

Parts & accessories to maintain and enhance your classic

SPITFIRE



Including over 95 pages
brimming with restoration parts supported
by technical advice & detailed schematics



Performance



Exterior



Interior



Personal



for the latest prices visit moss-europe.co.uk

Ordering from MOSS

WHEN ORDERING...

Remember, supplying details of your car, (i.e.: engine, commission or VIN, LHD / RHD, year and any modifications) will save time and help us process your order correctly. We will be pleased to provide a full parts quotation, detailing price, availability and shipping costs, upon request.

SHIPPING & DISPATCH

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

For delivery outside the UK we offer the following services. Economy delivery (by road): 2 to 5 days (approximately). Express delivery (by air): 1 to 2 days (Guaranteed). For small and low value orders we also use airmail. For these services, please ask for prices and the best delivery option when you place your order. Most deliveries (except airmail) are 'trackable', (inc: e-mail updates and internet access for selected carriers). Please remember, all carriage charges are dependent on either gross weight or volumetric weight, whichever is greater. If a quotation is required prior to placing your order, please contact a member of the sales department. Alternatively, you can arrange your own collection.

UK OPENING TIMES

Open Monday to Friday

9.00am to 5.30pm

Saturday

9.00am to 1.00pm

(Closed Sunday & Bank Holidays)

See website for Paris opening times

COLLECT FROM BRANCH

Why not reserve and collect your order from one of our branches?

ONLINE

If ordering online select the 'collect from branch/ arrange own pick up' option on the 'Delivery Method' page during checkout. Then select the branch you want to collect your order from. You will receive an email confirming your order and selected branch.

EMAIL

Send an email to sales@moss-europe.co.uk with the title of "Branch Collection". Your e-mail must contain the following information: Your full name, address, daytime contact number, desired branch for collection and part numbers.

COLLECTION

Our sales team will contact you when your order is ready to collect. You will then be able to collect and pay for your order at your requested branch during store open hours. On collecting your order you may be asked to confirm your address.

PRICING

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 prices without prior notice. For the latest prices, please call or visit our website moss-europe.co.uk.

All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable). Please note EU countries may be charged at their local VAT rate, countries outside the EU will not be charged VAT. See the ordering information

or our website for further details. Prices are correct at the time of going to print, postage & packaging is not included. E&OE.

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.

Keep up to date with our latest news and tell us yours.

Join us on:

 [facebook.com/mosseurope](https://www.facebook.com/mosseurope)

 twitter.com/mosseurope

 [pinterest.com/mosseurope](https://www.pinterest.com/mosseurope)

WEBSITE
moss-europe.co.uk

FRENCH WEBSITE
moss-europe.fr



LONDON

Unit 16, Hampton Business Park
Bolney Way, Feltham
TW13 6DB

London Tel
+44 (0) 20 8867 2020

E-mail
sales@moss-europe.co.uk

Fax
+44 (0) 20 8867 2030



BRADFORD

Unit 12-13, Acorn Park Ind. Est.
Otley Road, Shipley
BD17 7SW

Bradford Tel
+44 (0) 1274 539 999

E-mail
bradford@moss-europe.co.uk

Fax
+44 (0) 1274 539 990



BRISTOL

1-3 Elton Street
Bristol
BS2 9EH

Bristol Tel
+44 (0) 117 923 2523

E-mail
bristol@moss-europe.co.uk

Fax
+44 (0) 117 942 8236



MANCHESTER

111-117 Stockport Road
Stockport, Cheshire
SK3 0JE

Manchester Tel
+44 (0) 161 480 6402

E-mail
manchester@moss-europe.co.uk

Fax
+44 (0) 161 429 0349



PARIS

7 rue Chaponval
ZAC du Cornouiller
78870 Bailly, France

Paris Tel
+33 (0) 1 30 80 20 30

E-mail
sales@moss-europe.fr

Sav
+33 (0) 1 30 80 21 50

A	Flying helmet & goggles .....A35	Rev limiters .....A10
Aerials .....A38	Fuel pipe kits .....A16	Reverse and fog lamps .....A28
Aeroscreens .....A24	Fuel pump .....A16	Rocker covers .....A21
Air filters .....A20-21	Fuel pump blanking plate kit .A16	Rocker oil feed kit .....A14
Alternators .....A12	Fuel regulators .....A16	Rocker shafts .....A22
Anti-drain filter conversion .A14	G	Roller rocker kits .....A23
Anti-roll bars .....A06	Garage signs .....A37	S
Anti-run on valve .....A18	Gauges .....A31	Seat belts .....A32
B	Gear knobs .....A32-33	Spark plugs and terminals .A11
Batteries .....A12	Gearbox conversion .....A15	Speakers .....A38
Battery cut-off switches .....A12	Gearbox tunnels .....A04	Spin-on oil filter .....A14
Battery liner .....A12	Groser jets .....A17	Sports coil .....A10
Body panels .....A04	H	Spot & fog lamps .....A28
Bonnet locks .....A31	Hardtop storage .....A25	Spring spacers .....A07
Bonnet straps .....A31	Harness kits .....A32	Starter motors .....A12
Books and manuals .....A34	Head gaskets .....A22	Steering rack mounts .....A06
Boot racks .....A24	Headlamp peaks .....A28	Steering racks .....A06
Braided fuel pipes .....A16	Headlamp relay kits .....A29	Steering wheel bosses .A32-33
Brake calipers .....A05	Headlamp rims .....A28	Steering wheels .....A32-33
Brake discs .....A05	Headlamps .....A28-29	Stone guards .....A28
Brake drums .....A05	Heat shields .....A20	Sump .....A15
Brake hoses .....A04	HID headlamp kits .....A29	Superpro bush kits .....A06
Brake pads .....A05	Hoods .....A25	T
Brake pipe kits .....A04	Horns .....A24	T-shirt .....A37
Brake servo kit .....A04	HT leads .....A11	Telescopic conv. bracket kit .A07
Breather filters .....A21	I	Telescopic shock absorbers .A07
C	Ignition lead numbering sets .A11	Threshold plates .....A31
Cable lock .....A25	Ignition systems .....A10-11	Throttle disc .....A18
Caliper conversion kits .....A05	Inlet manifolds .....A19	Throttle linkages .....A18
Cam followers & push rods .A23	J	Timing gears .....A23
Camshafts .....A23	Jet conversion kits .....A18	Tool rolls .....A36
Car covers .....A25	K	Tonneau .....A25
Carb needles .....A17	K&N air filters .....A20	Travel cases .....A35
Carburettor heat shields .A17	Key fobs .....A37	Tyre valve caps .....A24
Carburettors .....A17-19	L	U
Carpet overmats .....A31	Leaf springs .....A07	Union flag .....A35
Centre lock conversion kits .A27	Lightweight flywheels .....A15	V
Clutches .....A15	Limited slip differential .....A15	Valves and guides .....A22
Coil springs .....A07	M	W
Con rod bolts .....A21	Mirrors .....A30	Wallets & purses .....A35
Cylinder heads .....A22	Mudflaps .....A24	Water heated inlet manifold .A17
D	Mugs .....A37	Waterproof blanket .....A37
Damper springs .....A17	O	Water pump housing .....A13
Dashpot covers .....A17	Oil cooler radiators and kits .A14	Weber conversion kits .....A19
Decals .....A24 & A36	Oil filter conversion .....A14	Wheel alignment gauge .....A06
Differential mounts .....A15	Oil thermostat and adaptors .A14	Wheel nuts .....A26
Distributors .....A11	Oversized shafts .....A18	Wheel spacers .....A26
Door locks .....A31	P	Wheel trims .....A26
Door mirrors .....A30	Petrol caps .....A25	Wheels .....A26-27
Driving gloves .....A35	Piper air socks .....A20	Windstops .....A24
DVDs .....A34	R	Wing mirrors .....A30
Dynalite charging system .A12	Radiators .....A13	Wire wheels .....A27
Dynamat .....A36	Radios .....A38	Workshop apron .....A21
E	Ram pipes .....A20	
Embroidered patches .....A36		
Engines .....A18		
Exhaust manifolds .....A08-09		
Exhaust systems .....A08-09		
F		
Fan kits .....A13		

Sections

Performance A04

Exterior A24

Interior A31

Personal A34

black & white

Restoration Section

Ordering Information 01

Restoration Parts 02



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.

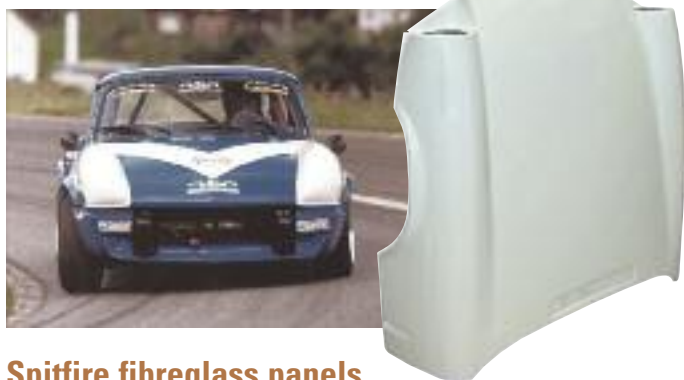
SP001 ©Copyright Moss Europe Ltd. March 2016. Printed in the U.K. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form by any means, electronic, photocopying, recording or otherwise without prior written consent of Moss Europe Ltd. Please note: Product colours may vary slightly to samples featured in this catalogue, due to the limitations of colour printing.

Performance and tuning

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

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

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



Spitfire fibreglass panels

This range of products are made from good quality fire retardant fibreglass to original patterns. The stocked range is all in road weight specification.

- Spitfire MkI-III and GT6 I-II GRP front valance. TT7302. **£47.20**
- Spitfire MkIV-1500 bonnet TT74071 . . . **£355.00**
- Spitfire MkIV-1500 boot lid. TT7413 . . . **£100.82**
- Spitfire MkIV-1500 front spoiler GLZ608FG . . . **£50.70**
- Spitfire MkIV-1500 front 1/4 valance RH TT7404. **£55.00**
- Spitfire MkIV-1500 front 1/4 valance LH TT7403. **£55.00**
- GT6 MkIII bonnet (will fit Spitfire MkIV-1500) . TT7407 **£269.00**



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.

- Spitfire GRP gearbox tunnel TT7325. **£42.00**
- Spitfire & Herald plastic gearbox tunnel XKC1673SAP. **£71.00**
- GT6 & Vitesse GRP gearbox tunnel TT7725. **£41.80**
- GT6 & Vitesse plastic gearbox tunnel 709862SAP . . . **£90.00**
- Gearbox tunnel fitting kit (all models) 713569FK. . . . **£26.50**
- Gearbox tunnel seal kit (all models) 713569GS. **£9.90**

Up-rated brakes

Up-rating the braking system must be the most important improvement on any classic car, especially if you increase the engine power/speed. We stock a range of up-rated brake products from pads to 4-pot conversion kits.



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.

- Spitfire MkI-III RHD HGB6221 **NCA**
- Spitfire MkI-III LHD. HGB6221L . . . **£78.50**
- Spitfire MkIV-1500 single line RHD HGB6222 . . . **£78.50**
- Spitfire MkIV-1500 single line LHD HGB6222L . . . **£86.90**
- Spitfire 1500 tandem to FH80000 RHD HGB6241 . . . **£94.42**
- Spitfire 1500 tandem to FH80000 LHD HGB6241L . . **£105.95**
- Spitfire 1500 tandem FH80000 on RHD HGB6226 . . . **£102.08**
- Spitfire 1500 tandem FH80000 on LHD. HGB6226L . . . **£92.34**



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.

- Spitfire MkI-IV* front (pair) TT3340. **£35.60**
- Spitfire MkI-IV* rear (pair) TT3342. **£38.30**
- (*Also fits Herald, GT6 Mk1 & Vitesse MkI).
- Spitfire MkIV-1500 & GT6 MkIII front (pair) . . TT3340. **£35.60**
- Spitfire MkIV-1500 & GT6 MkIII rear (pair) . . TT3442. **£33.60**
- GT6 & Vitesse rotoreflex front (pair) TT3340. **£35.60**
- GT6 & Vitesse rotoreflex rear (pair) TT3742. **£34.70**



Remote brake servo kit

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

- Remote brake servo kit Lockheed TT3949 **£180.00**
- Remote brake servo kit aftermarket TT3949Z **£92.30**

TT3450G



EBC brake pad sets

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

GT6 MkII & Vitesse Ultimax pad set (imperial) . TT31501KV . . £43.00
 GT6 MkIII & Vitesse Ultimax pad set (metric) . . TT32501KV NCA

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.

Spitfire MkII Greenstuff pad set TT3350G £57.00
 Spitfire MkIII-on Greenstuff pad set TT3450G £42.00
 GT6 MkII & Vitesse Greenstuff pad set (imperial) . TT31501G . . . £54.90
 GT6 MkIII & Vitesse Greenstuff pad set (metric) . TT32501G . . . £47.20



Brake calipers

We have recently re-tooled to produce these high quality new Spitfire calipers, supplied complete with pistons and seals and ready to fit. They are sold outright.

Caliper RH (1967-On)159130 £64.20
 Caliper LH (1967-On)159131 £64.20



Adjustable brake pressure balance valve

Competition cars quite often need to finely adjust - from inside the car, the braking bias between front & rear brakes. Here we offer an adjustable brake pressure valve which reduces the supply to the rear brakes after attaining a preset pressure, this may prove necessary when uprated rear shoes are fitted to avoid premature locking of the rear wheels but, will depend upon the choice of front pads and the wheel/tyre combination.

Adjustable brake pressure balance valveTT3954£240.70



SPB3452

4-pot 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.

Spitfire 4-pot caliper conversion kit SPB3452 NCA
 GT6 & Vitesse 4-pot caliper conversion kit SPB3752 £579.20

Brake pads for 4-pot calipers

Greenstuff pad set RD150-3668 . . £40.80
 Fast road and track pad set RD1311 £68.90



Uprated cross-drilled 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.

As they give more consistent braking under all conditions, they are ideal for really hard driving or competition use. These discs will work well with uprated pads.

Spitfire (all models) cross-drilled brake discs (pair) . DBD106 £88.62



Alloy finned brake drums

These brake drums are reproductions of the rare Alfin drum. Featuring radial fins they not only look good, but will help to reduce brake fade under heavy braking.

Spitfire radial finned brake drum (each) GAC6030X . . £133.55



Upgraded 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 polyurethane bush kits

Save money and buy a Superpro bush kit for your car. Available as a complete car kit, front, rear or running gear kits. For vehicles with standard/original suspension layout. Note: Only a selection of Superpro bushes are shown above.

Spitfire MkI-III running bush kit	SPK30RK	NCA
Spitfire MkI-III front bush kit	SPK30CF	£186.00
Spitfire MkI-III rear bush kit	SPK30CR	£152.90
Spitfire MkIV-1500 car bush kit	SPK32CK	£343.60
Spitfire MkIV-1500 running bush kit	SPK32RK	£176.70
Spitfire MkIV-1500 front bush kit	SPK32CF	£182.00
Spitfire MkIV-1500 rear bush kit	SPK30CR	£152.90

Quick steering racks

Our quick rack has a high ratio pinion giving you lock-to-lock in only 2.5 turns, compared to the standard 3.5.

Made initially for competition use, racks have a stronger outer casing with a higher grade of steel rack for increased durability. The kit also includes



Upgraded front anti-roll bars and kits

217033

A front anti-roll bar should be fitted or if already fitted as standard upgraded 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. Always replace bushes when fitting upgraded anti-roll bars.

Spitfire front 7/8" anti-roll bar kit	217033	£77.00
Spitfire front 1" anti-roll bar kit	TT3485	£95.00
U-bolt for anti-roll bar	155307	£2.65
Bracket for anti-roll bar	155308	£2.70
Rubber bush for 7/8" anti-roll bar	155310	£1.70
Poly bush kit for 7/8" anti-roll bar	155310SPK	£13.20
Poly bush for 1" anti-roll bar	TT3464	NCA
Poly bush kit for 1" anti-roll bar	TT3464K	£13.20

TT3255



TT3456

Upgraded rack mounts

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

Alloy rack mount kit	TT3255	£22.70
Superpro poly rack mount (each)	TT3456	£7.05



Trakrite wheel alignment gauge

Trakrite is the simplest, most accurate device for checking the alignment of the steered wheels of your car.

Trakrite wheel alignment gauge	MRD1309	£63.50
--	-------------------	--------

solid alloy mounts to reduce the amount of steering rack float. Track rod ends not included.

Note: Check clearance below engine for GT6 & Vitesse models.

Quick rack LHD	305931X	NCA
Quick rack RHD	305932X	NCA

TT4301PR



Uprated front coil springs

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

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

Spitfire & Herald

Application	Spring rate	Fitted length"	Part No.	Price
Road/slightly lowered	330lbs	7.25"	TT4301PR	£65.80
Road/lowered	330lbs	6.88"	TT4302PR	£65.80
Road/sprint	480lbs	7.00"	TT4407PR	£65.80

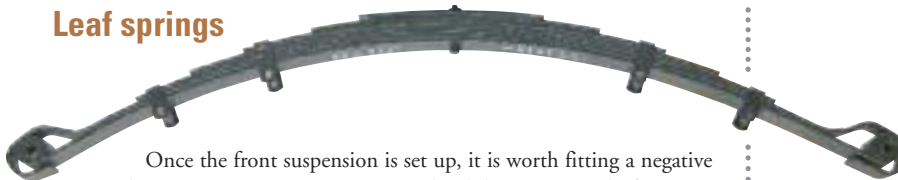
GT6 & Vitesse

Application	Spring rate	Fitted length"	Part No.	Price
Road/standard	220lbs	8.10"	212425PR	£87.60
Road/lowered	330lbs	7.70"	TT4701PR	£65.80
Road/sprint	480lbs	7.00"	TT4407PR	£65.80

Note: These recommendations are meant as a guide to setting up your car, in general terms these recommendations will work for most road and fast road 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.

Note: Springs will sit slightly lower on Herald and Vitesse models due to increased body weight, spacers may be needed, see left.

Leaf springs



Once the front suspension is set up, it is worth fitting a negative camber rear spring to improve rear end stability. Our new leaf springs are supplied with new eye bushes and are set to give 1-3° negative camber. Negative camber gives improved road holding and a lower ride height. The lowered measurements are approximate and vary from car-to-car.

- Spitfire MkI-III road spring (lowered 1") TT4313N . . . £136.40
- Spitfire MkIV-1500 road spring (lowered 1") TT4413N . . . £146.50
- GT6 MkI road spring (lowered 1") TT4713N NCA



Spring spacers

These spring spacers allow for simple adjustment of ride height when lowered springs are used. Two types are available either fitting between the upper spring plate and chassis or below the spring onto the shock absorber plate. They can be used for Spitfire and GT6, Herald and Vitesse models.

- Front spring spacer 3/8" above plate TT4404 £15.95
- Front spring spacer 7/8" below spring TT4405 £14.25
- Front spring spacer 1" below spring TT4406 £18.95



Telescopic conversion bracket kit

If your car has lever arm dampers fitted you will need one of these bracket kits to enable the fitment of telescopic shock absorbers. These specially designed brackets mount rear dampers to the chassis while clearing rotoreflex couplings, on GT6 it improves the damper angle allowing it to work better giving better ride and handling. When combined with the shortened dampers they allow full suspension movement on lowered cars.

- Rotoreflex conversion bracket kit TT3618 £56.50
- Spax shortened shock absorber (each) TT3611 £97.86

Available with...   



Telescopic shock absorbers

The next step to improving the handling of your car is to fit good quality adjustable shock absorbers. Although supplied individually, shock absorbers should always be replaced in pairs. Koni adjustable shock absorbers are renowned for their quality and reliability. The adjustments must be made with the units off the car.

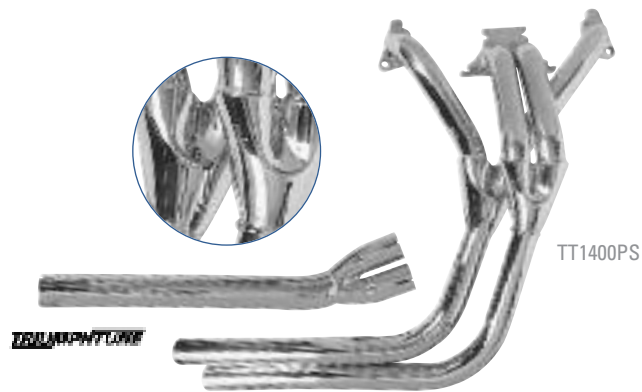
Spax shock absorbers will give excellent service on all models, plus, they have the ability for the adjustments to be made on the car. Gaz shock absorbers are specifically designed for fast road/sport applications and feature on-car adjustment, double lipped piston seals and zinc plated bodies. All of the above adjustable shock absorbers have a three year warranty, the zero setting is equivalent to the standard setting.

Front shock absorbers (all models)

- Spax shock absorber (each) TT3301 £84.88
- Koni shock absorber (each) TT3302 £144.00
- Gaz shock absorber (each) TT3303 £85.50
- Spax shock absorber height adjustable (each) TT3306 £97.86

Rear shock absorbers

- Spitfire GT6 & Vitesse non-rotoreflex Koni (each) TT3312 £115.94
- Spitfire GT6 & Vitesse non-rotoreflex Spax (each) TT3311 £83.00
- Spitfire GT6 & Vitesse non-rotoreflex Gaz (each) TT3313 £73.10
- GT6 rotoreflex Spax (each) TT3711 £95.24
- GT6 rotoreflex Gaz (each) TT3713 £73.10

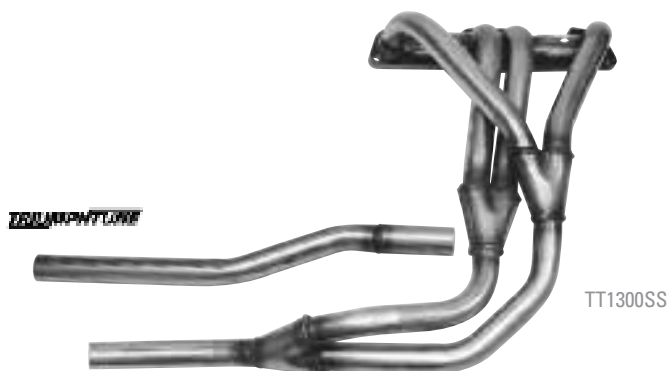


TT1400PS

Spitfire and Herald 1300-1500cc manifolds

This manifold is a 4-2-1 design available in either mild or highly polished stainless steel. This manifold fits directly onto the Twin GT exhaust systems or can be fitted to standard systems using adaptor sleeve TT5911S.

- Spitfire and Herald mild steel manifold TT1400 £268.00
- Spitfire and Herald polished stainless manifold . . TT1400PS . . £260.00
- Adaptor pipe manifold to standard system TT5911S. . . . £14.65



TT1300SS

Spitfire and Herald 948-1147cc manifolds

This is a stainless steel version of the tubular manifold fitted as standard on the Spitfire MkII. This manifold fits directly onto standard systems, use adaptor TT5917 to fit to a Twin GT sports system.

- Spitfire and Herald stainless steel manifold TT1300SS NCA
- Adaptor pipe manifold to Twin GT system TT5917. . . . £13.55



TriumphTune Twin GT systems

The classic TriumphTune Twin GT system is designed to complement the range of TT exhaust manifolds or can be used with standard down pipes using an adaptor. Systems are available in either mild or stainless steel with either oval or round silencers. The acoustic tail pipes give a slightly quieter exhaust note.

- Spitfire and GT6 mild steel Twin GT system . . . TT5412 £273.00 (Round silencers, 2.25" chrome acoustic tail pipes).
- Spitfire and GT6 mild steel Twin GT system . . . TT5420 £251.40 (Oval silencers, 1.75" chrome tail pipes).
- Herald and Vitesse mild steel Twin GT system . . TT5620 NCA (Oval silencers, 1.75" chrome tail pipes).
- Spitfire and GT6 stainless steel Twin GT system. FS5412 £320.00 (Oval silencers, 2.25" polished acoustic tail pipe).

Manifold insulation wrap

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

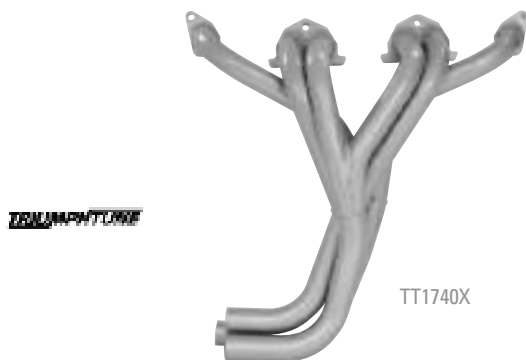


Roll size (w x l)	Natural	Black
1" x 15' roll	GAC150 £12.55	GAC151 £14.60
2" x 15' roll	GAC152 £20.80	GAC153 £22.90
1" x 50' roll	GAC154 £36.70	GAC155 £40.80
2" x 50' roll	GAC156 £62.50	GAC157 £68.90

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 £33.60
- Snap Strap kit 6 x 9" and 4 x 18" lengths GAC173 £29.30
- Snap Strap kit 12 x 9" lengths GAC174 £31.50
- Snap Strap kit 6 x 18" lengths GAC175 £20.80
- Snap Strap kit 4 x 14" lengths GAC176 £10.44

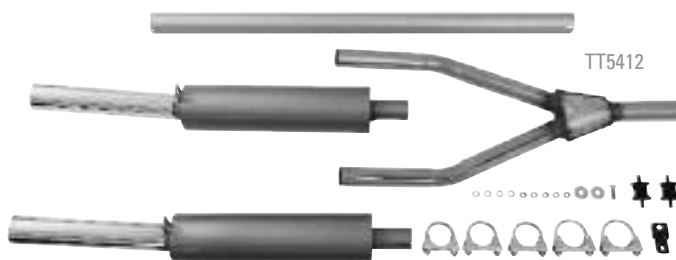


TT1740X

Vitesse and GT6 MkII-III race manifold

This 6 into 3 pulse type manifold with long primary pipes is designed to give maximum power over a wide rev range for fully modified engines. The end joints are quick fit racing slip joints which must be sealed on a road car for the MOT.

- Vitesse GT6 MkII-III pulse race manifold TT1740X . . £451.20
- Y piece to fit Twin GT system TT17401 . . . £159.00



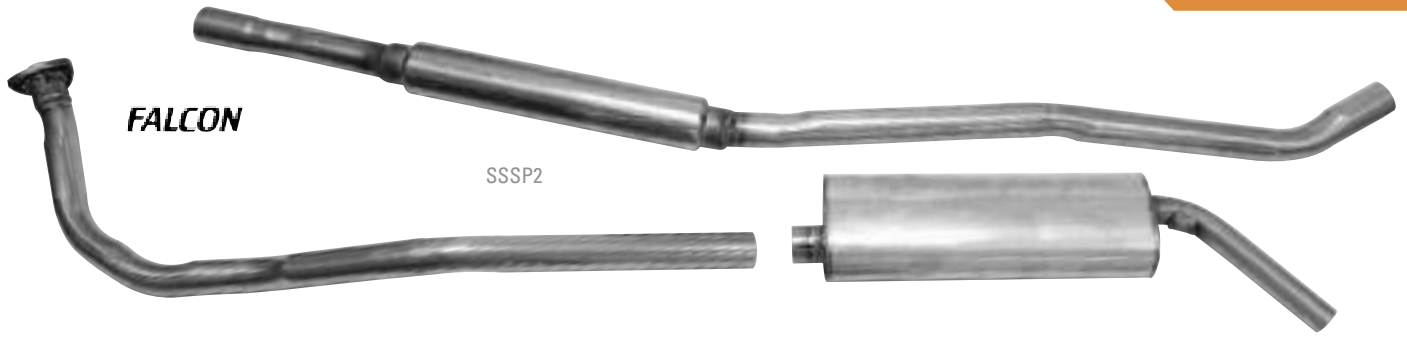
TT5412

- Fitting kit Twin GT systems round silencers . . . TT5412FK . . £12.00
- Fitting kit Twin GT system oval silencers TT5420FK . . . £8.90

Pipe adaptors

The Twin GT system can be fitted to the standard manifold down pipes by using these adaptors:

- Spitfire MkI-II down pipe to system TT5917. . . . £13.55
- Spitfire MkIII-1500 TT5913SS. . . £12.85
- Herald 1200-12/50 down pipe to system TT5916 NCA
- Herald 13/60 down pipe to system TT5913SS. . . £12.85
- Vitesse MkI and GT6 MkI. TT5916 NCA
- Vitesse MkII and GT6 MkII-III adaptor not required



Stainless steel standard exhaust systems

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

- Spitfire MkI stainless steel 4 piece system SSSP1 **£244.00**
- Spitfire MkII stainless steel 3 piece system SSSP2 **£199.00**

- Spitfire MkIII stainless steel 3 piece system SSSP3 **£235.90**
- Spitfire MkIV stainless steel 2 piece system SSSP4 **£208.00**
- Spitfire 1500 stainless steel 3 piece system SSSP5 **£248.20**

Fitting kits for standard exhaust systems

- Spitfire MkIV system fitting kit GFK6630X . . . **£39.00**
- Spitfire 1500 system fitting kit GFK6640X . . . **£39.00**

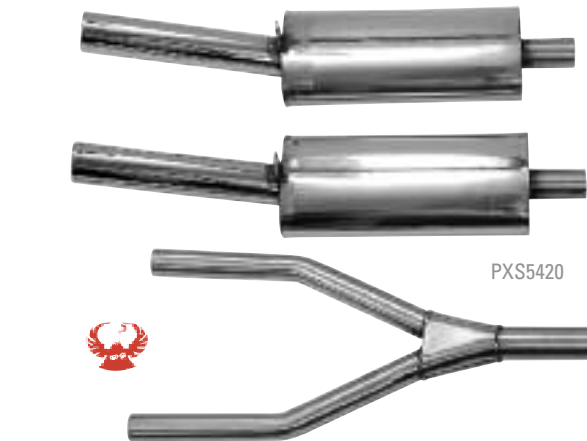
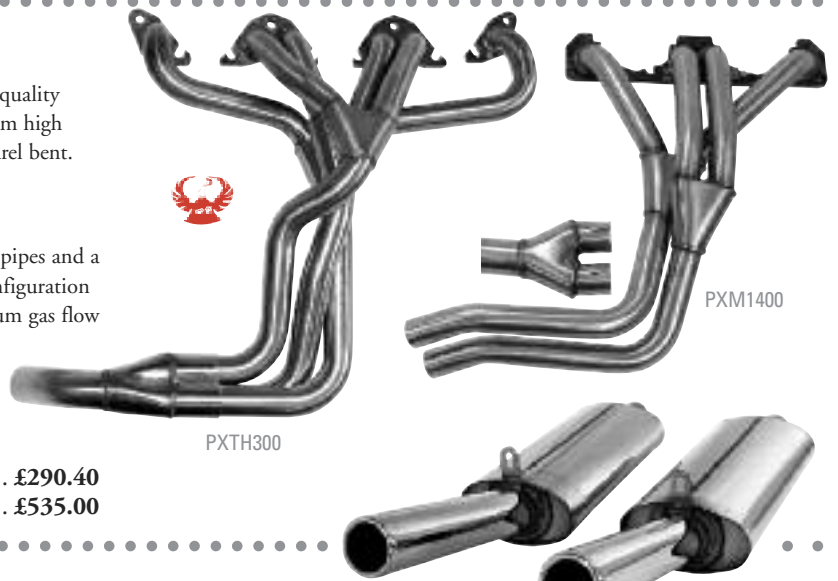
Phoenix performance exhausts

Phoenix are renowned in the Triumph world for producing high quality exhausts systems. All manifolds and systems are manufactured from high grade (type 304) stainless steel throughout and pipe work is mandrel bent.

Phoenix manifolds

These manifolds from Phoenix, are designed with large diameter pipes and a 6-3-1 configuration for the six cylinder manifold and a 4-2-1 configuration for the four cylinder manifold. These configurations give maximum gas flow across a wide power band. The flanges ensure the manifold accurately aligns to the cylinder head. Both manifolds are designed to be compatible with either the big bore single box or twin box system.

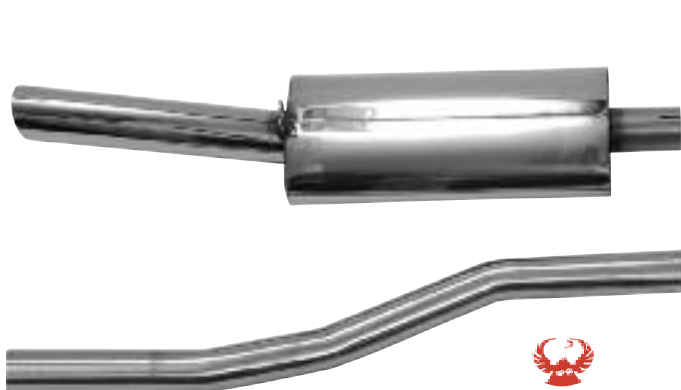
- Spitfire MkIII-1500 fast road manifold PXM1400 . . . **£290.40**
- GT6 MkII-III fast road manifold PXTH300 . . . **£535.00**



Phoenix twin box system

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

- Spitfire MkIII-1500 and GT6 MkII-III PXS5420 . . . **£331.00**
(System contains; front link pipe, Y link pipe and rear silencers).
- Fitting kit TT5420FK . . . **£8.90**



Phoenix big bore single box system

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

- Spitfire MkIII-1500 and GT6 MkII-III PXS5401 . . . **£242.00**
(System contains: link pipes and rear silencer).



CEK150

Lumenition ignition

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

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

Note: Installation of a power module requires a distributor fitting kit.

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

Performance ignition kit

Supplied with high energy coil and performance power module.

Performance ignition kitCEK150**£260.00**
 Coil replacement for CEK150CEC**£63.50**

Power module and performance ignition coil

Power modulePMA50**£196.00**
 Performance ignition coil MegaSpark 4LMS4**£43.60**

Mounting bracket

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

Power module mounting bracketMK006**£10.70**

Fitting kits

Use these fitting kits with your choice of ignition kit.

Lucas 22D4 25D4 distributorsLKF116**£16.80**
 Lucas 45D4 distributorsLKF117**£16.65**
 AC Delco D202 D204 4 and 6 cylinderLKF317**£16.65**



RL5

TT2987

Rev limiters

These rev limiters 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**£92.59**
 SmoothCut rev limiter adjustable limitRL5**£141.90**



PERTRONIX

Pertronix ignition

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°, reduces spark scatter over the full rpm range. One year warranty.

Pertronix ignition Lucas 45D4222-435**£106.00**
 Pertronix ignition Delco 4 cylinder222-485**£122.00**
 Pertronix ignition Delco D204 6 cylinder222-486**£122.00**



GCL1110

TT2981

Sports coil

Sports coils are designed to improve ignition performance. They give more reliable starting power and greater performance at high rev's 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 GLC1110 to convert the lead.

Sports coil non-ballast typeTT2981.**£19.30**
 Sports coil ballast typeTT29812.**£19.30**
 Ignition lead end kit.GCL1110**£1.33**



GAC8470X

GAC8470CC
 Coil not included

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 onlyGAC8470X**£7.73**
 Stainless steel coil clamp and coil cover setGAC8470CC**£12.05**



TT1472

Cobalt silicone HT lead sets

Designed to perform, silicone leads transmit greater energy to the spark plug creating a stronger spark and the silicone insulation is able to withstand much higher temperatures, improving reliability.

- 6 cylinder ignition lead setTT1272**£48.50**
- 4 cylinder ignition lead setTT1472**£21.00**



TT2982M

Competition HT lead

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

- Bumblebee HT lead (per metre)TT2982M**£6.00**
- HT lead (per metre) - blackAAA5981M**£2.90**



CRST255

Ignition lead numbering set

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

- 4 cylinder ignition lead numbering setCRST255**£3.70**
- 6 cylinder ignition lead numbering set171-640**£10.30**



NGK spark plugs and plug caps

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

- 1147cc (4 cylinder) standard plug (each)BP6HS**£3.71**
- 1147cc (4 cylinder) fast road plug (each)BP7HS**£3.71**
- 4-6 cylinder* standard plug (each)BP6ES**£3.00**
- 4-6 cylinder* fast road plug (each)BP7ES**£3.71**
- 4-6 cylinder* platinum competition plug (each)BPR7EIX**NCA**
- (*1300-1500cc 4 cylinder and all 6 cylinder).

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 (each)NSB5**£3.60**
- 60° angled plug cap (each)NYB5**£3.60**
- 90° angled plug cap (each)NLB5**£5.00**
- Ignition lead end kit (each)GCL1110**£1.33**

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



CSD3214681



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.

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

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

We offer a range of CSI-Ignition distributors for various applications. They are available Optimised with vacuum advance to suit road or uprated cars running on SU carburettors, or Tuned without vacuum advance for cars running Weber type carburettors. Please note: Some units may only be available To Order. More details are available on our website just search for CSI-Ignition Distributor. Only available to replace Lucas distributors with electronic tachos. It maybe possible to convert from Delco to use CSI-Ignition distributors, please call Moss London for more details.

Distributor for 4 Cylinder models - 1500 with Lucas distributors

- Optimised 45D4CSD3214581 **£280.50**
- Tuned 43D4CSD3223581 **£274.40**
- Optimised with immobiliser 45D4CSD3214681 **£405.00**
- Tuned with immobiliser 43D4CSD3223681 **£405.00**

Distributor for 6 Cylinder models - with Lucas distributors

- Optimised 25D6CSD1314581 **£296.30**
- Tuned 23D6CSD1323581 **£290.00**
- Tuned with immobiliser 23D6CSD1323681 **£427.40**

CSI-Ignition distributors require a coil with minimum resistance of 2.5 ohms. We recommend using our sports coil TT2981 3 ohms. Bypass the ballast resistor if fitted.

- Sport coil (3 ohms)TT2981**£19.30**

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 switchGAC3192X£6.46
- Battery mounted cut-off switch with bypass fuse .GAC31921NCA



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.

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

- Period battery cut-off switch1B2804£27.00
- Battery cut-off switchTT7964£16.85
- Battery cut-off switch race spec FIA approved . .TT7962£29.50
- Remote cable 6 footTT79621£29.30
- Spare key for switches TT7964 and TT7962 . .TT79641£4.57
- Terminal kit for battery cableTT7964TK£9.50



Non-leak battery

Suitable for most 12 volt applications it is a totally sealed, maintenance free battery that will not leak, even if split. The acid is completely absorbed into glass mat separators between the plates. Other advantages include less internal resistance it offers more cold cranking capacity than a conventional wet battery.

It is also more resistant to heat and vibration and has a slower self discharge rate than a wet battery (loses 2-3% a month as opposed to a wet battery losing about 15% a month). Great in any car, particularly good for sports or competition use due to its small size (20cm x 20cm x 13cm). Its unique design means that it can be shipped by mail order.

- Non-leak batteryMXV1129X .£102.00



GXE9405X

High torque starter motors

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

- Spitfire & HeraldGXE9405XS .£205.00
- GT6 & VitesseGXE9405X .£205.00



Uprated Lucas alternator

Being brand new these alternators are available without having to pay a surcharge against the old unit. With a higher output than the original alternators these will be more than able to cope with your cars requirements. Lefthand mounting only.

- Lucas 18ACR alternatorGEU2206£64.00
- Alloy alternator pulley147530A£42.00



Dynalite charging system

For owners wishing to fit an alternator but prefer to keep the original appearance for aesthetic reasons, or for competition scrutineering rules, the Dynalite is the answer. Basically, it's an alternator in a dynamo casing, and comes complete ready to fit to negative earth cars. Positive earth cars will need to be converted to negative earth using the instructions provided.

- Negative earth electronic tachometerPT10802£420.00
- Positive earth electronic tachometerPT10802P£528.00

Battery liner

This clever - yet functional item, completely 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 Spitfire & GT6AM7302£31.80



TT29422



Kenlowe fans

Kenlowe electric fans are a replacement for the standard mechanical fan. Fitting a Kenlowe fan will reduce the engine warm up time, prevent excessive cooling and allow the engine to operate closer to its optimum running temperature. Removal of the standard fan will help to reduce engine noise, and will help improve power/mpg. A manual override switch is available separately, allowing the fan to be operated at any time giving maximum control of the engine's temperature. Kits include: Fan, motor, thermostatic switch, wiring, mounting hardware and instructions.

Spitfire MkI-1500 12" fan (blower)	TT29442	NCA
GT6 MkI-III 12" fan (blower)	TT29422	£155.00
Vitesse all models (sucker)	TT29412	£169.10



TT2947X

TT2948



Spare parts for Kenlowe fans

The manual override switch allows you to manually override when the fan comes on, no great surprise there then. Thermostatic switch and seal are replacements to the ones supplied with the fan, the seal should be replaced if used more than twice.

Manual override switch	TT2948	£11.35
Thermostatic variable control switch capillary type	TT2952	NCA
Thermostatic variable control switch electronic type	TT29521	NCA
Replacement seal for TT2952	TT2947X	£1.90



RKC2117

Wide style radiator

This updated full width radiator will greatly improve the cooling of your engine, particularly at lower speeds. Suitable for all Spitfires except early MkI's and late US specification 1500's when used with the correct 13lb radiator cap, GRC180. This is the only type of radiator available.

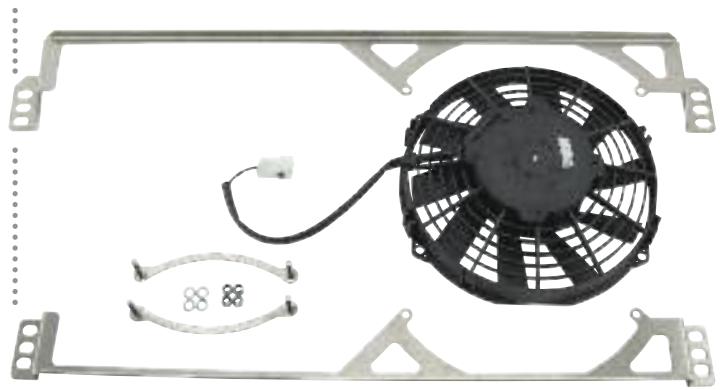
Spitfire wide style radiator	RKC2117	£140.00
Spitfire updated radiator cap	GRC180	£4.50



Klingersil gasket

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

Gasket thermostat housing updated	115467X	£1.03
---	-------------------	-------



Revotec cooling fan kit



Keeping your Spitfire'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 Spitfire. Using the latest high efficiency fans with adjustable electronic controllers these kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use a universal mounting system, these Revotec kits have bespoke laser cut brackets that mount directly to the radiator mountings. The brackets are bright passivated to give a smart appearance and prevent corrosion. The kits also use a precise electronic controller to enable easy adjustment to suit your car. Negative earth only. **Note: This fan kit only fits the wide radiator (Part No: RKC2117), which is the only type available and commonly retro fitted to other models.**

Spitfire Revotec fan kitRFC32	£206.20
------------------------------------	------------------	---------



RFC010

Revotec electronic fan controllers



These units use the latest type of surface mounted electronic controllers to sense the temperature of the water in the cooling system.

The controllers are designed to fit neatly into the cooling system without using capillary probes or radiator mounted clip on devices. This ensures that the coolant flow is not impeded, accurate temperature control and effective sealing of the coolant system are maintained. The self sealing EFC can be used in all applications. Please ensure there is sufficient space to fit a hose fitting EFC. **Negative earth only.**

EFC - self sealing . . . . .	.RFC011	£83.35
EFC - hose fitting 28mm . . . . .	.RFC002	£73.10
EFC - hose fitting 32mm . . . . .	.RFC003	£74.10
EFC - M22 x 1.5 for threaded boss . . . . .	.RFC010	£74.10
(Use with threaded boss soldered in to radiator header tank).		
Threaded boss - brass . . . . .	.RFC012	£10.10



144297X

Alloy water pump housings

The original cast iron water pump housing units are no longer available as new. However these alloy versions replicate the originals but in aluminium to provide a significant weight saving.

Spitfire & Herald alloy water pump housing	144297X	£110.68
GT6 Vitesse alloy water pump housing . . . . .	.307095A	£121.60
(Also fits 2000/2500 saloons).		



Spitfire anti-drain filter conversion

This uses a special adaptor bolt to allow a filter with a 3/4" UNF thread and an internal stack pipe and non return valve to stop the oil draining out of the filter. This means the oil is pumped around the engine immediately on start up without having to fill the filter first. Only for use with an oil cooler kit.

- 3/4" adaptor boltTT9401£17.05
- Anti-drain oil filterGFE173£4.80

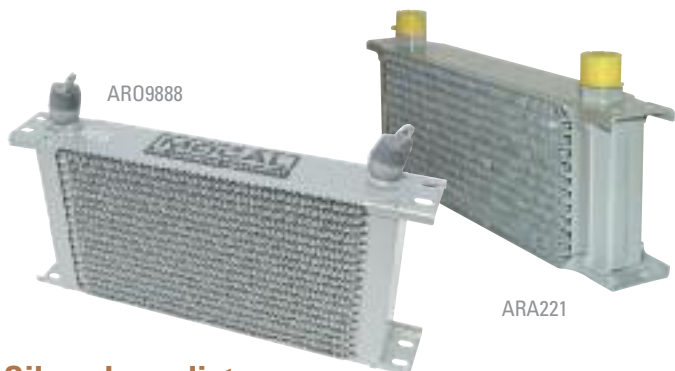


Oil cooler kits

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.

Our oil cooler kits come with mounting brackets and unions in a variety of styles depending upon your requirements. Thermostatic kits include a thermostat so the oil does not go through the cooler until it reaches operating temperature, giving quicker warm up, see right. The radiator is supplied separately so you can choose the most appropriate size for you.

- Spitfire & Herald rubber hosesTT1365£92.92
- Spitfire & Herald braided hosesTT1367£105.35
- Spitfire & Herald thermo rubber hosesTT1369£116.20
- Spitfire & Herald thermo braided hosesTT1369S£141.00
- GT6 & Vitesse spin-on filter rubber hosesTT1768£141.80
- GT6 & Vitesse spin-on filter braided hosesTT1768S£219.30
- GT6 & Vitesse spin-on filter thermo rubber hoses .TT1778£215.00
- GT6 & Vitesse spin-on filter thermo braided hoses .TT1778S£246.80



Oil cooler radiators

The oil should be allowed to operate at its optimum temperature, not too hot and not too cold. Choose which one best suits your purposes.

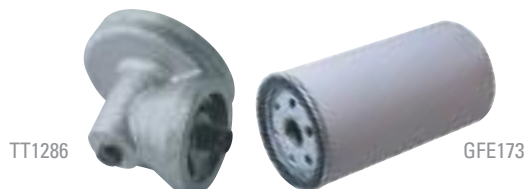
- 10 row oil cooler radiator for road useARO9807£66.00
- 13 row oil cooler radiator for fast roadARA221£38.00
- 16 row oil cooler radiator for fast road/sprint ..ARO9875£85.00
- 19 row oil cooler radiator for raceARO9888£92.70



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.

- Spitfire Herald GT6 & Vitesse rocker feed kit ...TT1226£35.00



Spin-on oil filter conversion

Fitting a spin-on filter adaptor makes changing the oil a much easier and cleaner task, it also gives up to date filtration and prevents the oil draining out of the filter giving better oil pressure on start up. This conversion uses a short filter hung vertically from the adaptor, giving clearance on the chassis.

- GT6 & Vitesse spin-on conversionTT1286£50.00
- Oil filterGFE173£4.80



Oil thermostats and adaptors

Use one of these thermostats if you already have an oil cooler kit fitted without one. The standard thermostat has push fit connections for use with rubber hoses. It completely seals off the oil radiator until the oil temperature reaches 74°C.

The full flow thermostat has 1/2" screw in connections for use with stainless hoses. It works by diverting the oil through the thermostat until it reaches 74°C. The temperature gauge adaptors fit into an oil line and allow the fitment of an oil temperature gauge. You can choose between push-on connections for rubber hoses or screw in connections for stainless hoses.

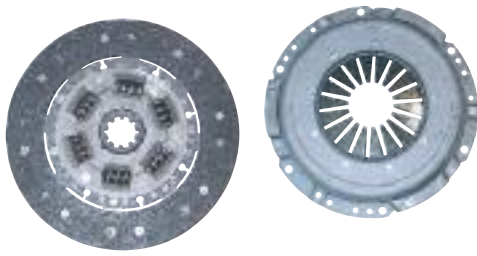
- Standard oil push-on thermostatTT2960£46.20
- Full flow oil screw-on thermostatTT29602£139.80
- Straight unions 1/2" (pair)TT9961£9.80
- Temperature adaptor push-onTT2969£47.20
- Temperature adaptor screw-onTT29691£78.40



Upgraded 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. Fits Spitfire, Herald, GT6 and Vitesse.

- Pressure switch 20lbTT2998£27.40
- Oil pressure relief valve132107£5.18
- Upgraded oil pressure relief valve springTT1229£2.50



Fast road uprated clutches

These clutch components are built specially for fast road and competition use. For other clutch parts please refer to page 22 in the Restoration section.

- Spitfire 1500 clutch cover fast roadTT24011 ...£246.00
- Spitfire 1500 release bearingGRB207£14.00
- GT6 & Vitesse clutch cover fast roadTT2201£240.00
- GT6 & Vitesse clutch plate fast road (10 x 1" spline) TT2702£100.13
- GT6 & Vitesse release bearingGRB209£15.40

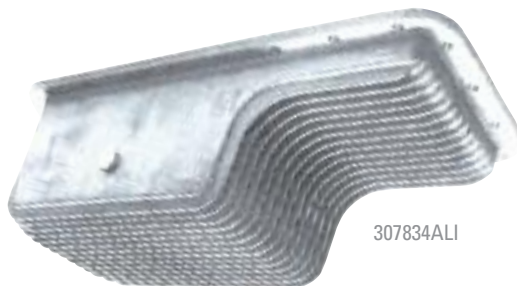


Lightweight flywheels

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.

- Lightweight steel flywheel 1500TKC1840X ..£325.00
(Use with clutch cover GCC196 and uprated clutch plate TT2402).
- Lightened flywheel (customers own unit)ENB11£121.60
- Spitfire uprated flywheel bolt setTT2223S£32.40



Alloy sump

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. This 6 cylinder sump will fit both 2 litre and 2.5 litre engines, check for chassis clearance on GT6 and Vitesse.

- GT6 & Vitesse alloy sump307834ALI ..£397.00
- GT6 & Vitesse sump gasketAJM515£5.00
- Magnetic drain plug155660£9.42



5 speed conversions



Frontline's five-speed conversion for all Spitfire and GT6 models is a complete replacement kit with everything you need to achieve modern day driver comfort and performance. The ultra-smooth action of the five-speed gearbox is an instant benefit. With a synchromesh first gear and quieter reverse, the vibration and hassle are taken out of town driving. With similar ratios from first to fourth, the performance through the gears is unaffected, and the added benefit of a 0.82:1 fifth gear gives a reduction of 1,200rpm at maximum speeds, giving faster and more relaxed cruising.

The robust gearbox and replacement clutch release arrangement replace the weaker original system, giving an almost maintenance free transmission. The conversion involves minimal cosmetic or structural changes and the specially modified gear change puts the gear lever in the original position, with no modifications required to the upper area of the tunnel. Kit includes: Fully reconditioned gearbox, bell housing adaptor plate, clutch mechanism, chassis crossmember, speedo cable, hardware and instructions.

- Spitfire 1300 5 speed conversionTT30430 ..£2,300.00
- Spitfire 1500 5 speed conversionTT30431 ..£2,150.00
- GT6 5 speed conversionTT30431 ..£2,150.00



Limited slip differential

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

- Quaife limited slip differentialTT2420£819.00



Differential poly mounts

Polyurethane has many advantages over rubber for use in differential mounts. It gives better location and prevents the differential twisting on its mounts under power. It is oil resistant and it does not soften with age, giving a longer service life. Fits Spitfire, Herald, GT6 and Vitesse.

- Spitfire front upper differential mount kit133568SPK ..£18.60
- Spitfire front lower differential mount kit131796SPK ...£7.93
- Spitfire differential mount kit117578SPK ...£32.00

High capacity fuel pumps



For carburettor cars the standard fuel pump may not be able to maintain adequate fuel pressure at higher engine speeds, particularly with a tuned car. The Facet range of fuel pumps will suit all modified applications. Pumps should ideally be mounted below fuel tank level as they push fuel better than they draw fuel. Fitting an electric fuel pump will eliminate problems associated with vapour lock and give constant fuel pressure even at high temperatures. The pumps come in a variety of pressures according to requirements. Fine tuning of the fuel pressure can be easily achieved by the use of a fuel regulator, available with or without a filter. You will have to re-plumb the fuel system around the new pump using a combination of standard pipes and hoses. With safety in mind, we also supply a fuel pump inertia switch kit, so that in the event of an accident, fuel delivery is cut-off.



Cylindrical fuel pumps

Formerly known as interrupter type pumps, these heavy duty pumps can be fitted to the front or rear of the car and should not be mounted higher than 600mm from the bottom of the fuel tank. Kits come complete with unions and mountings.

Facet fuel pump kit cylindrical road Silver Top . . .TMG2930K . . .£96.00
(30 gal/hr flow rate, 4.0-5.50 psi, up to 150bhp).

Facet fuel pump kit cylindrical fast road Silver Top .MGS2930K .£100.00
(35 gal/hr flow rate, 6.0-7.0 psi, up to 200bhp).

Facet fuel pump kit cylindrical competition Red Top .MGS2932K . . .£96.00
(40 gal/hr flow rate, 6.0-8.0 psi, race, above 200bhp).

Facet fuel pump cylindrical competition Red Top* . . .TT2930£82.20
(40 gal/hr flow rate, 6.0-8.0 psi, above 200bhp).

(*Note: TT2930 is a pump only. Supplied without fittings).



Cubed fuel pumps

Pumps should ideally be mounted at the rear of the car below fuel tank level as they push fuel better than they draw fuel. However they can be mounted up to 300mm above the bottom of the tank. Kits come complete with unions and mountings.

Facet fuel pump kit cube fast roadTMG2931K . . .£54.00
(32 gal/hr flow rate 4.5-7 psi, up to 150bhp).

Facet fuel pump only cube fast roadMGS2931 . . .£37.50
(34 gal/hr flow rate 7.0-10.0 psi, up to 180bhp).

Fuel pump unions

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

Straight union 1/4" (6mm) 1/8 nptFPA903B£1.80

Straight union 5/16" (8mm) 1/8 nptMOC1604 . . .£3.44

Straight union 3/8" (10mm) 1/4 nptFPA904/B . . .£2.90

90° union 5/16" (8mm) 1/8 nptMOC1841 . . .£6.10

90° unions 5/16" (8mm) 1/4 npt (pair)TT2930A . .£11.70

90° unions 3/8" (8mm) 1/4 npt (pair)FPA902B . . .£11.00

Fuel filter union

Unions 1/4" (6mm) 1/8 npt (pair)TT29321 . . .£8.40



Fuel regulators

We recommend the fitment of a fuel regulator to allow you to finely adjust the fuel pressure to your requirements. Use a filter/regulator for a tidy installation.

67mm deep glass filter/regulator 1/4 unions . . .TT2927 . . .£60.00

85mm deep glass filter/regulator 5/16 unions . . .TT2928 . . .£57.00

Fuel pressure regulator 1/4 unionsTT2925 . . .£49.50

Fuel pressure regulator 5/16 unionsTT2926 . . .£51.00



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. Fits Spitfire, Herald, GT6 and Vitesse. Kit includes blanking plate, gasket and hardware.

Fuel pump blanking plate kit147876K . . .£8.10



Fuel pump inertia switch kit

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

Fuel pump inertia switch kitC41220AX . .£47.50



Copper fuel pipe kits

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.

GT6 MkI-III fuel pipe kitHFFK10 . . .£109.18

Spitfire MkI-III fuel pipe kitHFFK9 . . .£85.30

Spitfire MkIV (to FH50000E) fuel pipe kitHFFK8 . . .£103.90

Spitfire MkIV-1500 (FH50000E on) fuel pipe kit .HFFK13 . . .£88.00



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.

Twin Weber braided stainless steel fuel pipe kit . .TT1455 . . .£175.00

Triple Weber braided stainless steel fuel pipe kit .TT1255 . . .£261.00



TMG1714

Carburettor heat shields

Polished stainless steel shields to prevent the float chambers soaking heat from the exhaust manifold. They also have holes in the lower edge for the throttle return springs.

- Carburettor heat shields HS4MST019£21.30
- Carburettor heat shields HS6TMG1714 ... £18.10



Stromberg to SU HS6 conversion plates

This plate kit nearly converts your GT6 or Vitesse from Stromberg CD150s to SU HS6s using the original manifold. Includes screw, studs and gaskets.

- SU conversion plate kitTT1656 £54.50

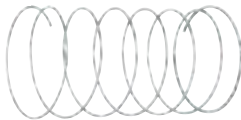


GAC9201X

Grose jets

Grose jets use a more modern ball valve so they won't stick open the way the needle valves do.

- Grose jet for Stromberg 150/175 carburetors ...GAC9200X ... £10.60
- Grose jet for SU H/HS carburetorsGAC9201X ... £9.50



AUD4398

Damper springs

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

- 8oz yellow damper spring small (1" diameter) ..AUC1167£3.44
- 8oz yellow damper spring large (2" diameter) ..AUD4398£2.90



Needles and springs for HS6 carburetors

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

Model	Needles for: standard	Needles for: filter and exhaust	Needles for: plus head and cam	Needles for: Fully modified
6 cyl 2000cc biased		'BAE' .CUD1104. £10.20	'BAM' .CUD1111 .£12.60	
6 cyl 2500cc biased	'BDB' .NZX8002 .£11.40	'BDQ' .NZX8015 .£11.40	'BAE' .CUD1104 .£10.20	
1147 HS2 Fixed	'AN' .AUD1478 ..£9.50	'BO' .AUD1526 ..£9.50	'H6' .AUD1242 ..£9.50	
1300 HS2 Fixed	'BO' .AUD1526 ..£9.50	'H6' .AUD1242 ..£9.50		
1300 HS2 Biased	'AAN' .CUD1012 .£10.20	'AAU' .CUD1018. £10.20	'ABT' .CUD1041 .£10.20	'ABY' .CUD1046 £12.60
1500 HS4 Biased	'ABT' .CUD1041 .£10.20			
Late cars use	'ADN' NZX4013 .£10.20	'AAQ' .CUD1014. £10.20	'AAM' .CUD1011 .£10.20	'AAL' .CUD1010 £10.20

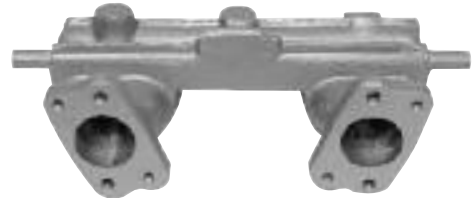


TT1156

SU carburetors

A pair of SU carburetors is a good alternative to original Stromberg carbs or as a performance upgrade. Available as either HS4 (1.5") to suit Spitfire & Herald models or HS6 (1.75") to suit GT6 and Vitesse they give improved performance and ease of set-up. These are ideally used with inlet manifold TT1458 for upgrading Spitfire and Herald models. Supplied with standard jets, allowing customers to choose suitable needles for their car using the needle chart. They are available with angled or horizontal floats according to the application.

- HS4 carburetors horizontal float (pair)AUD665T ... £672.00
- HS6 carburettor angled float chamber (pair) ...TT1156 ... £655.00
- HS6 carburettor horizontal float (pair)TT1256 ... £624.60



Water heated inlet manifold

This water heated cast aluminium manifold can be used to fit HS2s, Stromberg 150CDs or HS4s to Spitfire and Herald engines. It works very well as a conversion manifold for owners looking for an easy way to fit HS4s to earlier or Stromberg equipped cars.

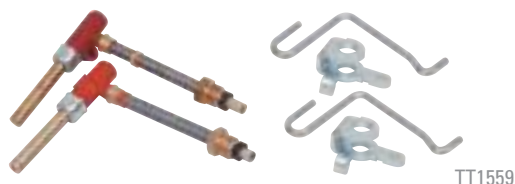
- Water heated inlet manifoldTT1458 ... £181.00



Dashpot covers for SU carburetors

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

- Alloy dashpot cover for HS2SFR22 £10.44
- Alloy dashpot cover for HS4/HS6SFR23 £10.44
- Anodised blue dashpot cover for HS4/HS6SFR23B £12.85
- Anodised red dashpot cover for HS4/HS6SFR23R £12.85
- Chrome dashpot cover for HS4/HS6SFR150 £10.44
- Chrome dashpot cover short type for HS/HIF 4/6 .SFR175 £9.37



Jet conversion kits for SU carburetors

The waxstat jets used on later SU 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 consists of a set of fixed jets and a pair of choke linkages to suit.

- Jet conversion kit for HS4's with 90 thou jets . . .TT1459£67.20
- Jet conversion kit for HS6's with 100 thou jets . .TT1559£62.80



Plain throttle disc kit for SU carburetors

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, supplied in kit with gaskets.

- Plain throttle disc for HS2WZX1320£16.10
- Plain throttle disc for HS4WZX1323£11.70
- Plain throttle disc for HS6WZX1321£10.50



Oversize throttle shafts

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 HS4WZX1177RP . .£16.30
- Oversize throttle shafts for H6AUC4284RP . .£16.30
- Oversize throttle shafts for HS6WZX1178RP . .£16.30
- Carburettor reamer386-385£171.20



Anti-run on valve

This valve opens when you turn off the ignition dumping air into the inlet manifold preventing the engine running-on.

- Anti-run on valveSTN127Z£73.40

Complete 1500cc engines

If you don't want to build your own engine, we can build it for you. Listed are some of the more popular options, although we can build an engine to your exact specification. Please talk to your local branch for details. The engines listed here are performance units and are fully balanced complete with clutch and flywheel.

- Complete engine 1500ccGSE2459BFC .£1,990.00
- Complete engine 1500cc stage 2GSE2459ST2 .£2,570.00



Carburettor not included

Weber DCOE throttle linkages - Mangoletsi

This new simple design, for DCOE carburetors, 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 inline 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 cableLP42451£99.13
- Throttle linkage DCOE - single cableLP42411£86.45



Carburettor not included

Weber DCOE throttle linkages - Webcon

These high quality linkages are available for Weber DCOE sidedraught carburettor. The main bracket, lever and fittings are manufactured from zinc plated steel which gives excellent corrosion resistance and matches other components on the carburettor. They feature a self-lubricating bronze pivot bush, twin return springs and high quality ball joints, giving a smooth operation. They are suitable for single or twin carb set ups and are fully adjustable. Kits are available for top or bottom mounting, with a choice of single or twin cables. Single cable kits are supplied with a ferule to attach to existing throttle cable. Twin cable kits include a pair of cables, with pedal end fitting block.

- T/linkage DCOE - top mount/single cableLP4100£102.23
- T/linkage DCOE - top mount/twin cableLP4101£112.37
- T/linkage DCOE - bottom mount/single cable . .LP4102£102.23
- T/linkage DCOE - bottom mount/twin cable . .LP4103£112.37



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£6.50
- Carburettor mounting bush kit (for one carb.) . .TT2939£16.60

Weber carburettors



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.

Spitfire 1300-1500 Weber manifolds

Fitting a single 45 will give a good power increase across the rev range. A twin 40 set up gives more top end power at the expense of bottom end tractability. Twin 45s are only for full race use as there will be no bottom end torque.



Single DCOE cross over manifold

This design of manifold will give improved mid range due to the better distribution of gases. This TriumphTune manifold is 15 cm long so you can only use a 45mm deep air filter.

Spitfire single DCOE manifoldTT10549 . . .£108.00



Single DCOE parallel manifold

This parallel TWM manifold gives maximum flow so will give more power at the top end. It is 12cm long so you can use up to a 63mm deep air filter.

Spitfire TWM single DCOE parallel manifold . . .TWM0088 . .£280.00



Twin DCOE long manifolds

This pair of long tract inlet manifolds allow for maximum power. They can only be used with 45mm deep air filters.

Spitfire twin DCOE long manifoldTT1350 . . .£137.00



Twin DCOE short manifold

Originally designed for the limited space on the Dolomite/Toledo range, these manifolds allow the use of deeper filters when used on Spitfires or Heralds.

Spitfire twin DCOE short manifoldTT1450 . . .£194.00



GT6 and Vitesse Weber inlet manifold

A set of three manifolds stepped from front to rear to provide clearance for the bonnet. Supplied with operating bar and levers. Suitable for any vertically mounted MkII or III 6 cylinder engine.

GT6 & Vitesse Weber inlet manifold setTT17501 . . .£301.30



Weber carburettors

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

- 40DCOE twin carb for road (2 required)TT2934283 .£494.20
- 40DCOE twin carb for fast road (2 required) . . .TT2934304 .£441.50
- 40DCOE single carb for road (1 required)TT2934333 .£508.50
- 40DCOE twin carb for sprint (2 required)TT2934333 .£508.50
- 45DCOE single carb for fast road (1 required) . .TT2935344 .£515.60
- 45DCOE twin carb for race (2 required)TT2935344 .£515.60



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.

Spitfire 1300-1500 twin 40DCOE carburettor kit .TTK10959 £1,070.00
(Fitted with 28mm chokes for road settings and long manifolds).



K&N style



Piper style



Period style

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 the power is produced. If using with an air filter 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

K&N ram pipe for HS4	.....KN85-5039	...£14.40
Piper ram pipe for HS2 - 30mm	.....SFR230	...£25.50
Piper ram pipe for HS4 - 30mm	.....SFR430	...£25.50
Piper ram pipe for HIF4 - 30mm	.....SFR4430	...£25.50
Piper ram pipe for HS6 - 50mm	.....SFR650	...£25.50
Period ram pipe for HS2 - short	.....SFR1	...£15.30
Period ram pipe for HS4 - short	.....SFR2	...£15.30
Period ram pipe for HS6 - short	.....SFR3	...£15.30
Period ram pipe for HS2 - long	.....SFR4	...£15.30
Period ram pipe for HS4 - long	.....SFR8	...£15.30
Period ram pipe for HS6 - long	.....SFR9	...£15.30



KNSS3945



KNSS2640



KNSS1645

Ram pipes for Weber carburettors

These ram pipes are genuine Weber replacement products.

Ram pipe 40 DCOE - 16mm	.....KNSS1640	...£31.00
Ram pipe 40 DCOE - 26mm	.....KNSS2640	...£31.00
Ram pipe 40 DCOE - 39mm	.....KNSS3940	...£31.00
Ram pipe 45 DCOE - 16mm	.....KNSS1645	...£31.00
Ram pipe 45 DCOE - 26mm	.....KNSS2645	...£31.00
Ram pipe 45 DCOE - 39mm	.....KNSS3945	...£31.00

GAC6610X



UKC8372SS

Heat shields

Our new stainless steel heat shields add a touch of class to your engine bay. These heat shields not only look great on your car but also help keep your carburettors cool.

Two types of heat shield are now available for Spitfires. The 1500 type replaces the existing heatshield which are prone to deterioration. We now also offer a heat shield for 1300 models. MkIII-IV Spitfires were not originally fitted with a heatshield but these are now newly available to help keep your carburettors cool.

Heat shield stainless steel 1300cc	.....GAC6610X	...£25.00
Heat shield stainless steel 1500cc	.....UKC8372SS	...£25.00



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	...£26.40
------------------------	--------------	-----------

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.

KN56-1630A



K&N air filters for SU and Stromberg carburettors

HS2 centre mounting 1 3/4" deep	.....KN56-9121	...£82.00
HS2 offset mounting 1 3/4" deep	.....KN56-1630A	...£95.00
HS4 centre mounting 1 3/4" deep	.....KN56-1390A	...£85.00
HS4 centre mounting 3 1/4" deep	.....KN56-9095	...£84.46
HS4 offset mounting 1 3/4" deep	.....KN56-9128	...£84.50

KN56-9132



HS6 centre mounting 1 3/4" deep	.....KN56-1400A	...£95.00
HS6 centre mounting 3 1/4" deep	.....KN56-9098	...£89.68
HS6 offset mounting 1 3/4" deep	.....KN56-9132	...£84.50
150CD/S centre mounting 3 1/4" deep	.....KN56-1610A	...£90.00

KN56-9104



K&N sports air filters for Weber carburettors

DCOE fitting 45mm-1.3/4" deep	.....KN56-9106	...£89.68
DCOE fitting 63mm-2.1/2" deep	.....KN56-9104	...£92.92
DCOE fitting 83mm-3.1/4" deep	.....KN56-9265	...£89.68



Stelling & Hellings air filters

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

- Stelling & Hellings air filter - SU 1 1/4" carbs (each) .223-100£39.00
- Stelling & Hellings air filter - SU 1 1/2" carbs (each) .223-200£39.00
- Stelling & Hellings air filter - SU 1 3/4" carbs (each) .621-500NCA



SU logo air filter

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

- SU logo air filters (each)GAC1078X ...£54.70



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 ...£22.10
(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£20.40
(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 - blueMT1200£6.00
- Breather filter 12mm inlet - chromeMT1201£6.00
- Breather filter 12mm inlet - redMT1202£7.00
(These filters have 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



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* polishedGAC6004X ...£70.00
- 6 cylinder* polished with TriumphTune logo ...TT1627 ...£138.50
- 6 cylinder* black with TriumphTune logoTT1220 ...£121.00
(*Check for clearance on GT6 models).
- 4 cylinder polishedGAC4067 ...£31.90
- 4 cylinder polished with TriumphTune logoTT1427£77.00
- 4 cylinder black with TriumphTune logoTT1420£77.00



Rocker cover fittings

You should always replace the gasket when replacing the rocker cover. Replacement chrome nuts and filler caps are also available should yours go wandering.

- 4 cylinder rocker cover gasketGUG5036VC ...£2.00
- 6 cylinder rocker cover gasketGUG5039VC ...£3.71
- Chrome oil filler cap (for GAC... rocker covers) .8G612CP£5.20
- Chrome oil filler cap (for TT... rocker covers) ...TT9920£16.80
- 6 cylinder Spitfire & Herald 5/16UNF dome nut .14B2685£1.24
- Spitfire 1500 (late) rocker cover stud105123£2.04



Uprated con rod bolts

These uprated con rod and main bearing bolts give more accurate control of clamping pressure and are less likely to break during arduous use. Always use Loctite when assembling engine components.

- 6 cylinder ARP uprated con rod bolts (set of 12) .322-828 ...£164.60
- 1300-1500 and 6 cyl uprated main bearing bolt .BH607241X ...£2.70
- Spitfire & Herald ARP uprated con rod bolt ...TT1280£9.62



Workshop apron

Ideal for those messy jobs, like engine building. This apron has adjustable straps and three large pockets.

- Workshop apron with Triumph shieldGAC9938X ...£17.00

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, please check when ordering. 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.



TT1212BUL

Stage II cylinder heads

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

- Spit early 1300 stage II cyl. head iron guidesTT1302UL . .£715.00
- Spit early 1300 stage II cyl. head bronze guides . .TT1302BUL .£741.00
- Spit 1500 stage II cyl. head iron guidesTT1402UL . .£682.00
- GT6 & Vitesse 2L stage II cyl. head iron guides .TT1702UL . .£797.00
- GT6 & Vitesse 2.5L stage II cyl. head iron guides .TT1212UL . .£953.00
- GT6 & Vitesse 2.5L stage II cyl. head bronze guides .TT1212BUL .£780.00
(For 2.5L engine conversions only).

Stage III cylinder heads

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

- Spit early 1300 stage III cyl. head iron guides . . .TT1303UL . .£713.00
- Spit late 1300 stage III cyl. head bronze guides . .TT1313BNCA
- Spit late 1300 stage II cyl. head iron guidesTT1313ULNCA
- Spit 1500 stage III cyl. head bronze guidesTT1403B . .£713.00
- GT6 & Vitesse 2L stage III cyl. head bronze guides .TT1703BUL .£909.20
- GT6 & Vitesse 2.5L stage III cyl. head iron guides .TT1203UL . .£873.30
- GT6 & Vitesse 2.5L stage III cyl. head bronze guides .TT1203BUL .£913.20
(For 2.5L engine conversions only).



TT1264

Uprated cylinder head fasteners

Use these to help keep your cylinder head gasket in one piece.

- Spitfire uprated head nut (each)51K1193B£1.80
- GT6 & Vitesse uprated head stud setTT1264£207.50
- GT6 & Vitesse uprated head nut (each)103810X£4.52
- GT6 & Vitesse uprated 7/16" washer (each)508289£0.43



Improved head gaskets

If running high compression engines these head gaskets will help improve reliability. The thicker 6 cylinder gasket can be used if you have had to dramatically skim your block or cylinder head.

- GT6 & Vitesse copper head gasket .032" thick . .TT1236£119.70
(Flat block only).



Uprated valves, guides, springs and caps

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

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

Spitfire and Herald models

- Exhaust valve standard size 1.17"TT1315£33.70
- Exhaust valve large size 1.30"TT1435£32.50
- Inlet valve large size 1.475"TT1434£20.80
- Bronze valve guide setTT1419£67.00
- Valve spring setTT1307£32.00
- Alloy valve capTT1216£5.70



GT6 and Vitesse models

- Inlet valve large size 1.44"TT1714£29.00
- Inlet valve larger size 1.475" (race)TT1234£24.00
- Exhaust valve large size 1.25"TT1715£37.80
- Bronze valve guide setTT1219£94.40
- Valve spring setTT1207£45.20
- Valve spring set (race)TT1708£81.00
- Alloy valve capTT1216£5.70



TT1217

TT1910

TT1218

Rocker shafts and accessories

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

Note: The tufridged 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.

- Spitfire & Herald tufridged rocker shaftTT1317£27.70
- Spitfire & Herald rocker spacer setTT1318£13.40
- GT6 & Vitesse tufridged rocker shaftTT1217£47.10
- GT6 & Vitesse rocker spacer setTT1218£32.70

- All models rocker pedestal shimTT1910£2.05
- All models uprated rocker pedestal nut51K1193B£1.80

Timing gears

A vernier cam gear allows the camshaft to be installed at exactly the right figure, maximising the benefit from the cam. Spitfires, Heralds and 2 litre 6 cylinder engines will benefit from fitment of a duplex timing chain kit, with or without vernier, for improved reliability.

TT14281



- 6 cylinder (duplex models) vernier cam gearTT1225£124.24
- 6 cylinder heavy duty timing chain2H4286UR . . .£33.60
- 1147-1300* duplex gear setTT1328£91.20
- 1147-1300* duplex gear set with vernier cam gear .TT1328X . . .£169.00
- 1300**-1500 duplex gear setTT1428£78.00
- 1300**-1500 duplex gear set with vernier cam gear .TT14281 . . .£163.00
(*Small bearing models. **large bearing models).
- 2 litre (6 cyl.) duplex gear setTT1428£78.00
- 2 litre (6 cyl.) duplex gear set with vernier cam gear .TT14281 . . .£163.00

TT2929



GGL1020

GGL9031X

Camshaft and engine building essentials

Invaluable if you are installing a camshaft or doing any major engine work.

- Timing discTT2929£6.60
- Cam lube 250mlKEN2£7.62
- Graphogen engine assembly lube 125gGGL9122X . . .£30.60
- Penrite engine assembly lube 40gGGL9031X . . .£3.50
- Loctite studloc 24mlGGL1020 . . .£22.00
- Wellseal gasket compound 100ml600569A£9.30
- Silicone gasket maker 200mlGGL1009 . . .£12.12



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.

- Spitfire & Herald high lift 1.55:1TT1445£677.00
- Spitfire & Herald high lift 1.65:1TT1446£695.00
- 6 cylinder high lift 1.65:1TT1246£880.00
- 4 cyl. large dia. valve spring set, for roller rockers .TT1408£58.00
- 4 cyl. lightened valve spring caps (each)TT1116£4.88
- 6 cyl. large dia. valve spring set for roller rockers .TT1708£81.00
- 6 cyl. lightened valve spring caps (each)TT1116£4.88



Cam followers and push rods

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

- Lightweight cam followerTT1209£7.00
- 6 cylinder (to 1972) high compression push rod 8.11" .TT1233£9.06
- 6 cylinder (1972 on) high compression push rod 8.25" .TT10433£9.06
- Spitfire & Herald* push rod high compression 7.80" .TT1433£8.60
(*1300, 1500 and standard 1147).



Camshafts

All the cams listed are ground from new blanks, eliminating problems resulting from regrinding worn old camshafts. If you increase the engine capacity of your car it will lower the effective rev range of your camshaft. Care must be taken when choosing your camshaft and other components to ensure you get the best out of them.

For the more extreme camshafts you will need a flowed head with bigger valves and the fuelling will have to be modified to suit, either with Weber carburettors or appropriately modified fuel injection. If you want to minimise other modifications use a mild camshaft. Important: New cams will only be warranted if assembly lube is used and fitted with new followers.



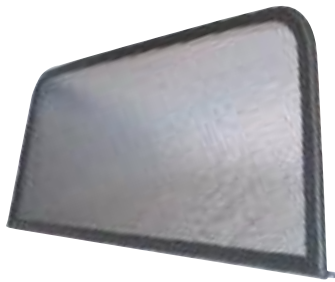
Type	6 cylinder models	Spitfire small bearing	Spitfire large bearing
Road	Road 83TT10504N . .£189.00 Road 89TT14041N . .£184.50		
Fast road	Fast roadTT10405N . .£292.20 Fast road 89TT12041N . .£292.20 Fast road 89TT14051N . .£184.50	Fast road 212164/TH5 £252.00 Fast road 89 . . . 212164/TH6 £169.10	Fast roadTT1405N . .£198.00 Fast road 83 . . . TT10505N . .£210.00
Sprint	Sprint 90TT1244N . .£276.70		
Race	Race 95TT16061NNCA	1500 race 97 . . TT13062N . .£175.30	Race 97TT14063NNCA



Aeroscreen

This Aeroscreen is a faithful replica of the classic 'Brooklands' Aeroscreen. Made from laminated safety glass, with a polished aluminium frame and supplied with chrome plated fittings and mounting stems. You will also need 4 screws to fix them to the scuttle.

- Aeroscreen with stems (each)700896£71.50
- Screw Aeroscreen to scuttle (4 required)AD608063£0.29
- Aeroscreen stem kit replacement (pair)700896FK£9.94



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.

- Spitfire IV-1500 windstopGAC6601XNCA



Triumph mudflaps

Protect your paintwork with these Triumph logo'd mudflaps.

- Mudflaps with Triumph logo (pair)GAC6002X£7.30



Valve caps

These valve caps with the classic Triumph TR shield are a must for any true enthusiast.

- Triumph valve cap setHMP190129 ..£23.35



Air horn kit

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

- Dual air horn kitGAC9978X ..£35.60



Chrome horn

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

- Chrome classic horn 105mmMT9143£15.95



Windtone horn

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

- Windtone horn set1B9007/8£68.00



Decals

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

- 1 Leyland Special Tuning Abingdon - green ...CRST153£2.50
- Negative earth stickerCRST113£1.24
- Unipart filter stickerCRST119£1.10
- Tudor water bottle stickerCRST124£1.33
- Triplex screen stickerCRST125£1.60
- 2 British Leyland house stickerCRST126£0.98
- Lucas coil stickerCRST156£2.45
- 3 Leyland Special Tuning stickerCRST110£1.14
- TriumphTune medium decalDEC104B£2.75



Clamp-on boot racks

Boot racks are an extremely useful accessory, particularly when touring, providing invaluable extra luggage space. These clamp-on boot racks are a universal fitment that have rubber mounting pads and clamp to the sides of the boot lid.

- Alloy boot rackGAC4001£63.00
- Alloy boot rack with wood slatsGAC4005X ..£73.40
- Stainless steel boot rackGAC4004SS ..£99.50
- Stainless steel boot rack with wood slatsGAC4005SS ..£96.40

See page A35 for our leather travel cases.



Vinyl tonneau

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

- Spitfire MkIV-1500 no headrests LHD - black . . .822461£226.30
- Spitfire MkIV-1500 no headrests RHD - black . .822451£221.50
- Spitfire MkIV-1500 with headrests LHD - black .822501£226.30
- Spitfire MkIV-1500 with headrests RHD - black .822491£221.50

Vinyl hood storage covers

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

- Spitfire stowage cover - black822401£160.00

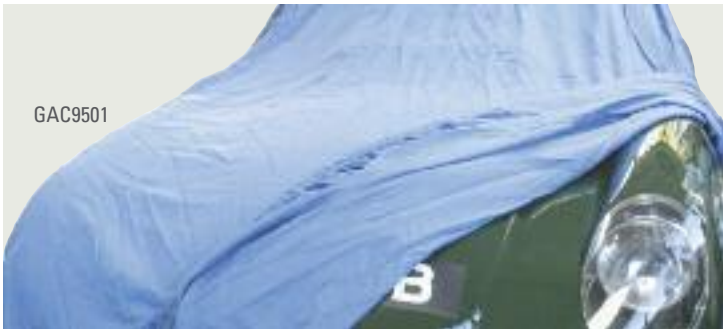


Vinyl and mohair hoods

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

Mohair was the original material used on the Triumph Stag, it gives a high quality, fade free look but can be more difficult to fit as it has less stretch than vinyl. All mohair hoods have their windows sewn in, it is the only reliable way of attaching a window to these materials.

- Spitfire MkI-II vinyl hood - blackTT7360£256.00
- Spitfire MkIII vinyl hood zip out window - black . .TT7361£265.90
- Spitfire IV-1500 vinyl hood - blackXKC1781£262.60
- Spitfire IV-1500 mohair hood - blackXKC1781MH .£479.00



GAC9501

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 coverGAC9501 . . .£105.00

Weatherproof outdoor covers

Our outdoor weatherproof car covers are manufactured from breathable fabric and feature double-stitched seams throughout, with neoprene elastic sewn into the front and rear hems. Fitted with reinforced, scratch-proof grommets for tying down. Note: No car cover is completely waterproof. Car covers must only be used on a dry car.

Mosom Plus (2 year warranty)

Rain resistant, yet breathable, it features a multi-layer polypropylene fabric which remains soft and pliable in all weather conditions with a soft lining. Recommended for short-term outdoor use, ideal for use in outdoor covered areas such as car ports. It also works well for an upgrade indoor cover. Car covers must only be used on a dry car.

- Mosom Plus car cover237-510£93.00



Cable and lock

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

- Car cover cable and lockGAC2022X . .£13.25
- Stowage bagGAC2013X . .£13.20



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.

- 1 Universal hardtop wall storage bracketsVUB101340 . . .NCA
- 2 Universal hardtop storage pouchGAC1005 . .£160.00
- 3 Universal hardtop storage caddy and cover . .MXV1120X . .£91.90



Locking petrol caps

Protect your valuable fuel and stop anyone dropping anything unwanted in your tank with one of our locking fuel caps. These caps are suitable for Spitfire, GT6 MkI-II, Herald and Vitesse models.

- Chrome original style round cap571086£43.20
- Chrome lozenge style flip-up capGAC6001X . .£67.80



TT6901

Wheel spacers

These spacers allow small adjustments to be made to the offset when fitting alternative wheels. They can also be used if you don't wish to shorten your wheel studs when fitting a wire wheel conversion.

- 3mm wheel spacer set (pair)TT6901£14.60
- 6mm wheel spacer set (pair)TT6902£18.95



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.

- Spitfire wheel trim 13" (each)GLZ225Z£22.70
- Spitfire wheel trim 13" (set of 4)GAC2254X£66.80



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£55.00



Stainless steel wheel nuts

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

- Spitfire stainless steel nut (each)155751SS£4.93



Locking wheel nut set

The TriLock system uses a socket with 3 pins that are uniquely matched to the locking nuts. These locking nuts are not suitable for original steel wheels, use only with replacement alloy wheels. They are sold as a set of four and are supplied with a security socket for removal.

- Spitfire locking nut setMLN007£20.65



GAC8260X

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

Revolution alloy 4 spoke

These classic 4 spoke revolution alloy wheels feature black centres with a diamond cut polished rims and look great on a Spitfire. Supplied individually with centre cap. Wheel nuts sold separately.

- Revolution alloy - 4 spoke 13" x 5.5" (each)GAC8260X . . .£94.91
- Wheel nut - tube type (each)TT6320£2.80
- Centre cap - replacement (each)GAC8277X£8.86



GAC8226X

TT63171

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 13" diameter with either a 5" or 6" rim widths, with the correct offset to fit standard bodywork. A 14" is also available; this requires arch modification or can be used for kit and special models.

The wheels are sold individually and are supplied with centre caps. Please use the wheel nuts listed below for each wheel. Before choosing your tyres, please ensure there is adequate clearance between tyres and wheel arches.

- MiniLite replica alloy 13" x 5" 8 spoke - silver . .GAC8223X . .£79.00
- MiniLite replica alloy 13" x 6" 8 spoke - silver . .GAC8226X . .£102.83
- MiniLite replica alloy 14" x 6" 8 spoke - silver . .TT63171 . .£139.80
- Replacement centre cap - metal painted (each) . .GAC8211X . .£9.42 (For early 8 spoke alloys with 55mm hole).
- Replacement centre cap - plastic (each)GAC8201XPP . .£4.37 (For current 8 spoke alloys with 52mm hole).



AHA8785

- Wheel nut - for 13" wheelsAHA8785£1.45
- Wheel nut stainless - for 13" wheelsAHA8785SS . .£3.60
- Wheel nut - for 14" wheelTT6320£2.80



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.
Fits: Spitfire, GT6, Herald and Vitesse.

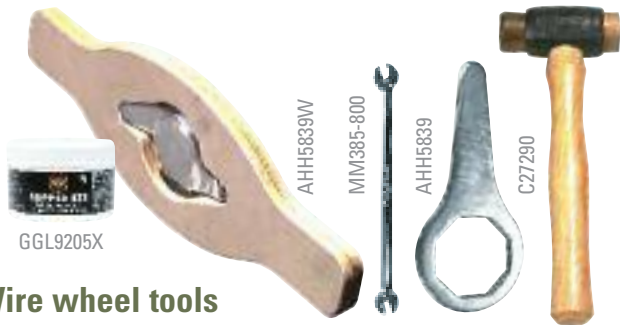
- Two eared style spinner kitGAC7047X ..£264.00
- Octagonal style spinner kitGAC7048X ..£264.00



Wire wheel essentials

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

- Inner tube for 13" x 145/155 tyre452-725£12.16
- Rim band for 13" wheel452-730£10.60



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.

- Copper and hide hammerC27290£25.00
 - Copper faced hammer11B5166£25.00
 - Spoke adjusting spannerMM385-800 ..£9.50
 - Short octagonal spannerAHH5839£5.90
 - Long octagonal spannerMM386-120 ..£48.50
 - Long spanner 2-earedMM386-125 ..£48.50
 - Wooden wrench 2-earedAHH5839W ..£25.60
- (This unique double ended knock-off wrench, made from plywood, slips over the spinner for easy tightening and removal of spinners. Do not use with a hammer, simply stamp or stand on the ear to tighten or loosen).
- Wire wheel cleaning kitGAC4134X ..£28.15
 - Spline lubricant copper-eze 50gGGL9205X ..£3.66
- (Essential for maintaining the splines and threads of hubs, wheels and spinners).

Offset splined hub conversion kit

If you have ever wanted to fit larger diameter or wider wire wheels to your Spitfire/Herald, but were always told you couldn't, well think again. Moss can now supply (a set of 4) easy to fit bolt-on splined hubs that fit directly onto your existing (front disc brake type) hub flange utilising the original wheel studs.

Note: Suitable for custom built cars using Spitfire running gear. Because these splined hubs have an ingenious off-set, they allow you the choice of fitting 14"-15" diameter (centre lock) alloy or wire wheels - and, a choice of different rim widths. So now you really can make your classic not only look good, but you can make it a real head turner. Please call for full range of wheels.

- Spitfire off-set splined hub kitGAC7051X ..£209.00
 - Replacement wheel nut144504£1.28
- (Unless you already have standard bolt-on centre lock/splined hubs already fitted, you will also need to order 16 nuts part no.144504).



Wire wheels

An essential part of a British classic sports car's styling was the fitment of wire wheels. Whether they were 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 wheels have stainless steel nipples and spokes, available in 60 spoke, chrome or painted, standard or uprated. Before fitting your tyre choice, please ensure there is adequate clearance between the tyres and wheel arches.

Chrome finish wire wheels

- Spitfire standard 13" x 4.5" 60 spokeWWC466 ..£203.00
 - Spitfire competition 13" x 5.5" 60 spokeWWC5729 ..£226.30
- (The competition wheel is centre laced).

Painted finish wire wheels

- Spitfire standard 13" x 4.5" 60 spokeWWP466 ..£150.30



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) righthandAHA7373£24.60
- Two eared spinner (8tpi) lefthandAHA7374£24.60
- Three eared spinner (8tpi) righthand107948/3£48.20
- Three eared spinner (8tpi) lefthand107949/3£48.20
- Octagonal spinner (8tpi) righthand88G606£22.50
- Octagonal spinner (8tpi) lefthand88G607£22.50



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 lampGAC4608£18.60
- Auxiliary reverse lampGAC4609£18.95
- Bulb replacement 12V 20W (each)GAC4608B£3.14



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.

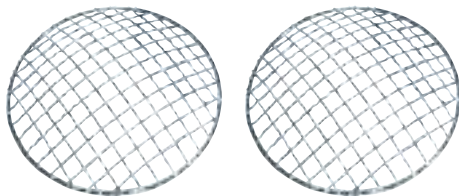
- Push button switch momentary3H3058£13.00
- Toggle switch momentaryGWW102X£17.95
- Toggle switch on/offRTC430A£4.00
- Pull switch on/off - white illuminationGAE132£13.00
- Pull switch on/off - green illuminationGAE132G£13.00
- Pull switch on/off - red illuminationGAE132R£13.00
- Pull switch on/off - yellow illuminationGAE132Y£13.00
- Fuse holder inlineUKC4446£1.85



Alloy headlamp rims

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

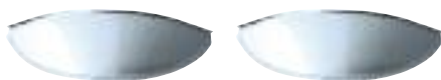
- Alloy headlamp rim (each)500929ALLOY £22.40



Chrome headlamp stone guards

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

- Stone guard chrome clip fit (pair)GAC8000X£10.60



Chrome headlamp peaks

A good excuse to fit some chrome.

- Headlamp peaks (pair)GAC7999X£11.30



Spot & fog lamps

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

- Chrome 5.5" angel eye spot lamps (pair)GAC4601NCA
- Chrome 5.5" angel eye fog lamps (pair)GAC4602£52.80
- Stainless steel 5" driving lamps (pair)GAC4619£39.80



- Chrome 5.5" standard pattern spot lamps (pair) .GAC4610£44.50
- Chrome 5.5" standard pattern fog lamps (pair) .GAC4611£51.80
- Replacement bulb H3GLB453£3.76
- Replacement bulb H3 Xenon 30% brighter (each) GLB453X£8.95
- Wiring fitting kit (universal)GAC4027£11.70

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

- Driving lamp (pair) - WipacWPS6007£26.40
- Fog lamp (pair) - WipacWPS6078£26.40



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 ..£75.00
- Front fog lamp with fluted lens (each)MM162-800 ..£75.00
- Back mounted lamp with fluted lens (each)BHA4399£75.00
- Back mounted lamp with clear lens (each)57H5322£75.00

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£33.00
- Replacement lamp unit with clear lens (each) ...57H5015£34.00
- Replacement bulb driving lamp (each)GLB185£4.32
- Replacement bulb fog lamp (each)GLB323£5.15



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	....£42.00
No pilot LHD (pair)	.....MGE203	....£50.00
With pilot RHD (pair)	.....GAC4023Z	....£42.00
With pilot LHD (pair)	.....WPS4699	....£54.00

Lucas H4 asymmetric kits

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

With pilot RHD (pair)	.....GAC4023	....£90.79
With pilot LHD (pair)	.....LULUB802	....£96.01

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.

Replacement bulbs

H4 60/55 watts (each)	.....GLB472	.....£4.05
H4 100/90 watts (check regulations) (each)	.....GLB484	.....£6.10
Xenon H4 60/55 watts (pair)	.....GLB472X	.....£8.86
Xenon H4 60/55 watts blue tint (pair)	.....GLB472BLU	.....£8.76



Headlamp kits - HID H4 conversion

HID (High Intensity Discharge) headlamps are a breakthrough in vehicle lighting technology and are found in many current production cars. Now classic cars can benefit from this technology with this HID bulb conversion kit exclusively from Moss Europe.

- Higher light output - up to 3 times brighter than halogen
- Safer night driving - brighter light with improved range
- Nominal 3.5 amp draw when on, ideal for dynamo equipped cars
- Longer lasting bulbs - at least 6 times longer than halogen

Fitment note: This kit does not include the head lamp units. If your car is already fitted with H4 halogen headlamps, this kit is a direct fit. However, if your car is fitted with sealed beam units, P45 or other types of headlamps you will need to purchase an H4 halogen conversion separately. Negative earth only. For more information, please check our website. HID bulb kits are sold for off road use only.

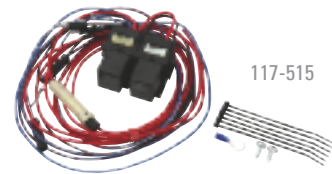
HID bulb conversion kit - H4GAC4022HNCA
------------------------------	---------------	---------



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	....£99.60
Tripod headlamp assembly LHD (each)	.....506372X	....£96.40
Tripod lamp unit RHD (each)	.....LU554308	....£66.90
Tripod lamp unit LHD (each)	.....LU555296	....£67.00
Replacement bulb RHD (each)	.....GLB414	....£3.30
Replacement bulb halogen RHD (each)	.....GLBH414	....NCA
Replacement bulb LHD (each)	.....GLB415	....£8.00



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 spotlamps, horns and other electrical accessories.

Headlamp relay kit 2 relay	.....117-515	....£31.65
(Inc: 2 relays, pre-wired relay holders, fitted terminals, fittings & instructions).		
Relay kit 1 relay	.....GAC4027	....£11.70
(Inc: 1 relay, non-assembled wiring, terminals & fittings).		
PVC tubing black pre cut metre	.....504806	....£0.76



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	....£44.10
Crystal halogen with side light kit** (pair)	.....GAC4023X	....£47.20
(**'E' marked for legal road use, use dipping H4 bulbs. RHD only).		
Crystal halogen with angel eye kit* (pair)	.....GAC4600	....£54.90
Crystal halogen kit* (pair)	.....GAC4615	....£37.50
(*NOT 'E' marked for legal road use, no dip pattern).		



Door mirrors

British Leyland type door mirror

These mirrors were originally offered for MkIV models but will fit all the Spitfire and GT6 range. Simple external screw fitting and are suitable for lefthand or righthand mounting.

- Stainless steel flat anti-glare glass RH (each)GAM258X . . .£20.60
- Stainless steel flat anti-glare glass LH (each)GAM259X . . .£20.60
- Black finish flat glass RH (each)GAM261X . . .£22.00
- Black finish flat glass LH (each)GAM262X . . .£22.00
- Replacement glass - flat tinted (each)GAM207T . . .£5.50
- Replacement glass - convex tinted (each)GAM208T . . .£5.80



Wing mirrors

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

Chrome short arm (fixed type)

- Chrome flat glass curved arm (wing only) (each) .GAM1001 . . .£33.70
 - Chrome flat glass cranked arm (each)GAM1001X . .£30.60
- (These mirrors can be fitted on either righthand or lefthand).



Early Lucas long arm style (fixed type)

- Chrome convex glass RH (each)WM1904 . . .£12.60
- Chrome convex glass LH (each)WM1905 . . .£12.60
- Chrome flat glass RH (each)WM1906 . . .£12.60
- Chrome flat glass LH (each)WM1907 . . .£12.60

Late Lucas style (spring back type)

- Chrome flat glass (each)GAM118 . . .£34.70
 - Chrome convex (each)GAM117 . . .£34.70
- (These mirrors are suitable for righthand or lefthand mounting).

Bullet style mirrors

Add that classic racing look with these retro polished finish bullet mirrors...



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 . . .£12.20
- Chrome convex glassGAM105C . .£17.60

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 lefthand or righthand mounting.

- Chrome flat glass222-390 . . .£29.50



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 . . .£52.00
- Chrome flat glass LHGAM107 . . .£52.00
- Adaptor plate kit RHCZH1626 . . .£6.60
- Adaptor plate kit LHCZH1625 . . .£6.60



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 . . .£36.70



Aluminium racing mirrors

These classic racing mirrors echo a bygone era of motorsport. Available either fully polished or satin finish with a black base, both feature a flat glass and single bolt fitting.

- Polished alloy mirror (each)MT9314 . . .£24.00
- Satin finish alloy mirror (each)222-355 . . .£24.00



Bonnet straps and pin set

Works style bonnet straps add a classic race & rally look to any classic car. Originally used by the factory BMC Special Tuning department to prevent unwanted opening of the bonnet these straps are perfect for those recreating that retro rally car look or just wanting peace of mind.

Manufactured from high quality leather with stainless steel end plates. Available in tan or black either individually or in pairs. Or choose a set of stainless steel bonnet pins to give a modern competition look. Some bodywork modification is required to enable their use.

- Bonnet strap black (single)222-601£14.60
- Bonnet strap set black (pair)222-602£27.60
- Bonnet strap tan (single)222-729£14.60
- Bonnet strap set tan (pair)222-728£27.60
- Stainless steel pin setMRAC801S£16.70



Improved door locks

Suitable for Spitfire MkII-III and GT6 MkI-II. Both sets of door locks are direct replacements for the original locks but are located using a large nut instead of the flimsy clip used originally. The security lock set also uses a round key that helps to keep the light fingered at bay.

- Nutfix lock set (2 door locks)621773PX£48.00
- Secure lock kit (2 door locks)BHH973S£64.70



Bonnet locks

These bonnet locks are for all Spitfire, GT6, Herald and Vitesse models. Fitted next to the bonnet catches they lock the catch in the closed position giving greater security to those valuable under bonnet components.

- Bonnet locks (pair)TT7364£24.00



Door threshold plates

Protect your paint from scuffs and scratches. Our highly polished stainless steel door step threshold plates, can be fitted by screws, rivets, glue, or double sided tape. Fittings not included.

- Stainless steel with laurel (each)TT7346£20.00



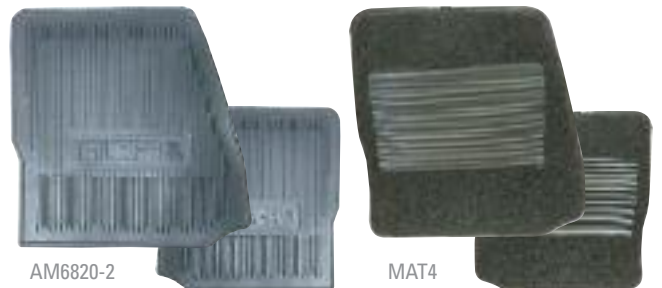
Auxiliary gauges

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.

- Clock full face 52mm - blackGAE128X£85.00
- Clock full face 52mm black bezel (inc. plinth) - black .GAE128ZNCA
- Electric water temp. half face* 52mm - black . . .GAE124X£50.70
- Oil temperature half face* 52mm - blackGAE129X£57.00
- Capillary oil pressure half face* 52mm - black . .GAE123X£82.40
- Capillary water temp + oil press dual* 52mm - black .GAE127X . . .£139.40 (Includes fittings).
- Capillary water temp + oil press dual* 52mm - black .LUSJB100 . . .£89.40
- Dynamo ammeter half face 52mm - blackGAE120£48.20
- Alternator ammeter half face 52mm - black . . .GAE121£48.20
- Voltmeter half face 52mm - blackGAE122£50.00

Gauge fittings (*may be required)

- Nylon pipe for oil pressure gaugeLUSIB703£13.35
- Y piece for oil pressure gaugeLUSIB748£4.21
- Male/male adaptor for oil pressure gaugeCAM6431£5.20
- Leather washer for oil pressure gauge2K4936£0.20
- Male/female adaptor for water temperature gauge .11K2846£2.60
- Male/male adaptor for water temperature gauge .11K2846X£8.76



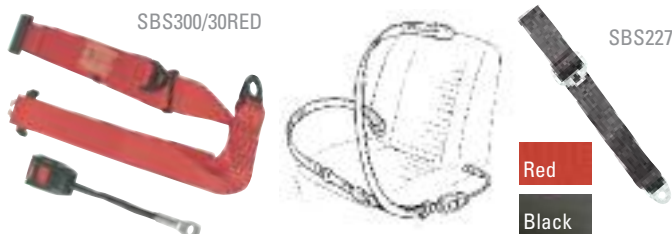
Rubber and carpet overmats

These high quality rubber mats feature the Triumph name. They will help keep carpet wear to a minimum and are easily cleaned with a bit of soap and water. The nylon carpet footwell overmats are mud and water resistant and include an anti-slip backing. Supplied as a pair, with rubber heel mats sewn on to both to allow fitment to RHD and LHD models.

- Spitfire rubber mats (pair)AM6820-2£25.90
- Spitfire nylon carpet overmats (pair)MAT4£28.80

Securon replacement seat belt kits

This is our range of suggested Securon replacement seat belts. All Securon seat belt products are 'E' approved for road use. See website for full details.



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 - blackSBS300/30£24.70
 Static seat belt kit - redSBS300/30RED ..£34.00



Inertia reel 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 - blackSBS500/30£41.20
 Automatic seat belt kit - redSBS500/30RED ..£49.50
 Seat belt extenderSBS227£8.34



Harness kits

Harness kits for road use 'E' approved

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

3 point harness kit - blackSBH628BLACK ..£34.70
 3 point harness kit - redSBH628RED ...£34.70
 3 point harness kit - blueSBH628BLUE ..£34.70
 4 point harness kit - blackSBH629BLACK ..£33.70
 4 point harness kit - redSBH629RED ...£33.70
 4 point harness kit - blueSBH629BLUE ..£33.70

Harness fittings

Shoulder strap pads (pair) - redTT7970NCA
 Eye bolts (pair) - use with clip-in mountings ..TT7967.....£7.48
 Bolt and spacer (pair) - use with plate mountings..TT7969.....£4.62
 Nut plates (pair) - reinforced for fixing bolts ..TT7968.....£6.46



Tourist Trophy steering wheels & boss

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 rim black drilled spokes 15"489-010NCA
 Leather rim black drilled spokes 14"489-040£112.15
 Leather rim matt alloy drilled spokes 15"489-020£112.15
 Leather rim matt alloy drilled spokes 14"489-030£112.20
 Leather rim black slotted spokes 15"489-050£112.15
 Laminated wood rim matt alloy drilled spokes 15" .489-060 ..£123.35
 Laminated wood rim matt alloy drilled spokes 14" .489-070 ..£123.35
 Laminated wood rim matt alloy slotted spokes 15" .489-080 ..£123.35
 Solid thick wood rim matt alloy drilled spokes 15" .489-090 ..£120.00

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

Boss kit with horn push853-786 ...£44.00
 (Spitfire models to 1977 & GT6 models).
 Horn push with TR badge905-647 ...£18.00

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.

1 Wooden gear knob nylon insertGAC6050X ..£12.50
 2 Leather gear knob nylon insetGAC6051X ..£12.05



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).

Gaiter finishing kit chromeGAC9540 ..£18.10



MOMO steering wheels



MOMO have long supplied the racing world with quality steering wheels, contoured to fit perfectly in the hand they transform the driving experience.

- MOMO Tuner 350mm - black/anthraciteMOMO1077 **£196.00**
- MOMO Tuner 350mm - black/blackMOMO1078 **£196.00**
- MOMO Prototipo 350mm - black/silverMOMO1079 **£188.00**
- MOMO Prototipo 350mm - black/blackMOMO1080 **£186.00**

Adaptor boss

- Spitfire (1977 on) horn on stalkGAC6015X . . .£41.80



MOMO gear knobs



Complimenting most interiors these MOMO gear knobs are universal fitment.

- 1 Race air leather alloy gear knobMOMO1060 **£77.30**
- 2 Race air leather gear knobMOMO1057 **£72.00**
- 3 Anatomic hide gear knobMOMO1050 **£63.50**
- 4 Aluminium sport gear knobMOMO1054 **£60.80**
- 5 Competition gear knobMOMO1053 **£60.10**

Moto-Lita accessories



Adaptor boss

Use the appropriate boss to fit your Moto-Lita steering wheel, supplied with plastic centre cap with or without horn push as required.

- Spitfire Mk-IV GT6 Herald & VitesseMLW1117B20 **£58.00**
- Spitfire 1500MLW1117B45 **£58.00**

Horn push and centre caps

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, all feature a recess for a badge. Replacement ring and screw kits are also available.

- Billet centre cap 3.5"MLW1117BCC **£46.20**
- Billet horn push 3.5"MLW1117BHP **£77.30**
- Moto-Lita centre capMLW1117X1 **£11.15**
- Centre cap and horn pushMLW1117X2 **£20.85**
- Polished ring kitMLW1117X3 **£11.82**
- Black ring kitMLW1117X3B **£11.51**



Moto-Lita steering wheels *Moto-Lita*

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 **£163.50**
- Mk3 flat polished spokes 14"MLW1115-14 **£163.50**
- Mk3 flat polished spokes 15"MLW1115-15 **£163.50**
- Mk3 dished polished spokes 13"MLW1116-13 **£163.50**
- Mk3 dished polished spokes 14"MLW1116-14 **£163.50**
- Mk3 dished polished spokes 15"MLW1116-15 **£163.50**
- Mk3 flat polished spokes with thin slot 14" . .MLW1120-14 **£163.50**
- Mk3 flat polished spokes with thin slot 15" . .MLW1120-15 **£163.50**
- Mk3 flat polished spokes with wide slot 15" . .MLW1122-15 **£163.50**

Leather rimmed steering wheels

- Mk4 flat polished spokes 12"MLW1111-12 **£163.50**
- Mk4 flat polished spokes 13"MLW1111-13 **£163.50**
- Mk4 flat polished spokes 14"MLW1111-14 **£163.50**
- Mk4 flat polished spokes 15"MLW1111-15 **£163.50**
- Mk4 flat black spokes 13"MLW1112-13 **£163.50**
- Mk4 flat black spokes 14"MLW1112-14 **£163.50**
- Mk4 flat black spokes 15"MLW1112-15 **£163.50**
- Mk4 dished polished spokes 13"MLW1113-13 **£163.50**
- Mk4 dished polished spokes 14"MLW1113-14 **£163.50**
- Mk4 dished polished spokes 15"MLW1113-15 **£163.50**
- Mk4 dished black spokes 13"MLW1114-13 **£163.50**
- Mk4 dished black spokes 14"MLW1114-14 **£163.50**
- Mk4 dished black spokes 15"MLW1114-15 **£163.50**

Mahogany rimmed steering wheels

- Mk9 flat polished spokes 14"MLW1119-14H **£226.30**
- Mk9 flat polished spokes 15"MLW1119-15H **£226.30**

Books, manuals & DVDs

Owners handbooks

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

- Spitfire MkI owners handbook511242£14.50
 Spitfire MkIV owners handbook545220£11.20
 Spitfire 1500 owners handbook545189£11.20
 GT6 MkIII owners handbook545186£11.20

Factory workshop manuals

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

- Spitfire MkI-III workshop manual . .511243£33.70
 Spitfire 1500 workshop manualAKM4329 . .£28.60
 GT6 & Vitesse workshop manual . .512947£35.80

Factory parts books

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

- Vitesse MkII 2 litre factory parts book .517786£20.30

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.

- Spitfire Mk1-1500 Haynes manual . .MGL6214X .£23.40

Purchase and restoration guide by Lindsay Porter

Covering the Spitfire, GT6, Herald and Vitesse this book has clear and easy to follow instructions and photographs with handy tips on what to look for and how to approach certain jobs.

- Purchase and restoration guideMGL0216 .£23.40

Car restorer's manual

This book guides you through all aspects of car restoration, including choosing and buying a suitable project, preparation needed before starting work, how to assess what work can be carried out on a DIY basis, as well as restoration techniques.

- Car restorer's manualMGL0298NCA

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 manualMGL0279 .£30.30

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 techniques213-431£12.20

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 carburetorsMGL0070 .£14.20

SU workshop manual

Factory workshop manual covering both carbs and fuel pumps.

- SU workshop manualGAC1044X .£20.80

SU needle chart

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

- SU needle chartALT9501 . . .£12.50
 SU parts catalogueALT9524 . . .£14.70

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 manualGAC1029X .£3.30

Classic car electrics, by Martin Thaddeus

This book provides clear and complete information for the enthusiast who wishes to service repair or improve any motor vehicle. The format allows the reader to take what they need.

- Classic car electricsMGL0331NCA

Classic car electrical systems

This book covers classic cars that have conventional electrical systems. With this book enthusiasts can learn how to carry out maintenance, repairs and fit basic accessories with confidence.

- Classic car electrical systemsMGL0299NCA

Classic car bodywork, by Martin Thaddeus

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 work spans the gap between professional and amateur.

- Classic car bodyworkMGL0330 .£30.80

Classic car interior restoration, by Kim Henson

This well illustrated book provides the tricks of the trade to enable the interior of a car of any age to be successfully renovated. It includes cleaning and restoration techniques; a good guide for the enthusiast restorer.

- Classic car interior restorationMGL0336NCA

Road test portfolio, by Brooklands

Included are road and comparison tests, long term reports, touring and racing feature plus full specifications and performance data for all Spitfires.

- Road test portfolioMGL6013X .£25.40

How to paint classic cars, by Martin Thaddeus

This book takes the reader step-by-step through each stage of preparation from minor repairs, through filling and undercoats to a paint finish fit for a classic car. Over 140 colour photographs illustrate every stage of the procedures.

- How to paint classic carsMGL0332NCA

Engine management, by Dave Walker

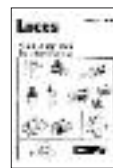
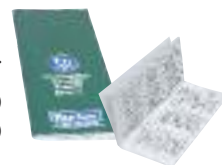
Modern engines rely on engine management systems to provide flexible power, whilst also meeting exhaust emissions regulations. This extensively illustrated book unravels the "black art" of engine management and the software.

- Engine ManagementMGL0301NCA

SU carburettor rebuild DVD

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

- SU carburettor rebuild DVD211-036 . . .£31.65





Leather travel case

These classically styled cases are the perfect compliment for any classic Triumph. Available in brown leather, it is a must have item for touring trips in your classic sportscar and give valuable extra luggage space if used with a boot rack (sold separately). Also, supplied with a smart nylon rain cover, for when the weather isn't on your side. Dimensions (approximately) Width: 75cm (30"), Height: 18cm (7"), Depth: 43cm (17").

- Sturdy construction
- Corner reinforcement with wear studs
- Combination locks
- Leather closing straps

Leather travel case - brownGAC9812X ..£294.30



Leather driving gloves

These supple leather driving gloves are available in either black or brown and feature a pressed stud with the TR marque logo. These hand-made gloves include perforated fingers for added ventilation, thin piping around the edges and a stylish exposed back for that vintage look. Supplied in pairs.

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

- Leather gloves - black with TR logo size 9GAC9855XNCA
- Leather gloves - black with TR logo size 9.5GAC9856XNCA
- Leather gloves - brown with TR logo size 9GAC9855BRNCA
- Leather gloves - brown with TR logo size 9.5GAC9856BRNCA
- Leather gloves - brown with TR logo size 10GAC9857BR£35.00



Triumph logo watch

A sleek watch with a gold tone case and embossed leather band - it's the perfect way to show off your favourite classic sports car logo.

Logo watch - Triumph shield013-204£29.50



Classic flying helmet & goggles

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

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

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

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

- 1 Leather pilot helmet small - brownALCFHL/S . . .£95.00
- Leather pilot helmet medium - brownALCFHL/M . .£95.00
- Leather pilot helmet large - brownALCFHL/L . .£95.00
- Leather pilot helmet X-large - brownALCFHL/XL .£95.00
- 2 Leather motoring helmet small - brownALCFHLL/S .£106.00
- Leather motoring helmet medium - brownALCFHLL/M £106.00
- Leather motoring helmet large - brownALCFHLL/L .£106.00
- Leather motoring helmet X-large - brownALCFHLL/XL£106.00
- 3 RAF vintage goggles MK8ALCGMK8 . .£82.24



Leather wallets & purses

These stylish wallets & purses are made from supple leather & high quality materials. Available in black or brown leather and embossed with your classic's marque logo, these are a must for any triumph enthusiast. Offered in a variety of styles and supplied in a smart presentation box.

- 1 Purse TR logo - brownGAC9829X . .£29.30
- Wallet TR logo - brownGAC9830X . .£22.90
- Wallet with card flap TR logo - brownGAC9831X . .£22.90
- 2 Wallet card holder TR logo - brownGAC9832X . .£22.90
- 3 Purse TR logo - blackGAC9833X . .£29.30



Dynamat heat & sound insulation

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

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

Dynamat Xtreme

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

- Dynamat Extreme - speaker packGAC90511 . . .£15.65
(2 sheets of 254mm x 254mm (10" x 10").
- Dynamat Extreme - wedge packGAC90512 . . .£31.50
(1 sheet of 457mm x 812mm (18" x 32").
- Dynamat Extreme - door packGAC90513 . . .£84.50
(4 sheets of 305mm x 914mm (12" x 36").
- Dynamat Extreme - bulk packGAC90514 . .£210.80
(9 sheets of 457mm x 812mm (18" x 32").

Dynaliner

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

- Dynaliner - 1/8" thickGAC90531 . . .£52.80
(1 sheet of 813mm x 1372mm (32" x 54").
- Dynaliner - 1/4" thickGAC90532 . . .£79.30
(1 sheet of 813mm x 1372mm (32" x 54").
- Dynaliner - 1/2" thickGAC90534 . .£105.35
(1 sheet of 813mm x 1372mm (32" x 54").

Hoodliner

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

- HoodlinerGAC90541 . . .£84.50
(1 sheet of 813mm x 1372mm (32" x 54").



Embroidered patches

- 1 Triumph embroidered patchGAC4135X . . .£2.80
- 2 TR logo embroidered patchGAC9955X . . .£4.00
- 3 British Leyland logo embroidered patchGAC9960X . . .£4.00
- 4 Union flag embroidered patch229-510 . . .£2.50



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.

- Leyland Special Tuning sticker. CRST110£1.14
- 1 Leyland Special Tuning Abingdon - green . . . CRST153£2.50
- 2 British Leyland house sticker CRST126£0.98
- Negative earth sticker. CRST113£1.24
- 3 Tudor water bottle sticker CRST124£1.33
- 4 BMC rosette (internal) - red/white/blue . . . CRTR204£5.80
- 5 Unipart filter sticker CRST119£1.10
- Triplex screen sticker CRST125£1.60
- Lucas coil sticker CRST156£2.45
- 6 TriumphTune medium decal DEC104B£2.75



Tool rolls

Vintage style tool roll

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

- 1 Vintage style tool roll385-910£49.50

Tool rolls

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

- Tool roll small 8 pouchesACG5247 . . .£33.60
- 2 Tool roll small 9 pouches & flapMM647-100 . .£36.70
- Tool roll large 8 pouchesGAC8418X . .£47.20

Jack bags

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

- Jack bag side flap with tie strapsAHA5506 . . .£35.00
- Jack bag end flap with bucklesAHH6540 . . .£27.80



Leather key fobs

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

- 1 Triumph globeGAC6053£4.60
- 2 Triumph shield - blue/whiteGAC6053X£4.60
- 3 Triumph shield - red/whiteGAC6054X£4.60
- 4 Union flagGAC4042£4.60
- 5 Triumph shield - black fob621-000£11.05
- 6 Triumph shield - tan fob621-001£8.40
- 7 Triumph globe - black fob621-015£11.20
- 8 Triumph globe - tan fob621-016£11.05



Triumph emblem key fobs

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

- Triumph emblem leather blackGAC9842X£10.40
- Triumph emblem leather tanGAC9843X£10.40



TR shield earrings

Enamelled miniature marque logo earrings.

- TR shield earringsGAC9941X£14.40



Triumph Service & Sales T-shirts

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

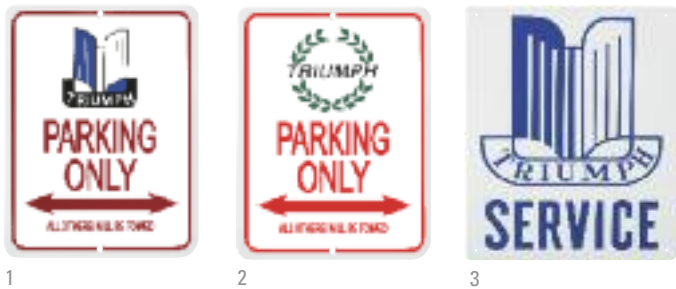
- Triumph Service & Sales grey T-shirt - medium .013-710£13.60
- Triumph Service & Sales grey T-shirt - large . . .013-711£13.60
- Triumph Service & Sales grey T-shirt – X-large . .013-712£13.60
- Triumph Service & Sales grey T-shirt – XX-large .013-713NCA



Waterproof blanket

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

- Waterproof blanket, grey, Moss logo231-370£24.40
- Waterproof blanket, grey, Triumph logo231-380£24.40



Garage signs

Screen printed metal replicas of original factory dealer signs.

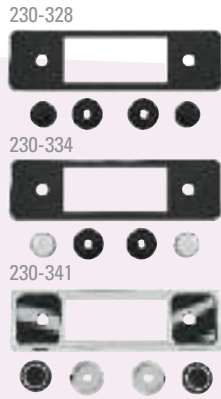
- 1 Triumph shield parking sign (9" x 12")GAC8030X£27.70
- 2 Triumph wreath parking sign (9" x 12")GAC8031X£27.70
- 3 Triumph shield service sign (12" x 16")GAC9932X£27.60



TR & Triumph mugs

These high quality ceramic mugs have been designed for enthusiasts of this classic British Marque. Available in black with a white logo.

- 1 TR mugGAC9456£3.55
- 2 Triumph mugGAC9455£3.55



RetroSound radios

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

Model 2

The stylish new Model 2 range offers a high spec radio that gives that classic look with modern digital music capabilities. The Model 2 features iPod and iPhone charge and play operation as well as Bluetooth connectivity with hands free calls. Also includes a daylight compatible wide angle LCD colour display.

- Rear USB & mini jack inputs.
- RDS FM tuner, AM/FM PLL tuner (30 presets).
- 25W x 4 (RMS) integrated amp.
- Pre-amp RCA output, fade/balance.
- 'InfiniMount' adjustable shaft/bracket system.
- Track, RDS data or clock display.
- Separate amp & aerial leads.
- 2 year manufacturers warranty.

RetroSound Model 2 - chrome230-380£274.10
 RetroSound Model 2 - black230-385£274.10

Hermosa

The Hermosa radio features Bluetooth connectivity, retro styled buttons, high resolution LCD screen with green/white display & fascia design giving a more classic look to the unit. The Hermosa radio includes many of the same features as the Model 2 radio excluding the iPod and iPhone capabilities.

RetroSound Hermosa - chrome230-390£220.00
 RetroSound Hermosa - black230-395£220.00

Classic Sound

The Classic Sound is an entry level unit with lower specifications. It features AM/FM radio with a rear mounted auxiliary input to play portable devices.

RetroSound Classic Sound - chrome230-323£169.60

Faceplate and knob kits (F&K kits)

For the full range of faceplates and kits, see our website.

F&K kit - all chrome230-326£24.00
 F&K kit - all black230-327£24.00
 F&K kit - black/chrome230-329£24.00

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

- F&K kit - black/chrome edge & black230-328£24.00
- F&K kit - black/chrome edge & black/chrome230-334£24.10
- F&K kit - Becker pinstripe230-341£24.00
- Knob set only - chrome230-331£12.60
- Knob set only - black230-332£12.60

RetroMod speakers by RetroSound

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

Dual voice coils (DVC) speakers

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

- 6.5" dia 3 way, DVC, no grilles (each)230-505£52.50
- 5" x 7" 3 way, DVC, no grilles (each)230-545£62.80
- 6" x 9" 3 way, DVC, no grilles (each)230-510£46.20

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.

- 3.5" dia 2 way, 20W max, no grilles (pair)230-515£38.00
- 4.5" dia 2 way, 40W max, with grilles (pair)230-535£72.60
- 4" x 6" 2 way, 80W max, flame bezels (pair)230-525£43.20
- 5" x 7" 3 way, 60W max, with grilles (pair)230-540£71.60
- 6" x 9" 3 way, 100W max, with grilles (pair)230-530£67.50
- 6" x 9" 3 way, 100W max, with grilles (pair)230-531£133.90

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 down to 35Hz.

- 8" Subwoofer with internal amplifier230-550£145.00



This hide-away amplified aerial can be mounted hidden away, almost anywhere inside the car. Ideal if you don't want to install a wing or roof aerial to keep your classic original.

MRA001 AJM1112X EEP11Z

Radio aerials

Our range of aerials offers a variety of fitting options from wing to roof mountings. The wing mount aerial features adjustable bases to compensate for slight angles off horizontal. The roof mounted aerial features a removable stainless steel mast with a chrome base plate. Aerial extension cable is also available.

- Hide-away amplified aerial230-555£21.00
- Aerial wing mount manualMRA001£8.20
- Aerial wing mount electricAJM1112X£45.10
- Aerial roof mountEEP11Z£12.12
- Extension lead aerial 3 metreZKC533£10.30

Ordering Information

Notification of prices

Due to the volatility of world markets and currency fluctuations the prices in this catalogue are subject to change. Moss make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter these prices without prior notice.

For the latest prices, please visit our website www.moss-europe.co.uk. 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 www.moss-europe.co.uk. If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your customer number, as this will speed up the processing of your order.

Overseas ordering

We accept orders by mail, telephone, e-mail, fax and on-line at www.moss-europe.co.uk. 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 for the best delivery option for your order and the latest delivery prices. For delivery outside the UK we offer the following services.

- **Economy delivery (by road):** 2 to 5 days (approximately).
- **Express delivery (by air):** 1 to 2 days (Guaranteed) - next day service to most countries.
- **For small and low value orders we also use airmail.**

For these services, please ask for prices and the best delivery option when you place your order. Most deliveries (except airmail) are 'trackable', (inc: e-mail updates and internet access for selected carriers). Please remember, all carriage charges are dependent on weight band, volume, destination and delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department. Alternatively, you can arrange your own delivery and dispatch.

Windscreens delivery information

We always suggest that windscreens should be collected from one of our branches to ensure you are able to transport your glass with the utmost of care. However, we understand that this is not always possible.

To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (inc VAT), non-refundable and is 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 Travellers Cheques and credit or debit card including: Mastercard, Visa, Delta. If you intend to make payment by Cheque or Bankers Draft when

using our fast mail-order parts service, please confirm parts availability and carriage charges. We can accept payments using PayPal for website, email and phone orders.

Value added tax (VAT)

Value Added Tax (VAT) at the current rate will be levied on all orders being dispatched to all countries within the European Community. EU countries may be charged at their local VAT rate, please contact us or see website for details. VAT is not charged on goods dispatched to countries outside of the EU. However, such orders are often subject to local import duty, taxes and Customs clearance, which MUST be paid by you at the port of entry. Such charges are not included in the cost of the goods or delivery prices.

Exchange units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points: It is important to remember that "rebuild" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange engine will not have a new block. Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case.

All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases pierced by a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits".

Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit. We have predetermined prices for our exchange units based on our experience of repair costs for a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

'Old unit' returns

Exchange items including reconditioned engines are subject to a surcharge that is refunded when a rebuildable unit (core) is returned. When you receive the rebuilt unit, attached to it will be a Core Return Authorisation Tag. This tag must be removed from the rebuilt unit and attached to the returned core in order to receive credit. Cores must be returned within 90 days of purchase in the original box, carton or engine cradle supplied with the rebuilt unit. Cores must be shipped clean and empty of fluids. Cores must be complete, assembled and rebuildable to receive credit or refund. You must pay all shipping charges for the return of the core and these charges are not refundable.

Warranty

All parts are warranted against defects in materials and workmanship for a period of twelve (12) months from the date of purchase. The warranty does not cover failure resulting from incorrect installation or misuse; failure during any competition, motorsports or track events; failure of any, or caused by any, related component. The warranty does not cover labour charges, nor will a warranty settlement be greater than the cost of the original component. Should you need to make a warranty claim, please contact us immediately at the branch of purchase. We will then advise you as to the best course of action. With all warranty claims a copy of the original purchase invoice must be produced.

Warranty returns

Parts that fail in use may be returned for 12 months from the date of purchase. Returns must be accompanied by the original invoice - no warranty claims will be paid without a copy of the original invoice. Return freight will be reimbursed. Electrical parts returned for warranty will be tested and if found functional, no return credit will be given and the part will be returned. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

Non-warranty returns

All uninstalled parts, in their original packaging may be returned within 90 days for any reason. A copy of the original invoice or the picking label (which is generally attached to the original packaging) must accompany the return. Return freight is paid by the customer. If the return is due to our error, the return freight will be reimbursed. Parts returned outside of this policy or in non-resalable condition may not be accepted or may be assessed a 15% handling fee. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

Customer service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please e-mail our Customer Services Department at customerservices@moss-europe.co.uk or write to: **Customer Services, Moss Europe Ltd Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB England.** We will do our very best to resolve the issue.

British Motor Heritage

Moss Europe Ltd is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage allows us the use of marque logos and some of the artwork contained within this catalogue.



Catalogue Contents

Production Data & Car Identification	Page 03
Parts Index	Pages 04 & 05
Technical Advice	Pages 06-13

Engines & Components

External Engine	Page 14
Engine Units	Page 14
Cylinder Block & Fittings	Page 14
Engine Gasket Sets	Page 14
Oil Sump & Oil Filter	Page 14
Engine Cover Plates	Page 14
Internal Engine	Page 16
Crankshaft & Flywheel	Page 16
Con Rods & Pistons	Page 16
Camshaft & Timing Gear	Page 16
Oil Pump	Page 16
Cylinder Head & Fittings	Page 18
Oil Cooler	Page 19

Engine Mountings

All Models	Page 15
------------	---------

Cooling System

Radiator, Fittings & Hoses	Page 20
Water Pump/Pipes/Fan & Thermostat	Page 21
Cooling System Hints & Tips	Page 22

Clutch

Clutch Drive Components	Page 22
Clutch Hydraulics	Page 23
Brake & Clutch Fluids	Page 23

Gearbox - 1300 (3-Rail Units)

Gearbox Units & External Components	Page 24
Gearbox Casing	Page 24
Gear change & Fittings	Page 24
Gearbox & Overdrive Mountings	Page 24
Gearbox Internal Components	Page 26

Gearbox - 1500 (Single-Rail Units)

Gearbox Units & External Components	Page 28
Gearbox Casing	Page 28
Gear Change & Fittings	Page 28
Gearbox & Overdrive Mountings	Page 28
Gearbox Internal Components	Page 30

Overdrive

'D' Type Overdrive	Page 33
'J' Type Overdrive	Page 35
Overdrive Trouble Shooting	Pages 33 & 35
Gearbox/Overdrive Electrics	Page 36

Fuel System

Technical Tips & Grose Jets	Page 37
Fuel Tank, Pump & Fittings	Page 38
Carburettors & Components, Twin HS2 SU's	Page 40
Carburettors & Components, Twin HS4 SU's	Page 42
Engine Controls, (Accelerator & Choke)	Page 44
Engine Breather	Page 44
Manifolds, (Inlet/Exhaust) & Air Filters	Page 45

Exhaust System

1300cc Models	Page 47
1500cc Models	Page 47

Road Wheels & Miscellaneous Tools

Road Wheels & Tools	Page 48
Wire Wheel Technical Tips	Page 49

Brake System

Master Cylinder & Brake Pedal	Page 50
Front Brakes	Page 50
Rear Brakes	Page 50
Brake & Clutch Fluids	Page 50
Brake Pipes, Hoses & Fittings	Page 52
Handbrake	Page 53

Steering

Steering Column & Wheel, (Early Type)	Page 54
Steering Column & Wheel, (Late Type)	Page 55
Steering Rack & Fittings	Page 56

Front Suspension

All Models	Page 58
Front Hub & Vertical Link	Page 58
Front Spring & Shock Absorber	Page 58
Anti-Roll Bar	Page 58

Rear Suspension

Rear Spring & Shock Absorber	Page 59
------------------------------	---------

Propshaft & Differential

Drive Shafts & Differential	Page 60
Propshaft	Page 61

Electrical System

Starter Motor & Fittings	Page 62
Alternator & Fittings	Page 63
Battery & Fittings	Page 64
Horns, Relays & Miscellaneous Switches	Pages 64 & 65
Distributor & Ignition System	Pages 66 & 67
Front Lamps	Page 68
Headlamps & Fittings	Page 68
Front Side & Indicator Lamps	Page 68
Rear Lamps	Page 68
Stop/Tail & Indicator Lamps	Page 68
Number Plate Lamps	Page 68
Wiring Harness, (Looms)	Pages 70 & 71
Cable Connectors & Bulb Holders	Page 71
Windscreen Wiper & Washer System	Page 72
Car Specifications	Page 73

Instruments, Cables & Dash Switches

1300 & 1500 To (c) FH100020 (Early)	Page 74
1500 From (c) FH100021 (Late)	Page 75

Heating & Ventilation (Includes water flow chart)

All Models	Page 76
------------	---------

Interior Trim & Fittings

Dash, (Fascia)	Page 79
Sun Visors & Interior Mirror	Page 80
Seats Cover Kits & Head Restraints	Page 80
Door Trim & Seals	Page 81
Rear Cockpit & Rear Quarter Trim	Page 81
Seat Foams, Frame & Fittings & Non-Reclining seats	Page 82
Reclining seats	Page 83
Carpet Sets & Boot Trim	Page 84
Carpet Sets, (Cockpit), & Gaiters	Page 84
Centre Console Armrest	Page 84
Boot Board & Floor Mat	Page 84

Body Panels & Fittings

Chassis Frame	Page 85
Front Body Panels	Page 86
Front Valance, Bonnet & Fittings	Page 86
Headlamp Panels & Fittings	Page 86
Front Wings & Arches	Page 86
Centre Body Panels	Page 87

Body Panels & Fittings (Continued)

Front Bulkhead Panel & Windscreen Frame	Page 87
'A' Post, Door Skin, Inner & Outer Sill Panels	Page 87
Rear Body & Floor Panels	Page 87
Rear Inner/Outer Wings & Arches	Page 87
Top Centre Deck & Boot Lid	Page 87
Transmission Tunnel & Floor Panels	Page 87
Rear Seat Pan & Boot Floor	Page 87
Doors & Fittings	Page 88

Exterior Body Fittings, Bumpers, Trim & Badges

Rear Body Panels	Page 90
Front Body Trim/Fittings & Windscreen	Page 92
Front Bumper & Fittings	Page 92
Windscreen Glass & Fittings	Page 92
Badges, Grille & Engine Valance Boards	Page 92
Exterior Door Mirrors & Fittings	Page 92
Rear/Side Body Trim & Fittings	Page 94
Rear Bumper & Fittings	Page 94
Badges & Body Mouldings	Page 94
Commission & Body Number Plates	Page 94
Boot Lid Fittings & Seal	Page 94

Hood, Frame & Tonneau

Hood Frame	Page 96
Hood	Page 97
Tonneau & Hood Stowage Covers	Page 98
Hard-Top, (Factory)	Page 99

Various

Body Plugs & Grommets	Page 100
Body Paints & Colour Codes	Page 100
General Hardware & Fixings	Pages 101-103

Production Data, Details & General Information

1954: Alick Dick takes over as Managing Director from Sir John Black. He builds up Standard Triumph by purchasing smaller concerns to enable him to produce complete cars with little outside help. The Herald is first new car, followed by the Spitfire project. Autumn 1960: Cash crisis forces the Spitfire development plan to be shelved. August 1961: Leyland Motors purchase Standard Triumph, Stanley Markland becomes MD. He discovers Spitfire prototype under a dust cover by accident and demands it be put into production.

Spitfire 4 - October 1962 to December 1964

FC1 to FC44656

October 1962 Earls Court Motor Show. Spitfire '4' announced, competing against the BMC Sprites and Midgets. The car is an instant success, and outsells the 'Spridgets' in every year of production bar one (due to a strike in 1969).

The number '4' denotes the number of cylinders. The Vitesse has already gone on sale in the USA as the Sports 6 and so the Spitfire 4 follows suit to fit in with the prevailing marketing strategy - an important selling point since 50% of Triumph Spitfires are to be exported to the USA!

Spitfire 4 MkII - December 1964 to January 1967

FC50001 to FC88904

Spitfire MkIII - January 1967 to December 1970

FD1 to FD15306, FD20000 to FD51967, FD75000 to FD92803 (Oct 1969 on). In 1967 Leyland Motors take over Rover-Alvis. In 1968 they take control of BMC/Jaguar. The British Leyland Motor Corporation is formed making stable mates of Triumph and MG.

Spitfire MkIV - November 1970 to December 1974

	UK	USA
1971 model year	FH3	FK1
1972 model year	FH25001	FK25001
1973 model year	FH50001	FM1*
1974 model year	FH60001 to FH64995	FM10001* to FM2800* *denotes USA 1500cc models

Spitfire 1500 - December 1974 to August 1980

	UK	USA
1975 model year	FH75001	FM28001
1976 model year	FH80001	FM40001
1977 model year	FH100020	FM60006
1978 model year	FH105734	FM70001
1979 model year	FH130001	FM95001
1980 model year	FH133501	FM110001

The export market nose dives during the late 1970's and coupled with British Leyland's appalling financial, management and labour problems, the company is unable to invest in a replacement sports car for the Spitfire. The Triumph name is eventually lost in the early 1980's after being used as a 'badge' for the new Acclaim - a CKD car imported from new partners Honda.

Engine Development and the Triumph Spitfire

Introduced in 1951 as an 803cc unit for the Standard 8 the 'SC' (Small Car) engine was later developed for use in the Triumph Herald and Spitfire 4. It underwent various stages of development from 1147cc & 1296cc before the introduction of the environmentally friendly 1500cc version, first in the USA, and later elsewhere.

Unable to bore the engine out any more from the 1296cc version, Triumph engineers increased the capacity by altering the crankshaft to produce a longer stroking engine. Cylinder block depth remained the same as did the con rods. There were no changes to the head and only minor detail changes to the block.

The 'PE150', a slanting four cylinder engine developed by Triumph, was tested alongside a partially developed 1500cc 'SC' engine at MIRA in 1966. Results were outstanding but squeezing the 'Slant-4' engine into the Spitfire shell proved too costly to allow production. The unit went on to be used in the Saab 99 and the TR7.

Chassis Number Prefix and Suffix Codes

Prefix	Meaning	Suffix	Meaning
FH	All markets, save USA & Sweden	C	USA (California legislation)
FK	USA (1300cc models)	U	USA (Federal legislation)
FM	USA (1500cc models)	L	Left-hand Drive
FL	Sweden only	O	Overdrive

Vehicle Identification Numbers (VIN)

VIN numbers replaced commission numbers in October 1979, commencing at VIN000001 with an 8 digit prefix.

TFADW1AT = manual, RHD TFADW2AT = manual, LHD, Europe
 TFADW5AT = manual, overdrive, RHD TFADW6AT = manual, overdrive, LHD, Europe

A Brief History of the Triumph Spitfire Development

1951

Standard Eight introduced incorporating newly developed 803cc 'SC' (small car) engine.

1957

Triumph Herald (code name Zobo) begins to develop under the guidance of Alick Dick, Harry Webster (chief designer) and Martin Tustin (General Manager). Original design concept incorporated a monocoque body shell. Eventually the realities of financial constraint led them to use a chassis and separate body shell. This chassis was to be the 'jig' foundation for a whole range of vehicles. Body designed by Giovanni Michelotti. Went on sale April 1959.

1960-1962

Saw the development of 'Bomb' a new sports car utilising the SC engine unit (1147cc) and Herald chassis. 'Bomb' became known as the Spitfire 4, with the body again designed by Michelotti. The car utilised much of the Herald running gear including engine, gearbox, suspension - the prototype even incorporated the same instrument gear and, the car almost went into production without a rev counter! High compression engine (9.0:1), twin SU carburetors and a high lift cam provided 63 bhp. Rear suspension consisted of a transverse mounted fixed leaf spring, radius arms & telescopic shock absorbers. Disc brakes fitted at the front. The steering gave the car a smaller turning circle than a London Taxi. Overdrive was optional. The Spitfire 4 was launched at the Earls Court Motor Show in 1962.

Spitfire chassis

Cut & shut Herald chassis but without the out riggers to support centre of car. The sills supplied strength and were (and still are) vital to the structure and safety of the vehicle.

Early production

Early production of the body shell at the Forward Radiator Works, Bordesley Green, Birmingham used low quality tooling, which was uprated once the Spitfire 4 became a success. Hardtop introduced as an option in late 1963.

1963

Spitfire GT project begins to develop using fastback hardtop and 1598cc Vitesse engine. The Vitesse engine was developed from the 1959 Vanguard 6 unit; this was essentially a 'small car' four cylinder unit with two extra cylinders tacked on.

December 1964

Spitfire 4 MkII introduced. Engine power increased during production of MkII to 67 bhp. Trim revised.

October 1966

GT6 (formerly the Spitfire GT), revealed with fixed fastback body shell and 1998cc engine.

January 1967

Spitfire MkIII introduced with long stroke 1296cc engine of 75 bhp. The '4' tag became redundant. First of the Spitfire range to incorporate negative earth electrical systems. Trim revised, external changes consisted of raised bumpers to conform with new regulations. Reverse lights installed. Fold down hood replaced detachable type.

July 1968

GT6 MkII begins production introducing revised and much improved rear suspension. October 1970. GT6 MkIII released which incorporated radically restyled front and rear end by Michelotti to fit in with the current Triumph range.

Spitfire MkIV

Spitfire MkIV November 1970 to December 1972 (USA) and to December 1974 (all markets). The Michelotti restyled front and rear ends matched the lines of the new GT6 MkIII. New angular hardtop designed at Coventry. Rear suspension uprated by replacing the solidly fixed rear spring with a pivoted unit. The 'swing spring' stopped much of the interesting cornering problems of the earlier models. All synchromesh gearbox fitted, and final drive ratio changed from 4.11:1 to 3.89:1 (3.37 in overdrive). Power output restricted by USA environmental regulations to 63 bhp. Interior modified and became similar in appearance to the GT6 MkIII. Dashboard modified so instruments were in front of driver rather than in centre of the dash panel, as found on all previous models.

July 1973

USA models received 1500cc engine, due to lost sales caused by bhp reduction. In the same year all models had rear suspension track increased by 2". 'D' type overdrive replaced in August by 'J' type.

GT6

MkIII ceases production in December 1973.

Spitfire 1500

Spitfire 1500 introduced January 1973 (USA) and December 1974 (everywhere else). Bigger 71 bhp, 1493cc engine. New single rail gearbox from Marina with the same specified ratios as the MkIV. (The Marina gearbox was itself a development from the Vitesse/GT6 unit, but with a new single-rail selector mechanism.) Final drive 3.63:1. Minor styling changes.

1977

1977 saw new seats, trim and TR7 style switch gear.

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.

A

Accelerator Pedal	Page 44
Aerial	Accessories
Air Deflector Boards, (Radiator)	Page 20
Air Filters	Page 45
Air Hose, (Air Cleaner)	Page 45
Alternator	Page 63
Alternator Mountings	Page 63
Anti-Roll Bar	Page 58
Arm Rest, (Centre Console)	Page 84
Ash Tray	Page 78

B

Badge, (Road Wheel)	Page 48
Badge, Steering Wheel	Page 55
Badges & Decals	Pages 92 & 94 & Acc
Ball Joint, Top, (Front Suspension)	Page 58
Ballast Resistor	Page 67
Battery	Page 64
Brush Set, (Alternator)	Page 63
Bearing Set, Camshaft	Page 16
Bearing Set, Con Rod	Page 16
Bearing Set, Main	Page 16
Bendix Gear Jammed!	Page 62
Body Plugs & Grommets	Page 100
Body Trim & Fittings, Front	Page 92
Body Trim & Fittings, Rear	Page 94
Body Mounting Kit	Page 85
Bolts (General Hardware)	Page 101
Bonnet Assembly & Fittings	Page 86
Bonnet Catch	Page 92
Bonnet Locks	Page 92
Bonnet Stay	Page 92
Books & Manuals	Accessories
Boot Edge Mouldings	Page 94
Boot Floor Panel	Page 91
Boot Lid	Page 91
Boot Lock & Catch	Page 94
Boot Stay	Page 94
Brake, (Rear), Adjuster	Page 51
Brake Caliper	Page 51
Brake Disc	Page 51
Brake Drum	Page 51
Brake Dust Shield	Page 51
Brake/Clutch Fluid	Page 51
Brake Hoses	Page 52
Brake Light Switch	Pages 64 & 65
Brake Master Cylinder	Page 50
Brake Pads	Page 51
Brake Pedal	Page 50
Brake Pipes & Fittings	Page 52
Brake Shoes	Page 51
Brake Wheel Cylinders	Page 51
British Army On The Rhine, (BAOR)	Page 79
Brush Set, (Alternator)	Page 63
Bulb Holders	Page 71
Bulbs, (All Front Lamps)	Page 68
Bulbs, (All Rear Lamps)	Page 69
Bulbs, Instruments	Pages 74 & 75
Bulbs, (Miscellaneous)	Page 71
Bumper, Front	Page 92
Bumper, Rear	Page 94
Bush Kit, Suspension/Upgraded	Accessories

C

Cable Ties	Page 71
Cable, Accelerator	Page 44
Cable, (Heater), Air Control	Page 76
Cable, Battery	Page 64
Cable, Choke	Page 44
Cable, Handbrake	Page 53
Cable, Heater	Page 76
Cable, Solenoid To Starter	Page 64
Cable, Trip Reset, (Speedo)	Pages 74 & 75
Cables, Rev Counter	Pages 74 & 75
Cables, Speedometer	Pages 74 & 75
Camshaft	Page 16

Camshaft Lubricant	Accessories
Captive Nuts	Page 102
Car Covers	Accessories
Carburettor, HS2	Page 40
Carburettor, HS4	Page 42
Carburettor Components, HS2	Page 40
Carburettor Components, HS4	Page 42
Carburettor Body, Re-Bushing	Page 37
Carburettor Heat shield, (1500)	Page 45
Carburettor Technical Tips	Page 37
Carpets, (Cockpit)	Page 84
Centre Console, (Arm Rest)	Page 84
Chassis & Chassis Fittings	Page 85
Chassis Number Information	Page 3
Check Strap, (Door)	Page 88
Choke Adjustment	Page 37
Choke (Proper Use Of)	Page 41
Cigar Lighter	Pages 74 & 75
Clevis Pins	Page 102
Clips, Electrical Cable	Page 71
Clutch Arm	Page 23
Clutch Cover	Page 23
Clutch Master Cylinder	Page 23
Clutch Slave Cylinder	Page 23
Clutch, (Drive) Kit	Page 22
Clutch Plate	Page 22
Clutch Release Bearing	Page 22
Cockpit Trim Board	Page 81
Cockpit Rear Moulding	Page 94
Collets, Valve	Page 18
Colour Codes, (Paint)	Page IBC
Commission Numbers	Page 95
Con Rod	Page 16
Condenser	Page 66
Connectors, Electrical	Page 71
Consumables, Nuts & Bolts Etc.	Page 101
Contact Breaker Sets	Page 67
Conversion, (Gasket), Sets	Page 14
Cooling Fans	Page 21
Core Plugs, (Cylinder Block)	Page 14
Crash, (Fascia), Panels	Page 78
Cross Member, Rear Suspension	Page 85
Crown Wheel & Pinion	Page 60
Cylinder Blocks, (Use Of Head Gaskets)	Page 14
Cylinder Head Stud	Page 14
Cylinder Liners	Page 14

D

Dashboard & Fittings	Page 78
Dash Pot Covers, (Carbs)	Accessories
Decoke, (Gasket), Sets	Page 14
Demister System	Page 76
Differential	Page 60
Dip/Flash Switch	Pages 54 & 55
Dipstick	Page 14
Distributor	Page 66 & Accessories
Distributor Cap	Page 66
Doors	Page 88
Door Check Strap	Page 88
Door Fittings	Page 88
Door Glass	Page 88
Door Handles	Page 88
Door Lock	Page 88
Door Seal	Page 88
Door Shell	Page 88
Door Skin	Pages 87 & 88
Door Trim Panel, (Interior)	Page 81
Drain Plug, Differential	Page 60
Drain Plug, Engine Sump	Page 14
Drain Plug, Gearbox	Pages 24 & 28
Drain Tap, (Radiator)	Page 20
Draught Excluder	Page 88
Drive Shafts	Page 60

E

Earth Cable, (Steering Column)	Page 56
Engine Breather Hoses	Page 44
Engine Mountings	Page 15
Engine Plates	Page 14
Engine Side Valance	Page 92
Engine, External Components	Page 14
Engine, Internal Components	Page 16
Engine Units, (1500)	Page 14

Engine, Short, (1300 & 1500)	Page 14
Exhaust Manifold	Page 45
Exhaust System, 1300	Page 46
Exhaust System, 1500	Page 47

F

Fan, Non-Viscous	Page 21
Fan, Viscous Coupling	Page 21
Fascia & Fittings	Page 78
Fascia Panels, Veneered	Page 78
Fascia Top Panel	Page 78
Filler Plug, Differential	Page 60
Flasher Relays	Pages 64 & 65
Floor Panels, Boot	Page 90
Floor Panels, Cockpit	Page 90
Flywheel	Page 16
Fog Lamps, Rear	Page 69
Front Suspension	Page 58
Fuel Pipes	Page 38
Fuel Pump	Page 38
Fuel Tank	Page 38
Fuse Box	Pages 64 & 65
Fuse Holder, (In-line type)	Page 71
Fuse, Headlamp	Page 68
Fuses, General	Page 71

G

Gaiter, Gear Lever	Page 84
Gaiter, Handbrake	Page 84
Gasket Kits, HS2 Carburettor	Page 41
Gasket Kits, HS4 Carburettor	Page 43
Gasket Sets, Engine	Page 14
Gasket Set, Gearbox, (3 Rail)	Page 24
Gasket Set, Gearbox, (Single Rail)	Page 28
Gauges & Instruments	Pages 74 & 75
Gearbox Electrics, All Models	Page 36
Gearbox, Exchange, 1300, (3 Rail)	Page 24
Gearbox, Exchange, 1500, (Single Rail)	Page 28
Gearbox, External, 1300, (3 Rail)	Page 24
Gearbox, External, 1500, (Single Rail)	Page 28
Gearbox, Internal, 1300, (3 Rail)	Page 26
Gearbox, Internal, 1500, (single rail)	Page 30
Gear Lever, (3 Rail)	Page 24
Gear Lever, (Single Rail)	Page 28
Glass, Doors	Page 88
Grease Nipples	Page 103
Grille, Radiator	Page 92
Grommets & Plugs, (Body)	Page 100
Grose Jets, Precision Fuel Flow	Page 37

H

HT Lead Sets	Page 67 & Accessories
Hammers, (Wire Wheels)	Page 48 & Acc.
Handbrake Adjustment, (Technical Tip)	Page 53
Handbrake Components	Page 53
Handbrake Lever	Page 53
Handles, (Doors)	Page 88
Hardtop & Fittings	Page 99
Hardware	Page 101
Hazard Warning Relay	Pages 64 & 65
Hazard Warning Switch	Pages 74 & 75
Head Restraints	Pages 80
Headlamps	Page 68 & Accessories
Headlamp Cover/Cowl	Pages 86 & 92
Headlamp Mounting Panel	Page 86
Headlamps, Halogen	Accessories
Headlining, (Hard-top)	Page 99
Heater Unit	Page 76
Heater Controls	Page 76
Heater Hoses	Page 77
Heater Panel, Fascia	Page 76
Heater Control Switch	Page 76
Heater Valve, Water Control	Page 76
Heat Shield, Carburettor, (1500)	Page 45
Hinge, Bonnet	Page 86
Hinge, Boot Lid	Page 90
Hinge, Door	Page 88
History Of The Triumph Spitfire	Page 3
Hood	Page 97
Hood Frame & Fittings	Page 96
Hood Stowage Cover	Page 98
Hood Tools	Page 98

Horns	Pages 64 & 65 & Accessories
Horn Push	Pages 54 & 55
Horn Relay	Pages 64 & 65
Hoses, Brakes	Page 52
Hoses, Engine Breathing	Page 21
Hoses, Water Cooling	Page 20
Hub Assembly, Front	Page 58
Hub Assembly, Rear	Page 60
Hub Bearing & Seal Kit, Front	Page 58
Hub Bearing & Seal Kit, Front	Page 60
Hub Caps	Page 48
Hubs, Wire Wheels	Pages 48 & 58 & Acc.
Hydraulic Pipe, (Clutch)	Page 23

I

Idle Speed Adjustment	Page 37
Ignition Coil	Page 67
Ignition Switch	Pages 74 & 75
Ignition System	Page 67
Inlet Manifold	Page 45
Instruments	Pages 74 & 75

K

Kenlowe Electric Fan	Accessories
----------------------	-------------

L

L.T. Lead	Page 67
Lamp, Boot	Page 69
Lamp, Foot Well	Page 69
Lamp, Indicator & Side, Front	Page 68
Lamp, Map Reading	Page 69
Lamp, Rear	Page 69
Lamp, Rear Number Plate	Page 69
Lenses	See Lamps
Lifting Eyes, (Engine)	Page 18
Light Panel Mouldings, Rear	Page 94
Light Switch, Dip/Flash	Pages 54 & 55
Light Switch, Master	Pages 74 & 75
Loudspeaker	Page 79

M

Manifolds & Fittings	Page 45
Manifold Gasket	Page 45
Map Reading Lamp	Page 69
Master Cylinder, Brakes	Page 50
Master Cylinder, Clutch	Page 23
Mirror, Internal	Page 80
Mirrors, External	Accessories
Miscellaneous Electrics	Pages 64 & 65
Mountings, Alternator	Page 63
Mountings, Differential	Page 60
Mountings, Engine	Page 15
Mountings, Gearbox, 1300, (3 Rail)	Page 24
Mountings, Gearbox, 1500, (Single Rail)	Page 28

N

Night Dimming Relay	Pages 64 & 65
Number Plate Lamps	Page 69
Nuts	Page 101

O

Oil Cooler	Page 19 & Accessories
Oil Filler Cap, (Engine)	Page 18 & Acc.
Oil Filter	Page 14
Oil Pressure Relief Valve	Page 14
Oil Pressure Switch	Pages 14 & 64
Oil Pump	Page 16
Outrigger, Chassis	Page 85
Overdrive, 'D' Type	Page 32
Overdrive, 'J' Type	Page 34
Overdrive Relay	Pages 64 & 65
Overdrive Solenoid, 'D' Type	Page 32
Overdrive Solenoid, 'J' Type	Page 34
Overflow Bottle	Page 20

P

Pad, Sound Deadening, (Doors)	Page 88
Paints, (Body)	Page 100

Parcel TrayPage 78
 Pedal Rubber, BrakePage 50
 Pedal Rubber, ClutchPage 23
 Pedestal, RockerPage 18
 Petrol Filler CapPage 38
 Petrol GaugePages 74 & 75
 Petrol Pipes & KitsPage 39
 Petrol PumpPage 38
 Petrol Sending UnitPage 38
 Petrol TankPage 38
 Pipes, Water CoolingPage 21
 Pistons, (Engine)Page 16
 Piston Rings, (Engine)Page 16
 Plug, (Suppressor), CapsPage 67
 Plugs, (Sparking)Page 67
 Plugs & Grommets, (Body)Page 100
 Points SetsPage 66
 Pressure Cap, (Radiator)Page 20
 Production DataPage 3
 PropshaftPage 61
 Pulley, AlternatorPage 63
 Pulley, CrankshaftPage 16
 Push RodsAccessories

R

RadiatorPage 20
 Radiator Deflector BoardPages 28 & 92
 Radiator GrillePage 92
 Radiator Pressure CapPage 20
 Radiator Skid ShieldPage 85
 Radio Blanking PlatePage 79
 Radius Arm, RearPage 59
 Rear Light PanelPage 91
 Rear SuspensionPage 59
 Rebuild Kits, HS2 CarburettorPage 41
 Rebuild Kits, HS4 CarburettorPage 43
 RectifierPage 63
 Regulator, AlternatorPage 63
 RelaysPages 64 & 65
 Rev CounterPages 74 & 75
 Ring GearPage 16
 Road WheelsPage 48 & Accessories
 Rocker ArmPage 18
 Rocker CoverPage 18 & Accessories
 Rocker Oil Feed KitPage 18
 Rocker GearPage 18
 Rocker PedestalPage 18
 Rocker ShaftPage 18 & Accessories
 Rotor ArmPage 66

S

Screen Wash SystemPage 72
 ScrewsPage 101
 Seam Moulding, Rear WingPage 94
 Seat Belts & FittingsAccessories
 Seat Components, Non RecliningPage 82
 Seat Components, RecliningPage 83
 Seat CoversPage 80
 Seat Foams, Non RecliningPage 82
 Seat Foams, RecliningPage 83
 Seat HarnessAccessories
 Seat SensorPage 83
 Serial, (Chassis), NumbersPage 3
 Service Kits, HS2 CarburettorPage 3
 Service Kits, HS4 CarburettorPage 5
 Shear Bolts, (Steering)Pages 54 & 55
 Shock Absorber, FrontPages 58 & Acc.
 Shock Absorber, RearPages 59 & Acc.
 Silencer, (Exhaust), 1300Page 46
 Silencer, (Exhaust), 1500Page 47
 Sill, InnerPages 87 & 90
 Sill, OuterPages 87 & 90
 Slave Cylinder, (Clutch)Page 23
 Solenoid, StarterPages 64 & 65
 Sound Deadening Pad, (Doors)Page 88
 Spare Wheel Board & CoverPage 94
 Spark PlugsPage 67 & Accessories
 SpeedometersPages 74 & 75
 Spigot BushPage 16
 Spinners, Wire WheelsPage 48
 Spire NutsPage 101
 Spitfire Engine DevelopmentPage 14
 Spitfire HistoryPage 3

Split PinsPage 101
 Spoiler, FrontPage 92
 Spring, Road, FrontPage 58 & Accessories
 Spring, Road, RearPage 59 & Accessories
 Starter MotorPage 62 & Accessories
 Starter SolenoidPages 64 & 65
 Steering ArmPage 58
 Steering ColumnPages 54 & 55
 Steering Lock/Ignition SwitchPages 54 & 55
 Steering RackPage 56
 Steering, (Removing/Refitting)Page 57
 Steering WheelsPages 54 & 55 & Acc.
 Striker Plate, (Doors)Pages 88 & 89
 Stub AxlePage 58
 Stud, Cylinder HeadPage 18
 Studs, (General)Page 101
 Sump PlugPage 14
 Sun VisorsPage 80
 Suppressor, (Plug), CapsPage 67
 SuppressorsPages 64 & 65
 Suspension, FrontPage 58 & Accessories
 Suspension, RearPage 59 & Accessories
 Switch, Battery IsolatorAccessories
 Switch, Boot LampPages 64 & 65
 Switch, courtesy lightPages 64 & 65
 Switch, Dip/Flash & IndicatorPages 54 & 55
 Switch, Handbrake WarningPages 64 & 65
 Switch, Hazard WarningPages 74 & 75
 Switch, Overdrive InhibitorPages 64 & 65
 Switch, Overdrive, (Gear Lever)Page 24
 Switch, Overdrive, (3 Rail Gearbox)Page 28
 Switch, Overdrive (Single Rail Gearbox)Page 28
 Switch, Washer Pump, (1300/1500)Page 72
 Switch, Wash & Wipe, (1500 Late)Page 55
 Switch, Wiper, (1300/1500)Page 72
 Switch, Wiper, (1500 Late)Page 55
 Switch, Reverse LampPages 64 & 65
 Switch, Seat Belt WarningPages 64 & 65

T

Tappet, (Cam Follower)Page 18
 Temperature GaugePages 74 & 75
 Temperature TransmitterPages 64 & 65
 ThermostatPage 21
 Threshold, (Sill), PlatesPage 94
 Timing CoverPage 16
 Timing GearPages 16 & 17
 Tonneau & FittingsPage 98
 Tools, Road SidePage 48
 Track Rod EndPage 56
 Trim Colour CodesPage IBC
 Trunnion Bush Kit, FrontPage 58
 Trunnion Bush Kit, RearPage 61
 Trunnion, LowerPage 58
 Tube, VacuumPage 67

U

UJ's, (Universal Joints)Page 61
 Under Rider, FrontPage 92

V

Vacuum Unit, DistributorPage 66
 Valance, Quarter, FrontPage 86
 Valve Cap, (Engine)Page 18
 Valve GuidePage 18
 Valve Seat Insert, ExhaustPage 18
 Valve Seat, Insert InletPage 18
 Valve SpringPage 18
 Valve, ExhaustPage 18
 Valve, InletPage 18
 Vertical LinkPage 58
 VIN Number InformationPage 3
 Viscous Coupling FanPage 21
 Voltage StabiliserPages 64 & 65

W

Waist Rail CoversPage 89
 Warning LampsPages 74 & 75
 Washer BottlePage 72
 Washer PumpsPage 72
 Washer Jet AssemblyPage 72

Washer SystemPage 72
 Water Control Valve, (Heater)Page 76
 Water Flow Explained & Inlet ManifoldsPage 77
 Water Return PipesPage 21
 Water PumpPage 21
 Water Temperature Sender UnitPages 21 & 64
 Weather StripsPage 81
 Wheel Arch, FrontPage 86
 Wheel Arch, RearPage 90
 Wheel Bearing Kit, FrontPage 58
 Wheel Bearing Kit, RearPage 60
 Wheel Board/Cover, Spare WheelPage 94
 Wheel CylindersPage 51
 Wheel NutPage 48
 Wheel, RoadPage 48 & Accessories
 Wheel ToolsPage 48
 Wheel Trim RingsPage 48
 Wheel Box, (Wipers)Page 72
 Window Winder MechanismPage 88
 Windows, DoorPage 88
 Windscreen CappingPage 93
 Windscreen FramePage 87
 Windscreen, (Glass)Page 93
 Windscreen SealsPage 93
 Windscreen WashPage 72
 Wing, FrontPage 86
 Wing, Rear, (Inner/Outer)Page 90
 Wiper ArmsPage 72
 Wiper BladesPage 72
 Wiper MotorPage 72
 Wiper Parking SwitchPage 72
 Wiper Rack AssemblyPage 72
 Wire Wheel SpinnersPage 48 & Acc.
 Wire Wheel Tech TipsPage 49
 Wiring ConnectorsPage 71
 Wiring LoomsPage 70
 Wishbone Arm, UpperPage 60
 Wishbone Assembly, LowerPage 60
 Workshop ManualsAccessories

What Can I Do To Make My Spitfire Go Faster?

There really isn't a simple answer to this question. For instance: Do you want higher speeds on the motorway or do you want 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? Or, 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.

Note: Descriptions And Dimensions.

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

Body Panels

We supply a range of replacement fibre-glass panels. Please contact Moss for full details.

Cooling

The standard Spitfire radiator - even when new, is only just adequate in cooling the 1500 engine in traffic, so we strongly recommend you fit our uprated (wider) performance radiator - part number RKC2117.

Note: The wide radiator which was fitted to the very early Spitfire 4 and Herald range, is of no benefit to the cooling of the Spitfire range.

The fitting of a Kenlowe electric fan has been found to be very worthwhile on the Spitfire range, not only to improve cooling but unlike the standard fan it does not absorb energy (approx. 3bhp) from the engine. The later 1500 models use a viscous coupling fan unit which is quite good, but when it gives problems we have found that the Kenlowe electric fan is a very worthwhile investment.

Engine Oil Cooling

For all models it is worthwhile for an oil cooler to be used, as the temperature can easily exceed 100 degrees for even standard vehicles on medium distance motorway work. The kits are listed in various styles to suit all needs, all 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.

For the Spitfire/Herald range, the oil radiator is mounted in front of the water radiator and, upside down, so that the inlets are underneath the oil radiator. We also now list a conversion which enables an oil filter to be fitted which will stop the early morning bearing rattle, but this can only be incorporated when fitting an oil cooler system.

To simplify the options we have listed this conversion for thermostatic. For owners who already have one of our oil coolers fitted, then we can supply the special conversion adaptor and filter only, this may not fit other manufacturers adaptor blocks.

Ignition System

Electronic Ignition

If you are tired of setting the points, then electronic ignition is the answer, refer to pages A10-11 in the Accessories section for full details of the different ignition systems we supply.

AC Delco Distributors

These are fitted to all Spitfire models prior to the 1500. The MkIII 3122 distributor has the best advance curve for a modified engine, but these are difficult to obtain. All the other units now available produce too much advance and must be tweaked to suit the engine. At present we are unable to offer any sensible alternative as the tachometer must also be driven from this unit.

Lucas Distributors

The 1500 models all use this type of unit, with electric tachometer, which for a road car can be made to produce good results with only minor tweaks to the springs, use spring pack TT1903. We also list two alternative units which have a reduced curve for with models equipped with SU carburettors, with vacuum advance, or for Weber's, without vacuum advance.

Lucas Advance Springs

For Lucas distributors, we are able to supply a set of five advance springs, part number TT1903, so that the advance curve can be tailored to suit your own requirements. These are used to restrict the low speed advance curve to reduce the pinking problem.



Mallory Distributors

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

Performance HT Ignition Leads

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 are not worn out or badly scored, both of which will affect the possible braking efficiency. We supply uprated brake pads that can be used with standard calipers and disc as well as complete uprated brake kits.

Spitfire Models

For road use the standard parts can be retained with the improvement of the linings being uprated to restrict the fade at high speed. For further improvement the GT6 system is recommended as the larger disc will give better braking. To install this, the vertical link and caliper mount is changed to suit the larger disc and caliper, as well as the stub axle and wheel hub to suit the larger bearings. The brake master cylinder will need to be increased in size as well as the use of smaller wheel cylinders or the fitting of the larger GT6 rear brakes complete.

GT6 & Vitesse Models

For a road car uprated brake pads will help to reduce brake fade. For cars which need much better braking we would recommend the use of the ventilated brake disc kit. When installing this kit, some calipers may need modifications to clear the inside of the road wheel.

Brake Servo

This is recommended for all cars with single braking system. This uses a remote servo unit which is plumbed into the brake line and inlet manifold. The increase in braking efficiency is well worth the cost of this item for a road car and in some instances can be used for racing applications as well. This cannot be used where the car is fitted with dual line braking circuit as there is not enough room to install the special dual line servo system, which is an integral servo and master cylinder.

Brake System

General Brake Information

When fitting new harder 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. (Don't use hard pads with cool running discs).

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

Steering

It goes without saying that all steering components/bushes must be thoroughly inspected and replaced as a matter of course if suspect. We also supply quick racks that have a high ratio pinion giving you lock-to-lock in only 2.5 turns, compared to the standard 3.5. These are really aimed at competition vehicles as they do give heavier steering.

Suspension

When rebuilding or modifying the suspension make sure you check all components for wear (trunnions for worn nylon bushes, or wear to the vertical link and bushes).

The order of priority for suspension tuning is:

- 1) Front Springs & Shock Absorbers.
- 2) Rear Springs & Shock Absorbers.
- 3) Front Anti-Roll Bar (larger).
- 4) Rear Anti-Roll Bar.

For competition cars, if regulations allow, use GT6 suspension components which will allow the larger disc and brake pads, plus larger wheel bearings. You will also need to increase rear brake diameter for balanced competition braking.

Anti-Roll Bar

The fitting of the front and rear anti roll bars together has proved to be very worthwhile in obtaining a more neutral steering car which is much more stable through the bends and is also more forgiving in driver error, i.e: nowhere near so much directional change if you stop accelerating while cornering. The front bar uses the standard end fittings and the 1500 centre clamps.

Spitfire MkI, II III, & Heralds

Fit both front and rear bars together to obtain a balanced car using the 7/8" front bar.

Spitfire MkIV & 1500

Again fit both bars together but use the larger 1.00" bar at the front.

GT6 & Vitesse (All Models)

These models use the 7/8" bar at the front with the relevant rear bar to suit the type of suspension fitted to the car. The 1" bar can be used but is only recommended for competition use.

For competition we can also offer the nylatron bushes for the inner wishbone position which will give a superior control.

Shock Absorbers

It goes without saying that when proposing to increase the performance of any car, uprated dampers must be fitted. Please refer to the Accessories section for full details.

Front Springs

To improve stability and road holding, it is essential to raise the front spring rate and to lower the ride height. This can be achieved with a change in springs and if required, the use of adjusting spacers to correct the ride height to suit your own use.

One car can vary considerably from the next, it may be found that on some cars the road springs do not reduce the height, because the originals have sagged to a lower ride height through old age or damage. The relationship between the new spring's fitted length and the resulting ride height is a ratio of approximately 5:8: i.e: if the spring's fitted length is 5 units shorter, the reduction in ride height will be 8 units - the amount increasing because the lower wishbones do not sit horizontally on the car.

Note: In the specific suspension tuning section we have given the fitted length of all springs so you can determine the correct type for your car/application.

Rear Suspension

See the Accessories section for full details of the different types of rear suspension layout.

Wheels And 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.

Clutch

6 1/2" Clutch (See page A15 the Accessories section for notes on flywheels).

This is fitted to all models prior to the 1500. The supply of the spares for this size is now difficult, especially when looking for uprated specifications. Use new standard parts for an uprated road car and for racing, please contact us, where we may be able to assist by using the larger type clutch.

7 1/4" Clutch (See page A15 in the Accessories section for notes on flywheels).

For a 1500cc road car the standard clutch is adequate although for hard driving/competition the unit can be uprated. The standard plate is recessed into the flywheel, this recess must be machined away for a flat faced type of clutch to be used, we are able to supply which is capable of covering up to 125 bhp.

Close Ratio Gearbox

3 Rail Type Gearbox (Reverse is next to 1st Gear).

There are a few variations on this range and some gears cannot be interchanged from model to model. The GT6/Vitesse set of gears are the basis for the close ratio gear set for the Spitfire

range. The gears are a straight fit but the input shaft must be modified to suit the new application. (Close ratio gearboxes are available on an exchange basis).

Single Rail Type Gearbox (Reverse is next to 3rd Gear).

Again the close ratio gear set is based on the GT6 gears and exchange gearboxes can be built to order, with standard or competition size bearings to the laygear and input shaft. This range use the 1.00" x 23 spline clutch.

GEAR RATIOS	1st	2nd	3rd	4th
SPITFIRE	3.50	2.16	1.39	1.00
GT6 & VITESSE	2.65	1.78	1.25	1.00

Uprated Overdrive

We may be able to uprate your own overdrive if the unit is in good condition.

Note: This may not be possible with the D type overdrives.

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, i.e.: lower top speed for the same RPM.

The chart here covers the range of ratios that have been available to suit the models shown.

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

DIFFERENTIAL RATIO	2A	2B	2C
3.27:1	-	-	X
3.63:1	-	X	-
3.89:1	X	X	X
4.1:1	X	X	X

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.

Spitfire Models

Any large engine swap also requires substantial improvements to the handling and brakes as they will not be up to scratch, even for the standard car.

1300 To 1500 Engine

This can be easily carried out without too many problems, only requiring care as to the gearbox and clutch parts used, especially when working with the 1500 single rail gearbox.

1500 With Three Rail Gearbox (Early Type)

Use the 1500 flywheel and clutch cover with the 7.25" x 10 spline clutch plate.

1500 With Single Rail Gearbox (Late Type) Late Type (Single Rail Gearbox) To Early Engines

There is a problem here with the clutch plate, requiring a 6.5" x 23 spline plate, which is not available, and also the rear crankshaft bush for the input shaft, which is available. It is possible to use the Dolomite 1300/1500 flywheel, change the ring gear, to fit the old starter, and then use the 1500, 7.25" x 23 spline, clutch complete.

6 Cylinder Engine Swaps

No major problems, but you must change the gearbox to the Vitesse/GT6 type at the same time. You will also require a GT6 radiator, bonnet and the interior to be corrected and the GT6 brakes to help stop the car.

The GT6/Vitesse gearbox is a close ratio unit against the standard Spitfire unit. One problem though is that the input shaft is incorrect in length and would require to be re-machined. We offer this in the close ratio gearbox unit supplied on exchange. The unit is also fitted with larger input and layshaft bearings for longer life.

Engine Variations (Continued)

GT6/Vitesse & 2000 Saloons To 2.5 Litre

- 1) On engines after 1972, a change of crankshaft and pistons is all that is required. On GT6 models the sump must be retained and modified to clear con-rod numbers 1 and 2.
- 2) On engines prior to 1972, it is best to obtain a complete 2.5 unit and install, as the cylinder head will not accept the increased stroke.

For both of the above, it is necessary for the rear engine plate and flywheel to come from the same source as the gearbox. If on GT6/Vitesse the fuel injection is being used then a pre-engaged type starter motor must be used. See page 62 for our range of pre-engaged geared high torque starter motors.

Even the TR7 8/16 valve 2 litre engines can be installed but would require a special hand made exhaust manifold to clear the chassis frame. Gearbox would be standard GT6 with Dolomite 1850 bellhousing, although this would require some adaptation as to the position of the assembly in the body/ chassis.

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 rollover bar is a very sensible investment... for all open top sports cars.

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 con-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 2800-3500 rpm is removed or reduced to insignificant levels. This vibration point could also reappear at the 5600 - 6500 rpm range, so it is important to remove the problem and therefore improve the engines reliability.

Engine Tuning

All the Triumph small 4 cylinder engines produce reasonable power with flexibility and reliability.

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) Sports air filters, extractor manifold and silencer system.
- B) Carburation enlarged or changed, as model requires.
- C) Modified cylinder head, to improve the gas flow efficiency and economy through the engine.
- D) Performance profile camshaft to allow the engine to produce improved power at higher RPM.

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 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 Manifold

The fitting of an extractor manifold is the first step to improve power output. They improve exhaust gas flow allowing the engine to breathe far more efficiently. Our large bore 4-2-1 design tubular manifolds are produced using mandrel bending equipment to give full diameter pipe bends.

Sports Exhaust System

All our TriumphTune exhaust systems are of the straight through design for the efficient extraction of gases with optimum back pressure for maximum performance. All systems are supplied with clips and mountings but when being used with the standard down pipe an adaptor is required.

Twin GT Oval Box System

This very efficient exhaust system has two oval silencers and 1.75" diameter chrome tailpipes that give a real sporty exhaust note, but is within the UK noise regulations.

Twin GT Round Box System

Although this sports system with its twin round silencers and large bore acoustic chrome tail pipes has a quieter exhaust note - especially useful on long journeys, it is still just as effective a performance exhaust system.

K&N Sports Air Filters

K&N filters with their advanced filtration system, are acknowledged as being one of the most efficient air filters in production, and are essential for fast road and competition work. They use the suspended oil system of filtering that allows the engine to breathe properly. The elements must be cleaned and re-oiled, normally after approx. 12 to 15000 miles, using the correct fluids or they will clog up impairing breathing.

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.

For road use, it is beneficial to replace the butterfly with the plain type, these are available from stock. In some cases the fitting of 0.100 jets and needles to HS4 carburettors can improve petrol/air mixture for maximum performance, this is usually only required when used for racing.

948/1147cc

These engines were fitted with twin HS2 carburettors (except Herald models which had Solex). These can be retained, although for improved mid and top end power the increase to HS4 11/2" carbs, as fitted to all later Spitfire 1500 models, is worthwhile, but the inlet manifold must be changed for the TT1358A - which will also suit Stromberg 150CD's.

1300cc HS2 (1.25")

The twin HS2 carburettors are adequate (just) for 1300 engines, but if good performance is required then use the HS4 carburettors. The HS2 can be usable up to PlusPac B (see Stage Tuning) but would be the limiting factor after that stage. For some race regulations it is necessary for these to be retained, if so, there must be a lot of work carried out to the internals to achieve maximum power and air flow.

1500cc HS4 (1.50")

The HS4 when fitted to the 1500 cars can handle more power up to the PlusPac C (see Stage Tuning) conversion adequately and be reliable, but not with the Waxstat jets, without there being any major loss in torque/power. Check the carburettor build number carefully before ordering any parts.

Needles

See page A17 in the Accessories section for use of alternative needles.

Grose Jets (Part Number GAC9201X)

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

Waxstat Jets

These jets can give problems on late 1500 models 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 two ways, new waxstat jets or, our conversion kit, TT1459, to normal fixed jets that will cure the problem.

Weber Carburettors & Linkage

Carburettors

A single DCOE carburettor arrangement is for customers who require a substantial performance increase without the drawbacks of a twin carburettor set up. It is ideal for a road car, where a power increase would be appreciated but absolute maximum power output is not necessary.

1300 models should use the 40 carburettor for all applications. For 1500 models used for road/sprint work you can use a single 40 or 45 depending on performance required, for twin fitment use 40's. Racing 1500's can use a pair of 45's but will lose low speed torque.

Linkage Kits

We supply two main types of throttle linkage for Weber carburettors.

Standard Linkage

This direct acting linkage uses the standard throttle cable and comes with new brackets that bolt on to the carburettor (See page A18 in the Accessories section for full details).

High Flow Linkage

These are ready assembled quadrant kits which can be used with single or twin carbs accelerator cable (See page A18 in the Accessories section for full details).

An extra water pipe will also be required to reconnect the inlet manifold water hoses.

Manifolds For Weber

For Single Carburettor Installation

Parallel Manifold (See page A19 in the Accessories section for full details).

This standard type single carburettor manifold allows a deeper filter to be used, but is not very efficient in distributing the gases to obtain maximum flow. Supplied complete with linkage as a ready to fit kit.

Cross-Over Manifold (See page A19 in the Accessories section for full details).

The cross-over manifold is our own proven TriumphTune design that produces much better distribution of gases for good road work.

Manifolds For Weber

For Twin Carburettor Installation

Long Tract Manifold (See page A19 in the Accessories section for full details).

The twin manifolds are preferable as they produce better mid/top end power. The overall length is 9.5", including the carburettor/manifold, but not the filter. These are designed for 40's but for full race 1500's, the 45's can give better maximum power.

Short Tract Manifold (See page A19 in the Accessories section for full details).

This was designed to fit the Dolomite 1300/1500 and Toledo range, when servo brakes are fitted, as they have a restriction on the length available, overall length is 6.5" carburettor/manifold.

Engine Preparation (4 Cylinder Engines)

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 contamination getting into the engine.

Full engine preparation will include some or all of the following modifications, depending on your own requirements.

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

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

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

Cylinder Block & Components

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

Oilways

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

Waterways

Make sure that all deposits are removed to ensure adequate water flow, this is essential if 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. For competition use, the clearances may be increased up to 0.005", depending on the piston manufacturers recommendations.

Thrust Washers

To ensure that the rearmost washers cannot revolve or move during arduous applications, they can either be doweled into position, one on each side of 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).

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. For hard road/racing use, fit 1/4" longer high tensile bolts (6 of BH607241X

required) to the centre main cap and bottom-tap the holes to ensure they do not bottom-out. Remove the top three threads from the centre main by counter boring to put the load deeper into block. Remove all excess flashings from inside the cylinder block but do NOT grind any machined areas.

Steel centre main caps can be used, but are not normally required. It is possible - especially for racing use, to increase the oil supply to the centre main as this in turn supplies the con-rods. Drill out the feed hole to 5/16", entry is made from oil gallery end. The distributor bush will also require removal. Ensure all oil ways are clear not only of deposits, but also of excess swarf from production machining.

Oil Pump

Always use a new oil pump, the later angled pump gives improved pick-up and preferably improve it's capacity - especially for competition work, by carrying out the following:

- 1) Reduce the end float of the spindle/base plate, this will then restrict pressure loss.
- 2) Make sure that the rotor clearances are as small as possible, as again this will improve the pumps performance.
- 3) Always check that the rotor edges are smooth to reduce the chances of them picking up on the top or bottom plates.
- 4) 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 packing washers also installed.

Crankshaft

If you are re-using your old crankshaft it is recommended 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.

1147

The standard crankshaft really should be looked after for all road/modified cars by balancing and tuftriding, or use a steel billet crank for competition use.

1300

There are two types of bearing journal diameters available. Spitfire MkIII's use a smaller diameter 1.625" - MkIV and later have 1.875" diameter.

1500

For fast road use, the standard bearings are okay. For racing applications, use the MGB bearings (AEB4512 at +0.010" size) which then require a crank-shaft regrind to 1.8665 - 1.867" diameter. These bearings are easily fitted into the journal and only require the edge of the tag filing to locate into the con-rod properly, use a radiused edge on the crankshaft grind. The rotating assembly must be balanced and the use of tuftride hardening is also recommended.

For racing use, the crank 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 the direction of rotation, again to assist oil supply, really only needed for sprint/race engines.

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.

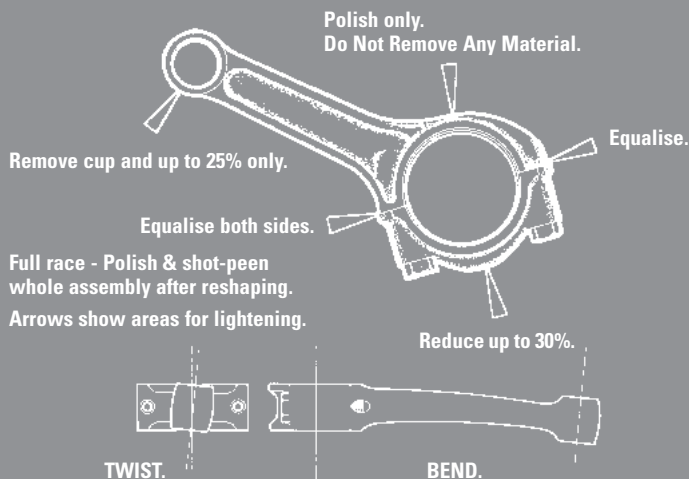
Alternatively for 1500 engines, fit one of our brand new lightweight steel flywheels, part number TKC1840X, that only weigh approx. 4kg (9lbs). This serious reduction in reciprocating mass being accelerated/ decelerated is probably equivalent to 10-20bhp depending on state of engine tune.

Con Rods (See illustration on page 10)

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.

Alternatively, fit a set of steel billet type (part number 146454X). When rebuilding an engine always use new con rod bolts, replace the little end bushes and ream to size.

- A) Check the con rods for twist and bend defects, and also the big end for an out-of-round condition, replace any that are faulty.
- B) Check the overall length to make sure they are all equal.
- C) Check the little end bushes and replace, line bore to size.
- D) Fit as Matched sets for optimum performance and reliability.



Cylinder Block & Components (Continued)

Pistons

For racing use, there are a number of different sizes on some models, which require special treatment of the block and clearances, check carefully before re-boring. Pistons can be radiused on the lower edges to assist in reducing bore problems, also the whole unit can be polished after ensuring that the heights have been equalised. 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.

1147

Be careful when rebuilding as some models were fitted with either press fit or circlip type gudgeon pins.

1300

Use standard type of oversize pistons, up to 0.060 available. If 4 ring type has to be fitted, use only the top three rings.

1500

For any competition or fast road engine, only use a solid skirt three ring piston. Unfortunately, Hepolite powermax pistons are no longer available, but we can supply forged pistons. Alternatively, you can use TR6 pistons which are +0.040 as standard, or 0.060 @ +20". This piston is very sturdy and quite light in weight as they are shorter in 'pin to deck' height. It is necessary to machine the block to suit (approx. 0.0165") these pistons, this will then give you zero piston height, then counter-bore the cylinder block as original, if the later type of head is gasket is being used. Counter-bore details are 3.175" x 0.030" deep. Pistons will require 0.020" removed above the top ring and radiused to the piston top so as to give clearance with the head gasket.

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. End gaps should be .015-.025".

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.

Push Rods

The standard push rod is adequate for road use, however, we would recommend using tubular type for sprint/racing, they are also stronger and are 0.050" shorter than standard to suit high compression cylinder heads. Also essential if using roller rockers.

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 the lighter cam followers (with oil drain hole) is recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life.

Special Note For 1147 Models

These were always the small diameter type follower, it is therefore necessary when modifying this engine for these to be changed to the later type by boring the block to suit. Bore the block to 0.8002" > 0.8009" for the follower which is 0.799" > 0.800". The block bores are angled slightly, so please notify the machine shop when arranging the work.

Timing Chain And Gears (Crankshaft And Camshaft)

If a performance camshaft profile is being used, we recommend that you fit the duplex timing chain and gear set.

Vernier Cam Gear

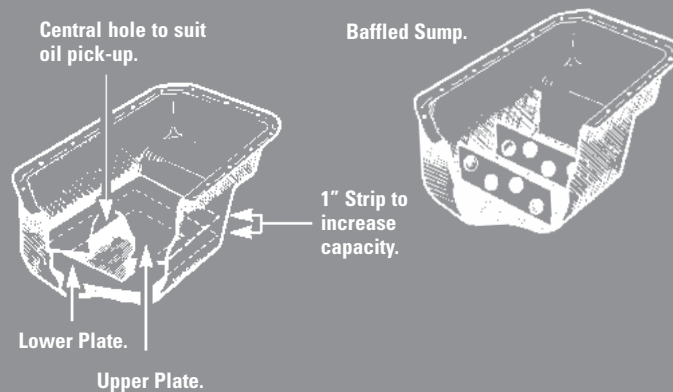
This adjustable cam gear allows precise timing of the non-standard camshaft for maximum performance. Only available as a duplex gear, the gear is made in two halves, which allows the adjustment to be made to suit your particular camshaft requirements.

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.



Cylinder Head & Components

On all Triumph engines, the cylinder head must be gas flowed properly to maximize the performance and efficiency from the engine.

Special Note For 948/1147 Cylinder Heads

The cylinder head on the (948/1147) 6 port engines has been fitted with a number of different size valves during the production run. The Herald models were always fitted with a larger valve than the Spitfire models, although these were also of the slide in type of valve cap (not recommended). All the modifications are based using the largest valves and to the flow rig designed chamber/ports profile. Our heads are supplied ready assembled with new valves, TT springs and new guides.

Work on the cylinder head centres around making the best diameter of the inlet port to suit and give maximum power potential. We have found that increasing the size of the inlet valve to 1.475" and very careful flowing of chamber/valve throat area will produce good torque and allow top-end breathing for sprint/racing use. The increase in exhaust valve size (competition use only) improves the flow of the port for maximum power.

The cylinder head modifications have been designed using a flow-rig to obtain the maximum from the head casting. Valve springs fitted to all our cylinder heads are the best uprated road specification. They are designed to allow the maximum lift from our performance camshaft profiles without excessive loads on the cam-lobes.

Spring retainers must be checked (especially the two part version for cracks). Alloy types are available to save weight whilst still being strong enough for all applications. Valves, these are recommended to be gas flowed in the slim design, as this will improve the efficiency of the modified cylinder head substantially.

Rocker Gear (General)

For a road car the standard rocker gear only requires minor alterations. For competition use or maximum power then the use of the roller rockers will be a major benefit. 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.

Valves

TriumphTune reshaped valves are manufactured in the very hard wearing stainless steel EN214 material.

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 reshaped for improved flow.

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 high-lift cams. Remove lower spring collars if TriumphTune springs are used, as they are no longer required.

Alloy Valve Spring Caps

Standard caps are adequate in strength for all applications, but our TriumphTune light alloy caps reduce valve loading and therefore wear on cam lobes. Weight saving is approximately 25%.

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.

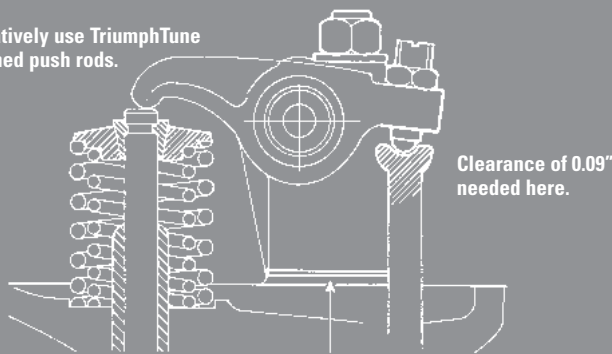
Manifold Side

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.



Pedestal Shim - TT1910.

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

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.

Rocker Arm Lightening

For race engines, these can be reshaped as illustrated to improve the strength and reduce the weight. As this work is very labour intensive we would suggest that you carry out these alterations yourself.

Remove the shaded areas to lighten standard rockers, it's also useful to polish them.



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 less resistant to wear. Before fitting any shaft, check that the end-plugs are in position.

Rocker Arm Spacers

These solid spacers replace the side tension springs and allow the rocker arms to rotate easier, thereby reducing the loading, whilst also keeping the arms more centrally in position.

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. We have found it preferable to maintain 108° > 110° peak to peak centres on cam profiles.

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 necessitates the use of our high pressure external rocker oil feed kit (part number TT1226).

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.

High Pressure External Rocker Oil Feed Kit (TT1226)

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. This kit is essential if roller rockers are fitted.



Gaz Shock Absorbers

Front & Rear Rate Adjustable

Gaz shock absorbers come with a 3 year warranty, and are specifically designed for fast road/sport applications. Features include, on-car adjustment, double lip piston seals and zinc plated bodies. These advanced adjustable dampers are supplied individually but should be fitted in pairs.

Rear Spring

To try and simplify the listings for all the different springs we supply, for all the different models, with all the different rear suspension/drive shaft layouts, we have split them into 3 sections to help you identify your spring type.

When fitting any new spring make sure that the leaves are well greased, so as to improve spring action and its working life. On the GT6 models the standard spring is specially made with a thicker lower leaf to cover the extra loading capabilities of the car.

Type A Rear Suspension: Rear Spring

Plain Transverse Spring.
For Spitfire MkI, II & III, GT6 MkI And Vitesse 1600 & 2 Litre MkI.

Rear Spring

For the best road holding it is necessary for the camber to be set in negative, i.e: the top of the wheels pointing in towards the centre of the car.

In standard condition the spring is set to give positive camber which makes for carrying full loads easily, but this is not the average running condition. We therefore set the spring so that it gives slight negative camber for the average running condition, which will therefore give you much improved road holding with the only restriction being that when fully loaded the car will be even lower.

On some models there have been recommendations by some experts that the Herald/Vitesse spring is changed for the MkIV spring. This can be fitted but it does not allow the carrying of any sensible loads, due to the spring leaves/rating not being designed for the extra body weight.

On most models when the spring is worn out the car attains negative camber, but the spring does not have any strength so therefore you are normally running on the shocker bump stops, which does not help the road holding. For this reason we offer an exchange service where the unit is repaired, re-tensioned and set to either standard height or to negative at 1-3° for a road car or 3-4° negative for race use.

Type A Rear Suspension: Rear Spring (Continued)

We carry out this exchange service on the spring type fitted to the car, so that the standard carrying capacity is still retained, although this will be lower. There are a few different build specifications of the leaf spring, these include:

Spitfire MkI to III	= 7 standard leaves
GT6 MkI	= 8 thick leaves
Herald/Vitesse saloons	= 11 standard leaves
Herald estates	= 8 thick leaves

Type B Rear Suspension: Rear Spring

Swing Type Transverse Spring. For Spitfire MkIV & 1500 And GT6 MkII

Rear Spring

It is not essential to replace the spring for improved road holding. Normally it is required to be replaced as the unit is too low or weak. Replace with new standard spring or reconditioned on exchange, as follows:

Standard Height	Giving 0-1° negative for normal use.
Fast Road	Giving 2-4° negative, this still allows passenger and luggage to be carried, albeit at a lower setting.
Race	Special spring setting at 3-4° negative. This is for driver and occasional extra loads and is not recommended for the average car.

High Capacity Fuel Pumps, Filters & 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.

Side Draught Carburettor Conversion Kit

A twin choke side-draught carburettor greatly increases power in the mid to upper rev range. This can be improved further when the breathing through the engine has been enhanced by camshaft and cylinder head modifications. These conversions greatly improve throttle response for fast road or competition cars. For further details please contact your nearest Moss branch. Carburettors can be jetted to your requirements.

Single Weber Carburettor Conversion Kit

This kit fulfils the requirement for a single carburettor in any application, in road use this set up has proved to be very worthwhile. The Weber carburettor gives good power throughout the rev range once it has been properly adjusted to suit the customer's own installation. The kit consists of the carburettor, ready jetted for a standard car with sports exhaust, inlet manifold and linkage. TTK1459 Single Weber 45 DCOE (Fast Road Jetting)

Twin Weber Carburettor Conversion Kit

For maximum power and performance, twin side-draught carburettors are the best option. The improvement in mid to top end breathing is considerable and very noticeable, even on an otherwise standard engine. The jetting may need some adjustment, depending on the customer's own engine specification. The following kits are supplied with TT1350 inlet manifolds, two carburettors with size 28 chokes jetted for road use and the necessary linkage. TTK10959 Twin Weber 40 DCOE

Weber Carburettor Jet Settings: 1147.			
Note: These are basic settings which may/will need adjustment to suit your application, this can only be carried out with your car on a rolling road.			
	40 DCOE Road	40 DCOE Fast Road	40 DCOE Fast Road/Sprint
Choke	28	30	33
Auxiliary Venturi	4.5	4.5	4.5
Main Jet	115	115	125
Emulsion Tube	F16	F16	F16
Air Jet	150	155	160
Pump	35	35	35
Idler Jet	45F8	45F8	45F9
Back Bleed	0	0	0
Weber Carb. Part No.	TT2934283	TT3934304	TT3934333

Weber Carburettor Jet Settings: 1300/1500.				
Note: The setting given here are a basis from which to work, they may/ will need adjustment to suit your application, and this can only be carried out with your car on a rolling road.				
	40 DCOE Road	40 DCOE Fast Road	40 DCOE Fast Road/Sprint	45 DCOE Race Spec.
Choke	28	30	33	33
Auxiliary Venturi	4.5	4.5	4.5	4.5
Main Jet	115	115	125	190
Emulsion Tube	F16	F16	F16	F9
Air Jet	165	155	165	175
Pump	35	35	35	40
Idler Jet	45F8	45F8	45F9	45F9
Back Bleed	0	0	0	N/A
Weber Carb. Part No.	TT2934283	TT3934304	TT3934333	TT3935344

Tuning the Triumph Engine

The order of priority when tuning the 1300/1500 engine is to first improve gas flow through the engine before altering the camshaft profile. The engine can be made to produce reasonable power with reliability if the cooling is improved and the unit modified to run safely at higher revs. An oil cooler is essential for all engines.

With regard to improving performance, on UK & European cars the first modification is the fitment of K&N filters, which when combined with the sports exhaust becomes the first stage of tuning, this will produce an increase of approximately 10bhp at the wheels.

Breathing improvements are always most important on this engine, so the next item is a gas flowed cylinder head, followed by a change of camshaft profile. When carrying out any of the latter modifications, the bottom end (crankshaft etc...) must be checked to ensure its condition is sound. If renovating the bottom end of the engine, the crankshaft may be re-ground and balanced, together with careful re-assembly of the unit, a good, powerful engine with reliability may be obtained.

As well as lightened flywheels and other products, we also offer a full balancing service for crankshafts, con rods and flywheels, and tufriding for cranks. Please phone your nearest branch for details.

Performance Camshafts

Camshafts are available as reprofiled/exchange units or new, please state preference when ordering.

Camshaft Journal Diameters

On Spitfire models there are two types of camshafts fitted.

Small Camshaft Journal

For engines with replaceable camshaft bearings, 142647K, are fitted into the cylinder block, as fitted to 1147 & 1286cc engines to engine number FH25000E.

Large Camshaft Journal

For all other models, where the camshaft runs directly in the cylinder block.

Care must be taken to ensure that installation is carried out correctly and that all components work together or you will not get the expected power output or reliability. It is essential that the new cam is fitted with new followers as they mate with the lobe that they run on and should never be used on another lobe.

Lightened and tufrided followers wear more slowly and put less load on high lift cam lobes, they also feature a drainage hole. Another essential is the special lubricant that must be used with all new cams, it provides vital lubrication during initial starting and protects your cam from extreme wear in its first minute of use.

Don't forget the cam timing degree disc, TT2929, you will need this to set your cam timing.

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, and we strongly recommend you fit a duplex chain kit. 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!

Blueprint

Ideal for standard class competition.

Road 83 & 89

These are a very good stage 1 camshaft suitable for road cars equipped with SU HS4 carburettors.

Fast Road 83

For owners who, as a result of a fair amount of town driving, require a very good all round profile for use with either SU or Weber carburettors.

Fast Road

Best used with Webers, recommended more for open road driving, where the engine may be used more at high revs.

Fast Road 89

A new profile for open road use with Weber carburettors giving more mid to top end power.

Sprint 83 & 90

Although these cams can be used with modified road engines, they are primarily intended for track work.

All Race Cams

Suitable only for full race engines where maximum power - not tractability, is required. For full details please contact your nearest Moss branch.

Modified Cylinder Heads

Work on the cylinder head centres around obtaining the optimum size of inlet port to suit the application thus giving maximum power potential. We have found that increasing the size of the inlet valve combined with very careful flowing of the chamber and valve throat area will produce a reasonable amount of torque and allow top end breathing for sprint and racing use. An increase in exhaust valve size improves the flow of the port for maximum power. All heads are supplied ready assembled with new valve springs and guides.

The stage 2 head, using standard diameter reshaped valves, is ideal for a mildly modified engine, with either a standard or fast road cam. Anything beyond this type of modification would require the large inlet valve stage 3 head, with its improved flow using TriumphTune valves and further modifications to the chamber design.

For competition use the stage 4 head, with large inlet and large exhaust valves and special shaping of the chambers, is essential. All our heads are built with bronze alloy valve guides. For full competition engines, heads can also be supplied with formed or triple cut valve seats, as used in all full racing engines - to special order only.

Normally stock heads are finished with a compression ratio of 9.65:1, though the ratio can be altered to the customer's own specification. If a full competition engine is being produced with pop up pistons etc..., cylinder head modifications can be made to obtain the required compression ratio. We will need to know details of your cylinder bore size, piston and camshaft type, to enable us to arrive at the correct compression ratio.

Note: If there is a shortage of original heads, it may require that the work is carried out on your own unit. All exchange cylinder heads must be 'like for like'. Heads can be modified to a higher specification, please contact us for full details.

Upated Rocker Gear & Cam Followers

All cars can benefit from a replacement tufrided rocker shaft, they will resist wear and breakage especially when using high revs.

Note: The tufrided hardened shaft must be thoroughly purged of the salts used in the hardening process, before it is fitted to the engine.

Before fitting any rocker shaft it is essential to make sure that the end plugs are in position. The friction and the rocker side loads normally associated with the standard rocker gear can be reduced and the location made more positive, by fitting the three piece steel spacer set instead of the standard shaft springs. Pedestal shims are for use with standard rockers in conjunction with a higher compression cylinder head, enabling the correct rocker angles to be obtained. They have a nominal thickness of 0.040" and are supplied individually.

Roller rockers are designed to operate the valves with less resistance and more efficiency. The power increase with the use of these rockers is approximately an extra 10 bhp, the power band can also be extended. It is preferable to maintain 108° to 110° peak to peak centres on cam profiles if these rockers are fitted. The steel rockers are made with needle roller inserts and have solid spacers ready fitted, the end roller tips are made in high quality steel for long life. The roller rockers are also designed to give a higher lift ratio, 1.65:1 against the standard ratio of 1.5:1. The design is also specially strengthened against deflection at any time in the operating sequence. TT1408 valve springs must be used with this rocker assembly.

Important Note For 1147 & 1300cc Models

Roller rockers are not suitable for 1147cc engines and, on 1300 models valve to piston clearances must be checked when using high lift profiles.

TT1317	Tufrided Rocker Shaft
TT1318	Steel Spacer Set
TT1910	Pedestal Shims
TT1448	1.65:1 Roller Rocker Set
TT1408	Valve Springs-Double (Set Of 8)

TT1226	(Springs are large diameter). Rocker Oil Feed Kit (This oil feed kit must be used when fitting roller rockers).
TT1209	Lightened & Tufrided Cam Follower (Cam followers are supplied individually, 8 required).

1500 Engine Cylinder Block Modifications

Engine Block

All work must be carried out in clean conditions if reliability is to be expected. Specialist work that may be required includes polishing and smoothing main bearing caps, plus shot peening to relieve surface stress, they can then be reshaped to give a uniform cross section. For racing use, fit 1/4" longer high tensile bolts to the centre main cap, bottom tap the holes to ensure the bolts do not bottom out. Remove the top three threads from the centre main by counter boring, to spread the load deeper into the block. Remove excess casting flash from inside the block, do not grind any machined areas. Steel centre main caps can be supplied, but are not normally required, it is possible for racing to increase oil supply to the centre main, as this in turn supplies the connecting rods. Drill out the feed hole to 5/16", entry is made from the oil gallery end. The distributor bush will also require removal. Ensure all oil ways are clear, not only of deposits, but also of swarf from production machining.

Pistons

For any competition or fast road engine, use only solid skirt three ring pistons. Moss can offer standard production pistons, plus over sizes, or alternatively Triumph TR6 pistons, standard TR6 pistons may be used in a +.040" bore 1500 block, +0.020" in a +0.060" over bored block. The TR6 piston is very sturdy and quite light, as it is shorter in pin to deck height. It is necessary to machine the block, approx. 0.0165", to suit these pistons, this then gives zero piston height. Then counter bore the block as original, if the later type of head gasket is being used. Counter bore dimensions are 3.175" x 0.030" deep. Each piston will require 0.020" to be removed above the top ring and then radiused to the piston top to give clearance with the head gasket, if using zero deck height.

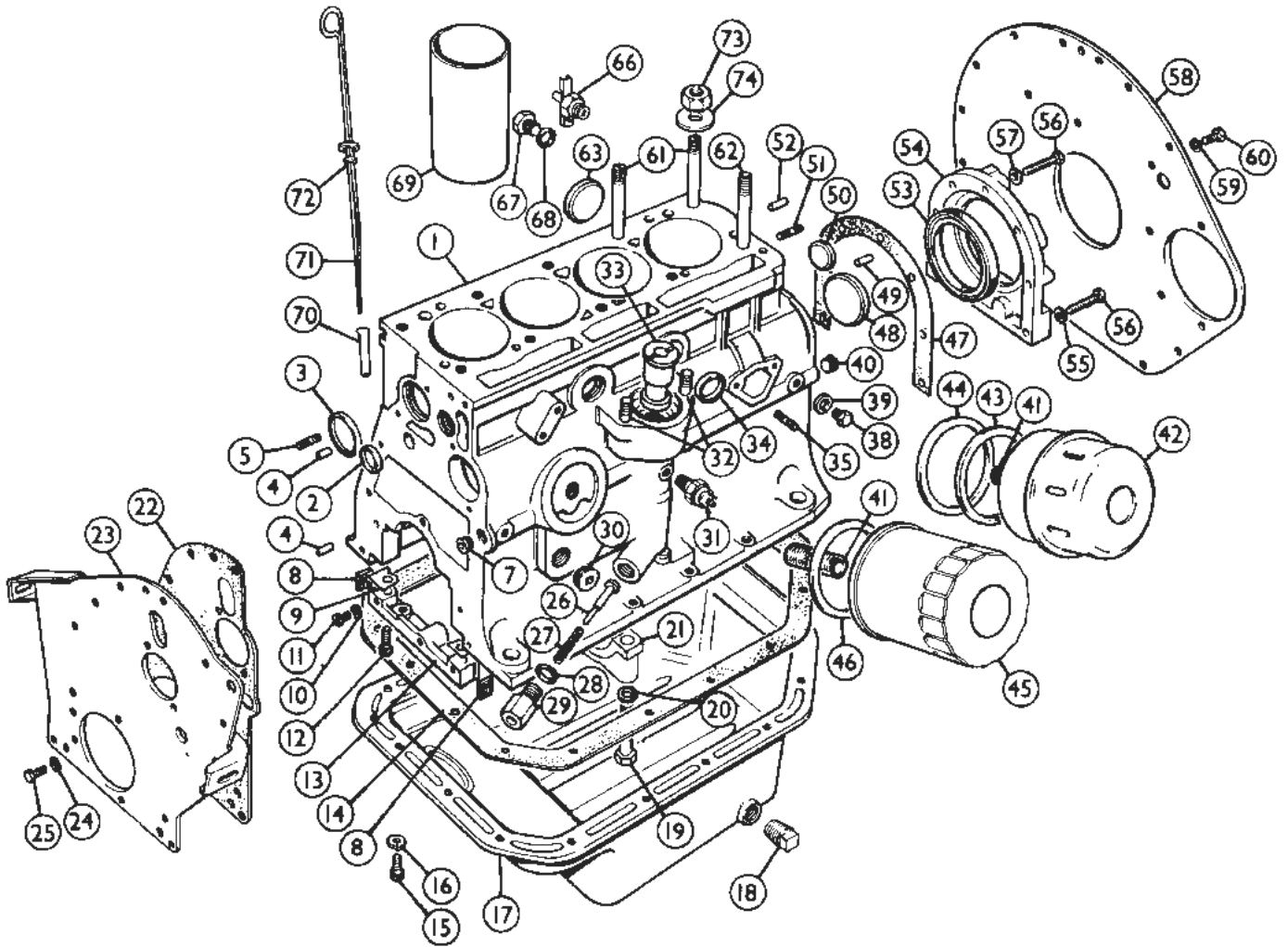
Crankshaft

In engines for fast road use, standard bearings are adequate. For racing use MGB bearings, part no. AEB4512, +0.010" oversize, which necessitates regrinding the crank to 1.8665" - 1.867" diameter. These bearings easily fit the journals and only require the edge of the tags to be filed to locate in the con rod properly, use a radiused edge on the crankshaft grind. The rotating assembly must be balanced, tufride hardening is also recommended. For racing, the crank can be micro polished an extra 0.001" under size for clearance, thereby assisting in oil supply to the surfaces. The main bearing oil supply holes can be tear drop shaped in the direction of rotation, again to assist oil supply, this is only really needed for sprint and race engines.

Connecting Rods

Always rebuild an engine using new con rod bolts, preferably higher grade material, and renew little end bushes, reaming to size.





External Engine

The Spitfire 1300 & 1500 Engines

Triumph reduced the power of the 1296cc MkIII Spitfire unit from 75 bhp to 63 bhp with the introduction of the MkIV Spitfire in November 1970. The problem was that US legislation had commenced its power erosion process which was to bottom out on Californian versions of the MkIV at 48 bhp, in the quest for pollution reduction. Luckily, the solution was at hand; the cylinder block was modified and fitted with a longer throw crankshaft which increased the capacity to 1493cc. Thus the Spitfire reached the end of its engine development when the 1500cc was introduced in December 1974.

At the same time, the final drive ratio was changed from 3.89 to 3.63:1 to take full advantage of the extra torque now available, though the power only rose to 71 bhp. The 1500cc took its final bow in August 1980 in this form. UK and European versions had remained largely unaffected by Federal anti-pollution laws. British and European factory supported competition cars used only the 1147cc unit (competing in the up to 1200cc production sports class) and the Competition department closed down in 1966. Despite this however, North American Spitfires achieved amazing successes with 1147cc, 1296cc and 1493cc variations right up to 1980.

Cylinder Blocks - use of correct head gasket

A cylinder block can be identified by the inclusion or absence of counter bore recesses cut into its top face around each cylinder bore. Blocks without these counter bores are pre engine number FH25000 and must use the gasket set AJM1149. Cylinder blocks with the counter bore recesses will be engine number FH25001 onwards for 1300cc cars and FM28001 onwards for the 1500cc version. Failure to observe these differences and the subsequent use of the incorrect gasket set will result in the head gasket not sealing.

Gasket Sets

We supply two types of gasket sets for the Spitfire engine. The Conversion (bottom end) set is suitable for both the 1300cc & 1500cc models and includes all gaskets necessary to re-build the engine below the cylinder head gasket. The head gasket set comes in three forms depending on engine no. (as mentioned in the preceding paragraph) and contains the gaskets required to service the cylinder head. The two major crank oil seals are not included in any of the gasket sets and should be purchased separately.

Part Number	Price £ea.	Description	Req.	Details
NI AJM279	£18.40	CONVERSION SET	1	
NI AJM1149	£15.00	HEAD GASKET SET	1	1300 To (e) FH25000E
NI AJM1209	£29.50	HEAD GASKET SET	1	1300 From (e) FH25001E
NI AJM1195	£34.70	HEAD GASKET SET	1	1500 From (e) FM28001E
NI GAC7201X	£7.80	CORE PLUG SET	1	inc. items 2, 3, 34, 48, 50, 63
NI 600569A	£9.30	JOINTING COMPOUND, 'Wellseal'	a/r	100ml tube

Short Engines (Reconditioned)

Our short engines are rebuilt by a major engine reconditioner.

Note: All work is carried out to customers own unit. Price quoted excludes external ancillaries. Please contact your nearest Moss branch for full details.

Comprising reground crankshaft and camshaft, re-bored cylinder block, new pistons, new bearings, oil pump, timing chain, seals and gaskets. The unit is fully assembled up to the head face.

ENG1350	NCA	SHORT ENGINE, 1300, recon/exch	1	
ENG1450	NCA	SHORT ENGINE, 1500, recon/exch	1	
ENG1451	NCA	SHORT ENGINE, 1580, recon/exch	1	bored out to 1580cc

'Lead Free' 1500 Full Engines (Reconditioned)

Our 'Lead Free' 1500cc Full Engines are rebuilt by a major engine re-conditioner.

GSE2459E	£1,621.00	FULL ENGINE, 1500, recon/exch	1	standard
GSE2459BFC	£1,990.00	FULL ENGINE, 1500, recon/exch*	1	standard, balanced unit (clutch & flywheel balanced)
GSE2459ST2	£2,570.00	FULL ENGINE, 1500, recon/exch*	1	stage 2, balanced unit (clutch & flywheel balanced)

*Note: All work is carried out to customers own unit. Price quoted excludes external ancillaries. Please contact your nearest Moss branch for full details.

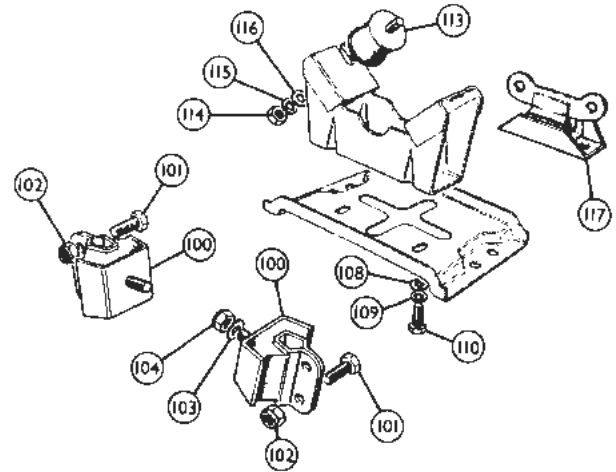
1	520245	NCA	CYLINDER BLOCK, bare, 1500	1	can be used for MkIV
2	144687	NCA	CORE PLUG, 1"	1	
3	144688	£0.85	CORE PLUG, 1 1/2"	1	
4	DP514	£0.90	DOWEL	2	
5	TE605105	£1.50	STUD	1	
7	118632	£1.90	PLUG, oil gallery	1	
8	036234	£1.20	FILLER PIECE, wood	2	included in conversion set
9	UKC8321	£0.29	GASKET, front sealing block	2	
10	GHF332	£0.19	WASHER, locking	2	
11	SE605061	£0.94	SCREW, pan head	2	
12	GHF103	£0.42	SCREW, hexagon head	2	
13	151134	£20.85	FRONT SEALING BLOCK	1	
14	AJM517	£3.05	GASKET, sump	1	
15	SH605051	£0.20	SCREW, short	12	
	SH605061	£0.13	SCREW, long, rear of sump	4	
16	GHF332	£0.19	WASHER, locking	16	
17	213863	NCA	SUMP	1	
18	114774	£2.50	DRAIN PLUG, tapered	1	} alternatives
	155660	£9.42	DRAIN PLUG, magnetic	1	
19	BH607241	£0.70	BOLT, main bearing cap	6	
20	GHF334	£0.24	WASHER, locking	6	
21	£Call	NCA	MAIN BEARING CAP	3	
(Main bearing cap is part of cylinder block assembly, not available separately).					
22	215350	£1.60	GASKET, front engine plate	1	
23	215372	NCA	FRONT ENGINE PLATE	1	
24	GHF332	£0.19	WASHER, locking	3	
25	SH605061	£0.13	SCREW	3	
26	132107	£5.18	PISTON, oil pressure relief valve	1	
27	131535	£3.14	SPRING	1	
28	6K433	£0.86	WASHER, copper, housing	1	
29	107246	£13.45	HOUSING, oil pressure relief valve	1	
30	116516	£1.14	PLUG, screwed	1	
31	GPS117	£5.70	SWITCH, oil pressure warning light	1	
32	TE605105	£1.50	STUD	2	
33	131786B	£38.80	SHAFT BUSH, oil pump drive	1	
34	144686	£1.34	CORE PLUG, 1 1/4"	2	
35	TE605105	£1.50	STUD, fuel pump mounting	2	see also page 38
38	SH605041	£0.20	SCREWED PLUG, oil gallery	4	
39	500469	£0.34	WASHER, copper	4	
40	118632	£1.90	PLUG, screwed, oil gallery	1	
41	12G2518	£3.14	ADAPTOR, oil filter to block**	1	
42	GFE150	£3.70	OIL FILTER**	1	Purolator or AC Delco type
43	157414	NCA	SEAL, use with Purolator filter	1	
44	132098	£0.68	'O' RING, use with AC Delco filter	1	
45	GFE150	£3.70	OIL FILTER**	1	
46	157409	£0.76	SEAL RING, use with GFE150	1	

**Note: GFE150 fits all 1300/1500 blocks, but you will need adaptor 12G2518 if this part is missing. The seal is included with the filter.

NI	GFE24	NCA	OIL FILTER, Micron filter	1	high performance
47	105321	£0.46	GASKET, seal housing to block	1	
48	148353	£0.60	CORE PLUG, 2"	1	
49	DP619	£1.49	DOWEL	1	cut to length
50	144686	£1.34	CORE PLUG, 1 1/4"	1	
51	FHS2513	£0.83	STUD	3	
52	DP619	£1.49	DOWEL	1	cut to length
53	143456	£3.10	OIL SEAL	1	
54	156530	NCA	HOUSING, oil seal	1	
55	GHF332	£0.19	WASHER, locking	6	
56	SH605091	£0.60	SCREW	7	
57	500469	£0.34	WASHER, copper	7	
58	201344	NCA	REAR ENGINE PLATE	1	
59	GHF332	£0.19	WASHER, locking	7	
60	SH605061	£0.13	SCREW	7	
61	121217	£6.30	STUD, cylinder head	2	4 3/8" overall length
62	105121	£5.50	STUD, cylinder head	8	4 1/4" overall length
63	144688	£0.85	CORE PLUG, 1 1/2"	3	
66	602915A	£12.00	DRAIN TAP	1	} alternatives
67	129077	£6.30	DRAIN PLUG	1	
68	GHF346	£0.29	WASHER, fibre, when plug fitted	1	
69	158941	£23.80	CYLINDER LINER	4	

Note: Cylinder liners were not installed in all engines, specialist knowledge required.

70	121831	NCA	DIPSTICK TUBE	1	
71	134933	NCA	DIPSTICK	1	
72	032307	£1.10	WASHER, felt	1	
73	110748	£2.30	NUT, cylinder head	10	
	51K1193B	£1.80	NUT, cylinder head	10	heavy duty, item 74 not req.
74	WP9	£0.72	WASHER, hard	10	



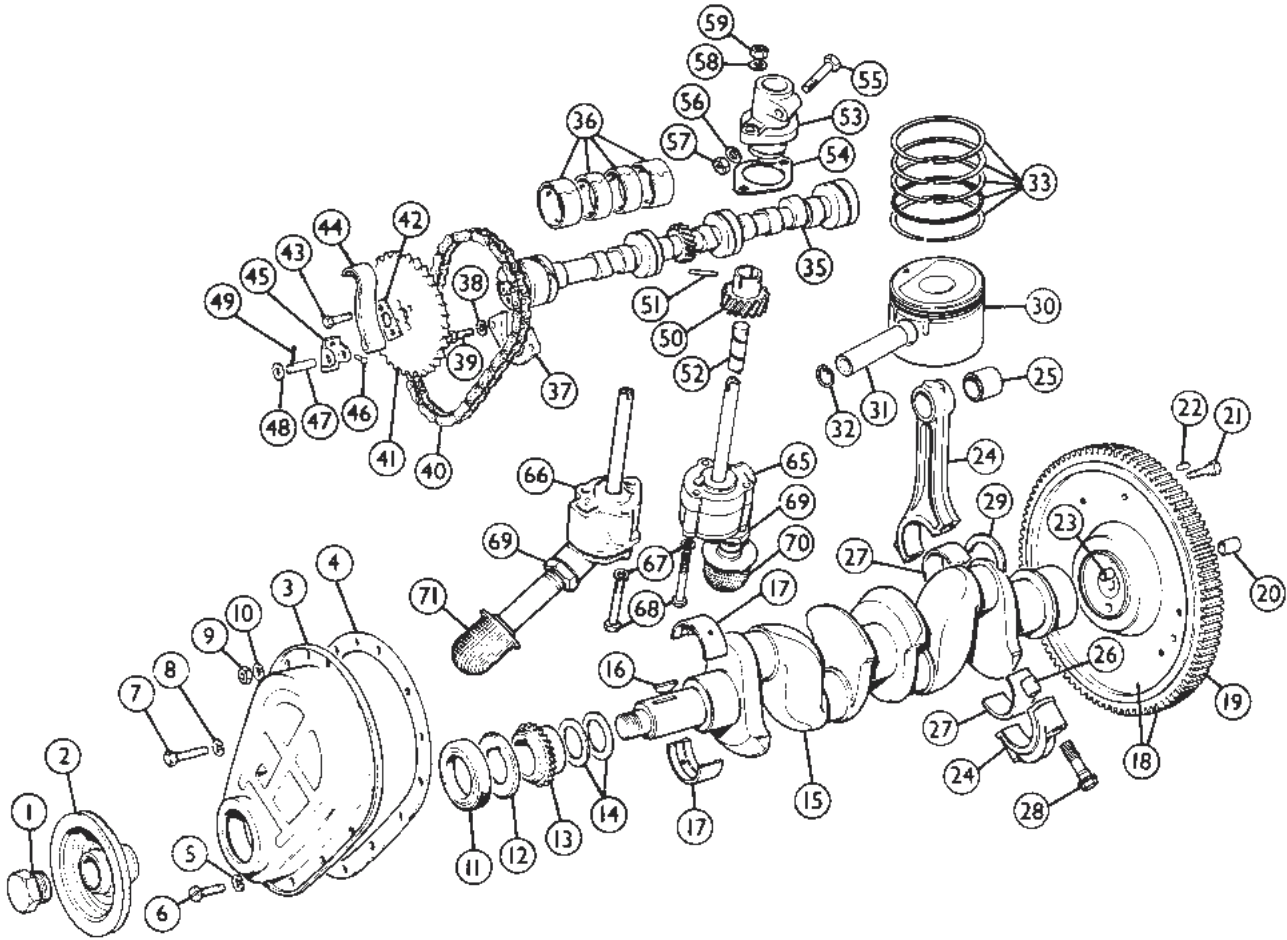
Engine Mountings

The following procedure is suggested when removing the engine:
On the side of the engine bay with the steering column in it, undo the mounting from the engine (leaving the mounting and bracket on the car body). On the other side, undo the bracket from the body, (leaving the mounting and bracket on the engine). The result will be:

- A) You only undo the bits you can see and get at (have a look and you will understand).
- B) Upon re-assembly, you don't tear the thread off the studs on the mountings as you try to jam the engine down into the 'V' cradle formed by the brackets.

iii.	Part Number	Price £ea.	Description	Req.	Details
	100 UKC5334	£9.83	FRONT ENGINE MOUNTING	2	
	101 SH606091	£0.98	SCREW	4	
	102 GHF223	£0.40	NUT, nyloc	4	
	103 GHF302	£0.30	WASHER, plain	2	
	104 GHF223	£0.40	NUT, nyloc	2	
	108 GHF301	£0.10	WASHER, plain	2	
	109 GHF332	£0.19	WASHER, locking	2	
	110 SH605051	£0.20	SCREW	2	
	113 22G2205	£3.14	MOUNTING	2	non-overdrive
	114 GHF201	£0.08	NUT	2	
	115 GHF332	£0.19	WASHER, locking	2	
	116 GHF301	£0.10	WASHER, plain	2	
	117 159656Z	£20.15	BRACKET & MOUNTING	1	J type overdrive, requires modification to fit D type overdrive

Note: For Gearbox Mountings see page 24 for 1300 3-Rail, and page 28 for 1500 Single Rail.



Internal Engine

ill.	Part Number	Price £ea.	Description	Req.	Details
1	155357	£11.70	NUT, machined, pulley retaining	1	
2	217789	£116.20	PULLEY	1	
3	207492	NCA	TIMING COVER, (illustrated)	1	single timing mark
	217790	NCA	TIMING COVER	1	multiple timing mark
NI	MBK113	£9.20	SCREW KIT, (timing cover)	1	includes all fixings
4	211126	£2.54	GASKET, timing cover	1	
5	GHF332	£0.19	WASHER, locking	5	
6	SE605031	£1.03	SCREW, pan head	5	
7	SH605071	£0.40	SCREW, hex head	6	
8	GHF332	£0.19	WASHER, locking	6	
9	GHF201	£0.08	NUT	1	
10	GHF332	£0.19	WASHER, locking	1	
11	UKC1110	£2.60	SEAL, timing cover	1	
12	119390	£6.00	OIL THROWER	1	
13	119389	£24.50	TIMING GEAR, crankshaft	1	
14	145275	£0.71	SHIM, crankshaft, 0.004"	a/r	
	145276	£0.94	SHIM, crankshaft, 0.006"	a/r	
15	308737E	£235.70	CRANKSHAFT, 1300, recon/exchange	1	includes items
	RKC918E	£246.00	CRANKSHAFT, 1500, recon exchange	1	17 & 27
16	105115	£5.80	WOODRUFF KEY	1	
17	RTC1753	£17.80	MAIN BEARING SET, standard size	a/r	
	RTC1753/10	£17.80	MAIN BEARING SET, 0.010" oversize	a/r	
	RTC1753/20	£17.80	MAIN BEARING SET, 0.020" oversize	a/r	
	RTC1753/30	£17.80	MAIN BEARING SET, 0.030" oversize	a/r	
	RTC1753/40	£17.80	MAIN BEARING SET, 0.040" oversize	a/r	
18	141675	NCA	FLYWHEEL, (std), 1300, 6 1/2" clutch	1	includes
	TKC1840E	£109.70	FLYWHEEL, (std), 1500, 7" clutch	1	ring gear
			(These flywheels are NOT interchangeable).		
	TKC1840X	£325.00	FLYWHEEL, lightweight/steel	1	1500 7" clutch
			(See page A15 in the Accessories section for full details).		
19	201350	£19.60	RING GEAR	1	

Note: When the crankshaft has been reground (undersize), an oversize bearing set will be required to suit. Be sure to check this BEFORE ordering bearings. Bearing sets that have been opened and used to "check" the crank size will not be acceptable for exchange as this process invariably damages the precision finished soft face of the bearing. This also applies to big end (con rod) bearings.

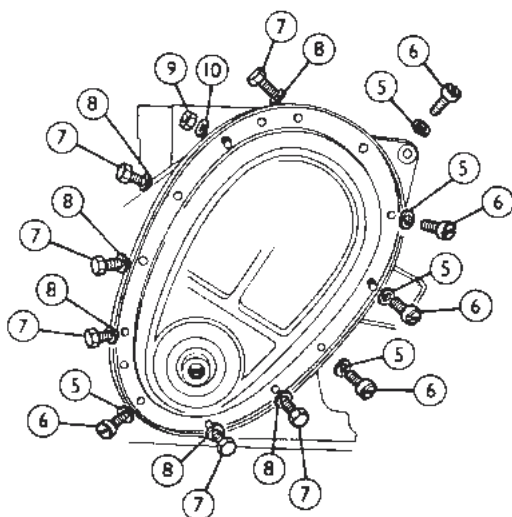
20	105143	£5.39	SPIGOT BUSH	1	
21	138526	£1.66	BOLT, flywheel, 3/8" UNF	4	1300
	UKC4254	£3.00	BOLT, flywheel, 7/16" UNF	4	1500
22	DP408	£0.88	DOWEL	3	in flywheel
23	DP619	£1.49	DOWEL	1	in crankshaft
24	146543E	£54.30	CON ROD, recon/exchange	4	MkII-III
	146454R	£36.00	CON ROD, recon/exchange	4	MkIV-1500
	146454X	£305.40	CON ROD, new, steel billet type	4	high performance rods
25	119813	£1.85	BUSH, gudgeon pin	4	
26	107401	NCA	LOCATING TUBE, in con rod	8	

Note: Second hand bolts are supplied with reconditioned con rods, these must be replaced by new bolts when assembling engine.

27	RTC1754	£15.90	CON ROD BRG SET, standard*	1	
	RTC1754/10	£15.90	CON ROD BRG SET, 0.010" o/size*	1	
	RTC1754/20	£15.90	CON ROD BRG SET, 0.020" o/size*	1	
	RTC1754/30	£15.90	CON ROD BRG SET, 0.030" o/size*	1	
	RTC1754/40	£15.90	CON ROD BRG SET, 0.040" o/size*	1	
	RTC1754/60	£15.90	CON ROD BRG SET, 0.060" o/size*	1	
			(*See information notes for item 17 relating to bearing sets).		
28	UKC2598	£3.70	BOLT, con rod	8	

Note: Always fit new connecting rod bolts they are a 'stretch bolt' design & the manufacturers recommend they are only used once.

29	BHM1366	£7.00	THRUST WASHER, (pair)	a/r	standard size
	BHM1366/2	NCA	THRUST WASHER, (pair)	a/r	0.002" oversize
	BHM1366/5	£7.00	THRUST WASHER, (pair)	a/r	0.005" oversize
	BHM1366/10	£7.00	THRUST WASHER, (pair)	a/r	0.010" oversize
	BHM1366/15	£7.00	THRUST WASHER, (pair)	a/r	0.015" oversize
	BHM1366/25	NCA	THRUST WASHER, (pair)	a/r	0.025" oversize
	BHM1366/30	£7.00	THRUST WASHER, (pair)	a/r	0.030" oversize
30	155907	£142.80	PISTON SET, standard	1	
	155907/20	£142.80	PISTON SET, 0.020"	1	
	155907/30	£142.80	PISTON SET, 0.030"	1	engine set
	155907/40	£142.80	PISTON SET, 0.040"	1	1300
	155907/60	£142.80	PISTON SET, 0.060"	1	
			(Pistons are supplied in matched sets and include rings, gudgeon pins & circlips. Single replacement pistons may also be available, please enquire).		
	155169	£121.61	PISTON SET, standard size	1	



155169/20	£121.61	PISTON SET, 0.020" oversize	1	} engine set 1500
155169/30	£121.61	PISTON SET, 0.030" oversize	1	
155169/40	£134.40	PISTON SET, 0.040" oversize	1	
155169/60	£121.61	PISTON SET, 0.060" oversize	1	

(Pistons are supplied in matched sets and include rings, gudgeon pins & circlips. (Single replacement pistons may also be available, please enquire).)

Note: It is always advisable to replace pistons in sets, though not compulsory. If the block is to be re-bored it is essential to complete this process before ordering pistons as the bores may not 'clean up' at the next oversize. Where performance is significant however, use the largest size available because even a 0.040" bore oversize will produce a measurable power difference.

31	146485	NCA	GUDGEON PIN	4	
32	508978	£0.66	CIRCLIP	8	1300 & 1500
33	BHM1175	£31.10	RING SET, standard size	1	} engine set
	BHM1175/20	£31.10	RING SET, 0.020" oversize	1	
	BHM1175/30	£31.10	RING SET, 0.030" oversize	1	
	BHM1175/40	NCA	RING SET, 0.040" oversize	1	
	BHM1175/60	£31.10	RING SET, 0.060" oversize	1	
35	212164E	NCA	CAMSHAFT, exchange (212164E uses bearings item no. 36).	1	1300 To FH25000E
	RKC3305	£115.94	CAMSHAFT, new (Bearings not required).	1	} 1300 From FH25001 & 1500
	RKC3305E	£174.20	CAMSHAFT, exchange (Bearings not required).	1	
36	142647K	£26.40	BEARING SET, camshaft (Includes front, intermediate & rear bearings).	1	1300 To (e) FH25000E
37	105114	£15.10	RETAINER, camshaft	1	
38	GHF332	£0.19	WASHER, locking	2	
39	SH605071	£0.40	SCREW, retainer securing	2	
40	105131	£5.10	CHAIN, timing, (simplex)	1	
41	035960	£31.10	GEAR, camshaft	1	
42	036411	£0.60	LOCK TAB, camshaft	1	
43	100500	£1.55	BOLT, gear to camshaft	2	
44	042425	£5.60	TENSIONER, timing chain	1	
45	043752	NCA	ANCHOR PLATE, tensioner	1	
46	RR610040	NCA	RIVET	2	
47	033214	£3.80	PIN, tensioner retaining	1	
48	WP18	£0.34	WASHER, plain	2	
49	PS103121	£0.67	SPLIT PIN	2	
50	104860	£12.60	GEAR, driving	1	distributor & oil pump
51	500974	£0.40	PIN, mills, gear to shaft	1	
52	104861	NCA	SHAFT	1	
53	121530	NCA	DISTRIBUTOR PEDESTAL	1	
54	104939	£0.37	WASHER, joint, 0.006"	a/r	
55	BH605161	£0.71	BOLT	1	distributor to pedestal
56	GHF332	£0.19	WASHER, locking	1	
57	GHF201	£0.08	NUT	1	
58	GHF332	£0.19	WASHER, locking	2	
59	GHF201	£0.08	NUT	2	

Oil Pump

(Use pump GLP118 for more efficient oil pick up).

iii.	Part Number	Price £ea.	Description	Req.	Details
65	GLP145	£56.70	OIL PUMP, vertical pick-up	1	1300, 1500 To (e) FM59898E
66	GLP118	£66.90	OIL PUMP, angled pick-up	1	1500 (e) FM59899E alternative
67	GHF331	£0.12	WASHER, locking	3	
68	BH604221	£0.62	BOLT, pump to block	3	
69	155371	NCA	NUT, strainer to pump body	1	
70	TKC2006	NCA	STRAINER, (fits GLP145)	1	
71	£Call		STRAINER, (fits GLP118)	1	not available separately

Duplex (twin row) Timing Chain Modification For 1500cc Engines

Timing chain stretch or tensioner breakage are not unknown on the 'simplex' (single row) chain and gear installation in the 1500 engine. The timing gear set can easily be modified when chain or tensioner renewal becomes necessary, to a more robust 'duplex' design. Duplex timing gear sets include a twin row chain, modified timing gears and wider spring tensioner.

A 1500 engine may be modified only by using all of the components listed here. Actually, the components are sourced from the 1500 engine's very close (in component design & dimensions) bigger brother, the Triumph 'large car' model PE156 engine, as fitted in the Triumph TR5 Pi & TR6 Pi.

NI	145864	£34.70	TIMING GEAR, crankshaft, duplex	1
NI	145865	£40.00	TIMING GEAR, camshaft, duplex	1
NI	2H4286	£7.60	CHAIN, timing, duplex	1
NI	145866	£5.39	TENSIONER, timing chain, duplex	1
NI	036411	£0.60	LOCK TAB, camshaft	1
NI	PS103121	£0.67	SPLIT PIN	2
NI	211126	£2.54	GASKET, timing cover	1
NI	UKC1110	£2.60	SEAL, timing cover	1

The fitting method of duplex timing gears is as per the original installation. The factory workshop manual should be consulted where applicable to ensure the engine valve timing is correctly maintained.

Distributor Drive & Pedestal Clearance

When fitted, a running clearance or end float of 0.003" to 0.007" (0.005" +/- 0.002") is required between the distributor drive spindle and gear and the distributor pedestal housing.

Too much end float and the drive will chatter between the bush in the block and the pedestal housing lower running face. Too little clearance and it may bind and damage its driving gear on the cam shaft. Either of these conditions will result in rapid and excessive wear.

The clearance is adjusted by varying the quantity of gaskets fitted between the base of the pedestal housing and the cylinder block. The gasket, (part number 104939), has a nominal thickness of 0.006". However, the gasket thickness should be checked for each application.

To check the clearance when components have been replaced, the following procedure should be followed.

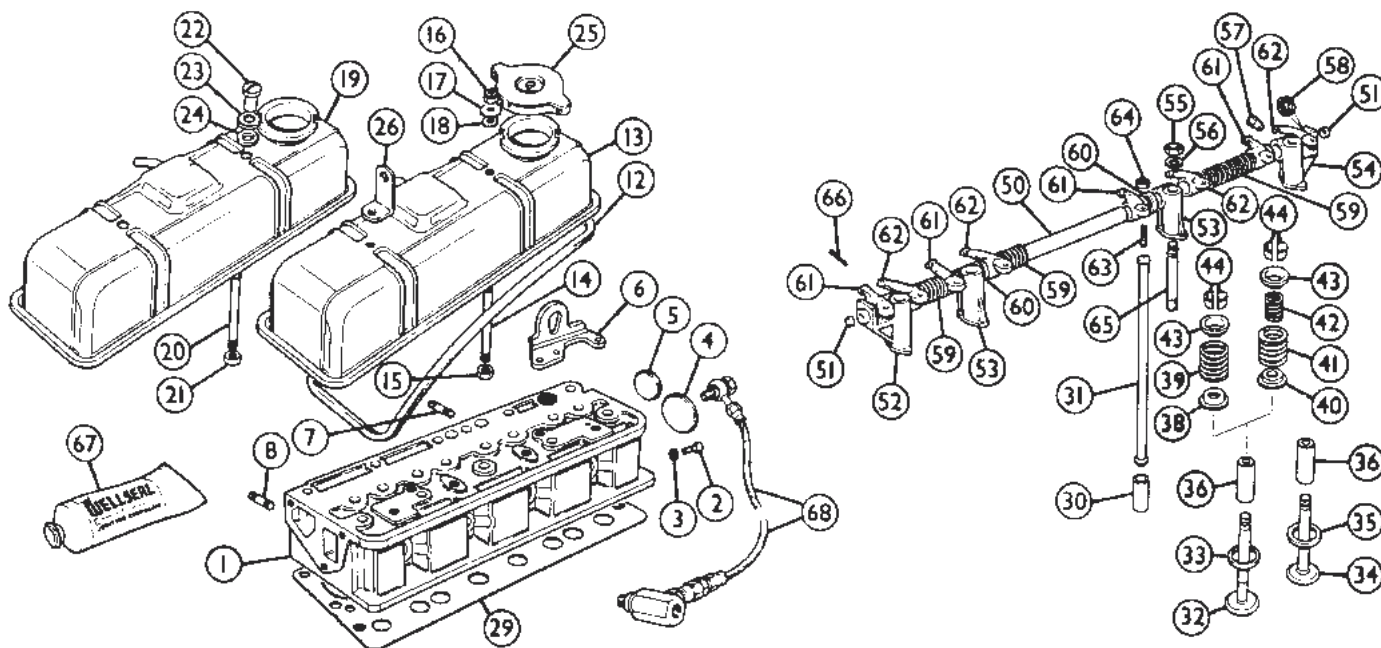
- 1) Install the drive in the cylinder block bush with a washer of known thickness on the shaft between the base of the gear and the bush end face. The washer should be of 1/2" internal diameter to fit the shaft.
- 2) Fit the pedestal housing over the drive without any gaskets, using nuts to retain it. Measure with feeler gauges all the way round the gap between the pedestal housing and the cylinder block. The measurement should be noted.
- 3) Disassemble the pedestal housing and extract the drive with the known thickness spacer washer from the cylinder block.
- 4) Calculate the existing clearance without gaskets by subtracting the dimension of thickness of the spacer washer from the figure obtained with feeler gauges. This figure should be a negative amount. Find the correct quantity of gaskets required to obtain the running clearance of 0.003" to 0.007".

Example:

Washer thickness	= 0.125"
Gap measured with feelers	= 0.142"
Subtract gap dimension from washer thickness	= -0.017"
Add the thickness of gaskets (4 @ 0.006")	= 0.024"
Clearance obtained with 4 gaskets	= 0.007"

In the event of the difference between the gap and the known washer thickness being a positive amount in excess of 0.003", remedial action will be required to reduce it. This can be achieved by selective assembly using other drives or pedestal housings. If, even with new components, the correct figure can not be obtained, the bush height in the cylinder block must be adjusted. Remove, inspect for serviceable condition and refit the bush with a suitable thickness shim between its mating face and the cylinder block.

The bush should be either carefully driven out from below using a suitable spigoted drift, or pulled out from above with a bushing extractor. With the bush replaced securely, the above end float checking procedure should be adopted. The method of completing this job by fitting the distributor drive and setting its timing is detailed in the workshop manual.



Cylinder Head

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	516032R	£418.20	CYLINDER HEAD, exchange	1	1300 To (e) FH25000E
	UKC1427R	NCA	CYLINDER HEAD, exchange	1	1300 From (e) FH25001E
	TKC1155	NCA	CYLINDER HEAD, bare/new	1	
	TKC1155LFE	£346.60	CYLINDER HEAD, lead free (With valves, guides & springs).	1	1500 recon/exch
2	SH605031	£0.50	SCREW, rear of cylinder head	1	
3	500469	£0.34	WASHER, copper, 5/16"	1	
4	AEH592	£1.00	CORE PLUG, 1 5/8"	1	
5	144686	£1.34	CORE PLUG, 1 1/4"	1	
6	UKC3653	NCA	LIFTING EYE	1	late 1500 alternative
	UKC3653	NCA	LIFTING EYE	1	
7	105125	£0.90	STUD, manifolds, long	6	
8	105124	£0.90	STUD, manifolds, short	2	
12	GUG5036VC	£2.00	GASKET, rocker cover	1	
13	214814	NCA	ROCKER COVER	1	
14	105123	£2.04	STUD, rocker cover	2	
15	GHF201	£0.08	NUT, locking stud	2	
16	GHF272	£0.40	NUT, nylon, rocker cover	2	1300, 1500
17	GHF301	£0.10	WASHER, plain	2	To FM80000E
18	WF508	£0.34	WASHER, fibre	2	
19	TKC3702	NCA	ROCKER COVER	1	
20	ULC1578	£2.20	STUD, rocker cover	2	
21	GHF201	£0.08	NUT, locking stud	2	1500 From FH80001E
22	147737	£2.75	RETAINER, rocker cover	2	
23	147738	£1.60	COVER WASHER	2	
24	148090	£0.60	WASHER, rubber	2	
25	143393	NCA	OIL FILLER CAP	1	1300
	GZC1400	£4.43	OIL FILLER CAP, zinc plated	1	alternatives
26	149348	NCA	BRACKET, accelerator cable	1	1300 To
29	GUG2540HG	£26.40	GASKET, cylinder head	1	FH25000E
	GUG2546HG	£14.00	GASKET, cylinder head, recessed	1	1300 From FH25001E, 1500
30	143552	£3.10	TAPPET	8	
31	111874	£3.20	PUSH ROD, short	8	1300 To FH25000E
	157508	£4.62	PUSH ROD, long	8	1300 From FH25001E, 1500
32	144965	£5.18	EXHAUST VALVE, standard	4	
	TT1315	£33.70	EXHAUST VALVE, stellite tipped*	4	alternative
33	UKC2644	£5.90	VALVE SEAT INSERT, exhaust*	4	

*Note: These are designed for running with lead free fuel. These inserts may be used in repairing minor cracks in valve seats provided the crack is no deeper than the seat (0.25").

34	126893	£5.90	INLET VALVE, 1 1/4"	4	1300 To FH25000E
	145328	£6.60	INLET VALVE, 1 7/16"	4	1300 From FH25001E
	UKC2460	£4.21	INLET VALVE, 1 3/8"	4	1500

35	130814	NCA	VALVE SEAT INSERT, inlet	4	use with 126893
	146488	NCA	VALVE SEAT INSERT, inlet	4	use with 145328
	UKC2645	NCA	VALVE SEAT INSERT, inlet	4	use with UKC2460
36	058923	£2.15	GUIDE, valve, standard	8	supplied individually
	TT1419	£67.00	GUIDE, valve, bronze	1	supplied in engine set
38	105118	NCA	COLLAR	8	1300 To FH25000E
39	136487	£3.05	VALVE SPRING, single	8	
40	157510	£3.20	SPRING SEAT	8	1300 From FH25001E
41	157229	£1.94	VALVE SPRING, twin, outer	8	and 1500
42	157476	£1.64	VALVE SPRING, twin, inner	8	
	VS536	£16.85	VALVE SPRING SET, standard	1	
43	111870	£3.40	VALVE CAP, original	8	standard
	TT1216	£5.70	VALVE CAP, lightweight	8	alloy
44	106663	£2.00	SPLIT COLLET	16	
50	144962Z	£21.90	ROCKER SHAFT	1	
	144962K	£75.20	ROCKER SHAFT ASSEMBLY	1	
51	137811	NCA	END PLUG	2	(for 144962)
52	144973	NCA	ROCKER PEDESTAL, front	1	
53	144974	NCA	ROCKER PEDESTAL, intermediate	2	
54	144975	NCA	ROCKER PEDESTAL, rear	1	
55	110748	£2.30	NUT, rocker shaft	4	
56	GHF302	£0.30	WASHER, plain	4	
57	104859	£6.00	SCREW	1	rocker shaft to pedestal
58	2A18	£0.86	SPRING	2	for pedestals 1 and 4
59	105120	NCA	SPRING, spacing rockers	3	
60	146914	NCA	WASHER, spacer	2	
61	109024Z	£9.73	ROCKER, nos. 1, 3, 5, 7	4	
62	109023Z	£9.73	ROCKER, nos. 2, 4, 6, 8	4	
63	057109	NCA	BALL PIN, rocker arm adjustment	8	1300 To FH25000E
	109495	£2.50	BALL PIN, rocker arm adjustment	8	1300 From FH25001E & 1500
64	51K1178	£0.34	NUT, jam, locking ball pin	8	
65	132495	£2.65	STUD	4	rocker shaft to cylinder head
66	PC10	£0.19	SPLIT PIN, front of rocker shaft	1	
67	600569A	£9.30	JOINTING COMPOUND	a/r	'Wellseal' 100ml tube
			(For use practically everywhere except the cylinder head gasket).		
68	TT1226	£35.00	ROCKER OIL FEED KIT	1	
			(This bolt-on, easy-to-fit kit improves the oil supply to the most distant parts of the engine, so insuring against rocker & shaft wear).		

Note: 126893 was fitted to engine numbers FH25000 in 1972. From 1972 engine number FH25001, 145328 was fitted until the 1500 emerged, when a change was made to UKC2460. That's the story, but in case the truth in your engine may be otherwise, it would be wise to check the valve head size.

Note: TT1216 is a Moss replacement part & machined from aluminium. It is recommended that caps are replaced in sets.

Curing Oil Consumption: (Plus easy Valve Spring Removal)

Excessive rocker shaft wear is a classic complaint about Triumph push rod engines. The rocker feed kit is an effective (and easy to fit) solution to the problem. It works by piping oil directly from a plug hole in the cylinder block main oil gallery up to the cylinder head, thereby maintaining a higher pressure oil supply than standard. No drilling or tapping is required for installation.

If a rocker feed kit is fitted to the engine, an increase in oil consumption may be encountered. The extra amount of lubricating oil flowing through the valve & 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 & 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 sealing the valve stems is required. The simple rubber rings that are used so successfully on some MG sports cars engines - part number AEK113 (8 are required, one per valve stem), will service an engine. Each seal fits on the valve stem above the valve guide but below the valve spring retaining cap.

Now the clever bit... how to fit them without removing the cylinder head from the car. 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 carefully turn the crankshaft clockwise by hand; resistance will be felt as the rising piston in number one cylinder compresses the rope against the two valves in that cylinder, holding them against their seats.

The collets and spring caps of the valves in 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 the two valve stems (perhaps new valve springs as well, while everything is apart). Once the valve stem oil seals, valve spring caps and collets 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 three cylinders and three pairs of valves. Be honest, this tip saves the cost of a head gasket set!

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.

1500cc Triumph 'PE94' Engine Colour Schemes

The 1500 engine was always black. The only component of the engine which differed from this rule was the rocker cover, which for anything other than North American markets was always silver (in America, a red rocker cover signified a car built to comply with Californian emissions regulations, whereas light blue indicated compliance with the marginally less severe general or 'Federal' regulations. Ancillary items on the 1500 engine remained in the colour scheme or finish given to them by their respective manufacturers.

Oil leakage from the Rocker Cover

Do you suffer with a permanent puddle of oil in the recess around the mounting flange of your rocker cover? If so, it is either because you have spilt oil when topping up the engine, or the oil fairy has been around. This malevolent character is the one that always drips oil onto an area that you have scrupulously cleaned previously. The truth is that the oil is leaking from an unseen joint on your engine (unless you do believe in bad fairies).

The items that create the oil puddle on the rocker cover are the oil filler cap and the sealing washers under the fasteners holding the rocker cover. A quick look at the rocker cover oil filler cap's seal will eliminate one possible cause. If it is in any way perished, torn or otherwise damaged, renew the cap and seal assembly (part no. GZC1400 for the chrome cap, or 138176 for the silver painted item). The seal is important on two counts: it should not leak oil, nor should any air be drawn into the engine past it. This is because the inlet manifold is connected directly to the engine breather on the rocker cover.

The nuts or screws that retain the rocker cover are not quite so easy to attend to, unless of course they are obviously loose or there are no sealing washers present. Over tightening the fasteners will end up distorting the top of the rocker cover rather than curing the leak. The area of rocker cover around the holes where the attachment studs pass should be inspected.

This area should be flat, so that a sealing washer can work effectively on it. If it is not flat, the rocker cover should be removed from the engine, and the area around the stud hole dressed flat with a hammer & block. (A suitable block or dolly to assist in the repair of an original, pressed steel rocker cover would be a length of flat ended one inch round bar held vertically in a vice.) The rocker cover can be placed over the bar with the stud hole concentric to the bar and dressed back to shape with a smooth faced hammer. If care is exercised when hammering, the painted finish of the rocker cover will not be damaged.

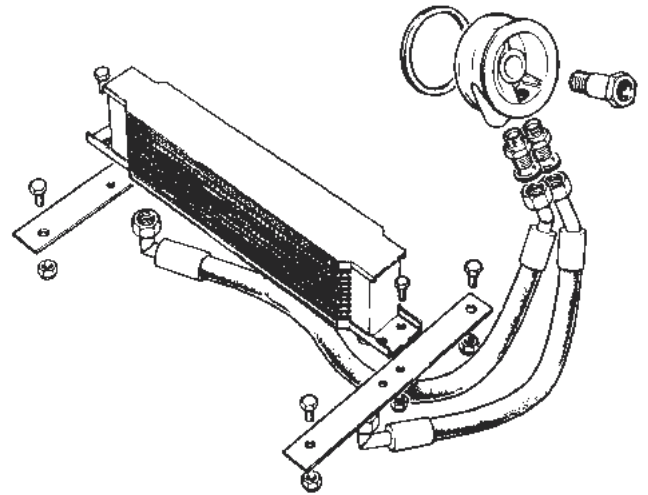
The latter repair scheme is only relevant to, as previously stated, original pressed steel rocker covers. If a replacement alloy rocker cover is distorted in this area by over tightening, the cover should be inspected for cracks and if none are present the sealing area could be re-machined. If not, a replacement should be sought.

Points to Remember about Oil Coolers

If an oil cooler has just been fitted to a car, check the oil level in the sump and top up as necessary. The oil cooler circuit increases the oil capacity of the engine by well over a pint. However, in future when draining the engine to change the oil, note that the old oil will remain in the cooler circuit unless both the radiator and hoses are removed from the car to upturn and empty them. Thus the quantity of oil required to effect an oil change on a car with an oil cooler will still be the same as that for a car without one.

To prevent over cooling of the oil in cold weather, tin foil can be used to temporarily cover the oil radiator, in the same age old manner that it has always been used by people to cover the water radiator. If an oil thermostat is fitted to the car, there is of course no need to do this.

Remember when undoing a hose from the radiator to use two spanners; one to undo the tube nut on the hose, the other to put on the hexagon of the radiator union to stop it turning with the nut. It's surprising how easily a union can be twisted out of the radiator, rendering the item scrap.



Oil Cooler

Note: Please see page A14 in the Accessories section for oil coolers & fittings (including non-drain filters).

A hot engine will suffer, depending on its mechanical condition, a greater or lesser degree of oil pressure loss without the aid of an oil cooler. This is most apparent in heavy traffic congestion or on long motorway journeys. A correctly positioned oil cooler maintains lower oil temperatures and thus higher oil viscosity, resulting in higher pressure. This all amounts to longer engine life and freedom from being transfixed by the needle of your oil pressure gauge. As none of the original Triumph components are available we offer a comprehensive range of alternatives.

(Illustrated is a ten row oil cooler plus a TT1365 installation kit).

Part Number	Price £ea.	Description	Req.	Details
AR09807	£66.00	OIL COOLER, 10 row	1	} alternatives
ARA221	£38.00	OIL COOLER, 13 row	1	
TT1365	£92.92	INSTALLATION KIT, (inc. fittings)	1	rubber hoses
TT1367	£105.35	INSTALLATION KIT, (inc. fittings)	1	stainless steel hoses
TT1369	£116.20	THERMOSTAT CONTROLLED	1	
	£Call	INSTALLATION KIT, (inc. fittings)	1	rubber hoses
TT1369S	£141.00	THERMOSTAT CONTROLLED	1	
	£Call	INSTALLATION KIT, (inc. fittings)	1	stainless steel hoses

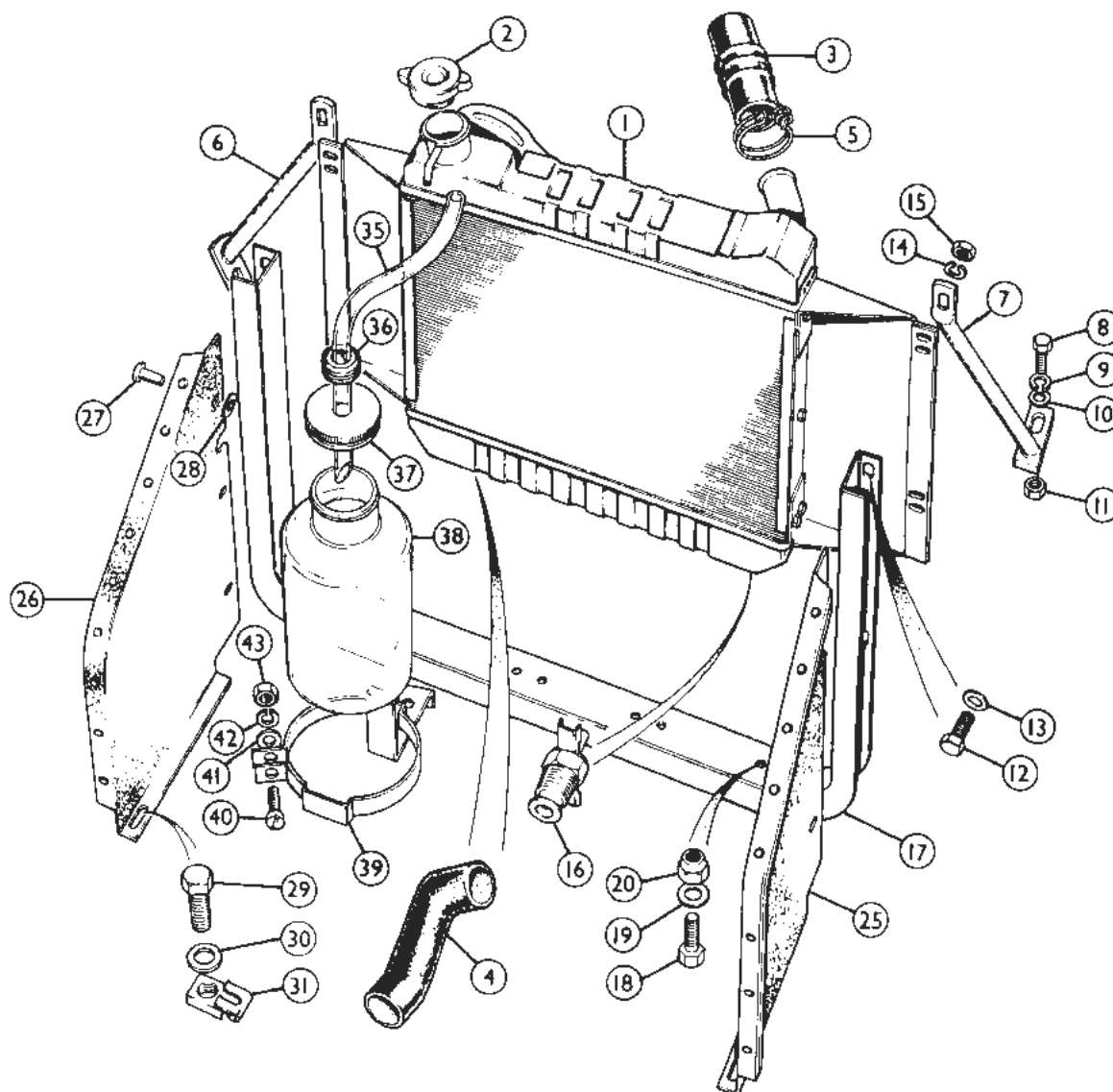
Kangaroo Petrol - or Worse?

A worried Scandinavian owner rang his UK based parts specialist one day with the complaint that he could not drive his car slowly over the bumpy woodland roads typical of his country without it behaving 'like it was a kangaroo'. He had done everything to his car including fitting stronger front road springs and harder dampers in a vain attempt to relieve the problem. It was eventually solved by the use of a pair of new carburettor throttle return springs to replace very tired old ones. Every time he had driven over a bump, his foot had pushed down on a very light throttle pedal.

He reacted by lifting his foot, the car slowed down and he instinctively pressed the accelerator down, whereupon the whole disconcerting process began again.

Increasing the pedal pressure of the accelerator by fitting new return springs was just enough, as the car's designers had intended, to damp out the see-saw effect and resolve the owner's 'kangaroo petrol' problem.

Incidentally, tired engine mountings which allow the engine to rock sideways excessively under acceleration or braking will cause the throttle cable to tighten or slacken off, resulting in similar staccato progress down the road (although not so marked as that caused by a 'soft pedal').



Radiator & Hoses

Note: Please see page A13 in the Accessories section for details of our uprated radiator.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	RKC2117	£140.00	RADIATOR, uprated wider core	1	

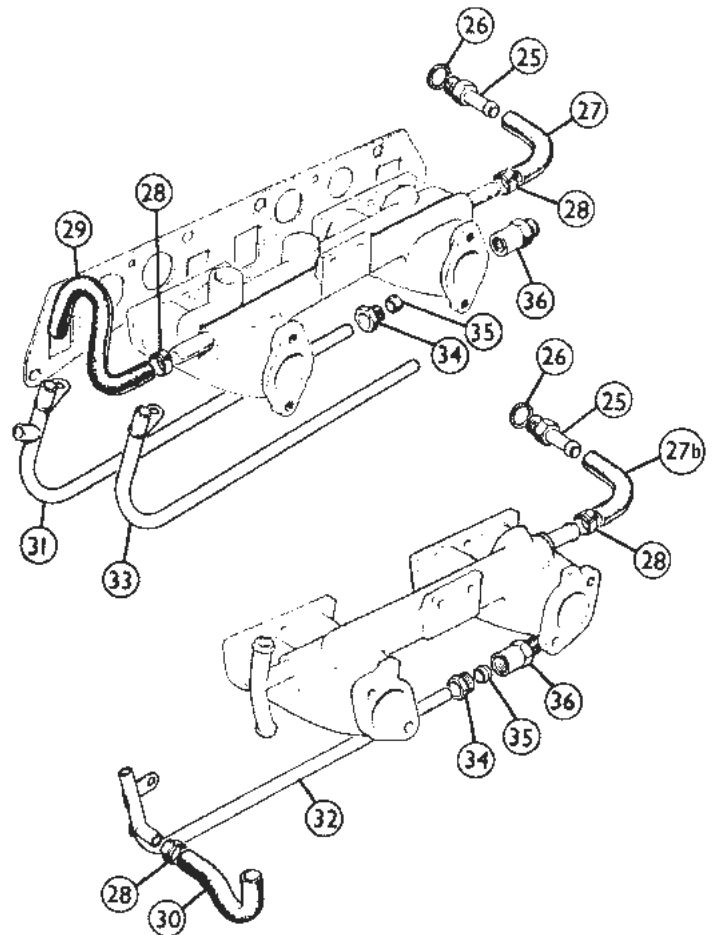
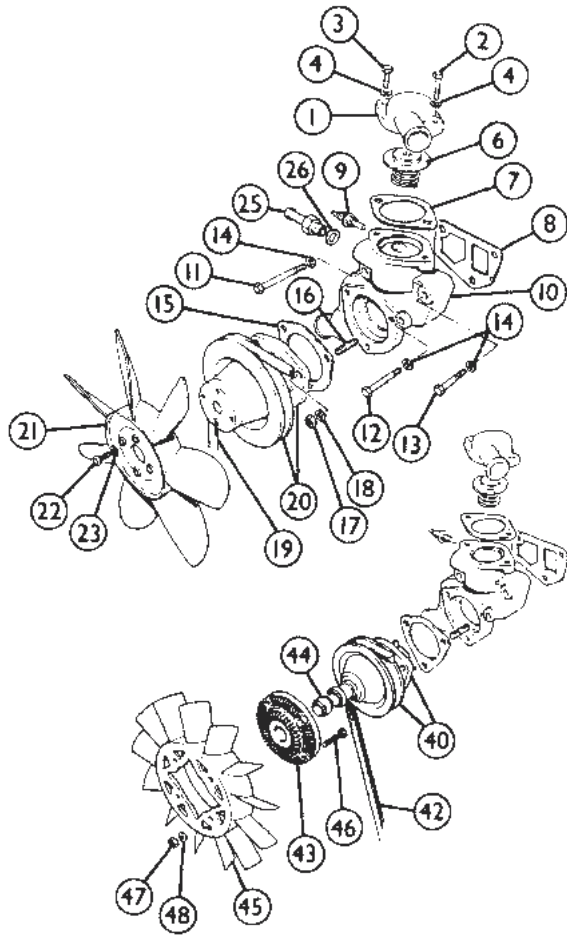
Note: The original radiator (Part No: 402823) is no longer available. We supply a new wider core radiator that gives improved cooling and utilises original hoses and mountings.

NI	GEC2001	£4.32	ANTI-FREEZE, 1 litre	a/r	
NI	GEC2002	£7.60	ANTI-FREEZE, 2 litre	a/r	
NI	GEC2005	£17.80	ANTI-FREEZE, 5 litre	a/r	
2	GRC180	£4.50	RADIATOR PRESSURE CAP	1	13lbs
3	GRH533	£7.20	TOP HOSE	1	
4	GRH265	£5.30	BOTTOM HOSE	1	1300
	GRH532	£4.00	BOTTOM HOSE	1	1500
5	CS4025	£1.50	CLAMP, wire type	4	
	GHC11055	£2.65	CLAMP, band type	4	
6	209750SS	£18.20	STAY ROD, RH	1	radiator
7	209749SS	£18.20	STAY ROD, LH	1	to chassis
8	GHF105	£0.24	SCREW	2	
9	GHF333	£0.19	WASHER, locking,	2	stay rod
10	WM59	£0.19	WASHER, plain, stay rod to body	2	to body
11	GHF202	£0.12	NUT, stay rod to body	2	
12	GHF117	£0.19	SCREW, rod to radiator	4	cradle
13	GHF300	£0.12	WASHER, plain, cradle	4	& stay rod
14	GHF331	£0.12	WASHER, locking	4	to radiator
15	GHF200	£0.12	NUT	4	

16	132565	£8.10	TAP, radiator drain	1	
17	TKC1761	£22.90	CRADLE, radiator supporting	1	
18	SH605071	£0.40	SCREW, cradle to chassis	2	(Also holds the bracket for the overflow bottle to the chassis).
19	WP17	£0.19	WASHER, plain	2	
20	GHF222	£0.42	NUT, nyloc	2	
25	706843	£21.30	DEFLECTOR BOARD, LH*	1	
26	706844	£21.30	DEFLECTOR BOARD, RH*	1	

*Note: These ducts were originally attached with rivets backed up with a plain washer. We list this original fixing system & also a nut, screw & washer system.

27	562403	NCA	RIVET, deflector board to cradle	6	
28	WM54	£0.34	WASHER, plain, on rivet	6	
	PT505	£0.40	SCREW	6	alternative
	PWZ203	£0.12	WASHER, plain	6	attachment
	GHF220	£0.12	NUT, nyloc	6	method
29	GHF117	£0.19	SCREW	4	
30	GHF300	£0.12	WASHER, plain	4	air deflector
31	518454X	£1.60	CAGED NUT	4	to chassis
35	137742	£5.00	OVERFLOW TUBING	1	radiator to bottle
	GRH1001M	£2.00	OVERFLOW TUBING	a/r	per metre
36	12H1060	£0.40	GROMMET, tubing through lid	1	
37	137743	£2.20	CAP, overflow bottle	1	
38	137632	£7.20	OVERFLOW BOTTLE	1	
39	142804	£13.55	BRACKET, overflow bottle	1	
40	PT507	£0.40	SCREW, bottle bracket	1	
41	PWZ203	£0.12	WASHER, plain	1	
42	WL700101	£0.12	WASHER, locking	1	
43	HN2005	£0.07	NUT	1	



Water Pump, Fan & Hoses

ill.	Part Number	Price £ea.	Description	Req.	Details
1	156333	£15.00	ELBOW, water outlet to radiator	1	
2	BH605101	£0.55	BOLT, elbow to housing	1	
3	GHF103	£0.42	SCREW, elbow to housing	1	
4	GHF332	£0.19	WASHER, locking	2	
6	GTS102	£3.40	THERMOSTAT, (hot climate)	1	74°C, 160°F
	GTS104	£3.60	THERMOSTAT, (standard)	1	82°C, 180°F
	GTS106	£4.20	THERMOSTAT, (cold climate)	1	88°C, 195°F
7	115467	£0.34	GASKET, thermostat housing, cork	1	standard material
	115467X	£1.03	GASKET, thermostat housing, Klingersil	1	uprated material
8	138702	£0.55	GASKET, housing to cylinder head	1	
9	GTR108	£9.37	TEMPERATURE TRANSMITTER	1	
10	144297	NCA	HOUSING, water pump & thermostat	1	
	144297X	£110.68	HOUSING, alloy, water pump	1	alternative
11	BH605221	£0.55	BOLT, 2 3/4" long	1	housing to
12	BH605191	£0.62	BOLT, 2 3/8" long	1	cylinder head
13	BH605181	£0.80	BOLT, 2 1/4" long	1	
14	GHF332	£0.19	WASHER, locking	3	
15	138701	£0.49	GASKET, water pump to housing	1	
16	100433	£1.80	STUD, pump to housing	3	alternatives
	TE605105	£1.50	STUD, pump to housing	3	
17	GHF201	£0.08	NUT	3	
18	GHF332	£0.19	WASHER, locking	3	
19	GCB11088	£6.50	FAN BELT	1	
20	GWP128	£30.90	WATER PUMP & PULLEY	1	1300, 1500 To (c) FH105733
21	RKC2126	£32.80	COOLING FAN, natural	1	

28	GHC11020	£1.85	CLAMP, hose securing	4	band type
29	152521Z	£10.44	HOSE, inlet manifold to return pipe	1	1300 To FH59688E
30	154149	£19.00	HOSE, inlet manifold to return pipe	1	1300 From FH59688E, 1500
31	212416SS	£23.30	TUBE, water return, stainless steel	1	1300 To FH59688E
32	212935	£17.50	TUBE, water return, standard	1	1300 From FH59688E, 1500
	212935SS	£24.50	TUBE, water return, stainless steel	1	
33	209776	NCA	TUBE, water return	1	when heater not fitted
34	101302	£2.00	TUBE NUT	1	
35	TL11	£1.49	OLIVE, sealing tube	1	
36	101343	£5.40	ADAPTOR	1	return tube to pump housing

1500 Models with Viscous Coupling Fan System

40	GWP205	£45.20	WATER PUMP & PULLEY	1	1500 From FH105734
42	GCB11088	£6.50	FAN BELT	1	
43	UKC3532	£103.00	VISCOUS COUPLING	1	
44	UKC759	£6.30	TOLERANCE RING	1	viscous coupling
					to pump pulley
45	RKC92	£57.30	FAN ASSEMBLY, 13 blade	1	
46	GHF102	£0.29	BOLT, fan to viscous coupling	4	
47	GHF200	£0.12	NUT	4	
48	GHF300	£0.12	WASHER, plain	4	

Note: There were originally 3 types of fan fitted; light green (Part No: 309141), orange (Part No: 311702), and a natural (Part No: RKC2126). Only the natural type is available. This is a suitable replacement for the other types.

22	GHF117	£0.19	SCREW, fan to water pump pulley	4	
23	GHF331	£0.12	WASHER, locking	4	
25	138530	£6.50	ADAPTOR, thermostat to hose	1	
26	AUC2141	£0.40	WASHER, fibre, adaptor to housing	1	
27	154149	£19.00	HOSE	1	1300
			(Water pump housing to inlet manifold)		
27b	GZA2052Z	NCA	HOSE	1	1500
			(Water pump housing to inlet manifold)		

Anti Freeze: Winter Protection and Summer Coolant

Note: Please see page A13 in the Accessories section for money saving Kenlowe electric fans.

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

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

Triumph Cooling Fans - and the 'BOW' Test

In the 1960s Standard Triumph had a series of unexplained blade failures on plastic cooling fans. Their development department was confused by this, as the fans fitted were of a material and construction which made them capable of rotating a whole lot faster than the engines could before they failed.

The cause of blade breakage was traced to shock loading, caused by rain water thrown up from the test track or road when puddles were driven over at speed. Those ever resourceful Triumph chaps at Fletchamstead Highway would have to quickly find a method of viewing the phenomena of fan blade breakage, when the speeding car passed over a puddle. Enter the 'BOW' test.

This very expensive piece of test equipment duplicated the conditions of wet roads, providing visual proof of the occurrence. Armed with the results of the test, plastic technology and air duct design could be amended to completely alleviate the problem. What was 'BOW'? Simply a 'Bucket Of Water' thrown at the rotating fan from different angles to study the effect.

Why is a Pressure Cap Used On a Radiator?

By sealing the cooling system, pressure up to a certain given value is built up and the boiling point of the water is raised. This enables a smaller quantity of water to be used and rather higher (and therefore more efficient) engine temperatures, without the risk of the water boiling. The system is sealed by the radiator cap. The cap consists of two halves, namely a pressure valve and vacuum valve. The pressure valve is a spring which holds the cap's large seal against the inside surface of the filler neck. It will allow pressure to build up to a given value (usually stamped into the top of the cap) and be maintained in the sealed system. The vacuum valve is a small 'poppet valve' that, as the radiator water cools & contracts admits air and restores pressure to atmospheric.

Throughout its life, the engine passes through countless temperature cycles that will cause pressure increases and decreases in the cooling system. The radiator cap is therefore working constantly.

So when you are seeking solutions to overheating problems... you might just have a worn out radiator cap, not a blown head gasket and cracked block, as friends cheerfully suggested.

Fan Belt Tension

The question of how tight a fan belt should be is not as easy to answer as would first seem; certainly it should be tight enough to drive the engine ancillaries to which it is attached, but not so tight that the bearings of the ancillaries are overloaded. A fan belt that is fitted too tightly will also absorb extra engine power. Fitted too loosely, the belt will slip when the engine is accelerated or an electrical load is applied to the generating system. Slippage wears out the belt and the pulleys.

The handbooks and service manuals give instructions about belt tension. Maintenance of the belt and its periodic replacement will eradicate one of the most frustrating causes of breakdowns. If the fan belt is replaced before it breaks, the old item could be kept in the boot 'just in case'.

Cooling System 'Leak Stoppers'

The use of proprietary leak stoppers (whether of the fluid type or the stick of material which is designed to be crumbled, stock cube fashion, into the radiator) is often the focus of derision from the motoring enthusiast fraternity.

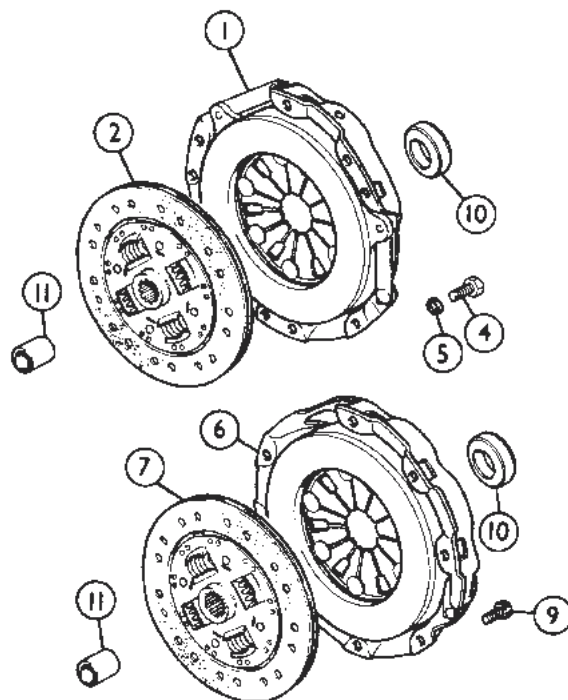
Blocked radiator cores and other maladies are said to result from using leak stopper to 'bodge' a repair on an errant cooling system. Well, read on.

There is a Leyland Cars publication, for internal use, called 'Parts List Schedules or Modifications - AD047 MG 1500'. In the section entitled 'Fuel, Oils & Grease' (you just wouldn't believe the variety of lubricants applied to each car when it was built) is the following statement;

"Bars Seal Leak Stopper (insert cylinder of Bars Seal in top radiator hose).

Routes: All. Modification Date: 27/05/76."

In other words, from that date onwards, every car that came down the line had a stick of leak stopper in it! Presumably this was to guarantee against small weeps from a newly assembled system. Continual use of the product to shore up an ailing cooling system might impede water flow (although in theory this shouldn't take place, since leak stopper will only cure in air - i.e. when it finds a leak out of the sealed system), but the product is acceptable when used in moderation.



Clutch Drive Components

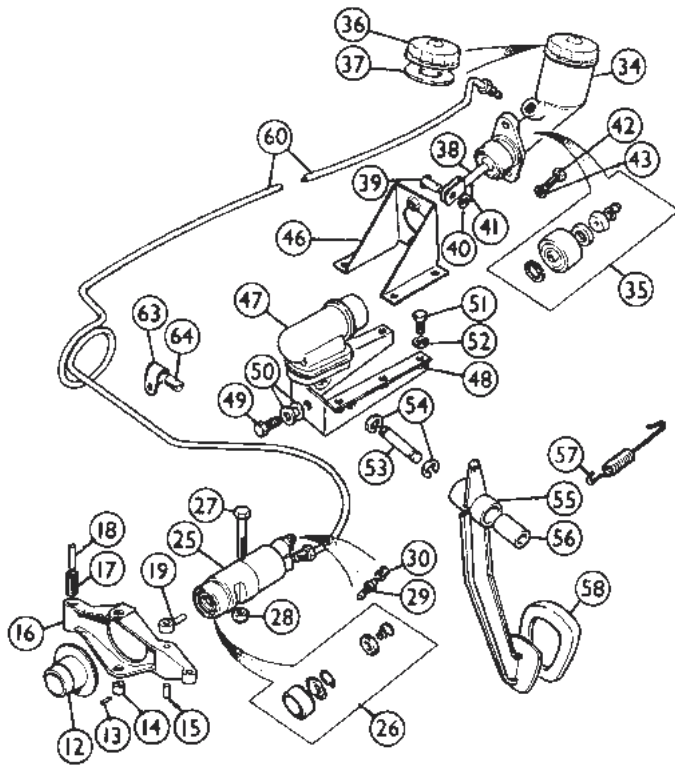
Ill.	Part Number	Price £ea.	Description	Req.	Details	
	GCK272Z	£75.00	CLUTCH KIT, (inc. items 1, 2, 10)	1	1300	
	GCK160	£88.50	CLUTCH KIT, (inc. items 6, 7, 10)	1	1500	
1	GCC197	£70.80	CLUTCH COVER	1	1300, 10 spline	
2	GCP212	£33.90	CLUTCH PLATE, 6 1/2"	1		
4	SH605051	£0.20	SCREW, clutch cover	6		
5	GHF332	£0.19	WASHER, locking	6		
6	GCC196	£76.00	CLUTCH COVER	1		1500
7	GCP230	£46.00	CLUTCH PLATE, 7 1/4"	1		1500, 20 spline single rail gearbox
	GCP103AF	£41.40	CLUTCH PLATE, 7 1/4"	1		1500, 10 spline three rail gearbox
			(GCP103 is for use between a 1500 engine and three rail gearbox - a non standard combination in the UK and mainland Europe).			
NI	GAC5053B	£5.10	ALIGNMENT TOOL	1	20 Spline	
NI	GAC5053A	£5.10	ALIGNMENT TOOL	1	10 Spline	
9	146176	£0.40	ALLEN SCREW, c/cover to flywheel	6	1500	
10	GRB207	£14.00	RELEASE BEARING	1		
11	105143	£5.39	SPIGOT BUSH, crankshaft	1		
12	139563	NCA	SLEEVE, clutch release bearing	1		
13	DS916	£0.34	ROLL PIN	1		
14	112509	£9.37	THRUST PLUG	2		
15	112516	£1.24	LEVER PIN	1		
16	207887	NCA	CLUTCH ARM	1		
17	129412	£8.00	TOLERANCE RING	1		

The Moss R&D team combined forces with British Motor Heritage to reproduce the tolerance ring which had been unavailable for a long time. During those long dark days when Spitfire owners suffered a deep period of depression and a gnashing of teeth, we learned of many who used the tolerance ring in conjunction with a 5/16" bolt (BH605321), two washers (GHF302) and a nyloc nut (GHF222) to stop the worn tolerance ring from falling out. The alternative was to suffer the pin dropping straight out again during rebuilding, or waiting to drop out while the car was being tested.

Trouble was, tightening the nut up too tight led to the unfortunate 'bodger' splitting the bell housing (hence all that Araldite stuffed in the crack that you have just no doubt discovered). The moral is clear, don't listen to ex-Spitfire owners who suggest using a nut and bolt to do a bodge job.

At less than two quid a shot we expect all Spitfire owners to do the decent thing and liberate this bolt from their clutch and replace the worn tolerance ring with a new item.

18	129410	£1.90	PIVOT, clutch shaft fork	1	
19	13H21	£5.40	PUSH ROD	1	



Clutch Hydraulics & Pedal

ill.	Part Number	Price £ea.	Description	Req.	Details
25	144716	£95.00	CLUTCH SLAVE CYLINDER	1	1300
	144716Z	£41.70	CLUTCH SLAVE CYLINDER, aftermarket	1	alloy
26	515297	£4.21	REPAIR KIT, for alloy slave cylinder	1	
25	GSY103	NCA	CLUTCH SLAVE CYLINDER	1	1500
	GSY103Z	£28.80	CLUTCH SLAVE CYLINDER, aftermarket	1	iron
26	GRK4019Z	£4.06	REPAIR KIT, for iron slave cylinder	1	
27	BH605181	£0.80	BOLT	1	
28	GHF222	£0.42	NUT, nyloc	1	
29	3H2428	£0.70	NIPPLE, bleed	1	
30	SMP100030	£0.37	CAP, bleed nipple	1	
34	GMC205	£85.00	MASTER CYLINDER, clutch	1	5/8" bore
35	GRK1029	£8.20	REPAIR KIT, master cylinder	1	
36	500201	£5.10	CAP, master cylinder	1	
	500201Z	£4.21	CAP, master cylinder, black	1	
37	106095	£1.00	SEAL, rubber	1	
38	122296	NCA	PUSH ROD	1	
39	PJ8808	£1.10	CLEVIS PIN	1	
40	GHF301	£0.10	WASHER, plain	1	
41	GHF502	£0.12	SPLIT PIN	1	
42	SH605071	£0.40	SCREW, cylinder to bracket	2	
43	GHF332	£0.19	WASHER, locking	2	
46	119583	NCA	BRACKET, master cylinder	1	
47	125217	£2.60	GAITER	1	
48	137842	NCA	BRACKET, mounting pedal	1	
49	GHF117	£0.19	SCREW, pedal adjustment	1	
50	WM57	£0.29	WASHER, plain	2	
51	GHF117	£0.19	SCREW	6	
52	GHF331	£0.12	WASHER, locking	6	
53	119575	NCA	SHAFT, pedal	1	
54	506542	£0.50	CIRCLIP, external	2	
55	TKC4155	NCA	CLUTCH PEDAL	1	includes bush
56	105605	NCA	BUSH	1	
57	114438	£1.28	SPRING, return	1	
58	150881	£1.70	PEDAL RUBBER	1	
60	305937	£12.95	PIPE, clutch hydraulic	1	RHD
	305936	£15.30	PIPE, clutch hydraulic	1	LHD
63	CP110125	£0.85	CLIP, pipe to top bell housing stud	1	
64	114178	NCA	SLEEVE, rubber	1	

Bleeding the Hydraulic System

The only route to sure-fire success of bleeding the hydraulic system is to use a pressure or vacuum bleeding tool to push or draw, the fluid, displacing the air as it goes. Gunson's Eezibleed is an ingeniously cost effective kit consisting of the basic tools plus a selection of adaptors for different motor cars; it uses air from a spare tyre to propel the fluid under pressure into the system. The only cautionary note is to follow the manufacturer's instructions religiously; seat the adaptors correctly on both the Eezibleed reservoir and the master cylinder, and don't have too high a pressure in the spare tyre.

Another tool, like the hand operated vacuum pump from 'Mityvac', attaches to the bleed nipple on the slave cylinder to draw fluid down the line, collecting waste fluid in its own reservoir. While a little more expensive than Eezibleed, the Mityvac has the added advantage of a host of other uses, for example checking vacuum systems on distributors, brake servos, etc.

Note: Please see our Restoration Tools catalogue for our full range of workshop tools & consumables.

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.

Brake/Clutch Fluid (DOT4 Specification)

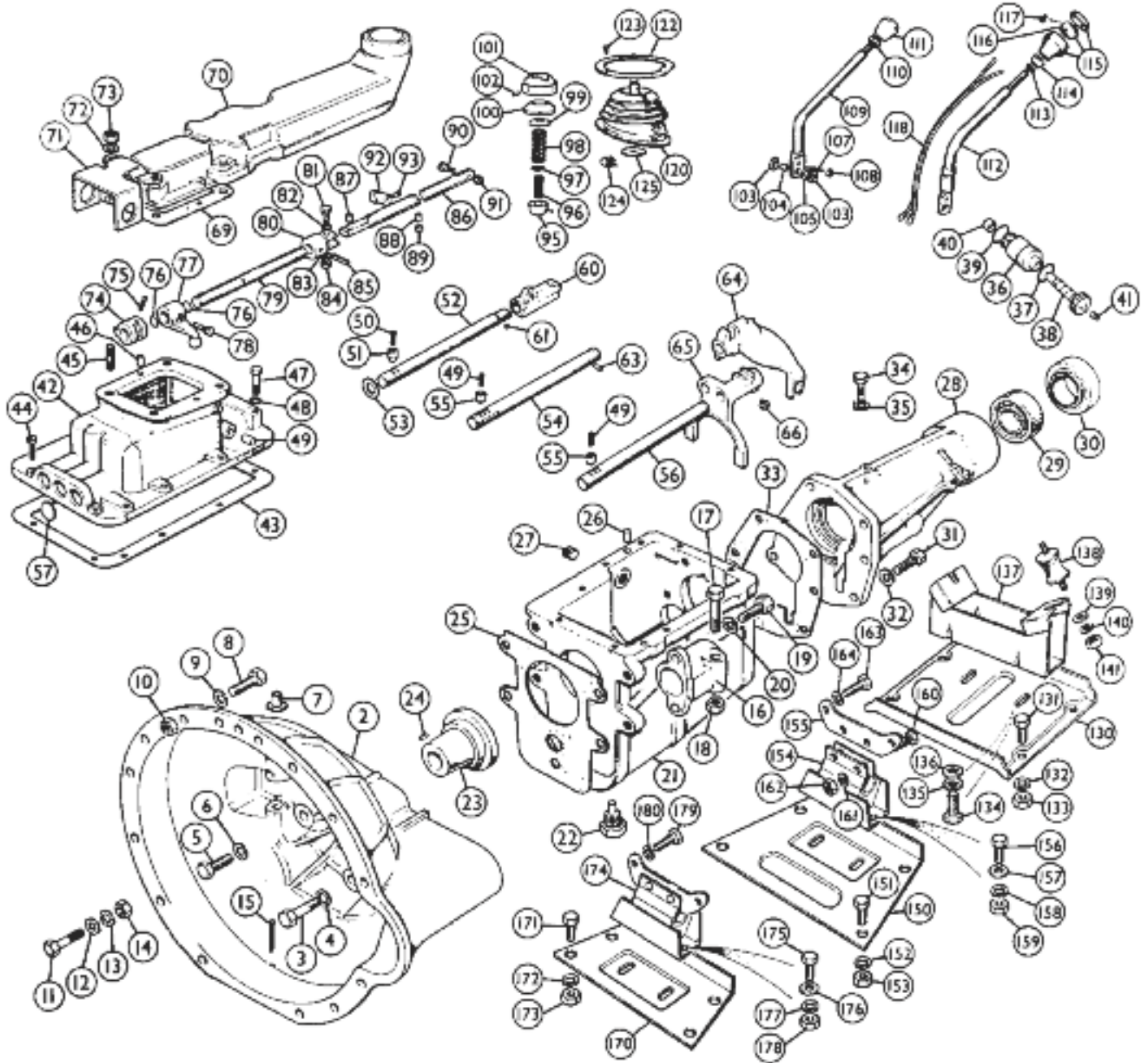
ill	Part Number	Price £ea.	Description	Req.	Details
NI	GBF4102	£5.45	BRAKE/CLUTCH FLUID, DOT4	a/r	500ml
NI	GBF4103	£10.74	BRAKE/CLUTCH FLUID, DOT4	a/r	1 litre
NI	GBF4104	£42.00	BRAKE/CLUTCH FLUID, DOT4	a/r	5 litre

Silicone Brake/Clutch Fluid (DOT5 Specification)

NI	ABF3	£18.00	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone 500ml
NI	ABF4	£30.00	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone 1 litre

Racing Brake/Clutch Fluid (DOT5.1 Specification)

NI	GBF5102	£7.62	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing 500ml
NI	GBF5103	£14.25	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing 1 litre



Gearbox Units & External Components (1300 - 3 rail)

From the introduction of the Spitfire Triumph produced gearboxes which did not change much externally but underwent many changes & developments internally to take advantage of power changes and be strong enough to cope with them.

Gearbox Units

ill.	Part Number	Price £ea.	Description	Req.	Details
	520426E	£717.50	GEARBOX, non-overdrive	1	reconditioned
	520432E	£528.00	GEARBOX, for 'D' type overdrive	1	exchange units
	UKC1959E	NCA	GEARBOX, for 'J' type overdrive	1	

Gearboxes are supplied without top cover extension or bell housing. Contact your branch to find out whether you have to remove the bell housing, extension, adaptor plate etc. before handing us your old unit. You must supply us with a re-buildable 'like for like' old unit. For example, offering us an old non-overdrive box for a rebuilt overdrive item won't do. Also, if you have a non-overdrive gearbox with a square drive flange, it's a Spitfire MkI-III unit and therefore not acceptable as an old unit to exchange for a rebuilt MkIV gearbox.

External Components (All Models)

NI	515122	£4.20	GASKET SET	1	inc. items 24, 32, 42, 69
1	210449	NCA	CLUTCH HOUSING	1	

2	GHF105	£0.24	BOLT	1	
3	500464	£1.28	WASHER, copper	1	
4	GHF105	£0.24	SCREW	4	
5	GHF333	£0.19	WASHER, locking	4	
6	129358	£4.62	BUSH, clutch pivot	2	
7	SH605091	£0.60	SCREW, gearbox to engine	8	
8	GHF332	£0.19	WASHER, locking	8	
9	GHF201	£0.08	NUT	8	
10	132872	£1.20	DOWEL BOLT	1	
11	GHF302	£0.30	WASHER, plain	1	
12	GHF333	£0.19	WASHER, locking	1	
13	GHF202	£0.12	NUT	1	
14	GHF513	£1.03	SPLIT PIN	1	
15	206175	£62.70	HOUSING, clutch slave cylinder	1	
16	BH605181	£0.80	BOLT	1	
17	GHF272	£0.40	NUT, nyloc	1	
18	SH605071	£0.40	SCREW, housing	2	
19	GHF332	£0.19	WASHER, locking	2	
20	149140	NCA	CASING	1	
21	155660	£9.42	DRAIN PLUG, magnetic	1	
22	122566	£30.65	COVER, front	1	scroll type seal
23	DP205	£0.40	DOWEL	1	
24	122569	£0.86	GASKET	1	
25	DP414	£0.98	DOWEL	2	
26	114774	£2.50	FILLER PLUG	1	

27	217333	NCA	REAR EXTENSION	1	non-overdrive
28	157732	£10.13	BEARING, rear	1	
29	22G2353	£3.30	SEAL, rear	1	
30	SH605071	£0.40	SCREW	7	
31	GHF332	£0.19	WASHER, locking	7	
32	106437	£0.60	GASKET	1	
33	056305	NCA	SCREW, locating	1	
34	GHF332	£0.19	WASHER, locking	1	
35	138092	£21.90	BEARING, speedo drive	1	includes seals
36	119099	£0.24	'O' RING	1	
37	119100	NCA	GEAR, speedo drive	1	
38	119099	£0.24	'O' RING	1	
39	NKC105A	NCA	OIL SEAL	1	
40	119096	NCA	BEARING, end thrust	1	
41	158493	NCA	TOP COVER	1	To (c) FH31846
	158493	NCA	TOP COVER	1	From (c) FH31847
42	106269	£1.10	GASKET, top cover	1	
43	SH604071	£0.34	SCREW, top cover to casing	7	
44	FHS2512	£0.83	STUD, 5/16" UNF	4	To (c) FH31847
	158003	NCA	STUD, 5/16" UNF	4	From (c) FH31847
45	DP414	£0.98	DOWEL	2	
46	BH604111	£0.50	BOLT	2	
47	GHF331	£0.12	WASHER, locking	2	
48	107099	NCA	PLUG, interlock hole	2	
49	106489	£0.50	SPRING, plunger	3	
50	136990	NCA	PLUNGER	1	
51	154945	NCA	SELECTOR SHAFT, reverse	1	
52	158585	NCA	WASHER, spacer	1	
53	146240	NCA	SELECTOR SHAFT, 1st & 2nd gear	1	
55	106481	£6.30	PLUNGER	1	
56	108021	NCA	SELECTOR SHAFT, 3rd & 4th gear	1	
57	51K3424	£0.41	PLUG, selector shaft holes	6	
60	147394	NCA	ACTUATOR, reverse gear	1	
61	BLS110	£0.29	BALL, interlock	1	
63	106478	NCA	PIN, interlock	1	
64	113868	NCA	SELECTOR, 1st & 2nd	1	
65	106268	NCA	SELECTOR, 3rd & 4th	1	
66	122653	£5.39	SCREW, tapered	3	selector to shafts
69	120305	£1.28	GASKET, extension to top cover	1	
70	306152	NCA	TOP COVER EXTENSION	1	
71	158002	£23.40	BRACKET, inhibitor switch	1	
72	GHF332	£0.19	WASHER, locking	4	
73	GHF201	£0.08	NUT	4	
74	158072	NCA	ACTUATOR	1	
75	DS1315	NCA	ROLL PIN	1	
76	118053	NCA	'O' RING	2	
77	118040	NCA	INTERNAL GEAR LEVER	1	
78	122653	£5.39	SCREW, tapered	1	lever to shaft
79	127740	NCA	SHAFT	1	
80	127741	NCA	COUPLING	1	
81	BH604091	£0.50	BOLT	1	
82	GHF301	£0.10	WASHER, steel	1	
83	155801	NCA	WASHER, nylon	1	
			(An improved version of the nylon washer (155801) is supplied in the linkage overhaul kit, item 127).		
84	GHF271	£0.24	NUT, nyloc	1	
85	DS2516	NCA	ROLL PIN	1	
86	129120	£3.80	OPERATING SHAFT	1	
87	119262	NCA	BUSH, operating shaft	1	
88	155800	NCA	SPACER	1	
89	155799	£2.70	BUSH	1	
90	125054	NCA	LINK BOLT	1	
91	GHF271	£0.24	NUT, nyloc	1	
92	120307	NCA	PLATE, reverse baulk	1	
93	TK4503	£0.24	SCREW, attaching plate	2	
			(This plate may be riveted to the top cover extension).		
95	138685	NCA	BUSH, spherical, nylon	1	
96	119252	£2.54	SPRING, reverse baulk	1	
97	119263	NCA	CIRCLIP, retaining spring on lever	1	
98	119251	£2.80	SPRING, cap retainer	1	
99	128373	NCA	WASHER, dished, inner, nylon	1	
100	119573	NCA	WASHER, dished, outer	1	
101	126607	NCA	CAP, top cover extension	1	
102	126754	NCA	DOWEL, cap to top cover extension	2	
103	156910	£1.10	BUSH, gear lever	2	
104	129119	NCA	SLEEVE, pinch, in lever	1	
105	146303	NCA	WASHER	2	
107	118054	NCA	SCREW, reverse stop to g/lever	1	
108	NT605041	£0.19	NUT	1	
109	134814	NCA	GEAR LEVER	1	
110	JN2158	£0.29	LOCK NUT	1	non-overdrive
111	144095	NCA	KNOB, gear lever	1	
	22B19	£17.70	KNOB, gear lever, round	1	

112	155173	NCA	GEAR LEVER	1	
113	C30623	£3.10	NUT, locking, for knob	1	
114	C30505A	£5.20	NUT, locking, chrome	1	
115	155030	NCA	GEAR KNOB & SWITCH	1	overdrive
116	520999A	£15.25	SWITCH, overdrive control	1	
117	520999C	£0.71	SCREW, holding switch	2	
118	153726	£12.23	EXTENSION HARNESS, (pair)	1	
120	706919	£13.55	GAITER	1	
	710820	NCA	GAITER, for overdrive models	1	
122	613607	£11.70	'O' RING, retaining gaiter	1	
123	AD608053	£0.29	SCREW, securing ring	4	
124	GHF712	£0.22	SPIRE NUT	4	
125	611177	NCA	WASHER, rubber	1	
	519770	£18.50	LINKAGE OVERHAUL KIT*	a/r	gear lever

*Note: Inc. items 69, 82 & improved version of 83, 87, 95, 96, 98, 100, 103, 104, 105. If you can't tell whether the gearbox has selected 1st, 3rd or reverse and don't really care anyway because of the buzzing & rattling emanating through the gaiter, our linkage overhaul kit is the answer to your prayers. This kit replaces the worn bushes with a superior design, and provides all the other parts required to return your Spitfire to the zizzle-free dream car it should be.

Gearbox Mountings, Non-Overdrive

130	209018	NCA	PLATFORM, rear engine mounting	1	To (c) FH60000
	TKC484	NCA	PLATFORM, rear engine mounting	1	From (c) FH60001
131	SH605051	£0.20	SCREW, platform to chassis	4	
132	GHF332	£0.19	WASHER, locking	4	
133	GHF201	£0.08	NUT	4	
134	SH605051	£0.20	SCREW, bracket to platform	2	
135	GHF332	£0.19	WASHER, locking	2	
136	GHF201	£0.08	NUT	2	
137	136890	NCA	BRACKET, gearbox mounting	1	To (c) FH60000
	UKC3215	NCA	BRACKET, gearbox mounting	1	From (c) FH60001
138	22G2205	£3.14	MOUNTING	2	
139	GHF301	£0.10	WASHER, plain	2	
140	GHF332	£0.19	WASHER, locking	2	
141	GHF201	£0.08	NUT	2	

Gearbox Mountings, 'D' Type Overdrive

150	148897	£36.40	PLATFORM, rear engine mounting	1	
151	SH605051	£0.20	SCREW, platform to chassis	4	
152	GHF332	£0.19	WASHER, locking	4	
153	GHF201	£0.08	NUT	4	
154	159656Z	£20.15	BRACKET & MOUNTING	1	
155	159656Z	£20.15	BRACKET, mounting to overdrive*	1	

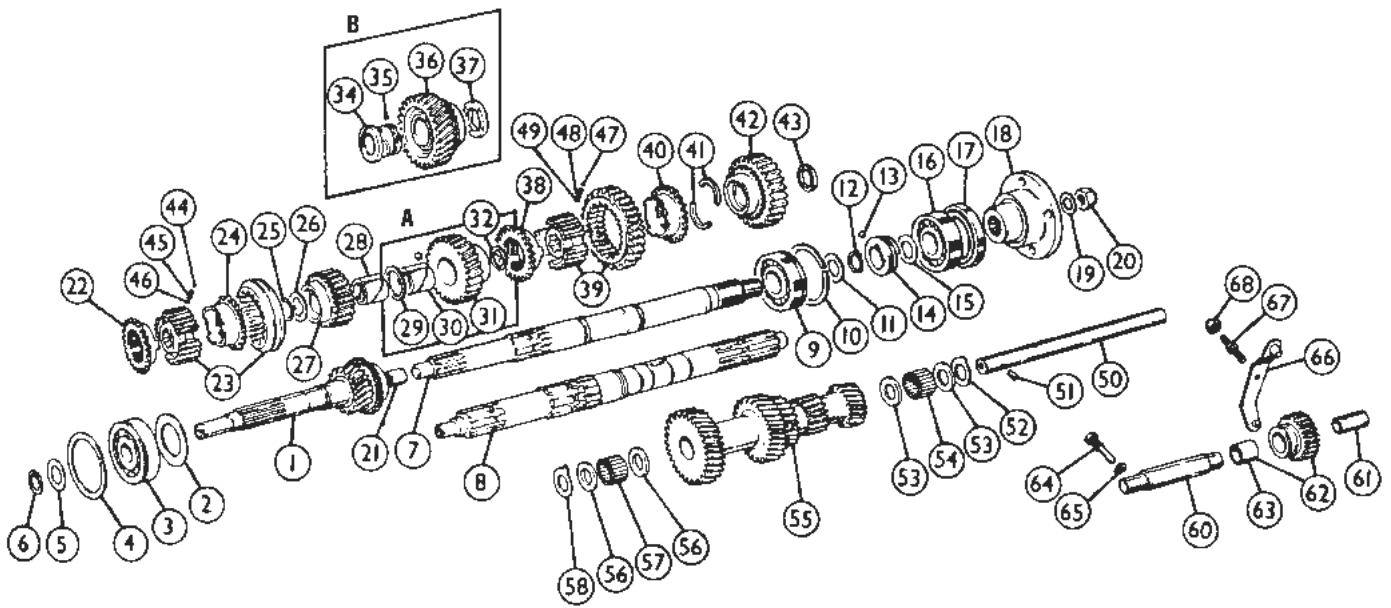
*Note: Bracket (item 155) forms part of 159656Z (item 154) but is illustrated separately to assist in identification, perhaps when the vehicle arrived dismantled or when an overdrive conversion is taking place. Some packing may be required to achieve correct alignment of the transmission.

156	SH605061	£0.13	SCREW, bracket to platform	2	
157	GHF301	£0.10	WASHER, plain	2	
158	GHF332	£0.19	WASHER, locking	2	
159	GHF201	£0.08	NUT	2	
160	SH605051	£0.20	SCREW	2	
161	GHF332	£0.19	WASHER, locking	2	
162	GHF201	£0.08	NUT	2	
163	SH605071	£0.40	SCREW, bracket to o/drive casing	2	
164	GHF331	£0.12	WASHER, locking	2	

Gearbox Mountings, 'J' Type Overdrive

170	TKC1407	£26.40	PLATFORM, rear engine mounting	1	
171	SH605051	£0.20	SCREW, platform to chassis	4	
172	GHF332	£0.19	WASHER, locking	4	
173	GHF201	£0.08	NUT	4	
174	159656Z	£20.15	BRACKET & MOUNTING	1	
175	SH605061	£0.13	SCREW, mounting to platform	2	
176	GHF301	£0.10	WASHER, plain	2	
177	GHF332	£0.19	WASHER, locking	2	
178	GHF201	£0.08	NUT	2	
179	SH506071	£1.10	SCREW	2	
180	GHF333	£0.19	WASHER, locking	2	

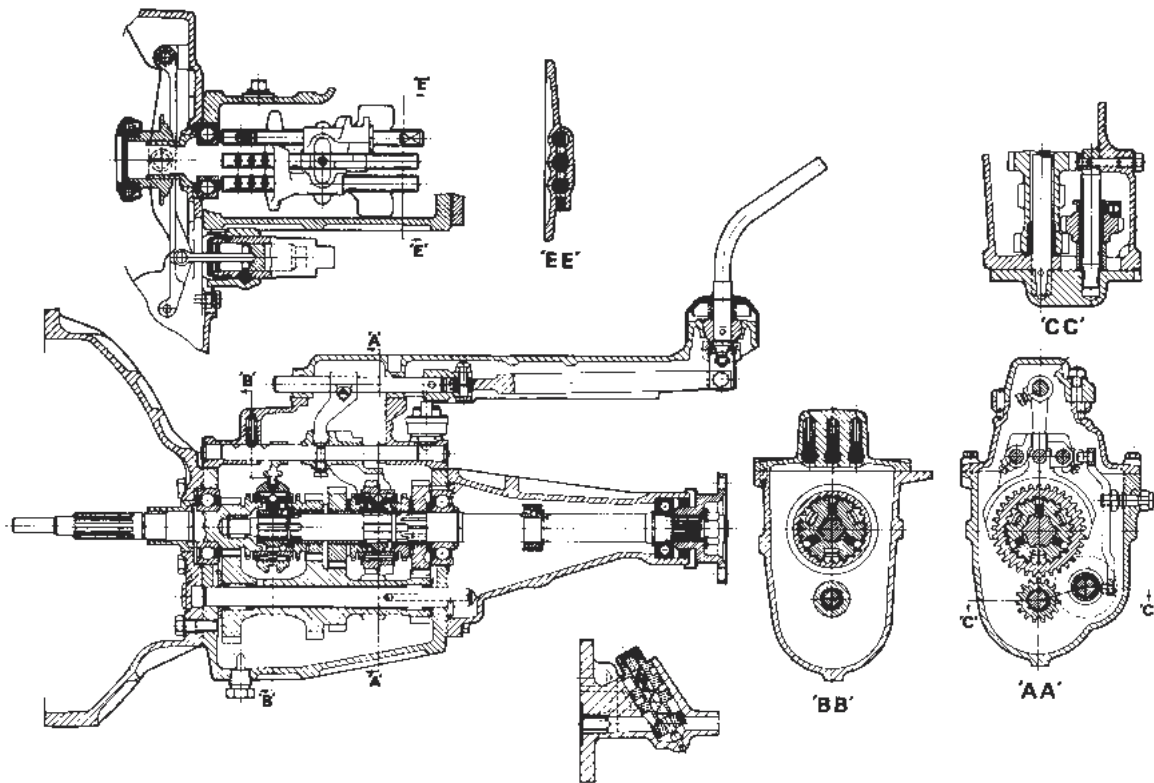
Note: Please see page A32-33 in the Accessories section for leather and polished wood gear knobs.



Internal Gearbox (1300 - 3 rail)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	216611	NCA	CONSTANT PINION SHAFT	1	(1st motion shaft)
2	106365	NCA	OIL THROWER	1	
3	104433	£12.50	BEARING, front main	1	
4	112654	NCA	CIRCLIP, snap ring	1	
5	104438	NCA	OUTER WASHER, 0.094" thick	1	
6	129839	£0.32	CIRCLIP	1	
7	TKC533	£224.50	MAINSHAFT, non-overdrive	1	
8	TKC923	£197.00	MAINSHAFT, 'D' type overdrive	1	To FH60000
8	TKC899	NCA	MAINSHAFT, 'J' type overdrive	1	From FH60001
9	104433	£12.50	BEARING, rear main	1	
10	112654	NCA	CIRCLIP, (snap ring)	1	
11	155805	NCA	WASHER, 0.120"	a/r	alternatives
	155806	NCA	WASHER, 0.123"	a/r	
	155807	NCA	WASHER, 0.126"	a/r	
	155808	£1.45	WASHER, 0.129"	a/r	
(These washers are used to maintain correct end float for 1st gear, see workshop manual).					
12	129839	£0.32	CIRCLIP, speedometer drive gear	1	
13	BLS106	£0.19	BALL	1	
14	156032	£17.25	GEAR, speedo drive	1	
15	155756	NCA	WASHER, 1/8" thick	1	
16	157732	£10.13	BEARING, in rear extension	1	
17	22G2353	£3.30	SEAL, rear	1	non-overdrive
18	155755	NCA	FLANGE, to prop shaft	1	
19	WM74	NCA	WASHER, plain	1	
20	510618A	£2.90	NUT, nyloc	1	
21	144782	£8.86	BEARING, constant pinion	1	
22	150328	£9.30	BAULK RING, 4th, (top), gear	1	
23	156968	£40.00	SYNCHRO HUB, 3rd/4th	1	
24	150328	£9.30	BAULK RING, 3rd gear	1	
25	TKC6444	£1.03	CIRCLIP, snap ring, 3rd gear	1	on main shaft
26	159978	£3.40	THRUST WASHER	1	(with internal lugs)
27	TKC3003	£29.00	GEAR, 3rd speed	1	
28	147354	£17.65	BUSH, 3rd gear	1	
29	111422	NCA	WASHER, thrust, 2nd/3rd, (0.153")	a/r	see box A in illustration
	131843	NCA	WASHER, thrust, 2nd/3rd, (0.162")	a/r	
	149963	£0.68	WASHER, thrust, 2nd/3rd, (0.157")	a/r	
	156084	NCA	WASHER, thrust, 2nd/3rd, (0.166")	a/r	
	UKC769	NCA	WASHER, thrust, 2nd/3rd, (0.170")	a/r	

30	147354	£17.65	BUSH, 2nd speed	1	
31	154479	NCA	GEAR, 2nd speed	1	
32	160018	NCA	WASHER, thrust	1	has 4 radial grooves each side
34	UKC933	NCA	BUSH, 2nd gear	1	see box b in illustration
35	BLS106	£0.19	BALL	1	
36	UKC3364	NCA	GEAR, 2nd speed	1	
37	UKC934	NCA	WASHER, thrust, 0.199"	a/r	
	UKC935	NCA	WASHER, thrust, 0.202"	a/r	
	UKC936	NCA	WASHER, thrust, 0.205"	a/r	
	UKC937	£1.24	WASHER, thrust, 0.206"	a/r	
Note: Items 28 & 37 are used to adjust the end float of 2nd & 3rd gears.					
38	150328	£9.30	BAULK RING, 2nd gear	1	
39	156911W0	£85.36	SYNCHRO HUB, 1st & 2nd gear	1	33 teeth
40	150328	£9.30	BAULK RING, 1st gear, (bottom)	1	
41	137834	£4.05	SPLIT COLLAR, (pair)	1	
42	154821	NCA	GEAR, 1st speed	1	
43	137775	NCA	WASHER, spacer	1	
44	BLS108	£0.29	BALL, (3rd & 4th synchro hub)	3	
45	104445	£0.24	SPRING, synchro	3	
46	037948	£0.40	SHIM*	a/r	
*Note: This shim is selectively fitted under each of the springs and balls in the two synchro hubs in the gearbox. Its use is to equalise the outward pressure of the balls in the hub. Equalising the pressure can only be achieved with special spring balance equipment, so it only remains to be said that if you have to take a hub apart for inspection or cleaning, make sure (by means of scribing identifying marks on non-working surfaces of the gear) that the correct shims go back in their respective holes. Along the same lines as the above, use corresponding scribed marks on the hub and outer ring to ensure that the ring is slipped back in place exactly as it was before (and the same way round!).					
47	BLS108	£0.29	BALL, in 1st & 2nd synchro hub	3	
48	106388	£0.76	SPRING, in synchro hub	3	
49	037948	£0.40	SHIM	a/r	
50	144595	£28.00	LAYSHAFT, genuine	1	alternatives
	144595Z	£21.00	LAYSHAFT, pattern	1	
51	DS1908	£0.31	ROLL PIN, locating layshaft	1	
52	106270	£10.00	THRUST WASHER, rear	1	
53	119891	£5.23	RETAINING RING	2	
54	119893	£0.43	NEEDLE ROLLER	25	
55	154829	£318.80	LAYGEAR CLUSTER	1	
56	119891	£5.23	RETAINING RING	2	



57	119893	£0.43	NEEDLE BEARING	25
58	113229	£4.30	THRUST WASHER, front	1
60	113071	NCA	SPINDLE, reverse gear	1
61	137687	NCA	SPACER	1
62	144580	£42.00	REVERSE IDLER GEAR	1 (includes bush 104420)
63	104420	NCA	BUSH	1
64	106477	NCA	SCREW, locating	1
65	GHF332	£0.19	WASHER, locking	1
66	106254	NCA	LEVER, reverse operating	1
67	106448	NCA	FULCRUM PIN	1
68	GHF273	£0.24	NUT, nyloc	1

Assessment for Gearbox Overhaul

Oil in any machinery collects particles from the operating parts that it comes into contact with. Many engineering concerns use lubricating oil analysis at regular intervals to monitor the machinery's condition. In fact, with the oil laboratory's help and the applied knowledge of the mechanical engineer, machinery life expectancy and time period between overhauls can be established. Economically speaking, a piece of machinery can be withdrawn from service for bearing replacement before it actually fails and destroys other more expensive parts within the whole.

This, in the case of an aircraft engine for example, will minimise in-service break downs and unscheduled power plant changes. Some motor car oil manufacturers offer lubricant analysis to users of their product.

Impending failures can be noted by increases of certain deposits in the analysed oil. The oil drained from your gearbox can be viewed in a less scientific manner, but still with an accent towards indicating any potential failure, or to give an idea of which item has failed within the gearbox and how it has failed.

A damaged component such as a synchro ring may prove relatively cheap to replace. The complete collapse of the mainshaft tip bearing or layshaft needle roller bearings is not. The inclusion of a magnetic drain plug in the sump of the gearbox is recommended; it will collect all the metallic particles that otherwise would circulate with the oil and further erode the wearing surfaces of all components.

So what do you look for in your oil when you have drained it into a clean container?

A light brassy coloured oil is nothing to worry about. However, brassy coloured lumps or pieces of yellow coloured metal probably indicates the failure of synchro rings, the plain bushes on the mainshaft or the thrust washers at each end of the laygear countershaft.

A thick grey coloured oil will indicate the start of or the actual failure of steel components such as the laygear bearings, or the mainshaft tip bearing in the first motion shaft. This coloured deposit can be tested with a magnet; steel fragments will of course be attracted to it.

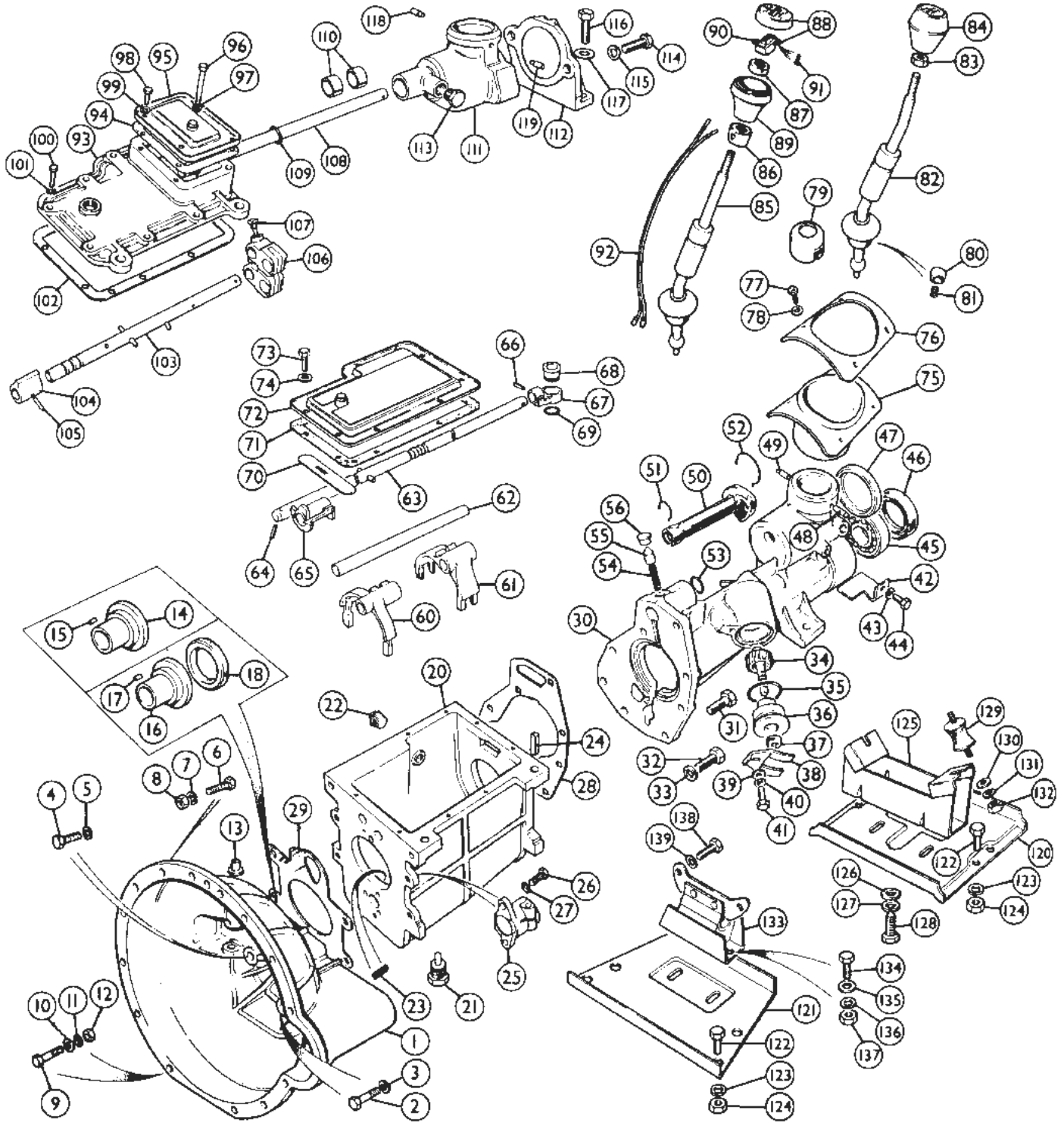
If the reason you have drained your oil is because of a nasty noise from the gearbox when it is driven,

this information may assist you in planning the repair route you choose. Once the gearbox is removed from the car, the exterior of the gearbox should be cleaned. It is important that no extra dirt be deposited inside the gearbox while an internal examination is carried out through the removed top cover. Physically moving parts about and checking for excessive play in bearings will give a good indication whether it is cheaper to 'chop the box in' for a reconditioned item, or tackle the repair yourself. Often it is cheaper to tackle the task yourself.

As with all things in life - you get what you pay for. A cheap reconditioned exchange gearbox is not necessarily as good as your own with the same amount spent on replacement parts. This said, if you are expecting to have to renew gear assemblies or sets of gears it may well prove economically more prudent to obtain a quality reconditioned exchange unit. Often, when gear set and shaft replacement is required the sum of the cost of the parts far exceeds the cost of the whole.

The quality gearbox repairer knows what goes wrong and will replace items regardless of their condition, as he has to guarantee the finished unit. Similarly an experienced re-conditioner will have spares available to himself which are not always obtainable by the public. This is his trade and he will protect it to retain his position in the marketplace.

When fitting a reconditioned exchange gearbox assembly do not forget that the unit is delivered without lubricating oil. The oil recommended is Hypoid 90 grade, as used in the rear axle assembly. As a useful tip, remember to slacken both the oil drain plug and filler plug prior to installation of the unit in the car. There is nothing more irritating than wanting to fill (or drain) a gearbox and then discovering that the plugs on the freshly fitted and now inaccessible unit were apparently installed by the world's strongest man! Afterwards, re-tighten both plugs to your chosen torque.



Gearbox Units & External Components (1500 - Single rail)

Ill.	Part Number	Price £ea.	Description	Req.	Details
Gearbox Units (Non-Overdrive)					
	UKC5643E	£717.50	GEARBOX, reconditioned	1	Scroll type pinion shaft/seal
	ULC2483E	£717.20	GEARBOX, reconditioned	1	Lip type pinion shaft/seal
Gearbox Units (Overdrive)					
	UKC5646E	£717.50	GEARBOX, reconditioned	1	Scroll type pinion shaft/seal
	ULC2450E	£717.20	GEARBOX, reconditioned	1	Lip type pinion shaft/seal

Important Note: If you place an order for a 'Lip type' shaft/seal Gearbox unit to replace your 'Scroll type' unit, there is a non refundable (additional) surcharge applied to cover extra manufacturing costs. You must supply us with a re-buildable 'like for like' old unit. For example, offering us an old non-overdrive box for a rebuilt overdrive item won't do. Our overdrive boxes are supplied without gear lever extension assembly or overdrive, but with the overdrive adaptor plate.

External Components (All Models)

Ill.	Part Number	Price £ea.	Description	Req.	Details
	NI HMP290020	£4.40	GASKET KIT, gearbox	1	Includes items 28, 29, 71
1	312151	NCA	BELL HOUSING	1	to gearbox FR33414
	312151A	£306.20	BELL HOUSING, alloy	1	
	UKC7933	NCA	BELL HOUSING	1	from gearbox FR33415
(The bell housing changes correspond with the change from the scroll type to rubber lip type seal on the constant pinion shaft. New bell housings do not include front covers (items 14 or 16).)					
2	GHF105	£0.24	BOLT	1	
3	500464	£1.28	WASHER, copper	1	
4	SH606091	£0.98	SCREW, bell housing to casing	4	
5	GHF333	£0.19	WASHER, locking	4	
6	SH605091	£0.60	SCREW, gearbox to engine	8	
7	GHF332	£0.19	WASHER, locking	8	
8	GHF201	£0.08	NUT	8	
9	132872	£1.20	DOWEL BOLT	1	

10	GHF302	£0.30	WASHER, plain	1	
11	GHF333	£0.19	WASHER, locking	1	
12	GHF202	£0.12	NUT	1	
13	129358	£4.62	BUSH, clutch pivot	2	
14	122566	£30.65	COVER, front, scroll type seal	1	
15	DP205	£0.40	DOWEL	1	
16	UKC7926	£42.00	FRONT COVER	1	
17	DP205	£0.40	DOWEL	1	
18	132292	£3.44	SEAL, in front cover	1	use with item 16 only
20	RKC461	NCA	GEARBOX CASING	1	
21	155660	£9.42	DRAIN PLUG, magnetic	1	
22	114774	£2.50	FILLER PLUG	1	
23	137532	£0.35	SPRING	3	
24	DS5016	NCA	DOWEL	2	overdrive models only
25	206175	£62.70	HOUSING, clutch slave cylinder	1	
26	SH605071	£0.40	SCREW, fixing housing	2	
27	GHF332	£0.19	WASHER, locking	2	
28	22G1420	£0.73	GASKET, rear	1	
29	157690	£1.10	GASKET, front	1	
30	DAM1650	NCA	REAR EXTENSION*	1	non-overdrive models

*Note: The DAM1650 rear extension is a 'cut to fit' type supercession by Rover Cars Parts. To fit a DAM1650 you will also need to buy an insert (DAM2959) and a plug (DAM3632). The gearbox mounting plate will also have to be drilled and tapped to accept the mounting rubbers.

31	112653	£1.80	BOLT	2	
32	GHF103	£0.42	SCREW	6	
33	GHF332	£0.19	WASHER, locking	8	
34	219005A	£6.70	SPEEDO DRIVE GEAR	1	for 3.89:1 axle
	219003A	NCA	SPEEDO DRIVE GEAR	1	for 3.63:1 axle
	219001	NCA	SPEEDO DRIVE GEAR	1	From FH126380 Switzerland only (3.27:1 axle)
35	TRS1620	£0.55	'O' RING, speedo drive bush	1	
36	22G1486	£10.90	BUSH, locating drive gears	1	
37	NKC105A	NCA	OIL SEAL	1	
38	22G1711	£1.94	RETAINER, speedo pinion	1	
39	GHF300	£0.12	WASHER, plain	1	
40	GHF331	£0.12	WASHER, locking	1	
41	GHF117	£0.19	SCREW	1	
42	22G1425	NCA	REVERSE LIFT PLATE	1	
43	GHF331	£0.12	WASHER, locking	1	
44	SH604051	£0.19	SCREW	1	
45	157732	£10.13	BEARING, rear	1	
46	22G2353	£3.30	SEAL, rear	1	
47	22G1422	£3.05	END COVER	1	
48	DAM2670	£2.05	PIN, locating cap	1	
49	DAM2670	£2.05	PIN, locating cap	1	To gearbox FR268
	22G2277	NCA	PIN, locating cap	1	From gearbox FR269
50	DAM518	NCA	GAITER, selector shaft	1	To gearbox FR12687
	UKC8875	NCA	GAITER, selector shaft	1	From gearbox FR12688
51	DAM1723	NCA	CLEAT, front	1	To gearbox FR12688
52	DAM671	NCA	CLEAT, rear	1	
53	TRS912	£0.30	'O' RING	1	
54	22G2198	£0.60	SPRING	1	use with non-overdrive
55	22G1421	NCA	PLUNGER	1	original rear extension only
56	22G1947	£0.40	PLUG, plunger securing	1	
	DAM6892	NCA	INSERT	1	use with non-overdrive
	DAM4968	NCA	DETENT	1	replacement DAM1650
	DAM4804	NCA	SPRING	1	extension only as detailed
	DAM3632	NCA	NYLON PLUG	1	in notes for item 30
	DAM2959	NCA	INSERT	1	
60	22G1584	NCA	SELECTOR FORK, 3rd & 4th	1	
61	22G1406	NCA	SELECTOR FORK, 1st & 2nd	1	
62	22G1408	NCA	SHAFT, selector fork	1	

External Components for Non-Overdrive Models

63	22G1413	NCA	SELECTOR SHAFT	1	
64	UKC6398	NCA	ROLL PIN, shaft to interlock	1	
65	22G1418	NCA	INTERLOCK	1	
66	RZS1216	£0.40	PIN	1	
67	22G2291	NCA	YOKE	1	
68	22G1424	£7.60	YOKE SEAT	1	alternatives
	DAM3045	£9.80	YOKE SEAT	1	
69	13H6762	£0.82	CIRCLIP	1	use only if DAM3045 fitted
70	22G1419	NCA	SPOOL INTERLOCK PLATE	1	
71	22G1911	£0.80	GASKET, top cover	1	
72	22G1884	NCA	TOP COVER	1	
73	SH604041	£0.19	SCREW, securing cover	9	
74	GHF331	£0.12	WASHER, locking	9	
75	YKC1481	NCA	GAITER, gear lever	1	non-overdrive
	YKC1482	NCA	GAITER, gear lever	1	overdrive
76	YKC1483	NCA	RETAINER PLATE	1	
77	AD608053	£0.29	SCREW, securing gaiter	4	
78	WP124	£0.44	WASHER, plain	4	

79	22G1434	NCA	RETAINER	1	
80	22G2286	£0.36	PLUNGER, nylon, anti-rattle	1	
81	106388	£0.76	SPRING, anti-rattle	1	
82	UKC3284	NCA	GEAR LEVER	1	
83	JN2158	£0.29	LOCK NUT, lever to knob	1	
84	UKC2793	£8.81	GEAR KNOB	1	
	UKC7615	NCA	GEAR KNOB	1	
	UKC7614	NCA	GEAR KNOB	1	

Note: Please see page A32-33 in the Accessories section for alternative gear knobs.

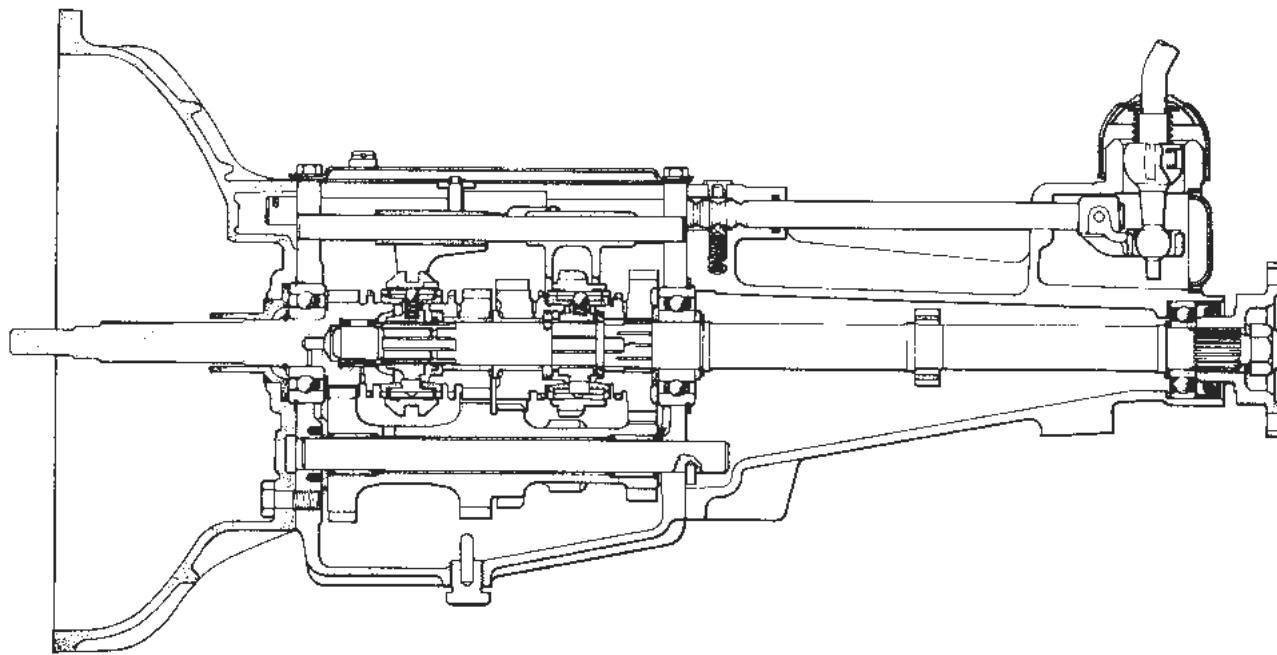
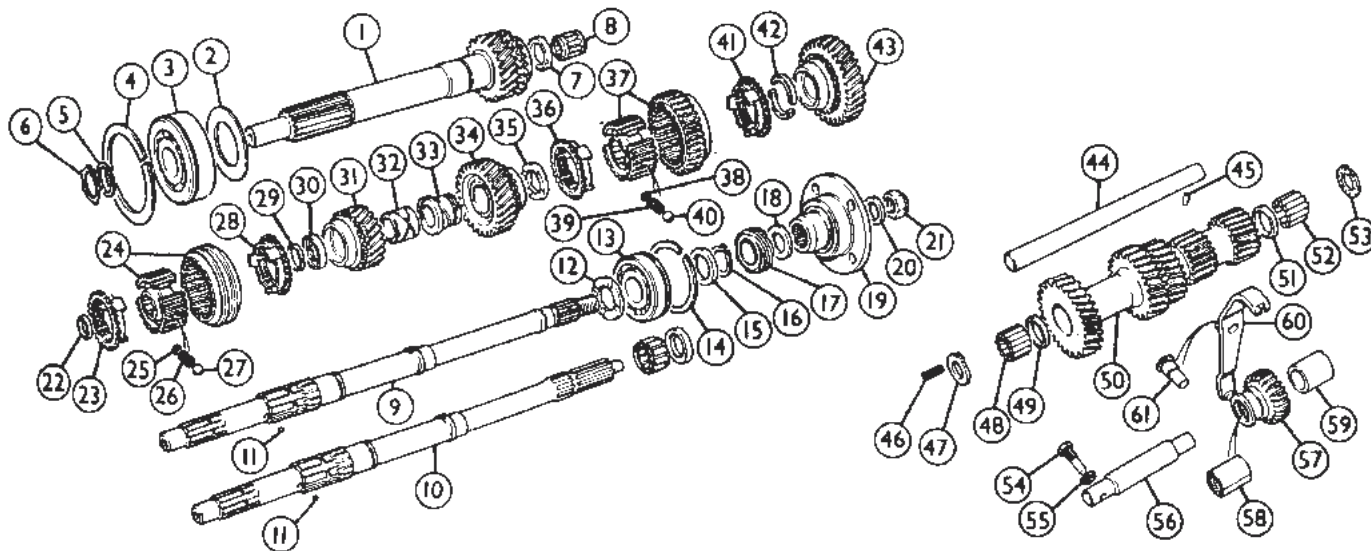
External Components for Overdrive Models

85	UKC3285	NCA	GEAR LEVER	1	
86	C30505A	£5.20	CONE NUT, chrome	1	
87	C30623	£3.10	LOCK NUT, knob	1	
88	AAU6867CAP	£6.20	GEAR KNOB CAP & SWITCH	1	
89	DAM2174	£47.00	BODY, gear knob	1	
90	520999A	£15.25	SWITCH, overdrive control	1	
91	520999C	£0.71	SCREW	2	
92	153726	£12.23	EXTENSION HARNESS, (pair)	1	
93	TKC1256	NCA	TOP COVER	1	
94	UKC2937	£0.71	GASKET, cover plate to top cover	1	
95	UKC3600	NCA	COVER PLATE	1	
96	GHF118	£0.40	BOLT	2	
97	GHF331	£0.12	WASHER, locking	2	
98	SH604041	£0.19	SCREW	2	
99	GHF331	£0.12	WASHER, locking	2	
100	SH604071	£0.34	SCREW	7	
101	GHF331	£0.12	WASHER, locking	7	
102	22G1911	£0.80	GASKET, top cover	1	
103	UKC4619	NCA	SELECTOR SHAFT	1	
104	UKC2281	NCA	ACTUATOR	1	
105	DS1914	£0.31	ROLL PIN	1	
106	UKC2742	NCA	CONNECTOR BLOCK	1	
107	122653	£5.39	LOCATING PIN	2	
108	UKC2892	£8.24	SELECTOR SHAFT	1	
109	TRS912	£0.30	'O' RING	1	
110	UKC2890	NCA	BUSH	2	
111	UKC2939	NCA	TOWER	1	
112	TKC1305	NCA	END COVER	1	
113	108114	£1.44	SCREWED PLUG	1	
114	GHF163	£0.29	SCREW	2	
115	GHF332	£0.19	WASHER, locking	2	
116	GHF163	£0.29	SCREW	2	
117	GHF332	£0.19	WASHER, locking	2	
118	22G2277	NCA	PIN, short	1	
119	DAM2670	£2.05	PIN, long	1	

Note: Overdrive 'conversions' are frequently a desirable feature. 'J' type overdrive units can be fitted to a suitably prepared gearbox (see gearbox internal & overdrive unit sections, pages 30 & 35). It would be wise to make sure that the correct tower unit is to hand before progressing too far, as this may well be the 'hens teeth' of this enterprise.

Gearbox Mountings (All Models)

120	TKC484	NCA	PLATFORM, rear engine mounting	1	non-overdrive
121	TKC1407	£26.40	PLATFORM, rear engine mounting	1	overdrive
122	SH605051	£0.20	SCREW, platform to chassis	4	
123	GHF332	£0.19	WASHER, locking	4	
124	GHF201	£0.08	NUT	4	
125	UKC3215	NCA	BRACKET, gearbox mounting	1	
126	GHF301	£0.10	WASHER, plain	2	
127	GHF332	£0.19	WASHER, locking	2	
128	SH605051	£0.20	SCREW, bracket to platform	2	non-overdrive models
129	22G2205	£3.14	MOUNTING	2	
130	GHF301	£0.10	WASHER, plain	2	
131	GHF332	£0.19	WASHER, locking	2	
132	GHF201	£0.08	NUT	2	
133	159656Z	£20.15	BRACKET & MOUNTING	1	
134	SH605061	£0.13	SCREW, mounting to platform	2	
135	GHF301	£0.10	WASHER, plain	2	
136	GHF332	£0.19	WASHER, locking	2	overdrive models
137	GHF201	£0.08	NUT	2	
138	SH506071	£1.10	SCREW, mounting to overdrive	2	
139	GHF333	£0.19	WASHER, locking	2	



Internal Gearbox (1500 - Single rail)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	TKC1267	NCA	CONSTANT PINION SHAFT	1	To FR33414, (1st motion)
	TKC3259	NCA	CONSTANT PINION SHAFT	1	From FR33415, (1st motion)
2	106365	NCA	OIL THROWER	1	
3	104433	£12.50	BEARING, front main	1	
4	112654	NCA	CIRCLIP, snap ring	1	
5	104438	NCA	SPACER WASHER	1	To gearbox FR33414
6	129839	£0.32	CIRCLIP	1	
7	22G2840	£1.24	SHAFT SPACER	1	
8	13H9513	£4.21	BEARING, constant pinion	1	1st to 3rd motion shaft
9	RKC722	£66.00	MAINSHAFT	1	non-overdrive
10	RKC767	NCA	MAINSHAFT	1	overdrive
11	BLS106	£0.19	BALL	1	
12	22G210	NCA	WASHER, radial grooved both sides	1	
13	104433	£12.50	BEARING, rear main	1	

Note: TKC1267 has a scroll type oil seal; TKC3259 is machined plain to accommodate a rubber lip type seal.

14	112654	NCA	CIRCLIP, snap ring	1
15	155805	NCA	THRUST WASHER, 0.120"	a/r
	155806	NCA	THRUST WASHER, 0.123"	a/r
	155807	NCA	THRUST WASHER, 0.126"	a/r
	155808	£1.45	THRUST WASHER, 0.129"	a/r
(The thrust washers (item 15) adjust the end float of the 1st speed gear).				
16	CR620325	NCA	CIRCLIP	1
17	22G1753	£16.00	SPEEDO DRIVE GEAR	1
18	155756	NCA	THRUST WASHER (Drive flange to mainshaft).	1
19	155755	NCA	FLANGE, to prop shaft	1
20	2A7323	£2.10	WASHER, plain	1
21	510618A	£2.90	NUT, nyloc	1
22	22G2839	NCA	SPACER	1
23	150328	£9.30	BAULK RING, 4th gear (top)	1
24	156968	£40.00	SYNCHRO HUB, 3rd/4th gears	1
25	037948	£0.40	SHIM, under synchro spring*	a/r

*Note: This shim is selectively fitted under each of the springs and balls in the two synchro hubs in the gearbox. Its use is to equalise the outward pressure of the balls in the hub. Equalising the pressure can only be achieved with special spring balance equipment, so it only remains to be said that if you have

to take a hub apart for inspection or cleaning, make sure (by means of scribing identifying marks on non-working surfaces of the gear) that the correct shims go back in their respective holes. Along the same lines as the above, use corresponding scribed marks on the hub and outer ring to ensure that the ring is slipped back in place exactly as it was before (and the same way round!).

26	104445	£0.24	SPRING, in synchro hub	3
27	BLS108	£0.29	BALL, in synchro hub	3
28	150328	£9.30	BAULK RING, 3rd gear	1
29	TKC6444	£1.03	CIRCLIP, mainshaft*	1

*Note: This circlip must always be renewed when re-assembling the main gear cluster.

30	159978	£3.40	THRUST WASHER	1
31	TKC3003	£29.00	GEAR, 3rd speed	1 } alternatives
	TKC3003	£29.00	GEAR, 3rd speed	1 }
32	147354	£17.65	BUSH, 3rd gear	1
33	UKC933	NCA	BUSH, 2nd gear	1
34	TKC3002	NCA	GEAR, 2nd speed	1
35	UKC934	NCA	WASHER, thrust 0.199" thick	a/r
	UKC935	NCA	WASHER, thrust 0.203" thick	a/r
	UKC936	NCA	WASHER, thrust 0.205" thick	a/r
	UKC937	£1.24	WASHER, thrust 0.208" thick	a/r
(These washers are used to obtain the correct end float for 2nd and 3rd gears).				
36	150328	£9.30	BAULK RING, 2nd gear	1
37	156911W0	£85.36	SYNCHRO HUB, 1st & 2nd*	1 33 teeth
	UKC8748	NCA	SYNCHRO HUB, 1st & 2nd*	1 29 teeth

*Note: 156911 & UKC8748 are only interchangeable if both laygear cluster & reverse idler are fitted at the same time. Once again, an exchange gearbox is advisable if damage is obvious here.

38	037948	£0.40	SHIM, in synchro hub	a/r
39	106388	£0.76	SPRING, in synchro hub	3
40	BLS108	£0.29	BALL, in synchro hub	3
41	150328	£9.30	BAULK RING, 1st gear	1
42	137834	£4.05	SPLIT COLLAR, (pair)	2
43	TKC3001	NCA	GEAR, 1st speed, bottom	1
44	144595	£28.00	LAYSHAFT, genuine	1 } alternatives
	144595Z	£21.00	LAYSHAFT, pattern	1 }
45	DS1908	£0.31	ROLL PIN	1
46	137532	£0.35	SPRING*	3

*Note: These springs control the end float of the laygear on its shaft, by pushing the front thrust washer against the laygear. Placing the springs in their respective holes in the gear case is the last job to be done prior to refitting the bell housing; it's very easy to forget them. Be warned!

47	113229	£4.30	THRUST WASHER, front	1
48	119893	£0.43	NEEDLE ROLLER, front	25
49	119891	£5.23	RETAINING RING, front	2
50	154829	£318.80	LAYGEAR CLUSTER, 15 teeth	1 for 21 tooth reverse gear
	TKC5799	NCA	LAYGEAR CLUSTER, 13 teeth	1 for 17 tooth reverse gear
51	119891	£5.23	RETAINING RING, rear	2
52	119893	£0.43	NEEDLE ROLLER, rear	25
53	106270	£10.00	THRUST WASHER, rear	1
54	106477	NCA	SCREW, locating	1
55	GHF332	£0.19	WASHER, locking	1
56	113071	NCA	SPINDLE, reverse gear	1
57	144580	£42.00	REVERSE IDLER GEAR, 21 teeth	1
	UKC8750	£45.00	REVERSE IDLER GEAR, 17 teeth	1
58	104420	NCA	BUSH, in reverse gear	1
59	22G1435	NCA	SPACER	1
60	CHM63	NCA	REVERSE LEVER	1
61	DAM1714	NCA	PIVOT PIN, reverse lever	1

Assessment for Gearbox Overhaul

Oil in any machinery collects particles from the operating parts that it comes into contact with. Many engineering concerns use lubricating oil analysis at regular intervals to monitor the machinery's condition. In fact, with the oil laboratory's help and the applied knowledge of the mechanical engineer, machinery life expectancy and time period between overhauls can be established. Economically speaking, a piece of machinery can be withdrawn from service for bearing replacement before it actually fails and destroys other more expensive parts within the whole. This, in the case of an aircraft engine for example, will minimise in-service break downs and unscheduled power plant changes. Some motor car oil manufacturers offer lubricant analysis to users of their product.

Impending failures can be noted by increases of certain deposits in the analysed oil. The oil drained from your gearbox can be viewed in a less scientific manner, but still with an accent towards indicating any potential failure, or to give an idea of which item has failed within the gearbox and how it has failed.

A damaged component such as a synchro ring may prove relatively cheap to replace. The complete collapse of the mainshaft tip bearing or layshaft needle roller bearings is not. The inclusion of a magnetic drain plug in the sump of the gearbox is recommended; it will collect all the metallic particles that otherwise would circulate with the oil and further erode the wearing surfaces of all components.

So what do you look for in your oil when you have drained it into a clean container?

A light brassy coloured oil is nothing to worry about. However, brassy coloured lumps or pieces of yellow

coloured metal probably indicates the failure of synchro rings, the plain bushes on the mainshaft or the thrust washers at each end of the laygear countershaft.

A thick grey coloured oil will indicate the start of or the actual failure of steel components such as the laygear bearings, or the mainshaft tip bearing in the first motion shaft. This coloured deposit can be tested with a magnet; steel fragments will of course be attracted to it.

If the reason you have drained your oil is because of a nasty noise from the gearbox when it is driven, this information may assist you in planning the repair route you choose. Once the gearbox is removed from the car, the exterior of the gearbox should be cleaned. It is important that no extra dirt be deposited inside the gearbox while an internal examination is carried out through the removed top cover. Physically moving parts about and checking for excessive play in bearings will give a good indication whether it is cheaper to 'chop the box in' for a reconditioned item, or tackle the repair yourself. Often it is cheaper to tackle the task yourself.

As with all things in life - you get what you pay for.

A cheap reconditioned exchange gearbox is not necessarily as good as your own with the same amount spent on replacement parts. This said, if you are expecting to have to renew gear assemblies or sets of gears it may well prove economically more prudent to obtain a quality reconditioned exchange unit. Often, when gear set and shaft replacement is required the sum of the cost of the parts far exceeds the cost of the whole.

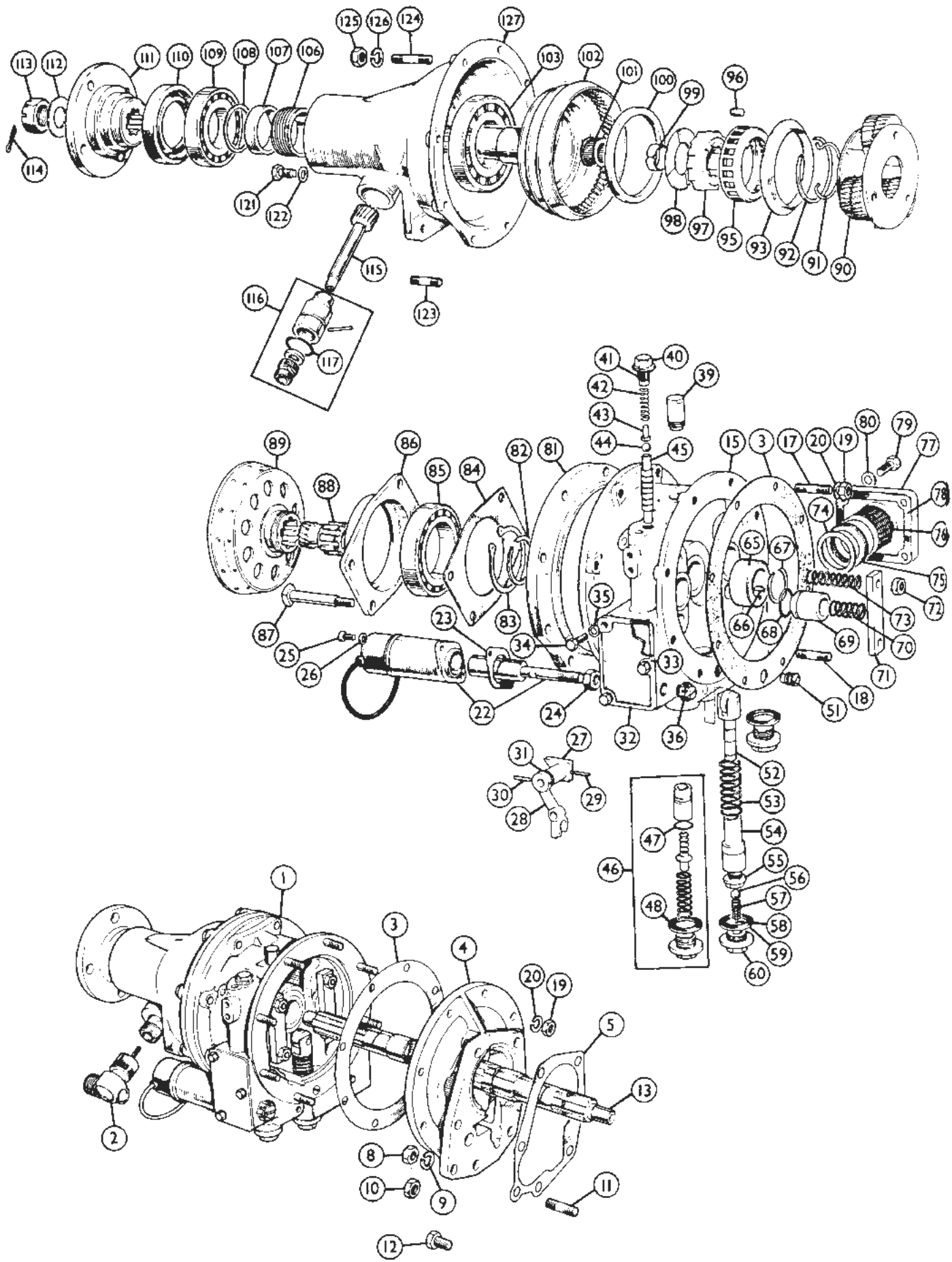
The quality gearbox repairer knows what goes wrong and will replace items regardless of their condition, as he has to guarantee the finished unit. Similarly an experienced re-conditioner will have spares available to himself which are not always obtainable by the public. This is his trade and he will protect it to retain his position in the marketplace.

When fitting a reconditioned exchange gearbox assembly do not forget that the unit is delivered without lubricating oil.

The oil recommended is Hypoid 90 grade, as used in the rear axle assembly. As a useful tip, remember to slacken both the oil drain plug and filler plug prior to installation of the unit in the car. There is nothing more irritating than wanting to fill (or drain) a gearbox and then discovering that the plugs on the freshly fitted and now inaccessible unit were apparently installed by the world's strongest man! Afterwards, re-tighten both plugs to your chosen torque.

Bell Housing Drainage

Some (but apparently not all) 1500 gearbox bell housings have a small hole at the bottom, in which is a loosely fitted split pin, seemingly serving no purpose. In fact, this split pin (part no. PC39) is sitting in a drainage hole, and its mere presence dangling in the hole helps oil or water which may have found its way into the bell housing to drain out again, thus avoiding fluid build up in the environs of the clutch. Omit the split pin and the hole, devoid of the rattling bit which kept it clear, will quickly block up and fail to serve its purpose.



'D' Type Overdrive

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	307862R	£543.20	OVERDRIVE, reconditioned	1	exchange
2	120694	£41.20	ANGLE DRIVE, speedo pinion	1	
3	37H1901	£1.00	GASKET, overdrive to extension	1	
4	305137	£85.36	ADAPTOR PLATE	1	
5	106437	£0.60	GASKET, adaptor plate to gearbox	1	
			(Triumph attached the adaptor plate to the gearbox using either seven studs, or with five screws plus two studs, with nuts & washers as required).		
8	GHF201	£0.08	NUT	6/2	
9	GHF332	£0.19	WASHER, locking	7	quantity decreases
10	NT605041	£0.19	NUT	1/0	if item 12 is used
11	132115	NCA	STUD, locking extension to g/box	7/2	
12	SH605071	£0.40	SCREW	5	alternative to 8, 10, 11
13	TKC923	£197.00	MAINSHAFT	1	
15	515814	NCA	MAIN CASING	1	
17	506083	NCA	STUD, overdrive to extension	7	
18	506105	NCA	STUD, overdrive, lower LH	1	
19	GHF200	£0.12	NUT	8	
20	GHF331	£0.12	WASHER, locking	8	
22	010002	£51.00	SOLENOID	1	
23	7H8196	£1.03	GASKET	1	
24	GHF271	£0.24	NUT, solenoid adjusting	1	
25	UFS1194R	£0.60	SCREW, solenoid to main casing	2	
26	WF702101	£0.24	WASHER, shakeproof	2	
27	515811	NCA	CAM, operating valve	1	
28	515813	NCA	LEVER	1	
29	513888	NCA	LOCATING PIN, cam	1	
30	500412	NCA	LOCATING PIN, lever	1	
31	500594	£0.86	'O' RING	1	
32	506109	NCA	SIDE PLATE	1	
33	513204	£0.82	GASKET, side plate	1	
34	53K126	£0.44	SCREW, side plate	3	
35	WF702101	£0.24	WASHER, shakeproof	3	
39	502560	£6.30	BREATHER	1	
40	506117	£16.00	PLUG	1	
41	3H693	£0.50	WASHER, copper	1	
42	007972	£2.80	SPRING, plunger	1	
43	500591	£12.12	PLUNGER	1	
44	BLS108	£0.29	BALL	1	
45	17H8030	NCA	OPERATING VALVE	1	
46	7H8191	£33.20	RELIEF VALVE KIT	1	
			(Wear in this assembly is a frequent cause of sluggish overdrive engagement).		
47	506129A	£0.50	SEAL, upper, relief valve	1	
48	506118A	£0.94	SEAL, lower, relief valve	1	
51	506076	NCA	SCREW, pump retaining	1	
52	513196	£51.40	PLUNGER	1	
53	500633	£5.10	SPRING, plunger	1	
54	513222	NCA	PUMP BODY	1	
55	37H2693	£20.00	NON-RETURN VALVE	1	
56	BLS107	£0.29	BALL	1	
57	37H2557	£3.90	SPRING, non return valve	1	
58	514889	NCA	PIN, locating	1	
59	506118A	£0.94	WASHER, sealing	1	
60	513206	£14.50	PLUG, non return valve	1	
65	513216	£42.00	PUMP CAM	1	
			(Remember to align the pump cam & plunger correctly when attaching overdrive to gearbox).		
66	WKN304	£0.71	WOODRUFF KEY	1	
67	22H228	£2.54	SNAP RING	1	
68	TRS1114	£0.53	SEAL, operating piston	2	
69	7H8290	£10.20	OPERATING PISTON	2	
70	513219	NCA	SPRING, operating piston	2	
			(If the overdrive is sluggish in engaging, these 2 springs may be the cause).		
71	7H8286	NCA	BRIDGE BAR	2	
72	JS616A	£0.60	LOCK NUT	4	
73	513199	£14.05	CLUTCH SPRINGS, (set of four)	1	locates on to item 87
			(If the overdrive is sluggish in disengaging, deterioration in these four springs may also be the cause).		
74	506107	NCA	SEALING PLATE	1	
75	513205	£11.00	MAGNET SET	1	
76	7H8197	£22.30	FILTER	1	
77	506097	NCA	COVER PLATE, filter	1	
78	506098	£2.50	GASKET, filter cover	1	
79	GHF117	£0.19	SCREW, cover retaining	4	
80	GHF321	£0.12	WASHER, shakeproof	4	
81	7H8310	NCA	BRAKE RING	1	
82	506091	£0.74	SNAP RING	1	
83	515356	NCA	CIRCLIP	1	
84	506104	NCA	BASE PLATE, bearing housing	1	
85	7H8301	£22.15	FRONT BEARING	1	
86	506081	NCA	BEARING HOUSING	1	

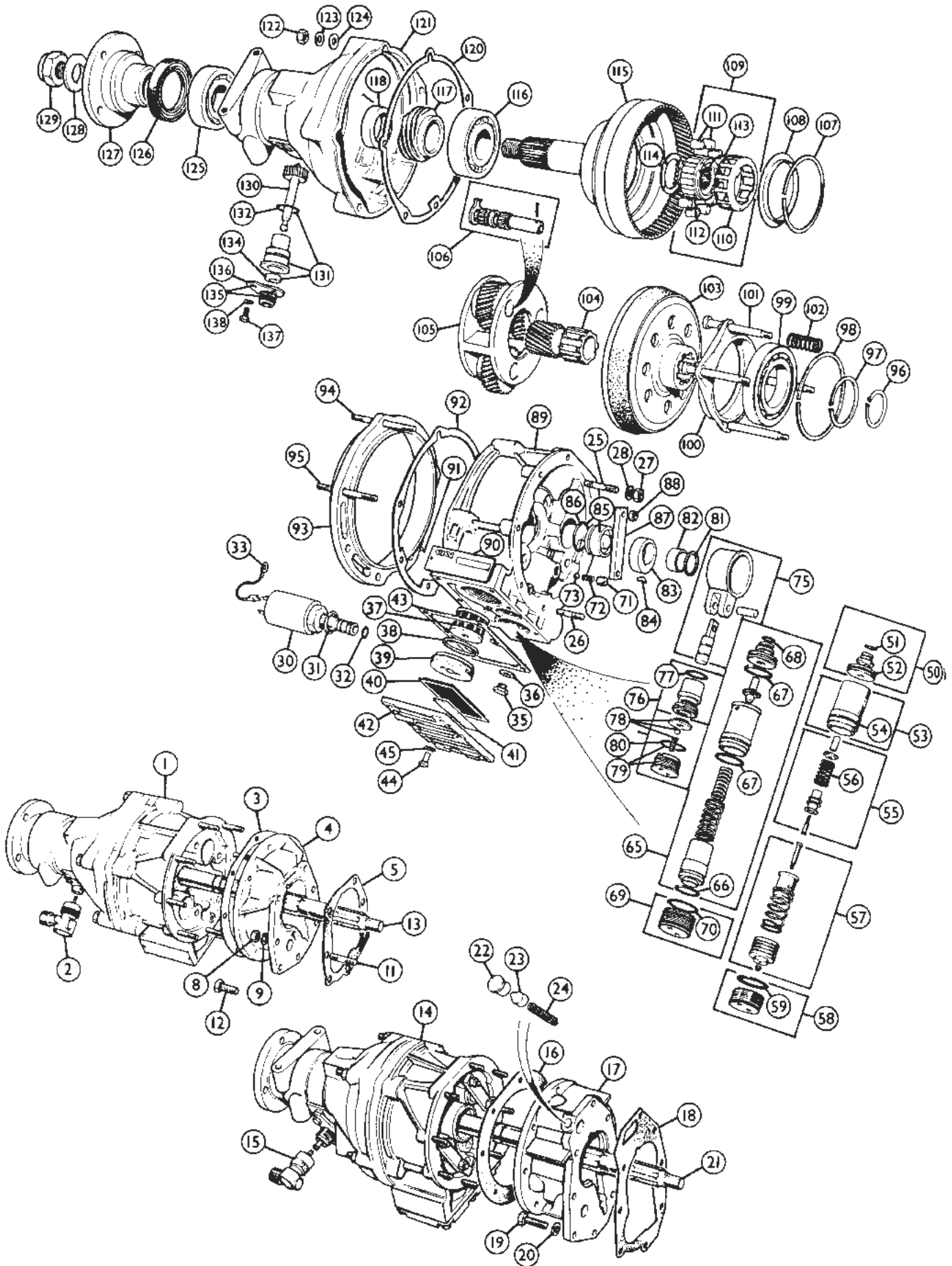
87	513203	NCA	BOLT, bearing housing	4	locates disengagement springs
88	506044	£49.50	SUN GEAR	1	
89	513200E	£111.07	SLIDING MEMBER	1	(also known as clutch)
			(Sudden cessation of overdrive engagement is often caused by this item wearing badly, burning, breaking up, or frequently, the lining shearing off the sliding member).		
90	17H8014	NCA	PLANET GEAR CARRIER	1	
	505546	£62.50	BEARING, needle roller	6	
	500412	NCA	MILLS PIN, securing bearings	3	
91	513208	£0.97	SPRING, one-way clutch	1	ratchet operation
92	NKC77A	£5.39	SNAP RING	1	
93	010857	£6.30	SLEEVE, clutch retaining	1	
95	BAU2061A	£90.79	CAGE, uni-directional clutch rollers	1	
96	506063A	£8.00	ROLLERS, set of twelve	1	
97	513209	NCA	CLUTCH CENTRE	1	
98	500613A	£13.45	WASHER, thrust	1	
99	22H193	£11.30	SPRUNG SLEEVE	1	
100		£Call	BEARING FACE, inside annulus		not separately available
101	506113	£9.50	SPIGOT BEARING, inside annulus	1	
102	513195	NCA	ANNULUS	1	
103	134465	£9.00	BEARING, front of annulus shaft	1	
106	7H8294	£22.80	DRIVE GEAR, speedometer	1	
107	513211	NCA	SPACER TUBE	1	
108	17H8024	NCA	SHIM, 0.105"	a/r	
	17H8025	NCA	SHIM, 0.1"	a/r	
	17H8026	£9.80	SHIM, 0.095"	a/r	
	17H8027	NCA	SHIM, 0.09"	a/r	
	27H2893	NCA	SHIM, 0.085"	a/r	
109	533360A	£12.85	BEARING, rear of annulus shaft	1	
110	7H8325	£4.37	OIL SEAL, drive flange	1	
111	146102	NCA	DRIVE FLANGE	1	
112	WP24	£0.38	WASHER, plain	1	
113	BTB753	£4.21	NUT, nyloc	1	
114	GHF504	£0.14	SPLIT PIN, for slotted nut only	1	
115	17H8021	£27.60	PINION, speedometer drive	1	
116	506066	NCA	BEARING, pinion	1	
			(Dismantle this bearing at your peril).		
117	506115	£0.98	'O' RING	1	
121	506071	£3.40	SCREW, locking pinion assembly	1	
122	500469	£0.34	WASHER, copper	1	
123	506103	NCA	STUD, rear casing to main casing	2	for lower 2 holes on flange
124	506082	NCA	STUD, rear casing to main casing	6	use in other six positions
125	GHF200	£0.12	NUT	8	
126	GHF331	£0.12	WASHER, locking	8	
127	513198	NCA	REAR CASING	1	

So Your Overdrive's Stopped Working (part 1)

Symptom

- A) Overdrive does not engage
- B) Overdrive does not disengage
- C) Clutch slip in overdrive

POSSIBLE CAUSE	A	B	C
Insufficient oil in gearbox	•		•
Electrical system fault	•	•	
Solenoid lever out of adjustment	•	•	•
Insufficient hydraulic pressure (check valves for seating or dirt)	•		•
Pump filter blocked	•		
Blocked restrictor jet in operating valve		•	
Solenoid sticking	•	•	
Sticking clutch		•	
Worn or glazed clutch lining			•
Car not fitted with overdrive	•	•	•



'J' Type Overdrive

Overdrive Assembly; for '3 Rail Gearbox'

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	313305R	NCA	OVERDRIVE, reconditioned/exchange	1	
2	120694	£41.20	ANGLE DRIVE, speedometer pinion	1	
3	37H1901	£1.00	GASKET, o/drive to adaptor plate	1	
4	313085	£92.59	ADAPTOR PLATE	1	
5	106437	£0.60	GASKET, adaptor plate to gearbox	1	
8	GHF201	£0.08	NUT	7/2	quantity decreases
9	GHF332	£0.19	WASHER, locking	7	if item 12
11	132115	NCA	STUD, extension to gearbox	7/2	is used
12	SH605071	£0.40	SCREW	5	alternative to items 8 & 11
13	TKC899	NCA	MAINSHAFT	1	

Overdrive Assembly; for 'Single Rail Gearbox'

Ill.	Part Number	Price £ea.	Description	Req.	Details
14	RKC688R	£420.20	OVERDRIVE, reconditioned/exchange	1	
15	120694	£41.20	ANGLE DRIVE, speedometer pinion	1	
16	37H1901	£1.00	GASKET, o/drive to adaptor plate	1	
17	RKC634	£57.00	ADAPTOR PLATE	1	
18	22G1420	£0.73	GASKET, adaptor plate to gearbox	1	
19	UKC4811	NCA	SCREW, adaptor plate to gearbox	8	
20	GHF332	£0.19	WASHER, locking	8	
21	RKC767	NCA	MAINSHAFT	1	'J' type overdrive
22	22G1947	£0.40	PLUG, in adaptor plate	1	
23	22G1421	NCA	PLUNGER	1	
24	22G2198	£0.60	SPRING	1	
25	NKC56	£3.10	STUD, long	6	main housing to adaptor plate
26	37H1897	£3.76	STUD, short	2	
27	GHF200	£0.12	NUT	8	
28	GHF331	£0.12	WASHER, locking	8	
30	NKC41	£139.20	SOLENOID	1	
31	NKC108	£1.28	WASHER, copper	1	
32	NKC107	£0.60	'O' RING	2	
33	NKC67	£3.14	EARTH WIRE, solenoid	1	
35	NKC97	NCA	SCREWED PLUG	1	
36	NKC96	£0.82	WASHER, copper	1	
37	NKC23	£18.30	FILTER, pressure	1	
38	NKC11	£1.60	WASHER	1	
39	NKC24	NCA	PLUG, (threaded), filter	1	
40	NKC53	£13.75	FILTER, suction, small inlet	1	
	NKC53X	£13.75	FILTER, suction, large inlet	1	0.427"
41	37H1943	£4.90	MAGNET SET	2	
42	NKC54	£26.40	COVER, sump	1	
43	NKC76	£1.49	GASKET, sump	1	
44	37H1946	£0.60	SCREW, sump cover	6	
45	WE600041	£0.29	WASHER, shakeproof	6	
50	NKC30	NCA	BODY, relief valve	1	
51	NKC102A	£0.74	'O' RING, small	1	
52	NKC92	£0.61	'O' RING, large	1	
53	NKC14	NCA	DASH POT SLEEVE	1	
54	NKC92	£0.61	'O' RING	1	used in '3 rail'
55	NKC33	NCA	RELIEF VALVE	1	type overdrive (item 1)
56	NKC104	NCA	SPRING, relief valve	1	
57	NKC15	NCA	DASH POT PISTON	1	
58	NKC13	NCA	DASH POT PLUG KIT	1	
59	NKC91	£0.55	'O' RING	1	
65	AAU1388	NCA	RELIEF VALVE KIT	1	
66	RTC1949	£0.88	'O' RING, large	1	used in 'single rail'
67	NKC92	£0.61	'O' RING, large	2	type overdrive
68	NKC102A	£0.74	'O' RING, small	1	(item 14)
69	NKC13	NCA	DASH POT PLUG KIT	1	
70	NKC91	£0.55	'O' RING	1	
71	NKC93	NCA	PLUG, relief valve	1	
72	NKC94	NCA	SPRING, relief valve	1	
73	BLS108	£0.29	BALL	1	
75	NKC28	£46.00	PUMP PLUNGER	1	
76	NKC25	£19.00	PUMP BODY KIT	1	
77	NKC100	£0.58	'O' RING	1	
78	NKC29A	£22.30	NON-RETURN VALVE KIT	1	
79	NKC26A	£8.24	PUMP PLUG KIT	1	
80	NKC101A	£1.10	'O' RING	1	
81	22H228	£2.54	CIRCLIP	1	
82	159503	£2.84	SNAP RING	1	
83	159505	£35.60	CAM, oil pump operating	1	
84	WKN304	£0.71	WOODRUFF KEY	1	
85	NKC21	NCA	OPERATING PISTON	1	
86	NKC99A	£1.01	'O' RING	1	
87	500587	NCA	BRIDGE BAR	2	
88	JS616A	£0.60	LOCK NUT	4	
89	NKC19	NCA	MAIN HOUSING	1	supplied with items 25, 26, 71, 72, 73, 94, 95

90	NKC66	NCA	NAMEPLATE	1	
91	NKC98	NCA	DRIVE SCREW, nameplate	2	
92	NKC86	£2.10	GASKET	1	brake ring to main housing
93	NKC10	£92.59	BRAKE RING	1	
94	NKC58	NCA	STUD, short	1	set of four
95	NKC59	NCA	STUD, long	1	set of two
96	NKC83	£3.55	CIRCLIP, sun gear	1	
97	NKC85	£3.71	CIRCLIP, clutch	1	
98	NKC84	£5.80	SNAP RING, bearing	1	
99	NKC63	£61.50	BEARING, clutch	1	
100	NKC62	NCA	BEARING HOUSING	1	
101	NKC109	NCA	BOLT	4	
102	NKC12	£11.30	SPRINGS, set of four	1	
103	NKC40E	£139.50	SLIDING MEMBER, (clutch)	1	
104	NKC55	NCA	SUN GEAR	1	
105	AEU1051	NCA	PLANET GEAR & CARRIER	1	
106	NKC22BK	£86.45	BEARING & AXLE SET	1	
107	NKC77A	£5.39	SNAP RING	1	
108	NKC20	NCA	OIL THROWER	1	
109	NKC17	£68.00	FREEWHEEL UNIT	1	
110	BAU2061A	£90.79	CAGE	1	uni-directional clutch rollers
111	506063A	£8.00	ROLLERS, set of twelve	1	
112	NKC17	£68.00	CLUTCH, inner member	1	
113	513208	£0.97	SPRING, clutch retaining	1	
114	NKC79	£11.87	THRUST WASHER	1	
115	NKC9	NCA	ANNULUS	1	
116	217325A	£14.65	BEARING, annulus head	1	
117	NKC46	£25.00	GEAR, speedometer drive	1	3.89:1 axle ratio
	NKC45	NCA	GEAR, speedometer drive	1	3.63:1 axle ratio
118	NKC78	NCA	SPACER, annulus shaft	1	
120	NKC87	£2.10	GASKET, rear to main housing	1	
121	RTC1951	NCA	REAR HOUSING	1	for three rail gearbox
	AAU1387	NCA	REAR HOUSING	1	for single rail gearbox
122	GHF301	£0.10	NUT	6	
123	GHF332	£0.19	WASHER, locking	4	
124	500469	£0.34	WASHER, plain	2	
125	SP75G	£15.95	BEARING, rear of annulus shaft	1	
126	NKC39A	£4.21	OIL SEAL	1	
127	160286	NCA	DRIVE FLANGE	1	
128	NKC82A	£0.94	WASHER	1	
129	NKC81	£5.18	NUT, nyloc	1	
130	NKC49	£31.00	PINION, speedometer drive	1	3.89:1 axle ratio
	AEU1578	£52.00	PINION, speedometer drive	1	3.63:1 axle ratio
131	NKC42	£27.80	HOUSING, pinion	1	
132	NKC106	£0.72	'O' RING	1	
134	NKC105A	£3.44	OIL SEAL	1	
135	NKC43	£14.65	RETAINER, pinion	1	
136	AAU1384	£5.45	CLAMP, retainer	1	
137	SH604051	£0.19	SCREW	1	
138	WE600041	£0.29	WASHER, shakeproof	1	

So Your Overdrive's Stopped Working (part 2)...

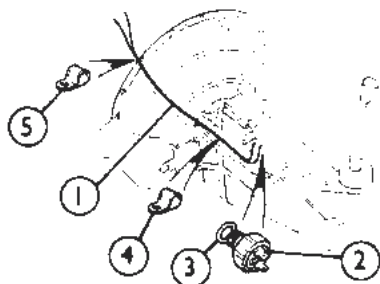
... and you'd prefer to explore some less expensive reasons for failure before looking up the price of a solenoid or overdrive unit. Check for the following easy-to-cure problems first (these are equally applicable to both 'D' and 'J' type fitted cars);

- 1) If you look at the gear knob switch you will notice that there are special connectors used on the gear lever harness which slide onto the switch fittings. The connectors are insulated from each other by means of the switch casing, however they do sometimes become disconnected through vibration and either earth out or break the circuit intermittently.
- 2) A short circuit caused by chaffing of the gear lever wires (153726) is a prevalent problem on all cars with gear knob mounted overdrive switches.
- 3) The overdrive may sometimes cease to work due to wear on the inhibitor switch ball end of the 3rd & 4th gear selector shaft. Removal of a spacing washer may cure this problem. Too few washers may load up the selector and 'stiffen' the gear change.
- 4) Remember the all important ingredient of an overdrive is oil. It is the operating medium as well as a lubricant. Under no circumstances should anti-friction additives be used in gearbox or overdrive oil. Hypoid oil should not be used even though it's recommended by Triumph (the gearbox maker). 'Laycock de Normanville' (the overdrive maker) specifically excludes oils with Hypoid additives from its lubrication chart.

Moss suggest the following oils:

- Warm climates: Penrite Gear oil 40 (GGL9021X).
- Cold climates and winter: Penrite Gear oil 30 (GGL9019X).

(Numbers in brackets are Moss part numbers).

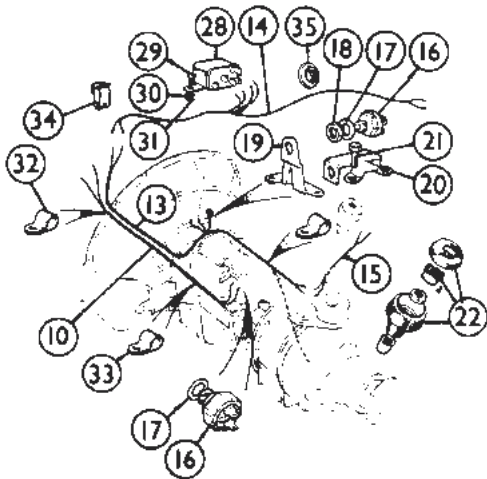


1300 Non-Overdrive Gearbox

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	159653	£12.40	HARNESS, reverse lamp switch	1	
2	BAU1074A	£6.00	SWITCH, reverse lamps	1	
3	1B3664	£0.29	WASHER, spacing	a/r	
4	PCR509	£0.88	CLIP, harness to gearbox top cover	1	
5	CP110125	£0.85	CLIP, harness to bell housing	1	

1300 'D' Type Overdrive Gearbox up to (c) FH60000

10	159653	£12.40	HARNESS, reverse lamp switch	1	
13	155985	£15.25	HARNESS, overdrive, on gearbox	1	
14	155983	£17.25	HARNESS, overdrive, on body	1	
15	153726	£12.23	EXTENSION HARNESS, overdrive	1	in gear lever
16	BAU1074A	£6.00	SWITCH, overdrive inhibitor	2	also reverse lamps
17	1B3664	£0.29	WASHER, spacing	a/r	
18	059474	£1.39	NUT, switch securing	1	
19	133770	NCA	BRACKET, inhibitor switch	1	To FH31846
20	158002	£23.40	BRACKET, inhibitor switch	1	From FH31847
21	SH604071	£0.34	SCREW, bracket to gearbox	2	
22	£Call		GEAR KNOB & SWITCH	1	see pages 24/25 for details
28	142169A	£17.00	RELAY, overdrive	1	
29	GHF425	£0.12	SCREW, self tapping	2	
30	WL700101	£0.12	WASHER, locking	2	
31	PWZ203	£0.12	WASHER, plain	2	
32	CP110125	£0.85	CLIP, harness securing	2	
33	PCR509	£0.88	CLIP, harness securing	1	
34	618511	NCA	CLIP, harness to bulkhead	1	
35	061917	£0.44	GROMMET, bulkhead	1	

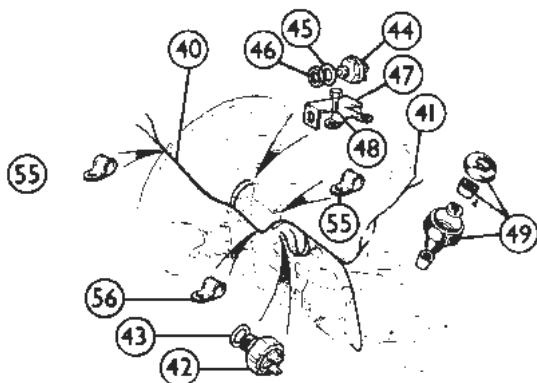


1300, 'J' Type Overdrive Gearbox (c) FH60001 to (c) FH62644

'J' Type overdrive equipped Spitfires built in this period (beginning of 1974 model year) used two harnesses on the gearbox (one for reverse lights, the other for overdrive) plus two sets of wires running from the car body to supply the two systems. All later 1300 'J' type overdrive cars (c) FH62645 onwards) had just one set of supply wires on the body, plus one dual purpose harness on the gearbox (item 40 on this page). This harness may be easily installed on the earlier cars by simply connecting it to the reverse lamp circuit wires hanging on the bulkhead, just to the left of the front of the gearbox tunnel (the wires are green and green/brown). The overdrive supply wires on the car body will now be redundant. All switches, brackets & clips are as per the '(c) FH62645 onwards' section.

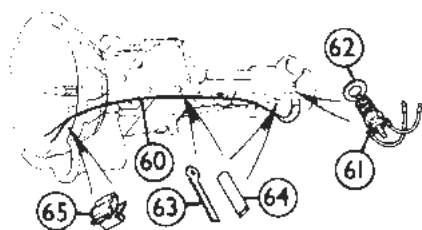
1300, 'J' Type Overdrive Gearbox from FH62645

40	159653	£12.40	HARNESS	1	} reverse lamp switch & overdrive
41	153726	£12.23	EXTENSION HARNESS, overdrive	1	
42	BAU1074A	£6.00	SWITCH, reverse lamps	1	in gear lever
43	1B3664	£0.29	WASHER, spacing	a/r	
44	BAU1074A	£6.00	SWITCH, inhibitor, overdrive	1	
45	1B3664	£0.29	WASHER, spacing	1	
46	059474	£1.39	NUT, switch securing	1	
47	158002	£23.40	BRACKET, inhibitor switch	1	
48	SH604071	£0.34	SCREW, bracket to gearbox	2	
49	£Call		GEAR KNOB & SWITCH	1	see pages 24/25 for details
55	CP110125	£0.85	CLIP, harness securing	2	
56	PCR509	£0.88	CLIP, harness securing	1	



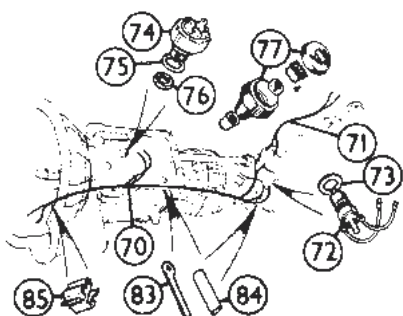
1500, Non-Overdrive Gearbox

60	UKC4612	£20.20	HARNESS, reverse lamp switch	1	
61	GAE191A	£5.90	SWITCH, reverse lamps	1	
62	GHF302	£0.30	WASHER, spacing	a/r	
63	ULC1178	NCA	CLIP, harness to gearbox	2	
64	503213	NCA	INSULATING SLEEVE, for clip	2	
65	618511	NCA	CLIP, harness to bulkhead	1	



1500, 'J' Type Overdrive Gearbox

70	UKC4612	£20.20	HARNESS	1	} reverse lamp switch & overdrive
71	153726	£12.23	EXTENSION HARNESS, overdrive	1	
72	GAE191A	£5.90	SWITCH, reverse lamps	1	in gear lever
73	GHF302	£0.30	WASHER, spacing	a/r	
74	BAU1074A	£6.00	SWITCH, inhibitor, overdrive	1	
75	1B3664	£0.29	WASHER, spacing	a/r	
76	059474	£1.39	NUT, switch securing	1	
77	£Call		GEAR KNOB & SWITCH	1	see pages 28/29 for details
83	ULC1178	NCA	CLIP, harness to gearbox	2	
84	503213	NCA	INSULATING SLEEVE, for clip	2	
85	618511	NCA	CLIP, harness to bulkhead	1	



Carburettor Technical Tips

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

Re-bushing Carburettor Bodies

Re-bushing carburettor bodies and fitting new throttle shafts is a major part of a carburettor rebuild which is often overlooked. Vacuum leaks due to worn bodies and shafts cause rough idle, poor performance, and poor fuel economy. Checking the shaft & body clearance is a simple matter of wiggling the shafts in the carburettor bodies. Any appreciable play indicates wear in the bodies or on the shafts or both. Some wear is to be expected, but performance is seriously affected when clearances are over 0.005" (five thousandths of an inch). Verification is done with the engine running at idle by spraying carburettor cleaner (GGL1011) on the shafts where they enter the carburettor body. If the idle changes, the shafts and/or the bodies are worn.

Quite often, the problem can be fixed by simply replacing the throttle shafts. 'Remove the couplings, springs, and other fittings from the ends of the shafts. Mark the butterfly plates with a felt-tip pen to indicate which end is installed upwards and remove the two securing screws. Pull the plates out and slide the shaft sideways until a clean, unworn section of the shaft is in each side of the body. Now wiggle the shaft up & down, forwards & backwards, to determine if any play is present. If none, a new pair of standard throttle shafts should solve the problem. Oversize shafts (if not already fitted) can be purchased to take up slight wear in the carburettor body. Since the holes in the bodies generally wear to a slight 'oval' shape, it is advisable when fitting oversize shafts, to ream the carburettor bodies to the diameter of the particular new shaft plus 0.002" clearance. Standard SU shafts measure 0.310" to 0.311" in diameter. Oversize shafts vary in diameter, but are generally 0.005" to 0.010" larger than the standard shafts. If the carburettor bodies are found to be worn too badly for oversize shafts to be effective, the bodies must be re-bushed. To re-bush carburettor bodies, the old bushes (or the bodies themselves, if the particular carburettors don't have bushes) must be drilled out to a diameter just smaller than the outside diameter. of the new bushes, and to a depth just short of entering the venturi. Since each side of the body must be drilled separately, accurate alignment of the two holes is difficult to maintain. Several members of our staff have found that an easy way to do this is to chuck the appropriate drill in a lathe, and run the carburettor body onto the drill with the tailstock centre. New bushes are then pressed into the bodies and reamed to fit the new shafts with the minimum clearance which allows free rotation. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the opposing bush. Sometimes it is necessary to lap the shafts in the bushes by chucking the projecting end of the shaft in an electric drill and running it dry in the bushes. Do not use any abrasive compound; the dark oxide that is formed is enough. Add a drop or two of light oil and continue until the shaft rotates freely in the bushes. After re-installation of the throttle plates, springs, and linkage, the rest of the rebuild is routine. Keep in mind that the throttle plates must be centralised before the screws are tightened.

Carburettor Adjusting Tools

The proper tools will give you an edge in the correct tuning and maintenance of your carburettors. For full details of carburettor tools please contact Moss for full details.

Choke Adjustment

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

Idle Speed Adjustment Problems

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

- 1) Vacuum leaks.
- 2) Jet/choke linkage position.
- 3) Interference between the fast idle adjusting screw and the fast idle cam.

Check all of this only after you are sure that the ignition system and the rest of the engine are in good order.

Colortune

"The tune-up window"

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

MRD1005

£35.60 COLORTUNE

a/r

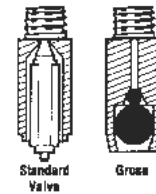
Grose Jets

'Precision fuel flow'

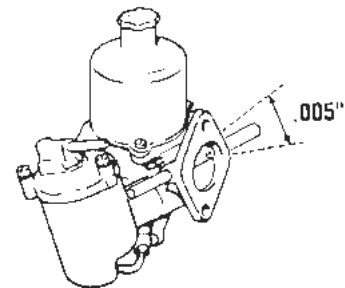
Your carburettors may be reconditioned, but they still leak fuel all over the place when you lift your foot off the accelerator. If so, fit Grose jets, the ball valve jet which won't stick open, unlike old fashioned needle and seat valves.

iii.	Part Number	Price £ea.	Description	Req.	Details
	GAC9201X	£9.50	GROSE JET, for HS type SU carbs	2	

GROSE-JET®



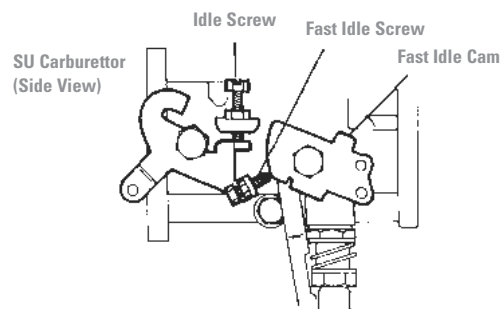
Grose Jets



Re-bushing Carburettor Bodies



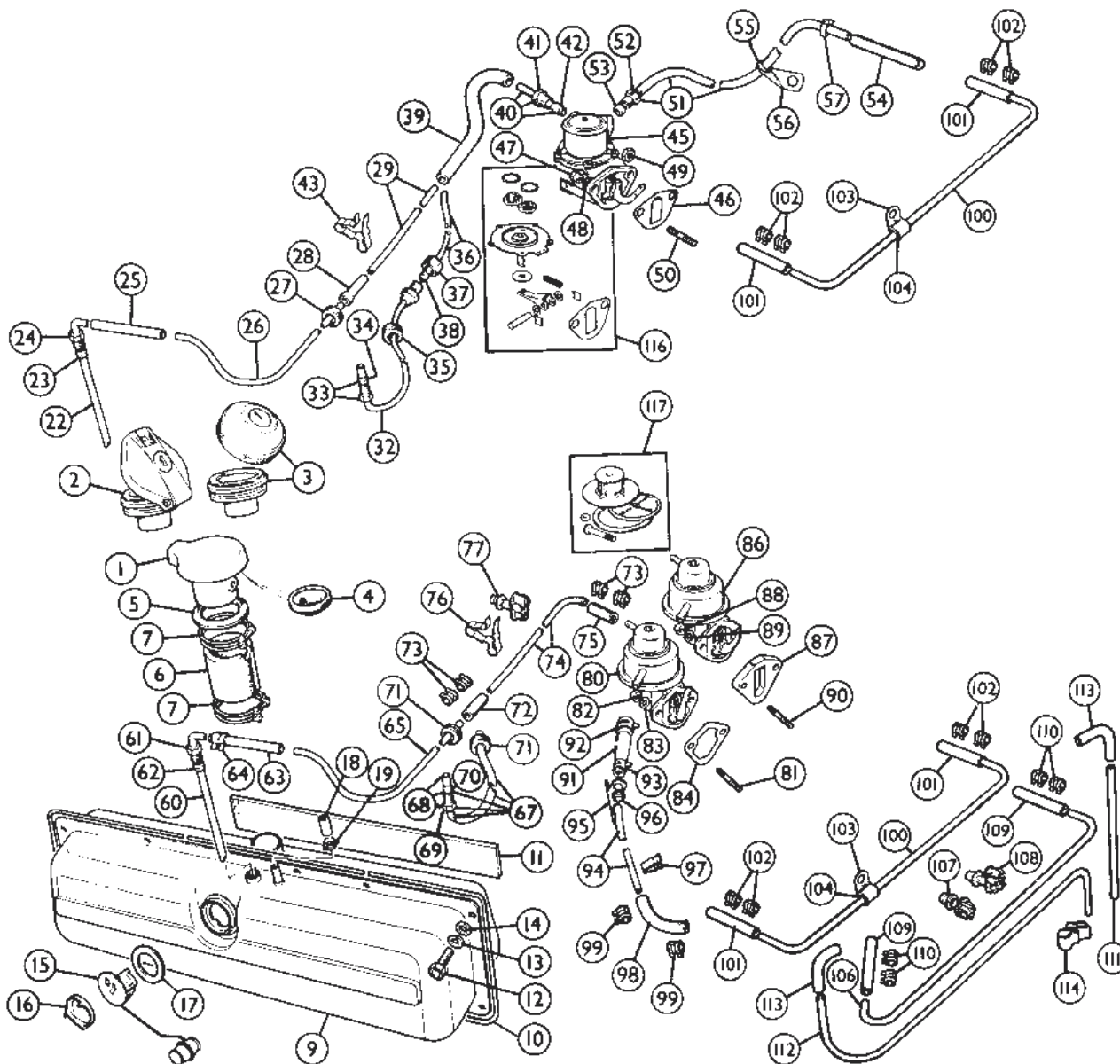
Carburettor Adjusting Tools



Choke Adjustment



Colortune



Fuel Tank, Pipes & Pump

ill.	Part Number	Price £ea.	Description	Req.	Details
1	725117	£55.20	FUEL CAP, vented	1	
	725570	£49.20	FUEL CAP, non vented	1	alternative
2	GAC6001X	£67.80	FUEL CAP, locking, lozenge shaped	1	(cut neck length to fit)
3	571086	£43.20	FUEL CAP, locking, round shape	1	
4	718738	£8.20	SEAL, vented	1	
	725220	£8.40	SEAL, non vented	1	
5	650247	£2.90	GROMMET, filler neck to rear deck	1	
6	650279	£4.80	HOSE, filler neck to tank	1	replacement
7	CS4038	£1.85	CLAMP, wire type	2	original filler hose
	GHC11060	£2.80	CLAMP, band type	2	alternative
	CS4042	£2.24	CLAMP, wire type	2	fits UKC9920 hose
	GHC11080	£3.25	CLAMP, band type	2	alternative
9	311589	£215.00	FUEL TANK	1	1300 To FH50000
	RKC3395	£226.90	FUEL TANK	1	1300 From FH50001, 1500
	312407	N/A	FUEL TANK	1	1300 German models only
10	154036	N/A	FINISHER, tank edge	1	
11	107562	£8.10	FELT PAD, anti-rattle	1	glued to tank
12	GHF103	£0.42	SCREW, tank mounting	5	
13	GHF332	£0.19	WASHER, locking	5	
14	PWZ305	£0.40	WASHER, plain	5	
15	TKC2053	£31.00	SENDER UNIT, fuel gauge	1	
16	ARA1501	£1.00	LOCKING RING, sender unit	1	
17	ARA1502	£2.15	SEALING RING, sender unit	1	
18	158554	N/A	CAP, blanking vent	a/r	
19	UKC3793	£0.58	CLIP, securing blanking cap	a/r	

1300 models to (c) FH50000

22	155083	N/A	PICK-UP PIPE	1	
23	TL8	£1.33	OLIVE	1	
24	060142	£2.15	TUBE NUT	1	
25	144938	£1.39	HOSE, rubber	1	all markets except Germany
26	216006	N/A	TUBE, fuel feed	1	
27	600395	£1.00	GROMMET	1	
28	153300	£3.80	CONNECTOR	1	
29	155506	N/A	TUBE, fuel feed	1	
32	305953	N/A	TUBE ASSEMBLY, fuel feed	1	
33	AHA5535	£12.55	TUBE NUT & OLIVE	1	
34	TL7	£0.82	OLIVE	1	
35	600395	£1.00	GROMMET	1	German market only
36	305824	N/A	TUBE ASSEMBLY, fuel feed	1	
37	134942	N/A	TUBE NUT	1	
38	TL7	£0.82	OLIVE	1	
39	122796	£0.68	CONNECTOR	1	
40	AHA5535	£12.55	TUBE NUT & OLIVE, pump inlet	1	
41	060176	£2.45	TUBE NUT	1	
42	TL7	£0.82	OLIVE	1	
43	059191	£0.60	CLIP	2	fuel & brake pipes to chassis
45	208493Z	£21.80	FUEL PUMP	1	screw in connections
46	138591	£0.83	GASKET, fuel pump to engine	1	
(Original fuel pumps require the use of a tube nut to attach it on its rearward mounting stud. The tube nut allows clearance for the manual priming lever to operate and allows easier fitting of the nut).					
47	GHF201	£0.08	TUBE NUT	1	
48	GHF332	£0.19	WASHER, locking	2	
49	GHF201	£0.08	NUT	1/2	can be used to replace item 47
50	TE605105	£1.50	STUD, pump to engine	2	

51	305946	£18.95	TUBE ASSEMBLY	1	fuel pump to carburettors
52	060176	£2.45	TUBE NUT	1	
53	TL7	£0.82	OLIVE	1	
54	122796	£0.68	CONNECTOR	1	
55	061917	£0.44	GROMMET	1	
56	155959	NCA	BRACKET, tube supporting	1	
57	138892	NCA	CLIP, vacuum pipe to fuel tube	1	

**1300 models from (c) FH50001 except Germany
1500 except D, B, DK, F, NL, I, CH, A to (c) FH75379**

60	TKC5419	NCA	PIPE ASSEMBLY, pick up	1	
61	060142	£2.15	TUBE NUT	1	
62	TL8	£1.33	OLIVE	1	
63	144938	£1.39	HOSE, rubber	1	
64	UKC3795	£0.52	CLIP, securing connector to tube	2	
65	215975	£26.10	PIPE, fuel feed	1	

**1300 models from (c) FH50001 German markets
1500 models up to (c) FH75379
D, B, DK, F, NL, I, CH, A only**

67	UKC1764	NCA	PIPE ASSEMBLY, fuel feed	1	
68	AHA5535	£12.55	TUBE NUT & OLIVE	1	
69	060176	£2.45	TUBE NUT	1	
70	TL7	£0.82	OLIVE	1	

All 1300 models from (c) FH50001 & 1500

71	600395	£1.00	GROMMET	1	
72	115784	£0.98	CONNECTOR	1	
73	UKC3795	£0.52	CLIP, securing connector	4	
74	PKC828	NCA	TUBE, fuel feed	1	
75	149608	£2.90	CONNECTOR, tube to pump inlet	1	
76	059191	£0.60	CLIP, metal, (alternative)	3	fuel & brake pipes
77	624155	£1.03	CLIP, plastic, (alternative)	3	to chassis

Proper use of a Spitfire Manual Choke

Pulling out the choke knob causes two distinct mechanical things happen to your carburettors.

- A) The first third of movement increases the idle speed, this can often be observed by the accelerator pedal moving downwards.
- B) The next two thirds of movement continues to increase the idle speed while enriching the fuel/air mixture.

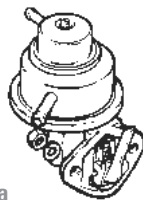
To start your Triumph from cold you should always use full choke.

Once the engine has started, feed the choke back in to obtain a smooth fast idle which has sufficient mixture enrichment to allow smooth acceleration but not rough idling. The real trick is to gradually feed the choke back in as the engine warms up and retain 'normal running & pick up'.

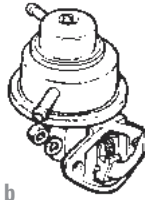
Whatever happens the choke must be pushed fully in before the engine reaches normal running temperature. Remember too little choke will mean bad cold starting and hesitant pick-up while the engine is warming up. Too much choke will give a lumpy tickover, excessive fuel consumption and more dramatically, increased cylinder bore wear due to the petrol washing off the lubricating oil from the cylinder walls. If your Spitfire does not warm up quickly to the correct temperature, check the operation of the radiator thermostat. If in doubt read the service manual about resetting the choke mixture & fast idle.

Fuel Pumps with Push-on Fuel Connections

A) Straight Lever
Pumps with Straight levers
do NOT use spacer block



B) Curved Hook Lever
Pumps with Hooked levers
DO use spacer block



Triumph changed the pump installation at engine no. FM93157. The new installation included a spacer block between the engine and pump. The later pump must be fitted with the block and conversely the early pump must not. This is due to different types of contact desired between the lever & the camshaft.

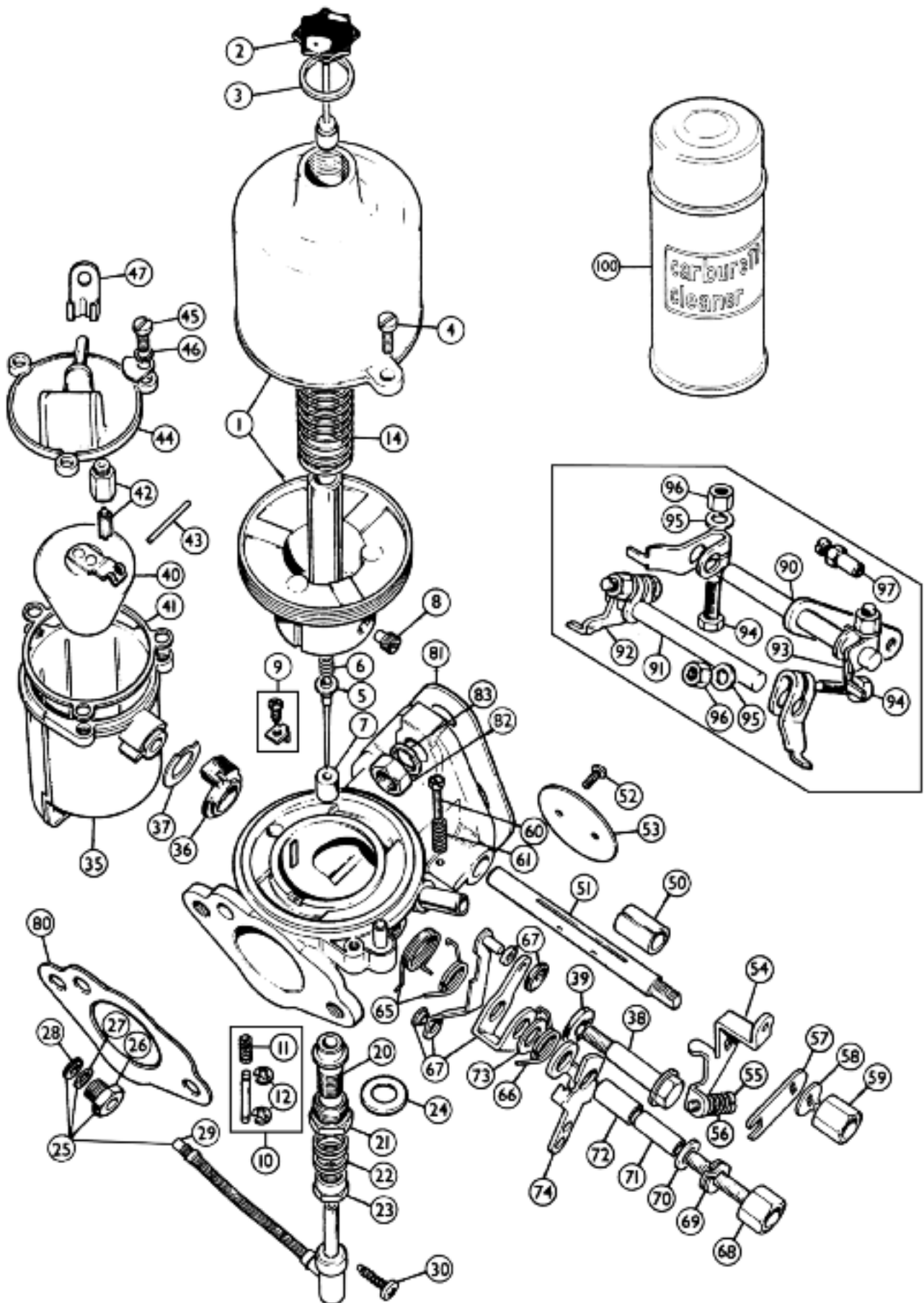
Note: That aftermarket versions of the pumps may have lever profiles which only approximate to the illustrations.

80	RKC1624Z	£19.00	FUEL PUMP	1	
81	TE605105	£1.50	STUD, pump to engine	2	pumps fitted without
82	GHF201	£0.08	NUT	2	13mm spacer block
83	GHF332	£0.19	WASHER, locking	2	
84	138591	£0.83	GASKET, pump to block	1	
86	TKC3417Z	£22.30	FUEL PUMP, original	1	
87	UKC8523	£12.50	SPACER BLOCK, 13mm	1	pumps fitted with

88	GHF201	£0.08	NUT	2	13mm spacer block
89	GHF332	£0.19	WASHER, locking	2	
90	TE605141	£1.50	STUD, pump to engine	2	

Note: If in doubt as to what you have or need - order the pump, and its correct studs, spacer block or gasket, depending on the pump chosen.

91	144938	£1.39	HOSE rubber, 5/16" int. dia.	1	To FH59688E
	153300	£3.80	CONNECTOR, 5/16" to 1/4" int. dia.	1	From FH59689E
92	UKC3795	£0.52	CLIP, 1/2" int. dia.	1/2	
93	UKC3794	£0.52	CLIP, 7/16" int. dia.	1	
94	TKC680	£16.80	TUBE, fuel feed, 5/16" outer dia.	1	To FH59688E
	310221	£11.82	TUBE, fuel feed, 1/4" outer dia.	1	From FH59689E
95	155959	NCA	BRACKET, tube support	1	
96	061917	£0.44	GROMMET, in bracket	1	alternatives
	061917	£0.44	GROMMET, in bracket	1	
97	138892	NCA	CLIP, vacuum pipe to fuel tube	2/3	
98	153300	£3.80	CONNECTOR, 5/16" to 1/4" int. dia.	1	To FH59688E
	120331	£0.55	CONNECTOR, 1/4" int. dia.	1	From FH59689E
99	UKC3795	£0.52	CLIP, 1/2" outer dia.	1	
	UKC3794	£0.52	CLIP, 7/16" outer dia.	1/2	
100	310221	£11.82	TUBE, fuel feed, carb to carb	1	1300 engine
101	120331	£0.55	CONNECTOR	2	alternatives
	125170	NCA	CONNECTOR	2	
102	UKC3793	£0.58	CLIP, connector clamping	4	if fitted
103	CP110125	£0.85	CLIP, fuel tube	2	1300 engines only
	104 114178	NCA	GROMMET, tube	2	
106	310221	£11.82	TUBE, fuel feed, carb to carb	1	1500 engines
107	623313	£0.82	CLIP, single, 1/4" pipe	1	To FM105277E
108	629596	NCA	CLIP, twin, 1/4" & 5/16" pipe	1	From M105278E
109	120331	£0.55	CONNECTOR	2	alternatives
	125170	NCA	CONNECTOR	2	
110	UKC3793	£0.58	CLIP	4	
111	215924	NCA	OVERFLOW & VENT TUBE, front	1	
112	215938	NCA	OVERFLOW & VENT TUBE, rear	1	From FM105278E
113	125170	NCA	CONNECTOR, tube to carb	2	
114	C45174	NCA	EDGE CLIP, overflow tube	1	
116	BAU5077	NCA	REPAIR KIT, fuel pump	1	screw in connections
117	37H7281	NCA	REPAIR KIT, fuel pump	1	push on connections
NI	HFFK10	£109.18	FUEL PIPE KIT, copper	1	GT6 I-III
NI	HFFK9	£85.30	FUEL PIPE KIT, copper	1	Spitfire I-III
NI	HFFK8	£103.90	FUEL PIPE KIT, copper	1	Spitfire IV To FH50000E
NI	HFFK13	£88.00	FUEL PIPE KIT, copper	1	Spitfire IV-1500 FH50001E On



HS2 SU Carburettors

Note: Please see page A17 in the Accessories section for full details.

Non USA Spitfires used only SU carburettors in two sizes; 1 1/4" (HS2) & later 1 1/2" (HS4). This is lucky because it therefore means there is continuity in the supply of parts, also that the changes made (for emission control) are negligible. All 1300 non USA Spitfires use HS2 carburettors of the swing (or 'biased') needle type. When components differ between the front & rear carburettors, the text lists both items describing them simply as 'front' or 'rear'.

Ill.	Part Number	Price £ea.	Description	Req.	Details
HS2 Carburettors are supplied in pairs					
	AUD441T	£596.00	CARBURETTORS, new, (pair)	1	To FH50000E
	AUD580T	£565.00	CARBURETTORS, new, (pair)	1	From FH50001E
	AUD580E	£271.30	CARBURETTORS, reconditioned, (pair)	1	To FH59688E
	AUD624T	£565.00	CARBURETTORS, new, (pair)	1	From FH59689E

Note: That reconditioned carburettors are offered on an exchange basis. To be acceptable for exchange, your old units must be complete and undamaged.

1	AUD9998	NCA	SUCTION CHAMBER & PISTON	2	
2	CUD4103A	NCA	DAMPER PISTON	2	
3	AUC2141	£0.40	WASHER, fibre	2	if required
4	JZX1394	£0.50	SCREW, chamber to body	6	
5	CUD1012	£10.20	NEEDLE, type AAN	2	original specification
6	AUD3306	£0.59	SPRING	2	
7	AUD4288	£7.18	NEEDLE GUIDE	2	
8	AUD4252	£1.64	SCREW, needle guide securing	2	
9	WZX1259	£7.22	PISTON GUIDE & SCREW KIT	2	
10	WZX1108	£6.00	PISTON LIFTING PIN KIT	2	'tickler pin'
11	AUC1151	£0.78	SPRING	2	
12	AUD4150	£0.78	CIRCLIP, pin securing	4	
14	AUC4387	£6.70	PISTON SPRING, (Red, 4 1/2 oz)	2	
20	WZX1442	£16.00	JET BEARING KIT	2	
21	AUC2002	£4.26	TUBE NUT, jet securing	2	
22	AUC2114	£1.64	SPRING	2	
23	AUC8461	£1.55	TUBE NUT, mixture adjustment	2	
24	AUD2987	£3.44	WASHER, sealing, jet bearing	2	
25	AUD9104	£29.30	JET ASSEMBLY, front	1	0.90"
	AUD9103	£28.80	JET ASSEMBLY, rear	1	
26	AUD2129	£2.45	TUBE NUT, jet to float chamber	2	
27	AUD2193	£0.29	WASHER, seal supporting	2	
28	AUD2194	£0.98	SEAL, rubber	2	
29	AUD2195	£1.24	FERRULE, brass	2	
30	AUC2104	NCA	SCREW, jet to lever	2	
35	AUD2140	£71.90	FLOAT CHAMBER	2	
36	AUD2179	£10.00	ADAPTOR, float chamber, rear	1	
	AUD2178	£10.00	ADAPTOR, float chamber, front	1	
37	AUC1329	£2.65	WASHER, support	2	
38	AUD2891	£9.67	BOLT, flanged head	2	float chamber mounting
	AUD3017	£2.70	BOLT, mounting float chamber	2	
	AUC1317	£0.55	WASHER, plain	2	
39	AUC1318	£2.50	WASHER, rubber	2	
40	WZX1300	£9.60	FLOAT, (includes gasket)	2	
41	AUC8459A	£1.00	GASKET, float chamber lid	2	
42	WZX1101A	£9.00	NEEDLE & SEAT, (inc. gasket)	2	
	GAC9201X	£9.50	GROSE JET, (superior design)	2	alternative to WZX1101A
43	AUC1152	£0.60	PIN, float pivot	2	
44	AUE270	NCA	FLOAT LID, rear	1	For AUD441 & AUD517 carburettors
	AUE267	NCA	FLOAT LID, front	1	
	AUE267	NCA	FLOAT LID, rear	1	For AUD580 carburettors
	AUE271	£49.50	FLOAT LID, front	1	
	AUE268	£70.00	FLOAT LID, rear	1	For AUD624 carburettors
	AUE271	£49.50	FLOAT LID, front	1	
45	JZX1394	£0.50	SCREW, float lid	6	
46	WL700101	£0.12	WASHER, locking	6	
47	AUC1215	£1.03	BAFFLE, float lid	2	
50	AUD3079	NCA	INSERT, throttle shaft bush*	a/r	steel

*Note: Item 50 is to be used when the carburettor body is worn around the throttle spindle. Reaming the boss in the carburettor body to 8mm allows the insert to be fitted, thereby bringing the hole diameter to a correct 1/4".

51	WZX1310	£9.80	THROTTLE SPINDLE & FITTING KIT	2	
52	AUC1358	£0.72	SCREW, throttle disc to spindle	4	

Note: Throttle spindle & fitting kit also includes lock tab (item 58) & carb. mounting gaskets item 80 & 81.

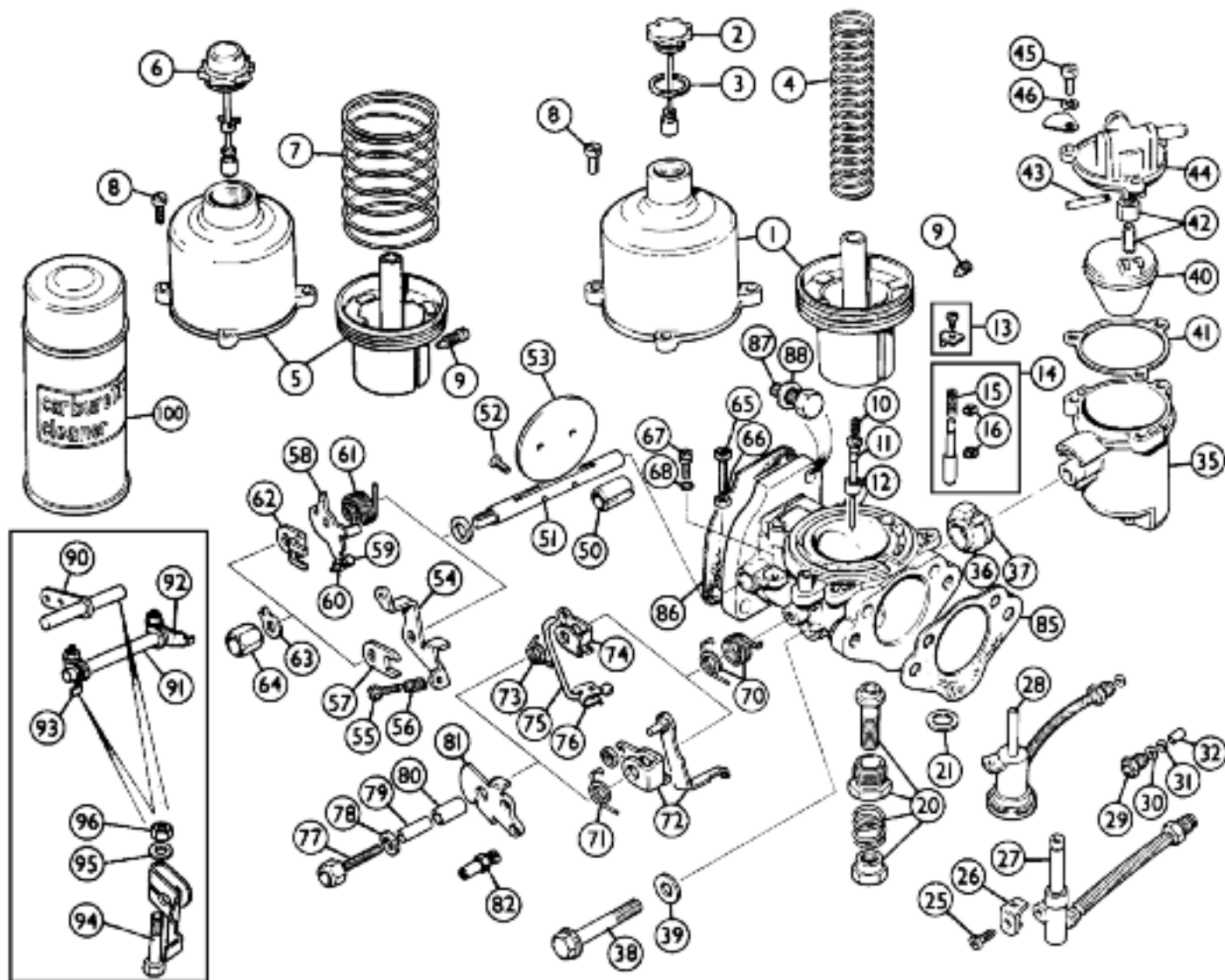
53	WZX1320	£16.10	THROTTLE DISC & FITTING KIT (Plain disc type).	2	AUD441 carburettors
	WZX1383	NCA	THROTTLE DISC & FITTING KIT (Valve type disc).	2	AUD517, 580, 624 carburettors

Note: Throttle disc kits include screws (item 52) & carburettor mounting gaskets items 80 & 81.

54	AUD2052	NCA	THROTTLE LEVER, rear	1	
	AUD2053	NCA	THROTTLE LEVER, front	1	
	WZX1140	£6.15	SUNDRIES KIT (Throttle linkage sundry parts kit includes items 55, 56, 60 & 61).	2	throttle levers
55	AUC3464	£0.80	SCREW, fast idle adjustment	2	
56	AUC2451	£0.94	SPRING	2	
57	JZX1328	£7.93	LEVER, lost motion	2	
58	AUD3323	£0.44	LOCK TAB	2	
59	AUC1424	£2.15	PIVOT NUT	2	
60	AUC3464	£0.80	SCREW	2	throttle stop & idle adjustment
61	AUC2451	£0.94	SPRING	2	
65	WZX1336	£9.01	CHOKER SPRING KIT, rear	1	
	WZX1335	£6.50	CHOKER SPRING KIT, front	1	
66	AUD2431	£2.80	SPRING, choke cam, front	1	
	AUD2432	£2.80	SPRING, choke cam, rear	1	
67	CUD2687	NCA	LEVER & JET LINK, rear	1	
	CUD2686	NCA	LEVER & JET LINK, front	1	
	WZX1331	£20.40	PIVOT BOLT KIT	2	
68	AUC1426	£9.37	BOLT, pivot	2	
69	AUD2429	£0.40	WASHER, anti rattle	2	
70	AUC5032	£1.75	WASHER, spacing	2	
71	AUC8473	£1.33	DISTANCE TUBE, inner	2	
72	AUD2430	£2.54	DISTANCE TUBE, outer	2	
73	AUD2433	£0.44	WASHER, spacing	2	
74	AUD3287	NCA	CHOKER LEVER, rear	1	
	AUD3288	NCA	CHOKER LEVER, front	1	
80	ACA8014	£0.40	GASKET, carburettor to air filter	4	
81	1G2624	£0.41	GASKET, carburettor to manifold	2	
82	GHF202	£0.12	NUT, carburettor to manifold	4	
83	GHF333	£0.19	WASHER, locking	4	
90	156290	NCA	LINK ROD & LEVER, throttle	1	
91	AUC1453	£7.73	LINK ROD, choke	1	
92	AUE587	£2.50	LOST MOTION LEVER, rear	2	
93	AUE586	£2.50	LOST MOTION LEVER, front	2	
94	AUC2694	£0.55	SCREW, in lever	4	
95	AUC8396	£0.40	WASHER, plain	4	
96	AJD8012Z	£0.14	NUT	4	
97	AUE34	£1.80	TRUNNION, choke cable	1	
100	GGL1011	£5.70	SPRAY CLEANER	a/r	carburettor cleaner

Other kits available for the servicing of HS2 carburettors include the following:

NI	WZX1120	NCA	CARBURETTOR SUNDRIES KIT (Inc. items 4, 9, 10, 24 for one carburettor).	2	
NI	AUE810A	£3.71	CARBURETTOR GASKET KIT (Inc. items 24, 27, 28, 41, 80, 81 for one carburettor).	2	
NI	WZX1391	£6.70	FLOAT CHAMBER SUNDRIES KIT (Inc. items 27, 28, 37, 41, 43, 45, 46, 47 for one carburettor).	2	
NI	WZX1860X	£57.60	SERVICE KIT (Inc. items 3, 25, 41, 42, 80, 81; to service two carburettors).	1	
NI	GAC6154X	£98.63	REBUILD KIT (Inc. items 3, 25, 41, 42, 50, 51, 52, 53, 80, 81 for 2 carburettors plus instructions. Please note that only plain type throttle discs are included in this kit).	1	



HS4 SU Carburettors

The HS4 type carburettor on 1500 engines during production was subjected to more visually obvious improvements than its predecessor, the HS2 on 1300 engines. These changes included the replacement of the age old 'sliding bush' suction chamber & piston assembly, with a new smoother ball bearing design (a definite improvement) and, the introduction in 1976 of the emissions-conscious Capstat jets (at best, controversial). The illustration and text is structured in an attempt to group together all the components in each sub assembly which changed.

ill.	Part Number	Price £ea.	Description	Req.	Details
HS4 Carburettors (Supplied in pairs)					
	AUD665T	£672.00	CARBURETTORS, new, (pair)	1	plain jets
	FZX1327T	£647.00	CARBURETTORS, new, (pair)	1	capstat jets
1	LZX1968	NCA	SUCTION CHAMBER & PISTON	2	For AUD665 &
2	AUC8114A	£14.80	DAMPER PISTON	2	FZX1258 carburettors
3	AUC2141	£0.40	WASHER, fibre	2	('sliding bush' type
4	AUC4387	£6.70	PISTON SPRING, red, (4 1/2 oz)	2	suction chamber)
5	LZX1025	NCA	SUCTION CHAMBER & PISTON	2	For FZX1122 carburettors
6	LZX1313	NCA	DAMPER PISTON	2	('ball bearing' type chamber)
	LZX1523	NCA	SUCTION CHAMBER & PISTON	2	For FZX1327 carburettors
	LZX1506	NCA	DAMPER PISTON	2	('ball bearing' type chamber)
7	AUD4355	£3.71	PISTON SPRING, red, (4 1/2 oz) (2 1/4" diameter).	2	For FZX1122 & FZX1327 carburettors

Note: The ball bearing type suction chamber is a vast improvement over the earlier sliding bush type, with benefits to smoothness, acceleration and economy. If fitted it must be used with the correct damper (LZX1313 or LZX1506) and piston spring (AUD4355). No needle specification change is required.

8	JZX1394	£0.50	SCREW, chamber to body	6	
9	AUD4251	£0.66	SCREW, needle guide securing	2	
10	AUD3306	£0.59	SPRING	2	
11	CUD1041	£10.20	NEEDLE, type ABT	2	For AUD665 & FZX1258 carburettors

NZX4013	£10.20	NEEDLE, type ADN	2	For FZX1122 & FZX1327 carburettors	
12	AUD4288	£7.18	NEEDLE GUIDE	2	
	WZX1259	£7.22	PISTON GUIDE & SCREW SET	2	
13	WZX1259	£7.22	PISTON GUIDE & SCREW SET	2	
14	WZX1108	£6.00	PISTON LIFTING PIN KIT	2	
15	AUC1151	£0.78	SPRING	2	If fitted
16	AUD4150	£0.78	CIRCLIP, pin securing	4	
20	WZX1442	£16.00	JET BEARING KIT	2	For AUD665 carburettors
	WZX1443	£15.50	JET BEARING KIT	2	For FZX1258, FZX1122 & FZX1327 carburettors
21	AUC8478	£0.98	WASHER, sealing, jet bearing	2	
25	AUD2104	£0.35	SCREW, jet to bracket	2	For AUD665 carburettors
26	JZX1307	£6.60	BRACKET, jet to lever, front	1	(standard jets)
	AUD2428	£0.98	BRACKET, jet to lever, rear	1	
27	AUD9451A	£21.40	JET, front, 0.090" jet	1	For AUD665 carburettors
	AUD9450A	£21.40	JET, rear, 0.090" jet	1	(standard jets)
28	LZX1323A	£42.50	JET, front, 0.090" jet	1	For FZX1258 carburettors
	LZX1322A	£42.50	JET, rear, 0.090" jet	1	(capstat jets)
	LZX1331	£39.50	JET, front, 0.090" jet	1	For FZX1122 & FZX1327 carburettors (capstat jets)
	LZX1330	£39.50	JET, rear, 0.090" jet	1	
29	AUD2129	£2.45	TUBE NUT, jet to float chamber	2	
30	AUD2193	£0.29	WASHER, seal supporting	2	
31	AUD2194	£0.98	SEAL, rubber	2	
32	AUD2195	£1.24	FERRULE, brass	2	
	TT1459	£67.20	JET CONVERSION KIT	1	converts capstat jets to standard jets

Note: If your car has capstat type carburettors (FZX1258, FZX1122 or FZX1327) then read on. It's possible that your engine - when hot, dies on idle, or idles unevenly. If these maladies can be definitely traced back to the carburettors, our TT1459 'Capstat' conversion kit can be fitted. The kit replaces the dubious Capstat jets with standard items and also affects the necessary choke linkage changes. One kit services both carburettors.

35	AUC2140	NCA	FLOAT CHAMBER	2	
----	---------	-----	---------------	---	--

36	AUD2178	£10.00	ADAPTOR, float chamber, front	1	
	AUD2179	£10.00	ADAPTOR, float chamber, rear	1	
37	AUC1329	£2.65	WASHER, support	2	
38	AUD2891	£9.67	BOLT, flanged head	2	float chamber
	AUD3017	£2.70	BOLT, mounting float chamber	2	alternative to
	AUC1317	£0.55	WASHER, plain	2	item 38
39	AUC1318	£2.50	WASHER, rubber	2	
40	WZX1300	£9.60	FLOAT, (includes gasket)	2	
41	AUC8459A	£1.00	GASKET, float chamber lid	2	
42	WZX1101A	£9.00	NEEDLE & SEAT, (inc. gasket)	2	
	GAC9201X	£9.50	GROSE JET, (alternative to 42)	2	(superior valve design)
43	AUC1152	£0.60	PIN, float pivot	2	
44	AUE271	£49.50	FLOAT LID, front	1	without overflow connection
	AUE268	£70.00	FLOAT LID, rear	1	AUD665 and FZX1258 carbs
	AUE272	NCA	FLOAT LID, front	1	with overflow connection
	AUE273	£39.10	FLOAT LID, rear	1	FZX1122 and FZX1327 carbs
45	JZX1394	£0.50	SCREW, float lid	6	
46	WL700101	£0.12	WASHER, locking	6	
50	AUC3080	£2.77	STEEL INSERT	a/r	throttle shaft bush

Note: Use item 50 when the carburettor body is worn around the throttle spindle. Reaming the boss in the carburettor body to 9.5mm allows the insert to be fitted, thereby bringing the hole diameter in the boss to a correct 5/16". See page 37 (Fuel System Technical Tips) for further details.

51	WZX1177	£16.30	SPINDLE & FITTING KIT	2	
52	AUC1358	£0.72	SCREW, throttle disc to spindle	4	
Note: Kit 51 also includes lock tab (item 63) & mounting gaskets 85 & 86.					
53	WZX1323	£11.70	THROTTLE DISC & FITTING KIT	2	For AUD665 carburettors
			(Valve type disc).		
	WZX1385	£29.50	THROTTLE DISC & FITTING KIT	2	For FZX1258 carburettors
			(Valve type disc).		
	WZX1225	£17.65	THROTTLE DISC & FITTING KIT	2	For FZX1122 & FZX1327 carburettors
			(Valve type disc).		

Note: Throttle disc kits include screws (item no. 52) & carburettor mounting gaskets item nos. 85 & 86. A plain disc may be substituted here, particularly if greater performance is sought. The discs are supplied individually, again with screws and gaskets.

	WZX1323	£11.70	THROTTLE DISC & FITTING KIT	2	plain disc
54	AUD4863	NCA	THROTTLE LEVER, front	1	
	AUD4862	NCA	THROTTLE LEVER, rear	1	
55	AUC3464	£0.80	SCREW, fast idle adjustment	2	For AUD665 carburettors
56	AUC2451	£0.94	SPRING, (alternative to AJD8014Z)	2	
	AJD8014Z	£0.19	NUT, locking	2	(Alternative to AUC2451 spring).
57	AUD3518	£9.32	LEVER, lost motion	2	
58	JZX1179	NCA	THROTTLE LEVER, front	1	
	JZX1178	NCA	THROTTLE LEVER, rear	1	
59		£Call	SCREW, fast idle adjustment	2	For FZX1258, FZX1122 & FZX1327 carburettors
60	AJD8014ZX	NCA	SPIRE NUT, screw to throttle lever	2	
61	JZX1299	£3.91	SPRING, throttle return, front	1	
	JZX1298	£4.05	SPRING, throttle return, rear	1	
62	JZX1328	£7.93	LEVER, lost motion	2	
NI	WZX1140	£6.15	SUNDRIES KIT, (throttle linkage)	2	For AUD665 carburettors
			(Contains items 25, 26, 55, 56, 65, 66).		
	WZX1156	NCA	SUNDRIES KIT, (throttle linkage)	2	For FZX1258, FZX1122 & FZX1327 carburettors
			(Contains items 59, 67, 68).		
63	AUD3323	£0.44	LOCK TAB	2	
64	AUC1424	£2.15	PIVOT NUT	2	
65	AUC3464	£0.80	SCREW, throttle stop & idle	2	
66	AJD8014Z	£0.19	NUT, locking	2	For AUD665 carburettors
			(Alternative to AUC2451 spring).		
	AUC2451	£0.94	SPRING, (alternative to AJD8014Z)	2	
67	JZX1180	NCA	SCREW, throttle stop & idle	2	For FZX1258, FZX1122 & FZX1327 carburettors
68	AUD3586	£1.03	'O' RING	2	for AUD665 carburettors
70	WZX1335	£6.50	CHOKE SPRING KIT, front	1	
	WZX1336	£9.01	CHOKE SPRING KIT, rear	1	
	WZX1338	£2.70	CHOKE SPRING KIT, rear	1	for FZX1258, FZX1122 & FZX1327 carburettors
	WZX1339	£7.12	CHOKE SPRING KIT, front	1	
71	AUD2431	£2.80	SPRING, choke cam, front	1	
	AUD2432	£2.80	SPRING, choke cam, rear	1	for AUD665 carburettors
72	CUD3073	NCA	LEVER & JET LINK, front	1	
	CUD3072	NCA	LEVER & JET LINK, rear	1	
73	JZX1353	NCA	SPRING, choke cam, front	1	
	AUD4867	NCA	SPRING, choke cam, rear	1	

Note: These cam springs are no longer available, use cam springs below.

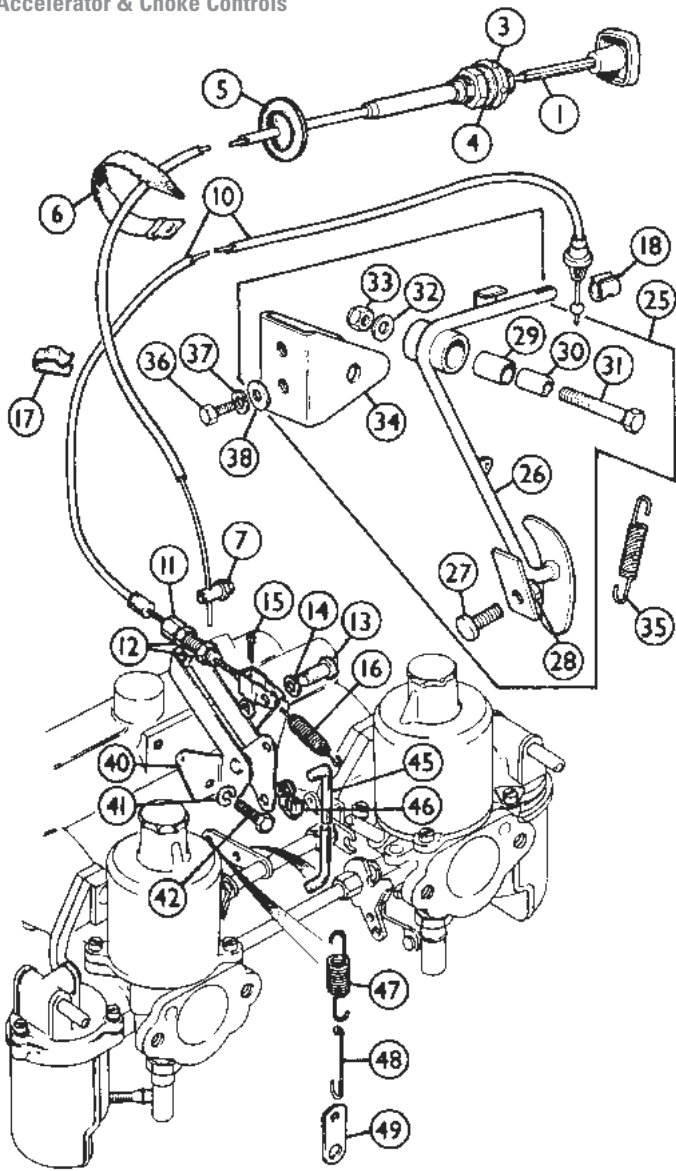
	AUD2431	£2.80	SPRING, choke cam, front	1	
	AUD2432	£2.80	SPRING, choke cam, rear	1	
74	AUD4871	£8.50	LEVER, front	1	for FZX1258, FZX1122 & FZX1327 carburettors
	AUD4870	£5.10	LEVER, rear	1	
75	WZX1357	£9.00	ROD LINK KIT, front	1	
	WZX1356	£5.90	ROD LINK KIT, rear	1	
76	JZX1259	NCA	CLIP, rod link to jet	2	
	WZX1331	£20.40	PIVOT BOLT KIT	2	
77	AUC1426	£9.37	BOLT, pivot	2	

78	AUC5032	£1.75	WASHER, spacing	2	
79	AUC8473	£1.33	DISTANCE TUBE, inner	2	
80	AUD2430	£2.54	DISTANCE TUBE, outer	2	
81	AUD4860	NCA	CHOKE LEVER, front	1	
	AUD4861	NCA	CHOKE LEVER, rear	1	
82	AUE34	£1.80	TRUNNION, choke cable	1	
85	12G2125	£0.29	GASKET, carburettor to air filter	4	
86	UKC2992	£0.78	GASKET	4	carburettor to heat shield & heat shield to manifold
87	SH505091	£0.88	SCREW, carburettor to manifold	4	
88	GHF332	£0.19	WASHER, locking	4	
90	UKC3009	NCA	LINK ROD & LEVER, throttle	1	
91	TT9911	£2.89	LINK ROD, choke	1	
92	AUE586	£2.50	LOST MOTION LEVER, front	2	
93	AUE587	£2.50	LOST MOTION LEVER, rear	2	
94	AUC2694	£0.55	SCREW, in lever	4	
95	AUC8396	£0.40	WASHER, plain	4	
96	AJD8012Z	£0.14	NUT	4	
100	GGL1011	£5.70	SPRAY CLEANER	a/r	carburettor cleaner

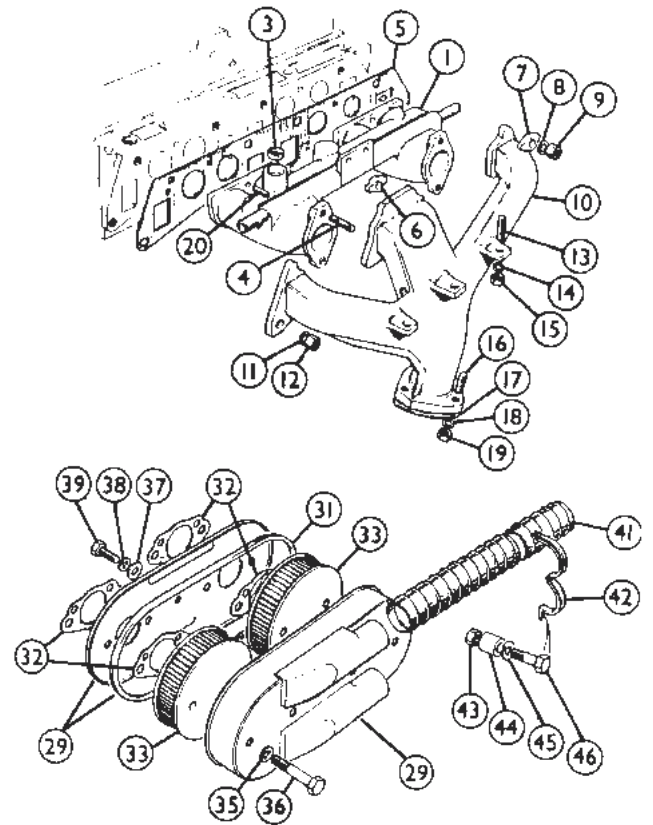
Note: Other kits available for the servicing of HS4 carburettors include.

NI	AUE811A	£4.84	CARBURETTOR GASKET KIT	2	(Inc. items 21, 30, 31, 41, 85, 86 for one carburettor).
NI	WZX1391	£6.70	FLOAT CHAMBER SUNDRIES KIT	2	(Inc. items 30, 31, 37, 41, 43, 45, 46, for one carburettor).
NI	WZX1852X	£37.00	SERVICE KIT, front	1	For AUD665 carburettors
NI	WZX1853X	£37.00	SERVICE KIT, rear	1	(Inc. items 3, 27, 41, 42, 85, 86 for one carburettor).
NI	WZX1890X	£69.40	SERVICE KIT, front	1	For FZX1258 carburettors
NI	WZX1889X	£69.40	SERVICE KIT, rear	1	(Inc. items 3, 28, 41, 42, 85, 86 for one carburettor).
NI	WZX1849X	£91.80	SERVICE KIT, (for two carburettors)	1	For FZX1122 & FZX1327 carburettors
NI	GAC6155X	£87.50	REBUILD KIT, (for both carburettors)	1	For AUD665 carburettors
NI	GAC6166X	£110.00	REBUILD KIT, (for both carburettors)	1	For FZX1258 carburettors
NI	GAC6167X	£125.00	REBUILD KIT, (for both carburettors)	1	FZX1122 & FZX1327 carbs (Rebuild kits include items 3, 27 (in GAC6155X), 28 (in GAC6166X & GAC6167X), 41, 42, 50, 51, 52, 53, 85, 86 for two carburettors, plus instructions).

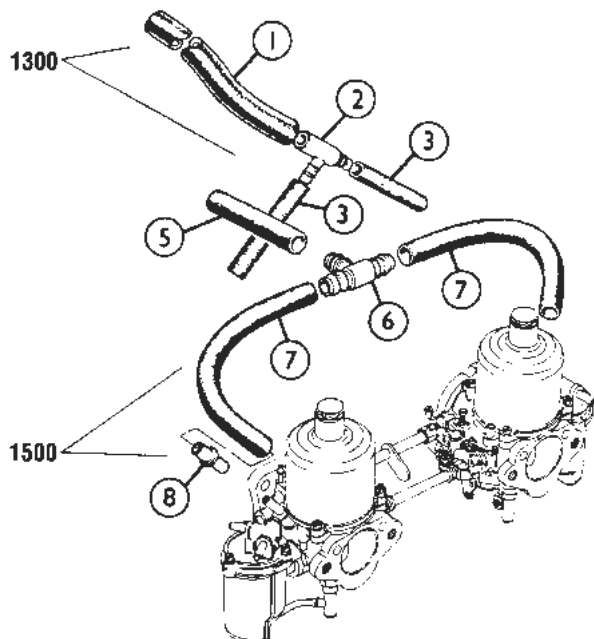
Accelerator & Choke Controls



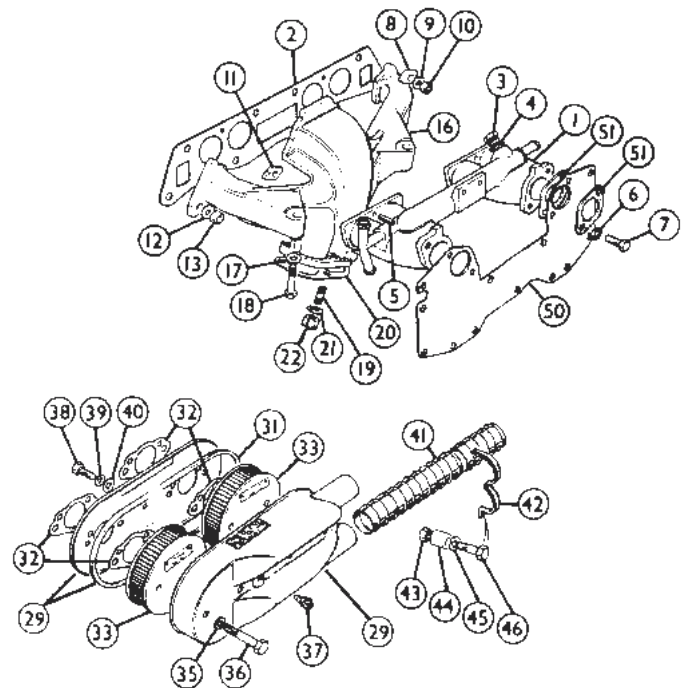
Manifolds (Inlet/Exhaust) & Air Filters, 1300



Engine Breather System



Manifolds (Inlet/Exhaust) & Air Filters, 1500



Accelerator & Choke Controls

Ill.	Part Number	Price £ea.	Description	Req.	Details
	156137	£12.85	CHOKE CABLE (Includes RHD equivalents of 1 & 2).	1	RHD models
1	SCC101	£17.65	COMPLETE CHOKE CABLE ASSEMBLY	1	LHD models
3	618946	£3.66	BEZEL NUT	1	
4	GHF325	£0.25	WASHER, locking	1	
5	061917	£0.44	GROMMET, cable, (bulkhead)	1	
6	13H6107	£2.00	CABLE TIE, fir tree type	1	alternatives
	RTC222A	NCA	CABLE TIE, ratchet type	1	
7	AUE34	£1.80	TRUNNION, cable end to carb	1	
10	156342	£9.11	ACCELERATOR CABLE	1	RHD
	156345	£11.70	ACCELERATOR CABLE	1	1300, LHD
	156346	£13.75	ACCELERATOR CABLE	1	1500, LHD
11	BHH1059	£1.60	SCREWED ADJUSTER	1	
12	146984	£0.41	NUT, locking	2	
13	PJ8504	£0.94	CLEVIS PIN, cable to lever	1	
14	PWZ203	£0.12	WASHER, plain	1/2	
15	GHF500	£0.12	SPLIT PIN, cut to fit	1	
16	145197	£1.10	RETURN SPRING, cable linkage	2	1300, 1500 To FM53446E

Note: The return spring became redundant in 1976 upon the introduction of the 'Capstat' type carburettor: these later carburettors were constructed with a return spring operating between the throttle linkage and the carburettor body.

17	615707	NCA	CLIP, cable retaining	1	
18	153041	£1.50	CLIP, clamping nipple to pedal	1	
25	156216	NCA	ACCELERATOR PEDAL & BRACKET ASSEMBLY	1	RHD models
	UKC1370	NCA	ACCELERATOR PEDAL & BRACKET ASSEMBLY	1	LHD models
26	156188	NCA	ACCELERATOR PEDAL	1	RHD
	217465	NCA	ACCELERATOR PEDAL	1	LHD
27	156300	NCA	PEDAL STOP	1	RHD
	156301	NCA	PEDAL STOP	1	LHD
28	NT605041	£0.19	NUT, locking pedal stop	1	
29	AHH5301	£2.20	BUSH, accelerator pedal pivot	1	
30	AHH6504	£1.85	SPACER, accelerator pedal pivot	1	
31	GHF104	£0.50	BOLT, accelerator pedal pivot	1	
32	GHF301	£0.10	WASHER, plain	1	
33	GHF272	£0.40	NUT, nylon	1	
34	156190	NCA	BRACKET, pedal support	1	
35	057950	£3.66	SPRING, pedal return	1	
36	SH604041	£0.19	SCREW, bracket attaching	2	
37	GHF331	£0.12	WASHER, locking	2	
38	WM57	£0.29	WASHER, plain	2	
40	156533	NCA	BRACKET, linkage & bell crank	1	1300
	UKC5374	NCA	BRACKET, linkage & bell crank	1	1500 To FM118389E
	UKC9225	NCA	BRACKET, linkage & bell crank	1	1500 From FM118390E
41	GHF331	£0.12	WASHER, locking	2	
42	SH504041	£0.29	SCREW, bracket to manifold	2	1300
	SH504051	£0.20	SCREW, bracket to manifold	2	1500
45	156535	NCA	LINK ROD, bellcrank to carburettor	1	1300
	UKC3272	NCA	LINK ROD, bellcrank to carburettor	1	1500 To FM118389E
	UKC6268	NCA	LINK ROD, bellcrank to carburettor	1	1500 From FM118390E
46	153957	£1.80	CLIP, retaining link rod	2	
47	136835	£0.48	SPRING, throttle return	1	1300
	153953	NCA	SPRING, throttle return	1	1500
48	143747	£1.24	LINK ROD, spring to bracket	1	
49	157065	NCA	BRACKET	1	1300
	UKC3281	NCA	BRACKET	1	1500 To FM118389E
	UKC9193	NCA	BRACKET	1	1500 From FM118390E

Note: UKC9193, the most commonly found bracket, mounts on one of the exhaust down pipe nuts. The two earlier brackets attach to the chassis rail and front suspension turret respectively.

Engine Breather System

1	216924	£4.50	HOSE, rocker cover breather to 'T' piece	1	1300
2	12G2134	£2.50	'T' CONNECTOR	1	twin HS2 carburettor
3	144938	£1.39	HOSE, 'T' piece to carbs	2	models
5	154220	£1.24	HOSE, rocker cover to 'T' piece	1	1500
6	UAM1600	£5.05	'T' PIECE, rocker cover to carburettors	1	twin HS4
7	154935	£4.70	HOSE, 'T' piece to carbs	2	models
8	154934	£1.40	ADAPTOR, breather to carbs	2	

Manifolds (Inlet/Exhaust) & Air Filters, 1300

1	TT1458	£181.00	MANIFOLD, inlet, (2 connectors)	1	To FH59688E
	311925	NCA	MANIFOLD, inlet, (3 connectors)	1	From FH59689E

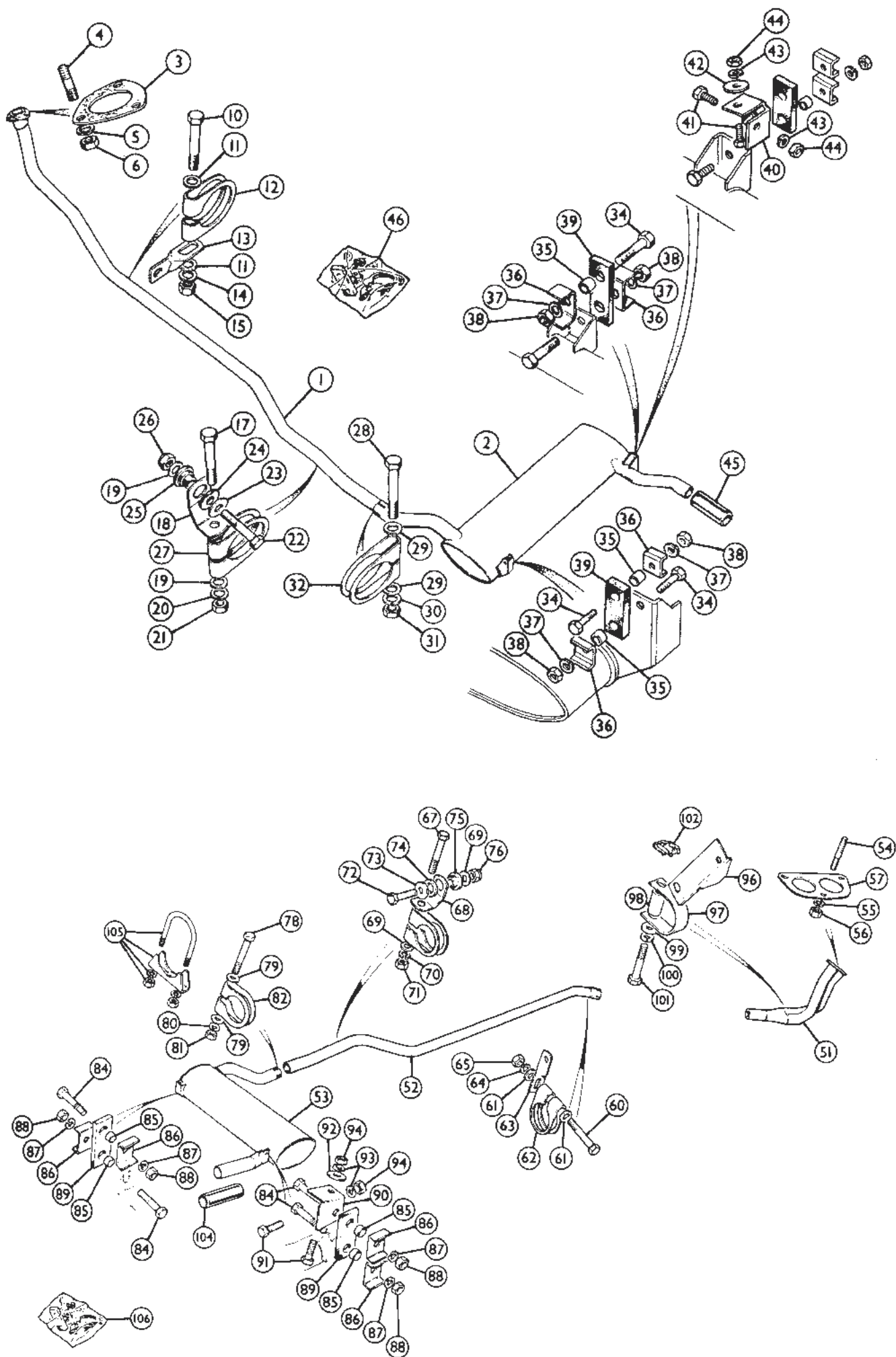
Note: Please see page A19 in the Accessories section for full details.

3	154053	NCA	CORE PLUG	1	
4	105124	£0.90	STUD	4	
5	GUG4041MG	£2.84	GASKET	1	
6	137845	£4.62	CLAMP, large	2	
7	058258	£3.14	CLAMP, small	4	
8	WP20X	£0.20	WASHER, plain	6	
9	100498	£1.24	NUT	6	
10	308086	NCA	MANIFOLD, exhaust	1	
11	WP20X	£0.20	WASHER, plain	2	
12	100498	£1.24	NUT	2	
13	TE505111	£0.67	STUD	2	
14	GHF332	£0.19	WASHER, locking	2	
15	GHF201	£0.08	NUT	2	
16	TE605105	£1.50	STUD	3	
17	GEG701	£2.90	GASKET, manifold to pipe	1	
18	GHF332	£0.19	WASHER, locking	3	
19	515369	£0.71	NUT, stainless steel	3	alternatives
	GHF261	£0.30	NUT, brass	3	
20	DS2516	NCA	ROLL PIN, manifold	2	
29	217822	NCA	AIR CLEANER BOX	1	
31	141648	£1.60	SEAL, back plate	1	
32	ACA8014	£0.40	GASKET, 1 1/4"	4	
33	GFE1037	£4.80	AIR FILTER, 1 1/4"	2	see the Accessories section
35	GHF332	£0.19	WASHER, locking	4	
36	BH505181	£0.71	BOLT, air cleaner to carburettor	4	
37	GHF300	£0.12	WASHER, plain	1	
38	GHF331	£0.12	WASHER, locking	1	
39	SH604041	£0.19	SCREW	1	
41	616012	£12.70	AIR HOSE	2	
42	151784	NCA	CLAMP	1	
43	GHF201	£0.08	NUT, plain	1	
44	156511	NCA	SPACER	1	
45	GHF332	£0.19	WASHER, locking	1	
46	SH604091	£0.62	SCREW	1	

Manifolds (Inlet/Exhaust) & Air Filters, 1500

1	RKC723	£153.70	MANIFOLD, inlet	1	
2	AJM681	£5.18	GASKET, manifolds	1	
3	ADP210	£5.18	BLANKING PLUG	1	
4	WF512	NCA	WASHER, fibre	1	
5	DS2512	NCA	ROLL PIN, manifold	2	
6	GHF332	£0.19	WASHER, locking	4	carburettor & heat shield to manifold
7	SH505101	£0.40	SCREW	4	
8	058258	£3.14	CLAMP, small	4	
9	WP20X	£0.20	WASHER, plain	6	
10	100498	£1.24	NUT	6	
11	137845	£4.62	CLAMP, large	2	
12	WP20X	£0.20	WASHER, plain	2	
13	100498	£1.24	NUT	2	
16	RKC648	NCA	MANIFOLD, exhaust	1	
17	GHF332	£0.19	WASHER, locking	2	
18	SH505141	£0.60	SCREW	2	
19	TE605105	£1.50	STUD	3	
20	GEG739	£5.75	GASKET, manifold to down pipe	1	
21	GHF332	£0.19	WASHER, locking	3	
22	515369	£0.71	NUT, stainless steel	3	alternatives
	GHF261	£0.30	NUT, brass	3	
29	RKC4165	NCA	AIR CLEANER BOX	1	To FH127151
	TKC1570	NCA	AIR CLEANER BOX	1	From FH127152
31	141648	£1.60	SEAL, back plate	1	
32	12G2125	£0.29	GASKET	4	
33	GFE1063	£6.50	AIR FILTER	2	see the Accessories section for sports air filters
35	GHF332	£0.19	WASHER, locking	4	
36	BH505181	£0.71	BOLT, air box to carburettors	4	
37	623313	£0.82	PIPE CLIP	1	To FH27151
	626960	NCA	PIPE CLIP	1	From FH27152
38	SH604041	£0.19	SCREW	1	
39	GHF331	£0.12	WASHER, locking	1	
40	GHF300	£0.12	WASHER, plain	1	
41	616012	£12.70	AIR HOSE	2	
42	151784	NCA	CLAMP	1	
43	GHF201	£0.08	NUT	1	
44	156511	NCA	SPACER	1	
45	GHF332	£0.19	WASHER, locking	1	
46	SH604091	£0.62	SCREW	1	
50	UKC8372	£15.00	HEAT SHIELD, carburettors	1	
	UKC8372SS	£25.00	HEAT SHIELD, carburettors, s/steel	1	
51	UKC2992	£0.78	GASKET	4	carburettor to heat shield & heat shield to manifold

*Note: Gaskets were used 'to approx. mid 1977' when the heat shield was manufactured in a new material that no longer required gaskets. The part number remained unchanged. Ours are made to the early specification and require gaskets.



1300 Exhaust System

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GEX1439	£35.60	FRONT PIPE	1	
2	GEX3668	£80.90	SILENCER	1	
3	GEG701	£2.90	GASKET, manifold to front pipe	1	
4	TE605105	£1.50	STUD, manifold to front pipe	3	
5	GHF332	£0.19	WASHER, locking	3	
6	515369	£0.71	NUT, stainless steel	3	alternatives
	GHF261	£0.30	NUT, brass	3	
10	BH605221	£0.55	BOLT, pipe clamping	1	
11	GHF301	£0.10	WASHER, plain	2	
12	GEX7509	£1.55	CLAMP BRACKET	1	
13	GEX7511	£4.57	SUPPORT BRACKET	1	
14	GHF332	£0.19	WASHER, locking	1	
15	GHF201	£0.08	NUT	1	
17	BH605201	£0.88	BOLT, pipe clamping	1	
18	GEX7496	£3.00	ANGLED BRACKET	1	to front of differential
19	GHF301	£0.10	WASHER, plain	2	
20	GHF332	£0.19	WASHER, locking	1	
21	GHF201	£0.08	NUT	1	
22	BH605101	£0.55	BOLT, bracket	1	
23	WP17	£0.19	WASHER, plain	1	
24	GEX7330	£1.25	WASHER, rubber	1	
25	GEX7329	£2.45	GROMMET	1	rubber & steel composite
26	GHF242	£0.76	NUT	1	
27	GEX7509	£1.55	CLAMP BRACKET	1	
28	BH605221	£0.55	BOLT, pipe clamping	1	
29	GHF301	£0.10	WASHER, plain	2	
30	GHF332	£0.19	WASHER, locking	1	
31	GHF201	£0.08	NUT	1	
32	GEX7506	£2.05	CLAMP, silencer to pipe joint	1	
	GEX9007	£0.70	CLAMP ASSEMBLY, 'U' bolt type	1	alternative to items 28 to 32
34	GHF103	£0.42	SCREW, silencer mounting	4	
35	155249	£0.78	SPACER TUBE, (in rubber strap)	4	
36	GEX7510	£0.82	CLAMP PLATE	4	
37	GHF332	£0.19	WASHER, locking	4	
38	GHF201	£0.08	NUT	4	
39	GEX7359	£0.90	FLEXIBLE STRAP	2	
40	UKC1910	£8.81	MOUNTING BRACKET	1	
41	GHF120	£0.19	SCREW, attaching bracket	2	
42	GHF315	£0.12	WASHER, reinforcing	1	
43	GHF332	£0.19	WASHER, locking	2	
44	GHF201	£0.08	NUT	2	
45	GEX1305	£9.37	CHROME FINISHER	1	1 5/8" internal diameter
46	GFK6630X	£39.00	EXHAUST FITTING KIT	1	includes items 3 to 39

1300 Stainless Steel Exhaust System (Original UK Specification)

SSSP4	£208.00	EXHAUST, stainless steel*	1	1300 original design
GFK6630X	£39.00	EXHAUST FITTING KIT	1	

*Note: These system kits do not include fixings; order the appropriate mild steel fixing kit.

Exhaust System (SSSP4) consists of:

SSTH121	£70.20	FRONT PIPE	1	equivalent to GEX1439
SSTH150	£156.50	SILENCER, single tail pipe	1	equivalent to GEX3668

Alternative 1300 Stainless Steel Silencers

FSTH150SP	£261.60	SILENCER, twin tail pipes**	1	
FSTH171	£173.30	SILENCER, single tail pipe	1	USA type specification
FS5417	£249.00	SPORTS SILENCER, twin tail pipes	1	

**Note: Use with SSTH121 to create full system. Also requires fitting kit.

1500 Exhaust System

51	GEX1620	£57.00	FRONT PIPE	1	
52	GEX1621	£29.30	INTER PIPE, front pipe to silencer	1	
53	GEX3668	£80.90	SILENCER	1	
54	TE605105	£1.50	STUD, manifold to down pipe	3	
55	GHF332	£0.19	WASHER, locking	3	
56	515369	£0.71	NUT, stainless steel	3	alternatives
	GHF261	£0.30	NUT, brass	3	
57	GEG739	£5.75	GASKET, manifold to front pipe	1	
60	BH605221	£0.55	BOLT, pipe clamping	1	
61	GHF301	£0.10	WASHER, plain	2	
62	GEX7509	£1.55	CLAMP BRACKET	2	
63	GEX7511	£4.57	SUPPORT BRACKET	1	
64	GHF332	£0.19	WASHER, locking	1	
65	GHF201	£0.08	NUT	1	
67	BH605201	£0.88	BOLT, pipe clamping	1	

68	GEX7496	£3.00	ANGLED BRACKET	1	
69	GHF301	£0.10	WASHER, plain	2	
70	GHF332	£0.19	WASHER, locking	1	
71	GHF201	£0.08	NUT	1	
72	BH605101	£0.55	BOLT, bracket attaching	1	
73	WP17	£0.19	WASHER, plain	1	
74	GEX7330	£1.25	WASHER, rubber	1	
75	GEX7329	£2.45	GROMMET	1	rubber & steel composite
76	GHF242	£0.76	NUT	1	
78	BH605221	£0.55	BOLT, pipe clamping	1	
79	GHF301	£0.10	WASHER, plain	2	
80	GHF332	£0.19	WASHER, locking	1	
81	GHF201	£0.08	NUT	1	
82	GEX7506	£2.05	CLAMP	1	
84	GHF103	£0.42	SCREW, silencer mounting	4	
85	155249	£0.78	SPACER TUBE, in rubber strap	4	
86	GEX7510	£0.82	CLAMP PLATE	4	
87	GHF332	£0.19	WASHER, locking	4	
88	GHF201	£0.08	NUT	4	
89	GEX7359	£0.90	FLEXIBLE STRAP	2	
90	UKC1910	£8.81	MOUNTING BRACKET	1	
91	GHF120	£0.19	SCREW	2	
92	GHF315	£0.12	WASHER, reinforcing	1	
93	GHF332	£0.19	WASHER, locking	2	
94	GHF201	£0.08	NUT	2	
96	UKC9716	£5.28	SUPPORT BRACKET	1	
97	UKC9725	£1.10	'U' BRACKET	1	
98	UKC9726	£1.39	SPACER TUBE	1	
99	GHF300	£0.12	WASHER, plain	1	late cars only
100	GHF331	£0.12	WASHER, locking	1	
101	BH604201	£0.56	BOLT, 'U' bracket	1	
102	FQ35076		NCA CLIP NUT	1	
104	GEX1305	£9.37	CHROME FINISHER	1	1 5/8" internal diameter
105	GEX9007	£0.70	CLAMP ASSEMBLY, 'U' bolt type	1	alternative to items 78 to 82
106	GFK6640X	£39.00	EXHAUST FITTING KIT	1	includes items 54 to 89

1500 Stainless Steel Exhaust System (Original UK Specification)

SSSP5	£248.20	EXHAUST, stainless steel*	1	1500 original design
GFK6640X	£39.00	EXHAUST FITTING KIT	1	

*Note: These system kits do not include fixings; order the appropriate mild steel fixing kit.

Exhaust System (SSSP5) consists of:

SSTH148	£74.20	FRONT PIPE	1	equivalent to GEX1620
SSTH149	£32.20	INTER PIPE	1	equivalent to GEX1621
SSTH150	£156.50	SILENCER, single tail pipe	1	equivalent to GEX3668

Alternative 1500 Stainless Steel Silencers

FSTH150SP	£261.60	SILENCER, twin tail pipes**	1	
FSTH171	£173.30	SILENCER, single tail pipe	1	USA type specification
FS5417	£249.00	SPORTS SILENCER, twin tail pipes	1	

**Note: Use with SSTH148 & SSTH149 to create full system. Also requires fitting kit.

TriumphTune Sports Exhaust Manifolds & Systems

Alternative Exhaust Systems to fit all Spitfire (& GT6 models). Popular for many years has been the TriumphTune twin silencer exhaust system. Historically we have supplied the kit in mild steel material only but we now offer a stainless steel version. This product has been introduced alongside our existing range of original design stainless steel exhaust components. The replacement TT Sports exhaust systems can be used with the existing front down pipe. They include fitting kit & instructions.

TriumphTune Sports Manifolds

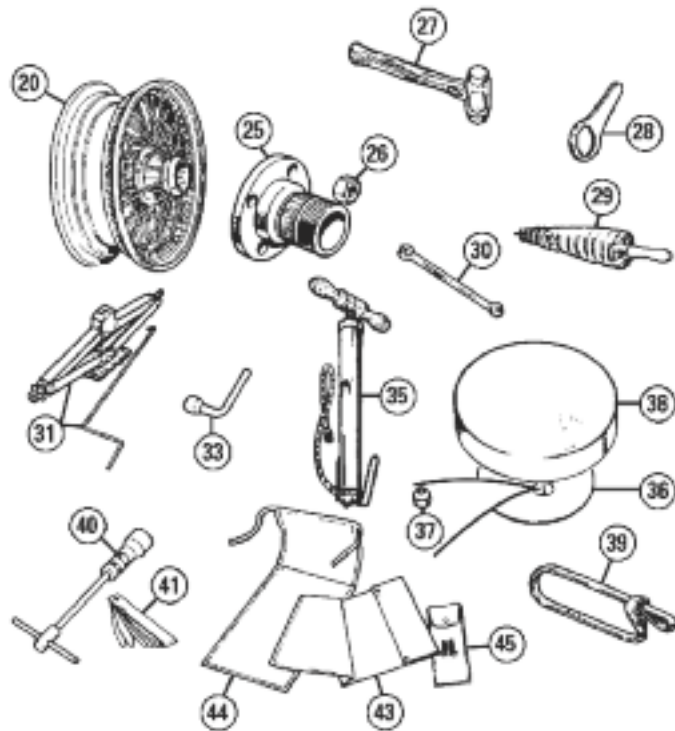
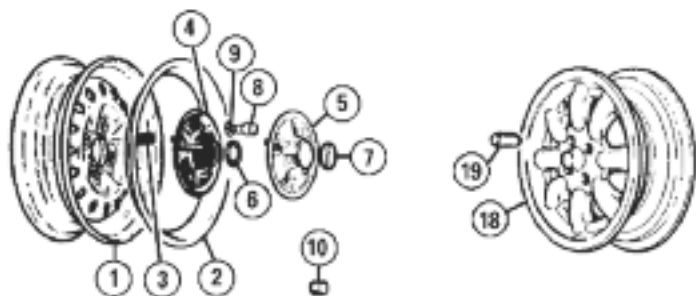
Note: Please see page A08 in the Accessories section for full details.

TT1400	£268.00	SPORTS MANIFOLD	1	mild steel
TT1400PS	£260.00	SPORTS MANIFOLD	1	stainless steel
TT9931S	£2.40	EXHAUST CLAMP	2	
TT5911S	£14.65	ADAPTOR PIPE	1	TriumphTune manifold to original system, mild steel

TriumphTune Sports Exhausts

Note: Please see page A08 in the Accessories section for full details.

TT5412	£273.00	WITH TWIN ROUND BOX	1	mild steel
FS5412	£320.00	WITH TWIN ROUND BOX	1	stainless steel
TT5420	£251.40	WITH TWIN OVAL BOX	1	mild steel
TT5913SS	£12.85	ADAPTOR PIPE, (mild steel)	1	original manifold to TriumphTune system



Road Wheels & Tools

Note: Please see pages A26-27 in the Accessories section for our full range of road wheels.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	TT7365	NCA	ROAD WHEEL, steel, 4.5" x 13"	5	1300
	TT7365	NCA	ROAD WHEEL, steel, 4.5" x 13"	5	1500 To (c) FH130000
	PKC518	NCA	ROAD WHEEL, steel, 5" x 13"	5	1500 From (c) FH130001
2	GLZ225Z	£22.70	TRIM RING, (individual)	a/r	stainless steel
	GAC2254X	£66.80	TRIM RING, (set of 4 trims)	1	
3	628097	£0.56	SPRING, hub cap tensioning	16	
4	YKC1335	£34.00	HUB CAP, black	4	1300
5	YKC1335	£34.00	HUB CAP, silver	4	1500
6	633590	£2.75	FOIL BADGE, silver & black	4	'Spitfire' 1300
7	YKC1334	£2.65	FOIL BADGE, silver & blue	4	'Triumph' 1500
8	155751	£2.90	WHEEL NUT, chrome	16	
9	155753	£0.70	WASHER, wheel nut	16	
10	154028	NCA	WHEEL NUT, chrome	16	steel wheels only (For steel wheels without hub caps).

Note: At the time of writing we have no plans to re-manufacture Spitfire steel wheels due to the prohibitive cost of tooling the complex centre pressing. The situation could conceivably change in the future (keep an eye on our website), but in the meantime we can offer an alloy wheel alternative. This wheel, styled as a replica of the 8 spoke competition wheels used so widely in the 1960's & 1970's, is manufactured specifically for Spitfires in a silver finish. Special wheel nuts must be used.

18	GAC8223X	£79.00	ALLOY WHEEL, silver, (5" x 13")	5	
19	AHA8785SS	£3.60	WHEEL NUT, stainless steel	16	for alloy wheels only
20		£Call	WIRE WHEEL, (centre lock)		see the Accessories section for full range
		£Call	SPINNERS, (centre lock wheels)		originally for MkI-III Spitfires; but will fit later cars
25	142598	£39.10	ADAPTOR HUB, wire wheel, LH	2	
	142597	£39.10	ADAPTOR HUB, wire wheel, RH	2	

Following the success of their earlier TR wheel hubs, designers at Standard Triumph developed a wheel hub set which would bolt directly to the steel wheel axles of the Spitfire. We are able to supply these for owners wishing to convert from steel to wire wheels. Please note that Adaptor nuts will be required and are not supplied with the adaptor hubs.

These hubs will only safely accept the wire wheels specifically designed for Spitfires. Other 13" dia. wire wheels may look as though they fit, but the spline & seat design may differ - so they don't. (See below for hubs for custom built cars) It's a matter of Triumph engineers effectively widening the axle by using adaptors, but endeavouring to keep the overall track dimension the same.

26	144504	£1.28	NUT, chamfered, adaptor to hub	16	
----	--------	-------	--------------------------------	----	--

Note: The above nuts must be used when installing wire wheel adaptor hubs. If ordinary wheel nuts are used, each wheel will be unable to locate properly on its adaptor. The steering will become increasingly interesting as the wire wheels start sliding along the hubs and the wheel nuts & spinners begin to unfasten.

Offset Splined Hub Kit

If you have ever wanted to fit larger diameter or wider wire wheels to your Spitfire/Herald, but were always told you couldn't, well think again, because Moss Europe can now supply (a set of 4) easy to fit bolt-on splined hubs that fit directly onto your existing (disc brake type) hub flange utilising the original wheel studs. Simple. Because these splined hubs have an ingenious off-set, they allow you the fitting of 14"/15" diameter (centre lock wire) wheels - and, a choice of different rim widths. So now you really can make your classic not only look good, but you can make it a real head turner.

NI	GAC7051X	£209.00	'OFF-SET' SPLINED HUB KIT	1	
25	142598L	£60.30	ADAPTOR, (Long), HUB, wire wheel, LH	2	also suitable for custom built cars using Spitfire running gear
	142597L	£60.30	ADAPTOR, (Long), HUB, wire wheel, RH	2	
26	144504	£1.28	NUT, chamfered, adaptor to hub	16	

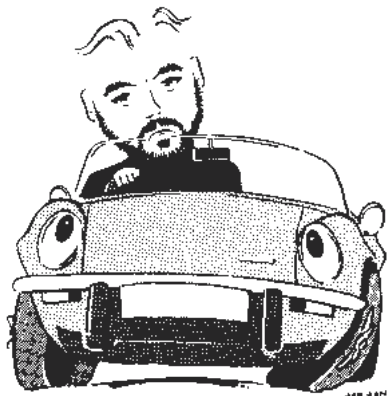
Note: The above nuts must be used when installing wire wheel adaptor hubs. If ordinary wheel nuts are used, each wheel will be unable to locate properly on its adaptor. The steering will become increasingly interesting as the wire wheels start sliding along the hubs and the wheel nuts & spinners begin to unfasten. (Unless you already have 'standard' bolt-on centre lock/splined hubs fitted, you will need to order 16 nuts).

Miscellaneous Tools & Equipment

See our Restoration Tools catalogue for our full range of workshop tools & garage equipment.

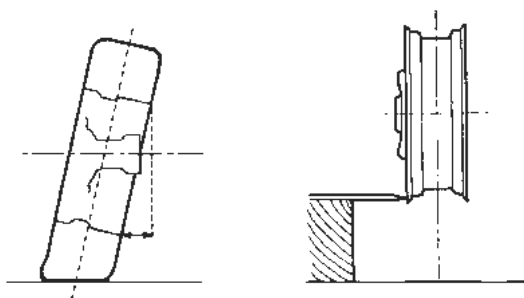
27	C27290	£25.00	HAMMER	1	copper & hide
	C27290	£25.00	HAMMER	1	lead alloy
28	AH5839	£5.90	SPANNER	1	octagonal knock on nuts
29	GAC4089	£9.01	BRUSH	1	for wire wheels
30	MM385-800	£9.50	SPOKE SPANNER	1	
31	MTR311301	NCA	JACK & HANDLE, scissor type	1	
33	21A2818	£37.90	WHEEL NUT SPANNER	1	steel & bolt on wire wheels
35	523638A	NCA	TYRE PUMP, period 'stirrup' type	1	
36	706807	£46.20	SPARE WHEEL BOARD	1	not suitable for wire wheels
37	113087	£1.20	WHEEL NUT	1	(fit flat side down)
38	717601	£55.70	COVER, spare wheel	1	for standard dimension wheel & tyre
39	JRC7954	£3.82	STRAP, spare wheel removal	1	
40	DMR13868	£7.62	PLUG SPANNER	1	
41	DMR73970	NCA	FEELER GAUGE SET	1	imperial
43	725793	£16.80	TOOL BAG ONLY, black*	1	polythene
44	716032	NCA	TOOL BAG ONLY, black*	1	'hardura'
45	715092	NCA	TOOL POUCH ONLY, red*	1	
	715097	£26.50	TOOL POUCH ONLY, blue*	1	(USA cars)

*Note: Tools not included.



So You Think You've Got Wobbly Wire Wheels?

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



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

Now, wire wheels are built to flex (or bend) and this was brought shockingly home to me on one occasion when Pete Buckles visited me in Birmingham (remember Clappgate Lane?). We were off to visit a supplier (who incidentally, still stamps out trunnion blanks for Moss). Pete's TR3 followed my TR2 down an interestingly twisty road which I happened to know particularly well, and after exiting a seriously exciting corner I looked in the mirror to check on the progress of our illustrious leader, and was horrified to see his car in a lurid slide (he maintained it was under control) with its outside front wheel keeling over at a crazy angle, almost 60 off vertical. This memory has remained vivid ever since, and is one explanation why Moss Europe (formerly Cox & Buckles) do not sell second hand or reconditioned wire wheels.

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

Slight sideways run-out (or 'out of true') with wire wheels is therefore not significant: a couple of hard corners will soon re-arrange the wheel spokes anyway. Vertical 'run out' should not be permitted, ever. By far the most common cause of wire wheel 'wobbles' is an incorrect method employed in balancing. A simple spirit level balancer is the thing to seek out. Under no circumstances should balancing be attempted on the now common dynamic machine without the use of the special sprung cones shown in the illustration, because, although the wheel locates correctly on its inner coned surface, these machines 'try' and locate onto the inside of the wire wheels outer flange, which is NOT a true machined surface. This incorrect technique appears as terrific sideways run-out and the balancing 'specialist' always blames the wheel. Now you know the truth.

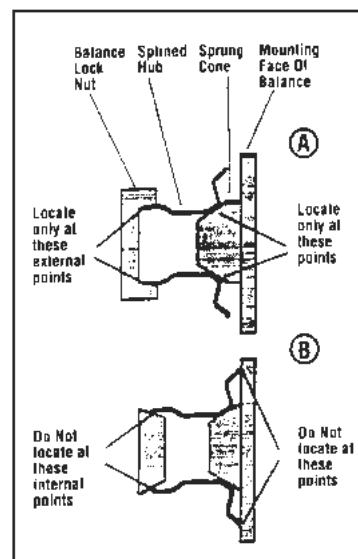
It is always best to check the wire wheel by clamping it onto a front hub, using the correct knock-on nut BEFORE fitting the tyre. Spin the wheel on the hub and check sideways or vertical run-out as shown in the illustration, and observe or measure the run-out. + or - 1/16" is not a problem, even +/-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

So the conclusion is summarised as follows:

Our new wire wheels are built and assembled to the highest standards. When your wheel/tyre fitter says they are no good, there is a very, very strong chance that he is not using the equipment in a fashion which is appropriate for wire wheels. The above tips will allow you to check the 'truth' of the wire wheel, whether the wheel is new or used.

It's a sad truth that wire wheels have a bad reputation they don't deserve, but the people who give them a bad reputation actually deserve it themselves. We have total confidence in the Dunlop product we sell.

By Pete Cox



How To Balance Centre Lock Wire Wheels

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

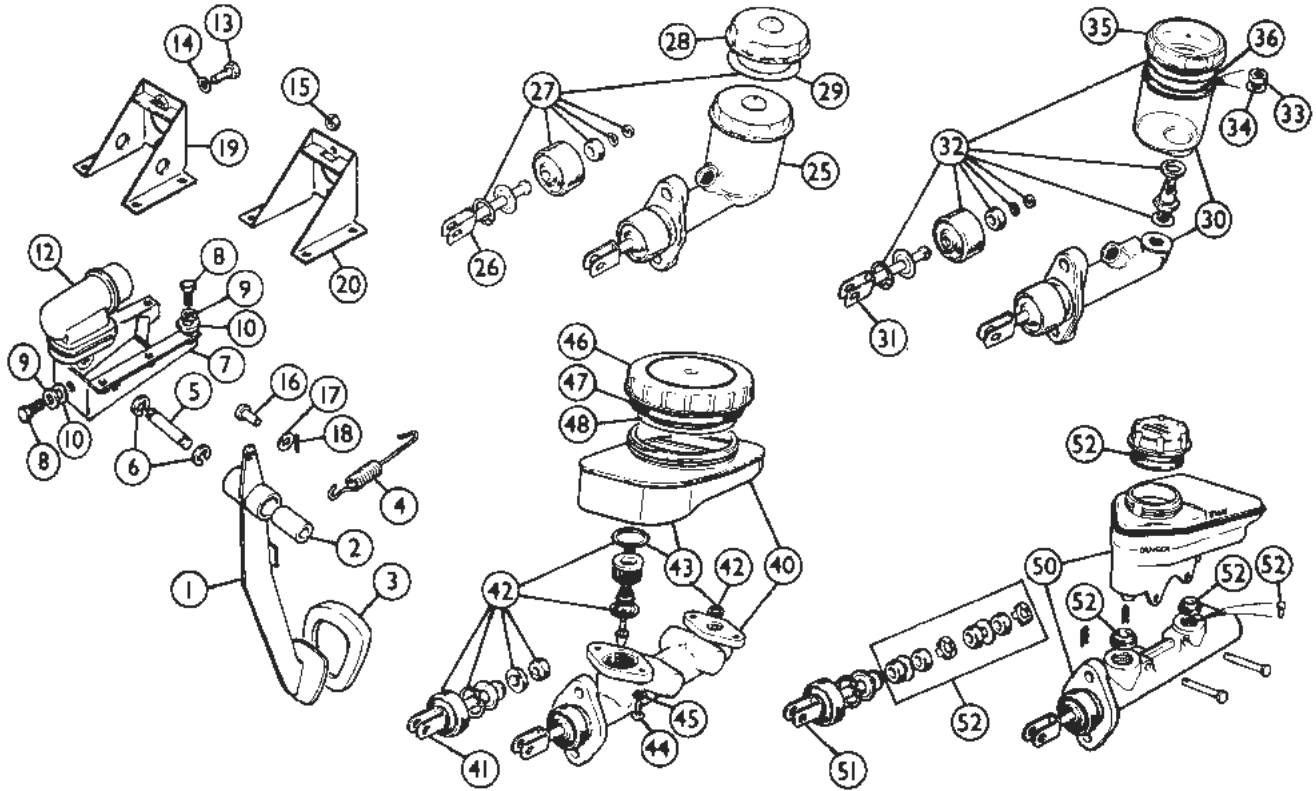
These notes are intended as a guide in helping to solve problems that are commonly encountered when balancing wire wheels on a electronic balancer.

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

Points To Check

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

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



Brake Pedal & Fittings

ill.	Part Number	Price Eea.	Description	Req.	Details
1	TKC4156	NCA	BRAKE PEDAL	1	
2	105605	NCA	BUSH	1	
3	150881	£1.70	PEDAL RUBBER	1	
4	114438	£1.28	SPRING, return	1	
5	119575	NCA	SHAFT, pedal	1	
6	506542	£0.50	CIRCLIP, shaft end	2	
7	152823	NCA	PEDAL BOX	1	
8	SH604051	£0.19	SCREW, pedal box to bulkhead	8	
9	GHF331	£0.12	WASHER, locking	8	
10	WM57	£0.29	WASHER, plain	4	
12	125217	£2.60	GAITER	1	
13	SH605071	£0.40	SCREW, m/cylinder to bracket	2	
14	GHF332	£0.19	WASHER, locking	2	
15	GHF201	£0.08	NUT	2	tandem systems only
16	PJ8808	£1.10	CLEVIS PIN	1	
17	GHF301	£0.10	WASHER, plain	1	
18	GHF502	£0.12	SPLIT PIN	1	
19	146413	NCA	BRACKET, master cyl. to bulkhead	1	single system
	146413SS	£47.20	BRACKET, master cyl. to bulkhead, s/steel	1	
20	TKC4088	NCA	BRACKET, master cylinder to bulkhead	1	tandem system
					RHD
					tandem system
					LHD
	148156	NCA	BRACKET, master cylinder to bulkhead	1	

27	GRK1029	£8.20	SERVICE KIT	1
28	133581	NCA	FILLER CAP	1
29	606404A	£1.60	SEAL, in cap	1

Single System

F, B, NL, LUX, to FH80000

30	GMC220	£50.40	BRAKE MASTER CYLINDER	1
31	516225	NCA	PUSH ROD	1
32	GRK1029	£8.20	SERVICE KIT	1
33	516222	NCA	NUT, reservoir to cylinder	1
34	516221	NCA	WASHER, plain	1
35	516218	NCA	FILLER CAP	1
36	606404A	£1.60	SEAL, in cap	1

Tandem System

LHD to FH80000

40	213689	£110.00	BRAKE MASTER CYLINDER	1
41	517046	NCA	PUSH ROD	1
42	517700Z	£27.40	SERVICE KIT, master cylinder	1
43	517333	£50.70	SERVICE KIT, reservoir	1
44	SE910201	£0.40	SCREW, reservoir to cylinder	4
45	517045	NCA	WASHER, locking	4
46	517333	£50.70	FILLER CAP	1
47	106095	£1.00	SEAL, in cap	1
48	517333	£50.70	BAFFLE, in cap	1

Tandem System

RHD from FH130000 and LHD from FH80000

50	GMC226	£106.20	BRAKE MASTER CYLINDER	1
51	517046	NCA	PUSH ROD	1
52	AAU2850Z	£15.90	SERVICE KIT, master cylinder	1

Brake Servos

GSM125	£192.00	SERVO ASSEMBLY	1	replacement servo only
GSM125Z	£101.58	SERVO ASSEMBLY, aftermarket	1	replacement servo only
TT3949	£180.00	SERVO KIT	1	installation kits include
TT3949Z	£92.30	SERVO KIT, aftermarket	1	servo and pipe work

Note: GSM125 is a replacement servo only for cars with a servo already fitted to the braking system, does not include pipe work. TT3949 is an installation kit to allow the fitting of a servo and includes pipe work.

Master Cylinder Identification

If your car has single system brakes, identifying the master cylinder is easy, either it has an alloy reservoir cast integrally with the cylinder (GMC224), or it has a translucent plastic reservoir (GMC220). However, if you're trying to purchase parts for (or replace completely) one of the two tandem system master cylinders, the simplest method of identification is 'big cap' and 'little cap', referring of course to the filler caps. 'Big or Little cap?' is very likely to be the question asked of you by your parts man. Unfortunately, when viewed independently, both cylinders appear to have big caps. The sure-fire method of identification is:

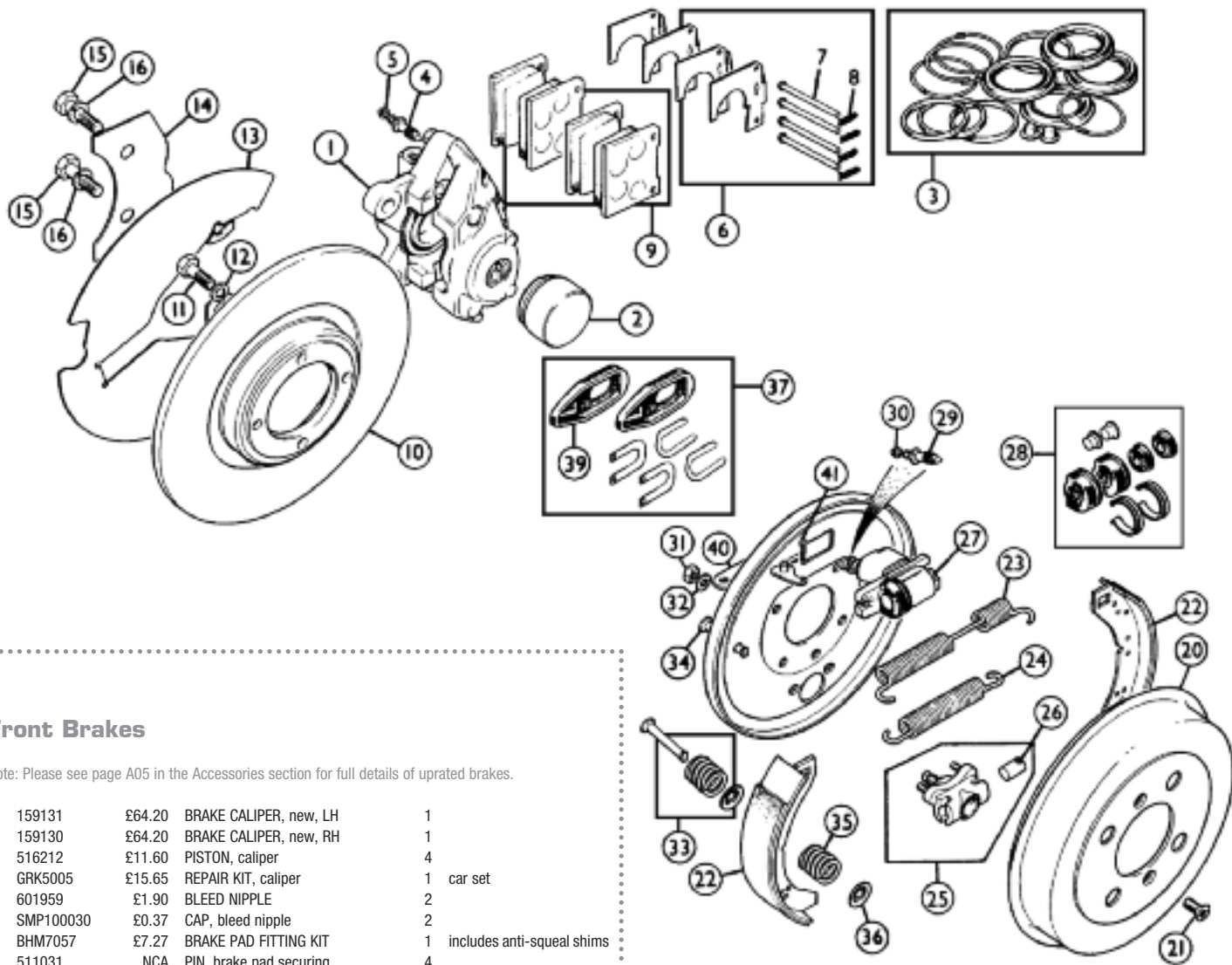
Master cylinder (213689) cap is 95mm diameter.
Master cylinder (GMC226) cap is 50mm diameter.

Brake Master Cylinders

Single System

RHD to (c) FH130000 and LHD (not F, B, NL, LUX) to FH80000

25	GMC224	£62.00	BRAKE MASTER CYLINDER	1
26	516225	NCA	PUSH ROD	1



Front Brakes

Note: Please see page A05 in the Accessories section for full details of uprated brakes.

1	159131	£64.20	BRAKE CALIPER, new, LH	1
	159130	£64.20	BRAKE CALIPER, new, RH	1
2	516212	£11.60	PISTON, caliper	4
3	GRK5005	£15.65	REPAIR KIT, caliper	1 car set
4	601959	£1.90	BLEED NIPPLE	2
5	SMP100030	£0.37	CAP, bleed nipple	2
6	BHM7057	£7.27	BRAKE PAD FITTING KIT	1 includes anti-squeal shims
7	511031	NCA	PIN, brake pad securing	4
8	511032	£0.76	CLIP, for pin	4
9	GBP624AF	£15.35	DISC PAD SET, (four pads)	1
	TT3450G	£42.00	DISC PAD SET, (Greenstuff)	1 uprated
10	GBD154	£9.30	BRAKE DISC	2
11	113150	£1.03	BOLT, disc attachment	8
12	GHF333	£0.19	WASHER, locking	8
13	213680	NCA	DUST SHIELD, RH	1
	213680SS	£26.50	DUST SHIELD, RH, s/steel	1
	213681	NCA	DUST SHIELD, LH	1
	213681SS	£26.50	DUST SHIELD, LH, s/steel	1
14	149623	NCA	SHIELD DUCT, caliper mounting	2
	149623SS	£6.30	SHIELD DUCT, caliper mounting	2 stainless steel
15	ATB4074	£1.20	BOLT, caliper mounting	4
16	GHF334	£0.24	WASHER, locking, (square)	4

Rear Brakes

20	201246	£9.00	BRAKE DRUM	2
21	V5435	£1.20	SCREW, securing brake drum	4
22	GBS749	£15.00	BRAKE SHOES, car set	1
23	105690K	£7.20	SPRING KIT, upper & lower, (pair)	2 per side
25	37H6134Z	£13.30	ADJUSTER ASSEMBLY	2 aftermarket
26	111054	NCA	TAPPET, brake adjuster	4
27	GWC1202	£17.65	WHEEL CYLINDER, 0.625" bore	2 To (c) FH80000
	GWC1110	£17.15	WHEEL CYLINDER, 0.7" bore	2 From (c) FH80001
	18G9004Z	£6.30	REPAIR KIT, wheel cylinder	2 To (c) FH80000
28	GRK2077	£3.66	REPAIR KIT, wheel cylinder	1 From (c) FH80001
29	3H2428	£0.70	BLEED NIPPLE	2
30	SMP100030	£0.37	CAP, bleed nipple	2
31	GHF200	£0.12	NUT, adjuster fixing	4
32	GHF321	£0.12	WASHER, shake-proof	4
33	GRSP1006	£9.42	PIN KIT, brake shoe retaining	1
34	17H7993	£0.37	PIN, brake shoe retainer	4
35	504877	£0.60	SPRING, brake shoe retainer	4
36	17H4374	£0.86	CUP, spring retaining	4
37	GRSP2861	£10.00	FITTING KIT, wheel cylinder	1
39	120139	£1.70	DUST SEAL	2 w/cylinder & handbrake lever
40	123135	£8.81	LEVER, handbrake operating	2
41	GHF502	£0.12	SPLIT PIN, securing lever to shoe	2

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.

Brake/Clutch Fluid (DOT4 Specification)

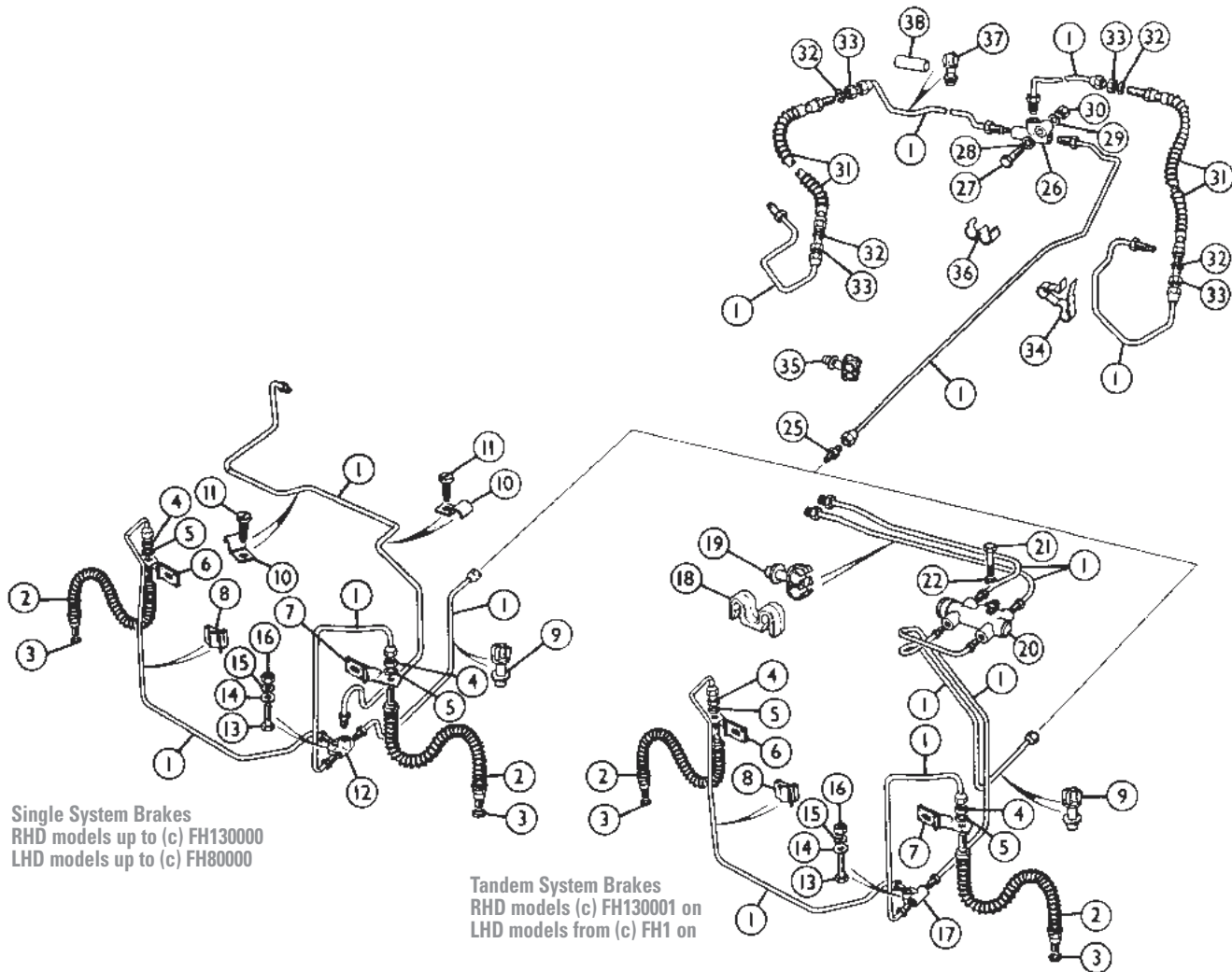
Ill	Part Number	Price £ea.	Description	Req.	Details
NI	GBF4102	£5.45	BRAKE/CLUTCH FLUID, DOT4	a/r	500ml
NI	GBF4103	£10.74	BRAKE/CLUTCH FLUID, DOT4	a/r	1 litre
NI	GBF4104	£42.00	BRAKE/CLUTCH FLUID, DOT4	a/r	5 litre

Silicone Brake/Clutch Fluid (DOT5 Specification)

NI	ABF3	£18.00	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone 500ml
NI	ABF4	£30.00	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone 1 litre

Racing Brake/Clutch Fluid (DOT5.1 Specification)

NI	GBF5102	£7.62	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing 500ml
NI	GBF5103	£14.25	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing 1 litre



Single System Brakes
RHD models up to (c) FH130000
LHD models up to (c) FH80000

Tandem System Brakes
RHD models (c) FH130001 on
LHD models from (c) FH1 on

Brake Pipe Kits (Copper Pipes)

Kits include all relevant brake pipes numbered (1) the illustration.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	HGB6222	£78.50	BRAKE PIPE SET, RHD	1	single system
	HGB6222L	£86.90	BRAKE PIPE SET, LHD	1	
	HGB6241	£94.42	BRAKE PIPE SET, RHD	1	tandem system
	HGB6241L	£105.95	BRAKE PIPE SET, LHD	1	
	HGB6226	£102.08	BRAKE PIPE SET, RHD	1	tandem system
	HGB6226L	£92.34	BRAKE PIPE SET, LHD	1	

Hydraulic Brake System (Front)

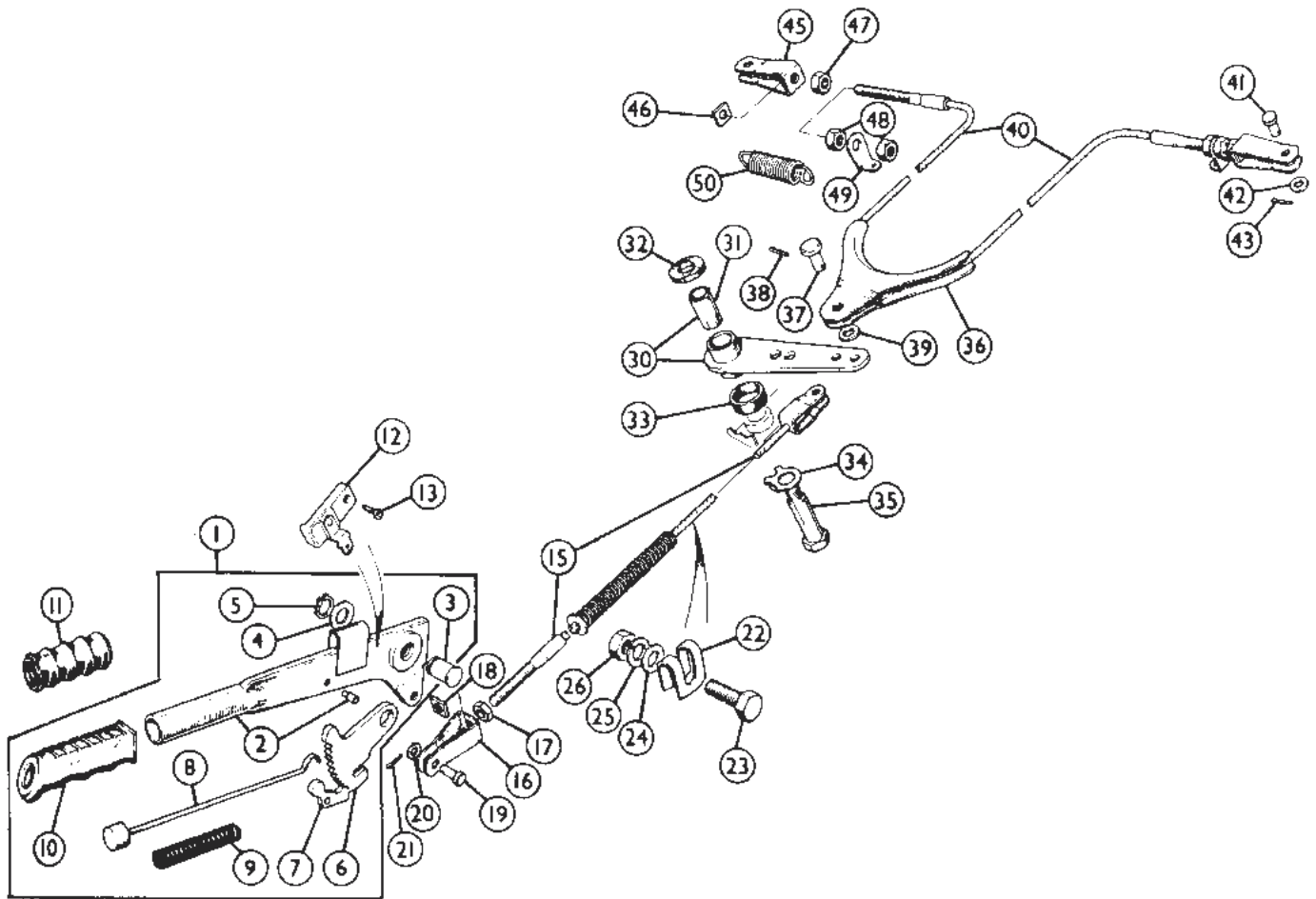
2	GBH216	£14.30	HOSE, standard, rubber	2	single system
	GBH216Z	£7.48	HOSE, aftermarket, rubber	2	
	TT3340	£35.60	HOSE stainless steel braided	1	
3	233220A	£0.55	WASHER, copper	2	(pair)
4	NT606041	£0.44	NUT	2	
5	GHF323	£0.12	WASHER, shake-proof	2	single system
6	132365	NCA	BRACKET, hose to pipe, RH	1	
	132365SS	£7.30	BRACKET, hose to pipe, RH, s/steel	1	single system
7	132366	NCA	BRACKET, hose to pipe, LH	1	
	132366SS	£7.30	BRACKET, hose to pipe, LH, s/steel	1	
8	11K9181	£0.46	CLIP, pipe to chassis	1	single system
9	GHF1192	£0.30	CLIP, plastic, pipe to chassis	1	
10	059380	£2.10	CLIP, pipe to bulkhead	3/2	single system (lower quantities of 10 & 11 are for LHD vehicles).
11	AB608031	£0.13	SCREW	3/2	
12	565719A	£15.90	UNION, (4 way)	1	single system
13	BH604101	£0.29	BOLT, union to chassis	1	
14	GHF300	£0.12	WASHER, plain	1	single system
15	GHF331	£0.12	WASHER, locking	1	
16	GHF200	£0.12	NUT	1	single system
17	BTB657	£12.55	UNION, 3 way	1	
18	CRC1796A	NCA	CLIP, brake pipe spacing	1	tandem system

19	625521A	£1.20	CLIP, pipes to bulkhead, RHD	1	tandem system
20	RTC2525	£250.00	VALVE, pressure differential (Imperial threads).	1	
20	TKC2710	NCA	VALVE, pressure differential (Metric threads).	1	tandem system
21	BH604141	£0.76	BOLT, valve to bulkhead	1	tandem system
22	GHF331	£0.12	WASHER, locking	1	

Hydraulic Brake System (Rear)

25	ACB5559	£3.14	UNION, double male	1	From FH50000
26	BTB657	£12.55	UNION, 3 way	1	
27	BH604101	£0.29	BOLT, union to chassis bracket	1	From FH50001
28	GHF300	£0.12	WASHER, plain	1	
29	GHF331	£0.12	WASHER, locking	1	From FH50001
30	GHF200	£0.12	NUT	1	
31	GBH175	£13.25	HOSE, standard, rubber	2	From FH50000
	GBH175Z	£9.62	HOSE, aftermarket, rubber	2	
	TT3342	£38.30	HOSE, stainless steel braided, (pair)	1	From FH50001
	GBH166	£10.50	HOSE, standard, rubber	2	
	GBH166Z	£9.11	HOSE, aftermarket, rubber	2	
	TT3442	£33.60	HOSE, stainless steel braided, (pair)	1	
32	GHF323	£0.12	WASHER, shake-proof	4	From FH50001
33	NT606041	£0.44	NUT	4	
34	059191	£0.60	CLIP, brake and fuel pipe	3/7	From FH50001
35	624155	£1.03	CLIP, plastic	2	brake & fuel pipes to chassis
36	148820	£0.98	CLIP, metal, (alternative)	2	
37	GHF1192	£0.30	CLIP, plastic, (alternative)	1	brake pipe to chassis
38	503213	NCA	INSULATING SLEEVE, for clip	1	

Note: Increased quantity of item 34 is for the Swedish market only.



Handbrake

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	UKC6691	NCA	HANDBRAKE LEVER	1	
2	UKC866	NCA	HANDBRAKE LEVER	1	
3	104743	NCA	FULCRUM PIN	1	
4	GHF304	£0.13	WASHER, plain	1	
5	AS610032	NCA	CIRCLIP, external	1	
6	148083	NCA	RATCHET, segment	1	
7	104737	£3.44	PAWL	1	
8	132588	£7.93	ROD & KNOB, pawl release	1	non fly-off
	134001	£9.11	ROD & KNOB, pawl release	1	fly-off
9	104740	£2.30	SPRING	1	
10	UKC3918	NCA	GRIP, handbrake	1	1500
11	131312	£2.10	GRIP, handbrake	1	1300
12	TKC3894	NCA	SWITCH, handbrake warning*	1	1500
	144432	NCA	SWITCH, handbrake warning*	1	alternative

*Note: All USA vehicles and UK spec with dual circuit brakes.

13	AB604023	£0.34	SCREW	1	
15	121766	£6.30	HANDBRAKE CABLE, front	1	
16	104749	£3.20	FORK END, handbrake cable	1	
17	JN2107	£0.19	HALF NUT, locking	1	
18	CN1	£0.23	CAPTIVE NUT	1	
19	104750	£1.28	CLEVIS PIN	2	
20	WM93	£0.88	WASHER, plain	2	
21	GHF500	£0.12	SPLIT PIN	2	
22	106036	NCA	CLAMP	1	tensioning cable spring
23	PMZ210	£0.34	SCREW	1	
24	509563	£0.18	WASHER, plain	1	
25	WL700061	£0.14	WASHER, locking	1	
26	NH806011	£0.18	NUT	1	
30	158080	NCA	RELAY LEVER, original	1	
31	121757	NCA	BEARING, relay lever	1	

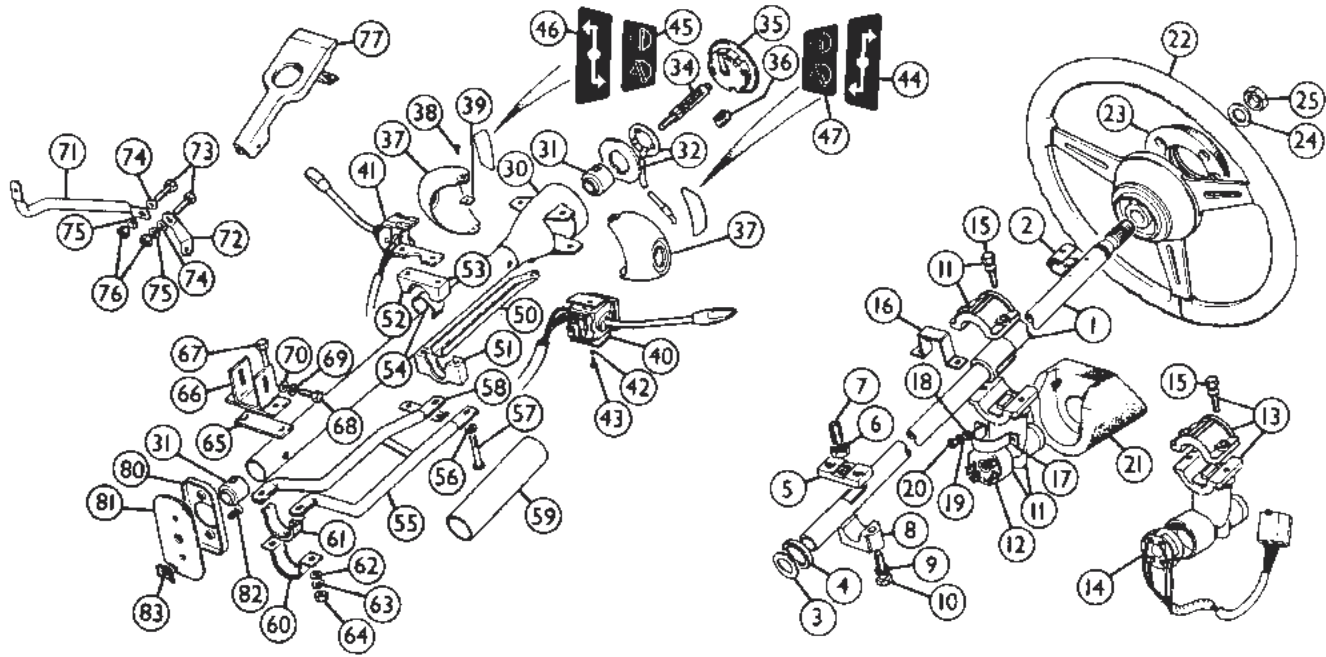
32	121760	NCA	WASHER	1	
33	121755	NCA	DUST SEAL	1	
34	121758	NCA	LOCK TAB, for pivot bolt	1	
35	121759	NCA	PIVOT BOLT	1	
36	121699A	NCA	COMPENSATOR, cable	1	
37	PJ8807	£1.10	CLEVIS PIN	1	
38	GHF502	£0.12	SPLIT PIN	1	
39	GHF301	£0.10	WASHER, plain	1	
40	133915	£5.18	CABLE, compensator to drums	1	1300 To FH50000
	159372	£6.50	CABLE, compensator to drums	1	1300 From FH50001, and 1500

Note: The difference in length of the above cables is due to the change in drive shaft length from FH50000.

41	104750	£1.28	CLEVIS PIN	2	
42	GHF300	£0.12	WASHER, plain	2	
43	GHF500	£0.12	SPLIT PIN	2	
45	104749	£3.20	FORK END, handbrake cable	2	
46	CN1	£0.23	CAPTIVE NUT	2	
47	JN2107	£0.19	HALF NUT, locking	2	
48	GHF200	£0.12	NUT, locating anchor plate	4	
49	131807	£0.66	ANCHOR PLATE	2	
50	131806	£1.90	SPRING	2	(Rear brake back plate to anchor plate).

Handbrake Adjustment

When adjusting the handbrake, please note there is a simple, and a hard way, to do the job. First of all try adjusting the cable from the lever end, rather than making two sets of adjustments at the wheels. Also it is well worth greasing the chassis guides (especially the compensator), because otherwise the cables seem well adjusted, until the lever is applied; they then release under tension resetting themselves again when the handbrake is applied. Greasing all of the guides and compensator will inevitably lead to longer cable life and a smoother action during operation.



Steering Column (Upper)

Early type to (c) FH100020

ill.	Part Number	Price Eea.	Description	Req.	Details
1	155621	£90.00	STEERING COLUMN	1	
2	140549	£0.48	CLIP, (indicator cancelling)	1	
3	122719	£0.55	BEARING WASHER	1	
4	122718	£5.18	END CAP	1	
5	125782	NCA	LOCK PLATE, tapped	1	column adjustment
6	JN2110	£0.34	JAM NUT	1	
7	125781	£1.99	SCREW, Allen	1	
8	122669	NCA	CLAMP	1	
9	GHF331	£0.12	WASHER, locking	2	
10	BH604101	£0.29	BOLT	2	
11	219061/1	£282.00	STEERING LOCK & IGNITION SWITCH (With two keys).	1	To FH62644
12	579085	£40.00	SWITCH, only (With Lucar type terminals).	1	
13	UKC2719/1	£168.00	STEERING LOCK & IGNITION SWITCH (With two keys).	1	From FH62645
14	218959	£60.00	SWITCH, only (With small loom & block connector).	1	

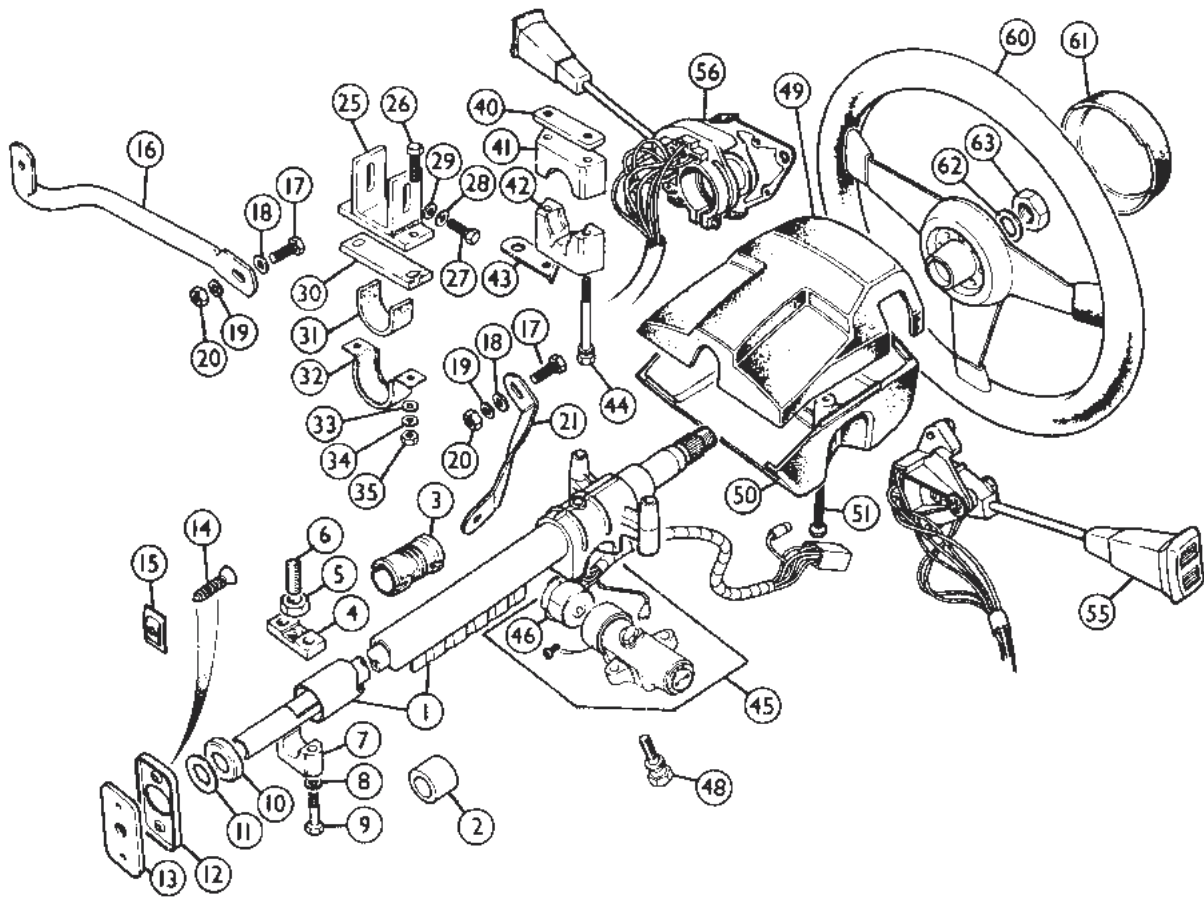
Note: For ease of identification, you should order an ignition switch based on the presence of, or absence of, a block connector. i.e. no block connector, use 219061/1 or 579085; block connector, use UKC2719/1 or 218959.

15	152597	£4.88	SHEAR BOLT	2	
16	UKC894	£0.40	CLAMP	1	
17	627340	£5.05	CLIP	1	
18	PWZ203	£0.12	WASHER, plain	2	
19	WL700101	£0.12	WASHER, locking	2	
20	HN2005	£0.07	NUT	2	
21	718813	£39.50	PADDED SURROUND	1	
22	160038	NCA	STEERING WHEEL	1	
23	156170	£16.50	PADDING, for boss	1	

Note: Please see pages A32-33 in the Accessories section for our full range of sports steering wheels.

24	WP8013	NCA	WASHER, plain	1	
25	105438	£3.66	NUT, steering wheel to column	1	
30	154731	NCA	SHROUD	1	
31	209423	£5.18	BUSH, steering column	2	
32	608462	£25.00	HORN SLIP RING & INSULATOR	1	
34	142534	£7.30	BRUSH, horn push	1	

35	150277	£26.00	HORN PUSH, 'Triumph Shield'	1	To FH50000
	159761	£42.00	HORN PUSH, 'Triumph'	1	From FH50001
36	613766	£0.52	CLIP, horn push securing	1	
37	708479	£16.00	ESCUTCHEON	2	
38	AD606033	£0.40	SCREW	2	
39	FC2803	£1.03	SPIRE NUT	2	
40	152616	£52.80	SWITCH, headlamp, dip & flash	1	RHD
	148648	£52.80	SWITCH, headlamp, dip & flash	1	LHD
41	158966	£26.90	SWITCH, indicator	1	
(It is not uncommon for these switches to be transposed. For this reason it is necessary that you should decide which transfers suit your vehicle).					
42	WE604	NCA	WASHER, shake-proof	4	
43	TP402	£0.44	SCREW, pan head	4	
44	611011	£2.54	TRANSFER, 'indicators'	1	check type of switch fitted
45	621968	£2.69	TRANSFER, 'main/dip'	1	
46	611012	£2.80	TRANSFER, 'indicators'	1	
47	621967	£1.10	TRANSFER, 'main/dip'	1	
50	154833	£10.70	CHANNEL	1	for wiring
51	619850	NCA	CLAMP, lower	1	
52	611368	NCA	CLAMP, upper	1	
53	620547	NCA	TAPPED PLATE	1	
54	609639	£2.70	SPRING CLAMP	1	
55	154977	NCA	BRACKET, (anti-torque)	1	
56	GHF300	£0.12	WASHER, plain	2	
57	155086	NCA	SCREW, clamping	2	
58	628375	NCA	SUPPORT PLATE	1	speedometer trip control
59	155038	NCA	TUBE, distance, (cardboard)	1	LHD
60	608185	NCA	CLAMP, column to bracket	1	
61	608223	£1.85	FELT PACKING STRIP	1	
62	GHF314	£0.12	WASHER, plain	2	
63	GHF331	£0.12	WASHER, locking	2	
64	GHF200	£0.12	NUT	2	
65	608222	£1.85	FELT PACKING STRIP	1	
66	628402	NCA	SUPPORT BRACKET	1	
67	SH604071	£0.34	SCREW	2	
68	SH604051	£0.19	SCREW	2	
69	GHF331	£0.12	WASHER, locking	2	
70	GHF300	£0.12	WASHER, plain	2	
71	623488	NCA	TIE BAR	1	RHD
	623489	NCA	TIE BAR	1	LHD
72	716966	NCA	TIE BAR	1	RHD
	716967	NCA	TIE BAR	1	LHD
73	GHF117	£0.19	SCREW, tie bar to column support	4	
74	GHF300	£0.12	WASHER, plain	4	
75	GHF331	£0.12	WASHER, locking	4	
76	GHF200	£0.12	NUT	4	
77	809785	NCA	SUPPORT, steering column	1	RHD



809786	NCA	SUPPORT, steering column	1	LHD
80 601597	NCA	RETAINING PLATE	1	
81 613466	£2.05	SEAL, retaining plate	1	
82 AD608043	£0.50	SCREW	2	
83 GHF701	£0.19	SPIRE NUT	2	

Steering Column (Upper)

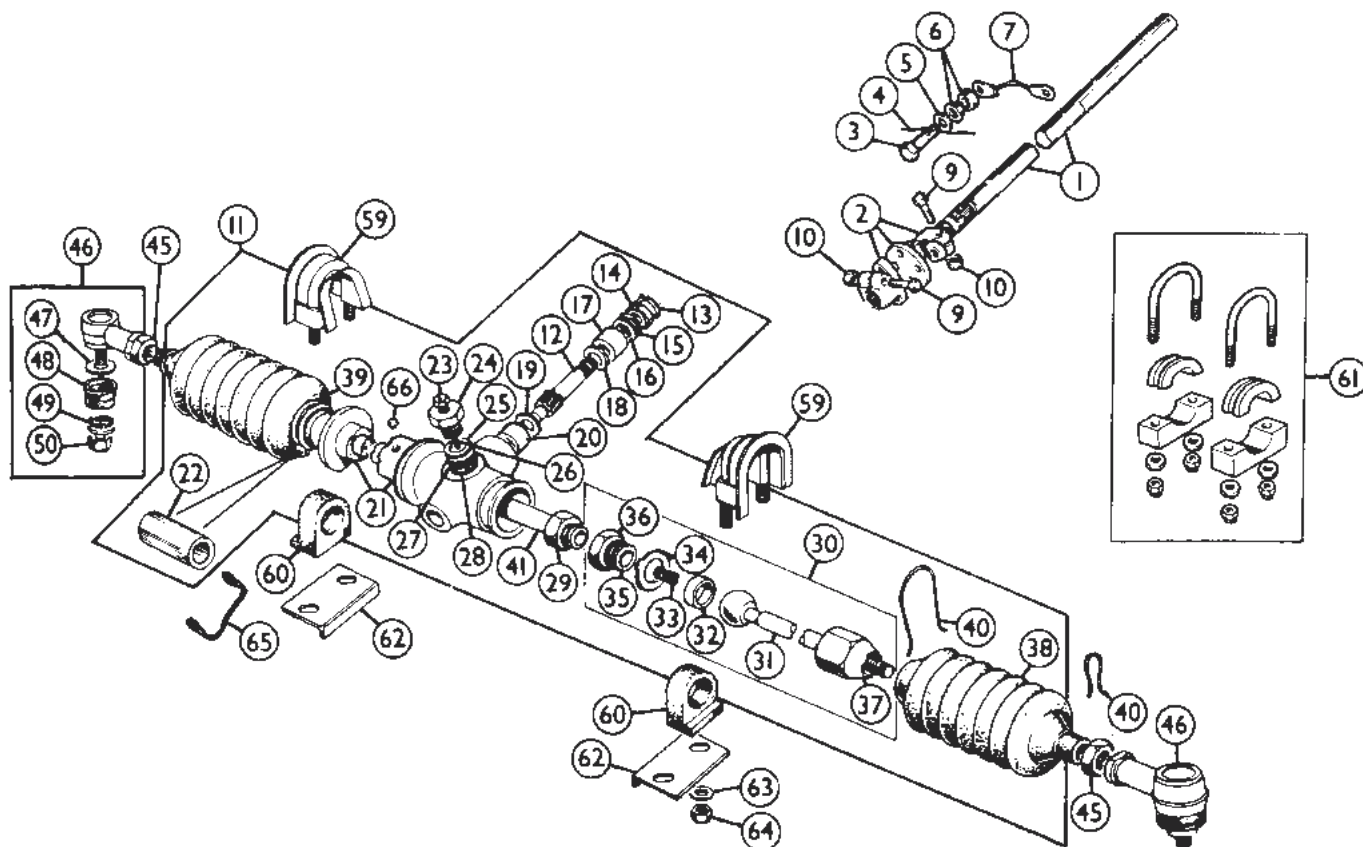
Late Type from FH100021

1	TKC2299	NCA	STEERING COLUMN, upper	1	RHD
	TKC2300	NCA	STEERING COLUMN, upper	1	LHD
2	209423	£5.18	BUSH, steering column, lower	1	
3	GSV1095	£2.00	BUSH, steering column, upper	1	
4	125782	NCA	LOCK PLATE, tapped	1	steering column adjustment
5	JN2110	£0.34	JAM NUT	1	
6	125781	£1.99	SCREW, 'Allen'	1	
7	122669	NCA	CLAMP	1	
8	GHF331	£0.12	WASHER, locking	2	
9	BH604101	£0.29	BOLT	2	
10	122718	£5.18	END CAP	1	
11	122719	£0.55	BEARING WASHER	1	
12	601597	NCA	RETAINING PLATE	1	
13	613466	£2.05	SEAL, retaining plate	1	
14	AD608043	£0.50	SCREW	2	
15	GHF701	£0.19	SPIRE NUT	2	
16	623488	NCA	TIE BAR	1	RHD
	623489	NCA	TIE BAR	1	LHD
17	GHF117	£0.19	SCREW	4	
18	GHF300	£0.12	WASHER, plain	2	
19	GHF331	£0.12	WASHER, locking	4	
20	GHF200	£0.12	NUT, plain	2	
21	716966	NCA	TIE BAR	1	RHD
	716967	NCA	TIE BAR	1	LHD
25	628402	NCA	BRACKET	1	
26	GHF117	£0.19	SCREW	2	
27	SH604051	£0.19	SCREW	2	
28	GHF300	£0.12	WASHER, plain	2	
29	GHF331	£0.12	WASHER, locking	2	
30	608222	£1.85	PACKING STRIP, felt	1	
31	608223	£1.85	PACKING STRIP, felt	1	
32	608185	NCA	CLAMP, column to bracket	1	

33	GHF314	£0.12	WASHER, plain	2	
34	GHF331	£0.12	WASHER, locking	2	
35	GHF200	£0.12	NUT, plain	2	
40	620547	NCA	TAPPED PLATE	1	
41	UKC6765	NCA	CLAMP, upper	1	
42	UKC5664	NCA	CLAMP, lower	1	
43	628375	NCA	SUPPORT PLATE	1	speedometer trip control
44	UKC7070	£0.76	BOLT, clamp assembly	2	
45	RKC3982	£101.14	STEERING LOCK & IGNITION SWITCH	1	RHD (with two keys)
	RKC3983	NCA	STEERING LOCK & IGNITION SWITCH	1	LHD (with two keys)
46	218959	£60.00	SWITCH, only	1	
48	152597	£4.88	SHEAR BOLT	2	
49	XKC2344	NCA	COWL, top	1	RHD
	XKC2342	NCA	COWL, top	1	LHD
50	XKC2343	NCA	COWL, bottom	1	RHD
	XKC2345	NCA	COWL, bottom	1	LHD
51	SE104601	£0.55	SCREW, cowl securing	2	
55	AAU8843	£70.00	SWITCH, wiper & wash	1	RHD
	AAU8844	£94.00	SWITCH, wiper & wash	1	LHD
56	AAU7994	£91.79	SWITCH, indicator & headlamp	1	RHD
	AAU7996	£52.80	SWITCH, indicator & headlamp	1	LHD

Note: Please see pages A32-33 in the Accessories section for our full range of sports steering wheels.

60	RKC2818	NCA	STEERING WHEEL	1	To approx. mid 1978 not Germany
			('Formula' type, silver spokes).		
	TKC2796	NCA	STEERING WHEEL	1	To approx. mid 1978 Germany only
			('Anti-reflective' finish).		
	RTC2504	NCA	STEERING WHEEL	1	approx. mid 1978 To FH130000
			('Moto-Lita' original equipment).		
	RKC4042	NCA	STEERING WHEEL, padded spokes	1	From FH130001
61	UKC8135	NCA	CENTRE PAD, s/wheel	1	To approx. mid 1978
	TKC5178	NCA	CENTRE PAD, s/wheel, ('Moto-Lita')	1	approx. mid 1978
	ULC1591	NCA	BADGE, centre pad	1	To FH130000
	ULC1992	NCA	BADGE, s/wheel, padded spokes	1	From FH130000
62	WB600121	£0.94	WASHER, plain, thin	1	
63	138466	NCA	NUT, steering wheel	1	



Steering Rack & Lower Column

ill.	Part Number	Price £ea.	Description	Req.	Details
1	209688	NCA	STEERING COLUMN, lower	1	
2	FAM1718	£30.50	COUPLING, steering	1	(universal joint)
3	108976	NCA	BOLT, drilled	4	
4	EAW4321	£0.25	WIRE, locking	4	
5	GHF301	£0.10	WASHER, plain	4	
6	108977	£3.40	'O' RING	8	
7	130581	£4.57	EARTH CABLE	1	
9	BH605101	£0.55	BOLT, pinching clamp	2	
10	GHF272	£0.40	NUT, nyloc	2	
	305932X	NCA	STEERING RACK KIT, high ratio, (new) (Supplied with alloy mountings).	1	RHD models (track rod ends not included)
	305932XNF	NCA	STEERING RACK, high ratio, (new) (Less alloy mountings).	1	
	305931X	NCA	STEERING RACK KIT, high ratio, (new) (Supplied with alloy mountings).	1	LHD models (track rod ends not included)
	305931XNF	NCA	STEERING RACK, high ratio, (new) (Less alloy mountings).	1	
61	TT3255	£22.70	'ALLOY' RACK MOUNTING KIT (This alloy (solid) rack mounting kit stops the 'steering float' caused by wear in the rubber mounts. Although it gives a slightly less comfortable ride, it provides much more accurate steering - and lasts longer).	1	
11	305932	£175.00	STEERING RACK, new*	1	RHD
	305931	£175.00	STEERING RACK, new*	1	LHD
12	134689	£60.50	PINION, (7T)	1	RHD
	134688	£32.20	PINION, (7T)	1	LHD
13	509537	£1.03	CIRCLIP, securing pinion	1	
14	128001	NCA	COLLAR	1	
15	128021	£0.76	SEAL	1	

*Note: Less track rod ends.

16	120941	NCA	SHIM, (0.005")	a/r	
17	127998	NCA	PINION BUSH, upper	1	
18	127999	NCA	WASHER, thrust, upper	1	
19	128000	NCA	WASHER, thrust, lower	1	
20	127997	NCA	PINION BUSH, lower	1	
21	305774	NCA	RACK BODY	1	LHD
	305773	NCA	RACK BODY	1	RHD
22	128002	£13.25	BUSH, passenger side	1	
23	ARA1618	£3.50	PLUG	1	alternatives
	056935	£1.14	GREASE NIPPLE	1	
			(A plug is traditionally fitted here to discourage over-greasing of the steering rack).		
24	132053	NCA	SCREWED CAP	1	
25	120959	NCA	SHIM, 0.002"	a/r	
	120949	NCA	SHIM, 0.004"	a/r	
	132055	NCA	SHIM, 0.010"	a/r	
26	126765	NCA	SPRING	1	
27	143952	£0.29	WASHER	1	
28	120946	£18.45	DAMPER PAD	1	
29	146364	NCA	LOCK NUT, rack bar	2	
30	129961	NCA	INNER BALL JOINT	2	
31	128023	£37.80	BALL PIN	2	
32	158732	£4.84	SOCKET	2	
33	120953	£3.62	SPRING	2	
34	120957	£2.24	TAB WASHER	2	
35	130031	£0.94	SHIM, 0.002"	a/r	
	130032	£1.10	SHIM, 0.010"	a/r	
36	129963	NCA	SOCKET NUT	2	
37	128024	NCA	BALL HOUSING	2	
38	GSV1104	£6.30	GAITER, passenger's side	1	
39	GSV1105	£7.27	GAITER, driver's side	1	
	GSV1104/5	£10.50	GAITERS, (pair)	a/r	includes clips
40	GHF1267	£0.19	CABLE TIE, ratchet type	a/r	alternatives
	EAW4321	£0.25	WIRE TIE, original	a/r	
41	208058	NCA	RACK BAR	1	
45	FNZ208	£0.40	NUT, locking, (track rod end)	2	
46	GSJ158	£7.00	TRACK ROD END, genuine	2	alternatives
	GSJ158Z	£6.80	TRACK ROD END, pattern	2	
47	138869	NCA	GAITER CLAMPING RING	2	
48	EAW2270	£0.78	GAITER	2	
49	WB110061	£0.50	WASHER, plain	2	
50	GHF223	£0.40	NUT, nyloc	2	

59	156024	£19.00	'U' CLAMP, steering rack	2	
60	139386	£2.80	MOUNTING, rubber, steering rack	2	
	TT3456	£7.05	MOUNTING, polyurethane, steering rack	2	
61	TT3255	£22.70	RACK MOUNTING KIT, alloy*	1	replaces items 59 & 60

*Note: This alloy (solid) rack mounting kit stops the 'steering float' caused by wear in the rubber mounts. Although it gives a slightly less comfortable ride, it provides much more accurate steering - and lasts longer.

62	133875	£3.20	PLATE, reinforcer	2	
63	GHF301	£0.10	WASHER, plain	4	
64	GHF222	£0.42	NUT, nyloc	4	
65	134301	£3.00	EARTH LEAD	1	steering rack to chassis
66	145108	£2.50	PLUG, nylon	1	

Note: Omission of this plug will contribute to slackness in the rack. If fitted in conjunction with item 61, it may need slight reduction in length.

Removing & Refitting Steering Components

1. The steering lock.

There are several ways of removing steering lock shear bolts, which by security conscious design will have sheared their heads off during fitting. The methods range from the ham-fisted (ignoring the bolts and simply hack-sawing the lock off, thereby destroying it) to a couple of more rational ideas described below.

If there is any of the shear bolt material proud of the steering lock casting, it may be possible to create a slot across it with careful use of a hacksaw and then undo the bolt with a screwdriver. If this is not possible, the bolt can be undone by putting the point of a centre punch near the outer edge of the sheared surface of the bolt, then angling the punch so that when struck by a hammer it knocks the bolt round in an anti-clockwise direction. Repeating this action will, of course, eventually undo the bolt. Granted, it's a slow procedure, but it works every time.

Drilling the bolts out is not really recommended if the lock is to be saved - unless you are remarkably skillful (or lucky) in your aim, the drill will probably drift into the soft metal of the lock casting, leaving rather too much of the relatively harder bolt complete.

In the same vein, using an 'Easyout' (a device for removing broken studs) is a bit of a gamble; if the Easyout breaks - as it will if you get a little too enthusiastic with it, you will be left staring at something that's definitely too hard to drill out.

2. The steering wheel.

When trying to ease the steering wheel off the tapered splines on the top of the column without the aid of the correct wheel pulling tool (i.e. jiggling it from side to side and tugging at the same time, or tapping the back of the wheel with a soft faced hammer), make sure that the wheel retaining nut is still held on to the end of the column by a thread or two. You'll have saved face - literally - when the wheel eventually breaks free in a hurry from its splines.

Going back to the start of the task, scratch a mark on the top of the inner column to match another on the wheel centre, so that later during re-assembly you don't have to go through the hit and miss process of trying to get the wheel on straight again.

3. Joining the steering column to the steering rack.

Never attempt to join the column and steering rack together without the rack clamps being loose enough to allow a little rotation of the rack in its mountings.

The movement will allow the splines of the column and the rack to settle properly in line with each other; only then should all the bolts be nipped up tight:

The column pinch bolt first, followed by the rack mountings. If the rack pinion was not quite in line, so that the column exerted a lateral pressure on it, abnormal wear on bushes and bearings would result.

The embarrassing horn fault

One sunny afternoon, you find yourself driving along in town with the hood down, generally enjoying life. You turn a corner slowly into a crowded street in your gleaming pride and joy and... the horn blares out, whereupon everyone stops and stares/glares at you. But you're sure you didn't touch the horn. Later, you drive over a bump while following a taxi and the horn goes off again. You hide miserably behind the steering wheel, as much out of sight of the taxi driver as possible.

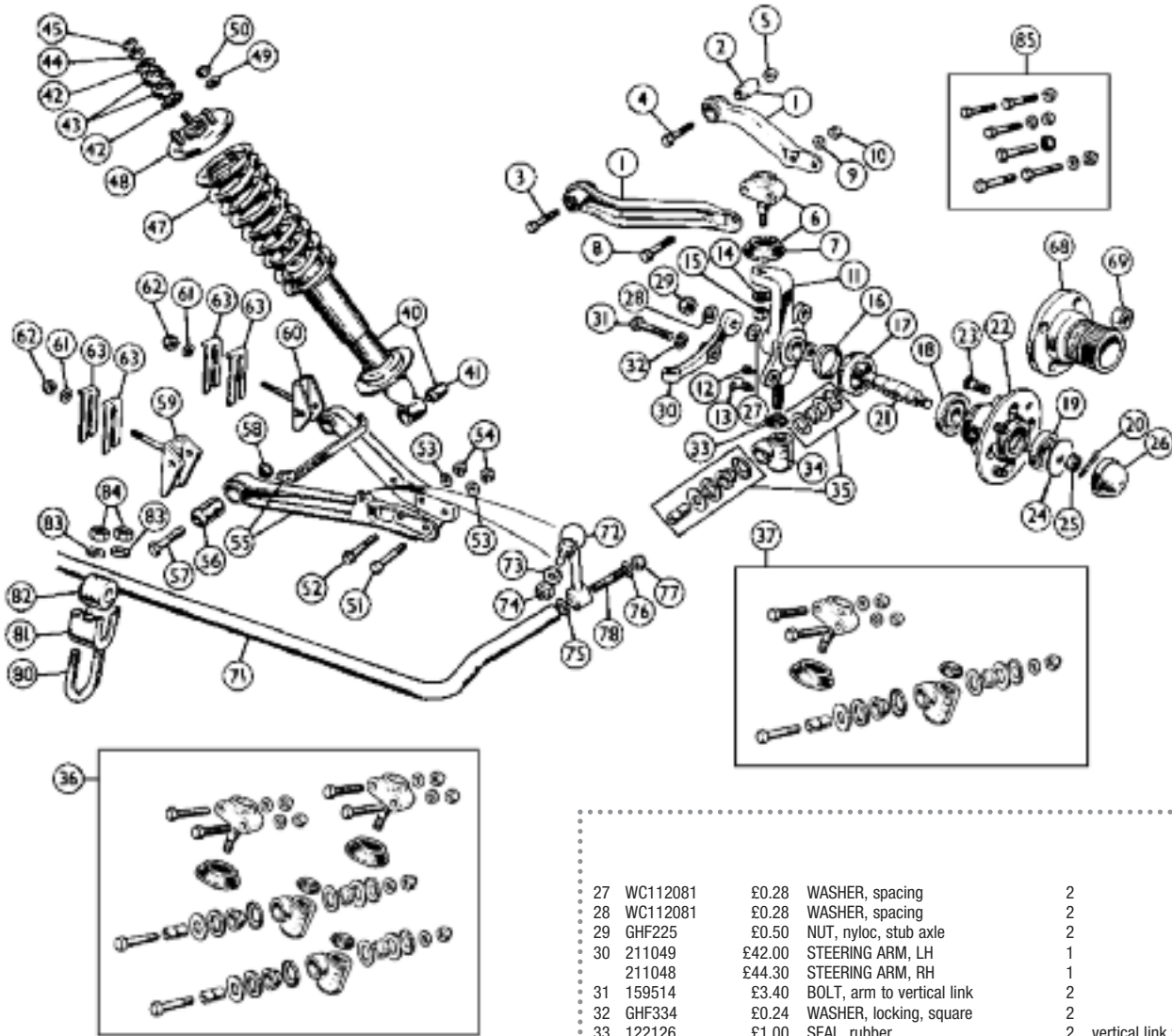
Once back at the sanctuary of your house, you wreak revenge on the horn controls, carrying out a thorough inspection and overhaul. A couple of days later, the same embarrassing events repeat themselves. You can't believe it.

Try this test.

Hold the steering wheel and try to pull it back towards yourself; then push it forwards, away from yourself, as far as you can. You will probably be shocked at the amount of longitudinal play (though not as shocked as when the horn goes off again).

The excessive play - which at its worst point enables the horn circuit to be unintentionally completed - is due to worn thrust washers on the steering rack pinion.

If you fancy your chances dealing with fine tolerance shims and things, then have a go at repairing it. If you're sensible, replace your steering rack.



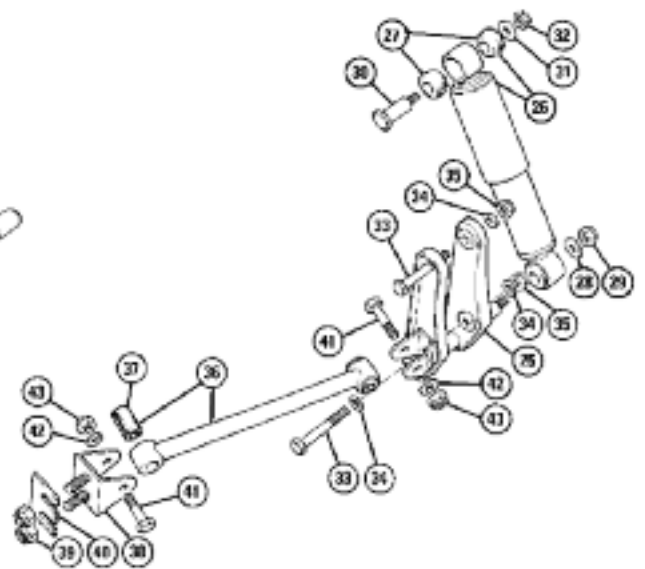
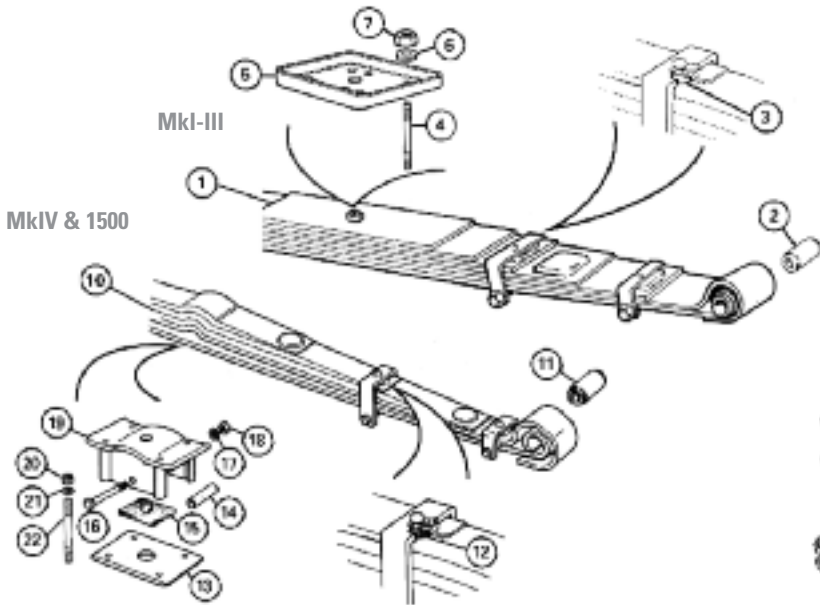
Front Suspension

ill.	Part Number	Price £ea.	Description	Req.	Details
1	119272	£16.65	UPPER WISHBONE ARM	4	
2	119451	£2.54	BUSH, inner wishbone, rubber	4	
	119451SPKF	£77.10	BUSH KIT, inner wishbone, poly (Kit includes: 16 split type bushes & 8 tubes).	1	
3	BH606181	£1.03	BOLT, upper wishbone, front	2	
4	BH606201	£0.77	BOLT, upper wishbone, rear	2	
5	GHF223	£0.40	NUT, nyloc	4	
6	GSJ155	£10.00	TOP BALL JOINT	2	
7	C43216Z	£1.40	GAITER, ball joint	2	
8	BH605181	£0.80	BOLT, top ball joint	4	
9	GHF301	£0.10	WASHER, plain	4	
10	GHF222	£0.42	NUT, nyloc	4	
11	GSJ266	£132.50	VERTICAL LINK, LH	1	
	GSJ265	£132.50	VERTICAL LINK, RH	1	
12	SK604030	NCA	BLANKING PLUG	2	
13	LN30041	£0.70	GREASE NIPPLE, (90° angle)	a/r	
14	WD600071	£0.55	WASHER, plain	2	
15	GHF224	£0.34	NUT, nyloc, (top ball joint)	2	
16	138559	NCA	SHIELD, inner seal	2	
	GHK1021	£11.00	HUB BEARING & SEAL KIT	2	
17	GHS146	£3.00	OIL SEAL	2	
18	GHB111	£11.00	BEARING, inner	2	
19	GHB110	£13.80	BEARING, outer	2	
20	GHF504	£0.14	SPLIT PIN	2	
21	UKC697	£27.50	STUB AXLE	2	
22	146479	NCA	HUB UNIT	2	
23	158729	£2.10	STUD, wheel	8	
24	102690	£2.45	THRUST WASHER, outer bearing	2	
25	NL608041	£1.10	CASTLE NUT, hub retaining	2	
26	102689	£4.06	GREASE CAP, front hub	2	

Note: Rather than grease the steering swivel joint, it is recommended to oil (with EP90) and to replace the grease nipple with blanking plug (FAM581) between services.

27	WC112081	£0.28	WASHER, spacing	2	
28	WC112081	£0.28	WASHER, spacing	2	
29	GHF225	£0.50	NUT, nyloc, stub axle	2	
30	211049	£42.00	STEERING ARM, LH	1	
	211048	£44.30	STEERING ARM, RH	1	
31	159514	£3.40	BOLT, arm to vertical link	2	
32	GHF334	£0.24	WASHER, locking, square	2	
33	122126	£1.00	SEAL, rubber	2	vertical link to trunnion
34	140920	£23.50	TRUNNION, lower, LH	1	] genuine
	140919	£23.50	TRUNNION, lower, RH	1	
	140920Z	£21.90	TRUNNION, lower, LH	1	] reproduction
	140919Z	£21.90	TRUNNION, lower, RH	1	
35	GSJ791Z	£13.80	TRUNNION BUSH KIT	1	complete kit for both sides
	GSJ891	£6.50	TRUNNION BUSH KIT	2	kit for one side
36	QHQS88	£94.50	BALL JOINT & TRUNNION KIT, complete (Inc: Trunnions & ball joints with bushes & hardware for both sides).	1	car set
37	QHQS88ARH	£51.40	BALL JOINT & TRUNNION KIT, RH (Inc: Trunnion & ball joint with bushes & hardware for RH side only).	1	one side
	QHQS88ALH	£51.40	BALL JOINT & TRUNNION KIT, LH (Inc: Trunnion & ball joint with bushes & hardware for LH side only).	1	one side
40	GSA267	£15.00	SHOCK ABSORBER, standard	2	] adjustable] see Accessories
	TT3301	£84.88	SHOCK ABSORBER, Spax	2	
	TT3302	£144.00	SHOCK ABSORBER, Koni	2	
	TT3303	£85.50	SHOCK ABSORBER, Gaz	2	
41	119450Z	£1.70	BUSH, lower mounting, rubber	4	] for standard] shock absorbers
	119450SPK	£18.30	BUSH KIT, lower mounting, poly (Kit includes: 2 bushes & 2 tubes).	4	
42	517984	£1.28	WASHER, cupped, (upper) (Upper mounting bush retaining).	4	
43	517985	£1.03	BUSH, rubber, upper mounting	4	
	517985P	NCA	BUSH, polyurethane, upper mounting	4	
44	GHF202	£0.12	NUT	2	
45	NT606041	£0.44	NUT, locking	2	] slightly lower ride height
47	GSV1030	£19.00	ROAD SPRING, standard	2	
	TT4301PR	£65.80	ROAD SPRING SET, front, (pair) (Silicon chrome).	2	
48	122137	£11.90	SPRING PLATE, upper	2	
49	WM93	£0.88	WASHER, plain	6	
50	GHF221	£0.24	NUT, nyloc	6	
	TT4404	£15.95	SPACER, above spring cap	2	0.375" (0.95cm)
	TT4405	£14.25	SPACER, below coil spring	2	0.875" (2.22cm)
51	119142	£1.24	BOLT, trunnion to lower wishbone	2	
52	BH607201	£0.98	BOLT, s/abs to lower wishbone	2	
53	WD600071	£0.55	WASHER, plain	4	
54	GHF224	£0.34	NUT, nyloc	4	
55	206686	£85.50	LOWER WISHBONE, LH	1	
	206685	£85.50	LOWER WISHBONE, RH	1	

Note: A range of spacers is available to increase the ride height of the car. The upper spring plate (48) will accept the thin spacer TT4404 above it (& still leave enough of the mounting studs lengths free to fit the assembly safely), but if a further increase in height is required, the spacer TT4405 must be used under the coil spring.



56	119451	£2.54	BUSH, inner wishbone, rubber	4
	119451SPKF	£77.10	BUSH KIT, inner wishbone, poly (Kit includes: 16 split type bushes & 8 tubes).	1
57	BH606191	£1.10	BOLT, wishbone pivot	4
58	GHF223	£0.40	NUT, nyloc	4
59	130757	£15.00	PIVOT BRACKET, forward	2
60	130758	NCA	PIVOT BRACKET, rearward	2
61	GHF302	£0.30	WASHER, plain	4
62	GHF223	£0.40	NUT, nyloc	4
63	122022	£1.36	SHIM, camber adjustment	a/r
68	142598	£39.10	ADAPTOR HUB, wire wheel, LH	2
	142597	£39.10	ADAPTOR HUB, wire wheel, RH	2

Note: These hubs will only safely accept the wire wheels specifically designed for Spitfires. Other 13" dia. wire wheels may look as though they fit, but the spline & seat design may differ - so they don't. It's a matter of Triumph engineers effectively widening the axle by using adaptors, but endeavouring to keep the overall track dimension the same. See also 'Road Wheels & Tools' in the Accessories section.

69	144504	£1.28	NUT, chamfered, adaptor to hub	16
----	--------	-------	--------------------------------	----

Note: The above nuts must be used when installing wire wheel adaptor hubs. If ordinary wheel nuts are used, each wheel will be unable to locate properly on its adaptor. The steering will become increasingly interesting as the wire wheels start sliding along the hubs and the wheel nuts & spinners begin to unfasten.

71	217033	£77.00	ANTI ROLL BAR	1
72	125482	£11.09	LINK, anti roll bar to wishbone, LH	1
	125481A	£11.09	LINK, anti roll bar to wishbone, RH	1
73	WB600071A	£0.19	WASHER, plain	2
74	GHF224	£0.34	NUT, nyloc	2
75	WP20X	£0.20	WASHER, plain, inner	2
76	GHF303	£0.19	WASHER, plain, outer	2
77	GHF223	£0.40	NUT, nyloc	2
78	125074	£3.25	STUD, link	2
80	155307	£2.65	'U' BOLT, roll bar	2
81	155308	£2.70	CAP, retaining roll bar	2
82	155310	£1.70	BUSH, anti-roll bar, rubber	2
	155310SPK	£13.20	BUSH KIT, anti-roll bar, poly (Kit includes: 2 bushes).	1
83	GHF301	£0.10	WASHER, plain	4
84	GHF222	£0.42	NUT, nyloc	4
85	GBK6601X	£11.56	BOLT KIT (Kit inc. items 3, 4, 5, 8, 9, 10, 51, 52, 53, 54, 57, 58 to service one side of the front suspension).	2

Rear Suspension

A rear spring shows its tiredness by inducing excessive camber on one of the rear wheels, usually the driver's side. This malady can be cured by replacing the spring with either a new or reconditioned unit to restore spring tension. It will also restore the ride quality of the car.

Spitfire MkI-III

1	305894	£104.40	SPRING, new	1
	TT4310	NCA	SPRING, reconditioned	1
	TT4313	NCA	SPRING, negative camber	1
2	C8939A	£4.00	BUSH, outer eye	2
	C8939ASPK	£27.80	BUSH KIT, outer eye, poly (Kit includes: 4 bushes & 2 tubes).	1
3	114006	£0.94	BUSH, thrust	4 fits between leaves
4	136818	£2.10	STUD	6
5	128352	NCA	TOP RETAINING PLATE	1
6	WB110061	£0.50	WASHER	6
7	GHF233	£0.44	NUT	6

Note: Spring 305894 includes items 2 & 3 only.

Spitfire MkIV & 1500

10	159640Z	£85.00	SPRING, new	1
	TT4413	NCA	SPRING, negative camber	1
11	C8939A	£4.00	BUSH, outer eye	2
	C8939ASPK	£27.80	BUSH KIT, outer eye, poly (Kit includes: 4 bushes & 2 tubes).	1
12	114006	£0.94	BUSH, thrust	4 fits between leaves
13	149189	NCA	LOWER MOUNTING BOX PLATE	1
14	149190	NCA	SPACER TUBE, lower leaf	1
15	149191	£4.62	CENTRE INSULATOR	1
16	BH605211	£1.39	BOLT, centre pivot	1
17	GHF332	£0.19	WASHER, locking	1
18	GHF201	£0.08	NUT	1
19	159641	£46.20	CENTRE MOUNTING BOX	1
20	GHF223	£0.40	NUT	4
21	WB110061	£0.50	WASHER	4
22	131008	£2.20	STUD, leaf spring to diff case	4

Note: Springs 159640Z include items 2 & 3 only.

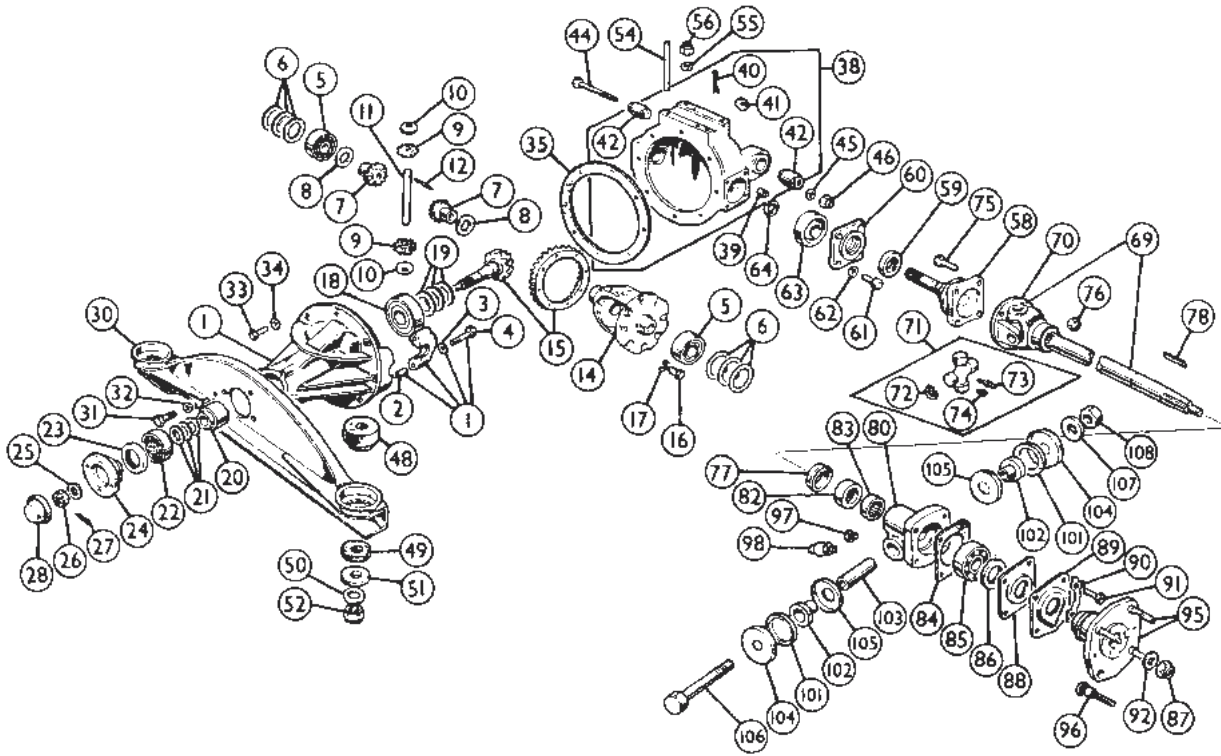
Shock Absorber & Fittings

25	132764	£98.14	VERTICAL LINK, LH	1
	132763	£98.14	VERTICAL LINK, RH	1
26	GSA385	£14.50	SHOCK ABSORBER, standard	2
	TT3311	£83.00	SHOCK ABSORBER, Spax	2 adjustable
	TT3312	£115.94	SHOCK ABSORBER, Koni	2 see Accessories section
	TT3313	£73.10	SHOCK ABSORBER, Gaz	2
27	102987	£0.85	BUSH, shock absorber, rubber	8 standard shock
	102987SPK	£11.92	BUSH KIT, shock absorber, poly (Kit includes: 2 one piece bushes).	4 absorber only
28	WM69	£0.78	WASHER, plain	2
29	GHF224	£0.34	NUT, nyloc	2
30	118599	£6.60	BOLT, shock absorber	2
31	GHF304	£0.13	WASHER, plain	2
32	GHF275	£0.60	NUT, nyloc, thin	2
33	BH607281	£1.10	BOLT, vertical link to spring/rear hub	4
34	WD600071	£0.55	WASHER, plain	4
35	GHF224	£0.34	NUT, nyloc	4
36	133065	NCA	RADIUS ARM, rear	2 MkI-III To (c) FH50000
	155930	NCA	RADIUS ARM, rear	2 MkI-III From (c) FH50001 & 1500
37	119451	£2.54	BUSH, rear radius arm, rubber	4
	119451SPKR	£38.20	BUSH, rear radius arm, poly (Kit includes: 8 split type bushes & 4 tubes).	1
38	151967	£31.20	PIVOT BRACKET, LH	1 MkI-III To (c) FH50000
	151966	£31.20	PIVOT BRACKET, RH	1
	159842	£27.80	PIVOT BRACKET, LH	1 MkI-III From (c) FH50001
	159843	£27.30	PIVOT BRACKET, RH	1 & 1500

Note: Although the rear spring was not altered when the drive shaft length was increased (at (c) FH50000), the mounting brackets & radius arms were modified to suit the new position they were required to take up.

39	GHF223	£0.40	NUT, nyloc	4
40	133070	£2.80	SHIM, pivot bracket to chassis	a/r
41	BH606181	£1.03	BOLT, radius arm	4
42	GHF302	£0.30	WASHER, plain	4
43	GHF223	£0.40	NUT, nyloc	4
NI	GBK6602X	£14.25	BOLT KIT	1

Note: Includes items 28, 29, 33, 34, 35, 41, 42, 43 to service both sides of rear suspension.



Differential (Exchange Units)

ill.	Part Number	Price £ea.	Description	Req.	Details
	516653R	£485.80	DIFF ASSEMBLY, 4.11:1, recon/exch (Reconditioned with existing CW&P).	1	MkI-III
	RTC2305R	NCA	DIFF ASSEMBLY, 3.89:1, recon/exch (Reconditioned with existing CW&P).	1	MkIV
	TKC3718R	NCA	DIFF ASSEMBLY, 3.63:1, recon/exch (Reconditioned with existing CW&P).	1	1500
	TKC5240R	NCA	DIFF ASSEMBLY, 3.27:1, recon/exch (Reconditioned with existing CW&P).	1	Switzerland only

Note: The above differential assemblies come built up in an axle case. They do not come with hubs, drive shafts or brake assemblies. We are only able to exchange differentials for reconditionable units of the same type and ratio. Units found to be not reconditionable will either be returned or surcharged according to the customers wishes.

Differential & Axle Components

1	518949	NCA	CASING & BEARING CAPS	1	
2	060070	£3.10	BUSH, bearing cap alignment	4	
3	GHF333	£0.19	WASHER, locking	4	
4	104554	NCA	BOLT, attaching bearing cap	4	
5	GHB105	£14.05	BEARING, differential carrier	2	1300, 1500 To FH106101
	GHB105Z	£8.10	BEARING, differential carrier	2	aftermarket
	UKC4805	£12.95	BEARING, differential carrier (24.8mm internal diameter).	2	1500 From FH106102
6	156082	£0.66	SHIM, carrier side, 0.003"	a/r	
	156083	NCA	SHIM, carrier side, 0.005"	a/r	adjustment
	154921	NCA	SHIM, carrier side, 0.010"	a/r	
	154925	£1.20	SHIM, carrier side, 0.020"	a/r	
7	134073	NCA	SUN WHEEL, differential	2	1300, 1500 To FH106101
	UKC6281	NCA	SUN WHEEL, differential	2	1500 From FH106102
8	ATA7039	£2.20	T/WASHER, sun wheel to carrier	2	
9	134074	NCA	PLANET GEAR, differential	2	1300, 1500 To FH106101
	UKC3365	NCA	PLANET GEAR, differential	2	1500 From FH106102
10	138440	NCA	THRUST WASHER, planet gear, 0.027"	a/r	
	147249	NCA	THRUST WASHER, planet gear, 0.029"	a/r	
	134076	£5.05	THRUST WASHER, planet gear, 0.031"	a/r	
	147250	NCA	THRUST WASHER, planet gear, 0.033"	a/r	
	138441	£5.05	THRUST WASHER, planet gear, 0.035"	a/r	1300, 1500 To FH106101
	147251	£5.05	THRUST WASHER, planet gear, 0.037"	a/r	
	138442	£5.05	THRUST WASHER, planet gear, 0.039"	a/r	
	148805	£5.05	THRUST WASHER, planet gear, 0.041"	a/r	
	147252	£5.05	THRUST WASHER, planet gear, 0.043"	a/r	
	UKC4788	NCA	THRUST WASHER, planet gear, 0.027"	a/r	
	UKC4789	NCA	THRUST WASHER, planet gear, 0.029"	a/r	
	UKC4790	NCA	THRUST WASHER, planet gear, 0.031"	a/r	
	UKC4791	NCA	THRUST WASHER, planet gear, 0.033"	a/r	

UKC4792	NCA	THRUST WASHER, planet gear, 0.035"	a/r		
UKC4793	NCA	THRUST WASHER, planet gear, 0.037"	a/r	1500 From FH106102	
UKC4794	NCA	THRUST WASHER, planet gear, 0.039"	a/r		
UKC4795	NCA	THRUST WASHER, planet gear, 0.041"	a/r		
UKC4796	NCA	THRUST WASHER, planet gear, 0.043"	a/r		
ULC2029	NCA	THRUST WASHER, planet gear, 0.045"	a/r		
ULC2030	NCA	THRUST WASHER, planet gear, 0.047"	a/r		
11	134072	NCA	CROSS PIN, differential	1	1300, 1500 To FH106101
	UKC4493	NCA	CROSS PIN, differential	1	1500 From FH106102
					(The later cross pin UKC4493 can be used to replace the earlier type).
12	110376	NCA	PIN, solid type, locking cross pin	1	1300, 1500 To FH106101
	UKC3948	£1.10	PIN, scroll type, locking cross pin	1	1500 From FH106102
14	21H5478	NCA	CARRIER, differential & crown wheel	1	1300, 1500 To FH106101
	RKC1983	NCA	CARRIER, differential & crown wheel	1	1500 From FH106102
	RKC2802	NCA	CARRIER, differential & crown wheel	1	Switzerland only with 3:27:1 ratio From FH126380

Note: Sun & planet gears must be fitted in type sets. Early ones can be mixed and run with later ones, but not for very long!

15	159801	£311.40	CROWN WHEEL & PINION (3.89:1, solid bearing spacer).	1	1300 To mid 1973
	159801	£311.40	CROWN WHEEL & PINION (3.89:1, collapsible bearing spacer).	1	1300 From mid 1973
	159802	£311.40	CROWN WHEEL & PINION (3.63:1).	1	1500 except Switzerland
	159803	£329.00	CROWN WHEEL & PINION (3.27:1).	1	Switzerland only From FH126380

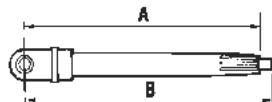
Note: When replacing crown wheel & pinion sets ensure the correct spacer is used, i.e. solid or collapsible type.

16	21H5479	£0.50	BOLT, crown wheel to carrier	8	1500 From FH125380 except Switzerland
	144668	NCA	BOLT, crown wheel to carrier	8	Swiss From FH126380 and 3-27:1 CWP ratio
17	118977A	£0.29	WASHER, locking	8	
18	134065	£14.05	BEARING, pinion head	1	
19	145918	NCA	SHIM, pinion head bearing, 0.075"	a/r	
	145919	NCA	SHIM, pinion head bearing, 0.0765"	a/r	
	148099	NCA	SHIM, pinion head bearing, 0.077"	a/r	
	145920	NCA	SHIM, pinion head bearing, 0.078"	a/r	
	148100	NCA	SHIM, pinion head bearing, 0.079"	a/r	
	145921	NCA	SHIM, pinion head bearing, 0.0795"	a/r	
	148101	NCA	SHIM, pinion head bearing, 0.080"	a/r	
	145922	NCA	SHIM, pinion head bearing, 0.081"	a/r	
	148102	NCA	SHIM, pinion head bearing, 0.082"	a/r	
	145923	NCA	SHIM, pinion head bearing, 0.0825"	a/r	
	148103	NCA	SHIM, pinion head bearing, 0.083"	a/r	
	145924	NCA	SHIM, pinion head bearing, 0.084"	a/r	
	148104	NCA	SHIM, pinion head bearing, 0.085"	a/r	

145925	NCA	SHIM, pinion head bearing, 0.0855"	a/r	
148105	NCA	SHIM, pinion head bearing, 0.086"	a/r	
145926	£1.90	SHIM, pinion head bearing, 0.087"	a/r	
145927	NCA	SHIM, pinion head bearing, 0.0885"	a/r	
145928	NCA	SHIM, pinion head bearing, 0.090"	a/r	
145929	NCA	SHIM, pinion head bearing, 0.0915"	a/r	
145930	NCA	SHIM, pinion head bearing, 0.093"	a/r	
145931	NCA	SHIM, pinion head bearing, 0.0945"	a/r	
145932	NCA	SHIM, pinion head bearing, 0.096"	a/r	
20 145933	NCA	SOLID SPACER	1	1300 To mid 1973
156903	£8.65	COLLAPSIBLE SPACER	1	1300 From mid 1973, 1500
21 140790	£2.10	SHIM, 0.030"	a/r	
140791	£3.30	SHIM, 0.010"	a/r	
140792	£2.10	SHIM, 0.005"	a/r	
140793	£6.50	SHIM, 0.003"	a/r	
22 BTB440	£10.50	BEARING, pinion, flange end	1	
23 DAM5079	£2.65	SEAL, pinion flange	1	
24 153677	NCA	DRIVE FLANGE	1	1300 To 1973
UKC764	NCA	DRIVE FLANGE	1	1300 From 1973, 1500
25 2A7323	£2.10	WASHER, plain	1	
26 112635	£7.27	NUT, flange, slotted type	1	
510618A	£2.90	NUT, flange, nyloc type	1	
27 GHF502	£0.12	SPLIT PIN, for slotted nut	1	alternatives
GHF502	£0.12	SPLIT PIN, for slotted nut	1	
28 UKC725	NCA	SHIELD, over pinion nut	1	1300 From mid 1973, 1500
30 215537	NCA	BRACKET, front mounting	1	
31 132856	£6.30	BOLT, mounting bracket	4	
32 GHF324	£0.12	WASHER, shake-proof	4	
33 GHF103	£0.42	SCREW, casing	8	
34 GHF332	£0.19	WASHER, locking	8	
35 114749	£0.56	GASKET, casing	1	
38 TKC220	£253.00	REAR CASING	1	
39 114774	£2.50	FILLER PLUG	1	
40 GHF502	£0.12	SPLIT PIN, breather	1	
41 51K3424	£0.41	CORE PLUG, 5/8" diameter	1	
42 117578Z	£8.30	BUSH, diff mounting rear	2	
117578SPK	£32.00	BUSH KIT, diff mounting rear, poly (Kit includes: 4 bushes & 2 tubes).	2	
44 136869	£7.52	BOLT, rear differential mounting	1	
45 GHF303	£0.19	WASHER, plain	1	
46 GHF274	£0.60	NUT, nyloc	1	
48 133568	£5.45	BUSH, diff mounting, front upper, rubber	2	
133568SPK	£18.60	BUSH KIT, diff mounting, front upper, poly	1	2 bushes
49 131796	£0.82	BUSH, diff mounting, front lower, rubber	2	
131796SPK	£7.93	BUSH KIT, diff mounting, front lower, poly	1	2 bushes
50 WM810	£2.54	WASHER, differential mounting	2	
51 CRC3343	NCA	WASHER, (LH side only)	1	
52 GHF273	£0.24	NUT, nyloc	2	
54 131008	£2.20	STUD, rear spring	4	
55 WB110061	£0.50	WASHER, plain, nut to spring	4	
56 GHF273	£0.24	NUT, nyloc	4	spring to stud in diff casing
58 139531	NCA	OUTPUT SHAFT & FLANGE	2	
59 117952	£1.30	SEAL	2	output shaft to diff casing
60 139530	NCA	RETAINER, seal to bearing	2	
61 123803	£0.60	SCREW, socket headed	8	
62 GHF331	£0.12	WASHER, locking	8	
63 533360A	£12.85	BEARING, output shaft	2	
64 139532	£0.95	CIRCLIP, bearing to output shaft	2	
69 128135	£104.40	DRIVE SHAFT & YOKE	2	1300 To (c) FH50000
155928	£90.00	DRIVE SHAFT & YOKE	2	1300 From (c) FH50001, 1500
70 37H4973	£20.15	DRIVE FLANGE YOKE	2	
71 GUJ115	£9.30	UNIVERSAL JOINT, greaseable	2	
GUJ115Z	£8.50	UNIVERSAL JOINT, greaseable	2	aftermarket
GUJ101	£8.30	UNIVERSAL JOINT, sealed	2	
GUJ101Z	£7.48	UNIVERSAL JOINT, sealed	2	aftermarket
72 144101	NCA	CIRCLIP, 0.058" - 0.059"	8	
73 7H3858	£1.85	GREASE NIPPLE	a/r	inc. with GUJ115 & GUJ115Z
74 SK604030	£0.94	PLUG	2	replaces grease nipple between services

Note: Greaseable UJ's cannot be run on the vehicle with the grease nipple in place.

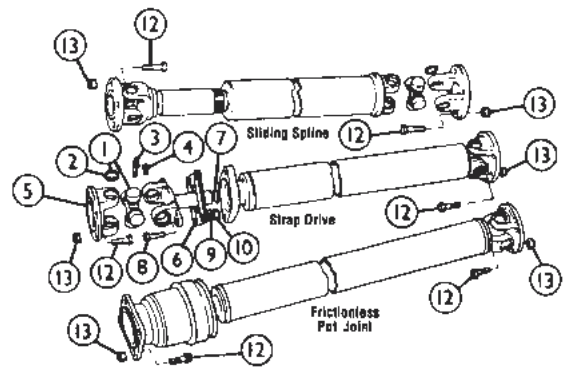
75 132023	£1.39	BOLT	8	drive shaft flange
76 GHF273	£0.24	NUT, nyloc	8	to differential flange
77 128469	£7.48	STONE GUARD, on drive shaft	2	protects inner seal



Spitfire Driveshaft Lengths	Part No	Dimension A	Dimension B
	128135	18.5"	19.5"
	155928	19.5"	20.5"

Drive shafts changed in length on 1300 models in 1973. They each increased by one inch to give a wider track.

78 104581	£2.10	KEY, drive shaft to drive flange	2	
80 204226	NCA	BEARING HOUSING	2	
GHK1029	£17.00	BEARING KIT, rear wheel hub	2	
82 128978	£11.82	INNER SEAL	2	
83 117853	£6.30	INNER BEARING, needle roller	2	
84 GFG117	£0.94	GASKET	2	
85 GHB117	£13.75	OUTER BEARING	2	
86 GHS111	£1.30	OUTER SEAL	2	
87 510618A	£2.90	HUB NUT, nyloc	2	
88 104773	NCA	PLATE, seal housing & bearing retaining	2	
89 104582	£4.57	SHIELD, retaining grease	2	
90 121860	£1.24	LOCK TAB	4	
91 112653	£1.80	BOLT, (alternative)	8	plate & shield
GHF103	£0.42	SCREW, (alternative)	8	to hub housing
92 2A7323	£2.10	WASHER, hub nut to drive flange	2	
95 FAM2004	£154.50	DRIVE FLANGE & STUDS	2	
96 21H5774	£4.43	STUD, rear wheel	8	
97 122115	NCA	PLUG, blanks rear hub lubrication hole	2	
98 056935	£1.14	GREASE NIPPLE	2	
NI 514370	£4.80	TRUNNION BUSH KIT	1	one kit per car
NI 514370Z	£2.70	TRUNNION BUSH KIT	2	1 kit per side
101 142387	£0.71	RUBBER RING, dirt seal	4	
102 141218	£4.62	BUSH, trunnion, rear, nylon	4	
141218SPK	£27.20	BUSH KIT, trunnion, rear, poly (Kit includes: 4 bushes & 2 tubes).	1	
103 141221	£2.70	SPACER, steel	2	
104 141443	£0.94	WASHER, outer	4	
105 141444	£0.71	WASHER, inner	4	
106 BH607281	£1.10	BOLT, trunnion pivot	2	
107 WD600071	£0.55	WASHER, plain	2	
108 GHF224	£0.34	NUT, nyloc	2	



Propshaft

There were three designs for propshafts each with two different lengths. The changes in length were for overdrive or non-overdrive versions. The constructional differences were sliding spline, strap drive and frictionless pot joint. Triumph finally ended up using the frictionless pot joint type in different lengths to service all cars. We offer an aftermarket sliding spline propshaft unit for each application.

TKC1753	NCA	PROPSHAFT, sliding spline	1	1300 three rail
TKC1753Z	£129.50	PROPSHAFT, sliding spline	1	non-overdrive
PKC1466Z	£189.90	PROPSHAFT, sliding spline	1	1300 three rail overdrive
				1500 single rail non-overdrive
PKC1467Z	£200.40	PROPSHAFT, sliding spline	1	1500 single rail overdrive
1 GUJ115	£9.30	UNIVERSAL JOINT, greaseable	2	
GUJ115Z	£8.50	UNIVERSAL JOINT, greaseable	2	aftermarket
GUJ101	£8.30	UNIVERSAL JOINT, sealed	2	
GUJ101Z	£7.48	UNIVERSAL JOINT, sealed	2	aftermarket
2 144101	NCA	CIRCLIP	4/8	included with UJ
3 7H3858	£1.85	GREASE NIPPLE	1/2	
4 SK604030	£0.94	PLUG	1/2	replaces grease nipple between services

Note: Greaseable UJ's cannot be run on the vehicle with the grease nipple in place.

5 37H4973	£20.15	YOKE, drive flange	1/2	
6 143215	£2.70	DRIVE STRAPS, flexible	8	
7 143213	NCA	'O' RING, sealing spigot	1	
8 132023	£1.39	BOLT	4	
9 WP20X	£0.20	WASHER, plain	4	
10 GHF223	£0.40	NUT, nyloc	4	
12 129361	£1.33	BOLT, propshaft	8	MkI-III
144961A	£1.33	BOLT, propshaft	8	MkIV-1500
13 GHF272	£0.40	NUT, nyloc, propshaft	8	MkI-III
GHF273	£0.24	NUT, nyloc, propshaft	8	MkIV-1500

Starter Motor

During the production of the MKIV 1300 & 1500 Spitfire, Triumph fitted three different models of Lucas starter motor. All are interchangeable and have similar working characteristics. The problems start if you wish to repair your own starter motor. You will need to know the model type to ensure the correct parts for repair are ordered. The three model numbers are 25079B, 25022 and 25149B. The Unipart/Lucas replacement rebuilt starter we supply is suitable for all applications.

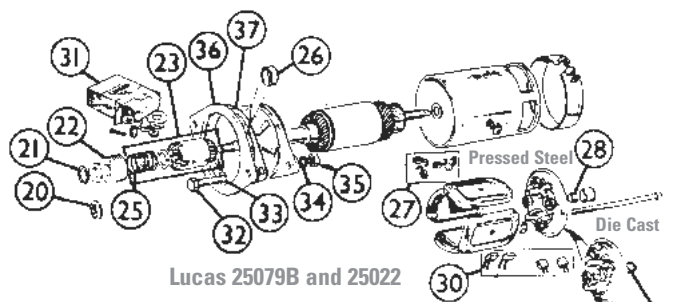
Ill.	Part Number	Price £ea.	Description	Req.	Details
	(Inertia Starter Motor)				
1	GEU9405	£75.00	STARTER MOTOR, new	1	all models
	GXE4405	NCA	STARTER MOTOR, exchange, recon	1	|

(Pre-Engaged Starter Motor)

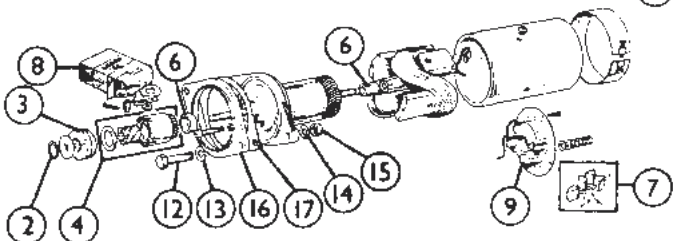
GXE9405XS	£205.00	STARTER MOTOR, new*	1	all models
-----------	---------	---------------------	---	------------

*Note: Discard stepped adaptor.

These brand new (non-exchange) powerful Pre-Engaged (Geared) starter motors are high torque, meaning they will not suffer the same fate as the original 'Inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain.



Lucas 25079B and 25022



Lucas 25149b

Lucas 25149B Starter Motor

2	519813	NCA	CLIP, retaining	1	
3	7H5045	£4.43	SPRING	1	
4	BAU5781	£29.50	PINION, BARREL & SCREW	1	10 teeth
	67H5010	£20.50	PINION, BARREL & SCREW	1	9 teeth
6	519812	NCA	BUSH SET, front & rear	1	
7	GSB105	£5.05	BRUSH SET	1	
8	519566	NCA	SUNDRY PARTS KIT	1	
9	37H4672	NCA	END PLATE	1	
12	BH606181	£1.03	BOLT, starter to engine	2	
13	GHF333	£0.19	WASHER, locking	2	
14	WE600061	£0.34	WASHER, shake-proof	2	
15	GHF202	£0.12	NUT	2	
16	131570	NCA	MOUNTING SPACER	1	motor to engine plate
17	104549	NCA	SHIM	a/r	starter bendix adjustment

Lucas 25079B & 25022 Starter Motors

20	508548	NCA	NUT, retaining	1	25022 only
21	519813	NCA	CLIP, retaining	1	25079B only
22	7H5045	£4.43	SPRING	1	
23	BAU5781	£29.50	PINION, BARREL & SCREW	1	10 teeth
	67H5010	£20.50	PINION, BARREL & SCREW	1	9 teeth
25	501711	NCA	SPRING	1	
26	7H5049	£2.10	BUSH, driving end	1	25022 only
	47H5346	£1.10	BUSH, driving end	1	25079B only

27	509819A	NCA	SPRING SET	1	pressed steel end plate
	47H5341	NCA	SPRING SET	1	die-cast end plate
28	47H5340	£1.60	BUSH, commutator end	1	pressed steel end plate
29	511141	£1.99	BUSH, commutator end	1	die-cast end plate
30	GSB102	£4.10	BRUSH SET	1	
31	070391	NCA	SUNDRY PARTS KIT	1	
32	BH606181	£1.03	BOLT, starter to engine	2	
33	GHF333	£0.19	WASHER, locking	2	
34	WE600061	£0.34	WASHER, shake-proof	2	
35	GHF203	£0.19	NUT	2	
36	131570	NCA	MOUNTING SPACER	1	motor to engine plate
37	104549	NCA	SHIM, bendix adjusting	a/r	

Jammed Bendix Gears

Did you ever attempt to start your Spitfire and instead of the more usual loud rumbling sound from the exhaust (and the nasty rattling sound from the scuttle panel), you hear nothing more than a 'clunk'. That 'clunk' might have been finally diagnosed as a jammed starter bendix, but in the meantime there was a way of getting home without resorting to the tow truck. We've all been there, trying to get out of gear and try again without the car leaping away from rest. Repeat as necessary. Replacement of the starter bendix, starter motor or ring gear should be made at the earliest opportunity.

To free the bendix gear, put the car into fourth gear with the ignition off, release the handbrake and rock the car backwards and forwards. Jump back into the car and try again, then take the car out of gear and try again without the car leaping away from rest. Repeat as necessary. Replacement of the starter bendix, starter motor or ring gear should be made at the earliest opportunity.

Stopping Trouble Before the Starter Stops

A starter motor often provides warnings in the form of jamming, slow cranking, or intermittent operation, before it fails completely. Obviously it is in the owner's interests to confront any problems before they become terminal. Having removed the starter from the car, it can be carefully dismantled on a work surface and the possible causes for impending failure investigated. Resist the temptation to submerge the unit in cleaning fluid; doing so would probably result in the purchase of a new starter, since fluid will transfer copper dust from inside the motor to the electrical windings, causing a short circuit. Dust may be removed by compressed air & wiping with a rag dampened with cleaning fluid.

The starter bendix gear can be cleaned and then inspected both for damage and spring return operation. If faulty, the sub assembly can be replaced.

The shaft bushes pressed into the front and rear end plates of the motor should be renewed if necessary. These are 'Oilite' bushes, which should be immersed in light engine oil for 24 hours prior to fitting (the bush material absorbs the oil, to give prolonged lubrication).

'Old lags' of the starter reconditioning trade have jam jars filled with oil and bushes awaiting use. Excess oil must be wiped away upon installation of the bushes (which is achieved by pressing, not hammering!).

Carbon brush replacement, if necessary, can be effected by soldering the replacements to the commutator end shield brush contacts - not hard, just fiddly.

The copper wire windings and insulation of the armature and commutator assembly should be inspected (the commutator is the segmented copper collar contacted by the carbon brushes at one end of the armature). The contact surface must be clean, smooth and concentric to the armature axis. A dirty commutator can be cleaned by wiping with a petrol moistened cloth, then lightly polished with very fine glass paper. If the commutator is not true or excessively scored, it will need to be turned at high speed in a lathe and machined with a very sharp tool. Not everyone has such equipment to hand (!), but most people know of someone who has. The lightest of possible cuts should be made on the lathe to 'true up' the contact area. A very light polish after turning with very fine glass paper is recommended. Under no circumstances should the insulation material between the copper segments of the commutator be undercut. Re-assembly of the starter is the reverse of disassembly. The factory workshop manual may be consulted for any further information.

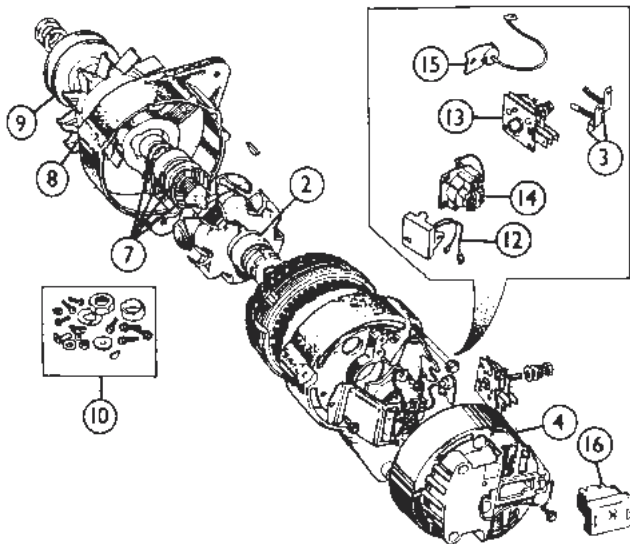
Before refitting to the car, the motor must be tested.

Secure the starter motor body carefully in a vice and test it by connecting it with heavy gauge cables (jump leads are ideal) to a 12 volt battery. Connect one cable to the starter terminal, the other should be held against the drive end bracket.

The starter should run at high speed under these light load conditions. Upon rotation, the bendix gear should move axially along the armature shaft towards the motor itself.

When the power is removed and the motor stops, the gear should return to its original position at the outer end of the shaft.

Lucas Alternators

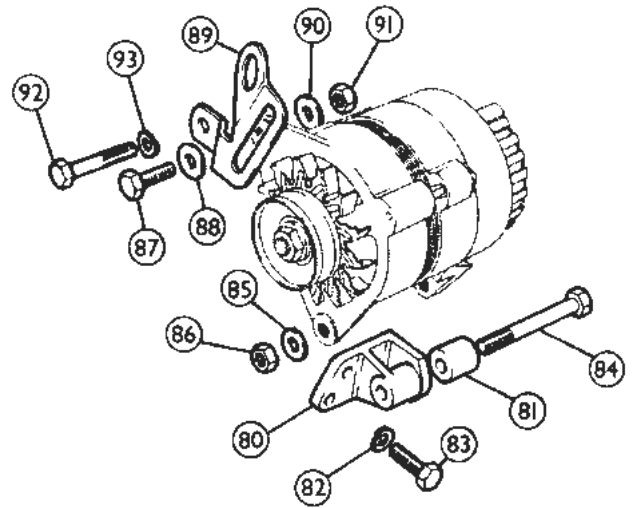


Lucas Alternators, 15, 16 & 17 ACR types

Lucas Alternators, 15, 16 & 17 ACR types

Triumph, in their wisdom, used six different Lucas alternators on the MkIV & 1500 models. However, thanks to Unipart logic they all end up as having one part number. This is due also to Lucas upgrading and improving the alternators performance and output without affecting any other characteristics.

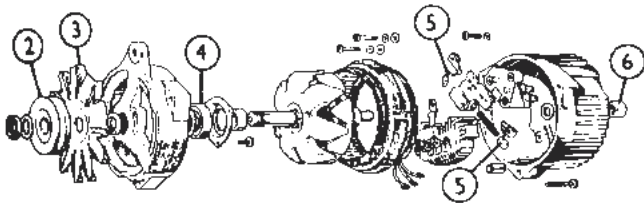
ill.	Part Number	Price £ea.	Description	Req.	Details
	GXE8211	£55.00	ALTERNATOR, exchange, rebuilt	1	} replacement for original with improved output (17 ACR) higher output (18 ACR)
	GEU2206	£64.00	ALTERNATOR, exchange, rebuilt	1	
2	18G8620	£6.10	BEARING, rear	1	
3	GGB504	£2.30	BRUSH SET	1	
4	NKC484A	NCA	PLASTIC COVER, rear	1	
7	18G8619	£6.10	BEARING, front	1	
8	AAU3956A	£10.44	FAN	1	
9	AEU1238	£11.40	PULLEY	1	
10	37H2258	NCA	SUNDRY PARTS KIT	1	
12	BAU4443A	£14.60	REGULATOR, (2 or 3 lead type)	1	15 ACR
	BAU5264	£16.00	REGULATOR, (4 lead type)	1	16/17 ACR
13	BAU5063	NCA	RECTIFIER, (2 connections)	1	15 ACR
	AEU4152A	NCA	RECTIFIER, (3 connections)	1	16/17 ACR
14	607693A	NCA	BRUSH BOX	1	15/16/17 ACR
15	AEU3079A	NCA	SURGE PROTECTOR, if fitted	1	16/17 ACR
16	GEU250	£4.50	PLUG KIT	a/r	



80	147899	NCA	BRACKET, alternator	1	
81	147483	NCA	DISTANCE TUBE	1	
82	GHF332	£0.19	WASHER, locking	2	
83	GHF103	£0.42	SCREW	2	
84	BH605401A	£2.20	BOLT	1	
85	WP139	£0.44	WASHER, plain	1	
86	GHF242	£0.76	NUT	1	
87	GHF163	£0.29	SCREW*	1	
88	WP17	£0.19	WASHER, plain	1	
89	156464	£22.90	ADJUSTING LINK	1	
90	WP17	£0.19	WASHER, plain	1	
91	JN2158	£0.29	LOCK NUT*	1	
92	BH605181	£0.80	BOLT	1	adjusting link to w/pump
93	GHF332	£0.19	WASHER, locking	1	

*Note: Modern replacement alternators are supplied with a metric mounting screw.

AC Delco Alternator



AC 35 amp type

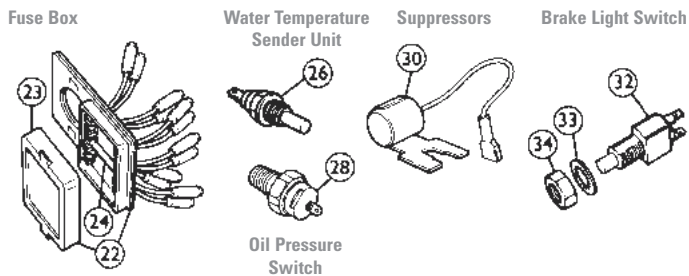
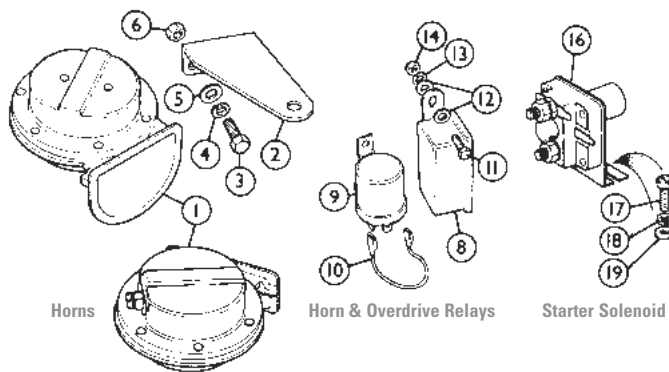
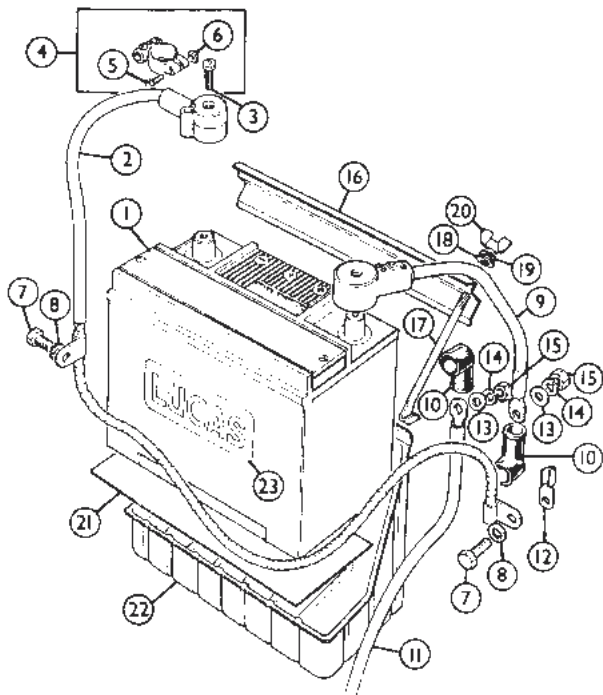
AC Delco Alternator

AC 35 amp type

This is a rare original fitment item only used on some 1300 models to commission number FM/FH50000 (1973).

	GEU2206	£64.00	ALTERNATOR, exchange, rebuilt	1
2	BHM7044	NCA	PULLEY	1
3	BHM7040	NCA	FAN	1
4	BHM7038	NCA	BEARING, front	1
5	GGB506	£2.30	BRUSH SET	1
6	BHM7042	NCA	BEARING, rear	1

Note: 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. Alternator Mountings.



Battery & Fittings

Note: Please see page A12 in the Accessories section for details of our non-leak battery.

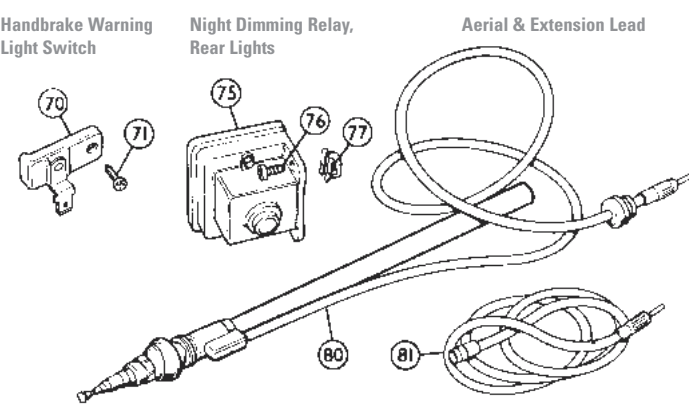
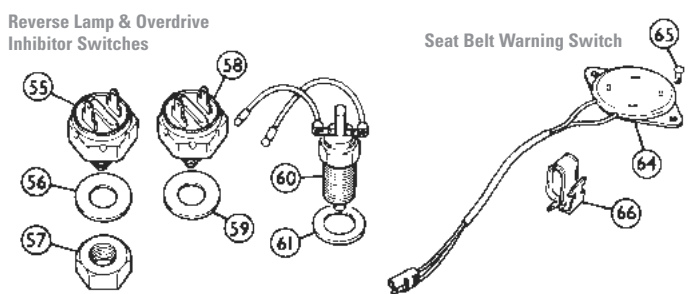
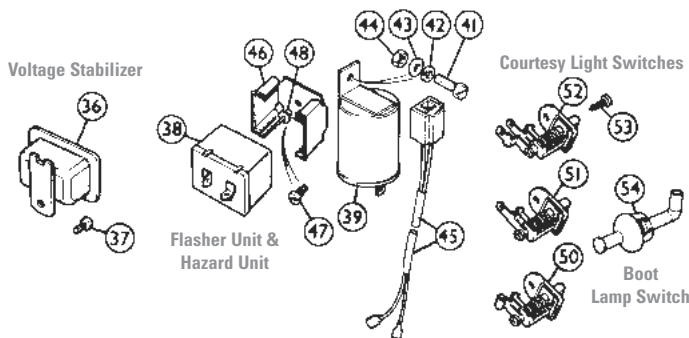
Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GBY015	£78.00	BATTERY, 12 volt, 36 A/hr, wet	1	
	GBY291D	£161.00	BATTERY, 12 volt, 63 A/hr, dry	1	
	GBY291	£161.00	BATTERY, 12 volt, 63 A/hr, wet	1	

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.

2	515997	£25.00	CABLE, earth, screw terminal	1	
3	2K8645	£0.14	SCREW, terminal securing	2	

Various cables were used on the Spitfire over the years (lefthand drive, righthand drive, USA markets etc.), but all the different types were superseded by the Rover Group to one set of numbers. The alternative to the screw terminal type, fitted to most Spitfires, are clamp cables (which were standard on USA cars). Rover seemed, as a rule, to supply cables with clamp connections but using the screw connection cable numbers. In other words, be prepared- you could receive either type when you order a battery cable, but it's more likely to be one with a clamp on it.

4	GHF2750	£4.50	CLAMP TERMINAL, 'negative'	1	replacement
	GHF2755	£4.50	CLAMP TERMINAL, 'positive'	1	
5	518903	£2.75	BOLT, clamp terminal	2	
6	GHF208	£0.19	NUT, clamp terminal	2	
7	SH604041	£0.19	SCREW, earth cable	2	
8	GHF321	£0.12	WASHER, shake-proof	2	
9	515873	£19.30	CABLE, positive, screw terminal	1	
10	8G548	£1.20	BOOT, rubber insulating	2	
11	131114	£17.15	CABLE, solenoid to starter motor	1	RHD
	131114	£17.15	CABLE, solenoid to starter motor	1	LHD
12	LUCWB600	£5.34	RING TERMINAL, brass	a/r	crimp type
13	GHF301	£0.10	WASHER, plain, starter solenoid	3	
14	GHF382	£0.19	WASHER, spring, starter solenoid	4	fits 13H5952 solenoid
15	GHF213	£0.19	NUT, starter solenoid	4	
	142087K	£11.30	BATTERY MOUNTING KIT	1	
			(Kit includes: 142087 clamp, 2 x 601552 'J' bolts, 2 x WP127 washers & 2 x 132068 wing nuts).		
16	142087	£4.70	CLAMP, battery securing, 10 1/4"	1	
	14G5508	£4.21	CLAMP, battery securing, 12 1/4"	1	
17	601552	£2.70	'J' BOLT, clamp to chassis, 4 1/8"	2	
	613051	£1.85	'J' BOLT, clamp to chassis, 5 7/8"	2	
18	WP127	£0.29	WASHER, plain	2	
19	GHF321	£0.12	WASHER, shake-proof	2	
20	132068	£0.77	WING NUT	2	
21	613155	£3.55	PAD, rubber, battery shelf	1	
22	AM7302	£31.80	BATTERY BOX, plastic	1	
23	CRST191	£2.84	DECAL, 'Lucas'	1	



Horns

Note: Replacement horns should be fitted in car sets for matched sound.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	GGE164	£9.20	HORN, high note	1	
	GGE165	£9.20	HORN, low note	1	
2	156275	NCA	BRACKET, LH	1	Lucas or Clearhooter horns only
	156276	NCA	BRACKET, RH	1	
	ULC1719	NCA	BRACKET, horn	2	
3	GHF117	£0.19	SCREW, bracket	4	
4	GHF331	£0.12	WASHER, locking	4	
5	GHF300	£0.12	WASHER, plain	4	
6	GHF200	£0.12	NUT	4	

Horn & Overdrive Relays

8	CHM68	£14.00	RELAY, horn	1	1300
	142169A	£17.00	RELAY, overdrive	1	1300, 'D' type only
9	CHM68	£14.00	RELAY, horn	1	1500 To (c) FH100020
10	125957	£2.00	LOOP CABLE, relay power	1	
11	510503	£0.24	SCREW, relay	a/r	
12	PWZ203	£0.12	WASHER, plain, relay	a/r	
13	WL700101	£0.12	WASHER, locking, relay	a/r	
14	HN2005	£0.07	NUT	a/r	

Starter Solenoid

16	13H5952	£7.80	SOLENOID, starter	1	
17	SE910201	£0.40	SCREW, solenoid	2	
18	WL700101	£0.12	WASHER, locking	2	
19	WM55	£0.19	WASHER, plain	2	

Fuse Box

Note: Fuse boxes were an integral part of the wiring loom. We list a repair/replacement fuse box to service those cars with 'torched' fuse boxes. These items require electrical splicing skills to fit, but they are cheaper than a whole new loom.

22	608401	£35.00	FUSE BOX	1	repair/replacement
23	607201A	£11.70	LID, for fuse box	1	
24	GFS35X	£0.41	FUSE, 35 amp	5	(17 amp continuous)

Water Temperature Transmitter Unit

26	GTR108	£9.37	TEMPERATURE TRANSMITTER	1	
----	--------	-------	-------------------------	---	--

Oil Pressure Switch

28	GPS117	£5.70	SWITCH, oil pressure warning light	1	
----	--------	-------	------------------------------------	---	--

Suppressors

The fitting of suppressors is required for all cars with radios. They quieten the electrical crackle created by both coil & alternator which is otherwise picked up by the radio.

30	DZB5567	NCA	SUPPRESSOR, radio	a/r	coil/alternator
	579356A	NCA	SUPPRESSOR, radio	a/r	alternator

Brake Light Switch

32	13H3735	£3.40	BRAKE LIGHT SWITCH	1	
33	GHF325	£0.25	WASHER, locking	1	
34	FNZ208	£0.40	NUT	1	

Voltage Stabiliser

36	148876A	£12.00	VOLTAGE STABILISER	1	
37	AB604023	£0.34	SCREW, stabiliser	1	

Flasher Unit & Hazard Unit

38	GFU2124	£4.10	INDICATOR RELAY	1	all 1300 & 1500 RHD all 1300 LHD To FH50000
	GFU2124	£4.10	INDICATOR RELAY	1	
	GFU2124	£4.10	INDICATOR RELAY	1	
	GFU2124	£4.10	INDICATOR RELAY	1	1300 LHD FH50001 except Germany
	GFU2124	£4.10	INDICATOR RELAY	1	1500 LHD To FH100020 except D, B, DK, F, NL, I, CH, A
39	GFU2124	£4.10	INDICATOR RELAY	1	1300 From FH50001 German markets
	GFU2124	£4.10	INDICATOR RELAY	1	1500 D, B, DK, F, NL, I, CH, A only

UKC9187	NCA	COMBINATION HAZARD, INDICATOR & RELAY	1	1500 LHD models From FH100021 except D, B, DK, F, NL, I, CH, A	
GFU2204	£4.07	HAZARD RELAY	1	1300 LHD To FH50000	
GFU2204	£4.07	HAZARD RELAY	1	1300 LHD From FH50001 - not Germany and RHD BAOR	
GFU2124	£4.10	HAZARD RELAY	1	1300 From FH50001 Germany only	
GFU2204	£4.07	HAZARD RELAY	1	1500 all RHD and LHD To FH100020 except D, B, DK, F, NL, I, CH, A	
GFU2124	£4.10	HAZARD RELAY	1	1500 LHD D, B, DK, F, NL, I, CH, A only	
41	PMZ206	£0.36	SCREW	1	
42	WL700101	£0.12	WASHER, locking	1	see item 47 for alternatives
43	WP3	£0.24	WASHER, plain	1	
44	NH806011	£0.18	NUT	1	
45	158491	NCA	EXTENSION HARNESS, relay	a/r	indicator/hazard
46	BHA4780	£2.60	CLIP, relay	1/2	alternatives to
47	AB608031	£0.13	SCREW, clip	a/r	items 41-44
48	RU608123	£0.29	RIVET	a/r	

Courtesy Light Switches

50	AAU1876A	NCA	SWITCH, courtesy light (Earthed through screw).	a/r	1 bullet terminal
51	AAU1908A	£4.60	SWITCH, courtesy light (Earthed through screw).	a/r	1 Lucar spade terminal
52	627733	NCA	SWITCH, courtesy light (Not earthed through screw).	a/r	2 Lucar spade terminals (1 line/1 earth)
53	GHF421	£0.10	SCREW, switch	2/3	one per switch

Boot Lamp Switch

54	606240	NCA	SWITCH, boot lamp	1	1500 only
----	--------	-----	-------------------	---	-----------

Reverse Lamp & Overdrive Inhibitor Switches

55	BAU1074A	£6.00	SWITCH, inhibitor	1	overdrive models only
56	1B3664	£0.29	WASHER, spacing	a/r	
57	059474	£1.39	NUT, switch securing	1	
58	BAU1074A	£6.00	SWITCH, reverse light	1	1300 models
59	1B3664	£0.29	WASHER, spacing	a/r	(three rail gearbox)
60	GAE191A	£5.90	SWITCH, reverse light	1	1500 models
61	GHF302	£0.30	WASHER, switch adjusting	1	(single rail gearbox)

Seat Belt Warning Switch

1500 models only					
64	158534	NCA	SWITCH, seat sensor	2	in seat cushion
65	BRP906	£0.13	RIVET, switch	4	
66	615837	£0.53	CLIP, wiring	2	

Handbrake Warning Light Switch

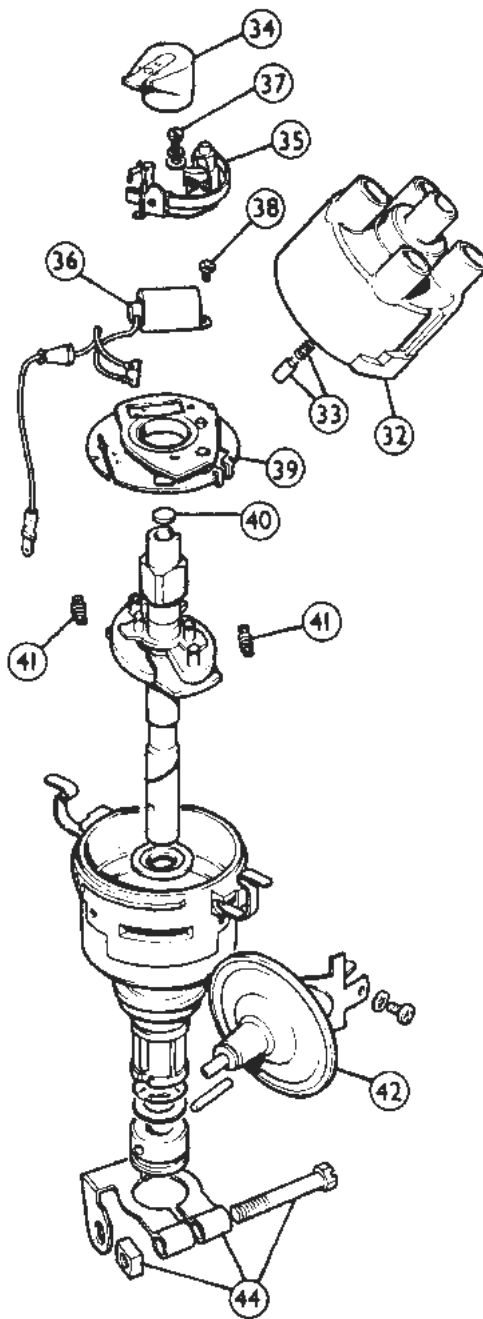
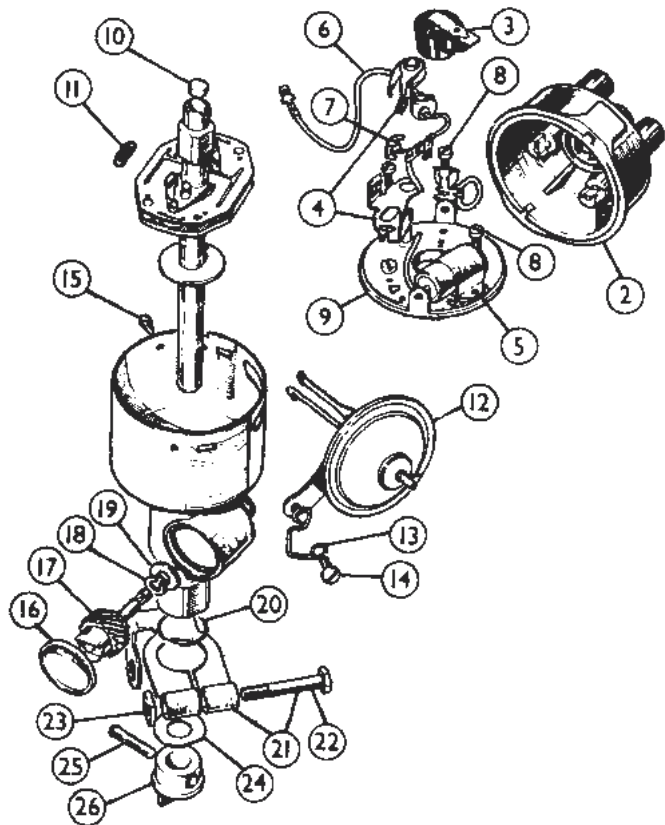
1500 models only					
70	TKC3894	NCA	SWITCH, handbrake warning	1	
71	AB604023	£0.34	SCREW, switch to brake lever	1	

Night Dimming Relay, rear lights

1300 models only					
RHD only to FH50000, RHD & LHD from FH50001					
75	159716	NCA	RELAY, night dimming	1	
76	GHF423	£0.18	SCREW, self tapping	2	
77	GHF712	£0.22	SPIRE NUT	2	

Aerial & Extension Lead

80	AJM1112	NCA	AERIAL, retractable	1	
81	ZKC533	£10.30	EXTENSION LEAD, aerial	1	



AC Delco Distributor (Spitfire MkIV)

Note: Please see page A11 in the Accessories section for details on distributors.

ill. Part Number Price £ea. Description Req. Details

Spitfire MkIV models were all fitted originally with AC Delco distributors. The distributor had a mechanical tachometer drive take-off mounted at right angles to the main drive shaft. These distributors are also identifiable by the pressed steel main case construction and the 'squat' distributor cap. The AC Delco units are becoming increasingly difficult to obtain and repair, however we offer some spares and a rebuild service to a customers own unit.

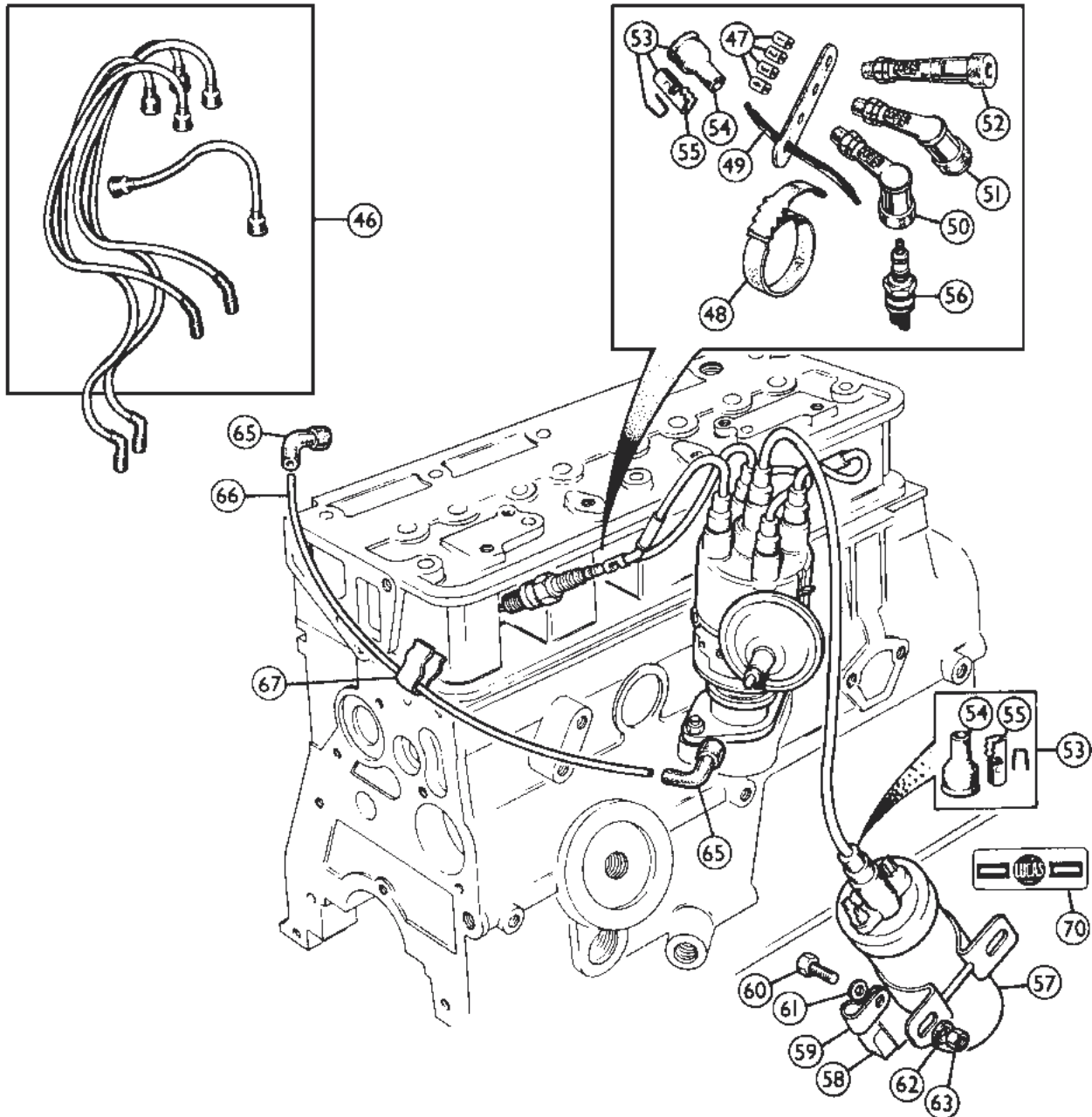
1	TKC419R	£136.30	DISTRIBUTOR	1	customers own rebuilt
2	GDC123	£5.30	DISTRIBUTOR CAP	1	
3	GRA110	£4.43	ROTOR ARM	1	
4	GCS105	£4.84	CONTACT SET	1	
5	GSC104	£2.90	CONDENSER	1	
6	520341	NCA	LOW TENSION LEAD	1	
7	511842	£0.82	SCREW, for contact set	1	
8	511844	£0.34	SCREW, condenser & base plate	2	
9	511847	NCA	BASE PLATE, horseshoe fitting	1	To (e) FH25000E
	520512	NCA	BASE PLATE, pin fitting	1	From (e) FH25001E
10	511851	NCA	FELT PAD, lubrication	1	
11	520343	NCA	SPRING SET, auto advance	1	
12	516240	£78.00	VACUUM UNIT, horseshoe fitting	1	To (e) FH25000E
	520511	NCA	VACUUM UNIT, pin fitting	1	From (e) FH25001E
13	513400	NCA	CLIP, cap	2	
14	513999	NCA	SCREW, clip	2	
15	511844	£0.34	SCREW, base plate locating	1	
16	511861	NCA	END PLUG	1	
17	511859	NCA	DRIVE GEAR	1	
18	520345	NCA	WASHER, locking, (if fitted)	1	
19	511860	£0.22	THRUST WASHER	1	
20	511863	£0.46	'O' RING	1	
21	134891	NCA	CLAMP PLATE, SCREW & NUT	1	
22	SH504141	£1.03	SCREW	1	
23	GHF208	£0.19	NUT	1	
24	511864	NCA	THRUST WASHER	1	
25	517923	NCA	DRIVE PIN	1	
26	511866	NCA	DRIVE DOG	1	

Lucas Distributor (Spitfire 1500)

Note: Please see page A11 in the Accessories section for details on distributors.

1500 Model Spitfires used Lucas Distributors in the UK and European delivered markets. The Lucas distributor is aluminium bodied and has no mechanical tachometer drive cable connection.

	RKC5044	£99.13	DISTRIBUTOR, (41449), new	1	45D4 type
32	GDC136	£6.20	DISTRIBUTOR CAP	1	
33	RTC315A	£2.24	BRUSH & SPRING	1	
34	GRA2114	£1.80	ROTOR ARM	1	
	GRA2114HQ	£6.80	ROTOR ARM, high quality	1	
35	GCS118	£2.30	CONTACT SET	1	
36	GSC2118	£3.76	CONDENSER & LOW TENSION LEAD	1	
37	GCS1001S	£0.66	SCREW, for contact set	1	
38	GSC1001S	£0.50	SCREW, for condenser	1	
39	RTC1190	NCA	BASE PLATE	1	
40	511851	NCA	FELT PAD, lubrication	1	
41	TT1903	£10.20	SPRING PACK, advance/retard	1	5 pieces
42	RTC1775	£34.10	VACUUM UNIT, auto advance	1	
44	RTC1773	NCA	CLAMP PLATE	1	



Ignition System

ill.	Part Number	Price £ea.	Description	Req.	Details
46	GHT152	£11.00	HT LEAD SET, complete	1	
	TT1472	£21.00	HT LEAD SET, silicone	1	alternative to original
47	CRST255	£3.70	LABEL SET, wire numbering	1	
48	13H6107	£2.00	CABLE TIE, fir tree type	1	

...and for those who wish to make their own copper HT lead sets:

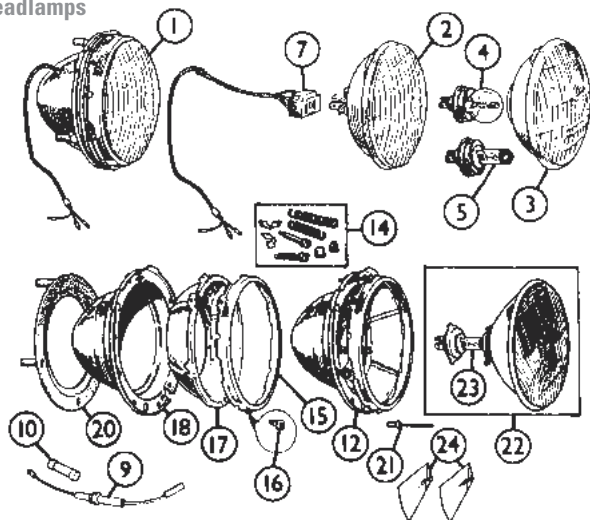
49	AAA5981M	£2.90	HT LEAD, copper stranded	a/r	black PVC insulation
	TT2982M	£6.00	HT LEAD, copper stranded	a/r	(Yellow/black PVC insulation, period Lucas competition cable).

Note: Ignition lead is sold by the metre. You will need two metres to renew your Spitfire engine HT leads.

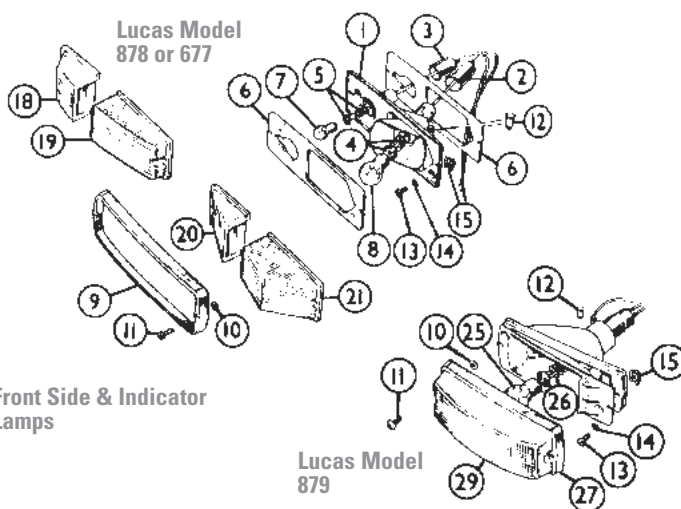
50	NLB5	£5.00	SUPPRESSOR CAP, 90° angled	a/r	
51	NYB5	£3.60	SUPPRESSOR CAP, 60° angled	a/r	
52	NSB5	£3.60	SUPPRESSOR CAP, straight	a/r	(Recommendation for standard use is 2 x straight caps (plugs 2 & 3), 2 x 60° caps (plugs 1 & 4).
53	GCL1110	£1.33	END KIT, for HT coil & plug leads	a/r	(Six required if using item 49).
54	12G1040	£1.03	COVER, HT terminal, straight	a/r	

55	12G1476	£0.40	TERMINAL, HT lead, straight	a/r	
56	N9YCC	£2.70	SPARK PLUG, Champion	4	} copper cored, alternative
	BP6ES	£3.00	SPARK PLUG, NGK, copper cored	4		} 1300 engine
	N12YCC	£4.74	SPARK PLUG, Champion	4	} copper cored, alternative
	BP5ES	£3.71	SPARK PLUG, NGK	4		} 1500 engine
57	GCL132	£11.40	COIL, ballasted	1	
58	134176A	£9.80	BALLAST RESISTOR	1	} 1300 To } FH50000
(From 1973 the ballast resistor was replaced with a length of resistance wire incorporated in the wiring harness).					
59	PCR811	£0.85	CLIP, retaining wiring	1	
60	SH604101	£0.34	SCREW, self aligning	2	
61	GHF300	£0.12	WASHER, plain	4	
62	GHF331	£0.12	WASHER, locking	2	
63	GHF200	£0.12	NUT	2	
65	12B2062	£1.10	ADAPTOR, right angle	a/r	} vacuum tube
	12B2095	£1.00	ADAPTOR, straight	a/r	} vacuum tube to petrol
66	37H4229M	£1.50	VACUUM TUBE	1	} metre length, cut to fit
67	138892	N/A	CLIP	3	} vacuum tube to petrol } feed tube
70	CRST156	£2.45	DECAL, 'Lucas'	1	

Headlamps



Lucas Model 878 or 677



Front Side & Indicator Lamps

Lucas Model 879

Headlamps

Note: Please see pages A28 - A29 in the Accessories section for our full range of Lamps.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	27H8499	NCA	HEADLAMP, sealed beam	2	RHD
	AEU1061A	£52.50	HEADLAMP, P45T asymmetric	2	LHD
2	GLU101	NCA	LIGHT UNIT, sealed beam, 60/45W	2	RHD (L/H dip)
	XBC103360	£21.00	LIGHT UNIT, sealed beam, 75/50W	2	
	BMK2508	NCA	LIGHT UNIT, sealed beam, 60/45W	2	LHD (R/H dip)
3	27H4146A	£21.30	LIGHT UNIT, P45T, asymmetric	2	LHD
4	GLB410	£2.75	BULB, P45T, clear, tungsten	2	45/40W
	GLB411	NCA	BULB, P45T, yellow, tungsten	2	45/40W
5	GLB2983	£8.65	BULB, P45T, clear, halogen	2	60/55W
7	BAU2110	£6.30	ADAPTOR, with Lucar connector and cable	2	
9	UKC4446	£1.85	FUSE, in-line, main beam blue/white	2	1300 - Italy
10	GFS3015	£1.60	FUSE, 15 amp, (dip)	a/r	1500 - D, B, DK, NL, I, CH, A
	GFS3020	£1.50	FUSE, 20 amp, (main)	a/r	
			(In-line fuse holder, pack of five).		
			(In-line fuse holder, pack of five).		
12	27H8263X	£21.10	BUCKET, BOWL & RIM	2	
14	BHM7058	£4.20	ADJUSTER KIT	2	includes 2 screws, ferrules, springs & clips
15	515218A	£5.00	RIM, outer, chrome	2	
16	AB606021	£0.20	SCREW, outer rim	6	
17	SML4	£7.50	BOWL, inner, (steel)	2	
	27H6481	£24.50	BOWL, inner, (plastic)	2	
	27H6481K	£31.00	BOWL & RIM	2	
18	SML3	£13.00	BUCKET, headlamp, original	2	with adjusters
	SML3P	£13.80	BUCKET, headlamp, (plastic)	2	
	SML3Z	£10.80	BUCKET, headlamp	2	less adjusters
20	13H565	£2.50	SEAL, bucket to body	2	alternatives
	512222	£7.45	SEAL, bucket to body	2	fit in pairs
21	569313	£0.40	POP RIVET, bucket to body	8	

Halogen Headlamps

For those of you who find the standard headlamps on your Spitfire 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.

22	GAC4023	£90.79	LUCAS H4, RHD, inc. bulbs, (pair)	1	
	GAC4022	£42.00	WIPAC H4, RHD, inc. bulbs, (pair)	1	
	LULUB802	£96.01	LUCAS H4, LHD, less bulbs, (pair)	1	
	MGE203	£50.00	WIPAC H4, LHD, inc. bulbs, (pair)	1	
23	GLB472	£4.05	BULB, Halogen H4, (60/55w)	2	standard
	GLB476	NCA	BULB, Halogen H4, (60/55w)	2	yellow
	GLB472BLU	£8.76	BULB, Xenon H4, (60/55w)*	2	blue tint
	GLB472X	£8.86	BULB, Xenon H4, (60/55w)*	2	super white
			(*30% brighter).		
	GLB484	£6.10	BULB, Halogen H4, (100/80w)	2	check regulations
24	XBQ100560	NCA	CONVERTER KIT, for RHD lamps	1	
			(Used on LHD roads, halogen lamps only).		

Front Side & Indicator Lamps

Front side and indicator lamps are a source for concern. There were two different lens profiles used between the 1300 and 1500 models. The '878' model lamps had gently curved lens faces while the later '677' models had angled faces. Due to rationalisation the trend is to only supply the '677' type lamp for all applications. Be aware that owners of earlier cars who order one lens or one lamp could end up with a functional but not matching lamp to their original.

	BHA4966Z	£14.40	INDICATOR & SIDE LAMP	2	'878' model, To FH78684 & Germany To FH75380, not Italy
			(Clear & amber lens).		
	BHA4239	£31.60	INDICATOR & SIDE LAMP	2	'677' model, Italy only, not original style
			(Clear lens).		
	BHA4966Z	£14.40	INDICATOR & SIDE LAMP	2	'677' model FH78685 On Germany FH75381 On Italy (mid 1977-On)
			(Clear & amber lens).		
1	BHA4966A	£11.30	BASE PLATE	2	
2	17H5216	£0.82	RUBBER SLEEVE	2	
3	37H5294	£1.03	RUBBER SLEEVE	2	
4	37H5452	£2.50	TERMINAL KIT, bulb socket	2	single contact
5	244700A	£1.50	CONTACT & SPRING, side lamp	2	
6	57H5572	£0.90	GASKET, lamp & lens seating	4	foam
7	GLB989	£0.71	BULB, 5W, side lamp	2	
8	GLB382	£0.60	BULB, flasher, 21W	2	
9	516304	£6.00	CHROME RIM, lens retaining	2	
10	21G9057	£0.19	RUBBER WASHER	4	rim to lens retaining screw
11	57H5569	£0.65	SCREW, rim & lens retaining	4	
12	27H6713	£0.71	BULLET CONNECTOR, male	2	lamp earth
13	PT504	£0.29	SCREW, lamp	4	not supplied with
14	WE702101	£0.19	WASHER, shakeproof	4	side lamp
15	FZ34044	£1.33	CLIP NUT, lamp	4	

The two different profile lens designs are identified by their Lucas model number which is embossed in the plastic of genuine Lucas lenses. They are; '878' for MkIV and 1500 up to 1976 approx.; and '677' for 1500 from 1976 on approx. If in doubt read the model number off the lens on your car to obtain the correct lens replacement.

18	520083	NCA	LENS, small, side lamp, clear	2	'878' model
19	520082	NCA	LENS, large, indicator, amber	2	
20	516308	£5.80	LENS, small, side lamp, clear	2	
	516308Z	£4.12	LENS, small, side lamp, clear, repro	2	
	518145	£6.35	LENS, small, side lamp, amber	2	'677' model
21	516306	£3.82	LENS, large, indicator, amber	2	
	516306Z	£3.67	LENS, large, indicator, amber, repro	2	
	516307	£4.12	LENS, large, indicator, clear	2	

Lucas Model '879'

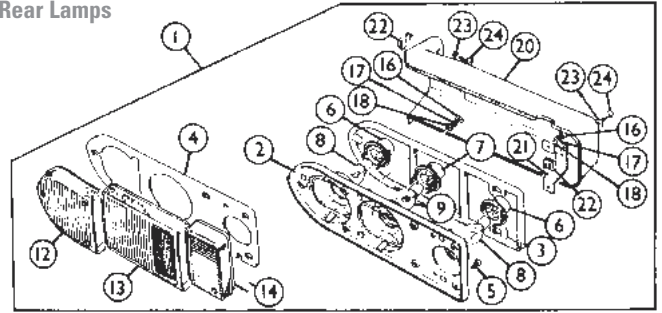
Indicator & side lamp model '879' is identified by its single colour one piece lens and single twin filament bulb. Single colour two piece lenses can be fitted as pairs to this lamp base. If BHA4239 cannot be supplied, lamp BHA4239 (listed on this page) can be used as an alternative.

	BHA4239	£31.60	LAMP, clear	2	Italy to mid 1977
	37H4719Z	£31.60	LAMP, amber	2	USA spec alternative
25	GLB380	£0.50	BULB, twin filament, 21/5W	2	
26	37H5459	£2.75	TERMINAL KIT, bulb socket	2	twin contact
27	516304	£6.00	CHROME RIM, lens retaining	2	
29	BHA4239	£31.60	LENS, one piece, clear	2	
	37H4719Z	£31.60	LENS, one piece, amber	2	

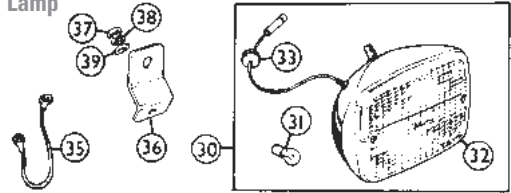
Rear Lamps

ill.	Part Number	Price £ea.	Description	Req.	Details
1	TKC940	£187.00	REAR LAMP, LH	2	
	TKC941	NCA	REAR LAMP, RH	2	
2	TKC940NF	NCA	CHROME BASE only	2	
3	RTC1175	£2.10	SEAL, lamp to body, moulded	2	
4	520091	£1.80	SEAL, lenses to lamp base, foam	2	
5	518147	£0.29	SCREW, lens	14	
6	518042	£5.50	BULB HOLDER, single contact	4	indicator/reverse
7	518041	£6.30	BULB HOLDER, twin contact	2	brake/tail
8	GLB382	£0.60	BULB, single filament, 21W	4	not Germany
9	GLB380	£0.50	BULB, twin filament, 21/5W	2	
12	RTC1176	£9.06	LENS, amber, indicator	2	
13	RTC1177	£9.62	LENS, red, brake & tail	2	
14	RTC1174	£7.84	LENS, clear, reverse	2	not France
	520093	NCA	LENS, amber, reverse	2	France only
16	HN2005	£0.07	NUT, lamp securing	10	
17	WL700101	£0.12	WASHER, locking	10	
18	PWZ203	£0.12	WASHER, plain	10	
20	818761	NCA	COVER, rear lamp, LH	1	
	818771	NCA	COVER, rear lamp, RH	1	
21	624672	NCA	BRACKET, rear lamp cover	2	
22	GHF713	£0.29	SPIRE NUT, cover	4	
23	PWZ203	£0.12	WASHER, plain	4	
24	GHF425	£0.12	SCREW, self tapping	4	

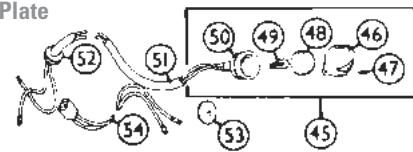
Rear Lamps



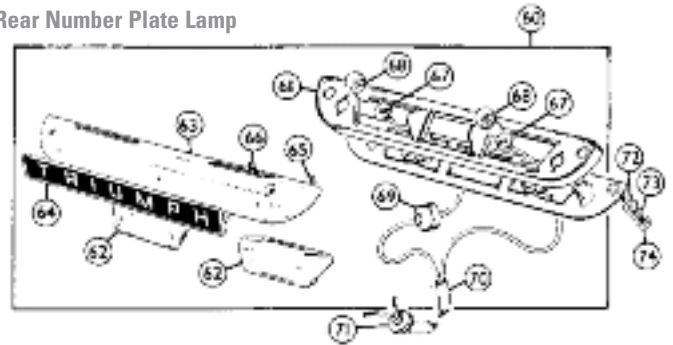
Rear Fog Lamp



Rear Number Plate



Rear Number Plate Lamp



Rear Fog Lamp Assembly

1500 models, from approx. 1979

30	ALU1017	NCA	FOG LAMP, rear	a/r	either 1 or 2 fitted
	ALU1017Z	£10.40	FOG LAMP, rear, aftermarket	a/r	
31	GLB382	£0.60	BULB, 21W	a/r	
32	BAU1763	£3.91	LENS	a/r	
33	061917	£0.44	GROMMET	a/r	
35	134301	£3.00	EARTH LEAD	a/r	
36	YKC4473	NCA	LAMP BRACKET	a/r	between bumper rear valance
37	GHF200	£0.12	NUT, lamp to bracket	a/r	
38	GHF331	£0.12	WASHER, locking	a/r	
39	GHF300	£0.12	WASHER, plain	a/r	

Rear Number Plate Lamp Assembly

Italy only to (c) FH115999

45	142002	£21.40	NUMBER PLATE LAMP	2	
	142002Z	£10.70	NUMBER PLATE LAMP, aftermarket	2	
46	131465A	£10.70	COVER, chrome	2	
47	AB606053	£0.42	SCREW	2	
48	510875A	£5.70	LENS, clear	2	
49	GLB501	£0.60	BULB, 5W	2	
50	515154	NCA	BASE	2	
51	503213	NCA	SHEATH, wire protecting	2	
52	061917	£0.44	GROMMET	2	
53	631018	NCA	GROMMET	2	
54	157555	NCA	ADAPTOR	2	

Rear Number Plate Lamp

All markets to (c) FH115999 - except Italy

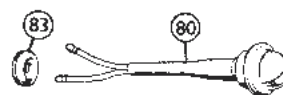
60	718028	£123.00	NUMBER PLATE LAMP & BADGE	1	
61	215823	£16.60	GASKET BASE	1	
62	518031	£13.00	LENS, LH	1	
	518032	£13.00	LENS, RH	1	
63	519582	£36.00	COVER, chrome	1	
64	626859	£32.50	BADGE, Triumph	1	
65	FR1202	NCA	FIX NUT	3	
66	RMP316	£0.40	SCREW, cover	2	
67	37H5452	£2.50	TERMINAL KIT, bulb socket	2	single contact
68	GLB207	£0.55	BULB, 5W	2	
69	519583	NCA	RUBBER BOOT	2	
70	503213	NCA	SHEATH, wire protecting	1	
71	061917	£0.44	GROMMET	1	
72	WM55	£0.19	WASHER, plain	2	
73	WL700101	£0.12	WASHER, locking	2	
74	HN2005	£0.07	NUT	2	

Rear Number Plate Lamp

All markets from (c) FH116000

80	UKC7274	£27.20	NUMBER PLATE LAMP	2	
81	510875A	£5.70	LENS, clear	2	
82	GLB233	£0.62	BULB, 4W	2	
83	602037	£0.89	GROMMET	2	

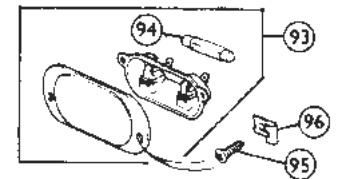
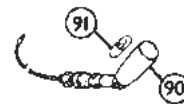
Rear Number Plate Lamp



Passenger Footwell Lamp



Map reading Lamp Assembly



Boot Lamp Assembly

Passenger Footwell Lamp

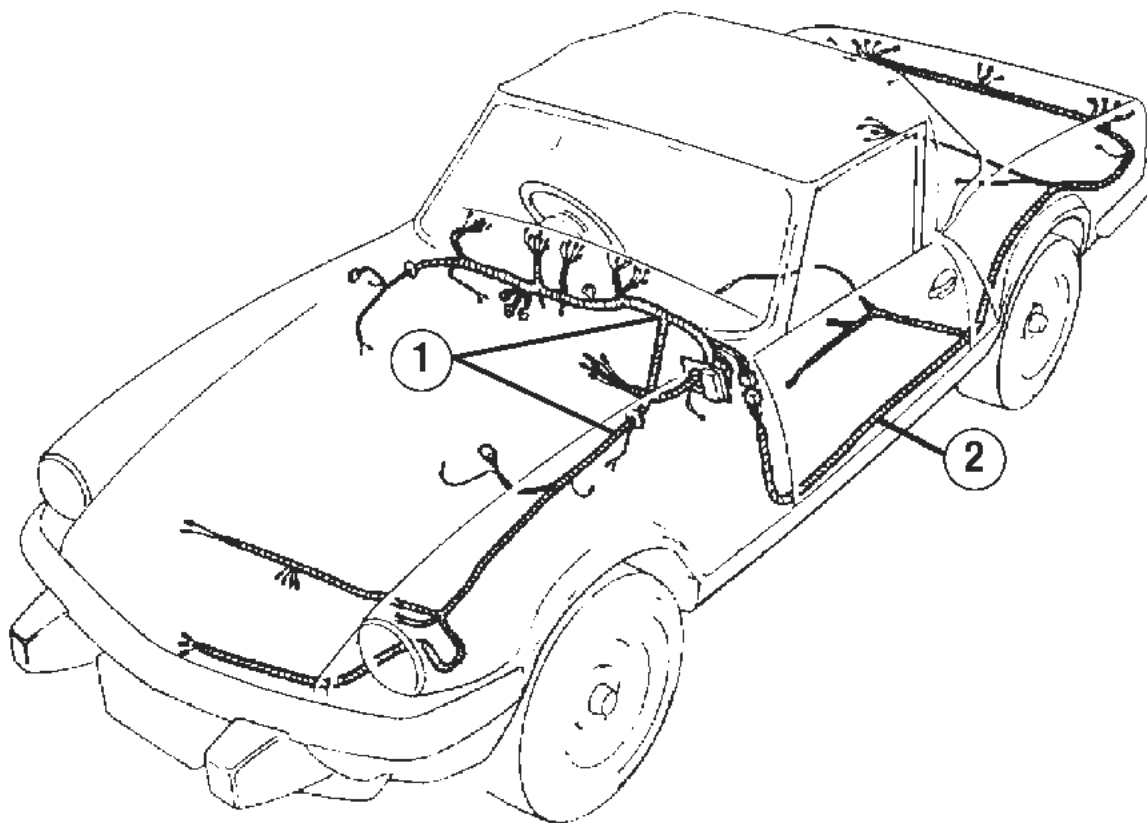
85	13H1924	£2.70	BULB HOLDER	a/r
86	627318	NCA	BRACKET	a/r
87	GLB987	£0.50	BULB, 2.2W	a/r
88	GHF421	£0.10	SCREW, self tapping	a/r

Map Reading Lamp Assembly

90	UKC3946	NCA	MAP READING LAMP	1
91	GLB233	£0.62	BULB, 4W	1

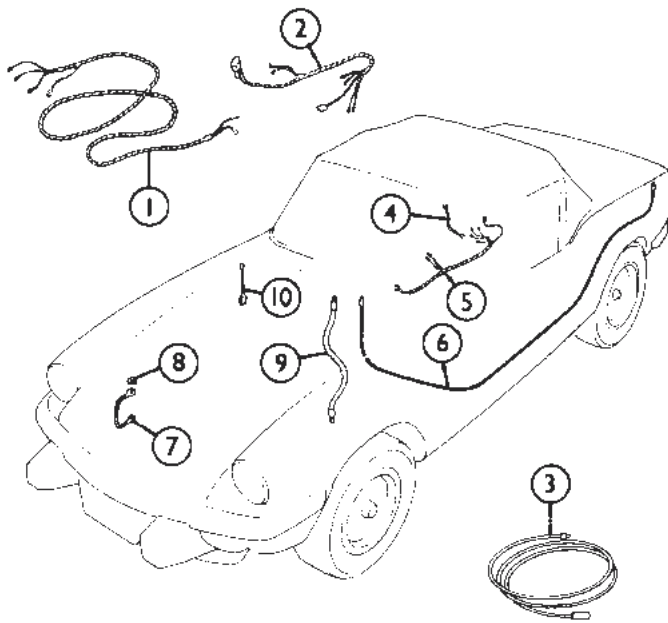
Boot Lamp Assembly

93	151353	£6.20	BOOT LAMP	1
94	GLB256	£2.05	BULB, 3W	1
95	AD606033	£0.40	SCREW, lamp to body	2
96	GHF711	£0.19	SPIRE NUT, lens to body	2

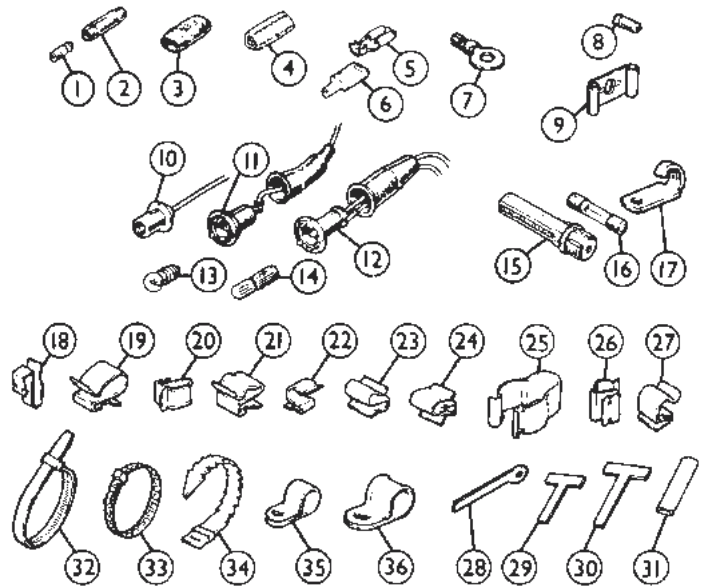


Main & Body Looms

ill.	Part Number	Price £ea.	Description	Req.	Details						
1	311674	£210.20	MAIN LOOM, RHD	1	1300 To (c) FH50000 (separate ballast resistor Lucar ignition switch connections)	311673	£290.00	MAIN LOOM, LHD	1	1300 To (c) FH50000 (separate ballast resistor, Lucar ignition switch connections)	
	313274	£270.00	MAIN LOOM, RHD	1	1300 From (c) FH50001 To (c) FH62644 (ballast resistor wire in loom Lucar ignition switch connections; two feeds to gearbox)	313273	£250.00	MAIN LOOM, LHD	1	1300 From (c) FH50001 To (c) FH62644 (ballast resistor wire in loom, Lucar ignition switch connections, two feeds to gearbox)	
	RKC569	NCA	MAIN LOOM, RHD	1	1300 From (c) FH62645 (ballast resistor wire in loom; plug type ignition switch; single feed to gearbox)	RKC570	£215.00	MAIN LOOM, LHD	1	1300 From (c) FH62645 (ballast resistor wire in loom; plug type ignition switch; single feed to gearbox)	
	RKC912	£300.00	MAIN LOOM, RHD	1	1500 To (c) FH100020 (TR6 style switch gear)	RKC925	£292.00	MAIN LOOM, LHD	1	1500 To (c) FH100020 (TR6 style switch gear)	
	RKC3193	£271.30	MAIN LOOM, RHD	1	1500 From (c) FH100021 To (c) FH130000 (TR7 switch gear & single circuit brakes)	PKC1228	£290.00	MAIN LOOM, LHD	1	1500 From (c) FH100021 (TR7 style switch gear)	
	PKC765	NCA	MAIN LOOM, RHD	1	1500 From (c) FH130001 To VIN 001198 (dual circuit brakes; optional single rear fog lamp)	2	156087	£63.50	BODY LOOM, RHD & LHD	1	1300 To (c) FH50000
	PKC765	NCA	MAIN LOOM, RHD	1	1500 From VIN 001198 On except UK (dual circuit brakes; optional single rear fog lamp)	UKC856	£57.95	BODY LOOM, RHD & LHD	1	1300 From (c) FH50000	
	PKC1372	NCA	MAIN LOOM, RHD	1	1500 From VIN 001198 On UK only (standard fitment twin rear fog lamps)	TKC1782	£67.00	BODY LOOM, RHD	1	1500 To (c) FH116000	
						TKC4128	NCA	BODY LOOM, RHD	1	From (c) FH116000 To VIN 001197	
						TKC4128	NCA	BODY LOOM, RHD	1	From VIN 001198 except UK	
						TKC5886	NCA	BODY LOOM, RHD	1	From VIN 001198 UK only	
						TKC1804	£67.00	BODY LOOM, LHD	1	1500 To (c) FH100020	
						TKC3392	£67.00	BODY LOOM, LHD	1	1500 From (c) FH100021 To (c) FH116000	
						TKC4127	£59.50	BODY LOOM, LHD	1	From (c) FH116000 On	



Auxiliary Looms



Cable Connectors & Ties

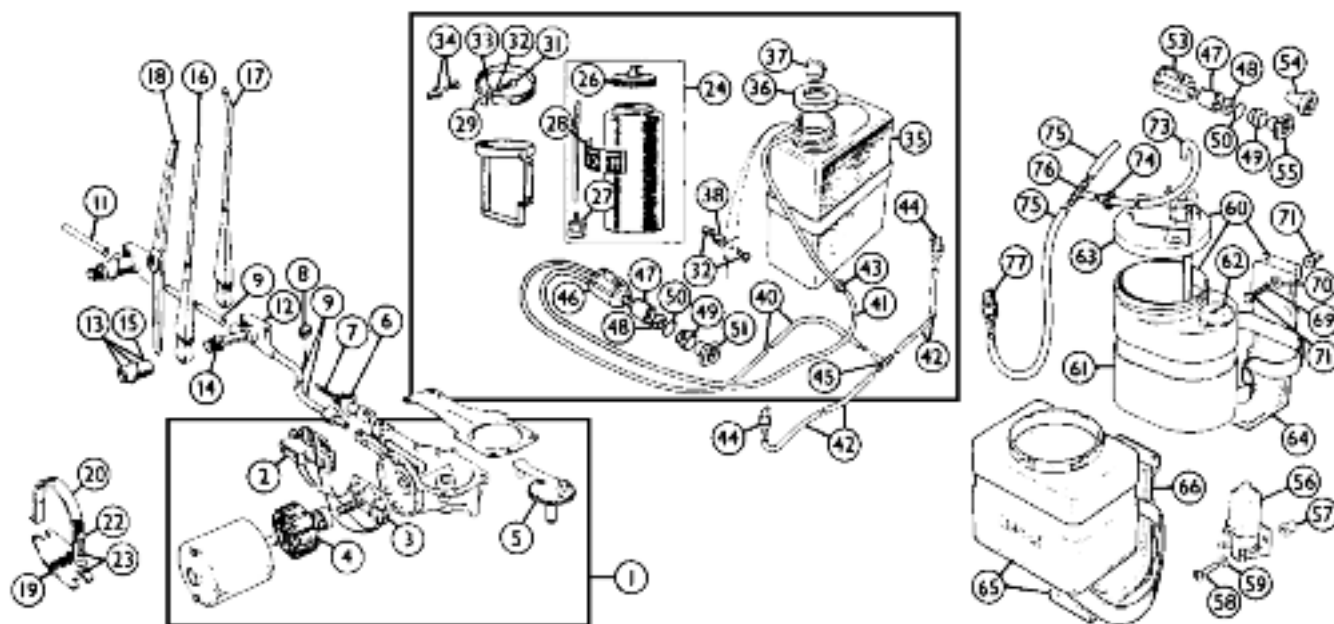
Auxiliary Looms

ill.	Part Number	Price £ea.	Description	Req.	Details
1	153984	NCA	EXTENSION CABLE (Windscreen washer pump).	1	Sweden only To (c) FH100020
2	UKC1157	NCA	CABLE, extension, reverse lights	1	Italy only, reverse lamp
3	159643	NCA	CABLE, extension, reverse lights	1	feed through side lights
4	153726	£12.23	EXTENSION HARNESS, (pair)	1	overdrive models only
5		£Call	GEARBOX HARNESS, see page 36		
6	ZKC533	£10.30	EXTENSION LEAD, aerial	1	
7	134301	£3.00	EARTH CABLE, RHD	1	steering rack to chassis
8	GHF322	£0.12	WASHER, locking, earth cable	2	
9	131114	£17.15	CABLE, starter to solenoid	1	
10	149967	NCA	CABLE EXTENSION (To dual brake warning switch).	1	dual brake circuit cars only To (c) FH130000

Cable Connectors & Ties

2	104618	£0.31	CONNECTOR, single line female	a/r	
3	RTC603A	£0.40	CONNECTOR, double line female	a/r	} common contacts
4	BHA4460	£3.80	CONNECTOR, triple line female	a/r	
5	13H2050	£0.71	CONNECTOR, Lucar, 3/16" wide	a/r	
	RTC220A	£0.40	CONNECTOR, Lucar, 1/4" wide	a/r	
	47H5419	£0.66	CONNECTOR, Lucar, 3/8" wide	a/r	
6	511269	£0.42	INSULATOR, for 1/4" Lucar	a/r	
	515399	£0.44	INSULATOR for 3/8" connector	a/r	
7	17H5287	£0.60	EYELET, 3/16" hole	a/r	
	2H4528	NCA	EYELET, 1/4" hole	a/r	
	13H625	£0.55	EYELET, 5/16" hole	a/r	
8	27H6713	£0.71	BULLET CONNECTOR, male	a/r	'push-on' for earth clip
9	236366A	£1.80	CLIP, earth lead	a/r	head side & flasher lamps
10	13H1927	£4.84	BULB HOLDER, screw in	a/r	twin cable, separate earth
11	13H1924	£2.70	BULB HOLDER, bayonet	a/r	single cable
12	37H5181	£7.70	BULB HOLDER, bayonet	a/r	twin cable
13	GLB987	£0.50	BULB, 2.2W, screw in type	a/r	

14	GLB989	£0.71	BULB, 5W, bayonet type	a/r	
15	UKC4446	£1.85	IN-LINE FUSE	a/r	
16	GFS3025	£2.00	FUSE, 25 amp, side & tail lamps (Pack of five).	a/r	12.5 amp continuous
	GFS35X	£0.41	FUSE, 35 amp	a/r	17 amp continuous
17	UKC6166	NCA	CLIP, holding fuse holder to edge	a/r	
18	620952	NCA	CLIP, harness to body	a/r	} alternatives
19	616312	£1.33	CLIP, harness to body	a/r	
20	615811	NCA	CLIP, harness to body	a/r	
21	11K9181	£0.46	CLIP, cable to body	a/r	
22	144117	NCA	CLIP	1	harness to suspension bracket
23	508726	NCA	CLIP	1	temp. cable to alternator bracket
24	615924	NCA	CLIP, alternator cables	1	
25	125469	NCA	CLIP (Head lamp cables to bonnet hinge tube).	1	
26	612703	NCA	CLIP, light cables to chassis	7	
27	611793	£0.58	CLIP, horn cables to radiator cradle	2	
28	ULC1178	NCA	CLIP, harness securing	a/r	screw on type
29	622150	NCA	CLIP, harness securing	a/r	weld on type, long
30	603559	£0.71	CLIP, harness securing	a/r	weld on type, short
31	511541	NCA	INSULATING SLEEVE	1	harness to radiator grille
	511551	NCA	INSULATING SLEEVE	6	harness to chassis
	503213	NCA	INSULATING SLEEVE	38	harness to body
32	GHF1265	£0.06	CABLE TIE, ratchet type, 3 1/2"	a/r	
	GHF1266	£0.19	CABLE TIE, ratchet type, 5 1/4"	a/r	
	GHF1267	£0.19	CABLE TIE, ratchet type, 8 3/4"	a/r	
	GHF1268	£0.24	CABLE TIE, ratchet type, 12 1/4"	a/r	
33	GHF1266	£0.19	CABLE TIE, original type	a/r	
34	13H6107	£2.00	CABLE TIE, 'fir tree' type	a/r	
35	515002	NCA	'P' CLIP	1	harness to engine bay side valance
36	CP110125	£0.85	'P' CLIP	a/r	harness to body, and harness to gearbox



Wiper Motor, Blades & Arms

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GXE7708	£48.20	WIPER MOTOR, exchange (Wiper motor assemblies are built to the later specification, see parking switches below).	1	
2	517645A	NCA	PARKING SWITCH, screw on	1	(To approx. 1979)
	520160A	£11.30	PARKING SWITCH, clip on (Due to motor casing differences, these switches cannot easily be interchanged).	1	(From approx. 1980)
3	RTC198A	£11.40	BRUSH & PLATE, with wires	1	(From approx. 1980)
4	37H8222	NCA	ARMATURE	1	
5	520101	NCA	SHAFT & GEAR	1	
6	37H3694	£2.10	FERRULE	1	tubing nut to motor gear case
7	RTC202A	£8.50	CROSS HEAD & RACK	1	cut to fit
8	600395	£1.00	GROMMET	1	
9	AAU1909A	£18.45	TUBING & NUT	1	motor to 1st wheelbox
11	575047A	£4.57	TUBING	1	from 2nd wheelbox
12	155430	NCA	WHEELBOX	2	
13	519988Z	£5.54	MOUNTING KIT, wheelbox	2	inc. chrome bezel, seal, spacer
	ADC560	£0.44	SEAL ONLY	2	
14	17H8769	£1.15	NUT, wheelbox retaining	2	8 sided
15	155906	NCA	BUSH, rubber, rear	2	
16	156307	£19.65	WIPER ARM, RH, straight, bright	1	1300, 1500 To FH80000
	UKC1285	£20.80	WIPER ARM, RH, straight, black	1	1500 From FH80001
17	156308	£15.10	WIPER ARM, LH, cranked, bright	1	1300, 1500 To FH80000
	UKC1284	£20.80	WIPER ARM, LH, cranked, black	1	1500 From FH80001
18	GWB168	£9.37	WIPER BLADE, bright finish	2	
	GWB199Z	£14.70	WIPER BLADE, black finish	2	
19	150844A	£1.80	PAD, wiper motor mounting	1	
20	BHA4790	£6.10	BRACKET & RUBBER STRAP	1	
22	SH604041	£0.19	SCREW	2	
23	GHF300	£0.12	WASHER, plain	4	

Washer Bottle Assemblies

24	GWW918K	£8.20	WASHER BOTTLE & LID, round	1	1300 all markets
26	AHH6848	£4.00	LID, only	1	except Germany
27	GWW506	£1.80	NON-RETURN VALVE	1	and Sweden, 1500
28	CRST124	£1.33	LABEL, "Tudor"	1	all markets excluding
29	13H232	£6.20	BRACKET	1	D, NL, A, F, B, I, CH
31	HU505	£0.44	SCREW, bracket to body	1/2	
32	WL700101	£0.12	WASHER, locking	2/4	
33	PWZ203	£0.12	WASHER, plain	2/4	
34	566293	£2.30	RAWL-NUT & SCREW	1/2	replaces item 31
35	GWW901	£22.00	WASHER BOTTLE, rectangular	1	1300 German
36	GWW952	£2.15	SCREWED LID, for washer bottle	1	markets
37	GWW951	£1.85	FILLER PLUG & OUTLET, push fit	1	1500 D, NL, A,
38	622224	NCA	SPACER, mounting washer bottle	2	F, B, I, CH only
40	GWW202M	£0.94	TUBING, pump to 'T' piece	a/r	4mm bore, (sold per metre)
41	GWW202M	£0.94	TUBING, bottle to pump, RHD	a/r	4mm bore, (sold per metre)

GWW201M	£1.03	TUBING, bottle to pump, LHD	a/r	3mm bore, (sold per metre)	
42	GWW201M	£1.03	TUBING, 'T' piece to jets	a/r	3mm bore, (sold per metre)
43	061917	£0.44	GROMMET	1	
44	GWW802	£3.00	JET	2	
45	GWW404	£1.55	'T' PIECE	1	

Manual Screen Wash System

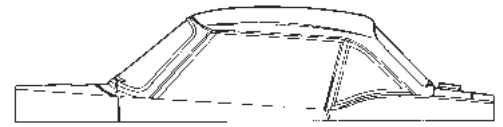
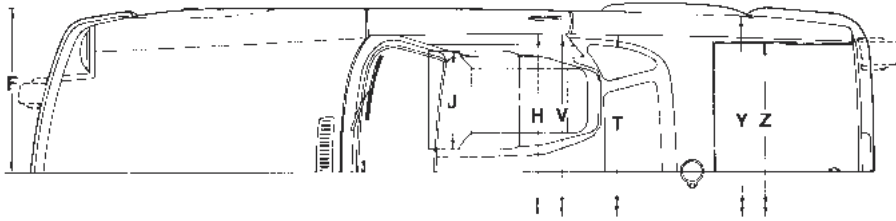
46	155495Z	£37.50	SWITCH, wash & wiper (2 speed manual pump).	1	To FH100020 excluding Sweden
	609173	£36.00	WASHER PUMP	1	OE spec
47	621510	NCA	SPACER	1	
48	622682	NCA	NUT	1	
49	622443	NCA	BEZEL	1	
50	616048	NCA	WASHER, PVC	1	
51	725374	£3.10	KNOB, wash & wiper switch	1	

Electric Screen Wash System

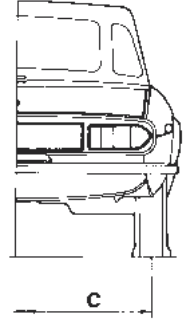
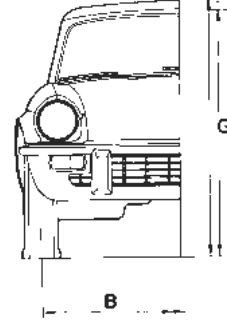
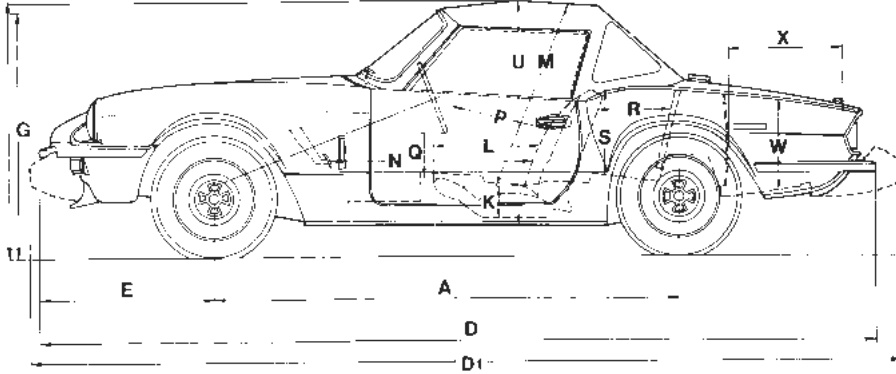
53	155496Z	NCA	SWITCH, wash & wiper (The mounting hardware for this switch is the same as manual wash/wiper switch items 47-50 listed above).	1	From FH100021 and Sweden	
	54	625966	NCA	KNOB, wash & wiper switch	1	Sweden 1300 From FH100021
	55	725374	£3.10	KNOB, wash & wiper switch	1	and Sweden 1500 models
	56	GWW125	£9.50	ELECTRIC PUMP	1	1500 From (c) FH100021
	57	AFU1233	NCA	RAWL-NUT, (in body)	2	must be used
	58	SE104141	NCA	SCREW, pump	2	together
	566293	£2.30	RAWL-NUT & SCREW	2	alternative to	
	59	GHF306	£0.19	WASHER, plain	2	items 57 & 58

Electric Screen Wash System - Swedish Markets

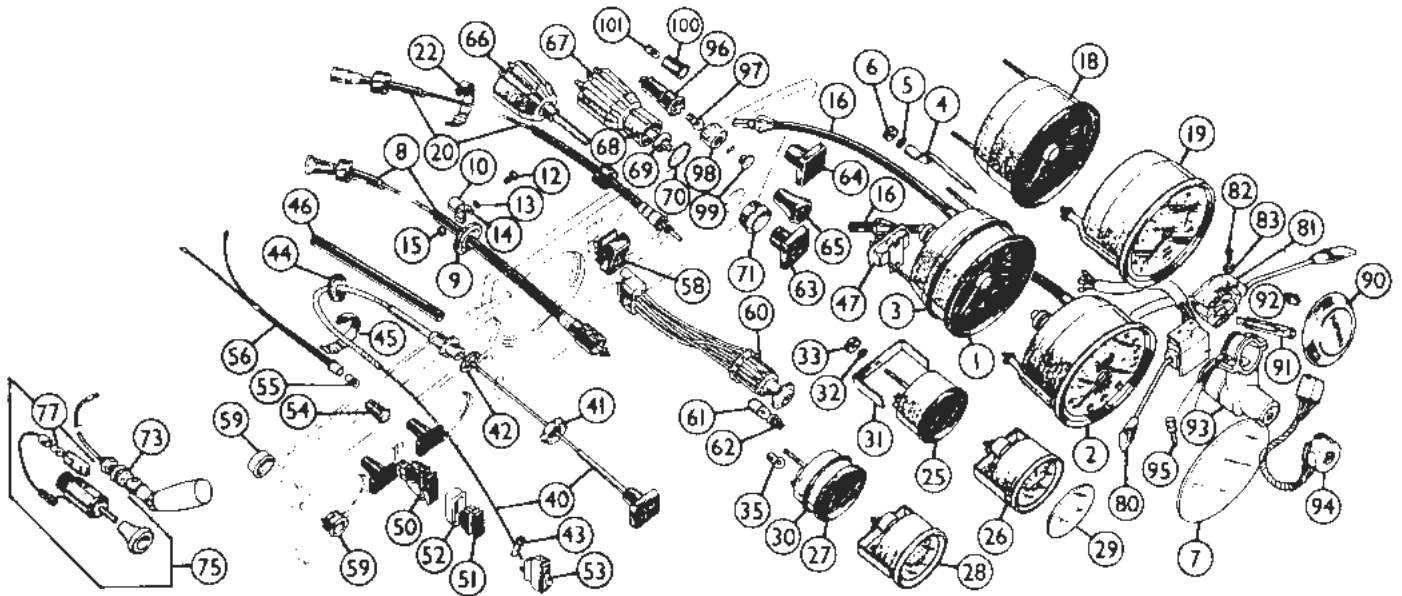
60	TKC909	£51.80	BOTTLE, BRACKET & PUMP	1	
61	GWW914	£22.30	WASHER BOTTLE, oval	1	
62	GWW957	£3.66	FILLER CAP	1	
63	GWW111	£34.70	LID & PUMP	1	
64	514223A	£16.60	BRACKET & STRAP, oval bottle	1	
65	518264	£28.15	BOTTLE & BRACKET, square bottle	1	alternative to
66	518265	£12.20	BRACKET & STRAP, square bottle	1	items 61 & 64
(The square shaped washer bottle was supplied as an alternative to the oval washer bottle. These are interchangeable assuming bottle & bracket are fitted together, they accept the same lid & pump assembly).					
69	WL700101	£0.12	WASHER, locking	3	
70	GHF306	£0.19	WASHER, plain	3	
71	566293	£2.30	RAWLNUT & SCREW	3	
73	GWW202M	£0.94	TUBING, pump to 'T' piece	a/r	4mm bore, sold per metre
74	061917	£0.44	GROMMET	1	
75	GWW201M	£1.03	TUBING, 'T' piece to jets	a/r	3mm bore, sold per metre
76	GWW404	£1.55	'T' PIECE	1	
77	GWW802	£3.00	JET	2	



HARDTOP VERSION



Vehicle Dimensions			
Dim.	Description	Inches	mm
A	Wheelbase	83.00	2110
B	Front track	49.00	1245
C	Rear track	50.00	1270
D	Overall length - Less overriders	149.00	3785
	Overall length - U.S.A. 1979	157.50	4002
	Overall length - Including overriders	156.30	4038
E	Front overhang*	30.6 to 38.8	777 to 784
F	Overall width	58.50	1488
G	Height - Soft top erect*	45.6 to 47.4	1159 to 1205
G	Height - To top of windscreen*	43.7 to 44.3	1110 to 1125
G	Height - Hard top*	45.4 to 45.6	1153 to 1159
H	Width - Door to door (Shoulder height)	45.50	1156
J	Seat width	18.00	457
K	Seat height - Floor to cushion	7.50	191
L	Seat depth	20.00	508
M	Headroom from seat cushion	35.00	889
N	Seat squab to clutch pedal - Maximum	41.50	1055
N	Seat squab to clutch pedal - Minimum	35.50	902
P	Seat squab to steering wheel - Maximum	18.00	457
P	Seat squab to steering wheel - Minimum	12.00	305
Q	Seat cushion to steering wheel	7.00	178
R	Length of luggage space behind seats - Maximum	18.00	457
R	Length of luggage space behind seats - Minimum	12.00	305
S	Height - Floor to top of seat squab	16.00	406
T	Width between wheel arches	35.50	902
U	Maximum interior	40.00	1016
V	Maximum interior width at hip point	47.50	1208
W	Luggage compartment height - Maximum	17.00	432
W	Luggage compartment height - Minimum	7.00	178
X	Luggage compartment depth - Maximum	22.00	560
X	Luggage compartment depth - Minimum	17.00	432
Y	Luggage compartment width (between arches) - Maximum	48.00	1220
Y	Luggage compartment width (between arches) - Minimum	35.50	902
Z	Luggage compartment effective opening width	42.00	1068
*Dependant on market and model year.			

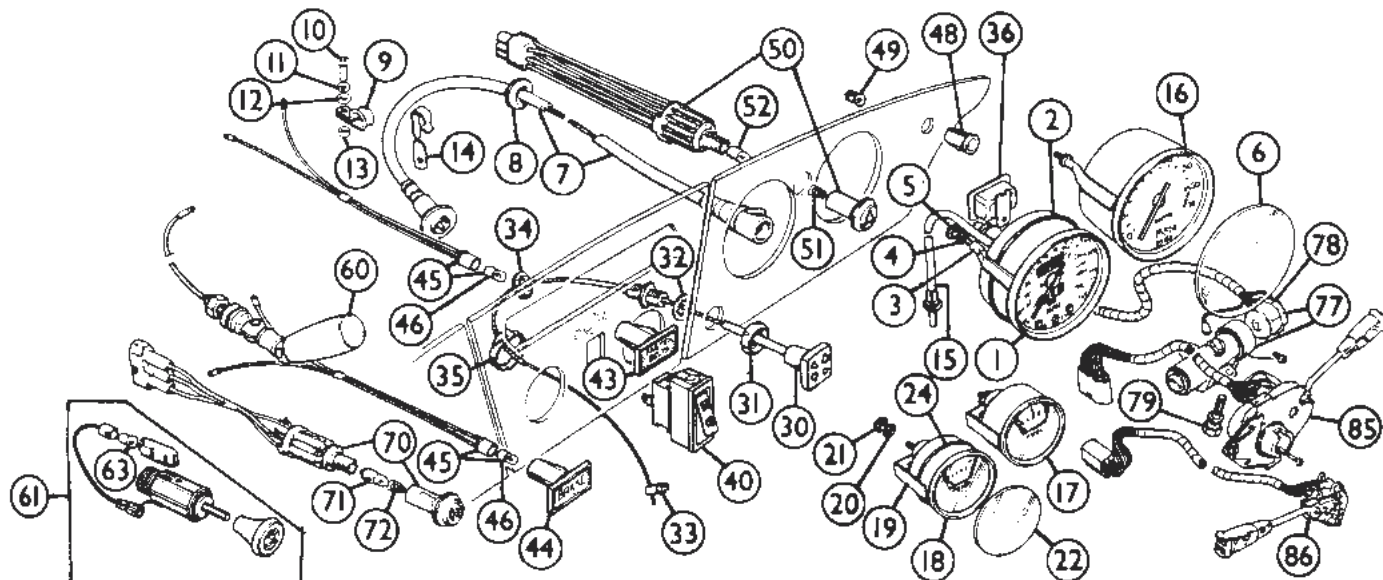


Instruments, Switches & Cables

1300 & 1500 to FH100020 (Early)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	217517R	£73.80	SPEEDOMETER, mph, (SNT6203-54)	1	1300 To FH50000
	217518R	NCA	SPEEDOMETER, kph, (SNT6203-57)	1	
2	218815E	£55.80	SPEEDOMETER, mph, (SNT6211-10S)	1	1300 From FH50001
	218816R	NCA	SPEEDOMETER, kph, (SNT6211-11)	1	
	TKC1513E	NCA	SPEEDOMETER, mph, (SNT6211/14S)	1	1500
	TKC1514E	NCA	SPEEDOMETER, kph, (SNT6211/13S)	1	
			(All gauges are exchange items, your old unit must be repairable).		
3	17H2105	£0.97	'O' RING	2	
4	17H1339	£7.12	BRACKET, gauge securing	4	
5	LWZ402	NCA	WASHER, locking	4	
6	17H1304	£1.30	KNURLED NUT	4	
7	AJH5177	£5.18	GAUGE GLASS, large	2	4" diameter
8		£Call	SPEEDOMETER CABLE	1	
			(For details regarding speedometer cables, see page 75).		
9	602037	£0.89	GROMMET, rubber	1	cable through bulkhead
10	CP110125	£0.85	'P' CLIP, speedo cable	a/r	
12	PMZ308	£0.18	SCREW	1	
13	WL700101	£0.12	WASHER, locking	1	
14	PWZ203	£0.12	WASHER, plain	1	
15	HN2005	£0.07	NUT	1	
16	155191	NCA	TRIP METER RESET, speedo	1	To (c) FH50000
	BHA4772	NCA	TRIP METER RESET, speedo	1	From (c) FH50001
18	215100R	NCA	REV COUNTER, (RN1319-04)	1	mech. 1300 To (c) FH50000
19	218835R	NCA	REV COUNTER, (RN1326-00)	1	mech. 1300 From (c) FH50001
	TKC1706E	£76.20	REV COUNTER, (RVC2414/01F)	1	electric 1500 To (c) FH100020
20	144370	£12.17	CABLE, rev counter	1	RHD
	138316	£11.92	CABLE, rev counter	1	LHD
22	13H6107	£2.00	CABLE TIE, rev counter cable	2	
25	150385R	NCA	FUEL GAUGE, (BF2201-16)	1	To FH50000
26	159604R	£92.20	FUEL GAUGE, (BF2232-00)	1	From FH50001
27	150386R	£60.00	TEMP' GAUGE, (BT2204/12)	1	To FH50000
28	159606R	£92.20	TEMP' GAUGE, (BT2230-00)	1	From FH50001
29	502269F	£5.28	GAUGE GLASS, small	2	(2" diameter)
30	17H1642	£0.50	'O' RING, small	2	
31	AJH5187	£8.00	BRACKET, gauge	2	
32	WL700061	£0.14	WASHER, locking	2	
33	17H932	£1.03	KNURLED NUT	2	
35	GLB987	£0.50	BULB, 2.2W, instrument lighting	6	
40	156137	£12.85	CHOKE CABLE, (inner & outer)	1	RHD
40a	SCC101	£17.65	COMPLETE CHOKE CABLE ASSEMBLY	1	LHD
41	618946	£3.66	BEZEL	1	
42	GHF325	£0.25	WASHER, locking	1	
43	AUE34	£1.80	TRUNNION	1	
44	061917	£0.44	GROMMET	1	
45	RTC222A	NCA	CABLE TIE	1	
46	UKC6256	NCA	TUBE, PVC, water valve cable	1	LHD only
47	148876A	£12.00	VOLTAGE STABILISER	1	
50	150380Z	£12.00	SWITCH, master light	1	1300 To FH50000

51	150380Z	£12.00	SWITCH, master light	1	
52	148437	NCA	BEZEL, (fits 150380 light switch)	1	
53	150380Z	£12.00	SWITCH, master light	1	1500
			Note: The light switch 157353 is not currently available and, we can only supply the later type switch 150380. To fit the later 1300 light switch into an earlier 1300, the bezel 148437 will be required.		
54	AAU4824Z	£2.65	WARNING LIGHT, side lamp	1	
55	GLB643	£0.72	BULB, 2.2W, warning light	1	Italy only from FH52644
56	159646	NCA	HARNES, warning light	1	
58	156044	£48.20	SWITCH, hazard warning lights	1	LHD only
59	BHA4770	NCA	LAMP, warning	1	when hazard warning lights or dual brakes fitted
60	159905A	£55.70	SWITCH, hazard warning lights	1	BAOR RHD only
61	GLB281	£1.03	BULB, 2.2W, (for 159905 switch)	1	
62	520953	NCA	SPRING	1	
63	725374	£3.10	KNOB, wash/wiper switch, square	1	all markets except Sweden
64	725374	£3.10	KNOB, wash/wiper switch, square	1	USA spec. alternative
65	625966	NCA	KNOB, wash/wiper switch, round	1	Sweden only
			(Knob (725374) was original fitment on USA specification Spitfires. British Leyland decided that as stocks of the 712913 & 625966 switches became depleted, the USA knobs (725374) would replace them. The Swedish one is still currently available).		
66	155495Z	£37.50	SWITCH, wash & wiper	1	2 speed, manual pump
67	155496Z	NCA	SWITCH, wash & wiper	1	electric pump, Sweden
68	621510	NCA	SPACER	1	
69	622682	NCA	NUT	1	
70	616048	NCA	WASHER, PVC	1	
71	622443	NCA	BEZEL	1	
73	UKC3946	NCA	MAP READING LAMP	1	
75	AHH7010	£16.50	CIGAR LIGHTER, blank knob	1	aftermarket
77	GLB987	£0.50	BULB, 2.2W	1	
80	152616	£52.80	SWITCH, headlamp, dip & flash	1	RHD
	148648	£52.80	SWITCH, headlamp, dip & flash	1	LHD
81	158966	£26.90	SWITCH, indicators	1	
82	TP402	£0.44	SCREW, pan head	4	
83	WE604	NCA	WASHER, shake-proof	4	
90	150277	£26.00	HORN PUSH, 'Triumph Shield'	1	To (c) FH50000
	159761	£42.00	HORN PUSH, 'Triumph'	1	From (c) FH50001
91	142534	£7.30	BRUSH, horn push	1	
92	613766	£0.52	CLIP, horn push securing	2	
93	219061/1	£282.00	IGNITION SWITCH & LOCK, (with 2 keys)	1	To FH62644
	UKC2719/1	£168.00	IGNITION SWITCH & LOCK, (with 2 keys)	1	From FH62645
94	579085	£40.00	IGNITION SWITCH, only (With Lucar terminals).	1	To FH62644
			IGNITION SWITCH only (With small loom & block connectors).		
			From FH62645		
95	152597	£4.88	SHEAR BOLT	2	
	119616	NCA	WARNING LIGHT, indicator	1	
96	13H1924	£2.70	BULB HOLDER	1	
97	GLB987	£0.50	BULB, 2.2W	1	1300 To (c) FH50000
98	508137	NCA	SHADE	1	
99	AJG5046	£3.30	LENS	1	
100	AAU4824Z	£2.65	WARNING LIGHT, indicator	1	1300 From (c) FH50001
101	GLB643	£0.72	BULB, 2.2W	1	& 1500



1500 from FH100021 (Late)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	TKC1513E	NCA	SPEEDOMETER mph, (SNT6211/14S)	1	
	TKC1514E	NCA	SPEEDOMETER kph, (SNT6211/13S)	1	
	PKC643E	£85.36	SPEEDOMETER mph, (SNT6211/12SB)	1	
	PKC641E	NCA	SPEEDOMETER kph, (SNT6211/17)	1	
(All gauges are exchange items; your returned unit must be in a reconditionable state of repair).					
2	17H2105	£0.97	'O' RING	2	
3	17H1339	£7.12	BRACKET, gauge securing	4	
4	LWZ402	NCA	WASHER, locking	4	
5	17H1304	£1.30	KNURLED NUT	4	
6	AJH5177	£5.18	GAUGE GLASS, large	2	(4" diameter)
7		£Call	SPEEDOMETER CABLE	1	
(For details regarding speedometer cables, see next column).					
8	602037	£0.89	GROMMET	1	speedo cable through bulkhead
9	CP110125	£0.85	'P' CLIP, speedometer cable	1	
10	PMZ308	£0.18	SCREW	1	
11	WL700101	£0.12	WASHER, locking	1	
12	PWZ203	£0.12	WASHER, plain	1	
13	HN2005	£0.07	NUT	1	
14	159556	NCA	HOOK, speedometer cable	1	
15	BHA4772	NCA	TRIP METER RESET FLEX	1	
(The trip meter reset flex 159737A is supplied with the speedometers listed above).					
16	TKC1706E	£76.20	REV COUNTER, (RVC2414/01F)	1	
17	159604R	£92.20	FUEL GAUGE, (BF2232/00)	1	
18	159606R	£92.20	TEMP' GAUGE, (BT2230/00)	1	
19	AJH5187	£8.00	BRACKET, gauge securing	2	
20	WL700061	£0.14	WASHER, locking	2	
21	17H1304	£1.30	KNURLED NUT, large	2	
22	502269F	£5.28	GAUGE GLASS	2	(2" diameter)
24	17H1642	£0.50	'O' RING, small	2	
30	156137	£12.85	CHOKE CABLE, inner & outer	1	RHD
30a	SCC101	£17.65	COMPLETE CHOKE ASSEMBLY	1	LHD
31	618946	£3.66	BEZEL, choke cable	1	
32	GHF325	£0.25	WASHER, locking	1	
33	AUE34	£1.80	TRUNNION UNIT	1	
34	061917	£0.44	GROMMET	1	choke cable through bulkhead
35	RTC222A	NCA	CABLE TIE	1	
36	148876A	£12.00	VOLTAGE STABILISER	1	
40	150380Z	£12.00	SWITCH, master light	1	
43	13H7986	NCA	WARNING LIGHT, 'fasten belts'	1	
44	UKC5812	NCA	WARNING LIGHT, 'brakes'	1	
45	UKC4187	£6.30	BULB & HOLDER	2	
46	GLB281	£1.03	BULB, 2.2W	2	
48	AAU4824Z	£2.65	FLASHER WARNING LIGHT	1	
49	GLB504	£0.82	BULB, 3W	1	
50	159905A	£55.70	SWITCH, hazard warning lights	1	RHD
	UKC8204	NCA	SWITCH, hazard warning lights	1	LHD
51	520953	NCA	SPRING	1	
52	GLB281	£1.03	BULB, 2.2W	1	

50	UKC3946	NCA	MAP READING LAMP	1	
61	AHH7010	£16.50	CIGAR LIGHTER, blank knob	1	aftermarket
63	GLB987	£0.50	BULB, 2.2W	1	original cigar lighter
70	TKC5067	NCA	FOG LIGHT SWITCH	1	
71	GLB283	NCA	BULB	1	
72	520953	NCA	SPRING	1	

Note: The steering column was changed at (c) FH100019 for a more modern and safer design. It included a new steering lock and switch gear. The horn was operated by the indicator switch rather than by a button on the steering wheel. Consequently Triumph Spitfire owners discovered that during panic stricken moments they could now flash their lights, operate the horn, set the wipers and washers going while indicating left all at the same time, thereby blowing some necessary fuses at the wrong moment.

77	RKC3982	£101.14	IGNITION SWITCH & LOCK	1	RHD, with 2 keys
	RKC3983	NCA	IGNITION SWITCH & LOCK	1	LHD, with 2 keys
78	218959	£60.00	IGNITION SWITCH only	1	
(With block & bullet connectors).					
79	152597	£4.88	SHEAR BOLT	2	
85	AAU7994	£91.79	SWITCH	1	RHD
			(Indicator, headlamp dip and horn).	1	
	AAU7996	£52.80	SWITCH	1	LHD
			(Indicator, headlamp dip and horn).	1	
86	AAU8843	£70.00	SWITCH, wiper and wash	1	RHD
	AAU8844	£94.00	SWITCH, wiper and wash	1	LHD

Speedometer Cables (All Models)

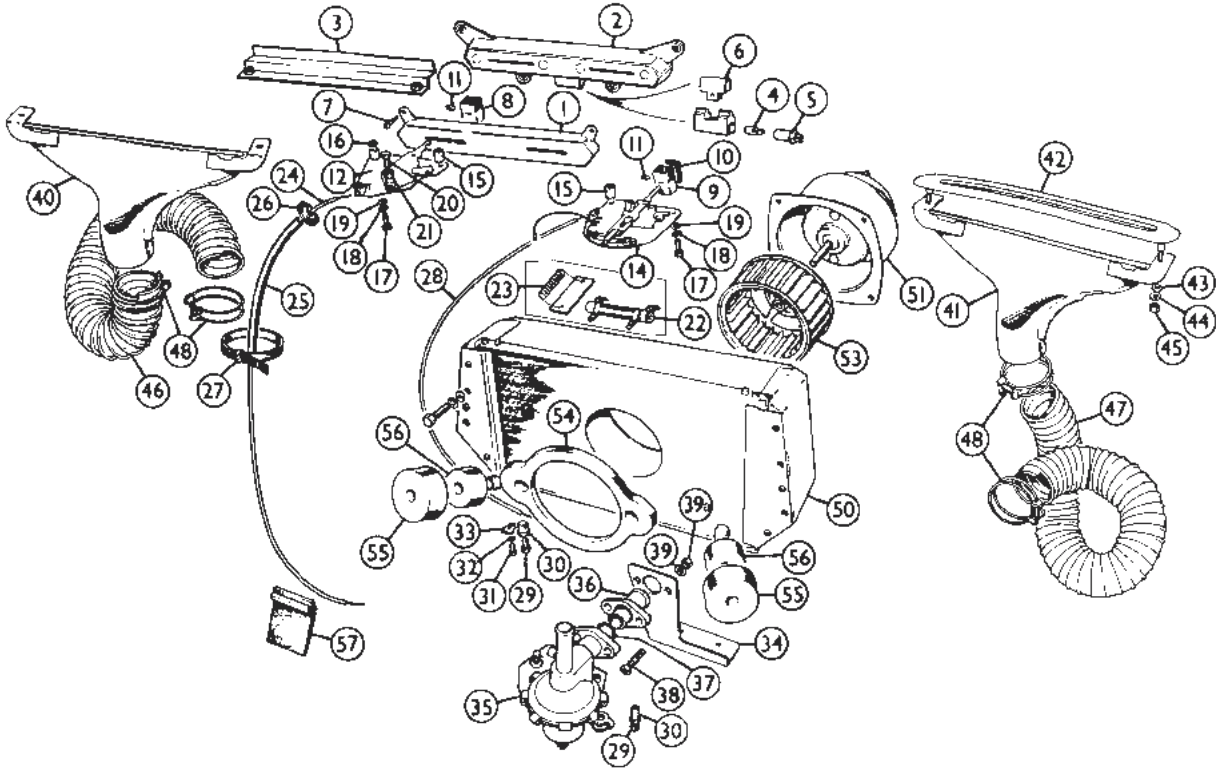
There were a number of speedometer cables applied to the 1300 and 1500 Spitfire range. They allow for variations such as RHD & LHD, overdrive or non-overdrive and gearbox type. We list all the types used below. The measurements shown relate to the length (in inches) of the outer cable.

1300 Range (3-rail gearbox)

GSD415	£11.60	SPEEDOMETER CABLE, (48"), RHD	1	non-overdrive
156316	£13.75	SPEEDOMETER CABLE, (57"), LHD	1	
GSD273	£12.75	SPEEDOMETER CABLE, (54"), RHD	1	overdrive
156318	£14.80	SPEEDOMETER CABLE, (63"), LHD	1	

1500 Range (Single-rail gearbox)

GSD295	£12.75	SPEEDOMETER CABLE, (54"), RHD	1	non-overdrive
GSD410	£13.75	SPEEDOMETER CABLE, (48"), LHD	1	
156316	£13.75	SPEEDOMETER CABLE, (57"), RHD	1	overdrive
GSD273	£12.75	SPEEDOMETER CABLE, (54"), LHD	1	



Heater Unit

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	713790	NCA	ESCUTCHEON, fascia panel	1	To (c) FH50000
2	726870	NCA	ESCUTCHEON, fascia panel	1	From (c) FH50001
3	622220	NCA	BRACKET, heater vent control	1	
4	GLB286	£0.29	BULB, 1.2W	1	
5	13H8690	NCA	BULB HOLDER	1	fits 726870 fascia panel
6	160022	NCA	CLIP & MASK, bulb	1	
7	AF604031	NCA	SCREW, escutcheon securing	4	
8	622228	£5.00	KNOB, with grub screw	1	water valve control
9	622229	NCA	KNOB, with grub screw	1	ventilator control
10	624276	NCA	LABEL, "pull" boost	1	
11	620750	NCA	GRUB SCREW, knob securing	2	
12	622237	NCA	CONTROL	1	water valve
14	622236	NCA	CONTROL & FAN SWITCH	1	ventilator
15	622224	NCA	SPACER, thick	3	control lever
16	622235	NCA	SPACER, thin	1	to fascia
17	GHF101	£0.19	SCREW, lever control	4	
18	GHF331	£0.12	WASHER, locking	4	
19	GHF300	£0.12	WASHER, plain	4	
20	53K1016	£0.36	SCREW, cable securing	2	
21	24G1482	NCA	TRUNNION, cable securing	2	
22	2H6926	NCA	RESISTOR	1	(1300, 1500 To mid 1976)
23	AAU9680	NCA	RESISTOR	1	(1500 From mid 1976-On)
24	625687	£8.03	CONTROL CABLE, water valve	1	(cut to fit)
25	UKC6256	NCA	TUBE, PVC, water valve	1	LHD
26	061917	£0.44	GROMMET, bulkhead	1	
27	GHF1266	£0.19	CABLE TIE, ratchet type, cable	1	
28	624193	£17.05	CONTROL CABLE, ventilator	1	
29	53K1016	£0.36	SCREW, cable	2	
30	24G1482	NCA	TRUNNION, cable	2	
31	511765	NCA	SCREW, ventilator outer cable	1	
32	WL700101	£0.12	WASHER, locking	1	
33	2H400	£1.34	CLAMP	1	
34	613493S	£14.70	BRACKET, heater tap, stainless	1	Smiths heaters
35	724021Z	£19.75	HEATER TAP	1	
36	724021A	£20.00	FLANGE, heater tap	1	
37	C9928A	£0.65	SEALING RING, tap to flange	1	
38	AJD1052	£1.10	SCREW*, tap to flange & bracket	2	machined with
39	WL700101	£0.12	WASHER, locking	2	2BA thread
39a	AJD8012Z	£0.14	NUT	2	

*Note: Our new heater tap flanges use 2BA threads, please order hardware detailed above. Some original flanges may have UNF threads. Please check before ordering screws. UNF threads fasteners detailed below.

PMZ316	£0.40	SCREW, water valve	2	No. 10 UNF thread
WL700101	£0.12	WASHER, locking	2	
HN2005	£0.07	NUT	2	No. 10 UNF thread

Demister System

Due to the fitment of a modified heater matrix in mid 1976 the demister system was slightly modified. This led to the introduction of wider diameter demister tubes and new vents. Since Leyland did not specify a change point (perhaps old and new stock were mixed in together for a short period on the production lines) the only way to tell what demister system is fitted is by checking the diameter of the pipes. Spitfires up to mid 1976 used 1.1/2" tubes; Spitfires after mid 1976 incorporated 1.3/4" diameter tubes.

The dashboard top and vent capping assembly remained unchanged so you could interchange late with early heater matrix and demisters (or vice versa) and nobody would ever know. What you can't do is mix and match the early and late systems.

40	714434	NCA	DEMISTER VENT, RH	1	(To mid 1976)
	YKC2640	NCA	DEMISTER VENT, RH	1	(From mid 1976)
41	714434	NCA	DEMISTER VENT, LH	1	(To mid 1976)
	YKC2639	NCA	DEMISTER VENT, LH	1	(From mid 1976)
42	622812	NCA	VENT CAPPING	2	
43	PWZ203	£0.12	WASHER, plain	4	
44	WL700101	£0.12	WASHER, locking	4	
45	HN2005	£0.07	NUT	4	
46	602638	£6.60	DEMISTER TUBE, RH	1	(To mid 1976)
	GHH175/18	£2.65	DEMISTER TUBE, RH	1	(From mid 1976)
47	602638	£6.60	DEMISTER TUBE, LH	1	(To mid 1976)
	GHH175/18	£2.65	DEMISTER TUBE, LH	1	(From mid 1976)
48	CS4029	£1.60	CLAMP, hose, wire type	4	alternatives
	GHC11055	£2.65	CLAMP, hose, band type	4	

Heater Assembly

50	910501	NCA	HEATER	1	(To mid 1976)
	WKC2519	NCA	HEATER	1	(From mid 1976)

The heater matrix was cleverly pop riveted into its box, making it very difficult to remove in the event of a blockage, if the matrix failed a whole new assembly had to be purchased. Should the matrix be blocked or leaking, the outer chamber will have to be dismantled by either drilling out the rivets, or if you are really desperate, by using a hammer and chisel. If the fragile matrix was not damaged before you attacked the box, it will be now.

	910501NF	NCA	HEATER BOX	1	
	910501M	£152.00	HEATER MATRIX	1	(To mid 1976)
	910501M	£152.00	HEATER MATRIX	1	(From mid 1976)

(Both heaters & matrices are very difficult to find, manufacture, or recondition for Spitfires due to the unusual design (that hole in the middle). Check our website for availability).

51	518480	NCA	MOTOR, heater fan	1	
53	515825	£10.13	FAN BLADE, heater blower	1	
54	614125	NCA	GASKET, matrix to plenum	1	
55	616627	NCA	SEAL, large	2	heater inlet &
56	613648	NCA	SEAL, small	2	outlet pipes
57	616206	NCA	FLAP, air box draining	1	

Heater Hoses

If you own a copy of the original Triumph Spitfire MkIV & 1500 Parts book (there were a number of versions) you will have noticed that the pipes and hoses shown look nothing like those which are fitted to your car. You may be worried about this, but rest assured that Triumphs highly experienced technical illustrators, whose intricate and detailed work is admired around the world, were very slightly wrong. In fact its doubtful whether they actually saw any of the components they were drawing (possibly they only looked at prototype samples or sketches). The truth is now clear. That water valve is the correct way up, you have got the correct hoses on your car, they don't connect up the way shown in the factory parts book, and yes, you do have the proper thermostat housing fitted above the water pump!

Water Flow and the Inlet Manifolds

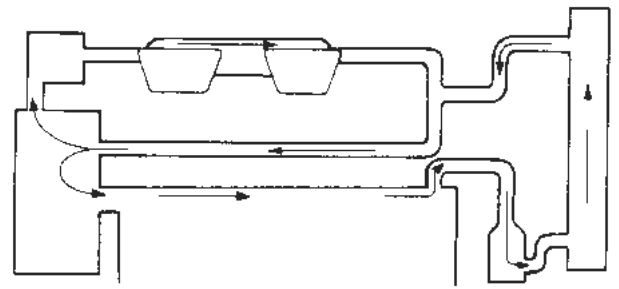
The way in which water was supplied to the heater matrix altered considerably over the years to account for changes in environmental requirements, particularly in the USA. Originally the water reached the heater via an outlet towards the rear of the block. A pipe connected to the water pump, running the length of the block, allowed water to be sucked back into the main cooling system.

MkIV to FH59688E

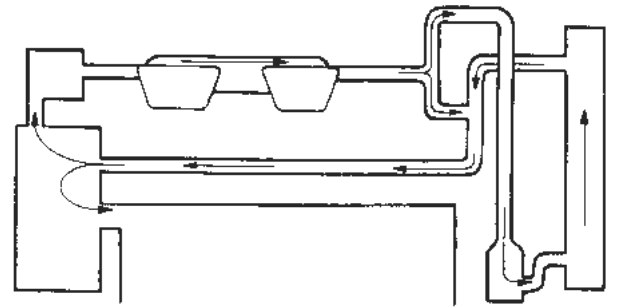
The early MkIV's (to (e) FH59688E) were fitted, like the MkIII models, with a water heated manifold allowing the fuel vapour to be heated prior to combustion. This had the effect of needing less choke, but had the unfortunate by-product of allowing a less dense mixture into the combustion chamber. For the technically minded - a less dense mixture 'in', leads to less power 'out'!
On these early MkIV models, water was sucked through the inlet manifold and around into the water pump return pipe to heat the manifold (whether the heater was turned on or not!). When the heater valve was opened, water was sucked from the rear of the cylinder block through the heater joining up with the inlet manifold water on its way to the pump.

MkIV from FH59689E

On the later model, this system was modified so that the supply of water for both the inlet manifold and the heater came only from one source - the thermostat housing. This probably improved flow considerably and, made the inlet manifold even hotter, which in turn probably made the Spitfire even slower. Soon after this Triumph introduced the world to a slow but warm Spitfire 1500.



MkIV to FH59688E

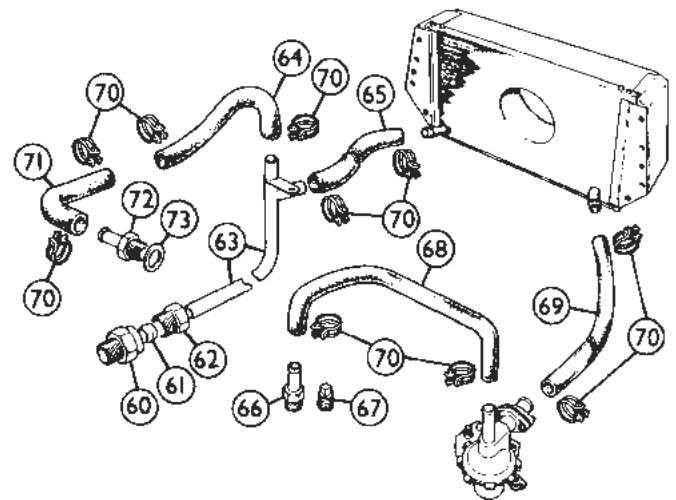


MkIV from FH59689E

Heater Hoses

To (e) FH59688E

60	101343	£5.40	ADAPTOR	1	
			(Water return tube to water pump housing).		
61	TL11	£1.49	OLIVE	1	
62	101302	£2.00	TUBE NUT	1	
63	212416SS	£23.30	TUBE, water return	1	except Sweden
	212935	£17.50	TUBE, water return	1	Sweden
64	152521Z	£10.44	HOSE, return tube to inlet manifold	1	
65	152523	£4.10	HOSE, heater to water return tube	1	
66	057602	£12.16	ADAPTOR, cylinder block to hose	1	
67	114774	£2.50	PLUG, blanking	1	when heater not fitted
68	GZA983	£7.10	HOSE, cylinder block to water valve	1	except Sweden
	GRH812	£4.50	HOSE, cylinder block to water valve	1	Sweden
69	GZA1336	£6.70	HOSE, water valve to heater	1	
70	CS4012	£1.40	CLAMP, hose, wire type	10	alternatives
	GHC11020	£1.85	CLAMP, hose, band type	10	
71	GZA2052Z	NCA	HOSE	1	
			(Thermostat housing to inlet manifold).		
72	138530	£6.50	ADAPTOR, thermostat to hose	1	
73	AUC2141	£0.40	WASHER, fibre	1	

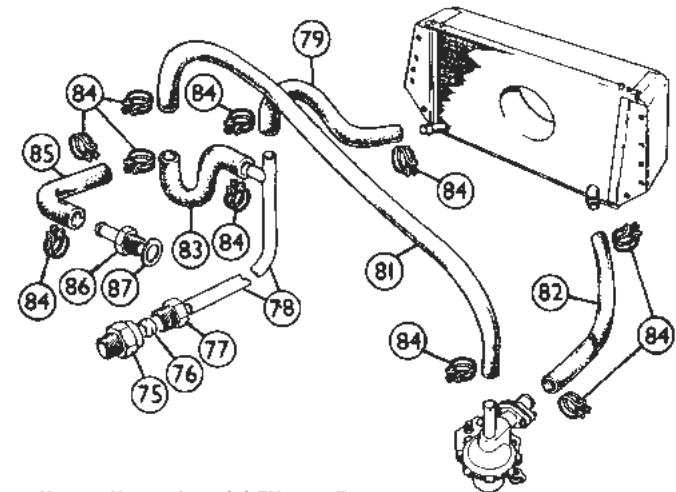


Heater Hoses to (e) FH59688E

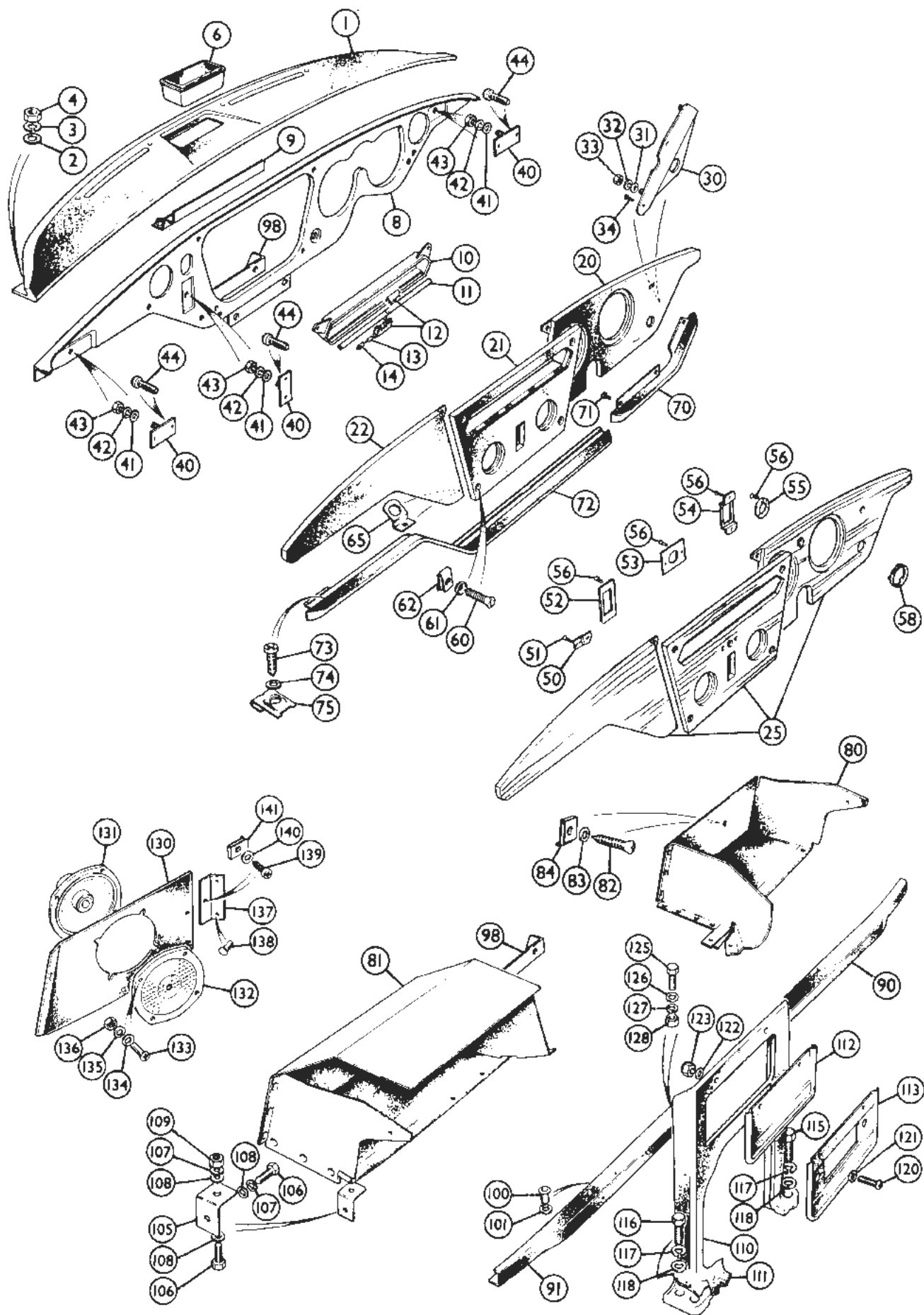
Heater Hoses

From (e) FH59689E

75	101343	£5.40	ADAPTOR	1	
			(Water return tube to water pump housing).		
76	TL11	£1.49	OLIVE	1	
77	101302	£2.00	TUBE NUT	1	
78	212935	£17.50	TUBE, water return	1	
79	152523	£4.10	HOSE, heater to water return tube	1	
81	GZA983	£7.10	HOSE, inlet manifold to heater valve	1	
82	GZA1336	£6.70	HOSE, water valve to heater	1	
83	154149	£19.00	HOSE	1	
			(Inlet manifold pipe to water return pipe).		
84	CS4012	£1.40	CLAMP, hose, wire type	10	alternatives
	GHC11020	£1.85	CLAMP, hose, band type	10	
85	GZA2052Z	NCA	HOSE	1	
			(Thermostat housing to inlet manifold).		
86	138530	£6.50	ADAPTOR, thermostat to hose	1	
87	AUC2141	£0.40	WASHER, fibre	1	



Heater Hoses from (e) FH59689E



Crash Panel & Fascia Panels

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	815281Z	£45.00	CRASH PAD	1	
2	WP124	£0.44	WASHER, plain	6	
3	WL700101	£0.12	WASHER, locking	6	
4	HN2005	£0.07	NUT	6	
6	613186	£10.30	ASH TRAY	1	
8	910961	NCA	FASCIA PANEL	1	RHD
	910962	NCA	FASCIA PANEL	1	LHD
9	622220	NCA	BRACKET, heater vent control	1	
10	713790	NCA	ESCUTCHEON, fascia panel	1	To FH50000
	726870	NCA	ESCUTCHEON, fascia panel	1	
11	160020	NCA	STRIP, (illuminated strip)	1	
12	160022	NCA	CLIP & MASK, bulb securing	1	From FH50001
13	GLB286	£0.29	BULB, 1.2W	1	
14	13H8690	NCA	BULB HOLDER	1	

Fascia Panels

Black Panels to FH50000

20	912891	NCA	FASCIA PANEL, RH	1	RHD
	912901	NCA	FASCIA PANEL, LH	1	LHD
21	912911	NCA	FASCIA PANEL, centre	1	RHD
	715911	NCA	FASCIA PANEL, centre	1	LHD
	715921	NCA	FASCIA PANEL, centre	1	LHD
					all markets where dual braking system is fitted
22	815401	NCA	FASCIA PANEL, LH	1	RHD
	815411	NCA	FASCIA PANEL, RH	1	LHD

Veneered Panels from FH50001 to FH64995

25	918230	£257.00	FASCIA PANEL	1	RHD
	824540	NCA	FASCIA PANEL	1	RHD, BAOR
	918210	£257.00	FASCIA PANEL	1	LHD
	918220	NCA	FASCIA PANEL	1	LHD, dual braking

Veneered Panels, RHD, from FH75001

	WKC2100	£257.00	FASCIA PANEL	1	To FH100020
	WKC3390	£257.00	FASCIA PANEL	1	From FH100021
	WKC4190	NCA	FASCIA PANEL	1	UK FH130001 To VIN 001197 BAOR, Australia To FH130000
	WKC5130	NCA	FASCIA PANEL	1	UK From VIN 001198

Veneered Panels, LHD from FH75001

	WKC2110	NCA	FASCIA PANEL	1	N, CH, D, F
	WKC2120	NCA	FASCIA PANEL	1	without dual braking or seat belt warning
	WKC2130	£257.00	FASCIA PANEL	1	with dual braking or seat belt warning
	WKC3410	£257.00	FASCIA PANEL	1	From FH100020

Fittings (Fascia Panel)

30	715879	NCA	PLATE REINFORCEMENT	1	RHD To FH50000
	715880	NCA	PLATE REINFORCEMENT	1	LHD To FH50000
31	PWZ203	£0.12	WASHER, plain	2	
32	WL700101	£0.12	WASHER, locking	2	
33	HN2005	£0.07	NUT	2	
34	576669	NCA	SCREW, self tapping	1	
40	618505	NCA	STUD, fascia fixing*	3	
41	PWZ203	£0.12	WASHER, plain	3	
42	WL700101	£0.12	WASHER, locking	3	
43	HN2005	£0.07	NUT	3	
44	576669	NCA	SCREW, self tapping	6	black fascia
	TW602	NCA	SCREW*	6	veneered
	AF604031	NCA	SCREW*	2	fascia
50	618486	NCA	PLATE, fascia fixing, LH*	1	
	618487	NCA	PLATE, fascia fixing, RH*	1	
51	TW602	NCA	WOOD SCREW*	4	
52	622222	NCA	PLATE, hazard switch retaining*	1	RHD
53	632987	NCA	PLATE, hazard light retaining*	1	(RHD, BAOR only)
54	622230	NCA	PLATE, hazard switch retaining*	1	LHD only
55	622223	NCA	PLATE, windscreen wiper switch*	1	
56	516762	NCA	WOOD SCREW*	a/r	

*Note: These items are supplied with the veneer kits where applicable.

58	ZKC1130	NCA	BEZEL, hazard warning switch	1	
----	---------	-----	------------------------------	---	--

60	AD608103	£0.50	SCREW, chrome, fascia panel	4	
	AD608084	£0.44	SCREW, black, fascia panel	4	
61	CD24152	£0.40	CUP WASHER, chrome	4	
	517711	£0.29	CUP WASHER, black	4	
62	FU2585	NCA	SPIRE CLIP	4	
65	627318	NCA	BRACKET, interior light	1	

Padding Assembly - Lower (all models)

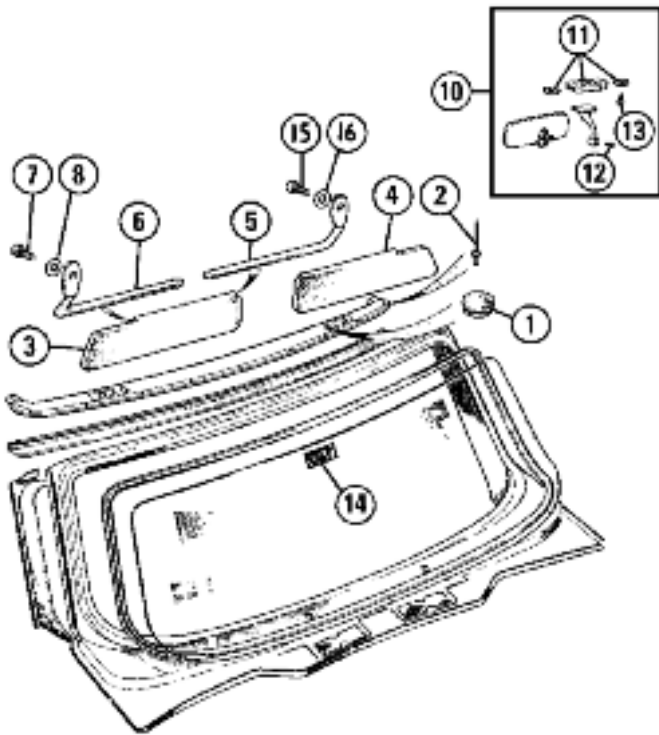
70	813271	£42.00	PADDING, fascia lower, RH	1	RHD
	813281	NCA	PADDING, fascia lower, LH	1	LHD
71	YB1142	NCA	SCREW, padding securing	3	
72	812981	£65.00	PADDING, fascia lower, LH	1	RHD
	812991	NCA	PADDING, fascia lower, RH	1	LHD
73	GHF421	£0.10	SCREW, securing padding	4	
74	WP4	£0.19	WASHER, plain	4	
75	GHF701	£0.19	SPIRE CLIP	4	

Parcel Trays & Centre Console

80	813745	£18.60	PARCEL TRAY, driver's side	1	RHD
	813746	£18.60	PARCEL TRAY, driver's side	1	LHD
81	813753	£18.60	PARCEL TRAY, passenger's side	1	RHD
	813754	£18.60	PARCEL TRAY, passenger's side	1	LHD
82	509161	NCA	SCREW, parcel tray securing	4	black fascia
	AD608054	£0.53	SCREW, parcel tray securing	4	veneered fascia
83	WP4	£0.19	WASHER, plain	4	
84	FU25648	NCA	SPIRE CLIP	4	
90	709693	NCA	SUPPORT, RH	1	black fascia
	728641	£46.20	SUPPORT, RH	1	veneered fascia To FH113677
	YKC3328PA	NCA	SUPPORT, RH	1	veneered fascia From FH113678
91	709692	NCA	SUPPORT, LH	1	black fascia
	728631	£46.20	SUPPORT, LH	1	veneered fascia To FH113677
	YKC3327PA	NCA	SUPPORT, LH	1	veneered fascia From FH113678
98	709691	NCA	BRACKET, parcel tray	1	
100	565756	£0.29	RIVET CAP, bracket, (parcel tray)	3	
101	563032	£0.50	RIVET BASE, bracket, (parcel tray)	3	
105	630278	NCA	ANGLE SUPPORT, parcel shelf	2	
106	HU505	£0.44	SCREW, angle support	5	
107	WL700101	£0.12	WASHER, locking	5	
108	PWZ203	£0.12	WASHER, plain	8	
109	HN2005	£0.07	NUT	3	
110	WKC3621PA	NCA	BRACKET, fascia & radio housing	1	
111	NSK4500PA	£11.00	COVER, fascia bracket	1	vinyl only
112	709842	NCA	BLANKING PLATE, radio aperture	1	when radio not fitted
113	709843	NCA	PLATE, radio mounting	1	when radio fitted
115	516288	NCA	SCREW, domed head	2	console to floor, front
	SH605091	£0.60	SCREW, standard head	2	(alternatives)
116	511930	NCA	SCREW, domed head	2	console to floor, rear
	SH605101	£0.60	SCREW, standard head	2	(alternatives)
117	GHF332	£0.19	WASHER, locking	4	
118	WA108052	£0.86	WASHER, plain	4	
120	515279	£1.80	SET SCREW, support bracket	2	
121	WM57	£0.29	WASHER, plain	2	
122	WC106041	£0.29	WASHER, plain	2	
123	GHF221	£0.24	NUT, nylon	2	
125	HU506	£0.43	SCREW, support bracket	2	
126	PWZ203	£0.12	WASHER, plain	4	
127	WL700101	£0.12	WASHER, locking	2	
128	HN2005	£0.07	NUT	2	loudspeaker fittings
130	YKC2488	NCA	MOUNTING BOARD, RHD	1	for fitting one speaker
	YKC288	£2.10	MOUNTING BOARD, LHD	1	in glove box only
131	YKC2845	NCA	LOUDSPEAKER	a/r	
132	ZKC412	NCA	GRILLE, loudspeaker	a/r	
133	RMP2312	£0.71	SCREW, loudspeaker securing	4	
134	PWZ203	£0.12	WASHER, plain	4	
135	WL700101	£0.12	WASHER, spring	4	
136	HN2005	£0.07	NUT	4	
137	ZKC517	NCA	BRACKET	1	
138	RB5504	NCA	RIVET	2	
139	GHF424	£0.12	SCREW, self tapping	1	
140	517783	NCA	WASHER, plain	1	
141	GHF712	£0.22	SPIRE NUT	1	

BAOR = British Army on the Rhine

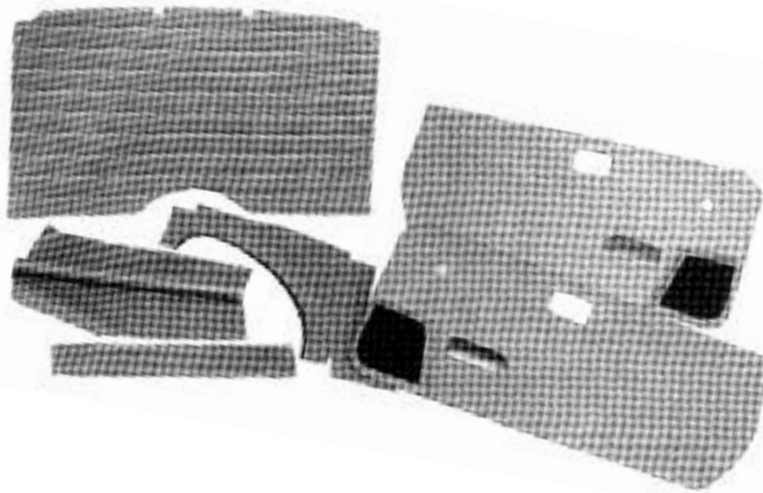
For British Servicemen stationed in Germany, Triumph exported special BAOR specification (Righthand Drive) models with the necessary extras to get through the German safety requirements. Some of these cars may well have returned to Britain.



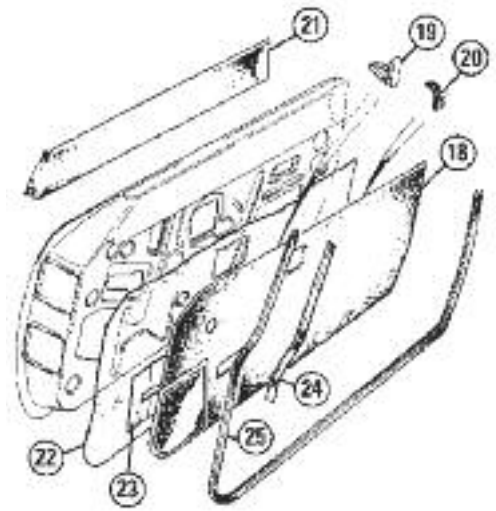
Rear View Mirror & Sun Visors



Seat Cover Kits

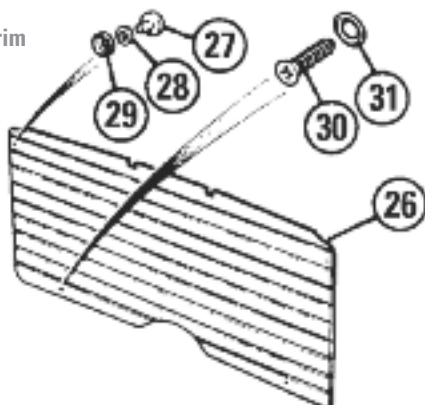


Door Trims, Rear Quarter Trim etc...

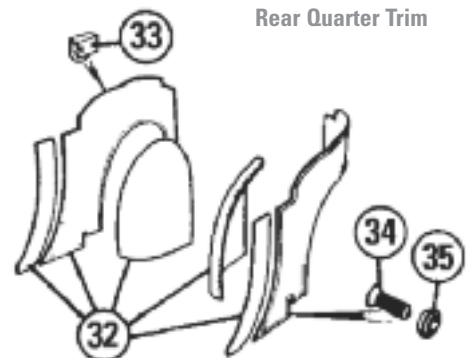


Door Trim & Seal

Rear Cockpit Trim



Rear Quarter Trim



Rear View Mirror & Sun Visors

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	612976	£1.10	PLUG, rubber, screen capping	2	} required when hardtop not fitted
2	RU608123	£0.29	RIVET, capping to screen	9	

The grain of the sun visors changed from fine to coarse in 1973, however we are only able to offer the sun visors in fine grain. The sun visors are still manufactured by the OE supplier to Triumph.

3	812711	£19.30	SUN VISOR, driver's side	1	} MkIV, 1500
4	812741	£20.85	SUN VISOR, passenger's side, RHD	1	
	812751	£20.85	SUN VISOR, passenger's side, LHD	1	
6	630932	£5.34	MOUNTING BAR	2	RH end of visor
7	PT505	£0.40	SCREW, visor mounting	4	
8	PWZ203	£0.12	WASHER, plain	4	
10	632095	£36.90	MIRROR, dipping	1	screws not included

Note: The original non-dipping mirror (part number: 630981) is no longer available. Use the dipping type (part number: 632095).

11	RTC1006	£3.22	MIRROR RETAINER	1
12	632095S	£0.76	SCREW, mirror head to stem	1
13	RMP2312	£0.71	SCREW, mirror retaining	2
14	CRST125	£1.60	DECAL, 'Triplex laminated'	1

Seat Cover Kits - Non Reclining Seats

(All markets to FH50000 - 1970-72)

Seat covers are sold as a car set for both seats, with two base (cushion) & two back (squab) covers. They do not have pre-cut headrest holes. A complete set of replacement fixing clips are included. For seat belts please refer to the Accessories section.

Note: These are the standard colours for Classic seats. Other colour ways are available to special order, please enquire.

15	SCA7411	£332.20	SEAT COVERS, black vinyl	1	(pair)
	SCA7412	NCA	SEAT COVERS, matador red vinyl	1	(pair)
	SCA7417	NCA	SEAT COVERS, shadow blue vinyl	1	(pair)
	SCA7418	NCA	SEAT COVERS, grey vinyl	1	(pair)
	SCA7419	NCA	SEAT COVERS, new tan vinyl	1	(pair)
	SCL7411	NCA	SEAT COVERS, black leather	1	(pair)
	SCL7412	NCA	SEAT COVERS, matador red leather	1	(pair)
	SCL7417	NCA	SEAT COVERS, shadow blue leather	1	(pair)
	SCL7418	NCA	SEAT COVERS, grey leather	1	(pair)
	SCL7419	NCA	SEAT COVERS, new tan leather	1	(pair)

Seat Cover Kits - Reclining Seats

(From FH50001 - 1973 on)*

Seat covers are sold as a car set for both seats, with two base (cushion) & two back (squab) covers & clips. These covers fit all reclining seat frames and include head restraint apertures.

*Note: Some overseas markets used 'high' back reclining seats for which covers & most components are not listed here. For seat belts please see page A32 in the Accessories section.

16	SCA7421	£332.20	SEAT COVERS, black vinyl	1	(pair)
	SCA7422	£332.20	SEAT COVERS, matador red vinyl	1	(pair)
	SCA7423	£332.20	SEAT COVERS, chestnut vinyl	1	(pair)
	SCA7424	£332.20	SEAT COVERS, beige vinyl	1	(pair)
	SCA7427	NCA	SEAT COVERS, shadow blue vinyl	1	(pair)
	SCA7428	NCA	SEAT COVERS, grey vinyl	1	(pair)
	SCA7429	£332.20	SEAT COVERS, new tan vinyl	1	(pair)
	SCA7511	£332.20	SEAT COVERS, black & white	1	(pair), houndstooth cloth
	SCA7514	£332.20	SEAT COVERS, beige	1	(pair), houndstooth cloth
	SCL7421	£677.00	SEAT COVERS, black leather	1	(pair)
	SCL7422	NCA	SEAT COVERS, matador red leather	1	(pair)
	SCL7423	NCA	SEAT COVERS, chestnut leather	1	(pair)
	SCL7427	NCA	SEAT COVERS, shadow blue leather	1	(pair)
	SCL7428	NCA	SEAT COVERS, grey leather	1	(pair)
	SCL7429	£677.00	SEAT COVERS, new tan leather	1	(pair)

Head Restraints

Note: We offer a range of vinyl covered head restraint assemblies which have a slightly different stalk to the original Spitfire ones.

17	919071	£87.60	HEAD RESTRAINT ASSY, black vinyl	2	coarse grain
	WKC3680PA	£92.76	HEAD RESTRAINT ASSY, black vinyl	2	fine grain
	919072	£63.90	HEAD RESTRAINT ASSY, matador red vinyl	2	
	919073	NCA	HEAD RESTRAINT ASSY, chestnut vinyl	2	
	919074	£87.60	HEAD RESTRAINT ASSY, beige vinyl	2	
	919077	NCA	HEAD RESTRAINT ASSY, shadow blue vinyl	2	
	919078	NCA	HEAD RESTRAINT ASSY, grey vinyl	2	
	923083	£87.60	HEAD RESTRAINT ASSY, new tan vinyl	2	
	919071C	£43.10	SEWN COVER ONLY, black vinyl	2	coarse grain
	WKC3680PAC	NCA	SEWN COVER ONLY, black vinyl	2	fine grain
	919072C	NCA	SEWN COVER ONLY, matador red vinyl	2	

17	727653C	NCA	SEWN COVER ONLY, chestnut vinyl	2
	919074C	£46.20	SEWN COVER ONLY, beige vinyl	2
	919077C	NCA	SEWN COVER ONLY, shadow blue vinyl	2
	919078C	NCA	SEWN COVER ONLY, grey vinyl	2
	923083C	NCA	SEWN COVER ONLY, new tan vinyl	2
	729237	£34.70	FOAM PAD, inside head restraint cover	2

Door Trim & Seal

18	TKP7511	£113.30	DOOR PANELS, black, fine grain	1	} MkIV 1970-73
	TKP7512	£113.30	DOOR PANELS, matador red grain, fine	1	
	TKP7517	NCA	DOOR PANELS, shadow blue, fine grain	1	
	TKP7519	£113.30	DOOR PANELS, new tan, fine grain	1	
	TKP7521	£113.30	DOOR PANELS, black, coarse grain	1	} MkIV 1973-75
	TKP7514	£113.30	DOOR PANELS, beige, coarse grain	1	
	TKP7513	NCA	DOOR PANELS, chestnut, coarse grain	1	
	TKP7527	NCA	DOOR PANELS, shadow blue, coarse grain	1	
	TKP7529	NCA	DOOR PANELS, new tan, coarse grain	1	
	TKP7514	£113.30	DOOR PANELS, beige, coarse grain	1	1500 to (c) FH113677
	TKP7511	£113.30	DOOR PANELS, black, fine grain	1	1500 from (c) FH113678

Note: All door panels are sold in pairs.

19	GHF1230	£0.47	CLIP, trim panel to door	28	
20	GHF1232	£0.34	CLIP, top edge of trim panel to door	16	
21	727581	£13.50	TRIM, waist rail, LH, black	1	
	727591	£13.50	TRIM, waist rail, RH, black	1	
22	822559	NCA	WATERPROOF MEMBRANE, large	2	
23	632200	NCA	WATERPROOF MEMBRANE, small	2	
24	620913	£12.55	SEAL, 'A' post to side window*	2	alternative
	620403	£5.18	SEAL, 'A' post to side window	2	original

*Note: 620913 is a thick soft sponge seal, 620403 is a soft, thin walled moulding. Omission of these parts will quickly result in a soggy backside and in the longer term, rotten floorpan(s). The original fitment item is 620403, the alternative 620913 may be required for larger 'A' post to window gaps.

25	631321	£13.20	SEAL, door aperture, 'furflex'	2
----	--------	--------	--------------------------------	---

Note: Please see pages 88 & 89 for fixings.

Rear Cockpit Trim

26	XKC2921	£85.40	REAR COCKPIT PANEL, black	1	} MkIV 1970-73
	818642	£60.30	REAR COCKPIT PANEL, matador red	1	
	818643	£92.76	REAR COCKPIT PANEL, new tan	1	
	822617	NCA	REAR COCKPIT PANEL, shadow blue	1	
	WKC3579PA	£85.40	REAR COCKPIT PANEL, black	1	} MkIV 1973-75
	818642	£60.30	REAR COCKPIT PANEL, matador red	1	
	822613	NCA	REAR COCKPIT PANEL, chestnut	1	
	XKC2924	£85.40	REAR COCKPIT PANEL, beige	1	
	XKC2924	£85.40	REAR COCKPIT PANEL, beige	1	1500 to (c) FH113677
	XKC2921	£85.40	REAR COCKPIT PANEL, black	1	1500 from (c) FH113678
27	7H9868	£0.19	BASE, stud to rear cockpit board	2	
28	509563	£0.18	WASHER, support	2	
29	713511	£0.29	PLASTIC STUD, black	2	} 'durable dot'
	713519	NCA	PLASTIC STUD, white	2	
30	AD606063	£0.29	SCREW, chrome	6	
31	CD24152	£0.40	CUP WASHER	6	
NI	TSK401	£6.30	SCREW KIT, trim panels	1	

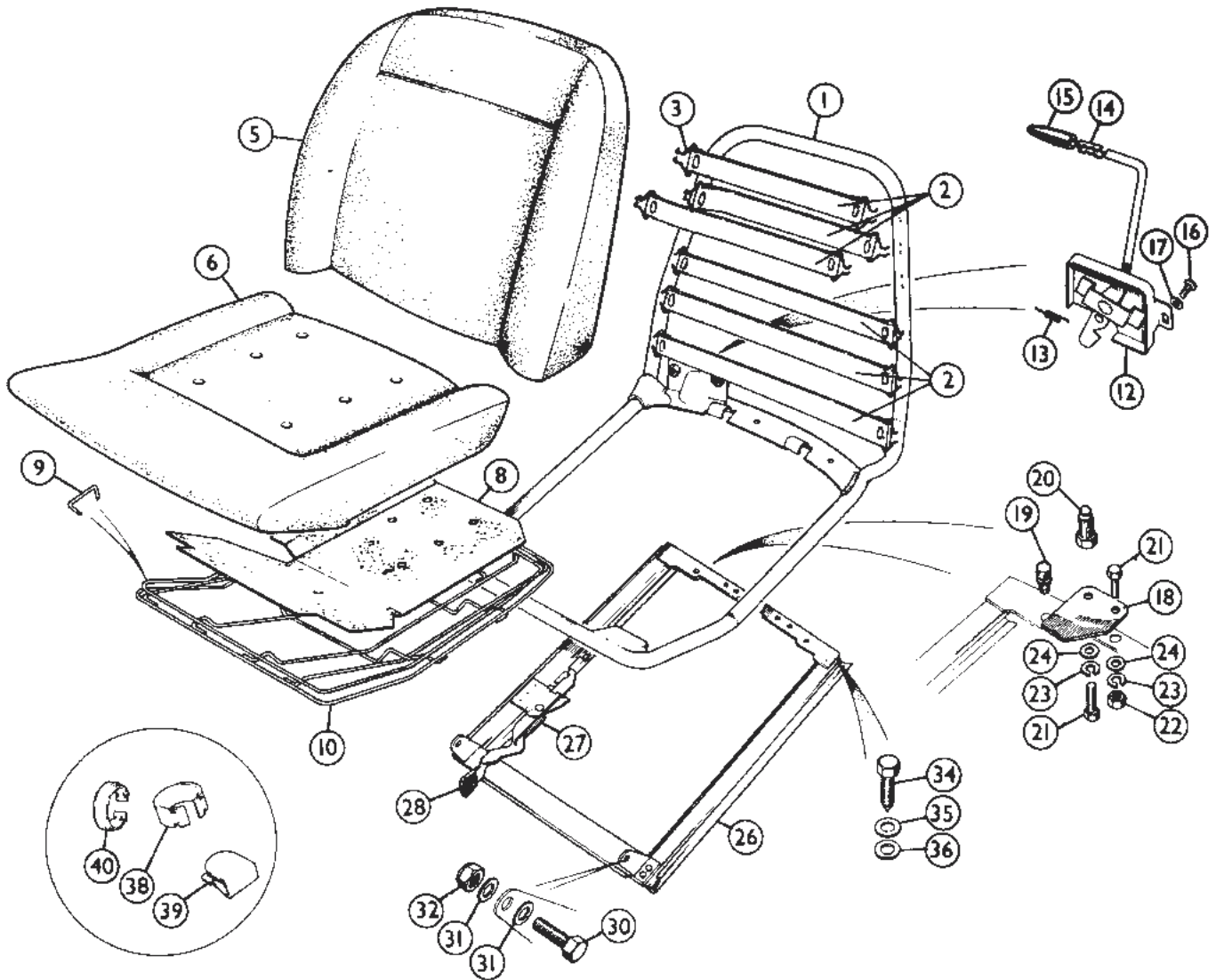
Rear Quarter Trim

Each quarter panel and wheel arch cover set includes both 'B' post covers, both quarter panels and both wheel arch covers, plus clips, screws and cup washers to fit.

32	TKP7611	£141.90	REAR QUARTER PANELS & WHEEL ARCH COVERS, black	1	} MkIV 1970-73
	TKP7612	NCA	REAR QUARTER PANELS & WHEEL ARCH COVERS, matador red	1	
	TKP7619	£141.90	REAR QUARTER PANELS & WHEEL ARCH COVERS, new tan	1	
	TKP7617	£115.00	REAR QUARTER PANELS & WHEEL ARCH COVERS, shadow blue	1	
	TKP7621	£141.90	REAR QUARTER PANELS & WHEEL ARCH COVERS, black	1	} MkIV 1973-75
	TKP7612	NCA	REAR QUARTER PANELS & WHEEL ARCH COVERS, matador red	1	
	TKP7613	NCA	REAR QUARTER PANELS & WHEEL ARCH COVERS, chestnut	1	
	TKP7614	£141.90	REAR QUARTER PANELS & WHEEL ARCH COVERS, beige	1	
	TKP7614	£141.90	REAR QUARTER PANELS & WHEEL ARCH COVERS, beige	1	1500 to (c) FH113677
	TKP7611	£141.90	REAR QUARTER PANELS & WHEEL ARCH COVERS, black	1	1500 from (c) FH113678

33	ANK5046A	£0.19	CLIP, retaining	4
34	AD606053	£0.44	SCREW, retaining quarter panel	6
35	CD24152	£0.40	CUP WASHER	6
NI	TSK401	£6.30	SCREW KIT, trim panels	1

Note: Please see pages 82 & 83 for all seat foams, frames & fixings.



Seat Components, Non-Reclining

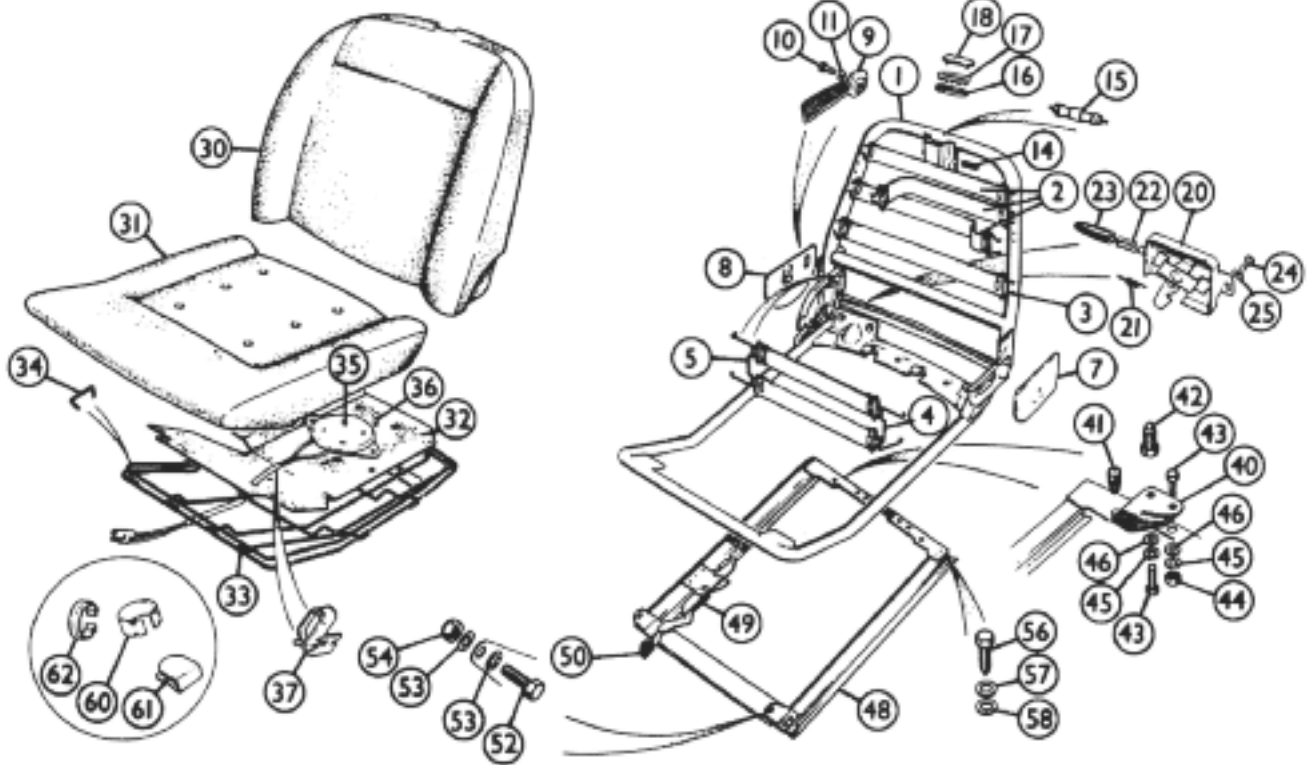
Note: Please see page A32 in the Accessories section for details on seat belts.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	913711	NCA	SEAT FRAME, LH	1	
	913712	NCA	SEAT FRAME, RH	1	
	GAC6121X	£46.20	WEBBING KIT	2	for one seat
3	621340	NCA	CLIP, web to frame	24	
5	913767	£92.76	SQUAB FOAM, LH	1	
	913768	£92.76	SQUAB FOAM, RH	1	
6	913847	£70.00	BASE FOAM, LH	1	including board (item 8)
	913848	£70.00	BASE FOAM, RH	1	
8	818951	£12.23	BOARD, cushion base, LH	1	
	818961	£12.23	BOARD, cushion base, RH	1	
9	561785	£0.29	HOG RING, cover attaching	64	
10	911273	NCA	WIRE BASKET, cushion, LH	1	
	911274	NCA	WIRE BASKET, cushion, RH	1	
12	716143	NCA	CATCH, tilt restraining, LH	1	
	716144	NCA	CATCH, tilt restraining, RH	1	
13	624618	NCA	SPRING, for safety catch	2	
14	621776	£0.50	FERRULE, 'clawed'	2	seat release knob
15	621458	NCA	KNOB, tilt restraining lever	2	
16	AR610042	£0.42	SCREW, self tapping	4	catch to seat frame
	PT504	£0.29	SCREW, 10-32 UNF threaded	4		(alternatives)
17	WL700101	£0.12	WASHER, locking	4	
18	630801	NCA	STRIKER PLATE	2	restraint lever
19	624828	NCA	BUFFER, rubber	4	
20	630803	NCA	PEG, striker locating	2	replacement type
21	HU506	£0.43	SCREW, strike plate	2/4	
22	HN2005	£0.07	NUT, striker plate	2/4	

23	WL700101	£0.12	WASHER, locking	4
24	WP124	£0.44	WASHER, plain	4

Note: Seat adjuster slides were supplied by two companies to Triumph. They were manufactured by either A. W. Chapman (AWC) or Hallam, Sleigh & Cheston (HSC), and are completely interchangeable as assemblies.

26	820535	NCA	SEAT SLIDE, LH, (AWC)	1	
	818943	NCA	SEAT SLIDE, LH, (HSC)	1	
	820536	NCA	SEAT SLIDE, RH, (AWC)	1	
	818944	NCA	SEAT SLIDE, RH, (HSC)	1	
27	626373	NCA	LEVER SPRING	2	AWC type only
	623200	NCA	LEVER SPRING	2	HSC type only
28	626370	NCA	RUBBER CAP, for adjusting lever	2	
30	SH605071	£0.40	SCREW, seat pivot to slide	4	
31	GHF301	£0.10	WASHER, plain	8	
32	GHF222	£0.42	NUT, nyloc	4	
34	GHF101	£0.19	SCREW,	8	slide & seat to floor
35	GHF300	£0.12	WASHER, plain	8	
36	WP48	£0.18	WASHER, backing	8	3/8" internal diameter
38	AHH9303	£0.71	CIRCULAR CLIP	8	3/4" diameter
39	GHF1500	£0.12	EDGE CLIP	12	
40	BD21962	£4.21	TUBULAR CLIP	4	



Reclining Seat Components

To FH50000, only cars for the German market were fitted with reclining low back seats. There was no provision on these seats to fit head restraints. Customers re-covering this type of seat will need to fit a blanking plug in the cover where a head restraint would usually fit. (The plug part number is BD36610A).

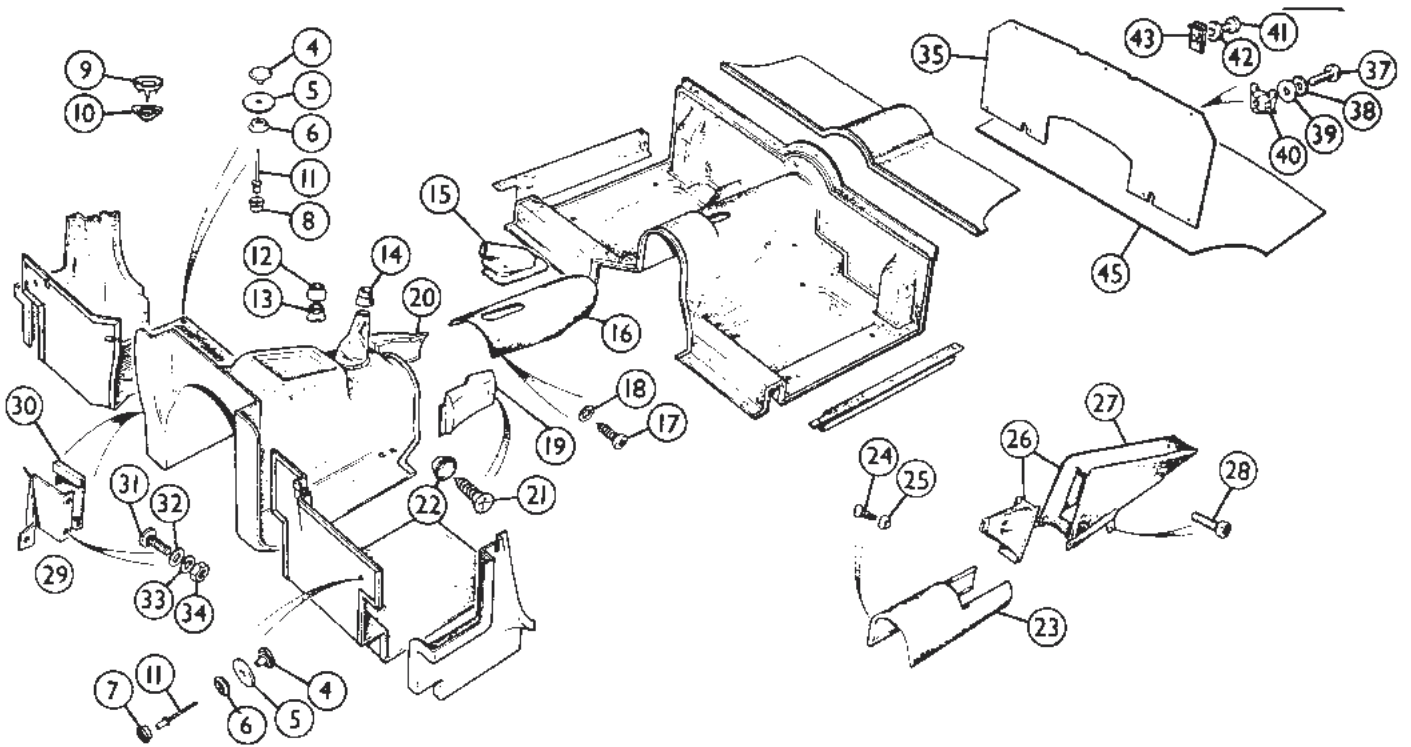
1	913731	NCA	SEAT FRAME, reclining, LH	1	Germany only
	913732	NCA	SEAT FRAME, reclining, RH	1	To FH50000
	916401	NCA	SEAT FRAME, reclining, LH	1	all markets
	916402	NCA	SEAT FRAME, reclining, RH	1	From FH50001
2	GAC6121X	£46.20	WEBBING KIT, (per seat)	2	1 kit for one seat
3	621340	NCA	CLIP, web to frame	24	
4	624607	NCA	WIRE CLIP, LH seat	1	
	624608	NCA	WIRE CLIP, RH seat	1	
5	624725	NCA	WIRE CLIP	2	
7	624893	NCA	BOARD, inner side, LH seat	1	
	624894	NCA	BOARD, inner side, RH seat	1	
8	624887	NCA	BOARD, outer side, LH seat	1	
	624888	NCA	BOARD, outer side, RH seat	1	
9	717105	£17.10	HANDLE, reclining mechanism	2	
10	PT504	£0.29	SCREW, handle	2	
	PMP308	£0.44	SCREW, handle	2	alternatives
	53K205	NCA	SCREW, handle	2	
11	WL700101	£0.12	WASHER, locking	2	
14	CZA7413	NCA	ROLLER, friction metal type	2	rollers are not interchangeable
15	ZKC1271	NCA	ROLLER, friction nylon type	2	
16	CZA4263	£0.86	REINFORCING WASHER	2	head restraint stalk eyelet
17	CZA4500	NCA	EYELET, for head restraint stalk	2	
18	BD36610A	£1.55	BLANKING PLUG, black only	a/r	when head restraint not fitted
20	716143	NCA	CATCH, seat tilt restraining, LH	1	
	716144	NCA	CATCH, seat tilt restraining, RH	1	
21	624618	NCA	SPRING	2	
22	621776	£0.50	FERRULE, 'clawed'	2	seat release knob
23	621458	NCA	KNOB, tilt restraining lever	2	
24	AR610042	£0.42	SCREW, self tapping	4	alternative screws
	PMP308	£0.44	SCREW, chrome, (10-32 UNF)	4	for catch to seat frame
	PT504	£0.29	SCREW, black, (10-32 UNF)	4	
25	WL700101	£0.12	WASHER, locking	4	
30	912983	£85.00	SQUAB FOAM	2	Germany only To FH50000
	917599	£69.00	SQUAB FOAM	2	all markets From FH50000
31	912985	NCA	BASE FOAM, LH, (inc. item 32)	1	Germany only
	912986	NCA	BASE FOAM, RH, (inc. item 32)	1	To FH50000
	913847	£70.00	BASE FOAM, LH, (inc. item 32)	1	all markets
	913848	£70.00	BASE FOAM, RH, (inc. item 32)	1	From FH50001

32	818951	£12.23	BOARD, cushion base, LH	1	
	818961	£12.23	BOARD, cushion base, RH	1	
33	911273	NCA	WIRE BASKET, LH	1	cushion, supporting
	911274	NCA	WIRE BASKET, RH	1	
34	561785	£0.29	HOG RING, cover attaching	64	
35	158534	NCA	SWITCH & SENSOR PAD	2	seat belt warning, if fitted
36	BRP906	£0.13	RIVET, sensor pad locating	4	
37	615837	£0.53	CLIP, wiring locating	2	
40	630801	NCA	STRIKER PLATE	2	tilt restraint lever catching
41	624828	NCA	BUFFER, rubber	4	
42	630803	NCA	PEG, striker	2	replacement type
43	HU506	£0.43	SCREW, striker plate	2/4	
44	HN2005	£0.07	NUT, striker plate	2/4	
45	WL700101	£0.12	WASHER, locking	4	
46	WP124	£0.44	WASHER, plain	4	

Note: Seat adjuster slides were supplied by two companies to Triumph. They were manufactured by either A. W. Chapman (AWC) or Hallam, Sleigh & Cheston (HSC), and are completely interchangeable as assemblies.

48	820535	NCA	SEAT SLIDE, LH, (AWC)	1	
	818943	NCA	SEAT SLIDE, LH, (HSC)	1	
	820536	NCA	SEAT SLIDE, RH, (AWC)	1	
	818944	NCA	SEAT SLIDE, RH, (HSC)	1	
49	626373	NCA	LEVER SPRING	2	AWC type only
	623200	NCA	LEVER SPRING	2	HSC type only
50	626370	NCA	RUBBER CAP, for adjusting lever	2	
52	SH605071	£0.40	SCREW, seat pivot to slide	4	
53	GHF301	£0.10	WASHER, plain	8	
54	GHF222	£0.42	NUT, nyloc	4	
56	GHF101	£0.19	SCREW, slide & seat to floor	8	
57	GHF300	£0.12	WASHER, plain	8	
58	WP48	£0.18	WASHER, backing	8	3/8" internal diameter
60	AHH9303	£0.71	CIRCULAR CLIP	8	3/4" diameter
61	GHF1500	£0.12	EDGE CLIP	12	
62	BD21962	£4.21	TUBULAR CLIP	4	

Note: Base foams for Germany only To FH50000 are NLA. Use the later base foams for all markets From FH50001 as replacements.



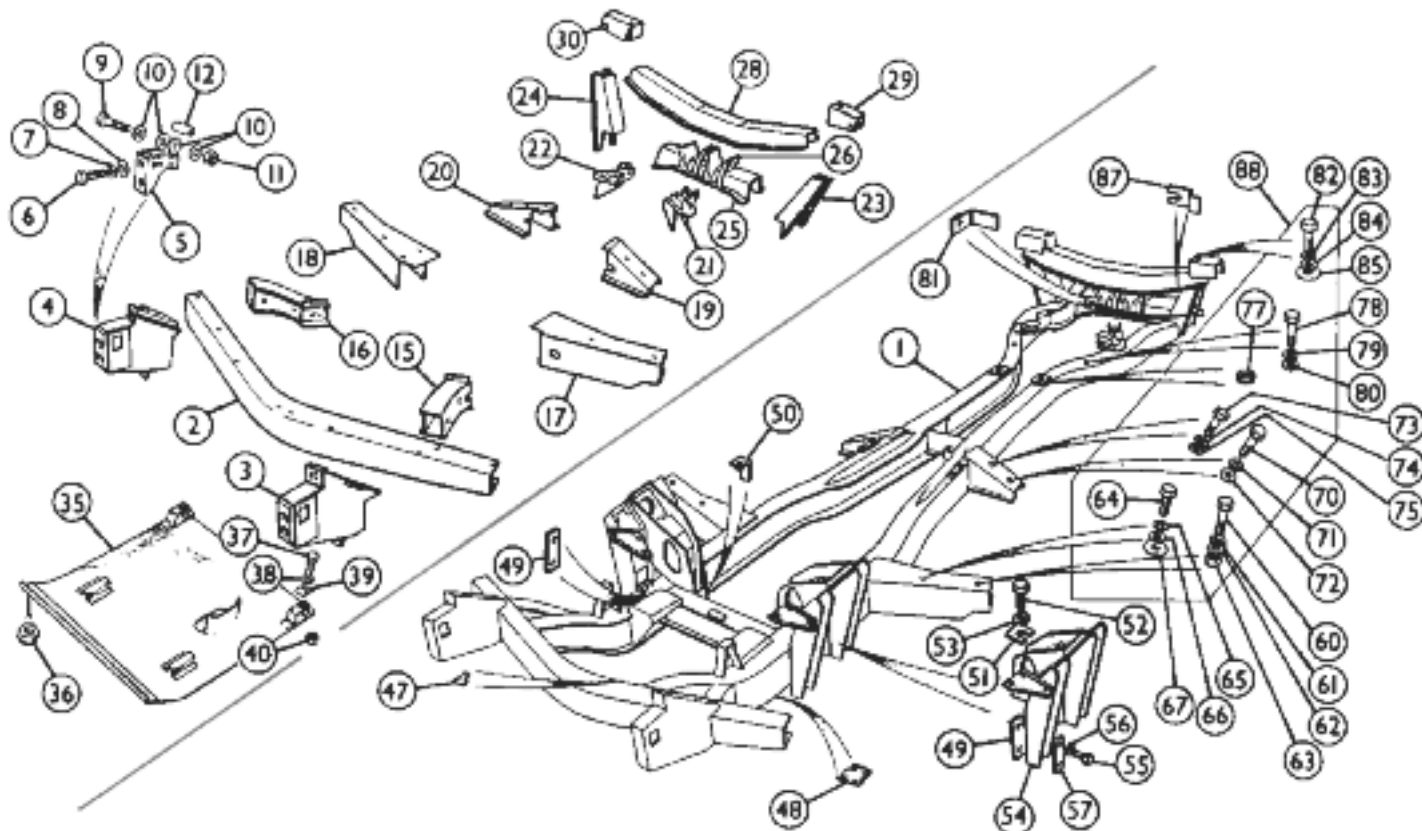
Carpet Sets & Boot Trim

Spitfire carpets have always posed a problem for 'aftermarket' suppliers. The severely contoured floor of the cockpit necessitates a moulded carpet and to produce such a thing you need a mould, and quite a large one at that. Several of them in fact. Unfortunately moulding quality carpet is also of different construction compared to conventional 'laying' type, which adds to the complexity of production.

During the 1960's and 70's different specifications of carpet were in use to the ones marketed these days (which have to be flame resistant and rot-proof as well as mouldable). Even the type of construction has changed, so with the problems caused by trying to match new carpets with faded old ones, it can only be recommended to change complete sets. The good news is that moulded carpets are really easy to fit! The material currently used is tufted and as close to the original as can be found, and the sets fit both MkIV's and 1500's.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	CSA6611	£354.00	CARPET SET, black, moulded, (Complete with fitted gear lever gaiter, ferrule, heel mats & rear deck carpet moulding).	1	
	CAR1	NCA	CARPET SET, black, non-moulded (Complete with gear lever gaiter, handbrake gaiter & heel mats. Universal carpet sets (CAR1) are available in black, other colours may be available to special order).	1	
4	569254	NCA	BUTTON, 'durable dot'	6	
5	WP126	NCA	WASHER, supporting socket	6	
6	7H9866	£0.22	METAL SOCKET, 'durable dot'	6	
7	610624	£0.29	METAL STUD, 'durable dot'	2	footwell carpet to bulkhead
8	611845	£1.03	PLASTIC STUD, 'veltex'	4	footwell and cross member carpets to floor
9	14G8736	£0.35	SPIKE RING	a/r	'invisible' alternative
10	CD23803	£0.80	FASTENER	a/r	to items 4, 5 & 6
11	RU608123	£0.29	RIVET, retaining stud	8	
12	618944	£1.30	FERRULE, gaiter, chrome	1	MkIV (all)
13	618945	NCA	INSERT, threaded	1	MkIV non-overdrive
	619812	NCA	INSERT, threaded	1	MkIV overdrive
14	ZKC301	£0.94	FERRULE, gaiter, black	1	1500
15	705789	£7.40	GAITER, handbrake lever	1	
16	712536X	NCA	MOUNTING BOARD, less gaiter	1	
17	AB608031	£0.13	SCREW, self tapping	4	
18	PWP203	£0.76	WASHER, plain	4	
19	TKP202AL	£35.80	KNEE PAD, LH	1	MkIV &
20	TKP202AR	£35.80	KNEE PAD, RH	1	1500 To FH113678
	XKC2916PA	£36.50	KNEE PAD, LH	1	1500
	XKC2917PA	£35.80	KNEE PAD, RH	1	From FH113679
21	AD608063	£0.29	SCREW, retaining knee pad	2	
22	CD24153	£0.19	WASHER, cupped	2	

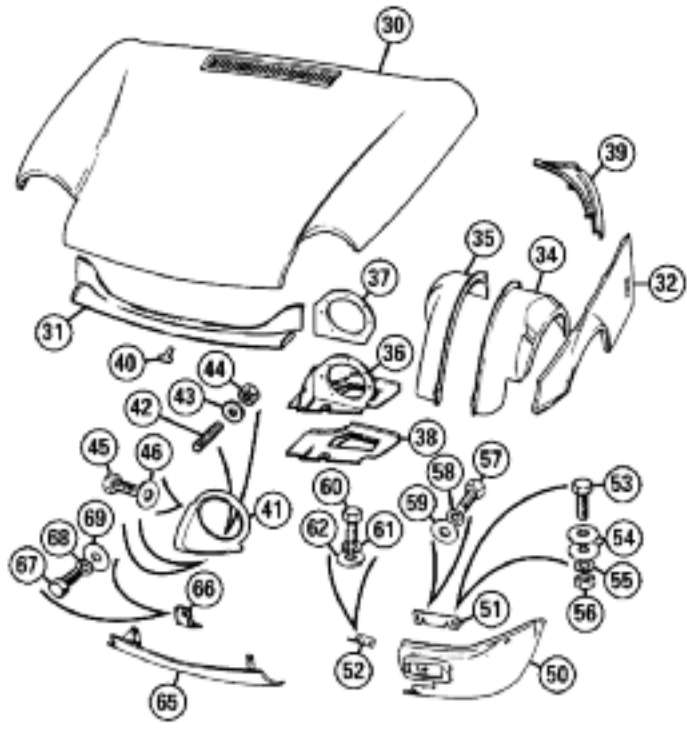
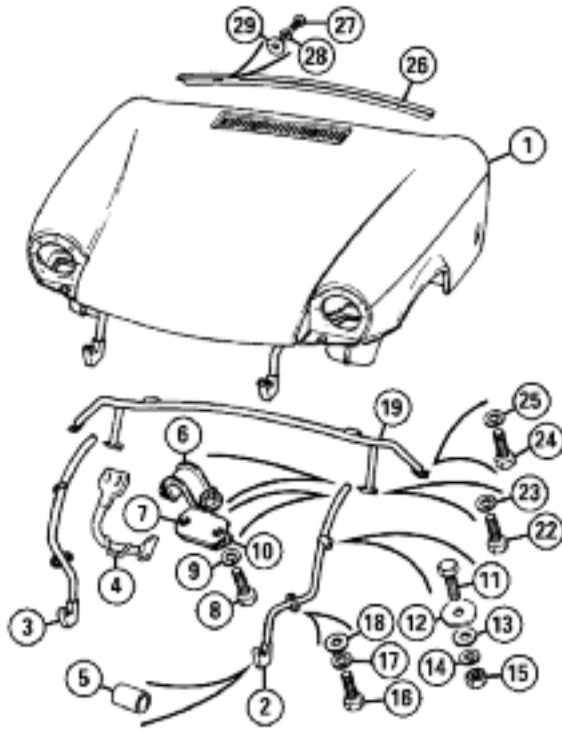
23	TTC102A	£43.10	CENTRE COVER, black	1	1500 From FH80000 To FH113678
	WKC3626PA	£31.60	CENTRE COVER, black	1	1500 From FH113679
24	AD610053	£0.50	SCREW, centre cover	4	
25	517711	£0.29	CUP WASHER, black	4	
26	822781	£138.80	GAITER, black (Armrest & handbrake assembly).	1	1500 From FH80000 To FH113678
	XKC2887PA	£138.80	GAITER, black (Armrest & handbrake assembly).	1	1500 From FH113679
27	822801	£77.30	COVER, armrest, black	1	1500 From FH80000 To FH113678
	XKC2888PA	£80.30	COVER, armrest, black	1	1500 From FH113679 (The change of the black vinyl grain in the trim on 1977 & future Spitfires is visually very obvious. Special care should be taken to ensure that replacement items are of a grain which matches the original items to be retained in the car).
28	GHF421	£0.10	SCREW, retaining armrest	4	
29	613362	NCA	FOOT REST	1	
30	611822	NCA	RUBBER PAD, foot rest	1	positioned on driver's
31	PMZ308	£0.18	SCREW	3	side of gearbox
32	PWZ203	£0.12	WASHER, plain	3	tunnel, RHD
33	WL700101	£0.12	WASHER, locking	3	only
34	HN2005	£0.07	NUT	3	
35	YKC1431	£31.80	BOARD, fuel tank cover, (boot)	1	with boot lamp aperture
37	SE910201	£0.40	SCREW, trim board	7	
38	WE702101	£0.19	WASHER, shakeproof	7	alternative to 41, 42 & 43
39	PWZ203	£0.12	WASHER, plain	7	usually fitted to MkIV
40	FZ34044	£1.33	CLIP NUT	7	
41	AB608054	£0.29	SCREW, self tapping	7	
	509161	NCA	SCREW, UNF, (alternative)	7	alternative to
42	PWZ203	£0.12	WASHER, plain	7	37, 38, 39 & 40
43	ARH596	£0.58	NUT, spire	7	usually fitted to 1500
45	809716	£19.00	MAT, boot floor, (original), black	1	'hardura' felt material



Chassis Frame

ill.	Part Number	Price £ea.	Description	Req.	Details
	403066	NCA	CHASSIS FRAME	1	To FH60000
	PKC58	NCA	CHASSIS FRAME	1	From FH60001 To FH75000
	PKC117	NCA	CHASSIS FRAME	1	From FH75001
2	TS26	£78.00	CROSS MEMBER, front	1	
3	RKC363	£100.00	SUPPORT, pivot bracket, LH (Pivot bracket with strengthened mounting).	1	
4	RKC362	£100.00	SUPPORT, pivot bracket, RH (Pivot bracket with strengthened mounting).	1	
5	715805	NCA	BRACKET, adjusting pivot	2	
6	SH605071	£0.40	SCREW, pivot bracket to support	4	
7	GHF332	£0.19	WASHER, locking	4	
8	GHF315	£0.12	WASHER, plain	4	
9	BH606151	£1.33	BOLT, bonnet pivot tube mounting	2	
10	GHF302	£0.30	WASHER, plain	8	
11	GHF273	£0.24	NUT, nyloc, thin	2	
12	624509	£3.55	BUSH, pivot tube mounting	2	
15	218527	£33.60	GUSSET, front, LH	1	
16	218526	£33.60	GUSSET, front, RH	1	
17	TS45L	£65.00	OUTRIGGER, front, LH	1	
18	TS45R	£65.00	OUTRIGGER, front, RH	1	
19	134400	NCA	OUTRIGGER, intermediate, LH	1	
20	134399	NCA	OUTRIGGER, intermediate, RH	1	
21	219152	NCA	BRACKET, LH (Rear axle mounting to hand brake guide).	1	
22	219153	NCA	BRACKET, RH (Rear axle mounting to hand brake guide).	1	
23	218982	NCA	BRACKET, shock absorber, LH	1	
24	219037	NCA	BRACKET, absorber, RH	1	
25		£Call	CROSS MEMBER, rear	1	not available separately
26	132435	NCA	BRACKET	2	rear axle mounting, rear
28	208943	NCA	CROSS MEMBER	1	rear shock abs mounting
29	132819	NCA	BRACKET, LH	1	rear body & shock abs mountings (fitted to rear) shock abs cross member
30	132754	NCA	BRACKET, RH	1	
35	312183	NCA	RADIATOR SKID SHIELD	1	
36	GHF272	£0.40	NUT, nyloc	4	
37	SH606091	£0.98	SCREW	2	
38	GHF333	£0.19	WASHER, locking	2	
39	144326	£3.70	CLAMP PLATE, plate to chassis	2	
40	GHF202	£0.12	NUT	2	
47	122747	NCA	CLAMP, for wiring	7	

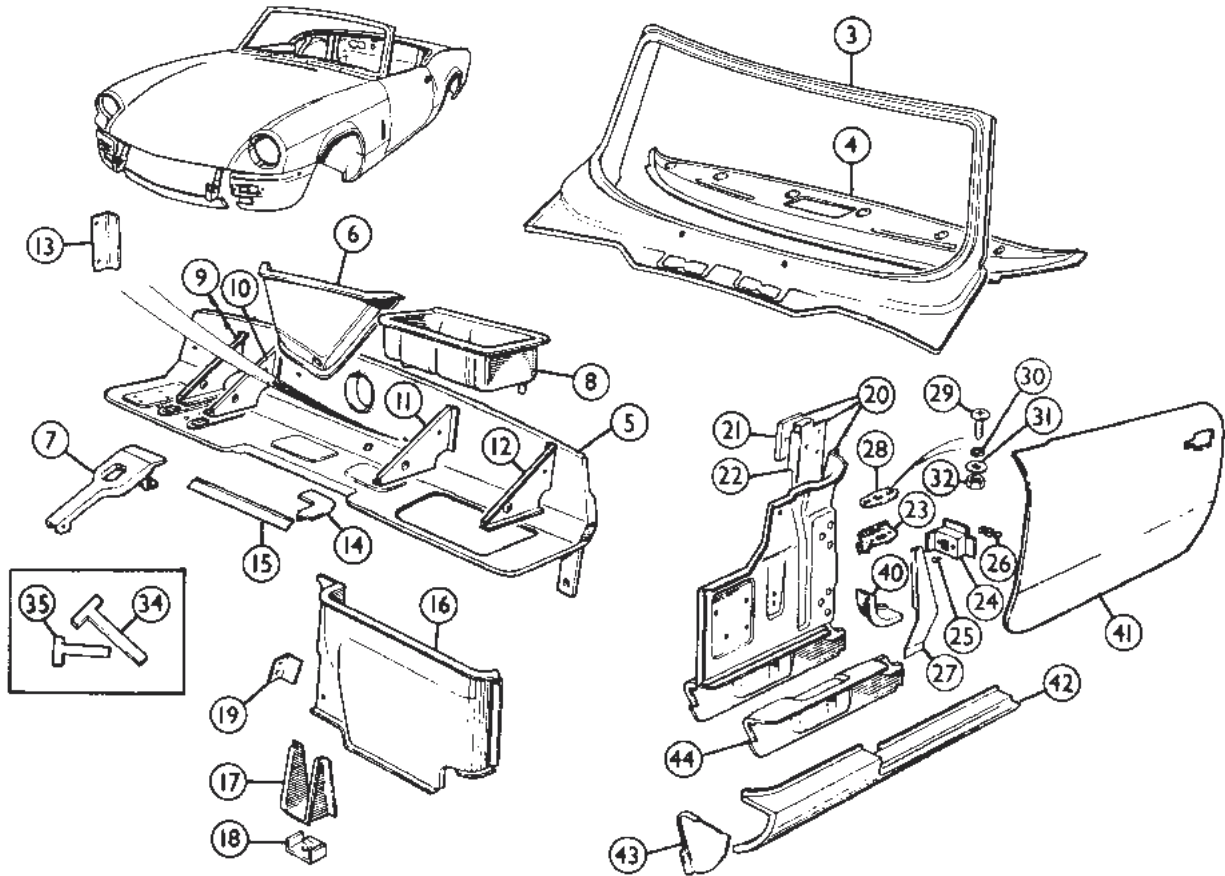
48	155309	NCA	MOUNTING PLATE, spring	2	
49	129650	NCA	PLATE, tapped	2	suspension turret mounting
50	132105	NCA	BRACKET, LH	1	inner suspension
	132104	NCA	BRACKET RH	1	support
51	128356	NCA	SHIM	a/r	front suspension camber adjustment
52	SH606091	£0.98	SCREW	2	
53	WP20X	£0.20	WASHER, plain	2	
54	305746	NCA	SUSPENSION TURRET, LH	1	
	305747	NCA	SUSPENSION TURRET, RH	1	
55	GHF103	£0.42	SCREW, brackets to frame	8	
56	118977A	£0.29	WASHER, locking	8	
57	123203	NCA	PLATE, strengthener	2	
60	BH605281	£1.28	BOLT	2	
61	GHF315	£0.12	WASHER, plain	2	
62	WP19	£0.76	WASHER, plain	2	
63	GHF222	£0.42	NUT, nyloc	2	
64	SH605101	£0.60	SCREW, body	2	
65	GHF332	£0.19	WASHER, locking	2	
66	GHF315	£0.12	WASHER, plain	2	
67	613178	£1.80	MOUNTING, block	2	
70	BH605241	£0.71	BOLT	2	
71	GHF332	£0.19	WASHER, locking	2	
72	GHF315	£0.12	WASHER, plain	2	
73	BH605161	£0.71	BOLT	2	
74	GHF332	£0.19	WASHER, locking	2	
75	GHF315	£0.12	WASHER, plain	2	
77	608836	£0.60	WASHER, rubber, (packing)	2	
78	BH605281	£1.28	BOLT	2	
79	GHF332	£0.19	WASHER, locking	2	
80	GHF315	£0.12	WASHER, plain	2	
81	159733	NCA	BRACKET	2	rear brake hose mounting
82	GHF106	£0.35	BOLT, rear body mounting	2	
83	GHF333	£0.19	WASHER, locking	2	
84	WM59	£0.19	WASHER, plain	2	
85	613178	£1.80	MOUNTING BLOCK, rubber	2	
87	152602	NCA	MOUNTING	1	three way brake pipe union
88	574245	£16.90	BODY MOUNTING KIT	1	



Bonnet & Front Valance

ill.	Part Number	Price £ea.	Description	Req.	Details
1	WKC3450	£1,346.00	BONNET ASSEMBLY (Supplied with bonnet irons, but not headlamp covers).	1	
	XKC3747	£1,346.00	BONNET ASSEMBLY (Supplied with support tubes, but not headlamp covers. Includes front wing side repeater holes).	1	US spec
2	911107	£94.86	BONNET IRON, LH	1	
3	911108	£94.86	BONNET IRON, RH	1	
4	XKC2676	£46.80	BONNET TUBE, LH	1	US spec
	XKC2677	£46.80	BONNET TUBE, RH	1	
5	624508	NCA	PIVOT SLEEVE (Pivot sleeves are supplied welded to each bonnet iron. The part that wears the most is the bush (624509) in each pivot: See chassis frame for details).	2	
6	607869	£27.00	CLAMP BRACKET	4	
7	607711	£9.30	CLAMP PLATE	4	
8	GHF117	£0.19	SCREW, clamp plate	8	
9	GHF331	£0.12	WASHER, locking	8	
10	GHF301	£0.10	WASHER, plain	8	
11	GHF117	£0.19	SCREW, bonnet iron to arch	2	
12	GHF314	£0.12	WASHER, plain	2	1" external diameter
13	PWZ204	£0.12	WASHER, plain	2	0.75" external diameter
14	GHF331	£0.12	WASHER, locking	2	
15	GHF200	£0.12	NUT	2	
16	GHF117	£0.19	SCREW, front mounting	4	
17	GHF331	£0.12	WASHER, locking	4	
18	PWZ204	£0.12	WASHER, plain	4	
19	WKC3414	£105.00	BONNET SUPPORT (This also has additional pick up points for supports which are only used on USA spec cars).	1	
22	SH604041	£0.19	SCREW, support to wheel arch	4	
23	GHF331	£0.12	WASHER, locking	4	
24	SH604041	£0.19	SCREW, support to wing lip	4	
25	GHF331	£0.12	WASHER, locking	4	
26	722631	NCA	SUPPORT, bonnet rear	1	
27	GHF117	£0.19	SCREW	2	(To mid 1977)
28	GHF331	£0.12	WASHER, locking	2	(change point not known)
29	WM57	£0.29	WASHER, plain	2	
30	WKC1653	NCA	CENTRE PANEL, bonnet	1	
31	815010	£52.00	FRONT REINFORCEMENT PANEL	1	
32	909663	£104.00	FRONT WING, LH	1	original
	909664	£104.00	FRONT WING, RH	1	
	TS32L	£78.00	FRONT WING, LH	1	reproduction
	TS32R	£78.00	FRONT WING, RH	1	
34	909351	£70.50	WHEEL ARCH, outer, LH	1	original
	909352	£70.50	WHEEL ARCH, outer, RH	1	

TS36L	£58.60	WHEEL ARCH, outer, LH	1	reproduction	
TS36R	£58.60	WHEEL ARCH, outer, RH	1		
35	909797	£76.00	WHEEL ARCH, inner, LH	1	
	909798	£76.00	WHEEL ARCH, inner, RH	1	
36	818871	£70.00	HEADLAMP PANEL & SUPPORT, LH	1	original
	818872	£70.00	HEADLAMP PANEL & SUPPORT, RH	1	includes items 37 & 38
	TS38L	£52.00	HEADLAMP PANEL & SUPPORT, LH	1	reproduction
	TS38R	£52.00	HEADLAMP PANEL & SUPPORT, RH	1	includes items 37 & 38
37	818871A	NCA	HEADLAMP PANEL, LH	1	
	818872A	NCA	HEADLAMP PANEL, RH	1	
38	TS39L	£38.00	SUPPORT PANEL, lower, LH	1	
	TS39R	£38.00	SUPPORT PANEL, lower, RH	1	
39	WKC4815	NCA	MOUNTING, bonnet locator, LH	1	
	WKC4816	NCA	MOUNTING, bonnet locator, RH	1	
40	603559	£0.71	CLIP, wiring	4	across front return panel
41	911101	£81.00	HEADLAMP COVER, diecast, LH	1	primed
	911102	£81.00	HEADLAMP COVER, diecast, RH	1	finish
42	106765R	£3.05	STUD, headlamp cover securing	2	cut to fit
43	WM57	£0.29	WASHER, plain	2	
44	GHF200	£0.12	NUT	2	
45	SH604031	£0.88	SCREW, headlamp cover	4	
46	GHF300	£0.12	WASHER, plain	4	
50	815391	£135.00	QUARTER VALANCE, LH	1	original
	815392	£135.00	QUARTER VALANCE, RH	1	
	TS31L	£105.30	QUARTER VALANCE, LH	1	reproduction
	TS31R	£105.30	QUARTER VALANCE, RH	1	
	TT7403	£55.00	QUARTER VALANCE, LH	1	fibreglass
	TT7404	£55.00	QUARTER VALANCE, RH	1	
	TS49	£13.86	BRACKET KIT, quarter valance	2	one of each items 51 & 52
51	TS47	£9.70	SUPPORT BRACKET (Quarter valance to front chassis crossmember).	2	
52	TS48	£7.50	SUPPORT BRACKET (Quarter valance to bonnet pivot bracket).	2	
53	SH605051	£0.20	SCREW, bracket to chassis	4	
54	GHF315	£0.12	WASHER, plain	8	above & below chassis member
55	GHF332	£0.19	WASHER, locking	4	
56	GHF201	£0.08	NUT	4	
57	SH605051	£0.20	SCREW	4	bracket to qtr. valance
58	GHF332	£0.19	WASHER, locking	4	
59	GHF315	£0.12	WASHER, plain	4	
60	GHF117	£0.19	SCREW	8	bracket to qtr. valance
61	GHF331	£0.12	WASHER, locking	8	
62	WM57	£0.29	WASHER, plain	8	
65	715889	£89.52	FRONT VALANCE CENTRE	1	
66	624601	NCA	BRACKET, front valance centre	1	not applicable
67	SH604051	£0.19	SCREW, front valance mounting	4	when spoiler
68	GHF331	£0.12	WASHER, locking	4	is fitted
69	WM57	£0.29	WASHER, plain	4	



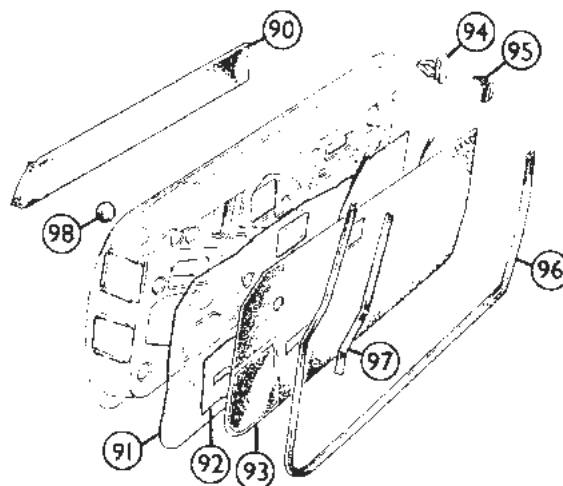
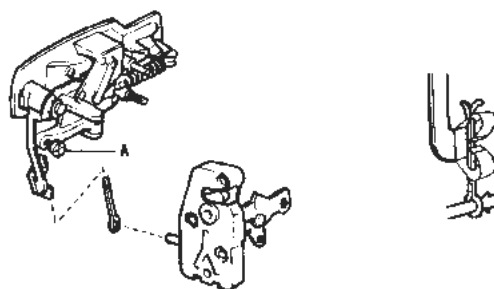
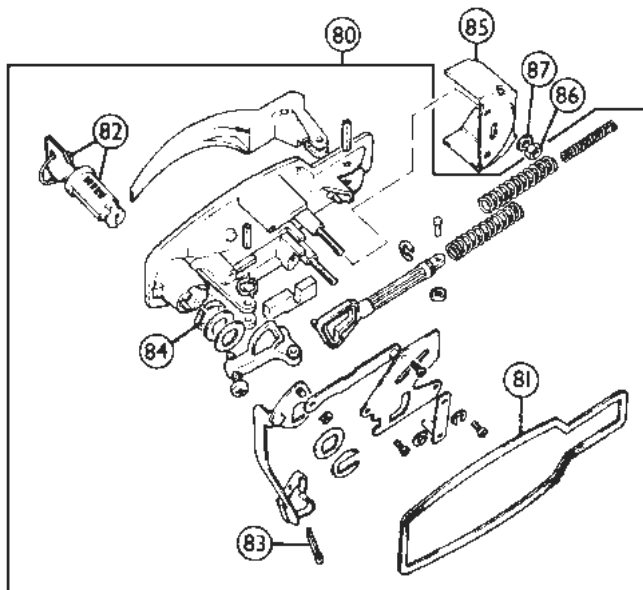
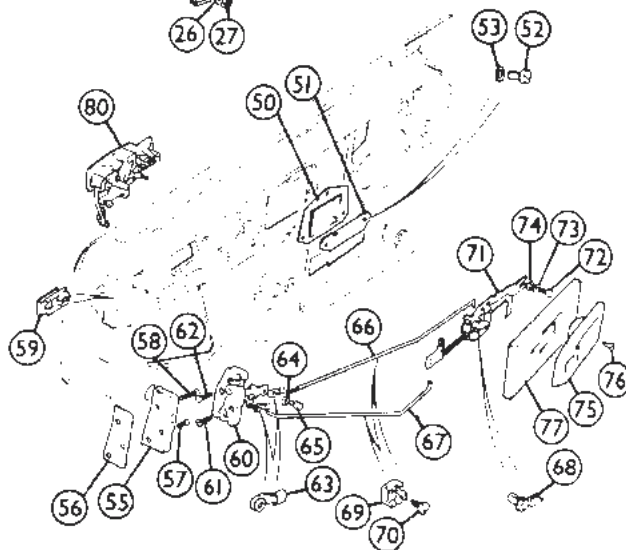
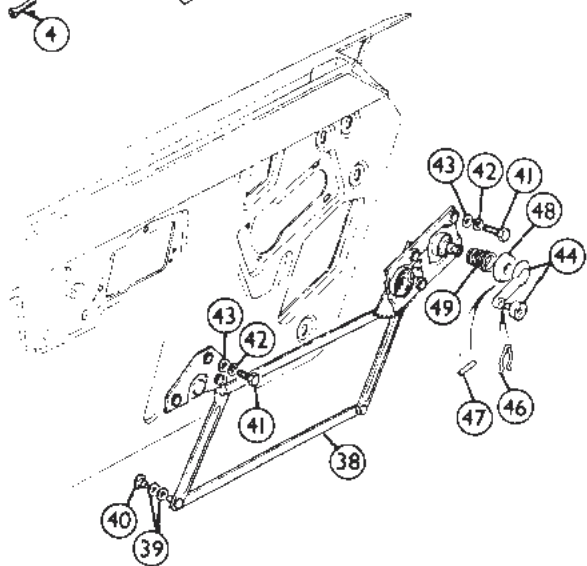
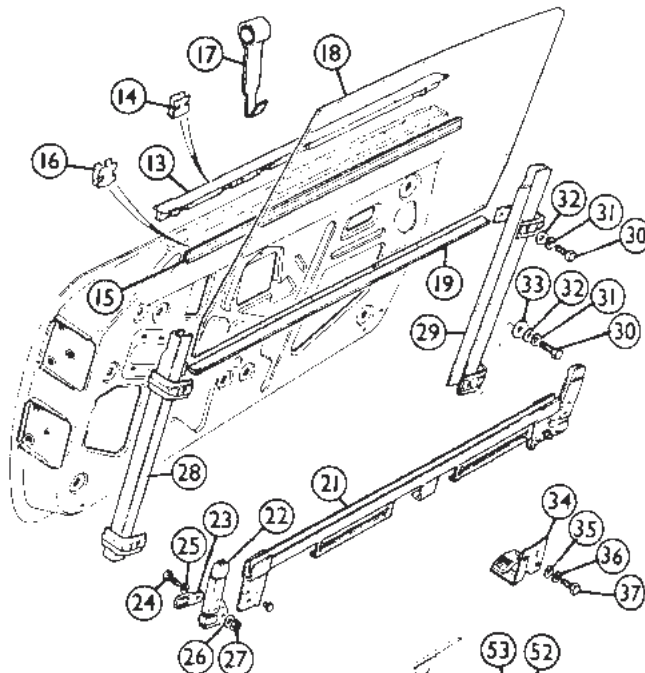
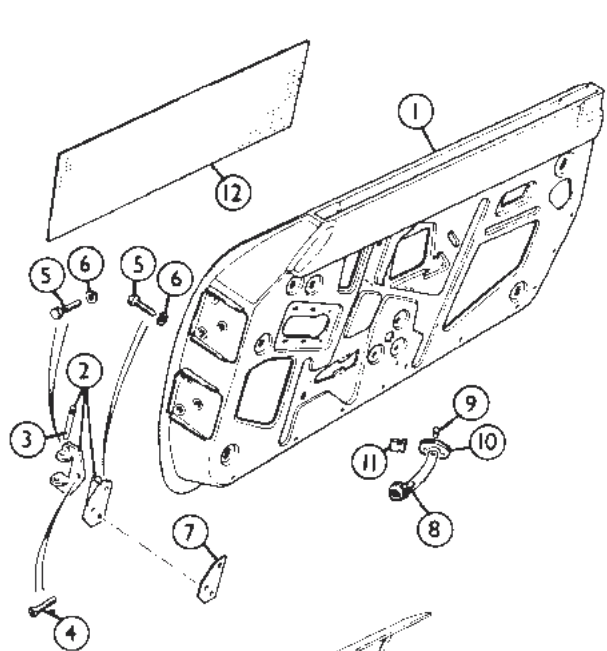
Centre Body Panels

ill.	Part Number	Price £ea.	Description	Req.	Details
3	815397		NCA WINDSCREEN FRAME	1	
4	908521		NCA FASCIA TOP PANEL	1	
5	813945		NCA BULKHEAD PANEL	1	RHD
	813944		NCA BULKHEAD PANEL	1	LHD
6	813946		NCA PLENUM CHAMBER, heater entry	1	
7	809785		NCA SUPPORT, steering column	1	RHD
	809786		NCA SUPPORT, steering column	1	LHD
8	806707	£37.80	BATTERY BOX	1	RHD
	807030	£36.00	BATTERY BOX	1	LHD
9	TS73R	£21.30	BRACKET, outer, RHD	1	
	TS74L	£21.30	BRACKET, outer, LHD	1	To (c) FH80000
10	TS74L	£21.30	BRACKET, inner, RHD	1	
	TS73R	£21.30	BRACKET, inner, LHD	1	
11	613687		NCA BRACKET, battery, inner	1	
12	613686		NCA BRACKET, battery, outer	1	
13	621686		NCA BRACKET, overdrive relay	1	by battery box, (if fitted)
14	611665		NCA CORNER SUPPORT, bulkhead	2	
15	619482		NCA CENTRE SUPPORT, bulkhead	1	
16	818785		NCA FRONT PANEL, bulkhead, LH	1	RHD models
	818786		NCA FRONT PANEL, bulkhead, RH	1	
	809740		NCA FRONT PANEL, bulkhead, LH	1	LHD models
	818780		NCA FRONT PANEL, bulkhead, RH	1	
17	607621	£28.30	BRACKET, body mounting	2	
18	607637		NCA STRENGTHENER, body mounting	2	
19	615706		NCA BRACKET, valance	2	weld to bulkhead
20	912979		NCA 'A' POST, LH	1	RHD; includes items
	912980		NCA 'A' POST, RH	1	21, 22, 23, 24, 27
	TS52AL	£71.20	'A' POST, LH	1	RHD & LHD; includes items
	TS52AR	£71.20	'A' POST, RH	1	21, 22, 23, 24, 27
21	607610		NCA HINGE PLATE, tapped	4	
22	716149		NCA HINGE PLATE SUPPORT, LH	1	
	716150		NCA HINGE PLATE SUPPORT, RH	1	
23	612616		NCA BRACKET, bonnet location	2	
24	613350		NCA BRACKET, check strap, LH	1	
	613351		NCA BRACKET, check strap, RH	1	
25	569313	£0.40	RIVET, retaining clip	4	
26	603344	£5.39	RETAINING CLIP, check strap	2	
27	715982		NCA BONNET SLIDE, LH	1	
	715983		NCA BONNET SLIDE, RH	1	
28	612617		NCA LOCATOR PLATE	2	bonnet cone

29	ULC1757	£0.98	SCREW, pan head	4
30	WL700081	£1.24	WASHER, locking	4
31	WM54	£0.34	WASHER, plain	4
32	UCN116L	£0.55	NUT, plain	4
34	622150		NCA CLIP, retaining wiring	4
35	603559	£0.71	CLIP, retaining wiring	10
40	TS10L	£28.30	'A' POST LOWER CORNER, LH	1
	TS10R	£28.30	'A' POST LOWER CORNER, RH	1
41	TS12L	£78.50	DOOR SKIN, LH	1
	TS12R	£78.50	DOOR SKIN, RH	1
42	903097	£87.50	OUTER SILL, LH, genuine	1
	903098	£87.50	OUTER SILL, RH, genuine	1
	TS16L	£65.20	OUTER SILL, LH, aftermarket*	1
	TS16R	£65.20	OUTER SILL, RH, aftermarket*	1

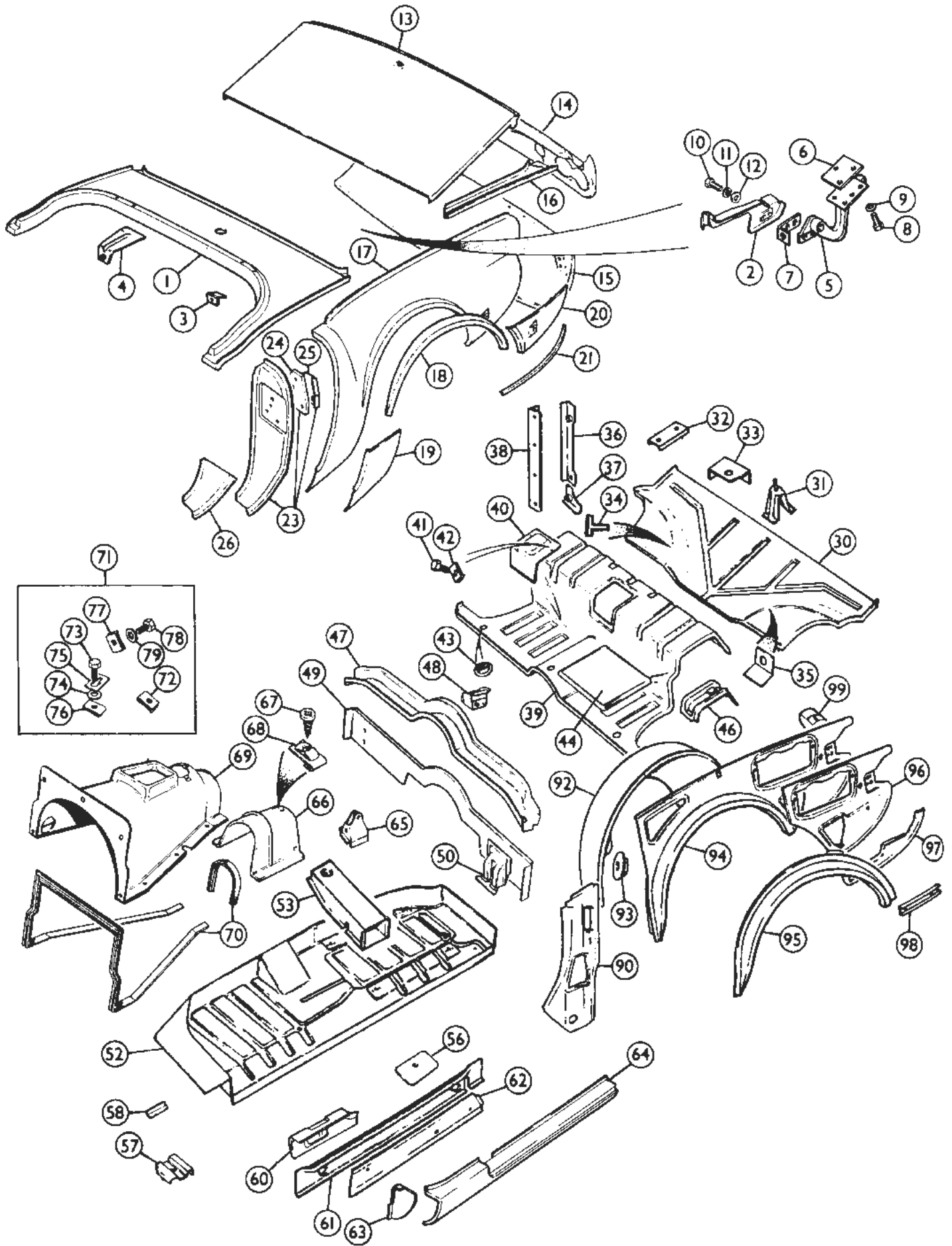
*Note: Unlike genuine items, aftermarket sills do not have the front upper radius that fits around the corner of the bulkhead.

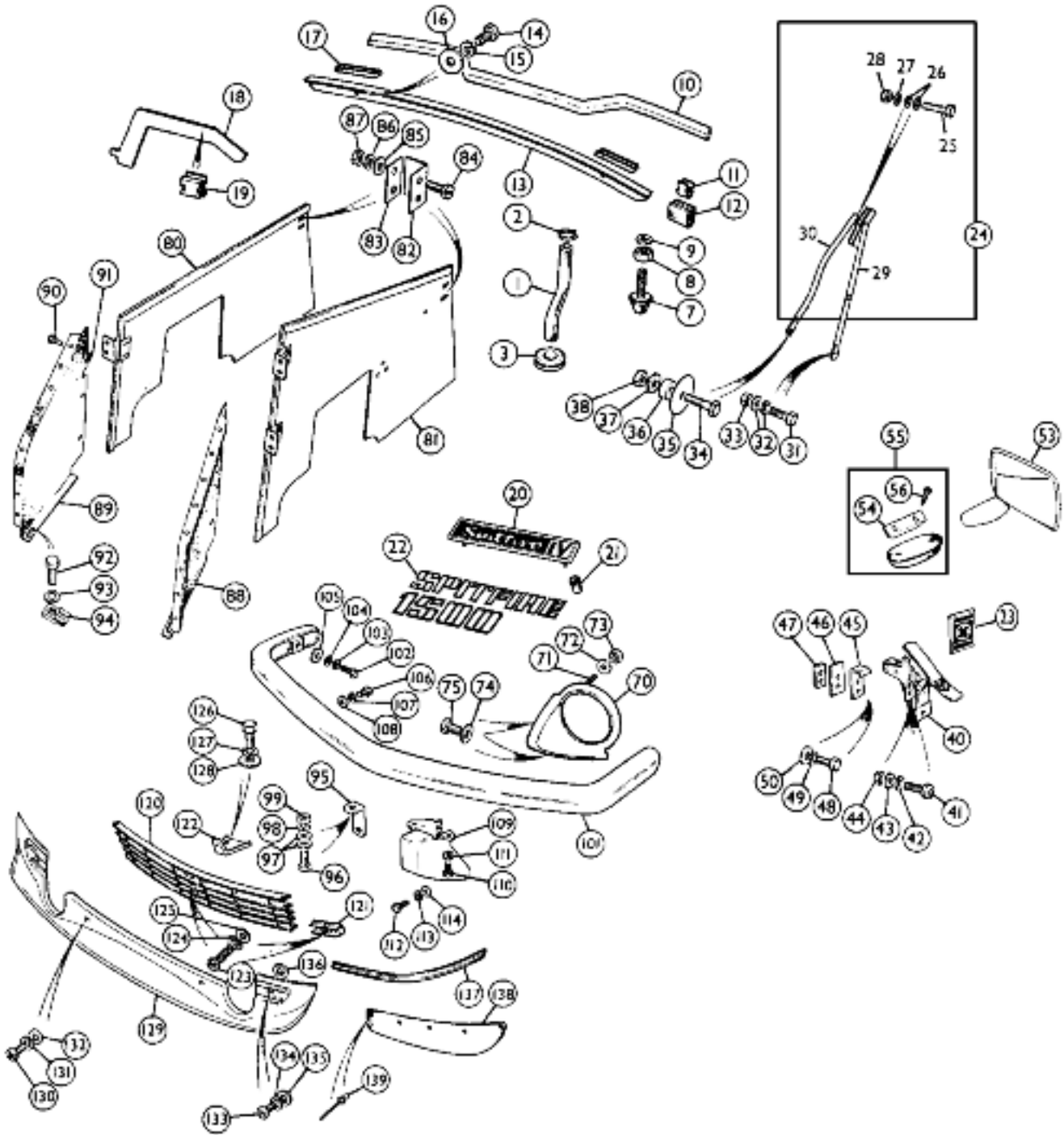
43	TS13L	£12.00	END PLATE, sill, LH	1
	TS13R	£12.00	END PLATE, sill, RH	1
44	TS52L	£62.70	'A' POST, lower repair, LH	1
	TS52R	£62.70	'A' POST, lower repair, RH	1



Doors & Fittings

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	915361	£282.50	DOOR SHELL, LH	1	
	915362	NCA	DOOR SHELL, RH	1	
	TS12L	£78.50	DOOR SKIN, LH	1	
	TS12R	£78.50	DOOR SKIN, RH	1	
2	607824	£20.00	HINGE, (& pin)	4	
3	607823	£4.00	HINGE PIN	4	
4	SF605061	£0.55	SCREW, hinge to door	4	
5	SH605071	£0.40	SCREW, hinge to door & 'A' post	20	
6	GHF332	£0.19	WASHER, locking	20	
7	610042	£0.70	HINGE PACKING	4	
			(Use sealant when fitting the packing pieces to ensure against water ingress).		
8	613024	£13.35	CHECK STRAP, door	2	
9	613239	£1.70	PIN KIT, (clevis pin, washer & clip)	2	
			(While the check straps were originally attached by rivets, the clevis pin arrangement offered here is more satisfactory (and easier to install).		
10	602821	£2.00	SEAL, check strap	2	
11	613169	£0.82	CLIP, seal to 'A' post	4	
12	CHM228	£7.20	PAD, sound deadening	2	
13	612792	£7.20	WEATHERSTRIP, outer	2	door glass
14	613169	£0.82	CLIP, outer	14	weather strip to door
15	612806	£4.88	WEATHERSTRIP, inner	2	door glass
16	GHF1582	£0.38	CLIP, inner	10	weather strip to door
17	GAC9994X	£13.00	HOOKEED TOOL	1	for fitting weatherstrip clips
			(Apart from preventing water entering the door shells, new weatherstrips are a very efficient anti-rattle system for the door glasses).		
18	WKC4647	£46.00	DOOR GLASS	2	
19	617166	£2.24	RUBBER STRIP	2	between glass & channel
21	TS57L	£132.00	CHANNEL, LH	1	
	TS57R	£132.00	CHANNEL, RH	1	
22	619509	NCA	GUIDE BLOCK & STIFFENER	4	
23	613326	£2.80	SPACER BLOCK	4	
24	613049	£2.90	SCREW, guide block fitting	4	
25	GHF331	£0.12	WASHER, locking	4	
26	GHF300	£0.12	WASHER, plain	4	
27	JN2107	£0.19	HALF NUT	4	
28	706781	NCA	CHANNEL, window, front, LH	1	
	706782	NCA	CHANNEL, window, front, RH	1	
29	709387	NCA	CHANNEL, window, rear, LH	1	
	709388	NCA	CHANNEL, window, rear, RH	1	
30	SH604051	£0.19	SCREW, front & rear channels	8	
31	GHF331	£0.12	WASHER, locking	8	
32	WP139	£0.44	WASHER, plain, small	8	
33	GHF314	£0.12	WASHER, plain, large	4	on lower bolts only
34	613378	NCA	STOP BRACKET, lower	2	door drop glass
35	PWZ203	£0.12	WASHER, plain	4	
36	WL700101	£0.12	WASHER, locking	4	
37	HU505	£0.44	SCREW, attaching stop bracket	4	
38	911271	NCA	REGULATOR, window winder, LH	1	
	911272	£65.00	REGULATOR, window winder, RH	1	
39	607902	£1.85	WASHER, leather	8	both sides of lower channel
40	607867	£2.10	CLIP, regulator stud	4	
41	SH604041	£0.19	SCREW, regulator	14	
42	GHF331	£0.12	WASHER, locking	14	
43	GHF300	£0.12	WASHER, plain	14	
44	621811	£13.00	HANDLE, window winder	2	
46	NKC513	NCA	CIRCLIP, retaining knob	2	
47	ALH1527	£0.84	PIN, locating handle	2	
48	623843	£3.05	ESCUTCHEON, black, (handle)	2	
49	603382	£2.84	SPRING, escutcheon tensioning	2	
50	716011	NCA	ESCUTCHEON	2	interior door handle
51	624634	NCA	FINGER PULL, stainless	2	
52	PT504	£0.29	SCREW	6	
53	WE702101	£0.19	WASHER, shakeproof	6	
55	CZA3310	£17.00	STRIKER PLATE, RH	1	
	CZA3311	£17.00	STRIKER PLATE, LH	1	
56	BHH341	£1.03	PACKING, striker plate, 0.064"	a/r	
	BHH342	£0.82	PACKING, striker plate, 0.032"	a/r	
	ZKC6167	NCA	PACKING, striker plate, 0.010"	a/r	
57	ZKC38	£2.10	SCREW, countersunk, short	4	
			(Striker plate to 'B' post middle & lower positions).		
58	ZKC37	£2.10	SCREW, long,	2	striker plate to 'B' post, upper
59	518454X	£1.60	CAGED NUT, 1/4" UNF	2	
60	914695	NCA	DOOR LOCK, LH	1	
	914696	NCA	DOOR LOCK, RH	1	
61	ZKC37	£2.10	SCREW, long, lock to door	2	lower position only
62	ZKC36	£1.49	SCREW, short, lock to door	4	middle & upper positions
63	GHF1180	£3.66	CLIP & BUSH	4	rod securing
64	WP3	£0.24	WASHER, plain	2	
65	630079	NCA	PIN	2	rod securing
			(Remove when adjusting operating rod).		
66	819809	NCA	ADJUSTABLE ROD, lock operating	2	
67	819807	NCA	ROD, remote control, LH	1	lock mechanism
	819808	NCA	ROD, remote control, RH	1	
68	937609	NCA	CLIP & BUSH, rod securing	2	
69	364480	NCA	ROD GUIDE	4	
70	577064	NCA	SCREW, guide securing	4	
71	819801	£35.00	HANDLE, door, (interior), LH	1	
	819802	£35.00	HANDLE, door, (interior), RH	1	
72	SH604041	£0.19	SCREW, securing door handle	6	
73	GHF331	£0.12	WASHER, locking	6	
74	GHF300	£0.12	WASHER, plain	6	
75	819803	£15.60	BEZEL, interior handle, LH	1	
	819804	£16.80	BEZEL, interior handle, RH	1	
76	509278	£0.28	SCREW, bezel securing	2	
77	632104	NCA	FOAM PACKING	2	
80	915633	£104.40	HANDLE, exterior, chrome, LH	1	To (c) FH100020
	915634	£105.50	HANDLE, exterior, chrome, RH	1	
	915633/4	£189.60	HANDLES, chrome, (pair)	2	From (c) FH100021
	YKC2837	£95.00	HANDLE, exterior, black, LH	1	
	YKC2838	£95.00	HANDLE, exterior, black, RH	1	
	YKC2837/8	£162.00	HANDLES, black, (pair)	1	
			Note: While door handles are available individually, it is preferable to replace them in pairs to ensure that one key still operates both doors. The unlisted door lock components in the illustration simply show the relative positions of the available parts. When fitting a new door handle we suggest you shape the split pin (item 83) to fit the shaft & then refit to the exterior door handle.		
			Also, once installed, adjust screw 'A' to give clearance in the lock plate. The height of the split pin has to be adjusted to make the linkage work correctly between inner and outer locks, once correct, open tails of split pin slightly to lock into position.		
81	577473A	£5.30	GASKET, handle to door	1	
82	576469	£24.00	LOCK BARREL	2	single, with two keys
	576469P	£56.20	LOCK BARRELS	1	matched pair, with two keys
83	GHF505	£0.29	SPLIT PIN	2	
84	520049	£0.60	SPRING RETAINER, lock barrel	2	
85	724192	NCA	CLAMP BRACKET, door handle	2	
86	GHF206	£0.08	NUT	4	
87	WL700101	£0.12	WASHER, locking	4	
90	727581	£13.50	MOULDED COVER, waist rail, LH	1	black
	727591	£13.50	MOULDED COVER, waist rail, RH	1	black
91	822559	NCA	WATER CURTAIN	2	
92	632200	NCA	WATER CURTAIN, inner handle	2	
93		£Call	TRIM PANEL, door lining	2	see page 81
94	GHF1230	£0.47	CLIP, trim panel to door	28	
95	GHF1232	£0.34	CLIP, top edge of trim to door	16	
96	631321	£13.20	SEAL, pre-cut	2	black felt & rubber
	724031M	£5.20	SEAL, per metre	a/r	alternatives
			Note: While black was the only draught excluder colour originally used, we can satisfy proud owners of cars with interiors in colours other than black with the following. By the way, when ordering draught excluder which is sold by the metre, five metres are required for two door apertures.		
	DER5001M	NCA	SEAL, red, felt/rubber	a/r	per metre
	DEL3220M	£8.90	SEAL, blue, woven/rubber	a/r	
	KGF817M	NCA	SEAL, grey, nylon/rubber	a/r	
97	620403	£5.18	SEAL	2	(Front edge of door glass fitted to windscreen frame).





Front Body Exterior Trim & Fittings

ill.	Part Number	Price £ea.	Description	Req.	Details
1	612970	NCA	DRAIN TUBE	1	battery box to LH foot well
2	CS4012	£1.40	CLAMP, hose securing	1	wire type
3	613025	NCA	GROMMET, drain tube to floor	1	
7	612962	£2.65	CONE, bonnet locating	2	
8	NT605041	£0.19	NUT, adjusting cone	2	
9	GHF315	£0.12	WASHER, plain	2	
10	610675	£8.30	SEAL, bulkhead to bonnet	1	
11	ZKC1942	£0.50	CLIP, bonnet buffer	2	original
	613169	£0.82	CLIP, bonnet buffer, (deep)	2	alternative
12	632020	NCA	BONNET BUFFER	2	
(The bonnet buffers are fitted to the rear edge of bonnet to restrict fore and aft movement when the vehicle is in motion).					
13	722631	NCA	REAR BONNET SUPPORT	1	
14	GHF117	£0.19	SCREW	2	
15	GHF331	£0.12	WASHER, locking	2	(To mid 1977)
16	WM57	£0.29	WASHER, plain	2	change point unknown
17	608643	NCA	PACKING SPONGE, short	2	
	ZKC3664	NCA	PACKING SPONGE, long (Fitted to bonnet tube).	1	From mid 1977

18	613666	£3.35	SEAL, inner wheel arch rear edge	2	
19	606389	£0.66	CLIP, retaining seal	18	
20	624730	£17.50	BADGE, 'Spitfire IV'	1	MkIV models
21	GHF1532	£0.41	BUSH, badge fixing	2	
22	YKC1454	£5.90	DECAL, black	1	1500
	YKC1455	£5.80	DECAL, aluminium	1	
23	725525	£8.56	HOUSE BADGE, 'BL'	2	
			(Self adhesive, silver on blue).		
	CZH2717	£5.70	HOUSE BADGE, 'BL', plastic	2	alternatives
			(Self adhesive, blue on silver).		
	CZH2717	£5.70	HOUSE BADGE, 'BL', metal	2	
			(Self adhesive, blue on silver).		

Note: Originally the MkIV & the 1500 should only have used badge 725525, though some early models appear to have been released with the CZH2717 badge fitted.

24	SBP154SS	£51.80	BONNET STAY, stainless steel	1	
			(Supplied as a kit, with pivot bolt, ready to fit).		
25	BH604101	£0.29	BOLT, pivot	1	
26	WP42	NCA	WASHER, spacing on pivot bolt	2	
27	GHF300	£0.12	WASHER, plain	1	
28	GHF221	£0.24	NUT, nyloc	1	
29	613751	NCA	STAY, bonnet, lower	1	

30	613045	NCA	STAY, bonnet, upper	1	
31	SH604041	£0.19	SCREW	1	} lower stay to suspension turret
32	GHF300	£0.12	WASHER, plain	2	
33	GHF221	£0.24	NUT, nyloc	1	
34	GHF101	£0.19	SCREW, upper stay to inner arch	1	
35	GHF314	£0.12	WASHER, plain, large	1	
36	AHH6939	£0.70	SPACER	1	
37	GHF300	£0.12	WASHER, plain	1	
38	GHF221	£0.24	NUT, nyloc	1	
40	607663	£48.00	BONNET CATCH	2	
41	PMZ308	£0.18	SCREW, catch	6	
42	PWZ203	£0.12	WASHER, plain	6	
43	WF703081	£0.29	WASHER, shakeproof	6	
44	HN2005	£0.07	NUT	6	
45	607664	£5.70	CATCH PLATE, on bulkhead	2	
46	613474	NCA	PAD, sealing below plate	2	
47	609931	NCA	PLATE, tapped, inside bulkhead	2	
48	GHF117	£0.19	SCREW	4	
49	GHF321	£0.12	WASHER, shakeproof	4	
50	WP127	£0.29	WASHER, plain	4	
	TT7364	£24.00	BONNET LOCKS, (pair)	1	

Note: These TriumphTune bonnet locks are fitted in front of the bonnet catch & lever with the inner chrome section to lock the bonnet when down. The pair offer far greater security for those valuable under bonnet components.

53	GAM258X	£20.60	MIRROR, flat, clear, RH	1	} polished
	GAM259X	£20.60	MIRROR, flat, clear, LH	1	
	GAM261X	£22.00	MIRROR, flat, clear, RH	1	} black
	GAM262X	£22.00	MIRROR, flat, clear, LH	1	
	GAM215A	£25.30	MIRROR, convex glass, RH	1	} polished
	GAM216A	£25.30	MIRROR, convex glass, LH	1	

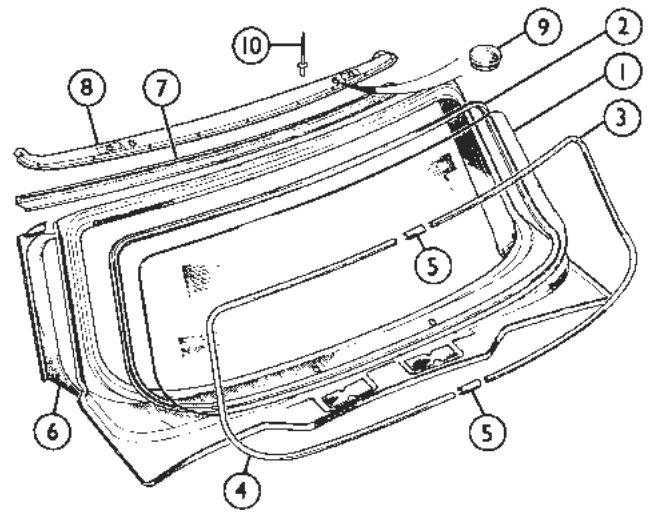
Note: These mirrors are all supplied with mounting plate, wedge and screws. Up to FH80000, mirrors were always installed by a PDI (pre-delivery inspection) team at each local Triumph dealership. This allowed the new owner an option regarding which mirrors should be fitted. From FH80001 onwards, only black mirrors were offered and these were fitted at the factory.

54	DZB5208A	NCA	WEDGE, mirror mounting	2	
55	CZA7164K	£5.50	MOUNTING KIT, mirror	2	inc. pad, wedge & screws
56	AAU4809	NCA	SCREW, mirror mounting	4	
	YKC1097	NCA	SCREW, plated	2	
70	911101	£81.00	HEADLAMP COVER, diecast, LH	1	} primed finish
	911102	£81.00	HEADLAMP COVER, diecast, RH	1	
71	106765R	£3.05	STUD, headlamp cover securing	2	cut to fit
72	WM57	£0.29	WASHER, plain	2	
73	GHF200	£0.12	NUT	2	
74	GHF300	£0.12	WASHER, plain	4	
75	SH604031	£0.88	SCREW, retaining headlamp cover	4	
			(Be careful when fitting the SH604031 screws. They must not be allowed to 'bottom-out' inside the headlamp cover. (See our catalogue for a replacement headlamp cover when you've cracked the casting!).		
80	820715Z	£71.00	SIDE VALANCE, engine, RH	1	MkIV style, will
81	569924Z	£71.00	SIDE VALANCE, engine, LH	1	fit 1500 models
			(Side valance panels come with front brackets, loose).		
	820715Z	£71.00	SIDE VALANCE, engine, RH	1	1500
	569924Z	£71.00	SIDE VALANCE, engine, LH	1	
82	615706	NCA	BRACKET, valance attachment	2	weld to bulkhead
83	615699	NCA	SUPPORT PLATE	2	
84	PT504	£0.29	SCREW	4	
85	PWZ203	£0.12	WASHER, plain	4	
86	WL700101	£0.12	WASHER, locking	4	
87	HN2005	£0.07	NUT	4	

Note: The nuts & bolts for attaching the radiator to the radiator support are shown on page 20.

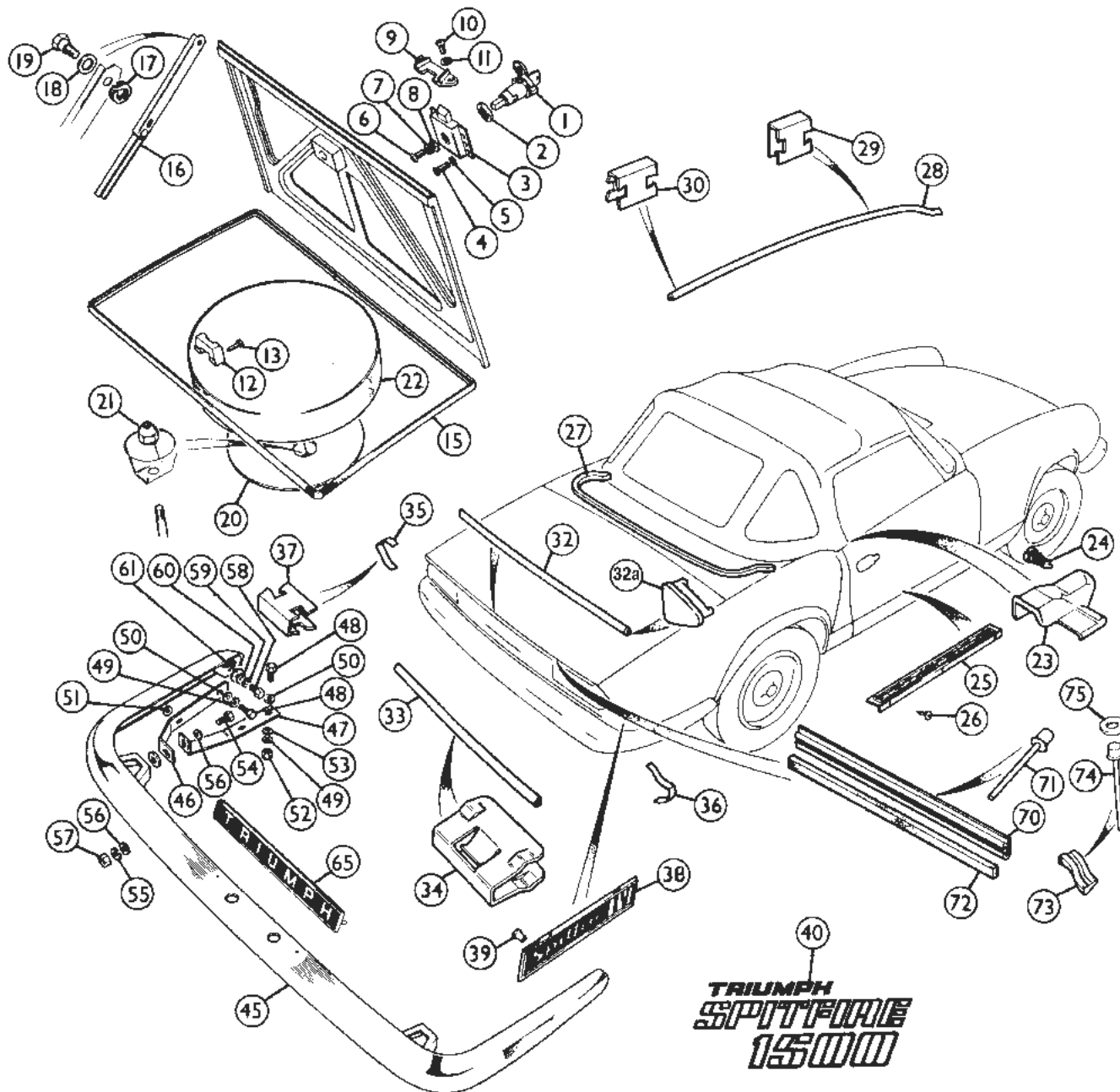
88	706843	£21.30	DEFLECTOR BOARD, radiator, LH	1	
89	706844	£21.30	DEFLECTOR BOARD, radiator, RH	1	
90	562403	NCA	RIVET	6	
91	WM54	£0.34	WASHER, plain	6	
			(An alternative to the above radiator deflector board fittings (& easier to use), are the following three items):		
	PT505	£0.40	SCREW	6	} deflector board to radiator support
	PWZ203	£0.12	WASHER, plain	6	
	GHF220	£0.12	NUT, nyloc	6	
92	GHF117	£0.19	SCREW, retaining board	2	
93	GHF300	£0.12	WASHER, plain	2	
94	518454X	£1.60	CAGED NUT, fitted to chassis	2	
95	625886	£5.23	BRACKET, Number plate	2	
96	SH605051	£0.20	SCREW	2	
97	WP127	£0.29	WASHER, plain	4	
98	GHF331	£0.12	WASHER, locking	2	
99	GHF200	£0.12	NUT	2	
101	WKC2543Z	NCA	BUMPER BAR, front	1	
102	SH606101	£0.34	SCREW	2	bumper to quarter valance

103	GHF333	£0.19	WASHER, locking	2	
104	GHF302	£0.30	WASHER, plain	2	
105	2K9679	£0.60	GASKET, bumper	2	
106	SH606071	£0.25	SCREW, bumper to pivot bracket	2	
107	GHF333	£0.19	WASHER, locking	2	
108	GHF302	£0.30	WASHER, plain	2	
109	815277/8	£102.00	UNDERRIDERS, plastic, (pair)	1	OE quality
	815277FG	£35.60	UNDERRIDER, LH, fibreglass	1	
	815278FG	£35.60	UNDERRIDER, RH, fibreglass	1	
110	SH604071	£0.34	SCREW, under-rider to bumper	4	
111	GHF331	£0.12	WASHER, locking	4	
112	SH604051	£0.19	SCREW, under-rider to chassis	2	
113	GHF331	£0.12	WASHER, locking	2	
114	WM57	£0.29	WASHER, plain	2	
120	815026	£124.24	FRONT GRILLE, black, plastic	1	
121	715863/4	£31.50	GRILLE, outer section, (pair)	1	} MkIV To FH60000
	715863	NCA	GRILLE, outer section, LH	1	
	715864	NCA	GRILLE, outer section, RH	1	
			(Outer grille sections are required if a front spoiler has not been fitted).		
122	624591	NCA	BRACKET	1	grille to chassis
123	PMZ312	£0.40	SCREW, grille to mounting	3/1	} only one of each required when spoiler is fitted
124	WL700101	£0.12	WASHER, locking	3/1	
125	PWZ203	£0.12	WASHER, plain	3/1	
126	GHF117	£0.19	SCREW, bracket to chassis	2	
127	GHF331	£0.12	WASHER, locking	2	
128	WM57	£0.29	WASHER, plain	2	
129	GLZ608	£83.90	FRONT SPOILER, (abs plastic)	1	
	GLZ608FG	£50.70	FRONT SPOILER, (fibreglass)	1	
130	PMZ312	£0.40	SCREW, front spoiler to chassis	2	
131	WL700101	£0.12	WASHER, locking	2	
132	WM91	£0.50	WASHER, plain	2	
133	SE604061	£0.34	SCREW, spoiler outer	2	
134	WL700101	£0.12	WASHER, locking	2	
135	PWZ203	£0.12	WASHER, plain, outer spoiler	2	
136	WM832	£2.20	WASHER, spacing	2/4	} spoiler to quarter valance (maximum 4 required)
137	716200	£5.05	SEAL, quarter valance to bonnet	2	
138	725670	NCA	DEFLECTOR, plastic	2	} Germany only
139	RU608253	£0.22	RIVET, deflector to quarter valance	10	



Windscreen Glass & Fittings

1	WKC4787	£119.06	WINDSCREEN GLASS	1	laminated
	917669	£131.50	WINDSCREEN GLASS	1	laminated, tinted
			Note: Special shipping applies to all windscreens. Please see page 01 for more information.		
2	909029	£33.60	SEAL, rubber, glazing	1	
3	917248	£25.00	BEADING, plastic, LH	1	
4	917249	£25.00	BEADING, plastic, RH	1	
5	ZKC2099	£1.55	CONNECTOR	2	windscreen beading
	624701	NCA	FINISHER, black, inner screen, LH	1	
	624711	NCA	FINISHER, black, inner screen, RH	1	
	624691	NCA	FINISHER, black, upper screen	1	
8	911106	£51.60	WINDSCREEN CAPPING, alloy	1	
			(When refitting the capping, ensure that sealing compound is used between it and the top of windscreen frame. Retain the old capping as a pattern for the mounting rivet holes).		
9	612976	£1.10	PLUG, rubber, screen capping	2	req. when hardtop not fitted
10	RU608123	£0.29	RIVET, capping to screen	9	



Rear/Side Body Exterior Trim & Fittings

ill.	Part Number	Price £ea.	Description	Req.	Details
1	729530	£39.50	LOCK & BARREL	1	
1a	729530/B	£10.00	BARREL & KEYS	1	also fits 722675
<p>Note: Originally locks were available with a rotating cover for water protection. The lock design with a sliding cover in the keyhole is the only type currently supplied.</p>					
2	600949	£0.44	GASKET, boot lock	1	
3	710290	£30.00	LOCK ASSEMBLY, (latch)	1	
4	CMZ310	£0.19	SCREW, countersunk, lock	4	
5	WK7605	£0.94	WASHER, shake-proof	4	
6	576156	NCA	SCREW, lock barrel	1	
7	AJD7721	£0.24	WASHER, thackery	1	tensioning screw
8	PWZ203	£0.12	WASHER, flat	1	
<p>(If the retaining screw is too tight, the spring return of the lock will not operate smoothly).</p>					
9	619384	NCA	GUIDE PLATE, (lock)	1	
10	SE910201	£0.40	SCREW	2	
11	WL700101	£0.12	WASHER, locking	2	
12	619383	£5.60	CATCH/STRIKER	1	
13	CX2508	NCA	SCREW	2	
15	ZKC3442	£14.40	SEAL, boot lid aperture	1	
16	612473	£22.80	BOOT STAY	1	
17	WS600061	£1.80	WASHER, thackery	2	

18	WB110061	£0.50	WASHER, plain	2	
19	22B525	£1.80	BOLT, shouldered, boot stay	2	
20	706807	£46.20	BOARD, spare wheel	1	not suitable for centre lock wire wheels
21	113087	£1.20	WHEEL NUT	1	fit flat side downwards
22	717601	£55.70	COVER, spare wheel	1	for standard wheel and tyre
23	815137	£14.60	'B' POST CAPPING, LH	1	
	815138	£14.60	'B' POST CAPPING, RH	1	
24	AD608053	£0.29	SCREW, capping retaining	2	
25	GAC6066X	£26.50	THRESHOLD PLATE	2	ribbed alloy
	TT7346	£20.00	THRESHOLD PLATE*	2	stainless steel
<p>*Note: Polished with laurel leaf design.</p>					
26	575937	£0.66	SCREW, self tapping	6	
27	624801	£7.12	MOULDING, rear cockpit	1	plastic
28	715693	£36.40	SEAM MOULDING, black	2	rear wing top edge
	715693C	£39.00	SEAM MOULDING, stainless steel	2	
29	613766	£0.52	CLIP, seam moulding	18	
30	613886	£0.80	CLIP, seam moulding, rear	4	
32	715695	£47.00	MOULDING, boot edge, stainless	1	MkIV
	YKC3778	£40.60	MOULDING, boot edge, black	1	1500
32a	ZKC3735	£2.20	END CAP	2	
33	715697	£47.00	MOULDING, stainless (Lower edge of rear light panel).	1	MkIV
	YKC1325	£40.60	MOULDING, black (Lower edge of rear light panel).	1	1500

34	GHF1154	£0.94	CLIP, rear mouldings	14	
35	815041	£38.80	MOULDING, corner light panel, LH	1	MkIV
36	815042	£38.80	MOULDING, corner light panel, RH	1	chrome
	XKC1502	£56.00	MOULDING, corner light panel, LH	1	1500
	XKC1503	£56.00	MOULDING, corner light panel, RH	1	black
37	613886	£0.80	CLIP, corner moulding	8	

Note: Moulding clips should always be attached to the car body, then the mouldings may be fitted. The clips holding the mouldings to the rear wing top edges (item 29) should be attached facing inwards and outwards alternately so that the mouldings may be sprung into place over them. Use plenty of flexible sealant when fitting mouldings nos. 32, 33, 35 & 36 to stop them from realising their potential as very efficient water traps.

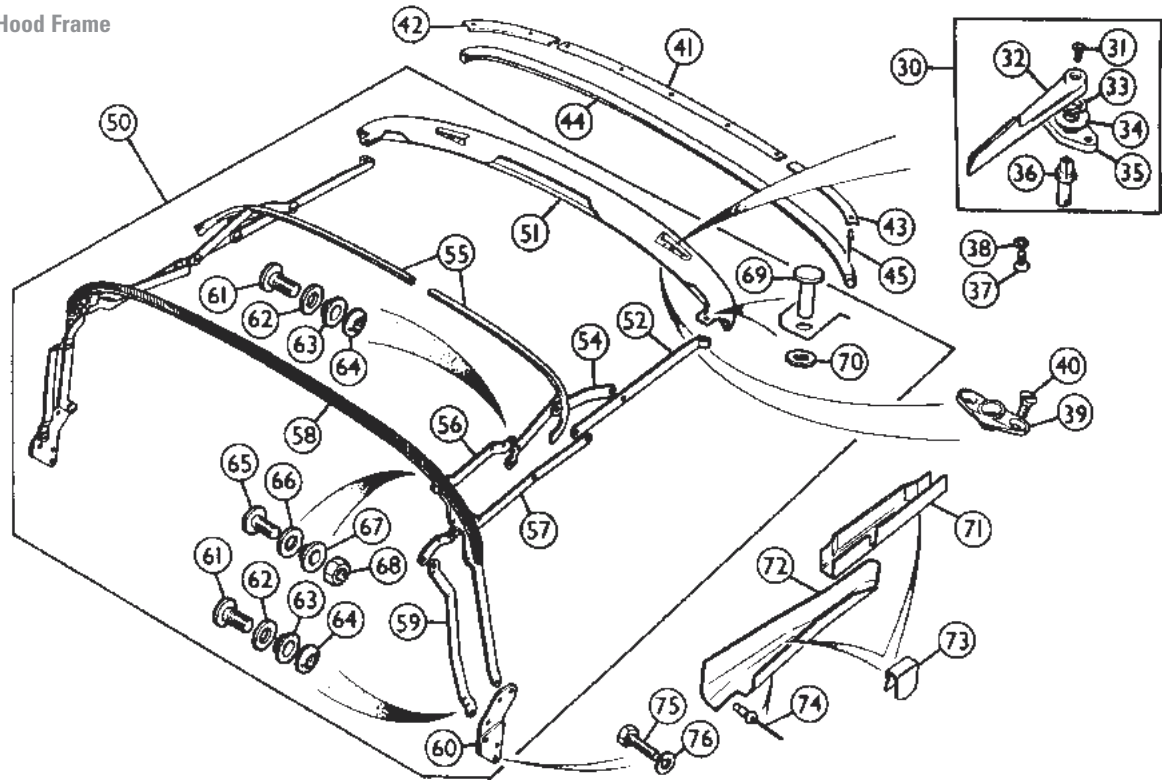
38	624733	£17.50	BADGE 'Spitfire IV'	2	rear wing
39	GHF1532	£0.41	BUSH, badge	4	
40	YKC1456	£5.80	DECAL, 'Spitfire 1500', (boot lid)	1	black
	YKC1457	£5.80	DECAL, 'Spitfire 1500', (boot lid)	1	silver
45	914698Z	NCA	BUMPER BAR (Chrome plinth number plate lamp).	1	To approx. FH116000
	WKC3954Z	NCA	BUMPER BAR (Two separate number plate lamps).	1	From approx. FH116001
46	715706	NCA	BRACKET, side strengthener	2	
47	715701	£7.48	BRACKET, lower strengthener, LH	1	
	715702	£7.48	BRACKET, lower strengthener, RH	1	
48	GHF105	£0.24	SCREW, bracket	8	boot floor & body side
49	GHF333	£0.19	WASHER, locking	8	
50	PWZ206	£0.44	WASHER, plain, (alternative)	8	bracket to screw head
51	PWZ206	£0.44	WASHER, plain, (alternative)	2	packing bracket to body side, 3.2mm thick
	GHF316	£0.50	WASHER, plain, (alternative)	2	packing bracket to body side, 2.5mm thick
52	GHF202	£0.12	NUT, bracket to boot floor	4	
53	GHF302	£0.30	WASHER, plain	4	nut to floor board
54	SH606121	£0.40	SCREW, bumper to bracket, rear	2	
55	GHF333	£0.19	WASHER, locking, under nut	2	
56	PWZ206	£0.44	WASHER, plain	4	screw to bracket & bumper
57	GHF202	£0.12	NUT, bumper	2	
58	SH605061	£0.13	SCREW, bumper to body side	2	
59	GHF332	£0.19	WASHER, locking	2	
60	WP139	£0.44	WASHER, plain	2	screw to body side
61	2K9679	£0.60	GASKET, bumper to body panel	a/r	1.5mm thick
	601994	£1.39	GASKET, bumper to body panel	a/r	3.5mm thick
65	626859	£32.50	BADGE, 'Triumph' (Fitted to number plate lamp plinth).	1	To approx. FH1156000
70	630578	NCA	RETAINER, protection moulding	1	
71	RU608123	£0.29	RIVET, attaching retainer	13	
72	627900	NCA	PROTECTION MOULDING, rubber	1	
73	724028	NCA	MOULDING, corner protector, LH	1	Germany only
	724029	NCA	MOULDING, corner protector, RH	1	
74	569313	£0.40	POP RIVET, corner moulding	6	
75	PWZ203	£0.12	WASHER, plain	6	

Commission & Body No. Plates

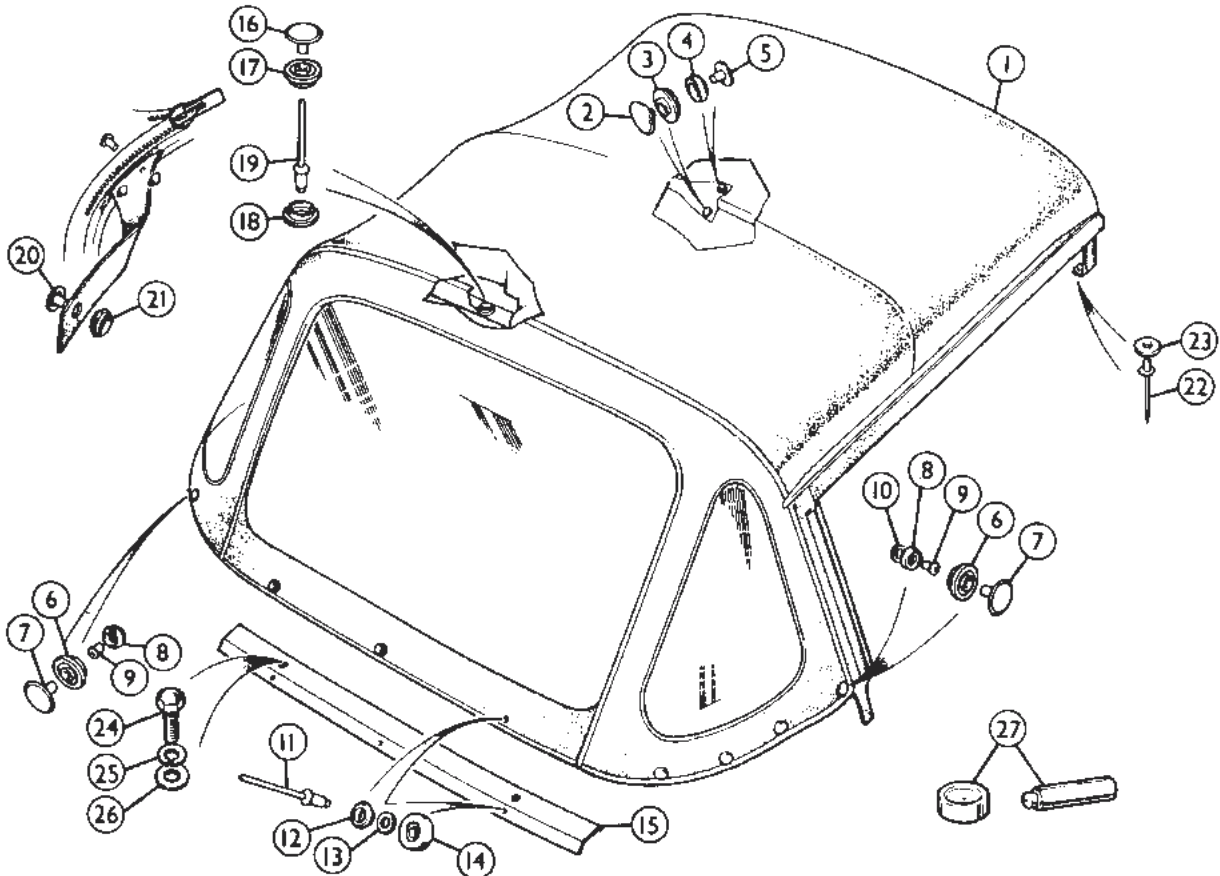
Authentic reproductions of the original commission and body number plates to complete your rebuild.

CNPSIV	£4.37	COMMISSION PLATE	1	MkIV
CNPS1500	£6.30	COMMISSION PLATE	1	(1500 To October 1979)
TKC5766	£6.30	VEHICLE IDENTIFICATION NUMBER PLATE	1	(1500 From October 1979)
CRCP343	£1.70	BODY NUMBER PLATE, blank	1	all models

Hood Frame



Hoods



Hood Frame

Ill.	Part Number	Price £ea.	Description	Req.	Details
30	623470	NCA	HANDLE, (closing), RH	1	
	623469	NCA	HANDLE, (closing), LH	1	
31	SF104123	£0.50	SCREW, countersunk	2	
32	621757	£9.60	TURN HANDLE	2	
33	AWZ106	£0.71	WASHER, tensioning	2	
34	GHF304	£0.13	WASHER, plain	2	
35	624392	£9.62	MOUNTING PLATE	2	
36	624360	NCA	LOCKING PIN	2	
37	RMP308	£0.50	SCREW, countersunk	4	
38	WK7605	£0.94	WASHER, shakeproof	4	
39	815135	NCA	CATCH PLATE, LH	1	fitted to
	815136	NCA	CATCH PLATE, RH	1	screen frame
40	ZKC38	£2.10	SCREW, countersunk	4	
41	713036	£5.45	RETAINER, header rail seal, centre	1	
42	713037	£5.00	RETAINER, header rail seal, LH	1	
43	713038	£5.00	RETAINER, header rail seal, RH	1	
44	629584	£9.90	SEAL, header rail	1	
45	RU608123	£0.29	RIVET, retainer to header rail	9	
50	WKC1650	NCA	HOOD FRAME	1	
51	814828	NCA	HEADER RAIL	1	
52	715874	NCA	CONTROL LINK, front, RH†	1	
	715873	NCA	CONTROL LINK, front, LH†	1	
54	624586	NCA	UPPER LINK, front	2	
55	815273	NCA	HOOD BOW, front	1	
56	624600	NCA	UPPER LINK, rear, RH	1	
	624599	NCA	UPPER LINK, rear, LH	1	
57	715870	NCA	LOWER LINK, rear, RH	1	
	715869	NCA	LOWER LINK, rear, LH	1	
58	815274	NCA	HOOD BOW, rear	1	
59	715872	NCA	VERTICAL LINK, RH	1	
	715871	NCA	VERTICAL LINK, LH	1	
60	715868	NCA	HINGE PLATE, RH	1	
	715867	NCA	HINGE PLATE, LH	1	
61	624569	£2.05	SCREW, domed head	18	
62	624583	£0.46	WASHER, plain, nylon	18	
63	624580	£0.60	BUSH & SPACER, nylon	18	
64	624584	£1.52	DOME NUT, locking	18	
65	624569	£2.05	SCREW, domed head	2	
66	624583	£0.46	WASHER, plain, nylon	2	rear upper links to
67	624580	£0.60	BUSH & SPACER, nylon	2	rear hood bow only
68	JN2107	£0.19	HALF NUT	2	
69	621465	NCA	RIVET, header rail to frame	2	
70	WC106041	£0.29	WASHER, plain,	2	between header rail & frame
71	823224	NCA	COVER, hood linkage, RH, front	1	(To 1976)†
	823223	NCA	COVER, hood linkage, LH, front	1	
	YKC1712	NCA	COVER, hood linkage, RH, front	1	(From 1976)†
	YKC1711	NCA	COVER, hood linkage, LH, front	1	
72	818841	NCA	COVER, hood linkage, RH, rear	1	(To 1976)†
	818831	NCA	COVER, hood linkage, LH, rear	1	
	XKC1832	NCA	COVER, hood linkage, RH, rear	1	(From 1976)†
	XKC1831	NCA	COVER, hood linkage, LH, rear	1	
73	619859	NCA	CLIP, retaining cover	8	(To 1976)†
74	RA612253	NCA	RIVET	8	(From 1976)†

†Note: During 1976 there was a change to a new type of plastic trim fitted above the door glass (the exact change point is not known). These plastic covers were initially clipped, but 1976 on models had the covers held by pop-rivets. These covers can be interchanged; the choice of attachment falls to the owner and his/her cover and frame combination.

75	GHF101	£0.19	SCREW, hinge plate to body	6	
76	505259	£0.28	WASHER, locking	6	

Hoods

Note: Please see page A25 in the Accessories section for full details.

The material used to produce original Triumph hoods is unfortunately no longer available. Our XKC1781 original style vinyl hoods are manufactured from the nearest possible equivalent material to that which Triumph cars were fitted with when new. Sufficient plastic 'durable dot' sockets (fitting the original plastic studs on the car body) are supplied loose with each hood. When Spitfires were still in production the stud spacing on the body varied slightly from car to car. The spacing problem has obviously been accentuated over the years by cars undergoing varying degrees of repair or renovation, so the safest policy is to allow customers to fit the sockets to their new hoods.

To sum up, each XKC1781 hood is supplied fitted with the following:

- 1 x item 15
- 4 x nos. 2, 3, 4, 5
- 3 x nos. 11, 12, 13
- 4 x nos. 16, 17

The following is supplied loose to be fitted by the customer: 8 x nos. 6 and 7. It is advised that the correct tool set (item 27) should be used to attach the loose durable dots.

1	XKC1781	£262.60	HOOD, black, OE type, Vinyl*	1	zip out rear window
	XKC1781DD	£405.00	HOOD, Double Duck	1	
	XKC1781MH	£479.00	HOOD, Mohair*	1	

*Note: Other colours available to special order.

Happisch, a superior black (Mohair type fabric) hood is also available, again complete with all fittings. The material, chosen as original equipment by Jaguar and Lotus, comprises a spin died outer skin woven from polyester, and poly-acrylic fibres, a middle layer of synthetic rubber, and an abrasive resistant inner layer of cotton. Characteristics include resistance to creasing and colour loss. Stroll into your local Jaguar dealer and have a look!

	XKC1781MH	£479.00	HOOD, black, Happisch	1	zip out rear window
2	7H9864	£0.60	SILVER BUTTON, 'durable dot'	4	hood to centre
3	7H9866	£0.22	METAL SOCKET, 'durable dot'	4	
4	610624	£0.29	METAL STUD, 'durable dot'	4	rail of frame
5	7H9868	£0.19	BASE, holding stud to hood fabric	4	
6	713501	£0.50	PLASTIC SOCKET, 'durable dot'	8	rear quarter of hood to body
7	ZKC751	£0.68	BUTTON, black, 'durable dot'	8	
8	713511	£0.29	PLASTIC STUD, black, 'durable dot'	8	
	713519	NCA	PLASTIC STUD, white, 'durable dot'	8	
9	RU608253	£0.22	RIVET	8	
10	509563	£0.18	WASHER, plain, fitted to 'B' post cap	2	
11	GHF600	£0.06	POP RIVET	3	
12	713511	£0.29	PLASTIC STUD, black, 'durable dot'	3	hood to rear
	713519	NCA	PLASTIC STUD, white, 'durable dot'	3	retainer plate
13	509563	£0.18	WASHER, plain, spacing	3	
14	631771	£0.86	PAD, protection	3	

(The pads glue to the underside of the retainer plate (15). They prevent the tail of the rivet (11) from marking the body paint work).

15	715842	£20.85	RETAINER PLATE, rear	1	
16	ZKC751	£0.68	BUTTON, black, 'durable dot'	5	
17	713501	£0.50	PLASTIC SOCKET, 'durable dot'	5	hood to rear rail
18	713511	£0.29	PLASTIC STUD, black, 'durable dot'	5	of frame
	713519	NCA	PLASTIC STUD, white, 'durable dot'	5	
19	GHF600	£0.06	POP RIVET	5	
20	ZKC751	£0.68	BUTTON, black, 'durable dot'	2	rear window
21	713501	£0.50	PLASTIC SOCKET, 'durable dot'	2	retaining strap
22	GHF600	£0.06	POP RIVET, restrainer to header rail	2	
23	509563	£0.18	WASHER, plain, spacing	2	attaches rear
24	624818	£2.60	BOLT, chrome, dome headed	2	retainer plate
25	GHF332	£0.19	WASHER, locking	2	
26	WA108052	£0.86	WASHER, plain, chrome	2	

For cars which have had the original plastic studs on the bodywork replaced with the bright metal type (part no. 610624), the buttons and sockets on the rear corners of the hood should be replaced with the following parts:

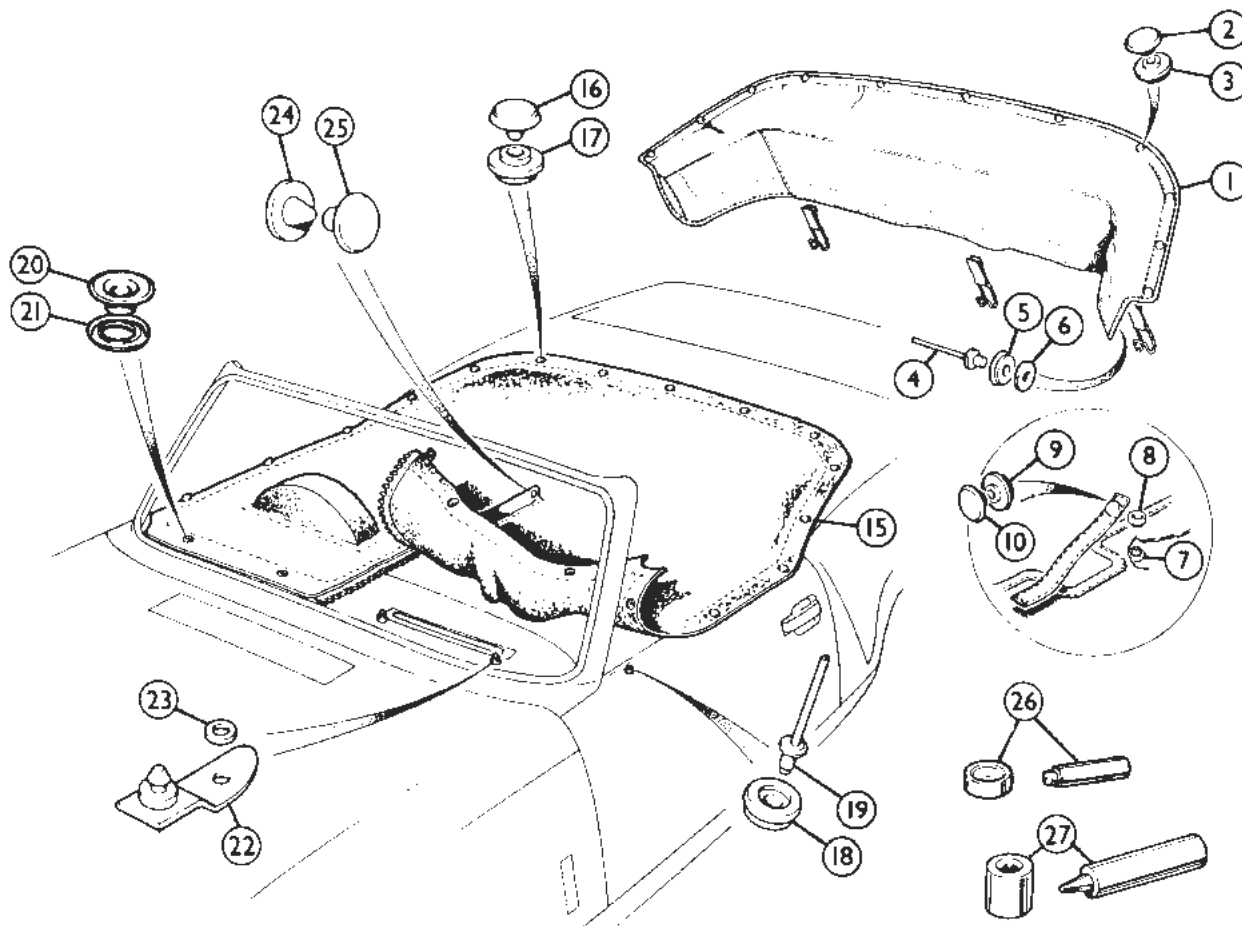
	7H9864	£0.60	SILVER BUTTON, 'durable dot'	a/r	
	7H9866	£0.22	METAL SOCKET, 'durable dot'	a/r	(... because metal/plastic studs & sockets will not fit each other).

To make a tidy professional job of replacing either metal or plastic sockets in your hood you will require the following tool.

27	GAC5060X	£5.00	DURABLE DOT TOOL, 2 piece	1	
----	----------	-------	---------------------------	---	--

Look after your Soft Top

See our Restoration Tools catalogue for full details.



Hood Stowage & Tonneau Covers

Hood Stowage Cover

There are two specific types of hood stowage covers, one for non hard-top cars, and the other for when a factory hardtop is fitted (and the hood is left folded in the car). The two types don't interchange, as the latter is shaped to match the inside ledge of the hardtop. The original style hood cover includes wire hooks to fasten the cover to the hood frame. Reproduction covers use durable dots on elastic straps.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	822401	£160.00	COVER, hood stowage, black	1	
	822404Z	£192.00	COVER, hood stowage, beige	1	
	822431	£169.10	COVER, hood stowage, black	1	original style, for use with hardtop
2	ZKC751	£0.68	BUTTON, 'durable dot'	11	
3	713501	£0.50	PLASTIC SOCKET, 'durable dot'	11	
4	GHF600	£0.06	POP RIVET	2	
5	713511	£0.29	PLASTIC STUD, 'durable dot'	2	black
	713519	NCA	PLASTIC STUD, 'durable dot'	2	white (alternative)
6	WP4	£0.19	WASHER, plain	2	
7	7H9868	£0.19	BASE, holding stud to fabric	2	
8	610624	£0.29	METAL STUD, 'durable dot'	2	hard top type
9	7H9866	£0.22	METAL SOCKET, 'durable dot'	2	hood cover only
10	7H9864	£0.60	SILVER BUTTON, 'durable dot'	2	

Tonneau Cover

15	822451	£221.50	TONNEAU, black, RHD	1	without head
	822461	£226.30	TONNEAU, black, LHD	1	restraint pouches
	822491	£221.50	TONNEAU, black, RHD	1	with head
	822501	£226.30	TONNEAU, black, LHD	1	restraint pouches
16	ZKC751	£0.68	BUTTON, 'durable dot'	15	
17	713501	£0.50	PLASTIC SOCKET, 'durable dot'	15	
18	713511	£0.29	PLASTIC STUD, 'durable dot'	6	black
	713519	NCA	PLASTIC STUD, 'durable dot'	6	white, (alternative)
19	RU608123	£0.29	RIVET*	6	*fitted on doors
20	618177	£0.55	SAIL EYELET	4	front edge of
21	618178	£0.30	SAIL EYELET RING	4	tonneau only
22	630513	NCA	BRACKET, outer	2	to hold sail eyelets

630512	£0.58	BRACKET, inner	2	
23	WP43	NCA	WASHER, spacing	4 demister outlet to bracket
24	563032	£0.50	RIVET BASE	1 attaching zip
25	565756	£0.29	RIVET CAP	1 fastener

*Note: For cars which have had the original plastic studs on the bodywork replaced with the bright metal type (part no. 610624), the buttons and sockets on the rear corners of the hood should be replaced with the following parts:

7H9864	£0.60	SILVER BUTTON, 'durable dot'	a/r
7H9866	£0.22	METAL SOCKET, 'durable dot'	a/r

(...Because metal/plastic studs & sockets will not fit each other).

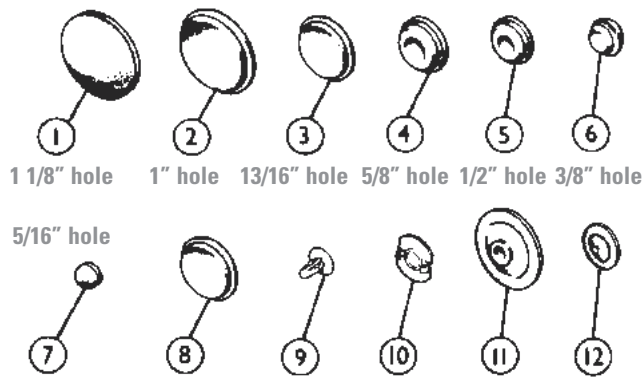
Note: To make a tidy professional job of replacing either metal or plastic sockets in your hood cover or tonneau, you will require the following tool:

26	GAC5060X	£5.00	DURABLE DOT TOOL, 2 piece	1
----	----------	-------	---------------------------	---

We also have a tool for attaching sail eyelets to the tonneau.

27	GAC5062X	£39.80	SAIL EYELET TOOL, 2 piece	1
----	----------	--------	---------------------------	---

Note: Please see page A25 in the Accessories section for details of tonneau and hood stowage covers.



Body Plugs & Grommets

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	RFN218	£1.24	PLUG, 1 1/8"	2	seat pan
2	600399	£1.55	PLUG, 1"	3	main floor boot floor rear wheel arch outer heelboard x-member lower rear valance door
	600399	£1.55	PLUG, 1"	4	
	600399	£1.55	PLUG, 1"	3	
	600399	£1.55	PLUG, 1"	2	
	600399	£1.55	PLUG, 1"	2	
	600399	£1.55	PLUG, 1"	2	
	600399	£1.55	PLUG, 1"	2	
3	600421	£0.58	PLUG, 1 3/16"	1	main floor
	600421	£0.58	PLUG, 1 3/16"	4	door
4	RFN210	£0.66	PLUG, 5/8"	2	heelboard x-member
5	RFR208	£0.60	PLUG, 1/2"	4	inner sill panel
	RFR208	£0.60	PLUG, 1/2"	2	bulkhead
	RFR208	£0.60	PLUG, 1/2"	1	rear valance
	RFR208	£0.60	PLUG, 1/2"	1	A post
	RFR208	£0.60	PLUG, 1/2"	2	rear wing
6	CD27769	£1.64	PLUG, 3/8"	4	heel-board
7	ADA803	£1.40	BUFFER, 5/16"	1	fascia shelf panel
8	ZKC1234	NCA	PLUG, radio aerial hole	1	rear wing
9	631018	NCA	BUTTON, snap fixing (Italy only)	2	rear bumper holes
10	CFP1000	£0.55	PLUG, metal & plastic	1	floor
11	602037	£0.89	GROMMET	1	rev counter cable
12	061917	£0.44	GROMMET	1	heater valve cable
	061917	£0.44	GROMMET	1	no. plate lamp cable
	061917	£0.44	GROMMET	1	choke cable

Paint & Colour Codes

Moss Classic Car Colours

Moss Europe has a division (called 'Classic Car Colours') that specialises in the production of spray & touch-up paints. If there is sufficient demand to 're-instate' a colour, we will do our utmost to include it in our range. Here is a list of the colours used on the Spitfire MkIV & 1500. 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. The aerosols come in 300ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (except for engine and chassis paints, which are supplied in 500ml tins).

Colour Codes to 1976

The Triumph paint code will be found stamped on the commission number plate of your car and the last digit indicates the base reference colour.

For example:

1 = Black, 2 = Red, 3 = Brown, 4 = Yellow, 5 = Green, 6 = Blue, 7 = Purple, 8 = Grey, 9 = White

Colour Codes from 1976

A three letter coding system was introduced in 1976, and can be found on the commission number plate (to 1979) or the Vehicle Identification Number (from 1979). In this system, the first letter denotes the base reference colour:

For example:

A = Brown, C = Red, F = Yellow, H = Green, J = Blue, N = White, P = Black.

Colour	TR Code	Year	Aerosol	Touch-up	
Reds	Signal	32	71-72	CCRD32	CCRD32TU
	Pimento	72	71-75	CCRD72	CCRD72TU
	Magenta	92	73-74	CCRD92	CCRD92TU
	Carmin	82/CAA	73 on	CCRD209	CCRD209TU
	Flamenco	CAD	76-78	CCRD133	CCRD133TU
	Vermilion	CAE	78 on	CCRD118	CCRD118TU
Browns	Sienna	23	71-74	CCBG23	CCBG23TU
	Maple	83	75	CCBG73	CCBG73TU
	Russet	93/AAE	76 on	CCBG205	CCBG205TU
Yellows	Saffron	54	71-74	CCYL54	CCYL54TU
	Mimosa	64	73-75	CCYL64	CCYL64TU
	Topaz	84	75-76	CCYL84	CCYL84TU
	Inca	94/FAB	76 on	CCYL207	CCYL207TU
Greens	Laurel	55	71-72	CCGN55	CCGN55TU
	Emerald	65	71-74	CCGN65	CCGN65TU
	British Racing Green	75	75-76	CCGN75	CCGN75TU
	Java	85/HAB	75-78	CCGN85	CCGN85TU
	Brooklands	HAE	76 on	CCGN169	CCGN169TU
Blues	Wedgewood	26	71-72	CCBU26	CCBU26TU
	Valencia	66	71-72	CCBU66	CCBU66TU
	Ice	116	71-72	CCBU116	CCBU116TU
	Mallard	106	71-74	CCBU106	CCBU106TU
	Sapphire	96	71-74	CCBU96	CCBU96TU
	French	126	73-76	CCBU126	CCBU126TU
	Delft	136	75-76	CCBU136	CCBU136TU
	Tahiti	146/JAE	75-78	CCBU65	CCBU65TU
Pageant	JAG/JNA	78 on	CCBU224	CCBU224TU	
Maroons	Damson	17	71-74	CCRD17	CCRD17TU
Greys	Slate	68	71-72	CCGR68	CCGR68TU
Whites	White	19/NAB	71-78	CCWT19	CCWT19TU
	Leyland White	NAF	78 on	CCWT243	CCWT243TU
Other Paints	Black Gloss	11/PAA		CCSB1	CCSB1TU
	Black Satin		71 on	CCSB2	CCSB2TU
	Primer (High Build)			CCP1	CCP1TU
	Wheel Silver		71 on	CCWP1	CCWP1TU
	Engine Paint (Black)		71 on	CCEP4	CCEP4BR
	*Chassis Paint (Black)				CCCB1BR

General Hardware & Fixings

Following is a listing of the common fasteners used on Triumph cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts 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"	HU504
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

1/4" UNF

Hexagon Headed 7/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	SH604061
	7/8"	SH604071
BH604081	1"	SH604081
BH604091	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	
BH604201	2 1/2"	
BH604241	3"	

5/16" UNF

Hexagon Headed 1/2" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH605031
	1/2"	SH605041
	5/8"	SH605051
	3/4"	SH605061
	7/8"	SH605071
	1"	SH605081
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

3/8" UNF

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
BH606081	1"	SH606081
BH606091	1 1/8"	SH606091
BH606101	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121

3/8" UNF (Continued)

BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201
BH606221	2 3/4"	
BH606241	3"	
BH606281	3 1/2"	
BH606321	4"	

7/16" UNF

Hexagon Headed 5/8" A.F. Spanner Size

Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

1/2" UNF

Hexagon Headed 3/4" A.F. Spanner Size

Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
	1 3/4"	SH608141
BH608141	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
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091

3/8" UNC (Continued)

		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"	
HN2007	1/4" UNF	7/16"	NJ2107
HN2008	5/16" UNF	1/2"	JN2108
HN2009	3/8" UNF	9/16"	JN2109
HN2010	7/16" UNF	5/8"	JN2110
HN2011	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159

Nuts: Nyloc Self Locking

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
YN2907	1/4" UNF	7/16"	GHF271
YN2908	5/16" UNF	1/2"	TN3208
YN2909	3/8" UNF	9/16"	TN3209
YN2910	7/16" UNF	5/8"	TN3210
YN2911	1/2" UNF	3/4"	TN3211
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

Nuts: Self Locking, 'Aero' or all metal, 'Phillidas'

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

Nuts: Slotted

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	LN2211
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

Nuts: Plain Brass - Manifold

Full Nut	Thread Size	Spanner Size
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" UNC	1/2"
GHF269	3/8" UNC	9/16"

Spring/Spire Nut

Flat Type	Screw Size	'U' Type
GHF700	No. 6	GHF711
GHF701	No. 8	GHF712
GHF702	No. 10	GHF713
GHF703	No. 12	GHF714
GHF704	No. 14	

Captive Nuts

Captive nuts consist of a square nut & cage which we supply individually as required. Always match nut & cage A.F. sizes.

Part Number	Description	Thread Size
NQ2707	Nut, 7/16" AF	1/4"
NQ2708	Nut, 5/8" AF	5/16"
CN4	Nut, fits CN3 cage	1/4"
CN5	Nut, /2" AF	5/16"

Part Number	Description	Spanner (AF) Size
CN2	Cage, square	7/16"
CN3	Cage, oblong	7/16"
600032	Cage, square	1/2"

Washers - Shake-proof Washers

Internal Star	Hole Size	External Star
WF704061	No. 6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
GHF325	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

Locking Washers - Spring Type

Single Coil	Hole Size	Double Coil
WL700061	No. 6	
WL700081	No. 8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

Plain Washers

Standard Type	Hole Size	Repair Type
GHF306	3/16"	WP5
GHF300	1/4"	WP120
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

Sealing Washers

Fibre Hole Washer	Copper Size	Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

Studs

Studs- UNF

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"
TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

Studs- UNF/UNC

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"

Studs- UNF/UNC (Continued)

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"
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"

TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following studs have course (UNC) threads at both ends.

Part Number	Diameter	Overall length
101442	3/8"	1 5/8"
058688	3/8"	1 11/16"
115696	3/8"	1 13/16"
058917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

Dowels

Part Number	Dia.	Overall length	Part Number	Dia.	Overall length
DP204	1/8"	1/4"	DP414	1/4"	7/8"
DP205	1/8"	5/16"	DP508	5/16"	1/2"
DP306	3/16"	3/8"	DP514	5/16"	7/8"
DP407	1/4"	7/16"	DP608	3/8"	1/2"
DP408	1/4"	1/2"	DP610	3/8"	5/8"
DP410	1/4"	5/8"	DP610	3/8"	1 3/16"
DP411	1/4"	11/16"			

Clevis Pins

(Measured from under head to end)

Part 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 No.	Length	Dia.	Part No.	Length	Dia.
GHF500	1 1/2"	1/16"	GHF504	2 1/4"	1/8"
GHF501	1 1/2"	5/64"	GHF505	2 1/4"	9/64"
GHF502	1 1/2"	3/32"	GHF506	2 1/4"	5/32"
GHF503	2 1/4"	7/64"	GHF513	3"	5/16"

Pipes, Hardware and Fittings

Brake & Fuel Pipe

Supplied in 25 foot rolls.

Part No.	Material	Diameter
MPKF125	Cupro-nickel	3/16"
MPKF225	Cupro-nickel	1/4"
MPKF325	Cupro-nickel	5/16"
EF125	Steel	3/16"
EF225	Steel	1/4"
EF325	Steel	5/16"

Male Pipe Nuts

Brass Part No.	Steel Part No.	Thread Size	Pipe Bore
AEHU1	TM606031	3/8" UNF	3/16"
AEHU2	TM110051	10mm x 1mm	3/16"
AEHU3	LK21994	3/8" BSF	3/16"
	BCA4370	7/16" UNF	1/4"
AEHU7	BHA4706	7/16" UNF	3/16"
	AUSU40A	1/2" UNF	5/16"

Female Pipe Nuts

Brass Part No.	Steel Part No.	Thread Size	Pipe Bore
AEHU1A	TN606031	3/8" UNF	3/16"
AEHU2A	SU2A	10mm x 1mm	3/16"
AEHU4A	SU4A	7/16" UNF	1/4"
	HU41A	1/2" UNF	5/16"

Bleed Screws

Part No.	Thread Size
3H2428	3/8" UNF
608400A	10mm metric
27H7166	3/8" BSF

Pipe Clips

Part No.	Capacity
GHF1191	SINGLE, 3/16"
GHF1192	SINGLE, 1/4"
624155	DOUBLE, 3/16"

Grease Nipples

Part No.	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

Hoses

Fuel Hose

Reinforced rubber fuel hose. sold by the metre.

Part No.	Internal Diameter
GFH1025X	1/4"
GFH1031X	5/16"

Water Hose

Reinforced rubber water hose. sold by the metre.

Part No.	Internal Diameter
GRH1001M	1/4"
GRH1005M	5/16"
GRH1006M	1/2"

Hose Clamps

Petrol Pipe Clips (Metric)

('Enots' type)

Part No.	to suit diameter	Part No.	to suit diameter
GGT1108X	8mm	GGT1113X	13mm

Petrol Pipe Clips (Metric) (Continued)

GGT1109X	9mm	GGT1114X	14mm
GGT1110X	10mm	GGT1115X	15mm
GGT1111X	11mm	GGT1116X	16mm
GGT1112X	12mm	GGT1117X	17mm

Hose Clips ('Jubilee' type)

Mild Steel (Imperial)

Part No.	to suit diameter	Part No.	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 No.	to suit diameter	Part No.	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 No.	to suit diameter	Part No.	to suit diameter
CS4009	7/16" - 9/16"	CS4023	1 1/4" - 1 7/16"
CS4011	1/2" - 11/16"	CS4024	1 5/16" - 1 1/2"
CS4012	9/16" - 3/4"	CS4025	1 3/8" - 1 9/16"
CS4013	5/8" - 13/16"	CS4026	1 7/16" - 1 5/8"
CS4014	11/16" - 7/8"	CS4028	1 9/16" - 1 3/4"
CS4016	3/4" - 1"	CS4029	1 5/8" - 1 13/16"
CS4017	13/16" - 1 1/16"	CS4030	1 11/16" - 1 7/8"
CS4018	7/8" - 1 1/8"	CS4032	1 7/8" - 2"
CS4020	1" - 1 1/4"	CS4034	1 15/16" - 2 1/8"
CS4022	1 1/8" - 1 3/8"	CS4036	2 1/16" - 2 1/4"
CS4037	2 1/8" - 2 5/16"	CS4041	2 3/8" - 2 9/16"
CS4038	2 3/16" - 2 7/16"	CS4042	2 7/16" - 2 5/8"
CS4039	2 1/4" - 2 7/16"	CS4048	2 13/16" - 3"
CS4040	2 5/16" - 2 1/2"	CS4052	3 1/16" - 3 1/4"

Original "Supergrip" clips were supplied with a 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 No.	Cable Dia.	Hole size	Part No.	Cable Dia.	Hole size
PCR207	1/8"	7/32"	PCR807	1/2"	7/32"
PCR307	3/16"	7/32"	PCR809	1/2"	9/32"
PCR309	3/16"	9/32"	PCR811	1/2"	11/32"
PCR311	3/16"	11/32"	PCR813	1/2"	13/32"
PCR407	1/4"	7/32"	PCR1007	5/8"	7/32"
PCR409	1/4"	9/32"	PCR1009	5/8"	9/32"
PCR411	1/4"	11/32"	PCR1011	5/8"	11/32"
PCR507	5/16"	7/32"	PCR1207	3/4"	7/32"
PCR509	5/16"	9/32"	PCR1209	3/4"	9/32"
PCR511	5/16"	11/32"	PCR1211	3/4"	11/32"
PCR607	3/8"	7/32"	PCR1407	7/8"	7/32"
PCR609	3/8"	9/32"	PCR1409	7/8"	9/32"
PCR611	3/8"	11/32"	PCR1411	7/8"	11/32"
PCR707	7/16"	7/32"	PCR1607	1"	7/32"
PCR709	7/16"	9/32"			
PCR711	7/16"	11/32"			

Metric

Part No.	Cable Diameter	Hole size
CP10508	18mm	5mm

'P' Clips (Metric) (Continued)

PCR611	10mm	8mm
CP108121	12mm	8mm
CP106161	16mm	6mm
CP108165	16mm	8mm

Steel Balls

Part No.	Diameter
BLS106	3/16"
BLS108	1/4"
BLS110	5/16"
BLS112	3/8"
BLS28	7/16"

Pop Rivets

Open End Type

Part No.	Diameter
RA607096	2.9 x 5mm
RA608126	1/8" x 3/16"
RA608176	1/8" x 1/4"
RA608236	1/8" x 5/16"
RA608253	1/8" x 3/8"

Closed End Type

Part No.	Diameter
RU608123	1/8" x 3/8"
RU608313	1/8" x 1/2"
RU612123	3/16" x 5/16"

Cable Ties

Part No.	Length
GHF1265	3 1/2"
GHF1266	5 1/4"
RTC222A	6"
GHF1267	8 3/4"
GHF1268	11"

Helping us to help you... Do we have 'your' details?

We are continually updating and improving our customer database in order to give you the service and professionalism that you should expect from Moss. Having the correct information ensures we can process your orders more efficiently and enables us to keep you informed of our offers, relevant new products and sales. **Whether you are a NEW customer or an existing customer whose details have changed, please let us know by completing and returning this form:**

Personal details (Your details are very important to us and will be stored securely. Moss Europe will never sell or share any of your details with third party companies).

Name _____

Postal address _____

City _____ Home tel. _____

County _____ Work tel. _____

Post code _____ Mobile. _____

Country _____ Fax. _____

Email _____

(Please tick the box if you **would** like to receive emails from Moss europe. Moss europe will never sell your email address or share it with third parties).

Interested in? (Please tick the box to indicate the vehicle(s) you are interested in receiving information about).

Austin Healey

- Austin Healey 100/4 - 3000
 Austin Healey Sprite MkI-IV

Classic Mini

- Classic Mini MkI-II
 Classic Mini MkIII On

MG

- MG TA-TC
 MG TD-TF
 MGA 1500
 MGA 1600
 MGA Twin Cam

MG

- MGB GT Chrome Bumper
 MGB GT Rubber Bumper
 MGB Roadster Chrome Bumper
 MGB Roadster Rubber Bumper
 MGB V8 Roadster & GT
 MGC Roadster & GT
 MG Midget MkI-III
 MG Midget 1500
 MG RV8
 MGF-TF

Morris Minor

- Morris Minor Series MM & II
 Morris Minor 1000

Triumph

- Triumph 2000 - 2.5 Saloon
 Triumph Dolomite
 Triumph GT6 MkI-III
 Triumph Herald & Vitesse
 Triumph Spitfire MkI-III
 Triumph Spitfire MkIV-1500
 Triumph Stag
 Triumph TR2-3A
 Triumph TR4-4A
 Triumph TR5-6
 Triumph TR7-8

Mazda

- Mazda MX-5 MkI
 Mazda MX-5 Mk2-2.5
 Mazda MX-5 Mk3

Tools

- Restoration Tools

Other

- Other

Additional information (Any information you feel that will help us to give you the best service).

Please return this form to our Customer Services Department:

Customer Services, Moss Europe Ltd, Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB England

For a Moss catalogue please contact:

Tel. 0800 281 182 email. catalogues@moss-europe.co.uk

If you have any queries please contact our Customer Services Department:

Tel. 0800 281 182 email. customerservices@moss-europe.co.uk



VISIT US ONLINE *...go online for: easy ordering, high quality product photos, sales and special offers, instructions, new products and our latest prices*
moss-europe.co.uk

Paint and colour codes

Here is a list of the colours used on the Spitfire MkIV & 1500. 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. 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).

Colour codes to 1976

The Triumph paint code will be found stamped on the commission number plate of your car and the last digit indicates the base reference colour. (See illustration below).

For example:

1 = Black, 2 = Red, 3 = Brown, 4 = Yellow, 5 = Green, 6 = Blue, 7 = Purple, 8 = Grey, 9 = White.

Colour codes from 1976

A three letter coding system was introduced in 1976, and can be found on the commission number plate (to 1979) or the Vehicle Identification Number (from 1979). In this system, the first letter denotes the base reference colour.

For example:

A = Brown, C = Red, F = Yellow, H = Green, J = Blue, N = White, P = Black.



Key to paint codes

Signal Red (32)
1971-72 CCRD32 • CCRD32TU

To right hand edge of this page are the paint colours applied to Spitfire models during production (see left).

- Signal Red - Is the colour name.
- (32) - The figure in brackets is the original Triumph paint code.
- 1971-72 - 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.

Thus Signal Red (paint code 32) was available for the 1971 to 1972 model year cars. It is available from Moss as an aerosol (part no. CCRD32) or as a touch up can (part no. CCRD32TU).





Key to trim codes

The correct original trim colour is defined with a 2 digit coding system for vehicles to 1976, and vehicles from 1976 used a 3 'letter' code. The commission Number or VIN Plate will supply the trim code.

Trim colour codes to 1976

	11 = Black
	12 = Matador Red
	27 = Shadow Blue
	33 = New Tan
	63 = Chestnut
	74 = Beige
	78 = Grey

Trim colour codes from 1976

	PAA = Black
	AAA = Beige
	RAC = Black & White
	C74 = Beige & White

Signal Red (32) 1971-72	CCRD32 • CCRD32TU
Pimento (72) 1971-75	CCRD72 • CCRD72TU
Magenta (92) 1973-74	CCRD292 • CCRD92TU
Carmine (82/CAA) 1973-On	CCRD209 • CCRD209TU
Flamenco (CAD) 1976-78	CCRD133 • CCRD133TU
Vermillion (CAE) 1978-On	CCRD118 • CCRD118TU
Sienna (23) 1971-74	CCBG23 • CCBG23TU
Maple (83) 1975	CCBG73 • CCBG73TU
Russet (93/AAE) 1976-On	CCBG205 • CCBG205TU
Saffron (54) 1971-74	CCYL54 • CCYL54TU
Mimosa (64) 1973-75	CCYL64 • CCYL64TU
Topaz (84) 1975-76	CCYL84 • CCYL84TU
Inca (94/FAB) 1976-On	CCYL207 • CCYL207TU
Laurel (55) 1971-72	CCGN55 • CCGN55TU
Emerald (65) 1971-74	CCGN65 • CCGN65TU
British Racing Green (75) 1975-76	CCGN75 • CCGN75TU
Java (85/HAB) 1976-On	CCBG205 • CCBG205TU
Brooklands (HAE) 1976-On	CCGN169 • CCGN169TU
Wedgewood (26) 1971-72	CCBU26 • CCBU26TU
Valencia (66) 1971-72	CCBU66 • CCBU66TU
Ice (116) 1971-72	CCBU116 • CCBU116TU
Mallard (106) 1971-74	CCBU106 • CCBU106TU
Sapphire (96) 1971-74	CCBU96 • CCBU96TU
French (126) 1973-76	CCBU126 • CCBU126TU
Delft (136) 1975-76	CCBU136 • CCBU136TU
Tahiti (146/JAE) 1975-78	CCBU65 • CCBU65TU
Pageant (JAG/JNA) 1978-On	CCBU224 • CCBU224TU
Damson (17) 1971-74	CCRD17 • CCRD17TU
Slate (68) 1971-72	CCGR68 • CCGR68TU
White (19/NAB) 1971-78	CCWT19 • CCWT19TU
Leyland White (NAF) 1978-On	CCWT243 • CCWT243TU
Black Gloss (11/PAA)	CCSB1 • CCSB1TU
Black Satin 1971-On	CCSB2 • CCSB2TU
Primer (High Build)	CCP1 • CCP1TU
Wheel Silver 1971-On	CCWP1 • CCWP1TU
Engine Paint (Black) 1971-On	CCEP4 • CCEP4BR
*Chassis Paint (Black)	• CCCB1BR

DYNOLITE

EUROPE'S CLASSIC MOTOR OIL



Dynolite Oil produces high quality oils and lubricants for vintage, classic and racing applications. Including lubricants for engines, gearboxes, steering boxes and greases. Dynolite lubricants are specially developed for historic vehicles to offer far superior mechanical protection.

www.dynolite.com

Dynolite Stockist: Moss Europe Ltd +44 (0)20 8867 2020



LONDON

LONDON

Unit 16, Hampton Business
Park Bolney Way, Feltham
TW13 6DB

London Tel

+44 (0) 20 8867 2020

E-mail

sales@moss-europe.co.uk

Fax

+44 (0) 20 8867 2030



BRADFORD

BRADFORD

Unit 12-13, Acorn Park Ind. Est.
Otley Road, Shipley
BD17 7SW

Bradford Tel

+44 (0) 1274 539 999

E-mail

bradford@moss-europe.co.uk

Fax

+44 (0) 1274 539 990



BRISTOL

BRISTOL

1-3 Elton Street
Bristol
BS2 9EH

Bristol Tel

+44 (0) 117 923 2523

E-mail

bristol@moss-europe.co.uk

Fax

+44 (0) 117 942 8236



MANCHESTER

MANCHESTER

111-117 Stockport Road
Stockport, Cheshire
SK3 0JE

Manchester Tel

+44 (0) 161 480 6402

E-mail

manchester@moss-europe.co.uk

Fax

+44 (0) 161 429 0349



PARIS MOTOR DREAM

PARIS

7 rue Chaponval
ZAC du Cornouiller
78870 Bailly, France

Paris Tel

+33 (0) 1 30 80 20 30

E-mail

sales@moss-europe.fr

Fax

+33 (0) 1 30 80 21 50

Moss Website
moss-europe.co.uk

stores.ebay.co.uk/moss-europe-ltd

Facebook
facebook.com/mosseurope

Twitter
twitter.com/mosseurope

Pinterest
pinterest.com/mosseurope

Moss Paris Website
moss-europe.fr