLY	1	
30	GWW202M	£1.80	TUBING, pump delivery, per metre	a/r	
31	GWW506	£1.57	NON RETURN VALVE, inlet to pump	1	
32	518264	£28.80	BOTTLE, BRACKET & STRAP	1	
33	518264X	£36.70	BOTTLE, square	1	
34	518265	£16.80	BRACKET & STRAP ASSEMBLY	1	

Note: All washer bottles and assemblies are interchangeable between models.

35	566293	£2.95	FASTENER ASSEMBLY (Washer bottle bracket to body).	3	*rawlnut & screw
36	GHF306	£0.30	WASHER, plain	3	

*Note: The 'rawlnut' supplied today includes a screw cut with a metric thread, not the original No.10 unf with 32 tpi.

Washer Jets

38	LU54704807	£20.10	WASHER JET & BUSH KIT (Includes 2 upper and lower bushes and 2 jets).	1	
39	511071	£6.00	UPPER BUSH & JET, LH	1	
40	511070	£6.00	UPPER BUSH & JET, RH	1	
41	112740	NCA	JET ONLY	2	

Washer Tubing (TR5, TR250)

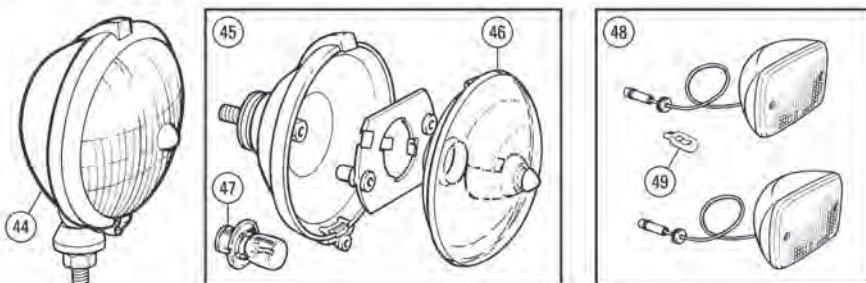
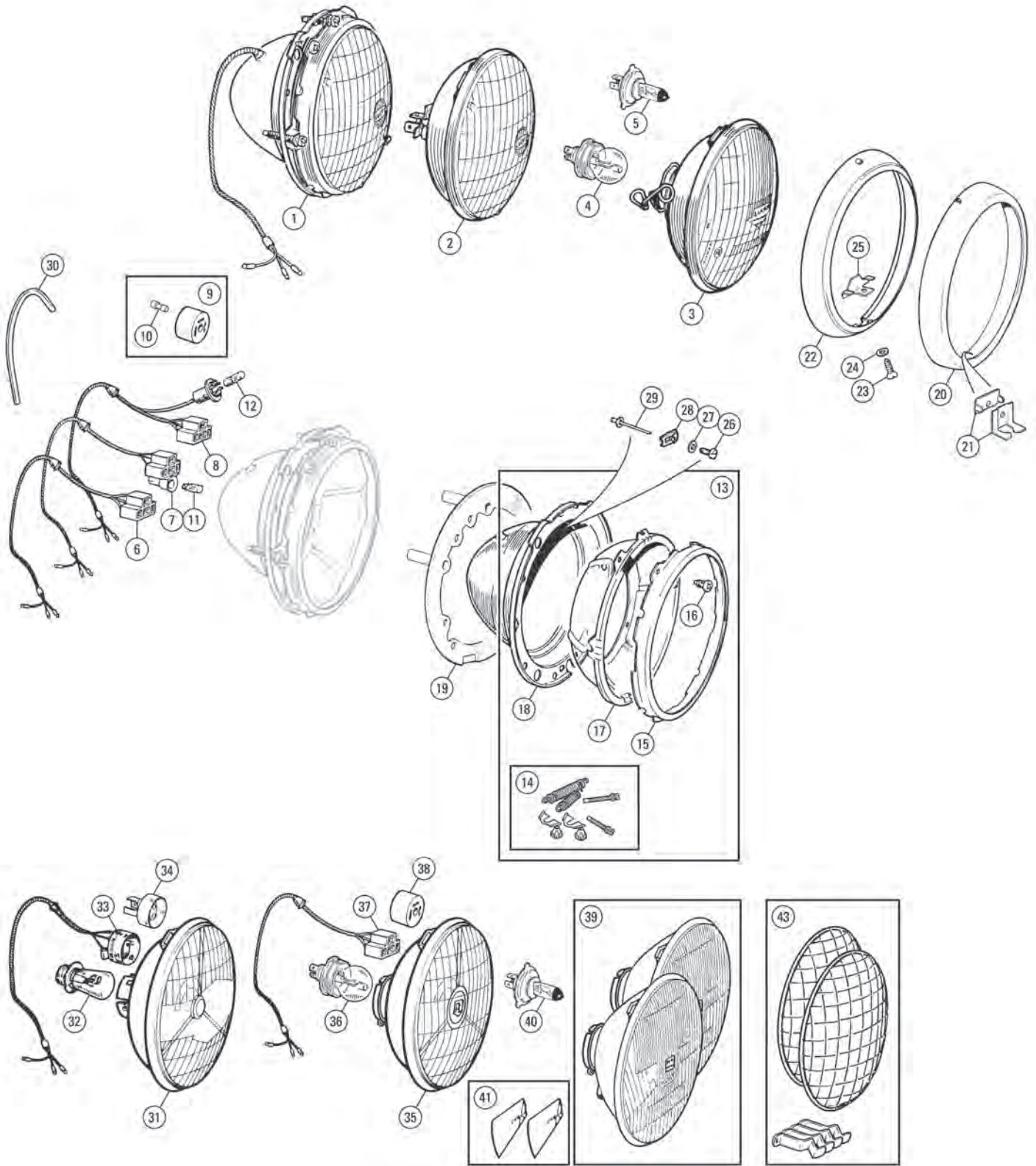
42	612601XK	£6.05	'T' PIECE & TUBING KIT, PVC	1	
43	GWW202M	£1.80	TUBING, pump to 'T' piece, PVC	a/r	per metre
44	GWW404	£1.75	'T' PIECE, between pump & nozzle	1	
45	GWW201M	£1.10	TUBING, 'T' piece to jet, PVC	a/r	per metre
46	061917	£0.80	GROMMET, tubing into plenum	1	

Washer Tubing (TR6)

47	612601XK	£6.05	'T' PIECE & TUBING KIT, PVC	1	
48	GWW202M	£1.80	TUBING, pump to 'T' piece, PVC	a/r	per metre
49	GWW404	£1.75	'T' PIECE, between pump & nozzle	1	
50	GWW201M	£1.10	TUBING, 'T' piece to jet, PVC	a/r	per metre
51	061917	£0.80	GROMMET, tubing into plenum	1	

Converting Your Wiper Motor To Either RHD Or To LHD

The wiper motor will need to be reset as RHD & LHD versions park on opposite sides of the car. The conversion is simple. Remove the top cover plate on the motor and reuse the large gear. There is a peg inserted in this gear which determines the park position. Split the halves of the gear and rotate by 180° before reconnecting them and re-assembling into the motor. Check that the motor is correct for your TR, it should be stamped 1300 for TR5's and TR250's and 1150 for TR6's to give the correct sweep. See page 145 if it is not.



Headlamps & Driving Lamps

Headlamps (Standard)

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	512223X	NCA	HEADLAMP ASSEMBLY, sealed beam	2	} RHD
	13H7922	NCA	HEADLAMP ASSEMBLY, sealed beam (With pilot lamp).	2	
	514579	NCA	HEADLAMP ASSEMBLY, sealed beam	2	LHD
	512224RH	NCA	HEADLAMP ASSEMBLY, P45T asymmetric	2	RHD
	512224X	£70.00	HEADLAMP ASSEMBLY, P45T asymmetric (With clear bulb).	2	LHD
	AEU1061A	£58.00	HEADLAMP ASSEMBLY, P45T asymmetric (With yellow bulb).	2	LHD
	BAU1177A	£49.80	HEADLAMP ASSEMBLY, P45T asymmetric (With pilot lamp).	2	LHD
2	GLU101	NCA	LIGHT UNIT, sealed beam	2	} RHD
	13H3471A	£17.50	LIGHT UNIT, sealed beam (With pilot window).	2	
	BMK2508	NCA	LIGHT UNIT, sealed beam	2	LHD
	BMK2508H	£20.10	LIGHT UNIT, sealed beam, halogen	2	LHD
3	512241RH	NCA	LIGHT UNIT, P45T asymmetric	2	RHD
	27H4146A	£28.90	LIGHT UNIT, P45T asymmetric	2	LHD
	27H5981A	£30.00	LIGHT UNIT, P45T asymmetric (With pilot hole).	2	LHD
4	GLB410	£3.05	BULB, P45T, clear	2	} 45/40 watt (France)
	GLB411	NCA	BULB, P45T, cadmium yellow	2	
5	GLB2983	£7.20	BULB, P45T, clear, quartz halogen	2	60/55 watt
6	BAU2110	£6.00	ADAPTOR, Lucar type, with cable	2	
7	BAU2111	£11.74	ADAPTOR, Lucar type (With cable for sealed beam with pilot).	2	
8	27H5976	£10.50	ADAPTOR, Lucar type (With cable for P45T with pilot).	2	
9	BAU2110	£6.00	ADAPTOR ONLY, for Lucar terminals	2	
10	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	6	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	6	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	6	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	6	44/0.3 cable
11	GLB501	£0.77	BULB, pilot, capless	2	
12	GLB233	£0.83	BULB, pilot, bayonet fitment type	2	
13	27H8263X	£27.40	BUCKET, BOWL & RIM ASSEMBLY	2	
14	BHM7058	£4.40	ADJUSTER KIT	2	
15	515218A	£7.00	OUTER MOUNTING RIM, chrome	2	
16	AB606021	£0.36	SCREW, retaining outer rim	6	
17	SML4	£9.50	INNER MOUNTING RIM	2	
18	SML3	£15.20	HEADLAMP BUCKET, metal	2	'Lucas'
	SML3TR	£17.70	HEADLAMP BUCKET, metal	2	with correct clip for 119072Z
	SML3P	£17.10	HEADLAMP BUCKET, plastic	2	alternative
19	512222	£10.80	GASKET, rubber, bucket to body	2	
20	119072	NCA	RIM, headlamp, spring clip fitting	2	Lucas
	119072Z	£18.00	RIM, headlamp, spring clip fitting	2	reproduction
21	BAU1460TR	£5.45	CLIP, spring, rim retaining	2	
	BAU1460	£2.26	CLIP, spring, rim retaining	2	alternative
22	500929	£19.20	RIM, headlamp, screw fitting	2	
23	RTC465	£0.60	SCREW, rim retaining	2	alternatives
24	21G9057	£0.48	WASHER, rubber	2	
25	37H7421A	£2.10	CLIP, rim screw retaining	2	
26	GHF424	£0.22	SCREW, self tapping, lamp to body	6	
27	WP4	£0.30	WASHER, under screw	6	
28	FC2804	£0.47	SPIRE NUT	6	TR5-250
29	569313	£0.73	RIVET, 'Pop', headlamp to wing	6	TR6
30	504806	£2.20	SLEEVE, plastic, protecting lamp wiring	2	

General modern safety standards, regulations or requirements may inspire the owners of TR6 cars to fit all amber indicator lamps to their cars with pilot lamps in the headlamps instead of the side lamp arrangement as standard. To assist those who wish to follow this option, the all amber front indicator lamps as fitted to US cars are listed on page 153.

To install pilot lamps in the headlamps the simplest solution is to fit a replacement pair of halogen headlamps with this provision. The wiring for the side lamp is re routed to the headlamp by the use of a simple single cable with the appropriate bullet connector (003632), or by fitting a new headlamp harness (27H5976).

P700 Lucas Tripod Headlamps

For those owners who prefer the attractive and popular 'tripod' units, we are pleased to offer both the P700 & PL700 light units. The 'PL' units meet with standard TR5 & TR6 specification requirements for all markets NOT requiring a sealed beam unit and is also up-gradeable to Halogen or Xenon. Both types utilise standard headlamp buckets.

	506370X	£132.00	HEADLAMP ASSEMBLY, P700 'tripod'	2	RHD
	506372X	£96.00	HEADLAMP ASSEMBLY, P700 'tripod'	2	LHD
31	LU554308	£102.00	LIGHT UNIT, P700 'tripod'	2	RHD
	LU555296	£89.10	LIGHT UNIT, P700 'tripod'	2	LHD
32	GLB414	£3.80	BULB, BPF, clear	2	RHD

	GLB415	£7.10	BULB, BPF, clear	2	LHD
	GLB409X	NCA	BULB, BPF, cadmium yellow	2	LHD (France)
33	27H2333	£13.00	ADAPTOR & CABLES	2	for BPF lamp unit
34	501473	£16.40	ADAPTOR, with Lucas terminals	2	

PL700 Lucas Tripod Headlamps

Note: See the Accessories section for full details.

	506373	NCA	HEADLAMP ASSEMBLY, PL700 'tripod'	2	RHD
	506374	NCA	HEADLAMP ASSEMBLY, PL700 'tripod'	2	LHD
35	506375	NCA	LIGHT UNIT, PL700 'tripod'	2	RHD
	506376	NCA	LIGHT UNIT, PL700 'tripod'	2	LHD
36	GLB410	£3.05	BULB, P45T, clear	2	
	GLB2983	£7.20	BULB, P45T, clear, quartz halogen	2	
37	GLB411	NCA	BULB, P45T, cadmium yellow	2	LHD France
	BAU2110	£6.00	ADAPTOR & CABLES, for P45T lamp	2	

Halogen Headlamp Sets

Note: See the Accessories section for full details.

For those of you who find the standard headlamps on your TR inadequate for today's high speed night driving, convert your car to modern halogen bulb, asymmetric beam headlamps. The headlamp units are direct replacements for existing sealed beam or tungsten bulb units. We offer both Wipac Quadroptic H4 and Lucas H4 in RH or LH drive versions.

Halogen headlamp sets are supplied as vehicle sets

39	GAC4023	£110.00	LUCAS H4, (inc. bulbs), with pilot	1	} RHD
	GAC4023Z	£54.60	WIPAC H4, (inc. bulbs), with pilot	1	
	GAC4022	£44.50	WIPAC H4, (inc. bulbs), no pilot	1	
	LULUB802	£102.00	LUCAS H4, (less bulbs), with pilot	1	
	WPS4699	£63.00	WIPAC H4, (inc. bulbs), with pilot	1	} LHD
	MGE203	£61.90	WIPAC H4, (inc. bulbs), no pilot	1	
40	GLB472	£5.40	BULB, H4 halogen, clear	2	} twin filament 60/55W
	GLB476	NCA	BULB, H4 halogen, cadmium yellow	2	
	GLB484	£6.40	BULB, H4 halogen, clear (Check local regulations).	2	
	GLB472X	£10.80	BULB, 'Xenon', H4 halogen, clear	2	} 60/55W, 30% brighter twin filament
41	XBQ100560	NCA	CONVERTER KIT, for RHD lamps (On LHD roads, halogen lamps only).	1	

Headlamp Stone Guards

43	GAC8000X	£13.10	STONE GUARD SET, clip-on	1
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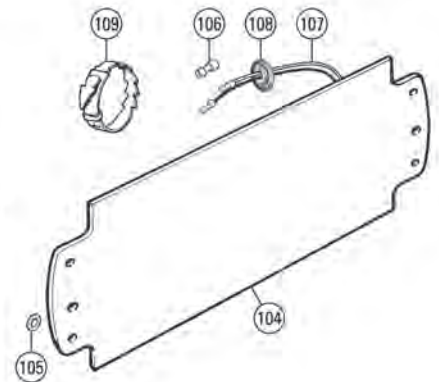
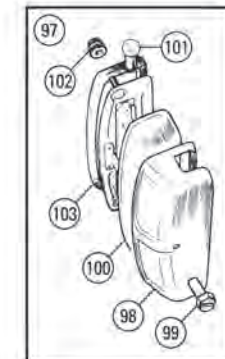
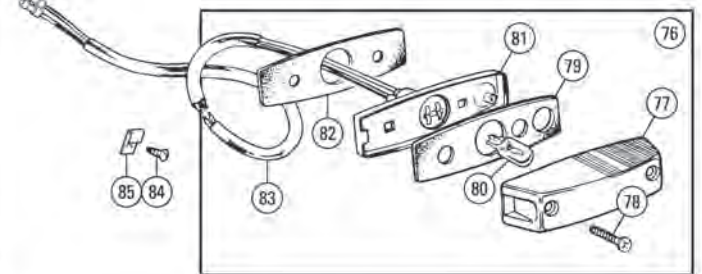
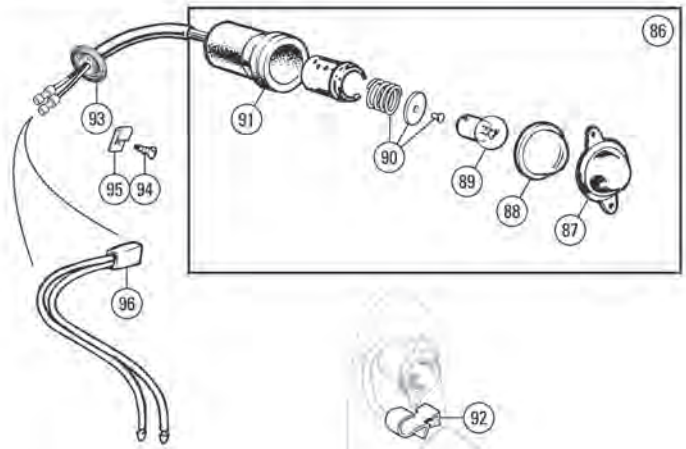
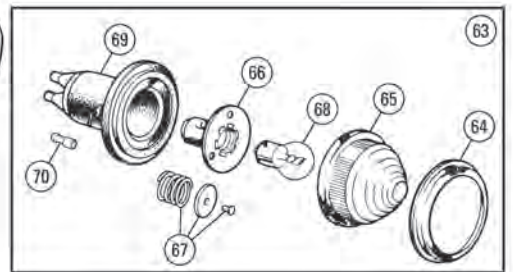
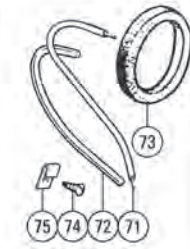
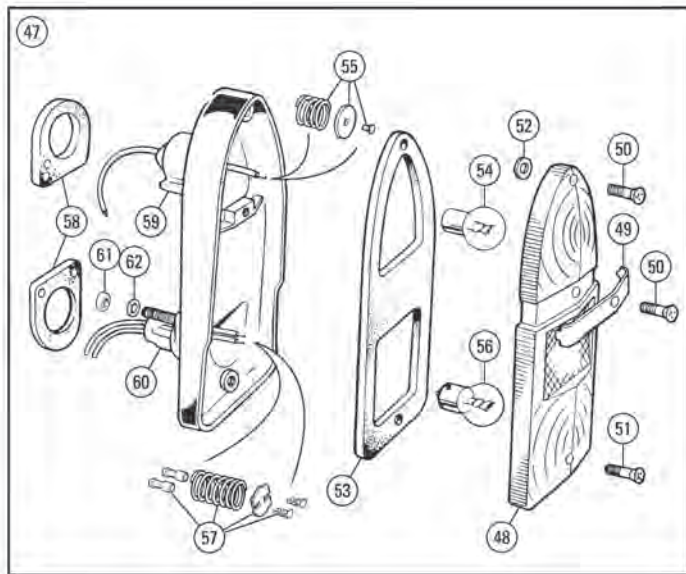
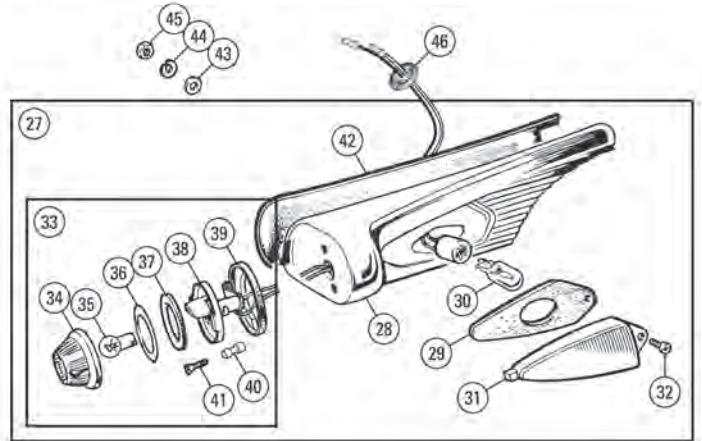
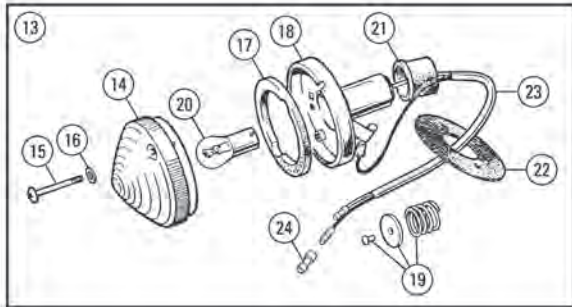
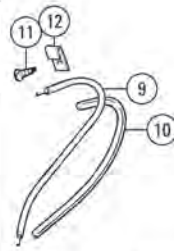
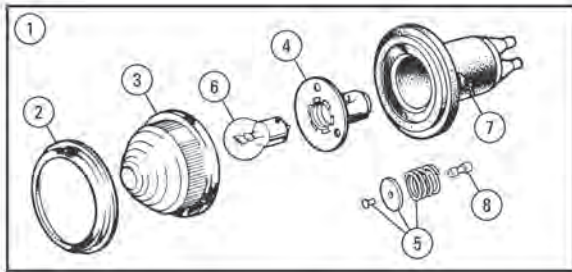
Driving And Fog Lamps

Lucas SLR And SFT

44	MM162-700	£85.00	DRIVING LAMP, Lucas SLR (Clear lens, long range).	a/r	} stem mounting
	MM162-800	£85.00	FOG LAMP, Lucas SFT, fluted lens	a/r	
45	57H5322	£85.00	DRIVING LAMP, Lucas SLR (Clear lens, long range).	a/r	} back mounting
	BHA4399	£85.00	FOG LAMP, Lucas SFT, fluted lens	a/r	
46	57H5015	£41.10	LENS, driving lamp	a/r	
	ACG5179	£39.40	LENS, fog lamp	a/r	
47	GLB185	£8.30	BULB, driving lamp, 12v 48w	a/r	
	GLB323	£5.20	BULB, fog lamp, 12v 48w	a/r	

Wipac

48	WPSRX400	NCA	DRIVING LAMP SET, rectangular	a/r	7.5" x 3.4"
49	GLB453	£4.20	BULB, halogen H3	a/r	



Front, Side & Rear Lamps TR5, TR250

Front Flasher Lamp TR5

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	2A9013	£16.30	FLASHER LAMP, front, amber lens	2	
	532806	£16.30	FLASHER LAMP, front, white lens	2	Italy only
	1B9100	£18.65	SIDE & FLASHER LAMP, white lens	2	Switzerland only
2	7H5182	£2.40	RIM	2	
3	37H5520	£12.00	LENS, amber, glass	2	
	37H5520Z	£5.40	LENS, amber, glass	2	aftermarket
	37H6928	£12.00	LENS, front, clear, glass	2	Italy & Switzerland
	37H6928Z	£5.40	LENS, front, clear, glass	2	aftermarket
4	37H5528	£6.30	BULB HOLDER ASSEMBLY	2	
	17H5426	£14.10	BULB HOLDER ASSEMBLY	2	Switzerland only
5	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
	508545	NCA	INTERIOR, b/holder contacts, single	2	Italy only
	515126	NCA	INTERIOR, b/holder contacts, dual	2	Switzerland only
6	GLB382	£0.48	BULB, 21 watt	2	
	GLB380	£0.48	BULB, 21/5 watt	2	Switzerland only
7	508162	£2.70	BODY, rubber	2	
8	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
9	108647	£1.00	CABLE, red, side lamp to main loom	a/r	cut to length
	108648	£0.50	CABLE, green, flasher to main loom	a/r	
	108649	£0.60	CABLE, black, lamp unit body earth	a/r	
	504806	£2.20	PVC SLEEVEING, for above cables	a/r	
11	GHF421	£0.14	SCREW, self tapping, lamp to grille	6	
12	AK606021	£0.95	SPIRE NUT, lamp to grille	6	

Front Flasher Lamp TR250

13	BHA4477	£21.00	FLASHER LAMP, front, amber lens	2	
14	517266	£7.40	LENS, amber	2	
15	PMP214	£0.70	SCREW, securing lens	4	
16	21G9057	£0.48	WASHER, fibre, lens screw seating	2	
17	17H6765	£1.10	GASKET, lens seating	2	
18	148637BP	NCA	BULB HOLDER & PLATE	2	
19	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
20	GLB382	£0.48	BULB, 21 watt	2	
21	513730	NCA	GROMMET, cable entry to lamp body	2	
22	27H2724	£3.20	GASKET, rubber, lamp seating	2	
23	504806	£2.20	SLEEVE, cable	2	
24	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
25	AB606051	£0.41	SCREW, self tapping, lamp to grille	6	
26	AK606021	£0.95	SPIRE NUT, lamp to grille	6	

Front Side Marker Lamp Assembly

27	212488	£319.50	FRONT/SIDE MARKER LAMP, LH (White & amber lens).	1	TR5
	212486	£319.50	FRONT/SIDE MARKER LAMP, RH (White & amber lens).	1	
	214593	£310.00	FRONT/SIDE MARKER LAMP, LH (Amber lens).	1	TR250
	214592	£310.00	FRONT/SIDE MARKER LAMP, RH (Amber lens).	1	
28	808678	NCA	HOUSING, side, LH	1	
	808677	NCA	HOUSING, side, RH	1	
29	616628	NCA	SEAL, rubber, side lens	2	
30	GLB501	£0.77	BULB, marker lamp, 5 watt	2	
31	616648	£14.50	LENS, marker lamp, amber	2	
32	PMZ208	£0.30	SCREW, lens securing	2	
33	514805	£39.80	LAMP ASSEMBLY, parking, white	2	TR5
	517274	NCA	LAMP ASSEMBLY, parking, amber	2	TR250
34	510897	£11.40	RIM & LENS ASSEMBLY, white	2	TR5
	517476	NCA	RIM & LENS ASSEMBLY, amber	2	TR250
35	GLB233	£0.83	BULB, 5 watt	2	
36	510898	£1.60	RING, plastic, lens sliding	2	
37	510899	£2.90	GASKET, seating lens	2	
38	244700A	£2.40	INTERIOR, contacts	2	
39	510900	£3.20	GASKET, seating lamp	2	
40	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
41	AT606042	£0.66	SCREW, securing lamp to housing	4	
42	514809	£11.86	GASKET, lamp assembly to wing, LH	1	
	514808	£11.86	GASKET, lamp assembly to wing, RH	1	
43	WM57	£0.24	WASHER, plain	4	
44	GHF331	£0.38	WASHER, locking	4	
45	GHF200	£0.22	NUT, plain	4	
46	061917	£0.80	GROMMET, cables through inner wing	2	

Stop/Tail/Flasher Lamps

47	208208Z	£135.80	STOP/TAIL FLASHER LAMP	2	amber flasher TR5
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	208207Z	£135.80	STOP/TAIL FLASHER LAMP	2	red flasher TR250
48	516040	£15.00	LENS, red with amber flasher	2	TR5
	516061	£22.50	LENS, red with red flasher	2	TR250
49	510903	£1.26	BEZEL	2	
50	510904	£1.49	SCREW, lens securing, top & centre	4	
51	510905	£1.60	SCREW, lens securing, bottom	2	
52	21G9057	£0.48	WASHER, rubber, screw retaining	6	
53	510906	£3.20	GASKET, lens seating	2	
54	GLB382	£0.48	BULB, flasher, 21 watt	2	
55	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
56	GLB380	£0.48	BULB, stop/tail, 21/5 watt	2	
57	508545	NCA	INTERIOR, contacts, stop/tail	2	
58	133364	£2.00	GASKET, lamp to body	4	
59	17H5216	£1.04	GROMMET, cable entry, flasher	2	
60	17H5216	£1.04	GROMMET, cable entry, stop/tail	2	
61	HN2005	£0.16	NUT, plain	8	
62	WF702101	£0.36	WASHER, shakeproof	8	

Reverse Lamp

63	532806	£16.30	REVERSE LAMP, white lens	2	
64	7H5182	£2.40	RIM	2	
65	37H6928	£12.00	LENS, front, clear, glass	2	
	37H6928Z	£5.40	LENS, front, clear, glass	2	aftermarket
66	37H5528	£6.30	BULB HOLDER ASSEMBLY	2	
67	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
68	GLB382	£0.48	BULB, 21 watt	2	
69	508162	£2.70	BODY	2	
70	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
71	108647	£1.00	CABLE, red, side lamp to main loom	a/r	cut to length
	108648	£0.50	CABLE, green, flasher to main loom	a/r	
	108649	£0.60	CABLE, black, lamp unit body earth	a/r	
	504806	£2.20	PVC SLEEVEING, for above cables	a/r	
72	504806	£2.20	PVC SLEEVEING, for above cables	a/r	
73	148928	£13.60	PLINTH, lamp to body, RH	1	
	148929	£13.60	PLINTH, lamp to body, LH	1	
74	AB606082	NCA	SCREW, self tapping, lamp securing	6	
75	AK606021	£0.95	SPIRE NUT, lamp securing	6	

Side Marker Lamps

76	142923	£28.80	REAR SIDE MARKER LAMP, red	2	
77	517335	£4.40	LENS	2	
78	PMP208	£0.55	SCREW, lens securing	2	
79	517336	£1.30	GASKET, lens seating	2	
80	GLB501	£0.77	BULB, capless	2	
81	517337	NCA	BULB HOLDER, with leads	2	
82	142925	NCA	GASKET, lamp to body	2	
83	504806	£2.20	SLEEVE, plastic, protects lamp wiring	2	
84	GHF421	£0.14	SCREW, self tapping, lamp securing	4	
85	FC2803	£0.95	SPIRE NUT, lamp securing	4	

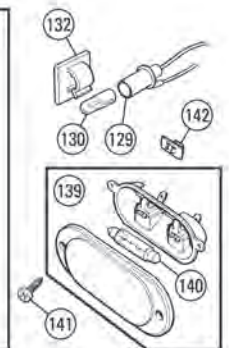
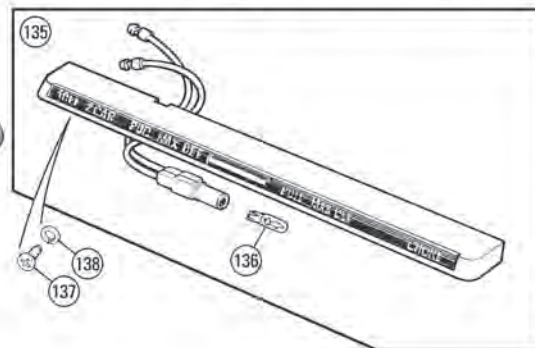
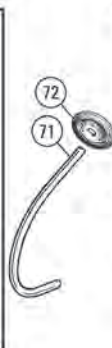
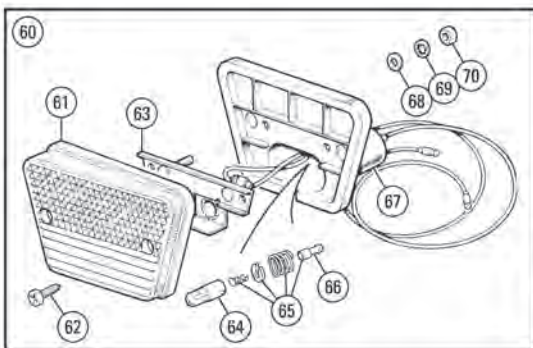
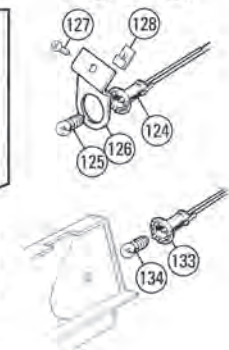
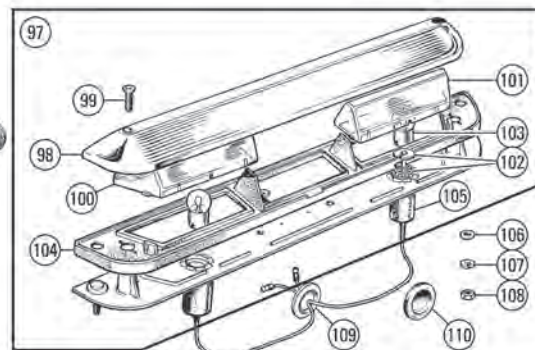
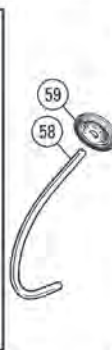
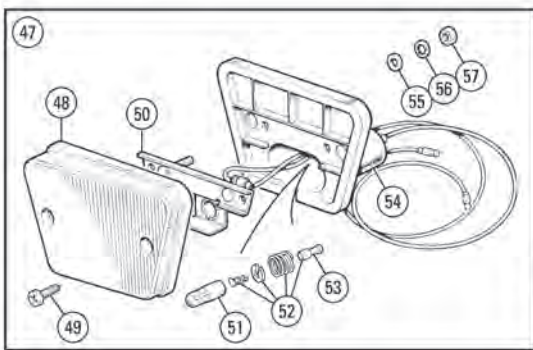
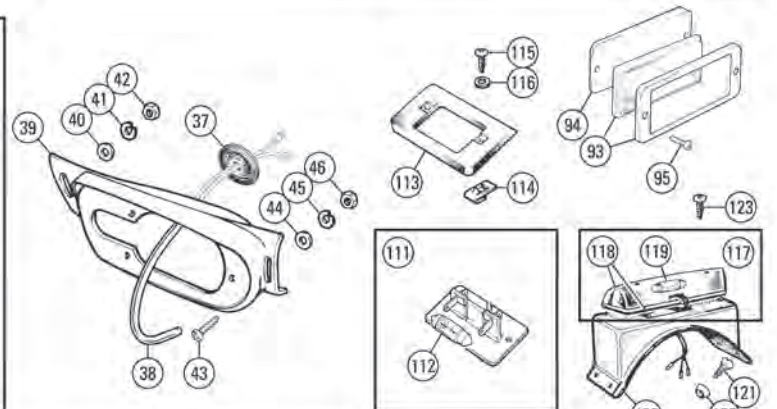
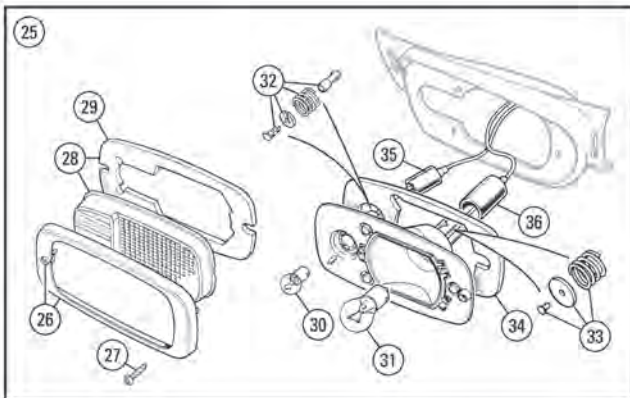
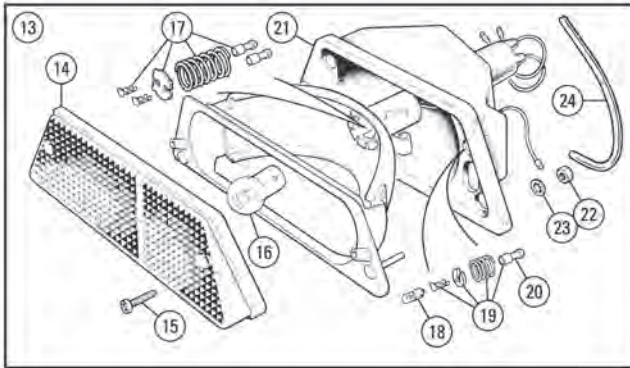
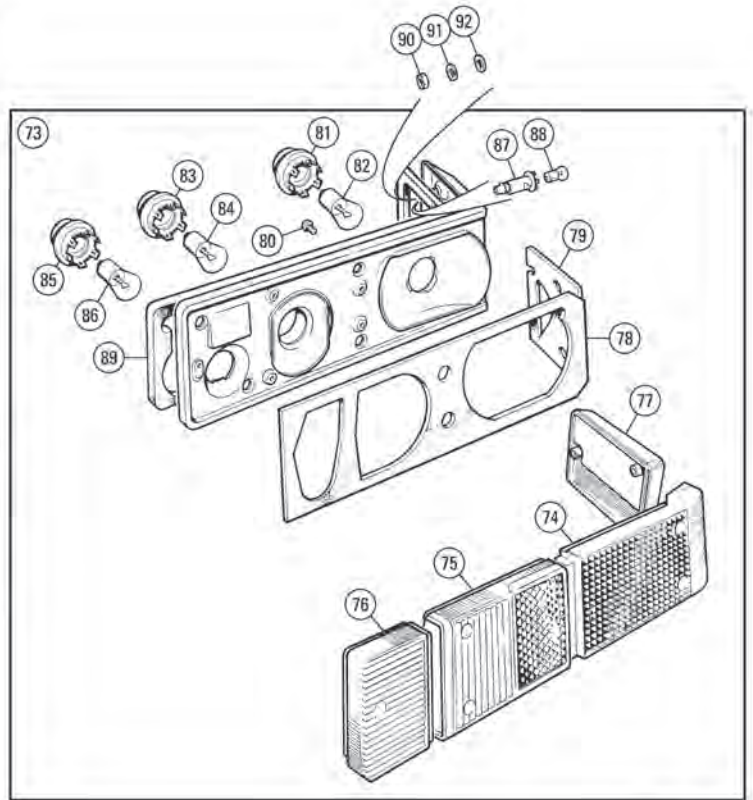
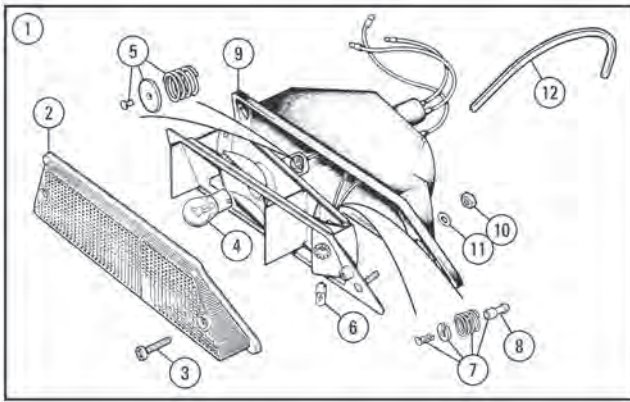
Number Plate Lamp

86	142002	£14.40	NUMBER PLATE LAMP	2	
	142002Z	£11.80	NUMBER PLATE LAMP, aftermarket	2	
87	131465A	£11.40	RIM, chrome	2	
88	510875A	£6.00	LENS, glass	2	
89	GLB207	£0.84	BULB, 5 watt	2	
90	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
91	510912	NCA	BODY	2	
92	611406	NCA	CLIP, lead to bumper bracket	2	
93	600395	£1.60	GROMMET, lead through rear valance	2	
94	AB606053	£0.66	SCREW, self tapping, chrome	4	
95	AK606021	£0.95	SPIRE NUT	4	
96	137631	NCA	LEAD, extension, number plate lamp	2	

Number Plate Lamp

TR5, Boot Lid Mounted, Germany and Denmark

97	127916X	£49.55	NUMBER PLATE LAMP, Lucas	2	original alternatives
	127916	£26.40	NUMBER PLATE LAMP, chrome	2	
	127916Z	£14.70	NUMBER PLATE LAMP, plastic	2	
98	502264	£12.10	COVER	2	
99	17H5385	£2.20	NUT, cover	2	
100	601721A	£5.60	GLASS	2	
101	GLB989	£0.90	BULB, 5 watt	2/4	
102	AJD8012Z	£0.30	NUT, dome	2	
103	57H5368	£3.90	GASKET, lamp to plinth	2	
104	618956	NCA	PLINTH, mounting lamp	2	
105	WE702101	£0.30	WASHER, shakeproof	4	
106	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
107	144658	NCA	CABLE (RH tail lamp junction to RH number plate lamp).	1	
	144659	NCA	CABLE, RH to LH number plate lamp	1	
108	061917	£0.80	GROMMET, cable fitted in boot lid	2	
109	13H6107	£2.26	CLEAT, fir tree (RH lead to boot lid tube).	a/r	



Front Side/Flasher Lamps TR6

TR6 European Models, North American Models To (c) CF27000

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	215246	£174.96	SIDE/FLASHER LAMP, LH	1	European models
	215245	£174.96	SIDE/FLASHER LAMP, RH	1	
	218669	NCA	SIDE/FLASHER LAMP, LH	1	From (c) CF1
	218668	NCA	SIDE/FLASHER LAMP, RH	1	
2	517821	£29.10	LENS, white & amber, LH	1	European models
	517818	£29.10	LENS, white & amber, RH	1	
	RTC285	NCA	LENS, white, LH	1	From (c) CF1
	RTC287	NCA	LENS, white, RH	1	
3	517819	£1.43	SCREW, securing lens	4	
4	GLB382	£0.48	BULB, indicator, 21 watt	2	
5	37H5452	£4.40	TERMINAL KIT, bulb socket	2	single contact
6	GLB989	£0.90	BULB, side lamp, 5 watt	2	
7	244700A	£2.40	CONTACT & SPRING, side lamp	2	
8	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	2	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	2	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	2	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	2	44/0.3 cable
9	517822	£22.50	BODY, rubber, LH	1	all models
	517820	£25.80	BODY, rubber, RH	1	
	RTC286	NCA	BODY, rubber	2	From (c) CF1
10	HN2005	£0.16	NUT	4	
11	WF702101	£0.36	WASHER, shakeproof	4	
12	504806	£2.20	SLEEVE, plastic, protects lamp wiring	2	

North American Models To (c) CF1

	215363	£151.20	SIDE/FLASHER LAMP, LH	1	North American models, To (c) CF1, amber lens with chromed edge
13	215362	£151.20	SIDE/FLASHER LAMP, RH	1	
	219122	NCA	SIDE/FLASHER LAMP, LH	1	(c) CF1 To CF27000, amber lens
	219121	NCA	SIDE/FLASHER LAMP, RH	1	
	215248	NCA	SIDE/FLASHER LAMP, LH	1	To (c) CF1, white lens
	215247	NCA	SIDE/FLASHER LAMP, RH	1	
	517824	£27.00	LENS, amber & chromed edge, LH	1	North American models, To (c) CF1
14	517823	£27.00	LENS, amber & chromed edge, RH	1	
	RTC291	£15.80	LENS, amber, LH	1	(c) CF1 To CF27000
	RTC290	£15.80	LENS, amber, RH	1	
	RTC285	NCA	LENS, white, LH	1	From (c) CF1
	RTC287	NCA	LENS, white, RH	1	
15	517819	£1.43	SCREW, securing lens	4	
16	GLB380	£0.48	BULB, 21/5 watt	2	
17	508545	NCA	CONTACT & SPRING, dual filament	2	
18	GLB989	£0.90	BULB, side lamp, 5 watt	2	
19	244700A	£2.40	CONTACT & SPRING, side lamp	2	
20	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	2	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	2	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	2	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	2	44/0.3 cable
21	517822	£22.50	BODY, rubber, LH	1	North American models, To (c) CF27000,
	517820	£25.80	BODY, rubber, RH	1	
	517822	£22.50	BODY, rubber, LH	1	To (c) CF1
	517820	£25.80	BODY, rubber, RH	1	
22	HN2005	£0.16	NUT	4	
23	WF702101	£0.36	WASHER, shakeproof	4	
24	504806	£2.20	SLEEVE, plastic, protects lamp wiring	2	

North American Models TR6 From (c) CF27000

25	RKC1530	NCA	SIDE & FLASHER LAMP (Front, amber & white).	2	TR6 From (c) CF27000 To CF50000
	RKC2924	NCA	SIDE & FLASHER LAMP, front, amber	2	
26	RTC1847	£20.30	RIM & SCREW, chrome	2	TR6 From (c) CF50001
27	RTC1847S	NCA	SCREW, rim & lens	4	
28	RTC1849	£21.40	LENS & GASKET, amber & white	2	TR6 From (c) CF27000 To CF50000
	AAU3394	NCA	LENS & GASKET, amber	2	
29	RTC1847G	£3.20	GASKET, lens seating	2	TR6 From (c) CF50001
30	GLB989	£0.90	BULB, side lamp, 5 watt	2	
	GLB233	£0.83	BULB, side lamp, 4 watt	2	TR6 From (c) CF50001
31	GLB382	£0.48	BULB, indicator, 21 watt	2	
32	244700A	£2.40	CONTACT & SPRING, side lamp	2	
33	37H5452	£4.40	TERMINAL KIT, bulb socket	2	single contact
34	RTC1848	£1.85	GASKET, lamp seating	2	
35	37H5294	£1.48	GROMMET, cable entry, side lamp	2	
36	17H5216	£1.04	GROMMET, cable entry, indicator	2	
37	061917	£0.80	GROMMET, cables through valance	2	
38	504806	£2.20	SLEEVE, plastic, lamp wiring	2	
39	XKC1807	NCA	PLINTH, mounting, LH	1	

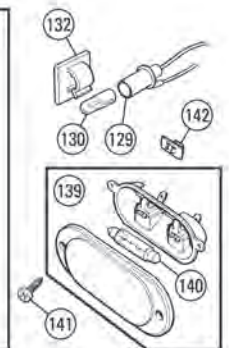
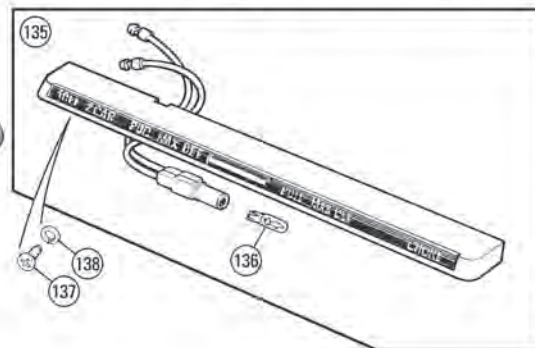
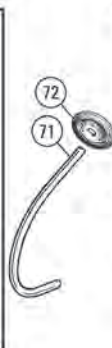
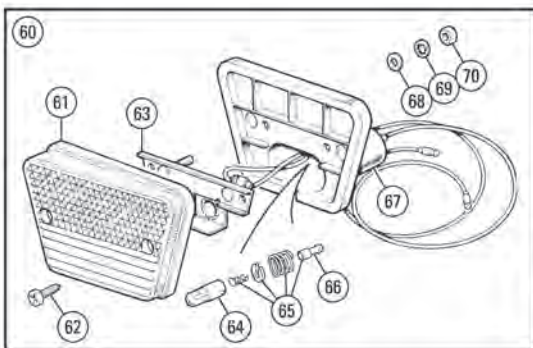
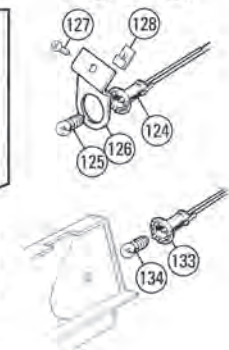
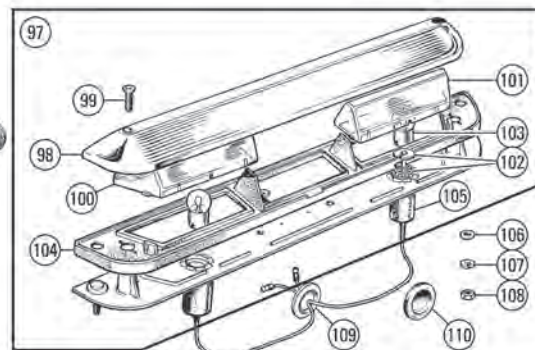
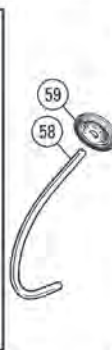
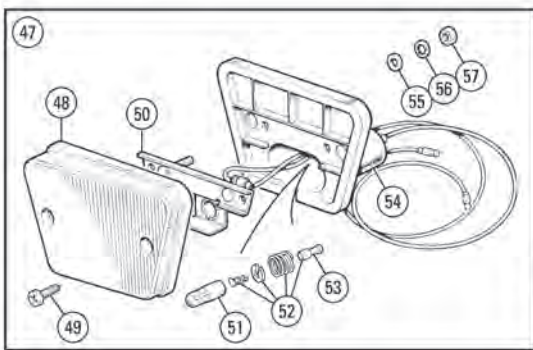
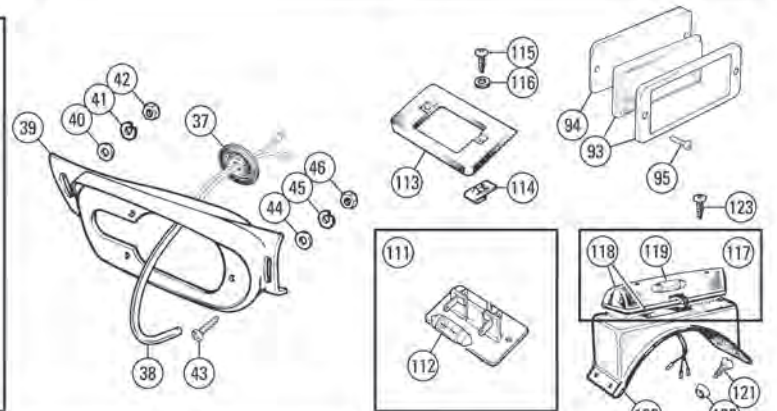
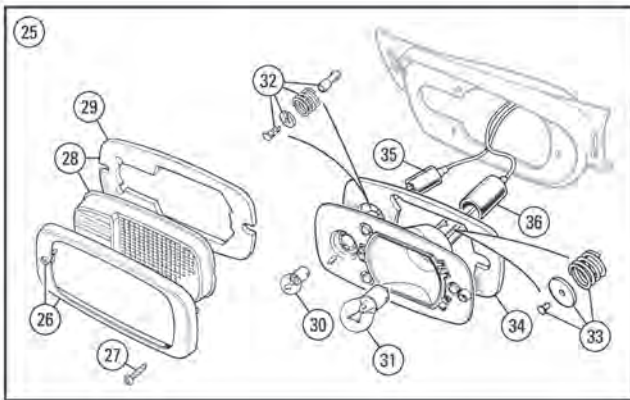
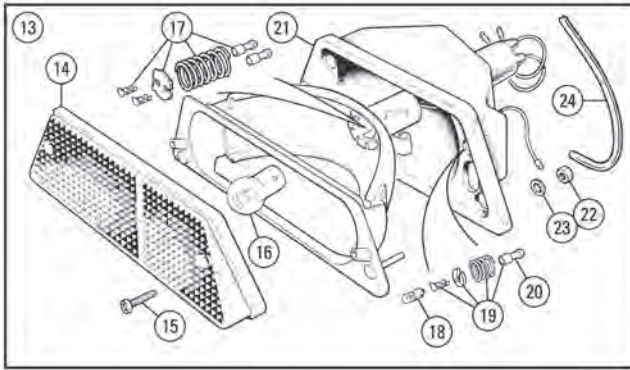
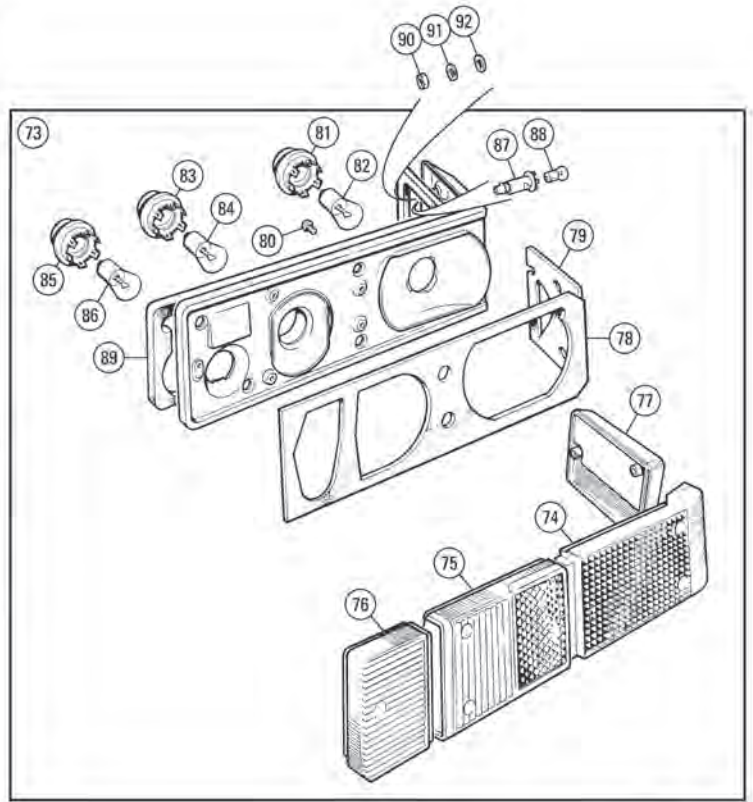
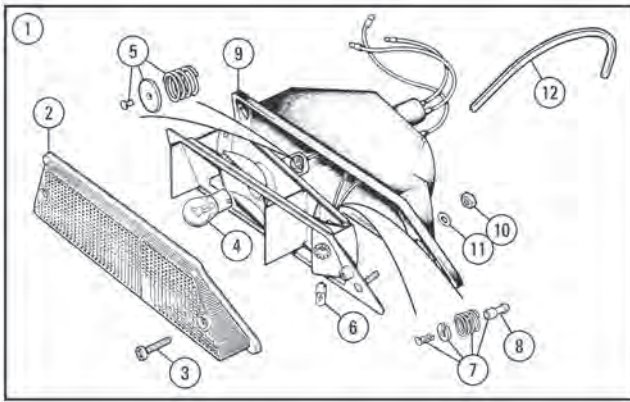
	XKC1808	NCA	PLINTH, mounting, RH	1
40	PWZ203	£0.19	WASHER, plain	6
41	WL700101	£0.25	WASHER, locking	6
42	HN2005	£0.16	NUT, lamp to plinth	6
43	PMZ308	£0.30	SCREW, plinth to bumper	4
44	PWZ203	£0.19	WASHER, plain	4
45	WL700101	£0.25	WASHER, locking	4
46	HN2005	£0.16	NUT	4

Front Repeater Lamp Assembly, European Models

47	152769	£30.00	REPEATER LAMP, LH	1	
	152769Z	£20.00	REPEATER LAMP, LH, aftermarket	1	
	152768	£30.00	REPEATER LAMP, RH	1	
	152768Z	£20.00	REPEATER LAMP, RH, aftermarket	1	
	518221	NCA	LENS, LH, amber/chrome	1	
	518221Z	£7.60	LENS, LH, all amber, aftermarket	1	
48	518219	NCA	LENS, RH, amber/chrome	1	
	518219Z	£7.60	LENS, RH, all amber, aftermarket	1	
49	PMP208	£0.55	SCREW, securing lens	4	
50			BASE ASSEMBLY	2	
51	GLB233	£0.83	BULB, repeater, 4 watt	2	
	GLB989	£0.90	BULB, repeater, 5 watt	2	alternative
52	244700A	£2.40	CONTACT AND SPRING	2	
53	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	2	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	2	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	2	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	2	44/0.3 cable
54	518034X	£16.20	GASKET, rubber, lamp & lens sealing	2	
	518034X	£16.20	GASKET, rubber, lamp & lens sealing	2	replacement
55	WM55	£0.30	WASHER, plain	4	
56	WL700101	£0.25	WASHER, locking	4	
57	HN2005	£0.16	NUT, lamp attaching	4	
58	504806	£2.20	SLEEVE, plastic, protecting lamp wiring	2	
59	600395	£1.60	GROMMET, harness	2	

Front Side Marker Lamp Assembly, North American Models

60	150789	NCA	SIDE MARKER LAMP, LH	1	
	150789	NCA	SIDE MARKER LAMP, LH, aftermarket	1	
	150788	NCA	SIDE MARKER LAMP, RH	1	
	150788	NCA	SIDE MARKER LAMP, RH, aftermarket	1	
	518035	NCA	LENS, LH, amber/chrome	1	
	518035Z	£6.60	LENS, LH, all amber, aftermarket	1	
61	518033	NCA	LENS, RH, amber/chrome	1	
	518033Z	£6.60	LENS, RH, all amber, aftermarket	1	
62	PMP208	£0.55	SCREW, securing lens	4	
63			BASE ASSEMBLY	2	
64	GLB989	£0.90	BULB, repeater, 5 watt	2	
	GLB233	£0.83	BULB, repeater, 4 watt	2	alternative
65	244700A	£2.40	CONTACT & SPRING	2	
66	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	2	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	2	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	2	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	2	44/0.3 cable
67	518034X	£16.20	GASKET, rubber, lamp & lens sealing	2	
68	WM55	£0.30	WASHER, plain	4	
69	WL700101	£0.25	WASHER, locking	4	
70	HN2005	£0.16	NUT, lamp attaching	4	
71	504806	£2.20	SLEEVE, plastic, protects lamp wiring	2	
72	600395	£1.60	GROMMET, harness	2	



Rear Tail Lamp Assembly

ill.	Part Number	Price Eea.	Description	Req.	Details
73	216045	£305.04	TAIL LAMP, RH	1	European models, except Germany from CR1, and France
	AEU1537	£305.04	TAIL LAMP, LH	1	
	215761	NCA	TAIL LAMP, RH	1	French models
	215762	NCA	TAIL LAMP, LH	1	
	TKC174	NCA	TAIL LAMP, RH	1	German models, From CR1
	TKC175	NCA	TAIL LAMP, LH	1	
	215249	NCA	TAIL LAMP, RH	1	North American models, To (b) 62020CC
	215250	NCA	TAIL LAMP, LH	1	
	217313	NCA	TAIL LAMP, RH	1	(b) 62021CC To (c) CF1
	217312	NCA	TAIL LAMP, LH	1	
	218870	£305.04	TAIL LAMP, RH	1	From (c) CF1
	218871	£305.04	TAIL LAMP, LH	1	
74	518037	£24.00	LENS, flasher, amber, RH	1	
	518047	£24.00	LENS, flasher, amber, LH	1	
75	518036	£21.90	LENS, stop/tail/reflex, red, RH	1	
	518046	£21.90	LENS, stop/tail/reflex, red, LH	1	
76	518038	£16.60	LENS, reverse, clear, RH	1	
	RTC281	£16.60	LENS, reverse, clear, LH	1	
	518038	£16.60	LENS, reverse, clear, RH	1	North American models, From (c) CF1
	RTC281	£16.60	LENS, reverse, clear, LH	1	
	518129	NCA	LENS, reverse, amber, RH	1	French models
	518131	NCA	LENS, reverse, amber, LH	1	
77	518130	NCA	LENS, side, amber RH	1	
	518130Z	£17.40	LENS, side, amber RH	1	
	518132	NCA	LENS, side, amber LH	1	aftermarket
	518132Z	£17.40	LENS, side, amber LH	1	
	518039	£18.70	LENS, side, red, RH	1	North American models
	518049	£18.70	LENS, side, red, LH	1	
78	518040	£2.60	GASKET, rear lens seating	2	
79	518040S	£3.50	GASKET, side lens seating	2	
80	518147	£0.47	SCREW, lens securing	20	
81	518042	£5.80	BULB HOLDER, indicator	2	
82	GLB382	£0.48	BULB, indicator, 21 watt	2	
83	518041	£6.30	BULB HOLDER, stop/tail	2	
84	GLB380	£0.48	BULB, stop/tail, 21/5 watt	2	

Rear Lamps TR6

85	518042	£5.80	BULB HOLDER, reverse	2	
86	GLB382	£0.48	BULB, reverse, 21 watt	2	
87	518043	NCA	BULB HOLDER, side repeater	2	North American models
88	GLB989	£0.90	BULB, side repeater, 5 watt	2	
89	152139	£3.50	GASKET, large, lamp to rear valance	2	
	152140	£2.40	GASKET, small, lamp to rear wing	2	

The rear lamp seating gaskets were supplied in different forms. Both as a one piece foam or as two separate items for side and rear. The two piece gasket is simply assembled using a suitable foam adhesive to form the required hand of gasket assembly).

90	HN2005	£0.16	NUT, rear lamp assembly	12	
91	WL700101	£0.25	WASHER, locking	12	
92	WM55	£0.30	WASHER, plain	12	

Reflector, North American Models (c) 52453 To CF1

93	155750	NCA	REFLECTOR	2	
94	629623	NCA	PLINTH	2	
95	DRC5432	£0.66	SCREW, reflector to body	2	

Number Plate Lamp, TR6 To (c) CR/CF1, Bumper Mounted

97	151954	£115.00	NUMBER PLATE LAMP	1	
98	518030	£61.60	COVER, chrome	1	
99	RMP316	£0.66	SCREW, cover to lamp base	2	alternative
	RMP316SS	£1.90	SCREW, cover to lamp base, stainless	2	
100	518031	£11.00	LENS, LH	1	
101	518032	£10.15	LENS, RH	1	
102	37H5452	£4.40	TERMINAL KIT, bulb socket	2	single contact
103	GLB207	£0.84	BULB, 5 watt	2	
104	215823	£8.80	GASKET, mounting	1	
105	17H5216	£1.04	SLEEVE, rubber	2	
106	WM55	£0.30	WASHER, plain	2	
107	WL700101	£0.25	WASHER, locking	2	
108	HN2005	£0.16	NUT	2	
109	061917	£0.80	GROMMET, in rear outer valance	1	
110	600399	£2.10	PLUG	1	

(In rear inner valance for cable access).

Number Plate Lamp, TR6 From (c) CR/CF1, Rear Valance Mounted

111	DRC276	£4.40	NUMBER PLATE LAMP	2	
112	GLB239	£0.80	BULB	2	
113	632043	£2.90	PLINTH, plastic, lamp to rear valance	2	
114	AK606021	£0.95	SPIRE NUT	4	
115	DRC5432	£0.66	SCREW, lamp attaching	4	
116	634570	£0.70	WASHER, fibre, screw to lamp	4	

Interior Lights TR6

Interior Lights, TR6 To (c) CR/CF1

117	BHA5138	£9.90	INTERIOR LAMP	1	on gearbox tunnel
118	27H3590	£8.60	COVER & LENS	1	
119	GLB239	£0.80	BULB	1	
120	717241	£34.20	PLINTH ASSEMBLY, untrimmed	1	1 painted
	717241	£34.20	PLINTH, untrimmed	1	
121	AD606063	£0.47	SCREW, plinth to tunnel	4	
122	FWP206	£0.43	CUP WASHER, screw to plinth	4	
123	AD604062	£0.47	SCREW, lamp to plinth	2	

Key Lamp, TR6 From (c) CP/CC50000

124	37H5181	£10.50	BULB HOLDER, claw fitting	1	(For screw-in bulb, MES type, with separate earth wire).
125	GLB987	£0.66	BULB, 2.2W, screw-in type	1	
126	627318	NCA	BRACKET, bulb holder to dash	1	
127	GHF421	£0.14	SCREW, self tapping, bracket/holder	1	
128	GHF701	£0.28	SPIRE NUT	1	

Courtesy Lamp, TR6 From (c) CR/CF1

129	UKC4187	£3.40	BULB HOLDER, sleeve fitting	1	(For bayonet bulb, (footwell lamp).
130	GLB281	£2.10	BULB, 2.0W, bayonet type	1	
132	GHF1101	NCA	BRACKET, bulb holder to dash	1	alternative

Glove Box Lamp, TR5, TR250, TR6

133	37H5181	£10.50	BULB HOLDER, claw fitting	1	(For screw-in bulb, MES type, with separate earth wire).
134	GLB987	£0.66	BULB, 2.2W, screw-in type	1	

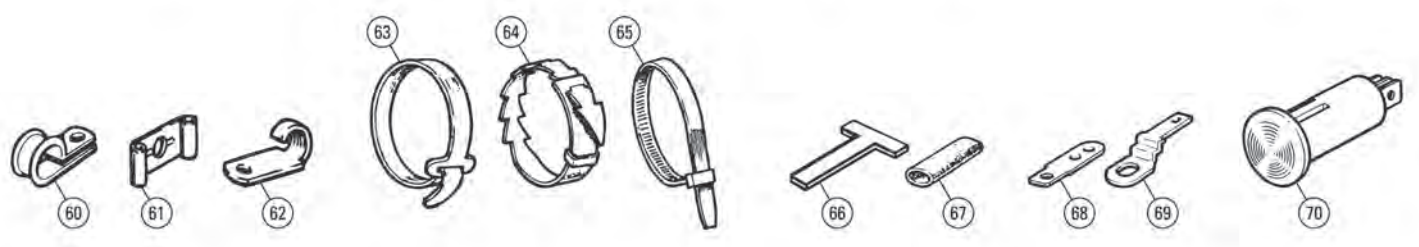
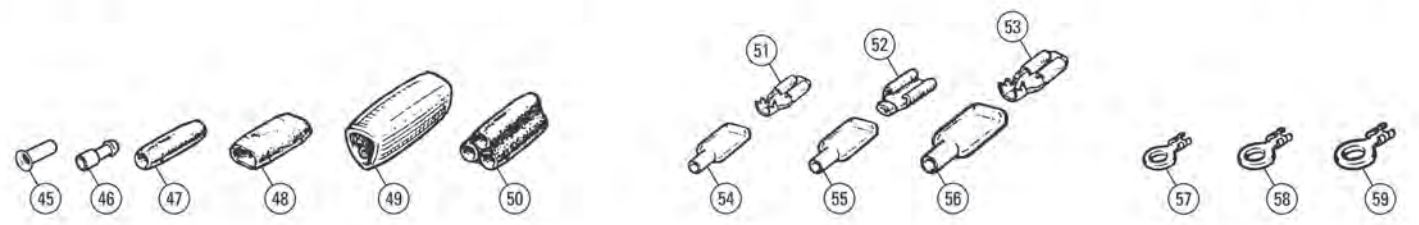
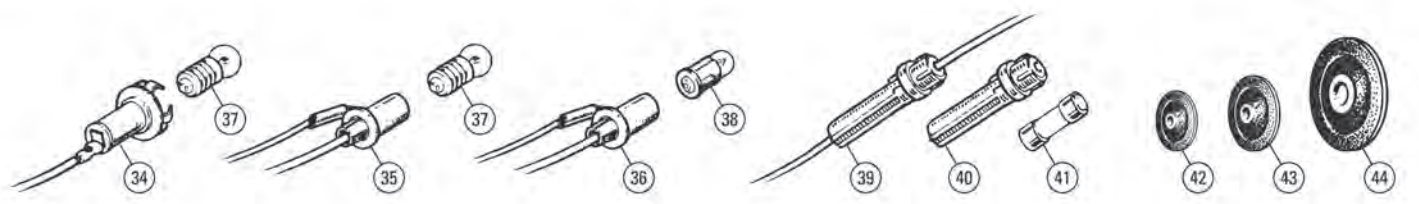
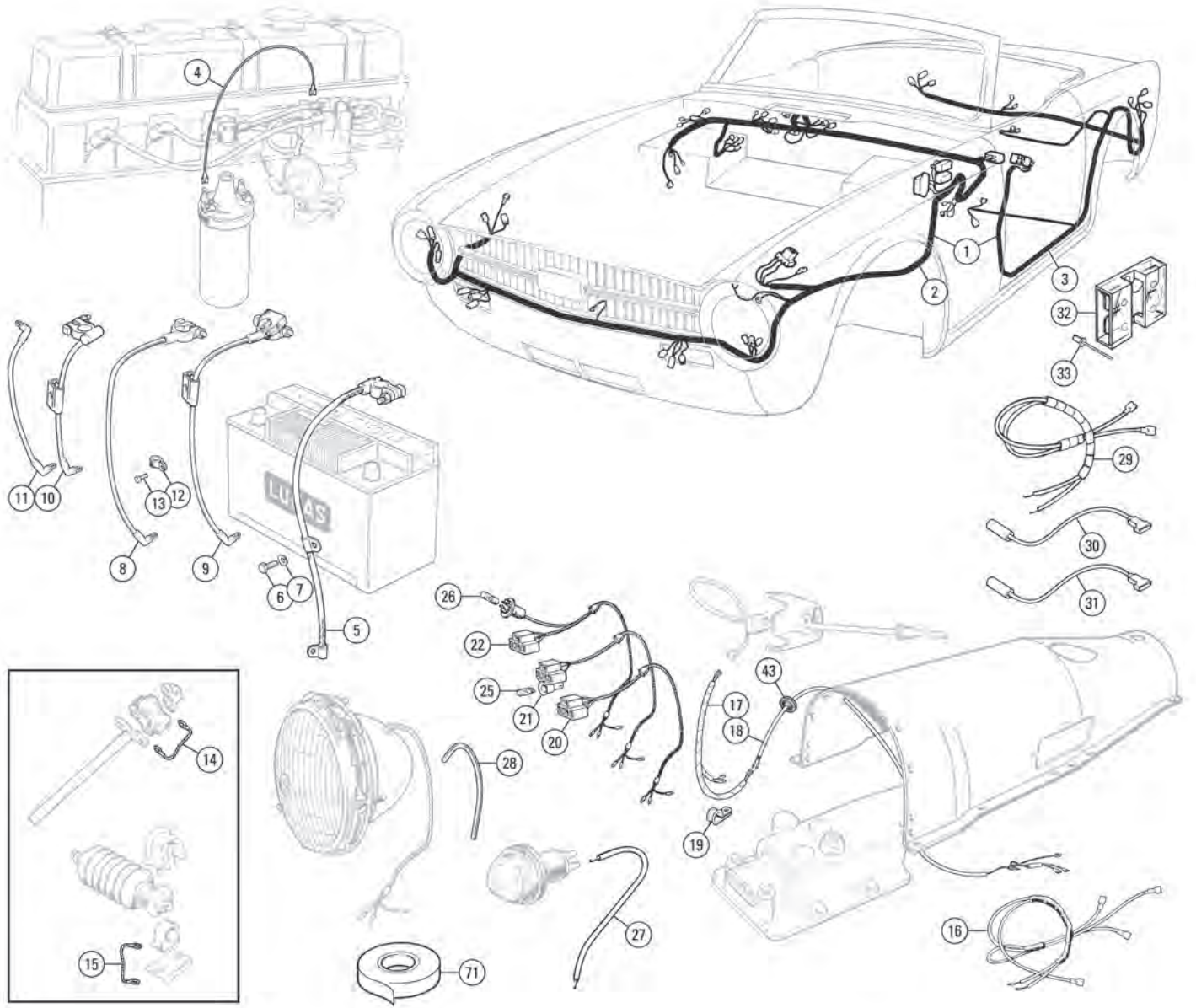
The glove box, footwell and key lamps are all supplied as part of the wiring loom. Their replacement will involve making safe and suitable electrical connections to the existing wiring harness assembly.

Heater Control

135	219139	NCA	LAMP & BEZEL, heater	1	
136	GLB286	£0.41	BULB	1	
137	PW506	NCA	SCREW	2	
138	WL700101	£0.25	WASHER, locking	2	

Boot Lamp

139	151353	£7.70	BOOT LAMP	1	
140	GLB256	£2.50	BULB, 3 watt	1	
141	AD606033	£0.66	SCREW, lamp to body	2	
142	GHF711	£0.28	CLIP, lamp to boot trim board	2	



Wiring Harness & Fittings

Main Harness, RHD Models

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	TP59C	£343.50	FULL LOOM ASSEMBLY	1	TR5
	TP57C	£336.00	FULL LOOM ASSEMBLY	1	TR6 From (c) CP50001 To CR1
2	308497	NCA	MAIN HARNESS ASSEMBLY	1	TR5
	308796	£308.60	MAIN HARNESS ASSEMBLY	1	TR6 To (c) CP50000
	311310	NCA	MAIN HARNESS ASSEMBLY	1	TR6 From (c) CP50001 To (b) 51398CP
	311715	£306.00	MAIN HARNESS ASSEMBLY	1	TR6 From (b) 51399CP To (c) CR1
	RKC571	£298.90	MAIN HARNESS ASSEMBLY	1	TR6 From (c) CR1

Main Harness, LHD Models

	308496X	£337.00	MAIN HARNESS ASSEMBLY	1	TR5
	308795	£308.60	MAIN HARNESS ASSEMBLY	1	TR6 To (c) CP50000
	311311	£295.00	MAIN HARNESS ASSEMBLY (With inertia switch provision).	1	TR6 From (c) CP50001 To (c) CR1
	RKC572	£298.90	MAIN HARNESS ASSEMBLY	1	TR6 From (c)

Body Harness

3	214910	NCA	BODY HARNESS ASSEMBLY	1	TR5
	215413	£68.86	BODY HARNESS ASSEMBLY	1	TR6 To (c) CR1
	218949	£69.00	BODY HARNESS ASSEMBLY	1	TR6 From (c) CR1

Battery Cables And Low Tension Lead

4	125957	£0.60	LEAD, LT, coil to distributor (2 female Lucar end terminals).	1	TR5, TR250 TR6 To (c) CR1/CF1
	518688	£0.80	LEAD, LT, coil to distributor, (1 female & 1 male Lucar end terminal).	1	TR6 From (c) CR1, CF1
5	516508	£24.00	CABLE, battery, negative, earth (As opposed to the early TR's which used a cable to earth the engine to the chassis. TR5's and TR6's used battery cable, part no. 516508, to earth to the bulkhead).	1	
6	SH605051	£1.00	SCREW, earth cable to bulkhead	1	
7	GHF332	£0.40	WASHER, locking	1	
8	517081	£20.60	CABLE, battery, positive	1	TR5, TR6 To (c) CR1
9	159805	£23.80	CABLE, battery, positive	1	TR6 From (c) CR1
10	142591	£13.00	CABLE, battery, positive	1	TR250
11	131114	£11.50	CABLE, solenoid to starter	1	
12	PCR811	£1.21	'P' CLIP, insulated, positive cable	1	
13	HU706P	£1.06	SCREW, clip securing	1	

Earth Cables

14	130581	£2.20	CABLE, earth, steering column coupling	1	
15	134301	£2.40	CABLE, earth, steering rack to chassis	1	TR5, TR6 To (c) CR5000

Gearbox Looms

16	147777	£10.40	LOOM, reverse light operation on g/box	1	
17	148696	£18.80	LOOM, overdrive, on body	1	'A' type overdrive
	UKC345	£10.40	LOOM, overdrive, on body	1	'J' type overdrive
18	131339	£21.60	LOOM, overdrive, on gearbox	1	'A' type overdrive
	UKC344	£19.20	LOOM, overdrive, on gearbox	1	'J' type overdrive
19	CP110125	£1.10	'P' CLIP, loom to gearbox top cover	1	

Lamp Harness And Cables

20	BAU2110	£6.00	HARNESS, sealed beam headlamp	2	
21	BAU2111	£11.74	HARNESS, sealed beam headlamp	2	with pilot
22	27H5976	£10.50	HARNESS, sealed beam headlamp	2	
25	GLB501	£0.77	BULB, pilot, capless type	2	fits BAU2111
26	GLB233	£0.83	BULB, pilot, bayonet fitment type	2	fits 27H5976
27	108647	£1.00	CABLE, red, (side lamp to main loom)	a/r	
	108648	£0.50	CABLE, green, (flasher to main loom)	a/r	TR5, TR250 cut to length
	108649	£0.60	CABLE, black, (lamp unit body earth)	a/r	
28	504806	£2.20	PVC SLEEVING, for above cables	a/r	cut to length

Miscellaneous Cables

29	155712	NCA	CABLE, extension, ignition switch	1	TR5, TR6 To (c) CP50000, when steering lock is fitted
30	149967	NCA	CABLE, extension, brake PDWA	1	TR5, TR6 To (c) CP50000, LHD

Windscreen Washer Lead

31	159370	NCA	LEAD, windscreen washer	1	TR6 From (c) CR1
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Wiring Harness Connector Block

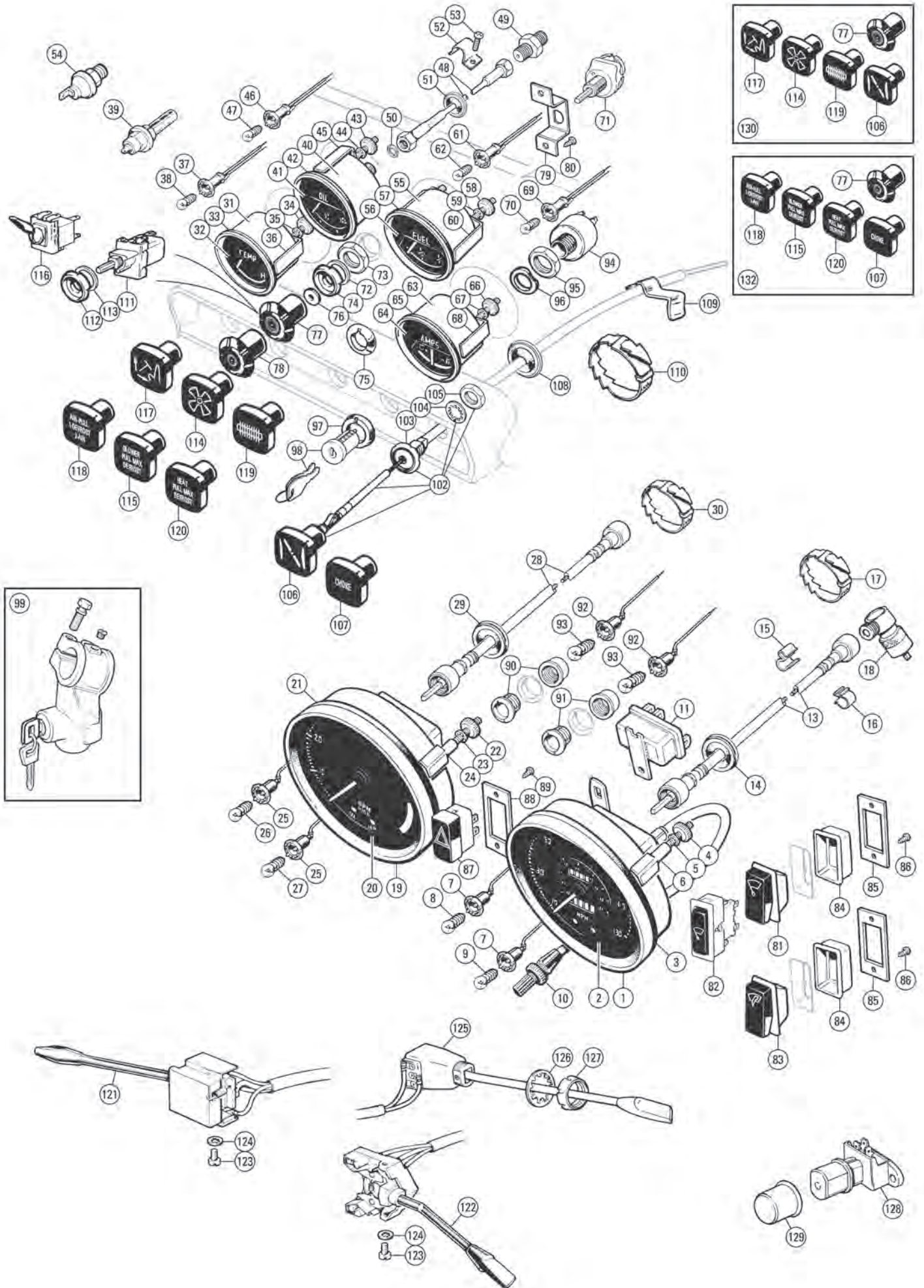
32	150640	£16.00	CONNECTOR BLOCK, loom	1	TR5, TR250,
33	552522	£0.64	RIVET, 'Pop' type, connector block	2	TR6 To (c) CR1/CF1

Connectors And Fittings

34	AEU1313A	NCA	BULB HOLDER, claw type, screw-in bulb	a/r	MES type, self earthing
	37H5181	£10.50	BULB HOLDER, claw type, screw-in bulb (Glove box & key lamp).	a/r	MES type, separate earth
35	13H1927	£5.40	BULB HOLDER, sleeve type, push-in bulb	a/r	MES type
36	UKC4187	£3.40	BULB HOLDER, sleeve type (Bayonet bulb, footwell lamp).	a/r	TR6 From (c) CR1, BA7 type
37	GLB987	£0.66	BULB, 2.2W, screw-in type (Glove box lamp).	a/r	fits MES type bulb holder
38	GLB281	£2.10	BULB, 2.0W, bayonet type, footwell lamp	a/r	fits BA7 type bulb holder
39	UKC4446	£2.05	INLINE FUSE HOLDER	a/r	inc. wires, terminals & spring
40	UKC4446	£2.05	FUSE HOLDER ONLY	a/r	
41	GFS3005	£2.16	FUSE, 5 amp, pack of five fuses	a/r	
	GFS3010	£2.16	FUSE, 10 amp, pack of five fuses	a/r	
	GFS3015	£2.16	FUSE, 15 amp, pack of five fuses	a/r	in line headlamp main beam
	GFS3020	£1.62	FUSE, 20 amp, pack of five fuses	a/r	
	GFS3025	£3.00	FUSE, 25 amp, pack of five fuses	a/r	in line cigar lighter
	GFS3035	£2.16	FUSE, 35 amp, pack of five fuses	a/r	
	GFS3050	£1.75	FUSE, 50 amp, pack of five fuses	a/r	
42	061917	£0.80	GROMMET (Harness to front side repeater lamps).	2	TR5, TR250
	061917	£0.80	GROMMET, harness to number plate (Harness to number plate lamp, outer valance).	1	TR6 To (c) CR1/CF1
	061917	£0.80	GROMMET, screen washer tubing	1	TR5, TR250
43	600395	£1.60	GROMMET (Harness to rear side repeater lamps).	2	TR6
	600395	£1.60	GROMMET (Harness to front side repeater lamps).	2	TR6
	600395	£1.60	GROMMET, harness to number plate (Harness to number plate lamp, inner valance).	2	TR5
	600395	£1.60	GROMMET, harness to number plate (Harness to number plate lamp, inner valance).	1	TR6 To (c) CR1/CF1
	602037	£1.60	GROMMET, gearbox harness	1	through tunnel
44	600400W	£1.60	GROMMET, main harness	1	through dash
45	003632	£0.55	BULLET CONNECTOR, male	a/r	soldered type
	GHF2200	£0.77	BULLET CONNECTOR, male	a/r	soldered type alternative
46	MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
	MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
	MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
	MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
47	104618	£0.43	CONNECTOR, female, single line	a/r	2 way
48	RTC603A	£0.64	CONNECTOR, female, double line	a/r	4 way common contacts
49	BHA4460	£7.00	CONNECTOR, female, triple line	a/r	6 way
50	2H4992	£7.90	CONNECTOR, female, triple line	a/r	6 way Insulated contacts
51	13H2050	£0.94	CONNECTOR, Lucar, 3/16" wide	a/r	6 amp
52	RTC220A	£0.53	CONNECTOR, Lucar, 1/4" wide	a/r	17.5 amp
53	47H5419	£0.82	CONNECTOR, Lucar, 3/8" wide	a/r	35 amp
54	BMK449	NCA	INSULATOR, for 3/16" Lucar connector	a/r	
55	511269	£0.70	INSULATOR, for 1/4" Lucar connector	a/r	
56	515399	£0.50	INSULATOR, for 3/8" Lucar connector	a/r	
57	17H5287	£0.70	EYELET, 3/16" hole	a/r	
58	2H4528	NCA	EYELET, 1/4" hole	a/r	
59	13H625	£0.72	EYELET, 5/16" hole	a/r	
60	PCR809	£1.10	'P' CLIP, fuse holder attaching	a/r	
61	236336A	NCA	CLIP, holding fuse holder to edge	a/r	
62	236366A	£5.60	CLIP, earthing lead	a/r	head, side and flasher lamps
63	AHH7108	NCA	CLIP, aluminium band type	a/r	
64	13H6107	£2.26	CABLE TIE, 'fir tree' type	a/r	
65	GHF1265	£0.13	CABLE TIE, ratchet type, 9cm long	a/r	
	GHF1266	£0.28	CABLE TIE, ratchet type, 13cm long	a/r	
	GHF1267	£0.28	CABLE TIE, ratchet type, 22cm long	a/r	
	GHF1268	£0.55	CABLE TIE, ratchet type, 31cm long	a/r	
66	603559	£1.04	LOOM TAG, welded to bodywork	a/r	
67	503213	NCA	INSULATING SLEEVE, on loom tag	a/r	
68	123759	NCA	EARTH TAG, Lucar	a/r	welded to body panels
69	123759	NCA	EARTH TAG, Lucar	1	screwed to wiper motor mount
70	AAU4824Z	£3.90	WARNING LAMP, side lamps	1	Italy only, as fitted

Consumables

71	MQC1001	£4.00	LOOM TAPE, black	a/r	
	MQC1000	£8.70	LOOM TAPE, blue	a/r	



Instruments & Switches

TR5, TR250, TR6 To (c) CR1/CF1

Speedometer

Pi models were originally fitted with axles that had a 3.45:1 ratio and mated with 165 section tyres. Carburettor models were fitted with a 3.7:1 axle ratio & 185 section tyres. Both parameters need to be correct to obtain an accurate speedometer reading.

Ill.	Part Number	Price Ea.	Description	Req.	Details
1	214427R	£107.10	SPEEDOMETER, 'MPH', (SN6409/06)	1	3.45:1 rear axle, (Reconditioned/exchange).
	214428R	NCA	SPEEDOMETER, 'KPH', (SN6409/07)	1	3.45:1 rear axle, (Reconditioned/exchange).
	214431R	NCA	SPEEDOMETER, 'MPH', (SN6409/10)	1	3.7:1 rear axle, (Reconditioned/exchange).
	214432R	NCA	SPEEDOMETER, 'KPH' (SN6409/11)	1	3.7:1 rear axle, (Reconditioned/exchange).
2	502268F	£6.30	GLASS, flat, 5" diameter	1	
3	502268G	£1.43	GASKET, rubber, speedometer	1	
4	17H1304	£1.31	NUT, thumb, 4mm thread	2	
5	WL700081	£1.30	WASHER, shakeproof	2	
6	620847	NCA	STRAP, instrument retaining	2	
7	13H1924	£4.40	BULB HOLDER	2	instrument
8	GLB987	£0.66	BULB, 2.2 watt	1	illumination
9	GLB987	£0.66	BULB, 2.2 watt	1	high beam & indicator warning lights
10	159738	NCA	CABLE, trip meter reset, speedometer	1	
11	BHA4602	£17.90	VOLTAGE STABILISER, +ve	1	
	148876A	£17.20	VOLTAGE STABILISER, -ve	1	
13	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	RHD with overdrive
	GSD114	£12.90	SPEEDOMETER CABLE, 66"	1	RHD without overdrive
	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	LHD
(The 69" long speedometer cable is the one preferred for RHD cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging and to maintain the correct curvature).					
14	602037	£1.60	GROMMET, speedometer cable	2	
15	616312	£1.52	CLIP, cable to chassis	1	
16	148820	£1.26	CLIP, cable to chassis	1	TR6 without overdrive, LHD
17	RTC222A	NCA	CLEAT, securing cable	1	
18	120694	£43.40	DRIVE, angled	1	

Tachometer

19	214263R	£97.50	TACHOMETER, (RN2413/00A)	1	reconditioned/exchange
20	502268F	£6.30	GLASS, flat	1	
21	502268G	NCA	GASKET, rubber, speedometer	1	
22	17H1304	£1.31	NUT, thumb, instrument retaining	2	
23	WL700081	£1.30	WASHER, shakeproof	2	
24	620847	NCA	STRAP, instrument retaining	2	
25	13H1924	£4.40	BULB HOLDER	2	instrument
26	GLB987	£0.66	BULB, 2.2 watt, instrument illumination	1	illumination
27	GLB987	£0.66	BULB, 2.2 watt	1	ignition and oil pressure warning lights
28	144370	£14.00	TACHOMETER CABLE, 42"	1	RHD
	UKC2873	£15.00	TACHOMETER CABLE, 48", (easier to fit)	1	
	UKC2873JH	£17.90	TACHOMETER CABLE, 36", (easier to fit)	1	LHD
29	602037	£1.60	GROMMET, tachometer cable	1	
30	RTC222A	NCA	CLEAT, securing cable	1	
	13H6107	£2.26	CLEAT, securing cable, larger	1	

Small Instruments

31	147963R	NCA	TEMPERATURE GAUGE, (BT2215/00)	1	scale in centigrade (Reconditioned/exchange).
32	502269F	£5.80	GLASS, flat, 2" diameter	1	
33	17H1642	£0.66	'O' RING, instrument to dash seating	1	
34	17H1304	£1.31	NUT, thumb, instrument retaining	1	
35	WL700081	£1.30	WASHER, shakeproof	1	
36	AJH5187	£9.00	STRAP, instrument retaining	1	
37	13H1927	£5.40	BULB HOLDER	2	instrument
38	GLB987	£0.66	BULB, 2.2 watt	1	illumination
39	GTR108	£6.50	SENDER UNIT, water temperature	1	Screwed into thermostat and water pump housing
40	147960R	£108.30	OIL PRESSURE GAUGE, (PL2302/33)	1	
	147960R	£108.30	OIL PRESSURE GAUGE, (PL2302/33)	1	scale in lbs. & kilos (Reconditioned/exchange).
41	502269F	£5.80	GLASS, flat, 2" diameter	1	
42	17H1642	£0.66	'O' RING, instrument to dash seating	1	
43	17H1304	£1.31	NUT, thumb, instrument retaining	1	
44	WL700081	£1.30	WASHER, shakeproof	1	
45	AJH5187	£9.00	STRAP, instrument retaining	1	

46	13H1927	£5.40	BULB HOLDER	1	instrument
47	GLB987	£0.66	BULB, 2.2 watt	1	illumination
48	149867	£20.00	PIPE, nylon, oil pressure, engine to gauge	1	Pi. Models
	138308	£27.00	PIPE, nylon, oil pressure, engine to gauge	1	Carburettor models
49	143943	£9.90	ADAPTOR, oil pressure pipe to engine	1	Pi models
50	2K4936	£0.30	WASHER, leather, sealing pipe to gauge	1	
51	600395	£1.60	GROMMET, oil pressure pipe	1	
52	059380	£2.50	CLIP, securing pipe to bulkhead	1	
53	AB610031	£0.30	SCREW, self tapping, retaining clip	1	
54	GPS117	£6.00	OIL PRESSURE SWITCH	1	
	TT2998	£31.00	OIL PRESSURE SWITCH	1	uprated to 20 psi
55	147961R	£63.40	FUEL GAUGE, (BF2221/00)	1	reconditioned/exchange
56	502269F	£5.80	GLASS, flat, 2" diameter	1	
57	17H1642	£0.66	'O' RING, instrument to dash seating	1	
58	17H1304	£1.31	NUT, thumb, instrument retaining	1	
59	WL700081	£1.30	WASHER, shakeproof	1	
60	AJH5187	£9.00	STRAP, instrument retaining	1	
61	13H1927	£5.40	BULB HOLDER	1	instrument
62	GLB987	£0.66	BULB, 2.2 watt	1	illumination
63	151272R	NCA	AMMETER, (Lucas 36427)	1	reconditioned/exchange
64	502269F	£5.80	GLASS, flat, 2" diameter	1	
65	17H1642	£0.66	'O' RING, instrument to dash seating	1	
66	17H1304	£1.31	NUT, thumb, instrument retaining	1	
67	WL700081	£1.30	WASHER, shakeproof	1	
68	AJH5187	£9.00	STRAP, instrument retaining	1	
69	13H1927	£5.40	BULB HOLDER	1	instrument
70	GLB987	£0.66	BULB, 2.2 watt	1	illumination

Dash Switches And Warning Lamps

71	BHA4278	£26.90	SWITCH, rheostat, illumination lights	1	
72	128088	NCA	WASHER, locking	1	
73	510368	NCA	NUT, switch to bracket	1	
74	609792	£4.90	BEZEL	1	early TR5, TR250
75	143537	NCA	BEZEL	1	late TR5, TR250, TR6
76	059445	NCA	WASHER	1	
77	621726	£3.80	KNOB, instrument light rheostat, pictorial	1	TR5, TR250, TR6 To (c)
79	621794	NCA	BRACKET, switch to dash rear	1	
80	TW402	NCA	SCREW, wood, bracket to dash rear	2	
81	148410	NCA	SWITCH, rocker, windscreen wiper (3 terminal, clear-hooters).	1	TR5, TR250
	151431	NCA	SWITCH, rocker, windscreen wiper (4 terminal, clear-hooters).	1	TR6 European models, NAS models To CF75000
82	13H7761	£51.20	SWITCH, rocker, windscreen wiper (4 terminal, 'Lucas').	1	TR6 NAS models From CF75001

Note: The original 'Clear-Hooters' wiper switches (item number 81: Part Nos: 148410 & 151431) are no longer available. They should be replaced with the 'Lucas' type, item no. 82. These are not a direct fit and the metal dashboard backing will require minor modification to fit.

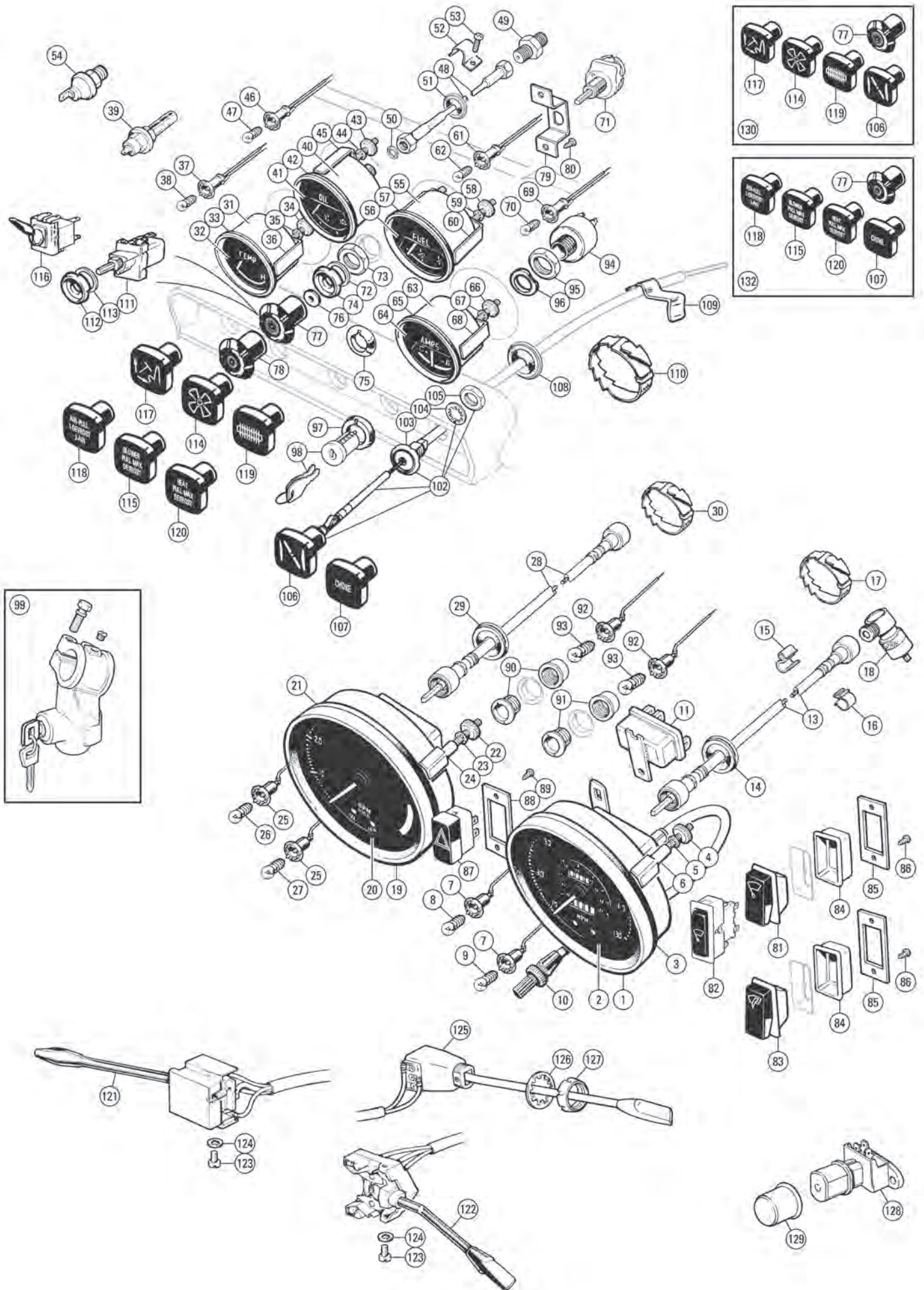
83	148418	NCA	SWITCH, rocker, windscreen washer	1	TR6 European models, NAS models To CF75000
	158452	£30.60	SWITCH, rocker, windscreen washer	1	TR6 NAS models From CF75001

Note: The original 'Clear-Hooters' washer switch (item No: 83 - Part No: 148418) is also no longer available. Use 'Lucas' type (Part No: 158452).

84	148437	NCA	ESCUTCHEON, rocker switch	2	switches clear-hooters
85	621827	NCA	PLATE, switch to dash	2	
86	TW402	NCA	SCREW, wood, plate to dash rear	4	
87	148401	NCA	SWITCH, rocker, hazard flashers (Lucas no. 35857A).	1	TR5, TR250, TR6 To (c) CP75000/CC75000, LHD
	156044	£55.50	SWITCH, rocker, hazard flashers (Lucas no. 39665).	1	TR6 From (c) CP75001/CC75001, LHD

Note: 148401 is no longer available, please use 156044 as an alternative. The 156044 is not as per the original and the dashboard will need slight modification to fit.

88	622280	NCA	PLATE, switch to dash	1	TR5, TR250, TR6 To (c) CP75000/CC75000, LHD
	622230	NCA	PLATE, switch to dash	1	TR6 From (c) CP75001/CC75001, LHD
89	TW402	NCA	SCREW, wood, plate to dash rear	4	
90	148830	NCA	WARNING LAMP, hazard flasher	1	
91	148830	NCA	WARNING LAMP, brake PDWA	1	LHD
92	13H1924	£4.40	BULB HOLDER, instrument illumination	2	
93	GLB987	£0.66	BULB, 2.2 watt, warning lights	1/2	
94	127651	£15.20	SWITCH, ignition & starter (Lock barrel & keys not included).	1	
95	510369	NCA	NUT, ignition switch	1	TR5, TR250, TR6 To
96	128087	NCA	WASHER, waved	1	(c) CP50000/CC50000



Instruments & Switches (Continued)

Ignition Switches And Locks

ill.	Part Number	Price Eea.	Description	Req.	Details
97	609793	NCA	BEZEL, ignition switch	1	TR5, TR250, TR6 To
98	24G1345	£9.00	LOCK BARREL, with 2 keys	1	(c) CP50000/CC50000
99	Please refer to page 102 for full details of steering column locks.				

Choke Cable

102	214888	£112.90	CHOKE CABLE, pictorial type knob	1	European models
	214672	£39.20	CHOKE CABLE, pictorial type knob	1	North American models To (c) CC75000
	218301	£112.90	CHOKE CABLE, written type knob	1	North American models From (c) CC75001
103	618946	£4.20	BEZEL, on choke cable	1	
104	GHF325	£0.50	WASHER, shakeproof	1	
105	515789	NCA	NUT, locking	1	
106	712907	£4.50	KNOB, choke, pictorial type	1	
107	725373	£4.30	KNOB, choke, written type	1	alternative
108	061917	£0.80	GROMMET, cable through bulkhead	1	
109	516962A	£0.56	CLIP, outer cable to metering unit	1	
110	13H6107	£2.26	CLEAT, 'fir tree type' (Choke cable to injector pipes).	1	

Heater Switch And Knobs

111	BHA4578	£24.40	SWITCH, heater control, pull type	1	
112	609792	£4.90	BEZEL, for heater switch	1	
113	128089	NCA	WASHER, under knob	1	
114	712911	£4.50	KNOB, heater fan	1	
115	725371	£4.30	KNOB, heater switch, written type	1	alternatives
116	BCA4294	£11.70	SWITCH, heater control, toggle type	1	
117	712909	£4.50	KNOB, air distribution, pictorial type	1	alternatives
118	725370	£4.30	KNOB, air distribution, written type	1	
119	712903	£4.50	KNOB, heater control, pictorial type	1	alternatives
120	725372	£4.30	KNOB, heater control, written type	1	

Note: For heater assembly and controls see Heating & Ventilation.

Column Switches

121	LU35783	£60.00	SWITCH ASSEMBLY, lighting	1	RHD
	LU35782	£60.00	SWITCH ASSEMBLY, lighting	1	LHD
122	158966	£36.00	SWITCH ASSEMBLY, indicator	1	
123	TP402	£0.60	SCREW, switch attaching	4	
124	WE604	NCA	WASHER, shakeproof	4	
125	147280	£43.20	SWITCH, overdrive	1	RHD
	147281	£43.20	SWITCH, overdrive	1	LHD
126	WN715	NCA	WASHER, shakeproof, internal	1	
127	609792	£4.90	BEZEL NUT, overdrive switch	1	

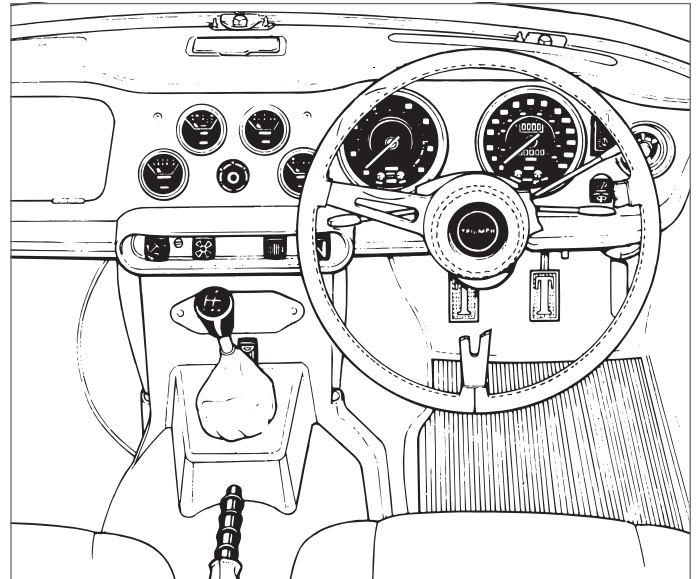
Headlamp Dip Switch

128	RTC432A	£12.10	DIP SWITCH, floor mounted	1	
129	RTC432CAP	NCA	RUBBER CAP, dip switch	1	

Note: For mounting details of the dip switch see page 139.

Dash Knob Sets

130	GKS6005X	£26.00	DASH KNOB SET	1	European models,
77	621726	£3.80	KNOB, instrument light rheostat, pictorial	1	TR5,
106	712907	£4.50	KNOB, choke, pictorial type	1	TR6 To (c) CP50000,
114	712911	£4.50	KNOB, heater switch, pictorial type	1	North American models,
117	712909	£4.50	KNOB, air distribution, pictorial type	1	TR250,
119	712903	£4.50	KNOB, heater control, pictorial type	1	TR6 To (c) CC50000
132	GKS6006X	£20.80	DASH KNOB SET	1	
78	621726	£3.80	KNOB, instrument light rheostat, pictorial	1	North American models,
107	725373	£4.30	KNOB, choke, written type	1	TR6 From (c) CP75001
115	725371	£4.30	KNOB, heater switch, written type	1	To CF1 and CR1 On
118	725370	£4.30	KNOB, air distribution, written type	1	
120	725372	£4.30	KNOB, heater control, written type	1	



Speedometer Re-calibration

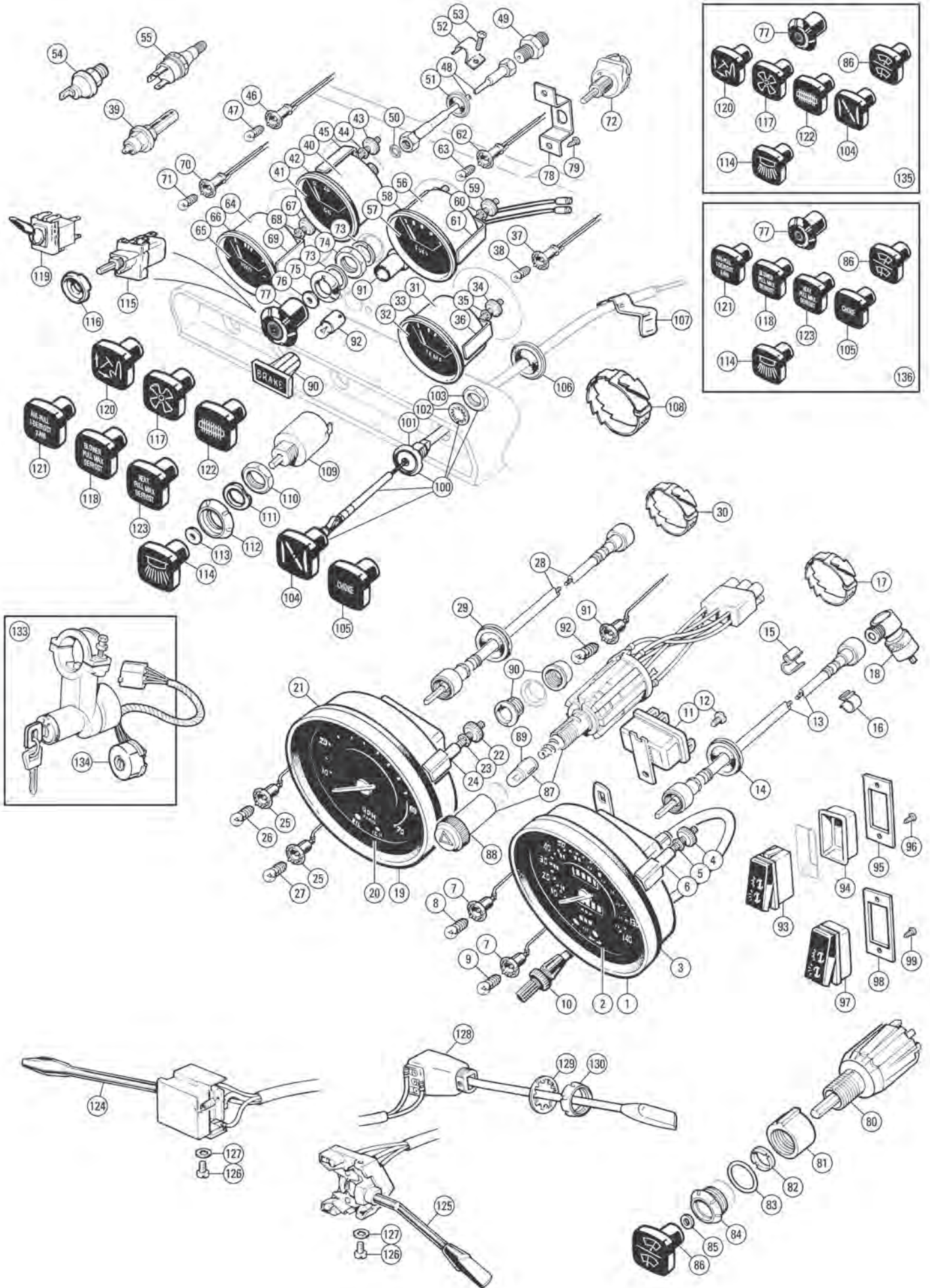
To have a speedometer recalibrated - the following exercise is all you need to do to supply the information we need.

- 1) Disconnect Flexible Drive from instrument end.
- 2) Jack up 1 (one) driving wheel. (Do not jack up both driving wheels!).
- 3) Mark tyre with chalk line, masking tape, or similar.
- 4) Mark body or chassis with a line corresponding to the line on the tyre.
- 5) Turn road wheel exactly 20 times whilst an assistant counts the number of turns the inner speedometer cable makes, to the nearest 1/8 of a turn. (To facilitate ease of counting a cardboard arrow can be made and pressed into the end of the inner cable).
- 7) Note make and size of tyres on the driving wheels.

You need to know:

- a) Number of turns of inner cable for 20 turns of drive wheel.
- b) Make and size of drive wheel tyre.
- c) Make and part number of speedometer (on instrument face).

Note: Please also ensure to tell us if the vehicle has a limited slip differential fitted.



Instruments & Switches TR6 From (c) CR1

Speedometers

Pi models were originally fitted with axles that had a 3.45:1 ratio and mated with 165 section tyres. Carburettor models were fitted with a 3.7:1 axle ratio & 185 section tyres. Both parameters need to be correct to obtain an accurate speedo reading.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	218831R	NCA	SPEEDOMETER, MPH, (SN6411/04) (Reconditioned/exchange).	1	3.45:1 rear axle
	218832R	NCA	SPEEDOMETER, KPH, (SN6411/05) (Reconditioned/exchange).	1	3.45:1 rear axle
	TKC2139R	NCA	SPEEDOMETER, KPH, (SN6411/09) (Reconditioned/exchange).	1	Australia, 3.45:1 rear axle
	218827R	NCA	SPEEDOMETER, MPH, (SN6411/06) (Reconditioned/exchange).	1	3.7:1 rear axle
	TKC2426R	NCA	SPEEDOMETER, MPH, (SN6411/11) (Reconditioned/exchange).	1	3.7:1 rear axle
	218828R	NCA	SPEEDOMETER, KPH, (SN6411/07) (Reconditioned/exchange).	1	3.7:1 rear axle
2	502268F	£6.30	GLASS, flat, 5" diameter	1	
3	502268G	£1.43	GASKET, rubber, speedometer	1	
4	17H1304	£1.31	NUT, thumb, instrument retaining	2	
5	WL700081	£1.30	WASHER, shakeproof	2	
6	620847	NCA	STRAP, instrument retaining	2	
7	13H1924	£4.40	BULB HOLDER,	2	instrument
8	GLB987	£0.66	BULB, 2.2 watt, instrument illumination	2	illumination
9	GLB987	£0.66	BULB, 2.2 watt	2	high beam and indicator warning lights
10	159738	NCA	CABLE, trip meter reset, speedometer	1	
11	BHA4602	£17.90	VOLTAGE STABILISER, +ve	1	
	148876A	£17.20	VOLTAGE STABILISER, -ve	1	
12	AB604032	£0.77	SCREW, stabiliser to instrument	1	
13	GSD109	£12.00	SPEEDOMETER CABLE, 63"	1	RHD, with overdrive
	GSD114	£12.90	SPEEDOMETER CABLE, 66"	1	RHD, without overdrive
	GSD169	£13.40	SPEEDOMETER CABLE, 69"	1	LHD

The 69" long speedometer cable is the one preferred for RH steering cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging and to maintain the correct curvature.

14	602037	£1.60	GROMMET, speedometer cable	1	
15	616312	£1.52	CLIP, cable to chassis	1	
16	148820	£1.26	CLIP, cable to chassis	1	LHD, without overdrive
17	RTC222A	NCA	CLEAT, securing cable	1	
18	120694	£43.40	DRIVE, angled	1	

Tachometer

19	218833R	£57.90	TACHOMETER, (RN2414/00A) (Reconditioned/exchange).	1	
20	502268F	£6.30	GLASS, flat	1	
21	502268G	£1.43	GASKET, rubber, speedometer	1	
22	17H1304	£1.31	NUT, thumb, instrument retaining	2	
23	WL700081	£1.30	WASHER, shakeproof	2	
24	620847	NCA	STRAP, instrument retaining	2	
25	13H1924	£4.40	BULB HOLDER	2	instrument
26	GLB987	£0.66	BULB, 2.2 watt, instrument illumination	2	illumination
27	GLB987	£0.66	BULB, 2.2 watt	2	ignition & oil pressure warning lights
28	144370	£14.00	TACHOMETER CABLE, 42"	1	RHD
	UKC2873	£15.00	TACHOMETER CABLE, 48", (easier to fit)	1	
	UKC2873JH	£17.90	TACHOMETER CABLE, 36", (easier to fit)	1	LHD
29	602037	£1.60	GROMMET, tachometer cable	1	
30	RTC222A	NCA	CLEAT, securing cable	1	
	13H6107	£2.26	CLEAT, securing cable, larger	1	

Small Instruments

31	159606R	£94.90	TEMPERATURE GAUGE, (BT2230/00) (Reconditioned/exchange)	1	
	159606BEZ	NCA	BEZEL, chrome	1	
32	502269F	£5.80	GLASS, flat, 2" diameter	1	
33	17H1642	£0.66	'O' RING, instrument to dash seating	1	
34	17H1304	£1.31	NUT, thumb, instrument retaining	1	
35	WL700081	£1.30	WASHER, shakeproof	1	
36	AJH5187	£9.00	STRAP, instrument retaining	1	
37	13H1927	£5.40	BULB HOLDER, instrument illumination	1	
38	GLB987	£0.66	BULB, 2.2 watt, instrument illumination	1	
39	GTR108	£6.50	SENDER UNIT, water temperature	1	screwed into thermostat and water pump housing
40	159608R	£61.20	OIL PRESSURE GAUGE, (PL2319/00) (Reconditioned/exchange).	1	

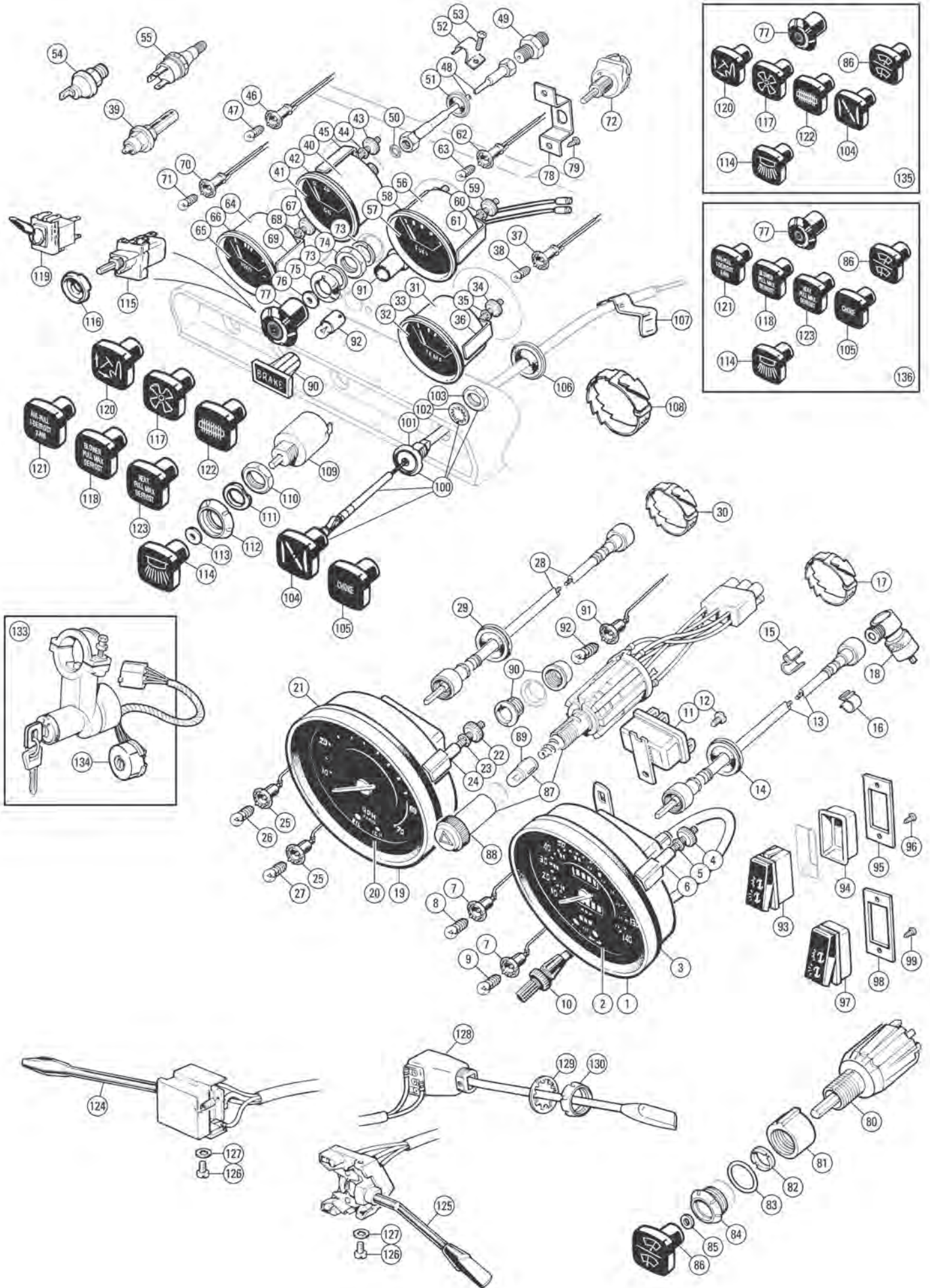
	159606BEZ	NCA	BEZEL, chrome	1	
41	502269F	£5.80	GLASS, flat, 2" diameter	1	
42	17H1642	£0.66	'O' RING, instrument to dash seating	1	
43	17H1304	£1.31	NUT, thumb, instrument retaining	1	
44	WL700081	£1.30	WASHER, shakeproof	1	
45	AJH5187	£9.00	STRAP, instrument retaining	1	
46	13H1927	£5.40	BULB HOLDER	1	instrument
47	GLB987	£0.66	BULB, 2.2 watt, instrument illumination	1	illumination
48	149867	£20.00	PIPE, nylon, oil pressure, engine to gauge	1	Pi models
	138308	£27.00	PIPE, nylon, oil pressure, engine to gauge	1	Carburettor models
49	143943	£9.90	ADAPTOR, oil pressure pipe to engine	1	
50	2K4936	£0.30	WASHER, leather	1	
51	600395	£1.60	GROMMET, oil pressure pipe	1	
52	059380	£2.50	CLIP, securing pipe to bulkhead	1	
53	AB610031	£0.30	SCREW, self tapping, retaining clip	1	
54	GPS117	£6.00	OIL PRESSURE SWITCH	1	From (c) CR1
	TT2998	£31.00	OIL PRESSURE SWITCH	1	uprated To 20 psi
55	GPS113	£22.60	OIL PRESSURE SWITCH	1	From (c) CF1
56	159604R	£94.90	FUEL GAUGE, (BF2232/00) (Reconditioned/exchange).	1	
	159606BEZ	NCA	BEZEL, chrome	1	
57	502269F	£5.80	GLASS, flat, 2" diameter	1	
58	17H1642	£0.66	'O' RING, instrument to dash seating	1	
59	17H1304	£1.31	NUT, thumb, instrument retaining	1	
60	WL700081	£1.30	WASHER, shakeproof	1	
61	AJH5187	£9.00	STRAP, instrument retaining	1	
62	13H1927	£5.40	BULB HOLDER,	1	instrument
63	GLB987	£0.66	BULB, 2.2 watt, instrument illumination	1	illumination
64	159605R	£63.40	VOLTMETER, (BV2213/00) (Reconditioned/exchange).	1	
	159606BEZ	NCA	BEZEL, chrome	1	
65	502269F	£5.80	GLASS, flat, 2" diameter	1	
66	17H1642	£0.66	'O' RING, instrument to dash seating	1	
67	17H1304	£1.31	NUT, thumb, instrument retaining	1	
68	WL700081	£1.30	WASHER, shakeproof	1	
69	AJH5187	£9.00	STRAP, instrument retaining	1	
70	13H1927	£5.40	BULB HOLDER	1	instrument
71	GLB987	£0.66	BULB, 2.2 watt	1	illumination

Dash Switches And Warning lamps

72	BHA4278	£26.90	SWITCH, rheostat, illumination lights	1	European models
	BHA4278	£26.90	SWITCH, rheostat, illumination lights	1	North American models
73	128089	NCA	WASHER, locking	2	
74	510368	NCA	NUT, switch to bracket	2	
75	143537	NCA	BEZEL	1	
76	059445	NCA	PAD, rubber	1	
77	621726	£3.80	KNOB, instrument light rheostat, pictorial	1	
78	621794	NCA	BRACKET, switch to dash rear	1	
79	TW402	NCA	SCREW, wood, bracket to dash rear	2	
80	155496	£58.40	SWITCH ASSEMBLY, wiper/washer	1	clear-hooter
	155496Z	NCA	SWITCH ASSEMBLY, wiper/washer	1	Lucas replacement
81	621510	NCA	SPACER TUBE, switch mounting	1	
82	622682	NCA	NUT, spacer to switch	1	
83	616048	NCA	WASHER, PVC	1	
84	622443	NCA	BEZEL, wiper/washer switch	1	
85	059445	NCA	PAD, rubber	1	
86	725374	£4.30	KNOB, wiper/washer switch, pictorial	1	
87	159905A	£76.80	SWITCH ASSEMBLY, hazard flashers	1	LHD
88	LU54329399	NCA	KNOB/LENS, hazard warning switch	1	
89	GLB281	£2.10	BULB, 2.2 watt, warning light	1	
90	159906	NCA	WARNING LAMP, 'Brake', PDWA	1	
91	UKC4187	£3.40	BULB HOLDER	1	
92	GLB281	£2.10	BULB, 2.2 watt, warning light	2	LHD
93	150380Z	£19.00	SWITCH, rocker, lighting,	1	clear-hooters
94	148437	NCA	ESCUTCHEON, rocker switch	1	see note on
95	621827	NCA	PLATE, switch to dash	1	clear-hooters
96	TW402	NCA	SCREW, wood, plate to dash rear	2	

The original 'Clear-Hooters' manufactured light switch was the subject of a factory recall in the United States. The replacement fitted by the dealers was a 'Lucas' item. The 'Lucas' switch has a larger body than the 'Clear-Hooters' so the steel retaining plate that is screwed to the back of the wooden dash was either filed larger or replaced with a plate having a larger switch hole. The 'Lucas' switch has an integral non detachable escutcheon.

97	150380Z	£19.00	SWITCH, rocker, lighting, 'Lucas'	1	
98	622222	NCA	PLATE, switch to dash	1	
99	TW402	NCA	SCREW, wood, plate to dash rear	2	



Instruments & Switches TR6 From (c) CR1 (Cont.)

Choke Cable

ill.	Part Number	Price £ea.	Description	Req.	Details
100	219258	£112.90	CHOKE CABLE, written type knob	1	European models
	218301	£112.90	CHOKE CABLE, pictorial type knob	1	North American models
	UKC2121	£112.90	CHOKE CABLE, pictorial type knob	1	To (c) CF12500 North American models From (c) CF12501
101	618946	£4.20	BEZEL, on choke cable	1	
102	GHF325	£0.50	WASHER, shakeproof	1	
103	515789	NCA	NUT, locking	1	
104	712907	£4.50	KNOB, choke, pictorial type	1	
105	725373	£4.30	KNOB, choke, written type	1	alternative
106	061917	£0.80	GROMMET, cable through bulkhead	1	
107	516962A	£0.56	CLIP, outer cable to metering unit	1	
108	13H6107	£2.26	CLEAT, 'fir tree type', to injector pipes	1	

Interior Light Switch

109	2H4841	£15.00	SWITCH, interior light	1	
110	510368	NCA	NUT	1	
111	128089	NCA	WASHER, waived	1	
112	609933	NCA	BEZEL	1	
113	059445	NCA	PAD, rubber	1	
114	712905	£4.50	KNOB, interior light, pictorial	1	

Heater Switch And Knobs

115	BHA4578	£24.40	SWITCH, heater control, pull type	1	
116	609792	£4.90	BEZEL, for heater switch	a/r	
117	712911	£4.50	KNOB, heater fan	1	
118	725371	£4.30	KNOB, heater switch, written type	1	alternative
119	BCA4294	£11.70	SWITCH, heater control, toggle type	1	alternative
120	712909	£4.50	KNOB, air distribution, pictorial type	1	
121	725370	£4.30	KNOB, air distribution, written type	1	alternative
122	712903	£4.50	KNOB, heater control, pictorial type	1	
123	725372	£4.30	KNOB, heater control, written type	1	alternative

Note: For heater assembly and controls see page 167.

Column Mounted Switches

124	152616	£60.00	SWITCH ASSEMBLY (Lighting, headlamp dip main beam & flash).	1	RHD
	148648	£60.00	SWITCH ASSEMBLY (Lighting, headlamp dip main beam & flash).	1	LHD
125	158966	£36.00	SWITCH ASSEMBLY, indicator	1	
126	TP402	£0.60	SCREW, switch	4	
127	WE604	NCA	WASHER, shakeproof	4	
128	147280	£43.20	SWITCH, overdrive	1	RHD
	147281	£43.20	SWITCH, overdrive	1	LHD
129	WN715	NCA	WASHER, shakeproof, internal	1	
130	609792	£4.90	BEZEL NUT, overdrive switch	1	
133	Please refer to page 102 for full details of steering locks.				

Dash Knob Sets

135	GKS6008X	£29.90	DASH KNOB SET	1	
77	621726	£3.80	KNOB, instrument light rheostat, pictorial	1	
86	725374	£4.30	KNOB, wiper/washer switch, pictorial	1	
104	712907	£4.50	KNOB, choke, pictorial type	1	TR6 From (c) CR1-CR6701
114	712905	£4.50	KNOB, interior light, pictorial type	1	
117	712911	£4.50	KNOB, heater fan, pictorial type	1	
120	712909	£4.50	KNOB, air distribution, pictorial type	1	
122	712903	£4.50	KNOB, heater control, pictorial type	1	
136	GKS6007X	£22.70	DASH KNOB SET	1	
77	621726	£3.80	KNOB, instrument light rheostat, pictorial	1	
86	725374	£4.30	KNOB, wiper/washer switch, pictorial	1	
105	725373	£4.30	KNOB, choke, written type	1	TR6 From (c) CF1 On
114	712905	£4.50	KNOB, interior light, pictorial	1	
118	725371	£4.30	KNOB, heater switch, written type	1	
121	725370	£4.30	KNOB, air distribution, written type	1	
123	725372	£4.30	KNOB, heater control, written type	1	

Servicing Flexible Drives

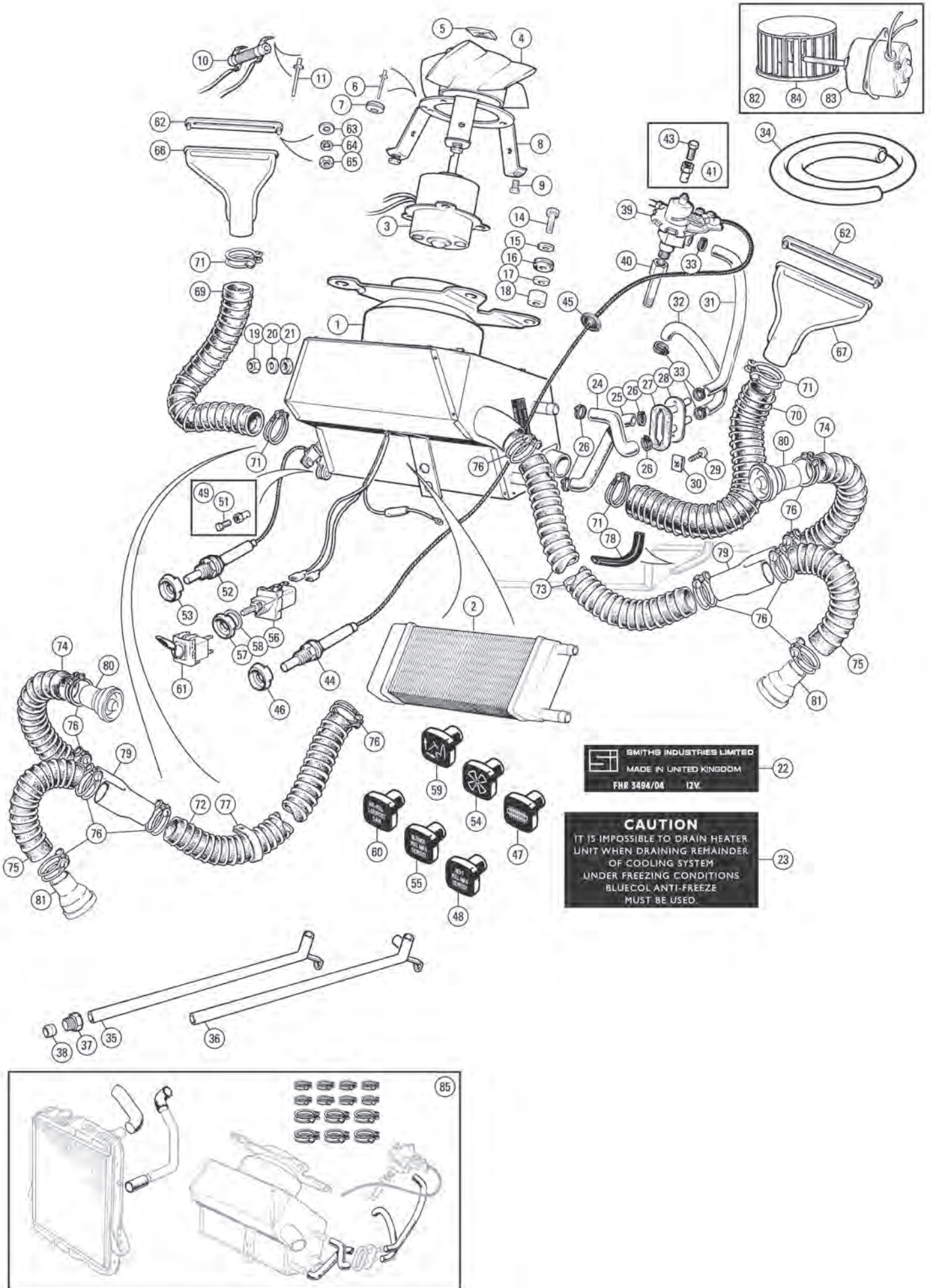
The condition of the flexible drive to a great extent controls the performance of the speedometer or tachometer, and poor installation or subsequent damage to the flexible drive will be shown up as an apparent instrument fault. It is, therefore, important that the flexible drive be correctly fitted and properly maintained.

The following instructions give general information for fitting and maintaining your flexible drive.

- 1) Run of flexible drive must be smooth. Minimum bend radius 6". No bend within 2" of connections.
- 2) Avoid crushing flexible drive by over-tightening clip. Flex can be crushed between moving components.
- 3) Avoid sharp bends at clips. If necessary alter position of clips. Excessive free movement of the flexible drive should be avoided. Fit extra clips if necessary.
- 4) Ensure that threaded end connections are secure with no looseness of the outer casing end collars. Connecting nuts should be tightened by hand. Spanner or pliers should not be used. It is important that the drive to which the flexible drive connects is free from dirt and grit.
- 5) Connection of inner flex: Where possible, slightly withdraw inner flex and connect outer casing first to point of drive. Then slide inner flex into engagement from the other end. It may be necessary to rotate flex.
- 6) Most inner flexes can be removed by disconnecting instrument end and pulling out flex. Some must be removed from point of drive end after first taking off washer at instrument end. Broken inner flex will have to be withdrawn from both ends.
- 7) Check inner flex. Layout flex straight on flat clean table and roll. Any 'kinks' or obvious signs of damage will be seen. Then take an end in each hand allowing flex to hang in a loop of approximately 9' diameter. Rotate it slowly with the fingers. A satisfactory flex will turn smoothly without 'snatch'.
- 8) Apply grease sparingly to replacement flex. Feed flex back into its casing. Then withdraw approximately 3" or 8" and wipe off surplus grease.
- 9) Avoid excessive lubrication. If oil appears inflexible drive, suspect faulty oil-seal at point of drive. If this condition exists, it is necessary to replace oil seal at point of drive before fitting a new flexible drive.
- 10) Check that inner flex rotates concentrically when fitted in outer casing, and not eccentrically.
- 11) Examine inner flex ends for wear or other damage. Before fitting new inner flex ensure instrument main spindle is free.
- 12) Examine point of drive for dirt or possible damage. Check driving key to ensure tightness between it and its gear in gearbox.

It has been found that the replacement of an inner flex does not always solve the problem of erratic speedometer or rev. counter performance, and in many instances it will be necessary to fit a new complete flexible drive. When the time for renewal of flex drive comes the following points should be considered.

On a car covering 12,000 miles a year the number of turns of the inner flex is approximately 12,000,000 and even with proper maintenance a certain amount of wear is inevitable. If the inner flex needs replacing it is correct to assume that the outer flex will also need replacing as a corresponding amount of internal wear will have taken place, especially on the curve of an outer flex with an awkward run. Concentric rotation of the inner flex is essential for accurate readings and long service, and the insertion of a new inner in an internally worn outer flex does not lend itself to this. The only answer is to fit a complete new flexible drive.



Heater Assembly

ill.	Part Number	Price Eea.	Description	Req.	Details
1	812301	NCA	HEATER ASSEMBLY	1	
Ni	812301FK	£25.80	FITTING KIT, heater mount	1	polyurethane
	812301HX	£725.00	UPRATED HEATER ASSEMBLY KIT	1	high output
2	812301M	£85.90	MATRIX	1	
3	812301MTR	NCA	FAN MOTOR	1	
4	512365	NCA	FAN	1	
5	PFS214	NCA	SPIRE CLIP, securing fan	1	
6	GHF602	£0.53	RIVET, motor to cradle	3	
7	GHF801	£1.40	GROMMET, motor to cradle	3	
8	521080CR	NCA	CRADLE, fan motor	1	
9	HU503	£0.83	SCREW, cradle to casing	3	
10	515827	NCA	RESISTOR	1	
11	GHF600	£0.16	RIVET, securing resistor	2	
14	GHF101	£0.30	SCREW, heater assembly to plenum	3	
15	WM57	£0.24	WASHER, plain	3	
16	17H5431X	NCA	GROMMET, screws to heater	3	
17	WM57	£0.24	WASHER, plain	3	
18	566374	NCA	SPACER, heater assembly to plenum	3	
19	GHF200	£0.22	NUT, heater assembly to bulkhead	1	
20	566581	NCA	WASHER, plain	1	
21	612241	£0.53	WASHER, rubber	1	
22	CRST267	NCA	LABEL, heater, 'Smiths'	1	
23	CRST127	£1.50	LABEL, heater, 'Caution'	1	

Heater Hoses

24	623285	£7.10	HOSE, outlet, black	1	
	623285Z	NCA	HOSE, outlet, black	1	alternative
25	623284	£7.20	HOSE, inlet, black	1	
	623284Z	NCA	HOSE, inlet, black	1	alternative
26	CS4012	£1.20	HOSE CLIP, 'Supergrip' type	4	
	GHC11020	£2.05	HOSE CLIP, 'band' type	4	alternative
27	611040	£1.50	GASKET, rubber, connection to bulkhead	1	
28	611043	£22.10	CONNECTION, bulkhead, heater hoses	1	
29	GHF402	£0.30	SCREW, connection to bulkhead	2	
30	GHF701	£0.28	SPIRE NUT	2	
31	627310	£12.30	HOSE, feed, green	1	
	627310Z	£5.00	HOSE, feed, straight, black	1	
	627310X	NCA	HOSE, feed, straight, green, silicone	1	alternatives
	627310XBLK	£21.10	HOSE, feed, straight, black, silicone	1	
32	GZA1336	£4.70	HOSE, return, black	1	TR5, TR250,
	GZA1336X	£14.70	HOSE, return, black, silicone	1	early TR6
	627311	£24.00	HOSE, return, green	1	TR6
	627311X	£8.80	HOSE, return, green, silicone	1	
33	CS4012	£1.20	HOSE CLIP, 'Supergrip' type	4	
	GHC11020	£2.05	HOSE CLIP, 'band' type	4	alternative
34	GRH1006M	£7.20	HOSE, heater, 1/2"	a/r	per metre

Heater Pipes

35	214404SS	£23.20	PIPE, heater return, stainless steel	1	European models, TR5, TR6
36	214405	£48.00	PIPE, heater return	1	North American models,
	214405SS	£36.05	PIPE, heater return, stainless steel	1	TR250, TR6
37	101302	£2.45	NUT, tube	1	
	101302SS	£12.30	NUT, tub, stainless steel	1	
38	TL11	£1.70	OLIVE, sealing	1	

Water Valve & Controls

39	565755	£39.60	HEATER VALVE	1	
	565755Z	£17.30	HEATER VALVE	1	alternative
40	148435	£7.90	ADAPTOR, water valve to cyl. head	1	

Heater Controls

41	24G1482K	£1.50	TRUNNION KIT, cable end	1	
43	53K1016	£0.64	SCREW, cable clamping	1	
44	622361	£14.50	CABLE, water valve control	1	
45	602037	£1.60	GROMMET, on control cable	1	
46	566047X	£3.30	BEZEL, securing cable to switch plinth	1	
47	712903	£4.50	KNOB, water valve control, pictorial type	1	
48	725372	£4.30	KNOB, water valve control, written type	1	alternative
49	24G1482K	£1.50	TRUNNION KIT, cable end	1	
51	53K1016	£0.64	SCREW, cable clamping	1	
52	622362	£22.10	CABLE ASSEMBLY, air distribution	1	
53	566047X	£3.30	BEZEL, securing cable to switch plinth	1	
54	712909	£4.50	KNOB, air distribution, pictorial type	1	
55	725370	£4.30	KNOB, air distribution, written type	1	alternative
56	BHA4578	£24.40	SWITCH, heater fan, push pull type	1	
57	609792	£4.90	BEZEL, for heater switch	1	
58	128089	NCA	WASHER, under knob	1	

59	712911	£4.50	KNOB, heater fan switch, pictorial type	1	alternatives
60	725371	£4.30	KNOB, heater fan switch, written type	1	
61	BCA4294	£11.70	SWITCH, heater fan, toggle type	1	

Demister & Air Hoses

62	610181	NCA	ESCUTCHEON, demister outlet	2	
63	PWZ203	£0.19	WASHER, plain	4	
64	WL700101	£0.25	WASHER, locking	4	
65	HN2005	£0.16	NUT, escutcheon and nozzle attaching	4	
66	806740	NCA	NOZZLE ASSEMBLY, demister, LH	1	
67	806741	NCA	NOZZLE ASSEMBLY, demister, RH	1	
69	602638	£7.80	HOSE, heater to demister nozzle, LH (11 1/2" long x 1 1/2" diameter).	1	
70	602638	£7.80	HOSE, heater to demister nozzle, RH (13 1/2" long x 1 1/2" diameter).	1	
71	CS4024	£1.40	HOSE CLIP	4	
72	GHH175/18	NCA	HOSE, heater to 'Y' piece tube (Driver side, 14" long x 1 3/4" diameter).	1	cut to 14"
73	GHH175/18	NCA	HOSE, heater to 'Y' piece tube (Passenger side, 18" long x 1 3/4" diameter).	1	TR5, TR250 early TR6
	GHH175M	NCA	HOSE, heater air, 1 3/4" diameter	a/r	per metre
74	GHH150/18	NCA	HOSE, 'Y' piece tube to fascia louvre (7 1/2" long x 1 1/2" diameter).	2	TR5, TR250, early TR6 cut to 7 1/2"
75	GHH150/18	NCA	HOSE, 'Y' piece tube to footwell louvre (11 1/2" long x 1 1/2" diameter).	2	TR5, TR250, early TR6 cut to 11 1/2"
	GHH150M	NCA	HOSE, heater air, 1 1/2" diameter	a/r	bulk, per metre
76	CS4029	£2.00	HOSE CLIP	12	
77	622151	NCA	HOSE CLIP	1	driver's side only
78	504806	£2.20	SLEEVE, PVC, protecting hose	1	
79	622138	NCA	TUBE, 'Y' piece	2	
80	713040	NCA	LOUVRE, fascia fresh air, metal	2	TR5, TR250, TR6 To (c) CP50000/CC50000
	720650	NCA	LOUVRE, fascia fresh air, plastic	2	TR6 (c) CP50001/CC50001 To CR1/CF1
	725776	NCA	LOUVRE, fascia fresh air, plastic	2	TR6 From (c) CR1/CF1
81	713040	NCA	LOUVRE, footwell fresh air, metal	2	TR5, TR250, TR6 To (c) CP50000/CC50000
	720650	NCA	LOUVRE, footwell fresh air, plastic	2	TR6 (c) CP50001/CC50001

For the mounting hardware to install the louvres, see Interior Trim - Dash (Fascia) & Crash Pads.

Up-rated Heater Kit

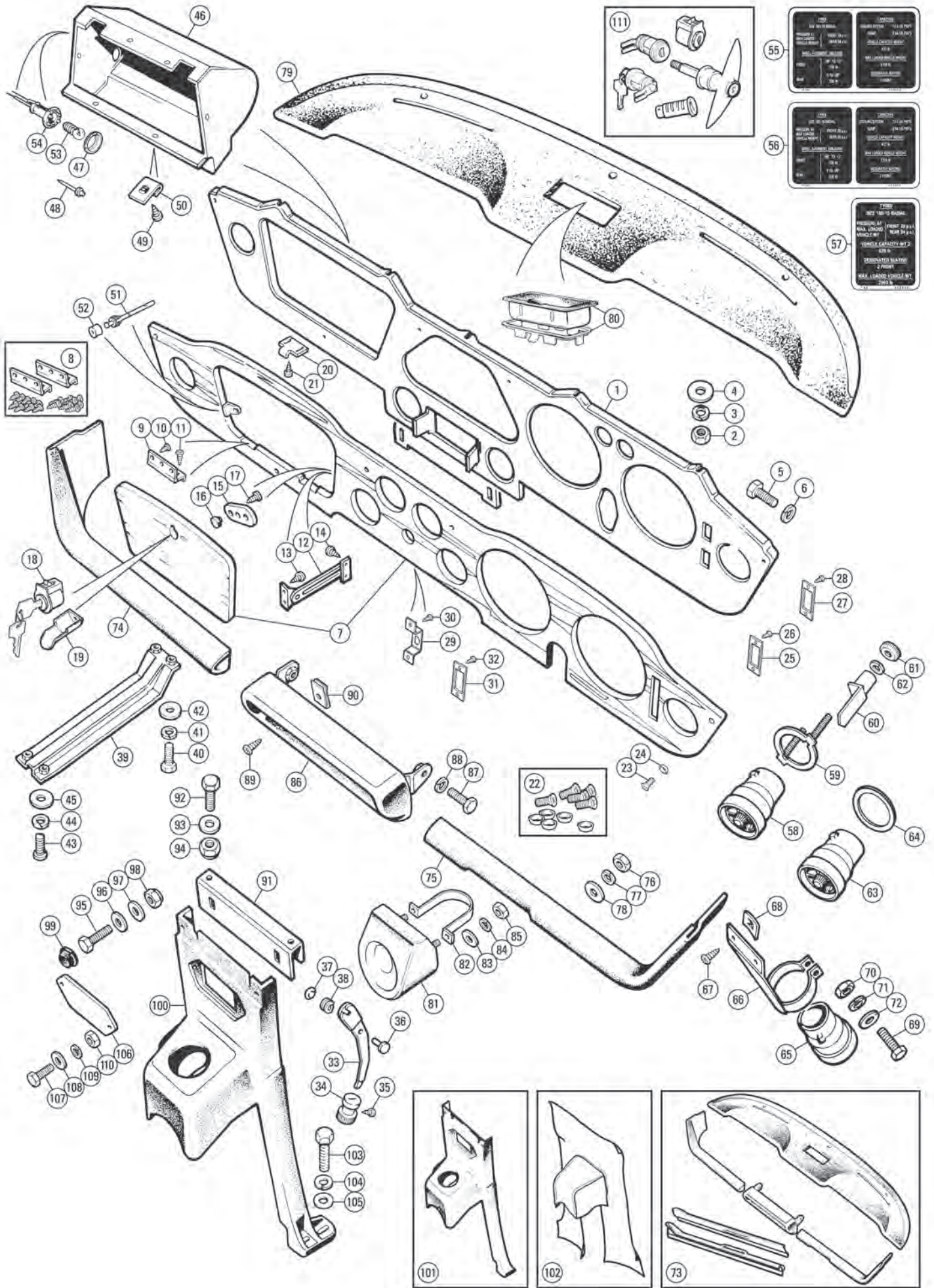
Kit includes high(er) speed motor and high volume fan.

82	812301X	NCA	HEATER KIT, uprated	1	
83	812301XM	£130.00	FAN MOTOR	1	
84	812301XF	NCA	FAN	1	

Hose Kits

Kits include all hoses for cooling and heating and corresponding hose clips.

85	GZA971K	NCA	HOSE KIT, green, original	1	
	GZA971BLKK	£52.20	HOSE KIT, black, reinforced	1	all Pi models
	GZA971XK	£88.45	HOSE KIT, green silicone	1	



Dash (Fascia)

Fascia Panel

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	907668	£341.70	FASCIA PANEL ASSEMBLY, RHD	1	TR5
	910060	NCA	FASCIA PANEL ASSEMBLY, RHD	1	TR6 (c) CP models
	918203	£468.00	FASCIA PANEL ASSEMBLY, RHD	1	TR6 (c) CR models
	907669	NCA	FASCIA PANEL ASSEMBLY, LHD	1	TR5, TR250, TR6 (c) CP/CC models TR6 (c) CR/CF models
	918204	NCA	FASCIA PANEL ASSEMBLY, LHD	1	
2	GHF200	£0.22	NUT, metal fascia to scuttle rail	5	
3	GHF331	£0.38	WASHER, locking	5	
4	GHF300	£0.22	WASHER, plain	5	
5	GHF117	£0.30	SCREW, metal fascia to 'A' post tops	2	
6	GHF331	£0.38	WASHER, locking	2	

Wood Veneer Dash Panels

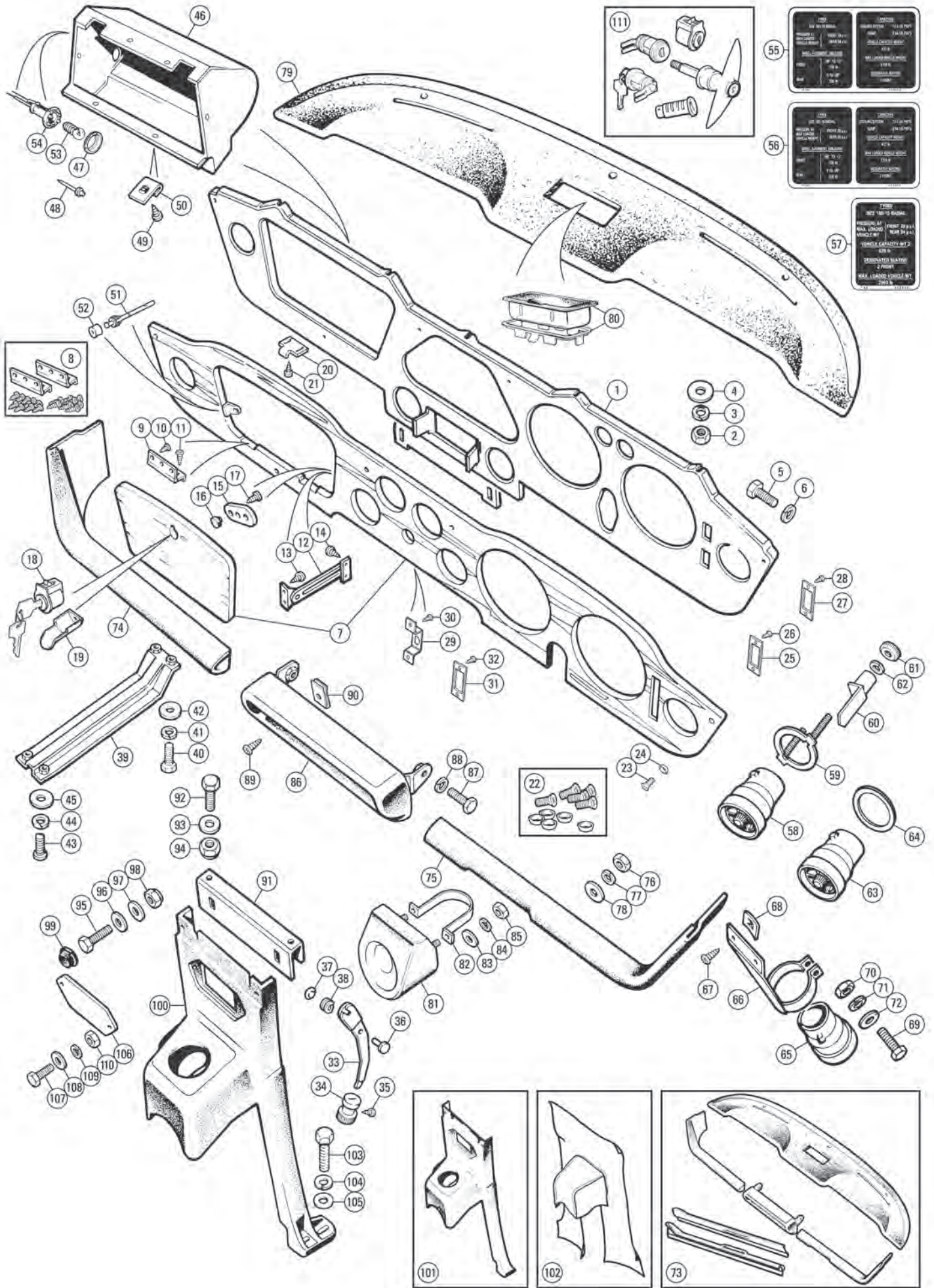
One of the nicest parts of the TR is, or should be, the dashboard. Let's face it; both driver and passenger spend enough time looking at it! Many TRs sport all black trim, so the dash is often the only relief to the blackness. The wooden, veneered dashboard panels used in Triumphs of the sixties and seventies tend to suffer from exposure to the elements which can lead to fading & cracking lacquer and lifting veneer. Damaged dashboards can be easily replaced with one of our high quality, real wood veneer panels. We offer a comprehensive range of high quality, handcrafted replacement dashboards. They are manufactured in the UK using high quality materials and are available with a choice of veneer & finish to suit your requirements. Dashboards are supplied with glove box hinges but not locks.

As original TR5-6 models were supplied with a crown cut (straight grain) American walnut veneer dashboard, finished with a matt lacquer and fitted with black glove box hinges and lock assembly. For those looking for originality we offer this original veneer specification, referred to as crown matt in the listing below. These are often confused with 'Teak'. However, teak veneer was never used on TR dashboards. This confusion is due to the way the American walnut fades over time to resemble teak.

If you are looking for something more luxurious then we offer a burr walnut version. These are finished with a gloss lacquer and supplied with chrome glove box hinges. They are a stylish & popular alternative to the original type, referred to as burr gloss in the listing below. To complement the burr walnut dashboards we also offer burr walnut door cappings. Please note: The veneers used in these products are natural wood and therefore we cannot guarantee an exact match between dashboards & door capping sets.

7	907709	£370.00	DASHBOARD, veneered, crown matt, RHD	1	TR5
	907709BG	£370.00	DASHBOARD, veneered, burr gloss, RHD (No hazard light switch hole. Separate rectangular holes for w/screen washer & wiper switches).	1	TR6 To (c) CP75000 All RHD
	910057	NCA	DASHBOARD, veneered, crown matt, RHD	1	
	910057BG	NCA	DASHBOARD, veneered, burr gloss, RHD (No hazard light switch hole. Single rectangular hole for headlamps. Round hole for w/screen wiper & washer switch).	1	TR6 From (c) CR1 on RHD UK only
	917647	NCA	DASHBOARD, veneered, crown matt, RHD	1	
	917647BG	NCA	DASHBOARD, veneered, burr gloss, RHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch).	1	TR6 (c) CR5001 To CR6701 All RHD export
	907710	£370.00	DASHBOARD, veneered, crown matt, LHD	1	TR5, early TR6
	907710BG	£370.00	DASHBOARD, veneered, burr gloss, LHD (Rectangular hole for hazard light switch. Separate rectangular holes for w/screen washer & wiper switches).	1	To (c) CP/CC75000 All LHD
	910058	NCA	DASHBOARD, veneered, crown matt, LHD	1	
	910058BG	£370.00	DASHBOARD, veneered, burr gloss, LHD (Square hole for rocker hazard light switch measuring 15/16" x 1 5/8" & 2 warning lamp holes between speedo & tach. Separate rectangular holes for w/screen washer & wiper switches).	1	TR6 From (c) CP75001 To CR1 LHD Not USA
	910059	NCA	DASHBOARD, veneered, crown matt, LHD	1	
	910059BG	NCA	DASHBOARD, veneered, burr gloss, LHD (Square hole for rocker hazard light switch measuring 15/16" x 1 5/8" & 2 warning lamp holes between speedo & tach. Separate rectangular holes for w/screen washer & wiper switches. One round hole for warning lamp below rheostat).	1	TR6 From (c) CC75001 To CF1 USA only

	917648	£370.00	DASHBOARD, veneered, crown matt, LHD	1	
	917648BG	£370.00	DASHBOARD, veneered, burr gloss, LHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch. One round hole for warning lamp below rheostat).	1	TR6 From (c) CR1 To CR6701 LHD not USA
	917550	£370.00	DASHBOARD, veneered, crown matt, LHD	1	
	917550BG	£370.00	DASHBOARD, veneered, burr gloss, LHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch. Two round holes for warning lamps below rheostat).	1	TR6 From (c) CF1 To CF35000 LHD USA only
	WKC2511	NCA	DASHBOARD, veneered, crown matt, LHD	1	
	WKC2511BG	NCA	DASHBOARD, veneered, burr gloss, LHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch. Three round holes for warning lamps below rheostat).	1	TR6 From (c) CF35001 LHD USA only
8	907709HK	£7.20	HINGE KIT, chromed hinges and screws	1	TR5, TR250, early TR6
	907712HK	NCA	HINGE KIT, black hinges and screws	1	TR6
9	611565	£12.00	HINGE, glove box lid, chromed	2	TR5, TR250, early TR6
	625806	£9.00	HINGE, glove box lid, black	2	TR6
10	511669	NCA	SCREW, hinge to lid and fascia	10	TR5, TR250, early TR6
	517771	NCA	SCREW, hinge to lid and fascia	10	TR6
11	511668	NCA	SCREW, hinge to lid and fascia	4	
12	609745	NCA	CHECK LINK ASSEMBLY, metal	1	TR5, TR250, TR6 To (c) CC/CP75000
	630972	NCA	CHECK LINK ASSEMBLY, plastic	1	TR6 (c) CP/CC75001 To CR/CF1
	609745	NCA	CHECK LINK ASSEMBLY, metal	1	TR6 (c) CR/CF1 To CR5000/CF12500
	CZA7135	NCA	CHECK LINK ASSEMBLY, plastic	1	TR6 From (c) CR5001/CF12501
13	511670	NCA	SCREW, link to lid	2	
14	AD606033	£0.66	SCREW, link to fascia	2	
15	621695	NCA	BRACKET, buffer, cubby box lid	1	
16	613863	NCA	BUFFER, rubber	1	
17	TW402	NCA	SCREW, wood, bracket to dash	2	
18	611584	£48.60	LOCK ASSEMBLY, cubby box, chrome	1	TR5, TR250, TR6 To (c) CP/CC75000
	631404	£48.60	LOCK ASSEMBLY, cubby box, black	1	TR6 From (c) CP/CC75001 optional fitment
19	609463	£4.50	PULL, finger, cubby box lock	1	
20	616275	NCA	BRACKET, striker, cubby box lock	1	
21	AB606031	£0.36	SCREW, self tapping, bracket to fascia	2	
22	511671K	£3.65	FITTING KIT, dash, chrome screws	1	TR5, TR250, early TR6
	517710K	£4.20	FITTING KIT, dash, black screws	1	TR6
23	511671	£0.90	SCREW, self tapping, chrome	5	TR5, TR250, early TR6
24	CD24153	£0.30	WASHER, cup, chrome	5	
	517710	£0.36	SCREW, self tapping, black	5	TR6
	517711	£0.64	WASHER, cup, black	5	
25	621827	NCA	PLATE, retaining wiper switch	1	TR5, TR250, TR6 To CR/CF1
26	TW402	NCA	SCREW, plate to dash	2	
27	622222	NCA	PLATE, retaining Light switch	1	TR6 From (c) CR/CF1
28	TW402	NCA	SCREW, plate to dash	2	
29	621794	NCA	BRACKET, mounting panel light switch	1	TR5, TR250, TR6 To CR/CF1
	630535	NCA	BRACKET, mounting panel light switch	1	TR6 From (c) CR/CF1
30	TW402	NCA	SCREW, bracket to dash	2	
31	622280	NCA	BRACKET, mounting hazard lamp switch	1	TR5, TR250, TR6 To (c) CC/CP75000
	622230	NCA	BRACKET, mounting hazard lamp switch	1	TR6 From (c) CP/CC75001
32	TW402	NCA	SCREW, bracket to dash	2	
33	616333	NCA	LEVER, vent lid operating	1	TR5, TR250, early TR6
	626687	NCA	LEVER, vent lid operating	1	TR6
34	17H490	£4.50	KNOB, vent lid operating lever	1	
35	AB604023	£0.53	SCREW, knob to lever	1	
36	RR606	NCA	RIVET, pivot, lever to fascia	1	
37	FX3203	NCA	RETAINER, 'Truarc', pivotal rivet to fascia	1	
38	AJD7722	£0.40	WASHER, double coil, lever to fascia	1	
39	610592	NCA	CHANNEL, support, fascia to dash	1	
40	SH604041	£0.41	SCREW, support channel to dash	1	
41	GHF331	£0.38	WASHER, locking	1	
42	GHF300	£0.22	WASHER, plain	1	
43	PMZ308	£0.30	SCREW, support channel to fascia	2	
44	WL700101	£0.25	WASHER, locking	2	
45	PWZ203	£0.19	WASHER, plain	2	



Dash (Fascia) (Continued)

Cubby Box And Fittings

Ill.	Part Number	Price £ea.	Description	Req.	Details
46	815747	£18.50	CUBBY BOX ASSEMBLY	1	
	815747SAP	£48.40	CUBBY BOX ASSEMBLY, universal	1	aftermarket plastic, fits all
47	623920	NCA	RETAINER, circular, cubby box lamp	1	
48	552522	£0.64	RIVET, 'Pop' type	3	
49	AB606031	£0.36	SCREW, self tapping	6	
50	514917	NCA	SPIRE NUT	6	

Original cubby boxes in TR6 cars are handed by the fact that the circular retainer for the cubby box lamp was fitted and a piercing in the fibre is made to allow the Light bulb to shine through. The retainer is not fitted to the universal replacement cubby box so you can fit it as required. The retainer fits on the LH side of the cubby box on RHD cars and vice-versa for LHD cars. TR5 & TR250 did not have the luxury of a glove box lamp which is why their glove boxes are not originally handed.

51	13H2018	£16.50	SWITCH, glove box lamp	1	
52	631001	NCA	BUFFER, rubber	1	
53	GLB987	£0.66	BULB, glove box lamp	1	
54	37H5181	£10.50	BULB HOLDER, glove box lamp	1	
55	622405	NCA	PLATE (Self adhesive, tyre pressures etc. mounted on glove box lid).	1	TR5, TR250, (1967-68)
56	625964	NCA	PLATE (Self adhesive, tyre pressures etc. mounted on glove box lid).	1	TR6 (c) CC25000 To CC51032, (1969)
57	626856	NCA	PLATE (Self adhesive, tyre pressures etc. mounted on glove box lid).	1	TR6 (c) CC51033 To CF58328, (1970-76)

Louvre Assemblies

58	713040	NCA	LOUVRE ASSEMBLY, metal	2	
59	620408	NCA	RING, clamping louvre to fascia	2	TR5, TR250, TR6
60	620847	NCA	CLAMP, louvre to fascia	4	To (c) CP/CC50000
61	620848	NCA	NUT, knurled	4	
62	WL700081	£1.30	WASHER, locking	4	
63	720650	NCA	LOUVRE ASSEMBLY, plastic	2	TR6 From (c) CP/CC50000 To CR/CF1
	725776	NCA	LOUVRE ASSEMBLY, plastic	2	TR6 all (c) CR/CF models
64	629142	NCA	RING, rubber, sealing	2	TR6 From (c) CP/CC50000
65	713040	NCA	LOUVRE ASSEMBLY, metal	2	TR5, TR250, TR6 CP50000
	720650	NCA	LOUVRE ASSEMBLY, plastic	2	TR6 From (c) CP/CC50000 To CR/CF1
66	622133	NCA	BRACKET ASSEMBLY, footwell louvre, RH	1	
	622132	NCA	BRACKET ASSEMBLY, footwell louvre, LH	1	
67	GHF423	£0.30	SCREW, self tapping	4	
68	FU25444	NCA	SPIRE NUT	4	
69	HU506	£0.66	SCREW, clamping louvres in brackets	2	
70	HN2005	£0.16	NUT	2	
71	WL700101	£0.25	WASHER, locking	2	
72	PWZ203	£0.19	WASHER, plain	2	

The plastic fascia fresh air louvre assemblies are interchangeable. The difference between the two plastic ones is a cosmetic bright finished edge on the later type. Other models from the Triumph range (TR5, Stag, Innsbruck) were fitted with similar vents to those in the TR6. The metal vents are retained in the fascia by a stud ring, clamps and nuts; the plastic vents are secured by clips on the periphery of the louvre.

Crash Pads

The original method of production for the waist rail trim, dash top and crash rail padding is called foam box moulding. It isn't really suitable for mass production, especially as it involves 3 separate operations. The first is the metal press tool to produce the mounting metalwork (as in the dash crash padding). The second is the vacuum forming tool, which puts the shape and grain into the vinyl. Finally, these two components are assembled into a box which aligns the skin correctly relative to its metal work and expanding foam is injected between the two. Open the box and out pops the finished article, though this may need Light trimming. Regrettably though this trim is nice when New, both skin and foam are easily damaged. The foam also seems to succumb to the ravages of sunlight, not that too much ravaging by sunlight occurs in the UK. The actual crash protection offered is negligible and the hardness of the foam varies considerably.

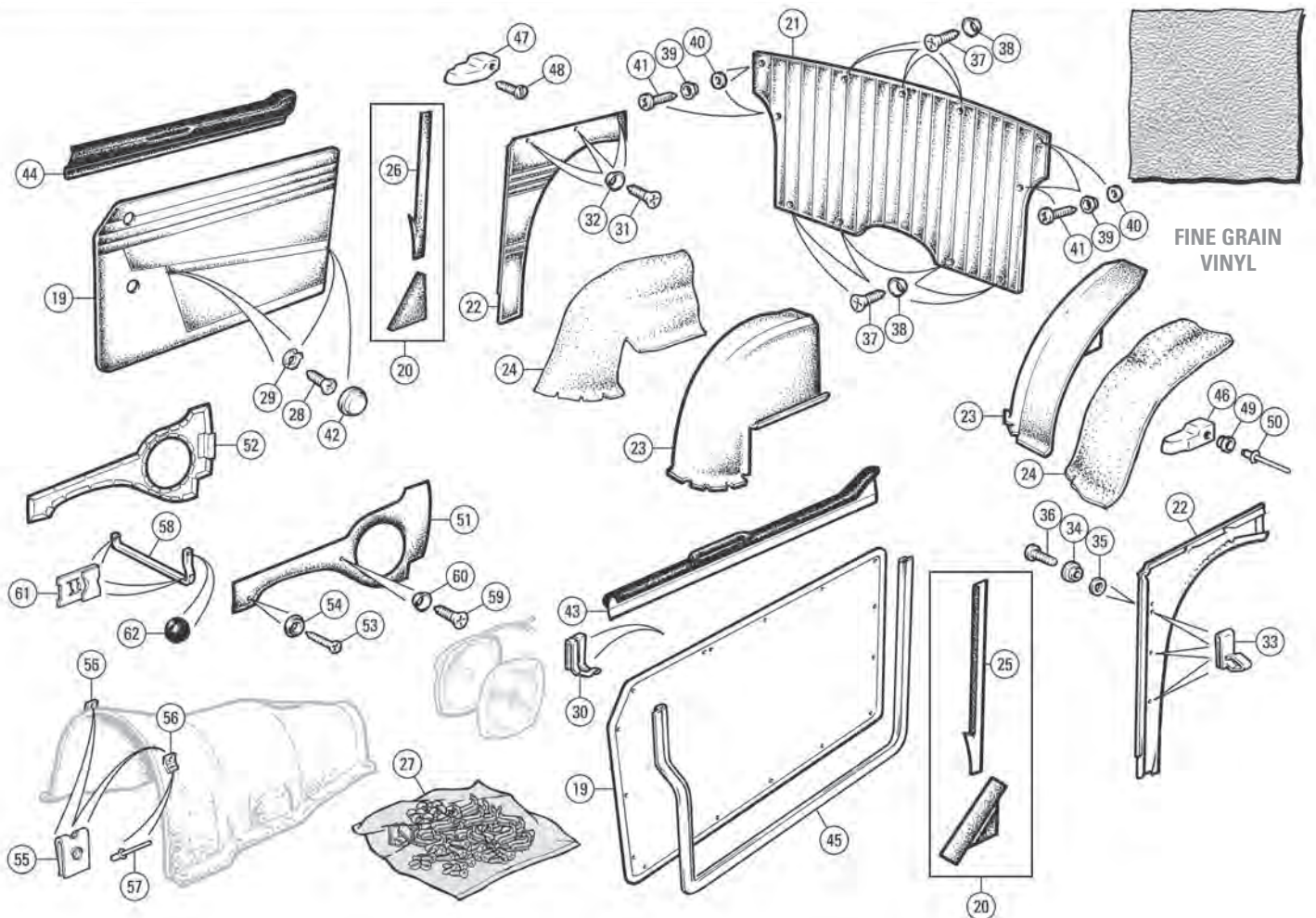
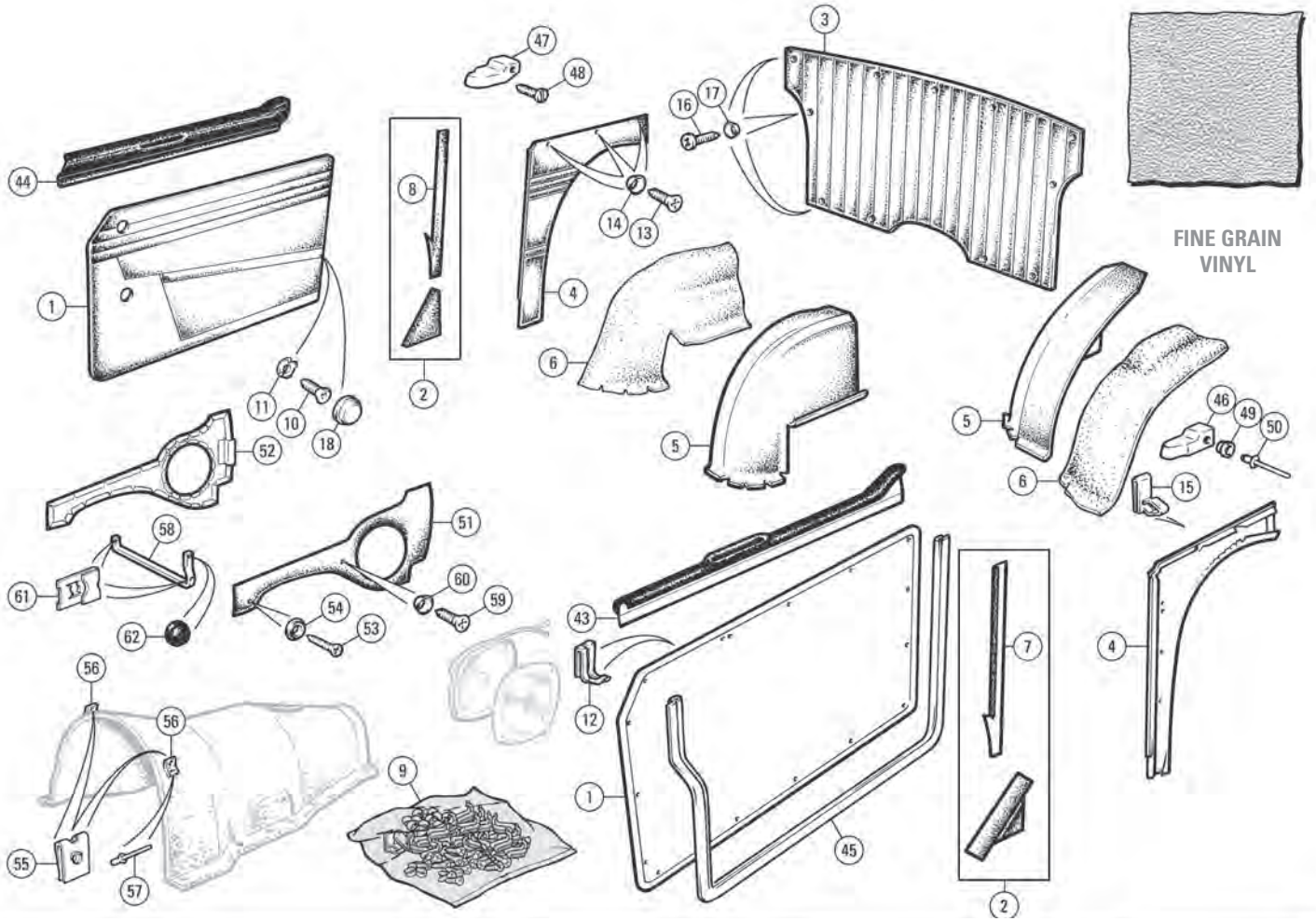
Our crash pads are available in the original type vinyl & foam construction or manufactured from polyurethane. The polyurethane type are manufactured from textured finish polyurethane with studs (where required) moulded into the core. All our crash pad kits use these polyurethane components. Please note that due to the differences in material types there will be a difference in the grain pattern & surface finish, between the vinyl and polyurethane.

73	TGK180	NCA	CRASH PAD KIT, polyurethane (Includes dash top, lower crash pads, switch plinth and door top trim pads).	1	TR5, TR250, TR6 To (c) CP50000, RHD & LHD
	TGK181	NCA	CRASH PAD KIT, polyurethane (Includes dash top, lower crash pads, switch plinth and door top trim pads).	1	TR6 RHD (c) CP50001 to CR5000

	TGK182	NCA	CRASH PAD KIT, polyurethane (Includes dash top, lower crash pads, switch plinth and door top trim pads).	1	TR6 RHD From (c) CR5001	
	TGK183	NCA	CRASH PAD KIT, polyurethane (Includes dash top, lower crash pads, switch plinth and door top trim pads).	1	TR6 LHD (c) CP/CC50001 To CR5000/CF12500	
	TGK184	NCA	CRASH PAD KIT, polyurethane (Includes dash top, lower crash pads, switch plinth and door top trim pads).	1	TR6 LHD From (c) CR5001/CF12501	
74	812081	£84.00	CRASH PAD, lower, LH, vinyl/foam	1	TR5, TR6 RHD, TR6	
	812081Z	NCA	CRASH PAD, lower, LH, polyurethane	1	LHD To (c) CP/CC50000	
	818401	£84.00	CRASH PAD, lower, LH, vinyl/foam	1	TR6 LHD From	
	818401Z	NCA	CRASH PAD, lower, LH, polyurethane	1	(c) CP/CC50001	
75	812091	£84.00	CRASH PAD, lower, RH, vinyl/foam	1	TR5, TR250, TR6 LHD	
	812091Z	£80.10	CRASH PAD, lower, RH, polyurethane	1	TR6 RHD To (c) CP50000	
	818411	NCA	CRASH PAD, lower, RH, vinyl/foam	1	TR6 RHD	
	818411Z	£80.10	CRASH PAD, lower, RH, polyurethane	1	From (c) CP50001	
	76	HN2005	£0.16	NUT, crash pad to fascia lower	6	
	77	WL700101	£0.25	WASHER, locking	6	
	78	GHF306	£0.30	WASHER, plain	6	
	79	811936	£163.60	CRASH PAD, dash top, vinyl/foam	1	with ashtray hole
	811936Z	£100.20	CRASH PAD, dash top, polyurethane	1	alternative	
	904115	£172.60	CRASH PAD, dash top, vinyl/foam	1	without ashtray hole	
	904115Z	£100.20	CRASH PAD, dash top, polyurethane	1	alternative	
	80	613186	£12.70	ASHTRAY ASSEMBLY	1	
	81	718813	£42.00	CRASH PAD, ignition switch	1	
	82	627340	NCA	CLIP	1	
	83	PWZ203	£0.19	WASHER, plain	1	TR6 From (c) CP/CC50000
	84	WL700101	£0.25	WASHER, locking	1	
	85	HN2005	£0.16	NUT	1	
	86	811932	£75.50	SWITCH PLINTH, 5 hole, vinyl/foam	1	TR5, TR6 to (c) CP/CC50000
	718787	£75.50	SWITCH PLINTH, 4 hole, vinyl/foam	1	TR6 from	
	718787Z	£58.40	SWITCH PLINTH, 4 hole, polyurethane	1	(c) CP/CC50001	
	87	SH604041	£0.41	SCREW, plinth reinforcement to fascia	1	
	88	GHF331	£0.38	WASHER, locking	1	
	89	500647	£1.25	SCREW, self tapping	2	
	90	FU2585	£0.47	SPIRE NUT	2	

Dash Support

91	616193	NCA	BRACKET, filler, dash support	1	TR5, TR250, TR6 (c) CP/CC models
	625225	NCA	BRACKET, filler, dash support	1	TR6 (c) CR/CF models
92	SH605061	£0.22	SCREW, bracket to fascia	2	
93	GHF301	£0.24	WASHER, plain	2	
94	GHF222	£0.55	NUT, nyloc	2	
95	SH605071	£0.64	SCREW, dash support to bracket	2	TR5, TR6
	624818	£2.90	SCREW, dash support to bracket, chrome	2	TR250
96	WA108052	£1.10	WASHER, plain, screw to dash support	2	
97	GHF301	£0.24	WASHER, plain	2	
98	GHF222	£0.55	NUT, nyloc	2	
99	623201	£0.84	CAP, plastic, black, covering screw head	2	
100	812001	NCA	BRACKET, dash support	1	TR5, TR250
	815721	NCA	BRACKET, dash support	1	TR6 (c) CP/CC models
	821571	NCA	BRACKET, dash support	1	TR6 (c) CR models
	821551	NCA	BRACKET, dash support	1	TR6 (c) CF models
	821551Z	£72.70	BRACKET, dash support, recovered	1	TR5, TR250
	815721R	NCA	BRACKET, dash support, recovered	1	TR6 (c) CP/CC models
	821571R	NCA	BRACKET, dash support, recovered	1	TR6 (c) CR models
	821551R	NCA	BRACKET, dash support, recovered	1	TR6 (c) CF models
101	812001X	£191.10	MOULDED COVER, support bracket	1	TR5, TR250
	815721X	£191.10	MOULDED COVER, support bracket	1	TR6 (c) CP/CC models
	821551X	NCA	MOULDED COVER, support bracket	1	TR6 (c) CR/CF models
102	821551Z	£72.70	RECOVERING KIT, black vinyl	1	
	821551L	£128.50	RECOVERING KIT, black leather	1	
103	SH604121	£1.20	SCREW, dash support to floor	4	
104	GHF331	£0.38	WASHER, locking	4	
105	GHF300	£0.22	WASHER, plain	4	
106	617069	£17.00	PLATE, radio aperture blanking, fine grain	1	TR5, TR250, TR6 (c) CP/CC models
	633891	NCA	PLATE, radio aperture, coarse grain	1	TR6 (c) CR/CF models
107	RMP312	£1.40	SCREW, blanking plate, chrome	2	alternatives
	RMP2312	£1.20	SCREW, blanking plate, black	2	
108	PWZ203	£0.19	WASHER, plain	2	
109	WL700101	£0.25	WASHER, locking	2	
110	HN2005	£0.16	NUT	2	



Cockpit Trim Kits TR5, TR250 & TR6 To (c) CP/CC50000

Interior Trim

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

There are two distinct styles used in the welded face pattern of the panels. This pattern changed at (c) CP50001. Another change happened to the door panels at (c) CR12501 when the door closing pull was relocated from the padded door top to the centre of the door panel. This was a change that gave a more durable door pull closing method than the sculptured padded door top that had been used earlier.

- To (c) CP50000 the door panels and rear quarter panels had 4 horizontal welded lines and the rear cockpit panel had vertical welded lines.
- From (c) CP50001 to (c) CR12500 the door, rear quarter and rear cockpit panels had 2 horizontal welded lines.
- From (c) CR12501 the panels had the same welded pattern as those previously, the door panels however were pierced centrally with an oblong hole to accommodate the door pull handle and pocket.

We have not listed above individual components of NON-BLACK trim kits. This is due to specification changes in modern materials which render it almost impossible to guarantee either colour or grain match with OE panels. If, however an individual panel is needed, it may be possible to order it specially (prepaid) on the understanding that it will only match what we currently supply. The required item may have to be purchased as part of a pair. Please telephone to make necessary arrangements.

Trim Kit Contents

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

- One pair of Door panels.
- One pair of Rear Quarter panels.
- One pair of Rear Wheel Arch Covers with foam support backings.
- Two Pieces of Vinyl material to cover the inside face of the 'B' post.
- Two vinyl covered triangular 'B' Post Gusset panels.
- One Rear Cockpit panel.

Trim Kits TR5, TR250

Ill.	Part Number	Price Eea.	Description	Req.	Details
	TKA6221	£424.70	TRIM KIT, black/white piping	1	vinyl
	TKA6222	£424.70	TRIM KIT, red/white piping	1	
	TKA6227	£424.70	TRIM KIT, shadow blue/white piping	1	
	TKA6397	£424.70	TRIM KIT, midnight blue/white piping	1	
	TKA6223	£424.70	TRIM KIT, light tan/white piping	1	
	TKA6224	NCA	TRIM KIT, light tan/tan piping	1	
	TK2030Z	£424.70	TRIM KIT, biscuit/biscuit piping	1	
	TKA6221L	NCA	TRIM KIT, black/white piping	1	
	TKA6222L	£1,211.10	TRIM KIT, red/white piping	1	
	TKA6227L	£1,211.10	TRIM KIT, shadow blue/white piping	1	
	TKA6397L	£1,211.10	TRIM KIT, midnight blue/white piping	1	leather
	TKA6223L	£1,211.10	TRIM KIT, light tan/white piping	1	
	TKA6224L	£1,211.10	TRIM KIT, light tan/tan piping	1	
	TKA2030ZL	£1,211.10	TRIM KIT, biscuit/biscuit piping	1	
1	DP2010A	£182.40	DOOR PANELS, black/white piping	1	(pair)
2	621881K	£26.86	'B' POST FINISHER KIT, black	2	includes gusset & strip
3	813051	£86.40	REAR COCKPIT PANEL, black	1	
4	808542/52	£151.40	QUARTER PANELS, black/white piping	1	(pair)
5	564846/7	£78.95	W/ARCH COVERS, black/white piping	1	(pair)
6	806245	£21.00	FOAM PAD, wheel arch covers	2	
7	713171	NCA	STRIP, edge of door post, black, LH	1	
8	713181	NCA	STRIP, edge of door post, black, RH	1	
9	TKA6221FK	£36.00	TRIM FITTING KIT	1	
10	GHF403	£0.30	SCREW, self tapping, door panel pocket	4	
11	608586	£1.19	CUP WASHER, clawed	4	
12	GHF1230	£0.64	CLIP, spring, panel to door	30	
13	507819	£0.64	SCREW, self tapping	6	rear quarter panel
14	CD24152	£0.53	WASHER, cup	6	
15	GHF1230	£0.64	CLIP, spring, rear quarter panel	6	
16	507819	£0.64	SCREW, self tapping	11	rear cockpit panel
17	CD24152	£0.53	WASHER, cup	11	
18	621991	£2.70	CAP, black	4	use appropriate coloured cap to match trim
	621992	NCA	CAP, matador red	4	
	621993	NCA	CAP, light tan	4	
	621996	NCA	CAP, midnight blue	4	
	621997	NCA	CAP, shadow blue	4	
	621991NF	£0.80	CAP, primed	a/r	

Trim Kits TR6 To (c) CP/CC50000

	TKA6311	£424.70	TRIM KIT, black	1	fine grain vinyl	
	TKA6312	£424.70	TRIM KIT, red	1		
	TKA6317	£424.70	TRIM KIT, shadow blue	1		
	TKA6313	£424.70	TRIM KIT, light tan	1		
	TK2031Z	£424.70	TRIM KIT, biscuit	1		
	TKA6311L	NCA	TRIM KIT, black	1		
	TKA6312L	NCA	TRIM KIT, red	1		
	TKA6317L	£1,211.10	TRIM KIT, shadow blue	1		leather
	TKA6313L	£1,211.10	TRIM KIT, light tan	1		
	TKA2031ZL	NCA	TRIM KIT, biscuit	1		

19	DP2011A	£233.00	DOOR PANELS, black	1	(pair)
20	621881K	£26.86	'B' POST FINISHER KIT, black	2	includes gusset & strip
21	813051	£86.40	REAR COCKPIT PANEL, black	1	
22	816211/21	£101.40	QUARTER PANELS, black	1	(pair)
23	717211/21	£78.95	WHEEL ARCH COVERS, black	1	(pair)
24	806245	£21.00	FOAM PAD, wheel arch covers	2	
25	713171	NCA	STRIP, edge of door post, black, LH	1	
26	713181	NCA	STRIP, edge of door post, black, RH	1	
27	TKA6221FK	£36.00	TRIM FITTING KIT	1	
28	GHF403	£0.30	SCREW, self tapping	4	door panel pocket
29	608586	£1.19	CUP WASHER, clawed	4	
30	GHF1230	£0.64	CLIP, spring, panel to door	30	
31	507819	£0.64	SCREW, self tapping	6	rear quarter panel
32	CD24152	£0.53	WASHER, cup	6	
33	GHF1230	£0.64	CLIP, spring, rear quarter panel	6	
34	713511	£0.41	STUD, snap, black	2	
35	509563	£0.46	WASHER, spacing	2	
36	GHF401	£0.30	SCREW, self tapping	2	stud and washer
37	507819	£0.64	SCREW, self tapping	7	rear cockpit panel
38	CD24152	£0.53	WASHER, cup	7	
39	713511	£0.41	STUD, snap, black	4	
40	509563	£0.46	WASHER, spacing	4	
41	GHF401	£0.30	SCREW, self tapping	4	stud and washer
42	621991	£2.70	CAP, black	4	use appropriate coloured cap to match trim
	621992	NCA	CAP, matador red	4	
	621993	NCA	CAP, light tan	4	
	621997	NCA	CAP, shadow blue	4	
	621991NF	£0.80	CAP, primed	a/r	

Door Pulls TR5, TR250, TR6 To (c) CP/CC50000

43	812311	£91.40	DOOR PULL, LH, vinyl/foam	1	
	812311Z	£44.40	DOOR PULL, LH, polyurethane	1	alternative
44	812321	£91.40	DOOR PULL, RH, vinyl/foam	1	
	812321Z	£44.40	DOOR PULL, RH, polyurethane	1	alternative

Our door pulls are available in the original type vinyl & foam construction or manufactured from polyurethane. The polyurethane type is manufactured from textured finish polyurethane. Please note that due to the differences in material types there will be a difference in the grain pattern & surface finish, between the vinyl and polyurethane.

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

Draught Excluder

45			DRAUGHT EXCLUDER	2	see Body Panels & Fittings
46	622747	£7.80	FINISHER, draught excluder, LH	1	
47	622748	£7.40	FINISHER, draught excluder, RH	1	
48	AT606042	£0.66	SCREW	2	
49	713511	£0.41	STUD, snap, black	2	
50	552522	£0.64	RIVET, securing stud	2	

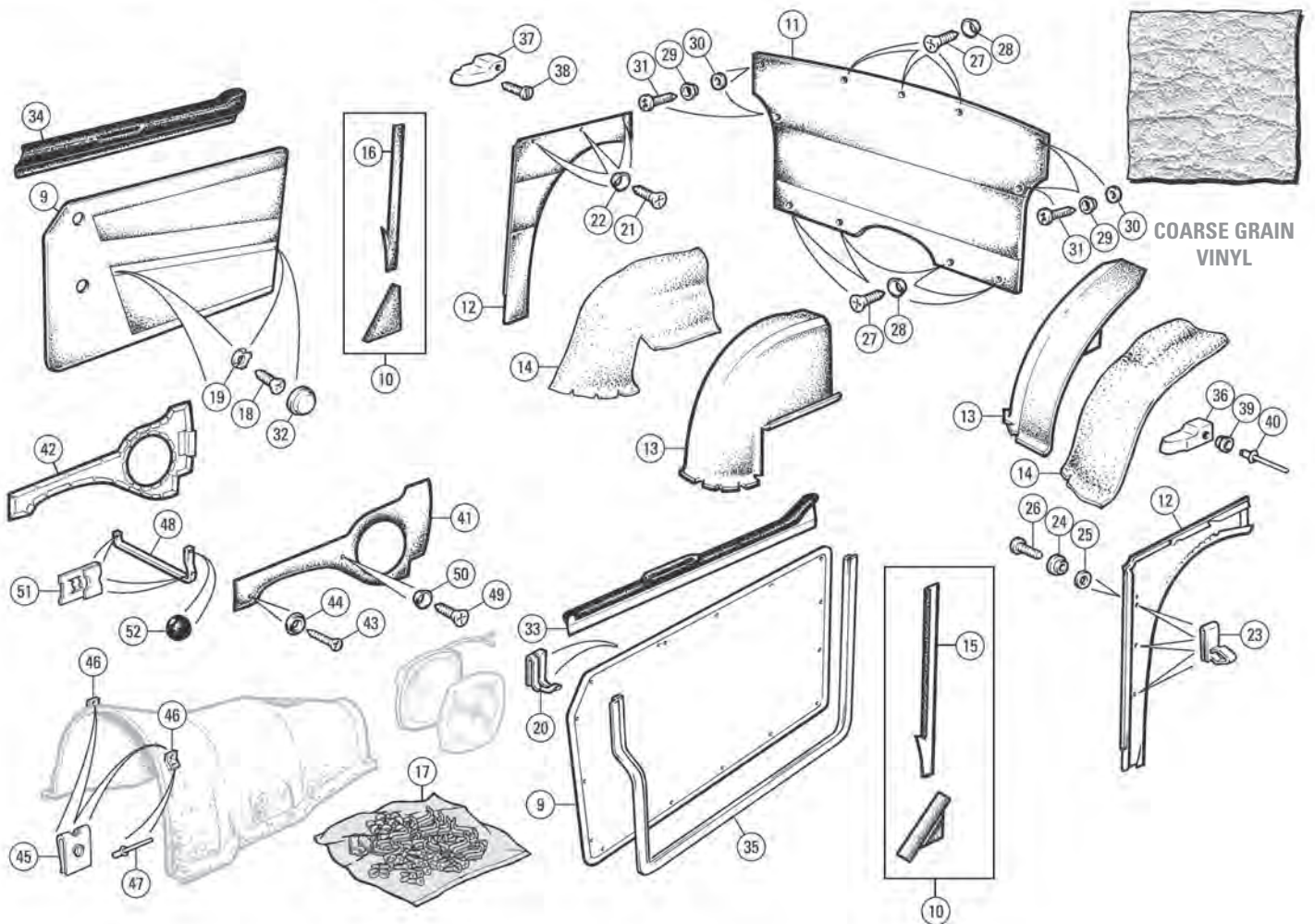
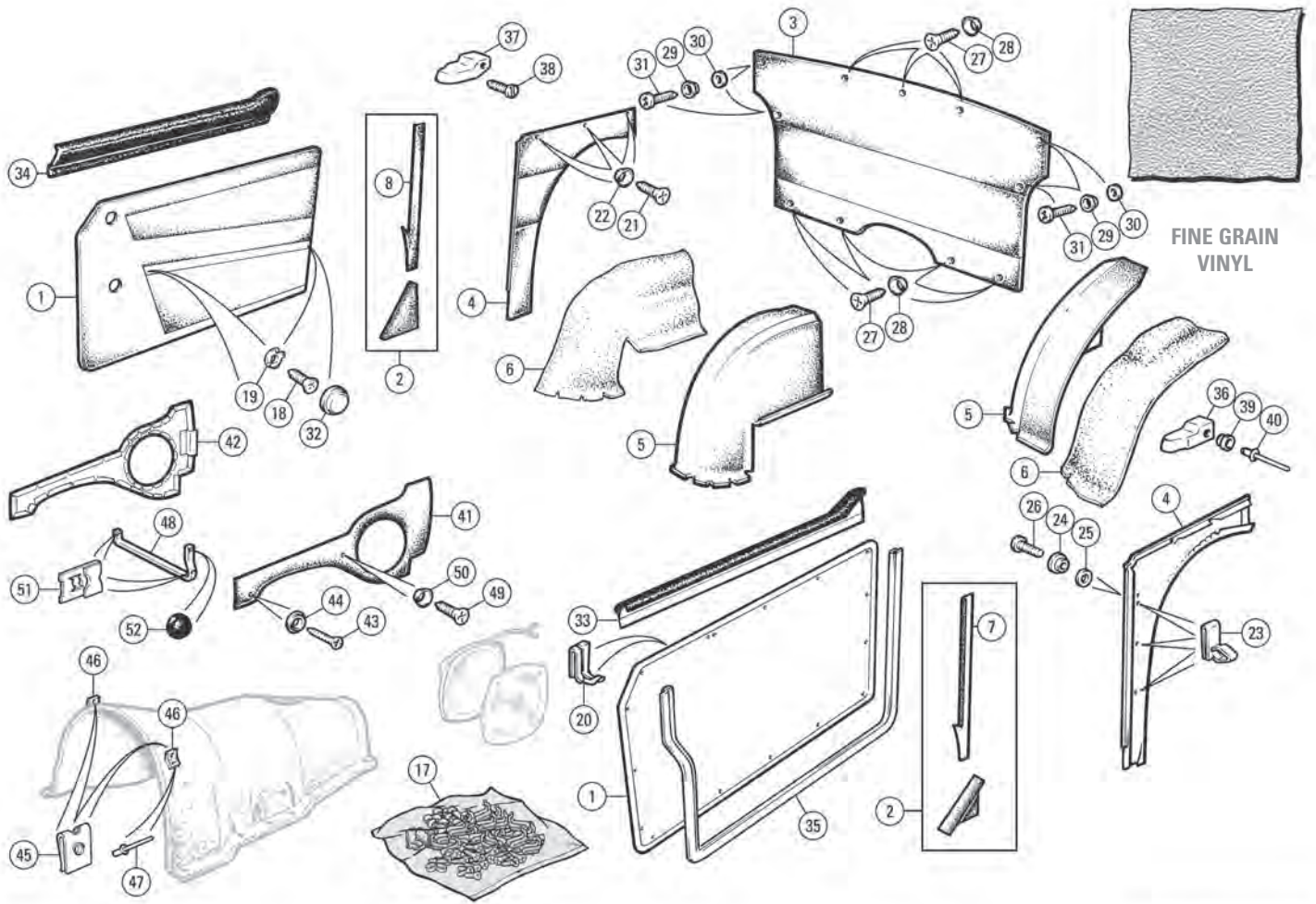
Console Panels TR6 To (c) CP/CC50000

As with other vinyl trim in the car, the padded console panels fitted along the gearbox tunnel were covered in either fine or coarse grained black vinyl, dependant on the year of the car. These early CP/CC models only used fine 'Stag' grain vinyl. These panels make an excellent job of hiding the under dash wiring for radios etc., and are available with or without a speaker hole.

51	815921	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, LH	1	CP/CC models fine 'Stag' grain vinyl
	815921H	£56.90	CONSOLE PANEL, gearbox tunnel, with hole, LH	1	
52	815931	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, RH	1	
	815931H	£56.90	CONSOLE PANEL, gearbox tunnel, with hole, RH	1	
NI	230-535	£82.00	SPEAKER, 4.5", 40W, pair	1	

Note: Our 4.5" Retromod speakers, 230-535, from RetroSound are compatible with these console panels. Please see the Accessories section page A62 for more information).

53	GHF402	£0.30	SCREW, self tapping, panel to bracket	2	riveted to gearbox tunnel cover
54	FWP206	£0.43	CUP WASHER	2	
55	GHF712	£0.30	SPIRE NUT	2	
56	625688	NCA	BRACKET, spire nut to tunnel	2	
57	GHF600	£0.16	RIVET, 'Pop' type, bracket to tunnel	4	
58	ZKC401	£4.50	STAY BAR, speaker support	1	
59	AD608054	£0.80	SCREW, self tapping, panel to stay bar	2	
60	517711	£0.64	CUP WASHER	2	
61	FU2585	£0.47	SPIRE NUT	2	
62	616233	£1.40	BUFFER, rubber, stay bar to heater box	1	



Cockpit Trim Kits (Continued)

Trim Kits TR6 CP/CC50000 Up To CR1/CF1

Ill.	Part Number	Price £ea.	Description	Req.	Details
	TKA6321	£424.70	TRIM KIT, black	1	} fine grain vinyl
	TKA6322	£424.70	TRIM KIT, red	1	
	TKA6327	£424.70	TRIM KIT, shadow blue	1	
	TKA6323	£424.70	TRIM KIT, light tan	1	
	TKA6329	£424.70	TRIM KIT, new tan	1	
	TK2035Z	NCA	TRIM KIT, biscuit	1	
	TKA6331L	£1,231.60	TRIM KIT, black	1	
	TKA6332L	£1,211.10	TRIM KIT, red	1	
	TKA6337L	NCA	TRIM KIT, shadow blue	1	
	TKA6333L	£1,211.10	TRIM KIT, light tan	1	
	TKA6339L	NCA	TRIM KIT, new tan	1	
	TK2035ZL	£1,211.10	TRIM KIT, biscuit	1	
1	DP2018A	£233.00	DOOR PANELS, black, pair	1	}
	DP2018LT	£233.00	DOOR PANELS, light tan, pair	1	
	DP2018NT	£233.00	DOOR PANELS, tan, pair	1	
2	621881K	£26.86	'B' POST FINISHER KIT, black	2	includes gusset & strip
3	819731	£86.40	REAR COCKPIT PANEL, black	1	} leather
4	819751/61	£101.40	QUARTER PANELS, black	1	
5	717211/21	£78.95	WHEEL ARCH COVERS, black	1	
6	806245	£21.00	FOAM PAD, wheel arch covers	2	
7	713171	NCA	STRIP, edge of door post, black, LH	1	
8	713181	NCA	STRIP, edge of door post, black, RH	1	

Trim Kits TR6 CR1/CF1 To CR/CF12500

	TKB6331	£424.70	TRIM KIT, black	1	coarse grain vinyl		
	TKA6322	£424.70	TRIM KIT, red	1	fine grain vinyl		
	TKA6327	£424.70	TRIM KIT, shadow blue	1	} coarse grain vinyl		
	TKB6339	£424.70	TRIM KIT, new tan	1			
	TKB6333	£424.70	TRIM KIT, chestnut	1	} fine grain vinyl		
	TK2035Z	NCA	TRIM KIT, biscuit	1			
	TKB6331L	£1,211.10	TRIM KIT, black	1			
	TKA6332L	£1,211.10	TRIM KIT, red	1			
	TKA6337L	NCA	TRIM KIT, shadow blue	1			
	TKB6339L	£1,211.10	TRIM KIT, new tan	1			
	TKB6333L	£1,211.10	TRIM KIT, chestnut	1			
	TK2035ZL	£1,211.10	TRIM KIT, biscuit	1			
9	DP2019A	£233.00	DOOR PANELS, black	1		(pair)	
10	631841K	£26.86	'B' POST FINISHER KIT, black	2		includes gusset & strip	
11	822211	£86.40	REAR COCKPIT PANEL, black	1	} (pair)		
12	822171/81	£101.40	QUARTER PANELS, black	1			
13	726321/31	£78.95	WHEEL ARCH COVERS, black	1	(pair)		
14	806245	£21.00	FOAM PAD, wheel arch covers	2	} leather		
15	726301	NCA	STRIP, edge of door post, black, LH	1			
16	726311	NCA	STRIP, edge of door post, black, RH	1			
17	TKA6221FK	£36.00	TRIM FITTING KIT	1			
18	GHF403	£0.30	SCREW, self tapping	4		door panel pocket	
19	608586	£1.19	CUP WASHER, clawed	4		} riveted to gearbox tunnel cover	
20	GHF1230	£0.64	CLIP, spring, panel to door	30			
21	507819	£0.64	SCREW, self tapping	6			rear quarter panel
22	CD24152	£0.53	WASHER, cup	6			
23	GHF1230	£0.64	CLIP, spring	6			rear quarter panel to body
24	713511	£0.41	STUD, snap, black	2			
25	509563	£0.46	WASHER, spacing	2			
26	GHF401	£0.30	SCREW, self tapping	2			stud & washer
27	507819	£0.64	SCREW, self tapping	7			rear cockpit panel
28	CD24152	£0.53	WASHER, cup	7			
29	713511	£0.41	STUD, snap, black	4		} stud and washer	
30	509563	£0.46	WASHER, spacing	4			
31	GHF401	£0.30	SCREW, self tapping	4			
32	621991	£2.70	CAP, black	4			
	621992	NCA	CAP, matador red	4			
	621997	NCA	CAP, shadow blue	4			
	621993	NCA	CAP, light tan	4			
	621997	NCA	CAP, new tan	4			
	630093	NCA	CAP, chestnut	4			
	621991NF	£0.80	CAP, primed	a/r	unpainted		

Door Pulls TR6 CP/CC50000 Up To CR5000/CF12500

33	812311	£91.40	DOOR PULL, black, LH, vinyl/foam	1	} alternative
	812311Z	£44.40	DOOR PULL, black, LH, polyurethane	1	
34	812321	£91.40	DOOR PULL, black, RH, vinyl/foam	1	} alternative
	812321Z	£44.40	DOOR PULL, black, RH, polyurethane	1	

Our door pulls are available in the original type vinyl & foam construction or manufactured from polyurethane. The polyurethane type is manufactured from textured finish polyurethane. Please note that due to the differences in material types there will be a difference in the grain pattern & surface finish, between the vinyl and polyurethane.

Draught Excluder

35			DRAUGHT EXCLUDER	2	see Body Panels & Fittings
36	622747	£7.80	FINISHER, draught excluder, LH	1	}
37	622748	£7.40	FINISHER, draught excluder, RH	1	
38	AT606042	£0.66	SCREW	2	
39	713511	£0.41	STUD, snap, black	2	
40	552522	£0.64	RIVET, securing stud	2	

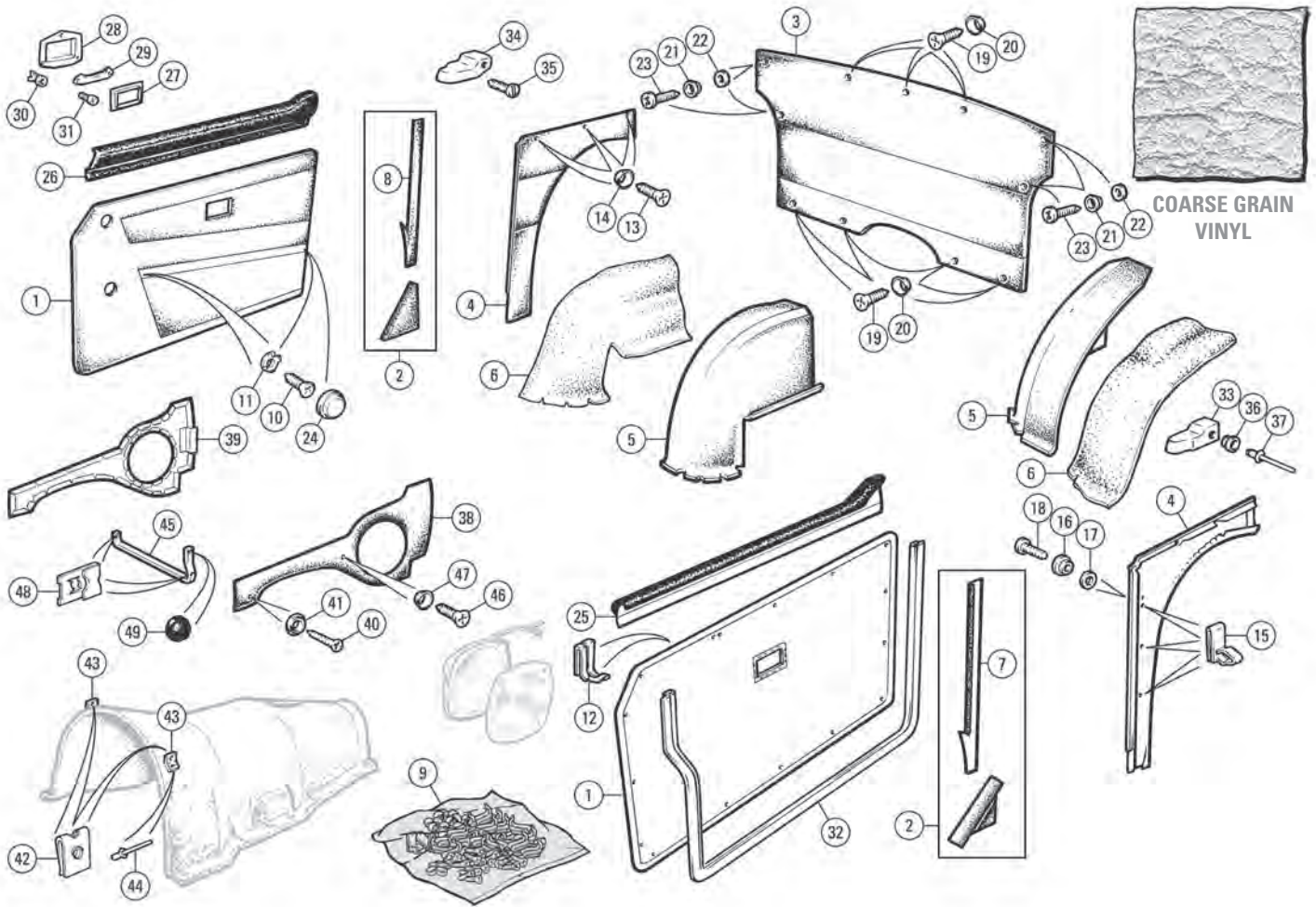
Console Panels

As with other vinyl trim in the car, the padded console panels fitted along the gearbox tunnel were covered in either fine or coarse grained black vinyl, dependant on the year of the car. These CP/CC models retain the fine 'Stag' grain vinyl whilst later CR/CF models change to coarse 'Bubble' grain vinyl. These panels make an excellent job of hiding the under dash wiring for radios etc., and are available with or without a speaker hole.

41	815921	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, LH	1	} CP/CC models fine 'Stag' grain vinyl
	815921H	£56.90	CONSOLE PANEL, gearbox tunnel, with hole, LH	1	
	822251	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, LH	1	} CR/CF models coarse 'Bubble' grain vinyl
	XKC371	£48.00	CONSOLE PANEL, gearbox tunnel, with hole, LH	1	
42	815931	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, RH	1	} CP/CC models fine 'Stag' grain vinyl
	815931H	£56.90	CONSOLE PANEL, gearbox tunnel, with hole, RH	1	
	822261	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, RH	1	} CR/CF models coarse 'Bubble' grain vinyl
	XKC351	£48.00	CONSOLE PANEL, gearbox tunnel, with hole, RH	1	
NI	230-535	£82.00	SPEAKER, 4.5", 40W, pair	1	

Note: Our 4.5" Retromod speakers, 230-535, from RetroSound are compatible with these console panels. Please see the Accessories section page A62 for more information.

43	GHF402	£0.30	SCREW, self tapping, pad to bracket	2	} riveted to gearbox tunnel cover
44	FWP206	£0.43	CUP WASHER	2	
45	GHF712	£0.30	SPIRE NUT	2	
46	625688	NCA	BRACKET, spire nut to tunnel	2	
47	GHF600	£0.16	RIVET, 'Pop' type, bracket to tunnel	4	
48	ZKC401	£4.50	STAY BAR, speaker support	1	
49	AD608054	£0.80	SCREW, self tapping, panel to stay bar	2	
50	517711	£0.64	CUP WASHER	2	
51	FU2585	£0.47	SPIRE NUT	2	
52	616233	£1.40	BUFFER, rubber, stay bar to heater box	1	



Cockpit Trim Kits (Continued)

Trim Kits TR6 From CR5001/CF12501

Ill.	Part Number	Price £ea.	Description	Req.	Details
	TKB6341	£424.70	TRIM KIT, black	1	coarse grain vinyl
	TKA6347	£424.70	TRIM KIT, shadow blue	1	fine grain vinyl
	TKB6349	£424.70	TRIM KIT, new tan	1	
	TKB6343	£424.70	TRIM KIT, chestnut	1	coarse grain vinyl
	TKB6344	£424.70	TRIM KIT, beige	1	
	TK2037Z	£424.70	TRIM KIT, biscuit	1	fine grain vinyl
	TKB6341L	£1,211.10	TRIM KIT, black	1	
	TKA6347L	£1,211.10	TRIM KIT, shadow blue	1	
	TKB6349L	£1,211.10	TRIM KIT, new tan	1	leather
	TKB6343L	£1,211.10	TRIM KIT, chestnut	1	
	TKB6344L	£1,211.10	TRIM KIT, beige	1	
	TK2037ZL	NCA	TRIM KIT, biscuit	1	
1	DP2026A	£233.00	DOOR PANELS, black	1	(pair)
2	631841K	£26.86	'B' POST FINISHER KIT, black	2	includes gusset & strip
3	822211	£86.40	REAR COCKPIT PANEL, black	1	
4	822171/81	£101.40	QUARTER PANELS, black	1	(pair)
5	726321/31	£78.95	WHEEL ARCH COVERS, black	1	(pair)
6	806245	£21.00	FOAM PAD, wheel arch covers	2	
7	726301	NCA	STRIP, edge of door post, black, LH	1	
8	726311	NCA	STRIP, edge of door post, black, RH	1	
9	TKA6221FK	£36.00	TRIM FITTING KIT	1	
10	GHF403	£0.30	SCREW, self tapping	4	door panel pocket
11	608586	£1.19	CUP WASHER, clawed	4	
12	GHF1230	£0.64	CLIP, spring, panel to door	30	
13	507819	£0.64	SCREW, self tapping	6	rear quarter panel
14	CD24152	£0.53	WASHER, cup	6	
15	GHF1230	£0.64	CLIP, spring	6	rear quarter panel to body
16	713511	£0.41	STUD, snap, black	2	
17	509563	£0.46	WASHER, spacing	2	
18	GHF401	£0.30	SCREW, self tapping	2	stud & washer
19	507819	£0.64	SCREW, self tapping	7	rear cockpit panel

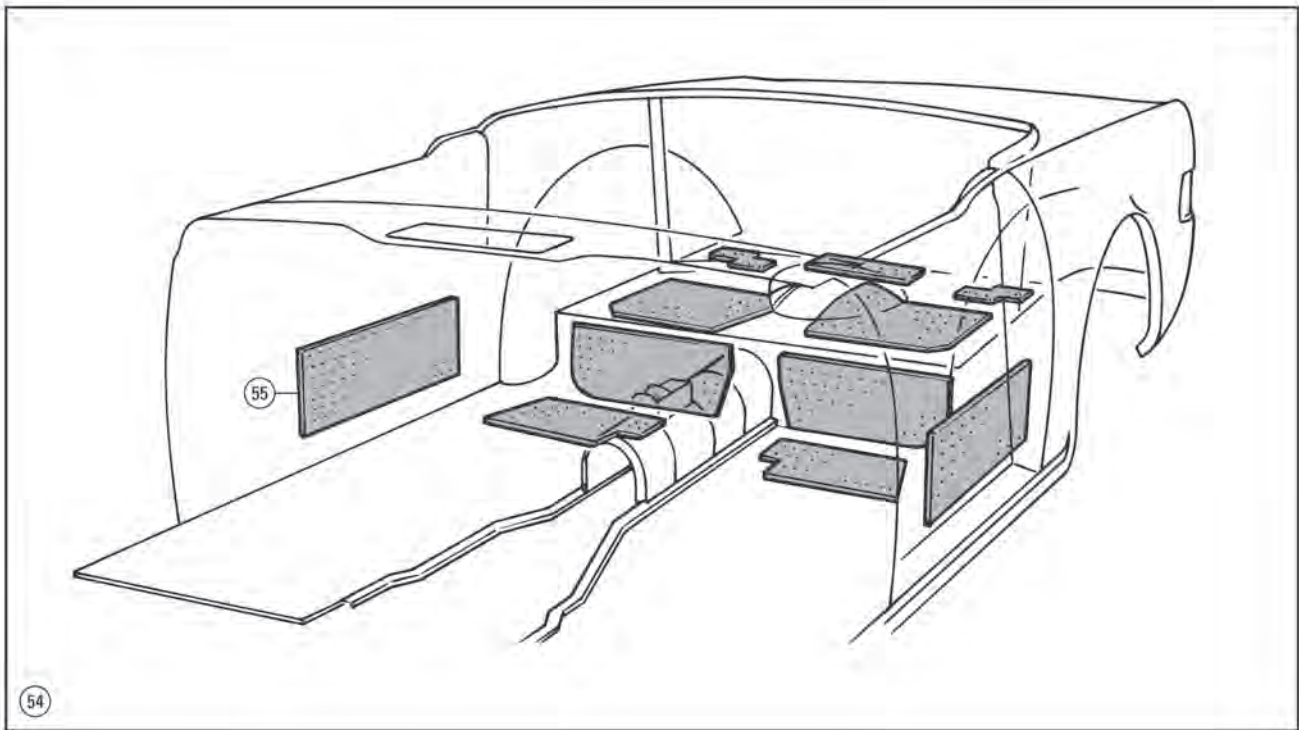
20	CD24152	£0.53	WASHER, cup	7	
21	713511	£0.41	STUD, snap, black	4	
22	509563	£0.46	WASHER, spacing	4	
23	GHF401	£0.30	SCREW, self tapping	4	stud & washer
24	621991	£2.70	CAP, black	4	
	621997	NCA	CAP, new tan	4	
	630093	NCA	CAP, chestnut	4	as required
	630094	NCA	CAP, beige	4	
	621997	NCA	CAP, shadow blue	4	
	621991NF	£0.80	CAP, primed	a/r	unpainted

Door Finisher

25	824901	£19.60	FINISHER, black, LH	1	
26	824911	£19.60	FINISHER, black, RH	1	
27	624681	NCA	ESCUTCHEON, plastic, black	2	
	634283	NCA	ESCUTCHEON, plastic, new tan	2	
	624684	NCA	ESCUTCHEON, plastic, beige	2	
	624683	NCA	ESCUTCHEON, plastic, chestnut	2	
	624687	NCA	ESCUTCHEON, plastic, shadow blue	2	
28	716011	NCA	POCKET, moulded plastic, door pull	2	
29	624634	NCA	GRAB, door pull finisher	2	stainless steel
30	GHF1022	£0.50	NUT, plastic, in door frame	6	
31	AB610031	£0.30	SCREW, self tapping, pocket and pull	6	

Draught Excluder

32			DRAUGHT EXCLUDER	2	see Body Panels & Fittings
33	622747	£7.80	FINISHER, draught excluder, LH	1	
34	622748	£7.40	FINISHER, draught excluder, RH	1	
35	AT606042	£0.66	SCREW	2	
36	713511	£0.41	STUD, snap, black	2	
37	552522	£0.64	RIVET, securing stud	2	



Console Panels

As with other vinyl trim in the car, the padded console panels fitted along the gearbox tunnel were covered in either fine or coarse grained black vinyl, dependant on the year of the car. These CR/CF models use coarse 'Bubble' grain vinyl. These panels make an excellent job of hiding the under dash wiring for radios etc., and are available with or without a speaker hole.

38	822251	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, LH	1	} CR/CF models coarse 'Bubble' grain vinyl
	XKC371	£48.00	CONSOLE PANEL, gearbox tunnel, with hole, LH	1	
39	822261	£58.20	CONSOLE PANEL, gearbox tunnel, no hole, RH	1	} CR/CF models coarse 'Bubble' grain vinyl
	XKC351	£48.00	CONSOLE PANEL, gearbox tunnel, with hole, RH	1	
NI	230-535	£82.00	SPEAKER, 4.5", 40W, (pair)	1	

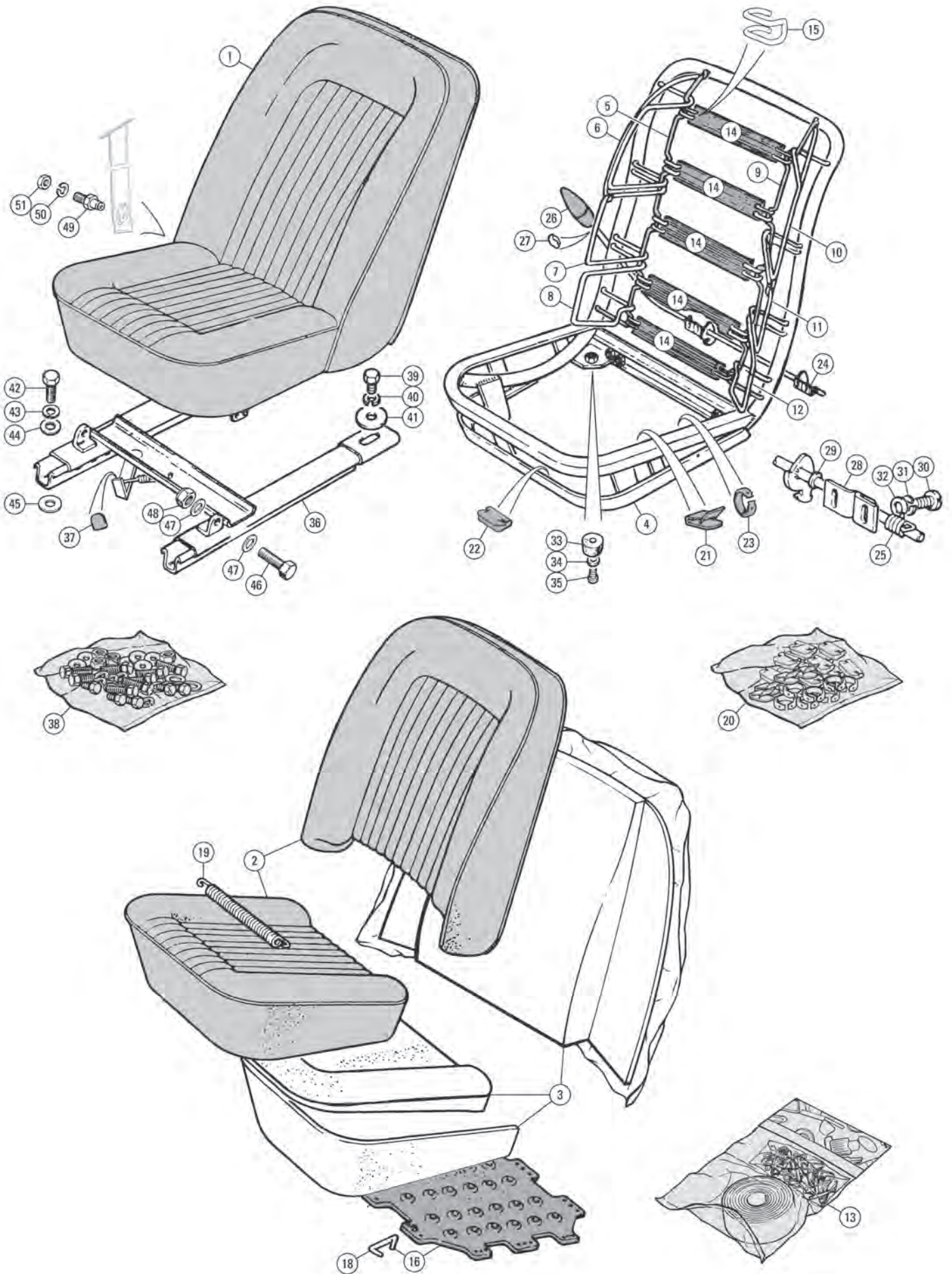
Note: Our 4.5" Retromod speakers, 230-535, from RetroSound are compatible with these console panels. Please see the Accessories section page A62 for more information).

40	GHF402	£0.30	SCREW, self tapping, pad to bracket	2	
41	FWP206	£0.43	CUP WASHER	2	
42	GHF712	£0.30	SPIRE NUT	2	
43	625688		NCA BRACKET, spire nut to tunnel	2	} riveted to gearbox tunnel cover
44	GHF600	£0.16	RIVET, 'Pop' type, bracket to tunnel	4	
45	ZKC401	£4.50	STAY BAR, speaker support	1	
46	AD608054	£0.80	SCREW, self tapping	2	} panel to stay bar
47	517711	£0.64	CUP WASHER	2	
48	FU2585	£0.47	SPIRE NUT	2	
49	616233	£1.40	BUFFER, rubber	1	stay bar to heater box

Sound Proof Pads

54	NCA	UNDERFELT KIT, carpet	1
55	CHM228	SOUND PROOF PAD, door shell	2

Note: CHM228 is a single pad (400mm x 210mm) with a self adhesive backing. Cut to fit as required.



Seat Assembly & Fittings

TR5, TR250

TR5 & TR250 seats are the same. All covers have white piping except Light tan. Following the Triumph tradition, is the option of leather facings to the parts of the seats which make contact with the body when sat on the seat. This is not a full leather seat.

The part numbers & applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	907441	NCA	SEAT ASSEMBLY, black/white piping	1	fine grain vinyl
	907442	NCA	SEAT ASSEMBLY, red/white piping	1	
	907443	NCA	SEAT ASSEMBLY, light tan	1	
	907446	NCA	SEAT ASSEMBLY, midnight blue/white piping	1	
	907447	NCA	SEAT ASSEMBLY, shadow blue/white piping	1	
	907461	NCA	SEAT ASSEMBLY, black/white piping	1	
	907462	NCA	SEAT ASSEMBLY, red/white piping	1	leather faced
	90746	NCA	SEAT ASSEMBLY, light tan	1	
	907466	NCA	SEAT ASSEMBLY, midnight blue/white piping	1	
	907467	NCA	SEAT ASSEMBLY, shadow blue/white piping	1	

Left Hand Seat Assemblies

907431	NCA	SEAT ASSEMBLY, black/white piping	1	fine grain vinyl
907432	NCA	SEAT ASSEMBLY, red/white piping	1	
907433	NCA	SEAT ASSEMBLY, light tan	1	
907436	NCA	SEAT ASSEMBLY, midnight blue/white piping	1	
907437	NCA	SEAT ASSEMBLY, shadow blue/white piping	1	
907451	NCA	SEAT ASSEMBLY, black/white piping	1	
907452	NCA	SEAT ASSEMBLY, red/white piping	1	leather faced
907453	NCA	SEAT ASSEMBLY, light tan	1	
907456	NCA	SEAT ASSEMBLY, midnight blue/white piping	1	
907457	NCA	SEAT ASSEMBLY, shadow blue/white piping	1	

Seat Cover Kits

2	SCA6411	£484.40	SEAT COVER KIT, black/white piping	1	fine grain vinyl
	SCA6412	£484.40	SEAT COVER KIT, red/white piping	1	
	SCA6413	£484.40	SEAT COVER KIT, light tan	1	
	SCA6417A	£484.40	SEAT COVER KIT, midnight blue/white piping	1	
	SCA6417	£484.40	SEAT COVER KIT, shadow blue/white piping	1	
	SCL6411	£938.50	SEAT COVER KIT, black/white piping	1		leather faced
	SCL6412	£938.50	SEAT COVER KIT, red, white piping	1	
	SCL6413	£938.50	SEAT COVER KIT, light tan	1	
	SCL6417AL	£938.50	SEAT COVER KIT, midnight blue/white piping	1	
	SCL6417	£938.50	SEAT COVER KIT, shadow blue/white piping	1	
3	SFK6411	£308.90	SEAT FOAM PADDING SET	1	one car set
4	812023	NCA	SEAT FRAME ASSEMBLY, RH	1	one car set
	812022	NCA	SEAT FRAME ASSEMBLY, LH	1	
	812037WK	NCA	SEAT WIRE KIT	1	
	812037	NCA	WIRE, inner, LH	1	
5	812038	NCA	WIRE, inner, RH	1	outer squab support
	812031	NCA	WIRE, upper, LH	1	
6	812032	NCA	WIRE, upper RH	1	
	812033	NCA	WIRE, centre, LH	1	
7	812034	NCA	WIRE, centre, RH	1	
	812035	NCA	WIRE, lower, LH	1	inner squab support
8	812036	NCA	WIRE, lower, RH	1	
	812049	NCA	WIRE, inner, LH	1	
9	812050	NCA	WIRE, inner, RH	1	inner squab support
	812043	NCA	WIRE, upper, LH	1	
10	812044	NCA	WIRE, upper, RH	1	
	812045	NCA	WIRE, centre, LH	1	
11	812046	NCA	WIRE, centre, RH	1	inner squab support
	812047	NCA	WIRE, lower, LH	1	
12	812048	NCA	WIRE, lower, RH	1	
13	GAC6121X	£68.80	SEAT WEBBING KIT, one seat	2	
14	621057	NCA	RUBBER STRAP	10	
15	621340	NCA	HOOK, securing strap	20	
16	612251	£19.20	DIAPHRAGM ASSEMBLY	2	
18	612261	£0.49	CLIP	20	
19	612273	NCA	SPRING, cushion tension	2	
20	SCA6411FK	£15.60	HARDWARE & FIXING KIT	1	
21	GHF1500	£0.19	CLIP, securing cover to frame	4	
22	610520	£0.83	CLIP, securing cover to frame	24	
23	BHA4339	£0.64	CLIP, tubular	8	
	713307	NCA	CONTROL ROD ASSEMBLY, LH	1	
24	713308	NCA	CONTROL ROD ASSEMBLY, RH	1	
	621981	NCA	SPRING, safety catch, LH	2	
25	621982	NCA	SPRING, safety catch, RH	2	
26	621458	NCA	KNOB, safety catch	2	

27	621776	£0.50	CLIP, securing knob to rod	2	
28	621960	NCA	BRACKET, pivot	4	
29	503661	NCA	WASHER, plain	4	
30	506731	NCA	SCREW, pivot bracket to frame	8	
31	505307	NCA	WASHER, locking	8	
32	GHF306	£0.30	WASHER, plain	8	
33	621515	£4.40	BUFFER, rubber	4	
34	503923	NCA	WASHER, plain	4	
35	SE910201	£0.66	SCREW, buffer to seat frame	4	
36	MM801-430	£70.00	SEAT SLIDE ASSEMBLY, LH & RH	2	
37	SLP138	NCA	RUBBER COVER, slide handle	2	
38	812237FK	£15.40	FITTING KIT, seat slides	1	
39	HU706P	£1.06	SCREW, catch plate to seat slide	4	
40	GHF331	£0.38	WASHER, locking	4	
41	WM57	£0.24	WASHER, plain	4	
42	GHF101	£0.30	SCREW, seat slide to floor	8	
43	GHF300	£0.22	WASHER, plain	8	
44	GHF331	£0.38	WASHER, locking	8	
45	WM57	£0.24	WASHER, spacer	4	
46	SH605061	£0.22	SCREW, seat slide to seat	4	
47	PWZ305	£0.64	WASHER, plain	8	
48	GHF222	£0.55	NUT, nyloc	4	
49	97H717	£0.89	STUD, 'Lift the Dot' (Tonneau restraining strap).	1	fitted to passenger seat base only, adjacent to handbrake
50	WL700101	£0.25	WASHER, locking	1	
51	HN2005	£0.16	NUT	1	tunnel

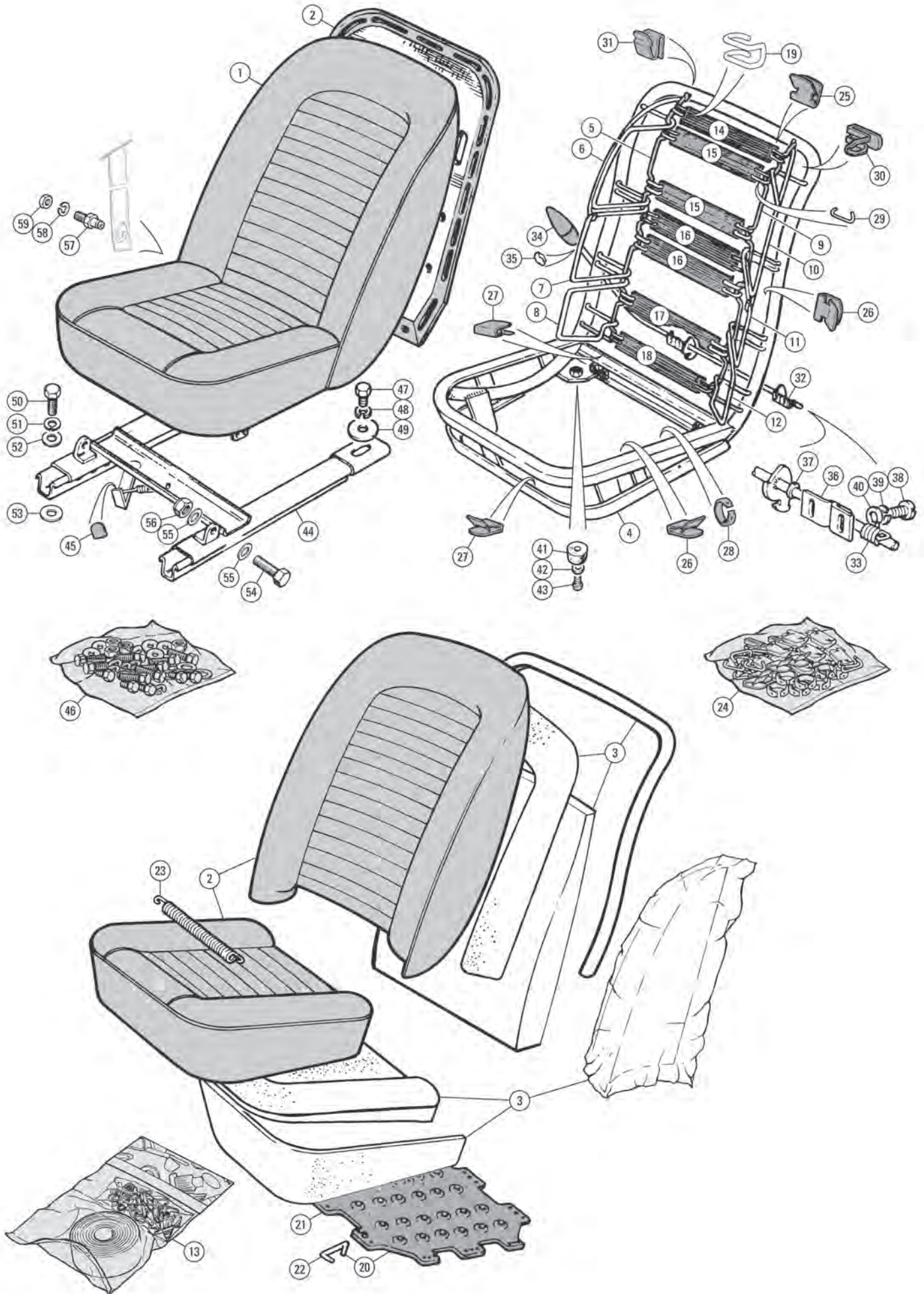
more titbits...

During the 1960's a small business was discovered (called a 'Manufacturer's Agent') which disposed of obsolete stock for Triumph. This was done quite ruthlessly by Triumph to clear out tracks and make way for new models. It is hoped that the spares division was consulted first but doubtful that this was the case. The clearout would also include experimental parts including (in the writer's experience) a batch of 2.5 litre 4 pot engines and some rather optimistic 5-speed TR gearboxes (which were a combination of TR lower gears and Spitfire higher ones) but that's another story.

The obsolete stock was presumably supposed to be disposed of into non-competitive markets, but as we never heard from Triumph or BL and the 'Agent' has long since passed away, I don't suppose we'll ever be getting a visit from Rover Security after all these years.

Amongst the obsolete stock were quite a few seats. Some were off the track, slightly damaged, and not worth repairing as far as Triumph were concerned, but what were the unusually coloured ones? Often there would be three colours of material used to finish the seat.

The truth, when it arrived was (predictably) a disappointment. The trim manufacturers had used up odd scraps of material to try out and demonstrate to Triumph, New ideas and patterns of seat. These were also used as slaves on the track. Amazingly a dozen or so survived (Moss still has a few) but they only now have value as re-coverable seat-frames.



Seat Assembly & Fittings (Continued)

TR6 (c) CP25000 To CP26998 (UK Specification)

The seats originally fitted to the Triumph TR6 Pi sports car came in three distinctly different styles.

- To (c) CP50000 having non reclining seats without head rests.
- From (c) CP50001 to CP77716 as fitted with similar style but with reclining seats without head rests.

The (c) CR1 onwards cars had reclining seats fitted with or without provision for head rests. The head rest is a simple single stalk push in, height adjustable type similar in construction and design to many other Triumph built cars of the period. Two other styles of seat were used in the TR6 model, although never fitted as standard to Fuel Injected, specification cars. These two seat types had head rests integral with the seat construction; one of the types having a tipping headrest that could be folded forward if a tonneau was to be fitted. These seats are termed as US Spec. seats as that was the market they were originally fitted for (see the following pages for these seats). All TR6 seats can be interchanged between model years and series as they all fit to the same spaced seat runners and floor panels.

The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

ill.	Part Number	Price £ea.	Description	Req.	Details	
1	910701	NCA	SEAT ASSEMBLY, black	1	} fine grain vinyl	
	910702	NCA	SEAT ASSEMBLY, red	1		
	910703	NCA	SEAT ASSEMBLY, light tan	1		
	910707	NCA	SEAT ASSEMBLY, shadow blue	1		
	910721	NCA	SEAT ASSEMBLY, black	1		
	910722	NCA	SEAT ASSEMBLY, red	1		} leather faced
	910723	NCA	SEAT ASSEMBLY, light tan	1		
	910727	NCA	SEAT ASSEMBLY, shadow blue	1		

Left Hand Seat Assemblies

910691	NCA	SEAT ASSEMBLY, black	1	} fine grain vinyl
910692	NCA	SEAT ASSEMBLY, red,	1	
910693	NCA	SEAT ASSEMBLY, light tan	1	
910697	NCA	SEAT ASSEMBLY, shadow blue	1	
910711	NCA	SEAT ASSEMBLY, black	1	} leather faced
910712	NCA	SEAT ASSEMBLY, red	1	
910713	NCA	SEAT ASSEMBLY, Light tan	1	
910717	NCA	SEAT ASSEMBLY, shadow blue	1	

Seat Cover Kits

2	SCA6511	£484.40	SEAT COVER KIT, black	1	} fine grain vinyl
	SCA6512	£484.40	SEAT COVER KIT, red	1	
	SCA6513	£484.40	SEAT COVER KIT, light tan	1	
	SCA6517	£484.40	SEAT COVER KIT, shadow blue	1	
	SC2041Z	£484.40	SEAT COVER KIT, biscuit	1	} leather faced
	SCL6511	£938.50	SEAT COVER KIT, black	1	
	SCL6512	£938.50	SEAT COVER KIT, red	1	
	SCL6513	£938.50	SEAT COVER KIT, light tan	1	
	SCL6517	£938.50	SEAT COVER KIT, shadow blue	1	
	SC2048Z	£938.50	SEAT COVER KIT, biscuit	1	

Note: Other colours and materials are available, please enquire. To ensure that seats and trim match, it is important that you order these items from the same supplier.

Seat Foam Kit

3	SFK6511	£436.10	SEAT FOAM PADDING SET	1
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Seat Frames And Wires

4	908580	NCA	SEAT FRAME ASSEMBLY, LH	1	}
	908581	NCA	SEAT FRAME ASSEMBLY, RH	1	
	910691WK	NCA	SEAT WIRE KIT, (for both seats)	1	
	815689	NCA	WIRE, inner, LH	1	} outer squab support
5	815690	NCA	WIRE, inner, RH	1	
	815683	NCA	WIRE, upper, LH	1	
	815684	NCA	WIRE, upper, RH	1	
	815685	NCA	WIRE, centre, LH	1	}
7	815686	NCA	WIRE, centre, RH	1	
	815687	NCA	WIRE, lower, LH	1	
	815688	NCA	WIRE, lower, RH	1	
	815656	NCA	WIRE, inner, LH	1	} inner squab support
9	815657	NCA	WIRE, inner, RH	1	
	815650	NCA	WIRE, upper, LH	1	
10	815651	NCA	WIRE, upper, RH	1	}
	815652	NCA	WIRE, centre, LH	1	
	815653	NCA	WIRE, centre, RH	1	
	815654	NCA	WIRE, lower, LH	1	}
12	815655	NCA	WIRE, lower, RH	1	

Seat Webbing And Diaphragm

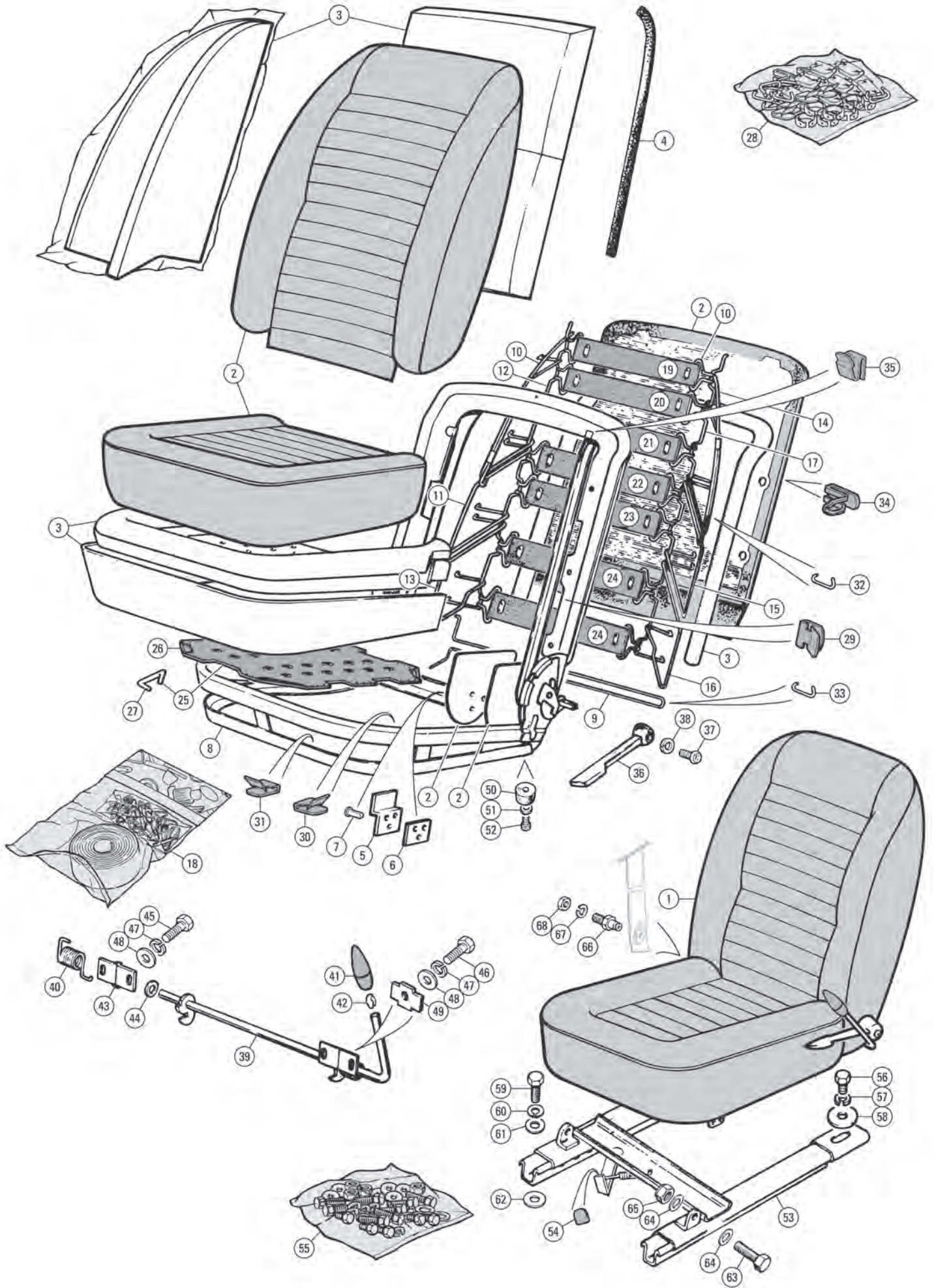
13	GAC6121X	£68.80	SEAT WEBBING KIT, one seat	2
14	621058	NCA	RUBBER STRAP, 8" long	2
15	621059	NCA	RUBBER STRAP, 8.5" long	4
16	621060	NCA	RUBBER STRAP, 9" long	4
17	621057	NCA	RUBBER STRAP, 9.4" long	2
18	621056	NCA	RUBBER STRAP, 10" long	2
19	621340	NCA	HOOK, securing strap	28
20	612251	£19.20	DIAPHRAGM ASSEMBLY	2
22	612261	£0.49	CLIP	20
23	612273	NCA	SPRING, cushion tension	2

Seat Fittings

24	SCA6511FK	NCA	SEAT COVER FITTING KIT	1	one car set
25	GHF1500	£0.19	CLIP, back board trim to frame	8	}
26	GHF1500	£0.19	CLIP, squab trim to frame	20	
27	GHF1500	£0.19	CLIP, cushion valance to frame	18	}
28	BHA4339	£0.64	CLIP, tubular, trim to frame	8	
29	561785	£0.41	HOG RING, hessian to squab wires	60	}
30	613769	NCA	CLIP, back board to seat frame	12	
31	613770	£1.80	CLIP, back board tops to seat frame	4	}
	713307	NCA	CONTROL ROD ASSEMBLY, LH	1	
	713308	NCA	CONTROL ROD ASSEMBLY, RH	1	}
	621981	NCA	SPRING, safety catch, LH	2	
33	621982	NCA	SPRING, safety catch, RH	2	}
34	621458	NCA	KNOB, safety catch	2	
35	621776	£0.50	CLIP, securing knob to rod	2	}
36	621960	NCA	BRACKET, pivot	4	
37	503661	NCA	WASHER, plain	4	}
38	50673	NCA	SCREW, pivot bracket to seat frame	8	
39	505307	NCA	WASHER, locking	8	}
40	GHF306	£0.30	WASHER, plain	8	
41	621515	£4.40	BUFFER, rubber	4	}
42	503923	NCA	WASHER, plain	4	
43	SE910201	£0.66	SCREW, buffer to seat frame	4	}
44	821137	NCA	SEAT SLIDE ASSEMBLY, LH	1	
	821138	NCA	SEAT SLIDE ASSEMBLY, RH	1	

Note: Original seat slides are no longer available. Use our universal fit assemblies for RH & LH applications.

	MM801-430	£70.00	SEAT SLIDE ASSEMBLY, LH & RH	2	} fitted to passenger seat base only,
45	SLP138	NCA	RUBBER COVER, slide handle	2	
46	812237FK	£15.40	FITTING KIT, seat slides	2	} adjacent to handbrake
47	HU706P	£1.06	SCREW, catch plate to seat slide	4	
48	GHF331	£0.38	WASHER, locking	4	} tunnel
49	WM57	£0.24	WASHER, plain	4	
50	GHF101	£0.30	SCREW, seat slide to floor	8	}
51	GHF331	£0.38	WASHER, locking	8	
52	GHF300	£0.22	WASHER, plain	8	}
53	WM57	£0.24	WASHER, spacer	8	
54	SH605061	£0.22	SCREW, pivot, seat to seat slide	4	}
55	PWZ305	£0.64	WASHER, plain	8	
56	GHF222	£0.55	NUT, nylon	4	}
57	97H717	£0.89	STUD, 'Lift the Dot', tonneau restraining strap	1	
58	WL700101	£0.25	WASHER, locking	1	}
59	HN2005	£0.16	NUT	1	



Seat Assembly & Fittings (Continued)

TR6 (c) CP50001 To CP77716

Second type of seat fitted from (c) CP50001 to (c) CP77716. This is recognisable by having a reclining mechanism, operated by a chrome handle fitted to the outer side of the seat by the seat tipping safety catch release lever. No headrest is fitted nor incorporated in this seat.

Leather faced seats were also offered as an option at the time of production. The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

ill.	Part Number	Price Eea.	Description	Req.	Details	
	912241	NCA	SEAT ASSEMBLY, black	1	} fine grain vinyl	
	912242	NCA	SEAT ASSEMBLY, red	1		
	576617	NCA	SEAT ASSEMBLY, light tan	1		
	912243	NCA	SEAT ASSEMBLY, new tan	1		
	912247	NCA	SEAT ASSEMBLY, shadow blue	1		
	912248	NCA	SEAT ASSEMBLY, grey	1		
	912261	NCA	SEAT ASSEMBLY, black	1		} leather faced
	912262	NCA	SEAT ASSEMBLY, red	1		
	576618	NCA	SEAT ASSEMBLY, light tan	1		
	912263	NCA	SEAT ASSEMBLY, new tan	1		
	912267	NCA	SEAT ASSEMBLY, shadow blue	1		
	912268	NCA	SEAT ASSEMBLY, grey	1		

Left Hand Seat Assemblies

1	912231	NCA	SEAT ASSEMBLY, black	1	} fine grain vinyl	
	912232	NCA	SEAT ASSEMBLY, red	1		
	576615	NCA	SEAT ASSEMBLY, light tan	1		
	912233	NCA	SEAT ASSEMBLY, new tan	1		
	912237	NCA	SEAT ASSEMBLY, shadow blue	1		
	912238	NCA	SEAT ASSEMBLY, grey	1		
	912251	NCA	SEAT ASSEMBLY, black	1		} leather faced
	912252	NCA	SEAT ASSEMBLY, red	1		
	576616	NCA	SEAT ASSEMBLY, light tan	1		
	912253	NCA	SEAT ASSEMBLY, new tan	1		
	912257	NCA	SEAT ASSEMBLY, shadow blue	1		
	912258	NCA	SEAT ASSEMBLY, grey	1		

Seat Cover Kits

2	SCA6551	£478.50	SEAT COVER KIT, black	1	} fine grain vinyl	
	SCA6552	£478.50	SEAT COVER KIT, red	1		
	SCA6553	£478.50	SEAT COVER KIT, light tan	1		
	SCA6559	£478.50	SEAT COVER KIT, new tan	1		
	SCA6557	£478.50	SEAT COVER KIT, shadow blue	1		
	SCA6558	£478.50	SEAT COVER KIT, grey	1		
	SC2043Z	£478.50	SEAT COVER KIT, biscuit	1		} leather faced
	SCL6551	£902.30	SEAT COVER KIT, black	1		
	SCL6552	£902.30	SEAT COVER KIT, red	1		
	SCL6553	£902.30	SEAT COVER KIT, light tan	1		
	SCL6559	£902.30	SEAT COVER KIT, new tan	1		
	SCL6557	£902.30	SEAT COVER KIT, shadow blue	1		
	SCL6558L	£902.30	SEAT COVER KIT, grey	1		
	SC2050Z	£902.30	SEAT COVER KIT, biscuit	1		

Note: Other colours and materials are available, please enquire. To ensure that seats and trim match, it is important that you order these items from the same supplier.

3	SFK6551	£467.00	SEAT FOAM PADDING SET	1	} outer squab support	
4	716933	NCA	FELT PAD STRIP, support wire	4		
5	627211	NCA	BRACKET, board to frame	4		
6	627936	NCA	SPACER, bracket to board	4		
7	RB5508	NCA	RIVET, bifurcated	12		
8	911566	NCA	SEAT FRAME ASSEMBLY, LH	1		
	911567	NCA	SEAT FRAME ASSEMBLY, RH	1		
9	576161	NCA	TORSION BAR, seat back recline, LH	1		
	576162	NCA	TORSION BAR, seat back recline, RH	1		
	912231WK	NCA	SEAT WIRE KIT, (does both seats)	1		one car set
10	815683	NCA	WIRE, upper, LH	1		
	815684	NCA	WIRE, upper, RH	1		
11	815685	NCA	WIRE, centre, LH	1		
	815686	NCA	WIRE, centre, RH	1		
12	816079	NCA	WIRE, inner, LH	1		
	816080	NCA	WIRE, inner, RH	1		
13	816077	NCA	WIRE, lower, LH	1		
	816078	NCA	WIRE, lower, RH	1		
14	815650	NCA	WIRE, upper, LH	1		
	815651	NCA	WIRE, upper, RH	1		
15	815652	NCA	WIRE, centre LH	1		

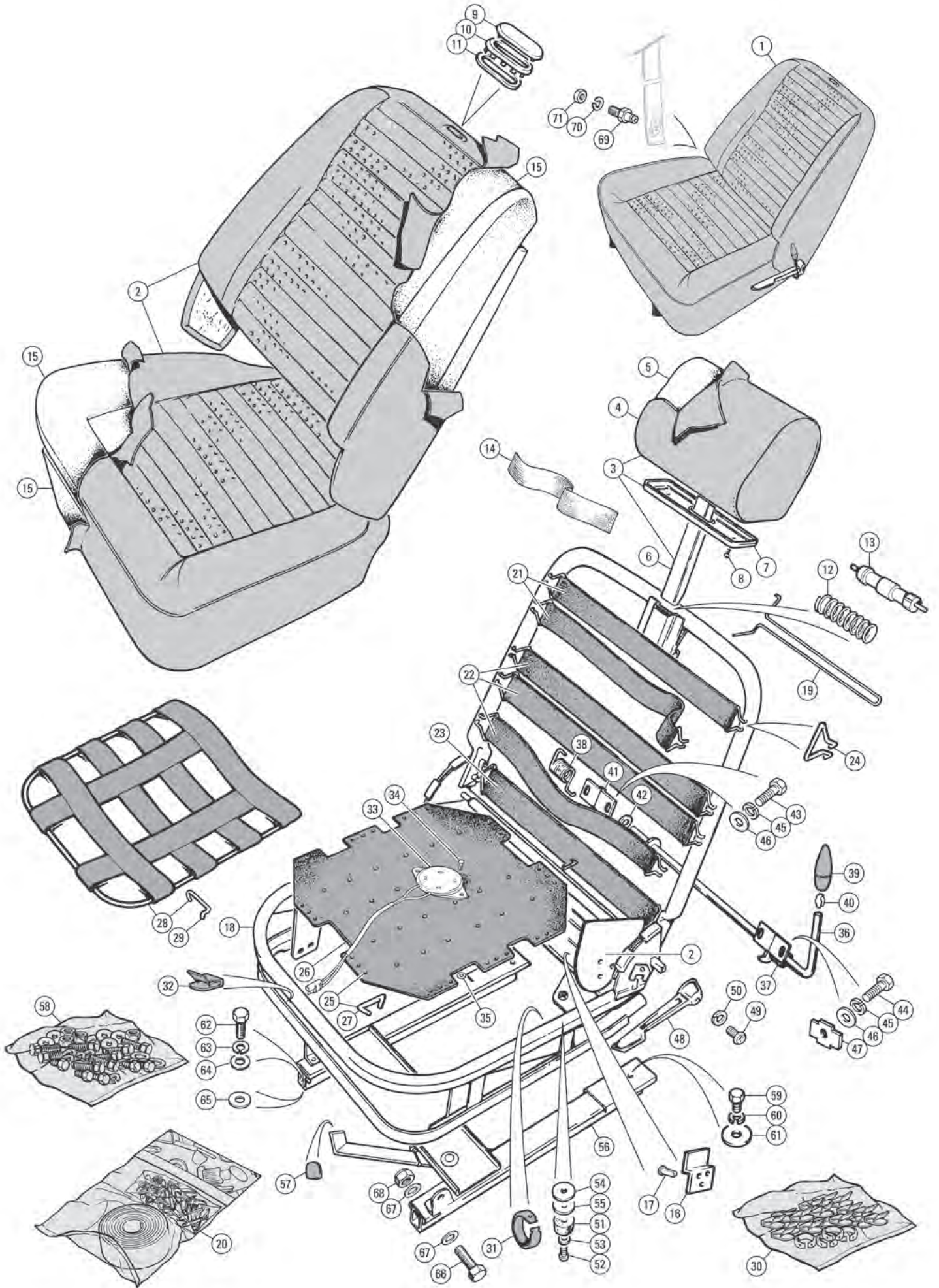
	815653	NCA	WIRE, centre, RH	1	} inner squab support
16	816070	NCA	WIRE, lower, LH	1	
	816071	NCA	WIRE, lower, RH	1	
17	816072	NCA	WIRE, inner, LH	2	
	816073	NCA	WIRE, inner, RH	2	
18	GAC6121X	£68.80	SEAT WEBBING KIT, one seat	2	
19	816760	NCA	RUBBER STRAP, 9.57" long	2	
20	816759	NCA	RUBBER STRAP, 9.94" long	2	
21	816758	NCA	RUBBER STRAP, 10.24" long	2	
22	816757	NCA	RUBBER STRAP, 10.57" long	2	
23	816755	NCA	RUBBER STRAP, 10.74" long	2	
24	816756	NCA	RUBBER STRAP, 11.19" long	4	
25	612251	£19.20	DIAPHRAGM ASSEMBLY	2	
27	612261	£0.49	CLIP	20	

Hardware And Fixing Kit To Refurbish A Pair Of Seats

28	SCA6551FK	NCA	HARDWARE AND FIXING KIT	1	} handle to seat } frame mechanism
29	GHF1500	£0.19	CLIP, back board trim to frame	8	
30	GHF1500	£0.19	CLIP, squab trim to frame	28	
31	GHF1500	£0.19	CLIP, cushion valance to frame	24	
32	561785	£0.41	HOG RING, hessian to squab wires	40	
33	561785	£0.41	HOG RING, bottom side panel	4	
34	613769	NCA	CLIP, back board to seat frame	12	
35	613770	£1.80	CLIP, back board tops to seat frame	4	
36	617063	NCA	HANDLE, seat adjustment	2	
37	PMP308	£0.73	SCREW	2	
38	WL700101	£0.25	WASHER, locking	2	
39	720164	NCA	CONTROL ROD ASSEMBLY, LH	1	
	720165	NCA	CONTROL ROD ASSEMBLY, RH	1	
	621981	NCA	SPRING, safety catch, LH	2	
40	621982	NCA	SPRING, safety catch, RH	2	
41	621458	NCA	KNOB, safety catch	2	
42	621776	£0.50	CLIP, securing knob to rod	2	
43	621960	NCA	BRACKET, pivot	4	
44	555285	NCA	WASHER, plain	4	
45	506731	NCA	SCREW, pivot bracket to seat frame	6	
46	SE910201	£0.66	SCREW, pivot bracket and stop to frame	2	
47	505307	NCA	WASHER, locking	8	
48	GHF306	£0.30	WASHER, plain	8	
49	629588	NCA	PLATE, rod stop	4	
50	621515	£4.40	BUFFER, rubber	4	
51	GHF306	£0.30	WASHER, plain	4	
52	SE910201	£0.66	SCREW, buffer to seat frame	4	
53	821137	NCA	SEAT SLIDE ASSEMBLY, LH	1	
	821138	NCA	SEAT SLIDE ASSEMBLY, RH	1	

Note: Original seat slides are no longer available. Use our universal fit assemblies for RH & LH applications.

	MM801-430	£70.00	SEAT SLIDE ASSEMBLY, LH & RH	2	} fitted to passenger } seat base only, } adjacent to handbrake } tunnel	
54	SLP138	NCA	RUBBER COVER, slide handle	2		
55	812237FK	£15.40	FITTING KIT, seat slide	2		per seat
56	HU706P	£1.06	SCREW, catch plate to seat slide	4		
57	GHF331	£0.38	WASHER, locking	4		
58	WM57	£0.24	WASHER, plain	4		
59	GHF101	£0.30	SCREW, seat slide to floor	8		
60	GHF331	£0.38	WASHER, locking	8		
61	GHF300	£0.22	WASHER, plain	8		
62	WM57	£0.24	WASHER, spacer	8		
63	SH605061	£0.22	SCREW, pivot, seat to seat slide	4		
64	PWZ305	£0.64	WASHER, plain	8		
65	GHF222	£0.55	NUT, nyloc	4		
66	97H717	£0.89	STUD, 'Lift the Dot' (Tonneau restraining strap).	1		
67	WL700101	£0.25	WASHER, locking	1		
68	HN2005	£0.16	NUT	1		



Seat Assembly & Fittings (Continued)

TR6 (c) CR1 & CF1

The third and final design of TR6 seat had the provision for fitting a stalk type head rest. The head rest was not always a standard fitment, it can however be easily fitted by removal of the blanking plug (if fitted) and inserting the complete head rest assembly. The height adjustment of the head rest is maintained by a friction roller system integral with the seat. This seat had a rake adjustment, recline mechanism as per the previous type. All cars with commission no. prefix's CR or CF were fitted with this type of seat. From a constructional point of view this type of seat was very simple as the squab was supported only by rubber straps, not spring wires and rubber straps.

The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see Accessories section. Leather faced seats were also offered as an option at the time of production.

Right Hand Seat Assemblies

Ill.	Part Number	Price £ea.	Description	Req.	Details
	919171	NCA	SEAT ASSEMBLY, black	1	coarse grain vinyl
	919173	NCA	SEAT ASSEMBLY, chestnut	1	
	923183	NCA	SEAT ASSEMBLY, new tan	1	
	919177	NCA	SEAT ASSEMBLY, shadow blue	1	
	919174	NCA	SEAT ASSEMBLY, beige	1	

Left Hand Seat Assemblies

1	919161	NCA	SEAT ASSEMBLY, black	1	coarse grain vinyl
	919163	NCA	SEAT ASSEMBLY, chestnut	1	
	923173	NCA	SEAT ASSEMBLY, new tan	1	
	919167	NCA	SEAT ASSEMBLY, shadow blue	1	
	919164	NCA	SEAT ASSEMBLY, beige	1	

Seat Cover Kits

2	SCB6541	£478.50	SEAT COVER KIT, black	1	coarse grain vinyl
	SCB6543	£478.50	SEAT COVER KIT, chestnut	1	
	SCB6549	£478.50	SEAT COVER KIT, new tan	1	
	SCB6547	£478.50	SEAT COVER KIT, shadow blue	1	
	SCB6544	£478.50	SEAT COVER KIT, beige	1	
	SC2045Z	£478.50	SEAT COVER KIT, biscuit	1	leather faced
	SCL6541	£988.60	SEAT COVER KIT, black	1	
	SCL6543	£988.60	SEAT COVER KIT, chestnut	1	
	SCL6549	£988.60	SEAT COVER KIT, new tan	1	
	SCL6547	£988.60	SEAT COVER KIT, shadow blue	1	
	SCL6544	£988.60	SEAT COVER KIT, beige	1	
	SC2052Z	£988.60	SEAT COVER KIT, biscuit	1	

Note: Other colours and materials are available, please enquire. To ensure that seats and trim match, it is important that you order these items from the same supplier.

3	919071	£83.60	HEAD REST ASSEMBLY, black	2	coarse grain vinyl
	919073	NCA	HEAD REST ASSEMBLY, chestnut	2	
	923083	£83.60	HEAD REST ASSEMBLY, new tan	2	
	919077	NCA	HEAD REST ASSEMBLY, shadow blue	2	
	919074	£83.60	HEAD REST ASSEMBLY, beige	2	
4	919071C	£38.30	COVER, head rest, black	2	coarse grain vinyl
	727653	NCA	COVER, head rest, chestnut	2	
	923083C	NCA	COVER, head rest, new tan	2	
	919077C	NCA	COVER, head rest, shadow blue	2	
	919074C	£38.30	COVER, head rest, beige	2	
5	722937	£46.30	PAD, foam, head restraint	2	as fitted
6	725972	NCA	FRAME ASSEMBLY, headrest	2	
7	625191	NCA	FINISHER, head rest, black	2	
	625193	NCA	FINISHER, head rest, chestnut	2	
	633053	NCA	FINISHER, head rest, new tan	2	
	625197	NCA	FINISHER, head rest, shadow blue	2	
	625194	NCA	FINISHER, head rest, beige	2	
8	AD604062	£0.47	SCREW, self tapping	4	

The top of each seat squab has an eyelet inserted to accept an head rest. If the hole is not fitted with an head rest it is blanked with a plastic plug. The blanking plug was coloured black, however to either match or contrast with the trim two other colours are offered.

9	BD36610A	£1.60	PLUG, blanking, black	a/r	use with chestnut, new tan or beige
	AHA9779	NCA	PLUG, blanking, brown	a/r	
	XGN1953	NCA	PLUG, blanking, blue	a/r		use with shadow blue
10	CZA4500S	£3.90	EYELET & WASHER	2	
11	CZA4263	£1.26	REINFORCER, eyelet	2	

The head rest is held up in place by a friction roller system that is secured in a welded section at the top of the seat back frame. Two types of friction roller system were used, they are not interchangeable as they fit different sized welded brackets on the seats.

12	CZA4713	NCA	ROLLER, head rest height, metal type	2	] not interchangeable
13	ZKC1271	NCA	ROLLER, head rest height, nylon type	2	
14	SRK10	NCA	LINEN TAPE, retaining springs, black	2	
15	SFK6541	£337.30	SEAT FOAM SET	1	
16	627211	NCA	BRACKET, board to frame	4	
17	RB5508	NCA	RIVET, bifurcated	12	
18	917593	NCA	SEAT FRAME ASSEMBLY, LH	1	
	917594	NCA	SEAT FRAME ASSEMBLY, RH	1	
19	576161	NCA	TORSION BAR, seat back recline, LH	1	
	576162	NCA	TORSION BAR, seat back recline, RH	1	

A rubber strap and hook kit is available to service each seat. The rubber strap is supplied as a continuous strip which must be cut to length and fitted with the supplied securing hooks.

20	SRK11	£74.00	SEAT WEBBING KIT, one seat	2	
21	816801	NCA	RUBBER STRAP, upper	4	
22	816804	NCA	RUBBER STRAP, intermediate	6	
23	816901	NCA	RUBBER STRAP, lower	2	
24	621340	NCA	HOOK, securing strap	24	
25	612251	£19.20	DIAPHRAGM ASSEMBLY	2	
27	612261	£0.49	CLIP	20	
28	SLP139	NCA	WEBBING ASSEMBLY	2	very late cars only
29	SLP140	NCA	HOOK, securing webbing	24	
30	SRK12	NCA	HARDWARE & FIXING KIT	1	
31	BHA4339	£0.64	CLIP, tubular, cushion cover to frame	4	
32	GHF1500	£0.19	CLIP, cover to frame	38	

To advise the car occupants that they were not wearing a seat belt a simple weight operated switch was fitted under the seat cushion that interlocked with the seat belt stalk and a dash mounted warning Light.

33	158534	NCA	SWITCH, seat belt sensor	2	
34	BRP906	£0.34	RIVET, bifurcated	4	
35	WP4	£0.30	WASHER, plain	4	
36	720164	NCA	CONTROL ROD ASSEMBLY, LH	1	
	720165	NCA	CONTROL ROD ASSEMBLY, RH	1	
37	621981	NCA	SPRING, safety catch, LH	1	
38	621982	NCA	SPRING, safety catch, RH	1	
39	621458	NCA	KNOB, safety catch	2	
40	621776	£0.50	CLIP, securing knob to rod	2	
41	621960	NCA	BRACKET, pivot	4	
42	503661	NCA	WASHER, plain	4	
43	506731	NCA	SCREW, bracket to seat frame	6	
44	SE910201	£0.66	SCREW, bracket & stop to seat frame	2	
45	505307	NCA	WASHER, locking	8	
46	GHF306	£0.30	WASHER, plain	8	
47	629588	NCA	PLATE, rod stop	4	
48	617063	NCA	HANDLE, seat adjustment	2	
49	PMP308	£0.73	SCREW, handle	2	
50	WL700101	£0.25	WASHER, locking	2	
51	621515	£4.40	BUFFER, rubber	4	
52	SE910201	£0.66	SCREW, buffer to seat frame	4	
53	503923	NCA	WASHER, plain	4	
54	GHF314	£0.22	WASHER, plain	4	
55	GHF314	£0.22	WASHER, plain	4	
56	MM801-430	£70.00	SEAT SLIDE ASSEMBLY, LH & RH	2	
57	SRP138	NCA	RUBBER COVER, slide handle	2	
58	812237FK	£15.40	FITTING KIT, seat slides	2	
59	HU706P	£1.06	SCREW, catch plate to seat slide	4	
60	GHF331	£0.38	WASHER, locking	4	
61	WM57	£0.24	WASHER, plain	4	
62	GHF101	£0.30	SCREW, seat slide to floor	8	
63	GHF331	£0.38	WASHER, locking	8	
64	GHF300	£0.22	WASHER, plain	8	
65	WM57	£0.24	WASHER, spacer	8	
66	SH605061	£0.22	SCREW, pivot, seat to seat slide	4	
67	PWZ305	£0.64	WASHER, plain	8	
68	GHF222	£0.55	NUT, nyloc	4	
69	97H717	£0.89	STUD, 'Lift the Dot' (Tonneau restraining strap).	1	fitted to passenger seat base only adjacent to handbrake tunnel
70	WL700101	£0.25	WASHER, locking	1	
71	HN2005	£0.16	NUT	1	

Seat Assembly & Fittings (Continued)

Seats, Fittings And Seat Covers TR6 To (c) CC50000

The headrest was required by U.S. safety regulations as an anti-whiplash measure and folded to permit use of the 'flat' tonneau cover then specified. With hindsight, it might have been easier to alter the design of the tonneau cover. Which was, of course, what happened a couple of years later. All seat covers for this type of seat have 'STAG' grain and are piped with their own colour. Only one handle is fitted and this permits the seat to tip forward to gain access to the shelf area.

The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

Ill.	Part Number	Price Eea.	Description	Req.	Details
	910601	NCA	SEAT ASSEMBLY, black	1	} fine grain vinyl
	910602	NCA	SEAT ASSEMBLY, red	1	
	910603	NCA	SEAT ASSEMBLY, light tan	1	} leather faced
	910607	NCA	SEAT ASSEMBLY, shadow blue	1	
	910621	NCA	SEAT ASSEMBLY, black	1	} leather faced
	910622	NCA	SEAT ASSEMBLY, red	1	
	910623	NCA	SEAT ASSEMBLY, light tan	1	
	910627	NCA	SEAT ASSEMBLY, shadow blue	1	

Left Hand Seat Assemblies

1	910591	NCA	SEAT ASSEMBLY, black	1	} fine grain vinyl
	910592	NCA	SEAT ASSEMBLY, red	1	
	910593	NCA	SEAT ASSEMBLY, light tan	1	} leather faced
	910597	NCA	SEAT ASSEMBLY, shadow blue	1	
	910611	NCA	SEAT ASSEMBLY, black	1	} leather faced
	910612	NCA	SEAT ASSEMBLY, red	1	
	910613	NCA	SEAT ASSEMBLY, light tan	1	
	910617	NCA	SEAT ASSEMBLY, shadow blue	1	

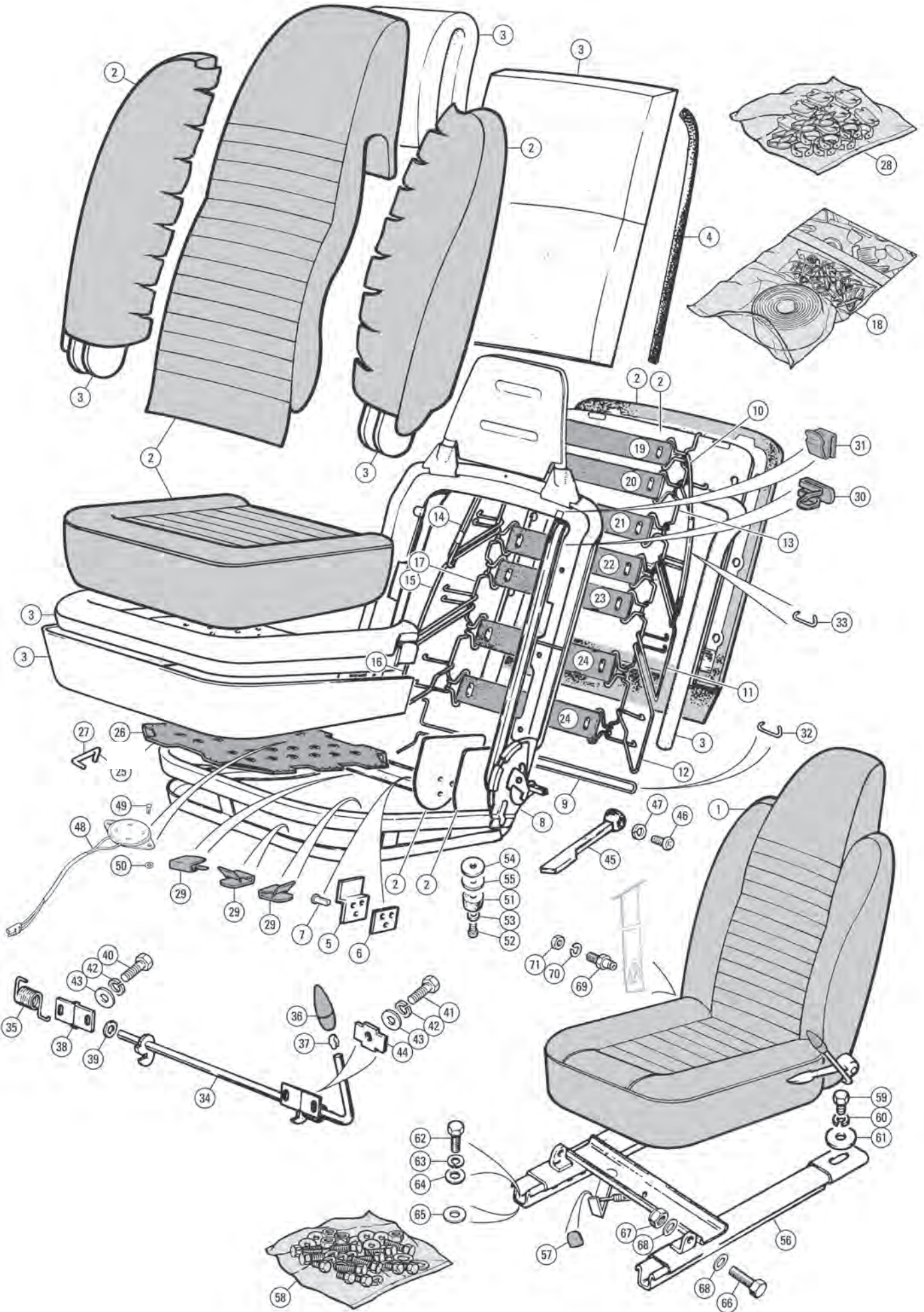
Seat Cover Kits

2	SCA6521	£484.40	SEAT COVER KIT, black	1	} fine grain vinyl
	SCA6522	£484.40	SEAT COVER KIT, red	1	
	SCA6523	£484.40	SEAT COVER KIT, light tan	1	} leather faced
	SCA6527	£484.40	SEAT COVER KIT, shadow blue	1	
	SCA6529	£484.40	SEAT COVER KIT, new tan	1	} leather faced
	SCL6521	£1,114.40	SEAT COVER KIT, black	1	
	SCL6522	£1,114.40	SEAT COVER KIT, red	1	
	SCL6523	£1,114.40	SEAT COVER KIT, light tan	1	
	SCL6527	£1,114.40	SEAT COVER KIT, shadow blue	1	
	SCL6529	£1,114.40	SEAT COVER KIT, new tan	1	

Note: Other colours and materials are available, please contact your nearest Moss branch for full details.

3	910671	NCA	HEADREST ASSEMBLY, black	2	} fine grain vinyl
	910672	NCA	HEADREST ASSEMBLY, red	2	
	910673	NCA	HEADREST ASSEMBLY, light tan	2	} leather faced
	910677	NCA	HEADREST ASSEMBLY, shadow blue	2	
	910681	NCA	HEADREST ASSEMBLY, black	2	} leather faced
	910682	NCA	HEADREST ASSEMBLY, red	2	
	910683	NCA	HEADREST ASSEMBLY, light tan	2	
	910687	NCA	HEADREST ASSEMBLY, shadow blue	2	
	910688	NCA	HEADREST ASSEMBLY, shadow blue	2	
4	910687	£448.10	SEAT FOAM SET	1	
5	908624	NCA	SEAT FRAME ASSEMBLY, LH	1	
	908625	NCA	SEAT FRAME ASSEMBLY, RH	1	
6	815713	NCA	FRAME ASSEMBLY, headrest	2	
7	625649	NCA	HINGE ASSEMBLY, headrest, LH	2	
	625650	NCA	HINGE ASSEMBLY, headrest, RH	1	
8	512625	NCA	SCREW, hinge to headrest frame	16	
9	625686	NCA	FINISHER, cover, headrest	2	
10	619615	NCA	WASHER, cup, securing finisher	6	
11	517819	£1.43	SCREW, securing finisher	6	
12	625631	NCA	LOCK AND CABLE ASSEMBLY	2	
13	506731	NCA	SCREW, lock assembly	4	
14	WL700101	£0.25	WASHER, locking	4	
15	625685	NCA	CLAMP, cable (top) to headrest frame	2	
16	506731	NCA	SCREW, cable (top) to headrest frame	2	
17	WL700101	£0.25	WASHER, locking	2	
18	516535	NCA	WASHER, plain	2	
19	611768	£1.48	CLIP, cable (bottom) to headrest frame	2	
20	625655	NCA	BRACKET, catch, headrest lock	2	
21	509194	NCA	SCREW, catch bracket to headrest	4	
22	509354	NCA	WASHER, locking	4	
23	24G1482K	£1.50	TRUNNION KIT, inner cable to control rod	2	
24	517675	NCA	SCREW	2	
25	WP4	£0.30	WASHER, plain	2	
26	517676	NCA	WASHER, locking	2	
	910591WK	NCA	WIRE KIT, does pair of seats	1	

27	815508	NCA	WIRE, inner, squab support, outer	1	} LH seat
	815665	NCA	WIRE, inner, squab support, inner	1	
	815509	NCA	WIRE, inner, squab support, outer	1	} RH seat
	815666	NCA	WIRE, inner, squab support, inner	1	
28	815506	NCA	WIRE, upper, squab support, outer	1	} LH seat
	815663	NCA	WIRE, upper, squab support, inner	1	
	815507	NCA	WIRE, upper, squab support, outer	1	} RH seat
	815664	NCA	WIRE, upper, squab support, inner	1	
29	815685	NCA	WIRE, centre squab support, outer	1	} LH seat
	815652	NCA	WIRE, centre squab support, inner	1	
	815686	NCA	WIRE, centre squab support, outer	1	} RH seat
	815653	NCA	WIRE, centre squab support, inner	1	
30	815687	NCA	WIRE, lower squab support, outer	1	} LH seat
	815654	NCA	WIRE, lower squab support, inner	1	
	815688	NCA	WIRE, lower squab support, outer	1	} RH seat
	815655	NCA	WIRE, lower squab support, inner	1	
31	SRK13	£59.40	SEAT WEBBING KIT, one seat	2	
32	621059	NCA	RUBBER STRAP, 8.5" long	2	
33	621060	NCA	RUBBER STRAP, 9" long	4	
34	621057	NCA	RUBBER STRAP, 9.4" long	2	
35	621056	NCA	RUBBER STRAP, 10" long	2	
36	621340	NCA	HOOK, securing strap	20	
37	612251	£19.20	DIAPHRAGM ASSEMBLY	2	
39	612261	£0.49	CLIP	20	
40	612273	NCA	SPRING, cushion tension	2	
41	SRK14	NCA	HARDWARE & FIXING KIT	1	
42	GHF1500	£0.19	CLIP, trim covers to seat frame	18	
43	BHA4339	£0.64	CLIP, tubular	4	
44	561785	£0.41	HOG RING, hessian to squab wires	60	
45	613769	NCA	CLIP, seat backboard to back rail	6	
46	613770	£1.80	CLIP, seat backboard to seat frame	4	
47	GHF1500	£0.19	CLIP, trim covers to seat frame, side	4	
48	GHF1500	£0.19	CLIP, trim covers to seat frame, rear	20	
49	GHF1500	£0.19	CLIP, trim, headrest cover to frame	10	
50	716815	NCA	CONTROL ROD ASSEMBLY, LH & RH	1	
	716816	NCA	CONTROL ROD ASSEMBLY, RH	1	
51	621981	NCA	SPRING, safety catch, LH	2	
52	621458	NCA	KNOB, safety catch	2	
53	621776	£0.50	CLIP, securing knob to rod	2	
54	621960	NCA	BRACKET, pivot	4	
55	503661	NCA	WASHER, plain	4	
56	506731	NCA	SCREW, pivot bracket to frame	8	
57	505307	NCA	WASHER, locking	8	
58	GHF306	£0.30	WASHER, plain	8	
59	621515	£4.40	BUFFER, rubber	4	
60	SE910201	£0.66	SCREW, buffer to seat frame	4	
61	503923	NCA	WASHER, plain	4	
62	MM801-430	£70.00	SEAT SLIDE ASSEMBLY, LH & RH	2	
63	SLP138	NCA	RUBBER COVER, slide handle	2	
64	812237FK	£15.40	FITTING KIT, seat slide	2	
65	HU706P	£1.06	SCREW, catch plate to seat slide	4	
66	GHF331	£0.38	WASHER, locking	4	
67	WM57	£0.24	WASHER, plain	4	
68	GHF101	£0.30	SCREW slide to floor	8	
69	GHF331	£0.38	WASHER, locking	8	
70	GHF300	£0.22	WASHER, plain	8	
71	WM57	£0.24	WASHER, spacer	8	
72	SH605061	£0.22	SCREW, pivot to seat slide	4	
73	GHF222	£0.55	WASHER, plain	8	
74	PWZ305	£0.64	NUT, nylon	4	
75	97H717	£0.89	STUD, 'Lift the Dot' (Tonneau restraining strap).	1	} fitted to passenger seat base only, adjacent to handbrake tunnel
76	WL700101	£0.25	WASHER, locking	1	
77	HN2005	£0.16	NUT	1	



Seat Assembly & Fittings (Continued)

Seats, Fittings And Seat Covers TR6 From (c) CC50001 To CC85737

TR6 (CC50000 to CC85737) features fixed headrests built into the seat, and the facility to recline. The change in design requires a different tonneau cover to accommodate the fixed headrests. All seat covers have 'stag' grain and are piped with their own colour. The seat cover sets all include headrest covers. All seats now recline, so have two handles to the outside; the chrome one adjusting the rake of the backrest, and the other to allow the seat to pivot forward about its front end, allowing access to the rear seat area. Light tan was dropped from production after the first five hundred sets. This was replaced by New tan. As seats may have been swapped around over the years there may be some hazards matching wiring looms to seat sensors, though the seats may outwardly appear matched. Triumph fitted seat belt sensors to RH seats from CC75000, but not to the drivers, i.e. LH seat on LH steering TR6's. The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand And Left Hand Seat Assemblies

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	912191	NCA	SEAT ASSEMBLY, black, LH	1	From (c) CC50000
	912192	NCA	SEAT ASSEMBLY, red, LH	1	To CR/CF1
	576629	NCA	SEAT ASSEMBLY, light tan, LH	1	fine grain vinyl
	912197	NCA	SEAT ASSEMBLY, shadow blue, LH	1	
	912193	NCA	SEAT ASSEMBLY, new tan, LH	1	
	912211	NCA	SEAT ASSEMBLY, black, LH	1	From (c) CC50000
	912212	NCA	SEAT ASSEMBLY, red, LH	1	To CR/CF1
	576630	NCA	SEAT ASSEMBLY, light tan, LH	1	leather faced
	912217	NCA	SEAT ASSEMBLY, shadow blue, LH	1	
	912213	NCA	SEAT ASSEMBLY, new tan, LH	1	
	912201	NCA	SEAT ASSEMBLY, black, RH	1	
	912202	NCA	SEAT ASSEMBLY, red, RH	1	From (c) CC50001 To
	576631	NCA	SEAT ASSEMBLY, light tan, RH	1	CC75000
	912207	NCA	SEAT ASSEMBLY, shadow blue, RH	1	fine grain vinyl
	912203	NCA	SEAT ASSEMBLY, new tan, RH	1	
	912221	NCA	SEAT ASSEMBLY, black, RH	1	
	912222	NCA	SEAT ASSEMBLY, red, RH	1	From (c) CC50001 To
	576632	NCA	SEAT ASSEMBLY, light tan, RH	1	CC75000
	912227	NCA	SEAT ASSEMBLY, shadow blue, RH	1	leather faced
	912223	NCA	SEAT ASSEMBLY, new tan, RH	1	
	917421	NCA	SEAT ASSEMBLY, black, RH	1	From (c) CC75001
	917422	NCA	SEAT ASSEMBLY, red, RH	1	To CR/CF1
	917427	NCA	SEAT ASSEMBLY, shadow blue, RH	1	fine grain vinyl
	917423	NCA	SEAT ASSEMBLY, new tan, RH	1	
	917431	NCA	SEAT ASSEMBLY, black, RH	1	From (c) CC75001
	917432	NCA	SEAT ASSEMBLY, red, RH	1	CR/CF1
	917437	NCA	SEAT ASSEMBLY, shadow blue, RH	1	leather faced
	917433	NCA	SEAT ASSEMBLY, new tan, RH	1	

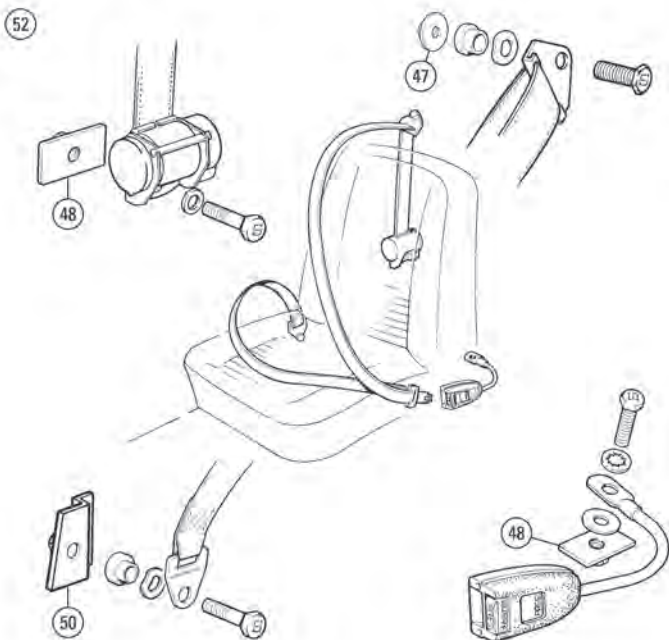
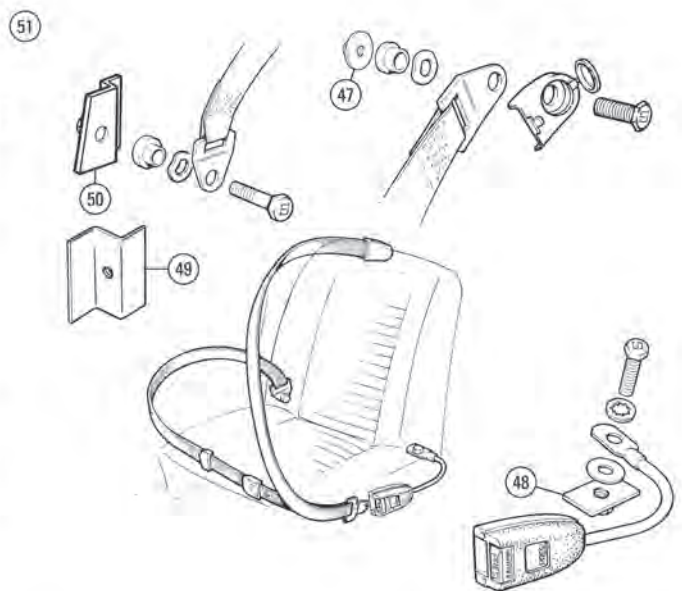
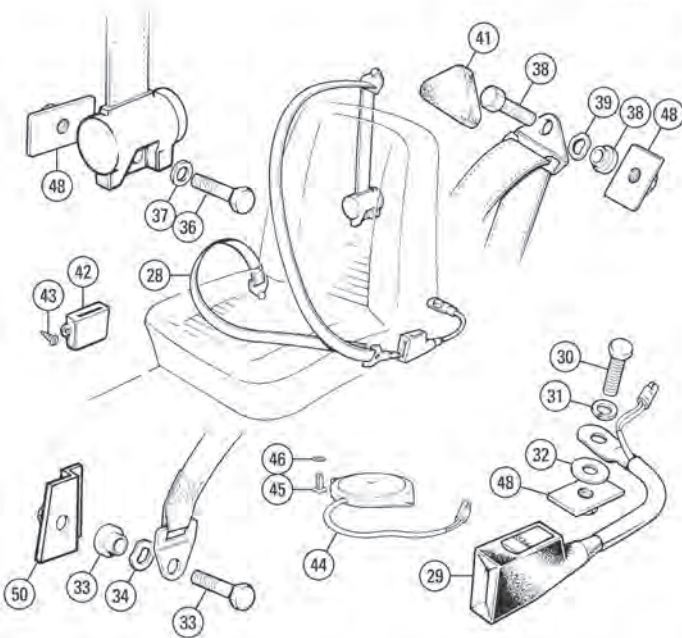
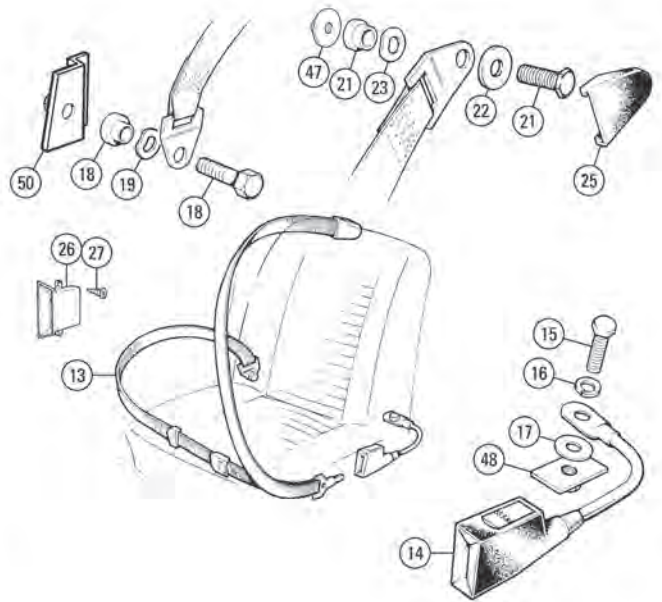
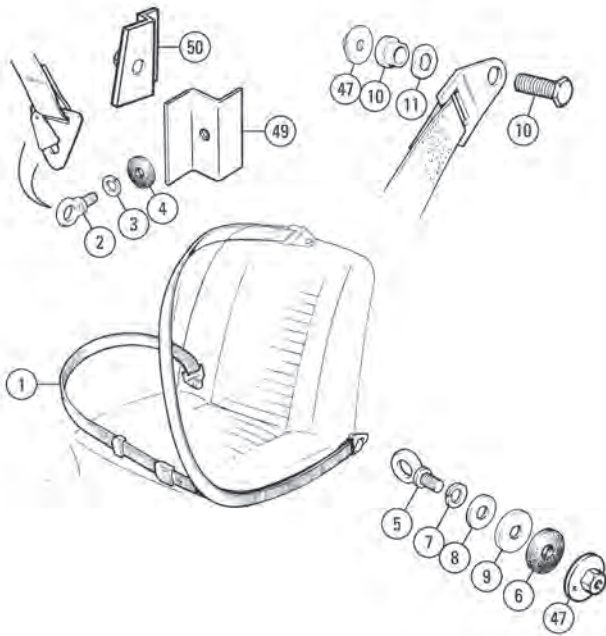
Seat Cover Kits

2	SCA6531	£484.40	SEAT COVER KIT, black	1	
	SCA6532	£484.40	SEAT COVER KIT, red	1	
	SCA6533	£484.40	SEAT COVER KIT, light tan	1	fine grain vinyl
	SCA6537	£484.40	SEAT COVER KIT, shadow blue	1	
	SCA6539	£484.40	SEAT COVER KIT, new tan	1	
	SCL6531	£988.60	SEAT COVER KIT, black	1	
	SCL6532	£988.60	SEAT COVER KIT, red	1	
	SCL6533	£988.60	SEAT COVER KIT, light tan	1	leather faced
	SCL6537	£988.60	SEAT COVER KIT, shadow blue	1	
	SCL6539	£988.60	SEAT COVER KIT, new tan	1	

Notes: Other colours and materials are available, please contact your nearest Moss branch for full details.

3	SFK6531	£448.10	SEAT FOAM SET	1	
4	716933	NCA	STRIP, felt, wire ends & edges	4	
5	627211	NCA	BRACKET, board to frame	4	
6	627936	NCA	SPACER, bracket to board	4	
7	RB5508	NCA	RIVET, bifurcated	12	
8	911568	NCA	SEAT FRAME ASSEMBLY, LH	1	
	911569	NCA	SEAT FRAME ASSEMBLY, RH	1	
9	576161	NCA	TORSION BAR, seat back recline, LH	1	
	576162	NCA	TORSION BAR, seat back recline, RH	1	
	912191WK	NCA	WIRE KIT, does pair of seats	1	
10	815650	NCA	WIRE, upper, LH	1	
	815651	NCA	WIRE, upper, RH	1	
11	815652	NCA	WIRE, centre, LH	1	
	815653	NCA	WIRE, centre, RH	1	inner squab support
12	816070	NCA	WIRE, lower, LH	1	
	816071	NCA	WIRE, lower, RH	1	
13	816072	NCA	WIRE, inner, LH	1	
	816073	NCA	WIRE, inner, RH	1	
14	815683	NCA	WIRE, upper, LH	1	
	815684	NCA	WIRE, upper, RH	1	
15	815685	NCA	WIRE, centre, LH	1	

	815686	NCA	WIRE, centre, RH	1	outer squab support
	16 816077	NCA	WIRE, lower, LH	1	
	816078	NCA	WIRE, lower, RH	1	
	17 816079	NCA	WIRE, inner, LH	1	
	816080	NCA	WIRE, inner, RH	1	
	18 SRK15	£84.90	RUBBER STRAP & HOOK KIT	2	per seat
	19 816760	NCA	RUBBER STRAP, 9.57" long	2	
	20 816759	NCA	RUBBER STRAP, 9.94" long	2	
	21 816758	NCA	RUBBER STRAP, 10.24" long	2	
	22 816757	NCA	RUBBER STRAP, 10.57" long	2	
	23 816755	NCA	RUBBER STRAP, 10.74" long	2	
	24 816756	NCA	RUBBER STRAP, 11.19" long	4	
	25 612251	£19.20	DIAPHRAGM ASSEMBLY	2	
	27 612261	£0.49	CLIP	20	
	28 SRK16	NCA	HARDWARE & FIXING KIT	1	
	29 GHF1500	£0.19	CLIP, cover to backboard to rails	72	
	30 613769	NCA	CLIP, backboard to back rail	12	
	31 613770	£1.80	CLIP, backboard to back rail, RH seat	2	From CC75001 To CF1
	32 561785	£0.41	HOG RING, panel to torsion spring	4	
	33 561785	£0.41	HOG RING, hessian to squab wires	40	
	34 720164	NCA	CONTROL ROD ASSEMBLY, LH	1	
	720165	NCA	CONTROL ROD ASSEMBLY, RH	1	
	35 621981	NCA	SPRING, safety catch, LH	2	
	621982	NCA	SPRING, safety catch, RH	2	From CC50001 To CF1
	36 621458	NCA	KNOB, safety catch	2	
	37 621776	£0.50	CLIP, securing knob to rod	2	
	38 621960	NCA	BRACKET, pivot	4	
	39 555285	NCA	WASHER, plain	4	
	40 506731	NCA	SCREW, bracket to seat frame	6	
	41 SE910201	£0.66	SCREW, bracket and stop to seat frame	2	
	42 505307	NCA	WASHER, locking	8	
	43 GHF306	£0.30	WASHER, plain	6	
	44 629588	NCA	PLATE, rod stop	4	
	45 617063	NCA	HANDLE, seat adjustment	2	
	46 PMP308	£0.73	SCREW, securing handle	2	
	47 WL700101	£0.25	WASHER, locking	2	
	48 158534	NCA	SWITCH, seat belt sensor	1	
	49 BRP906	£0.34	RIVET, bifurcated	2	From CC75001 To CC85737
	50 WP4	£0.30	WASHER, plain	2	
	51 621515	£4.40	BUFFER, rubber	4	
	52 SE910201	£0.66	SCREW, LH seat	2	
	SE910201	£0.66	SCREW, RH seat	2	From CC50001 To CC75000
	SE910201	£0.66	SCREW, RH seat	2	From CC75001 To CC85737
	53 GHF306	£0.30	WASHER, plain	4	
	54 GHF314	£0.22	WASHER, plain	4	
	55 GHF314	£0.22	WASHER, plain	4	
	56 MM801-430	£70.00	SEAT SLIDE ASSEMBLY, LH & RH	2	
	57 SLP138	NCA	RUBBER COVER, slide handle	2	
	58 812237FK	£15.40	FITTING KIT, seat slide	2	
	59 HU706P	£1.06	SCREW, catch plate to seat slide	4	
	60 GHF331	£0.38	WASHER, locking	4	
	61 WM57	£0.24	WASHER, plain	4	
	62 GHF101	£0.30	SCREW, seat slide to floor	8	
	63 GHF331	£0.38	WASHER, locking	8	
	64 GHF300	£0.22	WASHER, plain	8	
	65 WM57	£0.24	WASHER, spacer	8	
	66 SH605061	£0.22	SCREW, pivot, seat to seat slide	4	
	67 GHF222	£0.55	NUT, nyloc	4	
	68 PWZ305	£0.64	WASHER, plain	8	
	69 97H717	£0.89	STUD, 'Lift the Dot' (Tonneau restraining strap).	1	fitted to passenger seat base only, adjacent to handbrake tunnel
	70 WL700101	£0.25	WASHER, locking	1	
	71 HN2005	£0.16	NUT	1	



Seat Belts

Anyone who has travelled on a motorcycle, at any speed, particularly in wet conditions or heavy traffic may wonder at 'laws' demanding car users to wear seat belts. There may be drivers mature enough to recall the exhilaration of driving an open sports car, preferably on a nice day, un-belted and un-speed restricted. Both motorcycles and open sports cars offer the same sort of excitement and pleasures. All this changes rapidly if something goes wrong, at which point the security of being cocooned in a car fitted with modern seats becomes most attractive. Many sports car owners take the aspect of security further and fit a properly developed and designed rollover bar. Laws and seat belt design do change, luckily not too frequently but, other than at shows and autojumbles, the reality of trying to match a period design of seat belt exactly is very slight. Inevitably it is the drivers belt that wears out or gets damaged. Luckily the replacement market is well looked after (by Securon) with a range of belts incorporating modern safety standards with discreet design. It isn't essential to change belts in pairs, but aesthetically it looks better. Anyone who is used to a modern car with self-adjusting, retractable belts will find it quite difficult to return to a 'static' lap or lap and diagonal type or the even more time-consuming full harness type, but all tastes are catered for. Belts may be fixed to a roll over bar as long as fitting instructions for both bar and belts are carefully adhered to. Type to be fitted should be considered early in build of car to ensure that mounting points and reinforcing is in place prior to painting and trimming.

Factory Seat Belts

We include the factory listings here for their historical significance as well as for the many cars that, especially in the case of later TR6's, still retain their original seat belts.

Eye Bolt Fixing Type

Original eye bolt fixing seat belts are no longer available, please see item 51 for Securon replacements.

ill.	Part Number	Price Eea.	Description	Req.	Details
1	568496	NCA	SEAT BELT KIT, 3 point fixing, car set	1	} TR5, TR250
	568511	NCA	SEAT BELT KIT, 2 point fixing, car set	1	
	568784	NCA	SEAT BELT KIT, lap type, car set	1	
	712600	NCA	SEAT BELT KIT, static type, car set	1	
2	612531	NCA	EYE BOLT, fits to 'B' post	2	
	626364	NCA	EYE BOLT, fits to 'B' post	2	} alternatives
	TT7967	£13.30	EYE BOLTS, fits to 'B' post, pair	1	
3	GHF334	£0.73	WASHER, locking	2	
4	601994	£1.57	GROMMET, anti-rattle	2	
5	621308	NCA	EYE BOLT, to propshaft tunnel	1	} alternatives
	626364	NCA	EYE BOLT, to propshaft tunnel	1	
	TT7967	£13.30	EYE BOLTS, to propshaft tunnel, pair	1	

In order to eliminate the possibility of rattle from the existing eye bolts (part nos. 612531 and 621308), Triumph introduced a new eye bolt assembly (part no. 626364) in March of 1970 to be used on current production and to be used for all replacements.

6	601994	£1.57	GROMMET, anti-rattle	2	
7	GHF334	£0.73	WASHER, locking	2	
8	GHF303	£0.30	WASHER, plain	2	
9	608836	£0.40	PAD, mounting	2	
10	621370	NCA	PIVOT BOLT, to wheel arch	2	} alternative
	TT7969	£7.10	BOLT & SPACER SET, to wheel arch, pair (Includes spacer & wavy washer).	1	
11	621374	NCA	WASHER, wavy	2	
12	621371	NCA	SPACER, pivot bolt	2	

Static Type

Original static type seat belts are no longer available, please see item 51 for Securon replacements.

	719918	NCA	SEAT BELT KIT, static type, car set	1	early TR6
13	ZKC1667	NCA	SEAT BELT KIT, static type, each	2	TR6 From (c) CR5001
14	821201	NCA	BUCKLE ASSEMBLY	2	
15	518471	NCA	SCREW, buckle assembly to floor	2	
16	GHF334	£0.73	WASHER, locking	2	
17	WM69	£1.21	WASHER, plain	2	
18	TT7969	£7.10	BOLT & SPACER SET, (pair) (Includes spacer & wavy washer).	a/r	belt to 'B' post
19	624905	£1.62	WASHER, waved	2	
20	624907	NCA	SPACER	2	
21	TT7969	£7.10	BOLT & SPACER SET, (pair) (Includes spacer & wavy washer).	a/r	belt to wheel arch
22	GHF303	£0.30	WASHER, plain	2	
23	624905	£1.62	WASHER, waved	2	
24	TT7969	£7.10	SPACER	2	
25	624914	NCA	COVER	2	
26	725695	NCA	PARKING DEVICE, seat belt storage	2	early TR6
	YKC1343	NCA	PARKING DEVICE, seat belt storage	2	TR6 From (c) CR5001
27	GHF426	£0.22	SCREW, parking device	2	

Inertia Reel Type

Original inertia reel type seat belts are no longer available, please see item 52 for Securon replacements.

	576140	NCA	SEAT BELT KIT, automatic, car set	1	early TR6
	719948	NCA	SEAT BELT KIT, inertia reel, each	2	

28	ZKC3303	NCA	SEAT BELT KIT, inertia reel, each	2	TR6 From (c) CF1250129
	821201X	NCA	BUCKLE & SWITCH ASSEMBLY	2	
30	518471	NCA	SCREW, buckle to floor	2	
31	GHF334	£0.73	WASHER, locking	2	
32	WM69	£1.21	WASHER, plain	2	
33	TT7969	£7.10	BOLT & SPACER SET, (pair) (Includes spacer & wavy washer).	a/r	belt to wheel arch
34	624905	£1.62	WASHER, waved	2	
35	624907	NCA	SPACER	2	
36	TT7969	£7.10	BOLT & SPACER SET, (pair) (Includes spacer & wavy washer).	a/r	reel to wheel arch spacer not required for reel
37	GHF303	£0.30	WASHER, plain	2	
38	TT7969	£7.10	BOLT & SPACER SET, (pair) (Includes spacer & wavy washer).	a/r	belt to wheel arch
39	624905	£1.62	WASHER, waved	2	
40	624907	NCA	SPACER	2	
41	725697	NCA	COVER, seat belt to wheel arch	2	
42	YKC1343	NCA	PARKING DEVICE, seat belt storage	2	
43	GHF425	£0.22	SCREW, parking device	2	

Seat Belt Sensor

44	158534	NCA	SWITCH, seat belt sensor	1/2	
45	BRP906	£0.34	RIVET	2/4	
46	WP4	£0.30	WASHER, plain	2/4	

Seat Belt Mounting Points

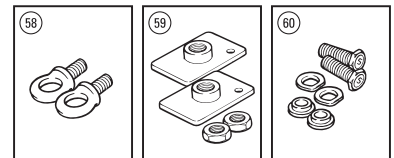
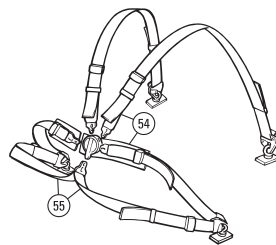
47	615984	NCA	REINFORCEMENT	a/r	for static seat belts
48	616446	NCA	REINFORCEMENT	a/r	for inertia reel seat belts
49	615968	£44.60	SEAT BELT ANCHOR, LH	1	} TR5, TR250
	615969	NCA	SEAT BELT ANCHOR, RH	1	
50	621328	£19.20	SEAT BELT ANCHOR, LH	1	} TR6
	621329	£19.20	SEAT BELT ANCHOR, RH	1	
49	615968	£44.60	SEAT BELT ANCHOR, LH	1	} TR5, TR250
	615969	NCA	SEAT BELT ANCHOR, RH	1	
50	621328	£19.20	SEAT BELT ANCHOR, LH	1	} TR6
	621329	£19.20	SEAT BELT ANCHOR, RH	1	
49	615968	£44.60	SEAT BELT ANCHOR, LH	1	} TR5, TR250
	615969	NCA	SEAT BELT ANCHOR, RH	1	
50	621328	£19.20	SEAT BELT ANCHOR, LH	1	} TR6
	621329	£19.20	SEAT BELT ANCHOR, RH	1	

Replacement Seat Belts

Securon belts are available in two stalk lengths. The preferred position for the seat(s) make selection of which length an individual choice, so it is suggested that with the occupant seated, measure from the tunnel fixing point to where you would like the buckle to be and select the seatbelt nearest to that measurement. LH and RH can, be the same or different, as you prefer.

Securon Seat Belts

51	SBS300/30	£33.10	SEAT BELT ASSEMBLY, 'static' (30 cm. stalk, includes all fittings).	2	} attaches to original 3 mounting points
	SBS300/45	£35.10	SEAT BELT ASSEMBLY, 'static' (45 cm. stalk, includes all fittings).	2	
52	SBS500/30	£61.90	SEAT BELT ASSEMBLY, 'inertia reel' (30 cm. stalk, includes all fittings).	2	
	SBS500/45	£57.70	SEAT BELT ASSEMBLY, 'inertia reel' (45 cm. stalk, includes all fittings).	2	



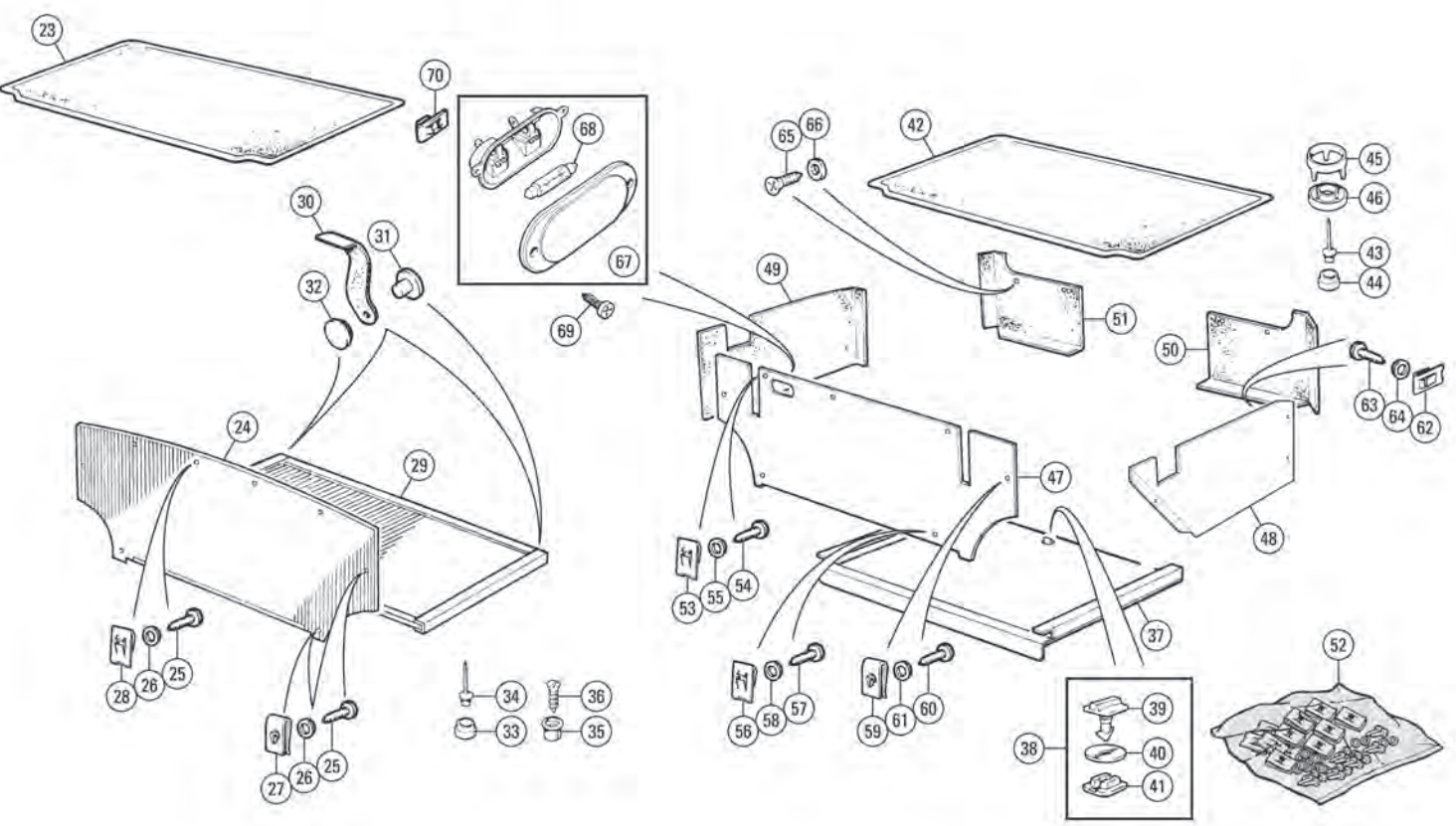
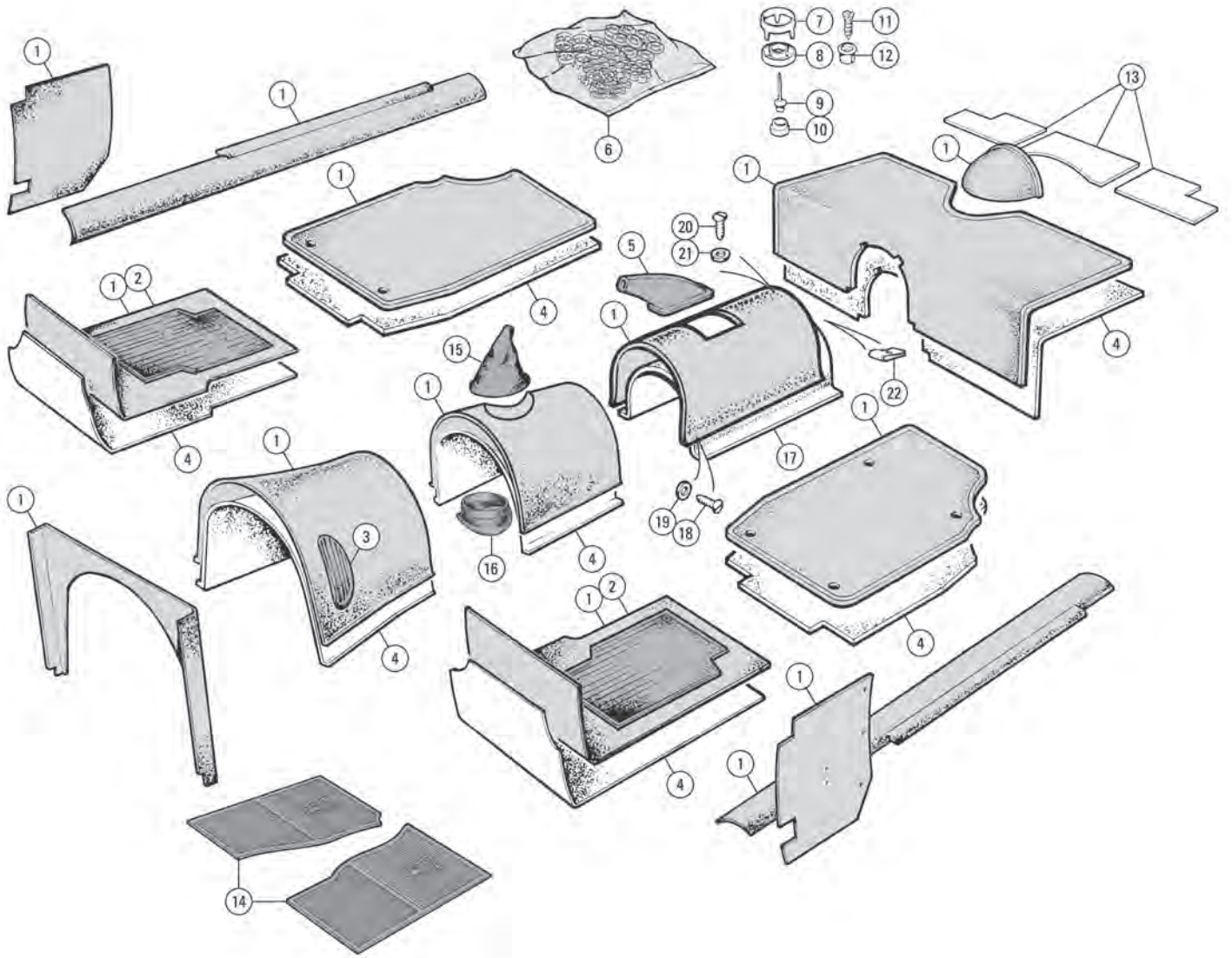
Competition Seat Belts

For racing, the rally harness can be converted to the six point type in accordance with FIA/RAC approved regulations by the inclusion of the crotch strap listed below.

54	TT7965	£95.60	SEAT BELT, full race/rally harness, red	2	
55	TT7966	NCA	CROTCH STRAP, full race/rally, red	2	

Fittings - Competition Seat Belts

58	TT7967	£13.30	EYE BOLT SET	1	
59	TT7968	£11.00	REINFORCEMENT PLATE SET	1	
60	TT7969	£7.10	BOLT & SPACER SET	1	



Carpets & Boot Trim

Our carpet sets are die cut with tools which resemble a continuous razor blade embedded in a (large) solid wood board. The materials used reflect requirements to meet current safety standards such as being flame resistance, resistance to damp (mould resistance?) and commercial availability of colours. If something special is required, contact your nearest Moss branch.

All carpets sets have bound edges where visible, as original, sewn-on footwell heel mats and half-moon kick pieces. The handbrake gaiter is sewn into the propshaft tunnel cover in material matching the edging and carpet colour. Two types of carpet are available, both of which are in a quality superior to the OE materials, and are generally referred to as wool type or tufted type. The wool type was originally fitted to TR5's, TR250's and TR6's up to (c) CR1/CF1 and the tufted thereafter, but it seems, these days, to be more a matter of personal preference as to which is fitted. If a non-standard colour or combination with trim or paint is being considered, it might be worth thinking about the effect this might have on the resale value of the car.

Carpets And Underfelt Sets

Ill.	Part Number	Price £ea.	Description	Req.	Details	
1	CSB6411	£440.00	WOOL CARPET SET, black	1	TR5, TR250, TR6 To (c) CR/CF1	
	CSB6412	£440.00	WOOL CARPET SET, red	1		
	CSB6413	£440.00	WOOL CARPET SET, chestnut	1		
	CSB6414	£440.00	WOOL CARPET SET, beige	1		
	CSB6417B	£440.00	WOOL CARPET SET, midnight blue	1		
	CSB6417	£440.00	WOOL CARPET SET, shadow blue	1		
	CSB6417	£440.00	WOOL CARPET SET, shadow blue	1		
2	CSB6441	£78.60	WOOL FOOTWELL SET, black, (pair)	1	TR6 To (c) CR/CF1	
1	CSA6411	£237.00	NYLON CARPET SET, black	1		
	CSA6412	£237.00	NYLON CARPET SET, black	1		
	CSA6413	£222.50	NYLON CARPET SET, chestnut	1		
	CSA6414	£237.00	NYLON CARPET SET, beige	1		
	CSA6417A	£237.00	NYLON CARPET SET, midnight blue	1		
	CSA6417	NCA	NYLON CARPET SET, shadow blue	1		
2	CSA6441	£52.70	NYLON FOOTWELL SET, black, (pair)	1		
3	602221	£4.30	TOE PAD, carpet protection	1		
4	639-355	£68.50	UNDERFELT KIT, carpet	1		
5	622691	£23.60	BOOT, handbrake lever, black	1		fine grain vinyl
	622692	NCA	BOOT, handbrake lever, red	1		
	622693	NCA	BOOT, handbrake lever, light tan	1		
	629663	NCA	BOOT, handbrake lever, new tan	1		
	622696	NCA	BOOT, handbrake lever, chestnut	1		
	622697	NCA	BOOT, handbrake lever, shadow blue	1		
	622691	£23.60	BOOT, handbrake lever, black	1		
	625283	NCA	BOOT, handbrake lever, new tan	1		
	631873	NCA	BOOT, handbrake lever, chestnut	1		
	631874	NCA	BOOT, handbrake lever, beige	1		
	631877	NCA	BOOT, handbrake lever, shadow blue	1	coarse grain vinyl	
6	TFK6001	£15.00	FITTING KIT, carpet	1		
7	14G8736	£0.30	RING, pronged	16		
8	CD23803	£1.13	SOCKET	16		
9	GHF600	£0.16	POP RIVET, fastener attaching	16		
10	610624	£0.62	STUD, short	16		
	611845	£3.55	STUD, long, (not in kit)	a/r		
11	507819	£0.64	SCREW, trim board attaching	12		
12	CD24152	£0.53	CUP WASHER, trim screw	12		
13	312359UFK	NCA	UNDERFELT KIT, under fuel tank	1		

Floor Mats, Gearbox And Propshaft Covers

14	AM6819-2	£24.00	FLOOR MAT SET, rubber	1	with TR shield
15	631881	£22.40	GAITER, gear lever, vinyl	1	Gaiters include upper grommet
	680-745	£34.30	GAITER, gear lever, leather	1	
16	709329	£8.70	GROMMET, gear lever, lower	1	
17	809046	£30.00	TUNNEL COVER, fibreboard	1	
	809046SAP	£75.00	TUNNEL COVER, plastic	1	
	809046FG	£73.90	TUNNEL COVER, fibreglass	1	
18	GHF421	£0.14	SCREW, self-tapping	6	
19	WP4	£0.30	WASHER, plain	6	
20	GHF421	£0.14	SCREW, self-tapping	1	
21	WP3	£0.41	WASHER, plain	1	
22	GHF711	£0.28	NUT, fix	1	

Boot Compartment Trim TR5, TR250

23	CSA64911	£39.30	BOOT CARPET, nylon, black	1	TR5
	CSB64911	£74.80	BOOT CARPET, wool, black	1	
	CSA64921	£39.30	BOOT CARPET, nylon, black	1	TR250
	CSB64921	£74.80	BOOT CARPET, wool, black	1	
24	813512	£42.60	CASING BOARD ASSEMBLY, fuel tank	1	TR5
	806135	£25.20	CASING BOARD ASSEMBLY, fuel tank	1	TR250
25	511696	£0.30	SCREW, board to aperture	8	
26	514438	£1.00	WASHER	8	
27	GHF701	£0.28	SPIRE NUT	4	
28	GHF712	£0.30	SPIRE NUT	4	
29	812236	£120.40	COVER ASSEMBLY, spare wheel	1	TR5 & TR250
30	574622	£6.60	STRAP	2	

31	7H9866	£0.34	SOCKET, on strap	2
32	553252	NCA	BUTTON, on strap	2
33	610624	£0.62	STUD, rear faces of trunk side panels	2
34	GHF600	£0.16	POP RIVET	2
35	611845	£3.55	STUD, top faces of trunk side panels	2
36	AD606053	£0.66	SCREW	2

Boot Compartment Trim TR6

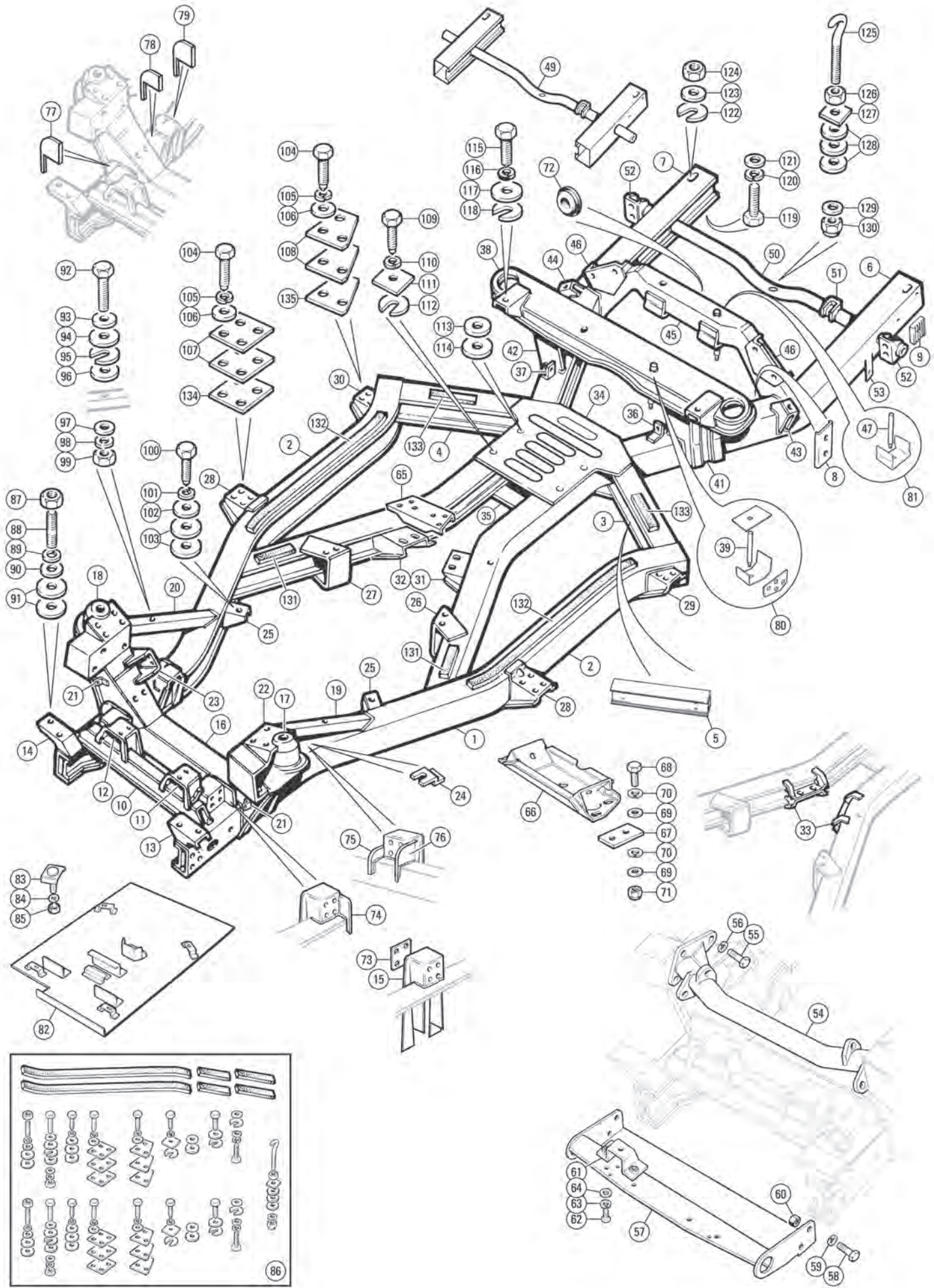
37	815662	£92.80	COVER ASSEMBLY, spare wheel (Designed to cover up to 185 section tyres on 5 1/2" rims, anything larger may cause a problem).	1
38	TFK6002	£2.70	PLASTIC LATCH KIT, spare tyre cover	1
39	623472Z	£1.80	TURNBUCKLE STUD	1
40	623471	£0.53	WASHER, plastic, retaining turnbuckle	1
41	623473	£1.26	CAM LATCH	1

The OE boot carpet fitted to TR6's was always black. The material changed from a short pile wool based material to a viscose based type during 1974. Many owners prefer to emulate the type fitted inside the cockpit, which of course leads on to matching the colour also, and, why not. Please telephone Moss for information on this option.

42	924921	£33.70	BOOT CARPET, nylon, black	1	TR6 carburettor models
	924941	£33.70	BOOT CARPET, nylon, black	1	TR6 Pi models
43	GHF600	£0.16	POP RIVET	4	
44	610624	£0.62	STUD, durable dot	4	
45	14G8736	£0.30	SPIKED RING, socket to carpet	4	
46	CD23803	£1.13	SOCKET, carpet fastening	4	
	GAC6070X	£35.00	BOOT LINER PANEL KIT	1	Pi models
47	815893	£36.40	BOOT LINER PANEL, petrol tank	1	
48	815719	£10.50	BOOT LINER PANEL, LH side	1	
49	815718	£10.50	BOOT LINER PANEL, RH side	1	
50	716980	£5.60	BOOT LINER PANEL, LH rear	1	Carburettor models
51	716981	£5.60	BOOT LINER PANEL, RH rear	1	
	GAC6069X	£35.00	BOOT LINER PANEL KIT	1	
	815894	£30.90	BOOT LINER PANEL, petrol tank	1	
	815717	£10.50	BOOT LINER PANEL, LH side	1	
	815718	£10.50	BOOT LINER PANEL, RH side	1	
	716980	£5.60	BOOT LINER PANEL, LH rear	1	
	716981	£5.60	BOOT LINER PANEL, RH rear	1	

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

52	TFK6003	£14.10	FITTING KIT, boot liner panels	1	
53	GHF712	£0.30	SPIRE NUT, tank liner	4	
54	511696	£0.30	SCREW, black, self tapping	4	
55	514438	£1.00	WASHER, plain	4	
56	GHF701	£0.28	SPIRE NUT, wheel arch metal brackets	2	
57	511696	£0.30	SCREW, black, self tapping	2	
58	514438	£1.00	WASHER, plain	2	
59	GHF701	£0.28	SPIRE NUT, boot floor metal brackets	2	
60	511696	£0.30	SCREW, black, self tapping	2	
61	514438	£1.00	WASHER, plain	2	
62	GHF712	£0.30	SPIRE NUT, liner panel, rear	4	
63	511696	£0.30	SCREW, black, self tapping	4	
64	514438	£1.00	WASHER, plain	4	
65	AD606054	£0.20	SCREW, black, self tapping, rear valance	8	alternative (when larger diameter required)
	511696	£0.30	SCREW, black, self tapping	8	
66	515128	£1.62	WASHER, plain	8	
67	151353	£7.70	BOOT LAMP ASSEMBLY	1	
68	GLB239	£0.80	BULB, 5 watt	1	
69	AD606033	£0.66	SCREW, lamp to body	2	
70	GHF711	£0.28	CLIP, lamp to boot trim board	2	



Chassis Frame

Chassis Assembly

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	402547	£6,826.90	CHASSIS ASSEMBLY	1	TR5, TR250, TR6 all (c) CP/CC models
	PKC21	£7,831.40	CHASSIS ASSEMBLY	1	TR6 (c) CR1 To CR5000, CF1 To CF12500
	PKC54	NCA	CHASSIS ASSEMBLY	1	TR6 (c) CR5001 To CR6020, CF12501 To CF21500
	PKC21	£7,831.40	CHASSIS ASSEMBLY	1	TR6 From (c) CR6021 and CF21501
2	210531	NCA	SIDE MEMBER, front	2	reversible, fits LH & RH
3	211346	NCA	OUTRIGGER, rear trailing arm, LH	1	
4	211347	NCA	OUTRIGGER, rear trailing arm, RH	1	
5	CHAS3	£64.60	OUTRIGGER, rear trailing arm	2	replacement, fits LH & RH
6	211589	NCA	SIDE MEMBER, rear, LH	1	TR5, TR250, TR6 To (c)
7	211590	NCA	SIDE MEMBER, rear, RH	1	CR5000 and CF12500
8	149944	NCA	BRACKET, 'T' piece mounting	1	
6	TKC679	NCA	SIDE MEMBER, rear, LH	1	TR6 from (c) CR5001 To
7	TKC678	NCA	SIDE MEMBER, rear, RH	1	CR6020, and CF12501 To
9	634729	NCA	PLATE, serrated, bumper location	2	CF21500
6	211589	NCA	SIDE MEMBER, rear, LH	1	TR6 From (c) CR6021 and
7	211590	NCA	SIDE MEMBER, rear, RH	1	CF21501
10	214167	NCA	CROSSMEMBER ASSEMBLY	1	steering rack mounting
11	214259	NCA	MOUNTING BRACKET ASSEMBLY, LH	1	
12	147702	NCA	MOUNTING BRACKET ASSEMBLY, RH	1	
13	144633	NCA	BRACKET, radiator mounting, LH	1	
14	144634	NCA	BRACKET, radiator mounting, RH	1	
15	139580	£13.80	BRACKET, lower wishbone arm	4	
16	139354	NCA	CROSSMEMBER, front suspension	1	
17	307796	NCA	TURRET, front suspension, LH	1	
18	307797	NCA	TURRET, front suspension, RH	1	
19	211401	NCA	SIDE BRACE, sub assembly, LH	1	
20	211402	NCA	SIDE BRACE, sub assembly, RH	1	
	CHAS7	£36.20	SIDE BRACE, sub assembly	2	replacement, LH & RH
21	140677	NCA	BRACKET, front brake hose to turret	2	
22	148058	NCA	BRACKET, engine mounting, LH	1	
23	148059	NCA	BRACKET, engine mounting, RH	1	
24	114210	NCA	BRACKET, front brake 3 way union, LH	1	
25	140089	NCA	BRACKET, body mounting, front	2	
26	139447	NCA	BRACKET, scuttle support, LH	1	
27	139448	NCA	BRACKET, scuttle support, RH	1	
28	211354	NCA	BRACKET, body mounting, sill, front	2	
29	147897	NCA	BRACKET, body mounting, sill, rear, LH	1	
30	147898	NCA	BRACKET, body mounting, sill, rear, RH	1	
31	139223	NCA	BRACKET, gearbox mounting, LH	1	TR5, TR250,
32	139224	NCA	BRACKET, gearbox mounting, RH	1	TR6 all (c) CP/CC models
33	160114	£51.90	BRACKET, gearbox mounting	2	TR6 all (c) CR/CF models
34	214253	NCA	CRUCIFORM PLATE, upper	1	
	CHAS5	£27.30	CRUCIFORM PLATE, upper, repro	1	replacement
35	211650	NCA	CRUCIFORM PLATE, lower	1	
	CHAS4	£27.30	CRUCIFORM PLATE, lower, repro	1	replacement
36	142935	NCA	BRACKET, rear brake 3 way union, LH	1	
37	147987	NCA	BRACKET, rear brake hose, RH	1	
38	214107	£183.40	CROSSMEMBER, rear suspension	1	
39	147400	£9.30	STUD, axle mounting	2	
41	307106	NCA	SUPPORT BRACKET, LH	1	
42	307107	NCA	SUPPORT BRACKET, RH	1	
43	140194	NCA	BRACKET, rebound stop, LH	1	
44	140195	NCA	BRACKET, rebound stop, RH	1	
45	214031	£159.90	CROSSMEMBER, rear axle	1	
46	147947	£15.60	BRACKET & PLATE ASSEMBLY	2	rear damper mounting
47	147400	£9.30	STUD, rear axle mounting	2	
49	CHAS10	£175.90	REAR CHASSIS REPAIR SECTION	1	
50	CHAS6	£50.00	CROSS TUBE, rear	1	
	CHAS6	£50.00	CROSS TUBE, rear, reproduction	1	replacement
51	142449	NCA	BRACKET, mounting exhaust	1	
52	148002	NCA	BRACKET, rear bumper side	2	
53	UKC2096	NCA	BRACKET, anchorage point, LH	1	TR6 From (c) CR1/CF1
	UKC2097	NCA	BRACKET, anchorage point, RH	1	

Note: The serrated square plate (item 9) may be welded to the rear chassis side member on some cars, or loose fitted on others. See Exterior Body Fittings & Trim for details on rear bumper fittings.

Chassis Additions

54	213327	NCA	CROSS TUBE ASSEMBLY, top	1	TR5, TR250, TR6 all (c) CP/CC models
	219115	NCA	CROSS TUBE ASSEMBLY, top	1	TR6 all (c) CR models CF1 To CF35000
	TKC2147	NCA	CROSS TUBE ASSEMBLY, top	1	TR6 From CF35001 On
55	SH606071	£0.41	SCREW, cross tube to chassis frame	6	
56	GHF333	£0.30	WASHER, locking	6	
57	213021	£84.30	RADIATOR PROTECTION SHIELD	1	TR5, TR6 all CP/CR models, TR250, TR6 all CC models, CF1 To CF35000
	TKC1972	NCA	RADIATOR PROTECTION SHIELD	1	TR6 From CF35001
58	SH606071	£0.41	SCREW, shield to chassis frame	2	
59	GHF333	£0.30	WASHER, locking	2	
60	GHF202	£0.22	NUT, plain	2	
61	ZKC1473	NCA	BRACKET, bumper support strut	2	
62	SH605061	£0.22	SCREW, bracket to shield	4	TR6 From CF35001
63	GHF332	£0.40	WASHER, locking	4	
64	GHF301	£0.24	WASHER, plain	4	
65	211361	£27.10	CROSSMEMBER, gearbox mounting	1	TR5, TR250, TR6 all (c) CP/CC models
66	218275	£63.30	CROSSMEMBER, gearbox mounting	1	TR6 all (c) CR/CF models
67	WP9	£1.20	PLATE, adjusting	2	TR6 From (c) CR1/CF1, as fitted
68	SH606061	£0.77	SCREW, crossmember	4	
	SH606101	£0.60	SCREW, crossmember	4	use with plate, (WP9)
69	WP9	£1.20	WASHER, plain, hardened	8	
70	GHF333	£0.30	WASHER, locking	4	
71	GHF202	£0.22	NUT, plain	4	

Note: Please refer to Engine & Gearbox Mountings for details of engine flexible mountings, fasteners and support plates.

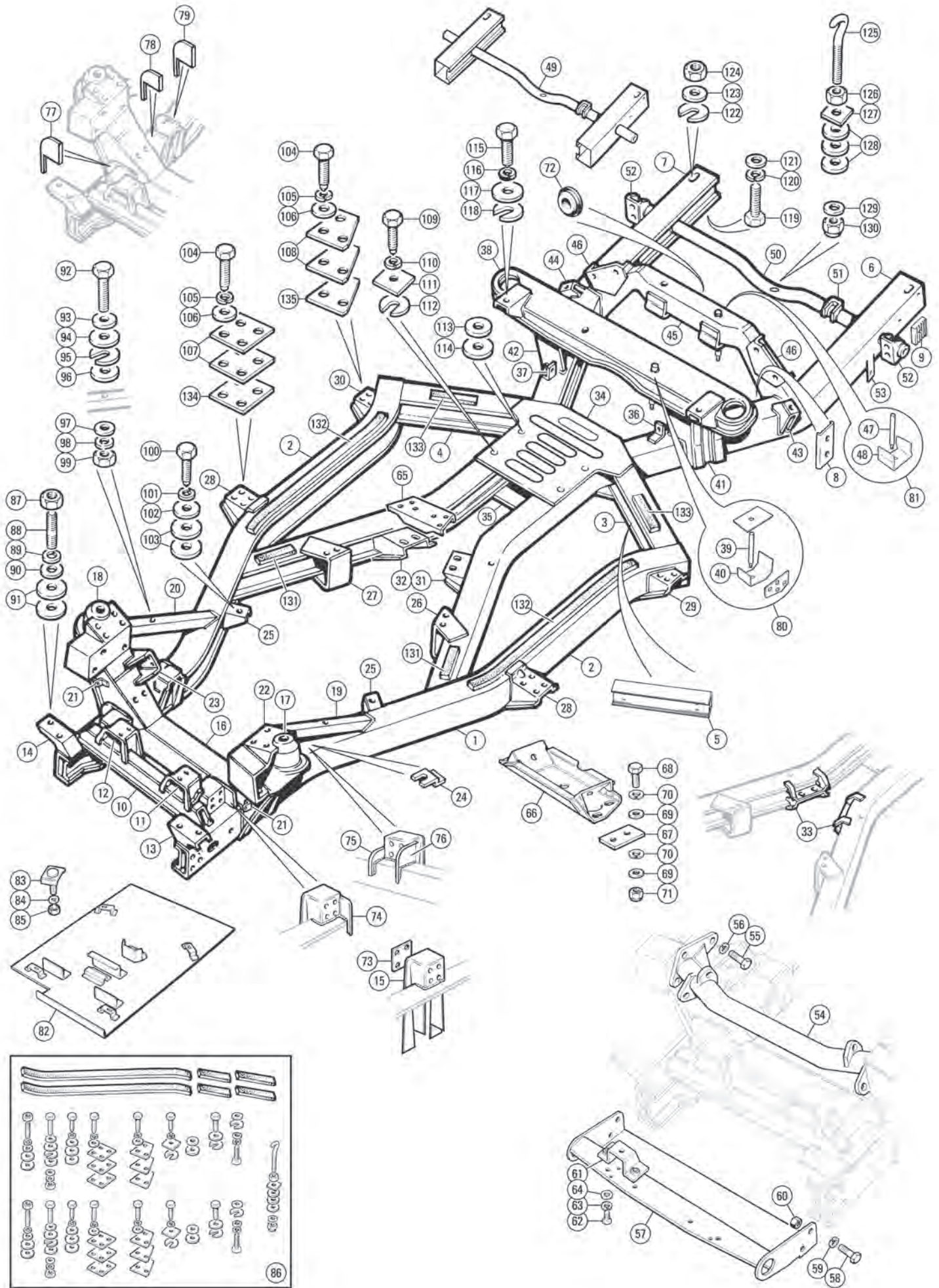
72	GHF822	£0.47	PLUG, blanking	1	
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Strengtheners And Improvements

73	139580R	£8.10	PLATE WASHER, reinforcement	4	aftermarket or comp. use
	TT3259L	£39.40	REINFORCEMENT PLATE SET, LH (Lower wishbone brackets).	1	
74	155846	£8.00	PLATE, rear face of LH front bracket	1	
75	155531	£9.90	PLATE, front face of LH rear bracket	1	
76	155846	£8.00	PLATE, rear face of LH rear bracket	1	
	TT3259R	£39.40	REINFORCEMENT PLATE SET, RH (Lower wishbone brackets).	1	
77	155847	£8.00	PLATE, rear face of RH front bracket	1	
78	155532	£11.00	PLATE, front face of RH rear bracket	1	
79	155847	£8.00	PLATE, rear face of RH rear bracket	1	
80	140009K	£64.30	REINFORCEMENT KIT, axle mounting (Includes reinforcements and mounting pin).	1	front
81	147400RK	£42.30	REINFORCEMENT KIT, axle mounting (Includes reinforcements and mounting pin).	1	rear

Skid Plate

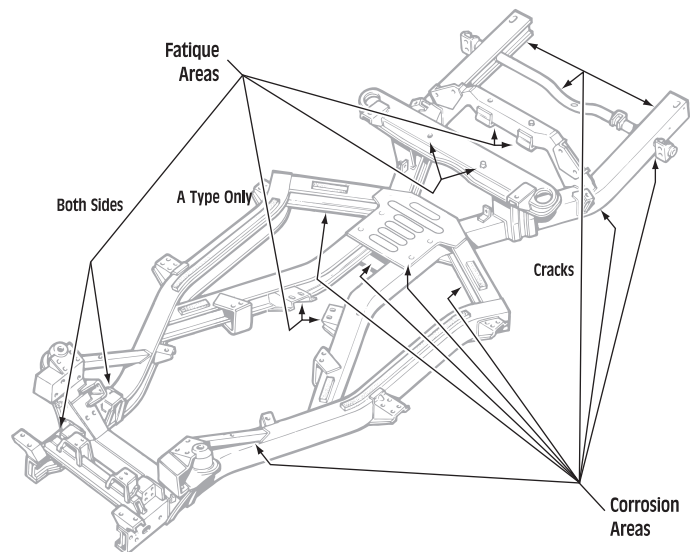
82	308208	£109.15	SKID PLATE ASSEMBLY	1	
83	144326	£4.50	CLAMP PLATE	4	
84	GHF333	£0.30	WASHER, locking	4	
85	GHF202	£0.22	NUT	4	



Chassis (Continued)

Body To Chassis Mountings

Ill.	Part Number	Price £ea.	Description	Req.	Details
86	574244	£77.86	BODY MOUNTING PACK	1	
87	GHF202	£0.22	NUT, mounting, front body	2	
88	143712	£1.50	STUD, mounting, front body	2	
89	GHF333	£0.30	WASHER, locking	2	
90	PWZ206	£0.66	WASHER, plain	2	
91	601994	£1.57	PAD, rubber/canvas, thin	4	
92	SH606201	£1.70	SCREW, mounting, front side brace	2	
93	WM59	£0.40	WASHER, plain	2	
94	601994	£1.57	PAD, rubber/canvas, thin	2	
95	CD26326	£2.40	PAD, aluminium	2	
96	608836	£0.40	PAD, rubber/canvas, thick	2	
97	WP9	£1.20	WASHER, plain	2	
98	GHF333	£0.30	WASHER, locking	2	
99	GHF202	£0.22	NUT, plain	2	
100	SH605111	£1.75	SCREW, mounting, front member	2	
101	GHF332	£0.40	WASHER, locking	2	
102	WP185	£0.80	WASHER, plain	2	
103	601994	£1.57	PAD, rubber/canvas, thin	4	
104	SH605111	£1.75	SCREW, mounting, sill bracket	14	
105	GHF332	£0.40	WASHER, locking	14	
106	WP185	£0.80	WASHER, plain	14	
107	611732	£1.10	PAD, rubber/canvas, 'A' post mounting	4	square shaped pad
108	616613	£0.89	PAD, rubber/canvas, 'B' post mounting	4	triangular shaped pad
109	SH605111	£1.75	SCREW, rear member cruciform	2	
110	GHF332	£0.40	WASHER, locking	2	
111	619585	£5.50	PLATE, reinforcing	2	
112	CD26326	£2.40	PAD, aluminium	2	
113	601994	£1.57	PAD, rubber/canvas, thin	2	
114	608836	£0.40	PAD, rubber/canvas, thick	2	
115	SH606101	£0.60	SCREW, rear floor to axle crossmember	2	
116	GHF333	£0.30	WASHER, locking	2	
117	GHF316	£0.77	WASHER, plain	2	
118	CD26326	£2.40	PAD, aluminium	2	
119	SH605101	£0.89	SCREW, mounting rear body	2	
120	GHF332	£0.40	WASHER, locking	2	
121	WP185	£0.80	WASHER, plain	2	
122	CD26326	£2.40	PAD, aluminium	2	
123	WP19	£0.98	WASHER, plain, body mounting, rear	2	
124	GHF202	£0.22	NUT, plain	2	
125	650017	£4.00	HOOK BOLT, spare wheel	1	
126	GHF201	£0.17	NUT, plain, top of hook bolt	1	
127	611875	£3.30	PLATE, reinforcing spare wheel pan	1	
128	601994	£1.57	PAD, rubber/canvas, thin	3	
129	GHF301	£0.24	WASHER, plain	1	
130	GHF222	£0.55	NUT, nyloc, bottom of hook bolt	1	
131	6019954	£1.26	STRIP, protection, front cruciform	2	
132	6019953	£3.35	STRIP, protection, side member	2	
133	6019954	£1.26	STRIP, protection, trailing arm outrigger	2	
134	619395	£3.70	PLATE, packing, 'A' post mounting	a/r	square shaped plate
135	619396	£9.80	PLATE, packing, 'B' post mounting	a/r	triangular shaped plate

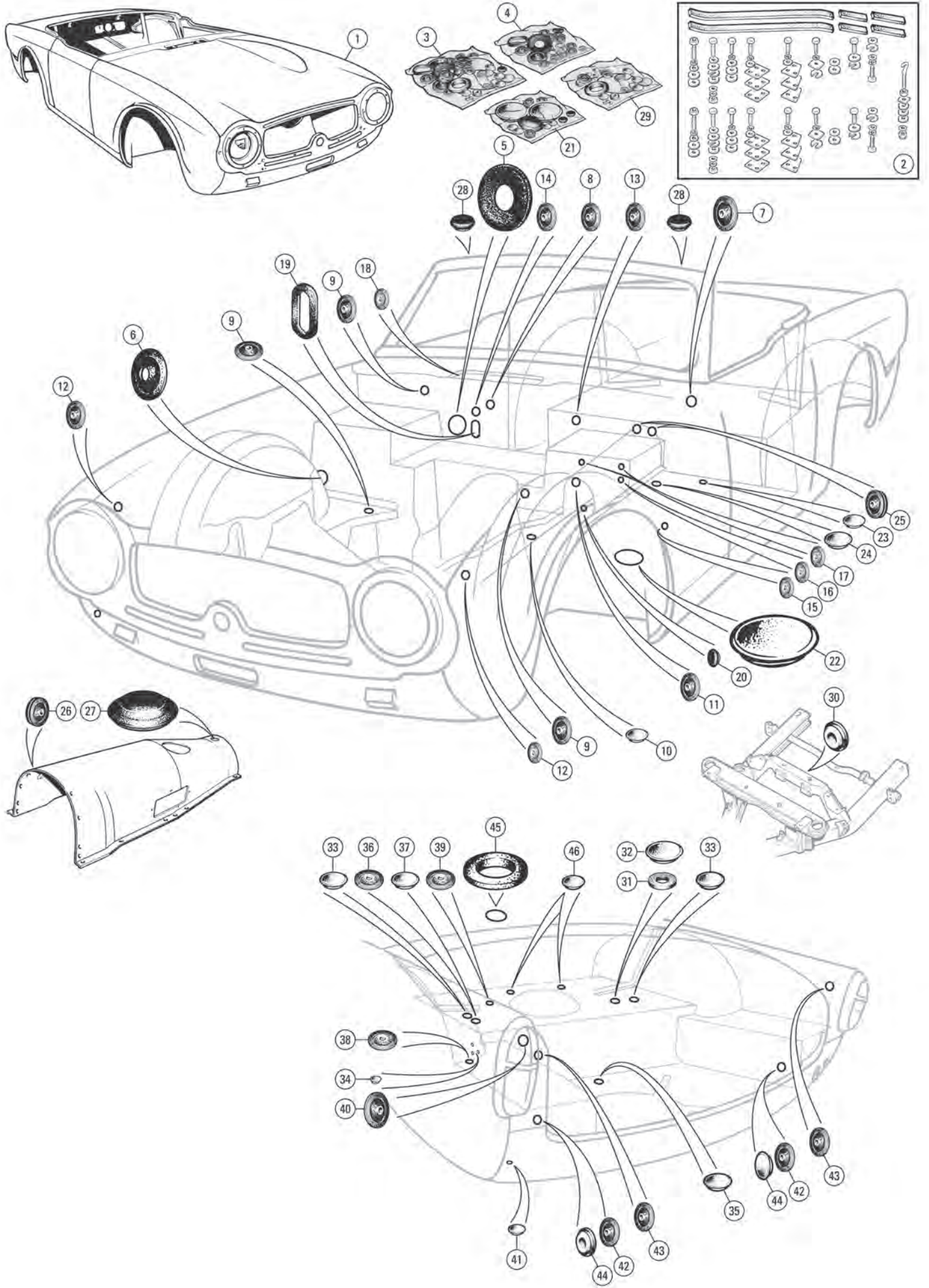


Chassis Rot And Fatigue

The IRS chassis was a compromise which enabled Triumph to 'go independent' without spending too much. Regrettably this left a few development needs for customers to discover. Designs exist for beefing up lower fulcrum brackets and differential mountings which were not made public as a massive recall would have been financially devastating for the cash strapped company in the mid 1970's. Originally, ex Rubery Owen, these chassis' were given only a coat of 'chassis Black' enamel and modern paint or galvanising finish would have controlled corrosion but fatigue problems were inevitable, so should be faced at the appropriate time during the rebuild. The differential mountings can be tackled from underneath although a popular route in the past was through the rear floor area, which may explain some unusual welding visible when the carpet is lifted. The pins could be re-welded and hopefully reinforced as well but the only proper solution is with the body off the chassis and to replace the pins and associated fixings completely with heavier gauge, reinforced units, which fully box the pins. The trailing arm chassis legs collect water and fatigue too, so should never be repaired: replacement is essential. This requires removal of the upper and lower cruciform (or breast) plates to permit full seam welding. The corrosion at the rear end of the chassis can be rampant, hence the need for ill. No. 49 (CHAS10). Fatigue to the differential bridges also quite frequently necessitates their complete replacement. At least the replacement bridges carry all the necessary strengthening modifications. The side braces, ill. Nos. 19 and 20, collect water and rot. After replacement, don't forget to drill water outlet holes at their bases. Pre 1973 cars can suffer from fatigue to the gearbox mounting brackets and should be replaced as required. A little extra reinforcement here does not go amiss. Don't forget that the 3/8" washers under the four fixing bolts should be hardened, not mild steel which soon wear and allow gearbox movement. The front suspension chassis brackets, ill. No. 15 fatigue and are easily damaged in accidents or even kerbing. These must be carefully inspected and replaced if showing any untoward signs. Either way, fitment of the reinforcement plate is recommended and adhere to the 25-ft/lbs. torque clamping the lower fulcrum brackets to the chassis. Finally remember, your chassis is over 25 years old and may have had an unhappy previous life. Accident stress might not make itself known for thousands of miles and may be hidden by paint or underseal.

Chassis Alignment

The packing plates 619395 and 619396 are for use when a greater thickness of body to chassis packing is required than the stated quantity of rubber/canvas pads. The metal plates should be as a supplement to the rubber/canvas pads. The use of additional rubber/canvas pads should be avoided and the more solid packing basis utilised. It is rare for a body to fit a chassis with identical numbers of packing pads side to side and end to end. So how do you know which parts are right and wrong? Life is very easy if the chassis is bare. All that you need is a flat floor, a piece of string, a ruler and a tape measure. The diagonal dimensions are in the workshop manual (545277). The rest is a simple matter of measurement from the floor to selected points on the chassis. If the body and chassis are joined, the method used doesn't change too much. You still need a reliably flat floor. Raise the car from the floor and measure up to the selected chassis points. More care is needed because of larger measurement distances. Essentially, if the front end is set up parallel to the floor, the rear should be the same. The front needs to be reasonably correct to ensure steering accuracy. Probably as much as 1/2" of misalignment at the rear can be absorbed by careful packing - this depends on individual acceptance. If there is a problem and it's understood, the TR body can be built around it. We suggest that misalignment at the front of more than 1/2" should be corrected professionally especially if other repairs or modifications are to be carried out. Once the chassis is prepared to the tolerance you accept, it does provide a perfect jig for body preparation. It is obviously a good idea in this case to omit the paint finish until the body is finished. The chassis also provides an excellent transport jig for the bodysell when it goes for painting, so if it is used for this ensure the clamping bolts move freely in their threads. Pack these threads with greased screws when the chassis goes for painting (or galvanising).



Bodyshell & Grommets TR5, TR250

Bodyshell

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	574351	NCA	BODYSHELL, RHD	1	TR5
	574352	NCA	BODYSHELL, LHD	1	TR5, TR250
	SF250	NCA	TRANSPORTATION FRAME, bodyshell	1	

Body Mounting Kit

2	574244	£77.86	MOUNTING KIT, body to chassis	1	
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Note: Refer to Chassis Frame & Body Mountings for details and breakdown of body to chassis mounting kit.

Grommet And Plug Kits

3	TGK154	£60.30	GROMMET & PLUG KIT, complete	1	
4	TGK155	£20.70	GROMMET & PLUG KIT, front	1	bulkhead and forward
5	610608	£5.10	GROMMET, steering column, through bulkhead	1	fits 2 3/8" hole
6	600400W	£1.60	GROMMET, main wiring loom, through bulkhead, driver's side	1	fits 1 1/2" hole
7	600395	£1.60	GROMMET, wiper rack tube, through bulkhead	1	fits 1 1/4" hole
8	602037	£1.60	GROMMET, main wiring loom, through bulkhead, passenger's side	1	fits 1" hole
9	602037	£1.60	GROMMET, speedometer and tachometer cables	3	fits 1" hole
10	600399	£2.10	PLUG, blanking hole on bulkhead for speedometer cable routing	1	fits 1" hole
11	602037	£1.60	GROMMET, radio aerial lead through bulkhead end panel	1	fits 1" hole
12	061917	£0.80	GROMMET, marker and side lamp cables through inner wing	2	fits 1/2" hole
13	600395	£1.60	GROMMET, oil pressure gauge tube through bulkhead	1	fits 1" hole
14	602037	£1.60	GROMMET, choke cable and water valve control cable through bulkhead	1	fits 1" hole
15	061917	£0.80	GROMMET, bonnet release cable through bulkhead	1	fits 1/2" hole
16	061917	£0.80	GROMMET, screen washer electrical cable through bulkhead	1	fits 1/2" hole
17	061917	£0.80	GROMMET, screen washer tubing through bulkhead and into plenum	2	fits 1/2" hole
18	061917	£0.80	GROMMET, scuttle vent operating rod into plenum	1	fits 1/2" hole
19	611040	£1.50	GASKET, heater connector, bulkhead	1	
20	CD27769	£1.60	PLUG, blanking holes in bulkhead adjacent to screen washer reservoir	2	fits 3/8" hole
21	TGK156	£19.20	GROMMET & PLUG KIT	1	cockpit area
22	603384	£3.00	PLUG, blanking jacking hole in floor panels	2	fits 3 1/4" hole
23	CFP625	£0.64	PLUG, blanking holes in floor panel behind seat	2	fits 5/8" hole
24	600399	£2.10	PLUG, blanking holes in floor panel behind seat	2	fits 1" hole
25	602037	£1.60	GROMMET, handbrake cable through heel board	2	fits 1" hole
26	602037	£1.60	GROMMET, gearbox wiring loom through gearbox tunnel cover	1	fits 1" hole
27	605602	£6.00	PLUG, prop shaft lubrication access	1	fits 2 1/2" hole
28	GHF822	£0.47	PLUG, blanking, screen capping	2	fits 3/8" hole
29	TGK157	£25.40	GROMMET & PLUG KIT	1	boot area and rear of bulkhead trim panel
30	GHF822	£0.47	PLUG, blanking, chassis rear crossmember	1	fits 3/8" hole
31	611733	£2.70	SEAL, sponge, around petrol tank drain to boot floor	2	when drain plug in tank
32	623176	NCA	PLUG, blanking hole for petrol tank drain	1	fits 1 3/8", hole when no drain plug in tank
33	600399	£2.10	PLUG, blanking holes either side of petrol tank	2	fits 1" hole, TR250 only
34	ADA803	£1.60	PLUG, LH arch side blanking, redundant Pi pump mounts	3	fits 1/4" hole, TR250 only
35	600399	£2.10	PLUG, paint drainage holes	1	fits 1" hole
36	600395	£1.60	GROMMET, petrol pipe through boot floor	1/2	fits 1" hole, qty. increases on TR5
37	600399	£2.10	PLUG, blanking fuel pipe holes through boot floor	1	fits 1" hole, TR250 only
38	602037	£1.60	GROMMET, petrol pump vent pipe through boot floor	1	fits 1" hole, TR5 only
39	600397	NCA	GROMMET, fuel hose, petrol pump to PRV through boot floor	1	fits 1" hole, TR5 only

40	600395	£1.60	GROMMET, fuel hose, PRV to filter through seat pan	1	fits 1 1/4" hole, TR5 only
41	RFR208	£0.48	PLUG, rubber, blanking	4	fits 1/2" hole, as fitted
42	600395	£1.60	GROMMET, number plate lamp cables through rear body spare wheel pan sides when lamps are overrider mounted	2	fits 1" hole, TR5 except Germany, TR250
	061917	£0.80	GROMMET, number plate lamp cables through boot lid when lamps are boot lid mounted	2	fits 1/2" hole, TR5 German markets
43	600395	£1.60	GROMMET, reverse lamp and side marker cables through rear body side	2	fits 1" hole
44	600399	£2.10	PLUG, wiring hole in spare wheel tray side when number plate lamps are boot mounted	2	fits 1" hole TR5 German markets
45	650247	£3.25	GROMMET, petrol filler cap through rear deck	1	fits 2 3/8" hole, TR5 only
	622683	NCA	GROMMET, petrol filler cap through rear deck	1	fits 2 3/8" diameter hole, TR250 only
46	RFR103	£2.40	PLUG, rear bulkhead shelf	a/r	fits 5/16" diameter hole

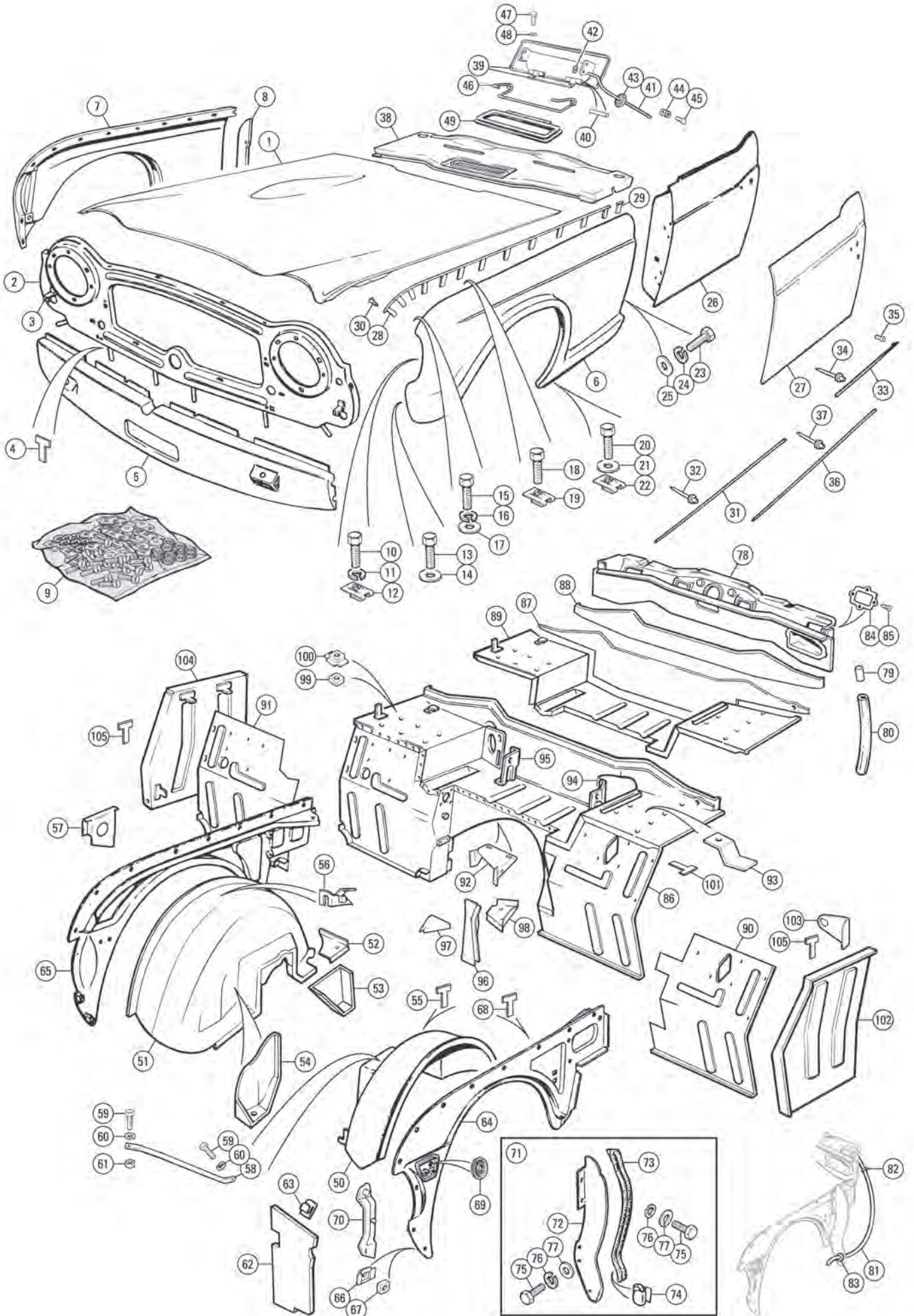
Grommets By Size

061917	£0.80	GROMMET, rubber	a/r	fits 1/2" hole
600395	£1.60	GROMMET, rubber, very small hole	a/r	fits 1" hole
602037	£1.60	GROMMET, rubber, small hole	a/r	fits 1" hole
600397	NCA	GROMMET, rubber, medium hole	a/r	fits 1" hole
602037	£1.60	GROMMET, rubber, large hole	a/r	fits 1" hole
602037	£1.60	GROMMET, rubber (As 602037 but to fit thicker panel section).	a/r	fits 1" hole
600395	£1.60	GROMMET, rubber	a/r	fits 1 1/4" hole
600400W	£1.60	GROMMET, rubber	a/r	fits 1 1/2" hole
622683	NCA	GROMMET, rubber	a/r	fits 2 3/8" hole, TR250 only
650247	£3.25	GROMMET, rubber	a/r	fits 2 3/8" hole, TR5 only
610608	£5.10	GROMMET, rubber	a/r	fits 2 3/8" hole

Plugs By Size

ADA803	£1.60	PLUG, rubber	a/r	fits 1/4" hole
RFR103	£2.40	PLUG, rubber	a/r	fits 5/16" hole
CD27769	£1.60	PLUG, rubber	a/r	fits 3/8" hole
RFR208	£0.48	PLUG, rubber	a/r	fits 1/2" hole
CFP625	£0.64	PLUG, rubber	a/r	fits 5/8" hole
GHF822	£0.47	PLUG, rubber	a/r	fits 7/8" hole
600399	£2.10	PLUG, rubber	a/r	fits 1" hole
623176	NCA	PLUG, rubber	a/r	fits 1 3/8" hole
600400	£2.80	PLUG, rubber	a/r	fits 1 1/2" hole
605602	£6.00	PLUG, rubber	a/r	fits 2 1/2" hole
603384	£3.00	PLUG, rubber	a/r	fits 3 1/4" hole

Note: Refer to Chassis Frame & Body Mountings for details and breakdown of body to chassis mounting kit.



Front Body & Door Panels TR5, TR250

Bonnet And Valances

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	908031	NCA	BONNET ASSEMBLY	1	
	908031XK	£53.40	BONNET STIFFENING KIT	1	(For bonnet fitting details refer to Exterior Fittings, Trim & Badges). TR5
2	812408	NCA	UPPER VALANCE, front	1	
3	616886	NCA	BRACKET, grille and lamp attachment	2	
4	603559	£1.04	WIRING LOOM TAG	a/r	
5	812030	£130.60	LOWER VALANCE, front	1	with oil cooler aperture
	850406	£98.90	LOWER VALANCE, front	1	no oil cooler aperture

Front Wings

6	950109	£686.70	FRONT WING, LH	1	
7	950110	£686.70	FRONT WING, RH	1	
	950109AL	£730.90	FRONT WING, LH, aluminium	1	] lightweight
	950110AL	£730.90	FRONT WING, RH, aluminium	1	
	850455	£60.00	FILLER, wing to A post, LH	1	
8	850456	£60.00	FILLER, wing to A post, RH	1	
9	950109FK	£20.00	FRONT WING FITTING KIT	2	
10	650307	£1.31	SCREW, special, wing forward edge	2	
11	GHF331	£0.38	WASHER, locking	6	
12	FN2059	NCA	SPIRE NUT	2	
13	HU706P	£1.06	SCREW, set, wing to lower valance	4	
14	WM57	£0.24	WASHER, plain	4	
15	HU706P	£1.06	SCREW, set, wing to upper valance	4	
16	GHF331	£0.38	WASHER, locking	4	
17	WM57	£0.24	WASHER, plain	4	
18	650307	£1.31	SCREW, special, wing to inner wing	14	
19	FJ24074	£0.68	SPIRE NUT	14	
20	UL2705	£0.60	BOLT, Acme type, wing to sill	6	
21	WM57	£0.24	WASHER, plain	6	
22	FJ24074	£0.68	SPIRE NUT	6	
23	HU706P	£1.06	SCREW, set, wing to A post	6	
24	GHF331	£0.38	WASHER, locking	6	
25	WM57	£0.24	WASHER, plain	6	

Doors And Door Skins

26	907757	NCA	DOOR, LH	1	
27	812775	£264.00	DOOR SKIN, LH	1	
	812775AL	NCA	DOOR SKIN, LH, aluminium	1	lightweight
	907758	£585.00	DOOR, RH	1	
	812776	£264.00	DOOR SKIN, RH	1	
	950006WOA	NCA	DOOR SKIN, RH, aluminium	1	lightweight

Note: Refer to Doors & Fittings for fixings & components.

Wing Beading And Body Mouldings

	TR45WBS	£65.00	WING BEADING SET, 6 piece	1	
28	850479	£29.40	WING BEADING, front wing,	1	
	750126	£24.60	WING BEADING, upper rear wings	2	
	750187	£11.00	WING BEADING, lower rear wing, LH	1	
	750188	£11.00	WING BEADING, lower rear wing, RH	1	
29	553926	£0.50	LOCATING TAB	52	
30	GHF421	£0.14	SCREW, self tapping, beading attachment	2	
31	713541X	£25.60	MOULDING, front wing	2	
32	GHF1437	£1.50	RIVET CLIP, wing moulding	14	
33	713542	£29.10	MOULDING, door, LH	1	
	713543	£29.10	MOULDING, door, RH	1	
34	GHF1437	£1.50	RIVET CLIP, door moulding	12	
35	GHF1532	£0.26	BARREL CLIP, rear of door moulding	2	
36	713305	NCA	MOULDING, sill	2	
	623421	£31.40	MOULDING, sill	2	alternative
37	GHF1461	£1.30	RIVET CLIP, sill moulding, 19/32" x 1/8" 12		

Scuttle Top

38	850352	£756.00	SCUTTLE TOP PANEL ASSEMBLY	1	
39	705242	£19.80	VENT LID	1	
40	563040	NCA	PIN, hinge	2	
41	611117	£7.00	ROD, vent lid operating	1	
42	FR1202	NCA	NUT, fix round	1	
43	061917	£0.80	GROMMET, vent lid operating rod	1	
44	604844	NCA	CABLE CLAMP, rod to vent lever	1	
45	53K1016	£0.64	SCREW, for clamp	1	
46	611145	£8.70	SPRING, vent lid	1	
47	HU503	£0.83	SCREW, vent lid to scuttle	3	
48	WL700101	£0.25	WASHER, locking	3	
49	611118	£12.10	SEAL, vent lid	1	

Wheel Arch Assembly

50	576477	NCA	WHEEL ARCH ASSEMBLY, LH	1	
	576478	NCA	WHEEL ARCH ASSEMBLY, RH	1	

Unlike the TR6, wheel arches for TR5 & TR250's were never supplied as assemblies. The wheel arch assemblies listed above are in fact the TR6 component with a full recess in the right-hand arch. The right-hand panel for TR5's & TR250's originally was only partly recessed. All individual components listed below are as original.

	576477	NCA	WHEEL ARCH PANEL, LH	1	
51	576478	NCA	WHEEL ARCH PANEL, RH	1	
	811480	NCA	REINFORCEMENT, arch, upper, LH	1	
52	811485	NCA	REINFORCEMENT, arch, upper, RH	1	
	811493	NCA	REINFORCEMENT, arch, lower, LH	1	
53	811494	NCA	REINFORCEMENT, arch, lower, RH	1	
	811703	NCA	BRACKET, mounting to chassis, LH	1	
54	811704	NCA	BRACKET, mounting to chassis, RH	1	
55	603559	£1.04	WIRING LOOM TAG	9	8 on LH, 1 on RH
56	750229	£18.00	BRACKET, bonnet stay rod	1	] not included with part of RH wheel arch assembly
	623588	NCA	BRACKET, body lifting, LH	1	
57	623589	NCA	BRACKET, body lifting, RH	1	
58	712401	£14.70	STAY ROD, valance to wheel arch, LH	1	
	712402	£14.70	STAY ROD, valance to wheel arch, RH	1	
59	HU706P	£1.06	SCREW, upper valance & wheel arch	4	
60	GHF331	£0.38	WASHER, locking	4	
61	GHF200	£0.22	NUT, plain	2	
6	714536	£9.00	PANEL, radiator ducting	2	] TR5
	714536P	£11.50	PANEL, radiator ducting, pair	2	] TR250
63	606389	£0.90	CLIP, valance	8]]

Note: Although the parts book does list a valance fitted between the wheel arch and radiator on TR5's, it was only ever fitted to TR250's.

Front Inner Wings

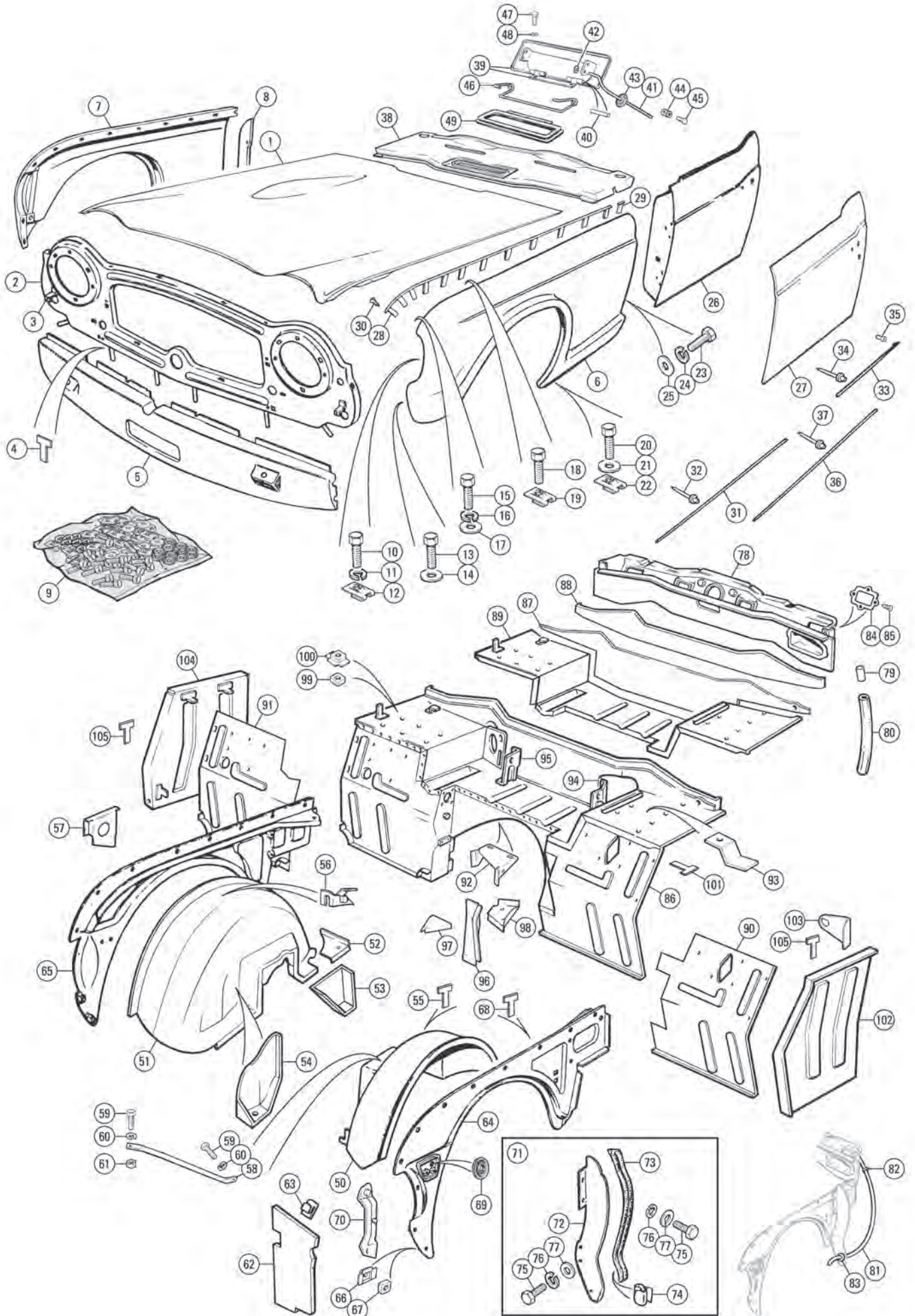
64	811944	£286.75	INNER WING, LH	1	
65	811945	£286.75	INNER WING, RH	1	
66	CN2	£0.55	RETAINER, nut cage	4	
67	CN1	£0.36	NUT, square, captive	4	
68	603559	£1.04	TAG, securing wiring loom	a/r	
69	061917	£0.80	GROMMET, side lamp lead	2	
70	850457	£34.80	FILLER, LH, front wing	1	
	850458	£34.80	FILLER, RH, front wing	1	
71	750150K	£26.40	BAFFLE PLATE KIT, LH	1	
	750151K	£26.40	BAFFLE PLATE KIT, RH	1	
72	750150	£11.40	BAFFLE PLATE, LH	1	
	750151	£11.40	BAFFLE PLATE, RH	1	
73	650172	£7.30	SEAL, baffle plate	2	
74	606389	£0.90	CLIP, seal to baffle plate	6	
75	HU706P	£1.06	SCREW, baffle plate	12	
	HU706SS	£1.80	SCREW, baffle plate, stainless steel	12	alternative
76	GHF331	£0.38	WASHER, locking	12	
77	WM57	£0.24	WASHER, plain	12	

Plenum And Bulkhead Assemblies

78	811989	NCA	PLENUM ASSEMBLY	1	
79	650162	NCA	DRAIN TUBE, plenum	2	
80	602057Z	£10.00	HOSE, plenum water drainage, rubber	2	cut to fit

Water drainage from the plenum is very important if wet carpets and feet are to be avoided. Regular clearing of the drain hoses with a flexible rod will dislodge any congealing rain soaked leaves or small furry fauna which might otherwise block the system. A longer water drain hose can be fitted to take the water out of the wing/sill/bulkhead box section. The hole should provide a snug fit for the hose, (see illustrations 81 to 83 opposite).

81	602057Z	£10.00	HOSE, plenum water drainage, rubber	2	] longer with elbow end
	602057X	£20.40	HOSE, plenum water drainage, silicone	2]]
82	CS4013	£1.20	CLIP, hose	2	
83	AHA8401	£1.20	GROMMET, hose	2	
84	650159	NCA	PLATE, wheel box access	2	] refit using suitable,
85	AB608031	£0.22	SCREW, plate to plenum	8	] pliable water sealant
86	815834	NCA	BULKHEAD ASSEMBLY, RHD	1	TR5
	815835	NCA	BULKHEAD ASSEMBLY, LHD	1	TR5, TR250
87	812120	£117.00	REPAIR PANEL, vertical, behind battery	1	RHD
	812121	NCA	REPAIR PANEL, vertical, behind battery	1	LHD
88	812122	NCA	REPAIR PANEL, vertical section	1	to plenum
89	907418RP	£96.70	REPAIR PANEL	1	(Horizontal section below battery).



Front Body & Door Panels TR5, TR250 (Continued)

Plenum And Bulkhead Assemblies

Ill.	Part Number	Price £ea.	Description	Req.	Details
90	815836	£108.00	FOOTWELL FRONT PANEL, LH	1	RHD
91	811979	£90.00	FOOTWELL FRONT PANEL, RH	1	
	815837	£108.00	FOOTWELL FRONT PANEL, LH	1	LHD
	811981	£90.00	FOOTWELL FRONT PANEL, RH	1	
92	705219	£34.20	BRACKET, steering column strap	1	RHD
	705218	NCA	BRACKET, steering column strap	1	LHD
93	611152	NCA	BRACKET, wiper motor mount	2	
94	611048	NCA	BRACKET, battery stay LH	1	
95	610796	NCA	BRACKET, battery stay RH	1	
96	750058	NCA	POCKET, bulkhead	1	
97	612283	NCA	GUSSET, bulkhead pocket	1	
98	706313	NCA	GUSSET, dash, LH	1	
99	NQ2708	£1.84	NUT, square, pedals to bulkhead	a/r	
100	600032	NCA	RETAINER, square nut	a/r	
101	603559	£1.04	TAG, wiring loom	a/r	

Wiring Loom Tags

These little tinkers have caused many heated discussions over the years. The long thin tag used on the inner front wings and wheel arches was part number 603559. Fact: It was 'T' shaped. Fact: The item was redesigned 13th January 1978 and was then no longer shaped.

102	811985	£78.00	BULKHEAD END PANEL ASSEMBLY, LH	1	
103	615901	NCA	BRACKET, bonnet release cable	1	
104	811986	£78.00	BULKHEAD END PANEL ASSEMBLY, RH	1	
105	603559	£1.04	TAG, wiring loom	a/r	

Early TR5 Differences

The first few TR5's had several differences to what may be considered mainstream production ones, which, the best information currently suggests commenced at commission no. CP50. Commission numbers CP1 to CP24 were built and were mostly used as development hacks, dealer demonstration vehicles and play things for the motoring press to destroy (as usual). Commission numbers CP25 to 49 probably weren't built as no records of these cars have ever come to light (so far!).

The original TR5 parts book makes no mention of these differences and cars that do turn up often have had these very differences removed (or engineered out as Triumph would have said) to make the car usable and reliable.

Most significantly commission numbers CP1 to CP24 had under bonnet mounted fuel pumps so all the low and high-pressure pipe work will be different.

These same cars would have had a TR4A-type crankcase breather valve mounted on the front top manifold to cylinder head stud rather than the simple in line flame trap used from commission number CP50, with appropriately different hoses.

There is a central boss on top of the metering unit into which is screwed a short PRV with a return to the tank from this. Fast idle cable is absent.

Door Repair Tips

To enable the TR5, TR250 and TR6 door to be repaired some additional original sub assembly components of the door assembly are available.

The two most common repairs are to the door bottom frame because of rust and the check strap bracket that has been torn and split in service. The replacement of the angled bracket for the check strap is quite a straight forward task. The spot welds of the original item can be drilled out to release it and the replacement inserted. The new item can be attached with weld as original. Those without welding facilities could attach the bracket with small nuts and bolts or even rivets after drilling to suit.

Genuine original steel door skins are available to replace existing items as required. The door skins are made from zinc coated steel and are electrophoretically painted to give modern car corrosion resistance. Also available are aluminium door skins pressed on the original tools but not pierced for handles or lock. These are for those wishing to save weight on their cars and will be of interest to TR4 and TR4A owners. Door skin replacement requires the door assembly to be removed from the car. The working area to carry out the skin replacement ideally needs to be big enough to lay the door flat. Tools required are minimal being a hammer, metal block, chisel, file, block of hard wood, angle grinder, safety glasses, welding equipment if frame repairs are required, spade handle and kitchen table.

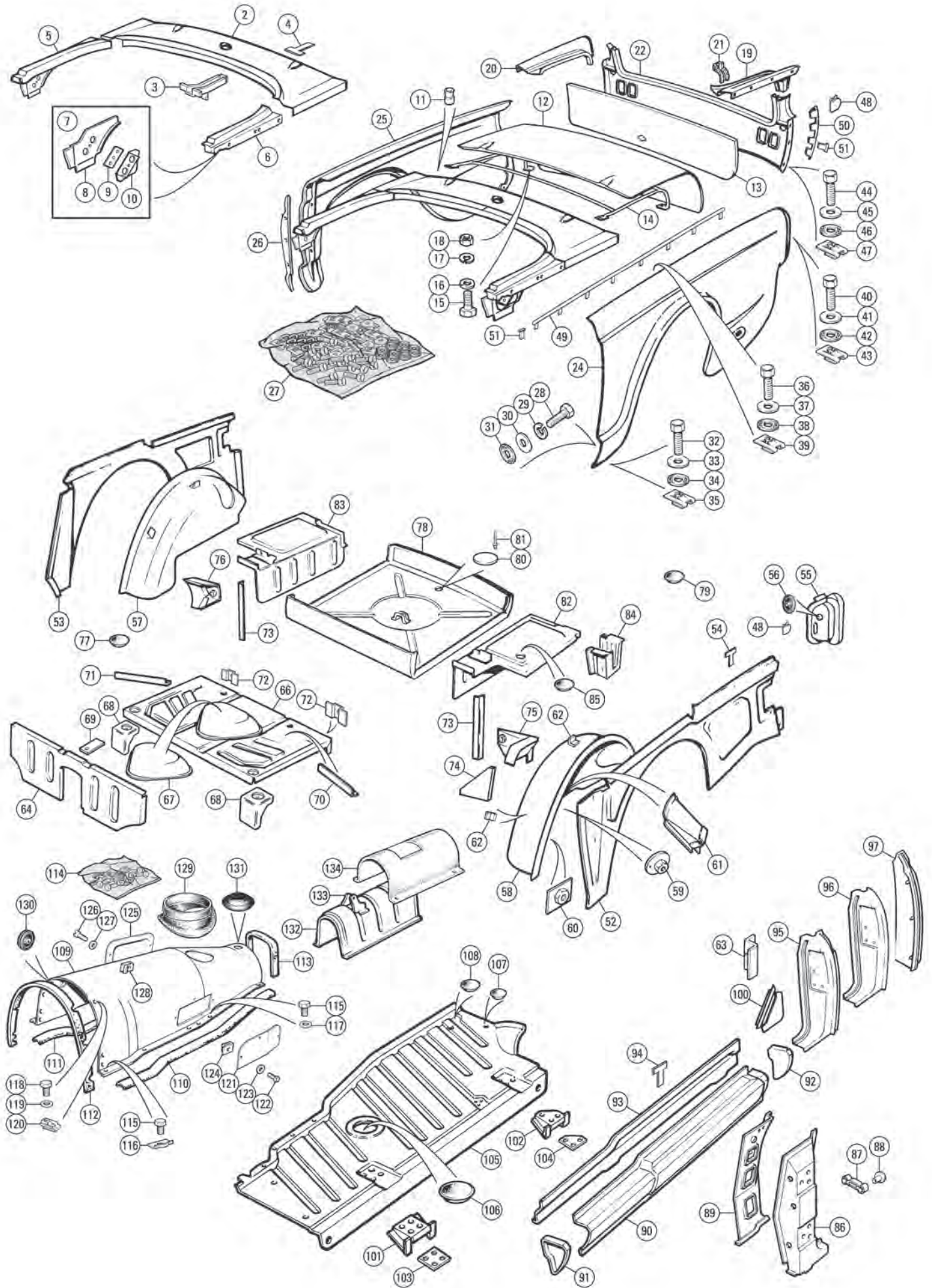
Remove the old skin by carefully grinding through the folded outer edge of the skin, without damaging the door frame. Once the skin is free you can set about cleaning and repairing the main frame. A replacement door frame assembly would be best used as the basis of a large repair section by cutting to remove the rotten area and welding in a section as required. Often a small patch repair can be made up as required. Check strap brackets must be inspected for integrity, if they are damaged this is the ideal time to do it as you can get at everything.

The skin should be trial fitted to the frame to ensure the frame was not distorted when the skin was removed. A zinc based or other suitable metal to metal primer should be applied to the mating surfaces of the frame and skin. When you are happy with the fit and positioning start to clinch by hammering down a short section on each of the 3 sides. Check regularly as you clinch the skin to the frame that all is in the right place. Progress with the process around the skin until all is clinched and fitted correctly. When a door is manufactured a hydraulic press with a steel form that matches the door profile is utilised in stages to clinch the skin in precisely the right place. It also stops the 'thrupenny bit' effect so common on repro doors, boot lids, bonnets etc. where a skin is attached to a frame.

No advice is given as to whether you should completely gut the door as it may be found that minimal disassembly is required. Too often you will find a horror show of rust inside the door and will feel that total stripping and de-rusting is the only solution. Do not forget that when you get to grips with your door

other parts may need renewing or repairing like glass channels private locks and hinges. These parts are also available to ease your restoration.

At the do it yourself level repairs to existing doors that fit the gap between the existing 'A' & 'B' posts on your car are often preferable to fitting complete new door assemblies, due to the cost of repair parts against complete assemblies, as long as you ignore your labour costs. If the repair or replacement is entrusted to a professional, get a price to repair and a price to renew and go the route that suits you best. Either way the door will ultimately have to be painted once refitted and aligned to the body.



Rear Body & Door Panels TR5, TR250

Rear Deck

Ill.	Part Number	Price £ea.	Description	Req.	Details
2	808776RP	£238.80	CENTRE SECTION, rear deck	1	
3	813958	NCA	FRAME, deck section support	1	
4	603559	£1.04	TAG, wiring loom	4	
5	815522	£96.00	FORWARD SECTION, RH, rear deck	1	
6	815521	£96.00	FORWARD SECTION, LH, rear deck	1	
7	708093	NCA	GUSSET, 'B' post (top), LH	1	
	708094	NCA	GUSSET, 'B' post (top), RH	1	
8	750179	NCA	GUSSET PLATE, LH	1	
	750180	NCA	GUSSET PLATE, RH	1	
9	619592	NCA	TAPPED PLATE, hood pivot	2	
10	616058	NCA	RETAINER, tapped plate	2	
11	617975RP	£3.90	NUT, 'rivnut' soft top to deck	5	
	GHF200	£0.22	NUT, 'projection welded', soft top to deck	5	alternative

Boot Lid And Rear Valance

12	813650	£957.77	BOOT LID, steel	1	
	813650A	£949.63	BOOT LID, aluminium	1	lightweight

Note: For boot lid fitting details refer to Exterior Fittings, Trim & Badges.

13	813650RP	£356.40	REPAIR PANEL, boot lid	1	
14	903233	NCA	REINFORCEMENT, boot lid	1	
15	GHF101	£0.30	SCREW, reinforcement to boot lid	2	
16	GHF300	£0.22	WASHER, plain	2	
17	GHF331	£0.38	WASHER, locking	2	
18	GHF200	£0.22	NUT, plain	2	
19	850007	£214.00	REAR SECTION, LH rear deck	1	
20	850008	£214.00	REAR SECTION, RH rear deck	1	
21	612487	NCA	BRACKET, boot lid stay	1	
22	575169	NCA	REAR VALANCE ASSEMBLY (Pierced for reverse lamps).	1	TR5, TR250
	850379	£474.30	REAR VALANCE ASSEMBLY (Not pierced for reverse lamps).	1	TR4, TR4A alternative

Rear Wings

24	850475	£611.86	REAR WING, LH	1	
	850475AL	£762.00	REAR WING, LH, aluminium	1	lightweight
25	850476	£611.86	REAR WING, RH	1	
	850476AL	£762.00	REAR WING, RH, aluminium	1	lightweight
	850328	£48.00	FILLER, rear wing to 'B' post, LH	1	
26	850329	£48.00	FILLER, rear wing to 'B' post, RH	1	
27	850475FK	£17.00	REAR WING FITTING KIT, (per wing)	2	
28	HU706P	£1.06	SCREW, wing to 'B' post	6	
29	GHF331	£0.38	WASHER, locking	6	
30	WM57	£0.24	WASHER, plain	6	
31	626716	£0.55	WASHER, Everseal	6	
32	UL2705	£0.60	SCREW, Acme, wing to sill panel	2	
33	WM57	£0.24	WASHER, plain	2	
34	626716	£0.55	WASHER, Everseal	2	
35	FJ24074	£0.68	NUT, spire	2	
36	UL2705	£0.60	SCREW, Acme	16	wing to deck & tonneau side
37	WM57	£0.24	WASHER, plain	16	
38	626716	£0.55	WASHER, Everseal	16	
39	FJ24074	£0.68	NUT, spire	16	
40	UL2705	£0.60	SCREW, Acme (Wing to rear valance and inner wing).	2	
41	WM57	£0.24	WASHER, plain	2	
42	626716	£0.55	WASHER, Everseal	2	
43	FJ24074	£0.68	NUT, spire	2	
44	UL2705	£0.60	SCREW, Acme, wing to rear valance	4	
45	WM57	£0.24	WASHER, plain	4	
46	626716	£0.55	WASHER, Everseal	4	
47	FJ24074	£0.68	NUT, spire	4	
48	ANK5046A	£0.25	CLIP, wing to lamp housing	4	

Wing Beading

	TR45WBS	£65.00	WING BEADING SET, 6 piece	1	
	850479	£29.40	WING BEADING, front wing	1	
49	750126	£24.60	WING BEADING, upper rear wings	2	
50	750187	£11.00	WING BEADING, lower rear wing	1	
51	553926	£0.50	LOCATING TAB	52	

Inner Rear Wings And Wheel Arches

52	850120	£296.10	INNER REAR WING, LH	1	
53	850121	£296.10	INNER REAR WING, RH	1	

54	603559	£1.04	TAG, wiring loom	a/r	
55	850428	£79.20	TAIL LAMP HOUSING, LH	1	
	850429	£79.20	TAIL LAMP HOUSING, RH	1	
56	600395	£1.60	GROMMET, in housing for lamp wiring	2	
57	815958	£262.80	WHEEL ARCH ASSEMBLY, RH	1	
58	815957	£262.80	WHEEL ARCH ASSEMBLY, LH	1	
59	615984	NCA	REINFORCEMENT, seat belt, upper	2	for static seat belts
60	616446	NCA	REINFORCEMENT, seat belt, lower	2	for inertia reel seat belts
61	713042	NCA	BRACKET, LH suspension bump stop	1	
	713043	NCA	BRACKET, RH suspension bump stop	1	
62	650294	NCA	BRACKET, millboards support	4	
63	615968	£44.60	SEAT BELT ANCHOR, LH	1	
	615969	NCA	SEAT BELT ANCHOR, RH	1	

Heelboard, Seat Pan And Boot Floor

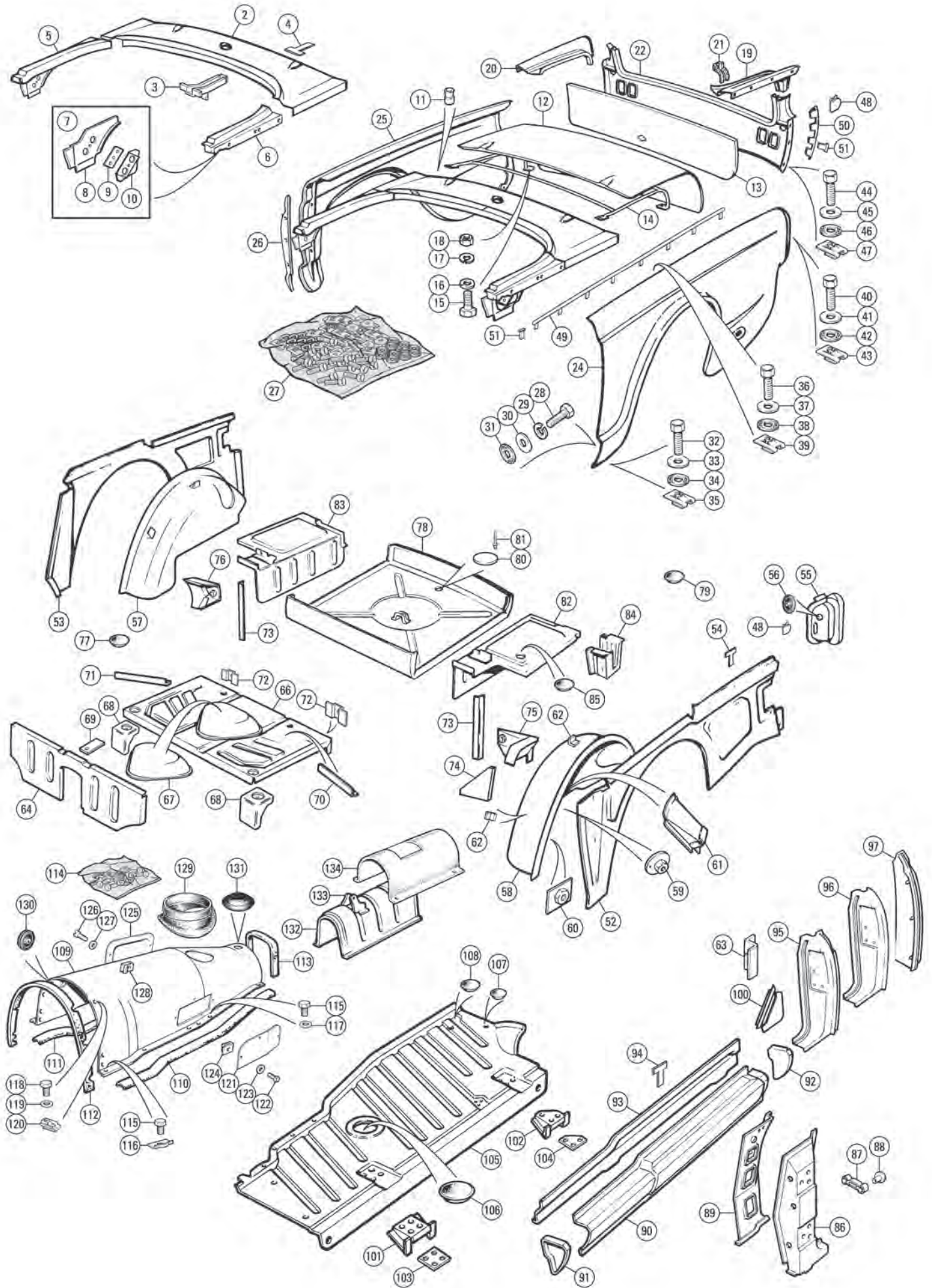
64	850397	£90.00	HEELBOARD	1	
66	910065	NCA	PANEL AND BULGE, seat pan	1	
67	850117X	NCA	DIFFERENTIAL COVER	1	
68	950008	£55.10	BRACKET, seat pan to chassis	2	
69	618376	NCA	BRACKET, tunnel cover support	1	
70	650271	£0.24	SUPPORT, bracket, squab, bottom, LH	1	
71	650272	NCA	SUPPORT, bracket, squab, bottom, RH	1	
72	612288	NCA	NUT PLATE, petrol tank	2	
73	750175	NCA	BRACKET, support, squab side, vertical	2	
74	808379	NCA	GUSSET, arch to rear floor, LH	1	
	808380	NCA	GUSSET, arch to rear floor, RH	1	
75	650165	NCA	BRACKET, petrol tank support, LH	1	
76	650166	NCA	BRACKET, petrol tank support, RH	1	
77	ADA803	£1.60	PLUG, rubber, blanking	1	
78	850387	£251.00	BOOT FLOOR, spare wheel pan	1	
79	600399	£2.10	PLUG, paint drainage, 1" diameter	1	
80	625944	NCA	PLATE, metal, blanking paint drain hole	1	
81	GHF600	£0.16	RIVET, imex	2	
82	850470	£206.10	BOOT FLOOR, side, LH	1	
83	850471	£206.10	BOOT FLOOR, side, RH	1	
84	750022	£48.00	MOUNTING BRACKET, boot floor	2	
85	ADA803	£1.60	PLUG, rubber, blanking	3	

'A' Post, 'B' Post And Sills

86	XKC510	£149.70	'A' POST, outer panel, LH	1	
	813101	£149.70	'A' POST, outer panel, RH	1	
87	603344	£5.80	SPRING GUIDE, check strap	2	
88	569313	NCA	RIVET, spring guide attachment	4	
89	850343	£90.00	'A' POST, inner panel, LH	1	
	850344	£90.00	'A' POST, inner panel, RH	1	
90	850281	£97.00	SILL PANEL, outer, LH	1	
	850281Z	£39.00	SILL PANEL, outer, LH, replacement	1	
	850282	£97.00	SILL PANEL, outer, RH	1	
	850282Z	£39.00	SILL PANEL, outer, RH, replacement	1	
91	750086	£4.50	FILLER, front sill end, LH	1	
	750087	£4.10	FILLER, front sill end, RH	1	
92	750047	£4.20	FILLER, rear sill end, LH	1	
	750048	£4.20	FILLER, rear sill end, RH	1	
93	850122	£48.00	INNER SILL PANEL, LH	1	without loom tags
	564807	£48.00	INNER SILL PANEL, RH	1	with loom tags
94	603559	£1.04	TAG, wiring loom	a/r	
95	817412	£181.10	'B' POST ASSEMBLY, LH	1	
	817413	£181.10	'B' POST ASSEMBLY, RH	1	
96	817412F	£131.00	'B' POST, front face only, LH	1	
	817413F	£131.00	'B' POST, front face only, RH	1	
97	817412B	£26.40	'B' POST, rear face only, LH	1	
	817413B	£26.40	'B' POST, rear face only, RH	1	
100	621715	£11.40	REINFORCEMENT, 'B' post, LH	1	
	621716	£11.40	REINFORCEMENT, 'B' post, RH	1	
101	750027	£14.00	SILL MOUNTING, front	2	
102	616004	£10.50	SILL MOUNTING, left rear	1	
	616005	£10.50	SILL MOUNTING, right rear	1	
103	619395	£3.70	PLATE, packing, 'A' post mounting	a/r	square shaped plate
104	619396	£9.80	PLATE, packing, 'B' post mounting	a/r	triangular shaped plate

Floor Panels

105	904005	£204.00	MAIN FLOOR PANEL, LH	1	
	904006	£204.00	MAIN FLOOR PANEL, RH	1	
106	603384	£3.00	RUBBER PLUG, jack hole	2	
107	CFP625	£0.64	GROMMET, 5/8", main floor panel	2	
108	600399	£2.10	GROMMET, 1", main floor panel	2	



Rear Body & Door Panels TR5, TR250 (Continued)

Gearbox Cover And Fittings

ill.	Part Number	Price Eea.	Description	Req.	Details
109	713569FG	£109.30	GEARBOX COVER, fibreglass	1	
	713569SAP	NCA	GEARBOX COVER, plastic	1	
	713569SAP1	£119.50	GEARBOX COVER, plastic, 2 piece	1	
	713569GS	£12.50	SEAL SET, gearbox cover	1	
110	805673	NCA	SEAL, cover to floor, LH	1	
111	805674	NCA	SEAL, cover to floor, RH	1	
112	805684	NCA	SEAL, cover to bulkhead panel, centre	1	
113	705758	NCA	SEAL, cover to propeller shaft tunnel	1	
114	713569FK	£27.60	GEARBOX COVER FITTING KIT	1	
115	HU706P	£1.06	SCREW, cover to floor	10	
116	612286	£1.50	WASHER, plate, tunnel to floor	7	
117	WM57	£0.24	WASHER, plain	3	
118	HU706P	£1.06	SCREW, cover to bulkhead	7	
119	WM57	£0.24	WASHER, plain	7	
120	518454X	£1.80	CAPTIVE NUT & RETAINER	7	
121	705851	£24.00	COVER PLATE, speedometer cable access	1	
122	AB608051	£0.41	SCREW, cover plate	3	
123	WP4	£0.30	WASHER, plain	3	
124	FU25648	NCA	SPIRE CLIP	3	
125	809271	NCA	COVER PLATE, solenoid access	1	
126	GHF423	£0.30	SCREW, cover plate attachment	3	
127	WP4	£0.30	WASHER, plain	3	
128	GHF712	£0.30	SPIRE CLIP	3	
129	602037	£1.60	GROMMET, loom through tunnel cover	1	
130	605602	£6.00	PLUG, propeller shaft lubrication access	1	
131	709329	£8.70	GROMMET, gear lever gaiter	1	

Propshaft Tunnel

132	808230	NCA	PROPSHAFT TUNNEL	1	
133	121765	NCA	BRACKET, for anchoring handbrake	1	
134	809046	£30.00	TUNNEL COVER, fibreboard	1	
	809046SAP	£75.00	TUNNEL COVER, plastic		
	809046FG	£73.90	TUNNEL COVER, fibreglass	1	

A TR5 Goes Racing

Finding a significant TR associated with the period covered by this production proved quite a challenge. TR2's, TR3's and TR4's pop up at important shows, or, more likely, out onto the world's racetracks and rally venues, but by the time we get to the TR4A, almost everything seemed to stop! True, there is Wasp (the TR4A + 6 cylinder engine, which could be loosely called the TR5 prototype), and CP1 and CP25001 still exist, but the latter two are ordinary production cars so hardly exciting unless you happen to own them and are thinking of selling.

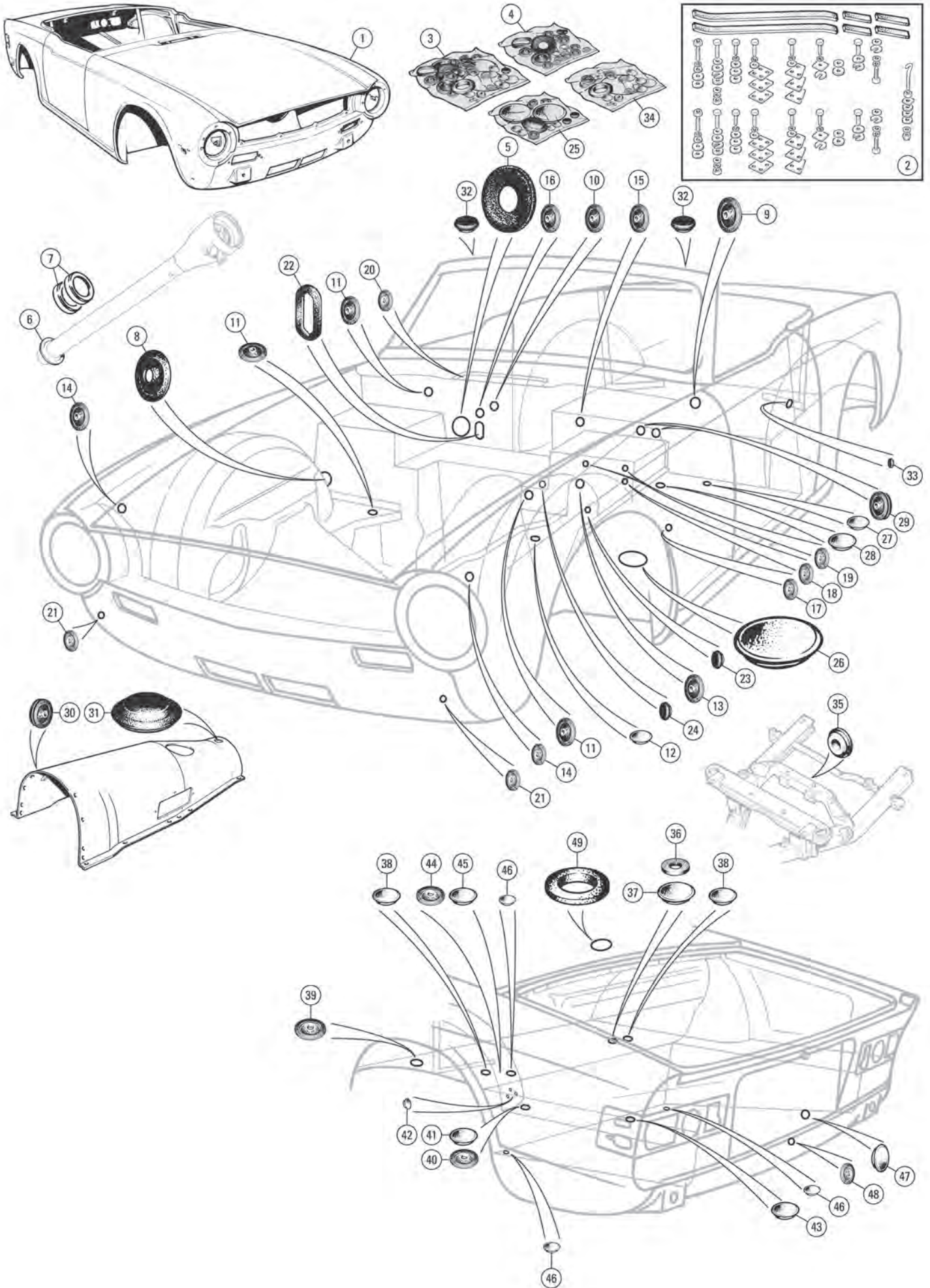
Luckily for us all, there is just one vehicle out there, and it might have become very famous, but for (as usual) a change to the rules. Back in the 60's and 70's, Mod-sports was a league of racing only one step down from FIA sports cars (such as might compete at Le-Mans or in the TT (Tourist Trophy) with full factory support). The rules for Mod-sports seemed to permit almost anything as long as the base engine and internal body tub were retained. Spectacle was the objective and the speed of some of the participating vehicles was prodigious. This was the arena into which Richard Hawkins launched his TR4A, with its dramatic (for those days) black and white paint scheme. Nobody at that time would have considered racing a TR that wasn't some variety of green. This TR4A ran on 10" wide, 6 bolt fixing Lola wheels, shod with slicks neatly (almost) covered by suitably flared wheel-arches. The engine was very potent for its size, no steel crankshafts in those days remember, but then there was no shortage of cheap replacements if one went bang. Unfortunately, the car just wasn't quick enough compared with the opposition, in spite of Richard's skills. The TR4A was sold, in very poor mechanical condition, eventually, to Reg Woodcock who, in his usual style de-modified the chassis and meticulously rebuilt the whole car, no doubt adding considerable lightness during the process. The braking system was updated by the substitution of the TR calipers with a pair of Series 1 x J6 3 piston ones. A low wrap-round screen replaced the original full one, which meant the surrey top had to be removed (and carefully stored, of course). The dramatic and significant change was the swapping of the 4-cylinder engine for a 6 cylinder variety, coupled to a late TR6 /Stag based gearbox and 'A' type overdrive, all moved backwards about 10" in the chassis to improve weight distribution. Final drive was and still is through a 4.1 ratio differential and Salisbury LSD. Now Reg and his twin brother Ray both worked at Lucas at that time, and, as we all know, there's nothing like being in the right place at the right time, so a Lucas Pi system was obtained, incorporating a competition (i.e. mechanical, no vacuum) metering unit, and fitted.

In action the car looked and sounded fabulous, as it does to this day, with the straight 6 engine wailing its way round to its 7500 rev limit, cornering beautifully 'flat' on those enormous Lola wheels and slicks. Regrettably, before it had chance to become famous, Mod-sports ceased, and the TR5, as it had now become, had nowhere to go and play other than in occasional 'club' mixed events and relay races. The ultimate TR5, probably THE quickest pre-TR8 ever, is alive, safe and well, enjoying a temporary retirement in the Woodcock garage, and is now reunited with its original Hawkins surrey top and full screen, as befits such a unique car.



Woodcock At Woodcote

A youthful Reg Woodcock in 1978 in the ex-Hawkins car as originally purchased (externally) and sporting a TR4 grille, before it was finished to look more like a TR5, (and the screen and surrey top removed). The running gear is all as specified in 6-cylinder form. The circuit is believed to be Silverstone, at 'old' Woodcote corner, complete with its unforgiving Armco fencing backed by railway sleepers, which Reg was later to suffer a very close, hard encounter with in his equally famous TR3, effectively writing it off. Judging by the TR5's angle, it will be coming off the Club straight at about 80-mph, before heading down Pitt straight at nearer 140-mph!



BodysHELLs & Grommets TR6

BodysHELLs

The TR6 bodysHELL has been produced to enable the replacement of shells beyond economic repair, because of damage or corrosion. The shells are supplied mounted to a slave transportation frame to preserve door gaps and other panel alignment while the shell is not supported by a chassis. The slave frame is returnable for refund of a nominal deposit; this amount will be found in the price list under part number SF250. The electrophoretically primed bodysHELL is supplied complete with doors, wings, bonnet and boot. Please read the 'BodysHELL Fitting' notes and ensure you fully understand their implications before commencing work.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	575675	NCA	BODYSHELL ASSEMBLY, RHD	1	all (c) CP/CC models, (1969-72)
	575676	NCA	BODYSHELL ASSEMBLY, LHD	1	
	575807	NCA	BODYSHELL ASSEMBLY, RHD	1	
	575808	NCA	BODYSHELL ASSEMBLY, LHD	1	
	575808	NCA	BODYSHELL ASSEMBLY, LHD	1	European models, all (c) CR models, (1972-75)
	575808	NCA	BODYSHELL ASSEMBLY, LHD	1	North American models, from (c) CF1 To CF27000, (1972-74)
	NKC613	NCA	BODYSHELL ASSEMBLY, LHD	1	North American models, TR6 From (c) CF27001 To CF58328, (1974-76)
	SF250	NCA	TRANSPORTATION FRAME, bodysHELL	1	

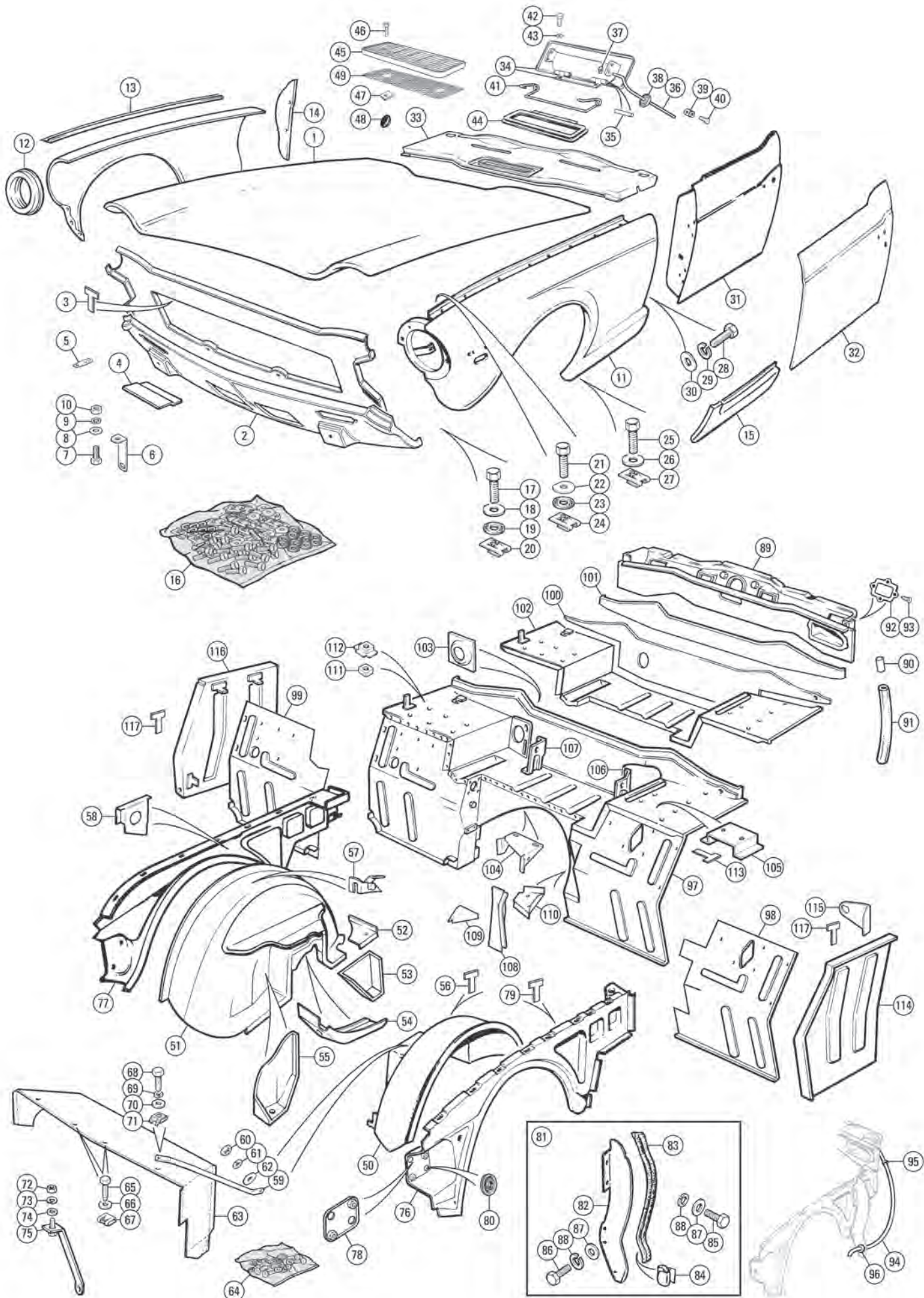
Body Mounting Kit

2	574244	£77.86	MOUNTING KIT, body to chassis (Refer to Chassis Frame & Body Mountings for details and breakdown of body to chassis mounting kit).	1	
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Grommet And Plug Kits

3	TGK150	£64.80	GROMMET & PLUG KIT, complete	1	
4	TGK151	£28.30	GROMMET & PLUG KIT, front	1	bulkhead and forward
5	610608	£5.10	GROMMET, steering column, through bulkhead	1	To (c) CP/CC75000, fits 2 3/8" hole
6	631205	NCA	SEAL, steering column	1	From CP75001 to 77718, CC75001 To 85737
7	633679	NCA	SEAL, steering column, foam	2	all (c) CR/CF models
8	600400W	£1.60	GROMMET, main wiring loom, through bulkhead, driver's side	1	fits 1 1/2" hole
9	600395	£1.60	GROMMET, wiper rack tube, through bulkhead	1	fits 1 1/4" hole
10	602037	£1.60	GROMMET, main wiring loom, through bulkhead, passenger's side	1	fits 1" hole
11	602037	£1.60	GROMMET, speedometer and tachometer cables	3	fits 1" hole
12	600399	£2.10	PLUG, blanking hole on bulkhead for speedometer cable routing	1	fits 1" hole
13	602037	£1.60	GROMMET, radio aerial lead through bulkhead end panel	1	fits 1" hole
14	602037	£1.60	GROMMET, marker and side lamp cables through inner wing	2	fits 1" hole
15	600395	£1.60	GROMMET, oil pressure gauge tube through bulkhead	1	fits 1" hole
16	600395	£1.60	GROMMET, choke cable and water valve control cable through bulkhead	1	fits 1" hole
17	061917	£0.80	GROMMET, bonnet release cable through bulkhead	1	fits 1/2" hole
18	061917	£0.80	GROMMET, screen washer electrical cable through bulkhead	1	fits 1/2" hole
19	061917	£0.80	GROMMET, screen washer tubing through bulkhead and into plenum	2	fits 1/2" hole
20	061917	£0.80	GROMMET, scuttle vent operating rod into plenum	1	all (c) CP/CC models, fits 1/2" hole
21	061917	£0.80	GROMMET, front indicator leads, holes in front valance	1	North American models, From (c) CF27001, fits 1/2" hole
22	611040	£1.50	GASKET, heater connector, bulkhead	1	
23	CD27769	£1.60	PLUG, blanking holes in bulkhead adjacent to screen washer reservoir	2	fits 3/8" hole
24	RFR103	£2.40	PLUG, blanking small hole in bulkhead above accelerator pedal	2	North American models, fits 5/16" hole
25	TGK152	£20.90	GROMMET & PLUG KIT, cockpit area	1	
26	603384	£3.00	PLUG, blanking jacking hole in floor panels	2	fits 3 1/4" hole
27	CFP625	£0.64	PLUG, blanking holes in floor panel behind seat	2	fits 5/8" hole
28	600399	£2.10	PLUG, blanking holes in floor panel behind seat	2	fits 1" hole
29	602037	£1.60	GROMMET, handbrake cable through heel board	2	fits 1" hole

30	602037	£1.60	GROMMET, gearbox wiring loom through gearbox tunnel cover	1	fits 1" hole
31	605602	£6.00	PLUG, propeller shaft lubrication access	1	fits 2 1/2" hole
32	GHF822	£0.47	PLUG, blanking, screen capping	2	fits 7/8" hole
33	RFR208	£0.48	PLUG, blanking holes for inertia type seat belts	2	European models, fits 1/2" hole
34	TGK153	£30.20	GROMMET & PLUG KIT, boot area and rear of bulkhead trim panel	1	
35	GHF822	£0.47	PLUG, blanking, chassis rear crossmember	1	fits 1 7/8" hole
36	611733	£2.70	SEAL, sponge, around petrol tank drain to boot floor	2	To (c) CP/CC75000,
				1	From (c) CP/CC75001,
				1	German Models
37	623176	NCA	PLUG, blanking hole for petrol tank drain	1	From (c) CP/CC75001 and all German Models, fits 1 3/8" hole
38	600399	£2.10	PLUG, blanking holes either side of petrol tank	2	fits 1" hole
39	600395	£1.60	GROMMET, petrol vapour tube, through boot floor	1	North American models, (c) CC50001 To CC85737 approx., fits 1 1/4" hole
	602037	£1.60	GROMMET, petrol vapour tube, through boot floor	1	From (c) CF1 approx., fits 1" hole
40	602037	£1.60	GROMMET, petrol pump vent pipe, through boot floor	1	European models, To (c) CC50000 approx., fits 1" hole
	600395	£1.60	GROMMET, petrol pump vent pipe, through boot floor	1	From (c) CC50001 approx., fits 1 1/4" hole
41	600399	£2.10	PLUG, blanking hole in LH boot floor panel	1	fits 1" hole
42	ADA803	£1.60	PLUG, LH arch side blanking redundant Pi pump mounts.	3	North American models, fits 1/4" hole
43	600399	£2.10	PLUG, paint drainage holes	1	fits 1" hole
44	600395	£1.60	GROMMET, petrol pipe through boot floor	2	all CP/CR models, fits 1" hole
45	600399	£2.10	PLUG, blanking fuel pipe holes through boot floor	1	North American models, fits 1" hole,
46	RFR208	£0.48	PLUG, rubber, blanking (as fitted)	4	fits 1/2" hole
47	600399	£2.10	PLUG, blanking hole in inner rear valance for wiring access	1	fits 1" hole
48	061917	£0.80	GROMMET, number plate lamp cables through rear valance	1	all (c) CP/CC models, fits 1/2" hole
49	650247	£3.25	GROMMET, petrol filler cap through rear deck	1	European models, fits 2 3/8" hole
	622683	NCA	GROMMET, petrol filler cap through rear deck	1	North American models, fits 2 3/8" hole



Front Body & Door Panels TR6

Bonnet

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	908406	£780.00	BONNET (For bonnet fitting details refer to Exterior Fittings, Trim & Badges).	1	

Front Valance

2	814020	NCA	FRONT VALANCE, not pierced for spoiler	1	all (c) CP/CC models, (1969-72)	
	822701	£514.20	FRONT VALANCE, pierced for spoiler	1		European models, TR6 all (c) CR models, (1972-75)
	822701	£514.20	FRONT VALANCE, pierced for spoiler	1		North American models, from (c) CF1 To CF27000, (1972-74)
	XKC1813	£483.60	FRONT VALANCE, pierced for spoiler	1	North American models, From (c) CF27001 To CF58328 (1974-76)	
3	603559	£1.04	TAG, wiring loom	a/r		
4	623590	NCA	RETAINER, lower grille finisher	3		
5	123759	NCA	BLADE, Lucar, electrical earth	2		
6	625886	£5.70	BRACKET, number plate	2		
7	HU706P	£1.06	SCREW, securing bracket	2		
8	WM57	£0.24	WASHER, plain	2		
9	505259	NCA	WASHER, locking	2		
10	GHF200	£0.22	NUT	2		

Front Wings

11	814016	£558.00	FRONT WING, LH	1	European models, all (c) CP/CR models, (1969-75)
	814017	£558.00	FRONT WING, RH	1	
	XKC1811	£552.00	FRONT WING, LH	1	North American models, all (c) CC & to CF27000, (1969-72)
	XKC1812	£552.00	FRONT WING, RH	1	

Note: See the Accessories section for aluminium panels.

	715393	£39.60	NACELLE, headlamp, LH	1	
12	715394	£39.60	NACELLE, headlamp, RH	1	
	813658	NCA	CHANNEL, wing to inner wing, LH	1	
13	813659	NCA	CHANNEL, wing to inner wing, RH	1	
	850455	£60.00	BAFFLE, wing to A post, LH	1	
14	850456	£60.00	BAFFLE, wing to A post, RH	1	
15	814016RP	£96.80	REPAIR PANEL, front wing, LH	1	
	814017RP	£96.80	REPAIR PANEL, front wing, RH	1	
16	814016FK	£12.60	FITTING KIT, front wing	2	one kit per front wing
17	UL2705	£0.60	SCREW, Acme, wing to front valance	6	
18	WM57	£0.24	WASHER, plain	6	
19	626716	£0.55	WASHER, fibre, Everseal	6	
20	FJ24074	£0.68	SPIRE NUT	6	
21	UL2705	£0.60	SCREW, Acme, wing to inner wing	16	
22	623478	£0.66	WASHER, offset hole 'D' shaped	16	
23	626716	£0.55	WASHER, fibre, Everseal	16	
24	FJ24074	£0.68	SPIRE NUT	16	
25	UL2705	£0.60	SCREW, Acme	6	
26	GHF300	£0.22	WASHER, plain	6	
27	FJ24074	£0.68	SPIRE NUT, wing to sill	6	
28	HU706P	£1.06	SCREW, wing to 'A' post	6	
29	GHF331	£0.38	WASHER, locking	6	
30	WM57	£0.24	WASHER, plain	6	

Doors And Door Skins

31	907757	NCA	DOOR SHELL ASSEMBLY, LH	1	European models, all (c) CP models, From (c) CR1 To CR5000 (1969-73)
	907758	£585.00	DOOR SHELL ASSEMBLY, RH (No side impact reinforcement bar).	1	
	634833	NCA	DOOR SHELL ASSEMBLY, LH	1	From (c) CR5001 (1974-75)
	634834	NCA	DOOR SHELL ASSEMBLY, RH (With side impact reinforcement bar and cut-out for door pull pocket).	1	
	907757	NCA	DOOR SHELL ASSEMBLY, LH	1	North American models, all (c) CC models, (1969-72)
	907758	£585.00	DOOR SHELL ASSEMBLY, RH (No side impact reinforcement bars).	1	
	917559	NCA	DOOR SHELL ASSEMBLY, LH	1	From CF1 To CF12500, (1973 models)
	917560	NCA	DOOR SHELL ASSEMBLY, RH (With side impact reinforcement bars).	1	

	634829	NCA	DOOR SHELL ASSEMBLY, LH	1	From CF12501, (1974-76)
	634830	NCA	DOOR SHELL ASSEMBLY, RH (With side impact reinforcement bar and cut-out for door pull pocket).	1	
32	812775	£264.00	DOOR SKIN, LH	1	lightweight
	812776	£264.00	DOOR SKIN, RH	1	
	950005WOA	NCA	DOOR SKIN, LH, aluminium	1	
	950006WOA	NCA	DOOR SKIN, RH, aluminium	1	

Note: Refer to Doors & Fittings for door fixings & components.

Scuttle Top

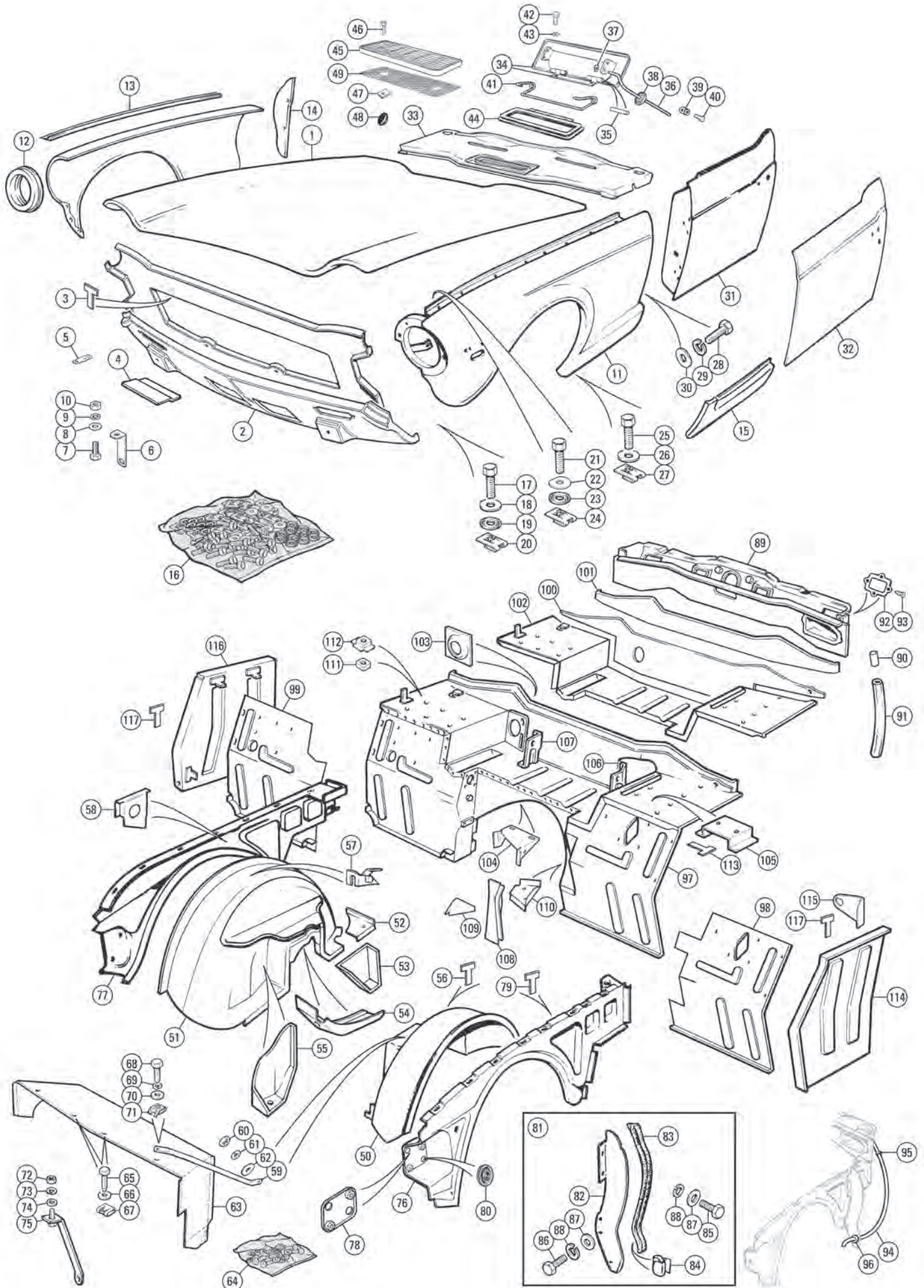
33	850352	£756.00	SCUTTLE TOP PANEL	1	all (c) CP/CC models (1969-72)
	820499	NCA	SCUTTLE TOP PANEL	1		all (c) CR/CF models (1973-76)
34	705242	£19.80	VENT LID & HINGE ASSEMBLY	1	all (c) CP/CC models (1969-72)
35	563040	NCA	PIN, hinge	2	
36	611117	£7.00	ROD, operating vent lid	1	
37	FR1202	NCA	FIXING, rod to vent lid	1	
38	061917	£0.80	GROMMET, rod through plenum	1	
39	612219	NCA	TRUNNION, rod to dash lever mechanism	1	
40	53K1016	£0.64	SCREW, clamping trunnion to rod	1	
41	611145	£8.70	SPRING	1	
42	HU503	£0.83	SCREW, vent lid to scuttle top panel	3	
43	WL700101	£0.25	WASHER, locking	3	
44	611118	£12.10	SEAL, vent lid to scuttle top panel	1	all (c) CR/CF models
45	722849	£27.00	VENT GRILLE, plastic	1	
46	511696	£0.30	SCREW, grille to scuttle top aperture	2	
47	GHF711	£0.28	SPIRE NUT	2	
48	CD27769	£1.60	PLUG, blanking, rod hole in plenum	1	
49	722849X	£8.60	MESH, vent grille	1	

Wheel Arch Assemblies

50	576477	NCA	WHEEL ARCH ASSEMBLY, LH	1	8 on LH, 1 on RH not included with RH wheel arch assembly
	576478	NCA	WHEEL ARCH ASSEMBLY, RH	1	
	907097	NCA	WHEEL ARCH PANEL, LH	1	
51	907098	£230.00	WHEEL ARCH PANEL, RH	1	
	811485	NCA	REINFORCEMENT, arch, upper, LH	1	
52	811480	NCA	REINFORCEMENT, arch, upper, RH	1	
	811493	NCA	REINFORCEMENT, arch, lower, LH	1	
53	811494	NCA	REINFORCEMENT, arch, lower, RH	1	
	712397	NCA	BRACKET, reinforcement to mount, LH	1	
54	712398	NCA	BRACKET, reinforcement to mount, RH	1	
	811703	NCA	BRACKET, arch to chassis mount, LH	1	
	811704	NCA	BRACKET, arch to chassis mount, RH	1	
55	811704	NCA	BRACKET, arch to chassis mount, RH	1	
56	603559	£1.04	WIRING LOOM TAG	9	8 on LH, 1 on RH
57	750229	£18.00	BRACKET, bonnet stay	1	not included with RH wheel arch assembly
	623588	NCA	BRACKET, body lifting, LH	1	
	623589	NCA	BRACKET, body lifting, RH	1	
59	714768	£10.30	STAY ROD, valance to wheel arch, LH	1	
	714769	£10.30	STAY ROD, valance to wheel arch, RH	1	
60	GHF200	£0.22	NUT, plain, stay rod to wheel arch	2	
61	GHF331	£0.38	WASHER, locking	2	
62	WM57	£0.24	WASHER, plain	2	
63	910442	£31.70	AIR DUCT, radiator	1	European models
	910441	£31.70	AIR DUCT, radiator	1	North American models
64	910442FK	£4.50	FITTING KIT, air duct	1	European models
	910441FK	£5.40	FITTING KIT, air duct	1	North American models
65	AB610051	£0.30	SCREW, Acme, air duct to front valance	2	
66	WM57	£0.24	WASHER, plain	2	
67	FU2585	£0.47	SPIRE NUT, front valance top flange	2	
68	UL2705	£0.60	SCREW, stay rod and duct to valance	1/2	
69	GHF331	£0.38	WASHER, locking	1/2	quantity increases for North American models
70	WM57	£0.24	WASHER, plain	1/2	
71	518454X	£1.80	SPIRE NUT, valance top flange	1/2	
72	GHF200	£0.22	NUT, plain, air cleaner strap to valance	1	
73	GHF331	£0.38	WASHER, locking	1	European models
74	WM57	£0.24	WASHER, plain	1	
75	153282	£12.10	STRAP ASSEMBLY, air cleaner support	1	European models

Front Inner Wings

76	BMH7003	NCA	INNER WING PANEL, LH	1	alternative
	908356	£208.20	INNER WING PANEL, LH	1	
77	BMH7004	NCA	INNER WING PANEL, RH	1	alternative
	908357	£208.20	INNER WING PANEL, RH	1	
78	623584	NCA	NUT PLATE, hinge reinforcement LH	1	
	623585	NCA	NUT PLATE, hinge reinforcement RH	1	
79	603559	£1.04	TAG, wiring loom securing	9	
80	602037	£1.60	GROMMET, marker & head lamp cables	2	
81	750150K	£26.40	BAFFLE PLATE KIT, LH	1	



Front Body & Door Panels TR6 (Continued)

Front Inner Wings

Ill.	Part Number	Price £ea.	Description	Req.	Details
	750151K	£26.40	BAFFLE PLATE KIT, RH	1	
82	750150	£11.40	BAFFLE PLATE, bulkhead, LH	1	
	750151	£11.40	BAFFLE PLATE, bulkhead, RH	1	
83	650172	£7.30	SEAL, baffle plate	2	
84	606389	£0.90	CLIP, baffle seal	6	
85	HU706P	£1.06	SCREW, baffle plate	2	
86	SH604051	£0.30	SCREW, baffle plate	10	
	HU706SS	£1.80	SCREW, baffle plate, stainless	10	alternative
87	WM57	£0.24	WASHER, plain	12	
88	GHF331	£0.38	WASHER, locking	12	

Plenum And Bulkhead Assemblies

89	811989	NCA	PLENUM ASSEMBLY	1	
90	650162	NCA	TUBE, plenum water drainage	2	
91	602057Z	£10.00	HOSE, plenum water drainage, rubber	2	cut to fit
92	650159	NCA	PLATE, wheel box access	2	refit using suitable,
93	AB608031	£0.22	SCREW, plate to plenum	8	pliable water sealant
			(Water drainage from the plenum is very important if wet carpets and feet are to be avoided. Regular clearing of the drain hoses with a flexible rod will dislodge any congealing rain soaked leaves or small furry fauna which might otherwise block the system. A longer water drain hose can be fitted to take the water out of the wing/sill/bulkhead box section. The hole should provide a snug fit for the hose, (see items 94 to 96 in illustration).		
94	602057Z	£10.00	HOSE, plenum water drainage, rubber	2	longer with elbow end
	602057X	£20.40	HOSE, plenum water drainage, silicone	2	
95	CS4013	£1.20	CLIP, hose to drain tube on plenum	2	
96	AHA8401	£1.20	GROMMET, hose through baffle plate	2	
97	815834	NCA	BULKHEAD ASSEMBLY, RHD	1	
	815835	NCA	BULKHEAD ASSEMBLY, LHD	1	
			(The bulkhead change is signified by the redesign of the steering column outer tube to bulkhead seal. Early cars used a large rubber grommet, later cars had a foam seal held in place by plate).		
98	815836	£108.00	FOOTWELL FRONT PANEL, LH	1	RHD
99	811979	£90.00	FOOTWELL FRONT PANEL, RH	1	
	815837	£108.00	FOOTWELL FRONT PANEL, LH	1	LHD
	811981	£90.00	FOOTWELL FRONT PANEL, RH	1	
100	812120	£117.00	REPAIR PANEL, vertical, behind battery	1	RHD
	812121	NCA	REPAIR PANEL, vertical, behind battery	1	LHD
101	812122	NCA	REPAIR PANEL, vertical, section to plenum	1	
102	907418RP	£96.70	REPAIR PANEL	1	
			(Horizontal section below battery).		
103	725405	NCA	REINFORCING PLATE, RHD	1	all (c) CR/CF models, (1973-76)
	725406	NCA	REINFORCING PLATE, LHD	1	
			(Around steering column aperture).		
104	705219	£34.20	BRACKET, RHD	1	
			(Steering column anti-torque strap).		
	705218	NCA	BRACKET, LHD	1	
			(Steering column anti-torque strap).		
105	625533	NCA	BRACKET, wiper motor mount	1	
106	611048	NCA	BRACKET, battery stay, LH	1	
107	610796	NCA	BRACKET, battery stay, RH	1	
108	750058	NCA	POCKET, bulkhead	1	
109	612283	NCA	GUSSET, bulkhead pocket	1	
110	706313	NCA	GUSSET, dash, LH	1	
111	NQ2708	£1.84	NUT, square, pedals to bulkhead	a/r	
112	600032	NCA	RETAINER, square nut	a/r	
113	603559	£1.04	TAG, wiring loom	a/r	

Wiring Loom Tags

These little tinkers have caused many heated discussions over the years. The long thin tag used on the inner front wings and wheel arches was part number 603559. Fact: It was 'T' shaped. Fact: The item was redesigned 13th January 1978 and was then no longer shaped.

114	811985	£78.00	BULKHEAD END PANEL ASSEMBLY, LH	1	
115	615901	NCA	BRACKET, bonnet release cable	1	
116	811986	£78.00	BULKHEAD END PANEL ASSEMBLY, RH	1	
117	603559	£1.04	TAG, wiring loom	a/r	

TR6 Bodysell Fitting Notes

The choice you have made in purchasing a bodysell for your car instead of the component parts to repair the existing one is correct. The man hours of labour and degree of experience and skill involved to assemble the shell are extensive and you have rightly chosen to entrust this to British Motor Heritage, the original manufacturer.

The bodysell is a semi-rigid item, delivered assembled onto a returnable slave transportation frame to the build condition you require. The body is electrophoretically primed and sealed (also known as 'E' coated). This process involves submerging the entire bodysell in an electrically charged dip tank of special anodic etch primer. This, you will understand, means that the primer will contact all metal surfaces and electrically etch to them ensuring superior corrosion resistance. This process is to the same standards used by Rover Cars and other major car manufacturers world wide. The under-body is anti-stone chip coated and under-sealed. Additional coating and sealing may be applied to satisfy individual needs prior to painting.

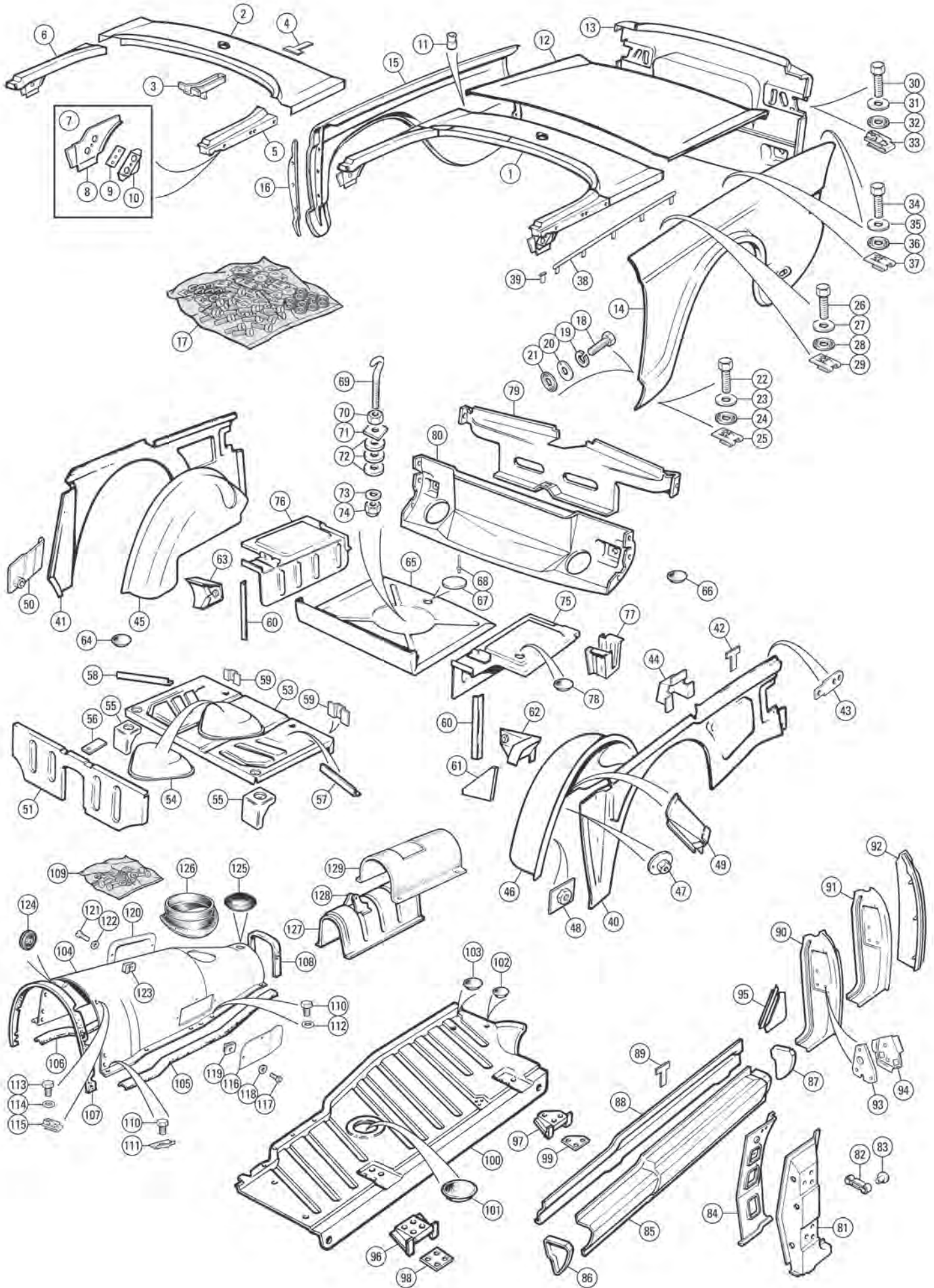
On receipt of your bodysell, familiarise yourself with the item and inspect it to ensure that it is exactly the correct specification to accept your donor car's running gear, trim and fixings. This is particularly important if, for instance a different engine type has been fitted previously and your car's old bodysell has been modified to accept it. The body is constructed to a standard. Those intending to build their car for entry in car club vehicle appearance or condition displays and competitions will need to apply much additional work to bring their entire car to the exceptionally high standards now demanded for Concours d'élégance eligibility.

If you believe the shell to be unsuitable for your requirements, or faulty in any way, contact the supplier immediately before any painting, fitting, modification or rectification costs are incurred. No such costs will be entertained unless accepted in writing by the supplier. Contact in the first instance must be made via the Heritage Distributor who supplied the body assembly. Prior to painting the shell, it is imperative that the following installation and fitting stages are completed:

- 1) Remove the complete shell from its slave transportation frame. Be aware that the unsupported shell is flexible and should therefore be lifted and carried squarely.
- 2) Trial fit the shell to the intended chassis assembly. Ensure all the mounting points and holes are present and align correctly. Fit a datum quantity of chassis to body packing pieces (as defined in the relevant factory workshop manual) along with all the mounting screws and bolts that attach the body to the chassis. Do not immediately blame the new body if it does not fit your chassis. Check your chassis for previous accident damage that may have bent and distorted both it and your old body assembly. Chassis alignment and distortion checks are easily carried out with the body removed. Details of these checks are given in the relevant factory workshop manual.
- 3) Body to chassis alignment and adjustment is a painstaking and long-winded task. These adjustments are crucial to obtain correct panel gaps for doors, boot lid and bonnet. If this job is to be undertaken by a paid professional you should be aware that at least 3 full working days may be charged to fulfil the task satisfactorily.
- 4) It is a matter of personal choice as to whether or not the body is part built with the running gear prior to painting. Bear in mind that moving a fully painted shell around the workshop without wheels often leads to paint damage. Painting a bare shell is of course the way to get the best possible finish and paint coverage. Bodysells should always be, where possible, transported fitted to a chassis or the slave transportation frame. If it is intended to remove all the wings, doors, bonnet and boot lid when the shell is painted, the new bodysell must be entirely supported by either the chassis or the slave transportation frame to reduce the risk of twisting or buckling. Remember that the removal of the bolt-on panels will involve a lot more work in panel re-alignment, once the body has been painted and fitted to the chassis.

For paint finishing advice, the assistance of a professional paint supplier or refinisher should be sought. The previously mentioned electrophoretically applied primer must not be removed from the body panel surfaces, nor rubbed through to expose bare metal; it should be prepared and have a polyurethane surfacer applied. This is a suitable and compatible basis for most modern top coat paint finishes. It may not be suitable for use with cellulose based paints, in which case an effective barrier coat and undercoats will be required. If in any doubt at all either, try a small test area of paint first and allow to dry, or, seek professional advice.

The primer and paint gets into every possible crevice of your new bodysell; this means that all tapped or threaded inserts, nuts or holes should be cleared and cleaned of primer, paint or debris prior to the attempted installation of any threaded fastener. This is particularly crucial for seat belt, steering and suspension mounting points, plus all other safety related components.



Rear Body & Floor Panels TR6

Rear Deck

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	813959	£552.00	REAR DECK ASSEMBLY	1	
2	575642	£162.00	CENTRE SECTION, rear deck	1	
3	813958	NCA	FRAME, deck section support	1	
4	603559	£1.04	TAG, wiring loom	4	
5	815521	£96.00	FORWARD SECTION, LH, rear deck	1	
6	815522	£96.00	FORWARD SECTION, RH, rear deck	1	
7	708093	NCA	GUSSET, 'B' post (top), LH	1	
	708094	NCA	GUSSET, 'B' post (top), RH	1	
8	750179	NCA	GUSSET PLATE, LH	1	
	750180	NCA	GUSSET PLATE, RH	1	
9	619592	NCA	TAPPED PLATE, hood pivot	2	
10	616058	NCA	RETAINER, tapped plate	2	
11	617975RP	£3.90	NUT, 'rivnut' soft top to deck	5	
	GHF200	£0.22	NUT, 'projection welded', soft top to deck	5	alternative

Boot Lid And Rear Valance

12	813960	£528.00	BOOT LID ASSEMBLY (For boot lid fitting details refer to Exterior Fittings, Trim & Badges).	1	
13	813980	£228.00	REAR VALANCE ASSEMBLY	1	all (c) CP/CC models, (1969-72)
	XKC1814	£228.00	REAR VALANCE ASSEMBLY	1	all (c) CR/CF models, (1972-76)

Rear Wings

14	815519	£558.00	REAR WING, LH	1	
15	815520	£558.00	REAR WING, RH	1	

Note: See the Accessories section for aluminium panels.

	850328	£48.00	BAFFLE, rear wing to 'B' post, LH	1	
16	850329	£48.00	BAFFLE, rear wing to 'B' post, RH	1	
17	815519FK	£15.00	FITTING KIT, rear wing, (per wing)	2	
18	HU706P	£1.06	SCREW, wing to 'B' post	6	
19	GHF331	£0.38	WASHER, locking	6	
20	WM57	£0.24	WASHER, plain	6	
21	626716	£0.55	WASHER, fibre	6	
22	UL2705	£0.60	SCREW, Acme, wing to sill	2	
23	WM57	£0.24	WASHER, plain	2	
24	626716	£0.55	WASHER, fibre	2	
25	FJ24074	£0.68	SPIRE NUT	2	
26	UL2705	£0.60	SCREW, Acme (Wing to rear deck and tonneau side).	18	
27	WM57	£0.24	WASHER, plain	18	
28	626716	£0.55	WASHER, fibre	18	
29	FJ24074	£0.68	SPIRE NUT	18	
30	UL2705	£0.60	SCREW, Acme (Wing to inner wing around lamp housing).	8	
31	WM57	£0.24	WASHER, plain	8	
32	626716	£0.55	WASHER, fibre	8	
33	518454B	£0.89	SPIRE NUT	8	
34	UL2705	£0.60	SCREW, Acme (Wing to inner wing and rear valance).	10	
35	WM57	£0.24	WASHER, plain	10	
36	626716	£0.55	WASHER, fibre	10	
37	FJ24074	£0.68	SPIRE NUT	10	
38	715230	£10.80	WING BEADING, wing to rear deck	2	To CP/CC50000, (1969 models)
39	553926	£0.50	TAB, locating (Painted to body colour of car after fitment).	12	

Inner Rear Wings And Wheel Arches

40	815959	£210.00	INNER REAR WING, LH	1	
41	817564	£210.00	INNER REAR WING, RH	1	To CP/CC50000 (1969 models)
	817564	£210.00	INNER REAR WING, RH	1	From (c) CP/CC50001 (1970-76)
42	603559	£1.04	TAG, wiring loom, LH inner wing	6	
43	123759	NCA	BLADE, Lucar, electrical earth	2	
44	715232	NCA	BRACKET, boot lid stay to inner rear wing	1	

The right hand inner rear wing for post (c) CP50000 and all (c) CR1 on cars is identifiable by a recess pocket pressed into it. This pocket serves no purpose on Pi TR6 models. Either part number RH inner rear wing can therefore be used for replacement. The pocket was for containment of the carbon canister on U.S. market TR6's.

45	815958	£262.80	WHEEL ARCH ASSEMBLY, RH	1	
46	815957	£262.80	WHEEL ARCH ASSEMBLY, LH	1	

47	615984	NCA	REINFORCEMENT, seat belt, upper	2	for static seat belts
48	616446	NCA	REINFORCEMENT, seat belt, lower	2	for inertia reel seat belts
49	713042	NCA	BRACKET, LH, suspension bump stop	1	
	713043	NCA	BRACKET, RH, suspension bump stop	1	
50	621328	£19.20	SEAT BELT ANCHOR, LH	1	
	621329	£19.20	SEAT BELT ANCHOR, RH	1	

Heelboard, Seat Pan And Boot Floor

51	850397	£90.00	HEELBOARD	1	
53	910065	NCA	REAR FLOOR ASSEMBLY	1	
54	850117X	NCA	DIFFERENTIAL COVER	1	
55	950008	£55.10	BRACKET, seat pan to chassis	2	
56	618376	NCA	BRACKET, tunnel cover support	1	
57	650271	£0.24	BRACKET, support, LH, squab bottom	1	
58	650272	NCA	BRACKET, support, RH, squab bottom	1	
59	612288	NCA	NUT PLATE, petrol tank attachment	2	
60	750175	NCA	BRACKET, support, squab side	2	To CP/CC50000 (1969 models)
	722694	NCA	BRACKET, support, squab side, LH	1	From (c) CP/CC50001 (1970-76)
	722695	NCA	BRACKET, support, squab side, RH	1	
61	808379	NCA	GUSSET, LH, arch to rear floor	1	
	808380	NCA	GUSSET, RH, arch to rear floor	1	
62	650165	NCA	BRACKET, LH petrol tank support	1	
63	650166	NCA	BRACKET, RH petrol tank support	1	
64	ADA803	£1.60	PLUG, rubber, blanking	1	
65	850387	£251.00	PAN, spare wheel assembly	1	
66	600399	£2.10	PLUG, paint drainage, 1" diameter	1	
67	625944	NCA	PLATE, metal, blanking paint drain hole	1	
68	GHF600	£0.16	RIVET, imex	2	
69	650017	£4.00	HOOK BOLT, spare wheel	1	
70	GHF201	£0.17	NUT, plain, top of hook bolt	1	
71	611875	£3.30	PLATE, reinforcing, spare wheel pan	1	
72	601994	£1.57	PAD, rubber/canvas, thin	3	
73	GHF301	£0.24	WASHER, plain	1	
74	GHF222	£0.55	NUT, nyloc, bottom of hook bolt	1	
75	910067	£138.00	FLOOR, side, LH	1	
76	910068	£138.00	FLOOR, side, RH	1	
77	750022	£48.00	MOUNTING BRACKET, boot floor	2	
78	ADA803	£1.60	PLUG, rubber, blanking	3	

Inner Rear Valances

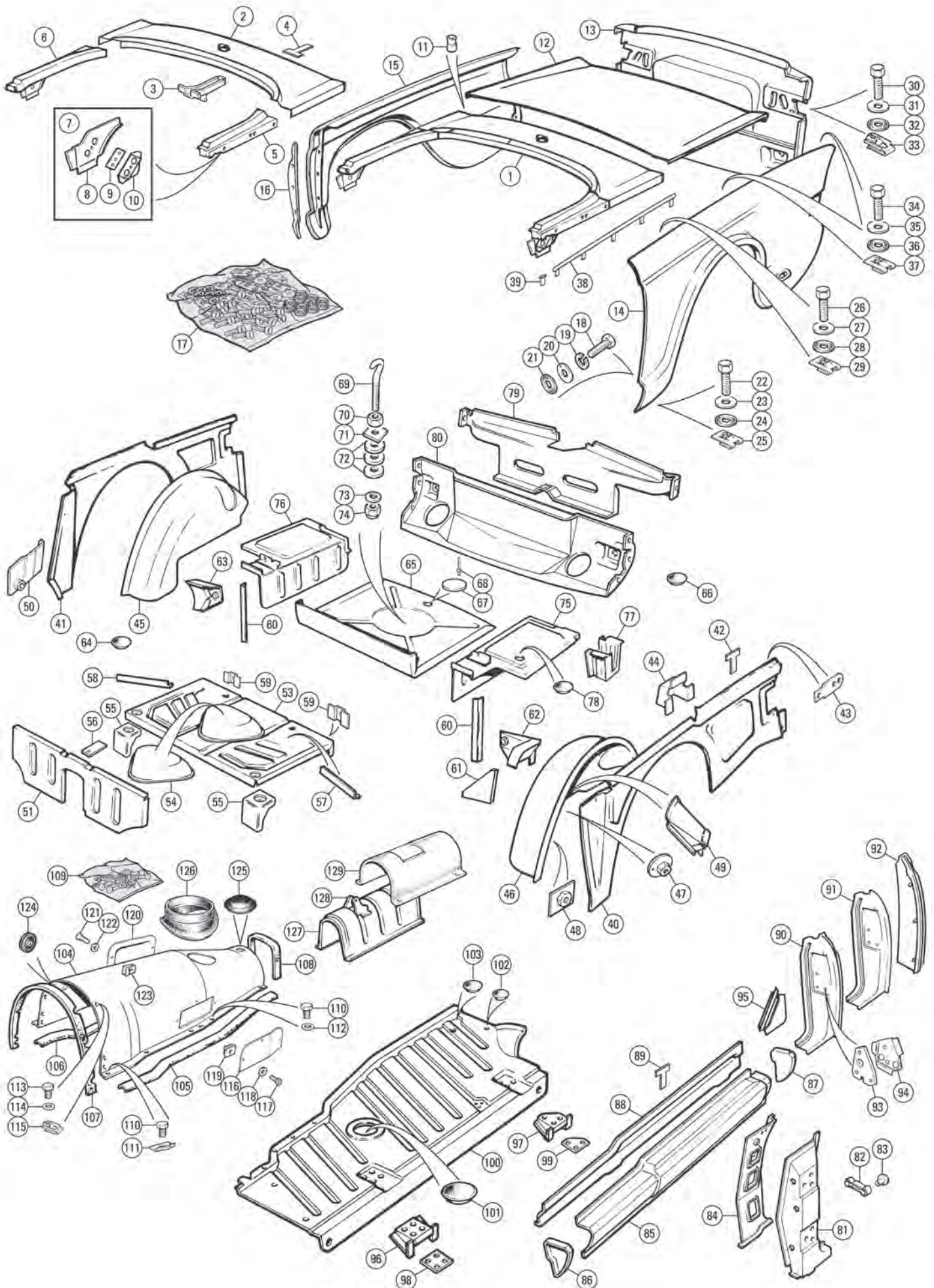
79	908370	£229.50	REINFORCEMENT, rear valance, upper	1	
80	908373	£162.00	VALANCE PANEL, lower, inner	1	

'A' Post, 'B' Post And Sills

81	XKC510	£149.70	'A' POST, outer assembly, LH (Pierced for two courtesy light switches).	1	To (c) CR2911/CF12500, (1969-73) From (c) CR5001/CF12501 (1973-76)
	813101	£149.70	'A' POST, outer assembly, RH (Pierced for one courtesy light switch).	1	
82	603344	£5.80	SPRING, guide for door check arm	2	
83	569313	£0.73	RIVET, guide spring to 'A' post panel	4	
84	850343	£90.00	'A' POST, inner, LH	1	
	850344	£90.00	'A' POST, inner, RH	1	
85	850281	£97.00	SILL PANEL, outer, LH	1	
	850281Z	£39.00	SILL PANEL, outer, LH, replacement	1	
	850282	£97.00	SILL PANEL, outer, RH	1	
	850282Z	£39.00	SILL PANEL, outer, RH, replacement	1	

Confusion often occurs as to exactly which is the inner sill, which can result in to-ing and fro-ing of parts. The inner sill is the section from the floor to the top of the outer sill, inside the car. The section which usually rots is actually the outer edge of the floor pan which drops vertically to meet the bottom edge of the outer sill. This is visible from underneath the car. It can be simply repaired with sheet metal cut to appropriate size and shape, however, this repair rarely lasts all that long. A preferred repair would be to remove one (or both) sill ends and repair the rotted floor section. It is then easy to get plenty of paint onto the repaired section followed by Waxoyl. After replacement of the sill end caps further Waxoyl can be inserted through a suitable drilled hole, which should then be sealed with a grommet. There are suitable holes on a new floor dropped sides.

86	750086	£4.50	FILLER, sill end, front, LH	1	
	750087	£4.10	FILLER, sill end, front, RH	1	
87	750047	£4.20	FILLER, sill end, rear, LH	1	
	750048	£4.20	FILLER, sill end, rear, RH	1	
88	850122	£48.00	INNER SILL PANEL, LH	1	without loom tags
	564807	£48.00	INNER SILL PANEL, RH	1	with loom tags
89	603559	£1.04	TAG, wiring loom	a/r	



Rear Body & Floor Panels TR6 (Continued)

Ill.	Part Number	Price Eea.	Description	Req.	Details
90	817412	£181.10	'B' POST ASSEMBLY, LH	1	
	817413	£181.10	'B' POST ASSEMBLY, RH	1	
91	817412F	£131.00	'B' POST front face only, LH	1	
	817413F	£131.00	'B' POST front face only, RH	1	
92	817412B	£26.40	'B' POST rear face only, LH	1	
	817413B	£26.40	'B' POST rear face only, RH	1	
93	621751	£10.20	TAPPED PLATE	2	
94	621710	NCA	RETAINER, tapped plate, LH	1	
	621711	NCA	RETAINER, tapped plate, RH	1	
95	621715	£11.40	GUSSET, 'B' post to sill panel, LH	1	
	621716	£11.40	GUSSET, 'B' post to sill panel, RH	1	
96	750027	£14.00	BRACKET, sill mounting, front	2	
97	616004	£10.50	BRACKET, sill mounting, rear, LH	1	
	616005	£10.50	BRACKET, sill mounting, rear, RH	1	
98	619395	£3.70	PLATE, packing, 'A' post mounting	a/r	square shaped plate
99	619396	£9.80	PLATE, packing, 'B' post mounting	a/r	triangular shaped plate

Note: Refer to Chassis Frame & Body Mountings for chassis to body mounting details.

Floor Panels

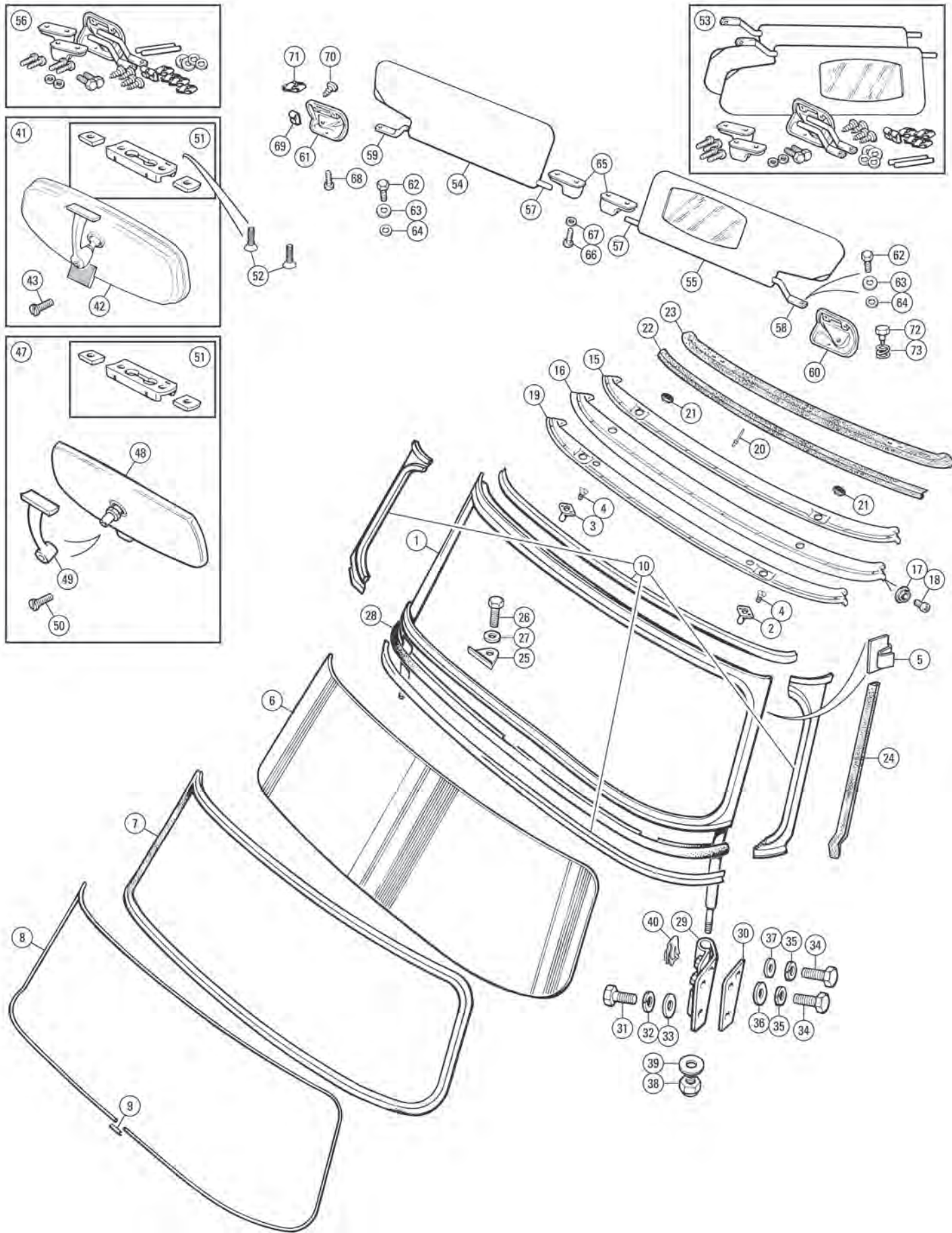
100	904005	£204.00	FLOOR PANEL, LH	1	
	904006	£204.00	FLOOR PANEL, RH	1	
101	603384	£3.00	PLUG, rubber, 3 1/4" diameter	2	
102	CFP625	£0.64	PLUG, rubber, 5/8" diameter	2	
103	600399	£2.10	PLUG, rubber, 1" diameter	2	

Gearbox Cover And Fittings

104	713569FG	£109.30	GEARBOX COVER, fibreglass	1	
	713569SAP	NCA	GEARBOX COVER, plastic	1	
	713569SAP1	£119.50	GEARBOX COVER, plastic, 2 piece	1	
	713569GS	£12.50	SEAL SET, gearbox cover	1	
105	805673	NCA	SEAL, cover to floor, LH	1	
106	805674	NCA	SEAL, cover to floor, RH	1	
107	805684	NCA	SEAL, cover to bulkhead	1	
108	705758	NCA	SEAL, cover to propeller shaft tunnel	1	
109	713569FK	£27.60	GEARBOX COVER FITTING KIT	1	
110	HU706P	£1.06	SCREW, cover to floor	10	
111	612286	£1.50	WASHER, plate, cover to floor	7	
112	WM57	£0.24	WASHER, plain, cover to floor	3	
113	HU706P	£1.06	SCREW, cover to bulkhead	7	
114	WM57	£0.24	WASHER, plain, cover to bulkhead	7	
115	518454X	£1.80	CAPTIVE NUT & RETAINER	7	
116	705851	£24.00	COVER PLATE, solenoid access	1	
117	AB608051	£0.41	SCREW, cover plate to cover	3	
118	WP4	£0.30	WASHER, plain	3	
119	FU25648	NCA	SPIRE CLIP	3	
120	809271	NCA	COVER PLATE, speedometer cable access	1	
121	GHF423	£0.30	SCREW, cover plate to cover	3	
122	WP4	£0.30	WASHER, plain	3	
123	GHF712	£0.30	SPIRE CLIP	3	
124	602037	£1.60	GROMMET, loom through tunnel cover	1	
125	605602	£6.00	PLUG, propeller shaft lubrication access	1	
126	709329	£8.70	GROMMET, gear lever gaiter	1	

Propshaft Tunnel

127	808230	NCA	PROPSHAFT TUNNEL	1	
128	142428	NCA	BRACKET, fulcrum, handbrake lever	1	
129	809046	£30.00	TUNNEL COVER, fibreboard	1	
	809046SAP	£75.00	TUNNEL COVER, plastic		
	809046FG	£73.90	TUNNEL COVER, fibreglass	1	



Windscreen

Windscreen Assembly

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	718048	NCA	FRAME ASSEMBLY, windscreen	1	TR5 To (c) CP2066, TR250 To (c) CD4488, (1967-68)
	714771	NCA	FRAME ASSEMBLY, windscreen	1	TR5 From (c) CP2067, TR250 To (c) CD4489, TR6, (1968-76)
2	621760	NCA	PLATE, catch, header rail clamp, LH	1	TR5 To (c) CP2066,
3	621761	NCA	PLATE, catch, header rail clamp, RH	1	TR250 To (c) CD4488, (1967-68)
	623434	NCA	PLATE, catch, header rail clamp, LH	1	TR5 From (c) CP2067,
	623435	NCA	PLATE, catch, header rail clamp, RH	1	TR250 To (c) CD4489, TR6, (1968-76)
4	PMZ308	£0.30	SCREW, plate to windscreen frame (In order to improve the wearing qualities of the hood attachment to windscreen frame, replacement catch plates were offered by Triumph from May 1968).	4	
5	611895	£7.70	BRACKET, securing Surrey soft top	2	TR5, TR250, (1967-68)
6	906707	£96.50	WINDSCREEN, laminated	1	clear
	9067070E	£270.00	WINDSCREEN, laminated, Triplex	1	top tinted
	906707TT	£132.20	WINDSCREEN, laminated	1	
Note: Special shipping applies to all windscreens. Please see page 02 for more information.					
7	913442	£46.60	RUBBER, glazing	1	
8	613954	£6.30	FINISHER, glazing rubber	1	
9	611437	£2.50	CLIP, finisher	1	
10	GAC6029X	£95.60	MOULDED FINISHER SET, frame, black	1	4 piece
15	812400	£72.20	CAPPING, windscreen, aluminium	1	TR5, TR250 soft top models, (1967-68)
16	806189	£71.60	CAPPING, windscreen, aluminium	1	TR5, TR250 Surrey top models, (1967-68)
17	610624	£0.62	STUD, snap	2	
18	AD606071	£0.38	SCREW, self tapping	2	
19	714429	£67.20	CAPPING, windscreen, aluminium	1	TR6, (1969-76)
20	552522	£0.64	RIVET, 'Pop', capping to frame	9	

The windscreen capping should be sealed to the top of the windscreen frame by applying a suitable (silicone) flexible sealant before attachment. Omission of the sealant will invariably result in water seepage through to the passenger compartment. Ensure before starting that all traces of previously used sealant have been removed.

21	612235	NCA	PLUG, blanking hard top bolt holes	2	TR5, TR250, TR6 to (c) CR5000/CF12500
	612976	£1.50	PLUG, blanking hard top bolt holes	2	TR6 from (c) CR5001/CF12501
22	616187	£15.16	SEAL, rubber, header rail	1	soft top models only
23	806144	£35.70	SEAL, rubber, header rail	1	hard top models only
24	620913	£6.10	SEAL, frame, thick sponge type	2	alternatives, fit in pairs
	620403	£6.30	SEAL, frame, thin plain rubber type	2	

Windscreen Frame Attachment Details

25	611669	£6.60	COVER, attachment plate, chrome	3	early TR5 and TR250
26	624817	£3.00	SCREW, dome headed, chrome (Windscreen frame to scuttle).	3	
27	WA108052	£1.10	WASHER, plain, chrome	3	later TR5 and TR250, all TR6
	622884	£3.30	COVER, attachment plate, black	3	
	622886	£3.30	SCREW, dome headed, black (Windscreen frame to scuttle).	3	
	516815	NCA	WASHER, plain, black	3	
28	650130	£22.70	SEAL, rubber, frame to scuttle	1	
29	750157	NCA	MOUNTING BRACKET, LH	1	
	750158	NCA	MOUNTING BRACKET, RH	1	
30	650313	£2.20	PACKING, fibre, bracket to 'A' post	2	
31	GHF101	£0.30	SCREW, bracket to 'A' post, lower	2	
32	GHF331	£0.38	WASHER, locking	2	
33	WM57	£0.24	WASHER, plain	2	
34	SH604051	£0.30	SCREW, bracket to 'A' post, upper	4	
35	GHF331	£0.38	WASHER, locking	4	
36	GHF314	£0.22	WASHER, plain	2	(for upper forward screw)
37	WM93	£1.31	WASHER, plain	2	(for upper rearward screw)
38	GHF272	£0.66	NUT, nyloc, support leg to bracket	2	
39	WP139	£0.66	WASHER, plain	a/r	
40	FQ35074	NCA	NUT, retained clip-on type	2	

Interior Mirror

41	632095	£44.00	MIRROR ASSEMBLY, interior, dipping type	1	
42	632091	£36.50	MIRROR HEAD	1	TR5, TR250,
43	632095S	£1.10	SCREW, mirror head to stem	1	TR6 To CR/CF1
44	RTC1006	£4.90	MIRROR MOUNTING KIT, (3 piece)	1	

47	632095	£44.00	MIRROR ASSEMBLY, interior, dipping type	1	
48	632091	£36.50	MIRROR HEAD	1	
49	632095STEM	£12.00	MIRROR STEM	1	TR6 From (c) CR/CF1
50	632095S	£1.10	SCREW, mirror head to stem	1	
51	RTC1006	£4.90	MIRROR MOUNTING KIT, (3 piece)	1	
52	RMP2312	£1.20	SCREW, mirror to windscreen frame	2	

Sun Visors

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

53	575720L	NCA	SUN VISOR KIT, white, LHD	1	TR250
	823421KR	£115.20	SUN VISOR KIT, black, RHD	1	TR5, TR6
	823421KL	£115.20	SUN VISOR KIT, black, LHD	1	
54	812719	NCA	SUN VISOR, white, driver's side	1	TR250
	812711	£42.60	SUN VISOR, black, driver's side	1	TR5-6
55	812759	NCA	SUN VISOR, white, passenger's side	1	TR250
	812741	£45.50	SUN VISOR, black, passenger's side	1	TR5-6 RHD
	812751	£45.50	SUN VISOR, black, passenger's side	1	TR5-6 LHD
56	823421MK	£54.00	MOUNTING KIT, for one pair of visors	1	
57	812760	£14.80	BAR, pivot, inner	2	
58	812761	£29.10	BAR, pivot, outer, LH	1	
59	812762	£29.10	BAR, pivot, outer, RH	1	
60	812684	£10.00	BRACKET, mounting sun visor, LH	1	
61	812685	£10.00	BRACKET, mounting sun visor, RH	1	
62	SH604041	£0.41	SCREW, pivot bar to bracket	2	
63	AJD7722	£0.40	WASHER, thackery	2	
64	GHF300	£0.22	WASHER, plain	2	
65	622431	£1.20	RETAINER, sun visor, standard	2	
	622431SP	£7.15	RETAINER, sun visor, polyurethane	2	
	622431SPK	£14.20	RETAINER, sun visor, polyurethane, (pair)	1	
66	AB606043	£0.60	SCREW, retainer to frame	4	
67	WP3	£0.41	WASHER, plain	4	
68	AD608084	£0.66	SCREW, bracket to frame	2	
69	570145	£0.66	NUT, spire, in frame	2	
70	AD606054	£0.20	SCREW, bracket to frame	4	
71	FC2803	£0.95	NUT, fix, in frame	4	

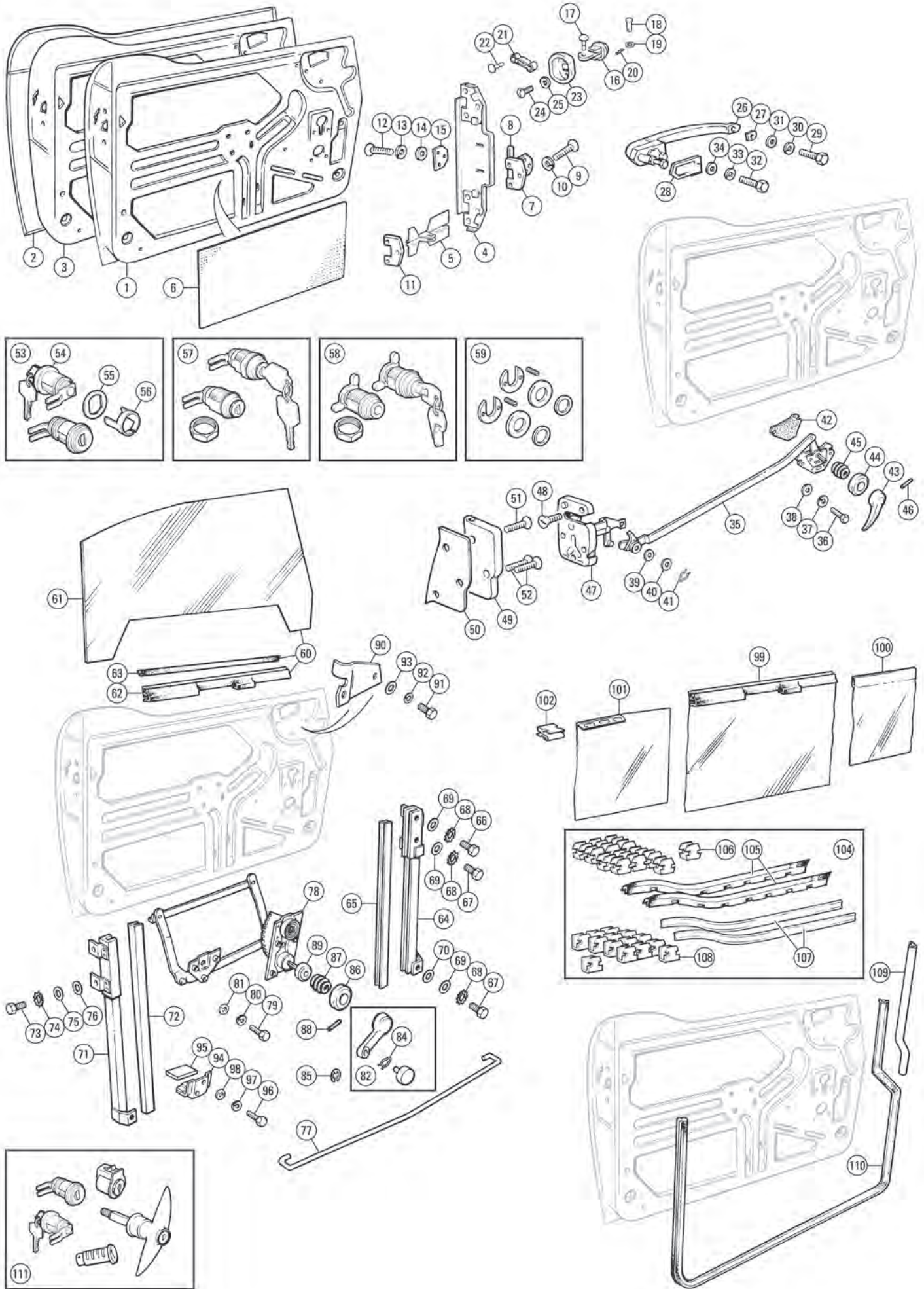
The screws attaching the pivot bars to the brackets should be locked in place with a liquid thread lock such as Loctite (available under part no. GGL1021), to ensure they do not undo in service.

72	622354	NCA	BOLT, pivot bar to mounting bracket	2	
73	622444	NCA	SPRING	2	

The original sun visor bolt and spring pivoting arrangement (items 72 & 73) for TR5's & TR250's was improved and replaced in April 1968 by the screw and washer method listed above (items 62 to 64).

Floppy Sun Visors?

If your TR is blessed with droopy visor syndrome there a couple of things that can be done to correct it. The screw that attaches the mounting bar to the visor bracket, (575144) should be located and locked in place with a liquid thread lock compound such as Loctite. This is available as part number GGL1020. The screw should be tightened sufficiently to allow the visor bar to pivot but not have excessive axial movement. Sun visors often refuse to hold at an angled position to block out the bright sun and still allow a clear view of the road. The friction of the mounting bars inside the sun visor framework maintains the angular position. Too much friction and the visor gets mangled, too little and it droops. The fit of the visor outer mounting bars in the visors can be attended to in order to get the best possible use from the visors adjustable angle. If the mounting bar is too tight, probably caused by corrosion and dirt, merely remove the bar by pulling and refit it cleaned and perhaps lightly lubricated. Too loose may be caused by the bar not being located correctly in the visor frame, the frame being broken or the mounting bar being of too small a diameter for the visor's framework. This can be checked and rectified.



Doors & Fittings

Doors And Hinges

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	907757	NCA	DOOR SHELL ASSEMBLY, LH	1	European models: TR5, TR6 all (c) CP models, CR1 To CR5000, (1967-72)
	907758	£585.00	DOOR SHELL ASSEMBLY, RH (No side impact bars and no provision to fit the later door closing pull pocket).	1	
	634833	NCA	DOOR SHELL ASSEMBLY, LH	1	TR6 From (c) CR5001, (1972-75)
	634834	NCA	DOOR SHELL ASSEMBLY, RH (No side impact bars and provision to fit the later door closing pull pocket).	1	
	907757	NCA	DOOR SHELL ASSEMBLY, LH	1	North American models: TR250, TR6 all (c) CC models, (1967-72)
	907758	£585.00	DOOR SHELL ASSEMBLY, RH (No side impact bars and no provision to fit the later door closing pull pocket).	1	
	917559	NCA	DOOR SHELL ASSEMBLY, LH	1	TR6 From (c) CF1 To CF12500, (1972-73)
	917560	NCA	DOOR SHELL ASSEMBLY, RH (Side impact bars and no provision to fit the later door closing pull pocket).	1	
	634829	NCA	DOOR SHELL ASSEMBLY, LH	1	TR6 From (c) CF12501 To CF58328, (1973-76)
	634830	NCA	DOOR SHELL ASSEMBLY, RH (Side impact bars and provision to fit the later door closing pull pocket).	1	
2	812775	£264.00	DOOR SKIN, LH	1	for door repair tips see TR5-TR250
	950005WOA	NCA	DOOR SKIN, LH, aluminium	1	
	812776	£264.00	DOOR SKIN, RH	1	Front Body Panels
	950006WOA	NCA	DOOR SKIN, RH, aluminium	1	
3	907310	NCA	INNER PANEL, frame, LH	1	
	907311	NCA	INNER PANEL, frame, RH	1	
4	707059	NCA	PLATE ASSEMBLY, reinforcement, LH	1	
	707060	NCA	PLATE ASSEMBLY, reinforcement, RH	1	
5	613855	£12.00	ANGLE BRACKET, check strap arm	2	
6	CHM228	£7.20	PAD, sound deadening	2	
7	650112	£31.50	DOOR HINGE	4	
8	607823	£5.00	PIN, hinge pivot	4	
9	SH605051	£1.00	SCREW, hinge to door	12	
10	GHF332	£0.40	WASHER, locking	12	
11	650112G	NCA	GASKET, shim, hinge to door	a/r	
12	SH605061	£0.22	SCREW, hinge to 'A' post	12	
13	GHF332	£0.40	WASHER, locking	12	
14	WP19	£0.98	WASHER, plain	12	
15	610042	£0.84	GASKET, shim, hinge to 'A' post	a/r	
16	613622	£16.10	CHECK STRAP	2	
17	610707	£1.90	RIVET, check strap to door	2	

While the check straps were originally attached by rivets, the clevis pin arrangement offered below is more satisfactory (and easier to install).

18	CLZ410	£1.43	CLEVIS PIN, check strap to door	2	] alternative to] items 16 & 17
19	GHF300	£0.22	WASHER, plain	4	
20	511032	£0.98	'R' CLIP, clevis pin securing	2	
21	603344	£5.80	SPRING, guide for check strap	2	
22	569313	£0.73	RIVET, guide spring to 'A' post	4	
23	613623	£2.30	GAITER, check strap	2	
24	AB606031	£0.36	SCREW, self tapping, gaiter to 'A' post	4	
25	WP3	£0.41	WASHER, plain	4	

Door Handles And Remote Control

26	712837	£66.48	HANDLE ASSEMBLY, door exterior	2	
27	617402	£0.53	GASKET, small, handle front to door	2	
28	617403	£0.53	GASKET, large, handle rear to door	2	
29	HU503	£0.83	SCREW, handle, front	2	
30	WL700101	£0.25	WASHER, locking	2	
31	PWZ203	£0.19	WASHER, plain	2	
32	53K126	£0.60	SCREW, handle, rear	2	
33	WL700101	£0.25	WASHER, locking	2	
34	PWZ203	£0.19	WASHER, plain	2	
35	712838	NCA	REMOTE CONTROL, handle to latch, LH	1	European models: TR5, TR6 all (c) CP models, CR1 To CR5000, (1967-72)
	712839	NCA	REMOTE CONTROL, handle to latch, RH	1	
					North American models, TR250, TR6 all (c) CC models, (1967-72)
	XKC91	NCA	REMOTE CONTROL, handle to latch, LH	1	European models, TR6 From (c) CR5001, (1972-75)
	XKC92	NCA	REMOTE CONTROL, handle to latch, RH	1	
					North American models, TR6 From (c) CF12501 To CF58328, (1973-76)

The later type remote control mechanisms are suitable for all applications. They vary from the earlier item because of a set in their form to avoid the interior door pull of the later cars in the door inner panel. In English they are curved, the early ones were straight!

36	53K126	£0.60	SCREW, remote to inner door frame	6	
37	WL700101	£0.25	WASHER, locking	6	
38	PWZ203	£0.19	WASHER, plain	6	
39	550924	NCA	WASHER, waved	2	
40	GHF300	£0.22	WASHER, plain	2	
41	608703	NCA	CLIP, door lock to remote control link	2	
42	612236	NCA	FELT PAD, anti-rattle	2	] all models To CR/CF1] TR6 From CR/CF1 (Glued in appropriate position on door inner frame).
	633678	NCA	FELT PAD, anti-rattle	2	
43	621770	£9.72	HANDLE, door interior	2	
44	621221	£3.30	ESCUTCHEON, handle to door casing	2	] European models,] TR5, TR6 all] (c) CP models,] CR1 To CR5000, (1967-72)] North American models,] TR250, TR6 all (c) CC models,] (1967-72)
	623843	£3.80	ESCUTCHEON, handle to door casing	2	] European models,] TR6 From (c) CR5001,] (1972-75)] North American models,] TR6 From (c) CF12501] To CF58328, (1973-76)
45	603382	£3.76	SPRING, door panel to door frame	2	
46	ALH1527	£1.20	PIN, door handle	2	

Door Latch And Striker

47	907177	NCA	DOOR LATCH ASSEMBLY, LH	1	
	907178	NCA	DOOR LATCH ASSEMBLY, RH	1	
48	517148	NCA	SCREW, door latch, single-slotted	6	] all models To CR/CF1] TR6 From CR/CF1
	ZKC36	£1.85	SCREW, door latch, cross-slotted (The above screws are interchangeable).	6	
49	CZA3311	£20.76	STRIKER PLATE, LH	1	
	CZA3310	£20.76	STRIKER PLATE, RH	1	
50	ZKC6167	NCA	SHIM, striker plate, 0.010"	a/r	
	BHH341	£1.31	SHIM, striker plate, 0.064"	a/r	
51	ZKC37	£2.40	SCREW, door striker, upper	2	
52	ZKC38	£3.05	SCREW, door striker, lower (The above screws are interchangeable).	4	

Door Lock Assemblies

53	621773P	£47.88	DOOR LOCK ASSEMBLIES (Matched pair with 2 keys).	1	original clip fitting type
54	621773	NCA	DOOR LOCK ASSEMBLY, with 2 keys	2	
55	BHH972G	£0.66	GASKET, door lock to door skin	2	
56	714599	NCA	CLIP, door lock retaining	2	
57	621773PX	£96.96	DOOR LOCK ASSEMBLIES (Matched pair with 2 keys).	1	] replacement nut] fitting type

The replacement type nut fixing private door locks are more positively located in the door skin by a nut rather than a spring clip. This means that if the original private door lock assembly has, during service, rotated in the door skin and worn the shape and size of its piercing the spring clip will only hold it in place, allowing it to rotate when key is operated.

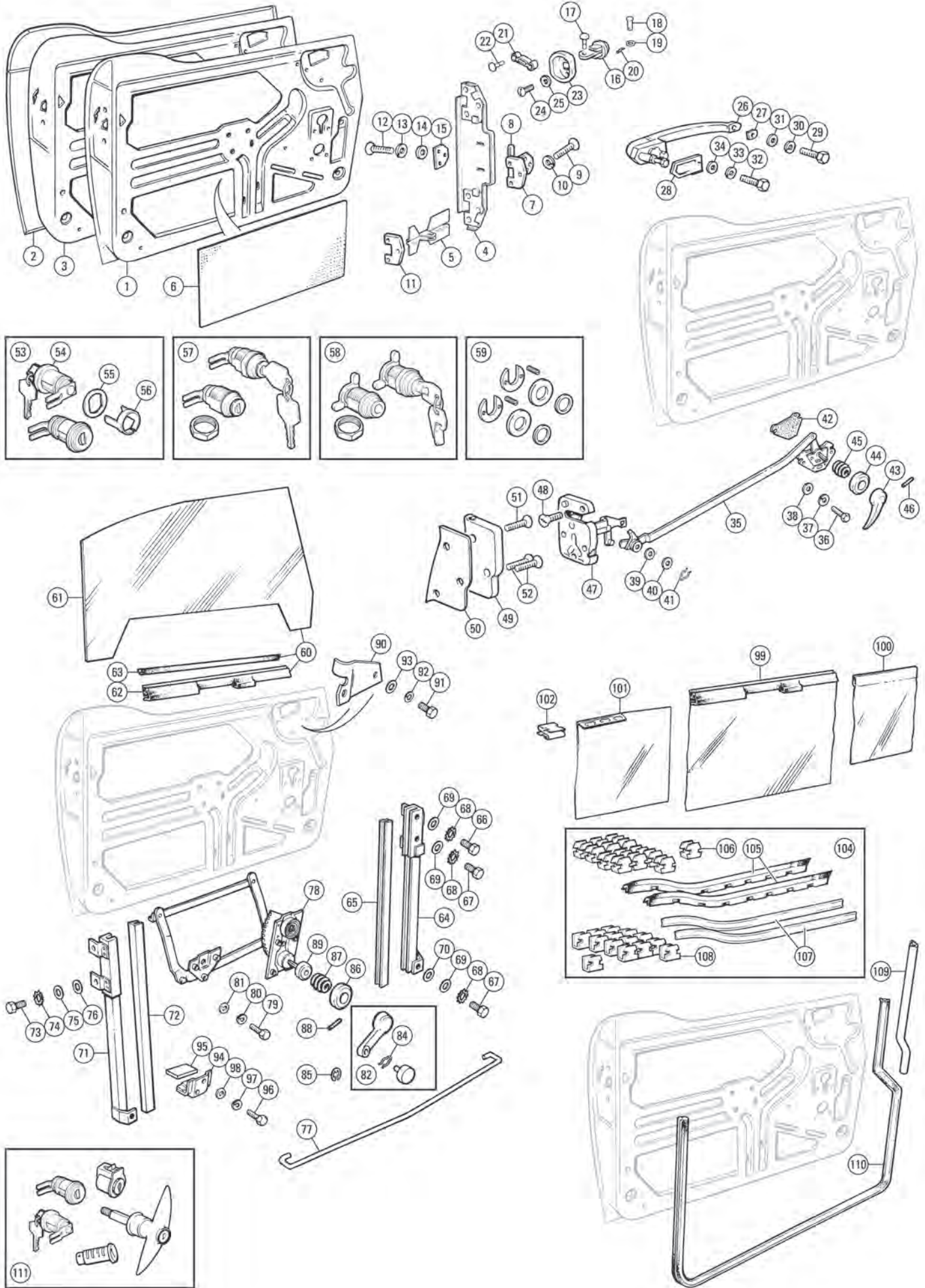
58	BHH973S	£79.60	DOOR LOCK ASSEMBLIES (Matched pair with 2 keys).	1	security lock type
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These lock sets replace the factory barrels, helping to keep those people with light fingers out. Supplied in pairs, with two spare keys.

59	MRD1067	£9.30	LOCK FITTING KIT (Replaces original clips and prevents locks from rotating).	1	
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Door Glass And Window Regulators

60	713352	NCA	DOOR GLASS & CHANNEL, LH	1	
	713353	NCA	DOOR GLASS & CHANNEL, RH	1	
61	820508	£36.30	WINDOW GLASS	2	
	820508T	£55.00	WINDOW GLASS, tinted	2	
62	712835	£49.90	CHANNEL, lower, LH	1	
	712836	£49.90	CHANNEL, lower, RH	1	
63	617166	£2.80	STRIP, rubber, door glass	2	
64	850430	£64.00	CHANNEL & BRACKETS, front, LH	1	
	850431	£64.00	CHANNEL & BRACKETS, front, RH	1	
65	850430FT	£6.30	CHANNEL, felt	a/r	] use with original brackets] for repair purposes only



Doors & Fittings (Continued)

Door Glass And Window Regulators

Ill.	Part Number	Price £ea.	Description	Req.	Details
66	SH604041	£0.41	SCREW, forward bracket to frame	2	
67	SH604051	£0.30	SCREW, inside bracket to frame	4	
68	GHF321	£0.22	WASHER, shakeproof	6	
69	WM57	£0.24	WASHER, plain	6	
70	GHF314	£0.22	WASHER, plain, channel adjusting	a/r	
Use where required as shims between the channel brackets and door frames to align channels.					
71	812436	£71.50	CHANNEL ASSEMBLY, rear, LH	1	
	812437	£71.50	CHANNEL ASSEMBLY, rear, RH	1	
72	850430FT	£6.30	CHANNEL, felt	a/r	use with original brackets for repair purposes only
73	SH604051	£0.30	SCREW, channel brackets to door frame	6	
74	GHF321	£0.22	WASHER, shakeproof	6	
75	WM57	£0.24	WASHER, plain	6	
76	GHF314	£0.22	WASHER, plain, channel adjusting	a/r	

Use where required as shims between the channel brackets and door frames to align channels.

77	750165	NCA	TIE ROD, glass channel bottom, LH	1	
	750166	NCA	TIE ROD, glass channel bottom, RH	1	
78	907179	£58.50	REGULATOR MECHANISM, window, LH	1	
	907180	£58.50	REGULATOR MECHANISM, window, RH	1	
79	SH604041	£0.41	SCREW, regulator to door frame	14	
80	GHF331	£0.38	WASHER, locking	14	
81	GHF300	£0.22	WASHER, plain	14	
82	621811	£15.00	HANDLE, window	2	
84	574581	NCA	CLIP, securing knob to handle	2	
85	NKC513	NCA	CLIP, securing knob to handle	2	alternative
86	621221	£3.30	ESCUTCHEON, handle to door panel	2	
87	603382	£3.76	SPRING, door panel to door frame	2	
88	ALH1527	£1.20	PIN, securing handle to mechanism	2	
89	609649	£1.20	WASHER, sponge	2	
90	621969	NCA	BRACKET, door glass stop upper, LH	1	
	621970	NCA	BRACKET, door glass stop upper, RH	1	
91	HU503	£0.83	SCREW, stop bracket to door frame	4	
92	WL700101	£0.25	WASHER, locking	14	
93	PW2203	£0.19	WASHER, plain	4	
94	650242	NCA	BRACKET ASSEMBLY, door glass stop	2	
95	AHH6434	£2.40	PAD, felt, door glass stop	2	repair purposes, cut to fit
96	53K126	£0.60	SCREW, stop bracket to door frame	4	
97	WL700101	£0.25	WASHER, locking	4	
98	PW2203	£0.19	WASHER, plain	4	

Water Curtains

99	611812	NCA	WATER CURTAIN, door glass	2	European models: TR5, TR6 all (c) CP models, (1967-72) North American models, TR250, TR6 all (c) CC models, (1967-72)
100	611818	NCA	WATER CURTAIN, front	2	
101	611819	NCA	WATER CURTAIN, rear	2	
99	634192	NCA	WATER CURTAIN, door glass	2	European models, TR6 all (c) CR models, (1972-75) North American models, TR6 all (c) CF models, (1972-76)
100	634194	NCA	WATER CURTAIN, front	2	
101	634193	NCA	WATER CURTAIN, rear	2	
102	BHA4359	£0.64	CLIP, water curtain attaching	10	

The omission of the water curtains from a TR door when it is rebuilt will invariably mean rain water that enters the door will soak the door casing board and window regulator mechanism. This causes distortion or rotting of the casing board and rusting of the mechanism. The casing board can be protected by covering the access holes in the inner door frame with a heavy grade, waterproof adhesive tape. AKA 'tank tape' or 'gaffer tape'. The method is now used by many modern car manufacturers. Triumph originally showed a change point of (c) CR1 and CF1 for the fitment of the above part numbered water curtains. The change of part numbers was not because of a design change but a material specification. In line with safety requirements and company policy fire retardant or non flammable trim materials were specified and utilised where possible in the manufacture of Triumph cars.

Door Window Weatherstrips

104	850324K	£42.90	DOOR WEATHERSTRIP KIT	1	one per car
105	850324	£11.20	SEAL, window to door outer, LH	1	
	850325	£11.20	SEAL, window to door outer, RH	1	
106	GHF1560	£0.36	CLIP, securing seal to door frame	14	
107	850322	£7.90	WEATHERSTRIP, door inner, LH	1	
	850323	£7.90	WEATHERSTRIP, door inner, RH	1	
108	GHF1582	£0.53	CLIP, securing weatherstrip	14	

109	620913	£6.10	SEAL, upper 'A' post, thick sponge type	2	alternatives, fit in pairs
	620403	£6.30	SEAL, upper 'A' post, thin rubber type	2	

Door Aperture Seals (Furflex)

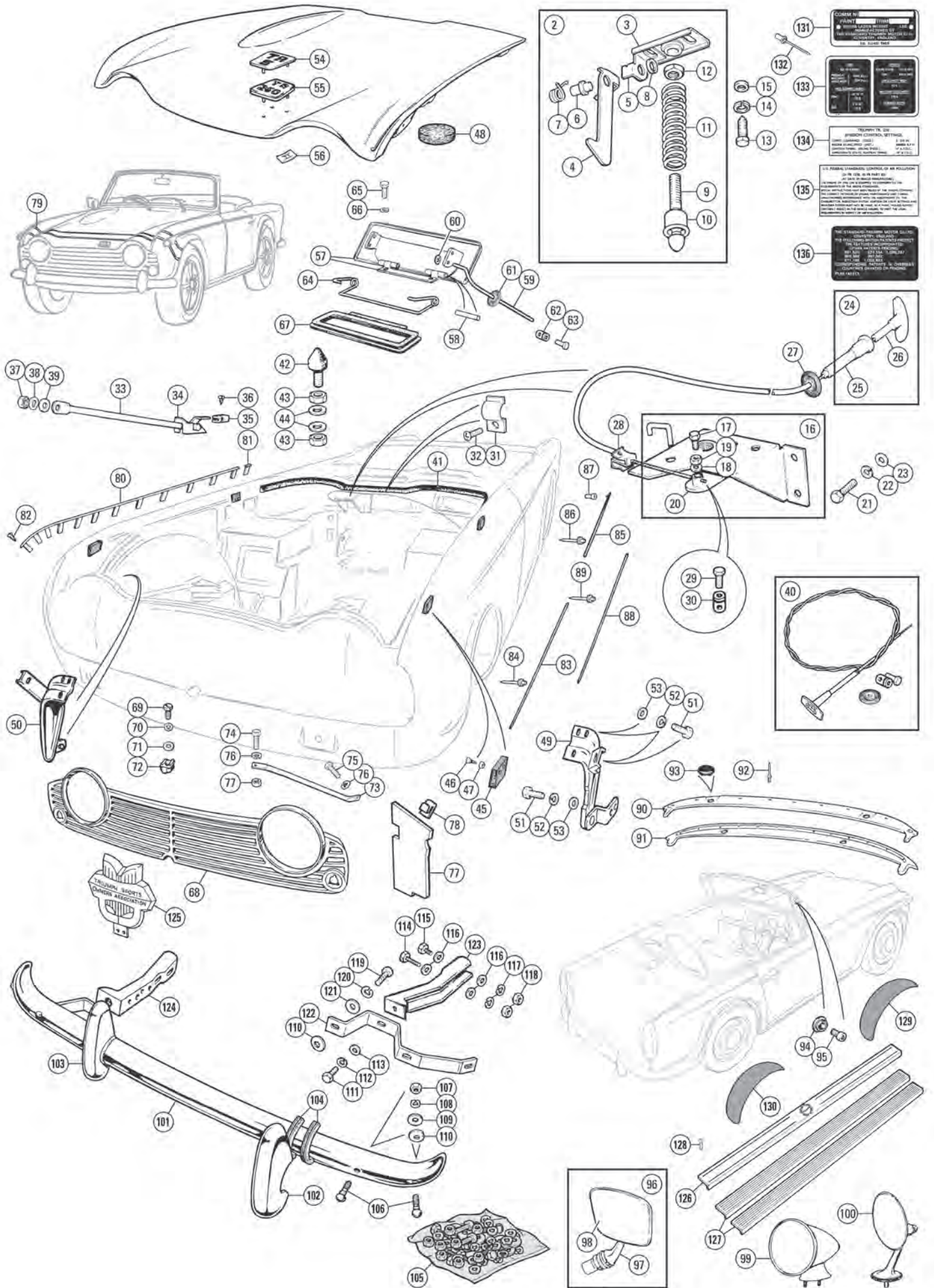
110	631321	£14.40	SEAL, felt/rubber, black	2	all models
	631322	NCA	SEAL, felt/rubber, matador red	2	
	631327	NCA	SEAL, felt/rubber, shadow blue	2	
	713366	NCA	SEAL, felt/rubber, midnight blue	2	
	713363	NCA	SEAL, felt/rubber, light tan	2	
	631323	NCA	SEAL, felt/rubber, new tan	2	
	724031	£24.90	SEAL, felt/rubber, black	2	
	713372	NCA	SEAL, felt/rubber, matador red	2	
	713377	NCA	SEAL, felt/rubber, shadow blue	2	
	713376	NCA	SEAL, felt/rubber, midnight blue	2	
	713373	NCA	SEAL, felt/rubber, light tan	2	

Bulk material by the metre can be supplied as follows. Each door requires 2.5 metres of Furflex except for cars fitted with Surrey tops which require 7 metres.

631321	£14.40	SEAL, felt/rubber, black	2	2.5 metre pre cut length
724031M	£6.50	SEAL, felt/rubber, black	a/r	per metre
DER4001M	£16.20	SEAL, felt/rubber, red	a/r	
DEL4001M	NCA	SEAL, felt/rubber, blue	a/r	per metre
724031TAN	NCA	SEAL, felt/rubber, tan	a/r	
724031MX7	£42.00	SEAL, felt/rubber, black	1	7 metre pre cut length
724031MX50	NCA	SEAL, felt/rubber, black	1	50 metre roll

Matching Lock Sets

111	GAC6400X	£158.16	MATCHING LOCK SET (Includes ignition tumbler, cubby box lock door lock set & locking boot handle with matched pair of 'FS' keys).	1	TR5, TR250, (1967-68)
	GAC6401X	£105.00	MATCHING LOCK SET (Includes ignition tumbler, cubby box lock door lock set and boot lock barrel with matched pair of 'FS' keys).	1	TR6 To (c) CP/CC50000, (1969)
	GAC6402X	£120.00	MATCHING LOCK SET (Includes chrome cubby box lock, door lock set & boot lock barrel with matched pair of 'FS' keys)	1	TR6 To (c) CP/CC75000, (1970-71)
	GAC6403X	£108.00	MATCHING LOCK SET (Includes black cubby box lock door lock set & boot lock barrel with matched pair of 'FS' keys).	1	TR6 From (c) CP/CC75001, (1972-76)



Front Body Fittings TR5, TR250

Bonnet And Safety Catch

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	908031	NCA	BONNET	1	
	908031XK	£53.40	BONNET STIFFENING KIT	1	TR5
2	619580	£18.00	SAFETY CATCH ASSEMBLY	1	
4	619582	NCA	HOOK, safety	1	
5	619581	NCA	BRACKET, safety catch finger	1	welded to bonnet fastener
6	619584	NCA	RIVET, securing safety catch	1	
7	619583	NCA	SPRING, safety catch finger, return	1	
8	505764	NCA	WASHER, plain, on rivet	1	
9	611622	NCA	PIN, striker	1	
10	611623	NCA	CUP, spring retaining	1	
11	611624	NCA	SPRING	1	
12	510488	NCA	NUT, locking bonnet pin	1	
13	110462	£3.10	SCREW, fastener to bonnet	2	
14	GHF331	£0.38	WASHER, locking	2	
15	PWZ204	NCA	WASHER, plain	2	

Catch Plate, Cable And Prop Rod

16	710592	£23.60	CATCH PLATE ASSEMBLY	1	
17	53K126	£0.60	SCREW, cable clamping	1	
18	PWZ203	£0.19	WASHER, plain	1	
19	HN2005	£0.16	NUT	1	
20	611626	NCA	LEVER, catch assembly	1	
21	SH604041	£0.41	SCREW, catch plate to bulkhead	4	
22	GHF331	£0.38	WASHER, locking	4	
23	GHF300	£0.22	WASHER, plain	4	
<p>(Bonnet cables fitted to TR5's & TR250's have no reason to break if they are regularly inspected and lubricated. If the cable does break some serious 'fiddling' will need to be done to release the mechanism. Be aware that bending up the corner of the bonnet and trying to pull the catch with a bent wire coat hanger is not only expensive on bonnets but likely to cause an electrical fire if the battery terminals get shorted out. If in doubt about the quality or operation of your bonnet release cable get it fixed, or rig up a piece of string to use in an emergency).</p>					
24	RTC2647	£22.20	BONNET CABLE ASSEMBLY	1	
25	603469	£8.40	OUTER CABLE, bonnet release	1	
26	603468	£10.60	INNER CABLE, bonnet release	1	
27	061917	£0.80	GROMMET, bonnet release cable	1	
28	611768	£1.48	CLIP, bonnet release cable	1	
29	612219	NCA	TRUNNION, cable end locking	1	
30	53K1016	£0.64	SCREW, securing cable end in trunnion	1	
31	059380	£2.50	CLIP, bonnet cable securing to body	2	
32	AB606031	£0.36	SCREW, bonnet cable clip securing	2	
33	750231	£18.50	BONNET PROP ROD	1	
34	750229	£18.00	BRACKET, bonnet prop rod	1	
35	601663	£1.60	BUFFER, rubber, anti-rattle	1	
36	AD604043	£0.24	SCREW, self tapping, buffer to bracket	1	
37	GHF221	£0.41	NUT, nyloc, stay rod to bonnet	1	
38	550026	NCA	WASHER, thackery	1	
39	WM57	£0.24	WASHER, plain	1	

Emergency Bonnet Opening Kit

Save your bonnet, temper and time when your bonnet release cable breaks with our convenient and easy to install backup cable kit. Includes cable, cable stop, grommet and instructions.

40	MM807-088	£14.50	EMERGENCY BONNET CABLE KIT	1	
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Sealing Rubber, Buffers And Hinges

41	610675	£9.30	BONNET SEALING RUBBER, rear	1	
42	612962	£3.80	BONNET BUFFER, pointed	2	
43	NT605041	£0.30	NUT, locking	4	
44	WP139	£0.66	WASHER, plain	4	
45	611842	£0.95	BUFFER, bonnet, rubber	4	
	611842SPK	£13.04	BUFFER SET, bonnet, polyurethane	1	
	611842SP	£3.50	BUFFER, bonnet, polyurethane	4	
46	AD606053	£0.66	SCREW, securing bonnet buffer	8	
47	CD24152	£0.53	CUP WASHER	8	
48	617034	NCA	PACKING	1	
<p>(Between bonnet and thermostat housing).</p>					
49	750148	£70.00	BONNET HINGE, LH	1	
50	750149	£70.00	BONNET HINGE, RH	1	
51	HPZ508	£1.20	SCREW, bonnet hinge securing	12	
52	GHF332	£0.40	WASHER, locking	12	
53	GHF301	£0.24	WASHER, plain	12	

Medallions

54	622279	£72.00	MEDALLION ASSEMBLY	1	TR5
55	622278	£72.00	MEDALLION ASSEMBLY	1	TR250
56	PFS104	£0.23	FIXING, for medallion	2	

Scuttle Vent Lid

57	705242	£19.80	VENT LID & HINGE ASSEMBLY	1	
58	563040	NCA	PIN, hinge	2	
59	611117	£7.00	ROD, operating vent lid	1	
60	FR1202	NCA	FIXING, rod to vent lid	1	
61	061917	£0.80	GROMMET, rod through plenum	1	
62	612219	NCA	TRUNNION, rod to dash lever mechanism	1	
63	53K1016	£0.64	SCREW, clamping trunnion to rod	1	
64	611145	£8.70	SPRING	1	
65	HU503	£0.83	SCREW, vent lid to scuttle	3	
66	WL700101	£0.25	WASHER, locking	3	
67	611118	£12.10	SEAL, vent lid to scuttle top panel	1	
<p>(Closing the vent lid (on cars so fitted) when the car is not in use will stop a lot of water and debris from getting into the plenum. There is another advantage to be gained from keeping the plenum area of the bulkhead clear. First time out in hot weather, you turn on the heater fan to cool the car interior. Don't you just hate the tinkling of the fan, closely followed by the fascia air vents spitting forth at face level a pot pourri of chopped leaves & insect bodies).</p>					

Grille And Stay Rod

68	812300	£364.50	GRILLE	1	
69	PT505	£0.73	SCREW	2	
70	WL700101	£0.25	WASHER, locking	2	
71	500223	£0.24	WASHER, plain	2	
72	FZ34044	£1.45	NUT, retaining	2	
73	712401	£14.70	STAY ROD, valance to wheel arch, LH	1	
	712402	£14.70	STAY ROD, valance to wheel arch, RH	1	
74	HU706P	£1.06	SCREW, upper valance & wheel arch	4	
75	GHF331	£0.38	WASHER, locking	4	
76	GHF200	£0.22	NUT, plain	2	
77	714536	£9.00	VALANCE, radiator air duct	2	TR250
78	606389	£0.90	CLIP, radiator duct	8	

Although the parts book does list a valance fitted between the wheel arch and radiator on TR5's, it was only ever fitted to TR250's.

TR250 Bonnet Stripe Instruction Sheet

When a TR250 is painted, it is very difficult to authentically reproduce the painted stripes on the bonnet. As a result, most TR250's are now lacking their identifying stripes. The original stripes were painted with a reflective light silver paint (We advise care in selecting a stripe paint which is chemically compatible with the paint used on the rest of the body). This striping was not used on TR5 models.

79	MM601-390	£0.48	INSTRUCTION SHEET, bonnet stripes	1	
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Wing Beading And Mouldings

	TR45WBS	£65.00	WING BEADING SET, 6 piece	1	
80	850479	£29.40	WING BEADING, front wing,	1	
	750126	£24.60	WING BEADING, upper rear wings	2	
	750187	£11.00	WING BEADING, lower rear wing, LH	1	
	750188	£11.00	WING BEADING, lower rear wing, RH	1	
81	553926	£0.50	LOCATING TAB	52	
82	GHF421	£0.14	SCREW, self tapping, beading	2	

Wing bead is made from stainless steel (not chromed steel). On the TR5 the beading was painted to the colour of the car.

83	713541X	£25.60	MOULDING, wing	2	
84	GHF1437	£1.50	RIVET CLIP, wing moulding	14	
85	713542	£29.10	MOULDING, door, LH	1	
	713543	£29.10	MOULDING, door, RH	1	
86	GHF1437	£1.50	RIVET CLIP, door moulding	12	
87	GHF1532	£0.26	BARREL CLIP, rear of door moulding	2	
88	623421	£31.40	MOULDING, sill	2	
	623421	£31.40	MOULDING, sill	2	alternative
89	GHF1461	£1.30	RIVET CLIP, sill moulding, 19/32" x 1/8" 12		

Windscreen Capping

90	812400	£72.20	CAPPING, windscreen	1	soft top models
91	806189	£71.60	CAPPING, windscreen	1	Surrey top models

Front Body Fittings TR5, TR250 (Continued)

Windscreen Capping

Ill.	Part Number	Price £ea.	Description	Req.	Details
92	552522	£0.64	RIVET, 'Pop' type	9	
93	GHF822	£0.47	PLUG, blanking hard top bolt holes	2	
94	610624	£0.62	STUD, snap	2	Surrey top models
95	AD606071	£0.38	SCREW, self tapping	2	

Note: For advice on fitting & sealing the windscreen capping, refer to Body Panels & Fittings.

Mirrors

96	622352	£53.90	MIRROR, door, chrome	2	] optional fitment
97	622350	£21.46	STEM	2	
98	622351	£42.30	MIRROR HEAD	2	
99	GAM105	£16.40	MIRROR, racing style, flat lens	2	] long base
	222-372	£42.10	MIRROR, racing style, flat lens	2	
	GAM105C	NCA	MIRROR, racing style, convex lens	2	] U.S. dealer option
	GAM105	£16.40	MIRROR, racing style, flat lens	2	
100	WM1905	£16.60	MIRROR LH, convex lens	1	
	WM1904	£16.60	MIRROR RH, convex lens	1	
	WM1907	£16.60	MIRROR LH, flat lens	1	
	WM1906	£16.60	MIRROR RH, flat lens	1	

Bumper Bar And Overriders

101	808381Z	£192.10	BUMPER, front	1	aftermarket
102	708282	£48.00	OVERRIDE, LH	1	
103	708283	£50.70	OVERRIDE, RH	1	
104	552218	£0.47	PACKING, overrider	4	pre-cut
	37H9871M	£1.57	PACKING, overrider	a/r	per metre
105	808381FK	£30.05	FRONT BUMPER FITTING KIT	1	
106	554700K	£1.70	BOLT	4	
107	GHF202	£0.22	NUT, plain	4	
108	GHF333	£0.30	WASHER, locking	4	
109	GHF316	£0.77	WASHER, plain	4	
110	607085	£2.20	PACKING PIECE	6	bumper bar to mounts
111	BH606101	£0.98	SCREW	2	
112	GHF333	£0.30	WASHER, locking	2	
113	WP9	£1.20	WASHER, plain	2	
114	GHF126	£1.44	BOLT, bracket to chassis, front	2	
115	BH606221	£1.57	BOLT, bracket to chassis, rear	2	
116	WM59	£0.40	WASHER, plain	8	
117	GHF333	£0.30	WASHER, locking	4	
118	GHF202	£0.22	NUT, plain	4	
119	BH606151	£1.26	BOLT, bracket to bumper & overrider	2	
120	GHF333	£0.30	WASHER, locking	2	
121	GHF316	£0.77	WASHER, plain	2	
122	708279	£11.60	SPRING, support	2	
123	812404	NCA	BRACKET, bumper support, LH	1	
124	812405	NCA	BRACKET, bumper support, RH	1	

TSOA Grille Badge

'The Triumph Sports Owners' Association was the original factory club, initiated in 1954 by Triumph as a means of encouraging enthusiasm amongst owners. This unique nostalgic badge is supplied fully chromed, as original, but can be painted by the owners in the factory colours of the period to suit their requirements. Red with black was used on Triumph sports cars up to 1959, then blue and white.

125	HMP121001	NCA	TSOA GRILLE BADGE	1	
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Threshold Plates

Mirror finished stainless steel or brushed aluminium door step threshold plates. Can be fitted using screws, rivets or doubled sided tape (not included).

126	TT7346	£25.00	THRESHOLD PLATE (Stainless steel with 'TR Laurel Wreath' logo).	2	sold each
127	GAC6066X	£40.70	THRESHOLD PLATE set (Brushed aluminium ribbed).	1	pair
128	575937	£0.96	SCREW, threshold plate to sill	a/r	

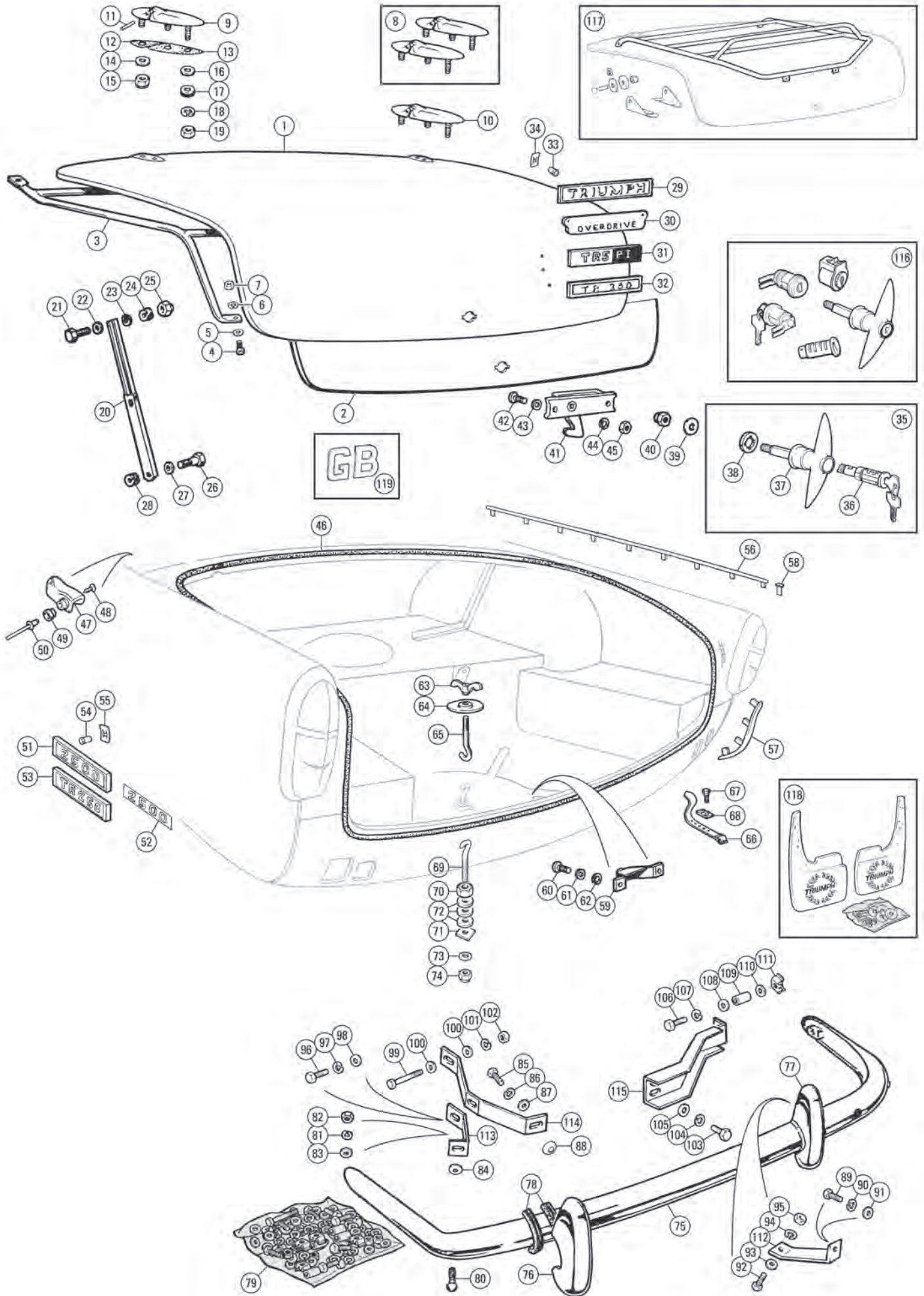
Wheel Arch Protectors

Protects your TR6 from the elements with these moulded glass fibre, wheel arch protectors. Designed to fit inside your front and rear wheel arches, they reduce the roadspray and build up of mud in the corners of the arches and inner wings to reduce the chance of rust developing. Hardware and instructions included.

129	GTK160	£176.00	PROTECTOR SET, wheel arch, front	1	
130	GTK161	£176.00	PROTECTOR SET, wheel arch, rear	1	

Commission Plate And Decals

131	CNPTR5	£5.10	COMMISSION PLATE, LH wheel arch	1	
132	RU608123	£0.47	RIVET, plate attachment	2	
133	622405	NCA	DECAL, tyre pressure, glove box	1	] TR250
134	CNP51	NCA	DECAL, emission control setting (Underside of bonnet).	1	
135	CNP52	NCA	DECAL, air pollution control (Underside of bonnet).	1	
136	145313	NCA	DECAL, patent information (Underside of bonnet).	1	



Rear Body Fittings TR5, TR250

Boot Lid Fittings

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	813650	£957.77	BOOT LID, steel	1	
	813650A	£949.63	BOOT LID, aluminium	1	
2	813650RP	£356.40	REPAIR PANEL, boot lid	1	
3	903233	NCA	TUBULAR REINFORCEMENT	1	
4	GHF101	£0.30	SCREW, reinforcement to boot lid	2	
5	GHF300	£0.22	WASHER, plain	2	
6	GHF331	£0.38	WASHER, locking	2	
7	GHF200	£0.22	NUT, plain	2	
8	604917/8	£39.00	BOOT HINGE, (pair)	1	
11	552075	NCA	PIN, hinge	2	
12	603213	£0.36	GASKET, small, hinge to deck	2	
13	603212	£0.41	GASKET, large, hinge to boot lid	2	
14	WM58	£0.30	WASHER, plain	2	
15	GHF222	£0.55	NUT, nyloc	2	
16	PWZ204	NCA	WASHER	2	
17	WM93	£1.31	SPACER	2	
18	GHF331	£0.38	WASHER, locking	4	
19	GHF200	£0.22	NUT, plain	4	
20	612473	£24.00	STAY ROD, telescopic	1	
21	612474	£3.60	BOLT, stay rod to boot lid	1	
22	WM57	£0.24	WASHER, plain, stay rod to boot lid	1	
23	WM93	£1.31	WASHER, plain	1	
24	AJD7731	£0.77	WASHER, double coil	1	
25	GHF221	£0.41	NUT, nyloc	1	
26	22B525	£3.90	BOLT, stay rod to body bracket	1	
27	WM93	£1.31	WASHER, plain	1	
28	AJD7731	£0.77	WASHER, double coil	1	
29	622260	£35.70	NAMEPLATE, 'Triumph'	1	
30	622152	£19.60	NAMEPLATE, 'Overdrive'	1	as fitted
31	622261	£34.30	NAMEPLATE, 'TR5 Pi'	1	TR5
32	622262	£34.30	NAMEPLATE, 'TR250'	1	TR250
33	GHF1532	£0.26	BUSH, friction	a/r	
34	PFS104	£0.23	FIXING, for badges	a/r	alternative
35	607978	£33.36	BOOT HANDLE ASSEMBLY	1	
36	557046	£15.60	LOCK BARREL & KEY	1	
37	600635	NCA	ESCUTCHEON, boot lid handle	1	
38	600949	£0.60	GASKET, under handle	1	
39	GHF300	£0.22	WASHER, plain	1	
40	GHF271	£0.41	NUT, nyloc, thin	1	
41	714485	£5.80	BUDGET LOCK	1	
42	PMZ308	£0.30	SCREW, lock to boot lid	2	
43	PWZ203	£0.19	WASHER, plain	2	
44	WL700101	£0.25	WASHER, locking	2	
45	HN2005	£0.16	NUT	2	
46	613277	£21.00	SEAL, boot lid	1	
	613277M	£16.50	SEAL, boot lid	a/r	per metre

'B' Post Finishers And Nameplates

47	622747	£7.80	FINISHER, 'B' post, LH	1	
	622748	£7.40	FINISHER, 'B' post, RH	1	
48	AT606042	£0.66	SCREW, self tapping	2	
49	713511	£0.41	STUD, black	2	
50	552522	£0.64	RIVET, 'Imex'	2	
51	621964	£37.00	NAMEPLATE, '2500', on rear wings	2	TR5
52	621964FOIL	£8.40	FOIL ONLY, '2500' nameplate	2	
53	621866	£54.05	NAMEPLATE, 'TR250', on rear wings	2	TR250
54	GHF1532	£0.26	BUSH, friction, nameplate securing	4	
55	PFS104	£0.23	FIXING, for badges	4	

Wing Beading

	TR45WBS	£65.00	WING BEADING SET, 6 piece	1	
	850479	£29.40	WING BEADING, front wings	2	
56	750126	£24.60	WING BEADING, upper rear wings	2	wing bead fitted to TR5's and TR250 was originally painted body colour
	750187	£11.00	WING BEADING, lower rear wing, LH	1	
57	750188	£11.00	WING BEADING, lower rear wing, RH	1	
58	553926	£0.50	LOCATING TAB	52	

Boot Catch And Spare Wheel Fittings

59	611135	£3.90	CATCH PLATE, boot latch	1	
60	PMZ308	£0.30	SCREW, securing catch plate	2	
61	WL700101	£0.25	WASHER, locking	2	
62	PWZ203	£0.19	WASHER, plain	2	
63	650019	£12.60	WING NUT, securing spare wheel	1	
64	650016	£8.20	DISC, securing spare wheel	1	
65	650017	£4.00	HOOK, spare wheel clamp	1	

66	611760	£18.00	STRAP, for tool roll	1	
67	611763	£3.10	PLATE, for tool roll strap	1	
68	PT504	£0.60	SCREW	2	
69	650017	£4.00	HOOK BOLT, spare wheel	1	
70	GHF201	£0.17	NUT, plain, top of hook bolt	1	
71	611875	£3.30	PLATE, reinforcing, spare wheel pan	1	
72	601994	£1.57	PAD, rubber/canvas, thin	3	
73	GHF301	£0.24	WASHER, plain	1	
74	GHF222	£0.55	NUT, nyloc, bottom of hook bolt	1	

Rear Bumper And Fittings

75	902685	£636.50	REAR BUMPER BAR	1	
76	705905	£67.00	OVERRIDE, LH, with lamp holes	1	
	619124	NCA	OVERRIDE, LH, without lamp holes	1	German market only
77	705906	£67.00	OVERRIDE, RH, with lamp holes	1	
	619125	NCA	OVERRIDE, RH, without lamp holes	1	German market only
78	552218	£0.47	PACKING, override	4	pre-cut
	37H9871M	£1.57	PACKING, override	a/r	per metre
79	902685FK	£39.16	REAR BUMPER FITTING KIT	1	
80	554700K	£1.70	BOLT, chrome	2	
81	GHF202	£0.22	NUT, plain	2	
82	GHF333	£0.30	WASHER, locking	2	
83	WP9	£1.20	WASHER, plain	2	
84	607085	£2.20	PACKING, bracket spacer	2	
85	BH606141	£0.83	BOLT	2	
86	GHF333	£0.30	WASHER, locking	2	
87	WP9	£1.20	WASHER, plain	2	
88	607085	£2.20	PACKING, bracket spacer	2	
89	SH605051	£1.00	BOLT	2	
90	GHF332	£0.40	WASHER, locking	2	
91	GHF301	£0.24	WASHER, plain	2	
92	SH606061	£0.77	SCREW	2	
93	WP9	£1.20	WASHER, plain	2	
94	GHF333	£0.30	WASHER, locking	2	
95	GHF202	£0.22	NUT	2	
96	BH606101	£0.98	SCREW	2	
97	GHF333	£0.30	WASHER, locking	2	
98	WP9	£1.20	WASHER, plain	2	
99	BH606261	£1.48	BOLT	2	
100	WP9	£1.20	WASHER, plain	4	
101	GHF333	£0.30	WASHER, locking	2	
102	GHF202	£0.22	NUT, plain	2	
103	SH606051	£0.92	SCREW, outrigger to chassis	4	
104	GHF333	£0.30	WASHER, locking	4	
105	WM59	£0.40	WASHER, plain	4	
106	BH606181	£0.40	BOLT, bumper to outrigger	2	
107	GHF333	£0.30	WASHER, locking	2	
108	GHF302	£1.00	WASHER, plain	2	
109	612875SS	£5.00	SPACER	2	
	612875SS	£5.00	SPACER, stainless steel	2	alternative
110	GHF302	£1.00	WASHER, plain	2	
111	FS2756	£1.43	RETAINING NUT	2	
112	616120	NCA	BRACKET, override support, LH	1	
	616121	NCA	BRACKET, override support, RH	1	
113	616109	£39.40	BRACKET, outer	2	
114	708171	£36.10	BRACKET, inner	2	
	708103	£20.70	OUTRIGGER, rear bumper support, LH	1	
115	708104	£20.70	OUTRIGGER, rear bumper support, RH	1	

Matching Lock Set

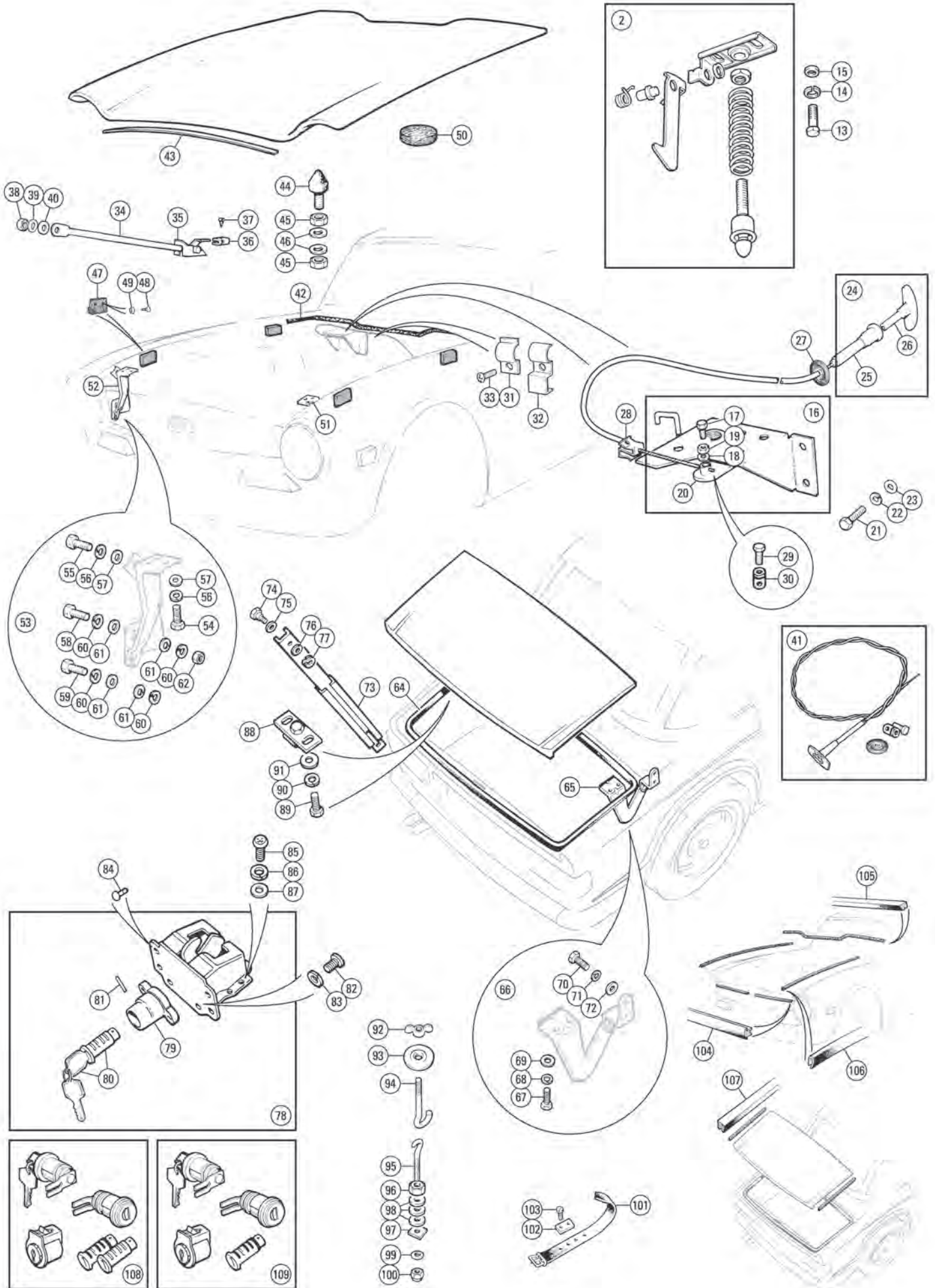
116	GAC6400X	£158.16	MATCHING LOCK SET, includes (Ignition tumbler, cubby box lock, door lock set & locking boot handle with matched pair of 'FS' keys).	1	
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Miscellaneous Accessories

117	ASM4	£250.70	BOOT RACK, 'Amco' style, stainless steel	1	
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Note: See the Accessories section for a full range of boot racks.

118	GAC6002X	£9.30	MUD FLAP SET	1	'TR Laurel Wreath' logo
119	MRD1034SA	£13.90	'GB' CHROME LETTER SET	1	self adhesive



Bonnet & Boot Lid Fittings TR6

Bonnet And Safety Catch

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	908406	£780.00	BONNET	1	
2	619580	£18.00	SAFETY CATCH ASSEMBLY	1	
13	SH604051	£0.30	SCREW, fastener to bonnet	2	
14	GHF331	£0.38	WASHER, locking	2	
15	WP127	£0.52	WASHER, plain	2	

Catch Plate, Cable And Prop Rod

16	710592	£23.60	CATCH PLATE ASSEMBLY	1	
17	53K126	£0.60	SCREW, cable clamping	1	
18	PWZ203	£0.19	WASHER, plain	1	
19	HN2005	£0.16	NUT	1	
20	611626	NCA	LEVER, catch assembly	1	
21	HU706P	£1.06	SCREW, catch plate	4	
22	GHF331	£0.38	WASHER, locking	4	
23	GHF300	£0.22	WASHER, plain	4	

Bonnet cables fitted to TR6 cars have no reason to break if they are regularly inspected and lubricated. If the cable does break some serious 'fiddling' will need to be done to release the mechanism. Be aware that bending up the corner of the bonnet and trying to pull the catch with a bent wire coat hanger is not only expensive on bonnets but likely to cause an electrical fire if the battery terminals get shorted out. If in doubt about the quality or operation of your bonnet release cable get it fixed, or rig up a piece of string to use in an emergency.

24	RTC2647	£22.20	CABLE ASSEMBLY, bonnet release	1	
25	603469	£8.40	CABLE, outer bonnet release	1	
26	603468	£10.60	CABLE, inner bonnet release	1	
27	061917	£0.80	GROMMET, release cable	1	
28	611768	£1.48	CLIP, bonnet release cable	1	
29	612219	NCA	TRUNNION, inner cable end	1	
30	53K1016	£0.64	SCREW, cable clamping in trunnion	1	
31	059380	£2.50	CLIP, bonnet release cable	2	LHD
32	149766	£2.05	CLIP, bonnet release cable	2	RHD
33	AB606031	£0.36	SCREW, clip to bulkhead	2	
34	750231	£18.50	ROD, stay, bonnet prop	1	
35	750229	£18.00	BRACKET, bonnet stay rod	1	welded to RH wheel arch
36	601663	£1.60	BUFFER, rubber, stay rod anti-rattle	1	
37	AD604043	£0.24	SCREW, buffer to bracket	1	
38	GHF221	£0.41	NUT, nyloc, stay rod to bonnet	1	
39	550026	NCA	WASHER, waved	1	
40	WM57	£0.24	WASHER, plain	1	

Emergency Bonnet Opening Kit

Save your bonnet, temper and time when your bonnet release cable breaks with our convenient and easy to install backup cable kit. Includes cable, cable stop, grommet and instructions.

41	MM807-088	£14.50	EMERGENCY BONNET CABLE KIT	1	
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Sealing Rubbers, Buffers And Hinges

42	610675	£9.30	SEAL, bonnet, rear	1	
43	627075	£7.50	SEAL, bonnet, front	1	
	627075M	NCA	SEAL, bonnet, front	a/r	per metre
44	612962	£3.80	PIN, bonnet locating	2	
45	NT605041	£0.30	NUT, jam	4	
46	WP139	£0.66	WASHER, plain	4	
47	626152	£0.70	BUFFER, rubber, bonnet side	4	
	626152SP	£3.80	BUFFER, polyurethane, bonnet side	4	alternative
	626152SPK	£14.40	BUFFER SET, polyurethane, bonnet side	1	
48	AD606053	£0.66	SCREW, self tapping	8	
49	CD24152	£0.53	WASHER, cup	8	
50	617034	NCA	PAD, packing (Between bonnet and thermostat housing).	1	
51	714832	£48.00	HINGE ASSEMBLY, bonnet LH	1	
52	714833	£44.10	HINGE ASSEMBLY, bonnet RH	1	

It is critical that the correct length screws are used to attach the hinges to the bonnet. If screws that are too long are used they will contact the underside of the bonnet's outer skin and cause a 'pimple' to appear on the top surface. If in doubt about whether the screws will foul the bonnet skin, thread them in by finger first, before attempting to install the panel.

53	714832FK	£11.60	FITTING KIT, bonnet hinge	1	for 2 hinges
54	HPZ508	£1.20	SCREW, hinge to bonnet	6	7/8" long
55	SH605041	£0.43	SCREW, hinge side stay to bonnet	2	1/2" long
56	GHF332	£0.40	WASHER, locking	8	
57	GHF301	£0.24	WASHER, plain	8	
58	SH605121	£1.40	SCREW, hinge to inner front wing	2	1 1/2" long
59	GHF103	£0.60	SCREW, hinge to inner front wing	2	1" long
60	GHF332	£0.40	WASHER, locking	4	
61	WM58	£0.30	WASHER, plain	4	
62	GHF201	£0.17	NUT, front wing stay to hinge screw	2	

Boot Lid, Seal And Hinges

64	716630	£17.70	SEAL, boot lid	1	
	715408	£34.30	HINGE ASSEMBLY, boot lid LH	1	
65	715409	£34.30	HINGE ASSEMBLY, boot lid RH	1	
66	715408FK	£11.60	FITTING KIT, boot hinge	1	for 2 hinges
67	HPZ508	£1.20	SCREW, hinge to boot lid	6	
68	GHF332	£0.40	WASHER, locking	6	
69	GHF301	£0.24	WASHER, plain	6	
70	SH605071	£0.64	SCREW, hinge to body	4	
71	GHF332	£0.40	WASHER, locking	4	
72	WM58	£0.30	WASHER, plain	4	

Boot Stay, Lock And Striker

73	612473	£24.00	STAY, boot lid, sliding unit	1	
74	22B525	£3.90	BOLT, stay to lid & body	2	
75	WM93	£1.31	WASHER, plain	2	
76	WM57	£0.24	WASHER, plain, stay positioning	2	
77	AJD7731	£0.77	WASHER, 'thackery', double coil spring	2	
78	813948	£84.80	LOCK ASSEMBLY, boot lid	1	with two keys
79	518115	NCA	PUSH BUTTON ASSEMBLY	1	
80	518102	NCA	LOCKING DEVICE, with two keys	1	
81	518101	NCA	PIN, locking device retaining	1	
82	518104	£0.22	SCREW, push button to mounting plate	2	
83	WL700061	£0.30	WASHER, locking	2	
84	518242	NCA	RIVET, mounting plate to latch	2	
85	SE910201	£0.66	SCREW, lock assembly to rear valance	4	
86	WL700101	£0.25	WASHER, locking	4	
87	500223	£0.24	WASHER, plain	4	
88	623270	£4.75	LOCK STRIKER ASSEMBLY	1	
89	510503	NCA	SCREW, lock striker to boot lid	2	
90	WL700101	£0.25	WASHER, locking	2	
91	500223	£0.24	WASHER, plain	2	

Spare Wheel Mounting And Tool Stowage Strap

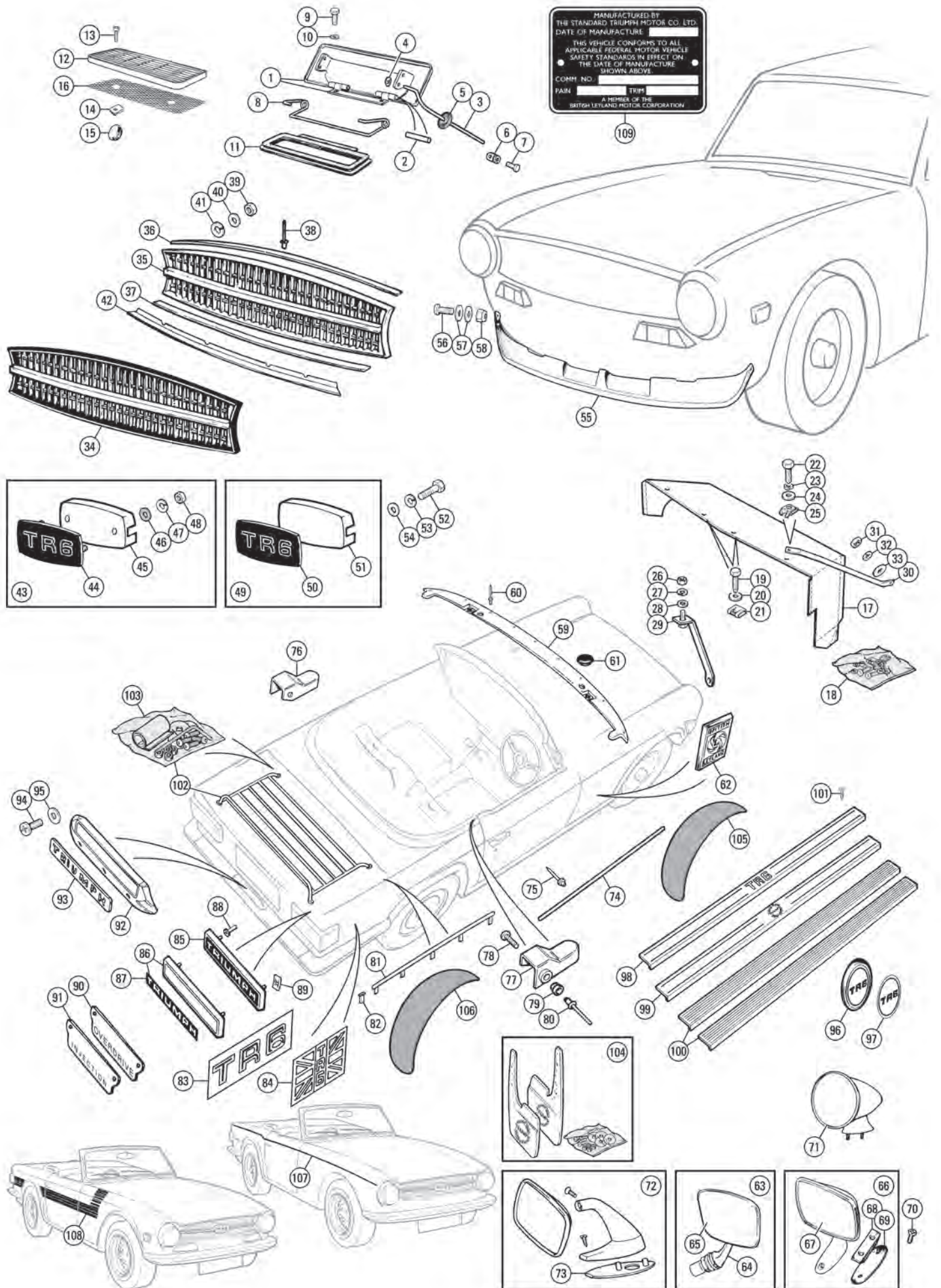
92	650019	£12.60	WING NUT, spare wheel securing	1	
93	650016	£8.20	DISC, securing spare wheel	1	
94	650017	£4.00	HOOK, spare wheel clamp	1	
95	650017	£4.00	HOOK BOLT, spare wheel	1	
96	GHF201	£0.17	NUT, plain, top of hook bolt	1	
97	611875	£3.30	PLATE, reinforcing, spare wheel pan	1	
98	601994	£1.57	PAD, rubber/canvas, thin	3	
99	GHF301	£0.24	WASHER, plain	1	
100	GHF222	£0.55	NUT, nyloc, (bottom of hook bolt)	1	
101	611760	£18.00	STRAP, for tool roll	1	
102	611763	£3.10	PLATE, for tool roll strap	1	
103	PT504	£0.60	SCREW	2	

Protection Mouldings

German Market				
104	ZKC1282	NCA	MOULDING, grille centre bar	1
105	632991	NCA	MOULDING, rear, bonnet edge	1
106	624244	NCA	MOULDING, side, bonnet edge	2
107	632995	NCA	MOULDING, rear, boot lid edge	2

Matching Lock Sets

108	GAC6401X	£105.00	MATCHING LOCK SET (Ignition tumbler, cubby box lock, door lock set and boot lock barrel with matched pair of 'FS' keys).	1	TR6 To (c) CP/CC50000, (1969)
109	GAC6402X	£120.00	MATCHING LOCK SET (Chrome cubby box lock, door lock set & boot lock barrel with matched pair of 'FS' keys).	1	
	GAC6403X	£108.00	MATCHING LOCK SET (Black cubby box lock, door lock set and boot lock barrel with matched pair of 'FS' keys).	1	TR6 From (c) CP/CC75001, (1972-76)



Grille, Badges & Body Fittings TR6

Scuttle Vent Lid

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	705242	£19.80	VENT LID & HINGE ASSEMBLY	1	all (c) CP/CC models, (1969-72)
2	563040	NCA	PIN, hinge	2	
3	611117	£7.00	ROD, operating vent lid	1	
4	FR1202	NCA	FIXING, rod to vent lid	1	
5	061917	£0.80	GROMMET, rod through plenum	1	
6	612219	NCA	TRUNNION, rod to dash lever mechanism	1	
7	53K1016	£0.64	SCREW, clamping trunnion to rod	1	
8	611145	£8.70	SPRING	1	
9	HU503	£0.83	SCREW, vent lid to scuttle	3	
10	WL700101	£0.25	WASHER, locking	3	
11	611118	£12.10	SEAL, vent lid to scuttle top panel	1	

Scuttle Vent Grille

12	722849	£27.00	VENT GRILLE, plastic	1	all (c) CR/CF models, (1972-76)
13	511696	£0.30	SCREW, vent grille to scuttle top aperture	2	
14	GHF711	£0.28	SPIRE NUT	2	
15	CD27769	£1.60	PLUG, blanking (Rod hole in plenum when rod is not fitted).	a/r	
16	722849X	£8.60	GAUZE (Prevents debris from entering heater).	1	

Closing the vent lid (on cars so fitted) when the car is not in use will stop a lot of both water and debris from getting into the plenum. This is obviously not an option on cars with the plastic vent grille, but to assist in preventing debris from entering the plenum area on these cars, an accessory fine metal gauze (part number 722849X) may be fitted in the scuttle aperture under the vent grille. There is another advantage to be gained from keeping the plenum area of the bulkhead clear. First time out in hot weather, you turn on the heater fan to cool the car interior. Don't you just hate the tinkling of the fan, closely followed by the fascia air vents spitting forth at face level a potpourri of chopped leaves and insect bodies!

Radiator Air Duct And Valance Stay Rods

17	910442	£31.70	AIR DUCT, radiator	1	European models
	910441	£31.70	AIR DUCT, radiator	1	North American models
18	910442FK	£4.50	FITTING KIT, air duct	1	European models
	910441FK	£5.40	FITTING KIT, air duct	1	North American models
19	AB610051	£0.30	SCREW, air duct to front valance	2	
20	WM57	£0.24	WASHER, plain	2	
21	FU2585	£0.47	SPIRE NUT, top flange of valance	2	
22	UL2705	£0.60	SCREW, stay rod and duct to valance	1/2	
23	GHF331	£0.38	WASHER, locking	1/2	quantity increases for
24	WM57	£0.24	WASHER, plain	1/2	North American models
25	518454X	£1.80	SPIRE NUT	1/2	
26	GHF200	£0.22	NUT	1	
27	GHF331	£0.38	WASHER, locking	1	European models
28	WM57	£0.24	WASHER, plain	1	
29	153282	£12.10	STRAP ASSEMBLY, air cleaner support	1	European models
30	714768	£10.30	STAY ROD, valance to wheel arch, LH	1	
	714769	£10.30	STAY ROD, valance to wheel arch, RH	1	
31	GHF200	£0.22	NUT, stay rod to wheel arch	2	
32	GHF331	£0.38	WASHER, locking	2	
33	WM57	£0.24	WASHER, plain	2	

Radiator Grille & Badge

34	816074	NCA	GRILLE ASSEMBLY, black surround	1	all (c) CP/CC models, (1969-72)
35	821295	£180.00	GRILLE ASSEMBLY, bright surround	1	all (c) CR/CF models, (1972-76)
36	722933	£12.90	GRILLE SURROUND, bright, upper	1	
37	722934	£12.90	GRILLE SURROUND, bright, lower	1	

The only differences between the early and late radiator grilles are the stainless steel surrounds on the top and bottom edges of the later grille. The addition (or removal) of these surrounds will convert one grille assembly to the other. Customers with early cars should buy 821295 and remove finishers as required

38	RU608123	£0.47	RIVET, surround to grille	10	
39	HN2005	£0.16	NUT, plain, grille to front valance	8	
40	WL700101	£0.25	WASHER, locking	8	
41	PWZ203	£0.19	WASHER, plain	8	
42	714831	£24.20	FINISHER, lower, grille to front valance	1	
43	717060	£199.50	BADGE & PLINTH ASSEMBLY, grille, 'TR6'	1	To (c) CR2911 and aftermarket
44	625662Z	£73.50	BADGE, 'TR6', enamelled	1	
	625662Z	£73.50	BADGE, 'TR6', enamelled	1	
45	716930	NCA	PLINTH, badge	1	CF12500, (1969-73)
46	AEK113	£0.41	WASHER, rubber	2	
47	WL700081	£1.30	WASHER, locking	2	
48	UCN116L	£0.84	NUT	2	
49	ZKC1224	£72.10	BADGE & PLINTH ASSEMBLY, grille, 'TR6'	1	From (c) CR5001 and

50	ZKC1223	£22.10	BADGE, 'TR6' printed foil	1	CF12501, (1973-76)
51	YKC1319	NCA	PLINTH, badge	1	
52	575935	NCA	SCREW, badge plinth to grille	1	
	HU460	£2.80	SCREW, badge plinth to grille	1	alternative
53	WL700081	£1.30	WASHER, locking	1	
54	WP4	£0.30	WASHER, plain	1	

Spoiler

55	GLZ606	£107.50	SPOILER, aerodynamic	1	all (c) CR/CF models, (1972-76)
56	PMZ312	£0.76	SCREW, spoiler	5	
	PMZ312SS	£1.26	SCREW, spoiler, stainless	5	
57	WP124	NCA	WASHER, plain	10	
58	GHF220	£0.22	NUT, nyloc	5	

The front spoiler can also be fitted to earlier TR6 models. It is attached by means of five no.10 UNF screws and nuts: three holding it to the valance and one to the lower edge of each front wing. Later valances are pierced for the screws, early valances will need drilling as well as the front wings. Original spoilers have holes on the lower edge to let water drain out.

Windscreen Capping

59	714429	£67.20	CAPPING, polished aluminium (Top of windscreen frame).	1	
60	552522	£0.64	RIVET, 'Pop' type	9	To (c) CR2911 and
61	GHF822	£0.47	PLUG, blanking hard top bolt holes	2	CF12500, (1969-73)
	612976	£1.50	PLUG, blanking hard top bolt holes	2	From (c) CR5001 and CF12501, (1973-76)

For advice on fitting & sealing the windscreen capping, please refer to Body Panels & Fittings.

Front Wing House Badge

62	725525	£10.90	HOUSE BADGE, 'British Leyland' (Silver on blue).	2	From (c) CP75001 and CC75001, (1972-76)
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Door Mirrors

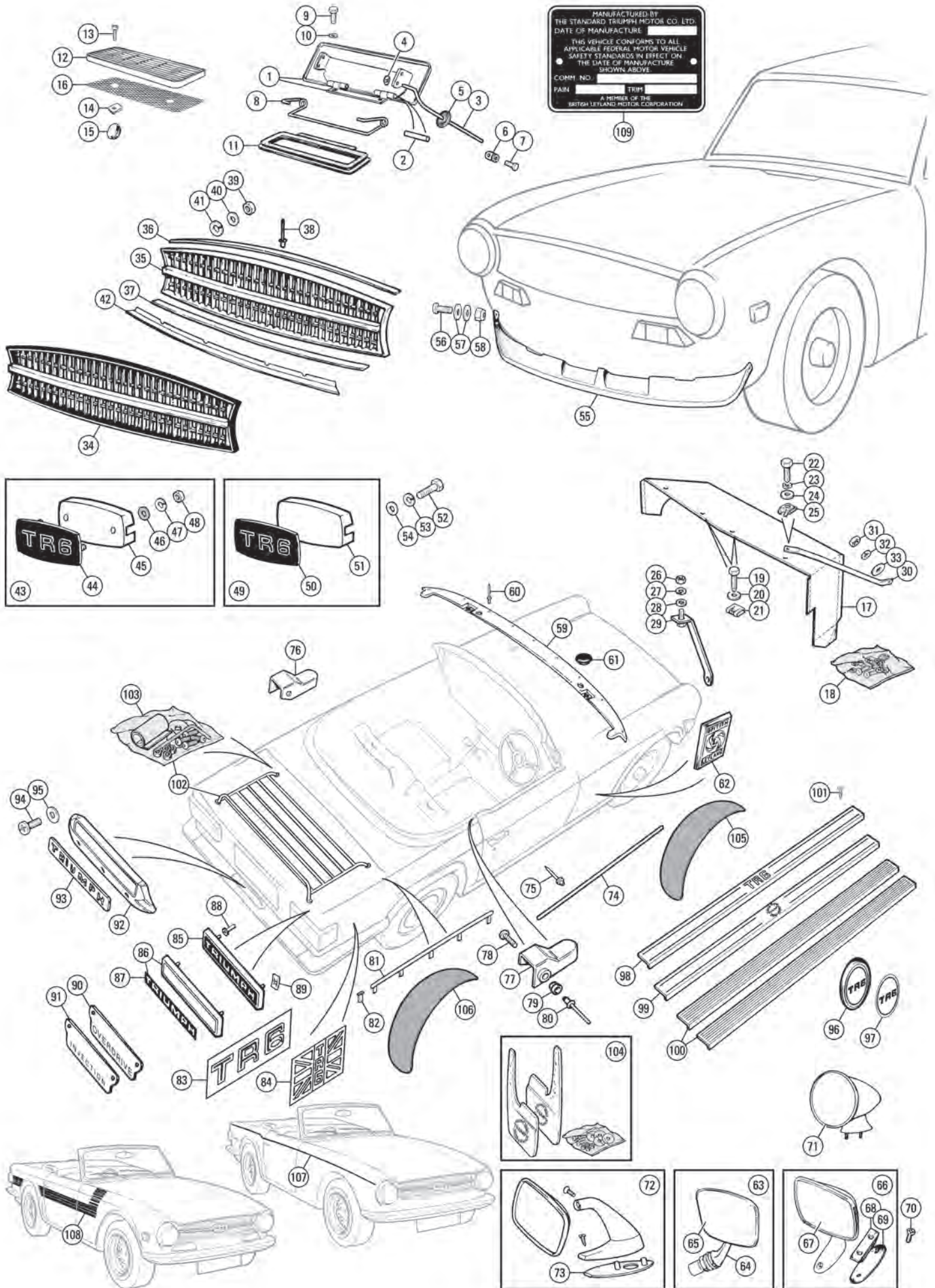
63	622352	£53.90	DOOR MIRROR ASSEMBLY	2	optional fitment
64	622350	£21.46	STEM	2	
65	622351	£42.30	MIRROR HEAD	2	
66	GAM259X	£32.00	DOOR MIRROR, (flat), LH	1	stainless
	GAM258X	£32.00	DOOR MIRROR, (flat), RH	1	
	GAM259Z	£19.90	DOOR MIRROR, (flat), LH, aftermarket	1	black
	GAM258Z	£19.90	DOOR MIRROR, (flat), RH, aftermarket	1	
	GAM262X	£28.80	DOOR MIRROR, (flat), LH	1	
	GAM261X	£28.80	DOOR MIRROR, (flat), RH	1	
67	GAM238	NCA	MIRROR GLASS, replacement	a/r	
68	DZB5208A	NCA	WEDGE PLATE	a/r	
69	CZA7164K	£3.00	MOUNTING KIT, mirror	a/r	inc pad, wedge & screws
70	AC610081	£0.43	SCREW, wedge plate to plinth	a/r	
71	GAM105	£16.40	MIRROR, racing style, flat	a/r	U.S. dealer option
	222-372	£42.10	MIRROR, racing style, flat, long base	a/r	
	GAM105C	NCA	MIRROR, racing style, convex	a/r	
	GAM105	£16.40	MIRROR, racing style, flat	a/r	
72	YKC2959	£48.00	DOOR MIRROR, LH	1	
	YKC2960	£48.00	DOOR MIRROR, RH	1	
73	BHA4679	£2.40	GASKET, plinth	2	

Sill Mouldings

The TR6 is embellished with stainless steel sill mouldings as original. These started life as narrow (about 7/16" wide) and changed to the wider (about 5/8" wide) with the introduction of the 1973 model year CR series car. A regular problem encountered by owners is the insertion of the attachment rivets on a common line when new sills or wings have been fitted. Before starting either check the moulding position on other similar cars or on the opposite side of your car if only one side is to be done.

To establish a common centre line for the rivet holes is not as difficult as would immediately be apparent. Firstly establish what width the proposed sill finisher is and halve it, this measurement is the distance the finisher centre should be from where you propose to position the finisher in relation to the sill/wing swage line. This position is determined for you if the sill only has been replaced, leaving the wings with the rivet holes already drilled. A length of fine strong string should be stretched and held taut from the centre of the hole at one extremity, to the one at the other. This will place the string in a direct line over the sill. Behind the string is the centre of the rivet holes to be drilled. This should of course be checked before any drilling is done. To transfer this line onto the sill, the string should be removed from its position, rubbed with chalk, carefully repositioned and tensioned. When you are happy with its positioning and tension 'ping' it against the sill to leave a chalk trace mark. Along this trace mark, which should be straight and true, lies the centre line for the moulding attachment rivets. Check the dimension from the chalk trace line to the swage line to be sure the moulding will end up in the right place. The holes for the rivets can be drilled equidistant to each other along the line. There are 6 rivets per side of the car.

74	623421	£31.40	MOULDING, sill finisher	2	all (c) CP/CC models, (1969-72)
75	GHF1461	£1.30	RIVET, moulding to sill, 5/16" x 1/8"	14	
	625212	£36.40	MOULDING, sill finisher	2	all (c) CR/CF models, (1972-76)
	GHF1437	£1.50	RIVET, moulding to sill, 19/32" x 1/8"	14	



Grille, Badges & Body Fittings TR6 (Continued)

'B' Post Finishers

Ill.	Part Number	Price £ea.	Description	Req.	Details
76	622747	£7.80	FINISHER, 'B' post, LH	1	
77	622748	£7.40	FINISHER, 'B' post, RH	1	
78	AT606042	£0.66	SCREW, finisher securing	2	
79	713511	£0.41	STUD, black	2	
80	552522	£0.64	RIVET, 'Imex'	2	

Rear Wing Beading

81	715230	£10.80	BEADING ASSEMBLY, wing to rear deck	2	To CP/CC50000,
82	553926	£0.50	TAG, beading attachment	12	(1969 models)

Wing beading was only fitted to the 1969 model year cars. Made from stainless steel, it was over-sprayed in body colour during production.

Rear Wing Decals

83	625666	£4.90	DECAL, rear wing, TR6, red	2	for white cars only
	625667	£4.90	DECAL, rear wing, TR6, white	2	for various cars
	625668	£4.90	DECAL, rear wing, TR6, black	2	for yellow cars only
84	726830	£6.00	DECAL, rear wing, RH, 'Union flag'	1	North American models:
	726831	£6.00	DECAL, rear wing, LH, 'Union flag'	1	From (c) CF1, (1972-76)

The 'Union flag' style rear wing decals were originally factory applied only to 1974 onwards North American TR6's, but can of course be fitted to any model if required!

Rear Valance Badges

85	625430	NCA	NAMEPLATE, 'Triumph', Cloisonné	1	To (c) CP/CC51615, (1969-70)
86	627563	£26.50	NAMEPLATE, 'Triumph' (With self-adhesive label).	1	European models, From (c) CP51616, (1970-75)
87	627564	£5.40	PRINTED FOIL, 'Triumph'	1	North American models, From (c) CC51616 To CF27000, (1970-74)
88	GHF1532	£0.26	BLIND FIX	2	
89	PFS104	£0.23	SPIRE FIX	2	alternative
90	622152	£19.60	BADGE, 'Overdrive', black	1	
91	626717	£10.70	BADGE, 'Injection'	1	European models, all CP/CR models not fitted with overdrive
92	YKC1668	£110.20	PLINTH, rear number plate	1	North American models,
93	626861	NCA	NAMEPLATE, 'Triumph'	1	From (c) CF27001, (1974-76)
94	SE605081	£0.83	SCREW, plinth to bumper	3	
95	GHF332	£0.40	WASHER, locking	3	

Wheel Badge

96	627502	£22.80	BADGE ASSEMBLY, hub cap centre	4	TR6 From (c) CP50001
97	627502RP	£2.90	DECAL, 'TR6', self adhesive	4	

Threshold Plates

Mirror finished stainless steel or brushed aluminium door step threshold plates. Can be fitted using screws, rivets or doubled sided tape (not included).

98	TT7246	£25.00	THRESHOLD PLATE, (Stainless steel with 'TR6' logo).	2	sold each
99	TT7346	£25.00	THRESHOLD PLATE, (Stainless steel with 'TR Laurel Wreath' logo).	2	
100	GAC6066X	£40.70	THRESHOLD PLATE set, (Brushed aluminium, ribbed).	2	pair
101	575937	£0.96	SCREW, threshold plate to sill	a/r	

Boot Rack

102	AM5347SS	£306.40	BOOT RACK, 'Amco' style	1	stainless steel
103	AM5347SSFK	£16.00	FITTING KIT, boot rack	1	

(See the Accessories section for a full range of boot racks).

Mud Flap Set

104	GAC6002X	£9.30	MUD FLAP SET	1	'TR Laurel Wreath' logo
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Wheel Arch Protectors

Protects your TR6 from the elements with these moulded glass fibre, wheel arch protectors. Designed to fit inside your front and rear wheel arches, they reduce the roadspray and build up of mud in the corners of the arches and inner wings to reduce the chance of rust developing. Hardware and instructions included.

105	GTK160	£176.00	PROTECTOR SET, wheel arch, front	1	
106	GTK161	£176.00	PROTECTOR SET, wheel arch, rear	1	

Body Stripe Kits (European Models)

A 3mm pin stripe runs the length of the vehicle along the body line. The stripe kit includes sufficient material for a complete car.

107	GTK170	£23.00	STRIPE KIT, black	1	
	GTK171	£23.00	STRIPE KIT, gold	1	
	GTK172	£23.00	STRIPE KIT, silver	1	
	GTK173	£23.00	STRIPE KIT, red	1	
	GTK174	£23.00	STRIPE KIT, white	1	

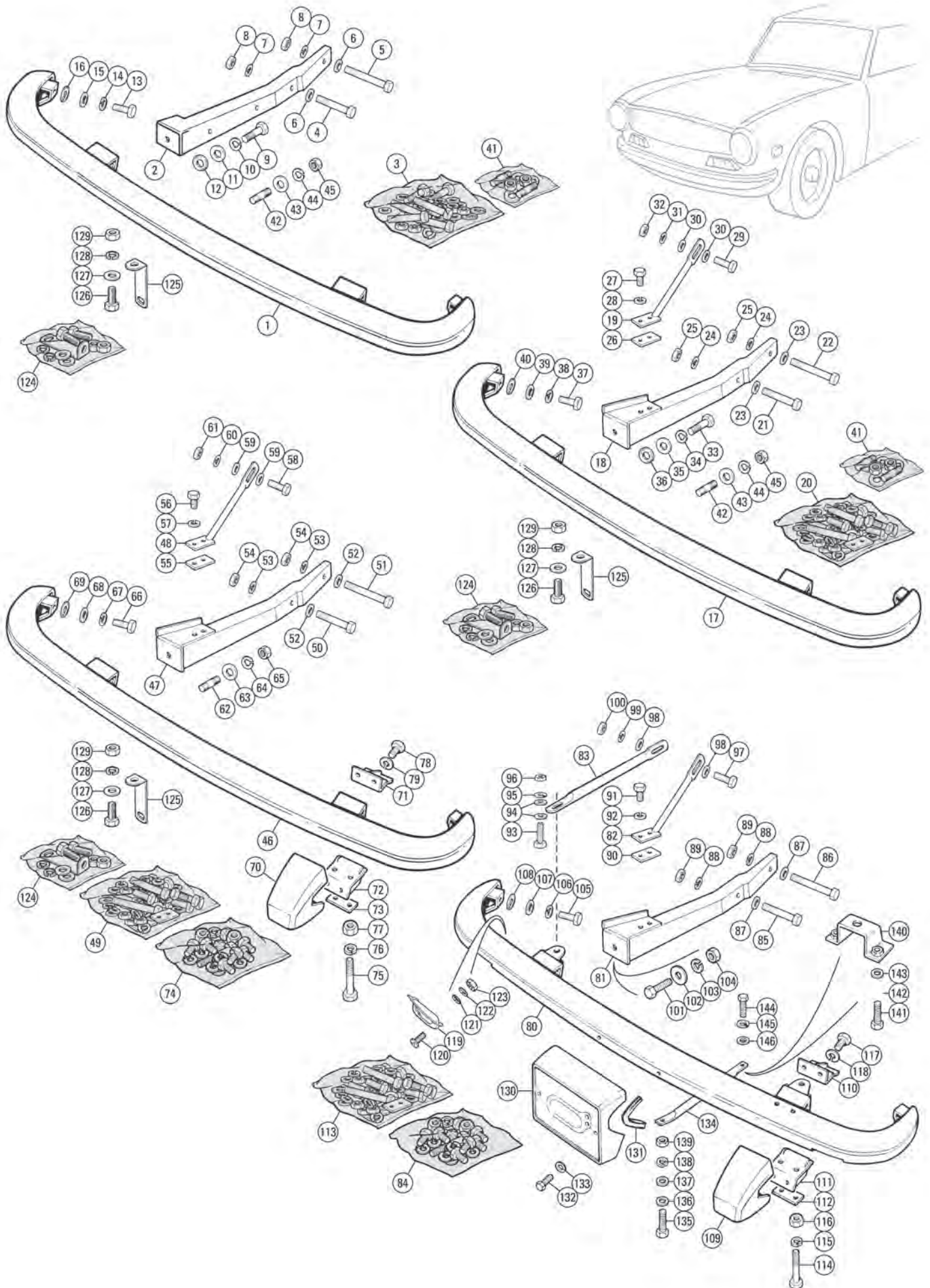
Body Stripe Kits (North American Models)

Two broad stripes run the length of the vehicle and over the rear of the front wing to bonnet. The stripe kit includes sufficient material for a complete car.

108	GTK175	NCA	STRIPE KIT, black	1	
	GTK176	NCA	STRIPE KIT, gold	1	
	GTK177	NCA	STRIPE KIT, silver	1	
	GTK178	NCA	STRIPE KIT, red	1	

Commission Number Plate

109	NCA	COMMISSION NUMBER PLATE	1	see commission plates & decals. Pages 256-257
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Front Bumper & Fittings TR6

TR6 Front Bumpers

The front bumpers mentioned here for European models are completely interchangeable, the difference being their fitted distance from the front valance. The design was modified to give a greater distance between the bumper and the front valance; this was to improve styling and integration with the newly fitted front aerodynamic spoiler, and also to increase bumper to body clearance in the event of accident impact.

CP & CC Models 1969-72

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	822530Z	£304.20	FRONT BUMPER	1	
2	814459	NCA	BRACKET, bumper mounting, LH	1	
	814460	NCA	BRACKET, bumper mounting, RH	1	

The later specification bumper mounting brackets can be used to service early models, the difference being that the later items are of a sturdier construction and include tapped holes for reinforcing support tubes that attach to the chassis tubular crossmember. This modification was to provide the required strength in the '5 M.P.H.' impact test for the North American markets.

3	822530FK	£18.50	FITTING KIT, front bumper	1	
4	BH606221	£1.57	BOLT, bracket to chassis, short	2	2 3/4" long
5	GHF126	£1.44	BOLT, bracket to chassis, long	2	3" long
6	WM59	£0.40	WASHER, plain	4	
7	GHF333	£0.30	WASHER, locking	4	
8	GHF202	£0.22	NUT, plain	4	
9	GHF105	£0.41	BOLT, bumper to bracket	2	
10	GHF333	£0.30	WASHER, locking	2	
11	WM59	£0.40	WASHER, plain	2	
12	2K9679	£1.15	WASHER, rubber	2	
13	GHF103	£0.60	BOLT, bumper to front wing	2	
14	GHF332	£0.40	WASHER, locking	2	
15	GHF301	£0.24	WASHER, plain	2	
16	2K9679	£1.15	WASHER, rubber	2	

European Models From (c) CR1 1972-75

North American Models From (c) CF1 To CF12500 1972-73

17	822530Z	£304.20	FRONT BUMPER	1	
	821408	NCA	BRACKET, bumper mounting, LH	1	
18	821409	NCA	BRACKET, bumper mounting, RH	1	
19	821467	NCA	TUBE, bumper support	2	
20	822530FK	£18.50	FITTING KIT, front bumper	1	
21	BH606221	£1.57	BOLT, bracket to chassis, short	2	2 3/4" long
22	GHF126	£1.44	BOLT, bracket to chassis, long	2	3" long
23	WM59	£0.40	WASHER, plain	4	
24	GHF333	£0.30	WASHER, locking	4	
25	GHF202	£0.22	NUT, plain	4	
26	WP9	£1.20	PLATE, spacer, tube to bracket	2	
27	GHF101	£0.30	SCREW, tube to bumper bracket	2	
28	GHF331	£0.38	WASHER, locking	2	
29	SH60610	NCA	SCREW, tube to chassis	2	
30	WP9	£1.20	WASHER, plain	4	
31	GHF334	£0.73	WASHER, locking	2	
32	GHF202	£0.22	NUT, plain	2	
33	GHF105	£0.41	BOLT, bumper to bracket	2	
34	GHF333	£0.30	WASHER, locking	2	
35	WM59	£0.40	WASHER, plain	2	
36	2K9679	£1.15	WASHER, rubber	2	
37	GHF101	£0.30	SCREW, bumper to front wing	2	
38	GHF331	£0.38	WASHER, locking	2	
39	WM57	£0.24	WASHER, plain	2	
40	2K9679	£1.15	WASHER, rubber	2	

To physically ease the task of fitting the front bumper, studs and nuts can be substituted for the bolts that attach the bumper to the front valance. The use of studs was incorporated in the later North American specification cars to ease production assembly of the heavier bumper and overrider unit (it is a lot easier to fit nuts to the studs, having hung the bumper on the studs, than align a bolt in a thread while holding the bumper in position).

41	822530SK	£6.00	STUD KIT, bumper mounting	1	
42	FHS2614	£2.00	STUD, bumper to bracket	2	
43	WM59	£0.40	WASHER, plain	2	
44	GHF333	£0.30	WASHER, locking	2	
45	GHF202	£0.22	NUT, plain	2	

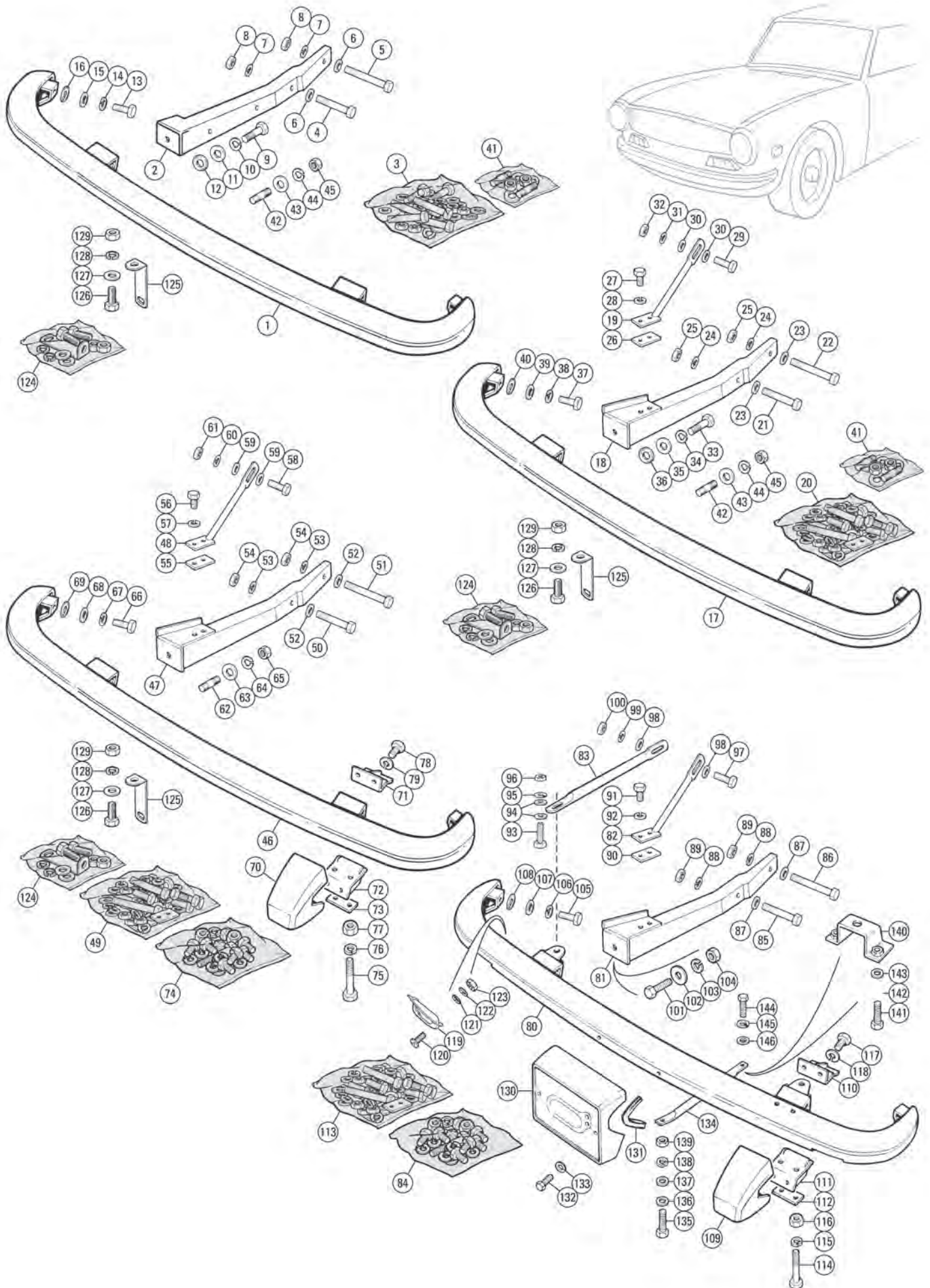
North American Models From (c) CF12501 To CF27000 1973-74

46	XKC760	NCA	FRONT BUMPER	1	
	821408	NCA	BRACKET, bumper mounting, LH	1	
47	821409	NCA	BRACKET, bumper mounting, RH	1	
48	821467	NCA	TUBE, bumper support	2	
49	XKC760FK	NCA	FITTING KIT, front bumper	1	

50	BH606221	£1.57	BOLT, bracket to chassis, short	2	2 3/4" long
51	GHF126	£1.44	BOLT, bracket to chassis, long	2	3" long
52	WM59	£0.40	WASHER, plain	4	
53	GHF333	£0.30	WASHER, locking	4	
54	GHF202	£0.22	NUT, plain	4	
55	WP9	£1.20	PLATE, spacer, tube to bracket	2	
56	SH604101	£0.70	SCREW, tube to bumper bracket	4	
57	GHF331	£0.38	WASHER, locking	4	
58	SH606101	£0.60	SCREW, tube to chassis	2	
59	WP9	£1.20	WASHER, plain	4	
60	GHF333	£0.30	WASHER, locking	2	
61	GHF202	£0.22	NUT, plain	2	
62	FHS2614	£2.00	STUD, bumper to bracket	2	
63	WM59	£0.40	WASHER, plain	2	
64	GHF333	£0.30	WASHER, locking	2	
65	GHF202	£0.22	NUT, plain	2	
66	GHF101	£0.30	BOLT, bumper to front wing	2	
67	GHF331	£0.38	WASHER, locking	2	
68	WM57	£0.24	WASHER, plain	2	
69	2K9679	£1.15	WASHER, rubber	2	
70	824892	NCA	OVERRIDER, LH	1	
	824893	NCA	OVERRIDER, RH	1	
71	ZKC1147	NCA	ANGLE BRACKET, upper, LH	1	
	ZKC1148	NCA	ANGLE BRACKET, upper, RH	1	
72	ZKC1155	NCA	ANGLE BRACKET, lower, LH	1	
	ZKC1156	NCA	ANGLE BRACKET, lower, RH	1	
73	ZKC1151	NCA	REINFORCEMENT PLATE	2	
74	824892FK	NCA	FITTING KIT, front overriders	1	
75	BH605401A	£2.86	BOLT, angle bracket to bumper	4	
76	GHF332	£0.40	WASHER, locking	4	
77	GHF201	£0.17	NUT, plain	4	
78	SH604051	£0.30	SCREW, overrider to angle bracket	8	
79	GHF331	£0.38	WASHER, locking	8	

North American Models From (c) CF27001, 1974-76

80	XKC1774	NCA	FRONT BUMPER	1	
	821408	NCA	BRACKET, bumper mounting, LH	1	
81	821409	NCA	BRACKET, bumper mounting, RH	1	
82	821467	NCA	TUBE, bumper support	2	From (c) CF27000 To CF35000
83	YKC1670	NCA	STRUT, reinforcement	2	
	YKC1743	NCA	TUBE, bumper support	2	From (c) CF35001
	YKC1749	NCA	STRUT, reinforcement	2	
84	XKC1774FK	£13.10	FITTING KIT, front bumper	1	
85	BH606221	£1.57	BOLT, bracket to chassis, short	2	2 3/4" long
86	GHF126	£1.44	BOLT, bracket to chassis, long	2	3" long
87	WM59	£0.40	WASHER, plain	4	
88	GHF333	£0.30	WASHER, locking	4	
89	GHF202	£0.22	NUT, plain	4	
90	WP9	£1.20	PLATE, spacer, tube to bracket	2	
91	SH604101	£0.70	SCREW, tube to bracket	4	
92	GHF331	£0.38	WASHER, locking	4	
93	SH606101	£0.60	SCREW, strut to bumper	2	
94	WP9	£1.20	WASHER, plain	4	
95	GHF333	£0.30	WASHER, locking	2	
96	GHF202	£0.22	NUT, plain	2	
97	SH606111	£0.77	SCREW, reinforcement/strut to chassis	2	
98	WP9	£1.20	WASHER, plain	4	
99	GHF333	£0.30	WASHER, locking	2	
100	GHF202	£0.22	NUT, plain	2	
101	GHF106	£0.53	BOLT, bumper to bracket	2	
102	WM59	£0.40	WASHER, plain	2	
103	GHF333	£0.30	WASHER, locking	2	
104	GHF202	£0.22	NUT, plain	2	
105	GHF101	£0.30	BOLT, bumper to front wing	2	
106	GHF331	£0.38	WASHER, locking	2	
107	WM57	£0.24	WASHER, plain	2	
108	2K9679	£1.15	WASHER, rubber	2	
109	824892	NCA	OVERRIDER, LH	1	
	824893	NCA	OVERRIDER, RH	1	
110	ZKC1147	NCA	ANGLE BRACKET, upper, LH	1	
	ZKC1148	NCA	ANGLE BRACKET, upper, RH	1	
111	ZKC1155	NCA	ANGLE BRACKET, lower, LH	1	
	ZKC1156	NCA	ANGLE BRACKET, lower, RH	1	
112	ZKC1151	NCA	REINFORCEMENT PLATE	2	
113	824892FK	NCA	FITTING KIT, front overriders	1	
114	BH605401A	£2.86	BOLT, angle bracket to bumper	4	
115	GHF332	£0.40	WASHER, locking	4	
116	GHF201	£0.17	NUT, plain	4	
117	SH604051	£0.30	SCREW, overrider to angle bracket	8	



Front Bumper & Fittings TR6 (Continued)**North American Models From (c) CF27001, 1974-76**

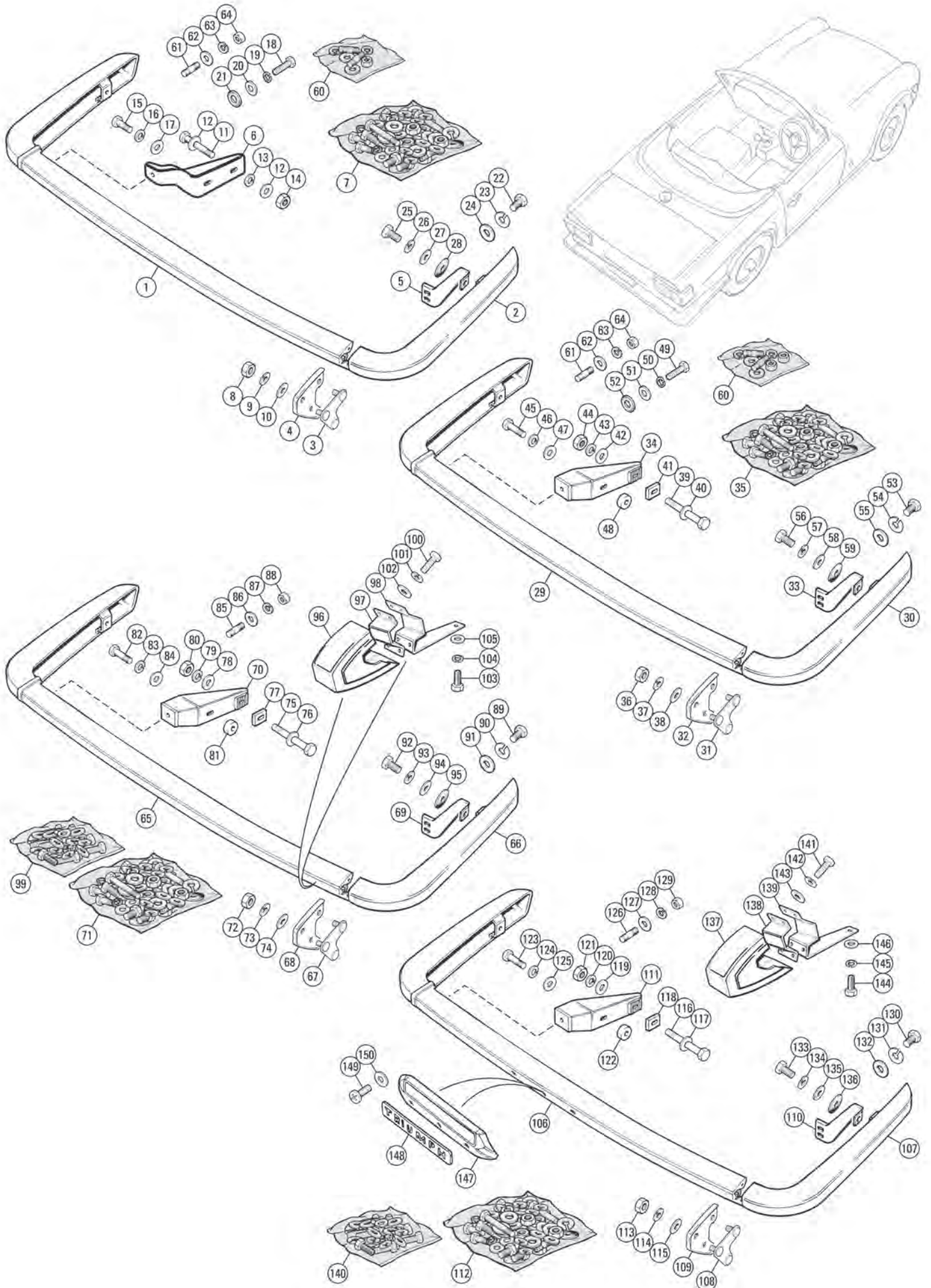
Ill.	Part Number	Price £ea.	Description	Req.	Details
118	GHF331	£0.38	WASHER, locking	8	
	XKC1807	NCA	BRACKET, front indicator lamp, LH	1	
119	XKC1808	NCA	BRACKET, front indicator lamp, RH	1	
120	PMZ308	£0.30	SCREW, bracket to bumper	4	
121	PWZ203	£0.19	WASHER, plain	4	
122	WL700101	£0.25	WASHER, locking	4	
123	HN2005	£0.16	NUT, plain	4	

Number Plate Mountings**European Models 1969-74, North American Models To (c) CF27000 1969-74**

124	625886FK	NCA	NUMBER PLATE MOUNTING KIT	1	
125	625886	£5.70	BRACKET, front no. plate to bumper	2	
126	HU706P	£1.06	SCREW, front no. plate bracket to bumper	2	
127	WM57	£0.24	WASHER, plain	2	
128	GHF331	£0.38	WASHER, locking	2	
129	GHF200	£0.22	NUT	2	

North American Models From (c) CF27001 1974-76

130	XKC1748	NCA	PLINTH, front number plate	1	
131	614042	NCA	MOULDING, plastic	2	
132	SH606051	£0.92	SCREW, plinth to bumper	2	
133	GHF333	£0.30	WASHER, locking	2	
134	ZKC1481	NCA	STRUT, supporting number plate plinth	2	
135	624818	£2.90	SCREW, plinth to strut	2	
136	WA108052	£1.10	WASHER, plain	2	
137	GHF301	£0.24	WASHER, plain	2	
138	GHF332	£0.40	WASHER, locking	2	
139	GHF201	£0.17	NUT, plain	2	
140	ZKC1473	NCA	BRACKET, mounting, strut	2	
141	SH605061	£0.22	SCREW, bracket to protection shield	4	
142	GHF332	£0.40	WASHER, locking	4	
143	GHF301	£0.24	WASHER, plain	4	
144	GHF103	£0.60	SCREW, bracket to protection shield	2	
145	GHF332	£0.40	WASHER, locking	2	
146	GHF301	£0.24	WASHER, plain	2	



Rear Bumper & Fittings TR6

European Models To (c) CR5000 1969-73,
North American Models To (c) CF12500 1969-73

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	910157	£225.00	REAR BUMPER CENTRE	1	with lamp holes
	910158	£96.00	REAR BUMPER CORNER, LH	1	
2	910159	£96.00	REAR BUMPER CORNER, RH	1	
3	575443	£5.30	JOINT PLATE, centre to corners	2	
4	623824	£4.10	JOINT WASHER, centre to corners	2	
	714714	£22.80	OUTRIGGER, bumper corner, LH	1	
5	714715	£22.80	OUTRIGGER, bumper corner, RH	1	
6	813715	NCA	BRACKET, bumper mounting, LH	1	
	813716	£21.90	BRACKET, bumper mounting, RH	1	
7	910157FK	£21.95	FITTING KIT, rear bumper	1	
8	GHF201	£0.17	NUT	6	
9	GHF332	£0.40	WASHER, locking	6	
10	WM58	£0.30	WASHER, plain	6	
11	BH606261	£1.48	BOLT, bracket to chassis, long	2	3 1/4" long
12	WP9	£1.20	WASHER, plain	4	
13	GHF333	£0.30	WASHER, locking	2	
14	GHF202	£0.22	NUT, plain	2	
15	BH606101	£0.98	BOLT, bracket to chassis, short	2	1 1/4" long
16	GHF333	£0.30	WASHER, locking	2	
17	WP9	£1.20	WASHER, plain	2	
18	GHF105	£0.41	BOLT, bumper to bracket	2	
19	GHF333	£0.30	WASHER, locking	2	
20	WP9	£1.20	WASHER, plain	2	
21	2K9679	£1.15	WASHER, rubber	2	
22	SH606051	£0.92	SCREW, outrigger to chassis frame	4	
23	GHF333	£0.30	WASHER, locking	4	
24	WM59	£0.40	WASHER, plain	4	
25	SH606061	£0.77	SCREW, bumper corner to rear wing	2	
26	GHF333	£0.30	WASHER, locking	2	
27	WP9	£1.20	WASHER, plain	2	
28	2K9679	£1.15	WASHER, rubber	2	

Early 1969, TR6's used bumper corners threaded for 5/16" UNF mounting hardware (the factory shows the chassis numbers CP26933/CC31776 as being the points when the more usual 3/8" UNF screws were incorporated). This would indicate that the earlier bumper corners were made to a different condition (and thus had different part numbers), but no change to the bumper corners themselves is apparent in any factory literature. However, if your car has smaller diameter fixings, the following four lines are the items to fix the bumper corners to the wings, replacing items 25-28.

25	SH605061	£0.22	SCREW, corner bar to rear wing	2	To (c) CP26933/ CC31777, (if fitted)
26	GHF332	£0.40	WASHER, locking	2	
27	GHF301	£0.24	WASHER, plain	2	
28	2K9679	£1.15	WASHER, rubber, bumper to wing side	2	

European Models From (c) CR5001 1973-75

29	920048	£225.00	REAR BUMPER CENTRE	1	no lamp holes
	910158	£96.00	REAR BUMPER CORNER, LH	1	
30	910159	£96.00	REAR BUMPER CORNER, RH	1	
31	575443	£5.30	JOINT PLATE, centre to corners	2	
32	623824	£4.10	JOINT WASHER, centre to corners	2	
	714714	£22.80	OUTRIGGER, bumper corner, LH	1	
33	714715	£22.80	OUTRIGGER, bumper corner, RH	1	
34	824596	NCA	BRACKET, bumper mounting, LH	1	
	824597	NCA	BRACKET, bumper mounting, RH	1	
35	920048FK	£21.95	FITTING KIT, rear bumper	1	
36	GHF201	£0.17	NUT	6	
37	GHF332	£0.40	WASHER, locking	6	
38	WM58	£0.30	WASHER, plain	6	
39	BH606321	£1.70	BOLT, bracket to chassis, long	2	4" long
40	WP9	£1.20	WASHER, plain	2	
41	634728	NCA	SPACER, serrated, bracket to chassis	2	
42	WP9	£1.20	WASHER, plain	2	
43	GHF333	£0.30	WASHER, locking	4	
44	GHF202	£0.22	NUT, plain	2	
45	GHF106	£0.53	BOLT, bracket to chassis, short	2	1 1/2" long
46	GHF333	£0.30	WASHER, locking	2	
47	WP9	£1.20	WASHER, plain	2	
48	634875	NCA	SPACER, round, bracket to chassis	2	
49	BH606101	£0.98	BOLT, bumper to bracket	2	
50	GHF333	£0.30	WASHER, locking	2	
51	WP9	£1.20	WASHER, plain	2	
52	2K9679	£1.15	WASHER, rubber	2	
53	SH606051	£0.92	SCREW, outrigger to chassis	4	
54	GHF333	£0.30	WASHER, locking	4	
55	WM59	£0.40	WASHER, plain	4	
56	SH606061	£0.77	SCREW, bumper corner to rear wing	2	
57	GHF333	£0.30	WASHER, locking	2	
58	WP9	£1.20	WASHER, plain	2	
59	2K9679	£1.15	WASHER, rubber	2	

Alternative Fixing System

Fitting the rear bumper may be simplified by the use of studs and nuts in place of the bolts that attach the bumper through the rear valance (for the same reasons outlined in the paragraph in Front Bumpers). The following components are applicable to both pre- and post CR5000 models; i.e. they will replace items 18-21 or 49-52.

60	920048SK	£5.40	STUD KIT, bumper mounting	1
61	FHS2614	£2.00	STUD, bumper to bracket	2
62	WM59	£0.40	WASHER, plain	2
63	GHF333	£0.30	WASHER, locking	2
64	GHF202	£0.22	NUT, plain	2

North American Models From (c) CF12501 To CF27000 1973-74

65	WKC2446	NCA	REAR BUMPER CENTRE	1	no lamp holes
	910158	£96.00	REAR BUMPER CORNER, LH	1	
66	910159	£96.00	REAR BUMPER CORNER, RH	1	
67	575443	£5.30	JOINT PLATE, centre to corners	2	
	634932	NCA	JOINT WASHER, centre to corner, LH	1	
68	634933	NCA	JOINT WASHER, centre to corner, RH	1	
	714714	£22.80	OUTRIGGER, bumper corner, LH	1	
69	714715	£22.80	OUTRIGGER, bumper corner, RH	1	
70	824596	NCA	BRACKET, bumper mounting, LH	1	
	824597	NCA	BRACKET, bumper mounting, RH	1	
71	WKC2446FK	NCA	FITTING KIT, rear bumper	1	
72	GHF201	£0.17	NUT	6	
73	GHF332	£0.40	WASHER, locking	6	
74	WM58	£0.30	WASHER, plain	6	
75	BH606321	£1.70	BOLT, bracket to chassis, long	2	
76	WP9	£1.20	WASHER, plain	2	
77	634728	NCA	SPACER, serrated, bracket to chassis	2	
78	WP9	£1.20	WASHER, plain	2	
79	GHF333	£0.30	WASHER, locking	2	
80	GHF202	£0.22	NUT, plain	2	
81	634875	NCA	SPACER, round	2	
82	GHF106	£0.53	BOLT, bumper to bracket	2	
83	GHF333	£0.30	WASHER, locking	2	
84	WP9	£1.20	WASHER, plain	2	
85	TE605141	£1.90	STUD, bumper to support brackets	2	
86	WP9	£1.20	WASHER, plain	2	
87	GHF333	£0.30	WASHER, locking	2	
88	GHF202	£0.22	NUT, plain	2	
89	SH606051	£0.92	SCREW, outrigger to chassis	4	
90	GHF333	£0.30	WASHER, locking	4	
91	WM59	£0.40	WASHER, plain	4	
92	SH606061	£0.77	SCREW, bumper corner to rear wing	2	
93	GHF333	£0.30	WASHER, locking	2	
94	WP9	£1.20	WASHER, plain	2	
95	2K9679	£1.15	WASHER, rubber	2	
	824896	NCA	OVERRIDE, LH	1	
96	824897	NCA	OVERRIDE, RH	1	
	730392	NCA	SUPPORT, override, LH	1	
97	730393	NCA	SUPPORT, override, RH	1	
	824890	NCA	STAY, override support, LH	1	
98	824891	NCA	STAY, override support, RH	1	
99	824896FK	NCA	FITTING KIT, rear override	1	
100	GHF101	£0.30	SCREW, support and stay to override	8	
101	GHF331	£0.38	WASHER, locking	8	
102	GHF300	£0.22	WASHER, plain	8	
103	SH605111	£1.75	SCREW, support stay to chassis	2	
104	GHF332	£0.40	WASHER, locking	2	
105	PWZ205	£0.30	WASHER, plain	2	

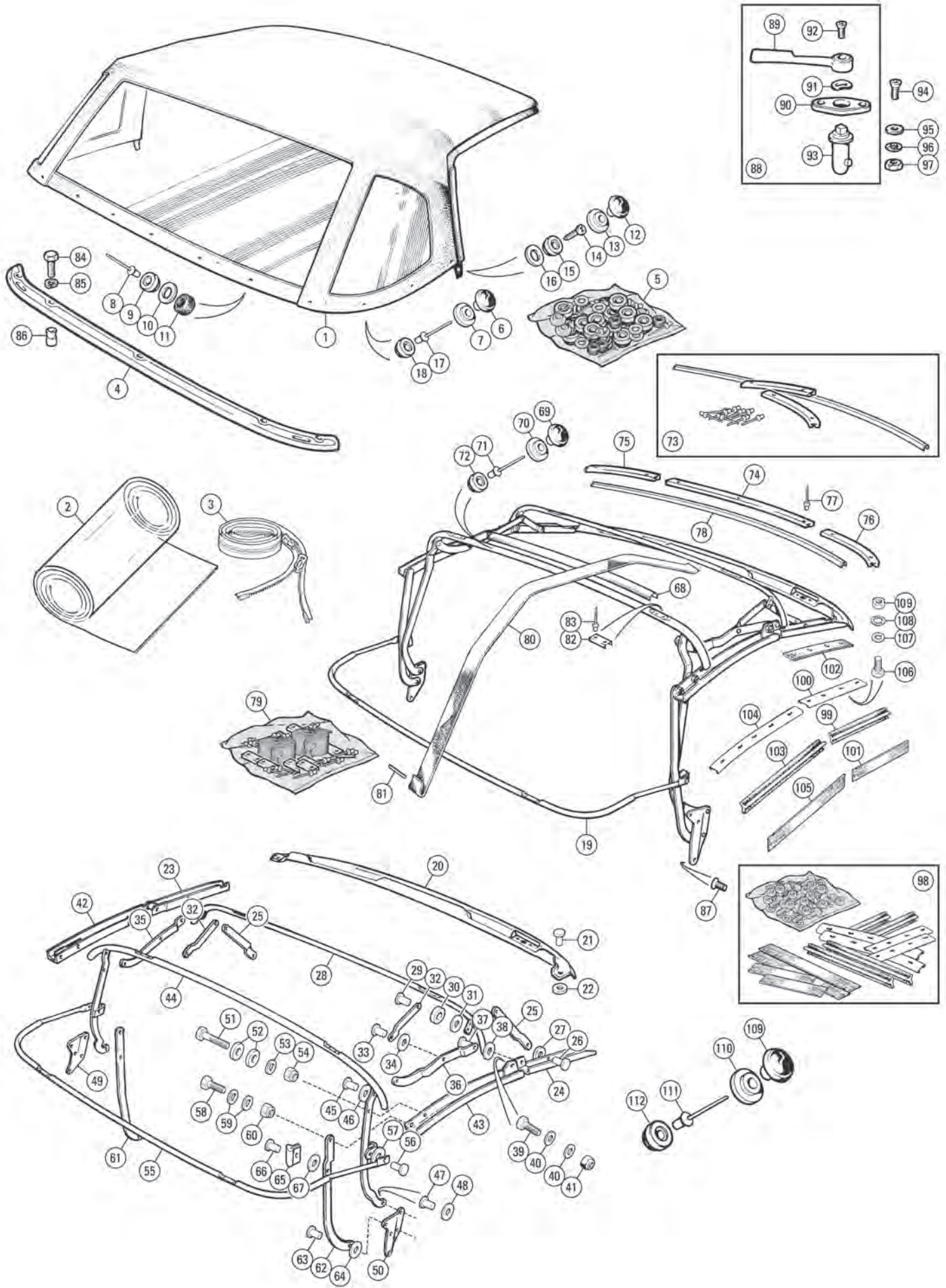
North American Models From (c) CF27001 1974-76

106	WKC2445	NCA	REAR BUMPER CENTRE	1	no lamp holes
	WKC2443	NCA	REAR BUMPER CORNER, LH	1	
107	WKC2444	NCA	REAR BUMPER CORNER, RH	1	
108	575443	£5.30	JOINT PLATE, centre to corners	2	

Rear Bumper & Fittings TR6 (Continued)

North American Models From (c) CF27001 1974-76

Ill.	Part Number	Price £ea.	Description	Req.	Details
	634932		NCA JOINT WASHER, centre to corner, LH	1	
109	634933		NCA JOINT WASHER, centre to corner, RH	1	
	714714	£22.80	OUTRIGGER, bumper corner, LH	1	
110	714715	£22.80	OUTRIGGER, bumper corner, RH	1	
111	824596		NCA BRACKET, bumper mounting, LH	1	
	824597		NCA BRACKET, bumper mounting, RH	1	
112	WKC2445FK		NCA FITTING KIT, rear bumper	1	
113	GHF201	£0.17	NUT	6	
114	GHF332	£0.40	WASHER, locking	6	
115	WM58	£0.30	WASHER, plain	6	
116	BH606321	£1.70	BOLT, bracket to chassis	2	
117	WP9	£1.20	WASHER, plain	2	
118	634728		NCA SPACER, serrated, bracket to chassis	2	
119	WP9	£1.20	WASHER, plain	2	
120	GHF333	£0.30	WASHER, locking	2	
121	GHF202	£0.22	NUT, plain	2	
122	634875		NCA SPACER, round, bracket to chassis	2	
123	GHF106	£0.53	BOLT, bumper to bracket	2	
124	GHF333	£0.30	WASHER, locking	2	
125	WP9	£1.20	WASHER, plain	2	
126	FHS2614	£2.00	STUD, bumper to support brackets	2	
127	WP9	£1.20	WASHER, plain	2	
128	GHF333	£0.30	WASHER, locking	2	
129	GHF202	£0.22	NUT, plain	2	
130	SH606051	£0.92	SCREW, outrigger to chassis frame	4	
131	GHF333	£0.30	WASHER, locking	4	
132	WM59	£0.40	WASHER, plain	4	
133	SH606061	£0.77	SCREW, bumper corner to rear wing	2	
134	GHF333	£0.30	WASHER, locking	2	
135	WP9	£1.20	WASHER, plain	2	
136	2K9679	£1.15	WASHER, rubber	2	
	824896		NCA OVERRIDER, LH	1	
137	824897		NCA OVERRIDER, RH	1	
	730392		NCA SUPPORT, override, LH	1	
138	730393		NCA SUPPORT, override, RH	1	
	XKC1749		NCA STAY, override support, LH	1	
139	XKC1750		NCA STAY, override support, RH	1	
140	824896FK		NCA FITTING KIT, rear override	1	
141	HU706P	£1.06	SCREW, support and stay to override	8	
142	GHF331	£0.38	WASHER, locking	8	
143	GHF300	£0.22	WASHER, plain	8	
144	SH605111	£1.75	SCREW, support stay to chassis	2	
145	GHF332	£0.40	WASHER, locking	2	
146	PWZ205	£0.30	WASHER, plain	2	
147	YKC1668	£110.20	PLINTH, rear number plate	1	
148	626861		NCA TRANSFER, 'Triumph'	1	
149	SE605081	£0.83	SCREW, plinth to bumper	3	
150	GHF332	£0.40	WASHER, locking	3	



Hood, Frame & Fittings

Hood And Frame Assemblies

Ill.	Part Number	Price Eea.	Description	Req.	Details
	813451	NCA	HOOD & FRAME ASSEMBLY, black	1	} TR5
	813459	NCA	HOOD & FRAME ASSEMBLY, white	1	
	813971	NCA	HOOD & FRAME ASSEMBLY, black	1	} late TR5
	813979	NCA	HOOD & FRAME ASSEMBLY, white	1	
	813961	NCA	HOOD & FRAME ASSEMBLY, black (Including reflective stripe).	1	} TR250
	813696	NCA	HOOD & FRAME ASSEMBLY, white (Including reflective stripe).	1	
	815571	NCA	HOOD & FRAME ASSEMBLY, black	1	} all TR6 (c) CP models
	822011	NCA	HOOD & FRAME ASSEMBLY, black (All factory original replacements).	1	
	815579	NCA	HOOD & FRAME ASSEMBLY, white	1	} all TR6 (c) CR models
	815621	NCA	HOOD & FRAME ASSEMBLY, black (Including reflective stripe).	1	
	815629	NCA	HOOD & FRAME ASSEMBLY, white (Including reflective stripe).	1	} all TR6 (c) CC
	821981	NCA	HOOD & FRAME ASSEMBLY, black (Including reflective stripe).	1	
				1	} all TR6 (c) CF

To conform with legal requirements, German market TR6's were fitted with a hood frame that had protective covers over the hood frame linkage.

575981	NCA	HOOD & FRAME ASSEMBLY, black	1	} German markets only
575989	NCA	HOOD & FRAME ASSEMBLY, white	1	
575741	NCA	COVER, frame link, front LH	1	
575742	NCA	COVER, frame link, front RH	1	
575743	NCA	COVER, frame link, rear LH	1	
575744	NCA	COVER, frame link, rear RH	1	
PMZ308	£0.30	SCREW, securing covers to links	8	
PWZ203	£0.19	WASHER, plain	16	
WL700101	£0.25	WASHER, locking	8	
HN2005	£0.16	NUT	8	

Hood Cover And Fittings

Original Part Numbers And Applications for reference

1	813451	NCA	HOOD, black	1	} TR5
	813449	NCA	HOOD, white	1	
	574891	NCA	HOOD, black with reflective stripe	1	} TR250
	574899	NCA	HOOD, white with reflective stripe	1	
	815581	NCA	HOOD, black, with zip out rear window	1	} All TR6 (c) CP models
	815589	NCA	HOOD, white, with zip out rear window	1	
	822021	£359.50	HOOD, black, with zip out rear window	1	} All TR6 (c) CR models
	815631	NCA	HOOD, black (With reflective stripe & zip out rear window).	1	
	815639	NCA	HOOD, white (With reflective stripe & zip out rear window).	1	} All TR6 (c) CC models
	821991	NCA	HOOD, black (With reflective stripe & zip out rear window).	1	
				1	} All TR6 (c) CF

Moss Hoods

The hoods supplied by Moss are made on jigs matching those used by the factory, with staff that have over 100 years experience of hood manufacturing between them. The vinyl used is from the same supplier that supplied the Triumph factory. These are the closest you will get to an original hood in terms of quality, fit and appearance.

813451Z	£372.90	HOOD, black	1	} TR5 & TR250
813451DD	NCA	HOOD, black, Double Duck	1	
813451MH	£579.20	HOOD, black, Mohair	1	
574891B	NCA	HOOD, black with reflective stripe	1	} TR250
822021B	NCA	HOOD, black, zip out rear window	1	
821991B	NCA	HOOD, black (With reflective stripe & zip out rear window).	1	} TR6 CP/CR models
			1	
			1	} TR6 CC/CF models
			1	
822021W	£343.50	HOOD, white, zip out rear window	1	} Double Duck
822021X	£343.50	HOOD, beige, zip out rear window	1	
822021DD	£552.70	HOOD, black, zip out rear window	1	} Mohair
822021MH	£545.60	HOOD, black, zip out rear window	1	
822021NMH	£598.50	HOOD, navy, zip out rear window	1	

Note: All hood & frame assemblies are interchangeable between models.

2	916582	NCA	WINDOW, rear, Vyback	1
3	RR1202	NCA	ZIPPER, rear window	1
4	812832	£48.90	RETAINER BAR, hood to rear deck	1
5	822021FKB	£20.60	FASTENER KIT, hood, black snaps	1
	822021FKW	NCA	FASTENER KIT, hood, white snaps	1
	822021FKM	£25.60	FASTENER KIT, hood, metal snaps	1
6	ZKC751	£0.41	BUTTON, black	6

7	713499	£0.89	BUTTON, white	6
	713501	£0.66	SOCKET, black	6
	713509	NCA	SOCKET, white	6
8	GHF600	£0.16	RIVET	7
9	713511	£0.41	STUD, black	7
	713519	NCA	STUD, white	7
10	509563	£0.46	WASHER, plain	7
11	631771	£1.50	PAD, foam, protective	7

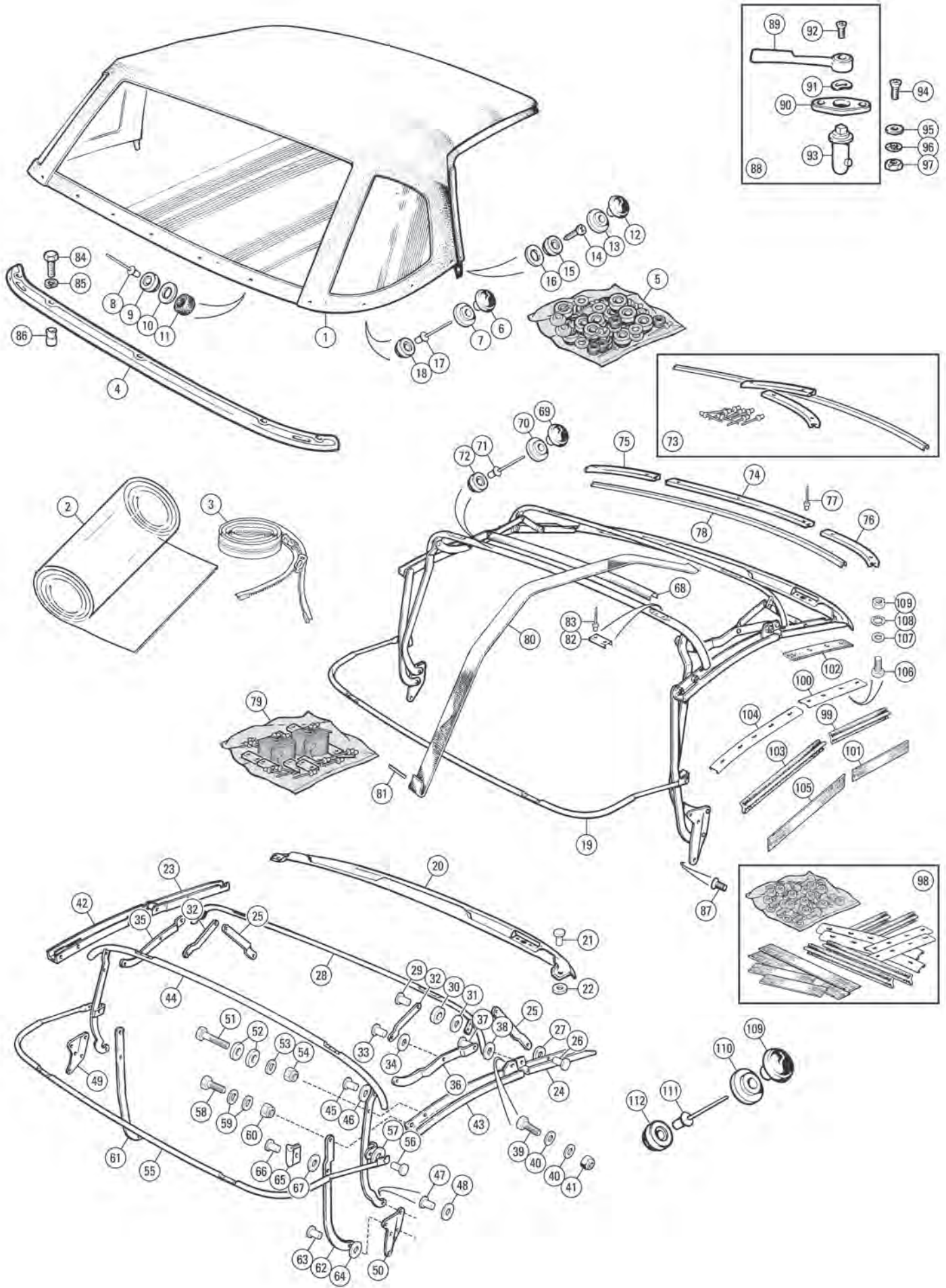
Black or white fittings were provided to suit both car and hood colour, select accordingly. North American models with the reflective strip used White.

12	ZKC751	£0.41	BUTTON, black	2
	713499	£0.89	BUTTON, white	2
13	713501	£0.66	SOCKET, black	2
	713509	NCA	SOCKET, white	2
14	GHF401	£0.30	SCREW, self tapping	2
15	713511	£0.41	STUD, black	2
16	509563	£0.46	WASHER, plain	2
17	552522	£0.64	RIVET, button securing	6
18	713511	£0.41	STUD, black	6
	713519	NCA	STUD, white	6

Hood Frame And Fittings

19	908709Z	£365.00	HOOD FRAME ASSEMBLY	1
	908709R	NCA	HOOD FRAME ASSEMBLY, reconditioned	1
	908709Z	£365.00	HOOD FRAME ASSEMBLY, reproduction	1
			header rail not included	
20	713021	NCA	HEADER RAIL	1
21	RF2710	£0.65	RIVET	2
22	WM57	£0.24	WASHER, plain	2
23	621501	NCA	LINK ASSEMBLY, cantrail front, LH	1
24	621502	NCA	LINK ASSEMBLY, cantrail front, RH	1
25	616297	NCA	LINK, guide, front cantrail	2
26	RF2708	£0.55	RIVET, guide link to front cantrail	2
27	WP127	£0.52	WASHER, plain	2
28	712735	NCA	HOOD STICK ASSEMBLY, front	1
29	RF2714	NCA	RIVET	2
30	WM57	£0.24	WASHER, spacer	2
31	WP127	£0.52	WASHER, plain	2
32	616296	NCA	LINK, guide, centre	2
33	RF2708	£0.55	RIVET	2
34	WP127	£0.52	WASHER, plain	2
35	708264	NCA	LINK, front, LH	1
36	708265	NCA	LINK, front, RH	1
37	RF2710	£0.65	RIVET	2
38	WM93	£1.31	WASHER, plain	2
39	GHF117	£0.30	SCREW	2
40	WP127	£0.52	WASHER, plain	4
41	GHF221	£0.41	NUT, nyloc	2
42	621505	NCA	LINK ASSEMBLY, cantrail rear, LH	1
43	621506	NCA	LINK ASSEMBLY, cantrail rear, RH	1
44	811725	NCA	HOOD STICK ASSEMBLY, main	1
45	RF2712	NCA	RIVET	2
46	WM57	£0.24	WASHER, plain	2
47	RF2710	£0.65	RIVET	2
48	WP127	£0.52	WASHER, plain	2
49	712765	NCA	BRACKET ASSEMBLY, LH	1
50	712766	NCA	BRACKET ASSEMBLY, RH	1
51	BH604101	£0.47	BOLT, link to cantrail	2
52	WM832	£3.20	WASHER, plain	4
53	WP127	£0.52	WASHER, plain	2
54	GHF221	£0.41	NUT, nyloc	2
55	812180	NCA	HOOD STICK ASSEMBLY, rear	1
56	RF2710	£0.65	RIVET	2
57	WP127	£0.52	WASHER, plain	2
58	SH604071	£0.72	SCREW	2
59	WP127	£0.52	WASHER, plain	6
60	GHF221	£0.41	NUT, nyloc	2
61	712739	NCA	LINK, main, LH	1
62	712740	NCA	LINK, main, RH	1
63	RF2710	£0.65	RIVET	2
64	WP127	£0.52	WASHER, plain	2
65	622377	NCA	BUFFER, rubber, main link	2
66	620636	NCA	RIVET, buffer to main link	2
67	GHF306	£0.30	WASHER, plain	2
68	907348PS	NCA	STRIP, vinyl, protection	1
69	ZKC751	£0.41	BUTTON, black	5
70	713501	£0.66	SOCKET, black	5
71	RU608123	£0.47	RIVET, 'Pop' type	5
72	713511	£0.41	STUD, hood to frame	5

fitted to TR5 & TR250 but not supplied as part of hood frame assembly



Hood, Frame & Fittings (Continued)

Additional Fitting Components

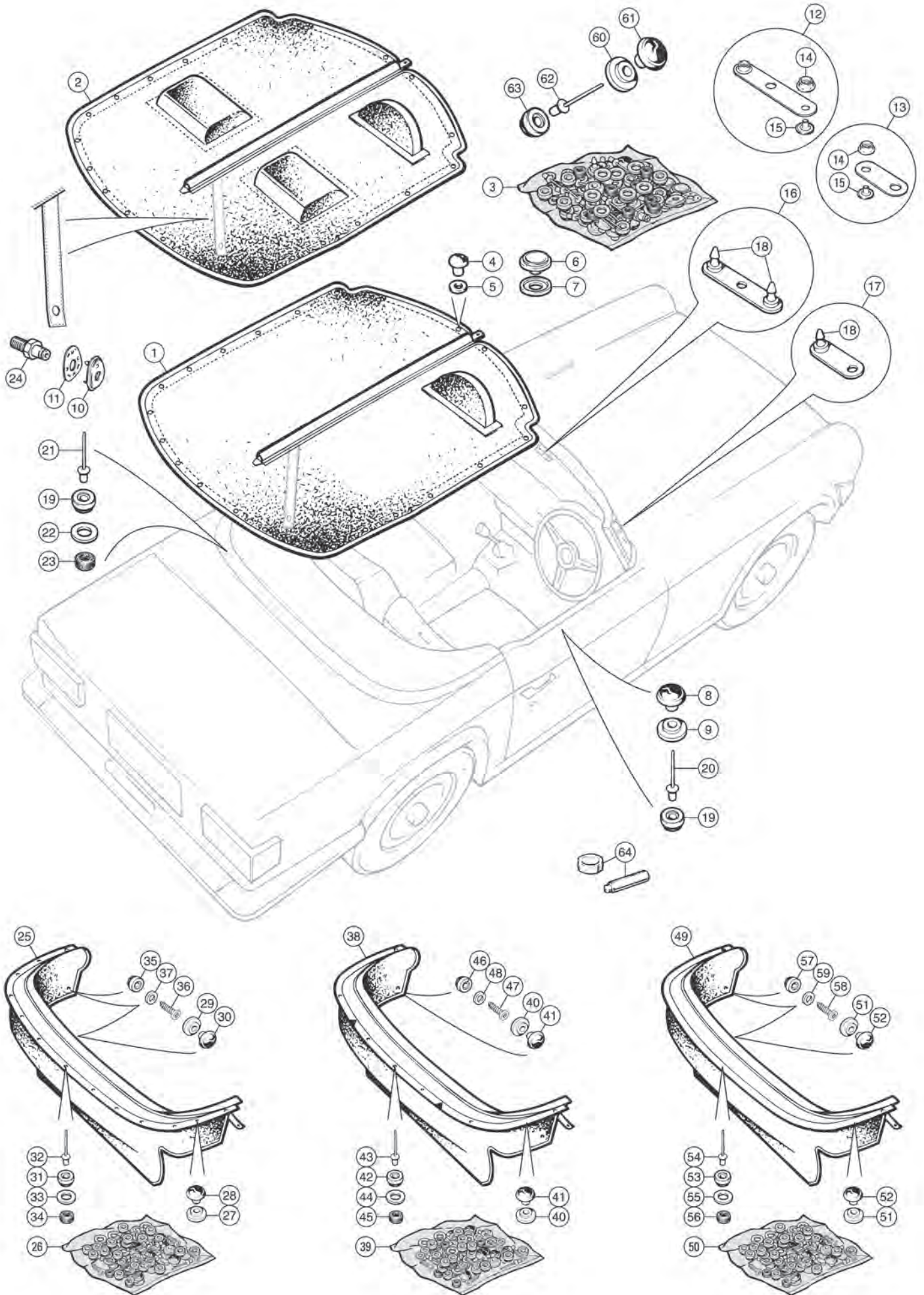
Ill.	Part Number	Price £ea.	Description	Req.	Details
73	713036K	£34.10	SEAL & CHANNEL KIT, header rail	1	
74	713036	£7.10	RETAINER CHANNEL, centre	1	
75	713037	£6.90	RETAINER CHANNEL, outer, LH	1	
76	713038	£6.90	RETAINER CHANNEL, outer, RH	1	
77	RU608123	£0.47	RIVET, 'Pop' type	9	
78	616187	£15.16	SEAL, header rail	1	
79	631970K	£35.60	WEBBING KIT	1	
80	531970	£5.40	HOOD WEBBING, with sewn end loops	2	TR5, TR250, TR6 To (c) CR/CF1
	531970	£5.40	HOOD WEBBING, with sewn end loops	2	TR6 From (c) CR/CF1
81	571097	£2.50	WIRE, webbing end loop	2	
82	602030	£1.80	PLATE, webbing retaining	8	
83	552522	£0.64	RIVET, 'Pop' type	16	
84	HU706P	£1.06	SCREW, pointed	5	
85	GHF331	£0.38	WASHER, locking	5	
86	617975RP	£3.90	RIVNUT, in rear deck	5	
87	516158	£1.43	SCREW, countersunk	6	
88	621755	NCA	HANDLE ASSEMBLY, hood closing, LH	1	
	621756	NCA	HANDLE ASSEMBLY, hood closing, RH	1	
89	621757	£10.70	HANDLE, hood closing	2	
90	621759	£10.40	ESCUTCHEON	2	early TR5 and TR250
91	AWZ106	£1.04	WASHER, waved	2	
92	078686	£1.04	SCREW, countersunk, UNC	2	
93	623431	£14.40	PIN ASSEMBLY, locking	2	
	623469	NCA	HANDLE ASSEMBLY, hood closing, LH	1	
	623470	NCA	HANDLE ASSEMBLY, hood closing, RH	1	
	621757	£10.70	HANDLE, hood closing	2	
	621759	£10.40	ESCUTCHEON	2	late TR5 and TR250
	AWZ106	£1.04	WASHER, waved	2	all TR6's
	SF104123	£0.77	SCREW, countersunk, metric	2	
	623431	£14.40	PIN ASSEMBLY, locking	2	
94	CMZ307	£0.47	SCREW, countersunk	4	
95	GHF306	£0.30	WASHER, plain	4	
96	WF702101	£0.36	WASHER, shakeproof	4	
97	HN2005	£0.16	NUT	4	
98	621273KB	£99.55	SEAL & CHANNEL KIT, cantrail, black	1	
	621273KW	NCA	SEAL & CHANNEL KIT, cantrail, white	1	
99	621273	£2.05	RUBBER, sealing, front	2	
100	621281	£9.70	RETAINER CHANNEL, front	2	
101	621281V	£8.00	SEWN 'VELCRO' TRIM STRIP, black	2	front
	631759	£3.00	SEWN 'VELCRO' TRIM STRIP, white	2	
102	631760	NCA	FOAM STRIP, behind channel	2	
103	621274	£2.80	RUBBER, sealing, rear	2	
104	712400	£9.10	RETAINER CHANNEL, rear	2	
105	712400V	£8.00	SEWN 'VELCRO' TRIM STRIP, black	2	rear
	631769	NCA	SEWN 'VELCRO' TRIM STRIP, white	2	
106	53K165	£0.94	SCREW, retainer to cantrail	18	
107	WP4	£0.30	WASHER, plain	18	
108	WF703081	£0.90	WASHER, shakeproof	18	
109	UCN116L	£0.84	NUT	18	

Fasteners: Metal vs. Plastic

As with many things, 'TR', these days the choice of fastener material is down to the individual. Some soft fixtures (e.g. tonneau cover) change little between TR4 to TR6 models except for the fasteners, so why not have the fastener material type of your choice. Some like the all-Black look, others the splash of relief plated metal brings. Metal is stronger than plastic and generally lasts the life of the fixture, if fitted properly. Either way, individually they're very cheap so it is highly recommended to keep a few spares and the appropriate fitting tool at hand. An incorrectly fitted hood or tonneau cover will always give trouble with fasteners and if fasteners keep falling off it will have to be sorted, often to the detriment of appearance. Regrettably the fitter is to blame.

Plastic and metal fasteners are sort of interchangeable. The trick is to ensure the mating male and female components are of the same material as the PCD's (pitch circle diameter) for the two materials are different. But, what you could do is for instance, fit a bright metal outer to a plastic female inner which will mate with the plastic male component in the bodywork, for the 'bright' look on a TR6. If rogue plastic fasteners drive you up the wall, fit Black plastic outers to metal female inners, which will mate with metal males on the bodywork, so keeping the all Black look when the hood is erect. Remember though, hood bags and the tonneau must also be compatible with whatever you select for the hood, and that everything must fit properly. You will not be the only person to experience a hood gradually un-popping itself as you drive, inevitably on a wet, windy night due to something that doesn't quite fit right.

109	7H9864	£0.28	BUTTON, snap, metal	a/r
110	7H9866	£0.34	SOCKET, snap, metal	a/r
111	GHF600	£0.16	RIVET	a/r
112	610624	£0.62	STUD, metal	a/r



Tonneau & Hood Storage Covers

Tonneau Covers

The tonneau covers are for use as storm and weather protection for the interior of the car when the soft top is folded down. The tonneau is provided with a central zip so one side only need be opened if no passenger is present. The cover also incorporates a strap, that is sewn to its middle, and is attached by a stud to the passenger seat to stop it billowing when only one half of the tonneau is opened.

Cars fitted with seats having fixed head restraints should use a tonneau with sewn in pockets to accommodate the head rest. All tonneau covers have the sewn in pocket ('bump' in trimmers language) to accommodate the steering wheel. Its position of course determines left or right hand steering fitment.

Tonneau Covers (For Models Without Headrests)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	822051	£263.60	TONNEAU COVER, black, RHD	1	aftermarket
	822051B	NCA	TONNEAU COVER, black, RHD	1	
	713889	NCA	TONNEAU COVER, white, RHD	1	vinyl
	822061	£263.60	TONNEAU COVER, black, LHD	1	
	822061B	£213.30	TONNEAU COVER, black, LHD	1	aftermarket
	713891	NCA	TONNEAU COVER, white, LHD	1	
	TDT002	£379.00	TONNEAU COVER, black, RHD	1	double duck
	TDT004	£379.00	TONNEAU COVER, black, LHD	1	
	822051MH	£393.00	TONNEAU COVER, black, RHD	1	Mohair
	822051NMH	NCA	TONNEAU COVER, blue, RHD	1	
	822061MH	£393.00	TONNEAU COVER, black, LHD	1	
	822061NMH	NCA	TONNEAU COVER, blue, LHD	1	

Tonneau Covers (For Models With Headrests)

2	822091	£268.90	TONNEAU COVER, black, RHD	1	vinyl
	822091W	NCA	TONNEAU COVER, white, RHD	1	
	822101	£268.90	TONNEAU COVER, black, LHD	1	double duck
	822109	NCA	TONNEAU COVER, white, LHD	1	
	TDT001	£395.00	TONNEAU COVER, black, RHD	1	mohair
	TDT003	£395.00	TONNEAU COVER, black, LHD	1	
	TDT005	£606.00	TONNEAU COVER, black, RHD	1	
	TDT006	£606.00	TONNEAU COVER, black, LHD	1	

Tonneau Cover Fixings

Our tonneau covers are supplied without fixings so you can choose the appropriate fixings for your car or according to personal preference.

3	713881FK	£22.00	FITTING KIT, tonneau	1	TR5, TR250
	822091FK	£14.50	FITTING KIT, tonneau	1	TR6
4	7H9864	£0.28	BUTTON, black	4	TR5, TR250
5	7H9866	£0.34	SOCKET, black	4	
6	618177	£0.72	SAIL EYELET, male	4	TR6
7	618178	£0.41	WASHER, sail eyelet	4	
8	713501	£0.66	SOCKET, black	19	TR6
	713509	NCA	SOCKET, white	19	
9	ZKC751	£0.41	BUTTON, black	19	
	713499	£0.89	BUTTON, white	19	strap to stud
10	552650	£0.72	FASTENER, socket, 'Lift the Dot'	1	
11	552651	£0.76	PLATE, clinch	1	TR5, TR250
12	611707	£9.00	BRACKET ASSEMBLY, centre	1	
13	611709	£8.80	BRACKET ASSEMBLY, side	2	TR6
14	610624	£0.62	STUD, in bracket	4	
15	7H9868	£0.24	BASE, stud to bracket	4	TR6
16	617297	£10.50	BRACKET ASSEMBLY, centre	1	
17	617298	£8.60	BRACKET ASSEMBLY, side	2	TR6
18	617297NF	£3.80	PEG, tonneau fixing	4	
19	713511	£0.41	STUD, black	19	TR6
	713519	NCA	STUD, white	19	
20	552522	£0.64	RIVET, stud securing	12	TR6
21	GHF600	£0.16	RIVET, soft top and hood angle bar	7	
22	509563	£0.46	WASHER, plain	7	TR6
23	631771	£1.50	PAD, protection	7	
24	552670	£1.04	STUD, 'Lift the Dot', tonneau strap	1	

The original tonneau cover and other weather equipment for your TR6 was manufactured in a vinyl material. Due to manufacturers specification changes over the years the vinyl materials have changed slightly from the original. Rest assured though that the materials used today meet or exceed those originally specified, in terms of fire retardant quality and durability. Many other weather equipment materials are available, such as the canvas type fabrics. For a special type not listed, please phone.

Hood Storage Covers

When your hood and frame assembly is folded down the best method to cover and stow it neatly is with a hood storage cover. It is attached by the snaps on the rear of the hood and the side of the body. The hood storage cover was, when originally supplied, coloured to match the interior of the car. There were essentially three designs of hood storage cover; one to be used when the soft top only was fitted and one designed to contain the folded soft top assembly inside the car when a hard top assembly was used. The third, introduced at (c) CR5001, was a dual purpose item, and can be easily identified by the additional flap on its top surface that can be reversed to allow the stowage cover to be used in both hard top and soft top circumstances. This cover either fits in the normal way or the additional flap is turned inside out to form a pocket to wrap around the soft top assembly. The use of the stowage cover during the time that the hard top is fitted alleviates the need to remove the hood and frame assembly from your car and store it under the bed!

If your car is only fitted with a soft top the stowage cover suitable for soft top models is ideal. Hood storage covers were originally available in a variety of colours to match the interior trim of the car, unfortunately many of these colours are now no longer available.

Soft Top Models

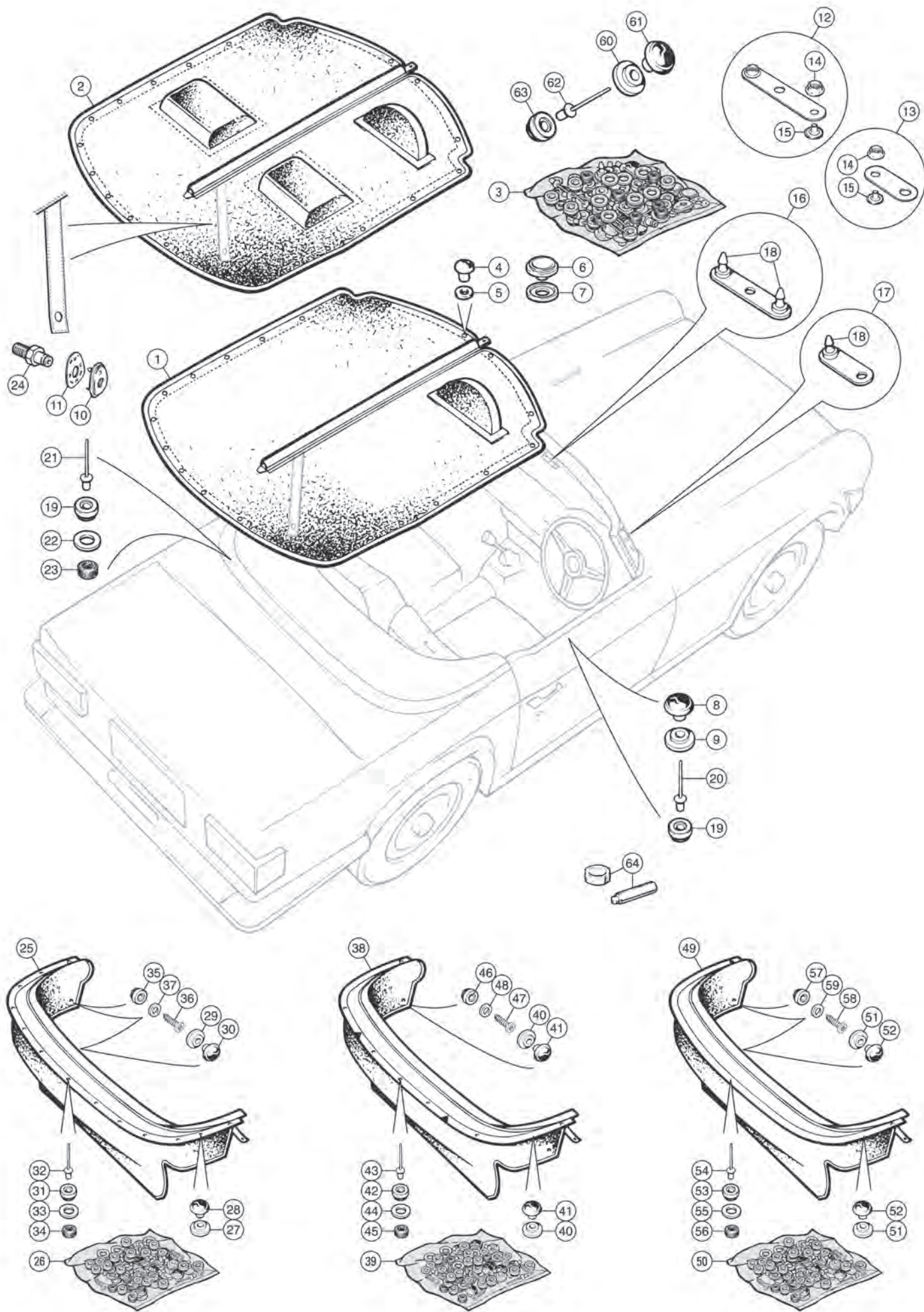
25	713461	£221.70	STOWAGE COVER, black	1	TR5, TR250
	713462	NCA	STOWAGE COVER, red	1	
	713463	NCA	STOWAGE COVER, light tan	1	TR250
	713466	NCA	STOWAGE COVER, midnight blue	1	
	713467	NCA	STOWAGE COVER, shadow blue	1	TR5, TR250
	717191	NCA	STOWAGE COVER, black	1	
	717192	NCA	STOWAGE COVER, red	1	TR6 To (c) CR/CF1
	717193	£206.40	STOWAGE COVER, light tan	1	
	723093	NCA	STOWAGE COVER, new tan	1	TR6 From (c) CR/CF1
	717197	NCA	STOWAGE COVER, shadow blue	1	
	726211	£155.10	STOWAGE COVER, black	1	Mohair
	726211MH	£281.70	STOWAGE COVER, black	1	
	726003	NCA	STOWAGE COVER, new tan	1	TR6 From (c) CR/CF1
	726213	NCA	STOWAGE COVER, chestnut	1	
	726217	NCA	STOWAGE COVER, shadow blue	1	TR6 From (c) CR/CF1
	726214	NCA	STOWAGE COVER, beige	1	
26	713461FK	£22.00	FITTING KIT, stowage cover	1	
27	713501	£0.66	SOCKET, black	13	TR6 From (c) CR/CF1
	713509	NCA	SOCKET, white	13	
28	ZKC751	£0.41	BUTTON, black	13	TR6 From (c) CR/CF1
	713499	£0.89	BUTTON, white	13	
29	713501	£0.66	SOCKET, black	6	TR6 From (c) CR/CF1
	713509	NCA	SOCKET, white	6	
30	ZKC751	£0.41	BUTTON, black	6	TR6 From (c) CR/CF1
	713499	£0.89	BUTTON, white	6	
31	713511	£0.41	STUD, black	13	TR6 From (c) CR/CF1
	713519	NCA	STUD, white	13	
32	GHF600	£0.16	RIVET, soft top & hood angle bar	7	TR6 From (c) CR/CF1
	552522	£0.64	RIVET, rear deck sides	6	
33	509563	£0.46	WASHER, plain	7	TR6 From (c) CR/CF1
34	631771	£1.50	PAD, protection	7	
35	713511	£0.41	STUD, black	6	TR6 From (c) CR/CF1
36	GHF401	£0.30	SCREW, self tapping	6	
37	509563	£0.46	WASHER, plain	6	

Hood storage covers are for use when the hard top is fitted and the soft top assembly remains stowed in the car. To (c) CR5000 and CF12500.

38	726211	£155.10	STOWAGE COVER, black	1	TR6 To (c) CR/CF1
	717562	NCA	STOWAGE COVER, red	1	
	717193	£206.40	STOWAGE COVER, light tan	1	TR6 To (c) CR/CF1
	723113	NCA	STOWAGE COVER, new tan	1	
	717567	NCA	STOWAGE COVER, shadow blue	1	TR6 From (c) CR1 To CR5000, CF1 To CF12500
	726211	£155.10	STOWAGE COVER, black	1	
	726023	NCA	STOWAGE COVER, new tan	1	TR6 From (c) CR1 To CR5000, CF1 To CF12500
	726233	NCA	STOWAGE COVER, chestnut	1	
	726237	NCA	STOWAGE COVER, shadow blue	1	TR6 From (c) CR1 To CR5000, CF1 To CF12500
39	717561FK	£10.50	FITTING KIT stowage cover	1	
40	713501	£0.66	SOCKET, black	9	TR6 From (c) CR1 To CR5000, CF1 To CF12500
	713509	NCA	SOCKET, white	9	
41	ZKC751	£0.41	BUTTON, black	9	TR6 From (c) CR1 To CR5000, CF1 To CF12500
	713499	£0.89	BUTTON, white	9	
42	713511	£0.41	STUD, black	9	TR6 From (c) CR1 To CR5000, CF1 To CF12500
	713519	NCA	STUD, white	9	
43	GHF600	£0.16	RIVET, soft top & hood angle bar	7	TR6 From (c) CR1 To CR5000, CF1 To CF12500
	552522	£0.64	RIVET, rear deck sides	2	
44	509563	£0.46	WASHER, plain	7	TR6 From (c) CR1 To CR5000, CF1 To CF12500
45	631771	£1.50	PAD, protection	7	
46	713511	£0.41	STUD, black	6	TR6 From (c) CR1 To CR5000, CF1 To CF12500
47	GHF401	£0.30	SCREW, self tapping	6	
48	509563	£0.46	WASHER, plain	6	

Dual purpose hood storage covers, for hard top and soft top models. From (c) CR5001 and CF12501.

49	726211	£155.10	STOWAGE COVER, black	1	
	824853	NCA	STOWAGE COVER, new tan	1	



Tonneau & Hood Stowage Covers (Continued)

Soft Top Models

ill.	Part Number	Price £ea.	Description	Req.	Details
	824863	NCA	STOWAGE COVER, chestnut	1	
	824857	NCA	STOWAGE COVER, shadow blue	1	
	824854	NCA	STOWAGE COVER, beige	1	
50	824851FK	£7.80	FITTING KIT stowage cover	1	
51	713501	£0.66	SOCKET, black	19	
	713509	NCA	SOCKET, white	19	
52	ZKC751	£0.41	BUTTON, black	19	
	713499	£0.89	BUTTON, white	19	
53	713511	£0.41	STUD, black	13	
	713519	NCA	STUD, white	13	
54	GHF600	£0.16	RIVET, soft top & hood angle bar	7	
	552522	£0.64	RIVET, rear deck sides	6	
55	509563	£0.46	WASHER, plain, under angle bar	7	
56	631771	£1.50	PAD, protection	7	
57	713511	£0.41	STUD, black	6	
58	GHF401	£0.30	SCREW, self tapping	6	
59	509563	£0.46	WASHER, plain	6	

Fasteners: Metal vs. Plastic

As with many things, 'TR', these days the choice of fastener material is down to the individual. Some soft fixtures (e.g. tonneau cover) change little between TR4 to TR6 models except for the fasteners, so why not have the fastener material type of your choice. Some like the all-Black look, others the splash of relief plated metal brings. Metal is stronger than plastic and generally lasts the life of the fixture, if fitted properly. Either way, individually they're very cheap so it is highly recommended to keep a few spares and the appropriate fitting tool at hand.

An incorrectly fitted hood or tonneau cover will always give trouble with fasteners and if fasteners keep falling off it will have to be sorted, often to the detriment of appearance. Regrettably the fitter is to blame. Plastic and metal fasteners are sort of interchangeable. The trick is to ensure the mating male and female components are of the same material as the PCD's (pitch circle diameter) for the two materials are different. But, what you could do is for instance, fit a bright metal outer to a plastic female inner which will mate with the plastic male component in the bodywork, for the 'bright' look on a TR6. If rogue plastic fasteners drive you up the wall, fit Black plastic outers to metal female inners, which will mate with metal males on the bodywork, so keeping the all Black look when the hood is erect.

Remember though, hood bags and tonneau covers must also be compatible with whatever you select for the hood, and that everything must fit properly. You will not be the only person to experience a hood gradually un-popping itself as you drive, inevitably on a wet, windy night due to something that doesn't quite fit right.

60	7H9864	£0.28	BUTTON, snap, metal	a/r
61	7H9866	NCA	SOCKET, snap, metal	a/r
62	GHF600	£0.16	RIVET	a/r
63	610624	£0.62	STUD, metal	a/r
	GAC5060X	£5.90	DURABLE DOT TOOL, 2 piece	1

A Few Things Of Interest

An occurrence in the motor industry we find is that small areas of this country became specialised in certain types of work or product. A small area to the north end of Coventry became the place to get trim. If we go back fifty or more years, very few shop floor workers owned their own motorised transport, so it was quite common to walk or cycle to work, though there were workman's trains and buses to some rural areas. So the local workforce became specialised, with cottage industries growing up in the same small area to service this industry.

The main trim supplier originally for Triumph was CHS or Coventry Hood and Sidescreen Company. About the time of the demise of the TR3A the name changed to Coventry Hood and Seating Co, or CHS for short (cunning eh?), but still operating from Bedworth, between Coventry and Nuneaton. When Cox and Buckles Spares (now a division of Moss) was formed, around 1972 unofficially, the founder members visited CHS and persuaded the management to dust off the original tooling and jigs and make several batches of sidescreens.

During the 1980's, the CHS production was moved to a new site in Telford, (as CH Industrials), and their facilities continued to be used by Moss, (or CBSS, as it was at that time), to produce hoods, tonneau covers etc. Regrettably, CHI went into receivership in 1991, but all was not lost. During the 'Telford' period, the Bedworth site had been occupied and operated by a rather more specialised company, Aston Martin-Tickford, to produce leather trim and small batch runs for vehicles such as the RS200. So it was back to Bedworth for the tooling and workforce, into its original home in Hosiery Street, Bulkington Road, but now with the name Tickford over the door. The story was not quite over, as there was a further management buy-out in 1996, and the company became Trim Technology, which continues to supply Moss into the new millennium, though from a different site, just a few miles away, still enjoying the benefits of all that local expertise knowledge and tradition.

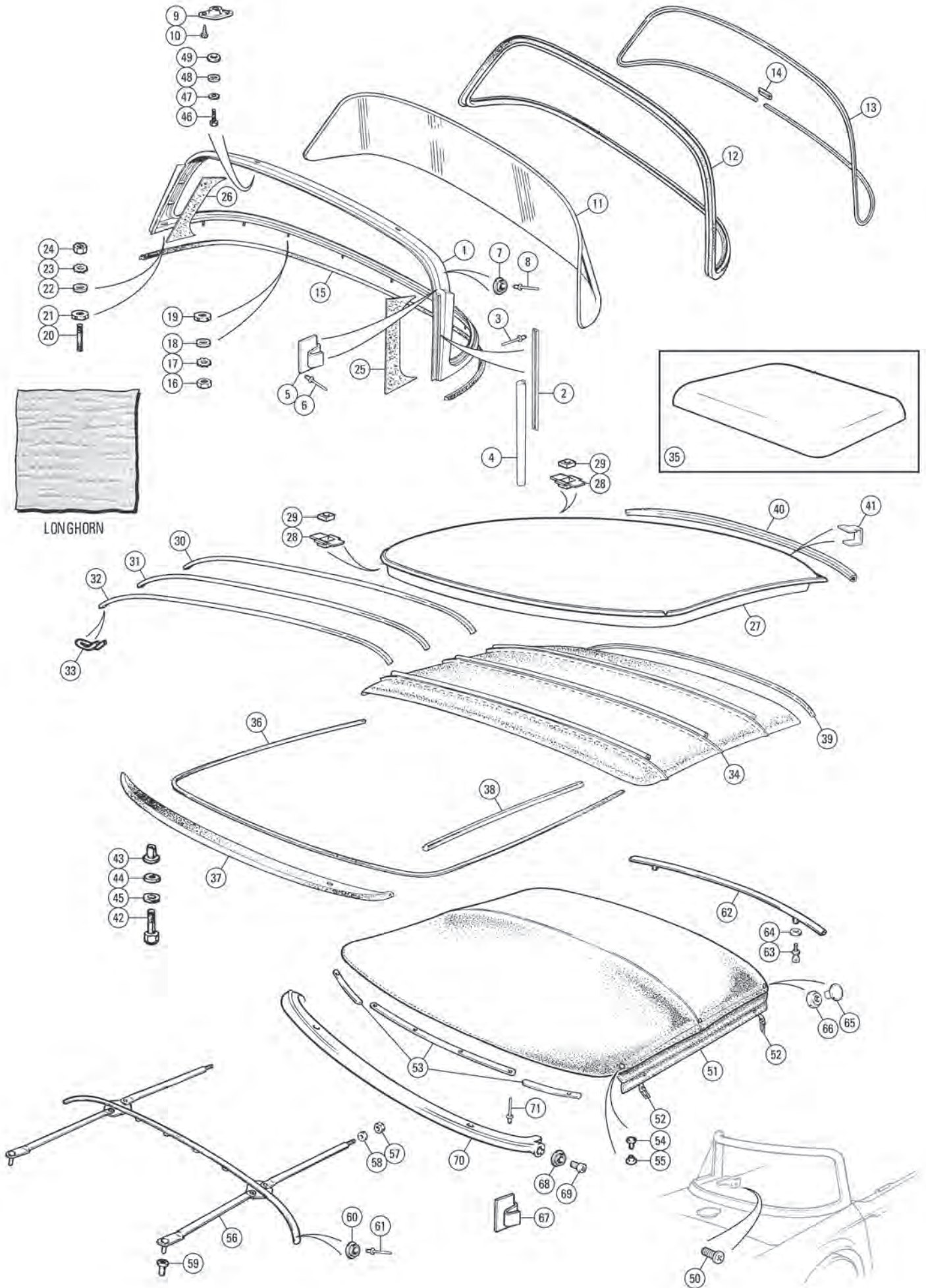
Around 1980 a bond was formed with another local company, Callow & Maddox, which was persuaded to produce interior panels and carpets for Triumphs and MG's, the jigs and tooling for which had to be developed from scratch, again making great use of the local expertise, to ensure quality was up to that of OE. The company changed its name to Cambros and is still situated on the A45, just south of Coventry. Regrettably for Moss, Cambros changed direction and, just before Christmas 1995 dropped the whole classic car product line, allowing Moss just 48 hours to move about 40 articulated loads of tooling, various materials and considerable finished and unfinished components, all of which took considerable time to sort and turn into sellable product, years, in fact! The tooling now produces trim from the Moss Telford site.

Cox and Buckles had become a division of Classic British Sports car Spares which itself became Moss Europe in January 1989, then IMG (April 94) and Moss International in September 96 and now Moss Europe again in 2000.

For those who may wonder how this trim was produced, the method used was a standard one for low volume production. It would produce, say, 10 sets at a time with the flexibility of being able to mix materials and colours as required. Imagine a long razor blade in the shape of the trim to be made. This is set into a large piece of plywood. All the pieces of trim for the car set are cut in one with careful attention to grain running in the same direction where applicable. The wood is fixed into a metal frame, which slides into a press. One squeeze and there are 10 sets of trim, ready to be piped and mounted onto hardboard with glue or staples.

The original method of production for the waist rail trim, dash top and crash rail padding is called foam box moulding. It isn't really suitable for mass production, especially as it involves 3 separate operations. The first operation is with a metal press tool to produce the mounting metalwork (as in the crash padding). The second is the vacuum forming tool, which puts the shape and grain into the vinyl. Finally, these two components are assembled into a box which aligns the skin correctly relative to its metal work and expanding foam is injected between the two. Open the box and out pops the finished article, though this may need light trimming. Regrettably though this trim is nice when new, both skin and foam are easily damaged. The foam also seems to succumb to the ravages of sunlight, not that too much ravaging by sunlight occurs in the UK. The actual crash protection offered is negligible and the hardness of the foam varies considerably.

The fibreboard gearbox cover was well suited to the production methods available in the sixties and seventies. It offered good sealing, when new, against heat, noise and oily smells. Regrettably, large expensive moulding and tooling is required to produce it so it is doubtful that there would ever be sufficient sales potential to resurrect this material.



Surrey Top & Fittings TR5, TR250

Backlight Assembly

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	566993	NCA	FRAME, backlight, aluminium	1	lightweight
	566993X	£517.50	FRAME, backlight, fibreglass	1	
2	750163	£6.40	RETAINER, seal	2	
3	552522	£0.64	RIVET, retainer	8	
4	650310/13	£2.66	SEALING RUBBER	2	
5	612453	NCA	BRACKET, canopy	2	
6	RU608123	£0.47	RIVET, bracket	4	
7	610624	£0.62	STUD, canopy fixing	2	
8	GHF600	£0.16	RIVET, Imex	2	
9	611668SS	£15.60	COVER PLATE, in frame	2	
10	AB608033	£0.53	SCREW, cover plate	4	
11	902343	£267.90	BACKLIGHT, glass, plain	1	laminated
	902343G	£295.20	BACKLIGHT, glass, green tint	1	laminated
	902343H	£274.80	BACKLIGHT, glass, heated, plain	1	laminated
	902343GH	£297.10	BACKLIGHT, glass, heated, green tint	1	laminated
	902343X	NCA	BACKLIGHT, perspex	1	
	902343Z	£207.00	BACKLIGHT, perspex, aftermarket	1	
12	902349	£65.70	RUBBER, glazing	1	
13	613958	£7.30	FINISHER, chromed beading	1	
14	611437	£2.50	COVER, joint finisher	1	
15	610633	£9.70	SEAL, Surrey frame to rear deck	1	
16	GHF200	£0.22	NUT, plain	7	
17	WE600041	£0.47	WASHER, shakeproof	7	
18	WM57	£0.24	WASHER, plain	7	
19	WF507	£0.41	WASHER, fibre	7	
20	FHS2410	£1.80	STUD, backlight frame to body	2	
21	WF507	£0.41	WASHER, fibre	2	
22	PWZ204	NCA	WASHER, plain	2	
23	WE600041	£0.47	WASHER, shakeproof	2	
24	GHF200	£0.22	NUT	2	
25	611936	NCA	FINISHER, LH	1	
26	611937	NCA	FINISHER, RH	1	

Roof Assembly

27	903978	NCA	ROOF ASSEMBLY, steel	1	
	903979	NCA	ROOF ASSEMBLY, aluminium	1	lightweight
	566994X	£534.80	ROOF ASSEMBLY, fibreglass	1	
28	600032	NCA	RETAINER	4	
29	NQ2708	£1.84	NUT, square	4	
30	611583	NCA	ROD, listing, rear	1	
31	611582	NCA	ROD, listing, centre	1	
32	611581	NCA	ROD, listing, front	1	
33	608307	£0.30	CLIP, locating listing rod	6	
34	713149	£159.80	HEADLINING ASSEMBLY, white	1	
35	713149X	£135.00	HEADLINING ASSEMBLY, fibreglass ('Pop-in' type).	1	alternative, replaces items. 30 to 34
36	611599M	£14.50	DRAUGHT EXCLUDER, black	3	per metre 3 metres required
	618021	NCA	DRAUGHT EXCLUDER, black	1	
	618022	NCA	DRAUGHT EXCLUDER, red	1	
	618023	NCA	DRAUGHT EXCLUDER, light tan	1	
	618026	NCA	DRAUGHT EXCLUDER, midnight blue	1	
	618027	NCA	DRAUGHT EXCLUDER, shadow blue	1	
37	806144	£35.70	RUBBER, sealing to windscreen top	1	
38	650312	£2.80	RUBBER, sealing to cantrail	2	
39	611656	£17.00	RUBBER, sealing roof to backlight	1	
40	806175	NCA	CAPPING, rear	1	
41	613766	£1.06	CLIP, capping	9	
	613766	£1.06	CLIP, capping	9	alternative
42	611639	£7.50	BOLT, domed, chrome	2	
	622887	£8.80	BOLT, domed, black	2	alternative
43	613508	£9.50	DISTANCE TUBE	2	
44	WA108052	£1.10	WASHER, locking, chromed	2	
	GHF332	£0.40	WASHER, locking, blackadised	2	alternative
45	WM57	£0.24	WASHER, plain, chromed	2	
	517263	£0.47	WASHER, plain, blackadised	2	alternative
46	624818	£2.90	BOLT, chromed, roof to back-light	2	
47	GHF332	£0.40	WASHER, locking	2	
48	WA108052	£1.10	WASHER, plain, chromed	2	
49	WF508	£0.70	WASHER, fibre	2	
50	SE604041	£0.47	SCREW	4	fitted in body

The screw listed above is fitted to the hood frame fixing tapped plates to prevent rattles when hard top is fitted.

Surrey Top Conversion

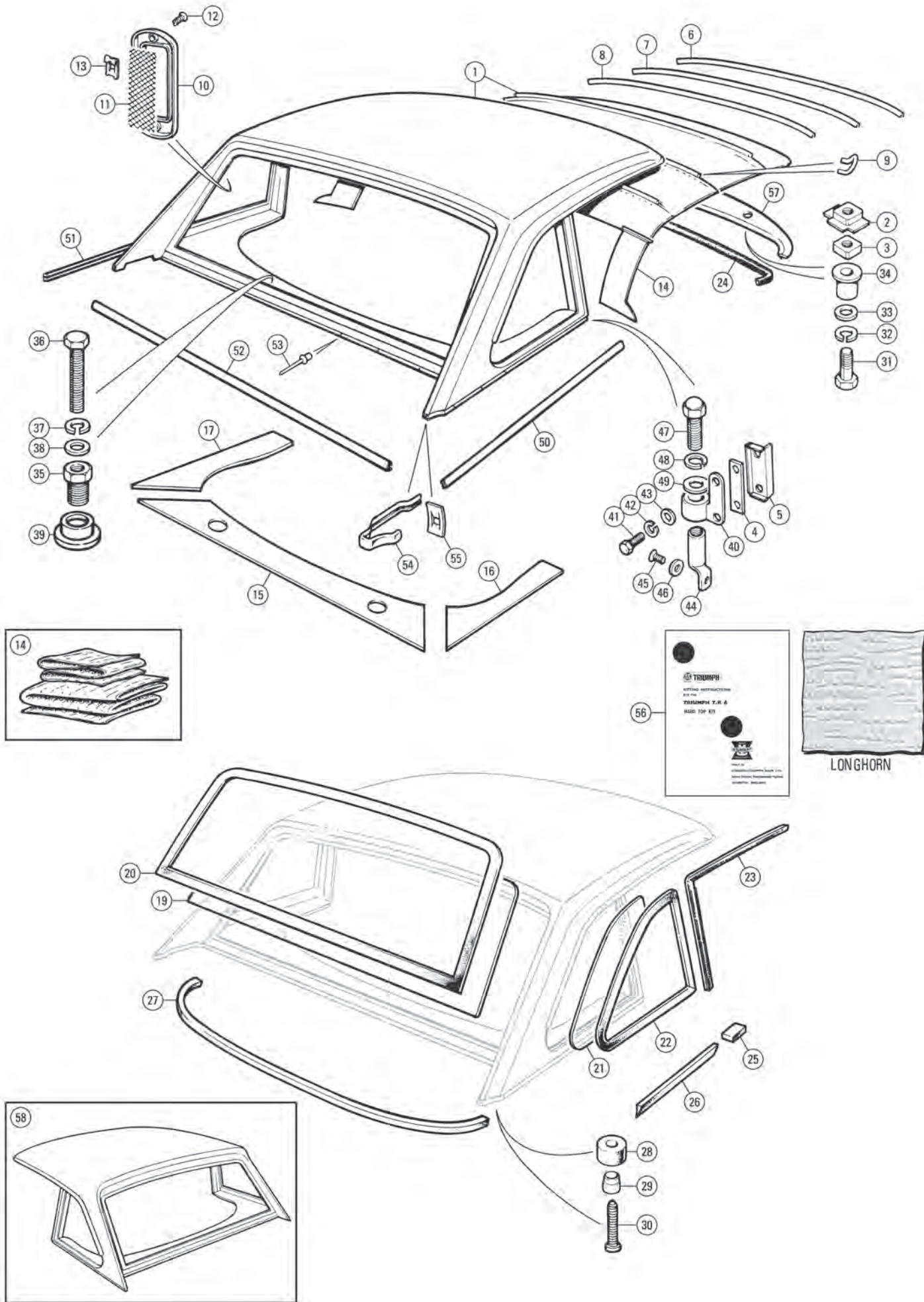
When originally sold by Triumph the 'Surrey' top was only supplied as a hard top. The name 'Surrey' was originally applied to the fabric conversion that was available as an option, although it has been adopted as the name for this style of roof and back light assembly.

Detailed below are the parts required to allow installation and use of the 'Surrey' soft top. These components are required if you have an existing back light assembly or you purchase one of our backlight assemblies. The conversion kits contain all necessary components, items 51-69.

	566330	£403.20	SURREY TOP CONVERSION KIT	1	black
	566458	£420.00	SURREY TOP CONVERSION KIT	1	white
51	806696	£260.00	SOFT TOP CANOPY	1	black
	806697	£260.00	SOFT TOP CANOPY, white	1	
52	613767	£3.16	HOOK, canopy attachment	4	
53	806696/MET	£23.80	CANOPY STIFFENER, front, (set of 3)	1	
54	565756	£0.41	CAP RIVET, securing hook & stiffener	4	
55	563032	£0.66	RIVET BACK	4	
56	806603	£110.40	FRAMEWORK, soft top canopy	1	
57	NT606041	£0.60	NUT, tension adjustment	2	
58	WP9	£1.20	WASHER, plain	2	
59	612092	£3.25	BUSH, end, rubber	2	
60	610624	£0.62	STUD, durable dot	6	
61	GHF600	£0.16	RIVET, pop	6	
62	706240	£51.50	RETAINER ASSEMBLY, rear	1	
63	612205	£3.76	THUMBSCREW, rear retainer	2	
64	WM57	£0.24	WASHER, plain	2	
65	7H9864	£0.28	BUTTON	10	
66	7H9866	£0.34	SOCKET	10	
67	611895	£7.70	BRACKET, hook	2	
68	610624	£0.62	STUD, durable dot	2	
69	AD606071	£0.38	SCREW, self tapping	2	

Windscreen Capping

70	806189	£71.60	CAPPING, windscreen	1	required when Surrey
71	552522	£0.64	RIVET, Imex	9	top is fitted



Hard Top & Fittings TR6

Factory Hard Top Kit

ill.	Part Number	Price £ea.	Description	Req.	Details
	575646W	NCA	HARD TOP KIT	1	} with off white headlining
1	575645	NCA	HARD TOP SHELL	1	

The hard top shell assembly was supplied in painted primer finish and fitted with a headlining.

2	600032	NCA	RETAINER, nut	2
3	NQ2708	£1.84	NUT, square	2
4	625308	NCA	PLATE, tapped	2
5	625310	NCA	RETAINER, tapped plate RH	1
	625309	NCA	RETAINER, tapped plate LH	1
6	716604	NCA	RAIL, listing, front	1
7	716605	NCA	RAIL, listing, middle	1
8	716606	NCA	RAIL, listing, rear	1
9	608307	£0.30	CLIP, listing rail to roof	6
10	626290	NCA	BEZEL, air outlet	2
11	622611	NCA	GRILLE, air outlet	2
12	GHF423	£0.30	SCREW, bezel & grille	4
13	GHF712	£0.30	SPIRE NUT	4

Headlining And Rear Shelf Covers

14	717504	£129.00	HEADLINING KIT	1	} off white
15	817094	NCA	COVER ASSEMBLY, centre	1	
16	718004	NCA	COVER ASSEMBLY, RH	1	
17	717994	NCA	COVER ASSEMBLY, LH	1	

Hard Top Glass And Seals

19	820390	NCA	GLASS, rear window	1	
20	815534	£51.30	SEAL, rubber, rear window glazing	1	
21	819940	NCA	GLASS, side window	2	
22	815791	£41.40	SEAL, rubber, side window glazing, RH	1	
	815790	£42.00	SEAL, rubber, side window glazing, LH	1	
23	626911	NCA	DRAUGHT EXCLUDER, black, RH	1	} Furflex
	626901	NCA	DRAUGHT EXCLUDER, black, LH	1	
	724031M	£6.50	DRAUGHT EXCLUDER, black	a/r		} per metre cut to fit
(The original door aperture draught excluder seal assemblies were only ever specified in black furflex. If you are suitably gifted and enterprising a coloured furflex could be substituted to match the body door seal furflex. Remember to keep the mitred steel corner piece from your old furflex to fit in the replacement if you are making your own. See Body Panels - Doors & Fittings for door draught excluder seals).					
24	626811	NCA	WEATHERSTRIP, black	1	roof to screen frame top
25	614150	£0.80	SEAL, rubber, pad, roof to 'B' post	2	
26	626155	£8.20	SEAL, rubber, roof to rear deck side	2	
27	626156	NCA	SEAL, rubber, roof to rear deck	1	
28	626899	£6.90	BUFFER, rubber, roof to rear deck	2	
29	626900	NCA	INSERT, metal, fitted in buffer	2	
30	AB610101	£0.30	SCREW, self tapping	2	

Miscellaneous Fittings

31	622887	£8.80	BOLT, domed	2
32	GHF332	£0.40	WASHER, locking	2
33	517263	£0.47	WASHER, plain	2
34	613508	£9.50	TUBE, distance	2
35	626157	£12.60	SCREW, adjusting	2
36	SH604121	£1.20	SCREW, mounting, roof to rear deck	2
37	GHF331	£0.38	WASHER, locking	2
38	518053	£0.13	WASHER, plain	2
39	626576	NCA	CAP, plastic, cover, rear adjuster nut	2
40	625312	NCA	BRACKET, roof to body side, RH	1
	625311	NCA	BRACKET, roof to body side, LH	1
41	GHF117	£0.30	SCREW, bracket to roof side	4
42	518054	NCA	WASHER, locking	4
43	GHF300	£0.22	WASHER, plain	4
44	625315	£50.45	TIE BAR, roof bracket to body side	2
45	518057	£1.16	SCREW, tie bar to body	2
46	518053	£0.13	WASHER, plain	2
47	622886	£3.30	BOLT, domed, mounting roof to tie bar	2
48	GHF332	£0.40	WASHER, locking	2
49	WA108054	£0.47	WASHER, plain	2

Finishers And Mouldings

50	626421	NCA	MOULDING, finisher, side, RH	1
51	626420	NCA	MOULDING, finisher, side, LH	1
52	815877	NCA	MOULDING, finisher, rear	1

53	GHF1461	£1.30	RIVET AND CLIP, moulding to roof	14	
	GHF1461	£1.30	RIVET AND CLIP, moulding to roof	14	alternative
	716608	£34.20	FINISHER, rear corner, RH	1	
54	716607	£34.60	FINISHER, rear corner, LH	1	
55	PFS103	£0.47	SPIRE NUT, corner finisher fixing	2	

Fitting Instructions

56	575646/INS	NCA	FITTING INSTRUCTIONS	1	} reprint of factory publication
(For original TR6 hard top assembly).					

Seal - Hard Top To Frame

57	806144	£35.70	SEAL, rubber, roof to screen frame top	1
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Aftermarket Hard Top Kit

58	575646FG	£870.00	HARD TOP KIT, fibreglass	1	aftermarket
(Black vinyl textured gelcoat).					

Hard Top Hoist

	MM900-990	£48.80	HARD TOP HOIST	1
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Universal Hard Top Storage System

	GAC1005	£171.90	HARD TOP STORAGE SYSTEM	1
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A Few Reasons Why A Hard Top Is Worth Having:

- Properly fitted, it adds considerably to the stiffness of the TR6.
- There is an improvement in aerodynamics.
- Where a roll bar is fitted, a lower type bar is used, which also helps aerodynamics. Make sure that this is specified when ordering the roll bar.
- The interior of the TR6 gains space and light, as long as the hood & frame are removed.
- The TR6 is generally quieter for long distance travel.
- If it doesn't fit properly, your TR6 is mis-shaped. So the hard top is an excellent body jig.
- When not in use, it can be hung to hide large damp patches in the garage!

1 COMM NO PAINT TRIM GROSS LADEN WEIGHT LBS. MANUFACTURED BY THE STANDARD TRIUMPH MOTOR CO LTD COVENTRY, ENGLAND. BS. AU48:1965

2 COMM NO PAINT TRIM GROSS LADEN WEIGHT LBS. MANUFACTURED BY THE TRIUMPH MOTOR CO LTD COVENTRY, ENGLAND. BS. AU48:1965

3 COMM NO PAINT TRIM GROSS LADEN WEIGHT 1380 Kg MINIMUM KERS WEIGHT 969 Kg MANUFACTURED BY TRIUMPH MOTORS BRITISH LEYLAND UK LTD COVENTRY, ENGLAND. BS. AU48:1965

4 COMM NO PAINT TRIM THIS VEHICLE COMPLIES WITH ALL U.S. FEDERAL SAFETY STANDARDS APPLICABLE ON THE STANDARD TRIUMPH MOTOR CO LTD COVENTRY, ENGLAND A MEMBER OF THE BRITISH LEYLAND MOTOR CORPORATION

5 MANUFACTURED BY THE STANDARD TRIUMPH MOTOR CO. LTD. DATE OF MANUFACTURE THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. COMM NO. PAINT TRIM A MEMBER OF THE BRITISH LEYLAND MOTOR CORPORATION

6 MANUFACTURED BY BRITISH LEYLAND UK LTD. COVENTRY ENGLAND. MANUFACTURED DATE GVWR TRD CAVW FRONT REAR THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. COMM NO. TYPE PASSENGER CAR. PAINT TRIM

7 MANUFACTURED BY TRIUMPH MOTORS BRITISH LEYLAND UK LTD. COVENTRY ENGLAND. MANUFACTURED DATE GVWR TRD CAVW FRONT REAR THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. COMM NO. TYPE PASSENGER CAR. PAINT TRIM

8 9 10 11 TIRE SIZE 18-15 RADIAL PRESSURE AT MAX. LOAD FRONT 27 psi REAR 24 psi VEHICLE CAPACITY WT-2 453 SMALL ADJUSTMENT (CLOCKWISE) FRONT 0.10-0.17 IN. REAR 0.10-0.17 IN. DISPERSED SPACING 2.8 INCHES MAX. LOADS 2900 LB. TIRE SIZE 18-15 RADIAL PRESSURE AT MAX. LOAD FRONT 20 psi REAR 19 psi VEHICLE CAPACITY WT-2 453 SMALL ADJUSTMENT (CLOCKWISE) FRONT 0.10-0.17 IN. REAR 0.10-0.17 IN. DISPERSED SPACING 2.8 INCHES MAX. LOADS 2900 LB.

12 TIRE SIZE 18-15 RADIAL PRESSURE AT MAX. LOAD FRONT 20 psi REAR 19 psi VEHICLE CAPACITY WT-2 453 SMALL ADJUSTMENT (CLOCKWISE) FRONT 0.10-0.17 IN. REAR 0.10-0.17 IN. DISPERSED SPACING 2.8 INCHES MAX. LOADS 2900 LB.

13 TIRE SIZE 18-15 RADIAL PRESSURE AT MAX. LOAD FRONT 20 psi REAR 19 psi VEHICLE CAPACITY WT-2 453 SMALL ADJUSTMENT (CLOCKWISE) FRONT 0.10-0.17 IN. REAR 0.10-0.17 IN. DISPERSED SPACING 2.8 INCHES MAX. LOADS 2900 LB.

14 TRIUMPH TR. 250. EMISSION CONTROL SETTINGS. TARGET CLEARANCE (COLD) 9.88 IN. ENGINE IDLING SPEED (HOT) 800RPM @ 1/2 IN. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. APPROXIMATE STATIC IGNITION TIMING 10° B.T.D.C.

15 U.S. FEDERAL STANDARDS, CONTROL OF AIR POLLUTION. THIS ENGINE OF THIS CAR IS EQUIPPED TO CONFORM TO THE REQUIREMENTS OF THE ABOVE STANDARD. SPECIAL PRECAUTIONS HAVE BEEN ISSUED BY THE MANUFACTURER TO THE EFFECT THAT THE CORRECT METHOD OF ENGINE MAINTENANCE AND TUNING, UNLAWFUL INTERFERENCE WITH OR ADJUSTMENTS TO THE CARBURETOR, INTAKE SYSTEM, IGNITION OR VALVE SETTINGS AND BREATHER SYSTEMS MUST NOT BE MADE, AS IF MADE, WOULD ADJUST CERTAINLY RESULT IN THE VEHICLE FAILING TO MEET THE LEGAL REQUIREMENTS IN RESPECT OF AIR POLLUTION.

16 TRIUMPH TR. 6. THIS VEHICLE HAS TRIUMPH EMISSION CONTROL SYSTEM REGULAR SERVICE IS REQUIRED TO MAINTAIN EFFECTIVENESS OF THE SYSTEM. EMISSION CONTROL SETTINGS. TARGET CLEARANCE (COLD) 9.88 IN. ENGINE IDLING SPEED (HOT) 800RPM @ 1/2 IN. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. APPROXIMATE STATIC IGNITION TIMING 10° B.T.D.C.

17 VEHICLE EMISSION CONTROL INFORMATION. TRIUMPH TR. 6. THIS VEHICLE HAS TRIUMPH EMISSION CONTROL SYSTEM. REGULAR SERVICE IS REQUIRED TO MAINTAIN EFFECTIVENESS OF THE SYSTEM. ENGINE 4 CYL. 152 CU. IN. EMISSION CONTROL SETTINGS. TARGET CLEARANCE (COLD) 9.88 IN. ENGINE IDLING SPEED (HOT) 800RPM @ 1/2 IN. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. APPROXIMATE STATIC IGNITION TIMING 10° B.T.D.C. CARBON MONOXIDE CONTENT AT IDLE 8.9:1:5% TRANSMISSION POSITION NEUTRAL.

18 VEHICLE EMISSION CONTROL INFORMATION. THE STANDARD TRIUMPH MOTOR CO. LTD. TRIUMPH TR. 6. THIS VEHICLE HAS TRIUMPH EMISSION CONTROL SYSTEM. REGULAR SERVICE IS REQUIRED TO MAINTAIN EFFECTIVENESS OF THE SYSTEM. ENGINE 4 CYL. 152 CU. IN. EMISSION CONTROL SETTINGS. TARGET CLEARANCE (COLD) 9.88 IN. ENGINE IDLING SPEED (HOT) 800RPM @ 1/2 IN. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. APPROXIMATE STATIC IGNITION TIMING 10° B.T.D.C. CARBON MONOXIDE CONTENT AT IDLE 8.9:1:5% TRANSMISSION POSITION NEUTRAL. THIS VEHICLE CONFORMS TO U.S. DEPT. OF H.E. & CALIFORNIA STATE REGS. TO 1974 MODEL YEAR NEW MOTOR VEHICLE.

19 20 TRIUMPH TR. 250. VEHICLE EMISSION CONTROL INFORMATION. BRITISH LEYLAND MOTOR CORPORATION. EXHAUST EMISSION CONTROL TYPE - E. IMPORTANT: PROPER MAINTENANCE AND ADJUSTMENT IS NECESSARY FOR CONTINUED EFFECTIVENESS. LIMITED WIRE ADJUSTMENTS MAY BE MADE IN CONJUNCTION WITH A CARBON MONOXIDE ANALYSER. ADJUSTMENT OUTSIDE THE RANGE OF THE I.D.L. Mixture Screw Requires the Use of a Special Tool. ADJUSTMENT OUTSIDE THE RANGE OF THE I.D.L. Mixture Screw Requires the Use of a Special Tool. AND SHOULD ONLY BE MADE BY AN AUTHORIZED DEALER. MAKE ADJUSTMENTS WITH ENGINE AT NORMAL WORKING TEMPERATURE WITH AIR CLEANER ON. ENGINE SETTINGS. I.D.L. SPEED 800RPM. FAST I.D.L. SPEED (HOT) 1300 RPM. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. SPARK PLUG GAP 0.025 IN. I.D.L. Mixture Screw. SET FAST I.D.L. SPEED WITH CHOICE CAMS IN BALL LOCATORS.

21 TRIUMPH TR. 6. VEHICLE EMISSION CONTROL INFORMATION. BRITISH LEYLAND MOTOR CORPORATION. EXHAUST EMISSION CONTROL TYPE - E.M. IMPORTANT: PROPER MAINTENANCE AND ADJUSTMENT IS NECESSARY FOR CONTINUED EFFECTIVENESS. LIMITED WIRE ADJUSTMENTS MAY BE MADE IN CONJUNCTION WITH A CARBON MONOXIDE ANALYSER. ADJUSTMENT OUTSIDE THE RANGE OF THE I.D.L. Mixture Screw Requires the Use of a Special Tool. AND SHOULD ONLY BE MADE BY AN AUTHORIZED DEALER. MAKE ADJUSTMENTS WITH ENGINE AT NORMAL WORKING TEMPERATURE WITH AIR CLEANER ON. ENGINE SETTINGS. I.D.L. SPEED 800RPM. FAST I.D.L. SPEED (HOT) 1300 RPM. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. SPARK PLUG GAP 0.025 IN. I.D.L. Mixture Screw. SET FAST I.D.L. SPEED WITH CHOICE CAMS IN BALL LOCATORS.

22 TRIUMPH TR. 6. VEHICLE EMISSION CONTROL INFORMATION. BRITISH LEYLAND MOTOR CORPORATION. EXHAUST EMISSION CONTROL TYPE - E.M. IMPORTANT: PROPER MAINTENANCE AND ADJUSTMENT IS NECESSARY FOR CONTINUED EFFECTIVENESS. LIMITED WIRE ADJUSTMENTS MAY BE MADE IN CONJUNCTION WITH A CARBON MONOXIDE ANALYSER. ADJUSTMENT OUTSIDE THE RANGE OF THE I.D.L. Mixture Screw Requires the Use of a Special Tool. AND SHOULD ONLY BE MADE BY AN AUTHORIZED DEALER. MAKE ADJUSTMENTS WITH ENGINE AT NORMAL WORKING TEMPERATURE WITH AIR CLEANER ON. ENGINE SETTINGS. I.D.L. SPEED 800RPM. FAST I.D.L. SPEED (HOT) 1300 RPM. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. SPARK PLUG GAP 0.025 IN. I.D.L. Mixture Screw. SET FAST I.D.L. SPEED WITH CHOICE CAMS IN BALL LOCATORS.

23 TRIUMPH TR. 6. VEHICLE EMISSION CONTROL INFORMATION. BRITISH LEYLAND MOTOR CORPORATION. EXHAUST EMISSION CONTROL TYPE - E.M. IMPORTANT: PROPER MAINTENANCE AND ADJUSTMENT IS NECESSARY FOR CONTINUED EFFECTIVENESS. LIMITED WIRE ADJUSTMENTS MAY BE MADE IN CONJUNCTION WITH A CARBON MONOXIDE ANALYSER. ADJUSTMENT OUTSIDE THE RANGE OF THE I.D.L. Mixture Screw Requires the Use of a Special Tool. AND SHOULD ONLY BE MADE BY AN AUTHORIZED DEALER. MAKE ADJUSTMENTS WITH ENGINE AT NORMAL WORKING TEMPERATURE WITH AIR CLEANER ON. ENGINE SETTINGS. I.D.L. SPEED 800RPM. FAST I.D.L. SPEED (HOT) 1300 RPM. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. SPARK PLUG GAP 0.025 IN. I.D.L. Mixture Screw. SET FAST I.D.L. SPEED WITH CHOICE CAMS IN BALL LOCATORS.

24 TRIUMPH TR. 250. VEHICLE EMISSION CONTROL INFORMATION. BRITISH LEYLAND UK LTD COVENTRY ENGLAND. EXHAUST EMISSION CONTROL TYPE - E.M. IMPORTANT: PROPER MAINTENANCE AND ADJUSTMENT IS NECESSARY FOR CONTINUED EFFECTIVENESS. LIMITED WIRE ADJUSTMENTS MAY BE MADE IN CONJUNCTION WITH A CARBON MONOXIDE ANALYSER. ADJUSTMENT OUTSIDE THE RANGE OF THE I.D.L. Mixture Screw Requires the Use of a Special Tool. AND SHOULD ONLY BE MADE BY AN AUTHORIZED DEALER. MAKE ADJUSTMENTS WITH ENGINE AT NORMAL WORKING TEMPERATURE WITH AIR CLEANER ON. ENGINE SETTINGS. I.D.L. SPEED 800RPM. FAST I.D.L. SPEED (HOT) 1300 RPM. IGNITION TIMING (IDLING SPEED) 10° A.T.D.C. SPARK PLUG GAP 0.025 IN. I.D.L. Mixture Screw. SET FAST I.D.L. SPEED WITH CHOICE CAMS IN BALL LOCATORS.

25 THE STANDARD TRIUMPH MOTOR CO. LTD. COVENTRY, ENGLAND. THE FOLLOWING PATENTS PROTECT THE FEATURES INCORPORATED. OTHER PATENTS PENDING. 891,820 927,554 1,006,297 883,308 887,802 971,198 1,000,863 CORRESPONDING PATENTS IN OVERSEAS COUNTRIES GRANTED OR PENDING. PT. No 145319

26 VEHICLE EMISSION CONTROL INFORMATION. THIS VEHICLE CONFORMS TO U.S. & CALIFORNIA REGULATIONS APPLICABLE TO 1974 MODEL YEAR NEW MOTOR VEHICLES. NON CATALYST

27 E11 12 R - 0014 14 R - 72,002 E2 11 R - 0014 15 R - 72,046

28 E 12 R - 0014 11 R - 0014

29 AC MADE IN ENGLAND PATENTS APPLIED FOR AC ELEMENT A4877R FOR SERVICING OF ELEMENT REFER TO VEHICLE MAKERS HANDBOOK.

30 MADE IN ENGLAND DOOPER'S PATENTS APPLIED FOR DOOPER'S ELEMENT REFER TO VEHICLE MANUFACTURERS HANDBOOK.

31 FOR ELEMENT SERVICE REFER TO VEHICLE HANDBOOK UNIPART

32 ENGINE OIL FILLER SEE OWNERS INSTRUCTION MANUAL

33 SMITHS INDUSTRIES LIMITED MADE IN UNITED KINGDOM FHR 3494/04 12V.

34 CAUTION IT IS IMPOSSIBLE TO DRAIN HEATER UNIT WHEN DRAINING REMAINDER OF COOLING SYSTEM UNDER FREEZING CONDITIONS BLUECOL ANTI-FREEZE MUST BE USED.

35 LAYCOCK de NORMANVILLE OVERDRIVE UNIT SERIAL NO. 22/4373/3 003 623 PATENT NO. 2,386,007 U.S.A. 2,097,021 CANADA 369847 FRANCE 806918 MADE BY LAYCOCK ENGLAND UNDER EXCLUSIVE LICENSE FROM LAYCOCK ENGLAND

36 LAYCOCK de NORMANVILLE OVERDRIVE UNIT SERIAL NO. 22/4373/3 003 623 PATENT NO. 2,386,007 U.S.A. 2,097,021 CANADA 369847 FRANCE 806918 MADE BY LAYCOCK ENGLAND UNDER EXCLUSIVE LICENSE FROM LAYCOCK ENGLAND

37 LAYCOCK de NORMANVILLE OVERDRIVE UNIT SERIAL NO. 22/4373/3 001276 PATENT NO. 2,386,007 U.S.A. 2,097,021 CANADA 369847 FRANCE 806918 MADE BY LAYCOCK ENGLAND UNDER EXCLUSIVE LICENSE FROM LAYCOCK ENGLAND

38 LAYCOCK de NORMANVILLE OVERDRIVE UNIT SERIAL NO. 22/4373/3 001276 PATENT NO. 2,386,007 U.S.A. 2,097,021 CANADA 369847 FRANCE 806918 MADE BY LAYCOCK ENGLAND UNDER EXCLUSIVE LICENSE FROM LAYCOCK ENGLAND

37 39 35 36 40 38 45 TR6 LUCAS 46 47 49 48 IMPORTANT When Servicing Top End Overdrive Unit, Always Close Clutch. Do Not Use Clutchless Set of Gears. 50 TRIPLEX LAMINATED

Commission Plates & Decals

Triumph used a logic of alphabetical prefixes and suffixes to identify their range and series of each model and each model's major assemblies (body, engine, gearbox and differential). As an example European model TR5's and TR6's from 1967 to 1972 were given 'CP' as their commission number prefix and all 1973 to 1975 TR6 European models were given 'CR'. In North America the TR250 used 'CD', TR6's from 1969 to 1972 used 'CC' and 1973 to 1976 models used 'CF' as their commission number prefixes. The number following the prefix was the sequence that each car was manufactured in. Additionally either 'L' or 'U' (on post 1971 cars) followed this number to designate Left Hand Drive models and an 'O' was also used to denote a car that came originally fitted with overdrive. These important numbers were stamped in 1/4" letters on a commission number plate fitted to each vehicle. Commission Numbers on all TR5's; TR250's and TR6 CP/CC models (1969-72) are stamped to a plate which is riveted to the left-hand front wheel arch. With the introduction of CR/CF models (1973-76) the commission number plate was moved to the left hand 'B' post. Additionally each plate had stamped on it the original paint and trim colour scheme numbers for that particular vehicle. These numbers are explained in the paint section of this catalogue.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	CNPTR5	£5.10	PLATE, commission number (Mounted LH front wheel arch).	1	TR5, TR6 (c) CP1 To CP52785 approx. (1969-70)
2	CNPTR6CP	£11.75	PLATE, commission number (Mounted LH front wheel arch).	1	TR6 (c) CP52786 approx. To CP77718, (1971-72)
3	UKC7821	£6.60	PLATE, commission number (Mounted LH door post).	1	TR6 (c) CR1 To CR6701, (1973-75)
4	CNP73	NCA	PLATE, commission number (Mounted LH front wheel arch).	1	TR250 (c) CD1 To CD8594 (1967-68) TR6 (c) CC25000 To CC51032 approx. (1969)
5	CNP61	NCA	PLATE, commission number (Mounted LH front wheel arch).	1	TR6 (c) CC51033 approx. To CC85737, (1970-72)
6	CNP74	NCA	PLATE, commission number (Mounted LH door post).	1	TR6 (c) CF1 To CF39991, (1973-75)
7	CNP62	NCA	PLATE, commission number (Mounted LH door post).	1	TR6 (c) CF50000 To CF58328, (1976)
8	RU60812	NCA	RIVET, securing commission plate	2	

Body Plate

Each model had a body number that was stamped on a plate located on the righthand bulkhead. TR5's commenced with '1CP', TR250'S with '1CC', TR6's with '25001CP' for Fuel Injected (Pi) models and 25001CC for Carburettor models.

9	CRST269	NCA	PLATE, body number (Riveted to RH bulkhead panel).	1	
10	RU608123	£0.47	RIVET, securing body plate	2	

Tyre Pressure Plates

Tyre Pressure Plates, conveniently located on the inside of the glove box door, also list the vehicle capacity weight and maximum loaded vehicle weight.

11	622405	NCA	PLATE, self adhesive, tyre pressures etc. (Mounted on glove box lid).	1	TR5, TR250, (1967-68)
12	625964	NCA	PLATE, self adhesive, tyre pressures etc. (Mounted on glove box lid).	1	TR6 (c) CC25000 To CC51032, (1969)
13	626856	NCA	PLATE, self adhesive, tyre pressures etc. (Mounted on glove box lid).	1	TR6 (c) CC51033 To CF58328, (1970-76)

Emission Control Labels

Emission Control Labels for North American models were located either on the underside of the bonnet or on the LH front wheel arch. These labels give the appropriate emission settings required for each model year.

14	CNP51	NCA	LABEL, self adhesive, emission control settings, mounted on underside of bonnet	1	TR250, (1967-68)
15	CNP52	NCA	LABEL, self adhesive, control of air pollution, mounted on underside of bonnet	1	TR250, TR6 (c) CC25000 To CC32142, (1969)
16	CNP601	NCA	LABEL, self adhesive, emission control settings, mounted on underside of bonnet	1	TR6 (c) CC25000 To CC32142, (1969)
17	CNP602	NCA	PLATE, vehicle emission control information, riveted to LH front wheel arch	1	TR6 (c) CC50001 To CC60902, (1970)
18	CNP608	NCA	PLATE, vehicle emission control information, riveted to LH front wheel arch	1	TR6 (c) CC60903 To CC67893, (1971)
19	RU608123	£0.47	RIVET, securing commission plates	2	
20	CNP603	NCA	LABEL, self adhesive, vehicle emission control information, mounted on LH front wheel arch	1	TR6 (c) CC75001 To CC85737, (1972)
21	CNP604	NCA	LABEL, self adhesive, vehicle emission control information, mounted on LH front wheel arch	1	TR6 (c) CF1 To CF17001, (1973)
22	CNP605	NCA	LABEL, self adhesive, vehicle emission control information, mounted on LH front wheel arch	1	TR6 (c) CF17002 To CF25777, (1974)

23	CNP606	NCA	LABEL, self adhesive, vehicle emission control information, mounted on underside of bonnet	1	TR6 (c) CF27001 To CF39991, (1975)
24	UKC7331	NCA	LABEL, self adhesive, vehicle emission control information, mounted on underside of bonnet and LH wheel arch	2	TR6 (c) CF50001 To CF58328, (1976)
25	CHA599	NCA	LABEL, self adhesive, 'non catalyst'	1	TR6 (c) CF50001 To CF58328, (1976)

Patent Label

26	145313	NCA	LABEL, self adhesive, British patent information, mounted on underside of bonnet	1	TR250, TR6 (c) CC25000 To CC32142, (1969)
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E Labels

'E' labels were introduced in 1970, so were not present on TR5's or the first TR6's. The various numbers refer to certain components or aspects the car having passed this European legislation. 'E' marks verifying the status of these 'passed' components appear on them (such as lenses, glass and trim material), being moulded, stamped or pointed there-on.

27	CRST270	NCA	LABEL, 'E', large	1	
28	CRST271	NCA	LABEL, 'E', small	1	

Air Cleaner Labels

29	CRST283	NCA	LABEL, air filter, AC	1	
30	CRST120	£1.80	LABEL, air filter, Cooper	1	
31	CRST119	£1.60	LABEL, air filter, Unipart	1	

Oil Cap Label

32	CRST262	NCA	LABEL, oil cap	1	
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Heater Labels

33	CRST267	NCA	LABEL, heater, 'Smiths'	1	
34	CRST127	£1.50	LABEL, heater, 'Caution'	1	

Indicator And Light Switch Labels

35	611012	£4.15	LABEL, indicator switch, RHD	1	
36	611011	£5.90	LABEL, indicator switch, LHD	1	
37	611014	£2.30	LABEL, lighting switch, RHD	1	TR5, TR6 To (c) CR1
38	611013	£3.55	LABEL, lighting switch, LHD	1	
39	621967	£1.20	LABEL, main/dip beam, headlamp and flasher switch, RHD	1	TR6 From (c) CR1
40	621968	£3.46	LABEL, main/dip beam, headlamp and flasher switch, LHD	1	

Overdrive Plates

41	CRST264	NCA	PLATE, 'A' type overdrive	1	brass
42	CRST265	NCA	PLATE, 'A' type overdrive	1	aluminium
43	CRST266	NCA	PLATE, 'A' type overdrive	1	
44	NKC74	NCA	PLATE, 'J' type overdrive	1	

Wheel Medallion Label

45	627502RP	£2.90	LABEL, wheel medallion, 'TR6'	4	TR6 From (c) CP/CC50000, (1970-76)
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Miscellaneous Labels

46	CRST191	£4.00	BATTERY, 'Lucas'	a/r	
47	CRST156	£1.70	BATTERY, ignition coil, 'Lucas'	a/r	
48	CRST122	£2.00	LABEL, wiring loom, 'Lucas'	a/r	
49	CRST176	NCA	LABEL, speedometer, 'Reset'	a/r	
50	CRST125	£1.80	LABEL, windscreen, 'Triplex Laminated'	a/r	

North American Specification Cars

Due to the increasing concern over public welfare with regard to traffic, extensive lobbying with regard to the environment and sheer concern over safety. American legislation has often led the world in attempting to improve all aspects of motoring use. For these reasons, there are a number of aspects about the TR range which are peculiar to North America alone. While many of these local differences are catered for elsewhere in this catalogue, some components have a special relevance and have been included or highlighted here for the benefit of our North American customers.

The original brief for this project was to create the definitive European specification catalogue for TR5 & TR6 models and highlight the major parts that were different in a separate North American model section. However as time went on and where it was deemed significant to include in the main catalogue sections (the lamp, chassis, body, trim and paint sections are fully world specification) but where it would have required a new section (as in the case of carburettors and emission controls) or where room did not allow it was decided to include significant items on this page as a reference. Please use the information on these pages in conjunction with the main body of the catalogue and if you require something for your North American model that has made it's way into Europe that we don't list, please contact us.

External Engine

Some variations occur to North American cylinder blocks to make allowances for differences in the oil pump and distributor drive assemblies.

Ill.	Part Number	Price Eea.	Description	Req.	Details
	517276	£40.40	HEAD GASKET SET, 'flat top' block	1	} TR250, TR6 To (e) CC75000
	517276Z	£18.00	HEAD GASKET SET, 'flat top' block (Alternative).	1	
	520884	£60.90	HEAD GASKET SET, 'recessed' top block	1	} TR6 From (e) CC75001
	520884Z	£19.30	HEAD GASKET SET, 'recessed' top block (Alternative).	1	
	520880R	NCA	CYLINDER BLOCK, 'flat top' (Reconditioned/exchange).	1	} TR250
	517611R	NCA	CYLINDER BLOCK, un-reinforced 'flat top' (Reconditioned/exchange).	1	} TR6 To (e) CC50000
	520880R	NCA	CYLINDER BLOCK, reinforced 'flat top' (Reconditioned/exchange).	1	} TR6 From (e) CC50001 To CC75000
	UKC902R	NCA	CYLINDER BLOCK, reinforced 'recessed' (Reconditioned/exchange).	1	} TR6 From (e) CC75001
	158942	£27.60	CYLINDER LINER	6	
	137978	NCA	BUSH, oil pump drive	1	} TR250
	149776	NCA	BUSH, oil pump drive	1	} TR6
	TE605105	£2.30	STUD, distributor pedestal	2	
	156274	£5.10	STUD, cylinder head	14	
	156274X	£7.50	STUD, cylinder head	14	} uprated
	UKC1110	£2.80	OIL SEAL, timing cover, twin lip	1	
	GPS117	£6.00	OIL PRESSURE SWITCH	1	} TR250, TR6 To (c) CF1
	TT2998	£31.00	OIL PRESSURE SWITCH, uprated to 20 psi.	1	
	GPS113	£22.60	OIL PRESSURE SWITCH, with 3 terminals	1	} TR6 From (c) CF1

For all other details please refer to the main Engine & Components sections.

Internal Engine

	307546	NCA	CRANKSHAFT, new	1	} TR250, TR6
	307546K	£324.00	CRANKSHAFT, reconditioned/exchange (Includes appropriate bearing sets).	1	} To (e) CC50000 ('long' backed crank)
	311322	NCA	CRANKSHAFT, new	1	
	311322K	£324.00	CRANKSHAFT, reconditioned/exchange (Includes appropriate bearing sets).	1	} TR6 From (e) CC50001 ('short' backed crank)
	119389	£26.10	TIMING GEAR, crankshaft, (standard chain)	1	
	035960	£33.00	TIMING GEAR, camshaft, (standard chain)	1	} early TR250
	105131	£5.20	TIMING CHAIN, (standard 1 row)	1	
	042425	£6.00	TENSIONER, timing chain, (standard chain)	1	
	307621	NCA	CAMSHAFT, new	1	} TR250, TR6 To (e) CF12500
	307621R	NCA	CAMSHAFT, reconditioned/exchange	1	
	311399	£187.60	CAMSHAFT, new	1	} TR6 From (e) CF12501
	311399R	NCA	CAMSHAFT, reconditioned/exchange	1	
	148041	NCA	FLYWHEEL, with ring gear, new	1	} TR250, TR6 To (e) CC50000
	148041R	£142.80	FLYWHEEL, with ring gear (Reconditioned/exchange).	1	} recessed - fits 'long backed' crank
	151214E	£120.40	FLYWHEEL, with ring gear (Reconditioned/exchange).	1	} TR6 From (e) CC50001, non recessed - fits 'short backed' crank
	047246	£5.40	SPIGOT BUSH, 1" x 1", in crankshaft	1	} TR250, TR6 To (e) CC50000
	151213	£4.70	SPIGOT BUSH, 1" x 1/2", in flywheel	1	} TR6 From (e) CC50001
	214479	£128.80	PULLEY & DAMPER, 3/8" groove	1	} TR250, TR6 To (e) CC80027
	217371	NCA	PULLEY & DAMPER, 1/2" groove	1	} TR6 From (e) CC80028
	GCB11088	£5.30	FAN BELT, 3/8" wide	1	} TR250, TR6 To (e) CC80027
	217391	£9.00	FAN BELT, 1/2" wide	1	} TR6 From (e) CC80028 To (e) CF35000
	TKC2165	£17.70	FAN BELT, 1/2" wide	1	} TR6 From (e) CF35001
	TKC2166	NCA	DRIVE BELT, air pump, 3/8" wide	1	

308353	£28.80	FAN, 8 blade, plastic, yellow	1
126786	NCA	DRIVE SHAFT & GEAR ASSEMBLY (Distributor & oil pump).	1
126785	NCA	GEAR, driving (Meshing with camshaft, slotted to accept distributor drive dog).	1
500974	£0.43	MILLS PIN, gear to drive shaft	1
126784	NCA	DISTRIBUTOR PEDESTAL	1
SH604041	£0.41	SCREW, distributor to pedestal	1
GHF331	£0.38	WASHER, locking	1
WM93	£1.31	WASHER, plain	1

For all other details please refer to the main Engine & Components sections.

Cylinder Head

Due to increasingly strict environmental legislation, North American engines were altered to reduce exhaust emissions and this included the use of decreased compression ratios. Cylinder heads listed here account for these local variations.

516796R	£444.80	CYL. HEAD ASSEMBLY, recon/exch	1	} TR250, TR6 To (e) CC75000
520868	NCA	CYL. HEAD ASSEMBLY, new	1	} TR6 (e) CC75001
520868R	NCA	CYL. HEAD ASSEMBLY, recon/exch	1	} To (e) CF12500
UKC1421	NCA	CYL. HEAD ASSEMBLY, new	1	} TR6 From (e) CF12501
UKC1421R	NCA	CYL. HEAD ASSEMBLY, recon/exch	1	} (EGR valve fitted)

All Moss cylinder heads are to unleaded specification. The information (below) relating to valves & seats may vary according to the requirements of the head being rebuilt which may not be obvious until machining takes place. Please refer to main text for options.

516797	NCA	CYLINDER HEAD, bare	1	} TR250, TR6 To (e) CC75000
520869LFE	£428.40	CYLINDER HEAD, bare	1	} TR6 (e) CC75001 To (e) CF12500
RTC1860	NCA	CYLINDER HEAD, bare	1	} TR6 From (e) CF12501
146496	NCA	INSERT, valve seat, Inlet	6	} all (e) CC models
146497	£7.40	INSERT, valve seat, exhaust	6	
12H462	£10.20	INSERT, valve seat, Inlet	6	} all (e) CF models
159904	£6.00	INSERT, valve seat, exhaust	6	
149658	£8.20	VALVE, exhaust, 1.25"	6	} all (e) CC models
159873	£7.60	VALVE, exhaust, 1.19"	6	} all (e) CF models
136487	£3.55	VALVE SPRING, single	12	} TR250, TR6 To (e) CC75000
157229	£2.16	VALVE SPRING, single	12	} TR6 From (e) CC75001 To (e) CF1
T57229	NCA	VALVE SPRING, outer	12	} TR6 all (e) CF models,
157476	£1.84	VALVE SPRING, inner	12	} (twin fitment)
149513	£4.00	PUSH ROD, 8.11", forged	12	} all (e) CC models
TT1233	£12.10	PUSH ROD, 8.11", tubular	12	
148916	£5.20	PUSH ROD, 8.30", forged	12	} all (e) CF models
TT10433	£12.10	PUSH ROD, 8.25", tubular	12	
213641	£8.40	GASKET, inlet & exhaust manifold	1	} TR250, TR6 To (e) CC75000
AJM682	£5.40	GASKET, inlet & exhaust manifold	1	} TR6 From (e) CC75001
GUG702597HG	£25.00	GASKET, cylinder head to cyl. block	1	} TR250, TR6 To (e) CC75000
AJM387	£25.40	GASKET, cylinder head to cyl. block	1	} TR6 From (e) CC75001
AJM387B	£30.00	GASKET, cylinder head to cyl. block	1	} Aftermarket

For all other details please refer to the main Engine & Components sections.

Engine And Gearbox Mountings

Note: For details please see pages 36 to 37.

Oil Filtration And Cooling

Note: For details please see pages 38 to 41.

Cooling System

308353	£28.80	FAN, 8 blade, plastic, yellow	1	
214405	£48.00	PIPE, heater return	1	
214405SS	£36.05	PIPE, heater return, stainless steel	1	
156333	£20.90	ELBOW, water outlet, thermostat cover	1	} TR250, TR6 To (e) CC62887
				} TR6 From (e) CC62888
				} To (e) CF35000
UKC5342	NCA	ELBOW, water outlet, thermostat cover	1	} TR6 From (e) CF35001
GWP201	£36.90	WATER PUMP & PULLEY ASSEMBLY (3/8" single pulley).	1	} TR250, TR6
				} To (e) CC80027
TKC2106	£64.60	WATER PUMP & PULLEY ASSEMBLY (1/2" dual pulley).	1	} TR6 From (e) CC80028
				} To (e) CF35000
				} TR6 From (e) CF35001
GCB11088	£5.30	FAN BELT, 3/8" wide	1	} TR250, TR6 To (e) CC80027
217391	£9.00	FAN BELT, 1/2" wide	1	} TR6 From (e) CC80028
				} To (e) CF35000
TKC2165	£17.70	FAN BELT, 1/2" wide, engines	1	} TR6 From (e) CF35001
TKC2166	NCA	DRIVE BELT, air pump, 3/8" wide	1	
308850	£216.00	RADIATOR, new	1	} TR5, TR6 To (c) CP75000
308850ALI	£558.30	RADIATOR, aluminium	1	
312347	NCA	RADIATOR, new	1	} TR6 From (c) CP75001
312347ALI	£558.30	RADIATOR, aluminium	1	

RKC1735	£228.00	RADIATOR, new	1	TR6 From (c) CF35001
GRC112	£3.20	CAP, radiator, 7 psi	1	TR5, TR6 To (c) CP75000
GRC112SS	£6.90	CAP, radiator, 7 psi, stainless steel	1	
GRC180	£3.20	CAP, radiator, 13 psi	1	TR6 From (c) CP75001
GRC180SS	£6.90	CAP, radiator, 13 psi, stainless steel	1	
154148	£22.70	TOP HOSE, green	1	TR6 From (e) CC50001 To CC75000
GZA971X	£18.00	TOP HOSE, green, silicone	1	all models To CC75000
GRH387	£6.30	TOP HOSE, black	1	
158289	£3.80	TOP HOSE, slight curve, black	1	TR6 From (e) CC75001
158290	£19.40	TOP HOSE, curved, green	1	To (c) CF35000
UKC5238	£35.00	TOP HOSE, curved, green	1	
158290	£19.40	TOP HOSE, curved, green	1	TR6 From (e) CF35001
GRH393	£8.30	BOTTOM HOSE, curved, green, original	1	
GRH393BLK	£5.60	BOTTOM HOSE, curved, black, reinforced	1	
GRH393X	£7.50	BOTTOM HOSE, curved, green, silicone	1	
GRH392	£4.70	BOTTOM HOSE, straight, green, original	1	
GRH392BLK	£3.00	BOTTOM HOSE, straight, black, reinforced	1	
GRH392X	£3.25	BOTTOM HOSE, straight, green, silicone	1	
158308	NCA	'T' PIECE	1	
037430	NCA	SWITCH, thermostatic vacuum	1	TR6 (e) CC75001 To CF35000
037430	NCA	SWITCH, thermostatic vacuum, alternative	1	
145398	NCA	PIPE, steel, water return	1	TR250, TR6 To (c) CC75000
158417SS	£22.50	PIPE, stainless steel, water return	1	TR6 From (c) CC75001
137742	£6.50	PIPE, overflow	1	TR6 To (e) CF35000
UKC5529	NCA	PIPE, overflow	1	TR6 From (e) CF35001
714536	£9.00	VALANCE, wheel arch to radiator	2	TR250
910441	£31.70	AIR DUCT, radiator	1	TR6
910441ABS	NCA	AIR DUCT, radiator, plastic, (alternative)	1	

Note: For all other details please refer to the main Cooling System section, pages 38 to 41.

308088	NCA	INLET MANIFOLD	1	TR250, TR6 To (e) CC50000
311378	NCA	INLET MANIFOLD	1	TR6 From (e) CC50001 To CC75000
312187	NCA	INLET MANIFOLD	1	TR6 From (e) CC75001 To CF12500
TKC1100	NCA	INLET MANIFOLD	1	TR6 From (e) CF12501
213641	£8.40	GASKET, inlet & exhaust manifold	1	TR250, TR6 To (e) CC75000
AJM682	£5.40	GASKET, inlet & exhaust manifold	1	TR6 From (e) CC75001
308290	NCA	EXHAUST MANIFOLD	1	TR250, TR6 To (c) CC75000
308292	NCA	EXHAUST MANIFOLD	1	TR6 From (e) CC75001 To CF35000
RKC1729	NCA	EXHAUST MANIFOLD	1	TR6 From (e) CF35001
GEG718	£3.70	GASKET, exhaust flange	1	TR250, TR6 To (c) CC75000
GUG4811MG	£2.00	GASKET, exhaust flange	1	TR6 From (e) CC75001
214405	£48.00	PIPE, manifold to water pump	1	
214405SS	£36.05	PIPE, manifold to water pump, stainless	1	
154149	£20.40	HOSE, water inlet, green	1	
157688	£17.00	HOSE, water inlet, green	1	TR6 From (e) CC75001
GZA1002	£4.55	HOSE, water inlet, black, replacement	1	
157689	£15.90	HOSE, water outlet, black, replacement	1	TR250, TR6 To (e) CC75000
157689Z	£10.90	HOSE, water outlet, black, replacement	1	TR6 From (e) CC75001

Air Cleaners

GFE1020	£4.80	ELEMENT, air filter	2	
BHH1992	£0.54	GASKET, air cleaner assembly to carb.	2	

Exhaust

Note: For details please refer Exhaust Systems on pages 82 to 85.

Fuel System

Tank, Pipes & Pump

312359	£322.00	FUEL TANK, with drain plug, steel	1	
312359X	£350.20	FUEL TANK, with drain plug, aluminium	1	

Note: The replacement aluminium petrol tank is suitable for all TR250's & TR6's.

613506	£64.10	FUEL CAP, fuel, bright finish	1	TR250
725117	£82.80	FUEL CAP, fuel, bright finish	1	TR6
725220	£6.84	SEAL, non vented, (for 725117 cap)	1	
571086	£59.40	FUEL CAP, locking, round	1	alternatives
GAC6001X	£84.00	FUEL CAP, locking, lozenge shaped	1	
650247	£3.25	GROMMET	1	
650279	£5.30	HOSE, filler	1	
214465	£29.30	SENDER UNIT, petrol gauge	1	
213577	£22.00	FUEL PUMP ASSEMBLY, OE spec.	1	
AEU2760A	£13.30	REPAIR KIT, AC original fuel pump only	1	
213577	£22.00	FUEL PUMP ASSEMBLY, reproduction	1	
GFE7004	£3.00	FUEL FILTER, in line	1	

Carburettors

RKC1799	NCA	CARBURETTOR, front, new, (C3771R)	1	TR6 From (c) CF35001
RKC1798	NCA	CARBURETTOR, rear, new, (C3771L)	1	

Note: If you require your existing carburettors to be rebuilt, please enquire.

While trying to keep up with the U.S. market emission requirements Triumph used three types of Zenith Stromberg carburettors during the 1970 to 1972 models years. The chassis number change points sometimes ran concurrently. The best method of determining which one is on your car is to refer to the brass tag secured by the top cover screw on the top of each carburettor or by referring to the identification chart below:

Carburettor Identification

The table below is designed as a guide for identifying TR250 & TR6 carburettors. Although specific model years are given, there may be some overlap in the applications given for some years. The carburettor reference numbers are found on the square brass tags under one of the carburettor top cover screws. These numbers are usually suffixed with L, LH, R, RH or F, indicating the position of the individual carburettor. Other numbers will usually be present as well. Should the identification tags be missing, carburettors may be identified by the recognition features listed below:

Model Carb. no.	Year	Brass-bushed vent hole- front face of carb	Letters on choke body	Lever arm on rear side of carb body	Breather fittings on carb body rear side of carb front	front side of carb. rear
C3150	67-69		AB or B			
C3365	70		AB			Yes
C3292	70		AB			Yes
C3385	71		AB			Yes
C3337	72	YES	AB		Yes	
C3508	73	Yes	AB	diecast	Yes	Yes
C3613	74	Yes	A3	stamped	Yes	Yes
C3771	75-76	Yes	B4	stamped	Yes	Yes

North American Specification Cars

iii.	Part Number	Price £ea.	Description	Req.	Details
	CDRK16	£161.50	REBUILD KIT, carburettor	2	for major rebuild
	CDSK6	£43.30	SERVICE KIT, carburettor	2	for general servicing
	012883	£37.30	GASKET PACK, carburettor	2	
	ZEB18844P	NCA	DIAPHRAGM KIT, bypass valve	2	
	518432A	£22.70	DAMPER ASSEMBLY	2	C3150 To C3613
	RTC1909	NCA	DAMPER ASSEMBLY	2	C3771
	516946A	£14.00	SPRING, air valve return	2	
	JS499A	£8.90	DIAPHRAGM	2	
	516944	£19.66	METERING NEEDLE, fixed, (B2Y)	2	C3150
	518581	£24.00	METERING NEEDLE, fixed, (BIAF)	2	C3292
	520315	£22.60	METERING NEEDLE, adj., (BIAF)	2	C3365 To C3771
	516968	£12.00	COVER, temperature compensator	2	
	GAC9200X	£12.80	NEEDLE VALVE, Grose Jet	2	
	516979	£13.10	PLUG, for jet assembly	2	C3150 To C3385
	520404	£10.50	PLUG, float chamber, nylon & brass	2	C3337 To C3771
	606819A	NCA	PIN, float hinge	2	
	605833A	£31.20	FLOAT ASSEMBLY	2	
	512285	£18.00	THROTTLE SHAFT, front	1	
	517005	£23.50	THROTTLE SHAFT, rear	1	
	605800A	£12.50	THROTTLE DISC	2	
	C28932	£1.70	SCREW, throttle disc	4	
	516962A	£0.56	CLIP, choke cable	2	
	MM386-310	£12.00	NEEDLE ADJUSTMENT TOOL	1	
	MM386-325	£180.20	CARBURETTOR SYNCHRONISER	1	

Petrol Pipes/Linkage

306570	NCA	PETROL PIPE, pump to carburettor	1	TR250, TR6 To (c) CC75000
519396	NCA	PETROL PIPE, pump to carburettor	1	TR6 (c) CC75001 To CF1
310222	NCA	PETROL PIPE, pump to carburettor	1	TR6 From (c) CF1
120331	£1.00	HOSE, petrol pipe to connector pipe	1	TR250, TR6 To mid 1971
125170	NCA	HOSE, petrol pipe to connector pipe	1	TR6 From mid 1971 To CC75000
122796	NCA	HOSE, petrol pipe to connector pipe	1	TR6 From (c) CC75001
120331	£1.00	CONNECTOR, to front carb	1	TR250, TR6 To (c) CC75000
154124	£6.50	CONNECTOR, to front carb	1	TR6 From (c) CC75001
120331	£1.00	CONNECTOR, to rear carb	1	
138386K	£26.20	PIPE, carburettor to carburettor	1	
517006	NCA	LINKAGE ASSEMBLY	1	
AUE75	£15.00	CONNECTOR ASSEMBLY	2	
148036	£4.75	INSULATOR	2	
148035	£1.20	GASKET, carburettor to manifold	4	

Emission Control

151444	£69.40	PCV VALVE 'Positive Crankcase Ventilation'	1	TR250, TR6 To (c) CC50000
27H7758	£5.00	REPAIR KIT, for PCV valve	1	
216355	NCA	CARBON CANISTER, 2 top tube type	1	TR6 (c) CC50001 To CC75000
TKC1331	£130.00	CARBON CANISTER, 3 top tube type	1	TR6 From (c) CC75001
158511	NCA	CANISTER, separator	1	
12H4295	£103.50	ANTI-RUN-ON VALVE	1	TR6 From (c) CF1
TKC284	NCA	EGR VALVE	1	TR6 From (c) CF12501
106108	NCA	NUT, securing EGR	1	
RKC3142	NCA	AIR PUMP ASSEMBLY	1	
TKC2166	NCA	DRIVE BELT, air pump	1	
TKC1234	NCA	DIVERTER VALVE	1	TR6 From (c) CF35001
UKC2643	NCA	CHECK VALVE	1	
TKC2159	NCA	AIR INJECTION MANIFOLD	1	

Engine Controls Carburettor Models

148497	NCA	CONTROL ROD, long, pedal to carbs	1	
148496	£16.00	CONTROL ROD, short, pedal to carbs	1	
TT9941	£7.60	ROD END & SPHERICAL JOINT	a/r	
027645	£3.25	SPRING, accelerator pedal return	1	TR250, TR6 To (c) CF1
060274	£2.70	SPRING, accelerator pedal return	1	TR6 From (c) CF1
138490	£2.60	BEARING, nylon, accelerator pedal	2	
214672	£39.20	CHOKE CABLE, with flexible cables	1	TR250, TR6 To (c) CC75000
218301	£112.90	CHOKE CABLE, with flexible cables	1	TR6 (c) CC75001 To (c) CF12500
UKC2121	£112.90	CHOKE CABLE, with rigid cables	1	TR6 From (c) CF12501

Note: We recommend the stiff wire type choke cable (UKC2121) for all Stromberg applications.

Clutch And Clutch Hydraulics

For details please see pages 42 to 45.

Gearbox And Overdrive

For details please see pages 46 to 65.

Steering

For details please see pages 100 to 105.

Front Suspension

For details please see pages 106 to 117.

Rear Suspension

For details please see pages 106 to 113 & 118 to 119.

Road Wheels/Tools

For details please see pages 86 to 89.

Rear Axle/Drive Shaft/Propshaft

For details please see pages 120 to 125.

Suspension And Steering (Uprated)

For details please see pages 106 to 113.

Brakes

For details please see pages 90 to 99.

Alternators/Starters/Batteries

For details please see pages 128 to 135.

Distributors And Ignition

For details please see pages 140 to 143.

Miscellaneous Electrics

627748	NCA	SWITCH, interior light & warning buzzer (LH door post).	1	TR6 From (c) CC50001 To CR12500
627742	NCA	SWITCH, interior light, RH door post	1	
YKC940Z	£6.70	SWITCH, interior light, 1 terminal	2	
YKC932	NCA	SWITCH, interior light, black plunger (2 terminal, LH door post).	2	TR6 From (c) CF12501
YKC931	NCA	SWITCH, interior light, red plunger (2 terminal, LH door post, alternative).	2	
158534	NCA	SWITCH, seat sensor	a/r	
C36611	£35.80	RELAY, starter motor	1	TR6 From (c) CF12501
153966	NCA	BUZZER, ignition interlock/seat belts	1	TR6 (c) CC50000 To CC75000
158509	NCA	BUZZER, ignition interlock/seat belts	1	TR6 (c) CC75001 To CF12500
TKC734	NCA	CONTROL UNIT, ign, interlock/seat belts	1	TR6 (c) CF12501 To CF36177
TKC2693	NCA	CONTROL UNIT, ign, interlock/seat belts	1	TR6 (c) CF36178 To CF50000
AAU110	NCA	CONTROL UNIT, ign, interlock/seat belts	1	TR6 From (c) CF50001
12H4295	£103.50	ANTI-RUN-ON VALVE, emission system	1	TR6 From (c) CF1

Note: For all other details please refer to the main Electrical System section, pages 136 to 139.

Harnesses And Fittings

To cater for differences specific to North American cars, such as those listed in the section above, the looms incorporated a number of specific variations. The complexity of the interlock circuits, for example, make it difficult to adapt European looms and so we list these more complex looms and harnesses here:

Main Harness

TP61C	£343.50	MAIN HARNESS	1	TR250
308795	£308.60	MAIN HARNESS	1	TR6 To (c) CC50000
311261	£304.80	MAIN HARNESS	1	TR6 (c) CC50001 To CC75000
312295	£306.00	MAIN HARNESS	1	TR6 (c) CC75001 To CC85738
313183	£287.20	MAIN HARNESS	1	TR6 (c) CF1 To CF990

RKC250	NCA	MAIN HARNESS	1	TR6 (c) CF991 } To CF12500
RKC351	NCA	MAIN HARNESS	1	TR6 (c) CF12501 } To CF27000
RKC960	£292.96	MAIN HARNESS	1	TR6 (c) CF27001 } To CF35000
RKC1768	£287.20	MAIN HARNESS	1	TR6 (c) CF35001 } To CF50000
RKC2881	£287.20	MAIN HARNESS	1	TR6 From } (c) CF50001

Body Harness

TP61C	£343.50	BODY HARNESS	1	TR250
215412	£68.80	BODY HARNESS	1	TR6 To (c) CC75000
218321	£68.80	BODY HARNESS	1	TR6 (c) CC75001 } To CC85738
218950	£67.40	BODY HARNESS	1	TR6 (c) CF1 } To CF12500
TKC859	£68.80	BODY HARNESS	1	TR6 (c) CF12501 } To CF50000
TKC2901	£68.80	BODY HARNESS	1	TR6 From } (c) CF50001
TP61C	£343.50	BODY & MAIN HARNESS (Replaces 308276 and 214462 above).	1	TR250
158338	NCA	HARNESS (Gearbox, reverse lamps and seat belt interlock).	1	TR6 (c) CC75001 } To CF50000
UKC7120	NCA	HARNESS (Gearbox, reverse lamps and seat belt interlock).	1	TR6 From (c) CF50001

For all other details please refer to the main Electrical System section, pages 136 to 139 & 156 to 157.

Lamps

For details please see pages 148 to 155.

Wipers/Washers

For details please see pages 144 to 147.

Instruments And Switches

GSD169	£13.40	SPEEDO' CABLE, 69"	1	TR250, TR6 } To (c) CF35000
UKC5364	£17.40	SPEEDO' CABLE, speedo to counter, 15"	1	TR6 From (c) CF35001
GSD315	£12.50	SPEEDO' CABLE, counter to gearbox, 52"	1	}
159894	NCA	WARNING LAMP, 'wipe/wash'	1	}
159907	NCA	WARNING LAMP, 'hazard'	1	TR6 To (b) 34067CF
159906	NCA	WARNING LAMP, 'brake'	1	}
158496	NCA	WARNING LAMP, 'fasten belts'	1	TR6 (c) CF75001 } To (b) 34067CF
UKC5814	NCA	WARNING LAMP, 'wipe/wash'	1	}
UKC5813	£18.00	WARNING LAMP, 'hazard'	1	TR6 From (b) 34068CF
UKC5812	£18.00	WARNING LAMP, 'brake'	1	}
13H7986	NCA	WARNING LAMP, 'fasten belts'	1	}
UKC4394	NCA	WARNING LAMP, 'EGR'	1	TR6 (c) CF12501 } To (b) 34067CF
13H9408	NCA	WARNING LAMP, 'EGR'	1	TR6 From (b) 34068CF
GLB281	£2.10	BULB, warning lights	1	}
219139	NCA	LAMP, heater controls	1	TR6 From (c) CF1
GLB286	£0.41	BULB, warning lights	1	}

For all other details please refer to the main Electrical System section, pages 136 to 139 & 156 to 157.

Heating And Ventilation

For details please see pages 166 to 167.

Chassis And Body Mountings

For details please see pages 194 to 199.

Body Panels And Fittings- TR250

For details please see pages 200 to 207 & 224 to 229.

Body Panels And Fittings-TR6

For details please see pages 208 to 217 & 230 to 243 (including trunks).

Doors And Fittings

For details please see pages 220 to 223.

Windscreen

For details please see pages 218 to 219.

Dash/Fascia

For details please see pages 168 to 171.

Hoods And Fittings

For details please see pages 244 to 247.

Tonneau/Stowage Covers And Fittings

For details please see pages 248 to 251.

Surrey/Hard Tops

For details please see pages 252 to 255.

Interior Trim

For details please see pages 172 to 177.

Seats And Fittings TR250

For details please see pages 178 to 179.

Seats And Fittings TR6

For details please see pages 180 to 189.

Carpets And Fittings

For details please see pages 192 to 193.

Seat Belts And Fittings

For details please see pages 190 to 191.

Commission Plates And Decals

For details please see pages 256 to 257.

Hardware

For details please see pages 262 to 263.

Paints

For details please refer to the inside back cover of this catalogue.

General Hardware & Fixings

Following is a listing of the common fasteners used on TR5, TR250 & TR6 cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts and screws; nuts & washers are coded by a similar system that follows some of the above principles.

Bolts and Set Screws

3/16" UNF

Hexagon Headed 3/8" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	HU503
	1/2"	53K126
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

1/4" UNF

Hexagon Headed 7/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	SH604061
	7/8"	SH604071
	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"	SH605081
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

3/8" UNF

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
BH606081	1"	SH606081

3/8" UNF (Continued)

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
BH606091	1 1/8"	SH606091
BH606101	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121
BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201
BH606221	2 3/4"	
BH606241	3"	
BH606281	3 1/2"	
BH606321	4"	

7/16" UNF

Hexagon Headed 5/8" A.F. Spanner Size		
Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

1/2" UNF

Hexagon Headed 3/4" A.F. Spanner Size		
Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
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			Headed
AB604021	No. 4	1/4"	AC604021
AB606021	No. 6	1/4"	
AB606031	No. 6	3/8"	
AB606041	No. 6	1/2"	AC606041
AB606061	No. 6	3/4"	AC606061
AB606081	No. 6	1"	AC606081
AB608041	No. 8	1/2"	AC608041
AB608061	No. 8	3/4"	AC608061
AB608081	No. 8	1"	
AB610041	No. 10	1/2"	AC610041
AB610061	No. 10	3/4"	AC610061
AB610081	No. 10	1"	AC610081
AB612041	No. 12	1/2"	AC612041
AB612061	No. 12	3/4"	
AB612081	No. 12	1"	AC612081
AB614061	No. 14	3/4"	AC614061
AB614081	No. 14	1"	AC614081

- B** = Pan Head
- C** = Countersunk Head
- 1st digit** = thread type (coarse or fine)
- 2nd/3rd digit** = diameter
- 4th/5th** = length in 1/8" increments
- 6th** = finish (1 = zinc plated)

Screws (Cross Slot)

Pan	Size	Length	Countersunk
Headed			Headed
PMZ204	No.6 UNC	1/4"	CMZ204
PMZ208	No.6 UNC	1/2"	CMZ208
PMZ304	No.10 UNF	1/4"	CMZ304
PMZ305	No.10 UNF	5/16"	CMZ305
PMZ306	No.10 UNF	3/8"	CMZ306
PMZ307	No.10 UNF	7/16"	CMZ307
PMZ308	No.10 UNF	1/2"	CMZ308
PMZ310	No.10 UNF	5/8"	CMZ310
PMZ312	No.10 UNF	3/4"	CMZ312
PMZ314	No.10 UNF	7/8"	
PMZ316	No.10 UNF	1"	CMZ316
SE604041	1/4" UNF	1/2"	SF604041
SE604051	1/4" UNF	5/8"	SF604051
SE604061	1/4" UNF	3/4"	SF604061
SE604071	1/4" UNF	7/8"	SF604071
SE604081	1/4" UNF	1"	SF604081
SE604121	1/4" UNF	1 1/2"	SF604121
	1/4" UNF	1 3/4"	CMZ428
SE605061	5/16" UNF	3/4"	SF605061
SE605081	5/16" UNF	1"	SF605081

Nuts

Nuts: Plain

Full Nut	Thread Size	Spanner Size	Half Nut
HN2003	No. 6 UNF	5/16"	
HN2005	3/16" UNF	3/8"	
GHF206	3/16" UNF	5/16"	
GHF200	1/4" UNF	7/16"	NJ2107
GHF201	5/16" UNF	1/2"	NT605041
GHF202	3/8" UNF	9/16"	NT606041
GHF203	7/16" UNF	5/8"	JN2110
GHF204	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113

Nuts: Plain (Continued)

Full Nut	Thread Size	Spanner Size	Half Nut
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159

Nuts: Nyloc Self Locking

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
GHF221	1/4" UNF	7/16"	GHF271
GHF222	5/16" UNF	1/2"	GHF272
GHF223	3/8" UNF	9/16"	GHF273
YN2910	7/16" UNF	5/8"	GHF274
GHF225	1/2" UNF	3/4"	GHF275
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

Nuts: Self Locking, 'Aero' or all metal, 'Phillidas'

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

Nuts: Slotted

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	NL608041
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

Nuts: Plain Brass - Manifold

Full Nut	Thread Size	Spanner Size
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" UNF	1/2"
GHF269	3/8" UNC	9/16"

Spring/Spire Nut

Flat Type	Screw Size	'U' Type
GHF700	No. 6	GHF711
GHF701	No. 8	GHF712
GHF702	No. 10	GHF713
GHF703	No. 12	GHF714
GHF704	No. 14	

Captive Nuts

Captive nuts consist of a square nut & cage which we supply individually as required. Always match nut & cage A.F. sizes.

Part Number	Description	Thread Size
NQ2707	Nut, 7/16" AF	1/4"
NQ2708	Nut, 5/8" AF	5/16"
CN4	Nut, fits CN3 cage	1/4"
CN5	Nut, 1/2" AF	5/16"

Part Number	Description	Spanner (AF) Size
CN2	Cage, square	7/16"
CN3	Cage, oblong	7/16"
600032	Cage, square	1/2"

Washers

Shake-proof Washers

Internal Star	Hole Size	External Star
WF704061	No. 6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
WF600081	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

Locking Washers - Spring Type

Single Coil	Hole Size	Double Coil
WL700061	No. 6	
WL700081	No. 8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

Plain Washers

Standard Type	Hole Size	Repair Type
	No. 6	WP3
	No. 8	WP4
GHF306	3/16"	PWZ203
GHF300	1/4"	GHF314
GHF301	5/16"	WP105
GHF302	3/8"	GHF316
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

Sealing Washers

Fibre Washer	Hole Size	Copper Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

Studs

Studs- UNF

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications.

The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
FHS2520	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"
TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

Studs- UNF/UNC

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"
TE505111	5/16"	1 3/8"
TE505121	5/16"	1 1/2"
TE505131	5/16"	1 5/8"
TE505141	5/16"	1 3/4"
TE505151	5/16"	1 7/8"
TE505161	5/16"	2"
TE505181	5/16"	2 1/4"
TE505201	5/16"	2 1/2"
TE505221	5/16"	2 3/4"

Studs- UNF/UNC (Continued)

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"
TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following studs have course (UNC) threads at both ends.

Part Number	Diameter	Overall Length
101442	3/8"	1 5/8"
058688	3/8"	1 11/16"
115696	3/8"	1 13/16"
058917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

Dowels

Part Number	Dia.	Overall Length	Part Number	Dia.	Overall Length
DP204	1/8"	1/4"	DP414	1/4"	7/8"
DP205	1/8"	5/16"	DP508	5/16"	1/2"
DP306	3/16"	3/8"	DP514	5/16"	7/8"
DP407	1/4"	7/16"	DP608	3/8"	1/2"
DP408	1/4"	1/2"	DP610	3/8"	5/8"
DP410	1/4"	5/8"	DP610	3/8"	1 3/16"
DP414	1/4"	11/16"			

Clevis Pins

(Measured from under head to end)

Part Number	Length	Dia.	Part Number	Length	Dia.
108326	1/2"	1/8"	CLZ412	3/4"	1/4"
PJ8504	3/8"	3/16"	CLZ413	13/16"	1/4"
CLZ307	7/16"	3/16"	CLZ414	7/8"	1/4"
CLZ308	1/2"	3/16"	CLZ415	15/16"	1/4"
CLZ309	9/16"	3/16"	CLZ416	1"	1/4"
CLZ310	5/8"	3/16"	CLZ417	1 1/16"	1/4"
CLZ311	11/16"	3/16"	CLZ427	1 11/16"	1/4"
CLZ312	3/4"	3/16"		1/2"	5/16"
CLZ313	13/16"	3/16"		9/16"	5/16"
CLZ314	7/8"	3/16"	CLZ510	5/8"	5/16"
CLZ315	15/16"	3/16"	CLZ511	11/16"	5/16"
CLZ316	1"	3/16"	CLZ512	3/4"	5/16"
CLZ317	1 1/16"	3/16"	CLZ513	13/16"	5/16"
	3/8"	1/4"	CLZ514	7/8"	5/16"
	7/16"	1/4"	CLZ515	15/16"	5/16"
CLZ408	1/2"	1/4"	CLZ516	1"	5/16"
CLZ409	9/16"	1/4"	CLZ517	1 1/16"	5/16"
CLZ410	5/8"	1/4"	CLZ518	1 1/8"	5/16"
CLZ411	11/16"	1/4"			

Split Pins

Part Number	Length	Dia.	Part Number	Length	Dia.
GHF500	1 1/2"	1/16"	GHF504	2 1/4"	1/8"
GHF501	1 1/2"	5/64"	GHF505	2 1/4"	9/64"
GHF502	1 1/2"	3/32"	GHF506	2 1/4"	5/32"
GHF503	2 1/4"	7/64"	GHF513	3"	5/16"

Pipes, Hardware & Fittings

Brake and Fuel Pipe

Supplied in 25 foot rolls.

Part Number	Material	Diameter
MPKF125	Cupro-nickel	3/16"
MPKF225	Cupro-nickel	1/4"
MPKF325	Cupro-nickel	5/16"
EF125	Steel	3/16"
EF225	Steel	1/4"
EF325	Steel	5/16"

Male Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1	TM606031	3/8" UNF	3/16"
AEHU2	TM110051	10MM	3/16"
AEHU3	LK21994	3/8" BSF	3/16"
	BCA4370	7/16" UNF	1/4"
AEHU7	BHA4706	7/16" UNF	3/16"
	AUSU40A	1/2" UNF	5/16"

Female Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1A	AEHU1A	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
7H3858	1/8" BSP	straight, long
056935	1/4" BSP	straight
125361	1/4" BSP	450 angle
056934	1/4" BSP	900 angle

Hose Clamps

Petrol Pipe Clips (Metric) ('Enots' type)

Part Number	To Suit Diameter	Part Number	To Suit Diameter
GGT1108X	8mm	GGT1113X	13mm
GGT1109X	9mm	GGT1114X	14mm
GGT1110X	10mm	GGT1115X	15mm
GGT1111X	11mm	GGT1116X	16mm
GGT1112X	12mm	GGT1117X	17mm

Hose Clips ('Jubilee' type)

Mild Steel (Imperial)			
Part Number	To Suit Diameter	Part Number	To Suit Diameter
GHC304	3/8" - 1/2"	GHC1015	1 3/8" - 2"
GHC405	7/16" - 5/8"	GHC1217	1 1/2" - 2 1/4"
GHC406	1/2" - 3/4"	GHC1622	2" - 2 3/4"
GHC507	5/8" - 7/8"	GHC2228	2 3/4" - 3 1/2"
GHC608	3/4" - 1"	GHC2632	3 1/4" - 4"
GHC709	5/8" - 1 1/8"	GHC3036	3 3/4" - 4 1/2"
GHC811	1" - 1 3/8"	GHC3340	4 1/8" - 5"
GHC913	1 1/8" - 1 5/8"		

Stainless Steel (Metric)

Part Number		To Suit Diameter	
GHC10408	8 - 12 mm	GHC10416	32 - 50 mm
GHC10410	12 - 18 mm	GHC10417	46 - 60 mm
GHC10411	8 - 16 mm	GHC10418	50 - 70 mm
GHC10412	12 - 20 mm	GHC10419	60 - 80 mm
GHC10413	16 - 25 mm	GHC10420	70 - 90 mm
GHC10414	20 - 32 mm	GHC10421	80 - 100 mm
GHC10415	25 - 40 mm		

Hose Clips ('Supergrip' type)

(With single slotted hexagon head)

Part Number	To Suit Diameters	Part Number	To Suit Diameters
CS4009	7/16" - 9/16"	CS4028	1 9/16" - 1 3/4"
CS4011	1/2" - 11/16"	CS4029	1 5/8" - 1 13/16"
CS4012	9/16" - 3/4"	CS4030	1 11/16" - 1 7/8"
CS4013	5/8" - 13/16"	CS4032	1 7/8" - 2"

Hose Clips ('Supergrip' type) (Cont.)

(With single slotted hexagon head)

Part To Suit		Part To Suit	
Number	Diameters	Number	Diameters
CS4014	1 1/16" - 7/8"	CS4034	1 15/16" - 2 1/8"
CS4016	3/4" - 1"	CS4036	2 1/16" - 2 1/4"
CS4017	13/16" - 1 1/16"	CS4037	2 1/8" - 2 5/16"
CS4018	7/8" - 1 1/8"	CS4038	2 3/16" - 2 7/16"
CS4020	1" - 1 1/4"	CS4039	2 1/4" - 2 7/16"
CS4022	1 1/8" - 1 3/8"	CS4040	2 5/16" - 2 1/2"
CS4023	1 1/4" - 1 7/16"	CS4041	2 3/8" - 2 9/16"
CS4024	1 5/16" - 1 1/2"	CS4042	2 7/16" - 2 5/8"
CS4025	1 3/8" - 1 9/16"	CS4048	2 13/16" - 3"
CS4026	1 7/16" - 1 5/8"	GHC2228	3 1/16" - 3 1/4"

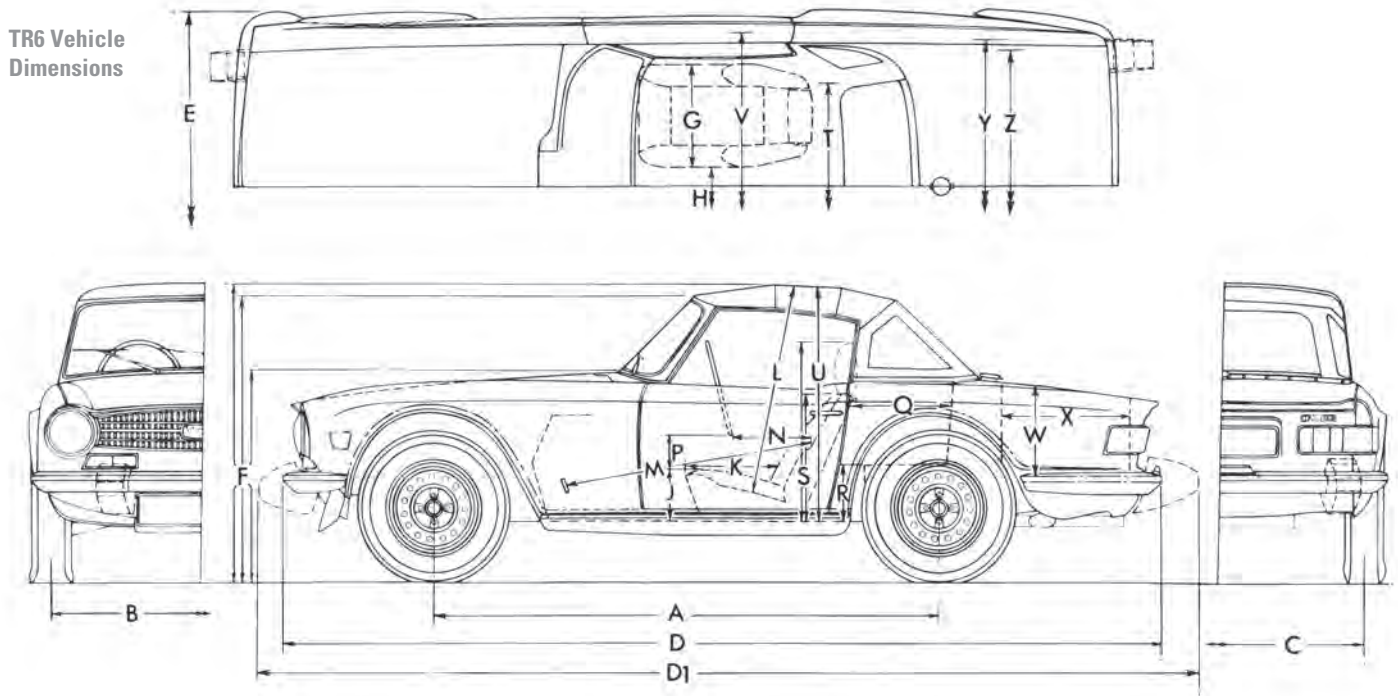
Note: Original "Supergrip" clips were supplied with a with single slotted round-head screw. The modern replacement comes with a hexagon headed screw. For the authentic look we have resourced the original type screw, (sold separately).

CS4099 (round-head screw)

'P' Clips

Imperial

Part Number	Cable Dia.	Hole Size	Part Number	Cable Dia.	Hole Size
PCR207	1/8"	7/32"	PCR807	1/2"	7/32"
PCR307	3/16"	7/32"	PCR809	1/2"	9/32"
PCR309	3/16"	9/32"	PCR811	1/2"	11/32"
PCR311	3/16"	11/32"	PCR813	1/2"	13/32"
PCR407	1/4"	7/32"	PCR1007	5/8"	7/32"
PCR409	1/4"	9/32"	PCR1009	5/8"	9/32"
PCR411	1/4"				



Vehicle Dimensions

Dim.	Description	inches	mm
A	Wheelbase	88.00	2240
B	Front track: disc or wire wheels	50.25	1276
C	Rear track: disc or wire wheels	49.75	1264
D	Overall length	155.00	3937
D1	Overall length, (1974 U.S. market)	162.13	4118
E	Overall width	58.00	1470
F	Height, (unladen)		
	Soft top - hood erect	50.00	1270
	To top of windscreen	46.00	1170
	Hood folded and windscreen removed	40.00	1020
G	Seat width	19.00	483
H	Width between seats	6.00	152
J	Seat height - floor to cushion	7.50	190
K	Seat depth	16.50	419
L	Headroom from seat cushion	36.00	915
M	Seat squab to clutch pedal:		
	Maximum	40.50	1030
	Minimum	36.00	915
N	Seat squab to steering wheel:		
	Maximum	18.50	470
	Minimum	14.00	355
P	Seat cushion to steering wheel	6.50	165
Q	Length of luggage space behind seats:		
	Maximum	21.50	546
	Minimum	17.00	432

R	Floor to luggage platform	9.00	229
S	Height - floor to top of seat squab	22.50	572
	U.S. only - floor to top of seat restraint	30.00	762
T	Width between wheel arches	33.50	850
U	Maximum interior height	40.50	1030
V	Maximum interior width	50.00	1282
W	Luggage compartment height:		
	Maximum	13.50	343
	Minimum	9.50	242
X	Luggage compartment depth	20.00	508
Y	Luggage compartment width:		
	Maximum	46.00	1170
	Minimum	44.00	1117
Z	Luggage compartment effective opening width	43.00	1091

PAINT & COLOUR CODES



Here is a list of the colours used on the TR5-6 between 1967 and 1976. The colours are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this reason before you start, we recommend that you do a test spray of any aerosol on a piece of old metal or a carefully selected area of the car where a mismatch will not be noticed. The boot or spare wheel area is often a convenient place to do your testing.

We can supply paint in either aerosol or brush-on format (not for spray shop use). The aerosols come in 400ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (except for engine and chassis paints, which are supplied in 500ml tins).

KEY TO PAINT CODES

Signal Red (32)
1967-71 CCRD32 (TU)

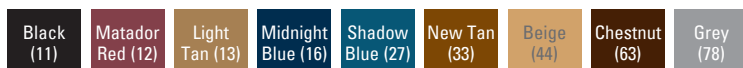
On the right are the paint colours applied to TR5-6 models during production.

- Signal Red** - Is the colour name.
- (32)** - The figure in brackets is the original TR factory paint code.
- 1967-71** - The dates refer to model years during which the paint was used.
- CCRD32** - Is the Moss paint code.
- (TU)** - Means that a touch up option is available.

Signal Red (paint code 32) was available for the 1967-71 model year cars. It is available from Moss as an aerosol (part no. CCRD32) or as a touch up (part no. CCRD32TU).



Immediately left of the paint colour swatch are the trim colour options available for that particular paint colour. (The names of each trim colour are shown below). The dates shown in the swatch apply to the model years during which the trim colour was available. Thus Signal Red cars were available with Light Tan (1969), New Tan (1970-71) and Black (1967-71) (Above left).



PAINT & TRIM CODES

Black 01	Yellow 04	Purple 07
Red 02	Green 05	Grey 08
Brown 03	Blue 06	White 09



The commission plate on the scuttle provides information about the vehicle colour, trim material and trim colour. The two or three digit codes are based on groups formed around a basic colour.

For example "Signal Red" has a code of 32, Pimento 72 and Carmine 82 (the eighth colour in the range). Trim colours use the same codes - Matador Red has a code of 12, while Light Tan trim from the brown range is 13 Sienna 23. The trim material can also be identified. A prefix letter 'H' in the trim box of the commission plate identifies leather trim, prefix 'C' indicates cloth. The absence of a prefix indicates leather cloth.

ADDITIONAL NOTES

- 1 Conifer Green was often referred to as Triumph Racing Green.
- 2 New Tan replaced Light Tan early on in the 1970 model year - so some early 1970 cars may well have Light Tan trim.
- 3 Colours marked • were applied to the TR5/250 models.
- 4 Carpet colours matched the trim except in the case of Chestnut Beige trim when the New Tan carpet was supplied.

FINISHING TOUCHES

- Rear Panel** The rear panel of the TR6 was painted in Satin Black (part no. CCSB2).
- Wheels** The wheels (both wire and pressesteel types) can be painted using silver wheel paint (part no. CCWP1). Wire Wheels were originally lacquered, but by using the CCWP1 and a few coats of clear lacquer a similar effect can be achieved.
- High Build** Following minor bodywork repairs Primer start off by using high build primer (part no. CCP1) prior to using primer and gloss coats.

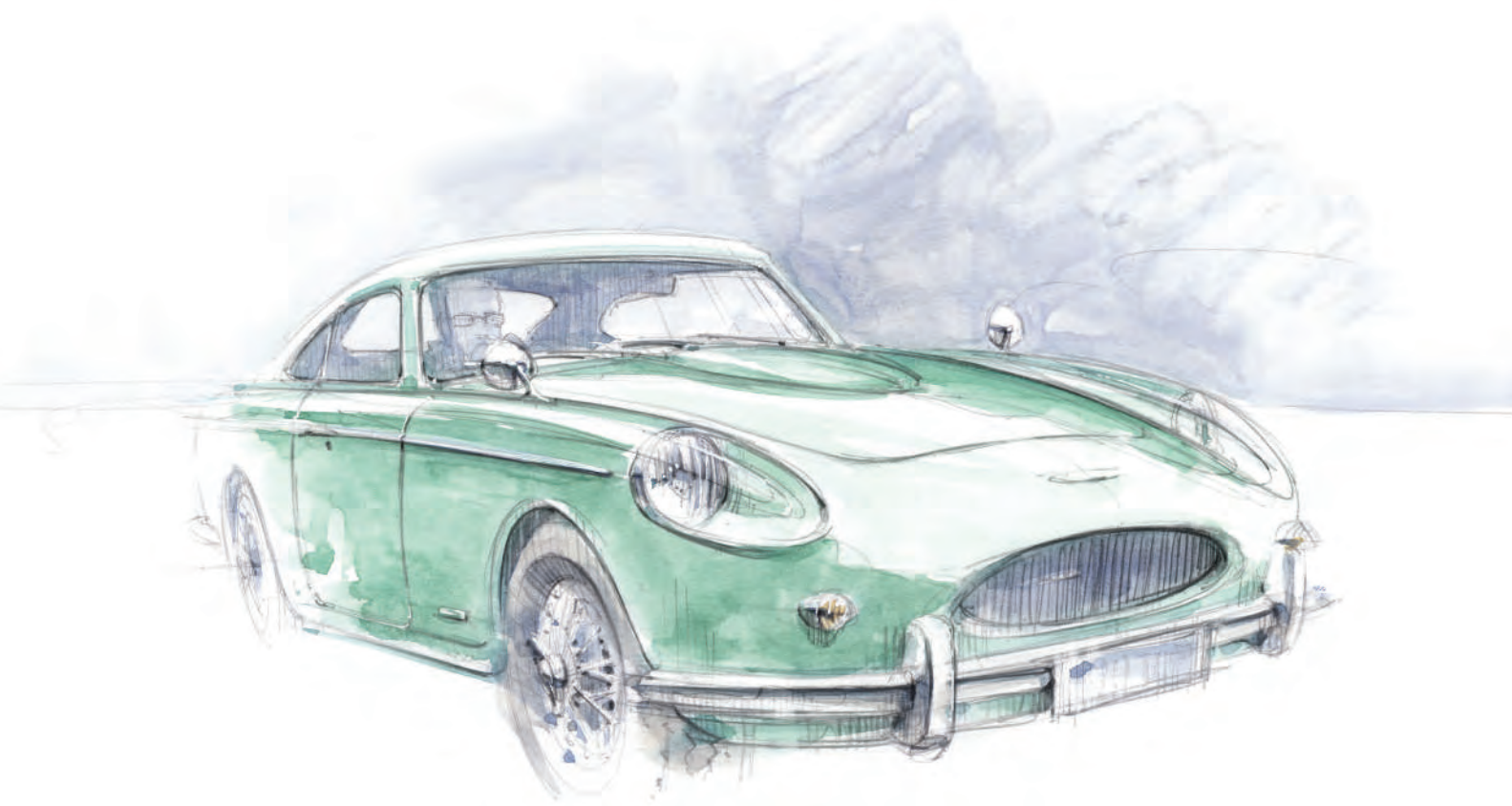


	• 1969 1976	• 1969 1976	Black • (11) 1967-76 CCSB1 (TU)
1969	1970 1971	• 1969 1971	Signal Red • (32) 1967-71 CCRD32 (TU)
	1973 1976	1972 1976	Pimento (72) 1967-76 CCRD72 (TU)
1972	1973 1974	1973 1975	Carmine (82) 1973-76 CCRD209 (TU)
	1969	1969 1972	Damson • (17) 1969-72 CCRD17 (TU)
	1970 1973	1970-71 & 1973	Sienna (23) 1971-73 CCBG23 (TU)
	1974	1974 1975	Maple (83) 1974-75 CCBG73 (TU)
		1976	Russet Brown (93) 1967-76 CCBG205 (TU)
	• 1969	1976	Jasmine • (34) 1967-72 CCYL34 (TU)
		1971	Saffron (54) 1971-72 CCYL54 (TU)
	1973 1976	1973 1976	Mimosa (64) 1973-75 CCYL64 (TU)
		1976	Topaz (84) 1975-76 CCYL84 (TU)
		1976	Inca (94) 1976 CCYL207 (TU)
	1969	• 1969	Conifer Green • (125) 1967-70 CCGN125 (TU)
	1970	1970 1971	Laurel (55) 1969-71 CCGN55 (TU)
		1973 1974	Emerald (65) 1972-73 CCGN65 (TU)
		1976	1975 BRG (75) 1975-76 CCGN75 (TU)
		1976	Java (85) 1975-76 CCGN85 (TU)
	• 1969 1971	• 1969 1971	Royal Blue • (56) 1967-71 CCBU56 (TU)
1972	1971 1974	1971 1974	Sapphire (96) 1971-74 CCBU96 (TU)
	1973 1974	1973 1974	Mallard (106) 1973-74 CCBU106 (TU)
		1973 1976	French Blue (126) 1973-75 CCBU126 (TU)
	1976	1976	Delft (136) 1975-76 CCBU136 (TU)
	1976	1976	Tahiti Blue (65) 1976 CCBU65 (TU)
	•	•	Wedgewood Blue • (26) 1967 CCBU26 (TU)
	•	•	Valencia Blue • (66) 1967 CCBU66 A
		1973 1974	Magenta • (92) 1973-74 CCRD92 A
	1972 1975	• 1969 1971	White • (19) 1967-76 CCWT19 (TU)

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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