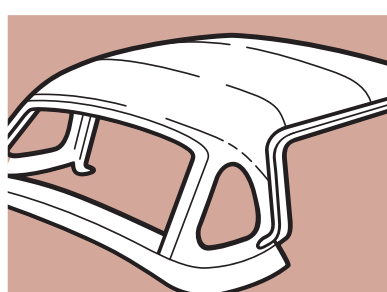
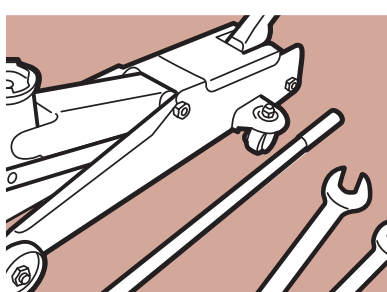
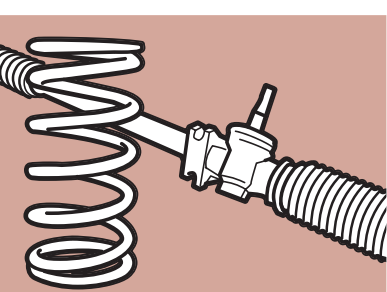
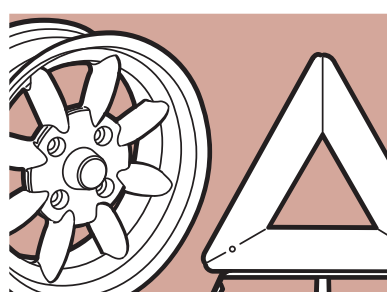
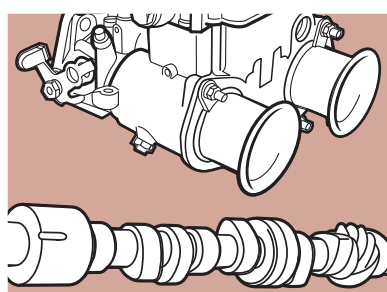
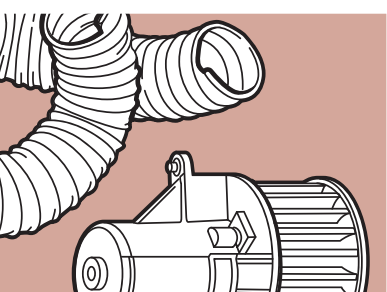
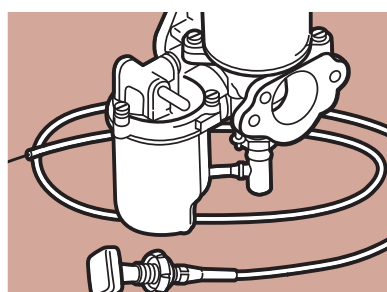
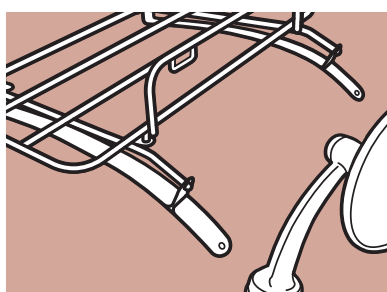
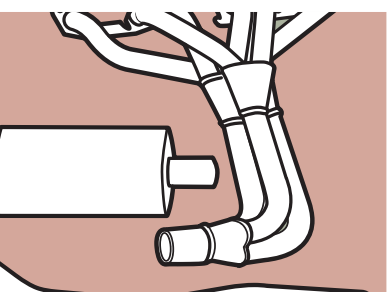
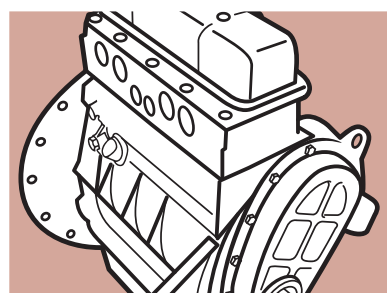
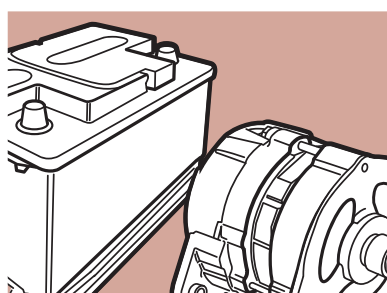
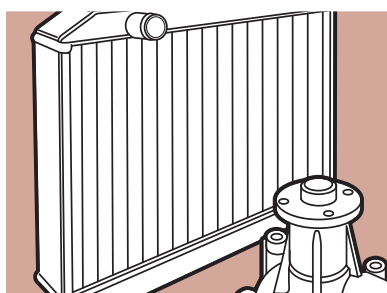
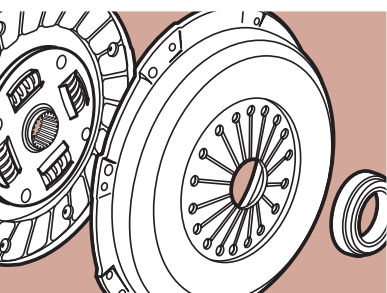
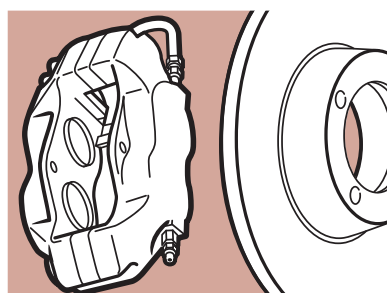
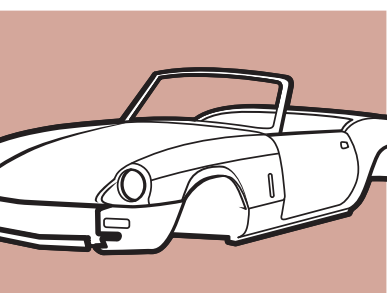


ISSUE 14

PARTS & ACCESSORIES FOR YOUR

SPITFIRE

including technical advice and detailed schematics



PARTS · ACCESSORIES · TOOLS

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HOW TO ORDER

ORDER ONLINE

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

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

ORDER THROUGH A BRANCH

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

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

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

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UK OPENING TIMES

Open Monday to Friday

Store opening times vary. Please contact your nearest branch for more information.

See website for Paris opening times

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

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

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Performance	A04
Exterior	A24
Interior	A31
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Restoration Parts	01
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Where the price is replaced with NCA this part is Not Currently Available. Please visit our website (moss-europe.co.uk) or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

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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 MkIV-1500 bonnet.	TT74071	£573.60
GT6 MkIII bonnet (will fit Spitfire MkIV-1500)	TT7407	£880.80
Spitfire MkI-III and GT6 I-II GRP front valance	TT7302	£66.00
Spitfire MkIV-1500 front 1/4 valance RH.	TT7404	£87.60
Spitfire MkIV-1500 front 1/4 valance LH.	TT7403	£87.60
Spitfire MkIV-1500 front spoiler.	GLZ608FG	£91.50
Spitfire MkI-III rear wing RH.	TT7311	£48.06
Spitfire MkI-III rear wing LH.	TT7310	£48.06
Spitfire MkI-III boot lid	TT7313	£53.60
Spitfire MkIV-1500 boot lid	TT7413	£132.00



XKC1673SAP



713569GS

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 gearbox tunnel GRP	TT7325	£78.30
Spitfire gearbox tunnel plastic	XKC1673SAP	£85.60
GT6 & Vitesse gearbox tunnel GRP	TT7725	£50.70
GT6 & Vitesse gearbox tunnel plastic	709862SAP	£105.00
Gearbox tunnel fitting kit (all models)	XKC1673FK	£28.00
Gearbox tunnel seal kit (all models)	713569GS	£12.20
Herald gearbox tunnel plastic	708505SAP	£102.60



TT3949

REMOTE BRAKE SERVO KIT

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

Remote brake servo kit Lockheed	TT3949	£202.00
Remote brake servo kit aftermarket.	TT3949Z	£97.50



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	£88.55
Spitfire MkI-III LHD	HGB6221L	£82.70
Spitfire MkIV-1500 single line RHD	HGB6222	£82.80
Spitfire MkIV-1500 single line LHD	HGB6222L	£82.80
Spitfire 1500 tandem to FH80000 RHD	HGB6241	£117.82
Spitfire 1500 tandem to FH80000 LHD	HGB6241L	£117.82
Spitfire 1500 tandem FH80000 on RHD	HGB6226	£107.66
Spitfire 1500 tandem FH80000 on LHD	HGB6226L	£107.66

GT6 MkI non roto RHD	HGB6223	£95.50
GT6 MkI non roto LHD	HGB6223L	£95.50
GT6 MkII-III roto RHD	HGB6224	£124.13
GT6 MkII-III roto LHD	HGB6224L	£118.42
GT6 MkII-III non roto RHD	HGB6225	£160.26
GT6 MkII-III non roto LHD	HGB6225L	£118.80



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	£38.90
Spitfire MkI-IV* rear (pair)	TT3342	£42.90
(*Also fits Herald, GT6 MkI & Vitesse MkI).		
Spitfire MkIV-1500 & GT6 MkIII front (pair)	TT3340	£38.90
Spitfire MkIV-1500 & GT6 MkIII rear (pair)	TT3442	£37.10
GT6 & Vitesse rotoflex front (pair)	TT3340	£38.90
GT6 & Vitesse rotoflex rear (pair)	TT3742	£42.30



STAINLESS STEEL BRAIDED BRAKE HOSES

These race inspired steel braided brake hoses look great, and because they don't swell under pressure, they provide a much firmer feel to the brake pedal.

Spitfire MkI-IV

Stainless braided hoses, black	GBL302190	£89.40
Stainless braided hoses, clear	GBL302120	£89.40

Spitfire 1500

Stainless braided hoses, black	GBL322190	£89.40
Stainless braided hoses, clear	GBL322120	£89.40

TT3450G

EBC
BRAKES

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

GT6 MkI-II & Vitesse Ultimex pad set (imperial) TT31501KV . . .£48.70
GT6 MkIII & Vitesse Ultimex pad set (metric) . . TT32501KV . .£27.08

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 MkI-II Greenstuff pad set.TT3350G. . . .£59.00
Spitfire MkIII-1500 Greenstuff pad set.TT3450G. . . .£46.00
GT6 MkI-II & Vitesse Greenstuff pad set (imperial) TT31501G. . .£57.50
GT6 MkIII & Vitesse Greenstuff pad set (metric) TT32501G. . .£52.80



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.

Spitfire MkIII-1500 brake caliper RH.159130. . . .£74.70
Spitfire MkIII-1500 brake caliper LH159131. . . .£74.70



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 valve.TT3954 . . .£255.30



BCC105

BCC BRAKE CALIPER SET

These calipers from BCC are machined from Aerospace grade aluminium for strength and durability, with the pistons made from 303 stainless steel to prevent corrosion and ensure a long life of faultless operation. Each BCC caliper kit contains a pair of BCC 4 pot calipers anodised in black, EBC Ultimex brake pads (including pins, clips and springs), bleed nipples, bridge and feed pipes. Each kit is a simple bolt-on installation requiring no permanent modification to the vehicle and is completely reversible.

BCC brake caliper set, front, Spitfire MkIII-1500* . .BCC105 . . .£672.30
EBC brake pad set, replacement, Greenstuff. . . .BCC202G . . .£56.20
EBC brake pad set, replacement, Ultimex.BCC202KV . .£17.80
(*Also fits Herald)



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 . . .£90.40



ALFIN STYLE 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. .£150.00

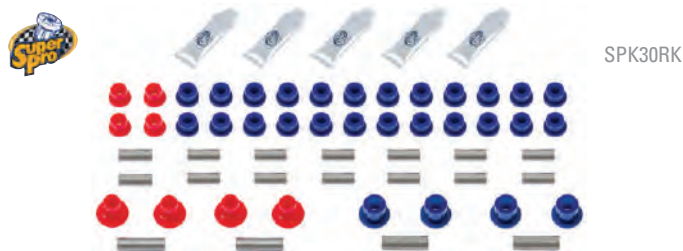


UPRATED SUSPENSION BUSHES

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

Polyurethane is the best solution for road use. It gives improved location without having a detrimental effect on noise levels or a harsh ride. Added advantages are improved longevity and unlike rubber it is not affected by ultra violet light, water, salt, oil or petrol.

The Superpro bushes come with a steel sleeve and grease where necessary and are available either individually, as either front or rear sets or as a complete car set.



SUPERPRO 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.

Spitfire MkI-III car bush kit	SPK30CK. . .	£382.90
Spitfire MkI-III running bush kit	SPK30RK. . .	£164.11
Spitfire MkI-III front bush kit	SPK30CF. . .	£221.70
Spitfire MkI-III rear bush kit	SPK30CR. . .	£173.30
Spitfire MkIV-1500 car bush kit	SPK32CK. . .	£389.30
Spitfire MkIV-1500 running bush kit	SPK32RK. . .	£176.70
Spitfire MkIV-1500 front bush kit	SPK32CF. . .	£206.20
Spitfire MkIV-1500 rear bush kit	SPK30CR. . .	£173.30



UPRATED RACK MOUNTS

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

Alloy rack mount kit	TT3255	£28.20
Superpro poly rack mount (each)	TT3456	£8.15

TT3485



ANTI-ROLL BAR KITS

The standard front anti-roll bar will need uprating when the engine and suspension are modified. The front anti-roll bar is supplied separately, we suggest you also replace the fittings and bushes.

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 uprated anti-roll bars.

Spitfire front 7/8" anti-roll bar kit	217033	£81.60
Spitfire front 1" anti-roll bar kit	TT3485	£98.10
U-bolt for anti-roll bar	155307	£2.95
Bracket for anti-roll bar.	155308	£3.65
Rubber bush for 7/8" anti-roll bar	155310	£1.90
Poly bush kit for 7/8" anti-roll bar	155310SPK . . .	£15.30
Poly bush for 1" anti-roll bar	TT3464	£6.29
Poly bush kit for 1" anti-roll bar	TT3464K.	£15.30



HIGH RATIO 'QUICK' STEERING RACKS

Our high ratio 'quick' steering rack assemblies give lock-to-lock in 2.6 turns compared to the standard 3.5 turns, providing quicker 'turn-in' on the bends for a more responsive feel.

The high ratio rack & pinion are assembled into a sealed for life standard configuration rack assembly for use with standard rubber, polyurethane or solid rack mounts.

These steering rack assemblies are supplied without mountings to allow you to choose the type that best suit your requirements. We suggest polyurethane for road and fast road application. Whereas our solid rack mounts are ideal for race applications. We recommend fitting new track rod ends.

Please Note: These assemblies are factory lubricated with lithium grease (not oil as per the originals). They are sealed, and are not meant to be re-lubricated.

Quick rack RHD.	305932HR . . .	£206.10
Quick rack LHD.	305931HR . . .	£206.10



UPDATED 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.



LEAF SPRINGS

Once the front suspension is set up, it is worth fitting a negative camber rear spring to improve rear end stability. Our 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 approximately 1" but vary from car-to-car.

Spitfire MkI-III leaf spring standard camber TT4313N . .£150.40
 Spitfire MkI-III leaf spring negative camber. TT4313N . .£150.40
 MkIV-1500 leaf spring standard camber Spitfire . . . TT4413N . .£161.10
 MkIV-1500 leaf spring negative camber. TT4413N . .£161.10



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 . .£34.00
 Front spring spacer 7/8" below spring. TT4405 . .£17.10
 Front spring spacer 1" below spring TT4406 . .£25.70



TELESCOPIC CONVERSION BRACKET KIT

If your car has lever arm dampers fitted you will need one of these bracket kits to enable the fitting of telescopic shock absorbers. These specially designed brackets mount rear dampers to the chassis while clearing rototflex couplings, on the 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.

Rotoflex conversion bracket kit TT3618 . .£62.10
 Spax shortened shock absorber (pair) TT3611PR .£204.00

Spitfire & Herald

Application	Spring rate	Fitted length"	Part No.	Price
Road/slightly lowered	330lbs	7.25"	TT4301PR	£68.30
Road/lowered	330lbs	6.88"	TT4302PR	£69.30
Road/sprint	480lbs	7.00"	TT4407PR	£74.50

GT6 & Vitesse

Application	Spring rate	Fitted length"	Part No.	Price
Road/standard	220lbs	8.10"	212425PR	£74.50
Road/lowered	330lbs	7.00"	TT4701PR	£74.50

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 below left.



Available with...



TELESCOPIC SHOCK ABSORBERS

The next step to improving the handling of your car is to fit good quality adjustable shock absorbers. Spax dampers will give excellent service on all models, plus, they have the ability for the adjustments to be made on the car. We also offer a Spax adjustable height front damper ideal for race, kit and special builds. Koni adjustable dampers are renowned for their quality and reliability. The adjustments must be made with the units off the car. Gaz dampers feature on-car adjustment, double lipped piston seals and zinc plated bodies.

All of the adjustable dampers have a two year warranty, the zero setting is equivalent to the standard setting, 3-4 clicks is ideal for fast road use. For Vitesse MkII models with Rotoflex rear suspension you will need to use our telescopic damper conversion brackets. Shock absorbers should always be replaced in pairs

Front shock absorbers (all models)

Spax shock absorber (pair) TT3301PR .£204.00
 Koni shock absorber (pair) TT3302PR .£367.20
 Gaz shock absorber (each) TT3303 .£100.30
 Spax shock absorber height adjustable (pair) TT3306PR .£275.00

Rear shock absorbers (Spitfire, GT6 & Vitesse non-rototflex)

Koni shock absorber, non-rototflex (pair) TT3312PR .£255.00
 Spax shock absorber, non-rototflex (pair) TT3311PR .£195.00
 Gaz shock absorber, non-rototflex (each) TT3313 .£85.90

Rear shock absorbers

Spax shock absorber, rototflex (pair) TT3711PR .£195.00
 Gaz shock absorber, rototflex (each) TT3713 .£85.90



BELL STAINLESS STEEL EXHAUST SYSTEMS

These Bell exhausts are 100% stainless steel and a direct replacement for your standard mild steel system. Ideal if you're looking to keep your Spitfire 'original' but want a long lasting, beautifully built exhaust system.

Please note: Whilst it is a complete exhaust system, the manifold is not included as this system will fit with the standard manifold.

Spitfire MkI s/steel exhaust system	862-135 . . .	£190.00
Spitfire MkII s/steel exhaust system	862-136 . . .	£144.00
Spitfire MkIII s/steel exhaust system	862-137 . . .	£190.00
Spitfire MkIV s/steel exhaust system	862-138 . . .	£205.00
Spitfire 1500 s/steel exhaust system.	862-139 . . .	£235.00

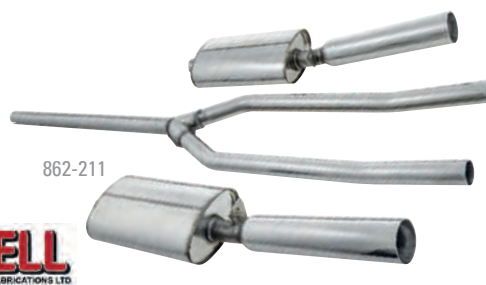
Spitfire MkI exhaust fitting kit	GFK6600X. . .	£24.00
Spitfire MkII exhaust fitting kit	GFK6610X. . .	£24.00
Spitfire MkIII exhaust fitting kit.	GFK6620X. . .	£24.55
Spitfire MkIV exhaust fitting kit.	GFK6630X. . .	£24.46
Spitfire 1500 exhaust fitting kit.	GFK6640X. . .	£24.40



BELL STAINLESS STEEL EXTRACTOR MANIFOLDS

Extractor manifolds are designed to help the air exit the engine as quickly, efficiently and balanced as possible. Standard exhaust manifolds have a tendency to create back pressure, resulting in lower fuel economy, power, and, less noise. Bells extractor manifolds have been designed with all this in mind, and coupled with their sports exhaust system, the differences are noticeable, especially when used as a supporting modification for higher power engine builds. Built from 100% stainless steel, these beautifully built extractor manifolds will also help tidy up the engine bay.

Spitfire MkI-II s/steel extractor manifold	862-220 . . .	£300.00
Spitfire MkIII-1500 s/steel extractor manifold . . .	862-221 . . .	£275.00



BELL STAINLESS STEEL SPORTS EXHAUST SYSTEMS

These Bell sports exhausts are 100% stainless steel with a larger bore and better flow than the standard exhaust system, they have a great sound and help the engine to breath considerably better.

Please note: Whilst it is a complete exhaust system, the manifold is not included and will need to be purchased separately. A bell stainless steel link pipe is also required to fit the extractor manifolds to the sports exhaust system.

Spitfire MkI s/steel sports exhaust system	862-210 . . .	£250.00
Spitfire MkII-1500 s/steel sports exhaust system. .	862-211 . . .	£249.00
Spitfire MkI-1500 exhaust fitting kit	GFK6650X. . .	£30.00

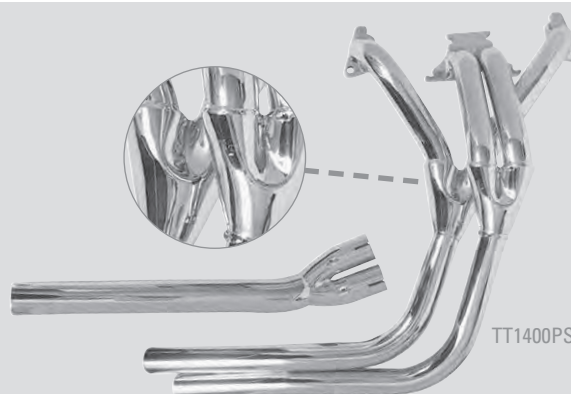
GT6 MkI s/steel sports exhaust system	BSGT61S. . .	£275.00
GT6 MkI exhaust fitting kit	GFK6650X. . .	£30.00
GT6 MkII-III s/steel sports exhaust system	BSGT623S. .	£275.00
GT6 MkII-III exhaust fitting kit.	GFK6660X. . .	£30.00



BELL STAINLESS STEEL EXHAUST LINK PIPES

These link pipes are required when fitting a Bell extractor manifold to your Spitfire. Please note: MkI-II link pipes will not fit the MkIII onwards link pipes and vice-versa, please ensure you order the correct pipe for your model.

Spitfire MkI-II s/steel link pipe	BSG64B . . .	£24.00
Spitfire MkIII-1500 s/steel link pipe.	BSG290. . .	£24.00



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 & Herald mild steel manifold	TT1400 . . .	£287.10
Spitfire & Herald polished stainless manifold . . .	TT1400PS. .	£272.00
Adaptor pipe manifold to standard system	TT5911S . . .	£19.40

PHOENIX PERFORMANCE EXHAUSTS

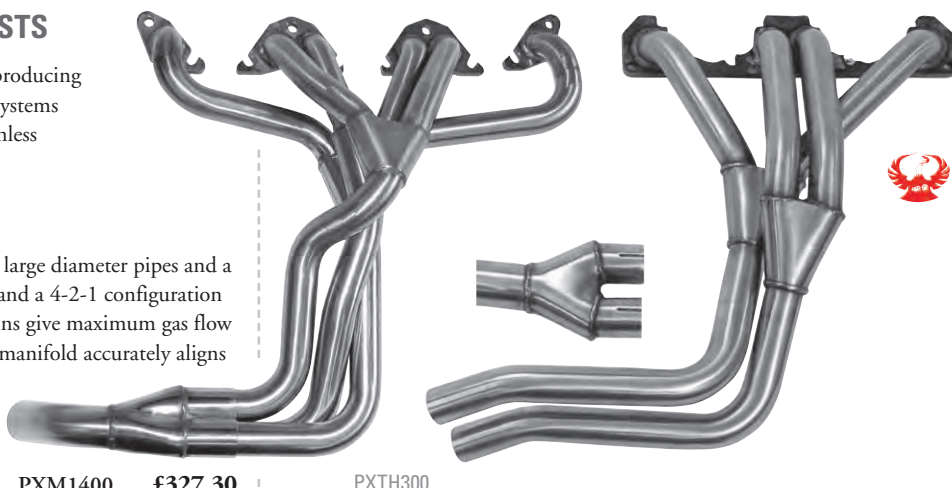
Phoenix are renowned in the Triumph world for producing high quality exhausts systems. All manifolds and systems are manufactured from high grade (type 304) stainless steel throughout and pipe work is mandrel bent.

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 . . . £327.30

GT6 MkII-III fast road manifold PXTH300 . . . £616.60



PXTH300



PXS5420

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 . . . £352.80
(System contains; front link pipe, Y link pipe and rear silencers).

Fitting kit TT5420FK . . . £10.20

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 £14.70	GAC151 £17.10
2" x 15' roll	GAC152 £24.30	GAC153 £26.80
1" x 50' roll	GAC154 £42.90	GAC155 £47.70
2" x 50' roll	GAC156 £73.00	GAC157 £80.50

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	£39.30
Snap Strap kit 6 x 9" and 4 x 18" lengths	GAC173	£34.20
Snap Strap kit 12 x 9" lengths	GAC174	£36.90
Snap Strap kit 6 x 18" lengths	GAC175	£24.30
Snap Strap kit 4 x 14" lengths	GAC176	£12.30



GFK6640X



PXS5401

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 . . . £258.60
(System contains; link pipes and rear silencer).



Lumenition



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 kit CEK150 **£286.50**
Coil replacement for CEK150 CEC **£63.70**

Power module and performance ignition coil

Power module PMA50 **£216.00**
Performance ignition coil MegaSpark 4 LMS4 **£43.80**

Mounting bracket

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

Power module mounting bracket MK006 **£15.10**

Fitting kits

Use these fitting kits with your choice of ignition kit.

Lucas 22D4 25D4 distributors LFK116 **£19.90**
Lucas 45D4 distributors LFK117 **£19.90**
AC Delco D202 D204 4 and 6 cylinder LFK317 **£22.00**



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 **£111.10**
SmoothCut rev limiter adjustable limit RL5 **£148.20**

PERTRONIX



222-435

PERTRONIX IGNITION

Ignitor I

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

Pertronix ignition Lucas 45D4 -VE earth 222-435 **£179.05**
Pertronix ignition Delco 4 cylinder -VE earth 222-485 **£152.50**
Pertronix ignition Delco D204 6 cylinder -VE earth 222-486 **£152.50**
Pertronix ignition Delco DU200 6 cylinder -VE earth 222-487 **£152.50**

Ignitor II

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

Pertronix ignition Lucas 45D4 -VE earth 143-323 **£229.40**
Pertronix ignition Delco 4 cylinder -VE earth 143-324 **£257.70**
Pertronix ignition Delco D204 6 cylinder -VE earth 143-325 **£257.70**

GCL1110



TT29812

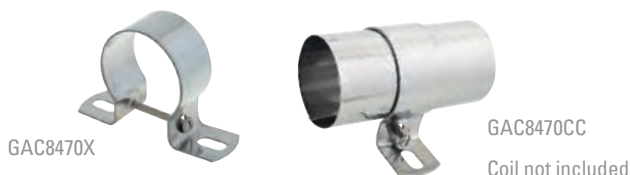
TT2981

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 type TT2981 **£24.60**
Sports coil ballast type TT29812 **£24.60**
Ignition lead end kit GCL1110 **£1.75**



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 only GAC8470X **£9.40**
Stainless steel coil clamp and coil cover set GAC8470CC **£14.35**



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 set	TT1272	£57.30
4 cylinder ignition lead set	TT1472	£25.20

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



IGNITION LEAD NUMBERING SET

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

4 cylinder ignition lead numbering set	CRST255	£4.75
6 cylinder ignition lead numbering set	171-640	£12.90



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	£4.00
1147cc (4 cylinder) fast road plug (each)	BP7HS	£4.40
4-6 cylinder* standard plug (each)	BP6ES	£3.20
4-6 cylinder* fast road plug (each)	BP7ES	£4.00
4-6 cylinder* platinum competition plug (each)	BPR7EIX	£15.00
(*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, red (each)	NSB5	£3.90
Straight plug cap, black (each)	NSB5BLK	£3.70
60° plug cap, red (each)	NYB5	£3.90
60° plug cap, black (each)	NYB5BLK	£5.20
90° plug cap, red (each)	NLB5	£5.50
90° plug cap, black (each)	NLB5BLK	£3.16
Ignition lead end kit (each)	GCL1110	£1.75



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 may be 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 45D4	CSD3214581	£270.00
Tuned 43D4	CSD3223581	£270.00
Optimised with immobiliser 45D4	CSD3214681	£450.00
Tuned with immobiliser 43D4	CSD3223681	£450.00

Distributor for 6 Cylinder models - with Lucas distributors

Optimised 25D6	CSD1314581	£310.00
Tuned 23D6	CSD1323581	£310.00
Optimised with immobiliser 23D6	CSD1314681	£465.00
Tuned with immobiliser 23D6	CSD1323681	£465.00

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	£24.60
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BATTERY CUT-OFF SWITCHES

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



Battery mounted cut-off switches

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

Battery mounted cut-off switch.GAC3192X. . . .£8.20

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



In-line cut-off switches

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

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

Period battery cut-off switch1B2804. . . .£36.00
 Battery cut-off switchTT7964£9.40
 Battery cut-off switch race spec FIA approved. . . TT7962£31.40
 Remote cable 6 footTT79621£9.60
 Spare key for switches TT7964 and TT7962 . . .TT79641£5.60
 Terminal kit for battery cableTT7964TK . .£10.60



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 . .£143.10

GXE9405X

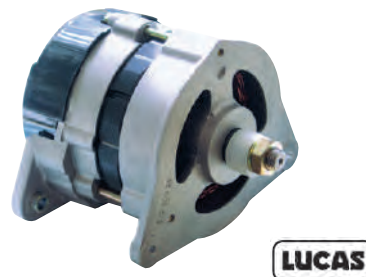


HIGH TORQUE STARTER MOTORS

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. .£222.80

GT6 & VitesseGXE9405X. .£222.80



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. . .£70.60

Alloy alternator pulley.147530A. . .£44.70



PT10802



WOSP

DYNATOR CHARGING SYSTEM

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

Negative earth.PT10802 . .£450.00

Positive earth.PT10802P . .£540.00

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.



Spitfire & GT6 battery liner hard plasticAM7302. . .£38.10



RKC2117

WIDE STYLE RADIATOR

This uprated 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**£142.80**
Spitfire uprated radiator cap GRC180**£3.05**



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 uprated. 115467X**£1.57**



HEATER TAP ADAPTOR KIT

Save time and money with the new heater tap adaptor kit. This convenient kit contains all the necessary parts to replace the heater flange adapter. Get this kit, for a little restoration goes a long way in the upkeep of your Spitfire!

Heater tap adaptor kit. 635-268**£18.00**



BATTERY HOLD DOWN KIT

Replace your old or missing battery tie down with this attractive and high quality battery tie down bar. Designed to fit all Triumph models, it clamps the battery to your car and keeps it tightly secured. Adding a cleaner look to your engine bay, this aluminium battery tie down bar shows off 'TRIUMPH' machined into the bar with matching knurled knobs for ease of installation and removal.

Battery hold down kit 850-428**£35.00**



RF32



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 universal mounting systems, these kits fit using bespoke laser cut brackets that mount directly to the radiator cowl using existing mounting bolts. A manual override switch is also available separately, enabling manual control of either On, Off or Automatic. Kits include: High efficiency fan assembly, electronic controller, bespoke brackets, hardware & wiring, & full instructions. Negative earth only.

Spitfire Revotec fan kit (suction) wide radiator . . . RFK32**£209.90**
Spitfire Revotec fan kit (blower) narrow radiator. . RFK321**£209.90**
GT6 Revotec fan kit (suction). RFK40**£209.90**



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**£85.70**
EFC - hose fitting 28mm RFC002**£81.90**
EFC - hose fitting 32mm RFC003**£81.90**
EFC - M22 x 1.5 for threaded boss RFC010**£81.90**
(Use with threaded boss soldered in to radiator header tank).
Threaded boss - brass RFC012**£11.90**



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.

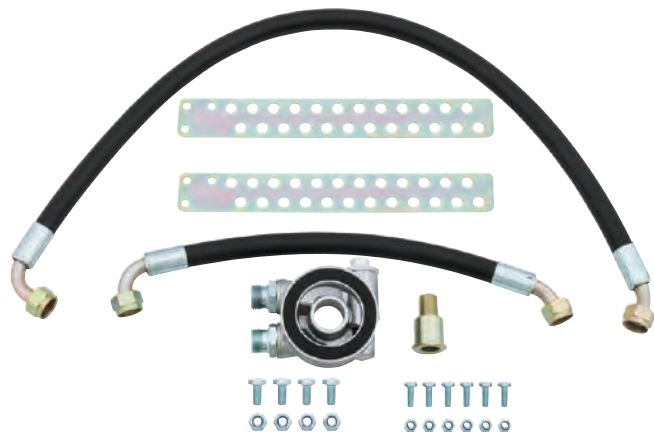
Spitfire & Herald alloy water pump housing. . . . 144297X.**£135.90**
GT6 & Vitesse alloy water pump housing. 307095A.**£129.10**
(Also fits 2000/2500 saloons).



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 bolt TT9401 **£18.20**
 Anti-drain oil filter GFE173 **£5.30**



OIL COOLER INSTALLATION KITS

In modern traffic conditions, especially on long motorway journeys, engines tend to run at high speeds for long periods, causing the oil to thin and a reduction in pressure may occur. The fitting of an oil cooler will help prevent the thinning of the oil and prevent possible engine damage. These kits include mounting brackets, unions, thermostatic oil filter adaptor, spin-on oil filter adaptor where appropriate, with a choice of rubber or stainless steel braided hoses where appropriate.

Spitfire & Herald rubber hoses TT1365 **£106.60**
 Spitfire & Herald braided hoses TT1367 . . . **£117.50**
 Spitfire & Herald thermo rubber hoses TT1369 . . . **£132.00**
 Spitfire & Herald thermo braided hoses TT1369S . . **£158.35**

GT6 & Vitesse spin-on filter rubber hoses TT1768 . . . **£150.50**
 GT6 & Vitesse spin-on filter braided hoses TT1768S . . **£234.00**
 GT6 & Vitesse spin-on filter thermo rubber hoses . TT1778 . . . **£229.20**
 GT6 & Vitesse spin-on filter thermo braided hoses . TT1778S . . **£263.10**



OIL COOLER RADIATORS

Oil Cooler Radiators are available in a range of sizes depending on the use of the car, we recommend a 13 row radiator for road use. Fast road and competition cars may benefit from choosing a higher capacity oil radiator to cope with increased stress on the engine.

10 row oil cooler radiator for road use ARO9807 . . . **£70.00**
 13 row oil cooler radiator for fast road ARA221 . . . **£60.00**
 16 row oil cooler radiator for fast road/sprint . . . ARO9875 . . . **£96.00**
 19 row oil cooler radiator for race ARO9888 . . . **£115.00**



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 . . . **£43.30**



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 conversion TT1286 . . . **£61.20**
 Oil filter GFE173 **£5.30**



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.

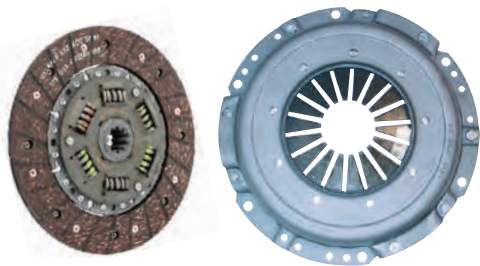
Standard oil push-on thermostat TT2960 . . . **£51.60**
 Full flow oil screw-on thermostat TT29602 . . . **£153.00**
 Straight unions 1/2" (pair) TT9961 **£9.60**
 Temperature adaptor push-on TT2969 . . . **£51.30**
 Temperature adaptor screw-on TT29691 . . . **£83.60**



UPRATED OIL PRESSURE SWITCH AND VALVES

This 20lb oil pressure switch will give you earlier warning of any oil pressure problems. When fitting an oil cooler a stiffer oil pressure relief valve spring will provide improved oil pressure. The valve should be replaced at the same time. Fits Spitfire, Herald, GT6 and Vitesse.

Pressure switch 20lb TT2998 . . . **£30.10**
 Oil pressure relief valve 132107 . . . **£4.20**
 Up-rated oil pressure relief valve spring TT1229 . . . **£2.80**



FAST ROAD UPRATED CLUTCHES

These clutch components are built specially for fast road and competition use. For other clutch parts please refer to page 34 in the Restoration section.

Spitfire 1500 clutch cover fast road TT24011 . . . £261.00
 Spitfire 1500 release bearing GRB207 £17.40

GT6 & Vitesse clutch cover fast road TT2201 . . . £262.70
 GT6 & Vitesse clutch plate fast road (10 x 1" spline) . TT2702 . . . £106.20
 GT6 & Vitesse release bearing GRB209 . . . £13.50



TKC1840X

LIGHTWEIGHT FLYWHEELS

Reducing the rotational mass of the engine gives improved engine response; it can pick up or lose revs faster, 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 1500 TKC1840X . . £344.80
 (Use with clutch cover GCC196 and uprated clutch plate TT2402).
 Lightened flywheel (customers own unit) ENB11 . . . £210.30
 Spitfire uprated flywheel bolt set. TT2223S . . . £40.20

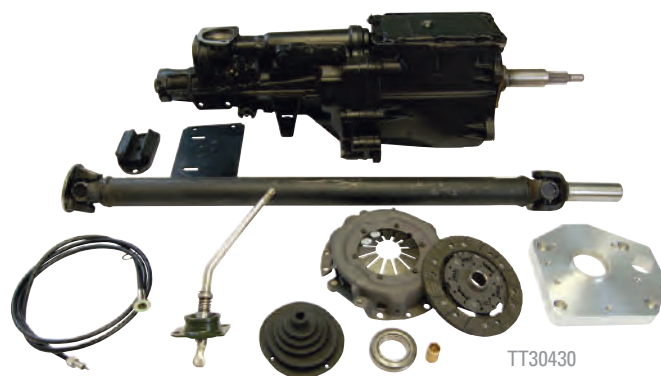


307834ALI

ALLOY SUMP

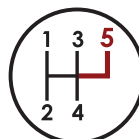
These finned alloy sumps will help to keep the oil temperature down. They are also baffled to prevent oil surge during hard cornering and come complete with drain plugs and a plugged hole to allow fitment of an oil temperature gauge. This 6 cylinder sump will fit both 2 litre and 2.5 litre engines, check for chassis clearance on GT6 and Vitesse.

GT6 & Vitesse alloy sump 307834ALI . . £421.20
 GT6 & Vitesse sump gasket AJM515 . . . £5.30
 Magnetic drain plug 155660 . . . £10.00



TT30430

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 conversion TT30430 . . £2,697.60
 Spitfire 1500 5 speed conversion TT30431 . . £2,738.40
 GT6 5 speed conversion TT30730 . . £2,891.30

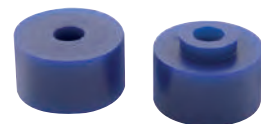


133568SPK

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.

Spitfire IV-1500 Quaife limited slip differential* . . TT2420 . . . £928.80
 (*Suitable for 3.63:1 or 3.89:1 ratios)



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 kit 133568SPK . . £24.00
 Spitfire front lower differential mount kit 131796SPK . . £9.20
 Spitfire rear differential mount kit 117578SPK . . £37.34



HIGH CAPACITY FUEL PUMPS

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

Cylindrical fuel pumps

Cylindrical fuel pump kit - road Silver Top.TMG2930K. **£134.35**
(Up to 150bhp, flow rate: 30 gal/hr, 4.0-5.50 psi, unions: 8mm x 1/8 npt).
Cylindrical fuel pump kit - fast road Silver Top. . .MGS2930K. **£123.00**
(Up to 200bhp, flow rate: 35 gal/hr, 6.0-7.0 psi, unions: 8mm x 1/8 npt).
Cylindrical fuel pump kit - competition Red Top MGS2932K. **£120.80**
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, unions: 8mm x 1/8 npt).
Cylindrical fuel pump only - competition Red Top TT2930. . . . **£107.70**
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, 1/4 npt threads).



Solid state fuel pumps

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

Solid state fuel pump kit, fast road.TMG2931K. **£63.00**
(Up to 150bhp, flow rate; 32 gal/hr, 4.5-7 psi, unions: 8mm x 1/8 npt).
Solid state fuel pump only, fast road.MGS2931. **£54.00**
(Up to 180bhp, flow rate: 34 gal/hr, 7.0-10.0 psi, 1/8 npt threads).

Fuel pump unions

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

Straight union 1/4" (6mm) 1/8 npt.FPA903B. **£1.75**
Straight union 5/16" (8mm) 1/8 npt.MOC1604. **£3.60**
Straight union 3/8" (10mm) 1/4 npt.FPA904/B. **£3.25**
90° union 5/16" (8mm) 1/8 npt.MOC1841. **£7.00**
90° unions 5/16" (8mm) 1/4 npt (pair).TT2930A. **£14.40**
90° unions 3/8" (8mm) 1/4 npt (pair).FPA902B. **£12.20**

Fuel filter union

Unions 1/4" (6mm) 1/8 npt (pair).TT29321. **£8.60**



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



FUEL PUMP BLANKING PLATE KIT

Use this blanking plate kit to replace the block mounted fuel pump if you are fitting an electric fuel pump. Fits Spitfire, Herald, GT6 and Vitesse. Kit includes blanking plate, gasket and hardware.

Fuel pump blanking plate kit.147876K. **£11.00**
Fuel pressure regulator 5/16 unions.TT2926. **£60.00**



FUEL PUMP INERTIA SWITCH

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

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



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.

Spitfire MkI-III.HFFK9. **£113.92**
Spitfire MkIV.HFFK8. **£113.71**
Spitfire 1500.HFFK13. **£105.84**
GT6 MkI-III.HFFK10. **£117.95**



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. **£175.20**
Triple Weber braided stainless steel fuel pipe kit. .TT1255. **£431.40**



STROMBERG TO SU HS6 CONVERSION PLATES

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

SU conversion plate kit
TT1656£58.00



GAC9201X

GROSE JETS

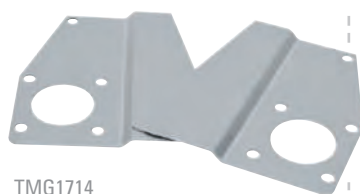
Grose jets use a more modern ball valve so they won't stick open the way the needle valves do.

Grose jet for
Stromberg 150/175 carburettors
GAC9200X.....£13.20
Grose jet for
SU H/HS carburettors.....
GAC9201X.....£11.80



NEEDLES AND SPRINGS FOR HS6 CARBURETTORS

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.



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 HS4
MST019.....£24.50
Carburettor heat shields HS6
TMG1714£25.40



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£4.10
8oz yellow damper spring large
(2" diameter)
AUD4398£3.25



TT1156

SU CARBURETTORS

A pair of SU carburettors 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 carburettors horizontal float (pair)AUD665T ..£700.00
HS6 carburettor angled float chamber (pair).....TT1156£750.00
HS6 carburettor horizontal float (pair)TT1256£760.00



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 £217.50



SFR23

SFR23B

SFR23R

SFR150

SFR175

DASHPOT COVERS FOR SU CARBURETTORS

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

Alloy dashpot cover for HS2.....SFR22 £11.20
Alloy dashpot cover for HS4/HS6.....SFR23 £18.10
Anodised blue dashpot cover for HS4/HS6.....SFR23B £18.40
Anodised red dashpot cover for HS4/HS6.....SFR23R £18.40
Chrome dashpot cover for HS4/HS6SFR150 £11.80
Chrome dashpot cover short type for HS/HIF 4/6 SFR175 £11.30

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.. £13.70	'BAM' .CUD1111.. £13.70	
6 cyl 2500cc biased	'BDB' NZX8002 ..£13.70	'BDQ' NZX8015 .. £13.70	'BAE' .CUD1104.. £13.70	
1147 HS2 fixed	'AN' . . AUD1478 ..£12.55	'BO' . . AUD1526 .. £12.55	'H6' . . AUD1242 ..£12.55	
1300 HS2 fixed	'BO' . . AUD1526 ..£12.55	'H6' . . AUD1242 .. £12.55		
1300 HS2 biased	'AAN' .CUD1012 ..£13.70	'AAU' .CUD1018.. £13.70	'ABT' .CUD1041..£13.70	'ABY' .CUD1046.. £13.70
1500 HS4 biased	'ABT' .CUD1041 ..£13.70			
Late cars use	'ADN' NZX4013 ..£13.70	'AAQ' .CUD1014.. £13.70	'AAM' .CUD1011..£13.70	'AAL' .CUD1010.. £13.70



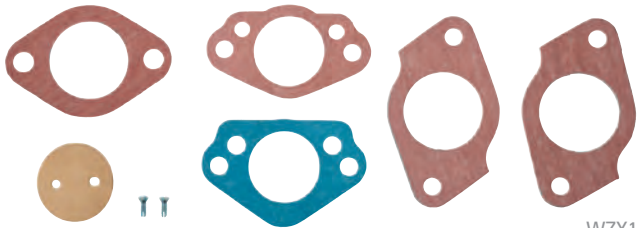
TT1559

JET CONVERSION KITS FOR SU CARBURETTORS

The waxstat jets used on later SU carburettors 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**£65.00**

Jet conversion kit for HS6's with 100 thou jets . . . TT1559**£54.00**



WZX1323

PLAIN THROTTLE DISC KIT FOR SU CARBURETTORS

If your throttle discs are fitted with a pop valve these should be replaced with plain discs to maximize air flow through the carburettors on full throttle, supplied in kit with gaskets.

Plain throttle disc for HS2WZX1320**£9.65**

Plain throttle disc for HS4WZX1323**£10.60**

Plain throttle disc for HS6WZX1321**£9.90**



386-385

AUC4284RP

OVERSIZE THROTTLE SHAFTS

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

Oversize throttle shafts for HS4WZX1177RP**£20.40**

Oversize throttle shafts for H6AUC4284RP**£20.40**

Oversize throttle shafts for HS6WZX1178RP**£20.40**

Carburettor reamer386-385**£211.50**



Carburettor
not included

WEBER DCOE THROTTLE LINKAGES - MANGOLETSI

This new simple design, for DCOE carburettors, 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**£119.10**

Throttle linkage DCOE, single cableLP42411**£105.60**



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**£105.00**

T/linkage DCOE - top mount/twin cableLP4101**£119.40**

T/linkage DCOE - bottom mount/single cableLP4102**£105.00**

T/linkage DCOE - bottom mount/twin cableLP4103**£119.40**



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 40-45 DCOE (each)TT2937A**£7.00**

Carburettor mounting bush kit (per carburettor)TT2939**£12.50**

Thackery washers (each)AJD7731**£0.77**





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 set TT17501 £316.40

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 manifold TT10549 . . . £130.96



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 . . £354.90



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 manifold TT1350 . . . £160.00



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.

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.

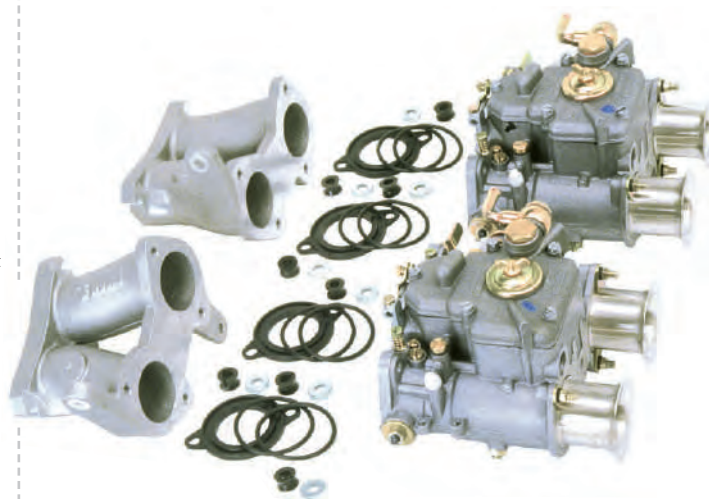
40DCOE twin carb for road (2 required) TT2934283 . . £507.60
 40DCOE twin carb for fast road (2 required) . . . TT2934304 . . £439.60
 40DCOE single carb for road (1 required) TT2934333 . . £468.00
 40DCOE twin carb for sprint (2 required) TT2934333 . . £468.00
 45DCOE single carb for fast road (1 required) . . TT2935344 . . £504.00
 45DCOE twin carb for race (2 required) TT2935344 . . £504.00



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 manifold TT1450 . . . £252.30



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 £1,140.00
 (Fitted with 28mm chokes for road settings and long manifolds).



KN85-5039



SFR4430



SFR4

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 HS4KN85-5039 ...£23.00

Piper ram pipe for HS2 - 30mmSFR230£31.10

Piper ram pipe for HS4 - 30mmSFR430£33.00

Piper ram pipe for HIF4 - 30mmSFR4430£35.20

Piper ram pipe for HS6 - 50mmSFR650£31.10

Period ram pipe for HS2 - shortSFR1£18.90

Period ram pipe for HS4 - shortSFR2£18.90

Period ram pipe for HS6 - shortSFR3£18.90

Period ram pipe for HS2 - longSFR4£18.90

Period ram pipe for HS4 - longSFR8£18.90

Period ram pipe for HS6 - longSFR9£18.90



KNSS3945



KNSS2640



KNSS1645

Ram pipes for Weber carburettors

These ram pipes are genuine Weber replacement products.

Ram pipes for SU carburettors

Ram pipe 40 DCOE - 16mmKNSS1640 ...£33.60

Ram pipe 40 DCOE - 26mmKNSS2640 ...£33.60

Ram pipe 40 DCOE - 39mmKNSS3940 ...£33.60

Ram pipe 45 DCOE - 16mmKNSS1645 ...£33.60

Ram pipe 45 DCOE - 26mmKNSS2645 ...£33.60

Ram pipe 45 DCOE - 39mmKNSS3945 ...£33.60



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 1300ccGAC6610X ...£27.40

Heat shield stainless steel 1500ccUKC8372SS...£27.40



PIPER AIR SOCKS

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

Piper air socks (pair)PXC1050£28.20

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

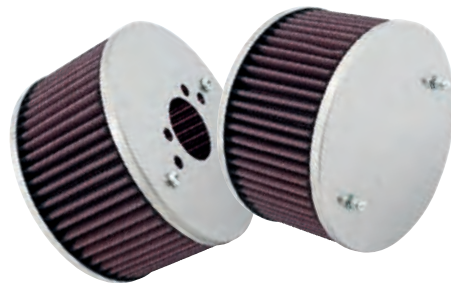
HS2 centre mounting 1 3/4" deepKN56-9121 ...£88.00

HS2 offset mounting 1 3/4" deepKN56-1630A .£125.00

HS4 centre mounting 1 3/4" deepKN56-1390A ..£95.00

HS4 centre mounting 3 1/4" deepKN56-9095 ...£89.40

HS4 offset mounting 1 3/4" deepKN56-9128 ...£94.50



KN56-9098

HS6 centre mounting 1 3/4" deepKN56-1400A .£108.00

HS6 centre mounting 3 1/4" deepKN56-9098 ...£95.00

HS6 offset mounting 1 3/4" deepKN56-9132 ...£89.00

150CD/S centre mounting 3 1/4" deepKN56-1610A .£129.90



KN56-9104

K&N sports air filters for Weber carburettors

DCOE fitting 45mm-1.3/4" deepKN56-9106 ...£99.80

DCOE fitting 63mm-2.1/2" deepKN56-9104 ...£98.70

DCOE fitting 83mm-3.1/4" deepKN56-9265 ...£95.50

223-200

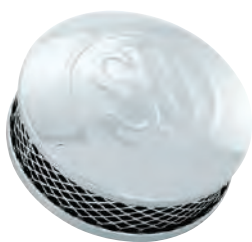


STELLING & HELLINGS AIR FILTERS

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 . . . **£46.50**

Stelling & Hellings air filter - SU 1 1/2" carbs (each) . 223-200 . . . **£46.50**



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. **£64.80**



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 **£29.20**
(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 **£26.40**
(Filter has 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



MT1200

MT1201

MT1202

Aftermarket crankcase breather filters

Breather filter 12mm inlet - blue MT1200 . . . **£7.60**

Breather filter 12mm inlet - chrome. MT1201 . . . **£6.50**

Breather filter 12mm inlet - red MT1202 . . . **£6.50**

(These filters have 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



GAC6004X

GAC4067

ALLOY ROCKER COVERS

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

6 cylinder* polished GAC6004X. . . **£78.00**

6 cylinder* black GAC6005X. . . **£138.50**

(*Does not fit GT6)

4 cylinder polished GAC4067 . . . **£36.60**

4 cylinder black GAC4067BLK . **£44.90**

8G612CP



TT9920

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 gasket GUG5036VC. . . **£2.40**

6 cylinder rocker cover gasket GUG5039VC. . . **£4.15**

Chrome oil filler cap (for GAC... rocker covers) . . 8G612CP . . . **£8.00**

Chrome oil filler cap (for TT... rocker covers) . . . TT9920 . . . **£27.90**

6 cylinder Spitfire & Herald 5/16UNF dome nut 14B2685. . . . **£2.10**

Spitfire 1500 (late) rocker cover stud. 105123. . . . **£2.26**



TT1280

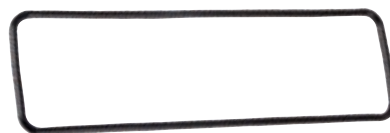
UPRATED CON ROD BOLTS

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 . . . **£187.20**

6 cylinder ARP uprated con rod bolt (each) TT1280 . . . **£15.90**

6 cylinder uprated main bearing bolt (each) BH607241X. . . **£3.50**



SILICONE ROCKER COVER GASKETS

These premium silicone rocker cover gaskets are stronger and more resilient than traditional cork. They will tolerate re-use far better as well, allowing you to remove the covers repeatedly without having to replace your gaskets each time. Instructions included. Note: RTV Sealant is needed for proper installation.

Spitfire gasket standard rocker cover 694-101 . . . **£16.20**

Spitfire gasket, aluminium rocker cover. 694-102 . . . **£21.60**

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 guides TT1302UL . . . £715.00
 Spit early 1300 stage II cyl. head bronze guides . . TT1302BUL . . £809.10
 Spit 1500 stage II cyl. head iron guides TT1402UL . . . £682.00
 GT6 & Vitesse 2L stage II cyl. head iron guides . . TT1702UL . . . £840.00
 GT6 & Vitesse 2.5L stage II cyl. head iron guides . TT1212UL . . . £970.00
 GT6 & Vitesse 2.5L stage II cyl. head bronze guides . TT1212BUL . . £862.40
 (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 . . . £734.40
 Spit late 1300 stage III cyl. head bronze guides . . TT1313B . . . £450.00
 Spit late 1300 stage II cyl. head iron guides TT1313UL . . . £643.36
 Spit 1500 stage III cyl. head bronze guides TT1403B . . . £814.20
 GT6 & Vitesse 2L stage III cyl. head bronze guides . TT1703BUL . £933.30
 GT6 & Vitesse 2.5L stage III cyl. head iron guides . TT1203UL . . . £900.00
 GT6 & Vitesse 2.5L stage III cyl. head bronze guides . TT1203BUL . £982.50
 (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 . . . £1.96
 GT6 & Vitesse uprated head stud set TT1264 . . . £239.10
 GT6 & Vitesse uprated head nut (each) 103810X . . . £5.40
 GT6 & Vitesse uprated 7/16" washer (each) 508289 . . . £0.77



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 . . . £143.70
 (Flat block only).



TT1307

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 . . . £41.20
 Exhaust valve large size 1.30" TT1435 . . . £41.20
 Inlet valve large size 1.475" TT1434 . . . £41.20
 Bronze valve guide set TT1419 . . . £75.00
 Valve spring set TT1307 . . . £30.20
 Alloy valve cap TT1216 . . . £6.10



TT1434



TT1219

GT6 and Vitesse models

Inlet valve large size 1.44" TT1714 . . . £41.20
 Inlet valve larger size 1.475" (race) TT1234 . . . £41.20
 Exhaust valve large size 1.25" TT1715 . . . £41.20
 Bronze valve guide set TT1219 . . . £115.20
 Valve spring set TT1207 . . . £46.00
 Valve spring set (race) TT1708 . . . £81.60
 Alloy valve cap TT1216 . . . £6.10



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 shaft TT1317 . . . £40.60
 Spitfire & Herald rocker spacer set TT1318 . . . £16.00
 GT6 & Vitesse tufridged rocker shaft TT1217 . . . £49.00
 GT6 & Vitesse rocker spacer set TT1218 . . . £36.50

All models rocker pedestal shim TT1910 . . . £2.40
 All models uprated rocker pedestal nut 51K1193B . . . £1.96

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.

- 6 cylinder (duplex models) vernier cam gearTT1225£131.20
 6 cylinder heavy duty timing chain2H4286UR . .£33.40
 1147-1300* duplex gear set.TT1328 . . .£120.00
 1147-1300* duplex gear set with vernier cam gear TT1328X. .£198.00
 1300*-1500 duplex gear set.TT1428 . . .£82.00
 1300*-1500 duplex gear set with vernier cam gear .TT14281 . .£168.00
 (*Small bearing models. **large bearing models).
 2 litre (6 cyl.) duplex gear setTT1428 . . .£82.00
 2 litre (6 cyl.) duplex gear set with vernier cam gear .TT14281 . .£168.00



TT2929



GGL1020



GGL9031X

CAMSHAFT AND ENGINE BUILDING ESSENTIALS

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

- Timing disc.TT2929 . . .£7.20
 Cam lube 250mlKEN2. . .£8.90
 Graphogen engine assembly lube 125gGGL9122X. .£32.50
 Penrite engine assembly lube 40gGGL9031X. .£8.40
 Loctite studloc 24mlGGL1020 . .£26.10
 Wellseal gasket compound 100ml600569A. .£12.10
 Silicone gasket maker 200ml.GGL1009 . .£14.40

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 83.TT10504N . .£227.70 Road 89.TT14041N . .£240.40		
Fast road	Fast roadTT10405N . .£123.60 Fast road 89. . . .TT12041N . .£120.50 Fast road 89. . . .TT14051N . .£75.20	Fast road 212164/TH5. .£267.40 Fast road 89 . . 212164/TH6. .£247.20	Fast roadTT1405N . .£238.60 Fast road 83. . .TT10505N . .£108.10
Sprint	Sprint 90TT1244N . .£331.70		
Race	Race 95TT16061N . .£149.05	1500 race 97 . TT13062N . .£186.00	Race 97TT14063N . .£69.84

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 . . .£827.40
 Spitfire & Herald high lift 1.65:1TT1446 . . .£827.40
 6 cylinder high lift 1.65:1TT1246 . .£1,098.70
 4 cyl. large dia. valve spring set, for roller rockers .TT1408 . . .£56.40
 4 cyl. lightened valve spring caps (each)TT1116 . .£7.50
 6 cyl. large dia. valve spring set for roller rockers. .TT1708 . .£81.60
 6 cyl. lightened valve spring caps (each)TT1116 . .£7.50



TT1209

TT1433

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 . . .£8.42
 6 cylinder (to 1972) high compression push rod 8.11" .TT1233 . .£12.10
 6 cylinder (1972 on) high compression push rod 8.25" .TT10433 . .£12.10
 Spitfire & Herald* push rod high compression 7.80" .TT1433 . .£12.10
 (*1300, 1500 and standard 1147).



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**£83.40**
 Screw Aeroscreen to scuttle (4 required)AD608063**£0.47**
 Aeroscreen stem kit replacement (pair)700896FK**£10.50**



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**£59.40**
 Chrome original style flip-up lozenge capGAC6001X**£79.30**



TRIUMPH MUDFLAPS

Protect your paintwork with these Triumph logo'd mudflaps.

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



CLASSIC HORNS

Choose a horn that suits your classic most. A chrome classic horn is suitable for most classic cars and will help smarten the under bonnet area, or you could go for the distinctive sounding Lucas style windtone horn set as fitted to many classic cars. Let them know you're coming with our twin horn set including two tuned horns, a heavy die cast compressor, all the necessary fittings and full instructions (may not be legal for road use, please check local regulations).

- Chrome classic horn 105mm.MT9143**£18.55**
 Windtone horn set1B9007/8**£75.00**
 Dual air horn kitGAC9978X**£44.10**



VALVE CAPS

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

- Triumph valve cap setHMP190129**£25.20**



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**£2.10**
 Negative earth stickerCRST113**£1.43**
 Unipart filter stickerCRST119**£1.48**
 Tudor water bottle stickerCRST124**£1.90**
 Triplex screen stickerCRST125**£1.80**
- 2 British Leyland house stickerCRST126**£1.31**
 Lucas coil stickerCRST156**£2.40**
- 3 Leyland Special Tuning stickerCRST110**£1.52**
 TriumphTune medium decalDEC104B**£2.90**



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**£84.30**
 Alloy boot rack with wood slatsGAC4005X**£102.90**
 Stainless steel boot rackGAC4004SS**£119.80**
 Stainless steel boot rack with wood slatsGAC4005SS**£127.50**



Designed to be permanently fitted, these high quality racks will give your classic that true British sports car look.

- MkI-III chrome boot rackGAC6603**£272.90**



SPITFIRE 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 Mkl-II

Vinyl hood fixed window - white	807125	£324.90
Vinyl hood fixed window black	807124	£282.00
Mohair hood fixed window black	807124MH	£497.40

Spitfire MklIII to FD75000

Vinyl hood fixed window white	811639	£345.10
Vinyl hood fixed window black	811638	£345.10
Mohair hood fixed window black	811638MH	£507.60

Spitfire MklIII from FD75001

Vinyl hood fixed window white	817889	£345.10
Vinyl hood fixed window black	817881	£319.30
Mohair hood fixed window black	817881MH	£507.60

Spitfire MklIV-1500

Vinyl hood zip out window black	XKC1781	£351.60
Vinyl hood zip out window black aftermarket	XKC1781B	£314.70
Mohair hood zip out window black	XKC1781MH	£537.50

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 cover	GAC9501	£123.40
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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 cover	237-510	£110.20
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TONNEAUS

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.

Mkl-II up to (c) FC50000

Vinyl no headrests white LHD	706821	£253.80
Vinyl no headrests white RHD	706822	£253.80
Vinyl no headrests black LHD	706819	£253.80
Vinyl no headrests black RHD	706820	£253.80

Mkl-II from (c) FC50001

Vinyl no headrests white LHD	708886	NCA
Vinyl no headrests white RHD	708887	NCA
Vinyl no headrests black LHD	708884	NCA
Vinyl no headrests black RHD	708885	NCA

Spitfire MklIV-1500

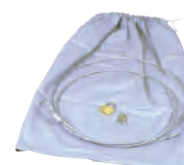
Vinyl no headrests black LHD	822461	£240.20
Vinyl no headrests black RHD	822451	£240.20
Vinyl with headrests black LHD	822501	£240.20
Vinyl with headrests black RHD	822491	£240.20

VINYL HOOD STOWAGE COVERS

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

Hood stowage cover black	822401	£170.60
Hood stowage cover black aftermarket	822401B	£152.40
Hood stowage cover beige	822404	NCA
Hood stowage cover beige aftermarket	822404Z	£284.20
Hood stowage cover black*	822431	£186.50

*Original style, for use with hardtop.



GAC2022X

CABLE AND LOCK

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

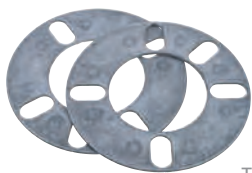
Car cover cable and lock	GAC2022X	£16.20
Stowage bag	GAC2013X	£16.00



HARDTOP STORAGE

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

1 Universal hardtop wall storage brackets	VUB101340	£35.65
2 Universal hardtop storage pouch	GAC1005	£171.90
3 Universal hardtop storage caddy and cover	MXV1120X	£106.90



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**£18.50**

6mm wheel spacer set (pair)TT6902**£20.10**



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.**£24.00**

Spitfire wheel trim 13" (set of 4).GAC2254X.**£78.60**



WHITE WALL TYRE TRIMS

A popular accessory in the past were white wall tyres, unfortunately if you can find them now they tend to be made for the US market and of a much harder compound than European tyres.

However, we are able to supply a rubber ring which is sandwiched between the wheel rim and the tyre wall, recreating the look of white wall tyres but using better quality modern tyres.

White wall trim for 13" wheels (set of 4)GLZ225WWX4**£58.30**



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.**£6.00**



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**£22.30**



GAC8260X

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.**£108.70**

Wheel nut - tube type (each)TT6320**£3.50**

Centre cap - replacement (each)GAC8277X.**£9.60**



GAC8226X

TT63171

MINATOR BOLT-ON REPLICA ALLOY WHEELS

These eight spoke, Minator 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.

Minator bolt-on alloy 13" x 5" 8 spoke - silver . . .GAC8223X.**£80.20**

Minator bolt-on alloy 13" x 5" 8 spoke - gun metal GAC8223F.**£110.80**

Minator bolt-on alloy 13" x 6" 8 spoke - silver. . .GAC8226X.**£108.60**

Minator bolt-on alloy 14" x 6" 8 spoke - silver. . .TT63171**£144.70**

Replacement centre cap - metal painted (each) . . .GAC8211X.**£11.20**

(For early 8 spoke alloys with 55mm hole).

Replacement plastic centre cap - silver (each) . . .GAC8201XPP**£4.85**

Replacement plastic centre cap - gun metal (each) GAC8201XPF**£4.85**

(For current 8 spoke alloys with 52mm hole).



AHA8785

Wheel nut - for 13" wheelsAHA8785.**£1.64**

Wheel nut stainless - for 13" wheelsAHA8785SS.**£4.00**

Wheel nut - for 14" wheel.TT6320**£3.50**



GAC7048X

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 kit GAC7047X. . . £283.20

Octagonal style spinner kit GAC7048X. . . £286.30



452-725

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 tyre. 452-725 . . . £12.60

Rim band for 13" wheel 452-730 . . . £13.20



GGL9205X

AHH5839W

MM385-800

AHH5839

C27290

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 hammer C27290 . . . £27.60

Copper faced hammer. 11B5166. . . £26.70

Spoke adjusting spanner MM385-800. . . £12.00

Short octagonal spanner AHH5839 . . . £6.80

Long octagonal spanner MM386-120. . . £59.40

Long spanner 2-eared MM386-125. . . £57.90

Wooden wrench 2-eared AHH5839W . . £21.00

(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 kit. GAC4134X. . . £36.00

Spline lubricant copper-eze 50g. GGL9205X. . . £4.00

(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 kit. GAC7051X. . . £218.00

Replacement wheel nut. 144504. . . £1.80

(Unless you already have standard bolt-on centre lock/splined hubs already fitted, you will also need to order 16 nuts part no.144504).



WWC466

WWP466

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 spoke WWC466. . . £226.06

Spitfire competition 13" x 5.5" 60 spoke WWC5729. . . £265.00

(The competition wheel is centre laced).

Painted finish wire wheels

Spitfire standard 13" x 4.5" 60 spoke WWP466. . . £171.76



AHA7374

88G607

107949/3

CENTRE LOCK SPINNERS

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

Two eared spinner (8tpi) righthand. AHA7373. . . £26.50

Two eared spinner (8tpi) lefthand. AHA7374. . . £26.50

Three eared spinner (8tpi) righthand 107948/3 . . . £54.00

Three eared spinner (8tpi) lefthand. 107949/3 . . . £54.00

Octagonal spinner (8tpi) righthand. 88G606 . . . £24.40

Octagonal spinner (8tpi) lefthand. 88G607 . . . £24.40

GAC4608



GAC4609



AUXILIARY REVERSE & FOG LAMPS

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

Auxiliary fog lamp	.....GAC4608	.....£19.50
Auxiliary reverse lamp	.....GAC4609	.....£20.60
Bulb replacement 12V 20W (each)	.....GAC4608B	.....£3.50



3H3058



GWW102X



RTC430A



GAE132G

GENERAL SWITCHES

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

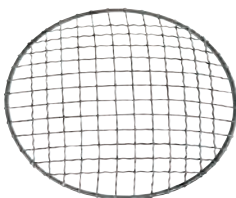
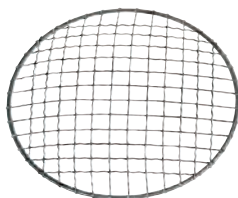
Push button switch momentary	.....3H3058	.....£14.10
Toggle switch momentary	.....GWW102X	.....£17.70
Toggle switch on/off	.....RTC430A	.....£4.75
Pull switch on/off - white illumination	.....GAE132	.....£19.50
Pull switch on/off - green illumination	.....GAE132G	.....£19.50
Pull switch on/off - red illumination	.....GAE132R	.....£19.50
Pull switch on/off - yellow illumination	.....GAE132Y	.....£19.50
Fuse holder inline	.....UKC4446	.....£2.05



ALLOY HEADLAMP RIMS

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

Alloy headlamp rim (each)500929ALLOY	£27.40
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CHROME HEADLAMP STONE GUARDS

Add some protection to your headlamps with these period chrome guards. Stone guard chrome clip fit (pair)GAC8000X.£13.30



CHROME HEADLAMP PEAKS

A good excuse to fit some chrome.

Headlamp peaks (pair)GAC7999X£12.20
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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.



GAC4610



WPS6007



Chrome 5.5" standard pattern spot lamps (pair)	.....GAC4610	.....£46.70
Chrome 5.5" standard pattern fog lamps (pair)	.....GAC4611	.....£54.40
Replacement bulb H3	.....GLB453	.....£4.20
Replacement bulb H3 Xenon 30% brighter (each)	.....GLB453X	.....£9.90
Wiring fitting kit (universal)	.....GAC4027	.....£12.30

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

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



BHA4399



MM162-800



MM162-700

PERIOD STYLE LAMPS

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

Driving lamp with clear lens (each)	.....MM162-700	.....£91.50
Front fog lamp with fluted lens (each)	.....MM162-800	.....£91.50
Back mounted lamp with fluted lens (each)	.....BHA4399	.....£90.90
Back mounted lamp with clear lens (each)	.....57H5322	.....£90.90

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	.....£40.50
Replacement lamp unit with clear lens (each)	.....57H5015	.....£41.70
Replacement bulb driving lamp (each)	.....GLB185	.....£5.50
Replacement bulb fog lamp (each)	.....GLB323	.....£5.10



H4 HALOGEN HEADLAMP CONVERSIONS

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

Wipac quad optic kits

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

Lucas H4 asymmetric kits

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

With pilot RHD (pair)	.....GAC4023	.....£51.60
With pilot LHD (pair)	.....LULUB802	.....£102.00

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



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	.....£95.70
Tripod headlamp assembly LHD (each)	.....506372X	.....£95.70
Tripod lamp unit RHD (each)	.....LU554308	.....£57.80
Tripod lamp unit LHD (each)	.....LU555296	.....£78.70
Replacement bulb RHD (each)	.....GLB414	.....£3.80
Replacement bulb LHD (each)	.....GLB415	.....£5.30



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	.....£39.00
(Inc: 2 relays, pre-wired relay holders, fitted terminals, fittings & instructions).		
Relay kit 1 relay	.....GAC4027	.....£12.30
(Inc: 1 relay, non-assembled wiring, terminals & fittings).		
PVC tubing black pre cut metre	.....504806	.....£2.20



CRYSTAL HALOGEN HEADLAMP KITS

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

Crystal halogen without side light kit** (pair)	.....GAC4022X	.....£62.00
Crystal halogen with side light kit** (pair)	.....GAC4023X	.....£54.00
(**'E' marked for legal road use, use dipping H4 bulbs. RHD only).		
Crystal halogen with angel eye kit* (pair)	.....GAC4600	.....£59.60
Crystal halogen kit* (pair)	.....GAC4615	.....£40.70
(*NOT 'E' marked for legal road use, no dip pattern).		



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£30.00
 Stainless steel flat anti-glare glass LH (each)GAM259X£30.00
 Black finish flat glass RH (each)GAM261X£23.60
 Black finish flat glass LH (each)GAM262X£23.60

Replacement glass - flat tinted (each)GAM207T£6.70
 Replacement glass - convex tinted (each)GAM208T£6.70



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 . . .£34.80
 Chrome flat glass cranked arm (each)GAM1001X . .£36.30
 (These mirrors can be fitted on either righthand or lefthand).



Early Lucas long arm style (fixed type)

Chrome convex glass RH (each)WM1904 . . .£16.90
 Chrome convex glass LH (each)WM1905 . . .£16.90
 Chrome flat glass RH (each)WM1906 . . .£16.90
 Chrome flat glass LH (each)WM1907 . . .£16.90

Late Lucas style (spring back type)

Chrome flat glass (each)GAM118 . . .£38.40
 Chrome convex (each)GAM117 . . .£38.40
 (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 . . .£14.80

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 . . .£37.20



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 . . .£58.00
 Chrome flat glass LHGAM107 . . .£58.00
 Adaptor plate kit RHCZH1626 . . .£7.80
 Adaptor plate kit LHCZH1625 . . .£7.80



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.

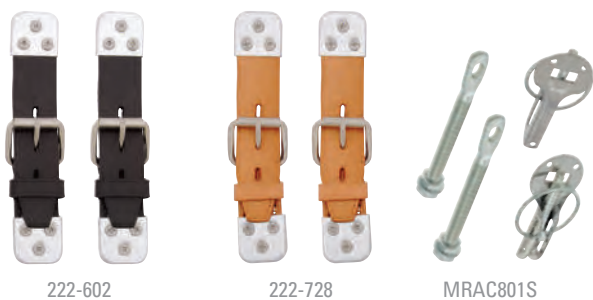
Dual base chrome flat glass222-372 . . .£43.30



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 . . .£27.60
 Satin finish alloy mirror (each)222-355 . . .£27.60



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	£21.10
Bonnet strap set black (pair)	222-602	£37.50
Bonnet strap tan (single)	222-729	£21.10
Bonnet strap set tan (pair)	222-728	£37.50
Stainless steel pin set	MRAC801S	£18.00



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	£96.96
Secure lock kit (2 door locks)	BHH973S	£79.60



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	£26.52
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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	£26.70
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GAE128X



GAE124X



GAE127X



LUSJB100



GAE120



GAE122



AUXILIARY GAUGES

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

Clock full face 52mm - black	GAE128X	£94.20
Clock full face 52mm black bezel (inc. plinth) - black	GAE128Z	£52.06
Electric water temp. half face* 52mm - black	GAE124X	£55.80
Oil temperature half face* 52mm - black	GAE129X	£67.00
Capillary oil pressure half face* 52mm - black	GAE123X	£93.40
Capillary water temp + oil press dual* 52mm - black	GAE127X	£168.00
(Includes fittings).		
Capillary water temp + oil press dual* 52mm - black	LUSJB100	£107.05
Dynamo ammeter half face 52mm - black	GAE120	£57.00
Alternator ammeter half face 52mm - black	GAE121	£55.10
Voltmeter half face 52mm - black	GAE122	£69.90

Gauge fittings (*may be required)

Nylon pipe for oil pressure gauge	LUSIB703	£14.40
Y piece for oil pressure gauge	LUSIB748	£5.50
Male/male adaptor for oil pressure gauge	CAM6431	£6.00
Leather washer for oil pressure gauge	2K4936	£0.30
Male/female adaptor for water temperature gauge	11K2846	£3.20
Male/male adaptor for water temperature gauge	11K2846X	£9.40



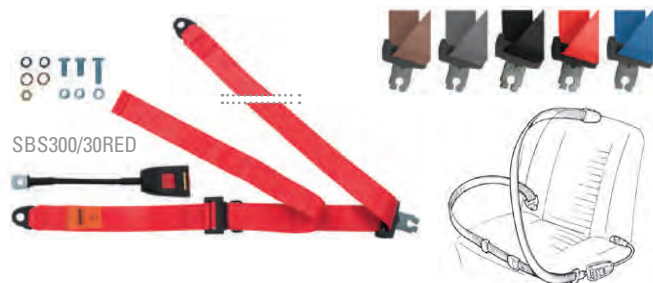
BONNET LIFT KIT

Lifting and lowering your Spitfire bonnet shouldn't be a struggle, and with this bonnet lift kit it doesn't have to be. This kit provides ample support with powerful, built-in gas struts that not only make lifting and lowering the hood easier, they do most of the work for you. What's more, this kit is designed and custom built with functionality in mind, so no drilling is necessary! In short, this kit will keep it simple for you so you can get to the good part worry free.

Spitfire MkI-III bonnet lift kit	867-105	£85.80
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SECURON SEAT BELT & HARNESS KITS

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



Static seat belts

These 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 oversoulder section of the belt.

Static seat belt kit - black.	SBS300/30	£30.60
Static seat belt kit - red.	SBS300/30RED	£36.90
Static seat belt kit - beige.	SBS300/30BGE	£36.90
Static seat belt kit - grey.	SBS300/30GREY	£36.90
Static seat belt kit - blue.	SBS300/30BLU	£36.90



Automatic seat belts

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

Automatic seat belt kit - black.	SBS500/30	£57.30
Automatic seat belt kit - red.	SBS500/30RED	£57.30
Automatic seat belt kit - beige.	SBS500/30BGE	£57.30
Automatic seat belt kit - grey.	SBS500/30GREY	£57.30
Automatic seat belt kit - blue.	SBS500/30BLU	£57.30

Seat belt extender

This can be used to safely extend the seat belt if required. It should only be bolted to the sill mounting position

Seat belt extender - red only.	SBS227	£19.80
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Harness fittings

Harness back strap adapter (pair)	TT7972	£9.80
(Allows harness strap to wrap around roll cage)		
Eye bolts (pair) - use with clip-in mountings. TT7967.		£12.30
Bolt & spacer (pair) - use w/ plate mountings TT7969.		£6.60
Nut plates (pair) - reinforced for fixing bolts. TT7968.		£9.90



HARNESS KITS

Harness kits for road use 'E' approved

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

3 point harness kit - black.	SBH628BLACK	£38.40
3 point harness kit - red.	SBH628RED	£38.40
3 point harness kit - blue.	SBH628BLUE	£38.40
4 point harness kit - black.	SBH629BLACK	£37.30
4 point harness kit - red.	SBH629RED	£37.30
4 point harness kit - blue.	SBH629BLUE	£37.30



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

3 point harness kit - black.	SBH605BLACK	£45.90
3 point harness kit - red.	SBH605RED	£45.90
3 point harness kit - blue.	SBH605BLUE	£45.90
4 point harness kit - black.	SBH655BLACK	£52.20
4 point harness kit - red.	SBH655RED	£52.20
4 point harness kit - blue.	SBH655BLUE	£52.20

VINTAGE COMPETITION LAP BELT

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

Vintage competition lap belt (each).	222-211	£109.30
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PERIOD STYLE SEAT BELT

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

Period style seat belt.	222-205	£53.70
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MOTO-LITA STEERING WHEELS

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

Wood rimmed steering wheels

Mk3 flat polished spokes 13" MLW1115-13 . . . £191.50
 Mk3 flat polished spokes 14" MLW1115-14 . . . £191.50
 Mk3 flat polished spokes 15" MLW1115-15 . . . £191.50

Mk3 dished polished spokes 13" MLW1116-13 . . . £191.50
 Mk3 dished polished spokes 14" MLW1116-14 . . . £191.50
 Mk3 dished polished spokes 15" MLW1116-15 . . . £191.50

Mk3 flat polished spokes with thin slot 14" . MLW1120-14 . . . £191.50
 Mk3 flat polished spokes with thin slot 15" . MLW1120-15 . . . £191.50

Mk3 flat polished spokes with wide slot 13" . MLW1122-13 . . . £191.50
 Mk3 flat polished spokes with wide slot 14" . MLW1122-14 . . . £191.50
 Mk3 flat polished spokes with wide slot 15" . MLW1122-15 . . . £191.50

Mk3 dished polished spokes with thin slot 13" . MLW1125-13 . . . £191.50
 Mk3 dished polished spokes with thin slot 14" . MLW1125-14 . . . £191.50
 Mk3 dished polished spokes with thin slot 15" . MLW1125-15 . . . £191.50

Leather rimmed steering wheels

Mk4 flat polished spokes 12" MLW1111-12 . . . £191.50
 Mk4 flat polished spokes 13" MLW1111-13 . . . £191.50
 Mk4 flat polished spokes 14" MLW1111-14 . . . £191.50
 Mk4 flat polished spokes 15" MLW1111-15 . . . £191.50

Mk4 flat black spokes 13" MLW1112-13 . . . £191.50
 Mk4 flat black spokes 14" MLW1112-14 . . . £191.50
 Mk4 flat black spokes 15" MLW1112-15 . . . £191.50

Mk4 dished polished spokes 12" MLW1113-12 . . . £191.50
 Mk4 dished polished spokes 13" MLW1113-13 . . . £191.50
 Mk4 dished polished spokes 14" MLW1113-14 . . . £191.50
 Mk4 dished polished spokes 15" MLW1113-15 . . . £191.50

Mk4 dished black spokes 13" MLW1114-13 . . . £191.50
 Mk4 dished black spokes 14" MLW1114-14 . . . £191.50
 Mk4 dished black spokes 15" MLW1114-15 . . . £191.50

Mk4 flat polished spokes with thin slot 13" . MLW1121-13 . . . £191.50
 Mk4 flat polished spokes with thin slot 14" . MLW1121-14 . . . £191.50
 Mk4 flat polished spokes with thin slot 15" . MLW1121-15 . . . £191.50

Mk4 dished polished spokes with thin slot 13" . MLW1126-13 . . . £191.50
 Mk4 dished polished spokes with thin slot 14" . MLW1126-14 . . . £191.50
 Mk4 dished polished spokes with thin slot 15" . MLW1126-15 . . . £191.50

Mahogany rimmed steering wheels

Mk9 flat polished spokes with thin slot 14" . MLW1119-14 . . . £282.50
 Mk9 flat polished spokes with thin slot 15" . MLW1119-15 . . . £282.50

Mk9 flat polished spokes with holes 14" . . . MLW1119-14H . . £282.40
 Mk9 flat polished spokes with holes 15" . . . MLW1119-15H . . £282.50



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 MkI-IV GT6 Herald & Vitesse MLW1117B20 £71.20
 Spitfire 1500 MLW1117B45 £71.20

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 £52.00
 Billet horn push 3.5" MLW1117BHP £97.50
 Moto-Lita centre cap MLW1117X1 . £12.60
 Centre cap and horn push MLW1117X2 . £21.50
 Polished ring kit MLW1117X3 . £15.80
 Black ring kit MLW1117X3B £15.80



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 rimmed steering wheels

Leather rim black drilled spokes 14"	489-040	£134.10
Leather rim matt alloy drilled spokes 15"	489-020	£134.10
Leather rim matt alloy drilled spokes 14"	489-030	£134.10
Leather rim black slotted spokes 15"	489-050	£134.10

Laminated wood rimmed steering wheels

Laminated wood rim matt alloy drilled spokes 15"	489-060	£168.10
Laminated wood rim matt alloy drilled spokes 14"	489-070	£168.10
Laminated wood rim matt alloy slotted spokes 15"	489-080	£168.10

Solid wood rimmed steering wheels

Solid thick wood rim matt alloy drilled spokes 14"	489-095	£168.10
Solid thick wood rim matt alloy drilled spokes 15"	489-090	£168.10

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

Boss kit with horn push (Spitfire 1962-1976 & GT6, Herald & Vitesse).	853-786	£59.40
Boss kit with horn push (Spitfire models 1977-80).	MLW1117B45	£71.20
Horn push with TR badge	905-647	£30.10



MOMO GEAR KNOBS

Complimenting most interiors these MOMO gear knobs are universal fitment.

1 Race air leather alloy gear knob	MOMO1060	£93.00
2 Race air leather gear knob	MOMO1057	£93.00
3 Anatomic hide gear knob	MOMO1050	£82.00



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).

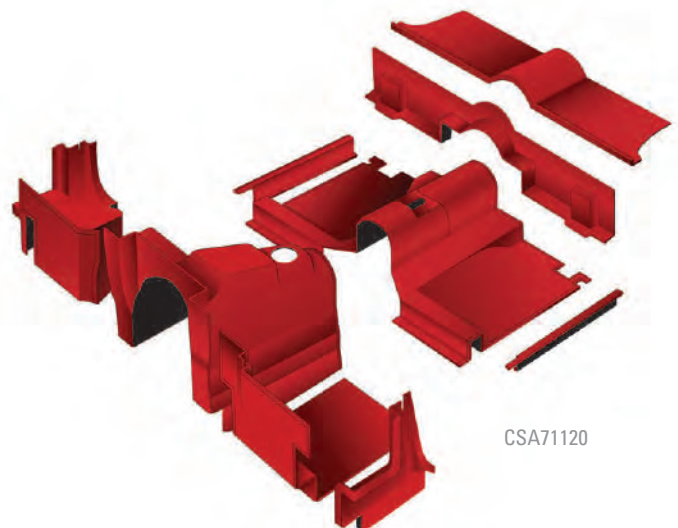
Gaiter finishing kit chrome	GAC9540	£19.60
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GEAR KNOBS

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 insert	GAC6050X	£13.50
2 Leather gear knob nylon inset	GAC6051X	£13.00



CSA71120

CARPET SETS

The spitfire's carpet remained the same shape throughout its production, meaning the only difficult choice for you to make is the colour and whether you'd rather a moulded carpet, or one of our non-moulded carpets. Moulded carpets are generally easier to fit, however, if you're looking to top quality looks and feel, nothing can beat out handcrafted non-moulded carpet sets.

Carpet Sets - Mkl-1500 (1962-80)

	Moulded	Non-moulded
Carpet set, biscuit	CSA71131 £380.34	644-311 £202.00
Carpet set, autumn leaf	N/A	644-313 £202.00
Carpet set, grey	CSA71160 £380.34	N/A
Carpet set, blue	CSA71170 £380.34	644-315 £202.00
Carpet set, honey tan	N/A	644-314 £202.00

Boot Carpet

	MkIII	MkIV-1500
Boot carpet, black	CSA71210 £227.30	CSA74210 £227.30
Boot carpet, red	CSA71220 £227.30	CSA74220 £227.30
Boot carpet, biscuit	CSA71231 £227.30	CSA74231 £227.30
Boot carpet, green	CSA71250 £227.30	CSA74250 £227.30
Boot carpet, grey	N/A	CSA74260 £227.30
Boot carpet, blue	CSA71270 £227.30	CSA74270 £227.30



SCA7101110



SCA7201120



SCA75022101

SEAT COVERS & HEADRESTS

Seat Covers - Spitfire MkI (1962-64)

	Vinyl (pair)	Leather (pair)
Black/White piping.	SCA7101110 £314.40	SCL7101110 . £866.10
Red/White piping.	SCA7101120 £314.40	SCL7101120 . £866.10
Midnight blue/		
White piping.	SCA7101170 £314.40	SCL7101170 . £866.10

Seat Covers - Spitfire MkII-III (1964-70)

	Vinyl (pair)	Leather (pair)
Black/		
White piping.	SCA7201110 £314.40	SCL7201110 . £866.10
Red/		
White piping	SCA7201120 £314.40	SCL7201120 . £866.10
Light Tan/		
Light Tan piping.	SCA7201132 £314.40	N/A N/A
New Tan/		
White piping	SCA7201134 £314.40	N/A N/A
Midnight Blue/		
White piping.	SCA7201170 £314.40	SCL7201170 . £866.10
Shadow Blue/		
White piping.	SCA7201171 £314.40	N/A N/A

Seat Covers - Spitfire MkIII (1968) Low Back USA spec

	Vinyl (pair)	Leather (pair)
Black	SCA7323210 £500.80	SCL7323210 . £942.67
Red	SCA7323220 £500.80	SCL7323220 . £942.67
Light Tan	SCA7323232 £500.80	N/A N/A
New Tan	SCA7323234 £500.80	N/A N/A
Midnight Blue	SCA7323270 £500.80	N/A N/A

Seat Covers - Spitfire MkIII (1969-70) High Back USA spec

	Vinyl (pair)	Leather (pair)
Black	SCA7324210 £500.80	SCL7324210 £1,031.10
Red	SCA7324220 £500.80	SCL7324220 £1,031.10
Light Tan	SCA7324232 £500.80	SCL7324232 £1,031.10
Midnight Blue	SCA7324270 £500.80	SCL7324270 £1,031.10

Seat Covers - Spitfire MkIV (1970-73)

	Vinyl (pair)	Leather (pair)
Black	SCA7401110 £314.40	SCL7401110 . £866.10
Red	SCA7401120 £314.40	SCL7401120 . £866.10
New Tan	SCA7401134 £314.40	SCL7401134 . £866.10
Grey	SCA7401160	NCA . SCL7401160 NCA
Shadow Blue	SCA7401170 £314.40	SCL7401170 . £866.10

Seat Covers - Spitfire MkIV (1971-73) High Back USA spec

	Vinyl (pair)	Leather (pair)
Black	SCA7424210 £500.80	SCL7424210 £1,031.10
Red	SCA7424220 £500.80	SCL7424220 £1,031.10
Light Tan	SCA7424232 £500.80	N/A N/A
New Tan	SCA7424234 £500.80	SCL7424234 £1,031.10
Shadow Blue	SCA7424270 £500.80	SCL7424270 £1,031.10

Seat Covers - Spitfire MkIV (1973-75)

	Vinyl (pair)	Leather (pair)
Black	SCA7402210 £314.40	SCL7402210 . £596.06
Red	SCA7402220 £314.40	SCL7402220 . £596.06
Beige	SCA7402233 £314.40	SCL7402233 . £596.06
New Tan	SCA7402234 £314.40	SCL7402234 . £596.06
Chestnut	SCA7402235 £314.40	SCL7402235 . £596.06
Grey	SCA7402260	NCA . SCL7402260 NCA
Shadow Blue	SCA7402270 £314.40	SCL7402270 . £596.06

Seat Covers - Spitfire 1500 (1975-80)

	Vinyl (pair)	Leather (pair)
Black	SCA7501210 £314.40	SCL7502210 . £596.06
Biscuit	SCA7501231 £314.40	N/A N/A
Light Tan	SCA7501232 £314.40	N/A N/A
Beige	SCA7501233 £314.40	SCL7502233 . £596.06
Chestnut	SCA7501235 £314.40	N/A N/A

	With Headrest (pair)	Without Headrest (pair)
Houndstooth Black/		
White piping.	SCA75022101 £385.81	SCA75012101 . £314.40
Houndstooth Beige/		
White piping.	SCA75022331 £385.81	SCA75012331 . £314.40

HEADRESTS ASSEMBLIES & HEADREST COVERS

Headrest assemblies & covers are sold per headrest, please ensure you order 2 if you're planning to do both headrests.

Headrests Assemblies - MkI-1500

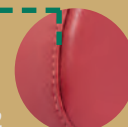
	Vinyl (each)	Leather (each)
Black, fine grain	919070 £77.51	919071L £166.20
Black, coarse grain.	919071 £78.00	919072L £98.98
Matador Red	919072 £78.00	919073L NCA
Chestnut	919073 NCA	919074L NCA
Beige	919074 £78.00	919077L £98.98
Shadow Blue	919077 £6.11	919078L NCA
Grey	919078 NCA	919083L £98.98
New Tan	919083 £78.00	



919070



919072



919070C



Headrest Covers - MkI-1500

	Vinyl (each)	Leather (each)
Black, fine grain	919070C £35.70	919071CL £72.32
Black, coarse grain.	919071C £35.70	919072CL £72.32
Matador Red	919072C £4.10	919073CL £72.32
Chestnut	919073C NCA	919074CL £72.32
Beige	919074C £35.70	919077CL £72.32
Shadow Blue	919077C £25.48	919078CL NCA
Grey	919078C NCA	919083CL £72.32
New Tan	919083C £35.70	



INTERIOR TRIM PANEL KITS

Trim Panels - MkI

Trim panel kit, vinyl, black	TKA71010 . . .	£359.80
Trim panel kit, vinyl, red	TKA73020 . . .	£359.80
Trim panel kit, vinyl, light tan	TKA71032 . . .	£359.80
Trim panel kit, vinyl, midnight blue	TKA71070 . . .	£359.80

Trim Panels - MkII

Trim panel kit, vinyl, black	TKA72010 . . .	£359.80
Trim panel kit, vinyl, red	TKA72020 . . .	£359.80
Trim panel kit, vinyl, midnight blue	TKA72070 . . .	£359.80

Trim Panels - MkIII

Trim panel kit, vinyl, black	TKA73010 . . .	£359.80
Trim panel kit, vinyl, red	TKA73020 . . .	£359.80
Trim panel kit, vinyl, light tan	TKA73032 . . .	£359.80
Trim panel kit, vinyl, new tan	TKA73034 . . .	£359.80
Trim panel kit, vinyl, midnight blue	TKA73070 . . .	£359.80
Trim panel kit, vinyl, shadow blue	TKA73071 . . .	£359.80

Trim Panels - MkIV-1500

Trim panel kit, vinyl, black	TKA74010 . . .	£359.80
Trim panel kit, vinyl, beige	TKA74033 . . .	£359.80
Trim panel kit, vinyl, biscuit	TKA74031 . . .	£359.80

Door Panels - MkI

Door panels, vinyl, black (pair)	TKP71210 . . .	£126.11
Door panels, vinyl, red (pair)	TKP71220 . . .	£126.11
Door panels, vinyl, shadow blue (pair)	TKP71270 . . .	£126.11

Door Panels - MkII-III

Door panels, vinyl, black (pair)	TKP72210 . . .	£129.00
Door panels, vinyl, red (pair)	TKP72220 . . .	£129.00
Door panels, vinyl, light tan (pair)	TKP72232 . . .	£129.00
Door panels, vinyl, new tan (pair)	TKP72234 . . .	£129.00
Door panels, vinyl, midnight blue (pair)	TKP72270 . . .	£129.00
Door panels, vinyl, shadow blue (pair)	TKP72271 . . .	£129.00

DOOR PANELS

Door Panels - MkIV (1970-73)

Door panels, black (pair)	TKP741210 . . .	£126.11
Door panels, red (pair)	TKP741220 . . .	£126.11
Door panels, beige (pair)	TKP741233 . . .	£126.11
Door panels, new tan (pair)	TKP741234 . . .	£126.11
Door panels, shadow blue (pair)	TKP741271 . . .	£126.11

Door Panels - MkIV (1973-75)

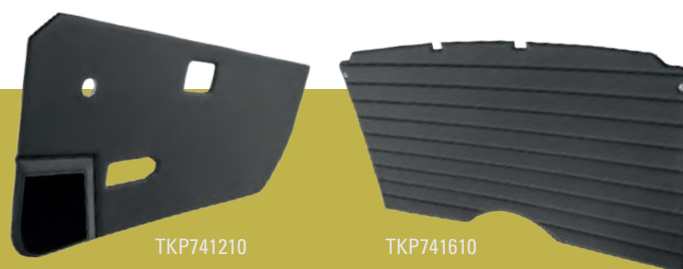
Door panels, black (pair)	TKP742210 . . .	£126.11
Door panels, beige (pair)	TKP742233 . . .	£126.11
Door panels, new tan (pair)	TKP742234 . . .	£126.11
Door panels, chestnut (pair)	TKP742235 . . .	£126.11
Door panels, grey (pair)	TKP742260 . . .	£126.11
Door panels, shadow blue (pair)	TKP742271 . . .	£126.11

Door Panels - 1500 (1975-80)

Door panels, black (pair)	TKP741210 . . .	£126.11
Door panels, red (pair)	TKP741220 . . .	£126.11
Door panels, beige (pair)	TKP742233 . . .	£126.11

Rear Cockpit Panels - MkI-II

Cockpit panel, vinyl, black	TKP71610 . . .	£85.27
Cockpit panel, vinyl, red	TKP71620 . . .	£85.27
Cockpit panel, vinyl, midnight blue	TKP71670 . . .	£85.27



Rear Cockpit Panels - MkIII

Cockpit panel, vinyl, black	TKP73610 . . .	£85.27
Cockpit panel, vinyl, red	TKP73620 . . .	£85.27
Cockpit panel, vinyl, light tan	TKP73632 . . .	£85.27
Cockpit panel, vinyl, beige	TKP73633 . . .	£85.27
Cockpit panel, vinyl, new tan	TKP73634 . . .	£85.27
Cockpit panel, vinyl, midnight blue	TKP73670 . . .	£85.27
Cockpit panel, vinyl, shadow blue	TKP73671 . . .	£85.27

Rear Cockpit Panels - MkIV (1970-73)

Cockpit panel, vinyl, black	TKP741610 . . .	£85.27
Cockpit panel, vinyl, red	TKP741620 . . .	£85.27
Cockpit panel, vinyl, midnight blue	TKP741634 . . .	£85.27
Cockpit panel, vinyl, shadow blue	TKP741671 . . .	£85.27

Rear Cockpit Panels - MkIV (1973-75)

Cockpit panel, vinyl, black	TKP742610 . . .	£85.27
Cockpit panel, vinyl, new tan	TKP742634 . . .	£85.27
Cockpit panel, vinyl, chestnut	TKP742635 . . .	£85.27
Cockpit panel, vinyl, shadow blue	TKP742671 . . .	£85.27



TKP74310



TKP74371

Armrest Assemblies – MkIV-1500

Armrest assembly, vinyl, black, coarse	TKP74310 . . .	£146.63
Armrest assembly, vinyl, black, fine	TKP74311 . . .	£146.63
Armrest assembly, vinyl, red	TKP74320 . . .	£146.63
Armrest assembly, vinyl, beige	TKP74333 . . .	£146.63
Armrest assembly, vinyl, new tan	TKP74334 . . .	£146.63
Armrest assembly, vinyl, chestnut	TKP74335 . . .	£146.63
Armrest assembly, vinyl, shadow blue	TKP74371 . . .	£146.63

Wheel Arch Panels - MkI-II

Wheel arch panel set, vinyl, black	TKP71810 . . .	£125.72
Wheel arch panel set, vinyl, red	TKP71820 . . .	£125.72
Wheel arch panel set, vinyl, midnight blue	TKP71870 . . .	£125.72

Wheel Arch Panels - MkIII-IV (1967-73)

Wheel arch panel set, vinyl, black	TKP73810 . . .	£125.72
Wheel arch panel set, vinyl, red	TKP73820 . . .	£125.72
Wheel arch panel set, vinyl, light tan	TKP73832 . . .	£125.72
Wheel arch panel set, vinyl, beige	TKP73833 . . .	£125.72
Wheel arch panel set, vinyl, new tan	TKP73834 . . .	£125.72
Wheel arch panel set, vinyl, midnight blue	TKP73870 . . .	£125.72
Wheel arch panel set, vinyl, shadow blue	TKP73871 . . .	£125.72

Wheel Arch Panels - MkIV (1973-75)

Wheel arch panel set, vinyl, black	TKP74810 . . .	£125.72
Wheel arch panel set, vinyl, beige	TKP74833 . . .	£125.72
Wheel arch panel set, vinyl, new tan	TKP74834 . . .	£125.72
Wheel arch panel set, vinyl, chestnut	TKP74835 . . .	£125.72
Wheel arch panel set, vinyl, shadow blue	TKP74871 . . .	£125.72

Wheel Arch Panels - 1500

Wheel arch panel set, vinyl, black	TKP73810 . . .	£125.72
Wheel arch panel set, vinyl, red	TKP73820 . . .	£125.72
Wheel arch panel set, vinyl, light tan	TKP73832 . . .	£125.72
Wheel arch panel set, vinyl, beige	TKP73833 . . .	£125.72
Wheel arch panel set, vinyl, new tan	TKP73834 . . .	£125.72
Wheel arch panel set, vinyl, midnight blue	TKP73870 . . .	£125.72
Wheel arch panel set, vinyl, shadow blue	TKP73871 . . .	£125.72

Knee Pads – MkIV-1500

	LH side (each)		RH side (each)	
Vinyl, black, coarse . . .	TKP742710 .	£40.34 . .	TKP741710 .	£40.34
Vinyl, black, fine	TKP742711 .	£40.34 . .	TKP741711 .	£40.34
Vinyl, red	TKP742720 .	£40.34 . .	TKP741720 .	£40.34
Vinyl, beige	TKP742733 .	£40.34 . .	TKP741733 .	£40.34
Vinyl, new tan	TKP742734 .	£40.34 . .	TKP741734 .	£40.34
Vinyl, chestnut	TKP742735 .	£40.34 . .	TKP741735 .	£40.34
Vinyl, shadow blue . . .	TKP742771 .	£40.34 . .	TKP741771 .	£40.34

Tunnel Cover – MkIV-1500 (1973-80)

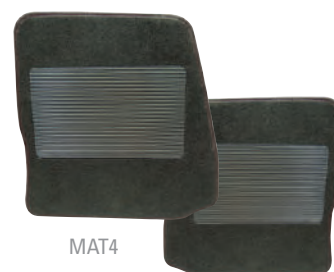
Tunnel cover, vinyl, black, coarse	TKP7410 . . .	£40.34
Tunnel cover, vinyl, black, fine	TKP7411 . . .	£40.34
Tunnel cover, vinyl, red	TKP7420 . . .	£40.34
Tunnel cover, vinyl, beige	TKP7433 . . .	£40.34
Tunnel cover, vinyl, new tan	TKP7434 . . .	£40.34
Tunnel cover, vinyl, chestnut	TKP7435 . . .	£40.34
Tunnel cover, vinyl, shadow blue	TKP7471 . . .	£40.34

Armrest Recovering Kits – MkIV-1500

Armrest recovering kit, vinyl, black, coarse	TKP74510 . . .	£75.44
Armrest recovering kit, vinyl, black, fine	TKP74511 . . .	£75.44
Armrest recovering kit, vinyl, red	TKP74520 . . .	£75.44
Armrest recovering kit, vinyl, beige	TKP74533 . . .	£75.44
Armrest recovering kit, vinyl, new tan	TKP74534 . . .	£75.44
Armrest recovering kit, vinyl, chestnut	TKP74535 . . .	£75.44
Armrest recovering kit, vinyl, shadow blue	TKP74571 . . .	£75.44



AM6820-2



MAT4

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 . . .	£29.40
Spitfire nylon carpet overmats (pair)	MAT4	£31.50





DYNAMAT HEAT & SOUND INSULATION

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

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

Dynamat Xtreme

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

- Dynamat Xtreme - speaker packGAC90511....£16.20
(2 sheets of 254mm x 254mm (10" x 10")).
- Dynamat Xtreme - wedge packGAC90512....£36.30
(1 sheet of 457mm x 812mm (18" x 32")).
- Dynamat Xtreme - door packGAC90513....£88.30
(4 sheets of 305mm x 914mm (12" x 36")).
- Dynamat Xtreme - bulk pack.GAC90514...£223.40
(9 sheets of 457mm x 812mm (18" x 32")).

Dynaliner

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

- Dynaliner - 1/8" thick.GAC90531....£55.60
(1 sheet of 813mm x 1372mm (32" x 54")).
- Dynaliner - 1/4" thick.GAC90532....£80.60
(1 sheet of 813mm x 1372mm (32" x 54")).
- Dynaliner - 1/2" thick.GAC90534...£106.30
(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....£87.30
(1 sheet of 813mm x 1372mm (32" x 54")).



WORKSHOP APRON

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

GAC9938X.....£19.50



TRIUMPH BAR STOOL

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

231-805£79.60



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£63.60

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....£39.00
- 2 Tool roll small 9 pouches & flap.....MM647-100...£45.00
- Tool roll large 8 pouches.GAC8418X...£56.50

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....£40.30
- Jack bag end flap with buckles.AHH6540....£41.10



GARAGE SIGNS

Screen printed metal replicas of original factory dealer signs.

- | | | | |
|---|-----------------------------|------------------|--------|
| 1 | Triumph shield service sign |GAC9932X... | £33.90 |
| 2 | Triumph shield parking sign |GAC8030X... | £33.70 |
| 3 | Triumph wreath parking sign |GAC8031X... | £33.70 |
| 4 | Triumph service sign |214-220 | £42.80 |



EXPANDABLE CUP HOLDER

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

- | | | |
|-----------------------|--------------|--------|
| Expandable cup holder |222-090 | £11.70 |
|-----------------------|--------------|--------|



EMBROIDERED PATCHES

- | | | | |
|---|--|------------------|-------|
| 1 | Triumph embroidered patch |GAC4135X... | £2.40 |
| 2 | TR logo embroidered patch |GAC9955X... | £5.10 |
| 3 | British Leyland logo embroidered patch |GAC9960X... | £5.10 |
| 4 | Union flag embroidered patch |229-510 | £2.70 |



UNION FLAG

This flag is made from lightweight polyester complete with metal grommets on the hoist. Ideal for those continental get-togethers. Go on fly the flag with pride!

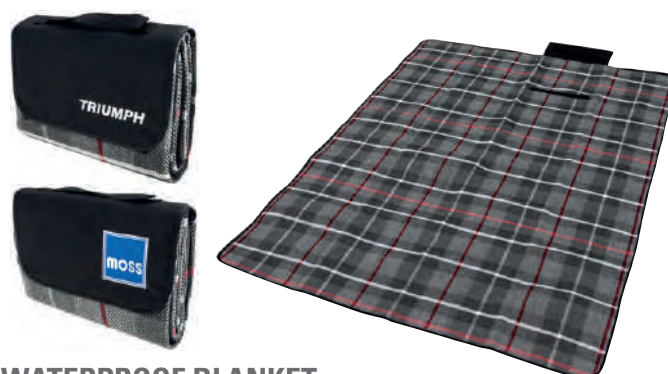
- | | | |
|------------|------------------|--------|
| Union flag |GAC9939X... | £24.60 |
|------------|------------------|--------|



DECALS

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

- | | | | |
|---|---|-------------------|-------|
| | Leyland Special Tuning sticker |CRST110..... | £1.52 |
| 1 | Leyland Special Tuning Abingdon - green |CRST153..... | £2.10 |
| 2 | British Leyland house sticker |CRST126..... | £1.31 |
| | Negative earth sticker |CRST113..... | £1.43 |
| 3 | Tudor water bottle sticker |CRST124..... | £1.90 |
| 4 | BMC rosette (internal) - red/white/blue |CRTR204..... | £5.50 |
| 5 | Unipart filter sticker |CRST119..... | £1.48 |
| | Triplex screen sticker |CRST125..... | £1.80 |
| | Lucas coil sticker |CRST156..... | £2.40 |
| 6 | TriumphTune medium decal |DEC104B..... | £2.90 |



WATERPROOF BLANKET

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

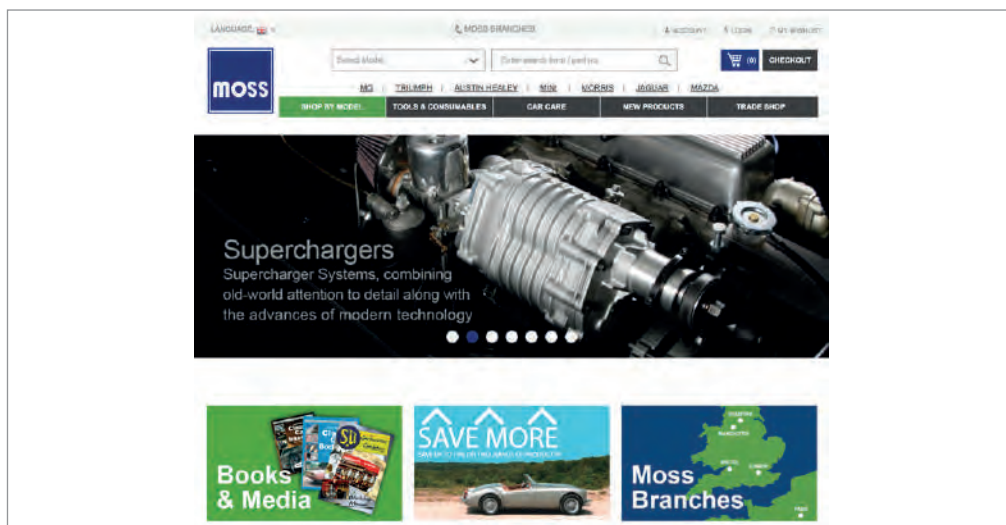
- | | | |
|--|--------------|--------|
| Waterproof blanket, grey, Moss logo |231-370 | £30.00 |
| Waterproof blanket, grey, Triumph logo |231-380 | £30.00 |



THERMAL MUGS

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

- | | | | |
|---|-------------------------|--------------|--------|
| 1 | Travel mug - TR logo |230-886 | £18.40 |
| 2 | Travel mug - Union flag |230-946 | £18.40 |
| 3 | Desk mug - TR logo |230-887 | £18.40 |
| 4 | Desk mug - Union flag |230-947 | £18.40 |



STAY INFORMED

Simply the quickest way to be kept up to date with news of our special offers and information on new and relevant products as they become available...

Visit moss-europe.co.uk and subscribe to our emails.



PARTS · ACCESSORIES · TOOLS



LEATHER KEY FOBs

Made in England, with a stitched leather fob and a high quality enamelled badge, featuring various emblems. See our website for our full range of key fobs.

- | | | | |
|---|-----------------------------|---------------|-------------|
| 1 | Triumph globe |GAC6053 |£3.80 |
| 2 | Triumph shield - blue/white |GAC6053X |£3.80 |
| 3 | Triumph shield - red/white |GAC6054X |£3.80 |
| 4 | Union flag |GAC4042 |£3.80 |
| 5 | Triumph shield - black fob |621-000 |£13.90 |
| 6 | Triumph shield - tan fob |621-001 |£10.50 |
| 7 | Triumph globe - black fob |621-015 |£14.10 |
| 8 | Triumph globe - tan fob |621-016 |£13.90 |



TR SHIELD EARRINGS

Enamelled miniature marque logo earrings.

- TR shield earrings.....GAC9941X.....£18.00



PINT GLASS SET

Enjoy your favourite drink from these glasses bearing the Triumph Laurel logo. Perfect for those show picnics and summer evening barbecues.

- Pint glass set Triumph (set of 4).....230-932.....£18.00



WING COVER

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

- Triumph wing cover.....GAC9975X.....£23.70



CLASSIC TRACKER & IMMOBILISER

Classic Tracker provides a secure and reliable tracking service dedicated for classic cars and motorcycles. A three-wire, self-install tracker which uses GPS & GSM to establish and maintain the secure-status of your classic. In



CLASSIC FLYING HELMET & GOGGLES

Reproductions of the helmets and flying goggles worn by WWII pilots of the Royal Air Force.

The pilot helmets are a premium grade brown leather, with a soft brown cotton lining. Featuring a forehead buckle and strap adjuster to ensure a close fit, opening ear flaps secured with a press stud fastening, and an under-chin strap, secured with a metal buckle.

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

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

- | | | | |
|---|---------------------------------------|-----------------|-------------|
| 1 | Leather pilot helmet brown small |ALCFHL/S |£96.90 |
| | Leather pilot helmet brown medium |ALCFHL/M |£96.90 |
| | Leather pilot helmet brown large |ALCFHL/L |£96.90 |
| | Leather pilot helmet brown x-large |ALCFHL/XL |£96.90 |
| 2 | Leather motoring helmet brown small |ALCFHLL/S | £100.00 |
| | Leather motoring helmet brown medium |ALCFHLL/M | £100.00 |
| | Leather motoring helmet brown x-large |ALCFHLL/XL | £100.00 |
| 3 | RAF vintage goggles Mk8 |ALCGMK8 |£85.00 |

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

- Classic Tracker.....TRACKER1.....£305.00



230-390



230-355



230-388

RETRO SOUND RADIOS

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

San Diego

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

RetroSound San Diego, chrome230-383£320.10

RetroSound San Diego, black230-388£320.10

Hermosa

AM/FM Tuner, iPod/iPhone & Android compatible, x1 rear USB port & x2 rear Auxiliary inputs. Dual colour LCD display (white and green) with built in amp (45 watts peak/24 watts RMS x 4 channels).

RetroSound Hermosa, chrome230-390£247.20

RetroSound Hermosa, black230-395£247.20

Long Beach

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

RetroSound Long Beach, chrome230-381£333.30

RetroSound Long Beach, black230-386£333.30

Laguna

Back to the basics with this AM/FM tuner with x1 rear auxiliary input. Adjustable-angle LCD display with built-in amp (40 watts peak/18 watts RMS x 4 channels).

RetroSound Laguna, chrome.....230-355£175.00

RetroSound Motor 7 Radio

Compatible with iPod/iPhone & Android phones, built-in Bluetooth for hands-free calling and audio streaming, and plays MP3 and WMA files via USB input. Built-in DAB/DAB+ tuner (DAB antenna or DAB Antenna Adaptor required). Improved AM/FM RDS tuner with 30 pre-sets. Inputs: 1 rear-mounted standard USB ports and 2 rear auxiliary inputs. Selectable 32,000 colour LCD with user presets. Built in amp (45 watts peak/25 watts RMS x 4 channels). 3 EQ presets plus user-controlled bass, mid-range, treble, fader, and balance adjustment. Outputs: 4-channel preamp (front, rear).

RetroSound Motor 7, chrome/ivory230-396I ...£330.00

RetroSound Motor 7, chrome/black230-396B ...£330.00

RetroSound Motor 7, chrome/chrome230-396C...£330.00

RetroSound DAB Antenna Adaptor

This adaptor allows you to turn a standard AM/FM antenna into an antenna that will receive both AM/FM stations and Digital Audio Broadcast (DAB/DAB+) stations. It has a DAB antenna output that plugs into the DAB input on the radio, as well as a standard antenna output for AM/FM stations. For use with RetroSound San Diego and Motor 7 units, as well as any aftermarket radio that supports DAB.

RetroSound DAB Adaptor230-389£18.00



RetroSound Quadrophonic Amplifier

The RetroSound Quadrophonic is a full-range Class D (digital) power amplifier that plugs directly into any RetroSound radio. Featuring 4 x 45 watts RMS power, Quadrophonic offers exceptional dynamic range and low distortion for the best possible sound reproduction from your RetroSound audio system. Low level RCA inputs also allows Quadrophonic to be used with any aftermarket car stereo system. Quadrophonic is shielded, so it can be mounted behind the dash, next to the radio without the need to worry about electrical interference. Quadrophonic has a built-in high pass/full range crossover, and its small size means you can mount it just about anywhere.

Features:

- 4 x 45W RMS power output.
- Full range Class D digital circuitry.
- Ultra-low current draw.
- Advanced protection circuitry.
- Shielded to prevent electrical interference.
- Built-in high pass/full range crossover.
- Direct connection compatibility with all RetroSound radios.
- Compact size. (7 1/4" x 3" x 1 3/4" / 197mm, x 71mm x 44mm).

RetroSound Quadrophonic amplifier230-580£150.00



230-396I

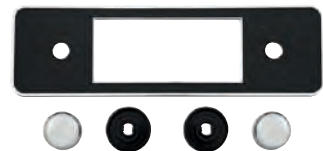




230-328



230-341



230-334



230-344

Faceplate and knob kits (F&K kits)

These kits let you finish off your RetroSound radio with the faceplate and knobs that match the original trim of your classic car. Knobs are available on their own as replacements. Please see our website for full range.

F&K kit - chrome faceplate/chrome knobs	230-326	£35.10
F&K kit - black faceplate/black knobs.	230-327	£35.10
F&K kit - black/black faceplate/chrome knobs	230-329	£35.10
F&K kit - black/chrome faceplate/black knobs	230-328	£35.10
F&K kit - black/chrome faceplate/chrome knobs	230-333	£35.10
F&K kit - black/chrome faceplate/black/chrome knobs	230-334	£35.10
F&K kit - Becker pinstripe	230-341	£35.10
F&K kit - Blaupunkt black	230-342	£35.10
F&K kit - Blaupunkt black/chrome.	230-346	£35.10
F&K kit - VW ivory	230-343	£35.10
F&K kit - Ghia chrome.	230-344	£35.10
Knob set only - chrome.	230-331	£18.00
Knob set only - black	230-332	£18.00



230-555



MRA001



AJM1112X



EEP11Z

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.

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 aerial	230-555	£25.00
Aerial wing mount manual	MRA001	£11.10
Aerial wing mount electric	AJM1112X	£58.90
Aerial roof mount	EEP11Z	£12.90
Extension lead aerial 3 metre.	ZKC533	£12.90



230-505



230-545



230-530



230-550

RETROMOD SPEAKERS BY RETRO SOUND

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

Dual voice coils (DVC) speakers

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

6.5" dia 3 way, DVC, no grilles (each).	230-505	£60.00
5" x 7" 3 way, DVC, no grilles (each)	230-545	£61.50
6" x 9" 3 way, DVC, no grilles (each)	230-510	£51.00

Single voice coils (SVC) speakers

The SVC range of speakers is a standard configuration single channel speaker for normal installations (left & right mounted speakers, such as doors or dash). These speakers are available in a range of sizes and specifications, see our website.

4.5" dia 2 way, 40W max, with grilles (pair)	230-535	£70.00
5" x 7" 3 way, 60W max, with grilles (pair).	230-540	£75.00
6" x 9" 3 way, 100W max, with grilles (pair).	230-530	£73.40
6" x 9" 3 way, 100W max, with grilles (pair).	230-531	£120.00

RetroMod 8" Subwoofer

The compact design and powerful bass response make this ideal for under seat mounting and numerous other in-car applications. The rigid die cast aluminium chassis and powerful Class D amplifier allows this sub to reproduce low frequencies as low as 35Hz.

8" Subwoofer with internal amplifier	230-550	£189.00
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BOOKS, MANUALS & DVDS

Owners handbooks

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

Spitfire MkI owners handbook 511242. . . .£18.40
 Spitfire MkIII owners handbook. . . . 545017. . . .£13.14
 Spitfire MkIV owners handbook. . . . 545220. . . .£13.14
 Spitfire 1500 owners handbook. . . . 545189. . . .£13.14
 GT6 MkI owners handbook 512944. . . .£13.14
 GT6 MkIII owners handbook. 545186. . . .£13.14

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. . . .£39.54
 Spitfire 1500 workshop manual . . . AKM4329 . .£33.54
 GT6 & Vitesse workshop manual . . 512947. . . .£41.94

Kas Kastner's Triumphs: Race, Street & Special Cars

Kas Kastner's latest book covers stories of Triumphs around the world, fix-it articles and stories helpful to the street car owner/restorer, and coverage of building a GT6 race car from scratch.

Kas Kastner's Triumphs. MGL6616. . .£42.00

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 £30.00

The works Triumphs in detail

The Triumph Competitions Department produced more than 150 'works' cars between 1953-1980. Author Graham Robson details each and every works car from with specifications, drivers, entries and careers with multiple accompanying illustrations and colour photography of surviving examples.

The Works Triumphs in Detail MGL0349 . .£55.70

Haynes carburettor manual

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

Haynes carburettor manual. MGL0279 . .£34.70

Weber carburetors: Tuning tips and techniques, by John Passini

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

Tuning tips and techniques 213-431 . . .£14.34

Tuning SU carburetors

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

Tuning SU carburetors. MGL0070 . .£16.74

SU workshop manual

Factory workshop manual covering both carbs and fuel pumps.

SU workshop manual GAC1044X .£18.00

SU needle chart

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

SU needle chart. ALT9501 . .£12.00

SU parts catalogue ALT9524 . .£1.00

Lucas fault diagnosis manual

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

Lucas manual GAC1029X. .£6.00

SU carburettor rebuild DVD

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

SU carburettor rebuild DVD. 211-036 . .£40.90

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 bodywork. MGL0330. .£30.00

How to Restore Classic Car Interiors

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

How to restore classic car interiors . MGL0364. .£30.00

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 portfolio MGL6013X .£24.18

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 cars. MGL0332. .£23.99

Rule Britannia, by John Nikas

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

Rule Britannia. MGL0360. .£111.20

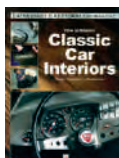
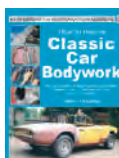
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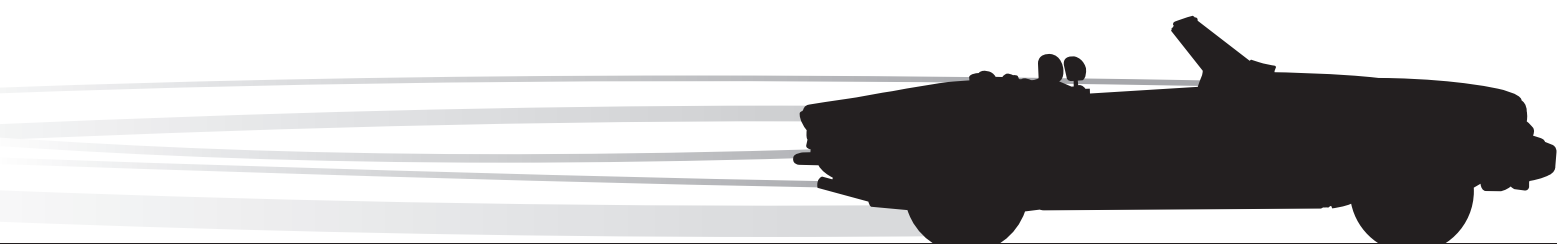
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Spitfire, GT6, Herald & Vitesse

OTP USB HTP2010E £40.30

OTP USB portable HTP2010USB £56.10





Spitfire **Restoration Parts**



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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		All markets, save USA & Sweden	Suffix	C	USA (California legislation)
	FK	USA (1300cc models)		U	USA (Federal legislation)
	FM	USA (1500cc models)		L	Lefthand 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 carburettors 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.

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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 use can also offer the nylontron 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.= GT6 & Vitesse.

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.

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.

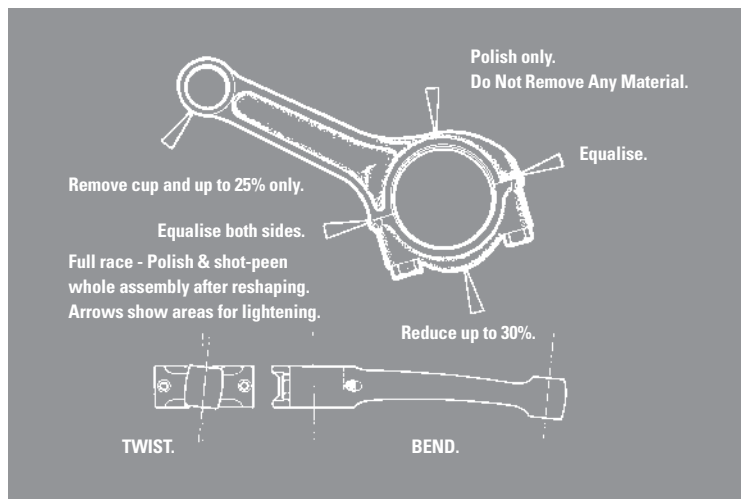
Alternatively for 1500 engines, fit one of our brand new lightweight steel flywheels, part number TKC1840X, that only weigh approx. 4kg (9lbs). This serious reduction in reciprocating mass being accelerated/ decelerated is probably equivalent to 10-20bhp depending on state of engine tune.

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 in 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

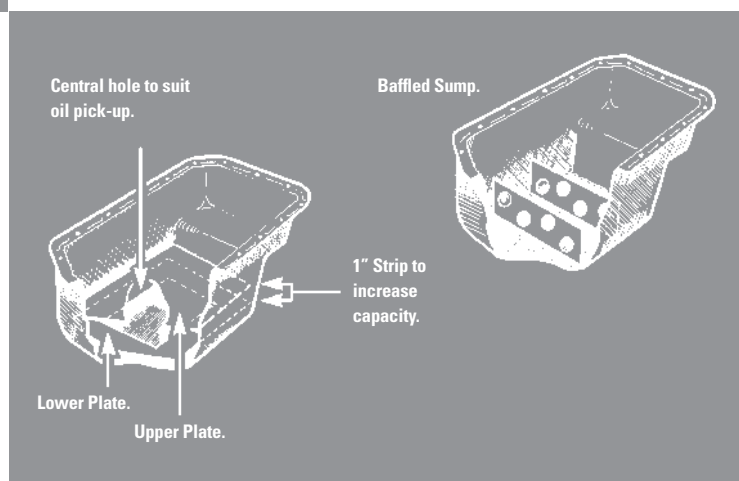
This adjustable cam gear allows precise timing of the non-standard camshaft for maximum performance. Only available as a duplex gear, the gear is made in two halves, which allows the adjustment to be made to suit your particular camshaft requirements.

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

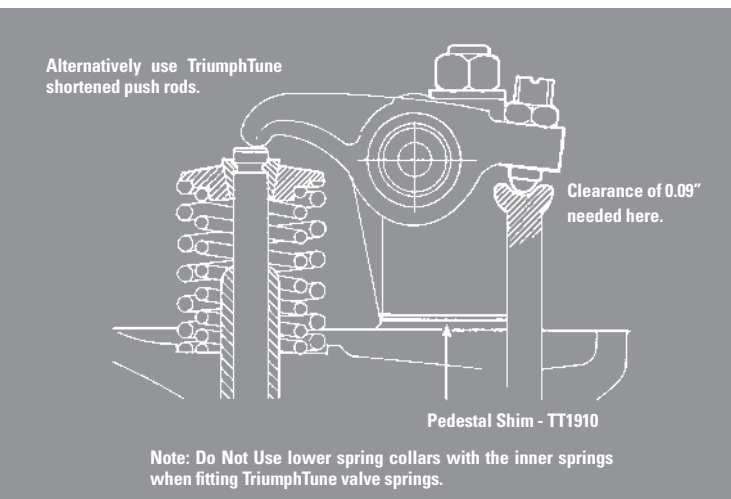
This is correct equally offset, so no excessive wear on either side of the guide will be found.

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.

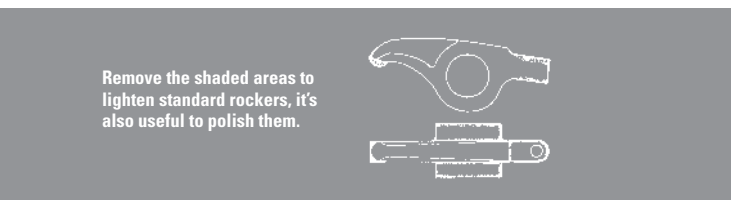


Rocker Pedestal Shims (TT1910)

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.



Rocker Shaft

Although the standard rocker shaft is strong enough for most applications, the tufride 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 MkIII

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
Idle Jet	45F8	45F8	45F9
Back Bleed	0	0	0
Weber Carb. Part No.	TT2934283	£507.60	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
Idle Jet	45F8	45F8	45F9	45F9
Back Bleed	0	0	0	N/A
Weber Carb. Part No.	TT2934283	£507.60	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.

Up rated 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)
(Springs are large diameter). |

TT1226

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.

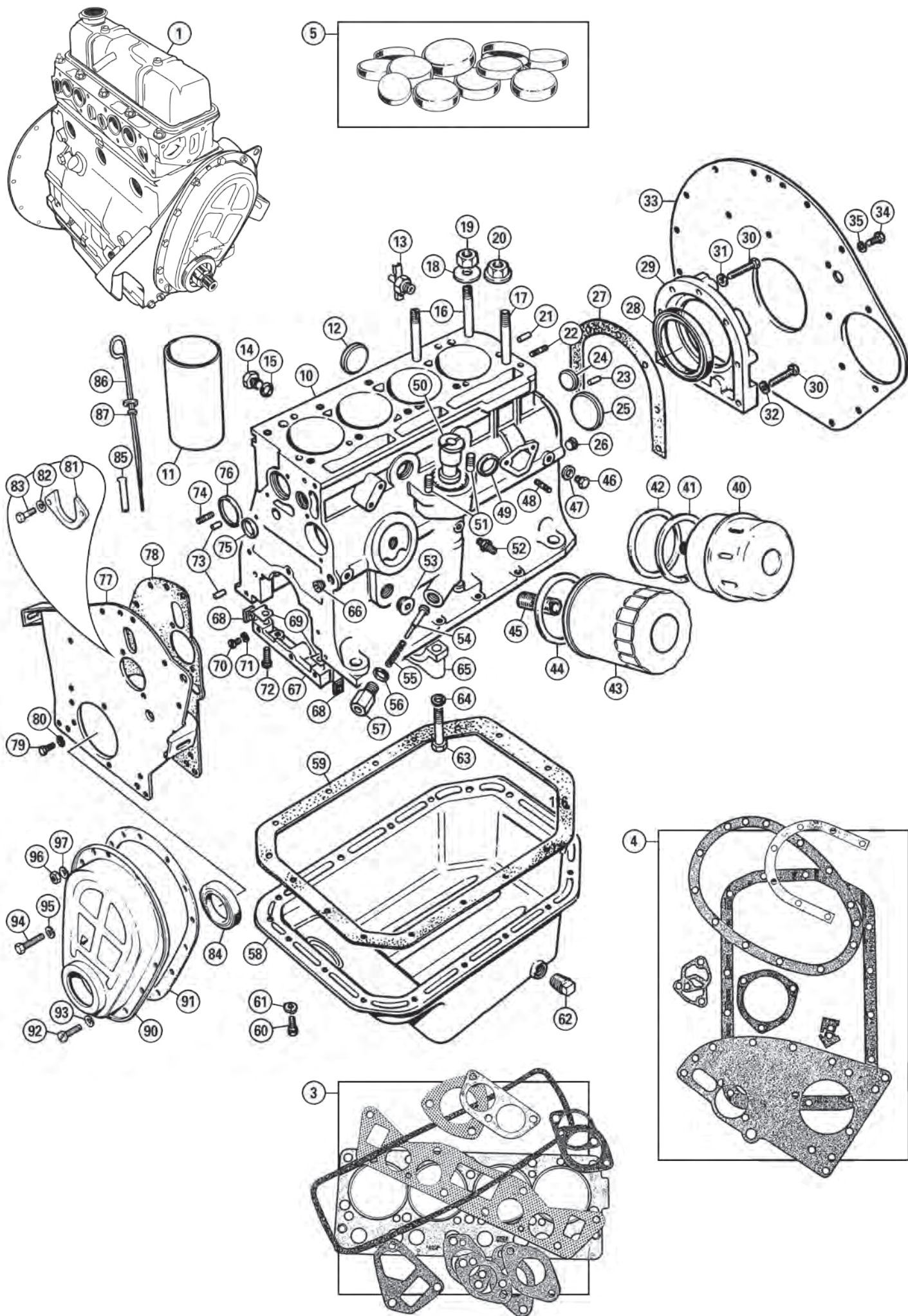
Crankshaft

In engines for fast road use, standard bearings are adequate. For racing use MGB bearings, part no. AEB4512, +0.010" oversize, which necessitates regrounding 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.





ill. Part Number Price £ea. Description Req. Details

External Engine

Engine Development

Introduced in 1951 as an 803cc unit for the Standard 8 the 'SC' (Small Car), the engine underwent various stages of development from 1147cc & 1296cc before the introduction of the environmentally friendly 1500cc version, first in the USA, and later elsewhere. Triumph reduced the power of the 1296cc MkIII Spitfire unit from 75bhp to 63bhp with the introduction of the MkIV 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. 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, increasing the capacity to 1493cc. 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.

At the same time as this change, 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.

Gasket Sets

We supply two types of gasket sets for the Spitfire engine. The Conversion (bottom end) set includes all gaskets necessary to re-build the engine below the cylinder head gasket. The head gasket set comes in different forms depending on engine no. and contains the gaskets required to service the cylinder head. The correct head gasket is determined by the cylinder block, which 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. 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. The two major crank oil seals are not included in any of the gasket sets and should be purchased separately.

Full Engines (Reconditioned)

Comprising of reground crankshaft and camshaft, re-bored cylinder block, new pistons, new bearings, oil pump, timing chain, seals and gaskets. The unit is fully assembled with a reconditioned unleaded cylinder head. Our full engines are rebuilt by a major engine reconditioner.

1.	511576R	NCA	FULL ENGINE, 1147, recon/exch	1	Mkl, high compression
	511577R	NCA	FULL ENGINE, 1147, recon/exch	1	Mkl, low compression
	514555LF	£1,482.90	FULL ENGINE, 1147, recon/exch	1	MkII, high compression
	511556R	NCA	FULL ENGINE, 1147, recon/exch	1	MkII, low compression
	RTC2458E	£2,278.60	FULL ENGINE, 1300, recon/exch	1	MkIII-IV, high compression
	516030R	NCA	FULL ENGINE, 1300, recon/exch	1	MkIII-IV, low compression
	GSE2459E	£1,745.40	FULL ENGINE, 1500, recon/exch	1	standard, lead free
	GSE2459BFC	£2,195.60	FULL ENGINE, 1500, recon/exch	1	standard, lead free, balanced unit clutch & flywheel balanced
	GSE2459ST2	£2,659.30	FULL ENGINE, 1500, recon/exch	1	stage 2, lead free, clutch & flywheel balanced

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

Short Engines (Reconditioned)

Comprising of 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. Our short engines are rebuilt by a major engine reconditioner.

	ENG1350	NCA	SHORT ENGINE, 1300, recon/exch	1	
	ENG1450	£677.18	SHORT ENGINE, 1500, recon/exch	1	
	ENG1451	£877.74	SHORT ENGINE, 1580, recon/exch	1	bored out to 1580cc

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

3	GEG183	£14.40	GASKET SET, cylinder head, 'top end'	1	Mkl-II
	AJM1182	£37.85	GASKET SET, cylinder head, 'top end'	1	MkIII
	AJM1149	£18.30	GASKET SET, cylinder head, 'top end'	1	MkIV To (e) FH25000E
	AJM1209	£30.00	GASKET SET, cylinder head, 'top end'	1	MkIV From (e) FH25001E
	AJM1195	£39.30	GASKET SET, cylinder head, 'top end'	1	1500 From (e) FM28001E

Note: Cylinder head gasket sets include all gaskets required to remove and refit the cylinder head.

4	GEG216Z	£24.60	GASKET SET, conversion set, 'bottom end'	1	Mkl-III
	AJM279	£19.50	GASKET SET, conversion set, 'bottom end'	1	MkIV & 1500

Note: Conversion gasket sets include all gaskets required to overhaul the bottom end of the engine, below the cylinder head gasket.

5	GAC7201X	£8.50	CORE PLUG SET	1	1500
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ill. Part Number Price £ea. Description Req. Details

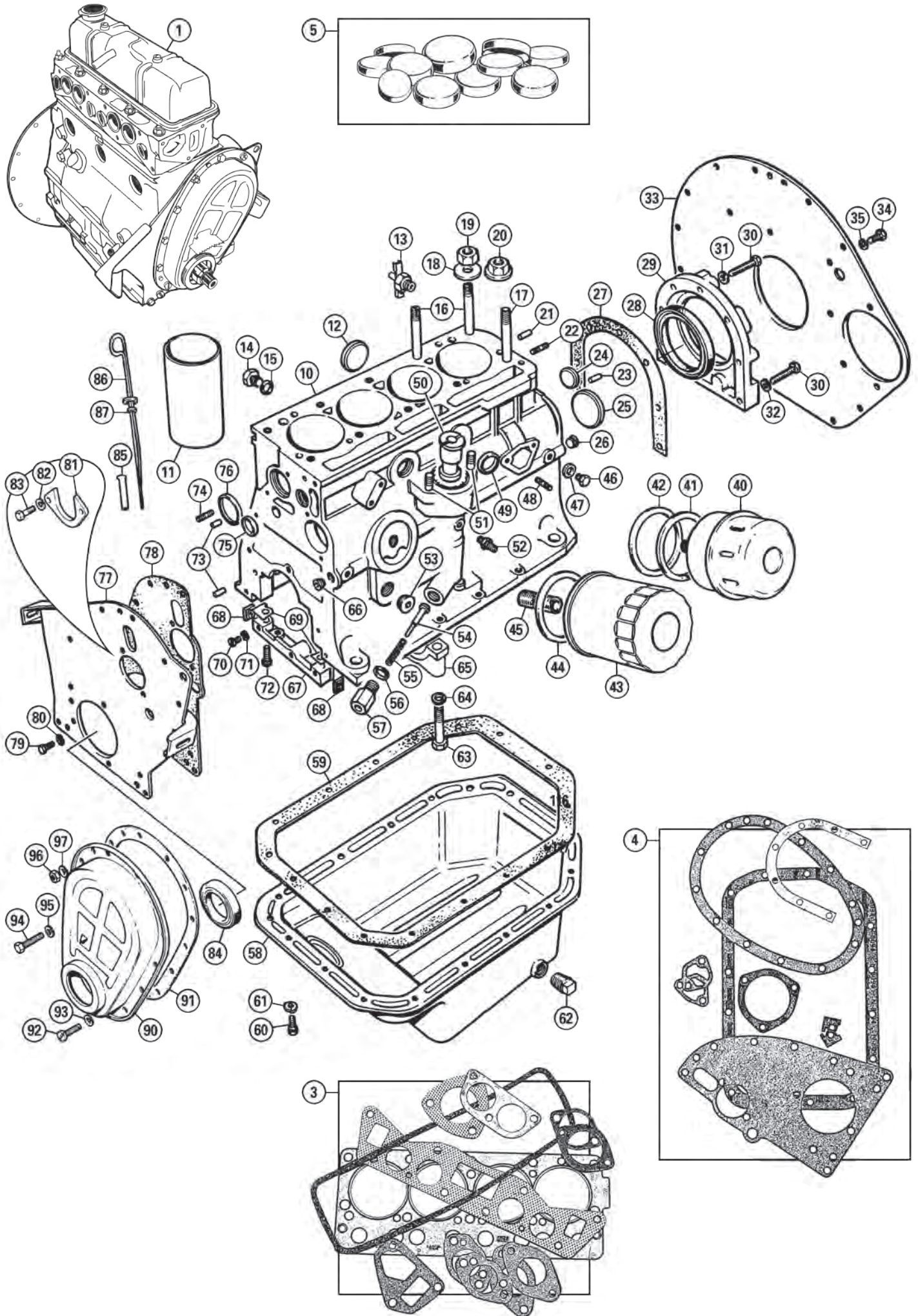
10	510610	NCA	CYLINDER BLOCK, bare	1	Mkl & MkII up to (e) FC61022
	307492	NCA	CYLINDER BLOCK, bare	1	MkII from (e) FC61023
	307004R	NCA	CYLINDER BLOCK, bare	1	MkIII
	520245	£207.90	CYLINDER BLOCK, bare	1	MkIV & 1500
11	132468	NCA	CYLINDER LINER	4	Mkl-II
	158940	NCA	CYLINDER LINER	4	MkIII-IV
	158941	£25.80	CYLINDER LINER	4	1500

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

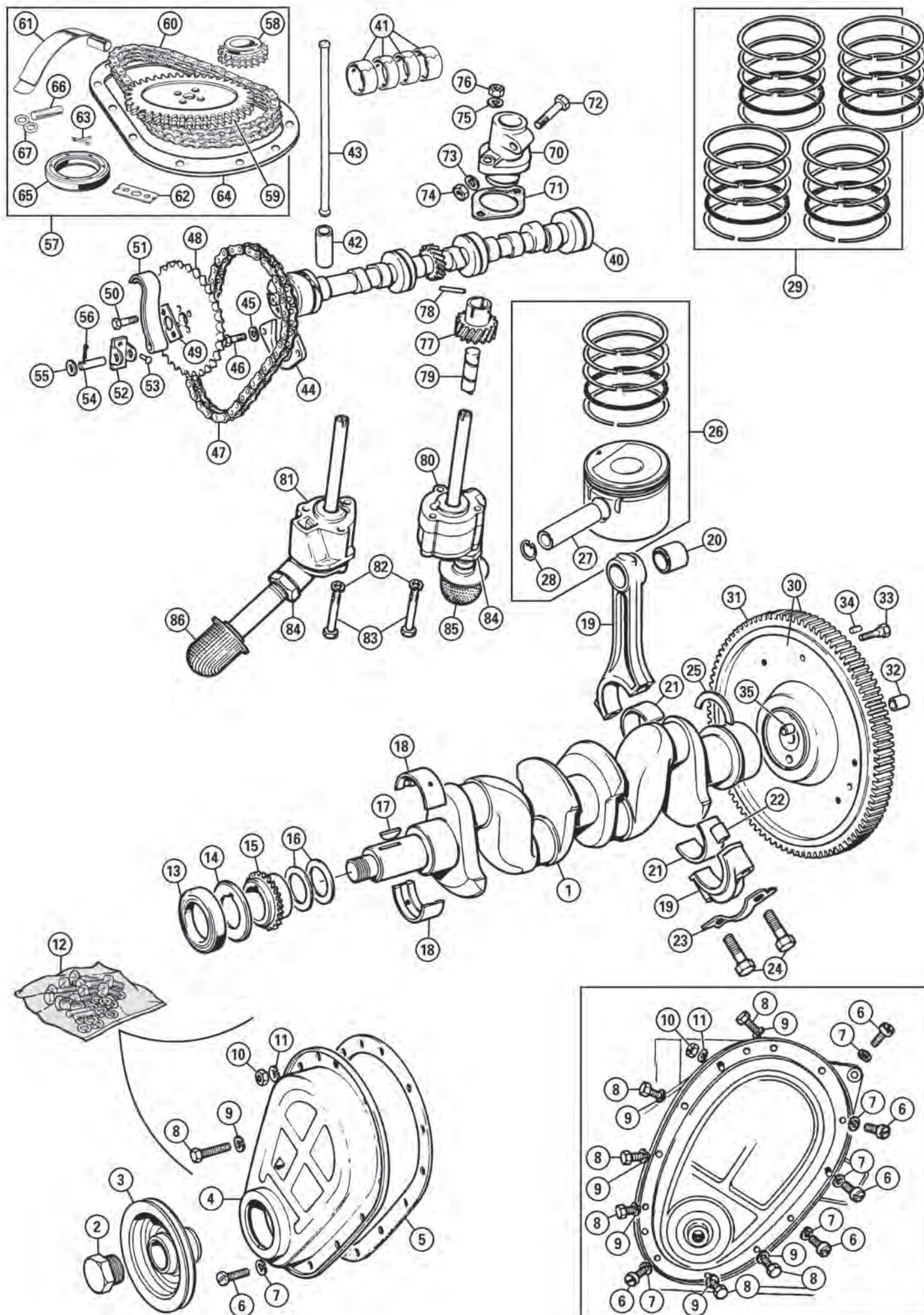
12	144688	£1.21	CORE PLUG, bucket, 1.5"	3	
	046549	£0.95	CORE PLUG, dished, 1.5"	3	
13	602915A	£9.90	DRAIN TAP	1	alternatives
14	129077	£6.60	DRAIN PLUG	1	
15	GHF346	£0.41	WASHER, fibre, when plug fitted	1	
16	121217	£7.80	STUD, cylinder head, 4 3/8"	2	
17	105121	£6.60	STUD, cylinder head, 4 1/4"	8	
18	WP9	£1.04	WASHER, hard	10	
19	110748	£2.90	NUT, cylinder head	10	
20	51K1193B	£1.96	NUT, cylinder head, flanged (Heavy duty uprated flanged nut for improved strength. The washer, item 18, is not required with 51K1193B).	10	
21	DP619	£2.10	DOWEL	1	cut to length
22	FHS2513	£1.10	STUD	3	
23	DP619	£2.10	DOWEL	1	cut to length
24	144686	£2.21	CORE PLUG, bucket, 1.25"	1	
	56712	NCA	CORE PLUG, dished, 1.25"	1	
25	148353	£0.77	CORE PLUG, bucket, 2"	1	
	142440	NCA	CORE PLUG, dished, 2"	1	
26	118632	£2.70	PLUG, screwed, oil gallery	1	
27	105321	£0.60	GASKET, seal housing to block	1	
28	143456	£3.50	OIL SEAL	1	all MkII from (e) FC79642E to 1500 also fitted to (e) FC69121E, from (e) FC69140E to (e) FC69143E & from (e) FC73286E to (e) FC73768E
29	137374	£34.00	HOUSING, oil seal, scroll type	1	Mkl & MkII up to (e) FC79641E with some exceptions, see below
	156530	NCA	HOUSING, oil seal	1	all MkII from (e) FC79642E to 1500 also fitted to (e) FC69121E, from (e) FC69140E to (e) FC69143E & from (e) FC73286E to (e) FC73768E
30	SH605091	£0.89	SCREW	7	
31	500469	£0.85	WASHER, copper	1	
32	GHF332	£0.40	WASHER, locking	6	
33	201344	£34.00	ENGINE PLATE, rear	1	
34	SH605061	£0.22	SCREW	7	
35	GHF332	£0.40	WASHER, locking	7	
40	128889	NCA	OIL FILTER	1	Purolator or AC Delco type replacement, to 1963
	GFE107	£12.30	OIL FILTER	1	

Note: The original early type oil filter assembly part no. 128889 is no longer available, but can be replaced with GFE107. The later type, GFE150, will fit all 1300/1500 blocks, but you will need adaptor 12G2518 if this part is missing. The seal is included with the filter.

41	157409	£1.40	SEALING RING, use with Purolator filter	1	
42	132098	£0.89	'O' RING, use with AC Delco filter	1	
43	GFE150	£4.00	OIL FILTER**	1	
44	157409	£1.40	SEAL RING, use with GFE150	1	
45	12G2518	£3.50	ADAPTOR, oil filter to block**	1	
46	SH605041	£0.43	SCREW, oil gallery plug	4	
47	500469	£0.85	WASHER, copper	4	
48	TE605105	£2.00	STUD, fuel pump mounting	2	
49	144686	£2.21	CORE PLUG, bucket, 1.25"	2	
	56712	NCA	CORE PLUG, dished, 1.25"	2	
50	131786B	£58.50	SHAFT BUSH, oil pump drive	1	
51	TE605105	£2.00	STUD	2	
52	GPS117	£6.00	SWITCH, oil pressure warning light	1	
53	116516	£1.80	PLUG, screwed	1	
54	132107	£4.20	PISTON, oil pressure relief valve	1	
55	131535	£4.45	SPRING	1	
56	6K433	£1.15	WASHER, copper, housing	1	
57	107246	£21.60	HOUSING, oil pressure relief valve	1	
58	213863	£66.64	SUMP	1	
59	AJM517	£3.40	GASKET, sump	1	
60	SH605051	£1.30	SCREW, short	12	
	SH605061	£0.22	SCREW, long, rear of sump	4	
61	GHF332	£0.40	WASHER, locking	16	
62	114774	£3.10	DRAIN PLUG, tapered	1	
	155660	£10.00	DRAIN PLUG, magnetic	1	
63	BH607241	£1.04	BOLT, main bearing cap	6	
64	GHF334	£0.73	WASHER, locking	6	
65			MAIN BEARING CAP (Main bearing cap is part of cylinder block assembly, not available separately).	3	



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
External Engine (Continued)											
66	118632	£2.70	PLUG, oil gallery	1							
67	104863	NCA	SEALING BLOCK, front	1	MkI, II & III up to (e) FD34006E						
			(NLA use 151134 and associated hardware).								
	151134	£21.90	SEALING BLOCK, front, alloy	1	MkIII from (e) FD34007E, MkIV &1500						
	151134X	NCA	SEALING BLOCK, front, steel	1							
Note: The original alloy sealing block is renowned for the threads being stripped and failing over time. The steel version can be used to replace the original alloy and is stronger meaning it is much less prone to failing.											
68	036234	£1.32	FILLER PIECE, wood	2							
			(Included in conversion set).								
69	UKC8321	£0.37	GASKET, front sealing block	2							
70	SE605061	£1.48	SCREW, pan head	2							
71	GHF332	£0.40	WASHER, locking	2							
72	GHF103	£0.60	SCREW, hexagon head	2							
73	DP514	£1.48	DOWEL	2							
74	100433	£2.40	STUD	1	MkI-III						
	TE605105	£2.00	STUD	1	MkIV &1500						
75	144687	£0.46	CORE PLUG, bucket, 1"	1							
	046172	£0.64	CORE PLUG, dished 1"	1							
76	144688	£1.21	CORE PLUG, bucket, 1.5"	1							
	046549	£0.95	CORE PLUG, dished, 1.5"	1							
77	209610	NCA	ENGINE PLATE, front	1	MkI-II up to (e) FC61022 (Can be replaced with 215372 and 215350 gasket).						
	215372	£55.96	ENGINE PLATE, front	1		MkII from (e) FC61023 & 1500					
78	205457	£1.70	GASKET, front engine plate	1	MkI-II up to (e) FC61022 MkII from (e) FC61023 & 1500						
	215350	£1.70	GASKET, front engine plate	1							
79	SH605061	£0.22	SCREW	3							
80	GHF332	£0.40	WASHER, locking	3							
81	105114	£18.00	RETAINER, camshaft	1							
82	GHF332	£0.40	WASHER, locking	2							
83	SH605071	£0.64	SCREW, retainer securing	2							
84	100499	£4.70	SEAL, timing cover	1	MkI-III						
	UKC1110	£2.76	SEAL, timing cover	1	MkIV & 1500						
85	121831	NCA	DIPSTICK TUBE	1							
86	134933	NCA	DIPSTICK	1							
87	032307	£1.43	WASHER, felt	1							
90	201311	NCA	TIMING COVER	1	MkI-III						
	207492	£220.50	TIMING COVER, single timing mark	1	MkIV & 1500						
	217790	£42.84	TIMING COVER, multiple timing mark	1							
91	211126	£1.62	GASKET, timing cover	1							
92	SE605031	£1.31	SCREW, pan head	5							
93	GHF332	£0.40	WASHER, locking	5							
94	SH605071	£0.64	SCREW, hex head	6							
95	GHF332	£0.40	WASHER, locking	6							
96	GHF201	£0.14	NUT	1							
97	GHF332	£0.40	WASHER, locking	1							



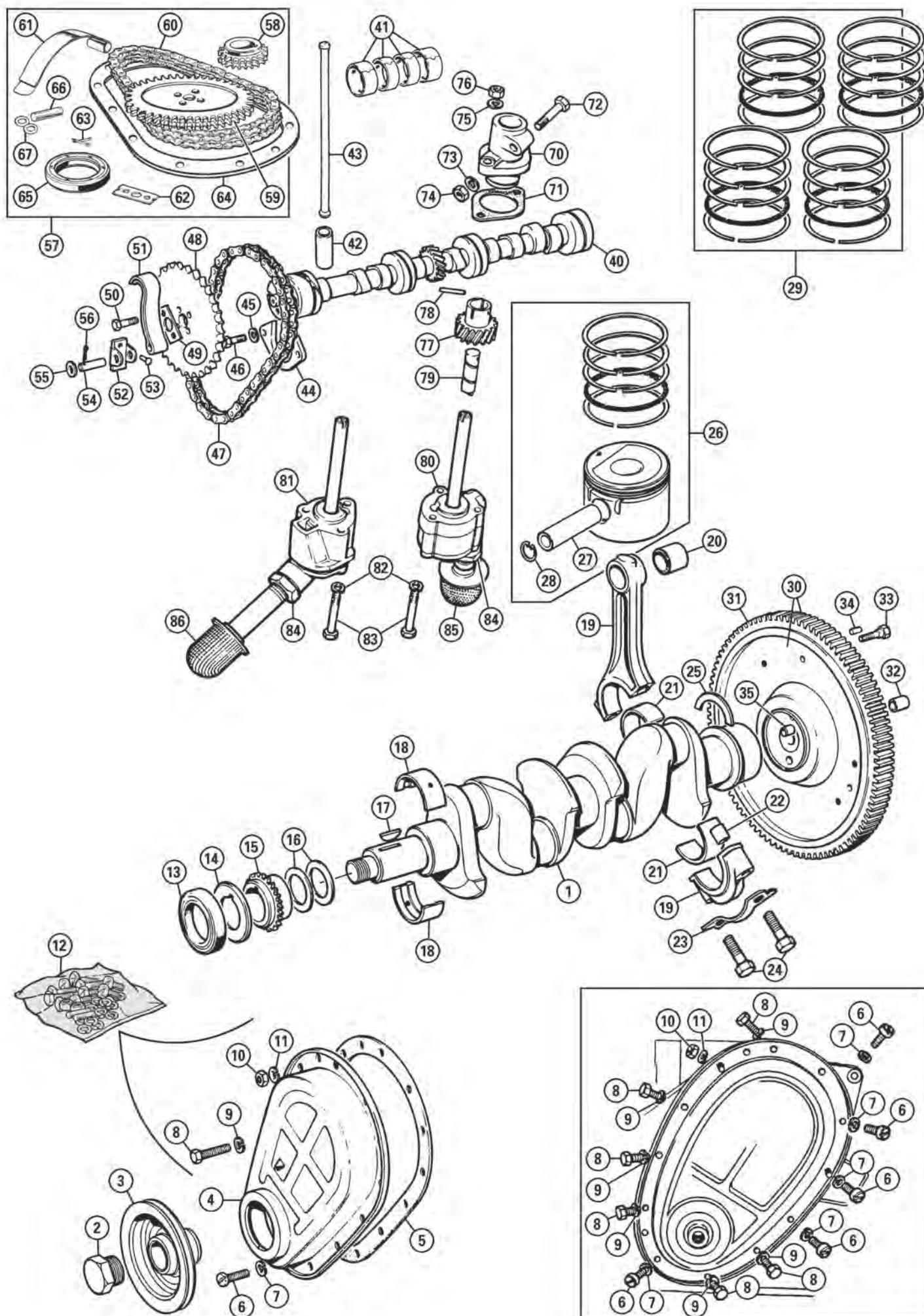
ill.	Part Number	Price £ea.	Description	Req.	Details
Internal Engine					
1	305073	NCA	CRANKSHAFT, scroll type	1	MkI-II
	307422R	£204.00	CRANKSHAFT, oil seal type, recon/exch	1	MkII-III
	308737E	£244.80	CRANKSHAFT, recon/exch	1	MkIV
	RKC918E	£269.30	CRANKSHAFT, recon/exch	1	1500
			(Crankshafts include items 18 & 21).		
2	128058	£11.40	NUT, machined, pulley retaining	1	MkI-III
	155357	£18.40	NUT, machined, pulley retaining	1	MkIV & 1500
3	202465	£83.36	PULLEY	1	MkI-III
	217789	£123.30	PULLEY	1	MkIV & 1500
4	201311	NCA	TIMING COVER	1	MkI-III
	207492	£220.50	TIMING COVER, single timing mark	1	MkIV & 1500
	217790	£42.84	TIMING COVER, multiple timing mark	1	
5	211126	£1.62	GASKET, timing cover	1	
6	SE605031	£1.31	SCREW, pan head	5	
7	GHF332	£0.40	WASHER, locking	5	
8	SH605071	£0.64	SCREW, hex head	6	
9	GHF332	£0.40	WASHER, locking	6	
10	GHF201	£0.14	NUT	1	
11	GHF332	£0.40	WASHER, locking	1	
12	MBK113	£11.00	SCREW KIT, timing cover	1	includes all fixings
			(Contains all hardware to fit the timing cover, gasket not included.		
			Illustration shows the correct position for the different types of hardware).		
13	100499	£4.70	SEAL, timing cover	1	MkI-III
	UKC1110	£2.76	SEAL, timing cover	1	MkIV & 1500
14	100447	NCA	OIL THROWER	1	MkI-III
	119390	£6.20	OIL THROWER	1	MkIV & 1500
15	100431	£32.40	TIMING GEAR, crankshaft	1	MkI-III
	119389	£26.10	TIMING GEAR, crankshaft	1	MkIV & 1500
16	027110	NCA	SHIM, crankshaft, 0.004"	a/r	MkI-III
	145275	NCA	SHIM, crankshaft, 0.006"	a/r	MkI-III
	027138	NCA	SHIM, crankshaft, 0.004"	a/r	MkIV & 1500
	145276	£1.21	SHIM, crankshaft, 0.006"	a/r	MkIV & 1500
17	105115	£9.60	WOODRUFF KEY	1	
18	RTC1759	£26.70	BEARING SET, crankshaft main, std	1	
	RTC1759010	£26.70	BEARING SET, crankshaft main, +0.010"	1	
	RTC1759020	£26.70	BEARING SET, crankshaft main, +0.020"	1	
	RTC1759030	£25.80	BEARING SET, crankshaft main, +0.030"	1	MkI-III
	RTC1759040	£26.70	BEARING SET, crankshaft main, +0.040"	1	
	RTC1759050	£26.70	BEARING SET, crankshaft main, +0.050"	1	
	RTC1759060	£18.00	BEARING SET, crankshaft main, +0.060"	1	
	RTC1753	£22.20	BEARING SET, crankshaft main, std	1	
	RTC1753/10	£22.20	BEARING SET, crankshaft main, +0.010"	1	
	RTC1753/20	£22.20	BEARING SET, crankshaft main, +0.020"	1	MkIV & 1500
	RTC1753/30	£22.20	BEARING SET, crankshaft main, +0.030"	1	
	RTC1753/40	£22.20	BEARING SET, crankshaft main, +0.040"	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.					
19	146543E	£56.10	CON ROD, recon/exchange	4	MkI-III
	146454R	£37.80	CON ROD, recon/exchange	4	MkIV-1500
	146454X	£305.40	CON ROD, new, steel billet type	4	high performance rods
Note: Second hand bolts are supplied with reconditioned con rods, these must be replaced by new bolts when assembling engine.					
20	119813	£2.05	BUSH, gudgeon pin	4	
21	138211	£41.70	BEARING SET, con rod big end, std	1	
	138211/10	£41.70	BEARING SET, con rod big eng, +0.010"	1	
	138211/20	£41.70	BEARING SET, con rod big end, +0.020"	1	
	138211/30	£41.70	BEARING SET, con rod big end, +0.030"	1	MkI-III
	138211/40	£41.70	BEARING SET, con rod big end, +0.040"	1	
	138211/50	£41.70	BEARING SET, con rod big end, +0.050"	1	
	138211/60	£41.70	BEARING SET, con rod big end, +0.060"	1	
	RTC1754	£18.90	BEARING SET, con rod big end, std	1	
	RTC1754/10	£18.90	BEARING SET, con rod big end, +0.010"	1	
	RTC1754/20	£18.90	BEARING SET, con rod big end, +0.020"	1	MkIV & 1500
	RTC1754/30	£18.90	BEARING SET, con rod big end, +0.030"	1	
	RTC1754/40	£18.90	BEARING SET, con rod big end, +0.040"	1	
	RTC1754/60	£18.90	BEARING SET, con rod big end, +0.060"	1	
Note: See information notes for item 18 relating to bearing sets.					
22	107401	£0.72	DOWEL, con rod locating	8	
23	104642	£0.30	LOCK TAB	4	To (e) FC30192E only
24	UKC2598	£4.15	BOLT, con rod	8	
			(Always fit new con rod bolts; they are a 'stretch bolt' design & recommend they are only used once).		
25	104820	NCA	THRUST WASHER, standard	1	
	104820/2	NCA	THRUST WASHER, +0.002"	1	MkI-III
	104820/5	NCA	THRUST WASHER, +0.005"	1	sold in pairs
	104820/10	NCA	THRUST WASHER, +0.010"	1	
	BHM1366	£6.90	THRUST WASHER, standard	1	
	BHM1366/2	NCA	THRUST WASHER, +0.002"	1	
	BHM1366/5	£6.90	THRUST WASHER, +0.005"	1	MkIV & 1500
	BHM1366/10	£6.90	THRUST WASHER, +0.010"	1	sold in pairs
	BHM1366/15	£6.90	THRUST WASHER, +0.015"	1	
	BHM1366/25	£12.14	THRUST WASHER, +0.025"	1	
	BHM1366/30	£6.90	THRUST WASHER, +0.030"	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
26	142659	NCA	PISTON SET, standard	1	
	142659/20	NCA	PISTON SET, +0.020"	1	engine set
	142659/30	NCA	PISTON SET, +0.030"	1	1147cc
	142659/40	NCA	PISTON SET, +0.040"	1	
	155907	£169.20	PISTON SET, standard	1	
	155907/20	£169.20	PISTON SET, +0.020"	1	
	155907/30	£165.90	PISTON SET, +0.030"	1	engine set
	155907/40	£169.20	PISTON SET, +0.040"	1	1300cc
	155907/60	£169.20	PISTON SET, +0.060"	1	
	155169	£139.60	PISTON SET, standard size	1	
	155169/20	£139.60	PISTON SET, +0.020"	1	
	155169/30	£139.60	PISTON SET, +0.030"	1	engine set
	155169/40	£156.10	PISTON SET, +0.040"	1	1500cc
	155169/60	£139.60	PISTON SET, +0.060"	1	
Note: Pistons are supplied in matched sets and include rings, gudgeon pins & circlips. (Single replacement pistons may also be available, please enquire). 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.					
27	146485	£4.64	GUDGEON PIN	4	
28	508978	£0.83	CIRCLIP	8	
29	RA15816STD	£58.20	RING SET, standard	1	
	RA15816010	NCA	RING SET, +0.010"	1	
	RA15816020	£56.40	RING SET, +0.020"	1	
	RA15816030	£54.90	RING SET, +0.030"	1	MkI-II
	RA15816040	£50.30	RING SET, +0.040"	1	
	RA15816060	NCA	RING SET, +0.060"	1	
	BHM1175	£31.30	RING SET, standard	1	
	BHM1175/10	NCA	RING SET, +0.010"	1	
	BHM1175/20	£31.30	RING SET, +0.020"	1	
	BHM1175/30	£31.30	RING SET, +0.030"	1	MkIII-1500
	BHM1175/40	£31.30	RING SET, +0.040"	1	
	BHM1175/60	£31.30	RING SET, +0.060"	1	
30	129460	NCA	FLYWHEEL, coil sprung clutch cover	1	MkI, includes ringear
	141675	£51.00	FLYWHEEL, 6.5" clutch	1	MkII-IV, includes ringear
	TKC1840E	£124.90	FLYWHEEL, 7" clutch	1	1500, includes ringear
			(TKC1840 is NOT interchangeable with earlier flywheels).		
	TKC1840X	£344.80	FLYWHEEL, 7" clutch	1	1500, lightweight/steel
31	201350	£21.50	RING GEAR	1	
32	105143	£3.35	SPIGOT BUSH	1	
33	138526	£2.50	BOLT, flywheel, 3/8 UNF	4	MkI-IV
	UKC4254	£3.30	BOLT, flywheel, 7/16 UNF	4	1500
34	DP408	£1.26	DOWEL	3	in flywheel
35	DP619	£2.10	DOWEL	1	in crankshaft
40	211433	NCA	CAMSHAFT, exchange	1	MkI
	212164E	£39.78	CAMSHAFT, exchange	1	MkII-IV up to (e) FH25000E
	RKC3305	£140.40	CAMSHAFT, new	1	MkIV from (e) FH25001 & 1500
	RKC3305E	£139.40	CAMSHAFT, exchange	1	bearings not required
Note: Early camshafts (211433 & 212164E) up to MkIV (e) FH25001 require camshaft bearings, use item no. 41.					
41	142647K	£27.90	BEARING SET, camshaft	1	MkII-IV up to (e) FH25000E
			(Includes front, intermediate & rear bearings).		
42	144343	£9.10	CAM FOLLOWER, tappet, standard	8	MkII to (e) FC61022
	143552	£3.25	CAM FOLLOWER, tappet, standard	8	MkII from (e) FC61023, MkIII-1500 lightened
	TT1209	£8.42	CAM FOLLOWER, tappet, uprated	8	All to (e) FH25000E
43	111874	£3.76	PUSH ROD, short	8	1300 (e) from FH25001E,
	157508	£5.10	PUSH ROD, long	8	1500
44	105114	£18.00	RETAINER, camshaft	1	
45	GHF332	£0.40	WASHER, locking	2	
46	SH605071	£0.64	SCREW, retainer securing	2	
47	105131	£4.50	CHAIN, timing, simplex	1	
48	035960	£33.00	GEAR, camshaft	1	
49	036411	£0.90	LOCK TAB, camshaft	1	
50	100500	£2.40	BOLT, gear to camshaft	2	
51	042425	£6.00	TENSIONER, timing chain, simplex	1	
52	043752	£2.56	ANCHOR PLATE, tensioner	1	
53	RR610040	£0.46	RIVET	2	
54	033214	£5.40	PIN, tensioner retaining	1	
55	WP18	£0.47	WASHER, plain	2	
56	PS103121	£1.10	SPLIT PIN	2	

Duplex (twin row) Timing Chain Modification

Timing chain stretch or tensioner breakage are not unknown on the 'simplex' (single row) chain and gear installation. 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.

57	TT1328	£120.00	DUPLEX TIMING CHAIN KIT	1	MkI-III (1147-1300cc small bearings)
	TT1428	£82.00	DUPLEX TIMING CHAIN KIT	1	MkIV-1500 (1300-1500cc large bearings)



ill.	Part Number	Price £ea.	Description	Req.	Details
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Internal Engine (Continued)

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.

These individual components listed below are supplied in the Duplex timing chain kit. Most of the components are actually 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.

58	TT13281	£73.90	TIMING GEAR, crankshaft, duplex	1	MkI-III
	145864	£36.70	TIMING GEAR, crankshaft, duplex	1	MkIV-1500
59	145865	£42.30	TIMING GEAR, camshaft, duplex	1	
60	2H4286	£8.40	CHAIN, timing, duplex	1	
61	145866	£5.80	TENSIONER, timing chain, duplex	1	
62	036411	£0.90	LOCK TAB, camshaft	1	
63	PS103121	£1.10	SPLIT PIN	2	
64	211126	£1.62	GASKET, timing cover	1	
65	100499	£4.70	SEAL, timing cover	1	MkI-III
	UKC1110	£2.76	SEAL, timing cover	1	MkIV & 1500
66	033214	£5.40	PIN, anchor, chain tensioner	1	
67	GHF301	£0.24	WASHER	2	

Distributor & Oil Pump

Use pump GLP118 for more efficient oil pick up.

70	121530	£7.13	DISTRIBUTOR PEDESTAL	1	
71	104939	£0.48	WASHER, joint, 0.006"	a/r	
72	BH605161	£1.04	BOLT	1	distributor to pedestal
73	GHF332	£0.40	WASHER, locking	1	
74	GHF201	£0.14	NUT	1	
75	GHF332	£0.40	WASHER, locking	2	
76	GHF201	£0.14	NUT	2	
77	104860	£22.20	GEAR, driving	1	distributor & oil pump
78	500974	£0.43	PIN, mills, gear to shaft	1	
79	104861	NCA	SHAFT	1	
80	GLP145	£60.00	OIL PUMP, vertical pick-up	1	MkI-1500 up to (e) FM59898E
81	GLP118	£72.00	OIL PUMP, angled pick-up	1	
					1500 from (e) FM59899E alternative
82	GHF331	£0.38	WASHER, locking	3	
83	BH604221	£0.83	BOLT, pump to block	3	
84	155371	£0.02	NUT, strainer to pump body	1	
85	TKC2006	NCA	STRAINER, fits GLP145	1	
86			STRAINER, fits GLP118	1	not available separately

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".

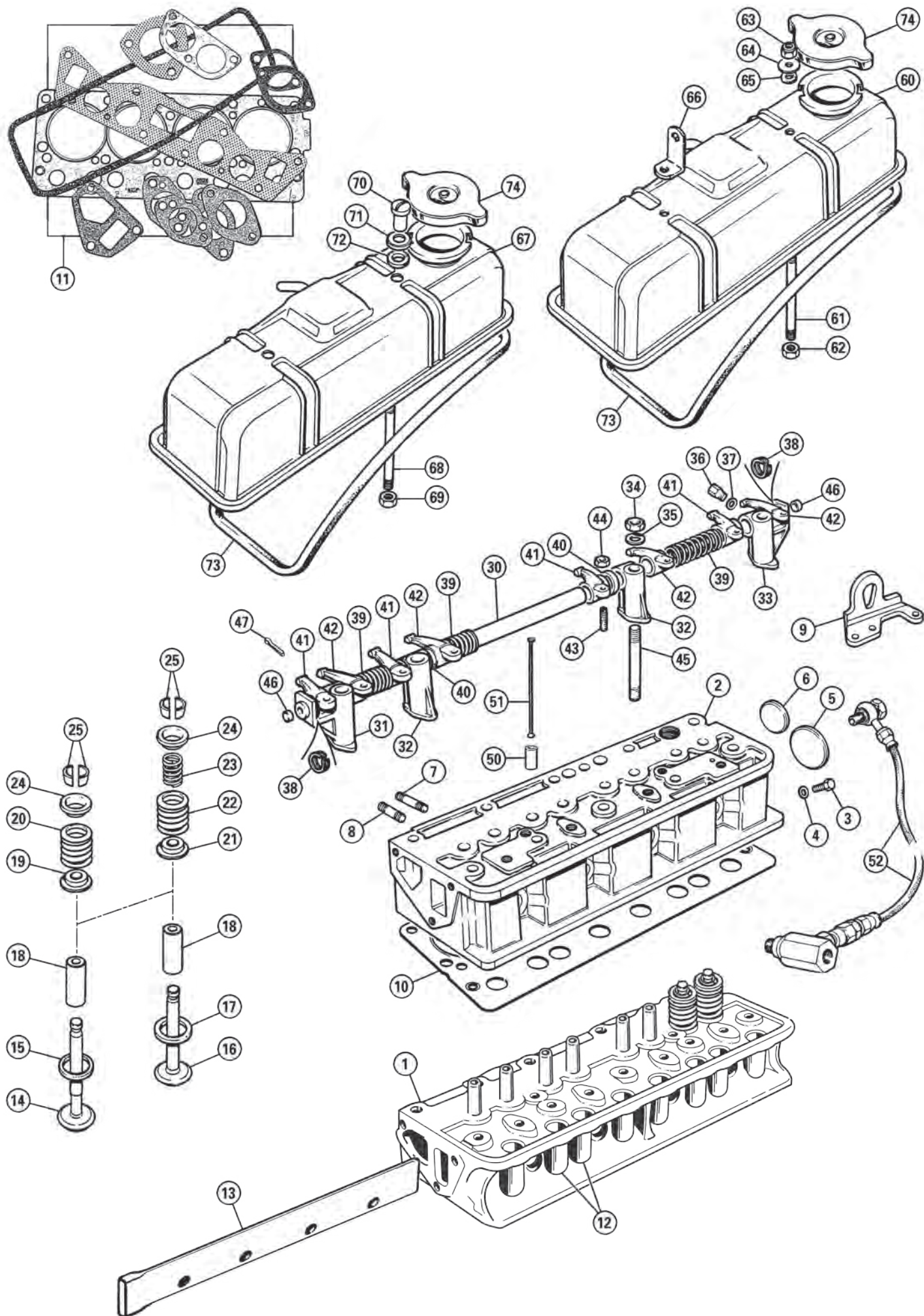
Example:

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.

ill.	Part Number	Price £ea.	Description	Req.	Details
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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.



ill.	Part Number	Price £ea.	Description	Req.	Details
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Cylinder Head

Note: All old units must be suitable for re-conditioning.

1	511578R	NCA	CYLINDER HEAD, high comp., recon/exch	1	1147cc to (e) FC60350E
	511433R	NCA	CYLINDER HEAD, high comp., recon/exch	1	1147cc from (e) FC60351E
	511579R	NCA	CYLINDER HEAD, low comp., recon/exch	1	1147cc to (e) FC76166E
	511434R	NCA	CYLINDER HEAD, low comp., recon/exch	1	1147 from (e) FC76167E
2	516032R	£428.70	CYLINDER HEAD, recon/exch	1	1300cc to (e) FH25000E
	UKC1427R	£181.74	CYLINDER HEAD, recon/exch	1	1300cc from (e) FH25001E
	TKC1155	£102.00	CYLINDER HEAD, bare/new	1	1500cc
	TKC1155LFE	£392.70	CYLINDER HEAD, recon/exch (With valves, guides & springs).	1	1500cc, lead free
3	SH605031	£0.77	SCREW, rear of cylinder head	1	
4	500469	£0.85	WASHER, copper, 5/16"	1	
5	027378	£1.80	CORE PLUG, 1.75"	1	dish
	AEH592	£1.26	CORE PLUG, 1.625"	1	bucket
6	56712	NCA	CORE PLUG, 1.25"	1	to (e) FC60350E
	144686	£2.21	CORE PLUG, 1.25"	1	from (e) FC60351E
7	105125	£1.62	STUD, manifolds, long	6	
8	105124	£1.26	STUD, manifolds, short	2	
9	142649	NCA	LIFTING EYE	1	
	UKC3653	£2.35	LIFTING EYE	1	late 1500, alternative
10	AJM314	£14.70	GASKET, cylinder head	1	1147cc
	GUG2540HG	£31.00	GASKET, cylinder head	1	1300cc to (e) FH25000E
	GUG2546HG	£16.80	GASKET, cylinder head, recessed	1	1300cc from (e) FH25001E, 1500cc
11	GEG183	£14.40	GASKET SET, cylinder head	1	MkI-II
	AJM1182	£37.85	GASKET SET, cylinder head	1	MkIII
	AJM1149	£18.30	GASKET SET, cylinder head	1	MkIV to (e) FH25000E
	AJM1209	£30.00	GASKET SET, cylinder head	1	MkIV from (e) FH25001E
	AJM1195	£39.30	GASKET SET, cylinder head	1	1500 from (e) FM28001E

Note: The correct head gasket required is determined by the cylinder block, which can be identified by the inclusion or absence of counter bore recesses cut into its top face around each cylinder bore. Pre engine number FH25000 are without these counter bores. Engine numbers FH25001 onwards for 1300cc and FM28001 onwards for 1500cc will have the counter bore recesses. Failure to use the correct gasket for the block type will result in the gasket not sealing.

12	104826	NCA	TUBE, sealing, push rod	8	MkI-II
13	131530	NCA	TUBE ASSEMBLY, water delivery	1	MkI-II to (e) FC60350E (HC) & (e) FC76166E (LC)
14	131179	£9.70	EXHAUST VALVE	4	MkI-II
	144965	£6.30	EXHAUST VALVE	4	MkIII-1500
	153886	£6.58	EXHAUST VALVE	4	US MkIII from (e) FE8155E
	TT1315	£41.20	EXHAUST VALVE, stellite tipped*	4	alternative
15	UKC2644	£6.30	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").

16	134464	£10.80	INLET VALVE	4	MkI-II
	126893	£6.60	INLET VALVE, 1 1/4"	4	MkIII-IV to (e) FH25000E
	145328	£7.00	INLET VALVE, 1 7/16"	4	MkIV from (e) FH25001E
	UKC2460	£4.70	INLET VALVE, 1 3/8"	4	1500
17	130814	NCA	VALVE SEAT INSERT, inlet	4	use with 126893
	146488	£18.65	VALVE SEAT INSERT, inlet	4	use with 145328
	UKC2645	£1.56	VALVE SEAT INSERT, inlet	4	use with UKC2460

Note: 134464 was fitted from MkI-II and then 126893 was fitted to MkIII 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.

18	058923	£1.56	VALVE GUIDE, standard	8	supplied individually
	TT1419	£75.00	VALVE GUIDE SET, bronze, 8 pieces	1	supplied in engine set
19	105118	£0.64	COLLAR, valve spring, lower	8	1147-1300cc
20	136487	£3.55	VALVE SPRING, single	8	to (e) FH25000E
21	157510	£3.80	COLLAR, valve spring, lower	8	1300cc from (e) FH25001E
22	157229	£2.16	VALVE SPRING, twin, outer	8	& 1500cc
23	157476	£1.84	VALVE SPRING, twin, inner	8	
	VS536	£17.80	VALVE SPRING SET	1	
24	111870	£3.80	VALVE CAP, original	8	standard
	TT1216	£6.10	VALVE CAP, lightweight	8	alloy

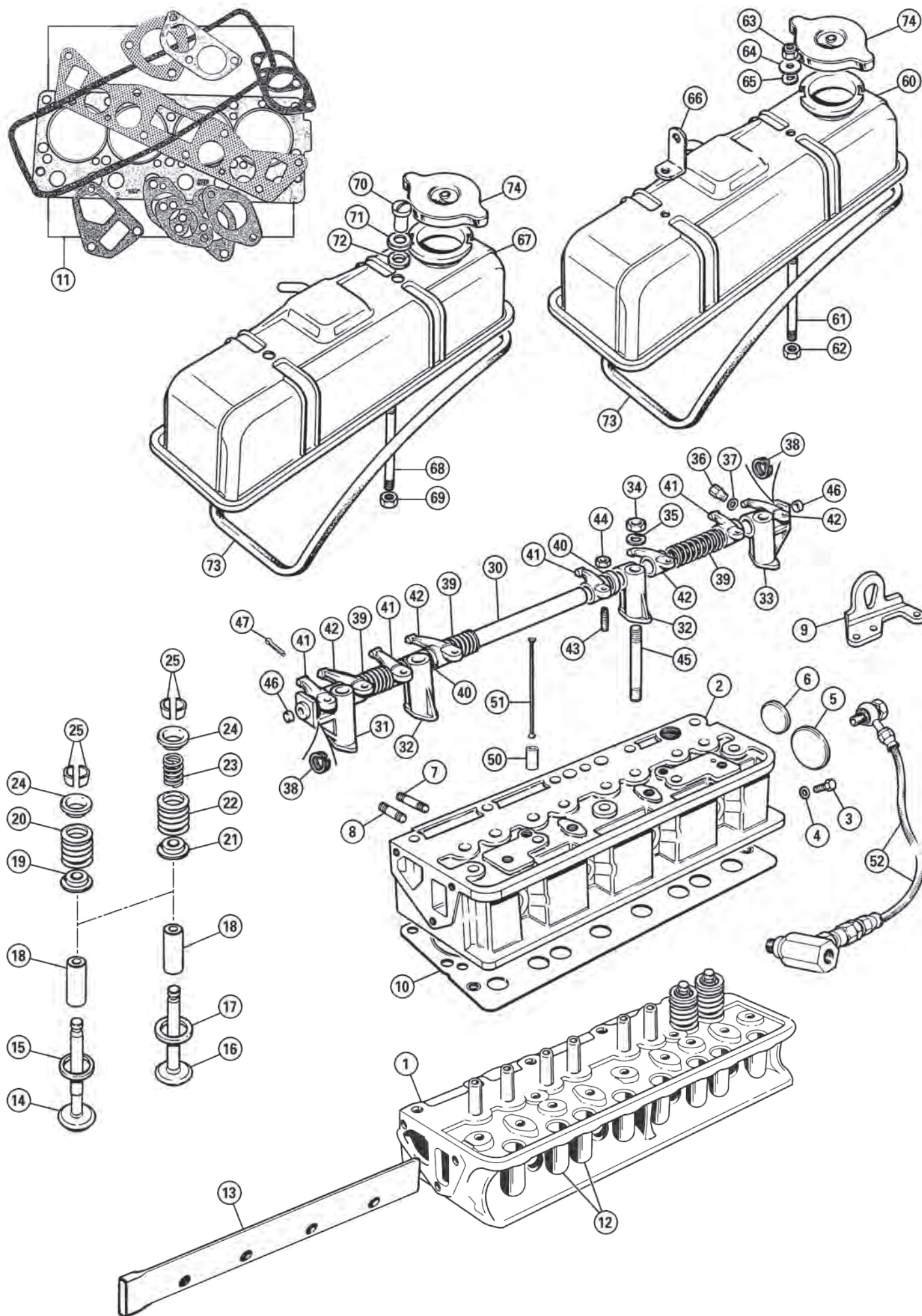
Note: TT1216 is a Moss replacement part & machined from aluminium. It is recommended that caps are replaced in sets.

25	106663	£2.26	COTTER, valve, split cone type	16	each
30	104829	£39.60	ROCKER SHAFT	1	MkI-II
	144962Z	£23.70	ROCKER SHAFT	1	MkIII-1500
	144962K	£106.10	ROCKER SHAFT ASSEMBLY	1	
31	128424	NCA	ROCKER PEDESTAL, front	1	MkI-II
	144973	£5.40	ROCKER PEDESTAL, front	1	MkIII-IV & 1500
32	128424	NCA	ROCKER PEDESTAL, intermediate	2	MkI-II
	144974	£8.26	ROCKER PEDESTAL, intermediate	2	MkIII-IV & 1500
33	128425	NCA	ROCKER PEDESTAL, rear	1	MkI-II
	144975	£4.80	ROCKER PEDESTAL, rear	1	MkIII-IV & 1500

ill.	Part Number	Price £ea.	Description	Req.	Details
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34	110748	£2.90	NUT, rocker shaft	4	
35	GHF302	£1.00	WASHER, plain	4	
36	104859	£6.10	SCREW, rocker shaft to pedestal	1	
37	500995	NCA	WASHER, shakeproof	1	MkI-II only
38	2A18	£1.21	SPRING	2	for pedestals 1 and 4
39	105120	£0.52	SPRING, spacing rockers	3	
40	146914	NCA	WASHER, spacer	2	
41	109024Z	£10.50	ROCKER, nos. 1, 3, 5, 7	4	
42	109023Z	£10.50	ROCKER, nos. 2, 4, 6, 8	4	
43	57109	NCA	BALL PIN, rocker arm adjustment	8	MkI-IV to (e) FH25000E
	109495	£2.80	BALL PIN, rocker arm adjustment	8	MkIV from (e) FH25001E & 1500
44	51K1178	£0.47	NUT, jam, locking ball pin	8	
45	132495	£2.66	STUD, rocker shaft to head	2/4	2 req. for MkI-II, 4 req. for MkIII-1500
46	104838	NCA	PLUG, rocker shaft end	2	MkI-II
	137811	£2.05	PLUG, rocker shaft end	2	for rocker shaft 144962
47	500975	£1.16	MILLS PIN, securing collar	2	MkI-II, use with 104838
	PC10	£0.28	SPLIT PIN, front of rocker shaft	1	
50	144343	£9.10	CAM FOLLOWER, tappet, standard	8	MkI-II to (e) FC61022
	143552	£3.25	CAM FOLLOWER, tappet, standard	8	MkII from (e) FC61023, MkIII-MkIV & 1500 lightened
	TT1209	£8.42	CAM FOLLOWER, tappet, uprated	8	
51	111874	£3.76	PUSH ROD, short	8	MkI-IV to (e) FH25000E
	157508	£5.10	PUSH ROD, long	8	MkII from (e) FH25001E & 1500
52	TT1226	£43.30	ROCKER OIL FEED KIT (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).	1	
60	134654	NCA	ROCKER COVER	1	MkI
	210862	NCA	ROCKER COVER	1	MkII-III, not US from (e) FE75001E
	216755	NCA	ROCKER COVER	1	MkIII US anti smog from (e) FE75001E
	214814	NCA	ROCKER COVER	1	MkIV to (e) FM80000E
61	105123	£2.26	STUD, rocker cover	2	
62	GHF201	£0.14	NUT, locking stud	2	
63	GHF272	£0.66	NUT, nylon, rocker cover	2	MkI-IV to (e) FM80000E
64	GHF301	£0.24	WASHER, plain	2	
65	WF508	£0.70	WASHER, fibre	2	
66	149348	£0.43	BRACKET, accelerator cable	1	1300 to (e) FH25000E
67	TKC3702	NCA	ROCKER COVER	1	
68	ULC1578	£2.21	STUD, rocker cover	2	
69	GHF201	£0.14	NUT, locking stud	2	1500 from (e) FH80001E
70	147737	£3.25	RETAINER, rocker cover	2	
71	147738	£2.05	WASHER, cup	2	
72	148090	£0.77	WASHER, rubber	2	
73	GUG5036VC	£2.40	GASKET, rocker cover	1	
74	113569	£30.60	CAP, oil filler	1	MkI
	138176	£3.90	CAP, oil filler	1	MkII & MkIII anti smog US from (e) FE75001E
	143393	NCA	CAP, oil filler	1	US & Canada MkII from FC70013E, all MkIII on except US from (e) FE75001E
	GRC126	£3.00	CAP, oil filler	1	MkIV-1500

Note: MkIII oil filler caps closed circuit breather systems - The original 2 piece oil filler cap (part no. 143393) which prevented a vacuum by allowing air into the engine is no longer available. GZC1400 can be used as an alternative by removing the rubber seal from the cap or alternatively retain the seal (to stop the cap from rattling) and drill a 1/16" hole in the cap (avoiding the riveted centre plate).



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.

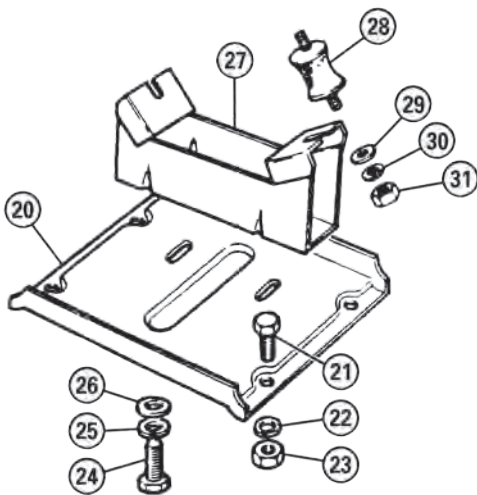
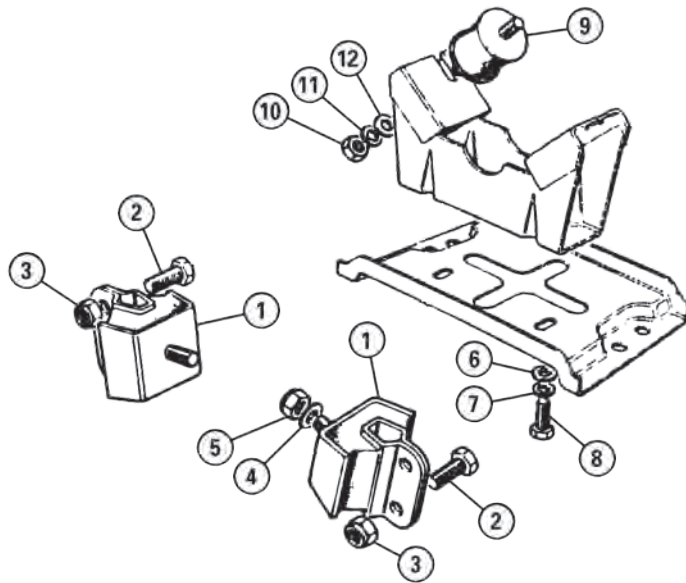
Kangaroo Petrol - or Worse?

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.

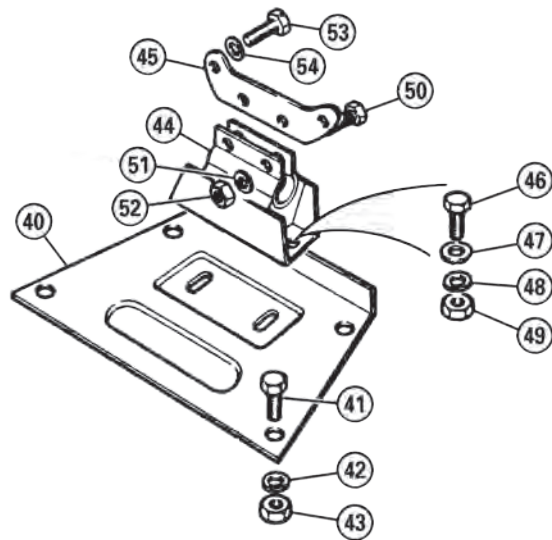
He reacted by lifting his foot, the car slowed down and he instinctively pressed the accelerator down, whereupon the whole disconcerting process began again.

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.

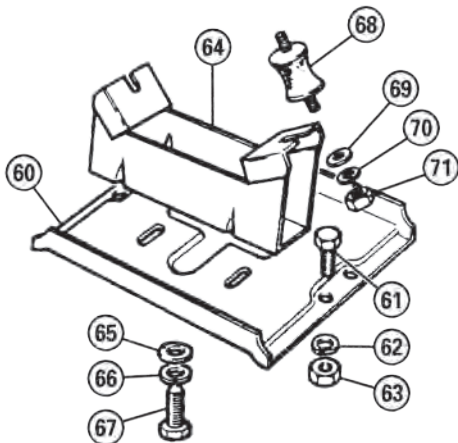
Incidentally, tired engine mountings which allow the engine to rock sideways excessively under acceleration or braking will cause the throttle cable to tighten or slacken off, resulting in similar staccato progress down the road (although not so marked as that caused by a 'soft pedal').



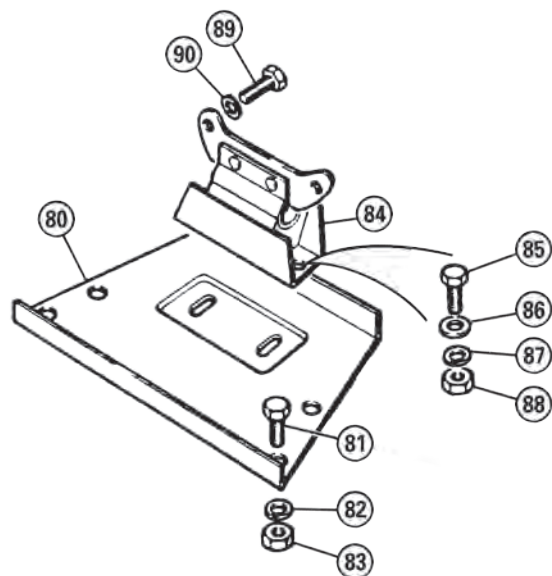
3 Rail - Non-Overdrive



3 Rail - 'D' Type Overdrive



1500 Single Rail - Non-Overdrive



3 Rail & 1500 Single Rail - 'J' Type Overdrive

ill. Part Number Price £ea. Description Req. Details

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.

1	UKC5334	£11.00	MOUNTING, engine, front	2	
2	SH606091	£1.26	SCREW	4	
3	GHF223	£0.53	NUT, nyloc	4	
4	GHF302	£1.00	WASHER, plain	2	
5	GHF223	£0.53	NUT, nyloc	2	
6	GHF301	£0.24	WASHER, plain	2	
7	GHF332	£0.40	WASHER, locking	2	
8	SH605051	£1.30	SCREW	2	
9	22G2205	£3.50	MOUNTING, gearbox	2	non-overdrive
10	GHF201	£0.14	NUT	2	
11	GHF332	£0.40	WASHER, locking	2	
12	GHF301	£0.24	WASHER, plain	2	

Gearbox Mountings

3 Rail - Non-Overdrive

20	209782	NCA	PLATFORM, rear engine mounting	1	Mkl-II
	209018	£19.20	PLATFORM, rear engine mounting	1	MkIII-IV to (c) FH60000
	TKC484	NCA	PLATFORM, rear engine mounting	1	MkIV from (c) FH60001
21	SH605051	£1.30	SCREW, platform to chassis	4	
22	GHF332	£0.40	WASHER, locking	4	
23	GHF201	£0.14	NUT	4	
24	SH605051	£1.30	SCREW, bracket to platform	2	
25	GHF332	£0.40	WASHER, locking	2	
26	GHF201	£0.14	NUT	2	
27	136890	£15.00	BRACKET, gearbox mounting	1	to (c) FH60000
	UKC3215	£4.79	BRACKET, gearbox mounting	1	from (c) FH60001
28	22G2205	£3.50	MOUNTING, gearbox	2	
29	GHF301	£0.24	WASHER, plain	2	
30	GHF332	£0.40	WASHER, locking	2	
31	GHF201	£0.14	NUT	2	

3 Rail - 'D' Type Overdrive

40	148897	£39.00	PLATFORM, rear engine mounting	1	
41	SH605051	£1.30	SCREW, platform to chassis	4	
42	GHF332	£0.40	WASHER, locking	4	
43	GHF201	£0.14	NUT	4	
44	159656Z	£21.60	BRACKET & MOUNTING	1	
45	159656Z	£21.60	BRACKET, mounting to overdrive*	1	

*Note: Bracket (item 45) forms part of 159656Z (item 44) 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.

46	SH605061	£0.22	SCREW, bracket to platform	2	
47	GHF301	£0.24	WASHER, plain	2	
48	GHF332	£0.40	WASHER, locking	2	
49	GHF201	£0.14	NUT	2	
50	SH605051	£1.30	SCREW	2	
51	GHF332	£0.40	WASHER, locking	2	
52	GHF201	£0.14	NUT	2	
53	SH605071	£0.64	SCREW, bracket to o/drive casing	2	
54	GHF331	£0.38	WASHER, locking	2	

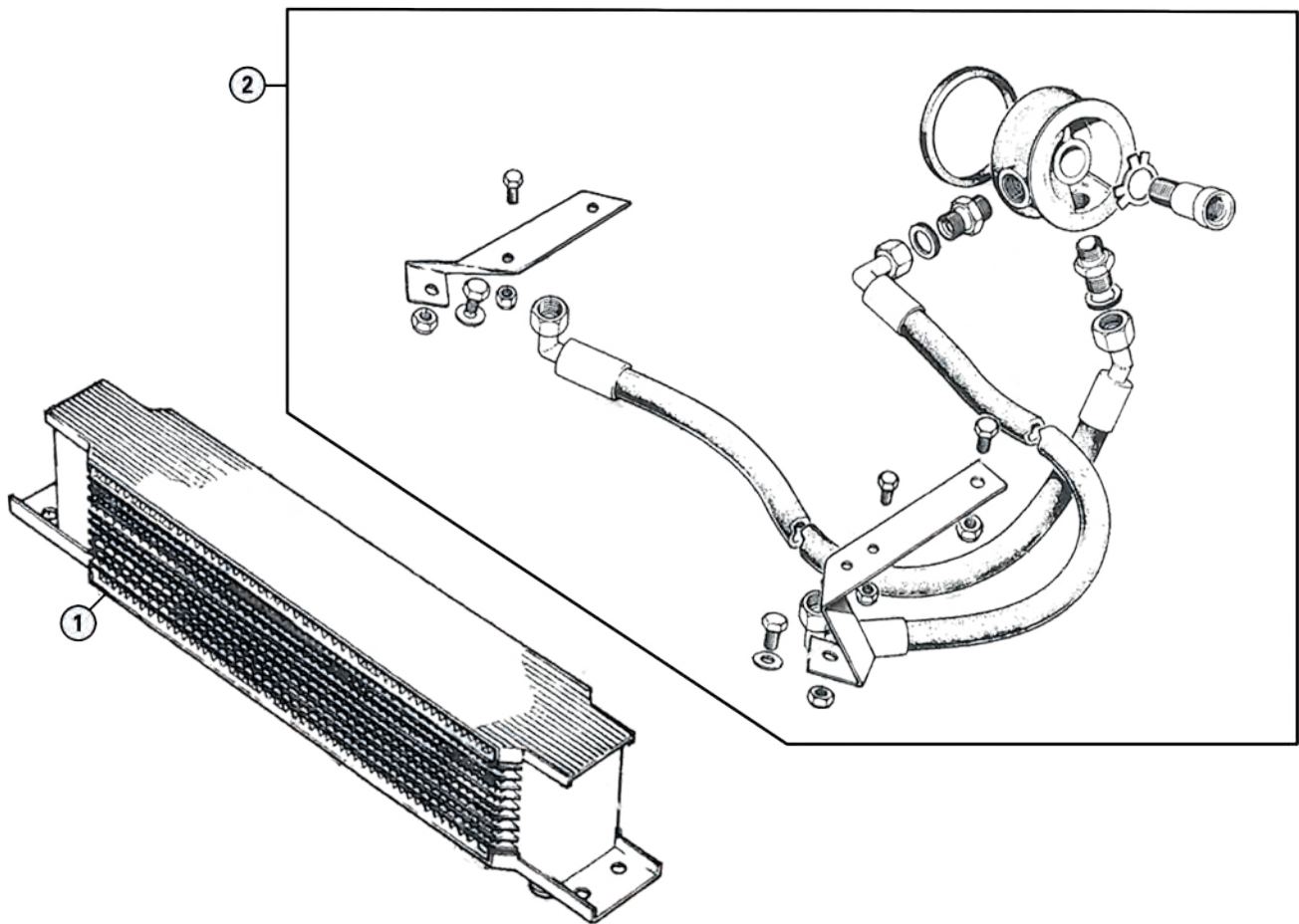
1500 Single Rail - Non-Overdrive

60	TKC484	NCA	PLATFORM, rear engine mounting	1	
61	SH605051	£1.30	SCREW, platform to chassis	4	
62	GHF332	£0.40	WASHER, locking	4	
63	GHF201	£0.14	NUT	4	
64	UKC3215	£4.79	BRACKET, gearbox mounting	1	
65	GHF301	£0.24	WASHER, plain	2	
66	GHF332	£0.40	WASHER, locking	2	
67	SH605051	£1.30	SCREW, bracket to platform	2	
68	22G2205	£3.50	MOUNTING	2	
69	GHF301	£0.24	WASHER, plain	2	
70	GHF332	£0.40	WASHER, locking	2	
71	GHF201	£0.14	NUT	2	

ill. Part Number Price £ea. Description Req. Details

3 Rail & 1500 Single Rail - 'J' Type Overdrive

80	TKC1407	£28.20	PLATFORM, rear engine mounting	1	
81	SH605051	£1.30	SCREW, platform to chassis	4	
82	GHF332	£0.40	WASHER, locking	4	
83	GHF201	£0.14	NUT	4	
84	159656Z	£21.60	BRACKET & MOUNTING	1	
85	SH605061	£0.22	SCREW, mounting to platform	2	
86	GHF301	£0.24	WASHER, plain	2	
87	GHF332	£0.40	WASHER, locking	2	
88	GHF201	£0.14	NUT	2	
89	SH506071	£1.39	SCREW, mounting to overdrive	2	
90	GHF333	£0.30	WASHER, locking	2	



ill.	Part Number	Price £ea.	Description	Req.	Details
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ill.	Part Number	Price £ea.	Description	Req.	Details
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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.

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.

Note: Please see page A14 in the Accessories section for oil coolers & fittings (including non-drain filters). (Illustrated is a ten row oil cooler plus a TT1365 installation kit).

Oil Cooler Radiators

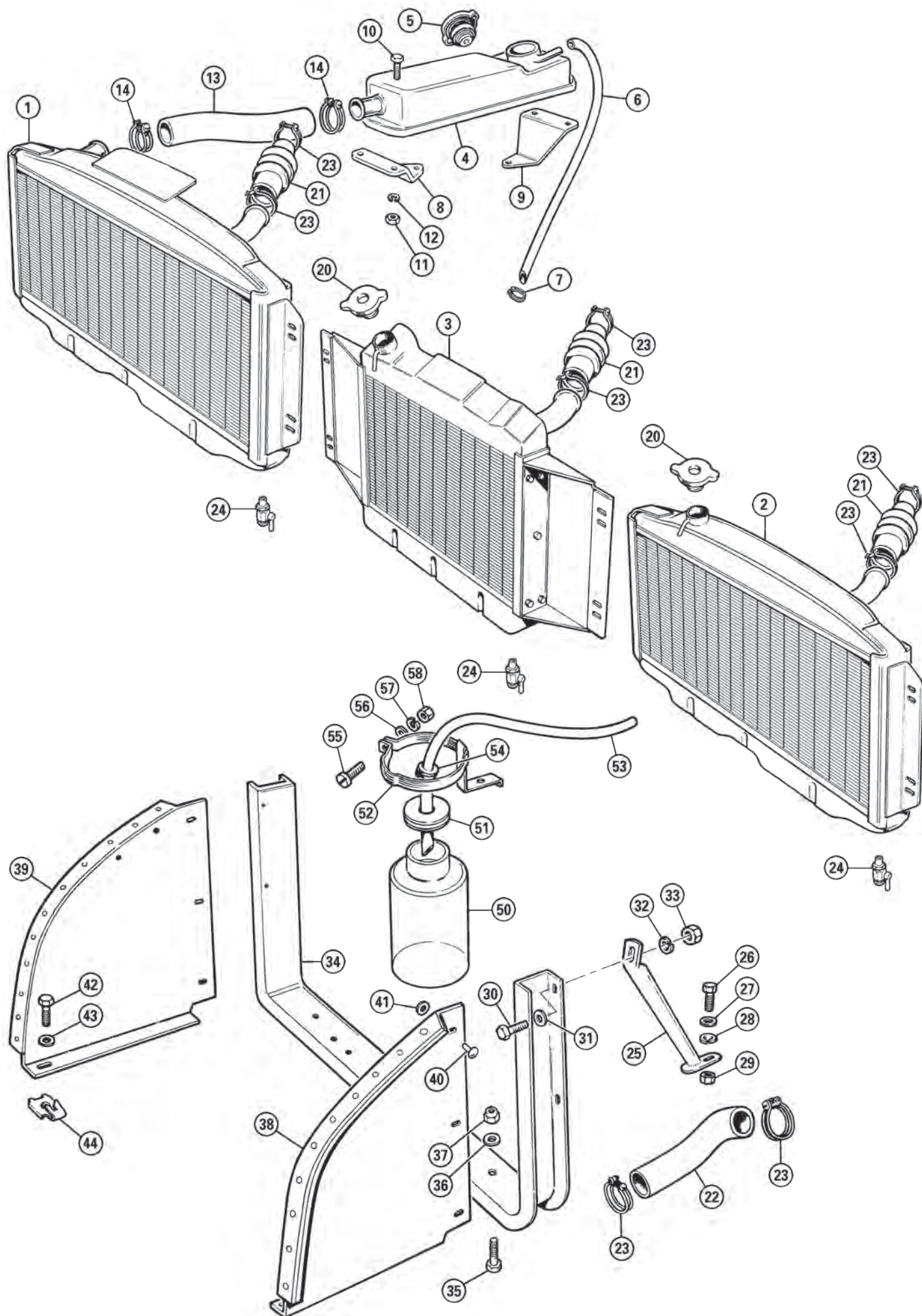
Oil coolers are available in 4 sizes; 10 row for tight spaces, 13 row for most road/ fast road applications, 16 & 19 row for competition or other heavy duty applications where the engine is driven aggressively for long periods of time.

1	AR09807	£70.00	OIL COOLER, 10 row	1	standard
	AR09809	£89.00	OIL COOLER, 13 row	1	standard
	ARA221	£60.00	OIL COOLER, 13 row	1	standard
	ARA221X	£138.10	OIL COOLER, 13 row	1	uprated
	AR09875	£96.00	OIL COOLER, 16 row	1	standard
	AR09888	£115.00	OIL COOLER, 19 row	1	standard

Oil Cooler Installation Kits

All oil cooler installation kits include fittings, hardware, pipework, sandwich plate and mounting brackets. Hoses come in either rubber, or braided stainless steel.

2	TT1365	£106.60	INSTALLATION KIT, non thermostatic	1	rubber hoses
	TT1367	£117.50	INSTALLATION KIT, non thermostatic	1	stainless steel hoses
	TT1369	£132.00	INSTALLATION KIT, thermostatic	1	rubber hoses
	TT1369S	£158.35	INSTALLATION KIT, thermostatic	1	stainless steel hoses



ill.	Part Number	Price £ea.	Description	Req.	Details
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Radiator & Hoses

1	305897	NCA	RADIATOR, 22" wide	1	Mkl to (e) FC39925
2	402306	NCA	RADIATOR, 22" wide, 7lb cap	1	Mkl from (e) FC39926, MkII
3	402619	NCA	RADIATOR, 16" wide, 7lb cap	1	MkIII to (e) FD48652
	402823	£162.00	RADIATOR, 16" wide, 13lb cap	1	MkIII from (e) FD48653, MkIV & 1500

Note: The only type of radiator available is the uprated full width radiator part no. RKC2117 that gives improved cooling and utilises original hoses and mountings. Suitable as a replacement for all Spitfires (except early MkIs to (e) FC39925and late US spec. 1500s) when used with the correct 13lb cap, part no. GRC180.

2	RKC2117	£142.80	RADIATOR, uprated, 22" wide, 13lb cap	1	Replaces all Mkl from (e) FC39926, MkII-IV & 1500
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Mkl Radiator - to (e) FC39925 only

4	136402	NCA	HEADER TANK, radiator	1	
5	GRC112	£3.05	CAP, pressure, header tank, 7lb	1	
6	106102	NCA	PIPE, overflow	1	
7	CP110125	£1.10	CLIP, overflow pipe to clutch housing bolt	1	
8	134548	NCA	BRACKET, front	1	header tank
9	134549	NCA	BRACKET, rear	1	support
10	SH604041	£0.41	SCREW, set	4	header tank to
11	GHF200	£0.22	NUT	4	support brackets
12	GHF331	£0.38	WASHER, spring	4	
13	134696	NCA	HOSE	1	header tank
14	CS4020	£1.75	CLIP, hose	2	to radiator

All Radiators

20	GRC112	£3.05	CAP, radiator, 7lb	1	Mkl from (e) FC39926 to MkIII (e) FD48652, original radiator only
	GRC180	£3.05	CAP, radiator, 13lb	1	MkIII from (e) FD48653, MkIV & 1500 use with RKC2117
21	GRH533	£7.60	HOSE, top	1	
22	GRH265	£5.10	HOSE, bottom	1	Mkl-MkIV
	GRH265X	£7.50	HOSE, bottom, silicone	1	
	GRH532	£6.30	HOSE, bottom	1	1500
23	CS4025	£1.75	CLIP, wire type	4	
	GHC11040	£2.75	CLIP, band type, stainless steel	4	
24	132565	£10.30	TAP, radiator drain	1	
25	209750SS	£19.30	STAY ROD, RH	1	radiator
	209749SS	£19.30	STAY ROD, LH	1	to chassis
26	GHF105	£0.41	SCREW	2	
27	GHF333	£0.30	WASHER, locking	2	stay rod
28	WM59	£0.30	WASHER, plain	2	to body
29	GHF202	£0.22	NUT, stay rod to body	2	
30	GHF117	£0.30	SCREW	4	cradle
31	GHF300	£0.22	WASHER, plain, cradle	4	& stay rod
32	GHF331	£0.38	WASHER, locking	4	to radiator
33	GHF200	£0.22	NUT	4	
34	TKC1761	£35.70	CRADLE, radiator supporting	1	
35	SH605071	£0.64	SCREW, cradle to chassis	2	
			(Also holds the bracket for the overflow bottle to the chassis).		
36	WP17	£0.30	WASHER, plain	2	
37	GHF222	£0.66	NUT, nyloc	2	
38	706843	£22.50	DEFLECTOR BOARD, LH*	1	
39	706844	£22.50	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.

40	562403	NCA	RIVET, deflector board to cradle	6	
41	WM54	£0.53	WASHER, plain, on rivet	6	
	PT505	£0.73	SCREW	6	alternative
	PW2203	£0.19	WASHER, plain	6	attachment
	GHF220	£0.22	NUT, nyloc	6	method
42	GHF117	£0.30	SCREW	4	
43	GHF300	£0.22	WASHER, plain	4	air deflector
44	518454X	£1.80	CAGED NUT	4	to chassis
50	137632	£9.10	BOTTLE, overflow	1	
51	137743	£3.20	CAP, overflow bottle	1	
52	142804	£21.30	BRACKET, overflow bottle	1	
53	137742	£6.50	TUBING, overflow	1	radiator to bottle
	GRH1001M	£2.26	TUBING, overflow	a/r	per metre
54	12H1060	£0.84	GROMMET, tubing through lid	1	
55	PT507	£0.84	SCREW, bottle bracket	1	
56	PW2203	£0.19	WASHER, plain	1	
57	WL700101	£0.22	WASHER, locking	1	
58	HN2005	£0.16	NUT	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
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Anti Freeze: Winter Protection and Summer Coolant

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.

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.

Cooling System 'Leak Stoppers'

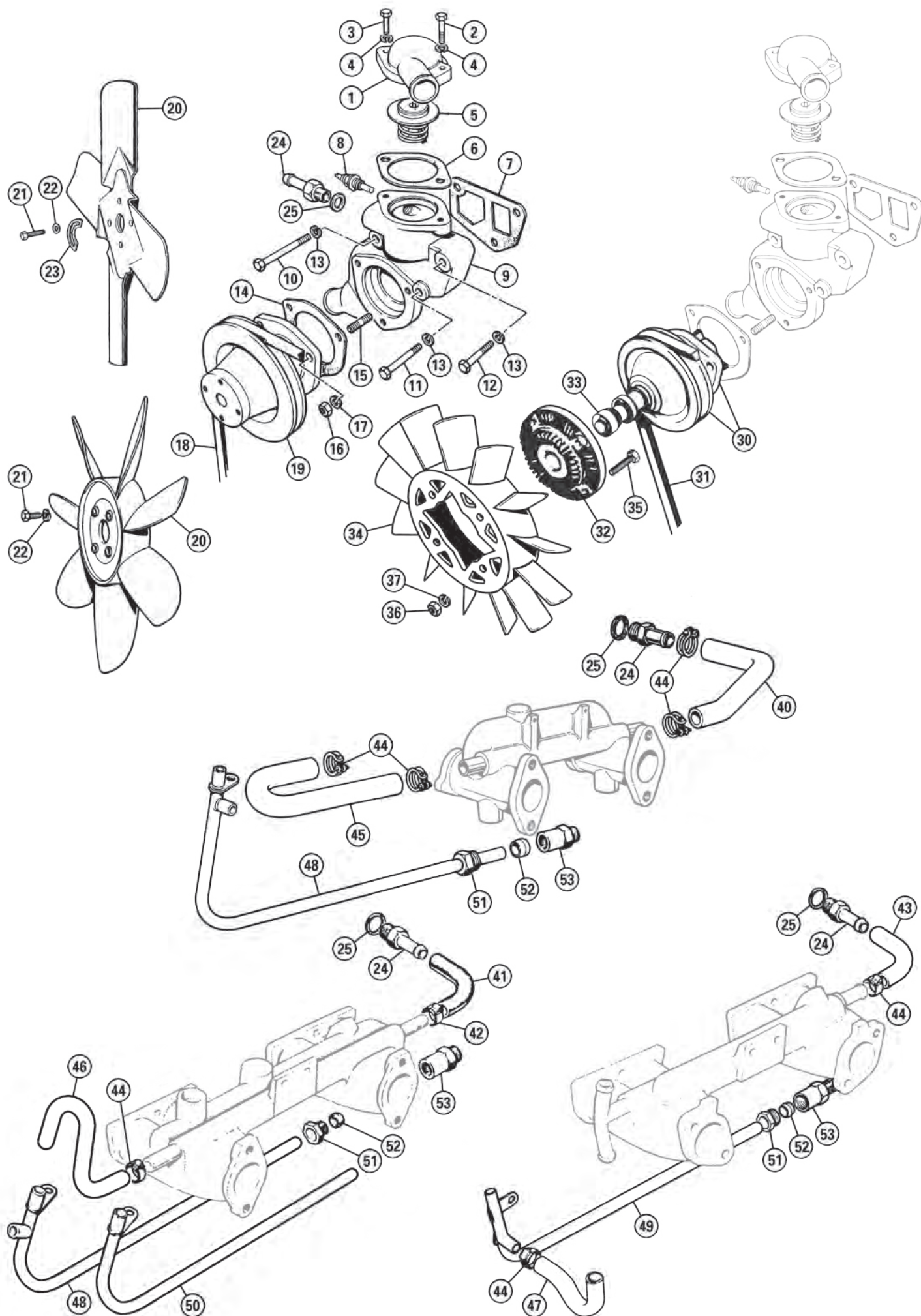
The use of proprietary leak stoppers (whether of the fluid type or the stick of material which is designed to be crumbled, stock cube fashion, into the radiator) is often the focus of derision from the motoring enthusiast fraternity.

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.



ill.	Part Number	Price £ea.	Description	Req.	Details
Water Pump, Fan & Hoses					
1	134682	NCA	HOUSING, thermostat	1	MkI-II to (e) FC68072E
	134681	NCA	HOUSING, thermostat	1	MkII from (e) FC68073E
	156333	£19.36	HOUSING, thermostat	1	MkI-1500
2	BH605101	£0.83	BOLT, elbow to housing	1	
3	GHF103	£0.60	SCREW, elbow to housing	1	
4	GHF332	£0.40	WASHER, locking	2	
5	GTS102	£4.85	THERMOSTAT, hot climate	1	74°C, 160°F
	GTS104	£5.20	THERMOSTAT, standard	1	82°C, 180°F
	GTS106	£6.00	THERMOSTAT, cold climate	1	88°C, 195°F
6	115467	£0.42	GASKET, thermostat housing, cork	1	standard material
	115467X	£1.57	GASKET, thermostat housing, Klingsil	1	uprated material
7	138702	£0.68	GASKET, thermostat housing to cyl head	1	
8	GTR108	£9.90	TEMPERATURE TRANSMITTER	1	
9	300915	NCA	HOUSING, water pump	1	MkI
	144297	NCA	HOUSING, water pump	1	MkII-1500
	144297X	£135.90	HOUSING, water pump, alloy	1	alternative
10	BH605221	£0.84	BOLT, 2 3/4" long	1	housing to
11	BH605191	£0.89	BOLT, 2 3/8" long	1	cylinder head
12	BH605181	£1.10	BOLT, 2 1/4" long	1	
13	GHF332	£0.40	WASHER, locking	3	
14	138701	£0.62	GASKET, pump to housing	1	
15	100433	£2.40	STUD, pump to housing	3	alternatives
	TE605105	£2.00	STUD, pump to housing	3	
16	GHF201	£0.14	NUT	3	
17	GHF332	£0.40	WASHER, locking	3	
18	GCB11038	£4.85	FAN BELT	1	MkI-III to (e) FD11147E
	GCB11025	£5.50	FAN BELT	1	MkIII from (e) FD11148E
	GCB11088	£5.30	FAN BELT	1	MkIV-1500
19	GWP200	£35.70	WATER PUMP, with pulley	1	MkI-III
	GWP128	£33.40	WATER PUMP, with pulley	1	MkIV-1500 to (e) FH105733
20	211985	NCA	FAN, cooling, 2 blade	1	MkI-II
	147972	£66.34	FAN, cooling, 4 blade	1	MkI-II export models & MkIII except Germany
				1	MkIII Germany only
	212721	NCA	FAN, cooling, 6 blade	1	
	309141	NCA	FAN, cooling, light green	1	
	311702	NCA	FAN, cooling, orange	1	MkIV & 1500
	RKC2126	£45.00	FAN, cooling, natural	1	

There were originally several types of fan fitted to the Spitfire. Home market MkI-II used a 2 bladed metal fan, export models used a 4 bladed fan. With the advent of the MkIII home market cars were also fitted with a 4 bladed fan. German models from MkI-III were fitted with a 6 bladed fan. The only fan now available for the early models is the 4 bladed fan, this can be fitted to all MkI-III cars. MkIV and early 1500 models had 3 different fans fitted at various points; light green (part no. 309141), orange (part no. 311702) and natural (part no. RKC2126). Only the natural type is now available. This is a suitable replacement for the other types.

21	GHF117	£0.30	SCREW, fan to water pump	4	MkI to (e) FC42922E, use with original fan
	SH604051	£0.30	SCREW, fan to water pump	4	MkI from (e) FC42923E, also MkI-III using 147972
	GHF117	£0.30	SCREW, fan to water pump	4	MkIV-1500 to (e) FH105733
22	GHF331	£0.38	WASHER, locking	4	MkI-1500 to (e) FH105733
23	38665	NCA	BALANCE PIECE, fan	a/r	MkI to (e) FC42922E & MkIII with 6 bladed fan
24	138530	£6.90	ADAPTOR, thermostat to hose	1	MkII-1500
25	AUC2141	£0.53	WASHER, fibre, adaptor to housing	1	
30	GWP205	£47.80	WATER PUMP, with pulley	1	
31	GCB11088	£5.30	FAN BELT	1	
32	UKC3532	£104.10	VISCOUS COUPLING	1	1500 from (e) FH105734
33	UKC759	£6.60	TOLERANCE RING, coupling to pulley	1	late 1500 models
34	RKC92	£69.40	FAN, cooling, 13 blade	1	with viscous
35	GHF102	£0.60	BOLT, fan to viscous coupling	4	coupling fan
36	GHF200	£0.22	NUT	4	
37	GHF300	£0.22	WASHER, plain	4	
40	137876	£3.80	HOSE, pump housing to inlet manifold	1	MkII
	154149	£22.20	HOSE, pump housing to inlet manifold (Also suitable for MkIII with 7lb rad cap).	1	MkII, alternative
41	149699	£4.30	HOSE, pump housing to inlet manifold	1	MkIII
	154149	£22.20	HOSE, pump housing to inlet manifold	1	MkIV, also MkII-III
42	CS4012	£1.50	CLIP, hose clamping, wire type	4	For 137876 & 149699 hoses
	GHC11020	£2.05	CLIP, hose clamping, band type	4	1500
43	GZA2052Z	£5.75	HOSE, pump housing to inlet manifold	1	
	GZA2052X	£4.66	HOSE, pump hous. to inlet man., silicone	1	
44	CS4013	£1.43	CLIP, hose clamping, wire type	4	
	GHC11022	£2.16	CLIP, hose clamping, band type	4	
45	612160	NCA	HOSE, inlet manifold to return pipe	1	MkII
46	152521Z	£18.05	HOSE, inlet manifold to return pipe	1	MkIII-IV to (e) FH59688E
47	154149	£22.20	HOSE, inlet manifold to return pipe	1	MkIV from (e) FH59689E to 1500
48	212416	NCA	TUBE, water return	1	MkII-IV to (e) FH59688E
	212416SS	£26.70	TUBE, water return, stainless steel	1	with heater, except USA anti-smog MkIII from (e) FE75001E
49	212935	£18.60	TUBE, water return, standard	1	MkIV-1500 from
	212935SS	£20.70	TUBE, water return, stainless steel	1	(e) FH59689E & USA anti-smog MkIII from (e) FE75001E

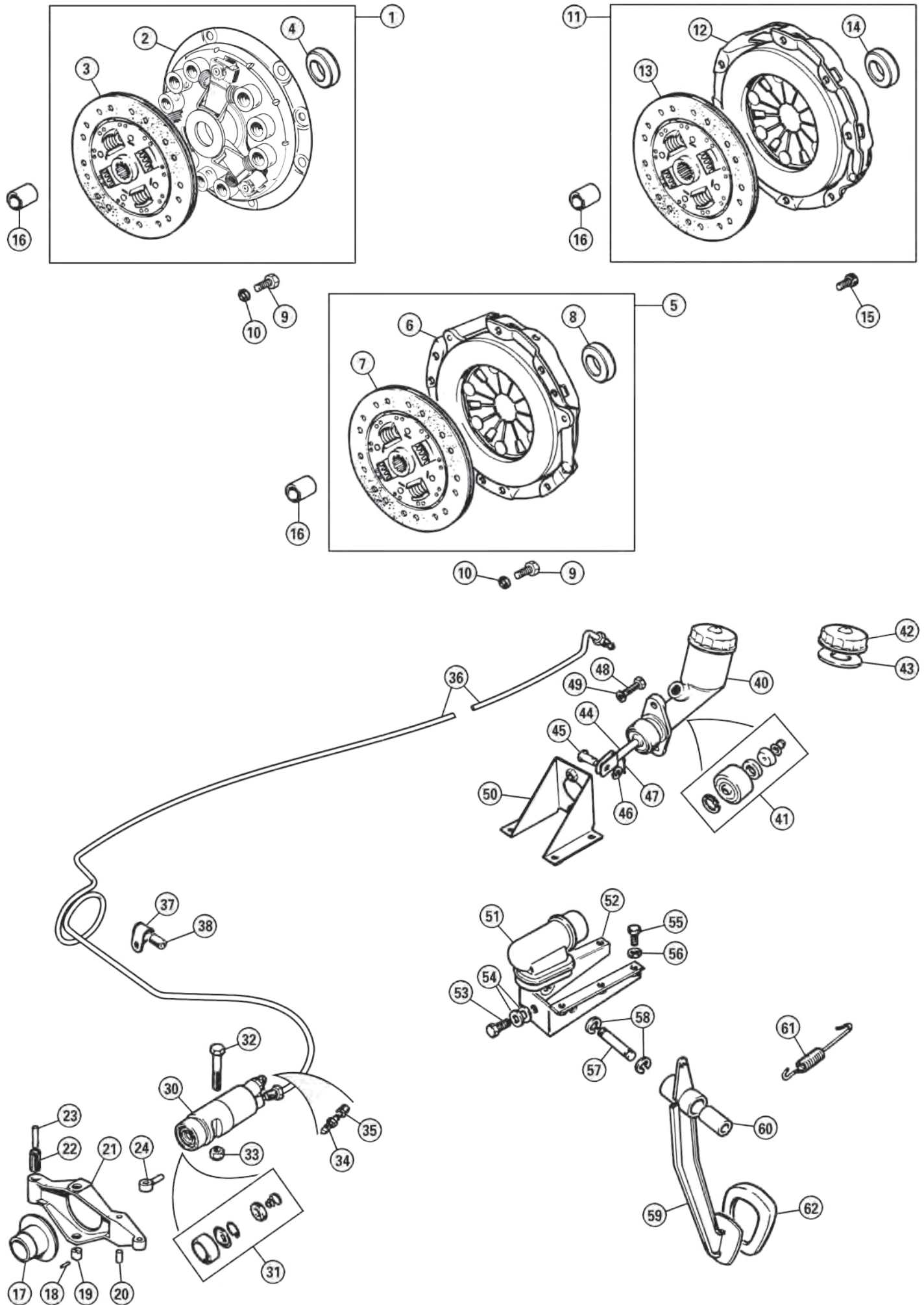
ill.	Part Number	Price £ea.	Description	Req.	Details
50	209776	NCA	TUBE, water return	1	MkII-IV (e) FH59688E
	209776SS	£18.34	TUBE, water return, stainless steel	1	when heater not fitted, MkI with heater
51	101302	£2.26	NUT, tube	1	
52	TL11	£1.52	OLIVE, sealing tube	1	
53	101343	£6.50	ADAPTOR, return tube to pump housing	1	

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.

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'.



ill.	Part Number	Price £ea.	Description	Req.	Details
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Clutch Drive Components

1	GCK6101X	£141.54	CLUTCH ASSEMBLY, spring type, 3 piece	1	Mkl
2	GCC132	£120.46	CLUTCH COVER, spring type	1	
3	GCP102	£47.80	CLUTCH PLATE, 6.5", 10 spline	1	
4	GRB206	£35.50	RELEASE BEARING, clutch	1	MklII-IV
5	GCK272Z	£86.10	CLUTCH ASSEMBLY, 3 piece	1	
6	GCC197	£78.10	CLUTCH COVER	1	
7	GCP212	£37.80	CLUTCH PLATE, 6.5", 10 spline	1	Mkl-IV
8	GRB207	£17.40	RELEASE BEARING, clutch	1	
9	SH605051	£1.30	SCREW, clutch cover	6	
10	GHF332	£0.40	WASHER, locking	6	Mkl-IV
11	GCK160	£101.50	CLUTCH ASSEMBLY, 3 piece	1	
12	GCC196	£88.80	CLUTCH COVER	1	
13	GCP230	£54.90	CLUTCH PLATE, 7 1/4", 20 spline, single rail	1	1500
	GCP103AF	£46.00	CLUTCH PLATE, 7 1/4", 10 spline, three rail	1	
			(GCP103 is for use between a 1500 engine & 3 rail gearbox - a non standard combination in the UK and mainland Europe).		
14	GRB207	£17.40	RELEASE BEARING, clutch	1	Mkl, use with GRB206
15	146176	£0.53	SCREW, clutch cover to flywheel	6	
16	105143	£3.35	SPIGOT BUSH, crankshaft	1	
17	125374	NCA	SLEEVE, clutch release bearing	1	MklII-1500
	139563	NCA	SLEEVE, clutch release bearing	1	
18	DS916	£0.47	ROLL PIN	1	
19	112509	£11.20	THRUST PLUG	2	Mkl
20	112516	£1.43	LEVER PIN	1	
21	207907	NCA	CLUTCH ARM, spring clutch	1	
	207887	NCA	CLUTCH ARM, diaphragm clutch	1	MklII-1500
22	129412	£7.50	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. 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.

23	129410	£2.21	PIN, pivot, clutch shaft fork	1	
24	13H21	£6.90	PUSH ROD	1	
NI	GAC5053B	£6.60	TOOL, clutch alignment	1	20 spline
NI	GAC5053A	£6.60	TOOL, clutch alignment	1	10 spline

Clutch Hydraulics & Pedal

30	110762	£32.70	SLAVE CYLINDER, clutch	1	Mkl
	144716	£98.80	SLAVE CYLINDER, clutch	1	MklII-IV
	144716Z	£27.90	SLAVE CYLINDER, clutch, aftermarket	1	
	GSY103	£87.16	SLAVE CYLINDER, clutch	1	1500
	GSY103Z	£26.80	SLAVE CYLINDER, clutch, aftermarket	1	iron
31	501931	NCA	REPAIR KIT, slave cylinder	1	Mkl, use for 110762
	515297	£4.70	REPAIR KIT, slave cylinder, alum. bodied	1	MklII-IV, use for 144716
	GRK4019Z	£5.00	REPAIR KIT, slave cylinder, iron bodied	1	1500, use for GSY103
32	BH605181	£1.10	BOLT	1	
33	GHF222	£0.66	NUT, nyloc	1	
34	3H2428	£1.00	NIPPLE, bleed	1	
35	SMP100030	£0.64	CAP, bleed nipple	1	
36	305937	£16.20	PIPE, clutch hydraulic	1	RHD
	305936	£18.73	PIPE, clutch hydraulic	1	LHD
37	CP110125	£1.10	CLIP, pipe to top bell housing stud	1	
38	114178	£0.28	SLEEVE, rubber	1	
40	GMC205	£70.50	MASTER CYLINDER, clutch	1	5/8" bore
41	GRK1029	£7.50	REPAIR KIT, master cylinder	1	
42	500201	£7.20	CAP, master cylinder, aluminium	1	
	500201Z	£5.30	CAP, master cylinder, black	1	
43	106095	£1.74	SEAL, rubber	1	
44	122296	£9.96	PUSH ROD	1	
45	PJ8808	£1.39	CLEVIS PIN	1	
46	GHF301	£0.24	WASHER, plain	1	
47	GHF502	£0.22	SPLIT PIN	1	
48	SH605071	£0.64	SCREW, cylinder to bracket	2	
49	GHF332	£0.40	WASHER, locking	2	
50	119583	NCA	BRACKET, master cylinder	1	
51	125217	£3.25	GAITER	1	
52	137842	£7.10	BRACKET, mounting pedal	1	
53	GHF117	£0.30	SCREW, pedal adjustment	1	
54	WM57	£0.24	WASHER, plain	2	
55	GHF117	£0.30	SCREW	6	
56	GHF331	£0.38	WASHER, locking	6	
57	119575	NCA	SHAFT, pedal	1	
58	506542	£0.84	CIRCLIP, external	2	
59	136381	NCA	PEDAL, clutch, with bush	1	Mkl-II RHD
	134504	NCA	PEDAL, clutch, with bush	1	MklII-LHD, MkIII to (e) FD75000
	152825	NCA	PEDAL, clutch, with bush	1	MkIII from (e) FD75001
	TKC4155	NCA	PEDAL, clutch, with bush	1	MkIV-1500

ill.	Part Number	Price £ea.	Description	Req.	Details
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60	105605	NCA	BUSH	1	
61	114438	£1.48	SPRING, return	1	
62	122289	£4.10	PEDAL RUBBER	1	Mkl-III
	150881	£2.40	PEDAL RUBBER	1	MkIV-1500

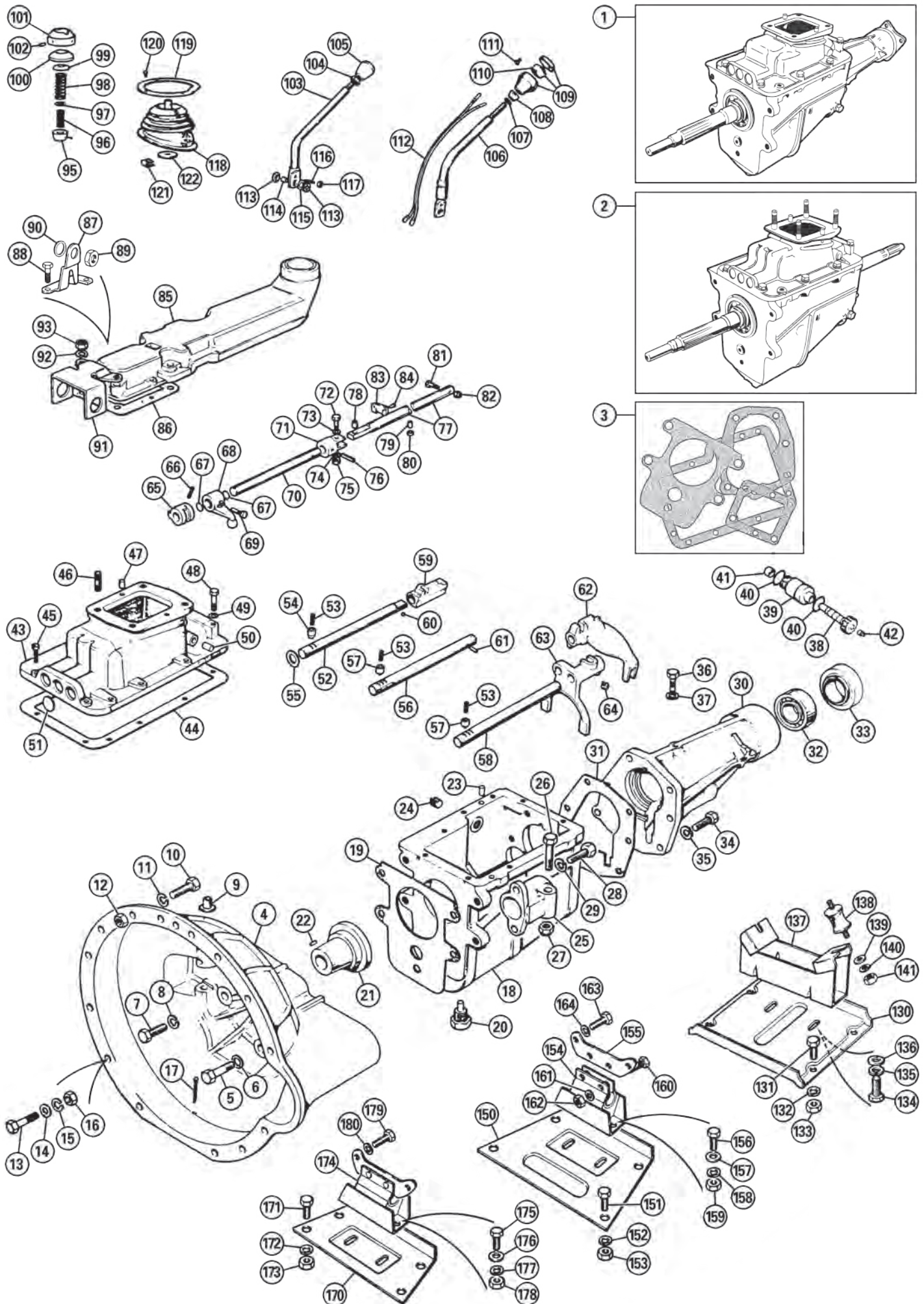
Bleeding the Hydraulic System

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 Eeziblead 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 Eeziblead 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 Eeziblead, 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.



ill. Part Number Price £ea. Description Req. Details

Gearbox Units & External Components (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

Gearboxes are supplied without top cover extension or bell housing.

1	516161E	£675.30	GEARBOX, non overdrive, recon/exch	1	Mkl-III
	520426E	£673.20	GEARBOX, non-overdrive, recon/exch	1	MkIV
2	516162R	£768.00	GEARBOX, overdrive, 'D' type, recon/exch	1	Mkl-III
	520432E	£646.70	GEARBOX, overdrive, 'D' type, recon/exch	1	MkIV
	UKC1959E	£375.78	GEARBOX, overdrive, 'J' type, recon/exch	1	

All units are reconditioned/exchange. 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 Mkl-III unit and therefore not acceptable as an old unit to exchange for a rebuilt MkIV gearbox.

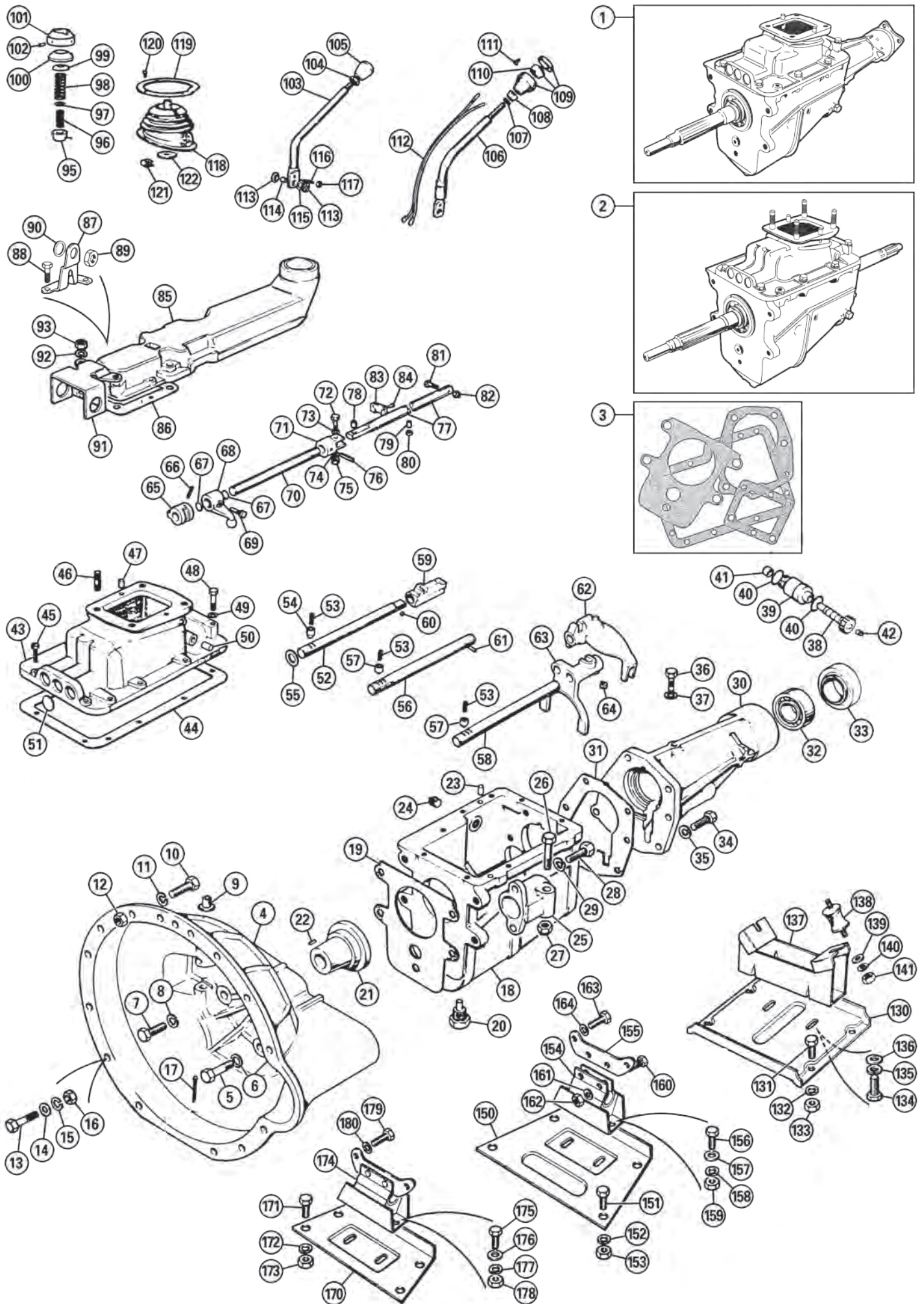
External Components (All Models)

3	515122	£4.70	GASKET SET, gearbox	1	inc. items 19, 31, 44, 86
4	210449	£74.51	BELL HOUSING, clutch	1	
5	GHF105	£0.41	BOLT	1	
6	500464	£1.57	WASHER, copper	1	
7	GHF105	£0.41	SCREW	4	
8	GHF333	£0.30	WASHER, locking	4	
9	129358	£5.20	BUSH, clutch pivot	2	
10	SH605091	£0.89	SCREW, gearbox to engine	8	
11	GHF332	£0.40	WASHER, locking	8	
12	GHF201	£0.14	NUT	8	
13	132872	£1.39	BOLT, dowel	1	
14	GHF302	£1.00	WASHER, plain	1	
15	GHF333	£0.30	WASHER, locking	1	
16	GHF202	£0.22	NUT	1	
17	GHF513	£1.31	SPLIT PIN	1	
18	149140	NCA	CASING, gearbox	1	
19	122569	£1.04	GASKET, gearbox, front	1	
20	114774	£3.10	PLUG, oil drain, standard	1	
	155660	£10.00	PLUG, oil drain, magnetic	1	
21	122566	£34.30	COVER, front	1	scroll type seal
22	DP205	£0.66	DOWEL	1	
23	DP414	£1.43	DOWEL	2	
24	114774	£3.10	PLUG, oil filler	1	
25	206175	£70.90	HOUSING, clutch slave cylinder	1	
26	BH605181	£1.10	BOLT	1	
27	GHF272	£0.66	NUT, nyloc	1	
28	SH605071	£0.64	SCREW, housing	2	
29	GHF332	£0.40	WASHER, locking	2	
30	209590	NCA	EXTENSION, rear, non-overdrive	1	Mkl-III
	217333	NCA	EXTENSION, rear, non-overdrive	1	MkIV
31	106437	£0.73	GASKET	1	
32	117511	£13.20	BEARING, rear	1	Mkl-III
	157732	£11.10	BEARING, rear	1	MkIV
33	22G2353	£1.80	SEAL, rear	1	
34	SH605071	£0.64	SCREW	7	
35	GHF332	£0.40	WASHER, locking	7	
36	056305	£2.22	SCREW, locating	1	
37	GHF332	£0.40	WASHER, locking	1	
38	119100	£20.00	GEAR, speedo drive	1	
39	138092	£21.90	BEARING, speedo drive	1	includes seals
40	119099	£0.30	'O' RING	2	
41	NKC105A	£3.64	OIL SEAL	1	
42	119096	£0.72	BEARING, end thrust	1	
43	120304	NCA	TOP COVER	1	Mkl-II
	147775	NCA	TOP COVER	1	MkIII
	158493	NCA	TOP COVER	1	MkIV
44	106269	£1.30	GASKET, top cover	1	
45	SH604071	£0.72	SCREW, top cover to casing	7/5	5 req. for overdrive Mkl-IV to (c) FH31846
	GHF101	£0.30	SCREW, top cover and bracket to casing	2	overdrive Mkl-IV to to (c) FH31846
46	FHS2512	£1.57	STUD, 5/16 UNF, top cover extension	4	Mkl-IV to (c) FH31846
	158003	£0.72	STUD, 5/16 UNF, top cover extension	4	MkIV from (c) FH31847
47	DP414	£1.43	DOWEL	2	
48	BH604111	£0.72	BOLT	2	
49	GHF331	£0.38	WASHER, locking	2	
50	107099	NCA	PLUG, interlock hole	2	
51	51K3424	£0.60	PLUG, selector shaft holes	6	
52	134290	NCA	SELECTOR SHAFT, reverse	1	Mkl-III to (g) FD55619
	154944	NCA	SELECTOR SHAFT, reverse	1	MkIII from (g) FD55620
	154945	£6.74	SELECTOR SHAFT, reverse	1	MkIV
53	106489	£0.85	SPRING, plunger	3	
54	136990	£2.24	PLUNGER	1	
55	158585	NCA	WASHER, spacer	1	MkIV
56	108020	NCA	SELECTOR SHAFT, 1st/2nd gear	1	Mkl-III
	146240	£0.10	SELECTOR SHAFT, 1st/2nd gear	1	MkIV

ill. Part Number Price £ea. Description Req. Details

57	106481	£6.30	PLUNGER	1	
58	108021	£9.44	SELECTOR SHAFT, 3rd/4th gear	1	Mkl-IV
59	114781	NCA	ACTUATOR, reverse gear	1	Mkl-III
	147394	NCA	ACTUATOR, reverse gear	1	MkIV
60	BLS110	£0.41	BALL, interlock	1	
61	106478	£0.05	PIN, interlock	1	
62	113868	£37.50	SELECTOR FORK, 1st/2nd	1	
63	106268	£50.00	SELECTOR FORK, 3rd/4th	1	
64	122653	£5.70	SCREW, tapered	3	selector to shafts
65	133771	NCA	ACTUATOR, inhibitor switch	1	Mkl-IV to (c) FH31846
	158072	£23.96	ACTUATOR, inhibitor switch	1	Mkl-IV from (c) FH31847
66	DS1315	£1.70	ROLL PIN	1	
67	118053	£0.10	'O' RING	2	
68	118040	NCA	GEAR LEVER, internal	1	
69	122653	£5.70	SCREW, tapered	1	lever to shaft
70	127740	£26.98	SHAFT	1	Mkl-IV
71	127741	£2.20	COUPLING	1	
72	BH604091	£0.72	BOLT	1	
73	GHF301	£0.24	WASHER, steel	1	
74	155801	£0.32	WASHER, nylon	1	
			(An improved version of the nylon washer (155801) is supplied in the linkage overhaul kit).		
75	GHF271	£0.41	NUT, nyloc	1	
76	DS2516	£0.41	ROLL PIN	1	
77	129120	£3.95	SHAFT, operating	1	
78	119262	NCA	BUSH, operating shaft	1	
79	155800	£0.90	SPACER	1	MkIV
80	155799	£4.20	BUSH	1	MkIV
81	125054	£1.88	BOLT, link	1	
82	GHF271	£0.41	NUT, nyloc	1	
83	120307	£14.98	PLATE, reverse baulk	1	
84	TK4503	£0.36	SCREW, attaching plate	2	
			(This plate may be riveted to the top cover extension).		
85	306152	£44.41	TOP COVER EXTENSION	1	Mkl-IV
86	120305	£1.40	GASKET, extension to top cover	1	
87	133770	£22.30	BRACKET, inhibitor switch	1	
88	GHF101	£0.30	SCREW, bracket to gearbox	2	
89	059474	£1.60	NUT, inhibitor switch	1	Mkl-IV to FH31846
90	1B3664	£0.41	WASHER, fibre	a/r	
91	158002	£25.00	BRACKET, inhibitor switch	1	
92	GHF332	£0.40	WASHER, locking	4	MkIV from FH31847
93	GHF201	£0.14	NUT	4	
95	120570	NCA	BUSH, spherical	1	Mkl to FC21927, NLA use 138685
	138685	£2.52	BUSH, spherical, nylon	1	Mkl from FC21928 to MkIV
96	119252	£2.54	SPRING, reverse baulk	1	
97	119263	£1.20	CIRCLIP, retaining spring on lever	1	
98	119251	£2.80	SPRING, cap retainer	1	
99	128373	£2.50	WASHER, dishd, inner, nylon	1	
100	119573	£6.00	WASHER, dishd, outer	1	
101	126607	£6.12	CAP, top cover extension	1	
102	126754	NCA	DOWEL, cap to top cover extension	2	
103	134814	NCA	GEAR LEVER	1	non-overdrive
104	JN2158	£0.47	LOCK NUT	1	
105	131246	NCA	KNOB, gear lever, round, plain	1	Mkl-II
	144095	NCA	KNOB, gear lever, round, gear positions	1	MkIII
	154985	NCA	KNOB, gear lever, conical, gear positions	1	MkIV, non-overdrive
			Note: The original specification gear knobs are listed above are unfortunately no longer available, use 22B19 as a replacement.		
	22B19	£21.30	KNOB, gear lever, round, plain	1	replacement for above
106	155173	£127.81	GEAR LEVER	1	
107	C30623	£3.46	NUT, locking, for knob	1	
108	C30505A	£5.90	NUT, locking, chrome	1	MkIV
109	155030	NCA	KNOB, gear lever and switch	1	overdrive
110	520999A	£9.90	SWITCH, overdrive control	1	
111	520999C	£1.10	SCREW, holding switch	2	
112	153726	£13.50	WIRING HARNESS, extension, a/d switch	1	
113	129118	NCA	BUSH, nylon, gear lever	2	Mkl to FC21927
	138686	NCA	BUSH, gear lever	2	Mkl from FC21928 to MkIII
	156910	£1.26	BUSH, gear lever	2	MkIV
			Note: Both bushes for the early Mkl-III Spitfires are no longer available, use 156910 as a replacement.		
114	129119	£1.30	SLEEVE, pinch, in lever	1	
115	146303	NCA	WASHER	2	
116	118054	NCA	SCREW, reverse stop to g/lever	1	
117	NT605041	£0.30	NUT	1	
118	706919	£15.00	GAITER	1	
	710820	£23.44	GAITER, for overdrive models	1	
119	613607	£12.20	'O' RING, retaining gaiter	1	
120	AD608053	£0.47	SCREW, securing ring	4	
121	GHF712	£0.30	SPIRE NUT	4	
122	611177	£1.51	WASHER, rubber	1	
	519770	£24.00	LINKAGE OVERHAUL KIT*	a/r	gear lever

*Note: Inc. items 86, 73 & improved version of 74, 78, 95, 96, 98, 100, 113, 114, 115. 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.



ill. Part Number Price £ea. Description Req. Details

Gearbox Mountings, Non-Overdrive

130	209782	NCA	PLATFORM, rear engine mounting	1	Mkl-II
	209018	£19.20	PLATFORM, rear engine mounting	1	MkIII-IV to (c) FH60000
	TKC484	NCA	PLATFORM, rear engine mounting	1	MkIV from (c) FH60001
131	SH605051	£1.30	SCREW, platform to chassis	4	
132	GHF332	£0.40	WASHER, locking	4	
133	GHF201	£0.14	NUT	4	
134	SH605051	£1.30	SCREW, bracket to platform	2	
135	GHF332	£0.40	WASHER, locking	2	
136	GHF201	£0.14	NUT	2	
137	136890	£15.00	BRACKET, gearbox mounting	1	to (c) FH60000
	UKC3215	£4.79	BRACKET, gearbox mounting	1	from (c) FH60001
138	22G2205	£3.50	MOUNTING	2	
139	GHF301	£0.24	WASHER, plain	2	
140	GHF332	£0.40	WASHER, locking	2	
141	GHF201	£0.14	NUT	2	

Gearbox Mountings, 'D' Type Overdrive

150	148897	£39.00	PLATFORM, rear engine mounting	1	
151	SH605051	£1.30	SCREW, platform to chassis	4	
152	GHF332	£0.40	WASHER, locking	4	
153	GHF201	£0.14	NUT	4	
154	159656Z	£21.60	BRACKET & MOUNTING	1	
155	159656Z	£21.60	BRACKET, mounting to overdrive*	1	

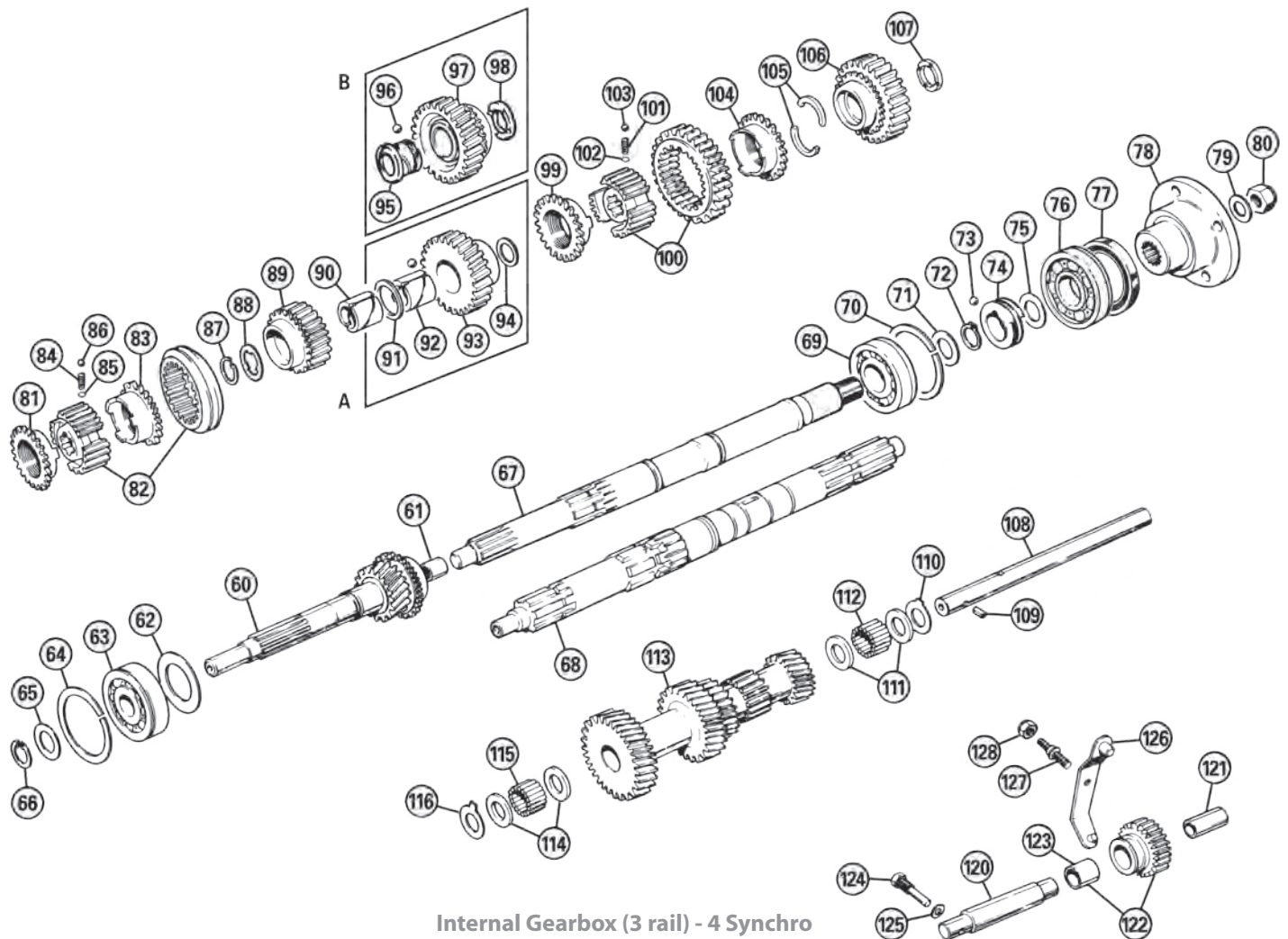
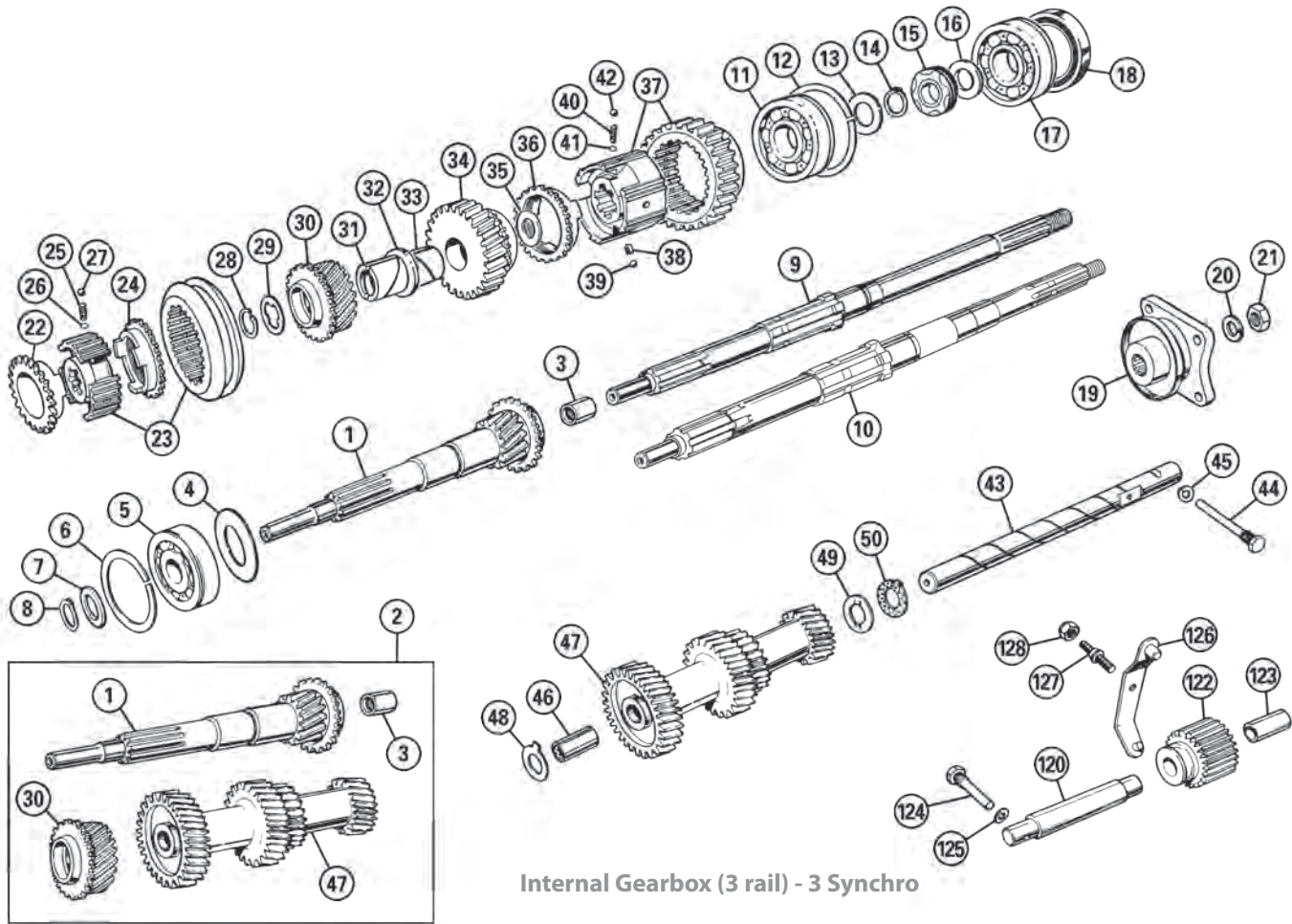
*Note: Bracket (item 155) forms part of 159656Z (item 154) but is illustrated separately to assist in identification, perhaps when the vehicle arrived dismantled or when an overdrive conversion is taking place. Some packing may be required to achieve correct alignment of the transmission.

156	SH605061	£0.22	SCREW, bracket to platform	2	
157	GHF301	£0.24	WASHER, plain	2	
158	GHF332	£0.40	WASHER, locking	2	
159	GHF201	£0.14	NUT	2	
160	SH605051	£1.30	SCREW	2	
161	GHF332	£0.40	WASHER, locking	2	
162	GHF201	£0.14	NUT	2	
163	SH605071	£0.64	SCREW, bracket to o/drive casing	2	
164	GHF331	£0.38	WASHER, locking	2	

Gearbox Mountings, 'J' Type Overdrive

170	TKC1407	£28.20	PLATFORM, rear engine mounting	1	
171	SH605051	£1.30	SCREW, platform to chassis	4	
172	GHF332	£0.40	WASHER, locking	4	
173	GHF201	£0.14	NUT	4	
174	159656Z	£21.60	BRACKET & MOUNTING	1	
175	SH605061	£0.22	SCREW, mounting to platform	2	
176	GHF301	£0.24	WASHER, plain	2	
177	GHF332	£0.40	WASHER, locking	2	
178	GHF201	£0.14	NUT	2	
179	SH506071	£1.39	SCREW	2	
180	GHF333	£0.30	WASHER, locking	2	

ill. Part Number Price £ea. Description Req. Details



ill. Part Number Price £ea. Description Req. Details

Internal Gearbox (3 rail)

3 Synchro - Mkl-III

1	208324	NCA	CONSTANT PINION SHAFT CONSTANT PINION SHAFT*	1 1	Mkl-II MkIII
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*Note: The constant pinion shaft for the MkIII 3 synchro was only ever supplied as part of a gear train assembly (part nos. 148030 & 153689), comprising of constant pinion shaft (item 1), needle roller bearing (item 3), 3rd speed gear (item 30) and laygear cluster (item 47).

2	148030	NCA	GEAR TRAIN ASSEMBLY	1	MkIII early
	153689	£301.20	GEAR TRAIN ASSEMBLY	1	MkIII late
3	118507	£10.50	BEARING, needle roller, press fit	1	Mkl to early MkIII
	144782	£10.20	BEARING, needle roller, loose fit	1	MkIII late
4	106365	£1.18	OIL THROWER	1	
5	104433	£13.30	BEARING, front main	1	
6	112654	£5.00	CIRCLIP, snap ring	1	
7	104438	£1.15	THRUST WASHER, mainshaft, 0.094"	1	
8	CR620325	£1.18	CIRCLIP, constant pinion shaft	1	
9	204679	£240.00	MAINSHAFT, non-overdrive	1	
10	208142	£242.62	MAINSHAFT, overdrive	1	
11	104433	£13.30	BEARING, rear main	1	
12	112654	£5.00	CIRCLIP, snap ring	1	
13	104438	£1.15	WASHER	1	
14	500872	NCA	CIRCLIP	1	
15	119131	£20.00	GEAR, speedo drive	1	
16	117509	£0.66	WASHER	1	
17	117511	£13.20	BEARING, rear extension	1	
18	22G2353	£1.80	SEAL, rear	1	
19	109050	£20.00	FLANGE, to prop shaft	1	
20	WM74	£0.42	WASHER, plain	1	
21	HN2012	£0.60	NUT, 9/16	1	
22	148409	£13.10	SYNCHRO RING, 4th gear	1	
	148409X	£25.30	SYNCHRO RING, 4th gear, competition	1	
23	509651	NCA	SYNCHRO HUB, 3rd/4th	1	Mkl-MkIII early
	156968	£87.40	SYNCHRO HUB, 3rd/4th	1	MkIII late
24	113797	NCA	SYNCHRO RING, 3rd gear	1	
25	104445	£0.36	SPRING, in synchro sleeve	3	
26	037948	£0.53	SHIM, under 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!).

27	BLS108	£0.41	BALL BEARING, 1st/2nd synchro hub	3	
28	TKC6444	£1.16	CIRCLIP, retaining gear on mainshaft	1	
29	159978	£29.16	THRUST WASHER	1	
30	116169	NCA	GEAR, 3rd speed	1	Mkl-III early, part of 148030
					MkIII late, part of 153689
30	216317	NCA	GEAR, 3rd speed	1	
31	111423	£6.46	BUSH, 3rd gear	1	
32	111422	£1.01	THRUST WASHER, 2nd/3rd, 0.153"	1	Mkl-III
	131843	£1.20	THRUST WASHER, 2nd/3rd, 0.162"	1	MkIII alternative
	149963	£1.18	THRUST WASHER, 2nd/3rd, 0.157"	1	MkIII alternative
33	111424	£3.00	BUSH, 2nd gear	1	
34	112672	NCA	GEAR, 2nd speed	1	
35	106262	NCA	THRUST WASHER, 1st/2nd	1	
36	148409	£13.10	SYNCHRO RING, 2nd gear	1	
	148409X	£25.30	SYNCHRO RING, 2nd gear, competition	1	
37	509652	£113.95	GEAR, 1st speed & sleeve	1	
38	106475	NCA	PIN, locking	1	fitted in sleeve
39	BLS108	£0.41	BALL, interlock	1	
40	106388	£0.98	SPRING, in synchro hub	3	
41	037948	£0.53	SHIM	a/r	
42	BLS108	£0.41	BALL BEARING, 1st/2nd synchro hub	3	
43	113230	£37.60	LAYSHAFT	1	
44	106476	£0.41	SCREW, locating layshaft in casing	1	
45	GHF332	£0.40	WASHER, locking	1	
46	112477	£3.31	BUSH, laygear	2	
47	129815	NCA	LAYGEAR CLUSTER	1	Mkl-II
	153689	£301.20	LAYGEAR CLUSTER, inc. bushes	1	MkIII

Note: The MkIII Laygear was originally only supplied as part of the gear train assembly (part no. 148030 & 153689). The change points were not listed by the factory.

48	113229	£4.75	THRUST WASHER, front	1	
49	106270	£10.20	THRUST WASHER, rear	1	
50	106271	£11.90	THRUST WASHER, rear	1	

4 Synchro - MklIV

60	216611	NCA	CONSTANT PINION SHAFT	1	1st motion shaft
61	144782	£10.20	BEARING, constant pinion	1	
62	106365	£1.18	OIL THROWER	1	

ill. Part Number Price £ea. Description Req. Details

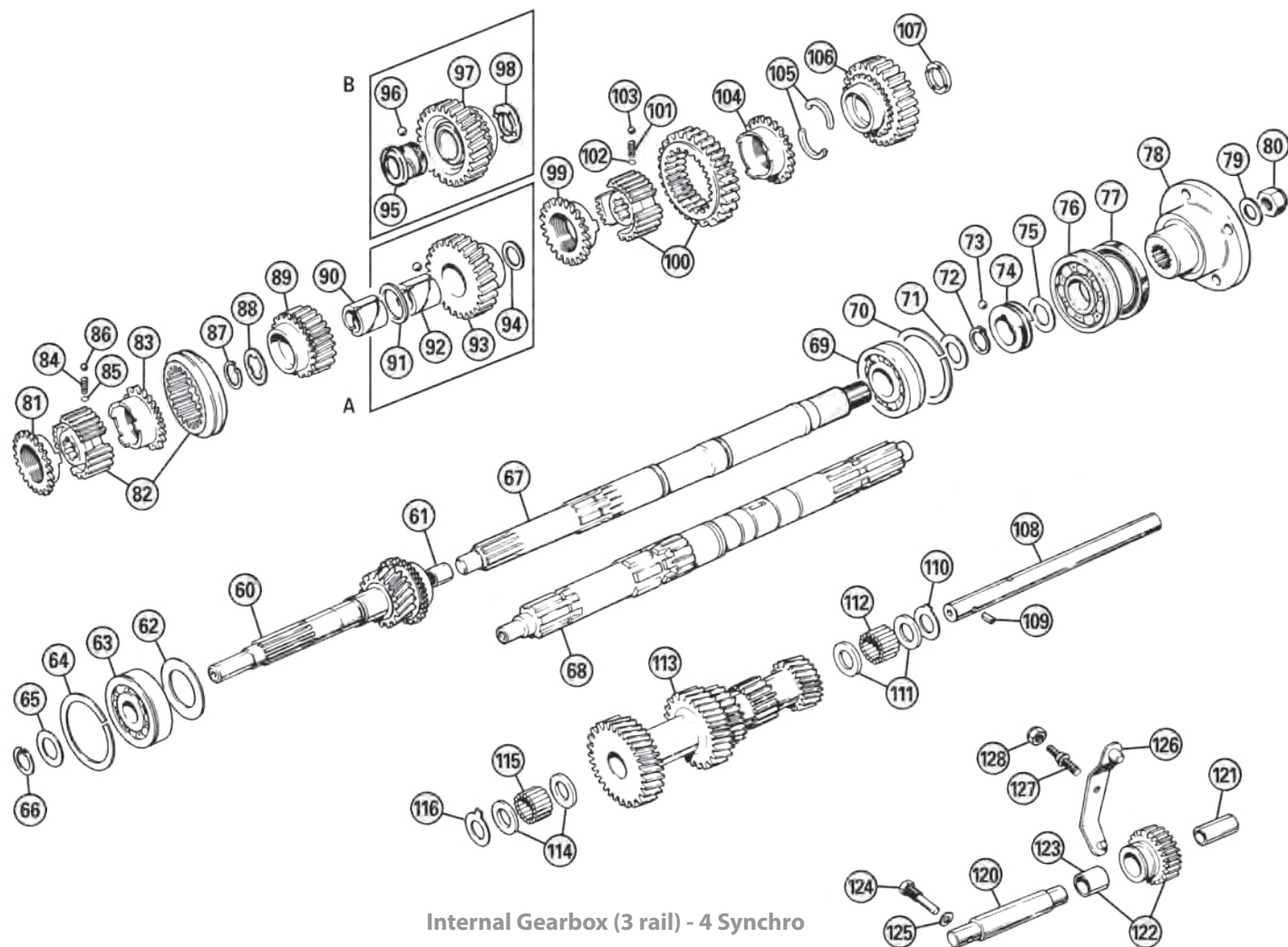
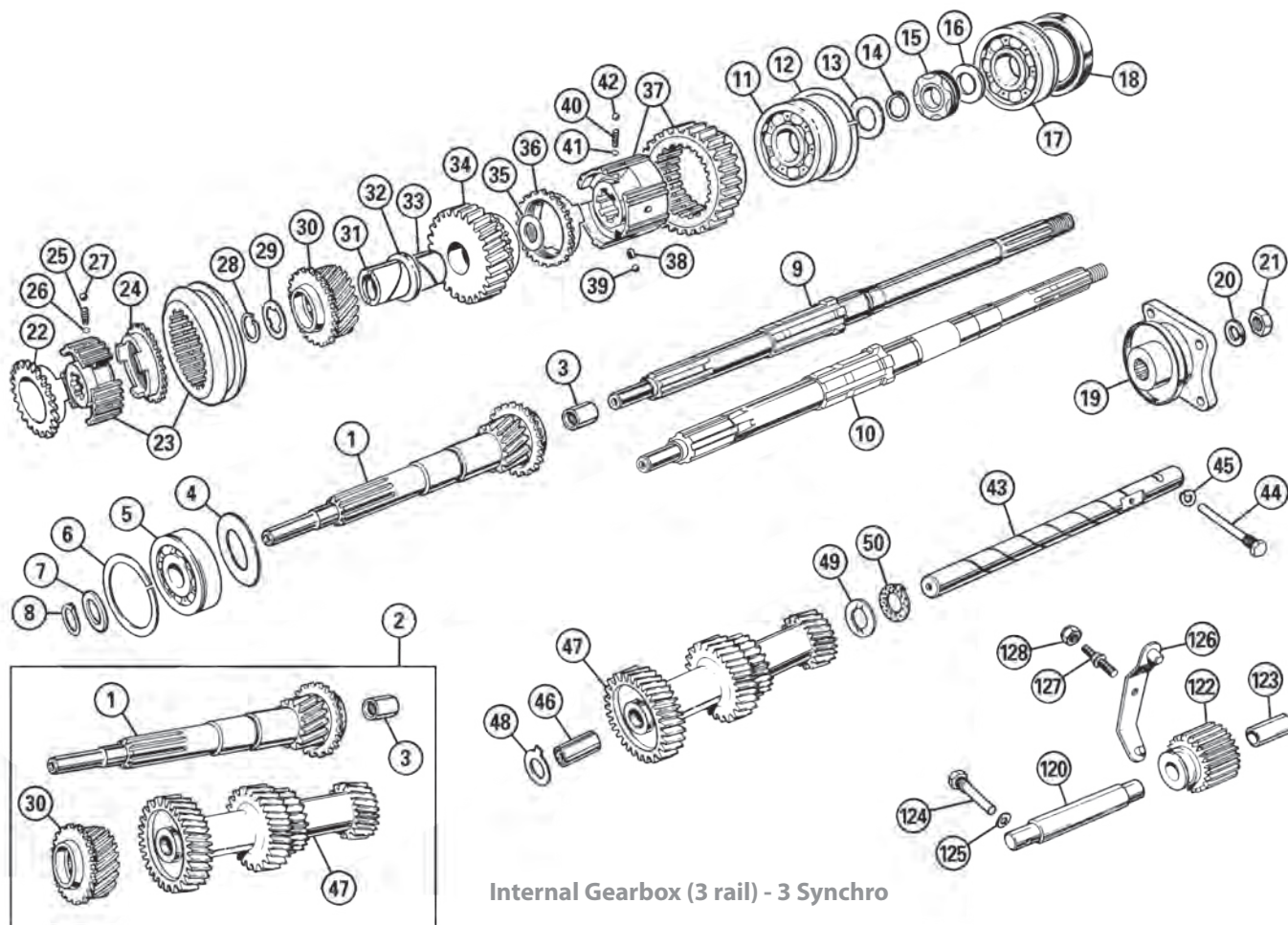
63	104433	£13.30	BEARING, front main	1	
64	112654	£5.00	CIRCLIP, snap ring	1	
65	104438	£1.15	THRUST WASHER, mainshaft, 0.094"	1	
66	129839	£2.88	CIRCLIP	1	
67	TKC533	£239.40	MAINSHAFT, non-overdrive	1	
68	TKC923	£209.10	MAINSHAFT, 'D' type overdrive	1	to FH60000
	TKC899	£102.89	MAINSHAFT, 'J' type overdrive	1	from FH60001
69	104433	£13.30	BEARING, rear main	1	
70	112654	£5.00	CIRCLIP, snap ring	1	
71	155805	NCA	WASHER, 0.120"	a/r	
	155806	£1.31	WASHER, 0.123"	a/r	alternatives
	155807	£1.36	WASHER, 0.126"	a/r	
	155808	£1.50	WASHER, 0.129"	a/r	
(These washers are used to maintain correct end float for 1st gear, see workshop manual).					
72	129839	£2.88	CIRCLIP, speedometer drive gear	1	
73	BLS106	£0.28	BALL BEARING	1	
74	156032	£18.40	GEAR, speedo drive	1	
75	155756	£0.76	WASHER, 1/8" thick	1	
76	157732	£11.10	BEARING, rear extension	1	
77	22G2353	£1.80	SEAL, rear	1	non-overdrive
78	155755	£1.31	FLANGE, to prop shaft	1	
79	WM74	£0.42	WASHER, plain	1	
80	510618A	£1.16	NUT, nyloc	1	
81	150328	£12.30	SYNCHRO RING, 4th gear	1	
82	156968	£87.40	SYNCHRO HUB, 3rd/4th	1	
83	150328	£12.30	SYNCHRO RING, 3rd gear	1	
84	104445	£0.36	SPRING, synchro	3	
85	037948	£0.53	SHIM	a/r	
86	BLS108	£0.41	BALL BEARING, 3rd/4th synchro hub	3	
87	TKC6444	£1.16	CIRCLIP, snap ring, 3rd gear	1	on main shaft
88	159978	£29.16	THRUST WASHER	1	with internal lugs
89	TKC3003	£32.70	GEAR, 3rd speed	1	
90	147354	£19.00	BUSH, 3rd gear	1	
91	111422	£1.01	THRUST WASHER, 2nd/3rd, 0.153"	a/r	see box A in illustration
	131843	£1.20	THRUST WASHER, 2nd/3rd, 0.162"	a/r	
	149963	£1.18	THRUST WASHER, 2nd/3rd, 0.157"	a/r	
	156084	£0.79	THRUST WASHER, 2nd/3rd, 0.166"	a/r	
	UKC769	£0.41	THRUST WASHER, 2nd/3rd, 0.170"	a/r	
92	147354	£19.00	BUSH, 2nd speed	1	
93	154479	£36.26	GEAR, 2nd speed	1	
94	160018	£1.14	THRUST WASHER	1	has 4 radial grooves each side
95	UKC933	£12.77	BUSH, 2nd gear	1	
96	BLS106	£0.28	BALL BEARING	1	
97	UKC3364	NCA	GEAR, 2nd speed	1	
98	UKC934	£1.15	THRUST WASHER, 0.199"	a/r	see box b in illustration
	UKC935	£1.74	THRUST WASHER, 0.202"	a/r	
	UKC936	NCA	THRUST WASHER, 0.205"	a/r	
	UKC937	£1.64	THRUST WASHER, 0.206"	a/r	

Note: Items 90 & 98 are used to adjust the end float of 2nd & 3rd gears.

99	150328	£12.30	SYNCHRO RING, 2nd gear	1	
100	156911WO	£103.80	SYNCHRO HUB, 1st/2nd gear	1	33 teeth
101	106388	£0.98	SPRING, in synchro hub	3	
102	037948	£0.53	SHIM	a/r	
103	BLS108	£0.41	BALL BEARING, 1st/2nd synchro hub	3	
104	150328	£12.30	SYNCHRO RING, 1st gear, bottom	1	
105	137834	£4.06	SPLIT COLLAR, pair	1	
106	154821	£30.00	GEAR, 1st speed	1	
107	137775	NCA	WASHER, spacer	1	
108	144595	£30.84	LAYSHAFT	1	alternatives
	144595Z	£21.00	LAYSHAFT, aftermarket	1	
109	DS1908	£0.31	ROLL PIN, locating layshaft	1	
110	106270	£10.20	THRUST WASHER, rear	1	
111	119891	£6.50	RETAINING RING	2	
112	119893	£0.60	NEEDLE ROLLER	25	
113	154829	£338.70	LAYGEAR CLUSTER	1	
114	119891	£6.50	RETAINING RING	2	
115	119893	£0.60	NEEDLE BEARING	25	
116	113229	£4.75	THRUST WASHER, front	1	

All Models

120	113071	£4.96	SPINDLE, reverse gear	1	
121	137687	£10.00	SPACER	1	4 synchro only
122	113077	£34.00	REVERSE IDLER GEAR	1	Mkl-III, includes bush 104420
	144580	£51.60	REVERSE IDLER GEAR	1	MklIV, includes bush 104420
123	104420	£1.49	BUSH	1	
124	106477	£1.14	SCREW, locating	1	
125	GHF332	£0.40	WASHER, locking	1	
126	106254	£11.00	LEVER, reverse operating	1	
127	106448	£3.00	FULCRUM PIN	1	
128	GHF273	£0.53	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.

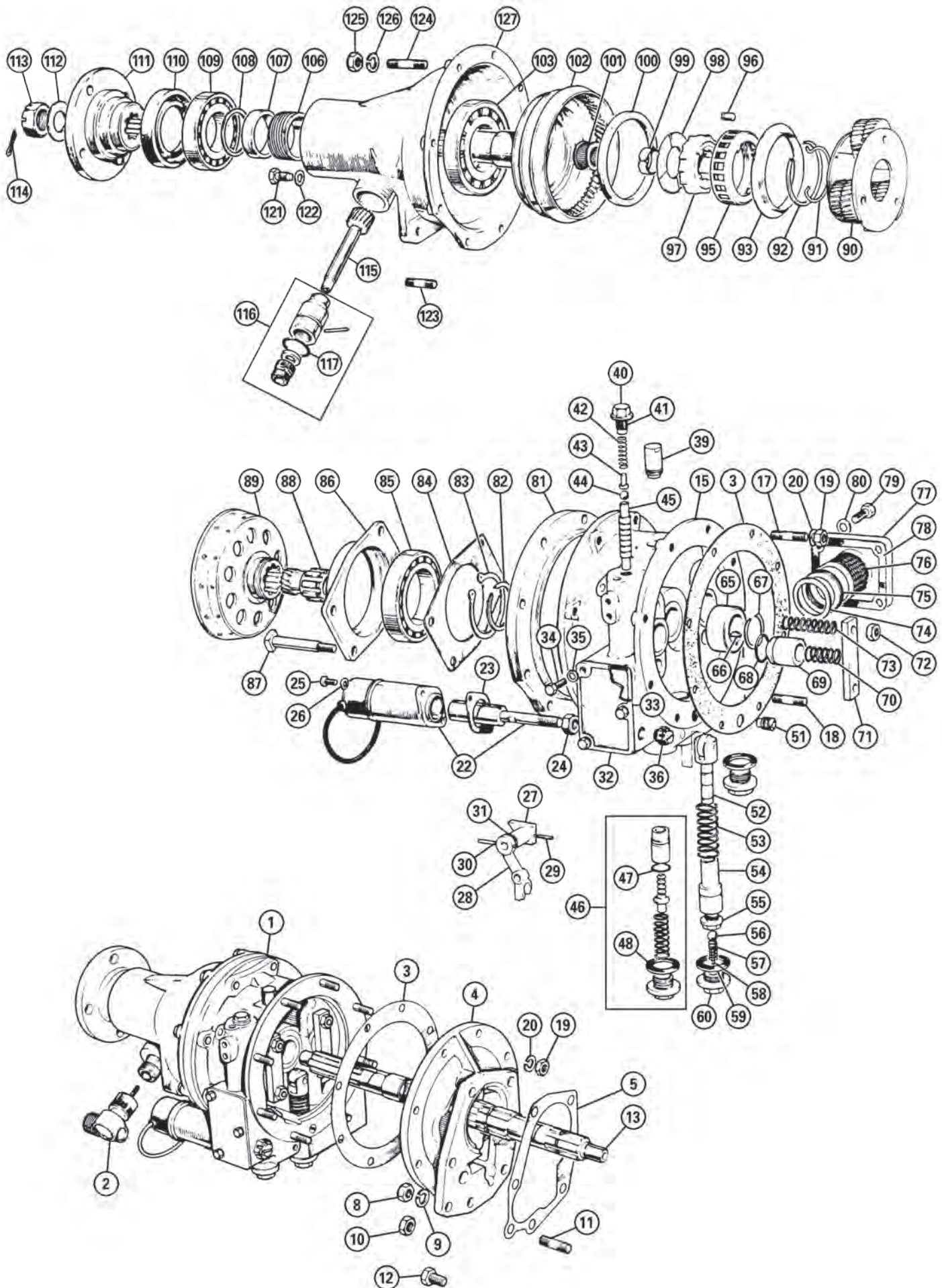
A thick grey coloured oil will indicate the start of or the actual failure of steel components such as the laygear bearings, or the mainshaft tip bearing in the first motion shaft. This coloured deposit can be tested with a magnet; steel fragments will of course be attracted to it.

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.



ill.	Part Number	Price £ea.	Description	Req.	Details
'D' Type Overdrive					
1	307862R	£555.90	OVERDRIVE, recon/exchange	1	
2	120694	£41.10	ANGLE DRIVE, speedo pinion	1	
3	37H1901	£1.70	GASKET, overdrive to extension	1	
4	305137	£88.30	ADAPTOR PLATE	1	
5	106437	£0.73	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	£0.14	NUT	6/2	quantity decreases if item 12 is used
9	GHF332	£0.40	WASHER, locking	7	
10	NT605041	£0.30	NUT	1/0	
11	132115	£0.02	STUD, locking extension to g/box	7/2	alternative to 8, 10, 11
12	SH605071	£0.64	SCREW	5	
13	TKC923	£209.10	MAINSHAFT	1	
15	515814	£118.44	MAIN CASING	1	
17	506083	NCA	STUD, overdrive to extension	7	
18	506105	NCA	STUD, overdrive, lower LH	1	
19	GHF200	£0.22	NUT	8	
20	GHF331	£0.38	WASHER, locking	8	
22	010002	£26.80	SOLENOID	1	
23	7H8196	£1.31	GASKET	1	
24	GHF271	£0.41	NUT, solenoid adjusting	1	
25	UFS1194R	£0.72	SCREW, solenoid to main casing	2	
26	WF702101	£0.36	WASHER, shakeproof	2	
27	515811	NCA	CAM, operating valve	1	
28	515813	NCA	LEVER	1	
29	513888	NCA	LOCATING PIN, cam	1	
30	500412	£0.80	LOCATING PIN, lever	1	
31	500594	£1.10	'O' RING	1	
32	506109	£6.00	SIDE PLATE	1	
33	513204	£1.04	GASKET, side plate	1	
34	53K126	£0.60	SCREW, side plate	3	
35	WF702101	£0.36	WASHER, shakeproof	3	
39	502560	£7.60	BREATHER	1	
40	506117	£17.10	PLUG	1	
41	3H693	£0.84	WASHER, copper	1	
42	007972	£5.10	SPRING, plunger	1	
43	500591	£10.20	PLUNGER	1	
44	BLS108	£0.41	BALL	1	
45	17H8030	£12.02	OPERATING VALVE	1	
46	7H8191	£39.40	RELIEF VALVE KIT	1	
			(Wear in this assembly is a frequent cause of sluggish overdrive engagement).		
47	506129A	£0.66	SEAL, upper, relief valve	1	
48	506118A	£1.16	SEAL, lower, relief valve	1	
51	506076	£0.50	SCREW, pump retaining	1	
52	513196	£61.20	PLUNGER	1	
53	500633	£6.00	SPRING, plunger	1	
54	513222	£60.00	PUMP BODY	1	
55	37H2693	£26.70	NON-RETURN VALVE	1	
56	BLS107	£0.41	BALL	1	
57	37H2557	£4.75	SPRING, non return valve	1	
58	514889	NCA	PIN, locating	1	
59	506118A	£1.16	WASHER, sealing	1	
60	513206	£17.40	PLUG, non return valve	1	
65	513216	£50.10	PUMP CAM	1	
			(Remember to align the pump cam & plunger correctly when attaching overdrive to gearbox).		
66	WKN304	£0.94	WOODRUFF KEY	1	
67	22H228	£3.55	SNAP RING	1	
68	TRS1114	£0.66	SEAL, operating piston	2	
69	7H8290	£11.10	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	£7.96	BRIDGE BAR	2	
	7H8286PR	£9.60	BRIDGE BAR (pair)	1	
72	JS616A	£0.89	LOCK NUT	4	
73	513199	£16.20	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	£7.96	SEALING PLATE	1	
75	513205	£14.20	MAGNET SET	1	
76	7H8197	£35.20	FILTER	1	
77	506097	£7.50	COVER PLATE, filter	1	
78	506098	£1.36	GASKET, filter cover	1	
79	GHF117	£0.30	SCREW, cover retaining	4	
80	GHF321	£0.22	WASHER, shakeproof	4	
81	7H8310	NCA	BRAKE RING	1	
82	506091	£1.04	SNAP RING	1	
83	515356	£5.96	CIRCLIP	1	
84	506104	£9.00	BASE PLATE, bearing housing	1	
85	7H8301	£23.70	FRONT BEARING	1	
86	506081	£27.50	BEARING HOUSING	1	
87	513203	£22.50	BOLT, bearing housing	4	locates disengagement springs
88	506044	£58.90	SUN GEAR	1	
89	513200E	£176.26	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).		

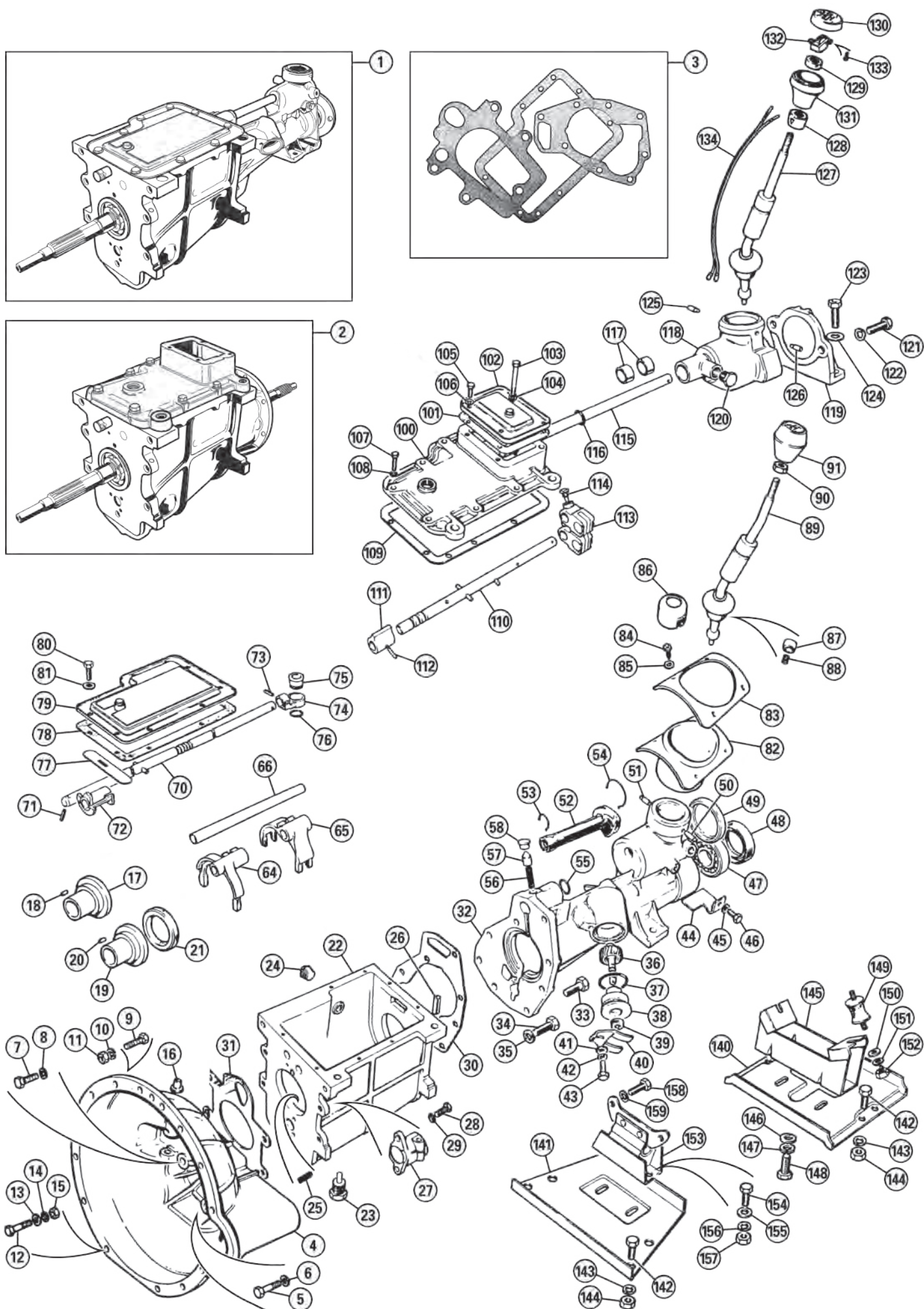
ill.	Part Number	Price £ea.	Description	Req.	Details
90	17H8014	£175.92	PLANET GEAR CARRIER	1	
	505546	£89.10	BEARING, needle roller	6	
	500412	£0.80	MILLS PIN, securing bearings	3	
91	513208	£0.97	SPRING, one-way clutch	1	ratchet operation
92	NKC77A	£6.40	SNAP RING	1	
93	010857	£7.50	SLEEVE, clutch retaining	1	
95	BAU2061A	£104.70	CAGE, uni-directional clutch rollers	1	
96	506063A	£9.80	ROLLERS, set of twelve	1	
97	513209	NCA	CLUTCH CENTRE	1	
98	500613A	£18.60	WASHER, thrust	1	
99	22H193	£13.50	SPRUNG SLEEVE	1	
100			BEARING FACE, inside annulus	1	not separately available
101	506113	£13.50	SPIGOT BEARING, inside annulus	1	
102	513195	£0.28	ANNULUS	1	
103	134465	£9.60	BEARING, front of annulus shaft	1	
106	7H8294	£27.10	DRIVE GEAR, speedometer	1	
107	513211	£0.72	SPACER TUBE	1	
108	17H8024	NCA	SHIM, 0.105"	a/r	
	17H8025	NCA	SHIM, 0.1"	a/r	
	17H8026	£10.20	SHIM, 0.095"	a/r	
	17H8027	NCA	SHIM, 0.09"	a/r	
	27H2893	NCA	SHIM, 0.085"	a/r	
109	533360A	£18.40	BEARING, rear of annulus shaft	1	
110	7H8325	£4.80	OIL SEAL, drive flange	1	
111	146102	NCA	DRIVE FLANGE	1	
112	WP24	£0.61	WASHER, plain	1	
113	BTB753	£4.75	NUT, nyloc	1	
114	GHF504	£0.22	SPLIT PIN, for slotted nut only	1	
115	17H8021	£34.80	PINION, speedometer drive	1	
116	506066	NCA	BEARING, pinion (Dismantle this bearing at your peril).	1	
117	506115	£1.50	'O' RING	1	
121	506071	£3.90	SCREW, locking pinion assembly	1	
122	500469	£0.85	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	£0.22	NUT	8	
126	GHF331	£0.38	WASHER, locking	8	
127	513198	£80.00	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	●	●	●



ill. Part Number Price £ea. Description Req. Details

Gearbox Units & External Components
(1500 - Single rail)

Gearbox Units

1	UKC5643E	£675.30	GEARBOX, scroll type seal, recon	1	} non overdrive
	ULC2483E	£675.30	GEARBOX, lip type seal, recon	1	
2	UKC5646E	£675.30	GEARBOX, scroll type seal, recon	1	} overdrive
	ULC2450E	£675.30	GEARBOX, lip type seal, recon	1	

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)

3	HMP290020	£4.10	GASKET KIT, gearbox	1	} Inc. items 30, 31, 78 to (g) FR33414 from (g) FR33415
4	312151	NCA	BELL HOUSING	1	
	312151A	£324.90	BELL HOUSING, alloy	1	
	UKC7933	NCA	BELL HOUSING	1	
(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 17 or 19).					
5	GHF105	£0.41	BOLT	1	
6	500464	£1.57	WASHER, copper	1	
7	SH606091	£1.26	SCREW, bell housing to casing	4	
8	GHF333	£0.30	WASHER, locking	4	
9	SH605091	£0.89	SCREW, gearbox to engine	8	
10	GHF332	£0.40	WASHER, locking	8	
11	GHF201	£0.14	NUT	8	
12	132872	£1.39	DOWEL BOLT	1	
13	GHF302	£1.00	WASHER, plain	1	
14	GHF333	£0.30	WASHER, locking	1	
15	GHF202	£0.22	NUT	1	
16	129358	£5.20	BUSH, clutch pivot	2	
17	122566	£34.30	COVER, front, scroll type seal	1	
18	DP205	£0.66	DOWEL	1	
19	UKC7926	£48.10	FRONT COVER	1	
20	DP205	£0.66	DOWEL	1	
21	132292	£3.85	SEAL, in front cover	1	use with item 16 only
22	RKC461	£19.36	CASING, gearbox	1	
23	155660	£10.00	PLUG, oil drain, magnetic	1	
24	114774	£3.10	PLUG, oil filler	1	
25	137532	£0.60	SPRING	3	
26	DS5016	£0.01	DOWEL	2	overdrive models only
27	206175	£70.90	HOUSING, clutch slave cylinder	1	
28	SH605071	£0.64	SCREW, fixing housing	2	
29	GHF332	£0.40	WASHER, locking	2	
30	22G1420	£0.89	GASKET, rear	1	
31	157690	£1.36	GASKET, front	1	
32	DAM1650	£83.80	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.

33	112653	£2.05	BOLT	2	
34	GHF103	£0.60	SCREW	6	
35	GHF332	£0.40	WASHER, locking	8	
36	219005A	£6.70	SPEEDO DRIVE GEAR	1	} for 3.89:1 axle for 3.63:1 axle from FH126380 Switzerland only (3.27:1 axle)
	219003A	£22.06	SPEEDO DRIVE GEAR	1	
	219001	NCA	SPEEDO DRIVE GEAR	1	
				1	
37	TRS1620	£0.84	'O' RING, speedo drive bush	1	
38	22G1486	£13.60	BUSH, locating drive gears	1	
39	NKC105A	£3.64	OIL SEAL	1	
40	22G1711	£6.50	RETAINER, speedo pinion	1	
41	GHF300	£0.22	WASHER, plain	1	
42	GHF331	£0.38	WASHER, locking	1	
43	GHF117	£0.30	SCREW	1	
44	22G1425	£0.96	PLATE, reverse lift	1	
45	GHF331	£0.38	WASHER, locking	1	
46	SH604051	£0.30	SCREW	1	
47	157732	£11.10	BEARING, rear	1	
48	22G2353	£1.80	SEAL, rear	1	
49	22G1422	£3.05	END COVER	1	
50	DAM2670	£2.95	PIN, locating cap	1	
51	DAM2670	£2.95	PIN, locating cap	1	to (g) FR268
	22G2277	£2.56	PIN, locating cap	1	from (g) FR269
52	DAM518	NCA	GAITER, selector shaft	1	to (g) FR12687
	UKC8875	£6.28	GAITER, selector shaft	1	from (g) FR12688
53	DAM1723	NCA	CLEAT, front	1	to (g) FR12688
54	DAM671	£0.19	CLEAT, rear	1	
55	TRS912	£0.41	'O' RING	1	
56	22G2198	£0.70	SPRING	1	use with non-overdrive
57	22G1421	£9.00	PLUNGER	1	original rear extension
58	22G1947	£0.61	PLUG, plunger securing	1	only

ill. Part Number Price £ea. Description Req. Details

	DAM6892	£0.31	INSERT	1	} use with non-overdrive replacement DAM1650 extension only as detailed in notes for item 32
	DAM4968	£0.67	DETENT	1	
	DAM4804	NCA	SPRING	1	
	DAM3632	NCA	NYLON PLUG	1	
	DAM2959	£0.56	INSERT	1	
64	22G1584	NCA	SELECTOR FORK, 3rd & 4th	1	
65	22G1406	£71.95	SELECTOR FORK, 1st & 2nd	1	
66	22G1408	£0.05	SHAFT, selector fork	1	

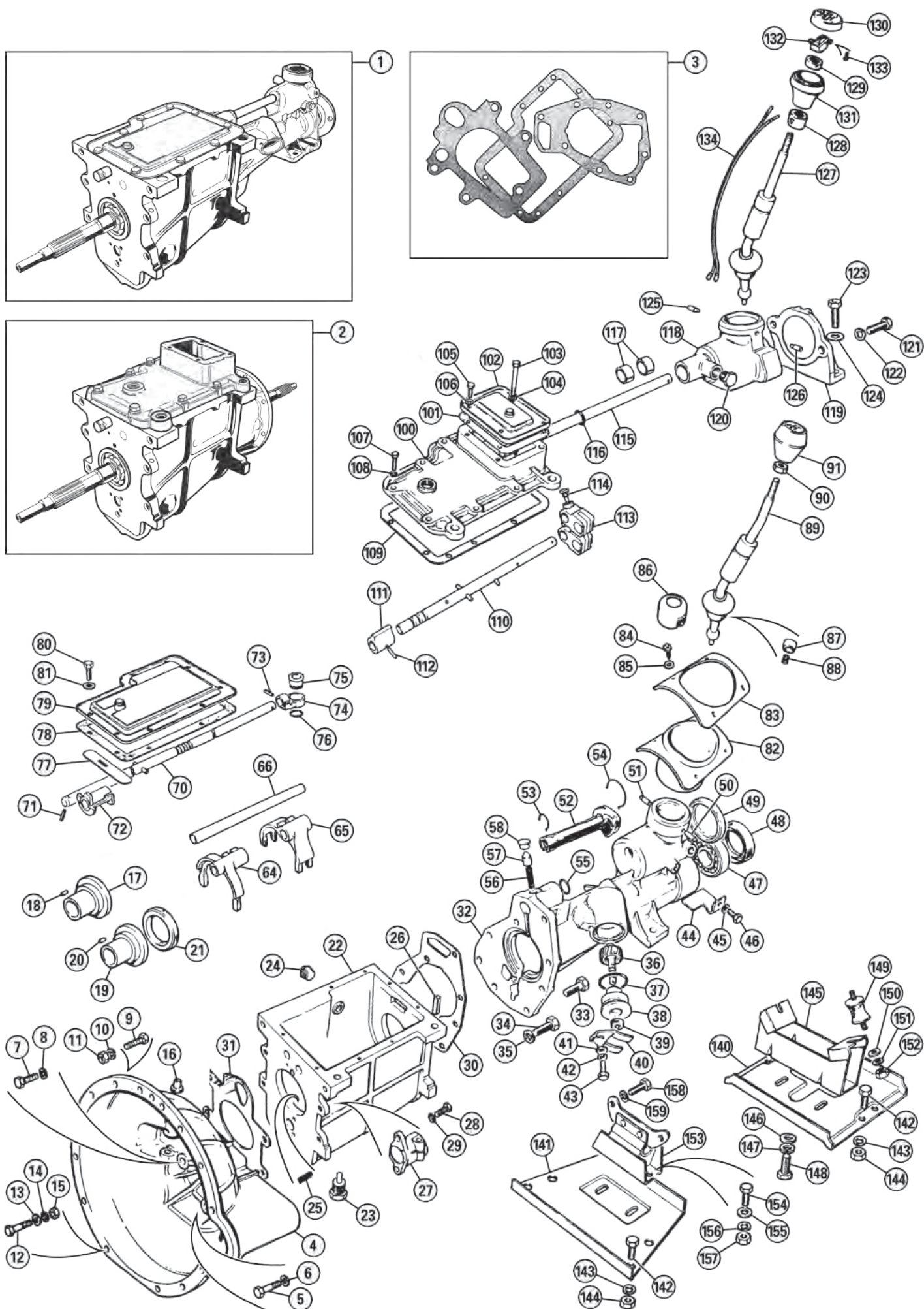
External Components for Non-Overdrive Models

70	22G1413	NCA	SELECTOR SHAFT	1	
71	UKC6398	£0.40	ROLL PIN, shaft to interlock	1	
72	22G1418	£4.76	INTERLOCK	1	
73	RZS1216	£0.40	PIN	1	
74	22G2291	NCA	YOKE	1	
75	22G1424	£7.20	YOKE SEAT	1	} alternatives
	DAM3045	£10.50	YOKE SEAT	1	
76	13H6762	£0.85	CIRCLIP	1	use only if DAM3045 fitted
77	22G1419	£0.68	PLATE, interlock spool	1	
78	22G1911	£1.00	GASKET, top cover	1	
79	22G1884	£0.35	TOP COVER	1	
80	SH604041	£0.41	SCREW, securing cover	9	
81	GHF331	£0.38	WASHER, locking	9	
82	YKC1481	NCA	GAITER, gear lever	1	non-overdrive
	YKC1482	NCA	GAITER, gear lever	1	overdrive
83	YKC1483	£2.04	RETAINER PLATE	1	
84	AD608053	£0.47	SCREW, securing gaiter	4	
85	WP124	£0.60	WASHER, plain	4	
86	22G1434	£26.95	RETAINER	1	
87	22G2286	£0.64	PLUNGER, nylon, anti-rattle	1	
88	106388	£0.98	SPRING, anti-rattle	1	
89	UKC3284	£61.22	GEAR LEVER	1	
90	JN2158	£0.47	NUT, locking, lever to knob	1	
91	UKC2793	£9.10	GEAR KNOB	1	
	UKC7615	£23.44	GEAR KNOB	1	
	UKC7614	£1.36	GEAR KNOB	1	

External Components for Overdrive Models

100	TKC1256	£83.36	TOP COVER	1	
101	UKC2937	£0.94	GASKET, cover plate to top cover	1	
102	UKC3600	£50.00	COVER PLATE	1	
103	GHF118	£0.72	BOLT	2	
104	GHF331	£0.38	WASHER, locking	2	
105	SH604041	£0.41	SCREW	2	
106	GHF331	£0.38	WASHER, locking	2	
107	SH604071	£0.72	SCREW	7	
108	GHF331	£0.38	WASHER, locking	7	
109	22G1911	£1.00	GASKET, top cover	1	
110	UKC4619	NCA	SELECTOR SHAFT	1	
111	UKC2281	£33.34	ACTUATOR	1	
112	DS1914	£0.70	ROLL PIN	1	
113	UKC2742	£33.34	CONNECTOR BLOCK	1	
114	122653	£5.70	SCREW, locating	2	
115	UKC2892	£16.16	SELECTOR SHAFT	1	
116	TRS912	£0.41	'O' RING	1	
117	UKC2890	NCA	BUSH	2	
118	UKC2939	£158.36	TOWER	1	
119	TKC1305	£50.00	END COVER	1	
120	108114	£1.50	PLUG, threaded	1	
121	GHF163	£0.47	SCREW	2	
122	GHF332	£0.40	WASHER, locking	2	
123	GHF163	£0.47	SCREW	2	
124	GHF332	£0.40	WASHER, locking	2	
125	22G2277	£2.56	RETAINER PIN, short	1	
126	DAM2670	£2.95	RETAINER PIN, long	1	
127	UKC3285	NCA	GEAR LEVER	1	
128	C30505A	£5.90	NUT, locking, gear knob, chrome	1	
129	C30623	£3.46	NUT, locking, gear knob	1	
130	AAU6867CAP	£5.40	CAP & SWITCH, gear knob	1	
131	DAM2174	£50.40	BODY, gear knob	1	
132	520999A	£9.90	SWITCH, overdrive control	1	
133	520999C	£1.10	SCREW	2	
134	153726	£13.50	EXTENSION HARNESS, pair	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 41 & 45). 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.

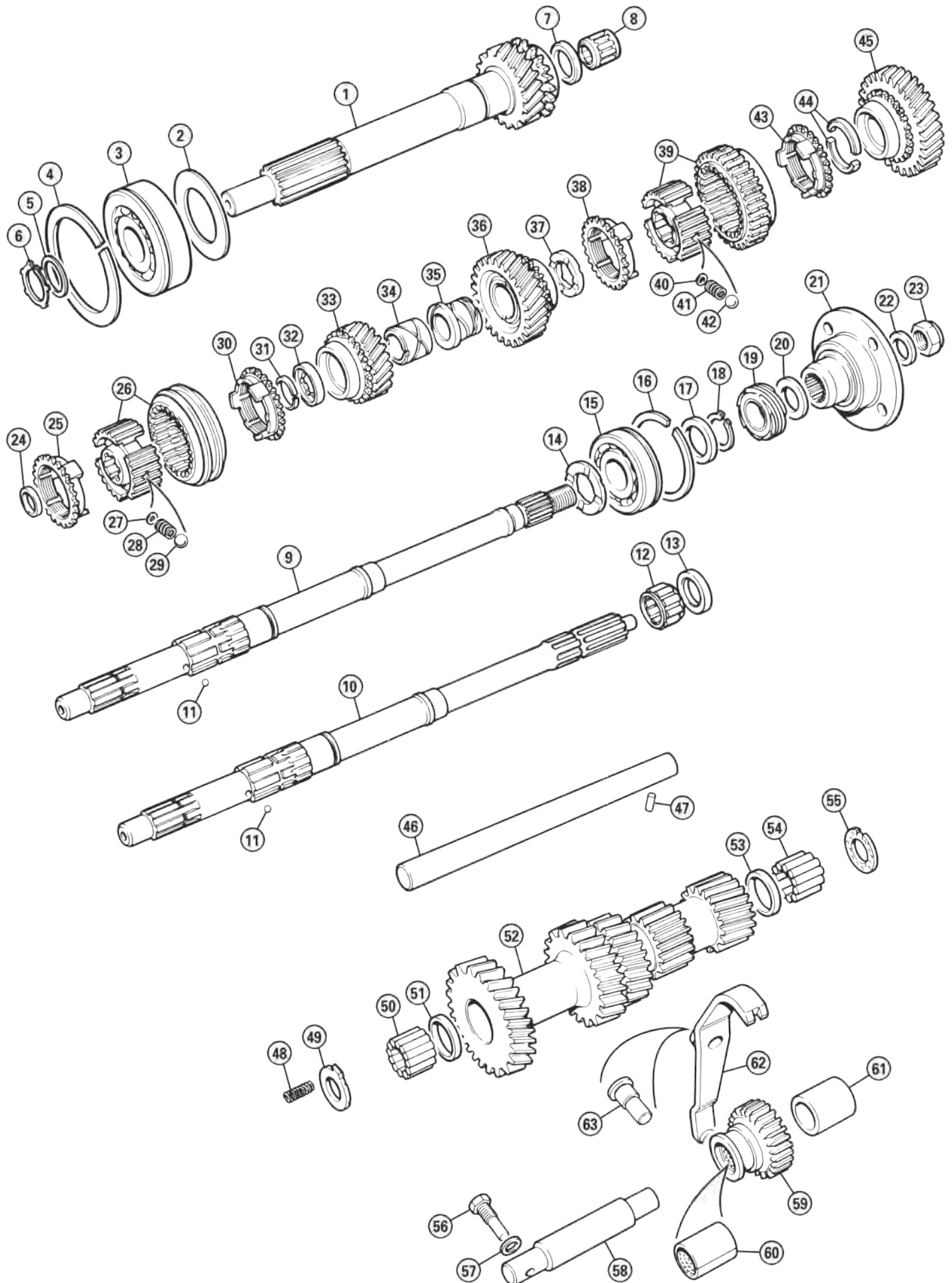


ill. Part Number Price £ea. Description Req. Details

ill. Part Number Price £ea. Description Req. Details

Gearbox Mountings (All Models)

140	TKC484	NCA	PLATFORM, rear engine mounting	1	non-overdrive
141	TKC1407	£28.20	PLATFORM, rear engine mounting	1	overdrive
142	SH605051	£1.30	SCREW, platform to chassis	4	
143	GHF332	£0.40	WASHER, locking	4	
144	GHF201	£0.14	NUT	4	
145	UKC3215	£4.79	BRACKET, gearbox mounting	1	non-overdrive models
146	GHF301	£0.24	WASHER, plain	2	
147	GHF332	£0.40	WASHER, locking	2	
148	SH605051	£1.30	SCREW, bracket to platform	2	
149	22G2205	£3.50	MOUNTING	2	
150	GHF301	£0.24	WASHER, plain	2	overdrive models
151	GHF332	£0.40	WASHER, locking	2	
152	GHF201	£0.14	NUT	2	
153	159656Z	£21.60	BRACKET & MOUNTING	1	
154	SH605061	£0.22	SCREW, mounting to platform	2	
155	GHF301	£0.24	WASHER, plain	2	
156	GHF332	£0.40	WASHER, locking	2	
157	GHF201	£0.14	NUT	2	
158	SH506071	£1.39	SCREW, mounting to overdrive	2	
159	GHF333	£0.30	WASHER, locking	2	



ill. Part Number Price £ea. Description Req. Details

Internal Gearbox (1500 - Single rail)

1	TKC1267	£85.00	CONSTANT PINION SHAFT	1	to FR33414, (1st motion)
	TKC3259	£75.00	CONSTANT PINION SHAFT	1	from FR33415, (1st motion)

Note: TKC1267 has a scroll type oil seal; TKC3259 is machined plain to accommodate a rubber lip type seal.

2	106365	£1.18	OIL THROWER	1	
3	104433	£13.30	BEARING, front main	1	
4	112654	£5.00	CIRCLIP, snap ring	1	
5	104438	£1.15	THRUST WASHER	1	to (g) FR33414
6	129839	£2.88	CIRCLIP	1	
7	22G2840	£1.36	SPACER, layshaft	1	
8	13H9513	£4.70	BEARING, constant pinion	1	1st to 3rd motion shaft
9	RKC722	£125.00	MAINSHAFT	1	non-overdrive
10	RKC767	NCA	MAINSHAFT	1	overdrive
11	BLS106	£0.28	BALL BEARING	1	
12	13H9513	£4.70	BEARING, mainshaft	1	
13	22G2839	£8.20	SPACER	1	
14	22G2210	£1.68	WASHER, radial grooved both sides	1	
15	104433	£13.30	BEARING, rear main	1	
16	112654	£5.00	CIRCLIP, snap ring	1	
17	155805	NCA	THRUST WASHER, 0.120"	a/r	
	155806	£1.31	THRUST WASHER, 0.123"	a/r	
	155807	£1.36	THRUST WASHER, 0.126"	a/r	
	155808	£1.50	THRUST WASHER, 0.129"	a/r	
(The thrust washers (item 15) adjust the end float of the 1st speed gear).					
18	CR620325	£1.18	CIRCLIP	1	
19	22G1753	£24.00	GEAR, speedo drive	1	non-overdrive
20	155756	£0.76	THRUST WASHER (Drive flange to mainshaft).	1	
21	155755	£1.31	FLANGE, to prop shaft	1	
22	2A7323	£3.20	WASHER, plain	1	
23	510618A	£1.16	NUT, nyloc	1	
24	22G2839	£8.20	SPACER	1	
25	150328	£12.30	SYNCHRO RING, 4th gear	1	
26	156968	£87.40	SYNCHRO HUB, 3rd/4th gears	1	
27	037948	£0.53	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!).

28	104445	£0.36	SPRING, in synchro hub	3	
29	BLS108	£0.41	BALL BEARING, in synchro hub	3	
30	150328	£12.30	SYNCHRO RING, 3rd gear	1	
31	TKC6444	£1.16	CIRCLIP, mainshaft*	1	

*Note: This circlip must always be renewed when re-assembling the main gear cluster.

32	159978	£29.16	THRUST WASHER	1	
33	TKC3003	£32.70	GEAR, 3rd speed	1	
34	147354	£19.00	BUSH, 3rd gear	1	
35	UKC933	£12.77	BUSH, 2nd gear	1	
36	TKC3002	£81.60	GEAR, 2nd speed	1	
37	UKC934	£1.15	THRUST WASHER, 0.199"	a/r	
	UKC935	£1.74	THRUST WASHER, 0.203"	a/r	
	UKC936	NCA	THRUST WASHER, 0.205"	a/r	
	UKC937	£1.64	THRUST WASHER, 0.208"	a/r	
(These washers are used to obtain the correct end float for 2nd and 3rd gears).					
38	150328	£12.30	SYNCHRO RING, 2nd gear	1	
39	156911	NCA	SYNCHRO HUB, 1st & 2nd*	1	33 teeth
	156911WO	£103.80	OUTER RING, 1st & 2nd*	1	33 teeth
	UKC8748	£30.89	SYNCHRO HUB, 1st & 2nd*	1	29 teeth
	UKC8748WO	£56.70	OUTER RING, 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.

40	037948	£0.53	SHIM, in synchro hub	a/r	
41	106388	£0.98	SPRING, in synchro hub	3	
42	BLS108	£0.41	BALL BEARING, in synchro hub	3	
43	150328	£12.30	SYNCHRO RING, 1st gear	1	
44	137834	£4.06	COLLAR, split	2	
45	TKC3001	£26.56	GEAR, 1st speed, bottom	1	alternatives
46	144595	£30.84	LAYSHAFT, genuine	1	
	144595Z	£21.00	LAYSHAFT, aftermarket	1	
47	DS1908	£0.31	ROLL PIN	1	

ill. Part Number Price £ea. Description Req. Details

48	137532	£0.60	SPRING*	3	
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*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!

49	113229	£4.75	THRUST WASHER, front	1	
50	119893	£0.60	NEEDLE ROLLER, front	25	
51	119891	£6.50	RETAINING RING, front	2	
52	154829	£338.70	LAYGEAR CLUSTER, 15 teeth	1	for 21 tooth reverse gear
	TKC5799	NCA	LAYGEAR CLUSTER, 13 teeth	1	for 17 tooth reverse gear
53	119891	£6.50	RETAINING RING, rear	2	
54	119893	£0.60	NEEDLE ROLLER, rear	25	
55	106270	£10.20	THRUST WASHER, rear	1	
56	106477	£1.14	SCREW, locating	1	
57	GHF332	£0.40	WASHER, locking	1	
58	113071	£4.96	SPINDLE, reverse gear	1	
59	144580	£51.60	GEAR, reverse idler, 21 teeth	1	
	UKC8750	£47.10	GEAR, reverse idler, 17 teeth	1	
60	104420	£1.49	BUSH, in reverse gear	1	
61	22G1435	£12.50	SPACER	1	
62	CHM63	£0.25	SELECTOR, reverse gear	1	
61	DAM1714	£4.50	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.

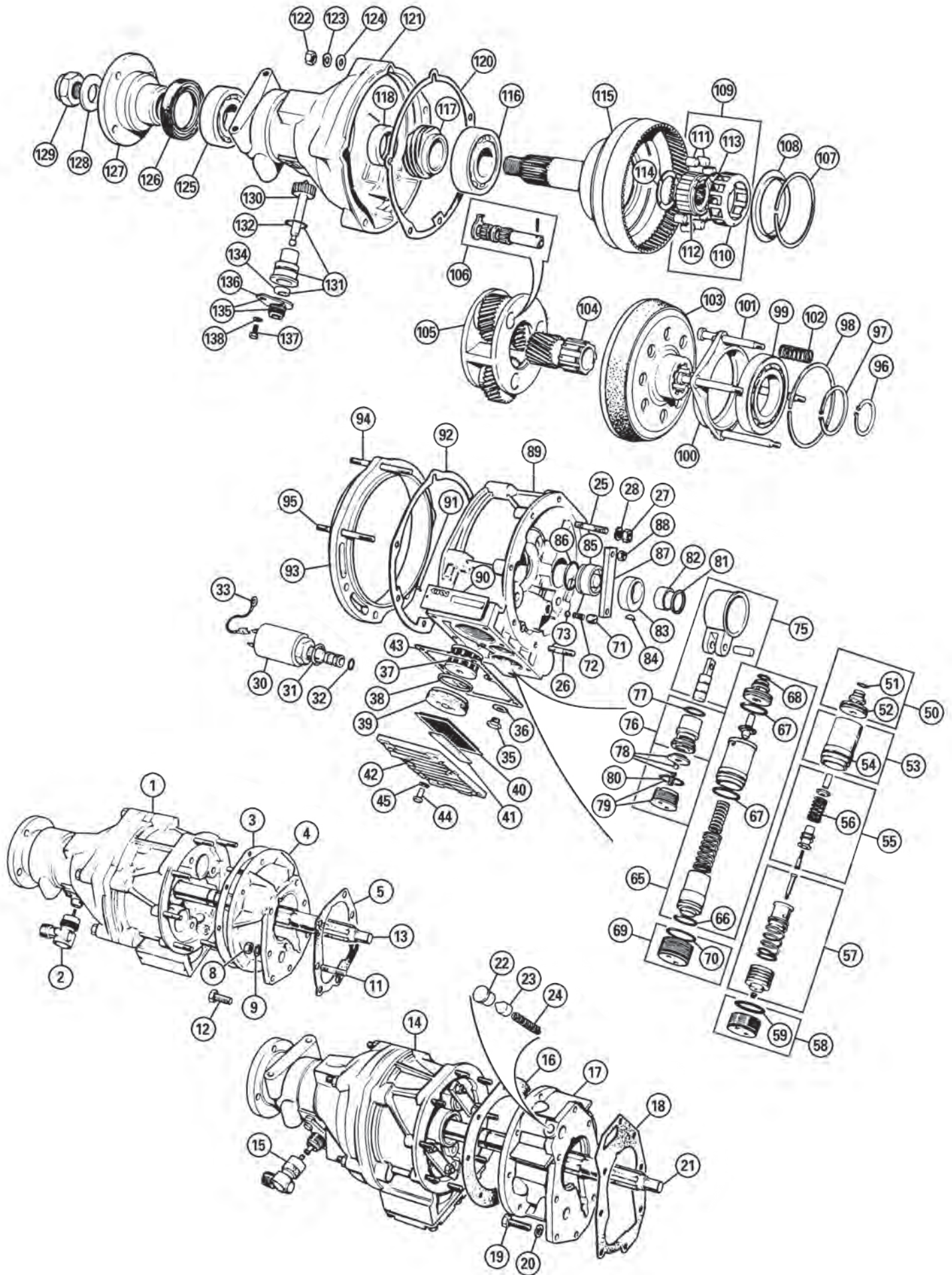
A cheap reconditioned exchange gearbox is not necessarily as good as your own with the same amount spent on replacement parts. This said, if you are expecting to have to renew gear assemblies or sets of gears it may well prove economically more prudent to obtain a quality reconditioned exchange unit. 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.



ill.	Part Number	Price £ea.	Description	Req.	Details
'J' Type Overdrive					
Overdrive Assembly; for '3 Rail Gearbox'					
1	313305R	£39.60	OVERDRIVE, reconditioned/exchange	1	
2	120694	£41.10	ANGLE DRIVE, speedometer pinion	1	
3	37H1901	£1.70	GASKET, o/drive to adaptor plate	1	
4	313085	£128.00	ADAPTOR PLATE	1	
5	106437	£0.73	GASKET, adaptor plate to gearbox	1	
8	GHF201	£0.14	NUT	7/2	quantity decreases if item 12 is used
9	GHF332	£0.40	WASHER, locking	7	
11	132115	£0.02	STUD, extension to gearbox	7/2	
12	SH605071	£0.64	SCREW	5	alternative to items 8 & 11
13	TKC899	£102.89	MAINSHAFT	1	

Overdrive Assembly; for 'Single Rail Gearbox'

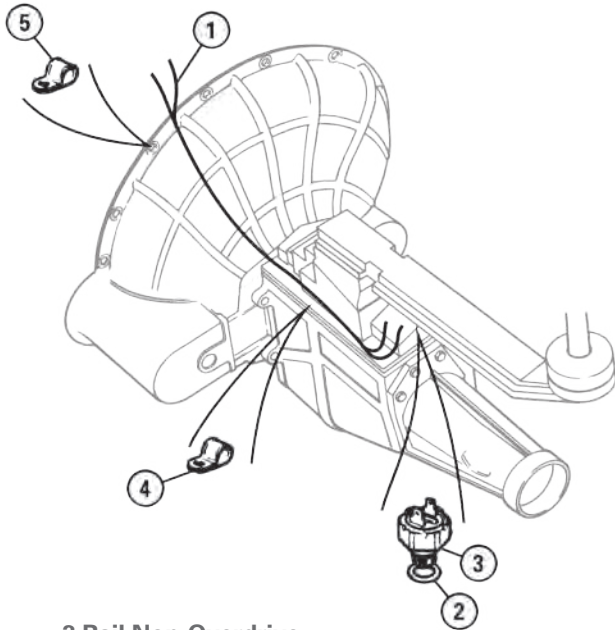
14	RKC688R	£429.50	OVERDRIVE, reconditioned/exchange	1	
15	120694	£41.10	ANGLE DRIVE, speedometer pinion	1	
16	37H1901	£1.70	GASKET, o/drive to adaptor plate	1	
17	RKC634	£65.00	ADAPTOR PLATE	1	
18	22G1420	£0.89	GASKET, adaptor plate to gearbox	1	
19	UKC4811	NCA	SCREW, adaptor plate to gearbox	8	
20	GHF332	£0.40	WASHER, locking	8	
21	RKC767	NCA	MAINSHAFT	1	'J' type overdrive
22	22G1947	£0.61	PLUG, in adaptor plate	1	
23	22G1421	£9.00	PLUNGER	1	
24	22G2198	£0.70	SPRING	1	
25	NKC56	£3.35	STUD, long	6	main housing to adaptor plate
26	37H1897	£4.66	STUD, short	2	
27	GHF200	£0.22	NUT	8	
28	GHF331	£0.38	WASHER, locking	8	
30	NKC41	£167.10	SOLENOID	1	
31	NKC108	£1.57	WASHER, copper	1	
32	NKC107	£0.77	'O' RING	2	
33	NKC67	£3.50	EARTH WIRE, solenoid	1	
35	NKC97	£4.96	SCREWED PLUG	1	
36	NKC96	£1.16	WASHER, copper	1	
37	NKC23	£23.70	FILTER, pressure	1	
38	NKC11	£1.80	WASHER	1	
39	NKC24	£7.24	PLUG, (threaded), filter	1	
40	NKC53	£14.70	FILTER, suction, small inlet	1	0.427"
	NKC53X	£14.70	FILTER, suction, large inlet	1	
41	37H1943	£5.00	MAGNET SET	2	
42	NKC54	£28.20	COVER, sump	1	
43	NKC76	£1.60	GASKET, sump	1	
44	37H1946	£0.89	SCREW, sump cover	6	
45	WE600041	£0.47	WASHER, shakeproof	6	
50	NKC30	NCA	BODY, relief valve	1	
51	NKC102A	£0.98	'O' RING, small	1	
52	NKC92	£0.79	'O' RING, large	1	
53	NKC14	£8.39	DASH POT SLEEVE	1	
54	NKC92	£0.79	'O' RING	1	used in '3 rail' type overdrive (item 1)
55	NKC33	NCA	RELIEF VALVE	1	
56	NKC104	NCA	SPRING, relief valve	1	
57	NKC15	NCA	DASH POT PISTON	1	
58	NKC13	£5.76	DASH POT PLUG KIT	1	
59	NKC91	£0.72	'O' RING	1	
65	AAU1388	NCA	RELIEF VALVE KIT	1	
66	RTC1949	£1.10	'O' RING, large	1	used in 'single rail' type overdrive (item 14)
67	NKC92	£0.79	'O' RING, large	2	
68	NKC102A	£0.98	'O' RING, small	1	
69	NKC13	£5.76	DASH POT PLUG KIT	1	
70	NKC91	£0.72	'O' RING	1	
71	NKC93	£5.74	PLUG, relief valve	1	
72	NKC94	£0.14	SPRING, relief valve	1	
73	BLS108	£0.41	BALL	1	
75	NKC28	£59.50	PUMP PLUNGER	1	
76	NKC25	£20.40	PUMP BODY KIT	1	
77	37H1914	£0.62	'O' RING	1	
78	NKC29A	£27.70	NON-RETURN VALVE KIT	1	
79	NKC26A	£9.90	PUMP PLUG KIT	1	
80	NKC101A	£1.80	'O' RING	1	
81	22H228	£3.55	CIRCLIP	1	
82	159503	£3.50	SNAP RING	1	
83	159505	£47.50	CAM, oil pump operating	1	
84	WKN304	£0.94	WOODRUFF KEY	1	
85	NKC21	£4.30	OPERATING PISTON	1	
86	NKC99A	£1.50	'O' RING	1	
87	500587	£1.21	BRIDGE BAR	2	
88	JS616A	£0.89	LOCK NUT	4	
89	NKC19	£69.40	MAIN HOUSING	1	supplied with items 25, 26, 71, 72, 73, 94, 95

ill.	Part Number	Price £ea.	Description	Req.	Details
90	NKC66	NCA	NAMEPLATE	1	
91	NKC98	NCA	DRIVE SCREW, nameplate	2	
92	NKC86	£2.23	GASKET	1	brake ring to main housing
93	NKC10	£100.80	BRAKE RING	1	
94	NKC58	£1.26	STUD, short	1	set of four
95	NKC59	£0.72	STUD, long	1	set of two
96	NKC83	£4.36	CIRCLIP, sun gear	1	
97	NKC85	£4.55	CIRCLIP, clutch	1	
98	NKC84	£6.10	SNAP RING, bearing	1	
99	NKC63	£45.60	BEARING, clutch	1	
100	NKC62	£8.64	BEARING HOUSING	1	
101	NKC109	£6.00	BOLT	4	
102	NKC12	£13.50	SPRINGS, set of four	1	
103	NKC40E	£196.50	SLIDING MEMBER, (clutch)	1	
104	NKC55	£3.25	SUN GEAR	1	
105	AEU1051	NCA	PLANET GEAR & CARRIER	1	
106	NKC22BK	£102.90	BEARING & AXLE SET	1	
107	NKC77A	£6.40	SNAP RING	1	
108	NKC20	£0.53	OIL THROWER	1	
109	NKC17	£91.80	FREEWHEEL UNIT	1	
110	BAU2061A	£104.70	CAGE	1	uni-directional clutch rollers
111	506063A	£9.80	ROLLERS, set of twelve	1	
112	NKC17	£91.80	CLUTCH, inner member	1	
113	513208	£0.97	SPRING, clutch retaining	1	
114	NKC79	£14.10	THRUST WASHER	1	
115	NKC9	£20.11	ANNULUS	1	
116	217325A	£15.60	BEARING, annulus head	1	
117	NKC46	£27.00	GEAR, speedometer drive	1	3.89:1 axle ratio
	NKC45	£5.94	GEAR, speedometer drive	1	3.63:1 axle ratio
118	NKC78	NCA	SPACER, annulus shaft	1	
120	NKC87	£2.23	GASKET, rear to main housing	1	
121	RTC1951	£3.96	REAR HOUSING	1	for three rail gearbox
	AAU1387	£84.00	REAR HOUSING	1	for single rail gearbox
122	GHF301	£0.24	NUT	6	
123	GHF332	£0.40	WASHER, locking	4	
124	500469	£0.85	WASHER, plain	2	
125	SP75G	£13.30	BEARING, rear of annulus shaft	1	
126	NKC39A	£4.80	OIL SEAL	1	
127	160286	£58.21	DRIVE FLANGE	1	
128	NKC82A	£1.21	WASHER	1	
129	NKC81	£5.60	NUT, nyloc	1	
130	NKC49	£32.20	PINION, speedometer drive	1	3.89:1 axle ratio
	AEU1578	£53.90	PINION, speedometer drive	1	3.63:1 axle ratio
131	NKC42	£33.10	HOUSING, pinion	1	
132	NKC106	£1.10	'O' RING	1	
134	NKC105A	£3.64	OIL SEAL	1	
135	NKC43	£17.50	RETAINER, pinion	1	
136	AAU1384	£3.80	CLAMP, retainer	1	
137	SH604051	£0.30	SCREW	1	
138	WE600041	£0.47	WASHER, shakeproof	1	

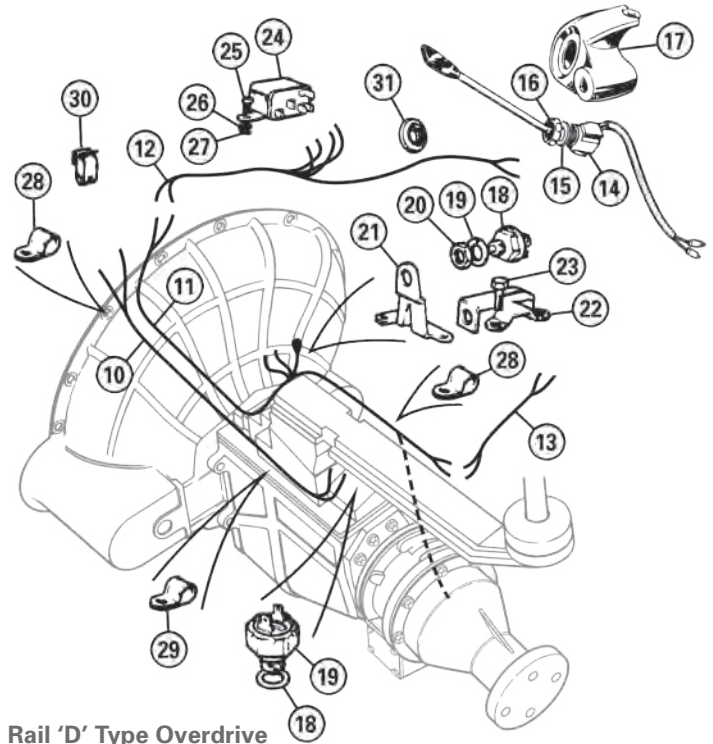
So Your Overdrive's Stopped Working

... 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);

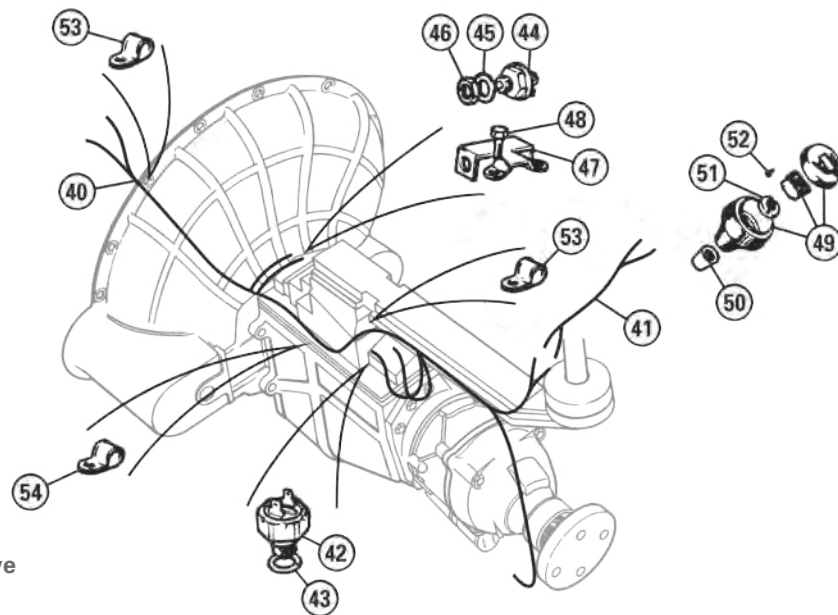
- 1) If you look at the gear knob switch you will notice that there are special connectors used on the gear lever harness which slide onto the switch fittings. The connectors are insulated from each other by means of the switch casing, however they do sometimes become disconnected through vibration and 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.



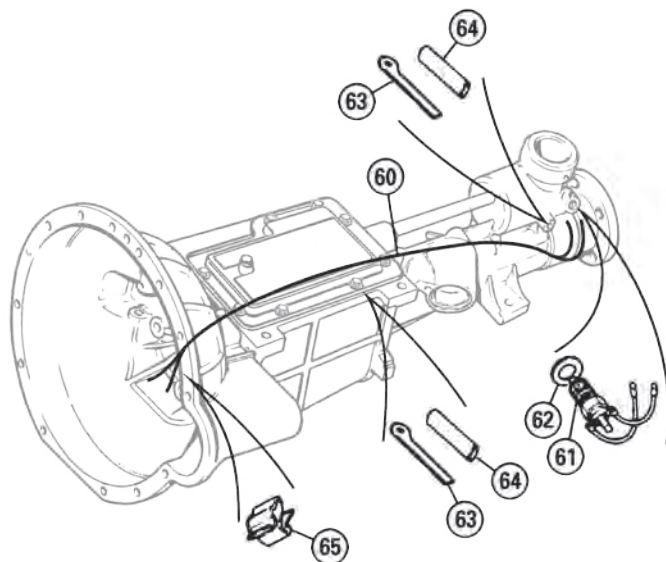
3 Rail Non-Overdrive



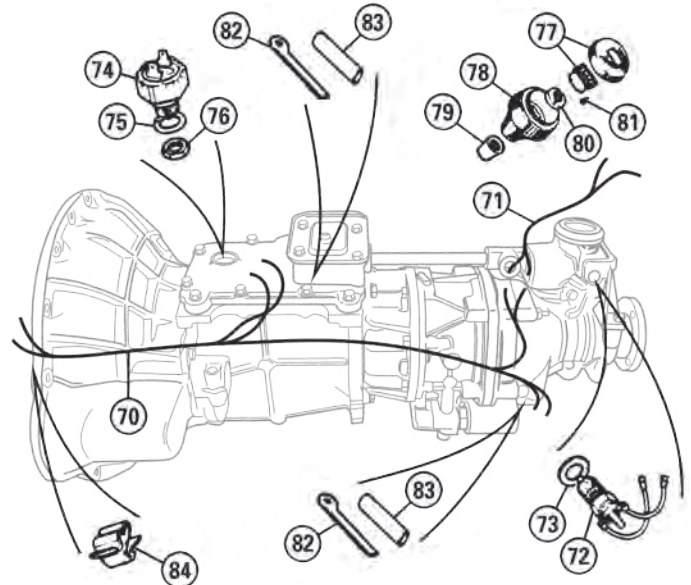
3 Rail 'D' Type Overdrive



3 Rail 'J' Type Overdrive



1500 Non-Overdrive



1500 'J' Type Overdrive

ill. Part Number Price £ea. Description Req. Details

Gearbox Electrics

3 Rail Non-Overdrive Gearbox

1	147777	£10.20	HARNESS, reverse lamp switch	1	
	159653	£12.10	HARNESS, reverse lamp switch	1	
2	BAU1074Z	£9.20	SWITCH, reverse lamps	1	
3	1B3664	£0.41	WASHER, spacing	a/r	
4	PCR509	£1.10	CLIP, harness to gearbox top cover	1	
5	CP110125	£1.10	CLIP, harness to bell housing	1	

3 Rail 'D' Type Overdrive Gearbox up to (c) FH60000

10	147777	£10.20	HARNESS, reverse lamp switch	1	Mkl-III
	159653	£12.10	HARNESS, reverse lamp switch	1	MkIV
11	138322	NCA	HARNESS, overdrive, on gearbox	1	Mkl-III
	155985	£10.70	HARNESS, overdrive, on gearbox	1	MkIV
12	138321	NCA	HARNESS, overdrive, on body	1	Mkl-II
	147668	NCA	HARNESS, overdrive, on body	1	MklIII
	155983	£11.70	HARNESS, overdrive, on body	1	MkIV
13	138323	NCA	HARNESS, overdrive extension	1	Mkl-III RHS
14	147280	£33.40	SWITCH, overdrive	1	Mkl-III RHD, also USA & Canada
	147281	£33.40	SWITCH, overdrive	1	
					Mkl-III LHD, except USA & Canada
15	WF600091	NCA	WASHER, overdrive switch	1	
16	609792	£8.40	BEZEL, overdrive switch	1	
17	611974	£11.40	ESCUTCHEON, flasher & o/d switch	1	
18	BAU1074Z	£9.20	SWITCH, overdrive inhibitor	2	also reverse lamps
19	1B3664	£0.41	WASHER, spacing	a/r	
20	059474	£1.60	NUT, switch securing	1	
21	133770	£22.30	BRACKET, inhibitor switch	1	to FH31846
22	158002	£25.00	BRACKET, inhibitor switch	1	from FH31847
23	SH604071	£0.72	SCREW, bracket to gearbox	2	
24	142169A	£21.60	RELAY, overdrive	1	
25	GHF425	£0.22	SCREW, self tapping	2	
26	WL700101	£0.22	WASHER, locking	2	
27	PWZ203	£0.19	WASHER, plain	2	
28	CP110125	£1.10	CLIP, harness securing	2	
29	PCR509	£1.10	CLIP, harness securing	1	
30	618511	NCA	CLIP, harness to bulkhead	1	
31	061917	£0.67	GROMMET, bulkhead	1	

3 Rail 'J' Type Overdrive Gearbox from (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.

3 Rail 'J' Type Overdrive Gearbox from (c) FH62645

40	159653	£12.10	HARNESS, overdrive & reverse lamp	1	
41	153726	£13.50	HARNESS, extension, overdrive	1	in gear lever
42	BAU1074Z	£9.20	SWITCH, reverse lamps	1	
43	1B3664	£0.41	WASHER, spacing	a/r	
44	BAU1074Z	£9.20	SWITCH, inhibitor, overdrive	1	
45	1B3664	£0.41	WASHER, spacing	1	
46	059474	£1.60	NUT, switch securing	1	
47	158002	£25.00	BRACKET, inhibitor switch	1	
48	SH604071	£0.72	SCREW, bracket to gearbox	2	
49	155030	NCA	KNOB, gear lever & switch	1	
50	C30505A	£5.90	NUT, locking, chrome	1	
51	C30623	£3.46	NUT, locking, for knob	1	
52	520999C	£1.10	SCREW, holding switch	2	
53	CP110125	£1.10	CLIP, harness securing	2	
54	PCR509	£1.10	CLIP, harness securing	1	

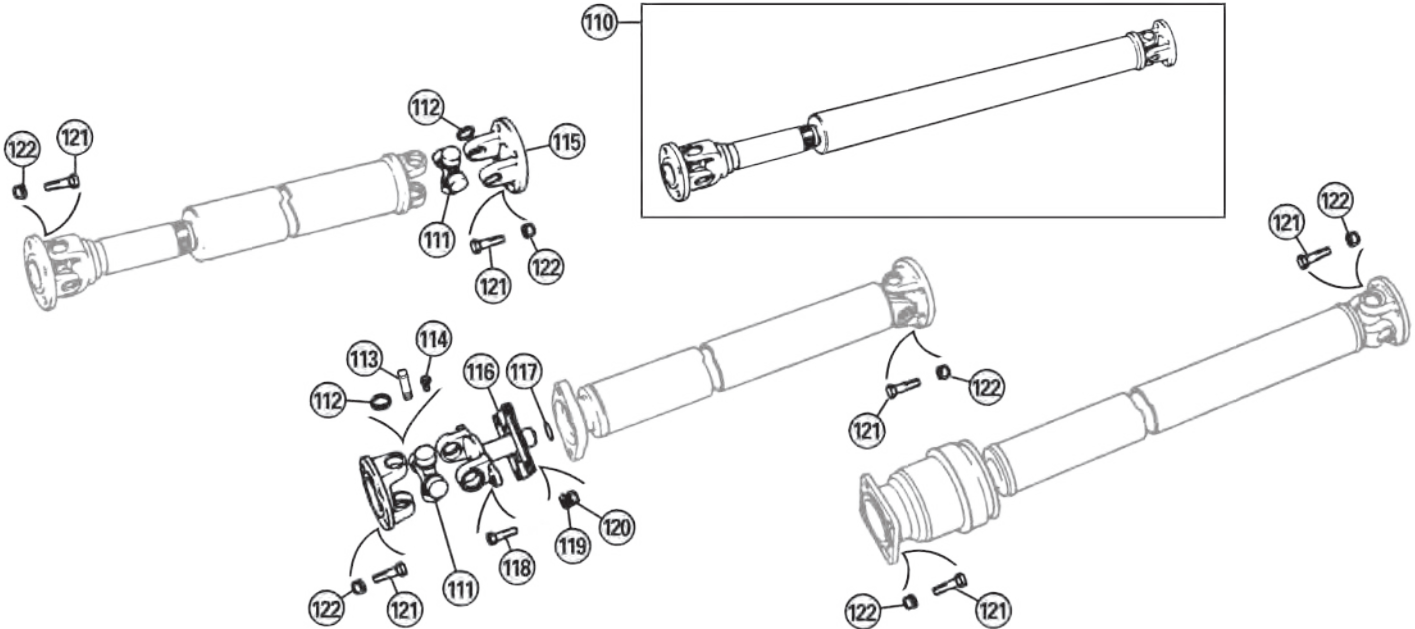
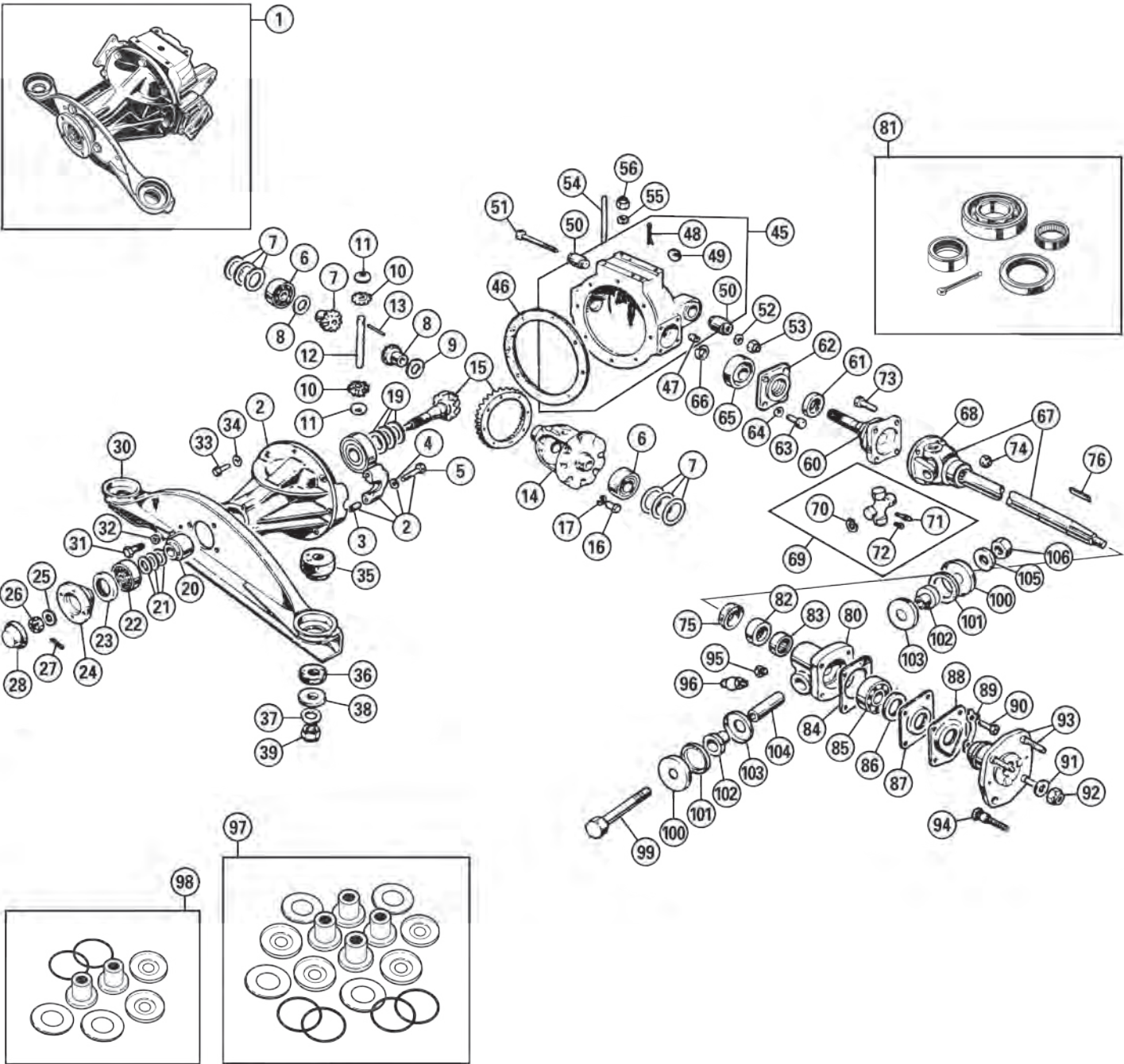
1500 Non-Overdrive Gearbox

60	UKC4612	£19.90	HARNESS, reverse lamp switch	1	
61	GAE191A	£8.40	SWITCH, reverse lamps	1	
62	GHF302	£1.00	WASHER, spacing	a/r	
63	ULC1178	£0.01	CLIP, harness to gearbox	2	
64	503213	NCA	SLEEVE, insulating, for clip	2	
65	618511	NCA	CLIP, harness to bulkhead	1	

ill. Part Number Price £ea. Description Req. Details

1500 'J' Type Overdrive Gearbox

70	UKC4612	£19.90	HARNESS, overdrive & reverse lamp	1	
71	153726	£13.50	HARNESS, extension, overdrive	1	in gear lever
72	GAE191A	£8.40	SWITCH, reverse lamps	1	
73	GHF302	£1.00	WASHER, spacing	a/r	
74	BAU1074Z	£9.20	SWITCH, inhibitor, overdrive	1	
75	1B3664	£0.41	WASHER, spacing	a/r	
76	059474	£1.60	NUT, switch securing	1	
77	AAU6867CAP	£5.40	CAP & SWITCH, gear knob	1	
78	DAM2174	£50.40	BODY, gear knob	1	
79	C30505A	£5.90	NUT, locking, chrome	1	
80	C30623	£3.46	NUT, locking, gear knob	1	
81	520999C	£1.10	SCREW	2	
82	ULC1178	£0.01	CLIP, harness to gearbox	2	
83	503213	NCA	SLEEVE, insulating, for clip	2	
84	618511	NCA	CLIP, harness to bulkhead	1	



ill. Part Number Price £ea. Description Req. Details

Differential & Propshaft

Differential Units - Exchange

1	516653R	£594.90	DIFFERENTIAL ASSEMBLY, 4.11:1 (Reconditioned with existing CW&P).	1	Mkl-III
	RTC2305RX	£734.40	DIFFERENTIAL ASSEMBLY, 3.89:1 (Reconditioned with new CW&P).	1	MklV
	TKC3718RX	£734.40	DIFFERENTIAL ASSEMBLY, 3.63:1 (Reconditioned with new CW&P).	1	1500
	TKC5240R	NCA	DIFFERENTIAL ASSEMBLY, 3.27:1 (Reconditioned with existing CW&P).	1	Switzerland only

Note: The above differential assemblies come built up in an axle case and reconditioned/exchange units. 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

2	509815	NCA	CASING, differential	1	Mkl-III
	518949	£1.13	CASING, differential	1	MklV-1500
3	060070	£3.10	BUSH, bearing cap alignment	4	
4	GHF333	£0.30	WASHER, spring	4	
5	104554	£0.01	BOLT, attaching bearing cap	4	
6	130355	£18.60	BEARING, inner, diff carrier	2	Mkl-III
	GHB105	£14.90	BEARING, inner, diff carrier	2	MklV-1500 to
	GHB105Z	£8.70	BEARING, inner, diff carrier, aftermarket	2	(c) FH106101
	UKC4805	£14.70	BEARING, inner, diff carrier (24.8mm internal diameter).	2	1500 from (c) FH106102
7	123813	£0.67	SHIM, carrier side, 0.009"	a/r	
	123814	NCA	SHIM, carrier side, 0.013"	a/r	Mkl-III
	123815	NCA	SHIM, carrier side, 0.014"	a/r	adjustment
	123817	NCA	SHIM, carrier side, 0.020"	a/r	
	156082	£2.40	SHIM, carrier side, 0.003"	a/r	MklV-1500
	156083	£0.60	SHIM, carrier side, 0.005"	a/r	adjustment
	154921	£1.08	SHIM, carrier side, 0.010"	a/r	
	154925	£1.20	SHIM, carrier side, 0.020"	a/r	
8	108979	NCA	SUN WHEEL, differential	2	Mkl-III to (c) FD22570
	134073	£0.64	SUN WHEEL, differential	2	MklIII from (c) FD22571
					to 1500 (c) FH106101
	UKC6281	£19.50	SUN WHEEL, differential	2	1500 from (c) FH106102
9	104570	£0.70	THRUST WASHER, sun wheel	2	Mkl-III to (c) FD22570
	ATA7039	£3.20	THRUST WASHER, sun wheel	2	MklIII from (c) FD22571 to
					1500
10	104571	£17.00	PLANET GEAR, differential	2	Mkl-III to (c) FD22570
	134074	NCA	PLANET GEAR, differential	2	MklIII from (c) FD22571
					to 1500 (c) FH106101
	UKC3365	£0.22	PLANET GEAR, differential	2	1500 from (c) FH106102
11	104572	NCA	THRUST WASHER, planet gear, 0.036"a/r		
	108935	NCA	THRUST WASHER, planet gear, 0.040"a/r		
	108936	£0.60	THRUST WASHER, planet gear, 0.044"a/r		
	108937	£0.48	THRUST WASHER, planet gear, 0.048"a/r		Mkl-III to (c) FD22570
	108938	£0.60	THRUST WASHER, planet gear, 0.052"a/r		
	108939	NCA	THRUST WASHER, planet gear, 0.052 a/r		
	138440	NCA	THRUST WASHER, planet gear, 0.027"a/r		
	147249	NCA	THRUST WASHER, planet gear, 0.029"a/r		
	134076	£6.50	THRUST WASHER, planet gear, 0.031"a/r		
	147250	NCA	THRUST WASHER, planet gear, 0.033"a/r		
	138441	£6.50	THRUST WASHER, planet gear, 0.035"a/r		MklIII from (c) FD22571
	147251	£6.50	THRUST WASHER, planet gear, 0.037"a/r		to 1500 (c) FH106101
	138442	£6.50	THRUST WASHER, planet gear, 0.039"a/r		
	148805	£6.50	THRUST WASHER, planet gear, 0.041"a/r		
	147252	£6.50	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	£2.11	THRUST WASHER, planet gear, 0.035"a/r		
	UKC4793	NCA	THRUST WASHER, planet gear, 0.037"a/r		1500 from (c) FH106102
	UKC4794	NCA	THRUST WASHER, planet gear, 0.039"a/r		
	UKC4795	£2.15	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		
12	104573	NCA	CROSS PIN, differential	1	Mkl-III to (c) FD22570
	134072	NCA	CROSS PIN, differential	1	MklIII from (c) FD22571
					to 1500 (c) FH106101
	UKC4493	£7.70	CROSS PIN, differential (The later cross pin UKC4493 can be used to replace the earlier type).	1	1500 from (c) FH106102
13	110376	£1.26	PIN, locking cross pin, solid type	1	Mkl to 1500 (c) FH106101
	UKC3948	£0.48	PIN, locking cross pin, scroll type	1	1500 from (c) FH106102
14	304982	NCA	CARRIER, differential & crown wheel	1	Mkl-III to (c) FD22570
	305778	NCA	CARRIER, differential & crown wheel	1	MklIII from (c) FD22571

ill. Part Number Price £ea. Description Req. Details

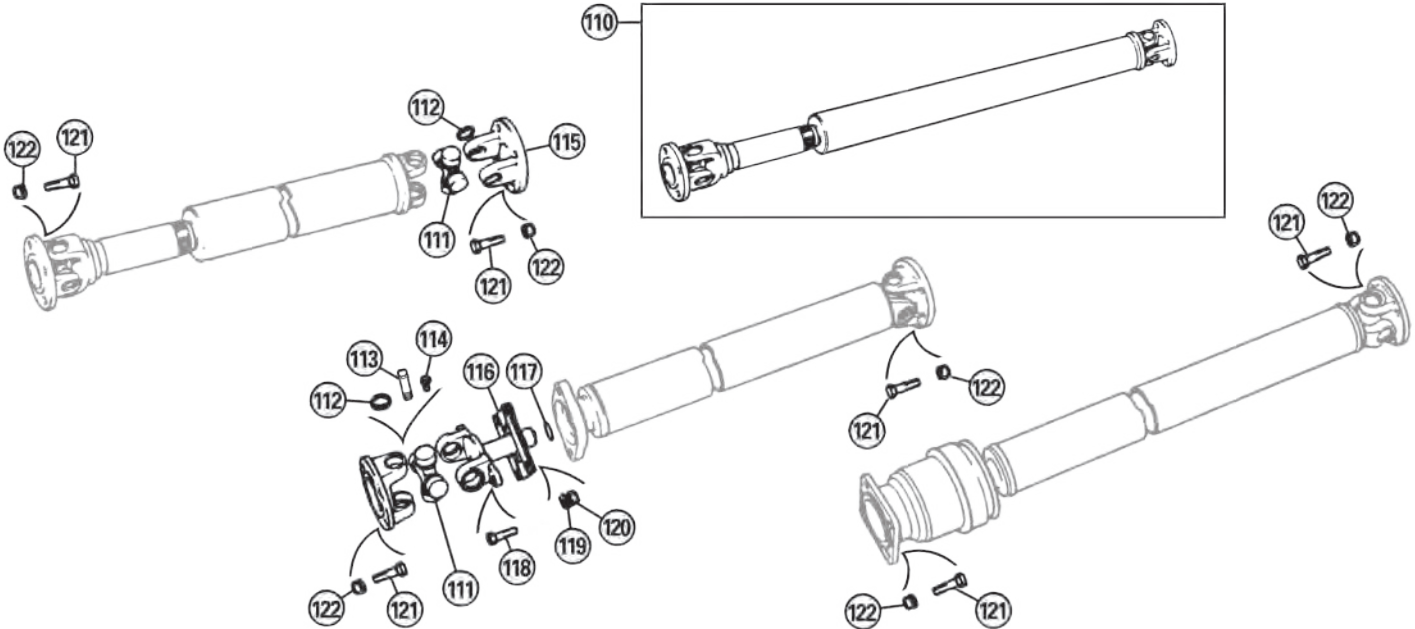
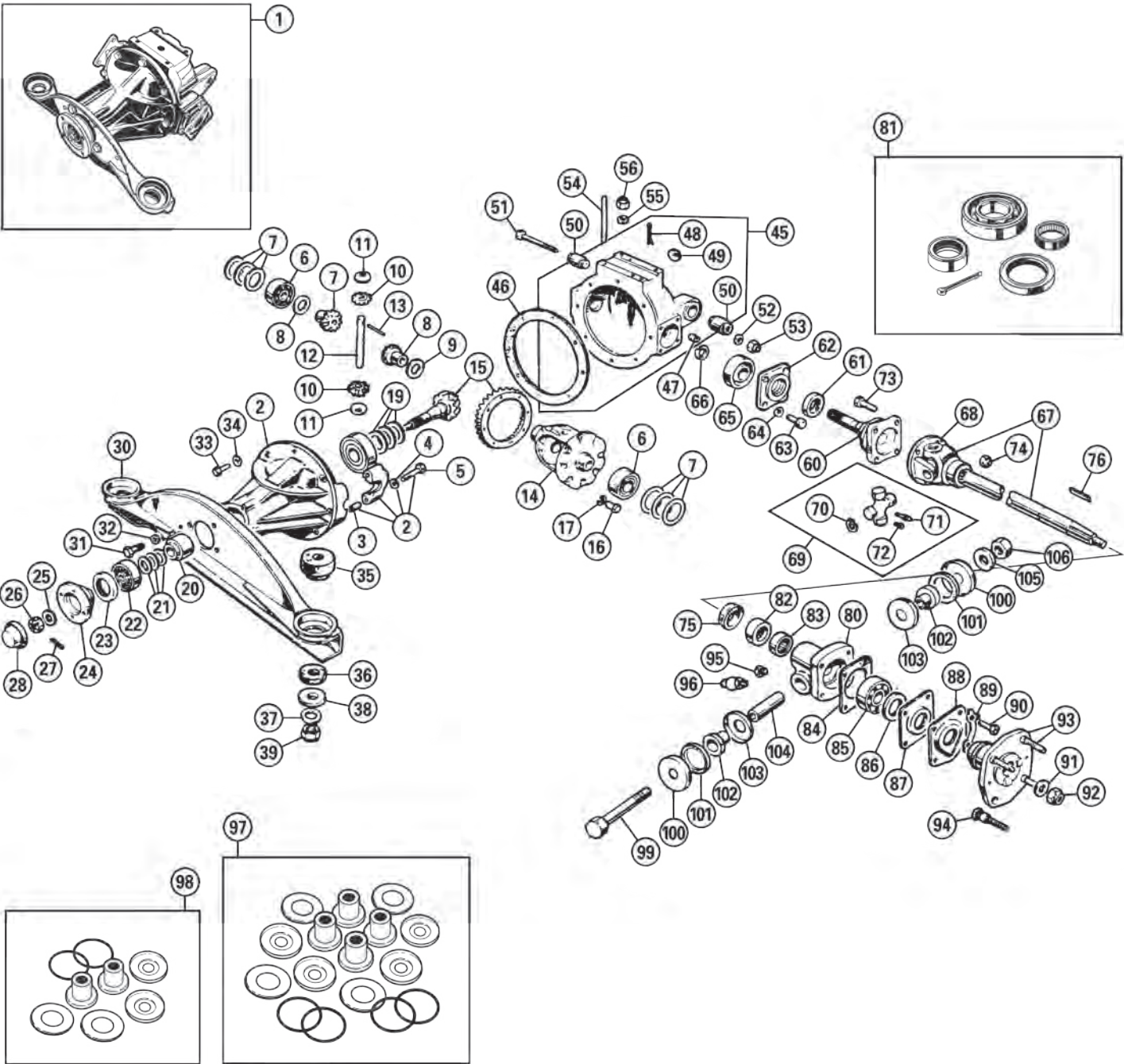
21H5478	£122.00	CARRIER, differential & crown wheel	1	MklV-1500 to (c) FH106101
RKC1983	£102.00	CARRIER, differential & crown wheel	1	1500 from (c) FH106102
RKC2802	£0.20	CARRIER, differential & crown wheel	1	Switzerland only with
				3.27:1 ratio from FH126380

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!

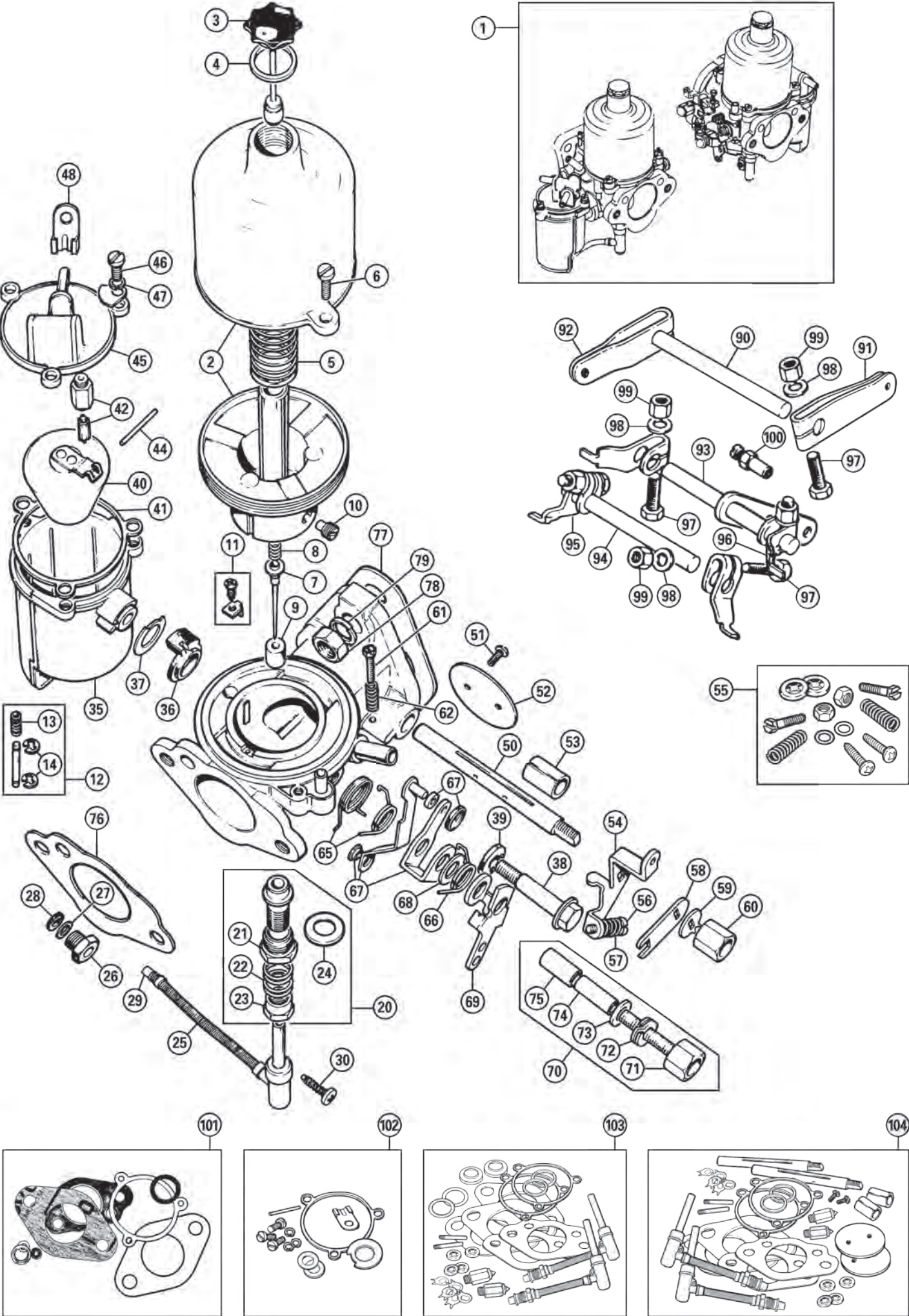
15	510005	£294.30	CROWN WHEEL & PINION (4.11:1, solid bearing spacer).	1	Mkl-III, except LHD European
					MklIII without overdrive
	514201	NCA	CROWN WHEEL & PINION (3.89:1, solid bearing spacer).	1	MklIII, LHD European
					MklIII without overdrive
	518844	NCA	CROWN WHEEL & PINION (3.89:1, solid bearing spacer).	1	MklV
					to mid 1973
	159801	£390.00	CROWN WHEEL & PINION (3.89:1, collapsible bearing spacer).	1	MklV
					from mid 1973
	159802	£390.00	CROWN WHEEL & PINION (3.63:1).	1	1500 except
					Switzerland
	159803	£349.20	CROWN WHEEL & PINION (3.27:1).	1	Switzerland only
					from (c) FH126380

Note: When replacing crown wheel & pinion sets ensure the correct spacer is used, i.e. solid or collapsible type.

16	129781	NCA	BOLT, crown wheel to carrier	8	Mkl-III
	21H5479	£0.50	BOLT, crown wheel to carrier	8	MklV-1500 except Switzerland
					from (c) FH125380
	144668	NCA	BOLT, crown wheel to carrier	8	Swiss from (c) FH126380
					with 3.27:1 CW&P ratio
17	118977A	£0.41	WASHER, locking	8	
18	104556	£31.10	BEARING, pinion head	1	Mkl-III
	134065	£14.60	BEARING, pinion head	1	MklV-1500
19	100562	£1.21	SHIM, pinion head bearing, 0.003"	a/r	
	100563	£1.21	SHIM, pinion head bearing, 0.005"	a/r	Mkl-III
	100564	£1.21	SHIM, pinion head bearing, 0.010"	a/r	
	145926	£1.90	SHIM, pinion head bearing, 0.087"	a/r	
	145927	£1.80	SHIM, pinion head bearing, 0.0885"	a/r	
	145928	£1.80	SHIM, pinion head bearing, 0.090"	a/r	
	145929	£1.80	SHIM, pinion head bearing, 0.0915"	a/r	MklV-1500
	145930	£1.79	SHIM, pinion head bearing, 0.093"	a/r	
	145931	NCA	SHIM, pinion head bearing, 0.0945"	a/r	
	145932	£1.80	SHIM, pinion head bearing, 0.096	a/r	
	145918	NCA	SHIM, pinion head bearing, 0.075"	a/r	
	145919	NCA	SHIM, pinion head bearing, 0.0765"	a/r	
	148099	£1.90	SHIM, pinion head bearing, 0.077"	a/r	
	145920	NCA	SHIM, pinion head bearing, 0.078"	a/r	
	148100	£1.96	SHIM, pinion head bearing, 0.079"	a/r	
	145921	NCA	SHIM, pinion head bearing, 0.0795"	a/r	
	148101	£2.04	SHIM, pinion head bearing, 0.080"	a/r	
	145922	£3.20	SHIM, pinion head bearing, 0.081"	a/r	1500
	148102	NCA	SHIM, pinion head bearing, 0.082"	a/r	
	145923	£2.14	SHIM, pinion head bearing, 0.0825"	a/r	
	148103	NCA	SHIM, pinion head bearing, 0.083"	a/r	
	145924	£2.82	SHIM, pinion head bearing, 0.084"	a/r	
	148104	£1.90	SHIM, pinion head bearing, 0.085"	a/r	
	145925	NCA	SHIM, pinion head bearing, 0.0855"	a/r	
	148105	£1.99	SHIM, pinion head bearing, 0.086"	a/r	
20	110907	NCA	SPACER, solid	1	Mkl-III
	145933	£5.80	SPACER, solid	1	MklIII LHD European
					without overdrive
	156903	£9.20	SPACER, collapsible	1	MklV-1500
21	104561	NCA	SHIM, pinion nose, 0.010"	a/r	
	104562	NCA	SHIM, pinion nose, 0.003"	a/r	Mkl-III
	104563	NCA	SHIM, pinion nose, 0.005"	a/r	
	140790	£2.40	SHIM, pinion nose, 0.030"	a/r	
	140791	£3.70	SHIM, pinion nose, 0.010"	a/r	MklV-1500
	140792	£3.40	SHIM, pinion nose, 0.005"	a/r	
	140793	£3.40	SHIM, pinion nose, 0.003"	a/r	
22	104557	NCA	BEARING, pinion nose, outer	1	Mkl-III
	217268	£16.50	BEARING, pinion nose, outer	1	
	BTB440	£12.30	BEARING, pinion nose, outer	1	MklV-1500
23	109054	£4.82	SEAL, pinion flange	1	Mkl-III
	DAM5079	£5.20	SEAL, pinion flange	1	MklV-1500
24	121770	NCA	DRIVE FLANGE	1	Mkl-III
	140913	NCA	DRIVE FLANGE	1	MklIII LHD European
					without overdrive
	153677	£19.50	DRIVE FLANGE	1	MklV to 1973
	UKC764	NCA	DRIVE FLANGE	1	MklV from 1973 & 1500



Note: Greaseable UJ's cannot be run on the vehicle with the grease nipple in place.



ill. Part Number Price £ea. Description Req. Details

HS2 SU Carburettors

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'.

HS2 Carburettors are supplied in pairs.

1	AUC983T	£684.00	CARBURETTORS, new (pair)	1	Mkl-II
	AUD257T	NCA	CARBURETTORS, new (pair)	1	MkIII 1967-70
	AUD275T	NCA	CARBURETTORS, new (pair)	1	MkIII 1967-68
	AUD290T	NCA	CARBURETTORS, new (pair)	1	MkIII USA 1967-68
	AUD285T	NCA	CARBURETTORS, new (pair)	1	MkIII USA 1969
	AUD441T	£684.00	CARBURETTORS, new (pair)	1	MkIV to (c) FH50000E
	AUD517T	NCA	CARBURETTORS, new (pair)	1	MkIV from (c) FH25000 to FH50000
	AUD580T	£684.00	CARBURETTORS, new (pair)	1	MkIV from (c) FH50001E
	AUD580E	£538.20	CARBURETTORS, reconditioned (pair)	1	to FH59688E
	AUD624T	£684.00	CARBURETTORS, new (pair)	1	MkIV from (c) FH59689E

Note: That reconditioned carburettors are offered on an exchange basis. To be acceptable for exchange, your old units must be complete and undamaged.

2	511733	NCA	SUCTION CHAMBER & PISTON	2	Mkl-II
	516245	NCA	SUCTION CHAMBER & PISTON	2	MkIII
	AUD998	£67.79	SUCTION CHAMBER & PISTON	2	MkIV
3	AUC8114A	£17.00	DAMPER PISTON	2	AUC983, AUD257, AUD441, AUD580 & AUD624
	AUC8103A	£17.00	DAMPER PISTON	2	AUD275, AUD285 & AUD290
	CUD4103A	£1.80	DAMPER PISTON	2	
4	AUC2141	£0.53	WASHER, fibre	2	if required
5	AUC4387	£6.80	SPRING, piston damper, red, 4 1/2 oz	2	
6	JZX1394	£0.95	SCREW, chamber to body	6	
7	AUD1478	£12.55	NEEDLE, AN, fixed	2	Mkl-II, AUC983
	AUD1526	£12.55	NEEDLE, BO, fixed	2	MkIII, AUD257
	AUD1531	£12.50	NEEDLE, DD, fixed	2	MkIII, AUD275, AUD285 & AUD290
	CUD1012	£13.70	NEEDLE, AAN, biased	2	
8	AUD3306	£0.73	SPRING, biased needles	2	MkIV, all types
9	AUD4288	£4.00	NEEDLE GUIDE, biased needles	2	
10	AUC2057	£1.90	SCREW, needle guide securing	2	Mkl-III, fixed needle
	AUD4252	£1.96	SCREW, needle guide securing	2	MkIV, biased needle
11	WZX1259	£4.30	PISTON GUIDE & SCREW KIT	2	
12	WZX1108	£4.60	PIN KIT, piston lifting	2	'tickler pin'
13	AUC1151	£0.70	SPRING	2	
14	AUD4150	£0.60	CIRCLIP, pin securing	4	
20	WZX1341	£9.10	JET BEARING KIT, fixed needles	2	Mkl-III, all types
	WZX1442	£16.00	JET BEARING KIT, biased needles	2	MkIV, all types
21	AUC2002	£3.80	TUBE NUT, jet securing	2	
22	AUC2114	£1.20	SPRING	2	
23	AUC8461	£1.90	TUBE NUT, mixture adjustment	2	Mkl-III, all types
	JZX1183	NCA	TUBE NUT, mixture adjustment	2	MkIV, all types
24	AUC8478	£1.26	WASHER, sealing, jet bearing	2	Mkl-III, all types, included in WZX1341
	AUD2987	£0.70	WASHER, sealing, jet bearing	2	MkIV, all types, not included in WZX1442
				1	0.090"
25	AUD9104	£19.00	JET ASSEMBLY, front	1	
	AUD9103	£19.00	JET ASSEMBLY, rear	1	
26	AUD2129	£1.80	TUBE NUT, jet to float chamber	2	
27	AUD2193	£0.41	WASHER, seal supporting	2	
28	AUD2194	£1.26	SEAL, rubber	2	
29	AUD2195	£0.76	FERRULE, brass	2	
30	AUD2104	£0.30	SCREW, jet to lever	2	
35	AUD2140	£75.00	FLOAT CHAMBER	2	
36	AUD2179	£9.10	ADAPTOR, float chamber, rear	1	
	AUD2178	£9.10	ADAPTOR, float chamber, front	1	
37	AUC1329	£2.00	WASHER, support	2	
38	AUD2891	£10.00	BOLT, flanged head	2	float chamber mounting
	AUD3017	£3.20	BOLT, mounting float chamber	2	
	AUC1317	£0.25	WASHER, plain	2	
39	AUC1318	£3.00	WASHER, rubber	2	
40	WZX1300	£13.20	FLOAT, carburettor, plastic	2	inc. gasket
41	AUC8459A	£1.43	GASKET, float chamber lid	2	
42	WZX1101A	£9.10	NEEDLE & VALVE SEAT	2	inc. gasket
	GAC9201X	£11.80	GROSE JET, (superior design)	2	alternative to WZX1101A
44	AUC1152	£0.70	PIN, float pivot	2	
45	AUE267	£41.20	FLOAT LID, front	1	AUC983, AUD257, AUD441 & AUD517
	AUE270	£9.74	FLOAT LID, front	1	AUD275

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	AUE271	£52.00	FLOAT LID, front	1	AUD580
	AUE268	£72.50	FLOAT LID, front	1	AUD624
	AUE270	£9.74	FLOAT LID, rear	1	AUC983, AUD275, AUD441, AUD517 & AUD624
	AUE267	£41.20	FLOAT LID, rear	1	AUD257 & AUD580
46	JZX1394	£0.95	SCREW, float lid	6	
47	WL700101	£0.22	WASHER, locking	6	
48	AUC1215	£3.10	BAFFLE, float lid	2	
50	WZX1310	£10.70	THROTTLE SPINDLE KIT	2	

Note: Throttle spindle kit also includes lock tab (item 59) & carburettor mounting gaskets (items 76 & 77).

51	AUC1358	£0.70	SCREW, throttle disc to spindle	4	
52	WZX1320	£9.65	THROTTLE DISC KIT, plain disc	2	all MkI-III & AUD441 carburettors
	WZX1383	£1.54	THROTTLE DISC KIT, valve disc	2	
					AUD517, AUD580 & AUD624 carburettors

Note: Throttle disc kits include screws (item 51) & carburettor mounting gaskets (items 76 & 77).

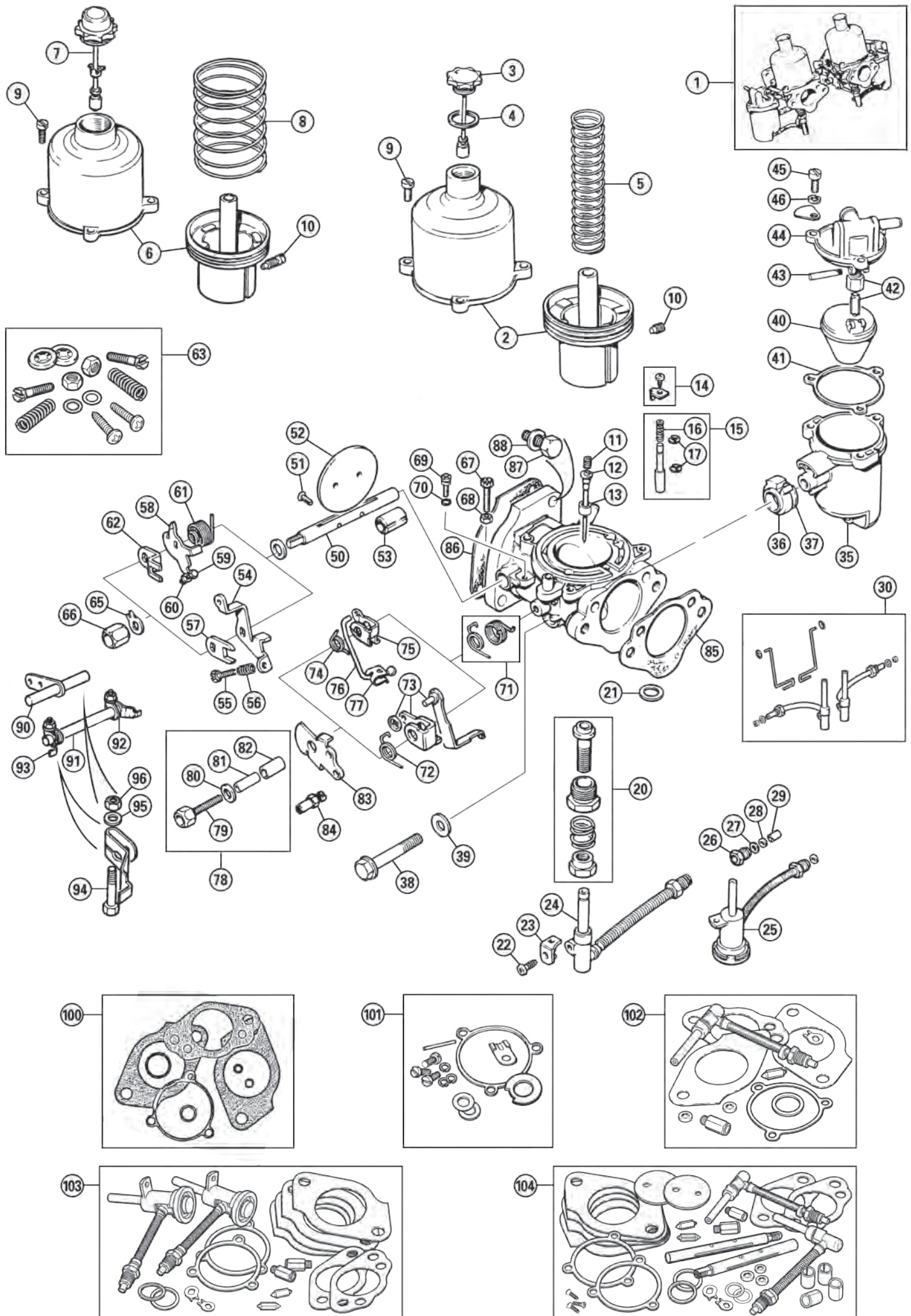
53	AUD3079	£3.18	INSERT, throttle shaft bush*	a/r	steel
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*Note: Item 53 is to be used when the carburettor body is worn around the throttle spindle. Reaming the boss in the carburettor body to 8mm allows the insert to be fitted, thereby bringing the hole diameter to a correct 1/4".

54	AUD2052	NCA	THROTTLE LEVER, rear	1	
	AUD2053	£2.93	THROTTLE LEVER, front	1	
55	WZX1140	£6.00	SUNDRIES KIT	2	throttle levers
			(Throttle linkage sundry parts kit includes items 56, 57, 61 & 62).		
56	AUC3464	£0.90	SCREW, fast idle adjustment	2	
57	AUC2451	£0.76	SPRING	2	
58	JZX1328	£8.26	LEVER, lost motion	2	
59	AUD3323	£0.64	LOCK TAB	2	
60	AUC1424	£2.40	PIVOT NUT	2	
61	AUC3464	£0.90	SCREW, throttle stop & idle adjustment	2	
62	AUC2451	£0.76	SPRING	2	
65	WZX1336	£6.00	SPRING KIT, choke, rear	1	
	WZX1335	£6.00	SPRING KIT, choke, front	1	
66	AUD2431	£2.20	SPRING, choke cam, front	1	
	AUD2432	£2.20	SPRING, choke cam, rear	1	
67	AUD9005	£11.18	LEVER & JET LINK, front	1	Mkl-II
	AUD9004	£14.00	LEVER & JET LINK, rear	1	Mkl-II
	CUD2687	£13.18	LEVER & JET LINK, front	1	MkIII-IV
	CUD2686	NCA	LEVER & JET LINK, rear	1	MkIII-IV
68	AUD2433	£0.25	WASHER, spacing	2	
69	AUD3287	£0.88	CHOKE LEVER, rear	1	
	AUD3288	NCA	CHOKE LEVER, front	1	
70	WZX1331	£10.00	BOLT KIT, pivot	2	
71	AUC1426	£8.50	BOLT, pivot	2	
72	AJD7721	£0.41	WASHER, anti rattle	2	
73	AUC5032	£1.80	WASHER, spacing	2	
74	AUC8473	£1.20	SPACER, inner	2	
75	AUD2430	£1.80	SPACER, outer	2	MkIV only
76	ACA8014	£0.53	GASKET, carburettor to air filter	4	
77	1G2624	£0.54	GASKET, carburettor to manifold	2	
78	GHF202	£0.22	NUT, carburettor to manifold	4	
79	GHF333	£0.30	WASHER, locking	4	
90	511747	£8.70	LINK ROD, throttle	1	Mkl-II
91	511746	NCA	LEVER, throttle	1	Mkl-II
92	511748	NCA	LEVER, throttle, stop	1	Mkl-II
93	147622	NCA	LINK ROD & LEVER, throttle	1	MkIII
	156290	NCA	LINK ROD & LEVER, throttle	1	MkIV
94	511747	£8.70	LINK ROD, choke	1	Mkl-II
	AUC1453	£6.00	LINK ROD, choke	1	MkIII-IV
95	AUE587	£2.80	LEVER, lost motion, rear	2	
96	AUE586	£2.80	LEVER, lost motion, front	2	
97	AUC2694	£0.84	SCREW, in lever	4	
98	AUC8396	£0.53	WASHER, plain	4	
99	AJD8012Z	£0.30	NUT	4	
100	AUE34	£2.30	TRUNNION, choke cable	1	

Other kits available for the servicing of HS2 carburettors include the following:

101	AUE810A	£3.40	CARBURETTOR GASKET KIT	2	(Inc. items 24, 27, 28, 41, 76, 77 for one carburettor).
102	WZX1391	£3.80	FLOAT CHAMBER SUNDRIES KIT	2	(Inc. items 27, 28, 37, 41, 44, 46, 47, 48 for one carburettor).
103	WZX1860X	£55.20	SERVICE KIT	1	(Inc. items 4, 25, 41, 42, 76, 77; to service two carburettors).
104	GAC6154X	£84.00	REBUILD KIT	1	(Inc. items 4, 25, 41, 42, 50, 51, 52, 53, 76, 77 for 2 carburettors plus instructions. Please note that only plain type throttle discs are included in this kit).



ill. Part Number Price £ea. Description Req. Details

HS4 SU Carburettors

The HS4 type carburettor on 1500 engines during production was subjected to more visually obvious improvements' than its predecessor, the HS2. 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.

HS4 Carburettors (Supplied in pairs)

1	AUD665T	£700.00	CARBURETTORS, new (pair)	1	plain jets
	FZX1327T	£720.00	CARBURETTORS, new (pair)	1	capstat jets
2	LZX1968	£34.39	SUCTION CHAMBER & PISTON	2	for AUD665 &
3	AUC8114A	£17.00	DAMPER PISTON	2	FZX1258 carburettors
4	AUC2141	£0.53	WASHER, fibre	2	('sliding bush' type
5	AUC4387	£6.80	SPRING, piston damper, red, 4 1/2 oz	2	suction chamber)
6	LZX1025	NCA	SUCTION CHAMBER & PISTON	2	for FZX1122 carburettors
7	LZX1313	£28.00	DAMPER PISTON	2	('ball bearing' type chamber)
	LZX1523	£117.40	SUCTION CHAMBER & PISTON	2	for FZX1327 carburettors
	LZX1506	£1.84	DAMPER PISTON	2	('ball bearing' type chamber)
8	AUD4355	£4.10	SPRING, piston damper, red, 4 1/2 oz	2	for FZX1122 &
			(2 1/4" diameter).		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.

9	JZX1394	£0.95	SCREW, chamber to body	6	
10	AUD4251	£0.84	SCREW, needle guide securing	2	
11	AUD3306	£0.73	SPRING	2	
12	CUD1041	£13.70	NEEDLE, type ABT	2	for AUD665 & FZX1258 carburettors
	NZX4013	£13.70	NEEDLE, type ADN	2	for FZX1122 & FZX1327 carburettors
13	AUD4288	£4.00	NEEDLE GUIDE	2	
14	WZX1259	£4.30	PISTON GUIDE & SCREW SET	2	
15	WZX1108	£4.60	PIN KIT, piston lifting	2	
16	AUC1151	£0.70	SPRING	2	if fitted
17	AUD4150	£0.60	CIRCLIP, pin securing	4	
20	WZX1442	£16.00	JET BEARING KIT	2	for AUD665 carburettors
	WZX1443	£15.20	JET BEARING KIT	2	for FZX1258, FZX1122 & FZX1327 carburettors
21	AUC8478	£1.26	WASHER, sealing, jet bearing	2	
22	AUD2104	£0.30	SCREW, jet to bracket	2	for AUD665 carburettors
23	JZX1307	£25.00	BRACKET, jet to lever, front	1	(standard jets)
	AUD2428	£0.98	BRACKET, jet to lever, rear	1	
24	AUD9451A	£19.00	JET ASSEMBLY, front, 0.090"	1	for AUD665 carburettors
	AUD9450A	£19.00	JET ASSEMBLY, rear, 0.090"	1	(standard jets)
25	LZX1323A	£40.00	JET ASSEMBLY, front, 0.090"	1	for FZX1258 carburettors
	LZX1322A	£40.00	JET ASSEMBLY, rear, 0.090"	1	(capstat jets)
	LZX1331	£40.00	JET ASSEMBLY, front, 0.090"	1	for FZX1122 & FZX1327 carburettors
	LZX1330	£40.00	JET ASSEMBLY, rear, 0.090"	1	(capstat jets)
26	AUD2129	£1.80	TUBE NUT, jet to float chamber	2	
27	AUD2193	£0.41	WASHER, seal supporting	2	
28	AUD2194	£1.26	SEAL, rubber	2	
29	AUD2195	£0.76	FERRULE, brass	2	
30	TT1459	£65.00	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 effects the necessary choke linkage changes. One kit services both carburettors.

35	AUC2140	NCA	FLOAT CHAMBER	2	
36	AUD2178	£9.10	ADAPTOR, float chamber, front	1	
	AUD2179	£9.10	ADAPTOR, float chamber, rear	1	
37	AUC1329	£2.00	WASHER, support	2	
38	AUD2891	£10.00	BOLT, flanged head	2	float chamber
	AUD3017	£3.20	BOLT, mounting float chamber	2	alternative to
	AUC1317	£0.25	WASHER, plain	2	item 38
39	AUC1318	£3.00	WASHER, rubber	2	
40	WZX1300	£13.20	FLOAT, carburettor, plastic	2	inc. gasket
41	AUC8459A	£1.43	GASKET, float chamber lid	2	
42	WZX1101A	£9.10	NEEDLE & SEAT	2	inc. gasket
	GAC9201X	£11.80	GROSE JET, alternative	2	superior alternative to 42
43	AUC1152	£0.70	PIN, float pivot	2	
44	AUE271	£52.00	FLOAT LID, front	1	without overflow connection
	AUE268	£72.50	FLOAT LID, rear	1	AUD665 and FZX1258 carbs
	AUE272	NCA	FLOAT LID, front	1	with overflow connection
	AUE273	£52.00	FLOAT LID, rear	1	FZX1122 and FZX1327 carbs
45	JZX1394	£0.95	SCREW, float lid	6	
46	WL700101	£0.22	WASHER, locking	6	

ill. Part Number Price £ea. Description Req. Details

50	WZX1177	£14.00	THROTTLE SPINDLE KIT	2	(Also includes lock tab item 65 & mounting gaskets items 85 & 86)
51	AUC1358	£0.70	SCREW, throttle disc to spindle	4	
52	WZX1320	£9.65	THROTTLE DISC KIT, valve disc	2	for AUD665 carburettors
	WZX1385	£37.30	THROTTLE DISC KIT, valve disc	2	for FZX1258 carburettors
	WZX1225	£13.40	THROTTLE DISC KIT, valve disc	2	for FZX1122 & FZX1327 carburettors

Note: Throttle disc kits include screws (item no. 51) & 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.

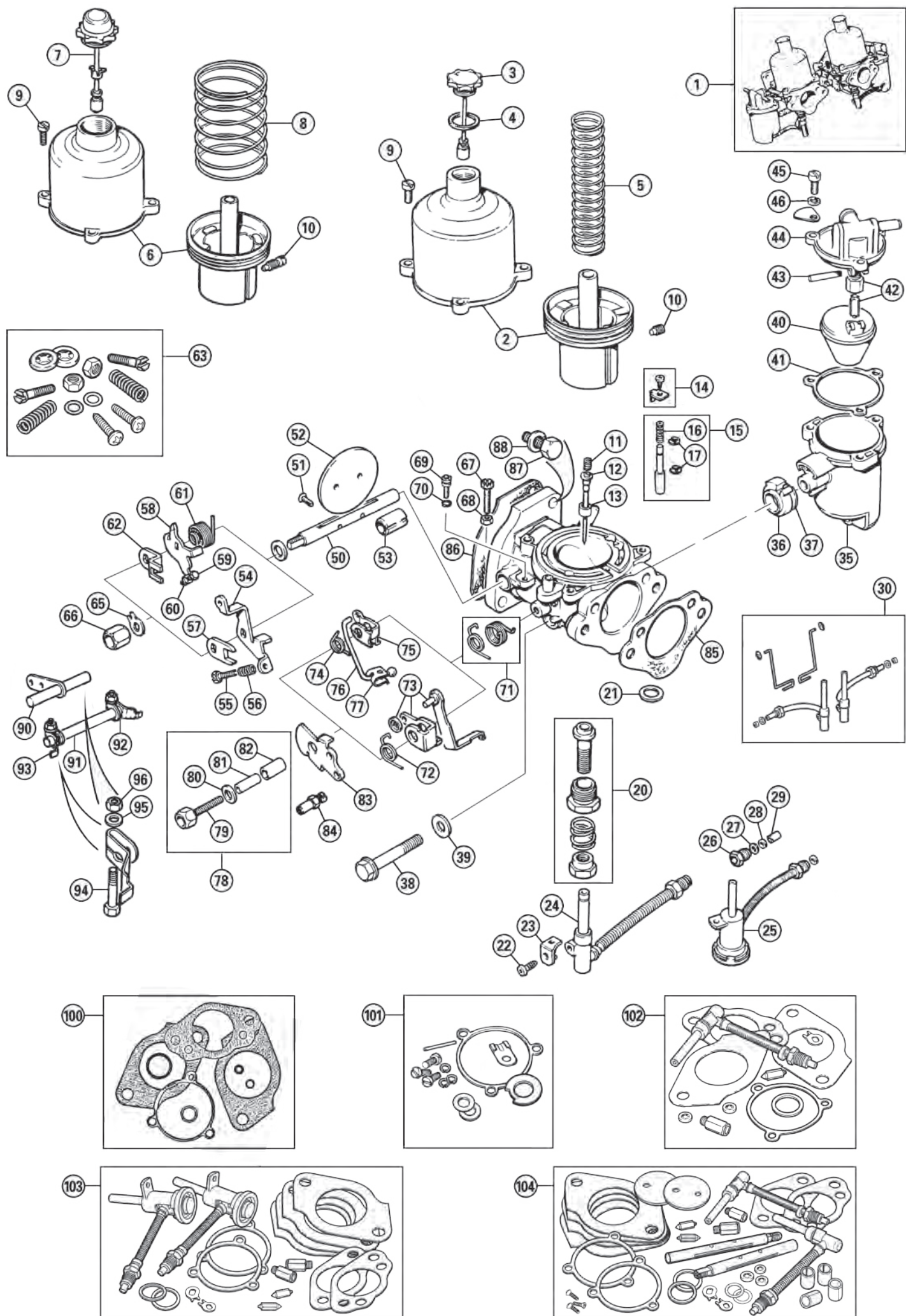
	WZX1323	£10.60	THROTTLE DISC KIT, plain disc	2	
53	AUD3080	£3.60	INSERT, throttle shaft bush	a/r	steel

Note: Use Item 53 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".

54	AUD4863	£0.14	THROTTLE LEVER, front	1	
	AUD4862	£0.96	THROTTLE LEVER, rear	1	
55	AUC3464	£0.90	SCREW, fast idle adjustment	2	for AUD665
56	AUC2451	£0.76	SPRING, (alternative to AJD8014Z)	2	carburettors
	AJD8014Z	£0.30	NUT, locking	2	
			(Alternative to AUC2451 spring).		
57	AUD3518	£8.80	LEVER, lost motion	2	
58	JZX1179	£0.98	THROTTLE LEVER, front	1	
	JZX1178	£0.98	THROTTLE LEVER, rear	1	
59	HMP290009	NCA	SCREW, fast idle adjustment	2	for FZX1258, FZX1122
60	AJD8014ZX	£0.17	SPIRE NUT, screw to throttle lever	2	& FZX1327 carburettors
61	JZX1299	£3.00	SPRING, throttle return, front	1	
	JZX1298	£3.50	SPRING, throttle return, rear	1	
62	JZX1328	£8.26	LEVER, lost motion	2	
63	WZX1140	£6.00	SUNDRIES KIT, throttle linkage	2	for AUD665 carburettors
			(Contains items 22, 23, 55, 56, 67, 68).		
	WZX1156	£3.01	SUNDRIES KIT, throttle linkage	2	for FZX1258, FZX1122
			(Contains items 59, 69, 70).		& FZX1327 carburettors
65	AUD3323	£0.64	LOCK TAB	2	
66	AUC1424	£2.40	NUT, pivot	2	
67	AUC3464	£0.90	SCREW, throttle stop & idle	2	
68	AJD8014Z	£0.30	NUT, locking	2	for AUD665 carburettors
			(Alternative to AUC2451 spring).		
	AUC2451	£0.76	SPRING, (alternative to AJD8014Z)	2	
69	JZX1180	£0.08	SCREW, throttle stop & idle	2	for FZX1258, FZX1122
70	AUD3586	£0.70	'O' RING	2	& FZX1327 carburettors
71	WZX1335	£6.00	SPRING KIT, choke, front	1	for AUD665 carburettors
	WZX1336	£6.00	SPRING KIT, choke, rear	1	
	WZX1338	£3.50	SPRING KIT, choke, rear	1	for FZX1258, FZX1122
	WZX1339	£3.60	SPRING KIT, choke, front	1	& FZX1327 carburettors
72	AUD2431	£2.20	SPRING, choke cam, front	1	
	AUD2432	£2.20	SPRING, choke cam, rear	1	for AUD665 carburettors
73	CUD3073	NCA	LEVER & JET LINK, front	1	
	CUD3072	NCA	LEVER & JET LINK, rear	1	
74	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	£2.20	SPRING, choke cam, front	1	
	AUD2432	£2.20	SPRING, choke cam, rear	1	
75	AUD4871	£8.90	LEVER, front	1	for FZX1258, FZX1122
	AUD4870	£8.90	LEVER, rear	1	& FZX1327 carburettors
76	WZX1357	£9.40	ROD LINK KIT, front	1	
	WZX1356	£9.40	ROD LINK KIT, rear	1	
77	JZX1259	£0.34	CLIP, rod link to jet	2	
78	WZX1331	£10.00	BOLT KIT, pivot	2	
79	AUC1426	£8.50	BOLT, pivot	2	
80	AUC5032	£1.80	WASHER, spacing	2	
81	AUC8473	£1.20	SPACER, inner	2	
82	AUD2430	£1.80	SPACER, outer	2	
83	AUD4860	£1.60	CHOKE LEVER, front	1	
	AUD4861	NCA	CHOKE LEVER, rear	1	
84	AUE34	£2.30	TRUNNION, choke cable	1	
85	12G2125	£0.37	GASKET, carburettor to air filter	4	
86	UKC2992	£0.94	GASKET, carburettor to heat shield	4	
87	SH505091	£1.26	SCREW, carburettor to manifold	4	
88	GHF332	£0.40	WASHER, locking	4	
90	UKC3009	NCA	LINK ROD & LEVER, throttle	1	
91	TT9911	£3.35	LINK ROD, choke	1	
92	AUE586	£2.80	LEVER, lost motion, front	2	
93	AUE587	£2.80	LEVER, lost motion, rear	2	
94	AUC2694	£0.84	SCREW, in lever	4	
95	AUC8396	£0.53	WASHER, plain	4	

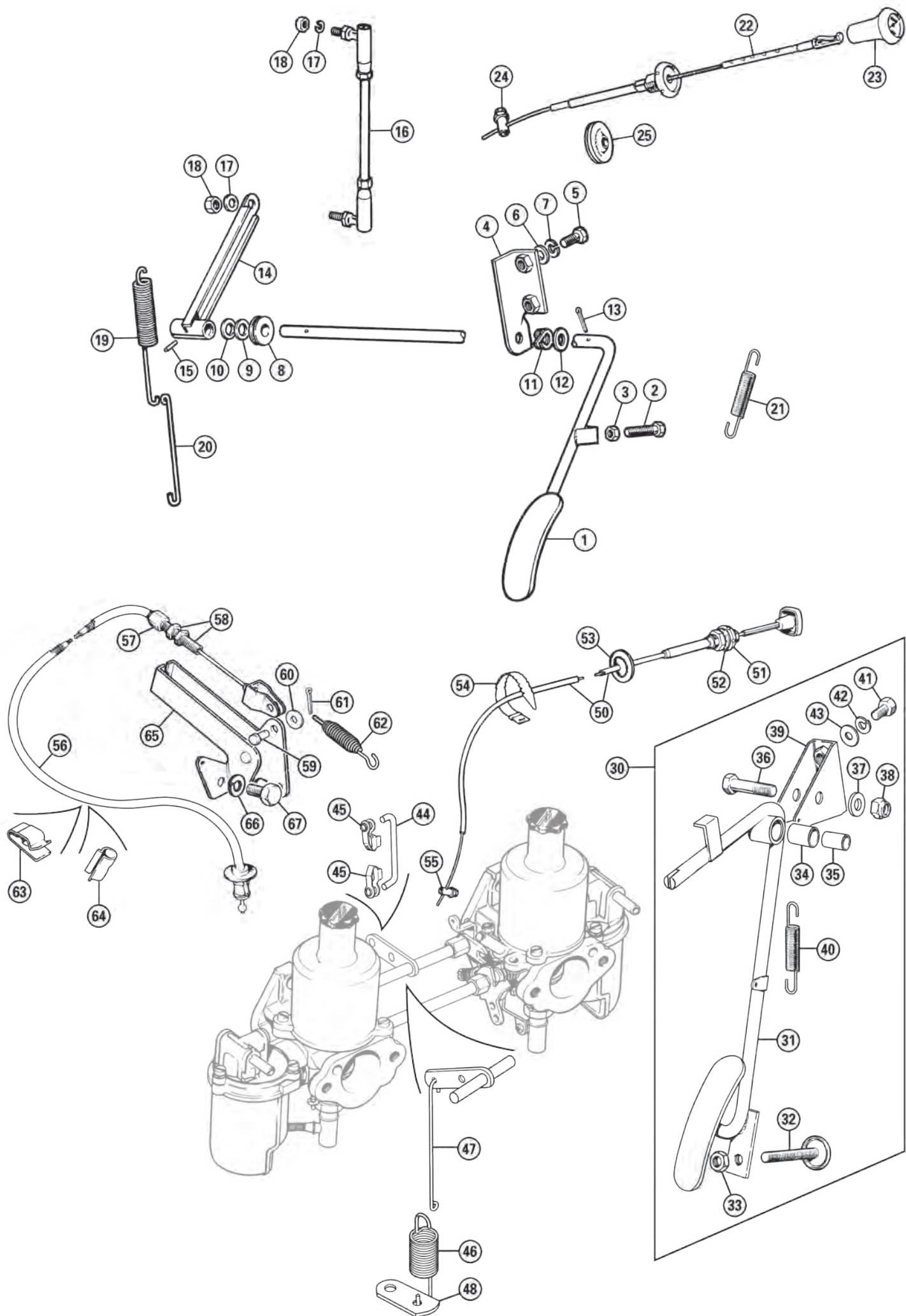


ill. Part Number Price £ea. Description Req. Details

HS4 Carburettors (Continued)

96	AJD8012Z	£0.30	NUT	4	
Note: Other kits available for the servicing of HS4 carburettors include.					
100	AUE811A	£4.40	GASKET SET, carburettor	2	
			(Inc. items 21, 27, 28, 41, 85, 86 for one carburettor).		
101	WZX1391	£3.80	SUNDRIES KIT, float chamber	2	
			(Inc. items 27, 28, 37, 41, 43, 45, 46, for one carburettor).		
102	WZX1852X	£38.00	SERVICE KIT, front	1	} for AUD665 carburettors
	WZX1853X	£38.00	SERVICE KIT, rear	1	
			(Inc. items 4, 24, 41, 42, 85, 86 for one carburettor).		
	WZX1890X	£55.20	SERVICE KIT, front	1	} for FZX1258 carburettors
	WZX1889X	£55.20	SERVICE KIT, rear	1	
			(Inc. items 4, 25, 41, 42, 85, 86 for one carburettor).		
103	WZX1849X	£94.00	SERVICE KIT, (for two carburettors)	1	} for FZX1122 & FZX1327 carburettors
			(Inc. items 4, 25, 41, 42, 85, 86)		
104	GAC6155X	£90.00	REBUILD KIT, (for both carburettors)	1	for AUD665 carburettors
	GAC6166X	£132.10	REBUILD KIT, (for both carburettors)	1	for FZX1258 carburettors
	GAC6167X	£131.00	REBUILD KIT, (for both carburettors)	1	FZX1122 & FZX1327 carbs
			(Rebuild kits include items 4, 24 (in GAC6155X), 25 (in GAC6166X & GAC6167X), 41, 42, 50, 51, 52, 53, 85, 86 for two carburettors, plus instructions).		

ill. Part Number Price £ea. Description Req. Details



ill.	Part Number	Price £ea.	Description	Req.	Details
Accelerator & Choke Controls					
MkI-III					
1	209636	NCA	PEDAL, accelerator	1	MkI-II, RHD
	209638	NCA	PEDAL, accelerator	1	MkI-II, LHD
	212323	NCA	PEDAL, accelerator	1	MkIII, RHD
	212358	NCA	PEDAL, accelerator	1	MkIII, LHD
			(Includes items 2, 3, 14 & 15).		
2	SH605101	£0.89	SET SCREW, accelerator stop bracket	1	
3	GHF201	£0.14	NUT, accelerator stop bracket	1	
4	137015	NCA	BRACKET, fulcrum assembly	1	
5	SH604041	£0.41	SET SCREW, bracket to body	2	
6	GHF301	£0.24	WASHER, plain, bracket to body	2	
7	GHF331	£0.38	WASHER, lock, bracket to body	2	
8	138490	£2.21	BEARING, accelerator pedal	1/2	2 req. on LHD models
9	WP9	£1.04	WASHER, plain	1	
10	134953	NCA	SEAL, felt, on cross shaft	1	
11	WS600061	£1.96	WASHER, thackery	1	locating pedal
12	WP9	£1.04	WASHER, plain	1	in bearing
13	GHF502	£0.22	SPLIT PIN	1	
14	134537	NCA	LEVER ASSEMBLY, pedal to throttle rod	1	MkI-II
	142500	NCA	LEVER ASSEMBLY, pedal to throttle rod	1	MkIII
15	DS1312	£0.55	ROLL PIN, lever to pedal	1	
16	134545	NCA	THROTTLE ROD	1	
17	GHF331	£0.38	WASHER, lock, throttle rod attachment	2	
18	GHF302	£1.00	NUT, throttle rod attachment	2	
19	136835	£0.53	SPRING, pedal return	1	lever assembly to link
20	136979	£0.98	LINK, throttle return spring	1	return spring to chassis
21	136835	£0.53	SPRING, throttle return	2	MkI-II
	145197	£1.90	SPRING, throttle return	2	MkIII
			(Carburettor throttle levers to inlet manifold).		
22	401894/5	NCA	CHOKE CABLE, inner and outer	1	MkI-II, without knob
	146821/5	NCA	CHOKE CABLE, inner and outer	1	MkIII, with knob
	401900/1	£66.90	CHOKE CABLE, inner and outer	1	MkI-III, replacement, without knob
23	704873	£7.60	KNOB, choke	1	for cables with removable knob
24	AUE34	£2.30	TRUNNION, choke cable to carb lever	1	
25	061917	£0.67	GROMMET, choke cable	1	

MkIV & 1500

30	156216	NCA	PEDAL ASSEMBLY, accelerator	1	RHD
	UKC1370	£7.50	PEDAL ASSEMBLY, accelerator	1	LHD
31	156188	NCA	PEDAL, accelerator	1	RHD
	217465	NCA	PEDAL, accelerator	1	LHD
32	156300	NCA	PEDAL STOP	1	RHD
	156301	NCA	PEDAL STOP	1	LHD
33	NT605041	£0.30	NUT, locking pedal stop	1	
34	AHH5301	£2.40	BUSH, accelerator pedal pivot	1	
35	AHH6504	£1.30	SPACER, accelerator pedal pivot	1	
36	GHF104	£0.66	BOLT, accelerator pedal pivot	1	
37	GHF301	£0.24	WASHER, plain	1	
38	GHF272	£0.66	NUT, nyloc	1	
39	156190	£0.92	BRACKET, pedal support	1	
40	057950	£4.10	SPRING, pedal return	1	
41	SH604041	£0.41	SCREW, bracket attaching	2	
42	GHF331	£0.38	WASHER, locking	2	
43	WM57	£0.24	WASHER, plain	2	
44	156535	£0.42	LINK ROD, bellcrank to carburettor	1	MkIV
	UKC3272	NCA	LINK ROD, bellcrank to carburettor	1	1500 to (c) FM118389E
	UKC6268	NCA	LINK ROD, bellcrank to carburettor	1	1500 from (c) FM118390E
45	153957	£2.30	CLIP, retaining link rod	2	
46	136835	£0.53	SPRING, throttle return	1	MkIV
	153953	NCA	SPRING, throttle return	1	1500
47	143747	£1.48	LINK ROD, spring to bracket	1	
48	157065	NCA	BRACKET	1	MkIV
	UKC3281	NCA	BRACKET	1	1500 to (c) FM118389E
	UKC9193	£0.90	BRACKET	1	1500 from (c) FM118390E

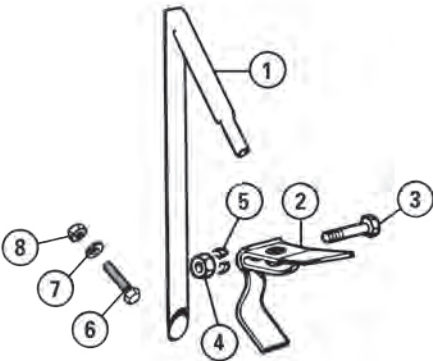
Note: UKC9193, the most commonly found bracket, mounts on one of the exhaust down pipe nuts. The two earlier brackets attach to the chassis rail and front suspension turret respectively.

50	156137	£15.40	CHOKE CABLE	1	RHD
	SCC101	£20.90	CHOKE CABLE	1	LHD
	UKC2673	£11.00	CHOKE CABLE	1	LHD USA
51	618946	£4.55	BEZEL NUT, choke cable	1	
52	GHF325	£0.34	WASHER, locking	1	
53	061917	£0.67	GROMMET, cable, bulkhead	1	
54	13H6107	£2.26	CABLE TIE, fir tree type	1	alternatives
	GHF1266	£0.28	CABLE TIE, ratchet type	1	
55	AUE34	£2.30	TRUNNION, cable end to carb	1	
56	156342	£12.50	ACCELERATOR CABLE	1	RHD

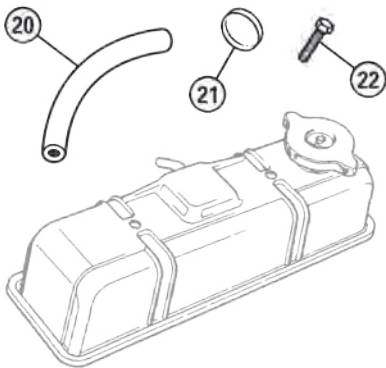
ill.	Part Number	Price £ea.	Description	Req.	Details
	156345	£14.70	ACCELERATOR CABLE	1	MkIV, LHD
	156346	£17.00	ACCELERATOR CABLE	1	1500, LHD
57	BHH1059	£2.20	ADJUSTER, choke cable	1	
58	146984	£0.61	NUT, locking	2	
59	PJ8504	£1.43	CLEVIS PIN, cable to lever	1	
60	PWZ203	£0.19	WASHER, plain	1/2	
61	GHF500	£0.22	SPLIT PIN, cut to fit	1	
62	145197	£1.90	SPRING, return, cable linkage	2	MkIV, 1500 to (c) 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.

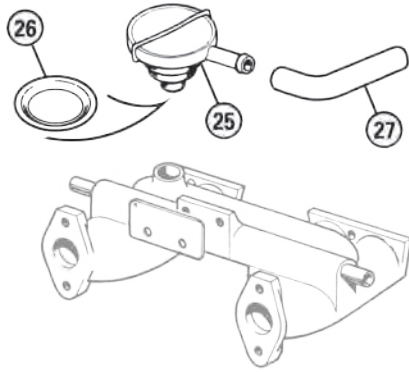
63	615707	£0.30	CLIP, cable retaining	1	
64	153041	£1.70	CLIP, clamping nipple to pedal	1	
65	156533	£6.48	BRACKET, linkage & bell crank	1	MkIV
	UKC5374	£37.68	BRACKET, linkage & bell crank	1	1500 to (c) FM118389E
	UKC9225	£7.10	BRACKET, linkage & bell crank	1	1500 from (c) FM118390E
66	GHF331	£0.38	WASHER, locking	2	
67	SH504041	£0.47	SCREW, bracket to manifold	2	MkIV
	SH504051	£0.36	SCREW, bracket to manifold	2	1500



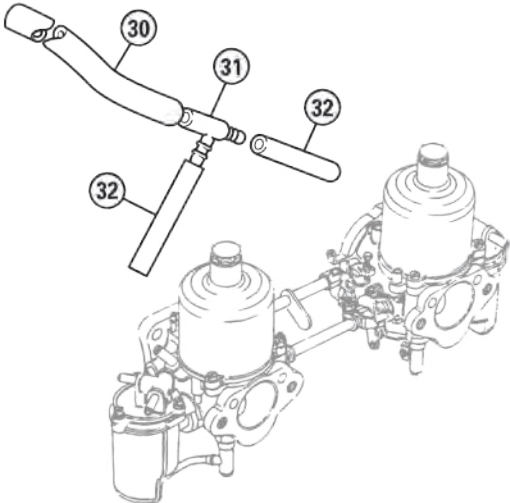
Open Crankcase Breather - Mkl to (e)
FC50000E



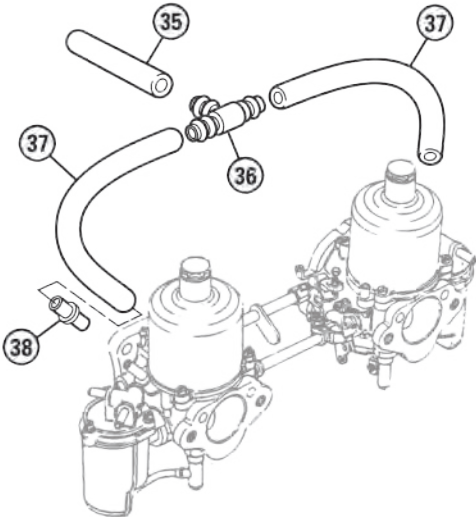
Closed Circuit Breather - MkII



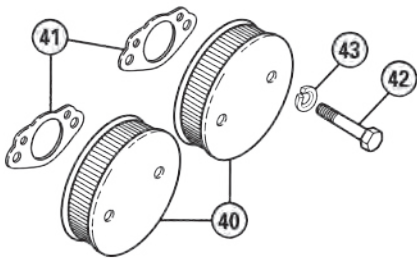
Closed Circuit Breather - MkIII



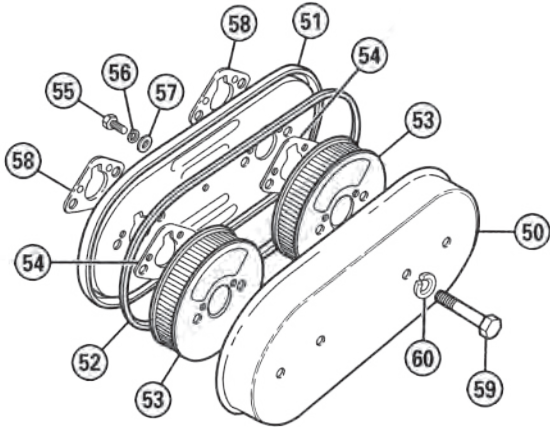
Closed Circuit Breather - MkIV



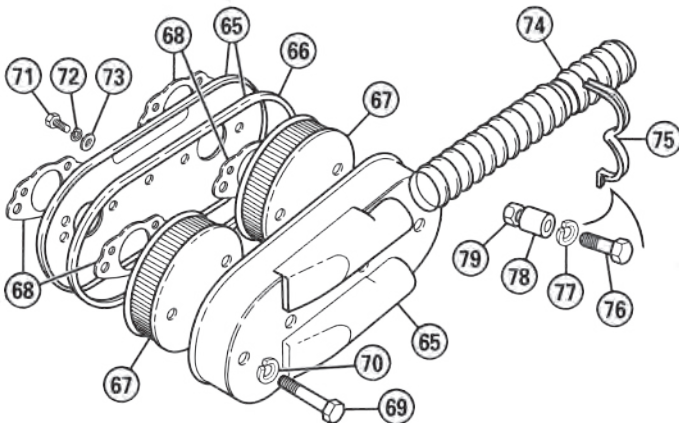
Closed Circuit Breather - 1500



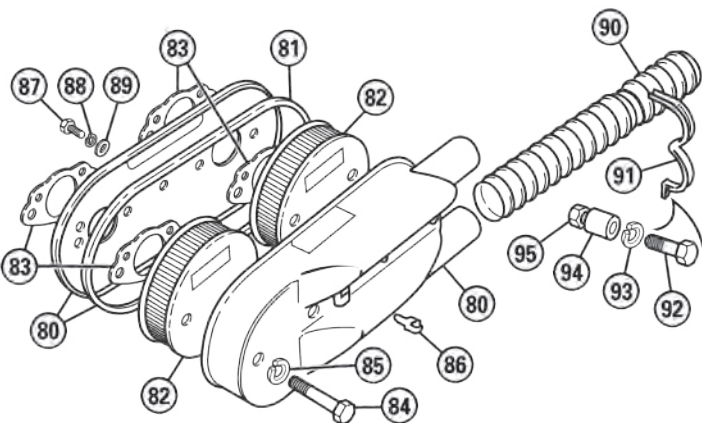
Air Filters - Mkl



Air Filters - MkII & MkIII



Air Filters - MkV



Air Filters - 1500

ill. Part Number Price £ea. Description Req. Details

Engine Breathers & Air Filters

The Spitfire engine breather system had a few changes over the years. The MkI models initially used an 'open crankcase' ventilation through the oil filler cap with a breather pipe on the block. With the introduction of the MkII Spitfire and the emergence of engine emission controls, the 'open crankcase' system was replaced with a closed circuit breather system. A rubber hose exiting from the side of the rocker cover replaced the oil filler cap ventilation and allowed fumes to be sucked back into the air filter box. This meant that air filters tended to get clogged with oil fumes. The MkIII solved this problem by connecting the hose from the rocker cover to an emission control valve (ECV), fitted in the inlet manifold which regulated the engine fumes back in to the combustion chambers. A two piece oil filler cap was also fitted to allow air into the engine to prevent a vacuum from forming. The system was changed again when the MkIV came along in 1970. The ECV was discarded and the hose from the rocker cover connected directly to the carbs via a 'T' piece connector. A blow back plate & wire gauze were accommodated in the rocker cover to help condense the fumes. The Spitfire 1500 system was very much the same as the MkIV, with the hose from the rocker cover still connected to a 'T' piece, but now the hoses from the connector were curved and routed to the outside of the carbs.

Open Crankcase Breather - MkI to (e) FC50000E

1	105737	NCA	BREATHER PIPE ASSEMBLY	1	
2	122783	NCA	DEFLECTOR ASSEMBLY	1	
3	BH605131	£1.04	BOLT	1	} deflector assembly
4	GHF201	£0.14	NUT	1	
5	GHF301	£0.24	WASHER, plain	1	} to breather pipe
6	GHF103	£0.60	SCREW, set	1	
7	WM83	NCA	WASHER, plain	1	} deflector and
8	GHF332	£0.40	WASHER, lock	1	
				1	sump to block

Closed Circuit Breather - MkI USA & Canada up to (e) FC50000E

NI	138099	NCA	HOSE, rocker cover to breather extension	1	
NI	138016	NCA	PIPE, breather extension	1	
NI	138099	NCA	HOSE, breather pipe extension to Y piece	1	
NI	138116	NCA	HOSE, air cleaner to Y piece, LH	1	
NI	138250	NCA	HOSE, air cleaner to Y piece, RH	1	
NI	138380	£0.72	PLUG, closing breather pipe aperture	1	
NI	GHF120	£0.30	SCREW	1	
NI	138132	NCA	Y PIECE, breather	1	
NI	137191	NCA	WASHER, rubber	4	
NI	137192	NCA	SPACER	1	

Closed Circuit Breather - MkII

20	212463	NCA	HOSE, rocker cover to air cleaner	1	} crankcase breather
21	138380	£0.72	PLUG, closed circuit breather	1	
22	GHF120	£0.30	SCREW	1	

Closed Circuit Breather - MkIII

25	151444	£71.40	EMISSION CONTROL VALVE	1	
26	27H7758	£5.00	DIAPHRAGM, breather valve	1	
27	147414	NCA	HOSE, rocker cover to ECV	1	

Note: Use Loctite Studlock for the emission control valve to inlet manifold as required.

Closed Circuit Breather - MkIV

30	216924	£5.40	HOSE, rocker breather to T piece	1	} twin HS2 carburettor
31	12G2134	£3.05	T PIECE	1	
32	144938	£1.70	HOSE, T piece to carbs	2	

Closed Circuit Breather - 1500

35	154220	£1.60	HOSE, rocker to T piece	1	} twin HS4
36	UAM1600	£5.60	T PIECE, rocker to carbs	1	
37	154935	£5.40	HOSE, T piece to carbs	2	
38	154934	£1.70	ADAPTOR, breather to carbs	2	

Air Filters - MkI

40	134801	NCA	AIR FILTER, wire gauze	2	} to (e) FC40531E
	GFE1037	£5.20	AIR FILTER, paper element	2	
	138117	NCA	AIR FILTER, wire gauze, closed breather	2	
				2	
	141710	NCA	AIR FILTER, paper element, closed breather	2	} USA & Canada
				2	
				2	} to (e) FC34889E
				2	
				2	} USA & Canada
				2	
				4	} from (e) FC34890E
				4	
41	ACA8014	£0.53	GASKET, air filter to carburettor	2	
42	BH505181	£1.04	BOLT, air filter to carburettor	4	
43	GHF332	£0.40	WASHER, locking	4	

Note: The original wire gauze type air filter (part no. 134801) is no longer available, use air filter part no. GFE1037 as a replacement, or alternatively see our range of K&N air filters for performance air filters.

ill. Part Number Price £ea. Description Req. Details

Air Filters - MkII & MkIII

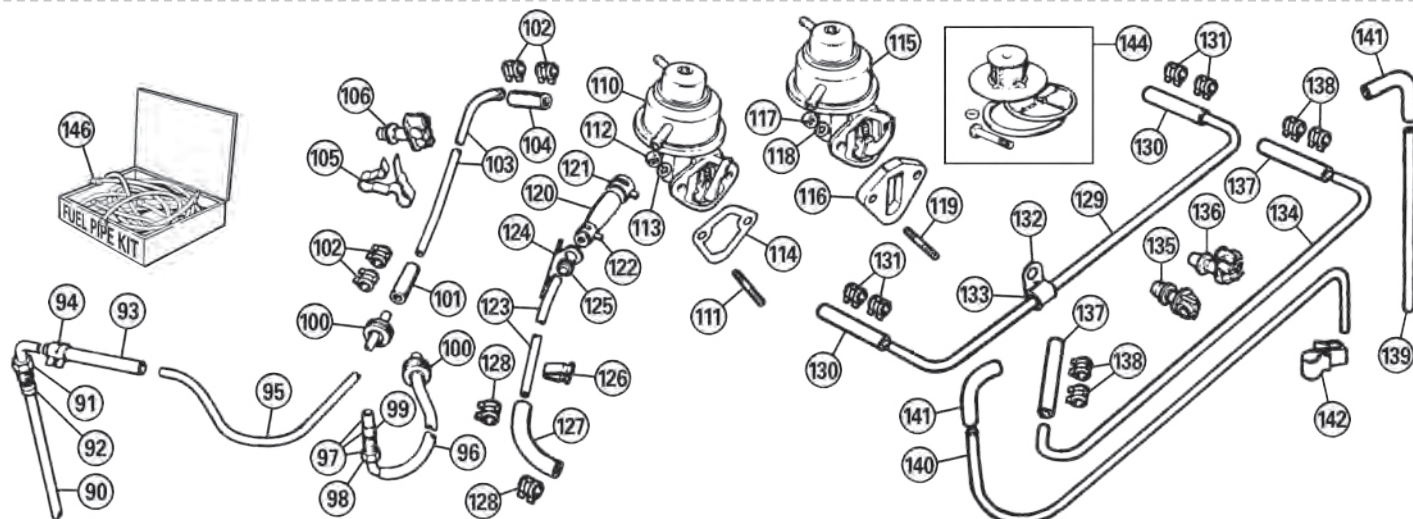
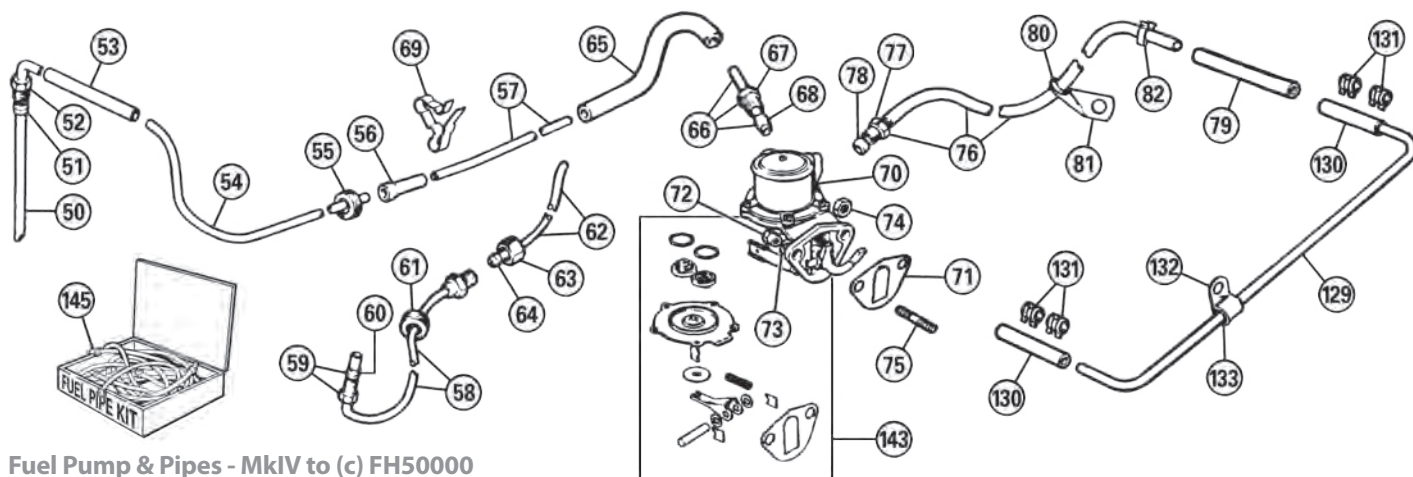
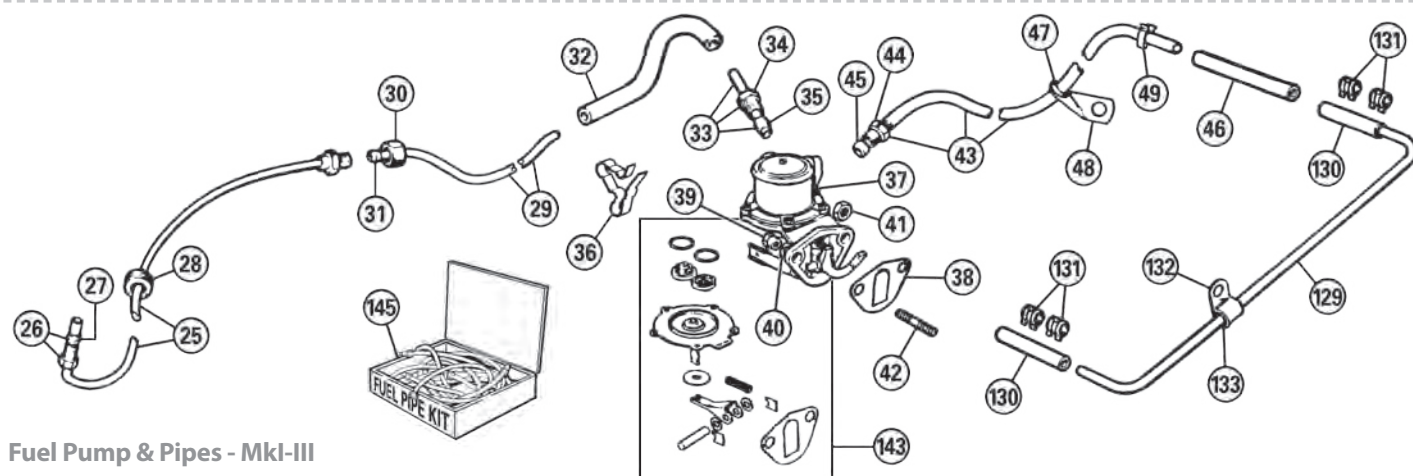
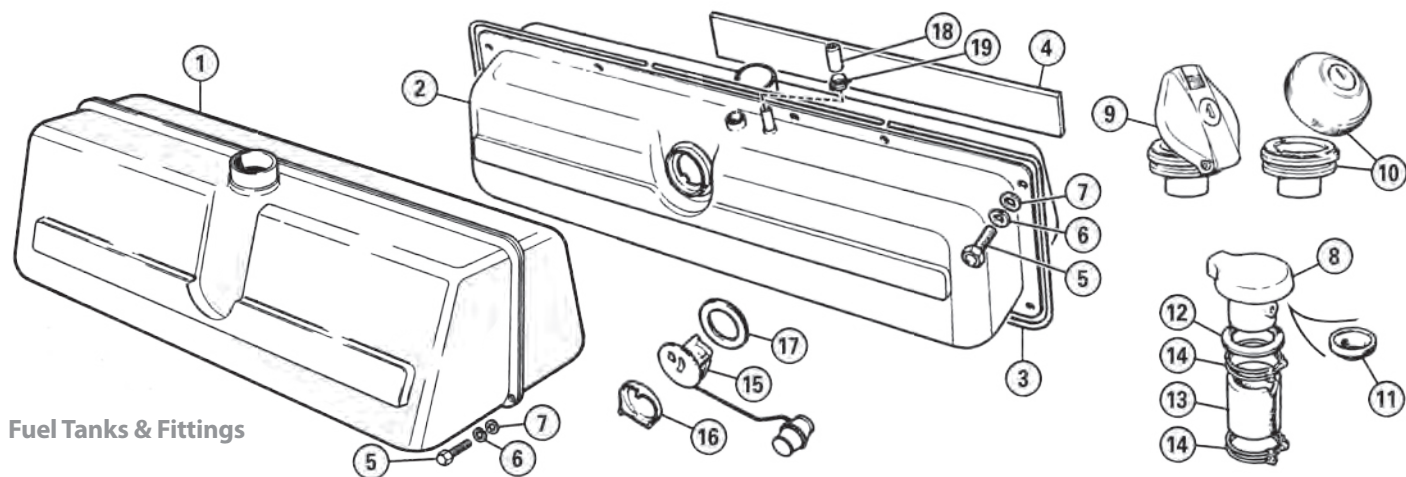
50	212149	NCA	AIR CLEANER BOX	1	} all MkII, USA & Canada
				1	
	214098	NCA	AIR CLEANER BOX	1	} to (e) FC70012 only
	212147	NCA	COVER, assembly, front	1	
51	142472	NCA	PLATE, assembly, back	1	} MkIII, not USA & Canada
				1	
	214097	NCA	PLATE, assembly, back	1	} all MkII, USA & Canada
				1	
52	141648	£2.86	SEAL, back plate	1	} to (e) FC70012 only
53	GFE1037	£5.20	ELEMENT, air cleaner	2	
54	130415	NCA	GASKET, element to air box	2	} MkIII, not USA & Canada
55	SH604041	£0.41	SCREW, cover to backplate	1	
56	GHF331	£0.38	WASHER, locking	1	
57	GHF300	£0.22	WASHER, plain	1	
58	ACA8014	£0.53	GASKET, air filter to carburettor	4	} only 2 req. USA &
				4	
				4	} Canada from (e) FC70013
				4	
59	BH505181	£1.04	BOLT, air filter to carburettor	4	
60	GHF332	£0.40	WASHER, locking	4	

Air Filters - MkIV

65	217822	£56.40	AIR CLEANER BOX	1	
66	141648	£2.86	SEAL, back plate	1	
67	GFE1037	£5.20	AIR FILTER, 1 1/4"	2	
68	ACA8014	£0.53	GASKET, 1 1/4"	4	
69	BH505181	£1.04	BOLT, air cleaner to carburettor	4	
70	GHF332	£0.40	WASHER, locking	4	
71	SH604041	£0.41	SCREW	1	
72	GHF331	£0.38	WASHER, locking	1	
73	GHF300	£0.22	WASHER, plain	1	
74	616012	£15.40	AIR HOSE	2	
75	151784	NCA	CLAMP	1	
76	SH604091	£0.83	SCREW	1	
77	GHF332	£0.40	WASHER, locking	1	
78	156511	NCA	SPACER	1	
79	GHF201	£0.14	NUT, plain	1	

Air Filters - 1500

80	RKC4165	NCA	AIR CLEANER BOX	1	} to (c) FH127151
	TKC1570	NCA	AIR CLEANER BOX	1	
81	141648	£2.86	SEAL, back plate	1	} from (c) FH127152
82	GFE1063	£6.90	AIR FILTER	2	
83	12G2125	£0.37	GASKET	4	
84	BH505181	£1.04	BOLT, air box to carburettors	4	
85	GHF332	£0.40	WASHER, locking	4	
86	623313	£1.04	PIPE CLIP	1	} to (e) FM105278
	626960	£0.36	PIPE CLIP	1	
87	SH604041	£0.41	SCREW	1	} from (e) FM105278
88	GHF331	£0.38	WASHER, locking	1	
89	GHF300	£0.22	WASHER, plain	1	
90	616012	£15.40	AIR HOSE	2	
91	151784	NCA	CLAMP	1	
92	SH604091	£0.83	SCREW	1	
93	GHF332	£0.40	WASHER, locking	1	
94	156511	NCA	SPACER	1	
95	GHF201	£0.14	NUT	1	



Ill.	Part Number	Price £ea.	Description	Req.	Details
Fuel Tank, Pipes & Pump					
1	311589	£294.00	FUEL TANK	1	MkI-IV to (c) FH50000
2	RKC3395	£294.00	FUEL TANK	1	MkIV from (c) FH50001, 1500
	312407	NCA	FUEL TANK	1	MkIV German models only
				1	1500 to (c) FH75379 D, B, DK, F, NL, I, CH & A models only
3	154036	NCA	FINISHER, tank edge	1	MkIV-1500
4	107562	£8.90	PAD, felt, anti-rattle	1	glued to tank
5	GHF103	£0.60	SCREW, tank mounting	5	
6	GHF332	£0.40	WASHER, locking	5	
7	PWZ305	£0.64	WASHER, plain	5	
8	613506	£62.50	FUEL CAP, vented	1	MkI-III
	725117	£82.80	FUEL CAP, vented	1	MkIV-1500
	725570	£49.20	FUEL CAP, non vented	1	alternative
9	GAC6001X	£79.30	FUEL CAP, locking, lozenge shaped	1	(cut neck length to fit)
10	571086	£59.40	FUEL CAP, locking, round shape	1	
11	718738	£8.65	SEAL, vented	1	
	725220	£6.84	SEAL, non vented	1	
12	650247	£3.25	GROMMET, filler neck to rear deck	1	
13	650279	£5.30	HOSE, filler neck to tank	1	
14	CS4038	£2.26	CLAMP, wire type	2	original filler hose
	GHC11060	£3.10	CLAMP, band type	2	alternative
	CS4042	£2.30	CLAMP, wire type	2	fits UKC9920 hose
	GHC11080	£3.80	CLAMP, band type	2	alternative
15	TKC2053	£37.30	SENDER UNIT, fuel gauge	1	
16	ARA1501	£1.26	RING, locking, sender unit	1	
17	ARA1502	£2.60	SEALING RING, sender unit	1	
18	158554	NCA	CAP, blanking vent	a/r	MkIV-1500
19	UKC3793	£0.72	CLIP, securing blanking cap	a/r	

Fuel Pump & Pipes - MkI-III

25	305953	NCA	PIPE, fuel feed	1	
26	AHA5535	£16.14	TUBE NUT & OLIVE	1	
27	TL7	£1.04	OLIVE	1	
28	600395	£1.48	GROMMET	1	
29	305824	£18.13	PIPE, fuel feed	1	
30	134942	NCA	TUBE NUT	1	
31	TL7	£1.04	OLIVE	1	
32	122796	£0.68	CONNECTOR	1	
33	AHA5535	£16.14	TUBE NUT & OLIVE, pump inlet	1	
34	060176	£3.13	TUBE NUT	1	
35	TL7	£1.04	OLIVE	1	
36	059191	£1.06	CLIP	2	fuel & brake pipes to chassis
37	208493Z	£23.50	FUEL PUMP	1	screw in connections
38	138591	£1.04	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).		
39	GHF201	£0.14	TUBE NUT	1	
40	GHF332	£0.40	WASHER, locking	2	
41	GHF201	£0.14	NUT	1/2	
42	TE605105	£2.00	STUD, pump to engine	2	
43	305946	£23.20	PIPE, fuel pump to carburettors	1	
44	060176	£3.13	TUBE NUT	1	
45	TL7	£1.04	OLIVE	1	
46	122796	£0.68	CONNECTOR	1	
47	061917	£0.67	GROMMET	1	
48	155959	£1.15	BRACKET, tube supporting	1	
49	138892	£0.66	CLIP, vacuum pipe to fuel tube	1	

Fuel Pump & Pipes - MkIV to (c) FH50000

50	155083	NCA	PIPE, fuel pick up	1	
51	TL8	£1.80	OLIVE	1	
52	060142	£2.80	TUBE NUT	1	
53	144938	£1.70	HOSE, rubber	1	all markets except
54	216006	NCA	TUBE, fuel feed	1	Germany
55	600395	£1.48	GROMMET	1	
56	153300	£3.92	CONNECTOR	1	
57	155506	NCA	TUBE, fuel feed	1	
58	305953	NCA	PIPE, fuel feed	1	
59	AHA5535	£16.14	TUBE NUT & OLIVE	1	
60	TL7	£1.04	OLIVE	1	
61	600395	£1.48	GROMMET	1	German market only
62	305824	£18.13	PIPE, fuel feed	1	
63	134942	NCA	TUBE NUT	1	
64	TL7	£1.04	OLIVE	1	
65	122796	£0.68	CONNECTOR	1	
66	AHA5535	£16.14	TUBE NUT & OLIVE, pump inlet	1	
67	060176	£3.13	TUBE NUT	1	
68	TL7	£1.04	OLIVE	1	
69	059191	£1.06	CLIP	2	fuel & brake pipes to chassis

Ill.	Part Number	Price £ea.	Description	Req.	Details
70	208493Z	£23.50	FUEL PUMP	1	screw in connections
71	138591	£1.04	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).		
72	GHF201	£0.14	TUBE NUT	1	
73	GHF332	£0.40	WASHER, locking	2	
74	GHF201	£0.14	NUT	1/2	
75	TE605105	£2.00	STUD, pump to engine	2	
76	305946	£23.20	PIPE, fuel pump to carburettors	1	
77	060176	£3.13	TUBE NUT	1	
78	TL7	£1.04	OLIVE	1	
79	122796	£0.68	CONNECTOR	1	
80	061917	£0.67	GROMMET	1	
81	155959	£1.15	BRACKET, tube supporting	1	
82	138892	£0.66	CLIP, vacuum pipe to fuel tube	1	

MkIV from (c) FH50001 except Germany 1500 except D, B, DK, F, NL, I, CH, A to (c) FH75379

90	TKC5419	NCA	PIPE, fuel pick up	1	
91	060142	£2.80	TUBE NUT	1	
92	TL8	£1.80	OLIVE	1	
93	144938	£1.70	HOSE, rubber	1	
94	UKC3795	£0.66	CLIP, securing connector to tube	2	
95	215975	£32.10	PIPE, fuel feed	1	

MkIV from (c) FH50001 German markets 1500 up to (c) FH75379 D, B, DK, F, NL, I, CH, A only

96	UKC1764	NCA	PIPE, fuel feed	1	
97	AHA5535	£16.14	TUBE NUT & OLIVE	1	
98	060176	£3.13	TUBE NUT	1	
99	TL7	£1.04	OLIVE	1	

All MkIV from (c) FH50001 & 1500

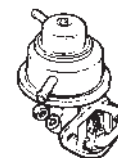
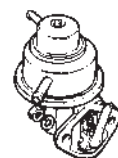
100	600395	£1.48	GROMMET	1	
101	115784	£1.43	CONNECTOR	1	
102	UKC3795	£0.66	CLIP, securing connector	4	
103	PKC828	NCA	TUBE, fuel feed	1	
104	149608	£3.35	CONNECTOR, tube to pump inlet	1	
105	059191	£1.06	CLIP, metal, (alternative)	3	fuel & brake pipes
106	624155	£1.31	CLIP, plastic, (alternative)	3	to chassis

A) Straight Lever

Pumps with Straight levers
do NOT use spacer block.

B) Curved Hook Lever

Pumps with Hooked levers
DO use spacer block.

**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

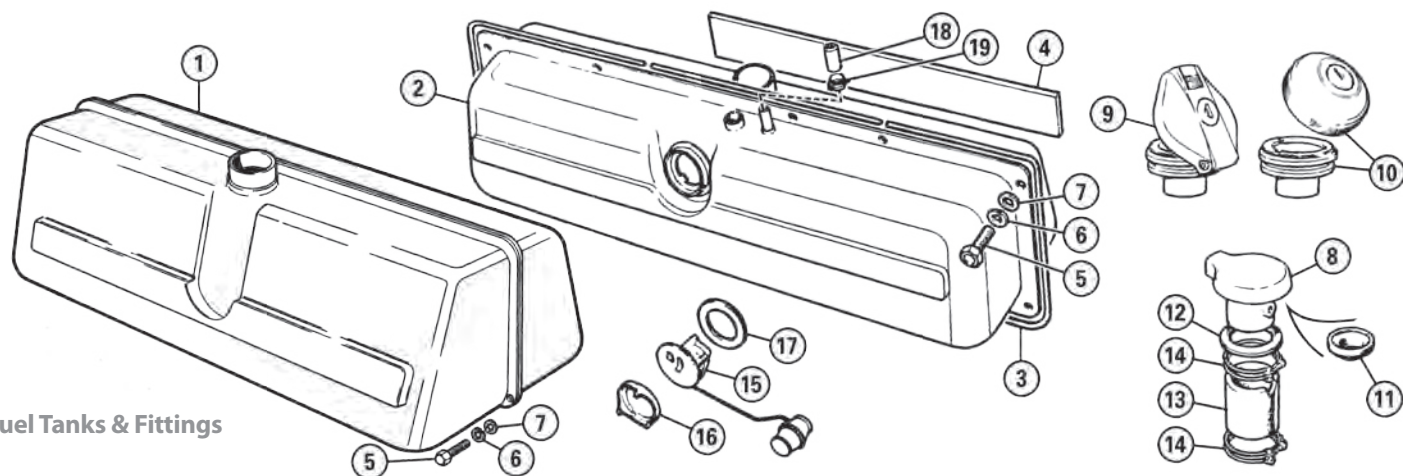
Triumph changed the pump installation at engine no. FM93157. The new installation included a spacer block between the engine and pump. The later pump must be fitted with the block and conversely the early pump must not. This is due to different types of contact desired between the lever & the camshaft.

Note: That aftermarket versions of the pumps may have lever profiles which only approximate to the illustrations.

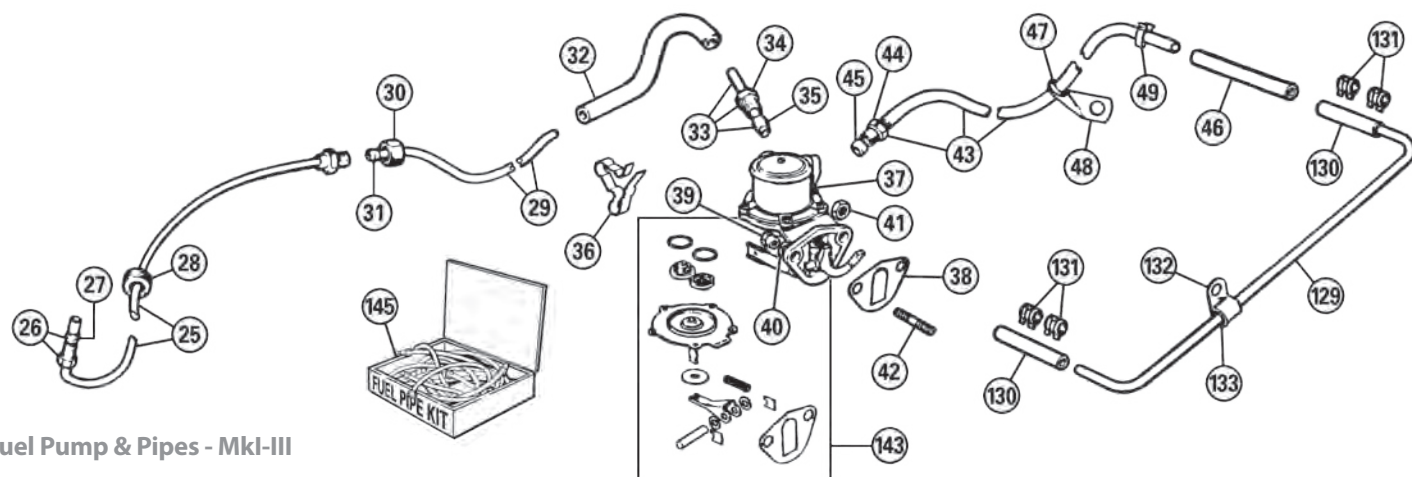
110	RKC1624Z	£19.90	FUEL PUMP	1	
111	TE605105	£2.00	STUD, pump to engine	2	pumps fitted without
112	GHF201	£0.14	NUT	2	13mm spacer block
113	GHF332	£0.40	WASHER, locking	2	
114	138591	£1.04	GASKET, pump to block	1	
115	TKC3417Z	£23.70	FUEL PUMP	1	
116	UKC8523	£15.40	SPACER BLOCK, 13mm	1	pumps fitted with
117	GHF201	£0.14	NUT	2	13mm spacer block
118	GHF332	£0.40	WASHER, locking	2	
119	TE605141	£1.80	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.

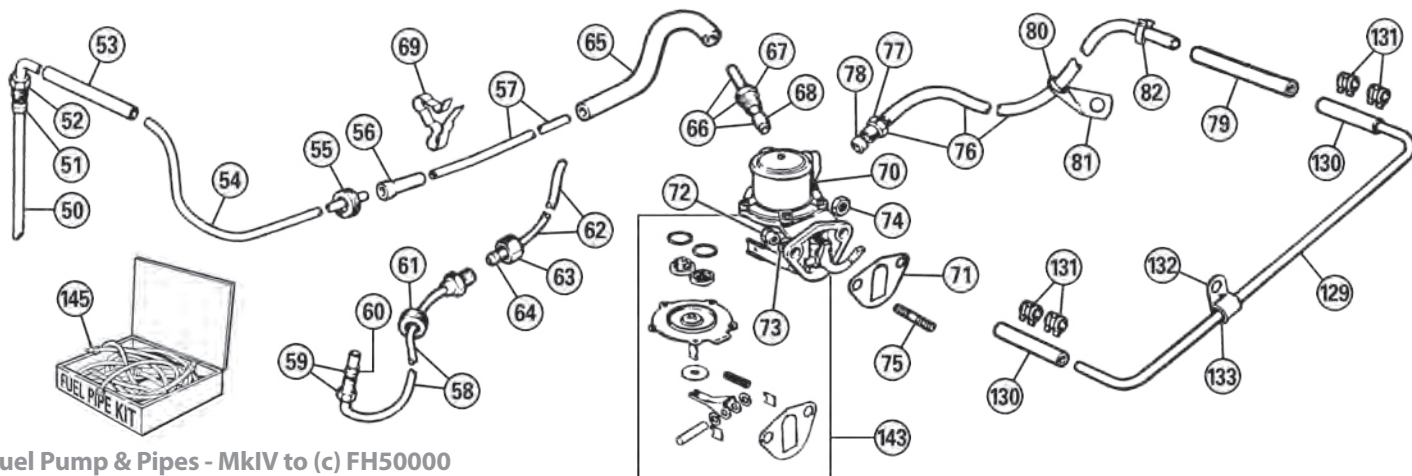
Fuel Tanks & Fittings



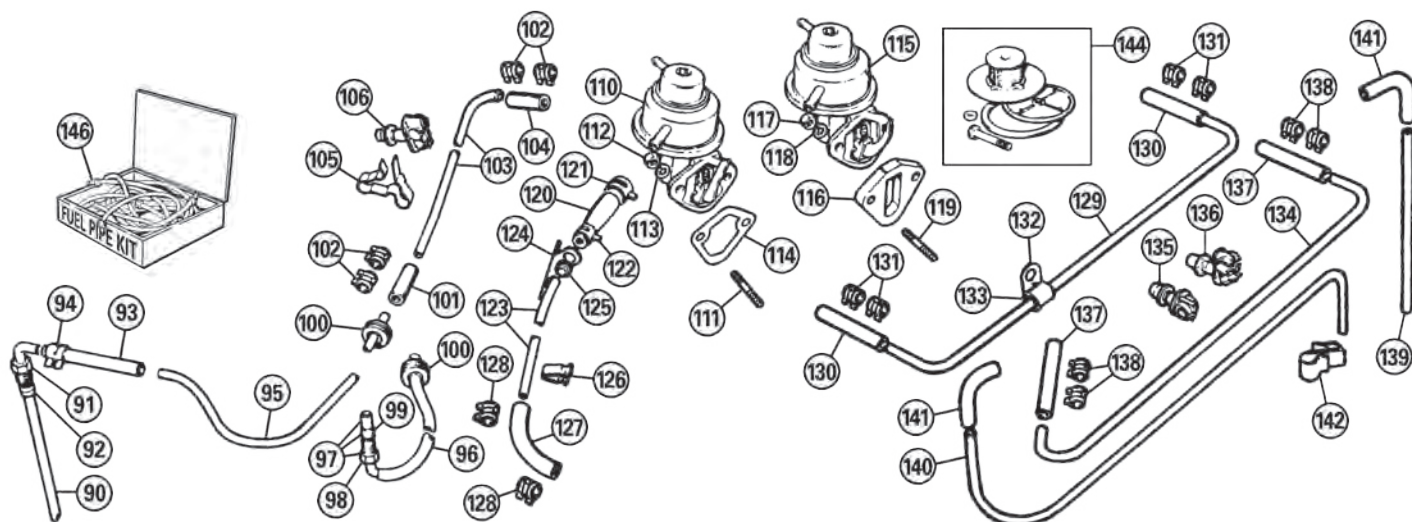
Fuel Pump & Pipes - MkI-III



Fuel Pump & Pipes - MkIV to (c) FH50000



Fuel Pump & Pipes - MkIV from (c) FH50001 except Germany



ill.	Part Number	Price £ea.	Description	Req.	Details
Fuel Tank, Pipes & Pump (Continued)					
120	144938	£1.70	HOSE rubber, 5/16" int. dia.	1	to (c) FH59688E
	153300	£3.92	CONNECTOR, 5/16" to 1/4" int. dia.	1	from (c) FH59689E
121	UKC3795	£0.66	CLIP, 1/2" int. dia.	1/2	
122	UKC3794	£1.16	CLIP, 7/16" int. dia.	1	
123	TKC680	£22.87	TUBE, fuel feed, 5/16" outer dia.	1	to (c) FH59688E
	310221	£14.45	TUBE, fuel feed, 1/4" outer dia.	1	from (c) FH59689E
124	155959	£1.15	BRACKET, tube support	1	
125	061917	£0.67	GROMMET, in bracket	1	alternatives
126	138892	£0.66	CLIP, vacuum pipe to fuel tube	2/3	
127	153300	£3.92	CONNECTOR, 5/16" to 1/4" int. dia.	1	to (c) FH59688E
	120331	£0.79	CONNECTOR, 1/4" int. dia.	1	from (c) FH59689E
128	UKC3795	£0.66	CLIP, 1/2" outer dia.	1	
	UKC3794	£1.16	CLIP, 7/16" outer dia.	1/2	
129	310221	£14.45	TUBE, fuel feed, carb to carb	1	Mkl-IV
130	120331	£0.79	CONNECTOR	2	alternatives
	125170	£2.62	CONNECTOR	2	
131	UKC3793	£0.72	CLIP, connector clamping	4	if fitted
132	CP110125	£1.10	CLIP, fuel tube	2	Mkl-IV only
133	114178	£0.28	GROMMET, tube	2	
134	310221	£14.45	TUBE, fuel feed, carb to carb	1	1500 engines
135	62313	£1.04	CLIP, single, 1/4" pipe	1	to (c) FM105277E
136	629596	£0.55	CLIP, twin, 1/4" & 5/16" pipe	1	from (c) FM105278E
137	120331	£0.79	CONNECTOR	2	alternatives
	125170	£2.62	CONNECTOR	2	
138	UKC3793	£0.72	CLIP	4	
139	215924	£1.33	TUBE, overflow, front	1	
140	215938	NCA	TUBE, overflow, rear	1	from (c) FM105278E
141	125170	£2.62	CONNECTOR, tube to carb	2	
142	C45174	£0.24	CLIP, overflow tube	1	
143	BAU5077	£52.34	REPAIR KIT, fuel pump	1	screw in connections
144	37H7281	NCA	REPAIR KIT, fuel pump	1	push on connections
145	HFFK10	£117.95	FUEL PIPE KIT, copper	1	GT6 I-III
	HFFK9	£113.92	FUEL PIPE KIT, copper	1	Spitfire I-III
	HFFK8	£113.71	FUEL PIPE KIT, copper	1	Spitfire IV to (c) FH50000E
146	HFFK13	£105.84	FUEL PIPE KIT, copper	1	Spitfire IV-1500
					(c) FH50001E on

ill.	Part Number	Price £ea.	Description	Req.	Details
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Proper use of a Spitfire Manual Choke

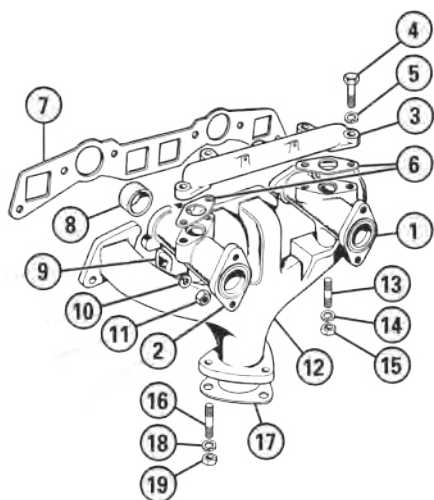
Pulling out the choke knob causes two distinct mechanical things happen to your carburettors.

- 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.

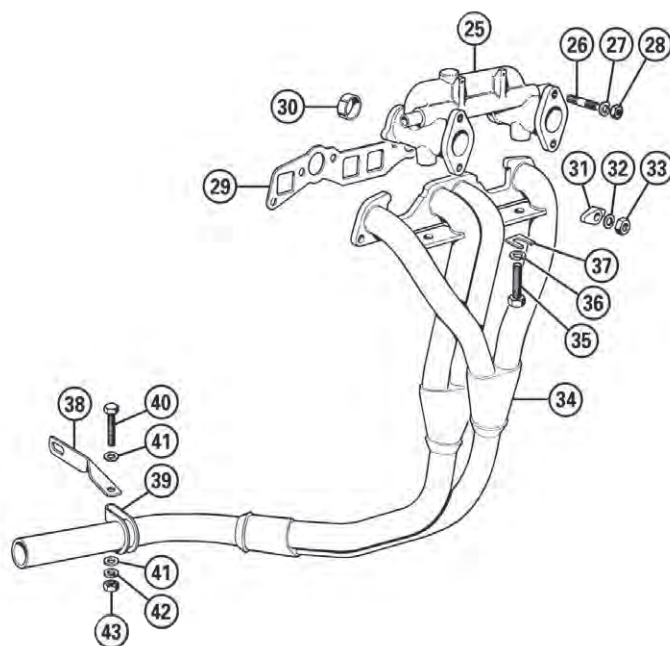
To start your Triumph from cold you should always use full choke.

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'.

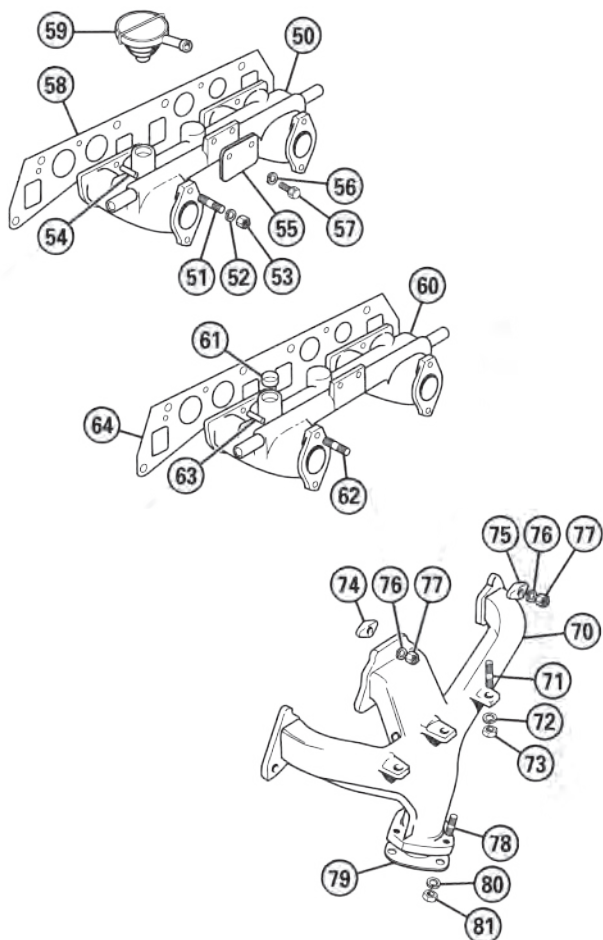
Whatever happens the choke must be pushed fully in before the engine reaches normal running temperature. Remember too little choke will mean bad cold starting and hesitant pick-up while the engine is warming up. Too much choke will give a lumpy tickover, excessive fuel consumption and more dramatically, 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.



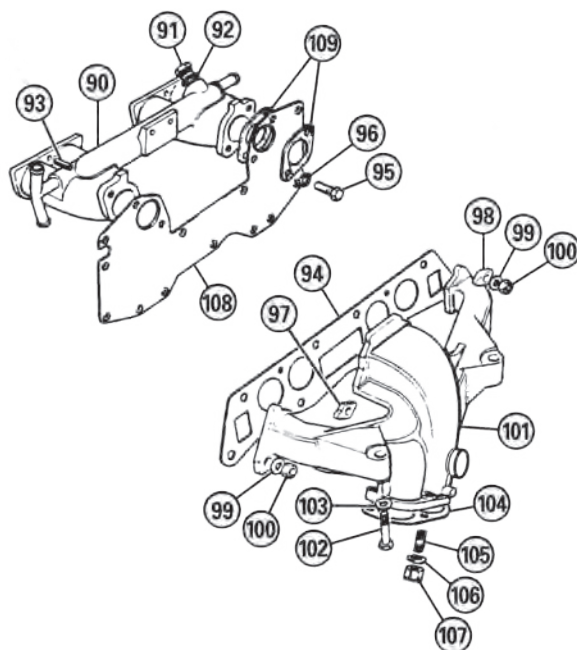
Manifolds (Inlet/Exhaust) - MkI



Manifolds (Inlet/Exhaust) - MkII



Manifolds (Inlet/Exhaust) - MkIII-IV



Manifolds (Inlet/Exhaust) - 1500

ill.	Part Number	Price £ea.	Description	Req.	Details
Manifolds					
Manifolds (Inlet/Exhaust) - Mkl					
1	209947	NCA	MANIFOLD, inlet, front	1	
2	209946	NCA	MANIFOLD, inlet, rear	1	
3	136830	NCA	PIPE, balance, inlet manifolds	1	
4	BH605141	£1.10	BOLT, balance pipe & header bracket	2	early Mkl to (e) FC39925
5	GHF332	£0.40	WASHER, locking	2	
	137191	NCA	WASHER, rubber	2	
	137192	NCA	SPACER	2	
	WD108051	£0.60	WASHER, plain	2	quantity increased after (e) FC39926
4	BH605141	£1.10	BOLT, balance pipe	2/4	
5	GHF332	£0.40	WASHER, locking	2/4	
6	136831	NCA	GASKET, balance pipe	2	
7	GEG615	£2.95	GASKET, manifold	1	
8	112971	NCA	SLEEVE, locating	2	inlet manifold to head
9	058258	£5.00	CLAMP, manifold, small	4	
10	GHF333	£0.30	WASHER, locking	6	
11	100498	£1.43	NUT, manifold	6	
12	306212	NCA	MANIFOLD, exhaust, cast iron	1	
13	056243	£2.90	STUD, inlet	2	inlet to exhaust manifold
14	GHF333	£0.30	WASHER, locking	2	
15	GHF202	£0.22	NUT	2	
16	TE605105	£2.00	STUD	3	exhaust pipe to manifold
17	GEG702	£3.38	GASKET, exhaust pipe	1	
18	GHF302	£1.00	WASHER, locking	3	
19	100455	NCA	NUT	3	
Manifolds (Inlet/Exhaust) - MkII					
25	307265	NCA	MANIFOLD, inlet	1	
	144072	NCA	MANIFOLD, inlet	1	USA & Canada only from FC70013
26	105124	£1.26	STUD	4	
27	GHF333	£0.30	WASHER, locking	4	carburettor to manifold
28	GHF202	£0.22	NUT	4	
29	GEG615	£2.95	GASKET, manifold	1	
30	112971	NCA	SLEEVE, locating	2	inlet manifold to head
31	058258	£5.00	CLAMP, manifold, small	4	
32	GHF333	£0.30	WASHER, locking	6	
33	100498	£1.43	NUT	6	
34	307270	NCA	MANIFOLD, exhaust, tubular	1	
35	SH506071	£1.39	SCREW	2	inlet to exhaust manifold
36	GHF333	£0.30	WASHER, locking	2	
37	143017	NCA	SHIM	a/r	
38	143521	NCA	BRACKET, support	1	
39	GEX7512	£0.92	CLAMP, manifold to bracket	1	
40	BH605191	£0.89	BOLT	1	clamp to bracket
41	GHF301	£0.24	WASHER, plain	1	
42	GHF332	£0.40	WASHER, locking	1	
43	GHF201	£0.14	NUT	1	

Manifolds (Inlet) - MkIII

50	TT1458	£217.50	MANIFOLD, inlet	1	all excl. USA from FE75001E or Sweden from FD75001E
	309104	NCA	MANIFOLD, inlet	1	
	216170	NCA	MANIFOLD, inlet	1	
51	105124	£1.26	STUD, carburettor to manifold	4	
	129383	£0.25	STUD, carburettor to manifold	2	for MkIII USA anti smog
52	GHF333	£0.30	WASHER, locking	4	
	GHF332	£0.40	WASHER, locking	2	for MkIII USA anti smog
53	GHF202	£0.22	NUT	4	
	GHF201	£0.14	NUT	2	for MkIII USA anti smog
54	DS2512	£0.20	ROLL PIN, locating inlet manifold	2	
55	147861	NCA	PLATE, mounting throttle springs	1	
56	GHF331	£0.38	WASHER, locking	2	
57	SH604041	£0.41	SCREW	2	
58	GUG4041MG	£3.00	GASKET, manifold	1	
59	151444	£71.40	EMISSION CONTROL VALVE	1	

Manifolds (Inlet) - MkIV

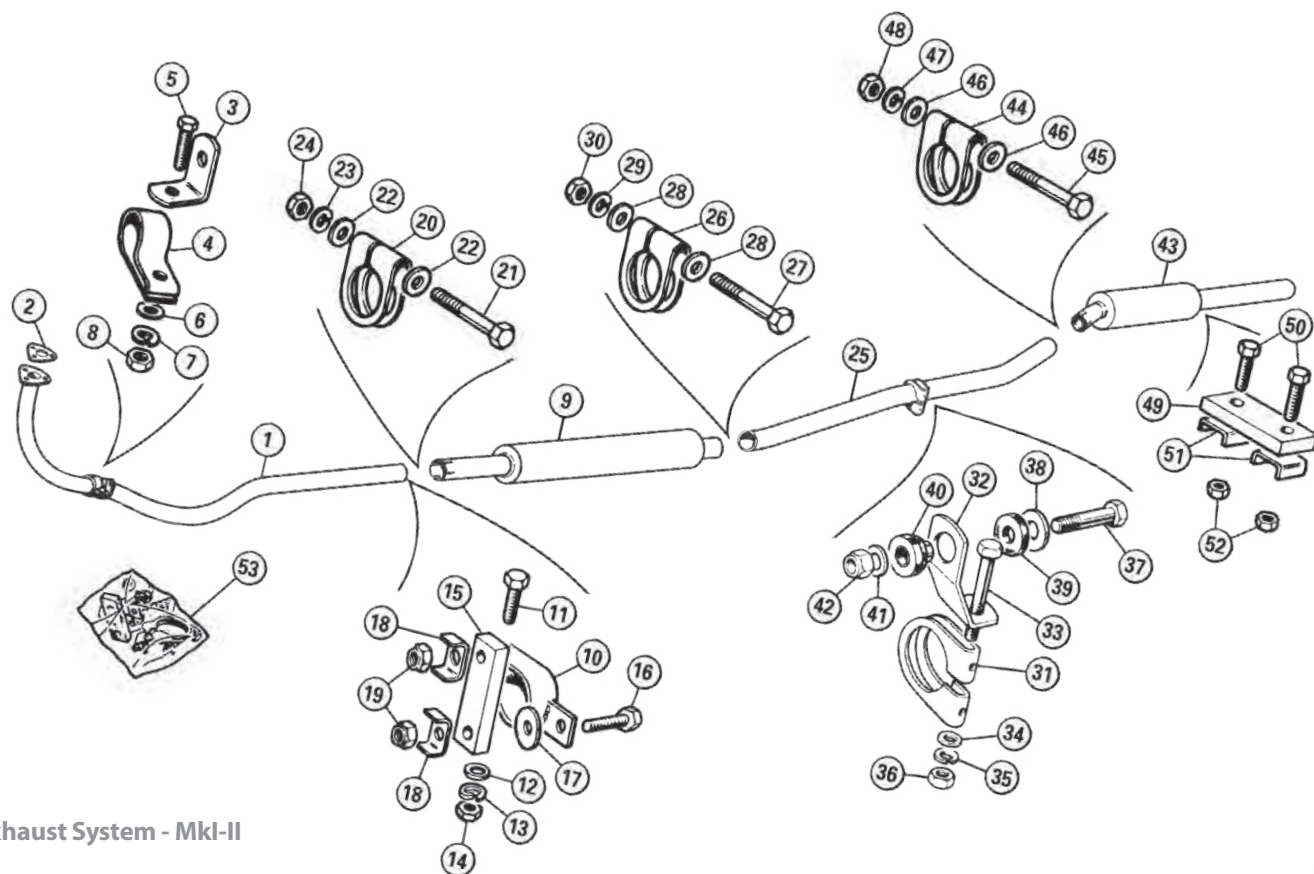
60	TT1458	£217.50	MANIFOLD, inlet, 2 connectors	1	to FH59688E
	311925	NCA	MANIFOLD, inlet, 3 connectors	1	from FH59689E
61	154053	£0.01	CORE PLUG	1	
62	105124	£1.26	STUD	4	
63	DS2516	£0.41	ROLL PIN, manifold	2	
64	GUG4041MG	£3.00	GASKET, manifold	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
Manifolds (Exhaust) - MkIII-IV					
70	308086	£78.22	MANIFOLD, exhaust	1	
71	TE505111	£0.98	STUD	2	inlet to exhaust manifold
72	GHF332	£0.40	WASHER, locking	2	
73	GHF201	£0.14	NUT	2	
74	137845	£5.10	CLAMP, manifold, large	2	
75	058258	£5.00	CLAMP, manifold, small	4	
76	WP20X	£0.30	WASHER, plain	8	
	GHF333	£0.30	WASHER, locking	8	
77	100498	£1.43	NUT	8	
78	TE605105	£2.00	STUD	3	exhaust to manifold
79	GEG701	£3.25	GASKET, exhaust pipe	1	
80	GHF332	£0.40	WASHER, locking	3	
81	GHF261	£0.47	NUT, brass	3	alternatives
	515369	£1.21	NUT, stainless steel	3	

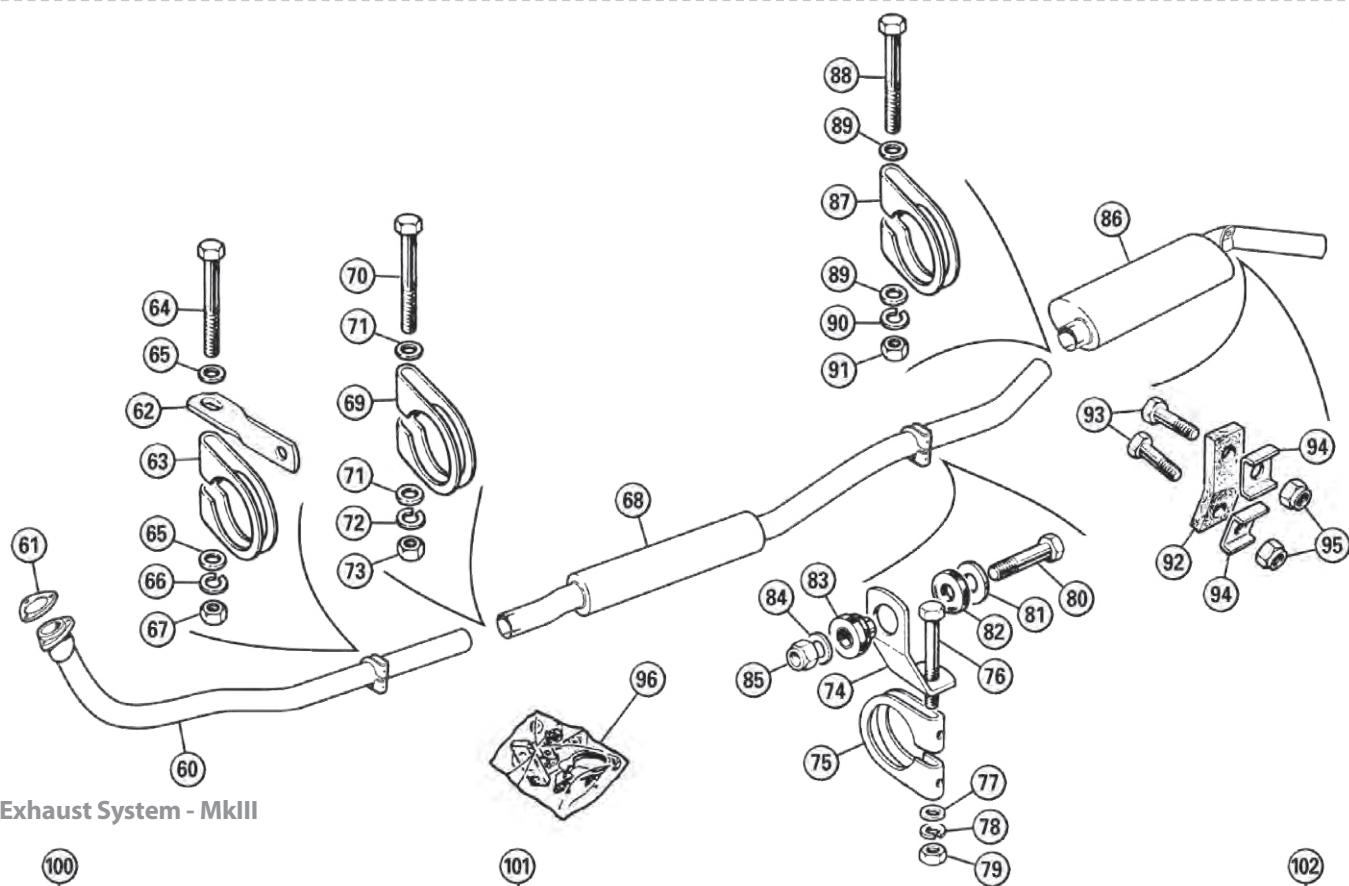
Manifolds (Inlet/Exhaust) - 1500

90	RKC723	£265.36	MANIFOLD, inlet	1	
91	ADP210	£6.60	PLUG, blanking	1	
92	WF512	£0.34	WASHER, fibre	1	
93	DS2512	£0.20	ROLL PIN, manifold	2	
94	AJM681	£5.60	GASKET, manifold	1	
95	GHF332	£0.40	WASHER, locking	4	carburettor & heat shield to manifold
96	SH505101	£0.79	SCREW	4	
97	137845	£5.10	CLAMP, manifold, large	2	
98	058258	£5.00	CLAMP, manifold, small	4	
99	WP20X	£0.30	WASHER, plain	8	
100	100498	£1.43	NUT	8	
101	RKC648	£222.00	MANIFOLD, exhaust	1	
102	SH505141	£1.21	SCREW	2	
103	GHF332	£0.40	WASHER, locking	2	
104	GEG739	£5.75	GASKET, manifold to down pipe	1	
105	TE605105	£2.00	STUD	3	
106	GHF332	£0.40	WASHER, locking	3	
107	515369	£1.21	NUT, stainless steel	3	alternatives
	GHF261	£0.47	NUT, brass	3	
108	UKC8372	£16.00	HEAT SHIELD, carburettors	1	
	UKC8372SS	£27.40	HEAT SHIELD, carburettors, s/steel	1	
109	UKC2992	£0.94	GASKET	4	carburettor to heat shield & heat shield to manifold

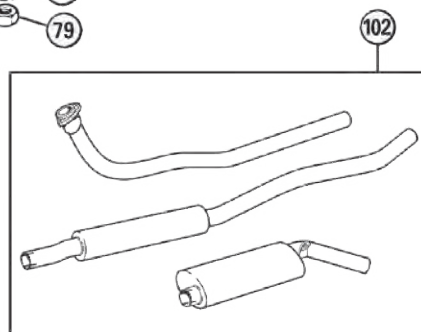
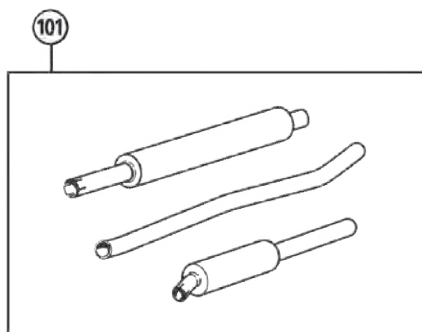
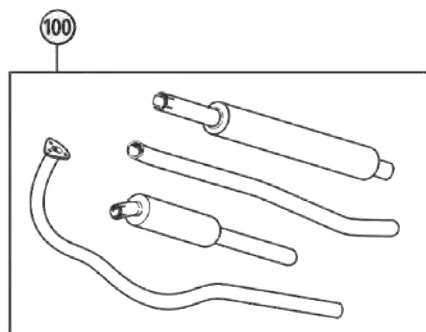
*Note: Gaskets were used 'to approx. mid 1977' when the heat shield was manufactured in a new material that no longer required gaskets. The part number remained unchanged. Ours are made to the early specification and require gaskets.



Exhaust System - Mkl-II



Exhaust System - MkIII



ill.	Part Number	Price £ea.	Description	Req.	Details
Exhaust System - Mkl-II					
1	GEX1250	NCA	FRONT PIPE, mild steel	1	Mkl
	BSTH34	£60.00	FRONT PIPE, stainless steel	1	
2	GEG702	£3.38	GASKET, manifold to front pipe	1	
3	134345	NCA	BRACKET, pipe to engine backplate	1	
4	136556	NCA	CLAMP, exhaust	1	
5	SH605091	£0.89	SCREW, exhaust clamp	1	
6	GHF301	£0.24	WASHER, plain	1	
7	GHF332	£0.40	WASHER, spring	1	
8	GHF201	£0.14	NUT	1	
Note: The front pipe listed above is for Mkl models, for details on MklII front pipe please see the manifold section.					
9	GEX3199	£55.20	FRONT SILENCER, mild steel	1	Mkl-II
	BSTH35	£60.00	FRONT SILENCER, stainless steel	1	
10	GEX7504	£4.50	CLAMP, exhaust	1	Mkl to (c) FC28016
11	SH605091	£0.89	SCREW, exhaust clamp	1	
12	GHF301	£0.24	WASHER, plain	1	
13	GHF332	£0.40	WASHER, spring	1	
14	GHF201	£0.14	NUT	1	
15	GEX7044	£2.95	STRAP, exhaust, flexible	1	
16	SH605091	£0.89	SCREW, strap to clamp	2	
17	GHF301	£0.24	WASHER, insulating	2	Mkl-II from (c) FC28017
18	GEX7510	£1.30	CLAMP, strap	2	
19	GHF272	£0.66	NUT, nyloc	2	
20	GEX7504	£4.50	CLAMP, exhaust, silencer to front pipe	1	
21	BH605201	£1.26	BOLT, exhaust clamp	1	
22	GHF301	£0.24	WASHER, plain	2	
23	GHF332	£0.40	WASHER, lock	1	
24	GHF201	£0.14	NUT	1	Mkl-II from (c) FC28017
25	HRSU982	NCA	INTERMEDIATE PIPE, mild steel	1	
	BSTH36	£24.00	INTERMEDIATE PIPE, stainless steel	1	
	212511	NCA	INTERMEDIATE PIPE, mild steel	1	
26	GEX7504	£4.50	CLAMP, exhaust	1	
27	BH605201	£1.26	BOLT, exhaust clamp	1	
28	GHF301	£0.24	WASHER, plain	2	
29	GHF332	£0.40	WASHER, lock	1	Mkl-II from (c) FC28017
30	GHF201	£0.14	NUT	1	
31	GEX7589	NCA	CLAMP, exhaust, for mounting bracket	1	
32	GEX7496	£5.45	BRACKET, clamp to diff mount plate	1	
33	BH605201	£1.26	BOLT, exhaust clamp	1	
34	GHF301	£0.24	WASHER, plain	1	
35	GHF332	£0.40	WASHER, lock	1	
36	GHF201	£0.14	NUT	1	Mkl-II from (c) FC28017
37	BH605101	£0.83	BOLT, bracket to diff mount plate	1	
38	GHF301	£0.24	WASHER, plain	1	
39	GEX7330	£1.75	WASHER, rubber	1	
40	GEX7329	£4.00	BUSH, bracket to diff mount plate	1	
41	GHF301	£0.24	WASHER, plain	1	
42	GHF272	£0.66	NUT, nyloc	1	Mkl-II from (c) FC28017
43	HRSU806	NCA	REAR SILENCER, mild steel	1	
	BSTH37	£70.00	REAR SILENCER, stainless steel	1	
	212513	NCA	REAR SILENCER, mild steel	1	
44	GEX7504	£4.50	CLAMP, exhaust	1	
45	BH605201	£1.26	BOLT, exhaust clamp	1	
46	GHF301	£0.24	WASHER, plain	2	
47	GHF332	£0.40	WASHER, lock	1	Mkl-II from (c) FC28017
48	GHF201	£0.14	NUT, plain	1	
49	GEX7359	£1.36	STRAP, exhaust, flexible	1	
50	GHF103	£0.60	SCREW, strap to clamp	2	
51	GEX7510	£1.30	CLAMP, strap to clamp	2	
52	GHF272	£0.66	NUT, nyloc	2	
53	GFK6600X	£24.00	FITTING KIT, exhaust	1	Mkl
	GFK6610X	£24.00	FITTING KIT, exhaust	1	MklII

Exhaust System – MklIII

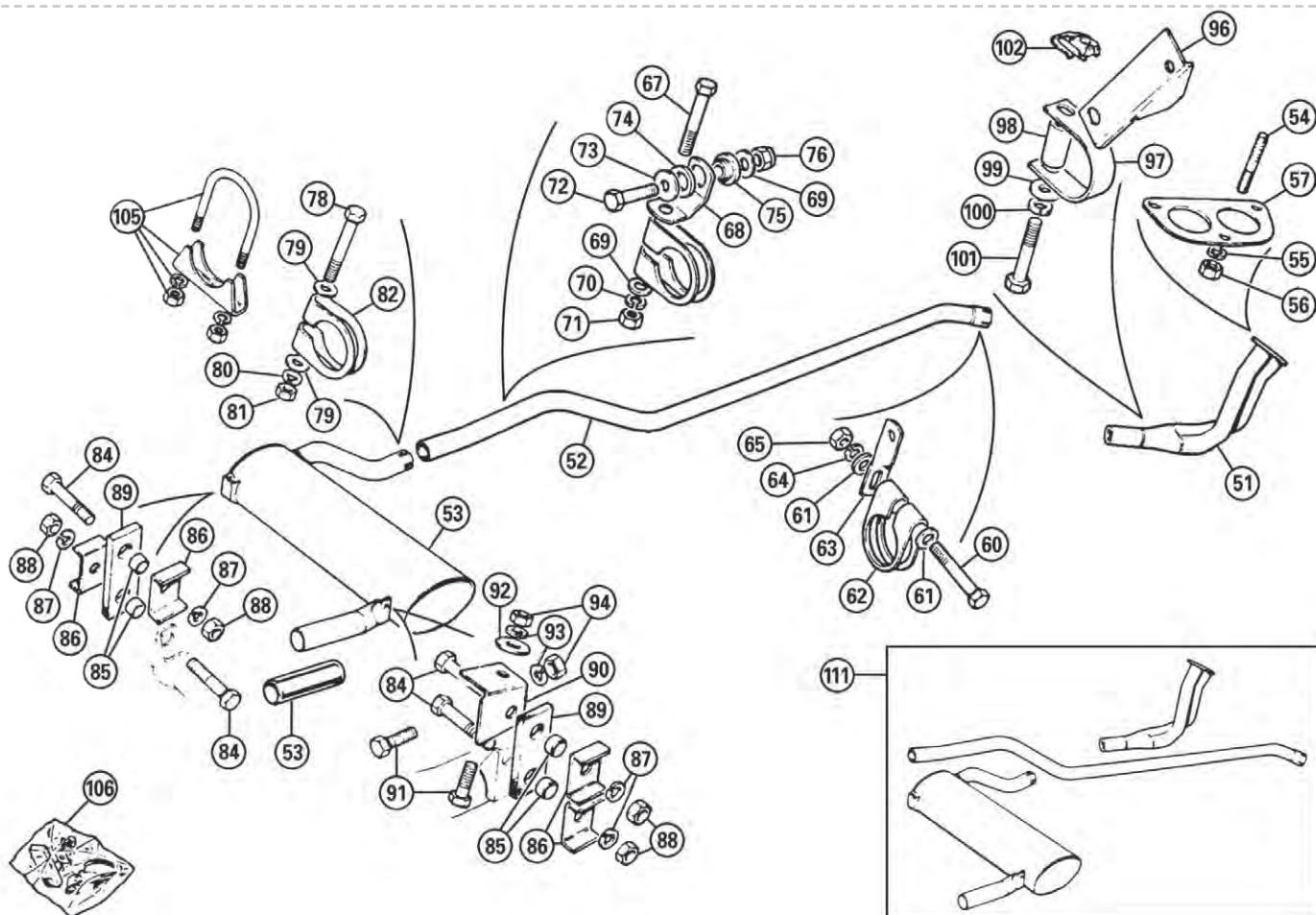
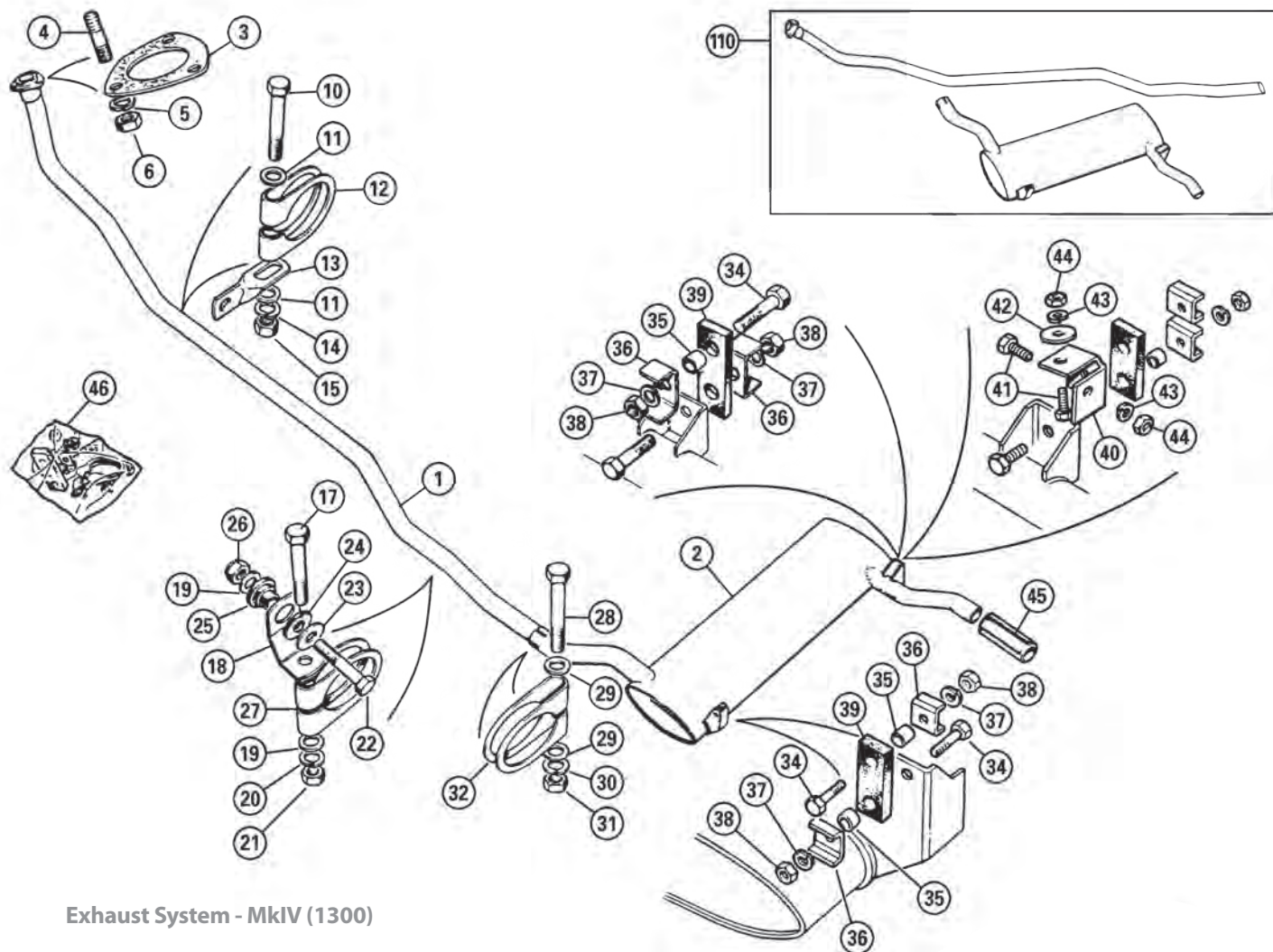
60	GEX1252	£73.30	FRONT PIPE, mild steel	1	
	BSTH66	£60.00	FRONT PIPE, stainless steel	1	
61	GEG701	£3.25	GASKET, manifold to front pipe	1	
62	GEX7511	£5.10	BRACKET, exhaust support	1	pipe to gearbox
63	GEX7509	£2.40	CLAMP, exhaust	1	pipe to bracket
64	BH605211	£1.80	BOLT, exhaust clamp	1	
65	GHF301	£0.24	WASHER, plain	2	
66	GHF332	£0.40	WASHER, lock	2	
67	GHF201	£0.14	NUT	1	
68	HRSU1476	£60.20	FRONT SILENCER & PIPE, mild steel	1	
	BSTH62	£75.00	FRONT SILENCER & PIPE, s/steel	1	
69	GEX7506	£1.96	CLAMP, exhaust	1	front silencer to front pipe
70	BH605221	£0.84	BOLT, exhaust clamp	1	
71	GHF301	£0.24	WASHER, plain	2	

ill.	Part Number	Price £ea.	Description	Req.	Details
72	GHF332	£0.40	WASHER, lock	1	
73	GHF201	£0.14	NUT	1	
74	GEX7496	£5.45	BRACKET, clamp to diff. mounting plate	1	
75	GEX7509	£2.40	CLAMP, exhaust	1	for mounting bracket
76	BH605201	£1.26	BOLT, exhaust clamp	1	
77	GHF301	£0.24	WASHER, plain	1	
78	GHF332	£0.40	WASHER, lock	1	
79	GHF201	£0.14	NUT	1	
80	BH605101	£0.83	BOLT, bracket to diff. mount plate	1	
81	GHF301	£0.24	WASHER, plain	1	
82	GEX7330	£1.75	WASHER, rubber	1	
83	GEX7329	£4.00	BUSH, bracket to diff. mount plate	1	
84	GHF301	£0.24	WASHER, plain	1	
85	GHF272	£0.66	NUT, nyloc	1	
86	HRSU1585	£52.80	REAR SILENCER, mild steel	1	
	BSTH67	£84.00	REAR SILENCER, stainless steel	1	
87	GEX7506	£1.96	CLAMP, exhaust	1	inter' pipe to rear silencer
88	BH605221	£0.84	BOLT, exhaust clamp	1	
89	GHF301	£0.24	WASHER, plain	2	
90	GHF332	£0.40	WASHER, lock	1	
91	GHF201	£0.14	NUT	1	
92	GEX7359	£1.36	STRAP, exhaust, flexible	1	
93	GHF103	£0.60	SCREW, strap to clamp	2	
94	GEX7510	£1.30	CLAMP, strap to clamp	2	
95	GHF272	£0.66	NUT, nyloc	2	
96	GFK6620X	£24.55	FITTING KIT, exhaust	1	

Stainless Steel Standard Exhaust Systems - Mkl-III

100	862-135	£190.00	EXHAUST SYSTEM, stainless steel	1	Mkl
	GFK6600X	£24.00	FITTING KIT, exhaust	1	
101	862-136	£144.00	EXHAUST SYSTEM, stainless steel	1	MklII
	GFK6610X	£24.00	FITTING KIT, exhaust	1	
102	862-137	£190.00	EXHAUST SYSTEM, stainless steel	1	MklIII
	GFK6620X	£24.55	FITTING KIT, exhaust	1	

Note: These systems do not include fixings; order the appropriate fixing kit.



ill.	Part Number	Price £ea.	Description	Req.	Details
Exhaust System - MkIV (1300)					
1	GEX1439	£37.60	FRONT PIPE, mild steel	1	front pipe supplied in 2 pieces
	BSTH66	£60.00	FRONT PIPE, stainless steel	1	
	BSTH121	£30.00	LINK PIPE, stainless steel	1	
2	GEX3668	£91.30	SILENCER, single tail pipe, mild steel	1	alternatives
	BSTH150	£165.00	SILENCER, single tail pipe, stainless	1	
	GEG701	£3.25	GASKET, manifold to front pipe	1	
3	GEG701	£3.25	GASKET, manifold to front pipe	1	alternatives
4	TE605105	£2.00	STUD, manifold to front pipe	3	
5	GHF332	£0.40	WASHER, locking	3	
6	515369	£1.21	NUT, stainless steel	3	alternatives
	GHF261	£0.47	NUT, brass	3	
	BH605221	£0.84	BOLT, pipe clamping	1	
10	BH605221	£0.84	BOLT, pipe clamping	1	to front of differential
11	GHF301	£0.24	WASHER, plain	2	
12	GEX7509	£2.40	CLAMP, exhaust	1	
13	GEX7511	£5.10	BRACKET, exhaust support	1	rubber & steel composite
14	GHF332	£0.40	WASHER, locking	1	
15	GHF201	£0.14	NUT	1	
17	BH605201	£1.26	BOLT, pipe clamping	1	rubber & steel composite
18	GEX7496	£5.45	BRACKET, angled, exhaust mounting	1	
19	GHF301	£0.24	WASHER, plain	2	
20	GHF332	£0.40	WASHER, locking	1	rubber & steel composite
21	GHF201	£0.14	NUT	1	
22	BH605101	£0.83	BOLT, bracket	1	
23	WP17	£0.30	WASHER, plain	1	rubber & steel composite
24	GEX7330	£1.75	WASHER, rubber	1	
25	GEX7329	£4.00	BUSH, exhaust mounting	1	
26	GHF242	£1.57	NUT	1	rubber & steel composite
27	GEX7509	£2.40	CLAMP, exhaust	1	
28	BH605221	£0.84	BOLT, pipe clamping	1	
29	GHF301	£0.24	WASHER, plain	2	rubber & steel composite
30	GHF332	£0.40	WASHER, locking	1	
31	GHF201	£0.14	NUT	1	
32	GEX7506	£1.96	CLAMP, silencer to pipe joint	1	rubber & steel composite
	GEX9007	£1.06	CLAMP ASSEMBLY, 'U' bolt type	1	
34	GHF103	£0.60	SCREW, silencer mounting	4	rubber & steel composite
35	155249	£0.98	SPACER, anti-crush, in rubber strap	4	
36	GEX7510	£1.30	CLAMP, exhaust support	4	
37	GHF332	£0.40	WASHER, locking	4	rubber & steel composite
38	GHF201	£0.14	NUT	4	
39	GEX7359	£1.36	STRAP, exhaust, flexible	2	
40	UKC1910	£9.70	BRACKET, exhaust mounting, rear	1	rubber & steel composite
41	GHF120	£0.30	SCREW, attaching bracket	2	
42	GHF315	£0.22	WASHER, reinforcing	1	
43	GHF332	£0.40	WASHER, locking	2	rubber & steel composite
44	GHF201	£0.14	NUT	2	
45	GEX1305	£10.90	EXTENSION, tail pipe, chrome	1	
46	GFK6630X	£24.46	FITTING KIT, exhaust	1	1 5/8" internal diameter includes items 3 to 39

Exhaust System - 1500

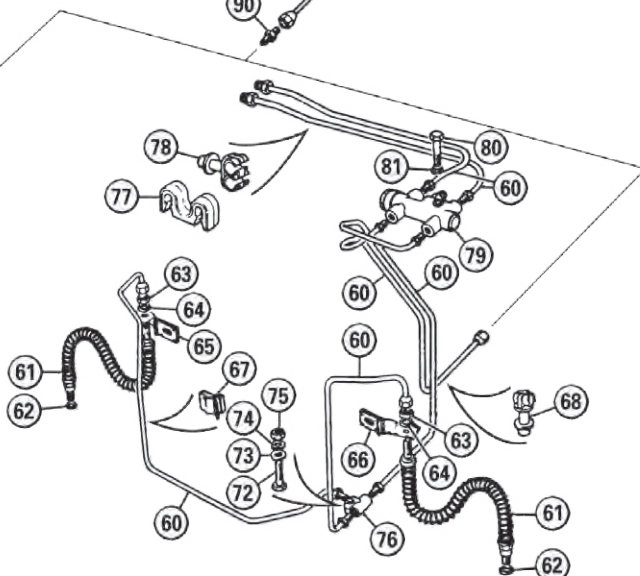
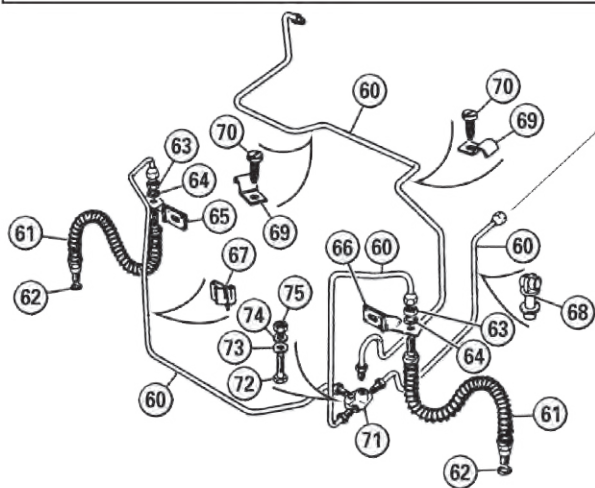
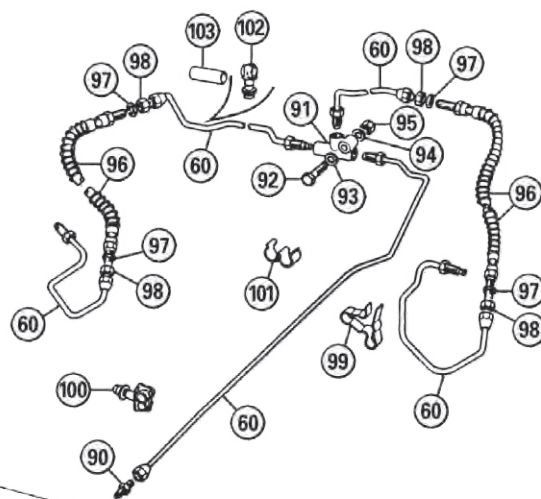
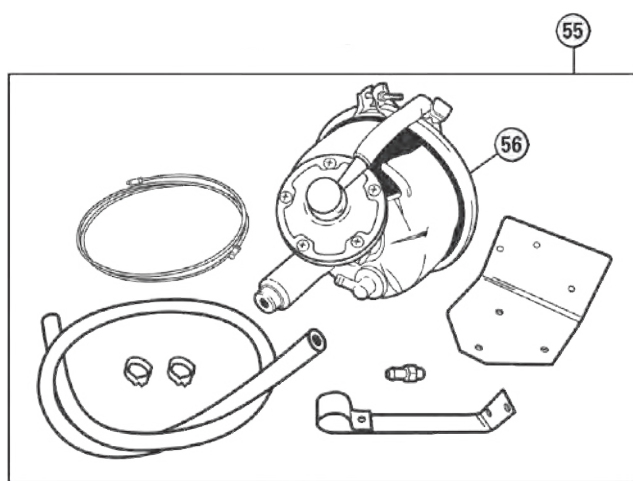
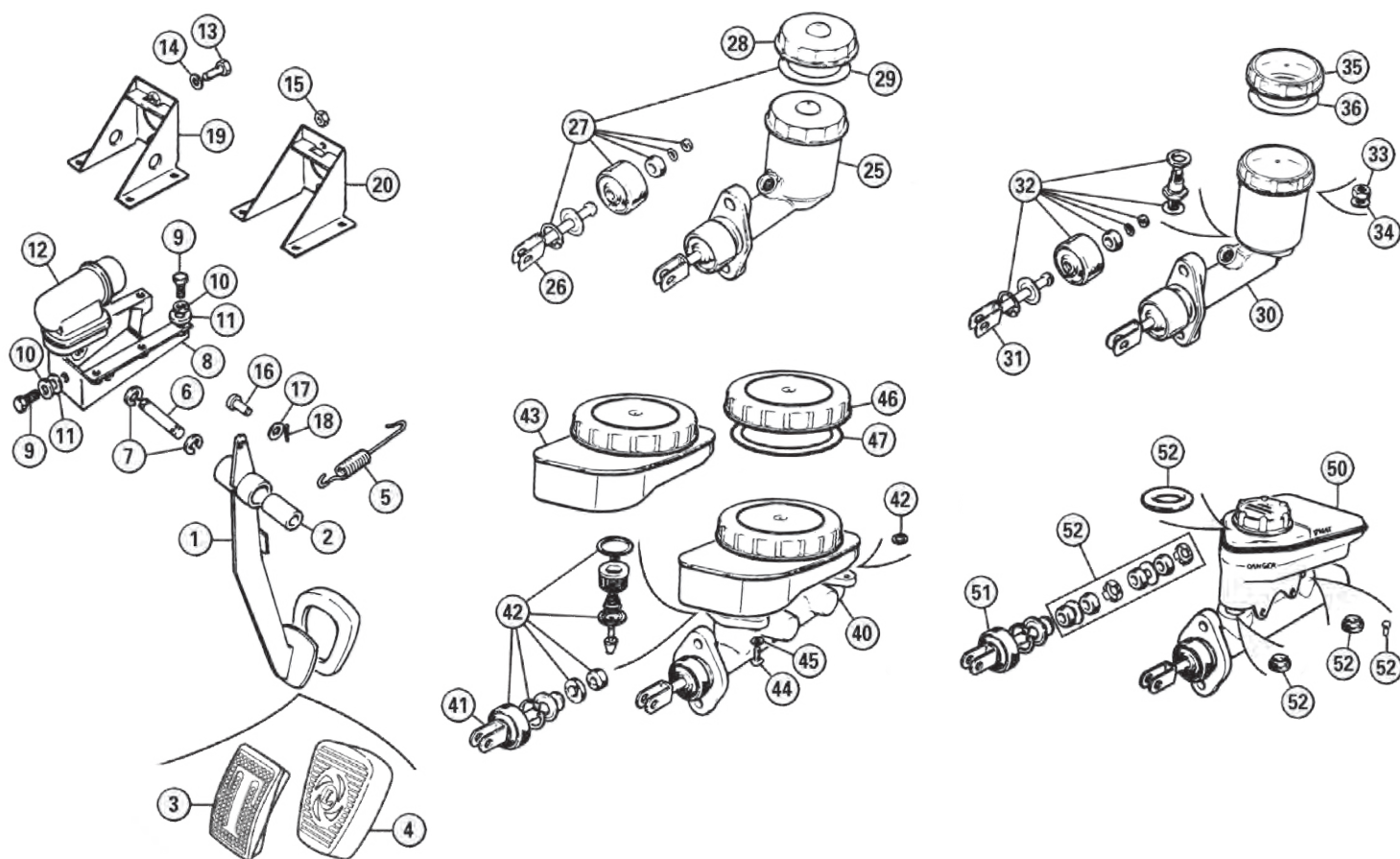
51	GEX1620	£58.20	FRONT PIPE, mild steel	1	rubber & steel composite
	BSTH148	£70.00	FRONT PIPE, stainless steel	1	
	GEX1621	£33.30	INTER PIPE, mild steel	1	
	BSTH149	£40.00	INTER PIPE, stainless steel	1	rubber & steel composite
53	GEX3668	£91.30	SILENCER, single tail pipe, mild steel	1	
	BSTH150	£165.00	SILENCER, single tail pipe, stainless	1	
54	TE605105	£2.00	STUD, manifold to down pipe	3	rubber & steel composite
55	GHF332	£0.40	WASHER, locking	3	
56	515369	£1.21	NUT, stainless steel	3	
	GHF261	£0.47	NUT, brass	3	rubber & steel composite
57	GEG739	£5.75	GASKET, manifold to front pipe	1	
60	BH605221	£0.84	BOLT, pipe clamping	1	
61	GHF301	£0.24	WASHER, plain	2	rubber & steel composite
62	GEX7509	£2.40	CLAMP, exhaust	2	
63	GEX7511	£5.10	BRACKET, exhaust support	1	
64	GHF332	£0.40	WASHER, locking	1	rubber & steel composite
65	GHF201	£0.14	NUT	1	
67	BH605201	£1.26	BOLT, pipe clamping	1	
68	GEX7496	£5.45	BRACKET, angled, exhaust mounting	1	rubber & steel composite
69	GHF301	£0.24	WASHER, plain	2	
70	GHF332	£0.40	WASHER, locking	1	
71	GHF201	£0.14	NUT	1	rubber & steel composite
72	BH605101	£0.83	BOLT, bracket attaching	1	
73	WP17	£0.30	WASHER, plain	1	
74	GEX7330	£1.75	WASHER, rubber	1	rubber & steel composite
75	GEX7329	£4.00	BUSH, exhaust mounting	1	
76	GHF242	£1.57	NUT	1	
78	BH605221	£0.84	BOLT, pipe clamping	1	rubber & steel composite
79	GHF301	£0.24	WASHER, plain	2	
80	GHF332	£0.40	WASHER, locking	1	
81	GHF201	£0.14	NUT	1	rubber & steel composite
82	GEX7506	£1.96	CLAMP, exhaust	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
84	GHF103	£0.60	SCREW, silencer mounting	4	rubber & steel composite
85	155249	£0.98	SPACER, anti-crush, in rubber strap	4	
86	GEX7510	£1.30	CLAMP, exhaust support	4	
87	GHF332	£0.40	WASHER, locking	4	rubber & steel composite
88	GHF201	£0.14	NUT	4	
89	GEX7359	£1.36	STRAP, exhaust, flexible	2	
90	UKC1910	£9.70	BRACKET, exhaust mounting, rear	1	rubber & steel composite
91	GHF120	£0.30	SCREW	2	
92	GHF315	£0.22	WASHER, reinforcing	1	
93	GHF332	£0.40	WASHER, locking	2	rubber & steel composite
94	GHF201	£0.14	NUT	2	
96	UKC9716	£6.30	BRACKET, support	1	
97	UKC9725	£1.15	STRAP, 'U' bracket	1	rubber & steel composite
98	UKC9726	£1.39	SPACER TUBE	1	
99	GHF300	£0.22	WASHER, plain	1	
100	GHF331	£0.38	WASHER, locking	1	rubber & steel composite
101	BH604201	£0.72	BOLT, 'U' bracket	1	
102	FQ35076	NCA	CLIP NUT	1	
104	GEX1305	£10.90	EXTENSION, tail pipe, chrome	1	1 5/8" internal diameter
105	GEX9007	£1.06	CLAMP ASSEMBLY, 'U' bolt type	1	alternative to items 78 to 82
106	GFK6640X	£24.40	FITTING KIT, exhaust	1	includes items 54 to 89

Stainless Steel Standard Exhaust Systems - MkIV-1500

110	862-138	£205.00	EXHAUST SYSTEM, stainless steel*	1	MkIV
	GFK6630X	£24.46	FITTING KIT, exhaust	1	
111	862-139	£235.00	EXHAUST SYSTEM, stainless steel*	1	1500
	GFK6640X	£24.40	FITTING KIT, exhaust	1	

*Note: These system kits do not include fixings; order the appropriate fixing kit.



ill.	Part Number	Price £ea.	Description	Req.	Details
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Brake Controls & Hydraulics

Brake Pedal & Fittings

1	134503	NCA	PEDAL, brake	1	Mkl-III to (c) FD(U)75000
	152820	NCA	PEDAL, brake	1	MklIII from (c) FD(U)75001
	TKC4156	NCA	PEDAL, brake	1	MkIV-1500
2	105605	NCA	BUSH	1	
3	122289	£4.10	PEDAL RUBBER, Triumph logo	1	Mkl-III
4	150881	£2.40	PEDAL RUBBER, Leyland logo	1	MkIV-1500
5	114438	£1.48	SPRING, return	1	
6	119575	NCA	SHAFT, pedal	1	
7	506542	£0.84	CIRCLIP, shaft end	2	
8	134532	NCA	PEDAL BOX	1	Mkl-III to FD(U)75000
	152823	£9.46	PEDAL BOX	1	MklIII from FD(U)75001 to 1500
9	SH604051	£0.30	SCREW, pedal box to bulkhead	8	
10	GHF331	£0.38	WASHER, spring	8	
11	WM57	£0.24	WASHER, plain	4	
12	125217	£3.25	GAITER	1	
13	SH605071	£0.64	SCREW, m/cylinder to bracket	2	
14	GHF332	£0.40	WASHER, spring	2	
15	GHF201	£0.14	NUT	2	tandem systems only
16	PJ8808	£1.39	PIN, clevis	1	
17	GHF301	£0.24	WASHER, plain	1	
18	GHF502	£0.22	SPLIT PIN	1	
19	146413	£31.94	BRACKET, master cylinder to bulkhead	1	single line system
	146413SS	£50.10	BRACKET, master cyl. to bulkhead, s/steel	1	
20	TKC4088	£12.00	BRACKET, master cylinder to bulkhead	1	tandem system
					RHD
	148156	NCA	BRACKET, master cylinder to bulkhead	1	tandem system
					LHD

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 (c) FH80000

25	GMC224	£64.60	MASTER CYLINDER, brake	1	
26	516225	NCA	PUSH ROD	1	
27	GRK1029	£7.50	REPAIR KIT, master cylinder	1	
28	133581	NCA	CAP, filler	1	
29	606404A	£1.90	SEAL, filler cap	1	

Single System

F, B, NL, LUX, to (c) FH80000

30	GMC220	£53.40	MASTER CYLINDER, brake	1	
31	516225	NCA	PUSH ROD	1	
32	GRK1029	£7.50	REPAIR KIT, master cylinder	1	
33	516222	NCA	NUT, reservoir to cylinder	1	
34	516221	NCA	WASHER, plain	1	
35	516218	NCA	CAP, filler	1	
36	606404A	£1.90	SEAL, filler cap	1	

Tandem System

LHD to (c) FH80000

40	213689	£112.20	MASTER CYLINDER, brake	1	
	213689Z	£50.10	MASTER CYLINDER, brake	1	aftermarket
41	517046	NCA	PUSH ROD	1	
42	517700Z	£32.20	REPAIR KIT, master cylinder	1	
43	517333	£31.50	RESERVOIR, brake master cylinder	1	with cap
44	SE910201	£0.66	SCREW, reservoir to cylinder	4	
45	517045	NCA	WASHER, locking	4	
46	517333	£31.50	CAP, filler	1	
47	106095	£1.74	SEAL, filler cap	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
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Tandem System

RHD from (c) FH130000 and LHD from (c) FH80000

50	GMC226	£79.60	MASTER CYLINDER, brake	1	
51	517046	NCA	PUSH ROD	1	
52	AAU2850Z	£18.70	REPAIR KIT, brake master cylinder	1	
Brake Servos					
55	TT3949	£202.00	BRAKE SERVO KIT	1	installation kits include
	TT3949Z	£97.50	BRAKE SERVO KIT, aftermarket	1	servo and pipe work
56	GSM125	£202.00	BRAKE SERVO ASSEMBLY	1	replacement servo only
	GSM125Z	£107.20	BRAKE SERVO ASSEMBLY, aftermarket	1	

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. Brake servos are for single line systems only.

Brake Pipe Kits (Copper Pipes)

Kits include all relevant brake pipes numbered (60) the illustration.

60	HGB6222	£82.80	BRAKE PIPE SET, RHD	1	single system
	HGB6222L	£82.80	BRAKE PIPE SET, LHD	1	
	HGB6241	£117.82	BRAKE PIPE SET, RHD	1	tandem system
	HGB6241L	£117.82	BRAKE PIPE SET, LHD	1	to (c) FH80000
	HGB6226	£107.66	BRAKE PIPE SET, RHD	1	tandem system
	HGB6226L	£107.66	BRAKE PIPE SET, LHD	1	from (c) FH80001

Hydraulic Brake System - Front

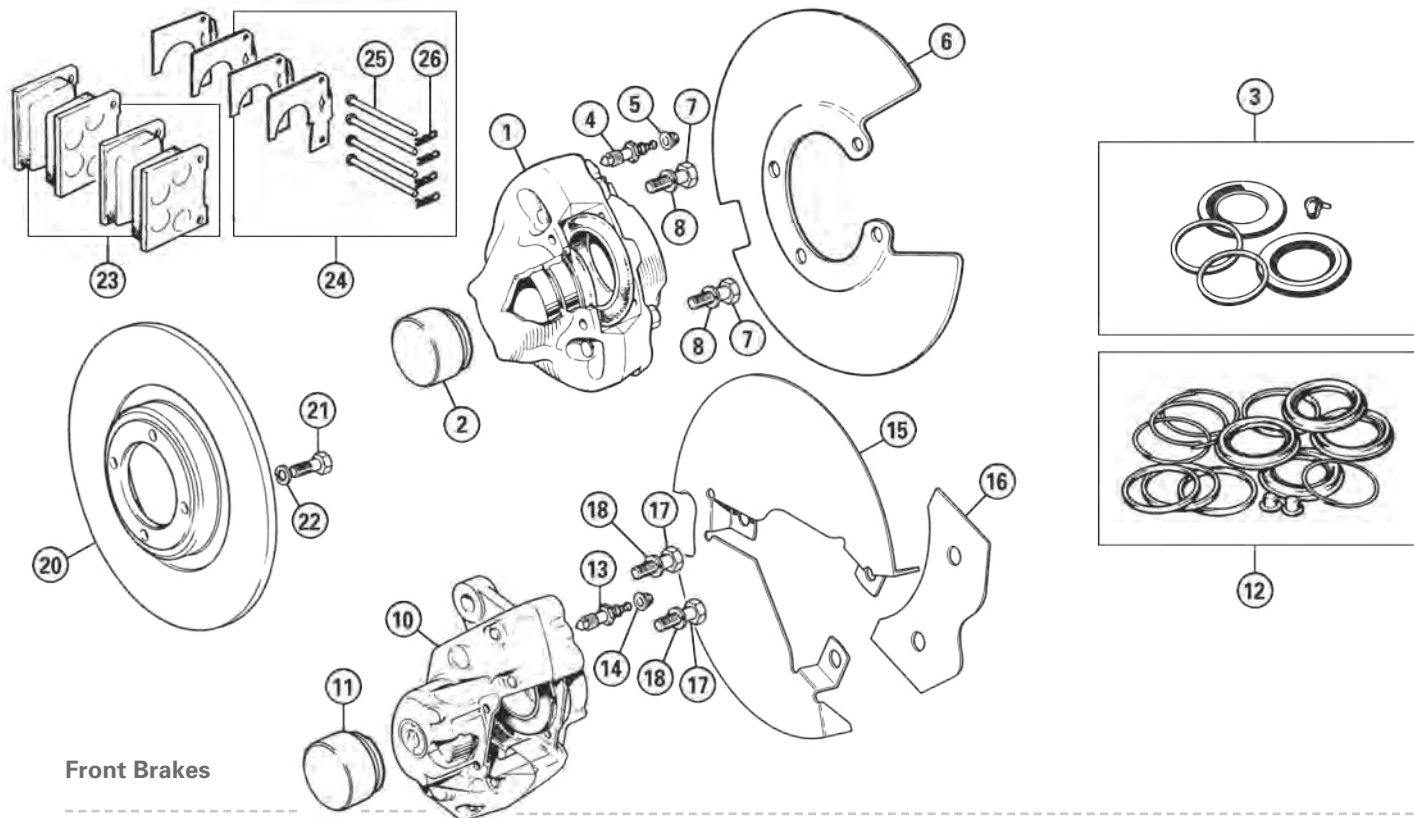
61	GBH216	£15.30	HOSE, rubber	2	
	GBH216Z	£7.90	HOSE, rubber, aftermarket	2	
	TT3340	£38.90	HOSE stainless steel braided (pair)	1	
62	233220A	£0.89	WASHER, copper	2	
63	NT606041	£0.60	NUT	2	
64	GHF323	£0.22	WASHER, shakeproof	2	
65	132365	NCA	BRACKET, hose to pipe, RH	1	
	132365SS	£8.00	BRACKET, hose to pipe, RH, s/steel	1	
66	132366	NCA	BRACKET, hose to pipe, LH	1	
	132366SS	£8.00	BRACKET, hose to pipe, LH, s/steel	1	
67	11K9181	£0.64	CLIP, pipe to chassis	1	
68	GHF1192	£0.41	CLIP, plastic, pipe to chassis	1	
69	059380	£2.95	CLIP, pipe to bulkhead	3/2	single system
70	AB608031	£0.22	SCREW	3/2	(lower quantities of 69 & 70 are for LHD vehicles).
71	565719A	£19.80	UNION, (4 way)	1	
72	BH604101	£0.47	BOLT, union to chassis	1	
73	GHF300	£0.22	WASHER, plain	1	
74	GHF331	£0.38	WASHER, locking	1	
75	GHF200	£0.22	NUT	1	
76	BTB657	£17.10	UNION, 3 way	1	
77	CRC1796A	£0.16	CLIP, brake pipe spacing	1	tandem system
78	625521A	£1.26	CLIP, pipes to bulkhead, RHD	1	
79	RTC2525	£250.10	VALVE, pressure differential (Imperial threads).	1	tandem system
					to (c) FH80000
	TKC2710	£102.07	VALVE, pressure differential (Metric threads).	1	tandem system
					from (c) FH80001
80	BH604141	£1.10	BOLT, valve to bulkhead	1	tandem system
81	GHF331	£0.38	WASHER, spring	1	

Hydraulic Brake System - Rear

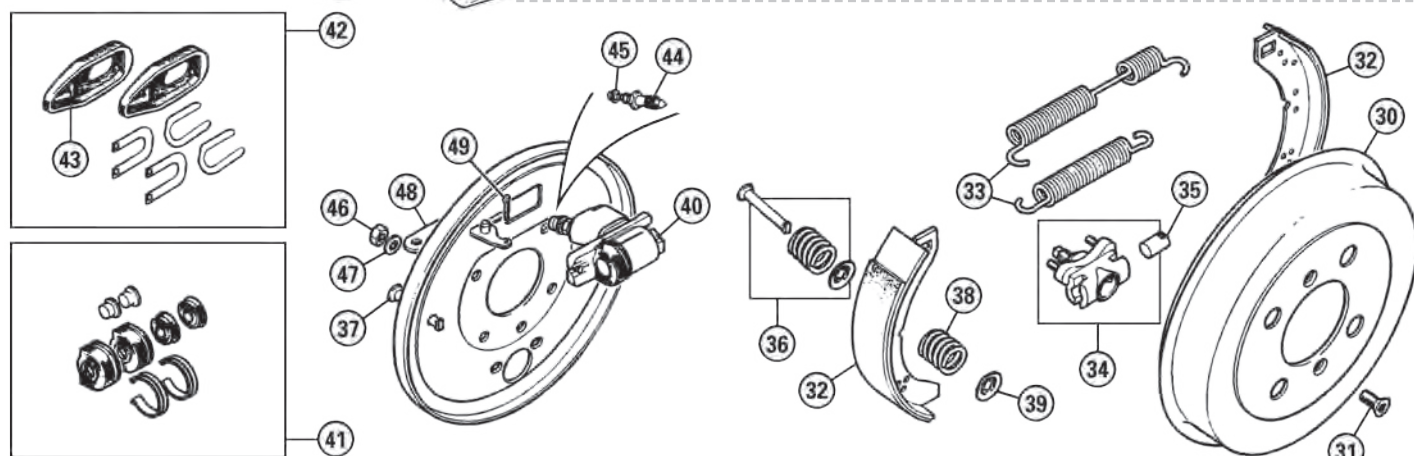
90	ACB5559	£3.90	UNION, double male	1	
91	BTB657	£17.10	UNION, 3 way	1	
92	BH604101	£0.47	BOLT, union to chassis bracket	1	
93	GHF300	£0.22	WASHER, plain	1	
94	GHF331	£0.38	WASHER, spring	1	
95	GHF200	£0.22	NUT	1	
96	GBH175	£14.10	HOSE, rubber	2	
	GBH175Z	£6.70	HOSE, rubber, aftermarket	2	to (c) FH50000
	TT3342	£42.90	HOSE, stainless steel braided (pair)	1	
	GBH166	£15.70	HOSE, rubber	2	
	GBH166Z	£8.70	HOSE, rubber, aftermarket	2	from (c) FH50001
	TT3442	£37.10	HOSE, stainless steel braided (pair)	1	
97	GHF323	£0.22	WASHER, shakeproof	4	
98	NT606041	£0.60	NUT	4	
99	059191	£1.06	CLIP, brake and fuel pipe	3/7	

Note: Increased quantity of item 99 is for the Swedish market only.

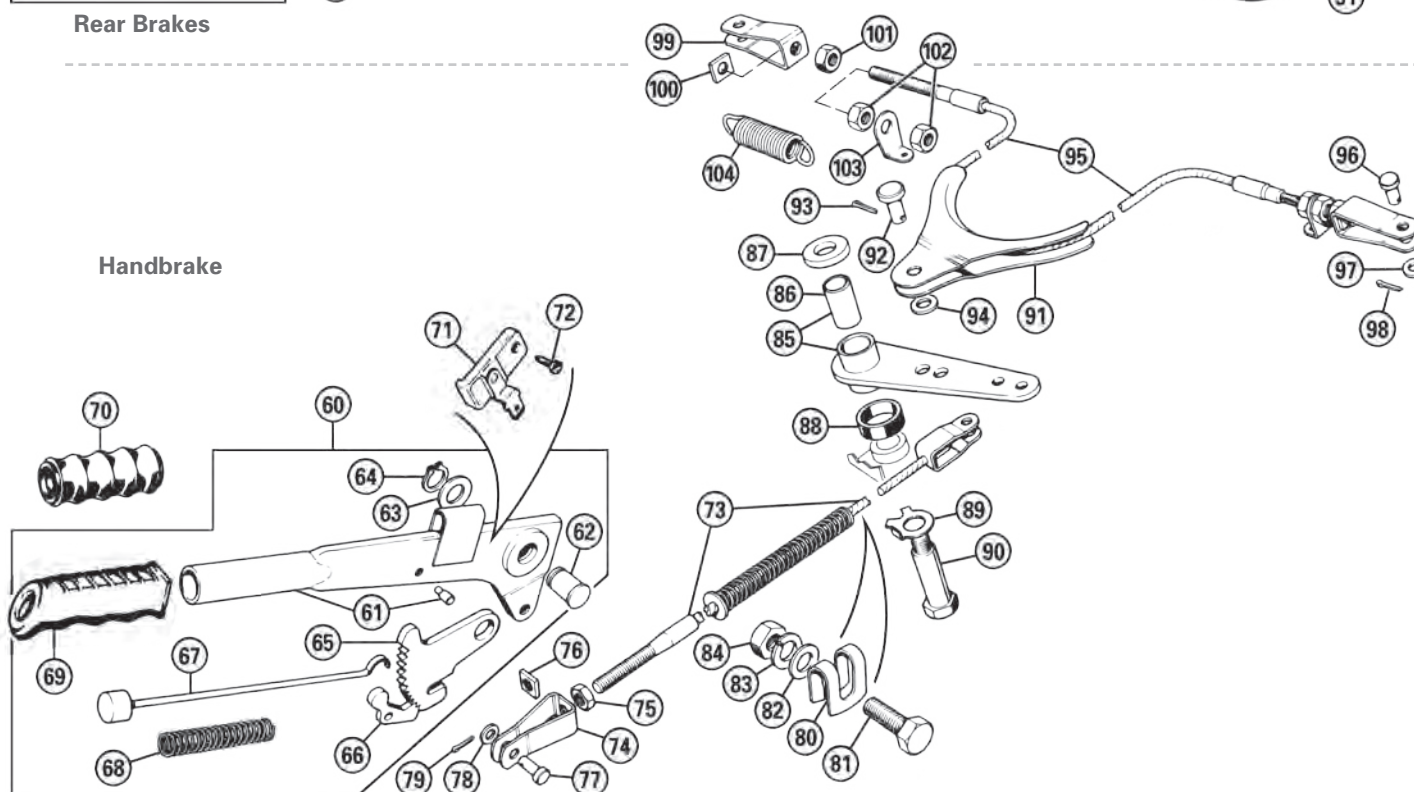
100	624155	£1.31	CLIP, plastic	2	brake & fuel pipes
					to chassis
101	148820	£1.26	CLIP, metal, (alternative)	2	brake pipe to fuel pipe
102	GHF1192	£0.41	CLIP, plastic, (alternative)	1	brake pipe to chassis
103	503213	NCA	SLEEVE, insulating, for clip	1	



Front Brakes



Rear Brakes



Handbrake

ill. Part Number Price £ea. Description Req. Details

Front & Rear Brakes

Front Brakes - Mkl-II

1	210989	NCA	BRAKE CALIPER, front, type 12, RH	1	
	210988	NCA	BRAKE CALIPER, front, type 12, LH	1	
2	512067	£10.00	PISTON, brake caliper	4	
3	511034	NCA	SEAL KIT, brake caliper	1	
	511034Z	£18.90	SEAL KIT, brake caliper, aftermarket	2	for one caliper
4	3H2428	£1.00	BLEED NIPPLE	2	
5	SMP100030	£0.64	CAP, bleed nipple	2	
6	208718	NCA	DUST SHIELD, brake disc, RH	1	Mkl to (c) FC15575
	208713	NCA	DUST SHIELD, brake disc, LH	1	
	211046	NCA	DUST SHIELD, brake disc, RH	1	Mkl-II from (c) FC15576
	211047	£0.12	DUST SHIELD, brake disc, LH	1	
7	ATB4074	£1.26	BOLT, caliper mounting	4	
8	GHF334	£0.73	WASHER, spring	4	

Front Brakes - MkIII-1500

10	159130	£74.70	BRAKE CALIPER, front, type 14, RH	1	
	159131	£74.70	BRAKE CALIPER, front, type 14, LH	1	
11	516212	£7.80	PISTON, brake caliper	4	
12	GRK5005	£15.00	REPAIR KIT, brake caliper	1	car set
13	601959	£2.26	BLEED NIPPLE	2	
14	SMP100030	£0.64	CAP, bleed nipple	2	
15	213680	£19.96	DUST SHIELD, brake disc, RH	1	
	213680SS	£28.80	DUST SHIELD, brake disc, s/steel, RH	1	
	213681	£19.96	DUST SHIELD, brake disc, LH	1	
	213681SS	£28.80	DUST SHIELD, brake disc, s/steel, LH	1	
16	149623	NCA	SHIELD DUCT, caliper mounting	2	
	149623SS	£6.60	SHIELD DUCT, caliper mounting, s/steel	2	
17	ATB4074	£1.26	BOLT, caliper mounting	4	
18	GHF334	£0.73	WASHER, spring	4	

Front Brakes - All Models

20	208715	NCA	BRAKE DISC	2	Mkl-II
	GBD154	£11.70	BRAKE DISC	2	MkIII-1500
21	113150	£1.51	BOLT, disc attachment	8	
22	GHF333	£0.30	WASHER, spring	8	
23	GBP166	£18.90	BRAKE PAD SET, standard	1	Mkl-II uprated MkIII-1500 uprated includes anti-squeal shims
	TT3350G	£59.00	BRAKE PAD SET, EBC, Greenstuff	1	
	GBP624AF	£18.30	BRAKE PAD SET, standard	1	
	TT3450G	£46.00	BRAKE PAD SET, EBC Greenstuff	1	
24	BHM7057	£14.10	FITTING KIT, brake pad	1	
25	511031	£1.26	PIN, brake pad securing	4	
26	511032	£0.98	CLIP, brake pad cross pin	4	

Rear Brakes - All Models

30	201246	£9.90	BRAKE DRUM	2	
31	V5435	£1.39	SCREW, drum retaining	4	
32	GBS749	£15.40	BRAKE SHOE SET, axle set	1	
33	105690K	£8.30	SPRING SET, upper & lower (pair)	2	brake shoe return
34	37H6134Z	£14.10	BRAKE ADJUSTER, aftermarket	2	
35	111054	£3.01	TAPPET, brake adjuster	4	
36	GRSP1006	£11.00	PIN KIT, brake shoe retaining	1	
37	17H7993	£0.70	PIN, brake shoe retainer	4	
38	504877	£0.85	SPRING, brake shoe retainer	4	
39	17H4374	£0.90	CUP, spring retaining	4	
40	GWC1208	£15.80	WHEEL CYLINDER, 0.75" bore	2	Mkl-III to (c) FD89095
	GWC1202Z	£10.20	WHEEL CYLINDER, 0.625" bore	2	MkIII from (c) FD89096 to 1500 (c) FH80000
	GWC1110	£17.70	WHEEL CYLINDER, 0.70" bore	2	1500 from (c) FH80001
41	507865	£6.10	REPAIR KIT, wheel cylinder	2	Mkl-III to (c) FD89095
	18G9004Z	£7.30	REPAIR KIT, wheel cylinder	2	MkIII from (c) FD89096 to 1500 (c) FH80000
	GRK2077	£4.50	REPAIR KIT, wheel cylinder	2	1500 from (c) FH80001
42	GRSP2861	£11.70	FITTING KIT, wheel cylinder	1	
43	120139	£2.16	SEAL	2	w/cylinder & handbrake lever
44	3H2428	£1.00	BLEED NIPPLE	2	
45	SMP100030	£0.64	CAP, bleed nipple	2	
46	GHF200	£0.22	NUT, adjuster fixing	4	
47	GHF321	£0.22	WASHER, shake-proof	4	
48	123135	£13.20	LEVER, handbrake	2	
49	GHF502	£0.22	SPLIT PIN, securing lever to shoe	2	

ill. Part Number Price £ea. Description Req. Details

Handbrake

60	UKC6691	NCA	LEVER ASSEMBLY, handbrake	1	
61	UKC866	NCA	LEVER, handbrake	1	

Note: Fly-off and non fly-off handbrakes are interchangeable. Spitfire Mkl to MkIII up to (c) FD16407 RHD and (c) FD22934 LHD (and then intermittently until FD16481 RHD and FD23566 LHD) used a fly-off handbrake assembly (original part no. 134253). MkIII models intermittently from (c) FD16408 to (c) FD16481 RHD and from (c) FD22935 to (c) FD23566 LHD, then exclusively from (c) FD16482 RHD and (c) FD23567 LHD used a non fly-off handbrake assembly, as did the MkIV and 1500 models.

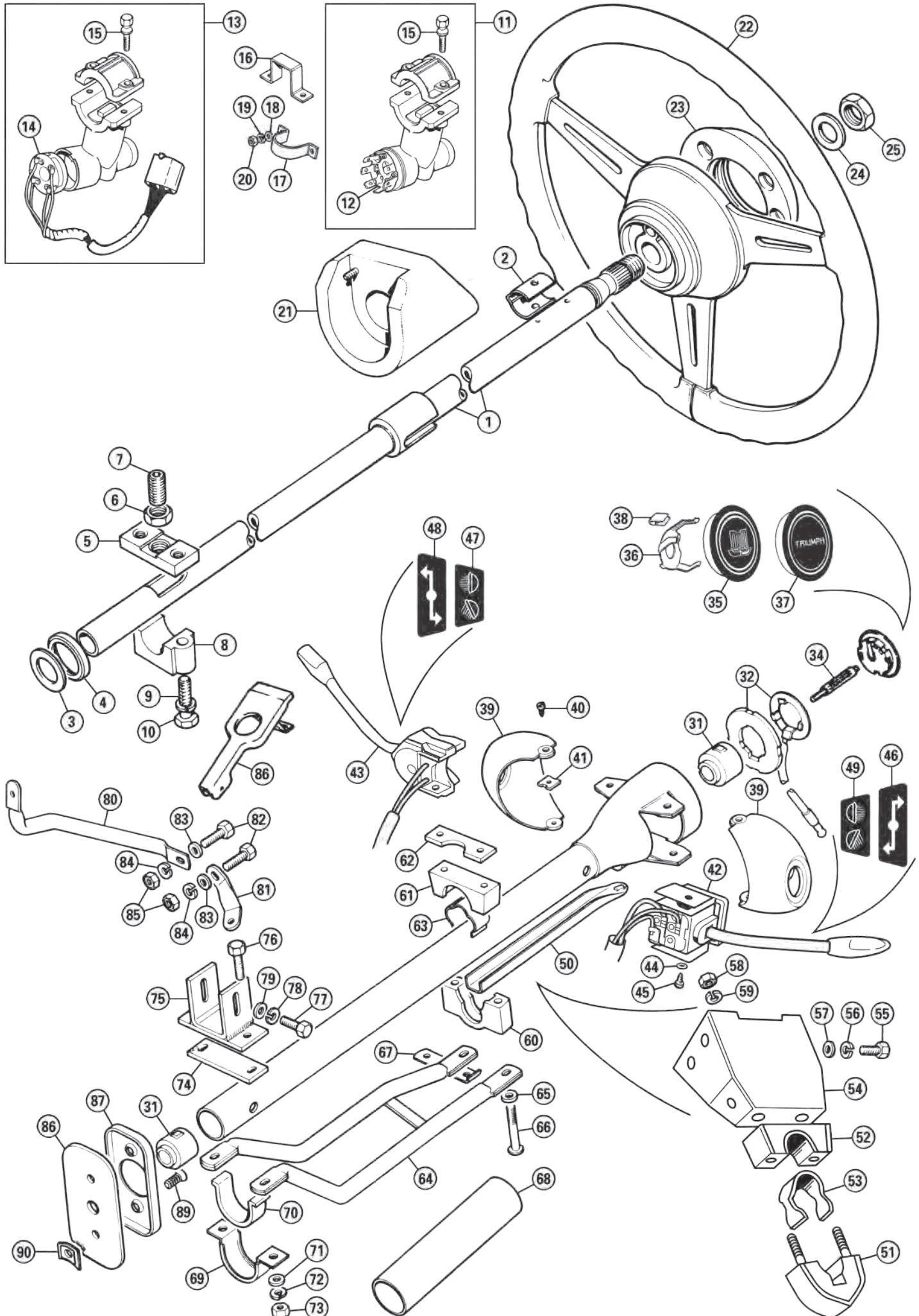
62	104743	NCA	FULCRUM PIN	1	
63	GHF304	£0.34	WASHER, plain	1	
64	AS610032	NCA	CIRCLIP, external	1	
65	148083	NCA	RATCHET, segment	1	
	104742	NCA	RATCHET, segment	1	alternative to 148083
66	134143	NCA	PAWL	1	fly-off handbrake
	104737	£5.06	PAWL	1	non fly-off handbrake
67	132588	£9.56	ROD & KNOB, pawl release	1	non fly-off
	134001	£9.70	ROD & KNOB, pawl release	1	fly-off
68	104740	£2.50	SPRING, pawl release	1	
69	UKC3918	£22.50	GRIP, handbrake	1	1500
70	131312	£2.60	GRIP, handbrake	1	Mkl-IV
71	TKC3894	£3.00	SWITCH, handbrake warning light	1	1500
	144432	£4.15	SWITCH, handbrake warning light	1	alternative (All USA vehicles & UK spec with dual circuit brakes).
72	AB604023	£0.53	SCREW	1	
73	121766	£6.70	CABLE, handbrake, front	1	
74	104749	£3.55	FORK END, handbrake cable	1	
75	JN2107	£0.43	HALF NUT, locking	1	
76	CN1	£0.36	NUT, square, captive	1	
77	104750	£1.57	PIN, clevis, link to handbrake	2	
78	WM93	£1.31	WASHER, plain	2	
79	GHF500	£0.22	SPLIT PIN	2	
80	106036	NCA	CLAMP	1	tensioning cable spring
81	PMZ210	£0.53	SCREW	1	
82	509563	£0.30	WASHER, plain	1	
83	WL700061	£0.30	WASHER, spring	1	
84	NH806011	£0.18	NUT	1	
85	134862	NCA	RELAY LEVER	1	Mkl-III
	158080	NCA	RELAY LEVER	1	MkIV-1500
86	121757	NCA	BEARING, relay lever	1	
87	121760	NCA	WASHER	1	
88	121755	NCA	SEAL	1	
89	121758	£0.26	LOCK TAB, pivot bolt	1	
90	121759	£6.59	BOLT, pivot, handbrake, lever	1	
91	121699A	NCA	COMPENSATOR, cable	1	
92	PJ8807	£1.39	PIN, clevis	1	
93	GHF502	£0.22	SPLIT PIN	1	
94	GHF301	£0.24	WASHER, plain	1	
95	133915	£8.20	CABLE, compensator to drums	1	Mkl-IV to (c) FH50000
	159372	£6.20	CABLE, compensator to drums	1	MkIV from (c) FH50001, & 1500

Note: The difference in length of the above cables is due to the change in drive shaft length from (c) FH50000.

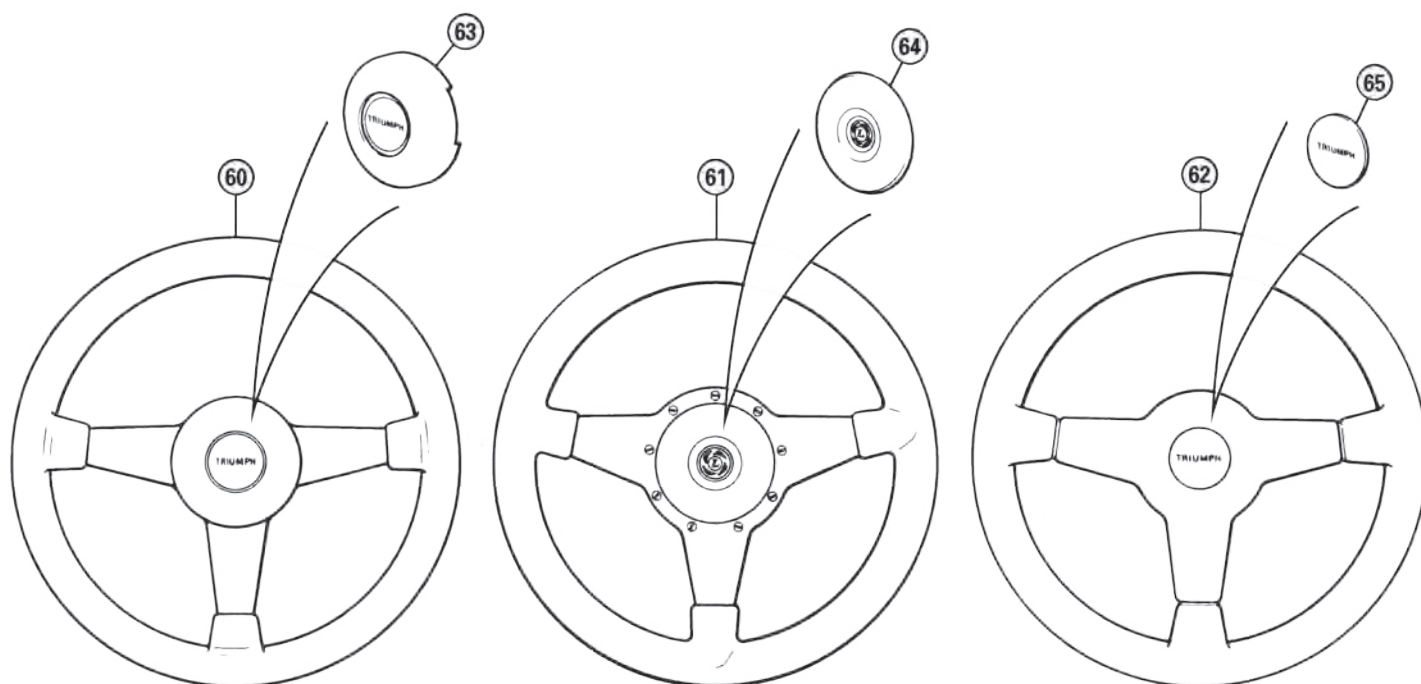
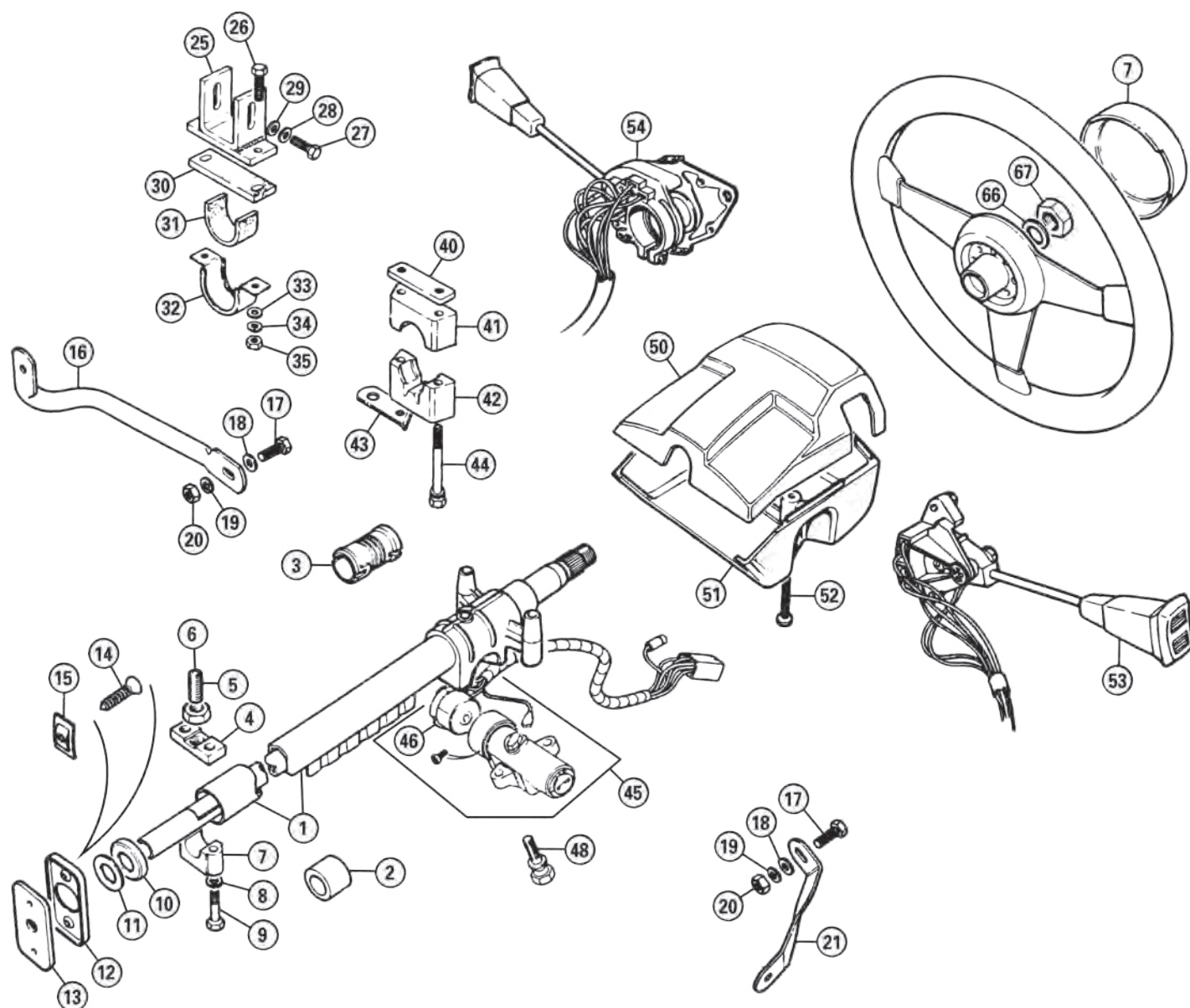
96	104750	£1.57	PIN, clevis	2	
97	GHF300	£0.22	WASHER, plain	2	
98	GHF500	£0.22	SPLIT PIN	2	
99	104749	£3.55	FORK END, handbrake cable	2	
100	CN1	£0.36	NUT, square, captive	2	
101	JN2107	£0.43	HALF NUT, locking	2	
102	GHF200	£0.22	NUT, locating anchor plate	4	
103	131807	£0.83	BRACKET, anchor plate	2	
104	131806	£2.90	SPRING	2	rear back plate to bracket

Handbrake Adjustment

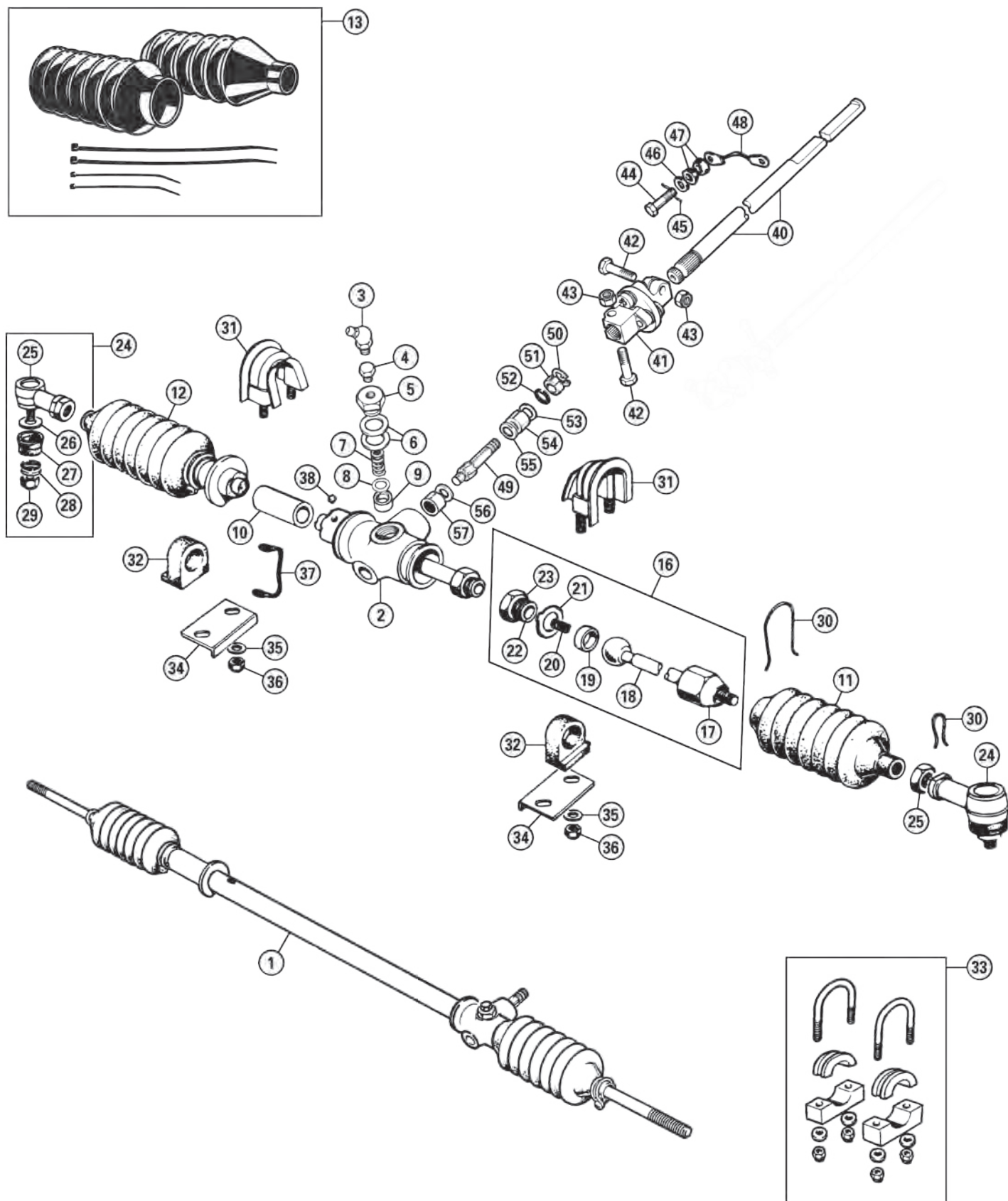
When adjusting the handbrake, please note there is a simple, and a hard way, to do the job. First of all try adjusting the cable from the lever end, rather than making two sets of adjustments at the wheels. Also it is well worth greasing the chassis guides (especially the compensator), because otherwise 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.



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
Steering Column (Upper)											
Mkl to early 1500 (c) FH100020											
1	122529	NCA	STEERING COLUMN	1	Mkl to (b) FC31640	148648		£75.10	SWITCH, headlamp, dip & flash, LHD	1	all MkIV to 1500 & Sweden all MkIII & USA from FDU75001
	140755	NCA	STEERING COLUMN	1	Mkl from (b) FC31641 to MkIII	43	131274	NCA	SWITCH, indicator	1	Mkl to (b) FC31640
	155621	£132.10	STEERING COLUMN, locking	1	MkIV-1500 to (c) FH100020	147277		NCA	SWITCH, indicator	1	Mkl from (b) FC31641 to MkIII
2	122525	NCA	CLIP, indicator cancelling	1	Mkl to (b) FC31640	158966		£33.00	SWITCH, indicator	1	MkIV to 1500 (c) FH100020
	140549	£1.10	CLIP, indicator cancelling	1	Mkl from (b) FC31641 to 1500 (c) FH100020				(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).		
Note: Clip 122525 should only be used with early indicator switch 131274. Clip 140549 should be used with later indicator switches.						44	WE604	NCA	WASHER, shakeproof	4	
3	122719	£0.72	WASHER, bearing	1		45	TP402	£0.60	SCREW, pan head	4	
4	122718	£7.20	END CAP	1		46	611011	£5.10	LABEL, indicator switch	1	
5	125782	£3.95	PLATE, tapped	1	column adjustment	47	621968	£3.46	LABEL, main/dip beam	1	check type of switch fitted
6	JN2110	£0.76	NUT, half	1		48	611012	£4.15	LABEL, indicator switch	1	
7	125781	£2.42	SCREW, Allen	1		49	621967	£1.20	LABEL, main/dip beam	1	
8	122669	£17.00	CLAMP	1		50	611369	£23.40	CHANNEL, wiring harness	1	Mkl-III, not used MkIII with steering lock or Germany
9	GHF331	£0.38	WASHER, spring	2					CHANNEL, wiring harness	1	MkIII Germany & with steering lock to FD(U)75000
10	BH604101	£0.47	BOLT	2		154833		£12.30	CHANNEL, wiring harness	1	MkIII with steering lock from FD(U)75001 to 1500 FH100020
11	219061/1	£80.40	STEERING LOCK & IGNITION SWITCH	1	Mkl-III special order	51	611367	NCA	CLAMP, steering column, lower	1	Mkl-III
	219061/1	£80.40	STEERING LOCK & IGNITION SWITCH (With two keys).	1	MkIV to (c) FH62644	52	611368	£25.50	CLAMP, steering column, upper	1	
12	579085	£31.60	SWITCH, only (With Lucar type terminals).	1		53	609639	£3.25	SPRING, column clamp	1	
13	UKC2719/1	£130.30	STEERING LOCK & IGNITION SWITCH (With two keys).	1	MkIV from (c) FH62645 to 1500 (c) FH100020	54	612704	NCA	BRACKET, mounting, upper clamp	1	all RHD MkI-III & LHD to MkIII FD9283
14	218959	£24.60	SWITCH, only (With small loom & block connector).	1					BRACKET, mounting, upper clamp	1	LHD MkIII from FD9284
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.						55	SH604051	NCA	SCREW, mounting bracket to dash	4	
15	152597	£5.80	SHEAR BOLT	2		56	GHF331	£0.38	WASHER, spring	4	
16	UKC894	£0.40	CLAMP	1		57	GHF314	£0.22	WASHER, plain	4	Mkl-III
17	627340	£5.17	CLIP	1		58	GHF200	£0.22	NUT, clamp to mounting bracket	2	
18	PWZ203	£0.19	WASHER, plain	2	MkIV-1500 to (c) FH100020	59	GHF331	£0.38	WASHER, spring	2	
19	WL700101	£0.22	WASHER, spring	2		60	619850	NCA	CLAMP, steering column, lower	1	MkIV-1500 to (c) FH100020
20	HN2005	£0.16	NUT	2		61	611368	£25.50	CLAMP, steering column, upper	1	
21	718813	£42.00	CRASH PAD, ignition switch	1		62	620547	£1.44	PLATE, tapped	1	MkIV-1500 to (c) FH100020
22	118577	NCA	STEERING WHEEL	1	Mkl-II	63	609639	£3.25	SPRING, column clamp	1	
	307245	NCA	STEERING WHEEL, wood rimmed	1	Mkl-II special order	64	154977	NCA	BRACKET, anti-torque	1	
	307756	NCA	STEERING WHEEL	1	MkIII to FD75000	65	GHF300	£0.22	WASHER, plain	2	fitted as standard to all MkIV & 1500.
	518534	NCA	STEERING WHEEL	1	MkIII from FD75001 ex. USA	66	155086	NCA	SCREW, clamping	2	
	308229	NCA	STEERING WHEEL	1	MkIII USA only FDU31254 to FDU75000	67	628375	NCA	SUPPORT PLATE, speedo trip control	1	
	518533	NCA	STEERING WHEEL	1	MkIII USA only from FDU75001	68	155038	NCA	TUBE, distance, cardboard	1	LHD
	160038	£210.00	STEERING WHEEL	1	MkIV & 1500 to (c) FH100020	69	608185	£16.68	CLAMP, column to bracket	1	
23	216508	NCA	PAD, for 518534 and 518533	1	MkIII from FD(U)75001	70	608223	£2.45	STRIP, felt packing, long	1	
	156170	£18.70	PAD, for boss 216508	1	MkIV & 1500 to (c) FH100020	71	GHF314	£0.22	WASHER, plain	2	
24	WP8013	NCA	WASHER, plain	1		72	GHF331	£0.38	WASHER, spring	2	
25	105438	£4.50	NUT, steering wheel to column	1		73	GHF200	£0.22	NUT	2	
30	611364	NCA	SHROUD, non-locking column	1	Mkl-III to FD(U)75000	74	608222	£2.05	STRIP, felt packing, short	1	
	154177	NCA	SHROUD, non-locking column (154177 can be used to replace 611364).	1	Mkl-III from FD(U)75001	75	628402	£1.50	BRACKET, support	1	
	614122	NCA	SHROUD, locking column, RHD	1	special order MkI-III to FD(U)75000	76	SH604071	£0.72	SCREW	2	
	611952	NCA	SHROUD, locking column, LHD	1	MkIV & 1500 to (c) FH100020*	77	SH604051	£0.30	SCREW	2	
	156551	NCA	SHROUD, locking column	1	*Except Sweden use 154177	78	GHF331	£0.38	WASHER, spring	2	
31	209423	£5.60	BUSH, steering column	2		79	GHF300	£0.22	WASHER, plain	2	
32	608462	£18.40	SLIP RING, horn contact & insulator	1		80	623488	NCA	TIE BAR	1	RHD
34	142534	£10.20	BRUSH, horn push	1			623489	NCA	TIE BAR	1	LHD
35	131227	NCA	HORN PUSH	1	Mkl-II	81	716966	NCA	TIE BAR	1	RHD
	150277	£30.50	HORN PUSH, Triumph Shield	1	MkIII-IV to (c) FH50000		716967	NCA	TIE BAR	1	LHD
36	204741	£10.10	CLIP, horn push	1	Mkl-III to FD(U)75000	82	GHF117	£0.30	SCREW, tie bar to column support	4	
37	159761	£50.40	HORN PUSH, 'Triumph'	1	MkIV from (c) FH50001 to 1500	83	GHF300	£0.22	WASHER, plain	4	
38	613766	£0.66	CLIP, horn push securing	1		84	GHF331	£0.38	WASHER, spring	4	
39	708479	£13.50	ESCUTCHEON	2		85	GHF200	£0.22	NUT	4	
40	AD606033	£0.66	SCREW	2		86	809785	£34.00	SUPPORT, steering column	1	RHD
41	FC2803	£0.95	SPIRE NUT	2			809786	NCA	SUPPORT, steering column	1	LHD
42	147278	NCA	SWITCH, headlamp, dip & flash, RHD	1	Mkl-III	87	601597	NCA	RETAINING PLATE	1	
	147278Z	£93.60	SWITCH, headlamp, dip & flash, RHD	1	alternative	88	613466	£2.30	SEAL, retaining plate	1	
	152616	£75.10	SWITCH, headlamp, dip & flash, RHD	1	MkIV to 1500	89	AD608043	£0.80	SCREW	2	
	147279	£73.30	SWITCH, headlamp, dip & flash, LHD	1	Mkl-III except USA MkI-II & MkIII from FDU31254 & Sweden MkIII	90	GHF701	£0.28	SPIRE NUT	2	
	141858	£75.10	SWITCH, headlamp, dip & flash, LHD	1	Mkl-II USA						
	148647	NCA	SWITCH, headlamp, dip & flash, LHD	1	USA MkIII from FDU31254 to FDU75001						



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
Steering Column (Upper)											
1500 - Late Type from (c) FH100021											
1	TKC2299	£85.00	STEERING COLUMN, upper	1	RHD						
	TKC2300	NCA	STEERING COLUMN, upper	1	LHD						
2	209423	£5.60	BUSH, steering column, lower	1							
3	GSV1095	£3.05	BUSH, steering column, upper	1							
4	125782	£3.95	PLATE, tapped	1	steering column adjustment						
5	JN2110	£0.76	NUT, half	1							
6	125781	£2.42	SCREW, locating	1							
7	122669	£17.00	CLAMP, steering column	1							
8	GHF331	£0.38	WASHER, spring	2							
9	BH604101	£0.47	BOLT	2							
10	122718	£7.20	END CAP	1							
11	122719	£0.72	WASHER, nylon	1							
12	601597	NCA	RETAINING PLATE	1							
13	613466	£2.30	SEAL, retaining plate	1							
14	AD608043	£0.80	SCREW	2							
15	GHF701	£0.28	SPIRE NUT	2							
16	623488	NCA	TIE BAR	1	RHD						
	623489	NCA	TIE BAR	1	LHD						
17	GHF117	£0.30	SCREW	4							
18	GHF300	£0.22	WASHER, plain	2							
19	GHF331	£0.38	WASHER, spring	4							
20	GHF200	£0.22	NUT, plain	2							
21	716966	NCA	TIE BAR	1	RHD						
	716967	NCA	TIE BAR	1	LHD						
25	628402	£1.50	BRACKET	1							
26	GHF117	£0.30	SCREW	2							
27	SH604051	£0.30	SCREW	2							
28	GHF300	£0.22	WASHER, plain	2							
29	GHF331	£0.38	WASHER, spring	2							
30	608222	£2.05	STRIP, packing, felt	1							
31	608223	£2.45	STRIP, packing, felt	1							
32	608185	£16.68	CLAMP, column to bracket	1							
33	GHF314	£0.22	WASHER, plain	2							
34	GHF331	£0.38	WASHER, spring	2							
35	GHF200	£0.22	NUT, plain	2							
40	620547	£1.44	PLATE, tapped	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	£133.80	STEERING LOCK & IGNITION SWITCH	1	RHD (with two keys)						
	RKC3983	£192.90	STEERING LOCK & IGNITION SWITCH	1	LHD (with two keys)						
46	218959	£24.60	SWITCH, ignition	1	switch only						
48	152597	£5.80	SHEAR BOLT	2							
50	XKC2344	NCA	COWL, top	1	RHD						
	XKC2342	NCA	COWL, top	1	LHD						
51	XKC2343	NCA	COWL, bottom	1	RHD						
	XKC2345	NCA	COWL, bottom	1	LHD						
52	SE104601	£0.77	SCREW, cowl securing	2							
53	AAU8843	£84.90	SWITCH, windscreen wipers	1	RHD						
	AAU8844	£115.66	SWITCH, windscreen wipers	1	LHD						
54	AAU7994	£165.00	SWITCH, indicator & headlamp	1	RHD						
	AAU7996	£54.60	SWITCH, indicator & headlamp	1	LHD						
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).								
61	RTC2504	NCA	STEERING WHEEL	1	approx. mid 1978						
			('Moto-Lita' original equipment).		to (c) FH130000						
62	RKC4042	NCA	STEERING WHEEL	1	from (c) FH130001						
			(Padded spokes)								
63	UKC8135	NCA	CENTRE PAD, s/wheel	1	to approx. mid 1978						
64	TKC5178	£0.10	CENTRE PAD, s/wheel, ('Moto-Lita')	1	approx. mid 1978						
	ULC1591	£0.01	BADGE, centre pad	1	to (c) FH130000						
65	ULC1992	£0.92	BADGE, s/wheel, padded spokes	1	from (c) FH130000						
66	WB600121	£1.21	WASHER, plain, thin	1							
67	138466	£1.20	NUT, steering wheel	1							



ill. Part Number Price £ea. Description Req. Details

Steering Rack & Lower Column

1	305932	£204.90	STEERING RACK	1	RHD
	305931	£204.90	STEERING RACK	1	LHD
	305932HR	£206.10	STEERING 'QUICK' RACK, high ratio	1	RHD
	305931HR	£206.10	STEERING 'QUICK' RACK, high ratio	1	LHD
(Steering racks do not include mountings or track rod ends).					

Note: Our high ratio 'quick' steering rack assemblies give lock-to-lock in 2.5 turns compared to the standard 3.5 turns, providing quicker 'turn-in' on the bends for a more responsive feel, without compromising the turning circle of the car. These high ratio rack assemblies are a sealed for life standard configuration unit for use with standard rubber, polyurethane or solid rack mounts as required.

2	305774	£20.16	HOUSING, rack & pinion	1	LHD
	305773	NCA	HOUSING, rack & pinion	1	RHD
3	056935	£1.43	GREASE NIPPLE	1	alternative
(A plug is traditionally fitted here to discourage over-greasing of the steering rack).					
4	ARA1618	£3.80	PLUG	1	replaces grease nipple
5	132053	£1.55	CAP, pinion housing	1	
6	120959	£2.10	SHIM, 0.002"	a/r	
	120949	£1.06	SHIM, 0.004"	a/r	
	132055	£2.35	SHIM, 0.010"	a/r	
7	126765	NCA	SPRING	1	
8	143952	£0.29	WASHER	1	
9	120946	£19.50	PLUNGER, rack to pinion	1	
10	128002	£8.20	BUSH, rack tube, passenger side	1	
11	GSV1104	£6.60	GAITER, passenger side	1	
12	GSV1105	£9.20	GAITER, driver side	1	
13	GSV1104/5	£12.50	GAITER KIT, car set	1	includes clips
14	208058	NCA	RACK BAR	1	
15	146364	£1.32	NUT, locking, rack bar	2	
16	129961	NCA	BALL JOINT, track rod end, inner	2	
17	128024	£58.20	HOUSING, ball pin	2	
18	128023	£40.10	BALL PIN	2	
19	158732	£6.00	SOCKET, for ball	2	
20	120953	£4.66	SPRING	2	
21	120957	£2.40	LOCK TAB	2	
22	130031	£1.21	SHIM, 0.002"	a/r	
	130032	£1.43	SHIM, 0.010"	a/r	
23	129963	NCA	SLEEVE, adaptor	2	
24	GSJ158	£7.30	TRACK ROD END	2	} alternatives
	GSJ158Z	£6.30	TRACK ROD END, aftermarket	2	
25	FNZ208	£0.77	NUT, locking, track rod end	2	
26	138869	NCA	CLIP, gaiter retaining	2	
27	EAW2270	£0.98	GAITER, track rod end	2	
28	WB110061	£0.77	WASHER, plain	2	
29	GHF223	£0.53	NUT, nyloc	2	
30	GHF1267	£0.28	CABLE TIE, ratchet type	a/r	} alternatives
	EAW4321	£0.36	WIRE TIE, original	a/r	
31	133874	NCA	CLAMP, steering rack	2	} Mkl to (c) FC24035 NLA use 156024
	156024	£21.00	CLAMP, steering rack	2	
32	133872	NCA	MOUNTING, steering rack	2	} Mkl to (c) FC24035 NLA use 139386
	139386	£3.35	MOUNTING, steering rack, rubber	2	
	TT3456	£8.15	MOUNTING, steering rack	2	polyurethane
	139386SPK	£16.40	MOUNTING SET, steering rack, poly	1	
(Includes: 2 bushes for steering rack mounts).					
33	TT3255	£28.20	MOUNTING KIT, steering rack, solid	1	} uprated alternative replaces items 31 & 32

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.

34	133875	£3.90	PLATE, reinforcing	2	
35	GHF301	£0.24	WASHER, plain	4	
36	GHF222	£0.66	NUT, nyloc	4	
37	134301	£2.30	LEAD, earth	1	steering rack to chassis
38	145108	£2.80	PLUG, nylon	1	steering rack damping

Note: Omission of this plug will contribute to slackness in the rack. If fitted in conjunction with the alloy rack mounting kit (item 33), it may need slight reduction in length.

40	209688	£60.58	STEERING COLUMN, lower	1	
41	FAM1718	£26.70	COUPLING, steering	1	universal joint
42	BH605101	£0.83	BOLT, pinching clamp	2	
43	GHF272	£0.66	NUT, nyloc	2	
44	108976	NCA	BOLT, drilled	4	steering column joint
45	EAW4321	£0.36	WIRE, locking	4	
46	GHF301	£0.24	WASHER, plain	4	
47	108977	£4.00	BUSH, steering coupling	8	} original steering coupling only
	108977SPK	£21.74	BUSH SET, steering joint, polyurethane	1	
(Kit includes: 8 bushes & 4 washers).					

ill. Part Number Price £ea. Description Req. Details

48	130581	£5.00	LEAD, earth	1	
49	134689	£64.20	PINION, steering rack	1	RHD
	134688	£34.20	PINION, steering rack	1	LHD
50	509537	£1.31	CIRCLIP, retaining pinion	1	
51	128001	NCA	PLUG, steering rack pinion	1	
52	128021	£0.98	SEAL, steering rack pinion	1	
53	120941	NCA	SHIM, 0.005"	a/r	
54	127998	£2.75	BUSH, steering rack pinion, upper	1	
55	127999	NCA	THRUST WASHER, upper	1	
56	128000	£1.80	THRUST WASHER, lower	1	
57	127997	£9.12	BUSH, steering rack pinion, lower	1	

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 skilful (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.

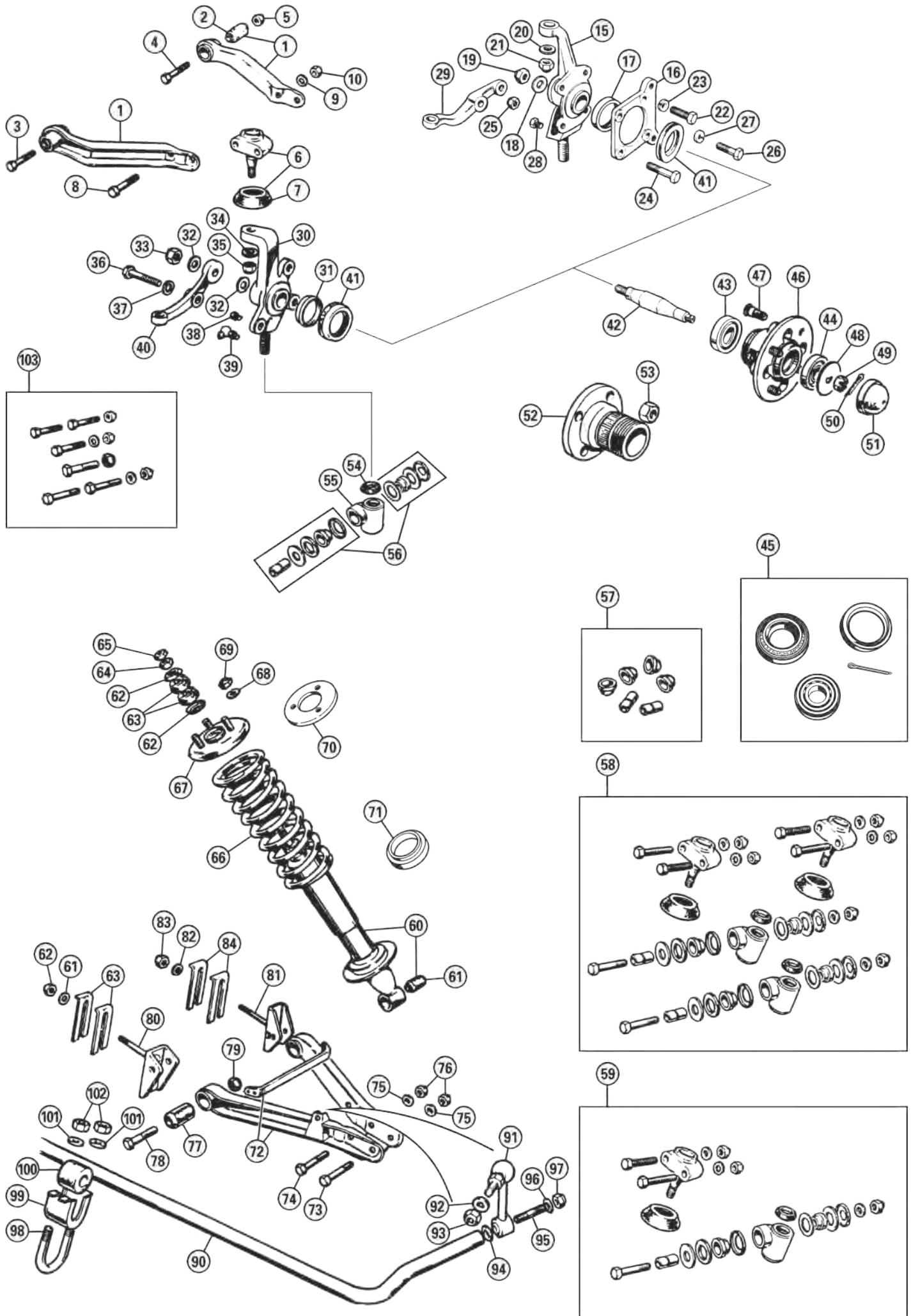
Once back at the sanctuary of your house, you wreak revenge on the horn controls, carrying out a thorough inspection and overhaul. A couple of days later, the same embarrassing events repeat themselves. You can't believe it.

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).

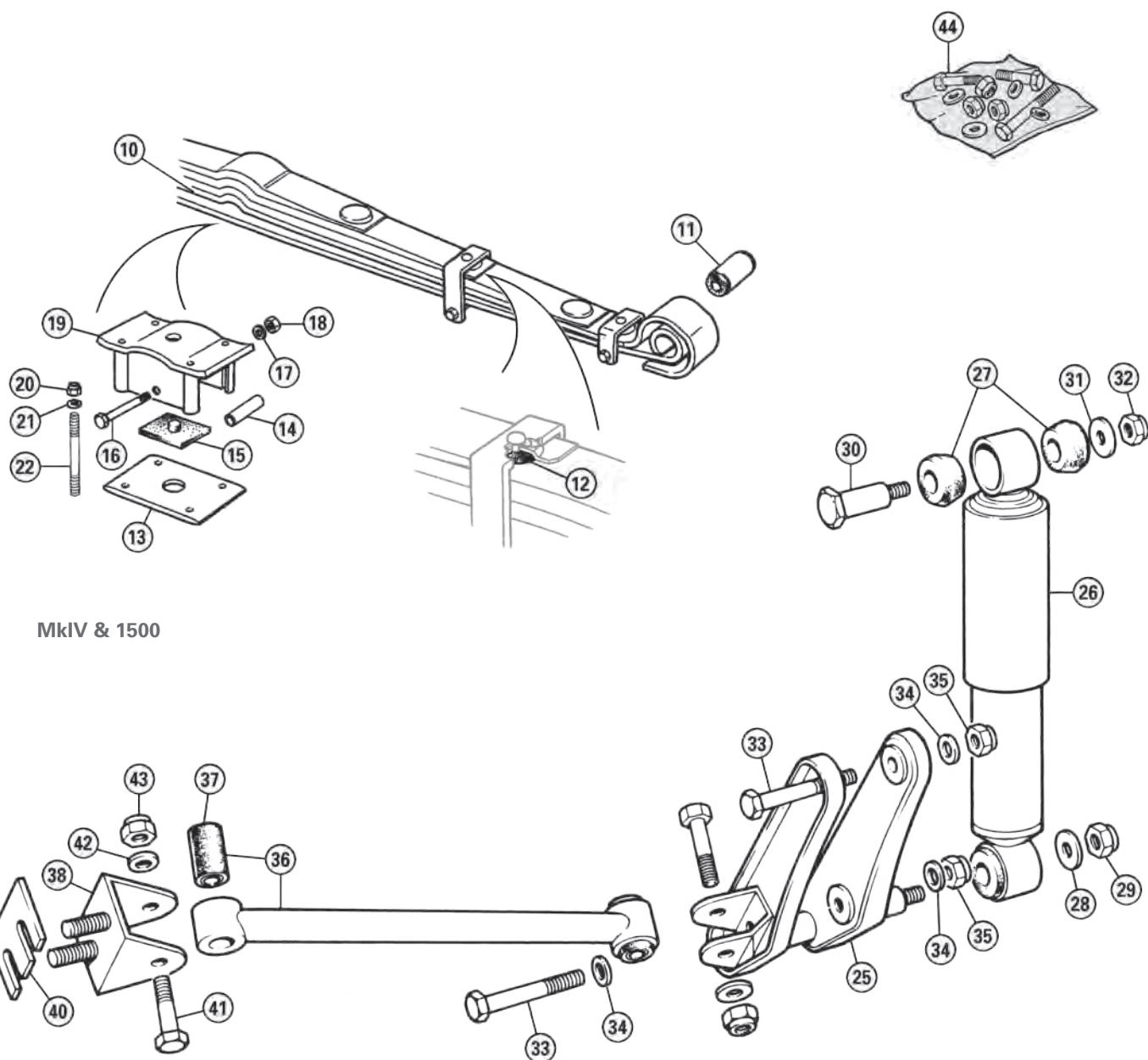
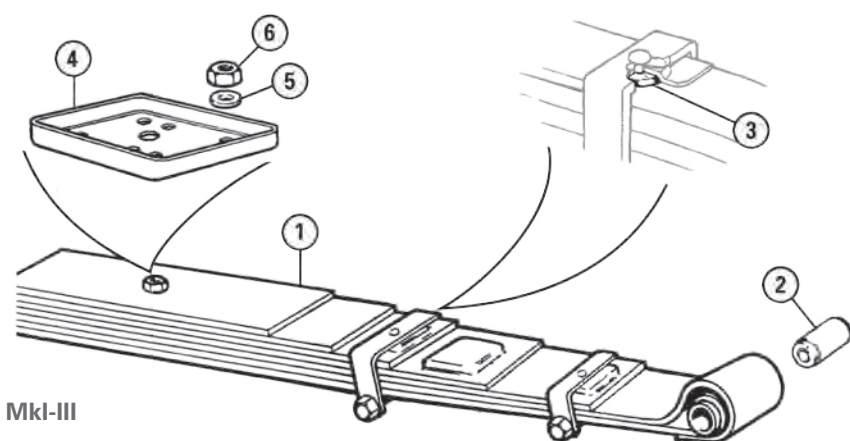
The excessive play - which at its worst point enables the horn circuit to be unintentionally completed - is due to worn thrust washers on the steering rack pinion.

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.

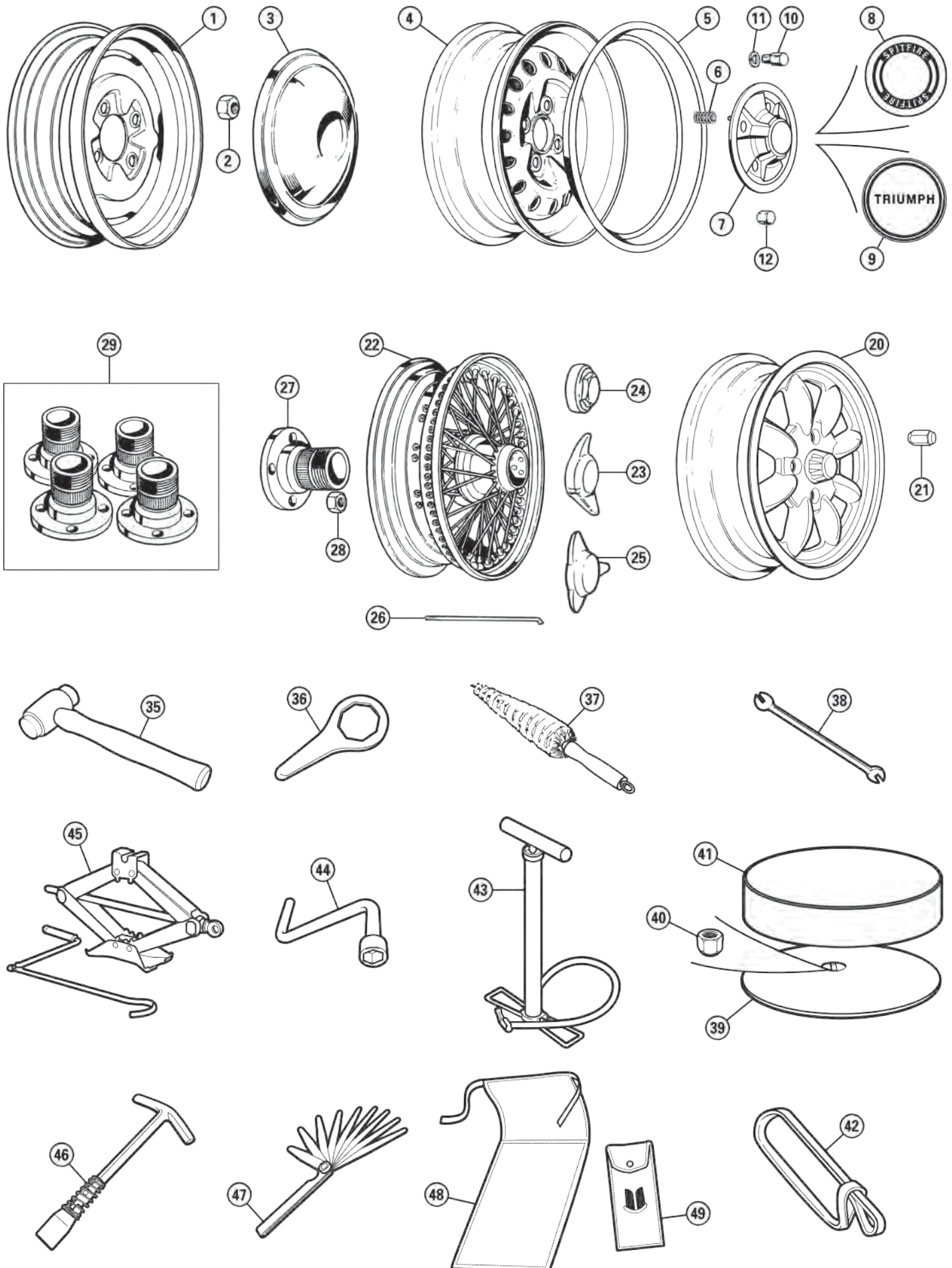


ill.	Part Number	Price £ea.	Description	Req.	Details
Front Suspension					
1	119272	£18.00	WISHBONE ARM, upper	4	
2	119451	£2.86	BUSH, front wishbone, rubber	4	
	119451SPKF	£88.80	BUSH SET, front wishbone, poly (Includes: 16 split type bushes & 8 tubes).	1	
3	BH606181	£1.43	BOLT, upper wishbone, front	2	
4	BH606201	£0.98	BOLT, upper wishbone, rear	2	
5	GHF223	£0.53	NUT, nyloc	4	
6	GSJ155	£10.80	BALL JOINT, upper wishbone	2	
7	C43216Z	£3.10	GAITER, ball joint	2	
8	BH605181	£1.10	BOLT, top ball joint	4	
9	GHF301	£0.24	WASHER, plain	4	
10	GHF222	£0.66	NUT, nyloc	4	
15	209222	£142.80	VERTICAL LINK, RH	1	Mkl to (c) FC15575
	209223	£157.50	VERTICAL LINK, LH	1	
16	208716	NCA	PLATE, brake caliper mounting, RH	1	Mkl to (c) FC2392
	208717	NCA	PLATE, brake caliper mounting, LH	1	
	210892	NCA	PLATE, brake caliper mounting, RH	1	Mkl from (c) FC2393 to (c) FC15575
	210893	NCA	PLATE, brake caliper mounting, LH	1	
17	138051	£0.83	SEALING RING	2	
18	WC112081	£0.41	WASHER, plain	2	
19	GHF225	£0.77	NUT, nyloc, stud axle	2	
20	WD600071	£0.72	WASHER, plain	2	
21	GHF224	£0.66	NUT, nyloc, top ball joint	2	
22	SH605061	£0.22	SCREW, mounting plate to vertical link	4	
23	GHF332	£0.40	WASHER, spring	4	
24	123312	NCA	BOLT, m/plate & tie rod to vertical link	2	
25	GHF223	£0.53	NUT	2	Mkl to (c) FC15575
26	BH606101	£0.98	BOLT, m/plate & tie rod to vertical link	2	
27	GHF333	£0.30	WASHER, spring	2	
28	SK604030	£1.26	PLUG, blanking	2	
29	205504	£45.00	STEERING ARM, RH	1	
	205505	£45.00	STEERING ARM, LH	1	
30	GSJ266	£142.80	VERTICAL LINK, LH	1	
	GSJ265	£142.80	VERTICAL LINK, RH	1	
31	138559	NCA	SHIELD, inner seal	2	
32	WC112081	£0.41	WASHER, spacing	4	
33	GHF225	£0.77	NUT, nyloc, stub axle	2	all models from (c) FC15576 on
34	WD600071	£0.72	WASHER, plain	2	
35	GHF224	£0.66	NUT, nyloc, top ball joint	2	
36	159514	£4.20	BOLT, arm to vertical link	2	
37	GHF334	£0.73	WASHER, locking, square	2	
38	SK604030	£1.26	PLUG, blanking	2	
39	LN30041	£1.10	GREASE NIPPLE, 90°	a/r	
Note: Rather than grease the steering swivel joint, it is recommended to oil (with EP90) and to replace the grease nipple with blanking plug (item 38) between services.					
40	211049	£51.50	STEERING ARM, LH	1	all models from (c) FC15576 on
	211048	£63.00	STEERING ARM, RH	1	
41	GHS146	£3.60	OIL SEAL, felt	2	
42	132448	£37.90	STUB AXLE, front	2	
	UKC697	£47.30	STUB AXLE, front	2	Mkl to (c) FC15575 all from (c) FC15575 on
43	GHB111	£14.40	BEARING, inner	2	
44	GHB110	£14.40	BEARING, outer	2	
45	GHK1021	£11.70	BEARING KIT, hub, front	2	
46	132425	NCA	HUB, front	2	Mkl-II MkIII-1500
	146479	£91.86	HUB, front	2	
47	158729	£2.40	STUD, wheel	8	
48	102690	£2.86	THRUST WASHER, outer bearing	2	
49	NL608041	£1.26	NUT, slotted, hub retaining	2	
50	GHF504	£0.22	SPLIT PIN	2	
51	102689	£4.85	GREASE CAP, front hub	2	
52	142598	£42.40	HUB ADAPTOR, wire wheel, LH	2	
	142597	£42.40	HUB ADAPTOR, wire wheel, RH	2	originally for Mkl-III Spitfires; will fit later cars
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.					
53	144504	£1.80	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.					
54	122126	£1.30	SEAL, rubber	2	vertical link to trunnion
55	140920	£30.60	TRUNNION, lower, LH	1	
	140919	£30.60	TRUNNION, lower, RH	1	
	140920Z	£22.80	TRUNNION, lower, LH	1	
	140919Z	£22.80	TRUNNION, lower, RH	1	aftermarket
56	GSJ791Z	£11.71	BUSH SET, trunnion, car set	1	complete kit for both sides
	GSJ891	£6.70	BUSH SET, trunnion, per side	2	

Ill.	Part Number	Price £ea.	Description	Req.	Details
57	140892SPK	£32.95	BUSH SET, front trunnion bush, poly (Kit includes: 4 bushes & 2 tubes).	1	Superpro
58	QHQSK88	£102.70	BALL JOINT & TRUNNION KIT, complete (Inc: Trunnions & ball joints with bushes & hardware for both sides).	1	car set
59	QHQSK88ARH	£54.16	BALL JOINT & TRUNNION KIT, RH (Inc: Trunnion & ball joint with bushes & hardware for RH side only).	1	one side
	QHQSK88ALH	£54.16	BALL JOINT & TRUNNION KIT, LH (Inc: Trunnion & ball joint with bushes & hardware for RH side only).	1	one side
60	GSA267	£15.30	SHOCK ABSORBER, standard, each	2	adjustable
	TT3301PR	£204.00	SHOCK ABSORBER, Spax, pair	1	
	TT3302PR	£367.20	SHOCK ABSORBER, Koni, pair	1	
	TT3303	£100.30	SHOCK ABSORBER, Gaz, each	2	
Note: Shock absorbers should always be replaced as a pair. Bushes are included.					
61	119450Z	£1.90	BUSH, shock absorber eye, rubber	4	for standard shock absorbers
	119450SPK	£21.35	BUSH SET, shock absorber eye, poly (Includes: 2 bushes & 2 tubes).	4	
62	517984	£1.48	WASHER, cupped (Upper mounting bush retaining).	4	
63	517985	£1.31	BUSH, upper mounting, rubber	4	
	517985SPK	£11.00	BUSH SET, upper mounting, poly	4	
64	GHF202	£0.22	NUT	2	
65	NT606041	£0.60	NUT, locking	2	
66	209685	NCA	ROAD SPRING, standard	2	
	210566	NCA	ROAD SPRING, standard	2	Mkl to (c) FC3214 & from (c) FC39528 & MkII
	214144	£22.50	ROAD SPRING, standard	2	Mkl from (c) FC3215 to (c) FC39527
	GSV1030	£23.50	ROAD SPRING, standard	2	MkIII
	TT4301PR	£68.30	ROAD SPRING SET, front (pair) (Silicon chrome).	2	MkIV-1500 slightly lower ride height
67	122137	£14.80	PLATE, spring mounting, upper	2	
68	WM93	£1.31	WASHER, plain	6	
69	GHF221	£0.41	NUT, nyloc	6	
Note: A range of spacers are available to increase the ride height of the car. The upper spring mounting plate (67) 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.					
70	TT4404	£34.00	SPACER, above spring cap	2	0.375" (0.95cm)
71	TT4405	£17.10	SPACER, below coil spring	2	0.875" (2.22cm)
Note: A batch of springs during the Spitfire Mkl production from (c) FC3215 to FC39527 were supplied 3/8" too short so a spacer was fitted until correct springs were available.					
72	206686	£93.00	WISHBONE ARM, lower, LH	1	
	206685	£93.00	WISHBONE ARM, lower, RH	1	
73	119142	£1.43	BOLT, trunnion to lower wishbone	2	
74	BH607201	£1.43	BOLT, s/abs to lower wishbone	2	
75	WD600071	£0.72	WASHER, plain	4	
76	GHF224	£0.66	NUT, nyloc	4	
77	119451	£2.86	BUSH, front wishbone, rubber	4	
	119451SPKF	£88.80	BUSH SET, front wishbone, poly (Includes: 16 split type bushes & 8 tubes).	1	
78	BH606191	£1.50	BOLT, wishbone pivot	4	
79	GHF223	£0.53	NUT, nyloc	4	
80	130757	£15.84	BRACKET, pivot, front	2	
81	130758	£28.80	BRACKET, pivot, rear	2	
82	GHF302	£1.00	WASHER, plain	4	
83	GHF223	£0.53	NUT, nyloc	4	
84	122022	£1.80	SHIM, camber adjustment	a/r	
90	217033	£81.60	ANTI-ROLL BAR	1	
91	125482	£16.90	LINK, anti-roll bar to wishbone, LH	1	
	125481A	£16.90	LINK, anti-roll bar to wishbone, RH	1	
92	WB600071A	£0.30	WASHER, plain	2	
93	GHF224	£0.66	NUT, nyloc	2	
94	WP20X	£0.30	WASHER, plain, inner	2	
95	125074	£4.15	STUD, link	2	
96	GHF303	£0.30	WASHER, plain, outer	2	
97	GHF223	£0.53	NUT, nyloc	2	
98	155307	£2.95	U BOLT, roll bar	2	
99	155308	£3.65	CAP, retaining roll bar	2	
100	155310	£1.90	BUSH, anti-roll bar, rubber	2	
	155310SPK	£15.30	BUSH SET, anti-roll bar, poly (Includes: 2 bushes).	1	
101	GHF301	£0.24	WASHER, plain	4	per side
102	GHF222	£0.66	NUT, nyloc	4	
103	GBK6601X	£13.50	FITTING KIT, suspension, rear (Kit inc. items 3, 4, 5, 8, 9, 10, 73, 74, 75, 76, 78, 79 to service one side of the front suspension).	2	



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
Rear Suspension						42	GHF302	£1.00	WASHER, plain	4	
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.						43	GHF223	£0.53	NUT, nyloc	4	
						44	GBK6602X	£17.40	FITTING KIT, suspension, rear (Kit inc. items 28, 29, 33, 34, 35, 41, 42, 43 to service both sides of rear suspension).	1	axle set
MkI-III											
1	305894	£106.80	SPRING, new	1							
	TT4310	£66.00	SPRING, standard, recon	1							
	TT4313N	£150.40	SPRING, negative camber, new	1							
2	C8939A	£4.24	BUSH, rear spring eye	2							
	C8939ASPK	£32.35	BUSH SET, rear spring eye, poly (Includes: 4 bushes & 2 tubes).	1							
3	114006	£1.21	BUSH, thrust button	4	fits between leaves						
4	128352	£19.96	PLATE, top retaining	1							
5	WB110061	£0.77	WASHER, plain	6							
6	GHF223	£0.53	NUT, nyloc	6	alternatives						
	LNZ106	£1.64	NUT, aero, locking	6							
Note: Spring 305894 includes items 2 & 3 only.											
MkIV & 1500											
10	159640Z	£115.20	SPRING, standard, new	1							
	TT4413N	£161.10	SPRING, negative camber, new	1							
11	C8939A	£4.24	BUSH, rear spring eye	2							
	C8939ASPK	£32.35	BUSH SET, rear spring eye, poly (Includes: 4 bushes & 2 tubes).	1							
12	114006	£1.21	BUSH, thrust button	4	fits between leaves						
13	149189	£19.96	PLATE, mounting box, lower	1							
14	149190	£1.18	SPACER TUBE, lower leaf	1							
15	149191	£4.66	PAD, rear spring, rubber	1							
16	BH605211	£1.80	BOLT, centre pivot	1							
17	GHF332	£0.40	WASHER, spring	1							
18	GHF201	£0.14	NUT	1							
19	159641	£49.20	BRACKET, centre mounting box	1							
20	GHF223	£0.53	NUT	4							
21	WB110061	£0.77	WASHER, plain	4							
22	131008	£2.40	STUD, rear spring	4							
Note: Springs 159640Z include items 11 & 12 only.											
Shock Absorber & Fittings - All Models											
25	132764	£107.70	VERTICAL LINK, rear, LH	1							
	132763	£107.70	VERTICAL LINK, rear, RH	1							
26	GSA385	£14.80	SHOCK ABSORBER, standard, each	2							
	TT3311PR	£195.00	SHOCK ABSORBER, Spax, pair	1	adjustable						
	TT3312PR	£255.00	SHOCK ABSORBER, Koni, pair	1							
	TT3313	£85.90	SHOCK ABSORBER, Gaz, each	2							
Note: Shock absorbers should always be replaced as a pair. Bushes are included.											
27	102987	£1.13	BUSH, shock absorber, rubber	8	standard shock						
	102987SPK	£14.40	BUSH SET, shock absorber, poly (Includes: 2 one piece bushes).	4	absorber only						
28	WM69	£1.21	WASHER, plain	2							
29	GHF224	£0.66	NUT, nyloc	2							
30	118599	£8.40	BOLT, shock absorber	2							
31	GHF304	£0.34	WASHER, plain	2							
32	GHF275	£0.89	NUT, nyloc, thin	2							
33	BH607281	£1.39	BOLT, vertical link to spring/rear hub	4							
34	WD600071	£0.72	WASHER, plain	4							
35	GHF224	£0.66	NUT, nyloc	4							
36	133065	NCA	RADIUS ARM, rear	2	MkI-IV to (c) FH50000						
	155930	£40.92	RADIUS ARM, rear	2	MkIV from (c) FH50001 & 1500						
37	119451	£2.86	BUSH, rear radius arm, rubber	4							
	119451SPKR	£45.00	BUSH KIT, rear radius arm, poly (Kit includes: 8 split type bushes & 4 tubes).	1							
38	151967	£38.80	BRACKET, pivot, LH	1	MkI-IV to (c) FH50000						
	151966	£38.80	BRACKET, pivot, RH	1							
	159842	£36.00	BRACKET, pivot, LH	1	MkIV from (c) FH50001						
	159843	£36.00	BRACKET, pivot, RH	1	& 1500						
Note: Although the rear spring was not altered when the drive shaft length was increased (during MkIV production at (c) FH50001), the mounting brackets & radius arms were modified to suit the new position they were required to take up.											
39	GHF223	£0.53	NUT, nyloc	4							
40	133070	£2.80	SHIM, pivot bracket to chassis	a/r							
41	BH606181	£1.43	BOLT, radius arm	4							



ill.	Part Number	Price £ea.	Description	Req.	Details
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Road Wheels

1	303804	NCA	WHEEL, steel, 13" x 3.5", wide slots	5	Mkl-II to (c) FC56030
	307401	NCA	WHEEL, steel, 13" x 3.5", narrow slots	5	Mkl from (c) FC56031, MklII to FD75000
	307405	NCA	WHEEL, steel, 13" x 4.5", narrow slots	5	MklII from FD75001
2	113087	£1.39	WHEEL NUT	16	Mkl-III
3	122806	£41.75	HUB CAP	4	Mkl-III
	307583	NCA	WHEEL TRIM	4	optional extra, not USA
4	TT7365	NCA	WHEEL, steel, 13" x 4.5"	5	MkIV
	TT7365	NCA	WHEEL, steel, 13" x 4.5"	5	1500 to (c) FH130000
	PKC518	NCA	WHEEL, steel, 13" x 5"	5	1500 from (c) FH130001
5	GLZ225Z	£24.00	WHEEL TRIM, 13", chrome, single	4	stainless steel
	GAC2254X	£78.60	WHEEL TRIM SET, 13", chrome, 4 piece	1	
6	628097	£0.79	SPRING, hub cap tensioning	16	
7	YKC1335	£37.80	HUB CAP, silver	4	
8	633590	£3.10	FOIL, wheel centre, silver & black	4	'Spitfire' 1300
9	YKC1334	£3.10	FOIL, wheel centre, silver & blue	4	'Triumph' 1500
10	155751	£3.60	WHEEL NUT, chrome	16	MkIV
	155751SS	£6.00	WHEEL NUT, s/steel	16	
	21H6210	£3.90	WHEEL NUT, chrome	16	1500
11	155753	£0.89	WASHER, wheel nut	16	
12	154028	£5.35	WHEEL NUT, chrome	16	steel wheels only
(For steel wheels without hub caps).					

Note: Due to the prohibitive cost of tooling the complex centre pressing, Spitfire steel wheels are currently unavailable. We can offer an alloy wheel alternative, styled as a replica of the 8 spoke competition wheels widely used in the 1960's & 1970's. This wheel is manufactured specifically for Spitfires in a silver finish. Special wheel nuts must be used.

20	GAC8223X	£80.20	WHEEL, 8 spoke, alloy, silver, 13" x 5"	5	
	GAC8223F	£110.80	WHEEL, 8 spoke, alloy, gun metal, 13" x 5"	5	
21	AHA8785	£1.64	WHEEL NUT, chrome	16	for alloy wheels only
	AHA8785SS	£4.00	WHEEL NUT, s/steel	16	
22	WWP466	£171.76	WIRE WHEEL, painted, 13" x 4.5"	4	
	WWC466	£226.06	WIRE WHEEL, chrome, 13" x 4.5"	4	
	WWC5729	£265.00	WIRE WHEEL, chrome, 13" x 5.5"	4	centre laced
23	AHA7373	£26.50	WHEEL SPINNER, 2 eared, 8 TPI, RH	2	all markets except USA, Germany & Switzerland
	AHA7374	£26.50	WHEEL SPINNER, 2 eared, 8 TPI, LH	2	
24	88G606	£24.40	WHEEL SPINNER, octagonal, 8 TPI, RH	2	USA, Germany & Switzerland
	88G607	£24.40	WHEEL SPINNER, octagonal, 8 TPI, LH	2	
25	107948/3	£54.00	WHEEL SPINNER, 3 eared, 8 TPI, RH	2	
	107949/3	£54.00	WHEEL SPINNER, 3 eared, 8 TPI, LH	2	
26	514930	£4.80	SPOKE, short, 3.62", painted	a/r	60 spoke painted
	514931	£4.80	SPOKE, long, 5.01", painted	a/r	wire wheels
	514930CP	£8.70	SPOKE, short, 3.62", chromed s/steel	a/r	60 spoke chrome
	514931CP	£8.70	SPOKE, long, 5.01", chromed s/steel	a/r	wire wheels
27	142598	£42.40	HUB ADAPTOR, wire wheel, LH	2	originally for Mkl-III
	142597	£42.40	HUB ADAPTOR, wire wheel, RH	2	Spitfires; but will fit later cars

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.

28	144504	£1.80	NUT, chamfered, adaptor to hub	16	
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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.

29	GAC7051X	£218.00	HUB ADAPTOR KIT, wire wheel	1	off-set splined
27	142598L	£60.00	HUB ADAPTOR, wire wheel, long, LH	2	also suitable for custom built cars using Spitfire running gear
	142597L	£60.00	HUB ADAPTOR, wire wheel, long, RH	2	
28	144504	£1.80	NUT, chamfered, adaptor to hub	16	

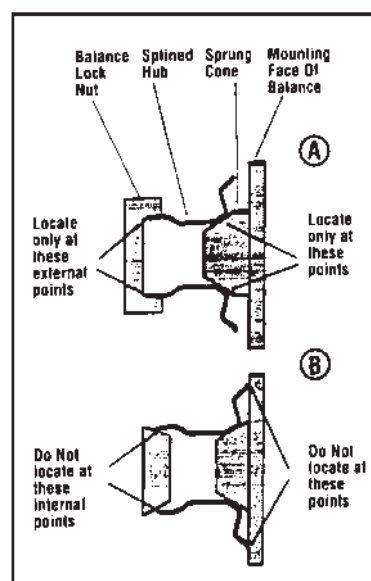
Note: The above nuts must be used when installing wire wheel adaptor hubs. If ordinary wheel nuts are used, each wheel will be unable to locate properly on its adaptor. Unless you already have 'standard' bolt-on centre lock/splined hubs fitted, you will need to order 16 nuts.

ill.	Part Number	Price £ea.	Description	Req.	Details
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Roadside Tools & Equipment

35	C27290	£27.60	HAMMER	1	copper & hide
36	AHH5839	£6.80	SPANNER, wire wheel spinner	1	octagonal knock on nuts
37	GAC4089	£11.10	BRUSH	1	for wire wheels
38	MM385-800	£12.00	SPOKE SPANNER, adjusting	1	
39	706807	£56.50	BOARD, spare wheel	1	not suitable for wire wheels
40	113087	£1.39	WHEEL NUT	1	(fit flat side down)
41	717601	£67.80	COVER, spare wheel	1	for standard dimension wheel & tyre
42	JRC7954	£4.03	STRAP, spare wheel removal	1	
43	523638A	£36.26	TYRE PUMP, period stirrup type	1	
44	21A2818	£36.30	WHEEL NUT SPANNER	1	steel & bolt on wire wheels
45	MTR311301	£18.30	SCISSOR JACK, with handle	1	1.5 tonne
46	MTR13868	£17.00	SPANNER, spark plug	1	
47	MTR191502	£5.00	FEELER GAUGE SET	1	imperial
48	716032	£2.40	TOOL BAG, Hardura, black*	1	
49	725793	£17.50	TOOL POUCH, polythene, black*	1	
	715097	£32.00	TOOL POUCH, polythene, blue*	1	(USA cars)
	715092	£6.34	TOOL POUCH, polythene, red*	1	

*Note: Tools not included. See our Restoration Tools catalogue for our full range of workshop tools & equipment.



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.

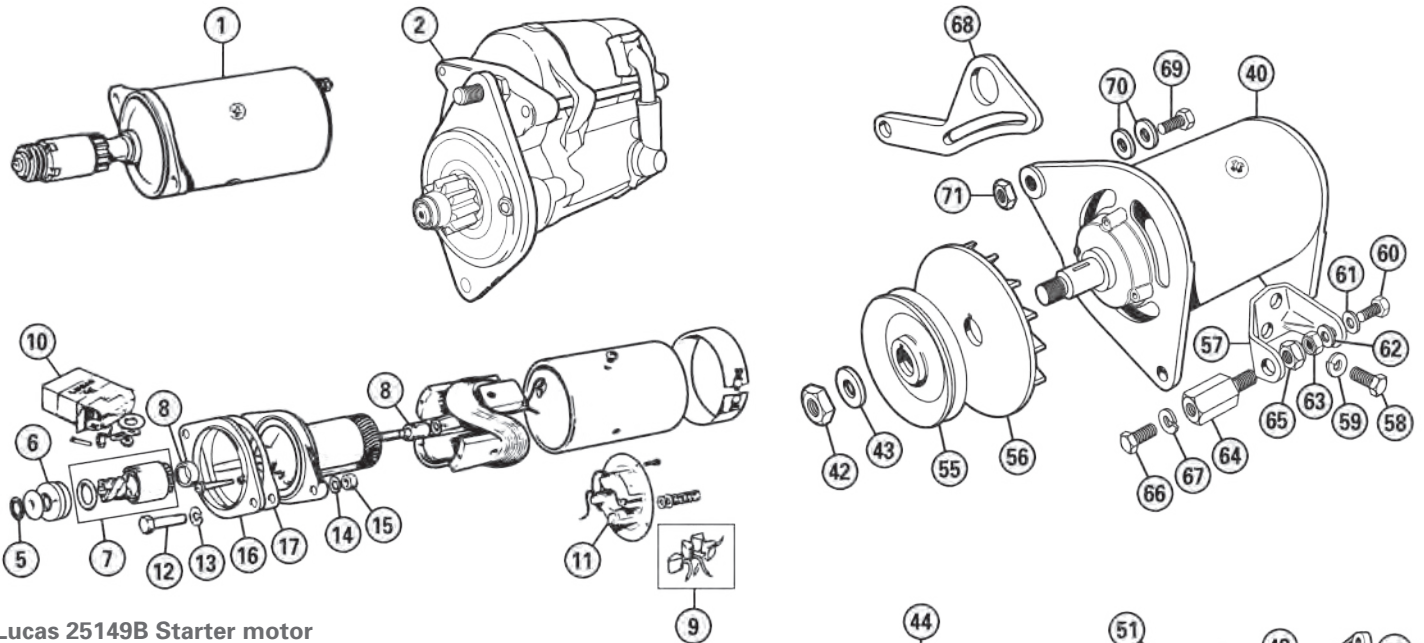
Diagram B

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.

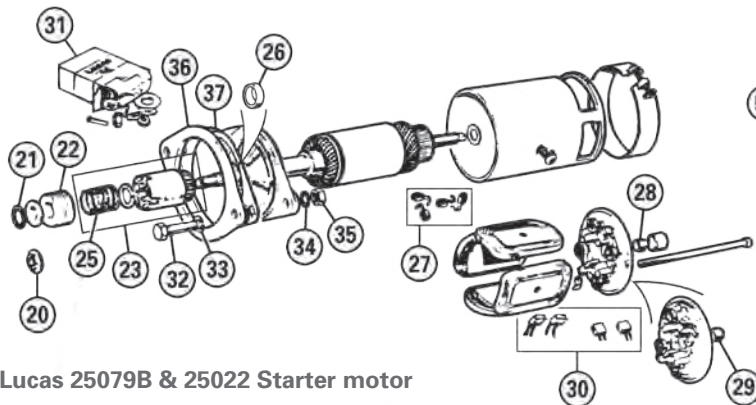
Points To Check

- 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.

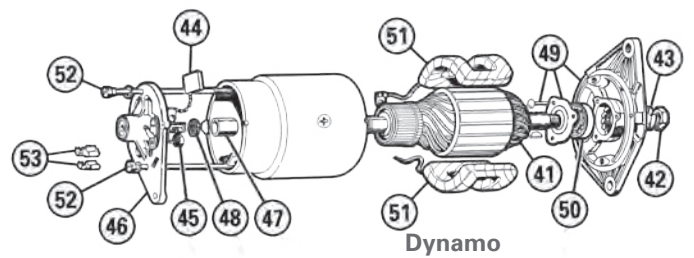
Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.



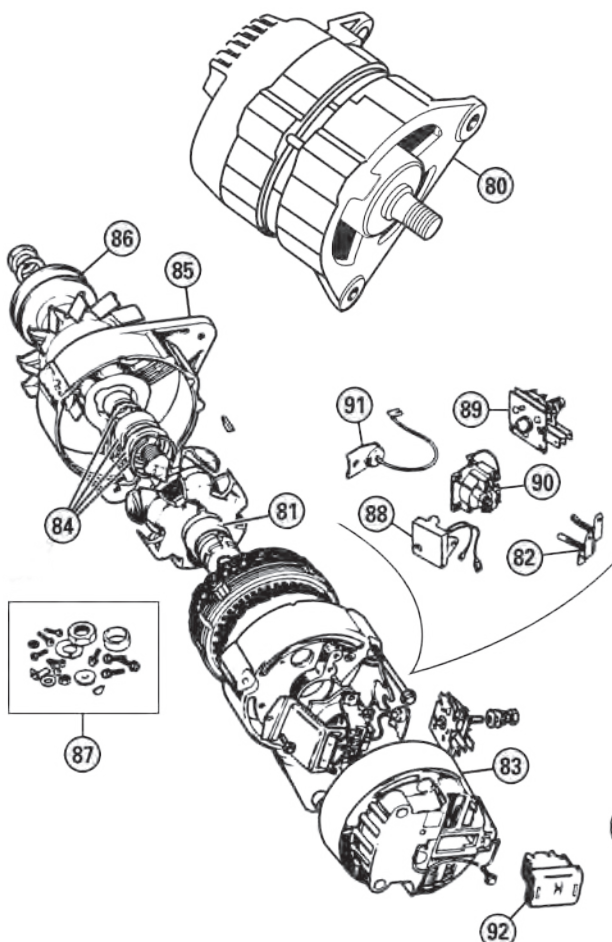
Lucas 25149B Starter motor



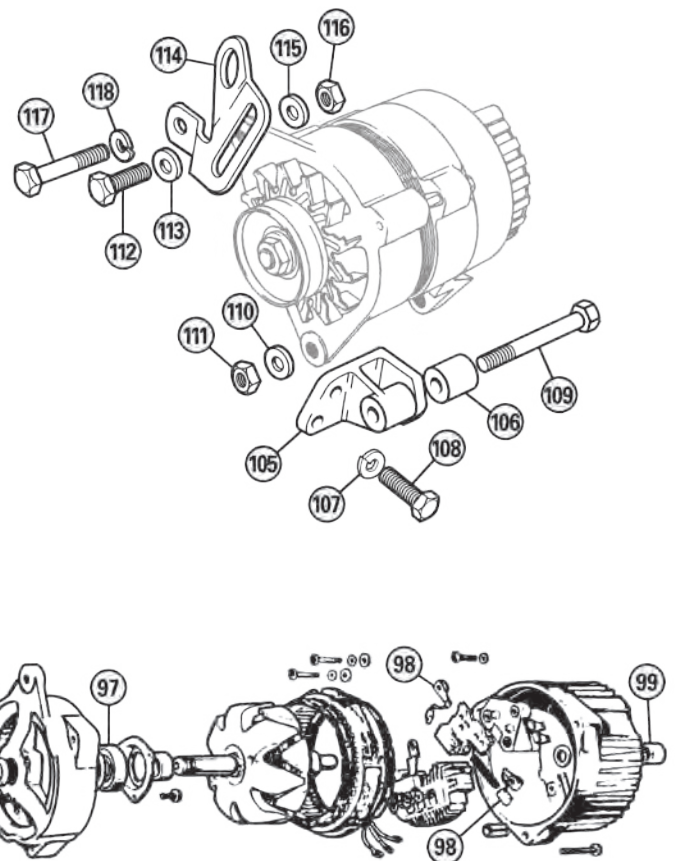
Lucas 25079B & 25022 Starter motor



Dynamo



Lucas Alternators, 15, 16 & 17 ACR types



AC Delco Alternator

ill. Part Number Price £ea. Description Req. Details

Starter Motor & Alternator

Starter Motor

During the production of the 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.

Inertia Starter Motor

1	GEU9405	£93.10	STARTER MOTOR, new	1	} all models
	GXE4405	£61.96	STARTER MOTOR, exchange, recon	1	

Pre-Engaged Starter Motor

2	GXE9405XS	£222.80	STARTER MOTOR, hi-torque, new*	1	all models
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*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 25149B Starter Motor

5	519813	£1.22	CLIP, retaining	1	
6	7H5045	£4.90	SPRING	1	
7	BAU5781	£25.50	PINION, barrel & screw	1	10 teeth
	67H5010	£21.90	PINION, barrel & screw	1	9 teeth
8	519812	£2.34	BUSH SET, front & rear	1	
9	GSB105	£5.60	BRUSH SET, wedge type	1	
10	519566	NCA	SUNDRIES KIT	1	
11	37H4672	£23.72	PLATE, rear	1	
12	BH606181	£1.43	BOLT, starter to engine	2	
13	GHF333	£0.30	WASHER, spring	2	
14	WE600061	£0.53	WASHER, shakeproof	2	
15	GHF202	£0.22	NUT	2	
16	131570	£13.30	PLATE, 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	£1.22	CLIP, retaining	1	25079B only
22	7H5045	£4.90	SPRING	1	
23	BAU5781	£25.50	PINION, barrel & screw	1	10 teeth
	67H5010	£21.90	PINION, barrel & screw	1	9 teeth
25	501711	NCA	SPRING	1	
26	7H5049	£2.75	BUSH, drive end	1	25022 only
	47H5346	£1.43	BUSH, drive 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	£1.80	BUSH, commutator end	1	pressed steel end plate
29	511141	£2.50	BUSH, commutator end	1	die-cast end plate
30	GSB102	£4.55	BRUSH SET	1	
31	070391	NCA	SUNDRIES KIT	1	
32	BH606181	£1.43	BOLT, starter to engine	2	
33	GHF333	£0.30	WASHER, spring	2	
34	WE600061	£0.53	WASHER, shakeproof	2	
35	GHF203	£0.30	NUT	2	
36	131570	£13.30	PLATE, mounting spacer	1	motor to engine plate
37	104549	NCA	SHIM	a/r	starter bendix adjustment

Dynamo, Mki-III

40	211921	NCA	DYNAMO	1	
	GEU3101	£70.80	DYNAMO, C40, new	1	includes metric nut

Note: The Dynamo GEU3101 is a replacement for the original type. It uses a metric nut (AEJ49NUT) in place of NT607041 which is for original dynamos. If a replacement nut is required it will depend on which dynamo is fitted.

41	509311A	£51.40	ARMATURE	1	
42	NT607041	£1.00	NUT, shaft	1	
	AEJ49NUT	£1.04	NUT, shaft, M12	1	for GEU3101 dynamo
43	GHF334	£0.73	WASHER, spring	1	
44	GGB102	£2.40	BRUSH SET	1	
45	RTC466A	£4.44	SPRING SET, brush	1	
46	47H5395	£18.90	BRACKET, commutator end	1	less bush
47	7H5390	£6.90	BUSH, commutator end bracket	1	

ill. Part Number Price £ea. Description Req. Details

48	032307	£1.43	WASHER, felt	1	
49	27H7647	£10.30	BRACKET, drive end	1	less bush
50	529221A	NCA	BEARING, drive end bracket	1	
51	607141A	NCA	COIL, field set	1	
52	509316	NCA	BOLT, through end brackets	2	
53	123868	NCA	BLADE, lucar	1	
	124941	NCA	BLADE, lucar	1	
NI	209656	NCA	DYNAMO CONTROL BOX	1	
NI	511585	NCA	COVER	1	
NI	511586	NCA	RESISTANCE, swamp	2	
NI	511587	NCA	RESISTANCE, points	1	
NI	AB610101	£0.30	SCREW, control box attachment	3	
NI	WL700101	£0.22	WASHER, spring, control box attachment	3	

Dynamo Mountings

55	104897	NCA	PULLEY, dynamo	1	to (e) FD11147E
	147906	NCA	PULLEY, dynamo	1	from (e) FD11148E
	12G2102A	£61.80	PULLEY, dynamo, aluminium	1	
56	102986	NCA	FAN, dynamo pulley	1	to (e) FD21966E
	147333	NCA	FAN, dynamo pulley	1	from (e) FD21967E
	17D11	£13.80	FAN, dynamo pulley	1	alternative
57	104890	NCA	BRACKET, dynamo	1	
	137622	NCA	BRACKET, reinforcing	1	
58	SH605061	£0.22	SCREW, bracket to engine	2	
59	GHF332	£0.40	WASHER, spring	2	
60	BH605101	£0.83	BOLT, dynamo to bracket	1	
61	GHF301	£0.24	WASHER, plain	a/r	
62	PWZ305	£0.64	WASHER, plain	a/r	
63	GHF272	£0.66	NUT, nyloc, thin	1	
64	104902	£1.44	PEDESTAL, dynamo	1	
65	GHF275	£0.89	NUT, nyloc	1	
66	51K1774	£2.50	BOLT, pedestal attachment	1	
67	GHF332	£0.40	WASHER, spring	1	
68	121215	£10.30	LINK, dynamo adjusting bracket	1	
69	SH505071	£0.47	SCREW, dynamo to adjusting link	1	
70	WP17	£0.30	WASHER, plain	1	
71	JN2158	£0.47	NUT, jam	1	

Lucas Alternators, 11AC & 15, 16 & 17 ACR types

For the MKIII Spitfire, Triumph offered a Lucas 11AC as an option. Whilst the 11AC is no longer available, the MKIV & 1500 alternators are a straight swap.

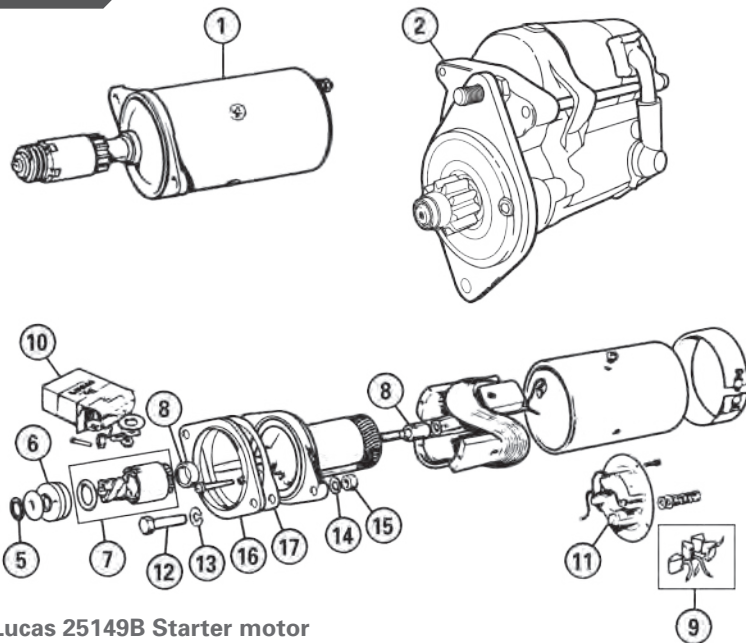
Triumph, in their wisdom, used six different Lucas alternators on the MkIV & 1500 models. However, thanks to Unipart logic they all end up as having one part number. This is due also to Lucas upgrading and improving the alternators performance and output without affecting any other characteristics.

80	211962	NCA	ALTERNATOR, 11AC, positive earth		
	213121	NCA	ALTERNATOR, 11AC, negative earth		
	GXE8211	£60.90	ALTERNATOR, new	1	} replacement for original with improved output (17 acr)
	GEU2206	£70.60	ALTERNATOR, new	1	
	18G8620	£13.60	BEARING, rear	1	
81	18G8620	£13.60	BEARING, rear	1	
82	GGB504	£2.40	BRUSH SET	1	
83	NKC484A	£3.31	COVER, rear, plastic	1	
84	18G8619	£13.60	BEARING, front	1	
85	AAU3956A	£12.30	FAN	1	
86	AEU1238	£13.20	PULLEY	1	
87	37H2258	£9.65	SUNDRIES KIT	1	
88	BAU4443A	£15.90	REGULATOR, 2 or 3 lead type	1	15 acr
	BAU5264	£17.50	REGULATOR, 4 lead type	1	16/17 acr
89	BAU5063	£29.52	RECTIFIER, 2 connections	1	15 acr
	AEU4152A	£25.20	RECTIFIER, 3 connections	1	16/17 acr
90	607693A	£5.64	BRUSH BOX	1	15/16/17 acr
91	AEU3079A	£6.05	SURGE PROTECTOR, if fitted	1	16/17 acr
92	GEU250	£4.75	PLUG KIT	a/r	

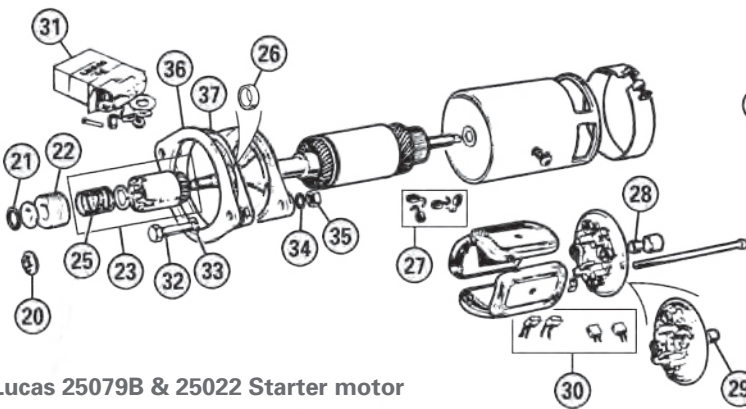
AC Delco Alternator 35 amp type

This is a rare original fitment item only used on some MkIV models to commission number FM/FH50000 (1973). The more common Lucas unit can be fitted instead.

	GXE2224	£81.90	ALTERNATOR, recon/exchange	1	
95	BHM7044	NCA	PULLEY	1	
96	BHM7040	£5.64	FAN	1	
97	BHM7038	NCA	BEARING, front	1	
98	GGB506	£2.42	BRUSH SET	1	
99	BHM7042	£7.57	BEARING, rear	1	



Lucas 25149B Starter motor



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
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Alternator Mountings

105	147899	N/A	BRACKET, alternator	1	
106	147483	£5.78	SPACER, bracket	1	
107	GHF332	£0.40	WASHER, spring	2	
108	GHF103	£0.60	SCREW	2	
109	BH605401A	£2.86	BOLT	1	
110	WP139	£0.66	WASHER, plain	1	
111	GHF242	£1.57	NUT	1	
112	GHF163	£0.47	SCREW*	1	
113	WP17	£0.30	WASHER, plain	1	
114	156464	£20.20	LINK, alternator adjusting	1	
115	WP17	£0.30	WASHER, plain	1	
116	JN2158	£0.47	NUT, locking*	1	
117	BH605181	£1.10	BOLT	1	adjusting link to w/pump
118	GHF332	£0.40	WASHER, spring	1	

*Note: Modern replacement alternators are supplied with a metric mounting screw.

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 the car park before the ticket ran out, but there is a temporary repair method to release the jammed bendix gear and get you home.

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 leapfrogging 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.

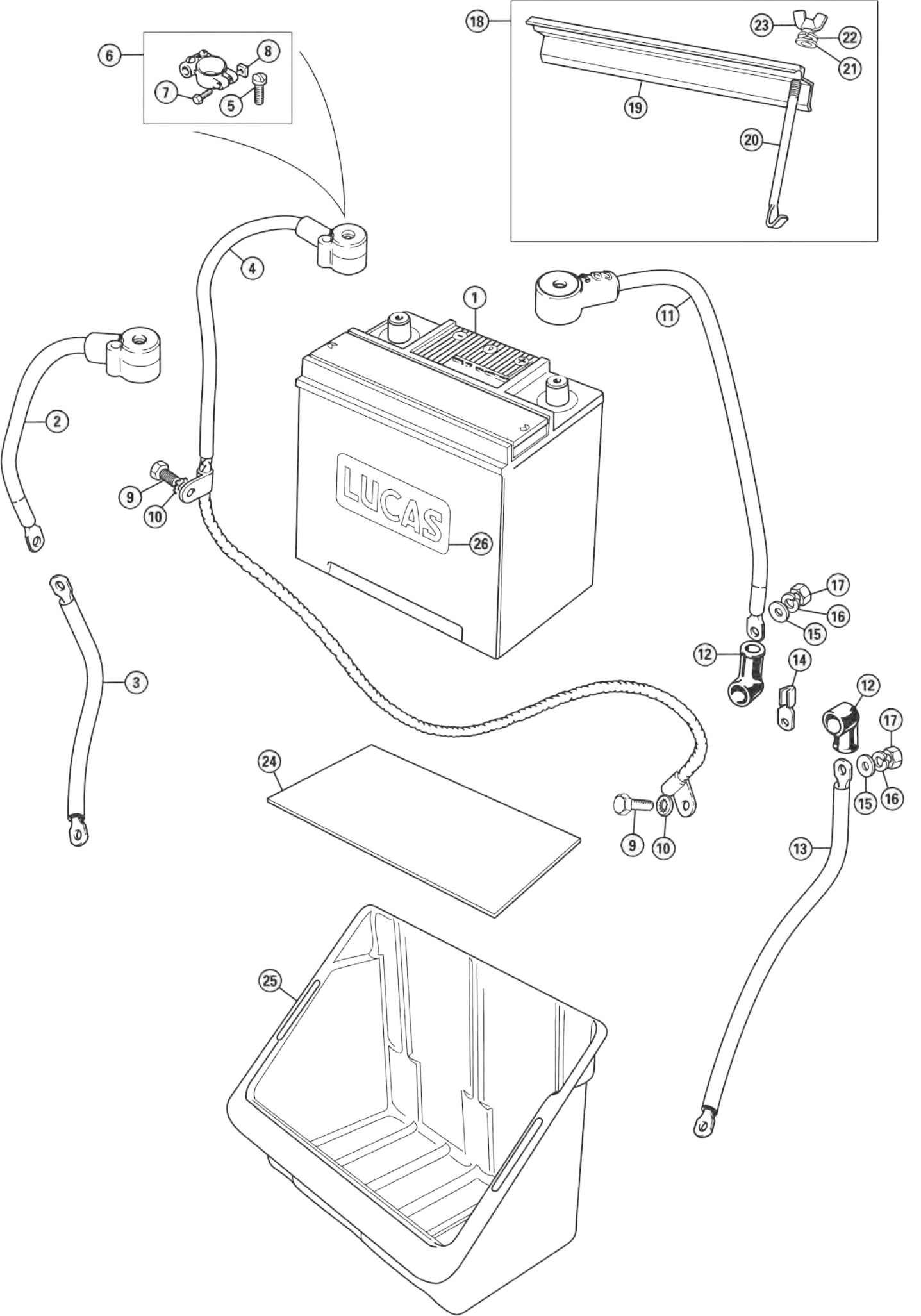
The copper wire windings and insulation of the armature and commutator assembly should be inspected (the commutator is the segmented copper collar contacted by the carbon brushes at one end of the armature). The contact surface must be clean, smooth and concentric to the armature axis. A dirty commutator 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.



ill. Part Number Price £ea. Description

Req. Details

Battery & Fittings

ill. Part Number Price £ea. Description

Req. Details

1	GBY015	£91.80	BATTERY, 12 volt, 36 A/hr, wet	1	
	GBY165	NCA	BATTERY, 12 volt, 45 A/hr, dry	1	
	GBY291	£188.50	BATTERY, 12 volt, 63 A/hr, wet	1	
	GBY291D	£188.50	BATTERY, 12 volt, 63 A/hr, dry	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	511484	NCA	CABLE, battery to earth	1	MkI-II
3	511485	NCA	CABLE, engine to earth	1	MkI-III
4	515999	NCA	CABLE, battery to body to engine earth	1	MkIII to 1500 RHD to to (c) FH130000
	TKC5477	NCA	CABLE, battery to body to engine earth	1	1500 RHD from (c) FH130001
	515997	£24.20	CABLE, battery to body to engine earth	1	MkIII to 1500 LHD except USA
	UKC1361	NCA	CABLE, battery to body to engine earth	1	1500 USA, alternative for other LHD markets

Note: For Spitfire MkIII onwards models part number 515997 can be used as a replacement for all negative earth cars. The early MkI-II models were positive earth therefore will need to have been converted to negative earth to fit the later cable.

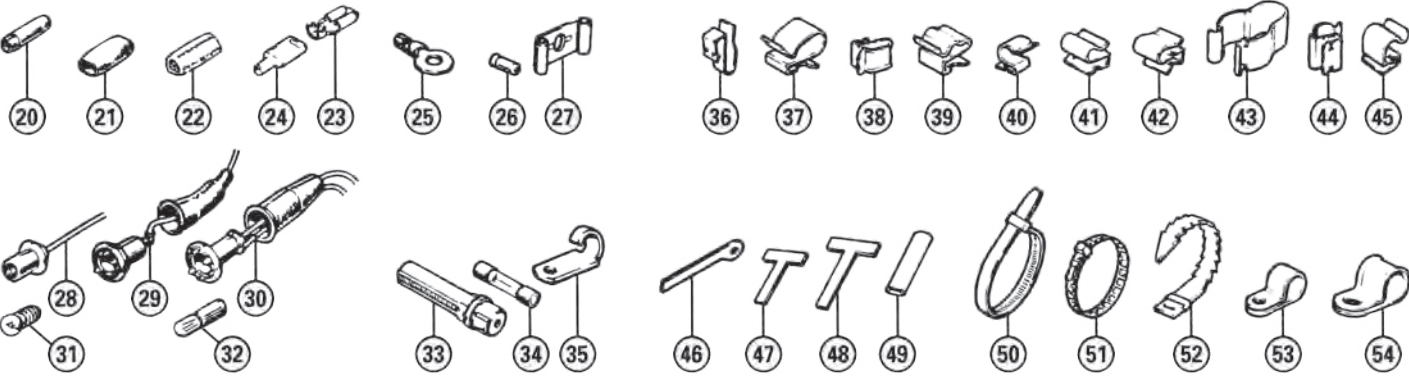
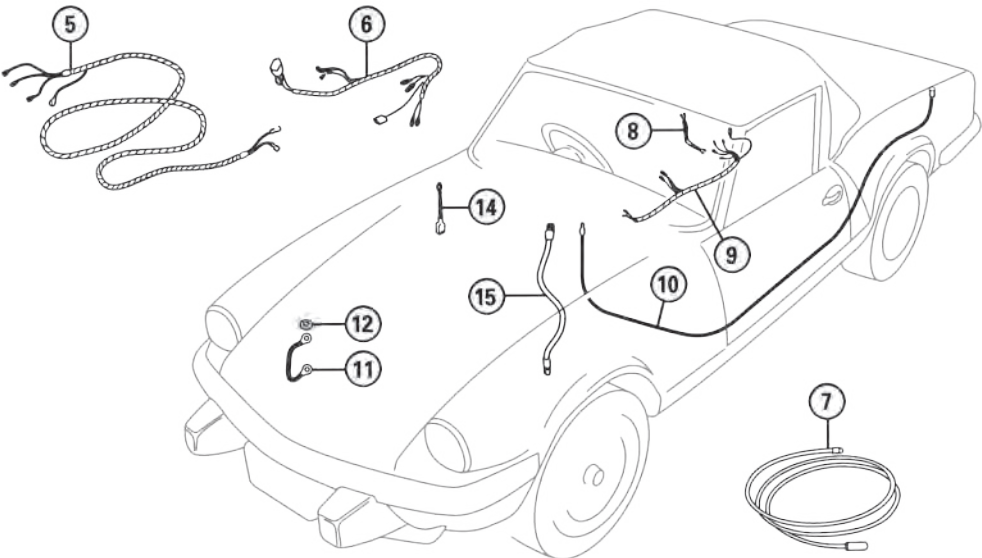
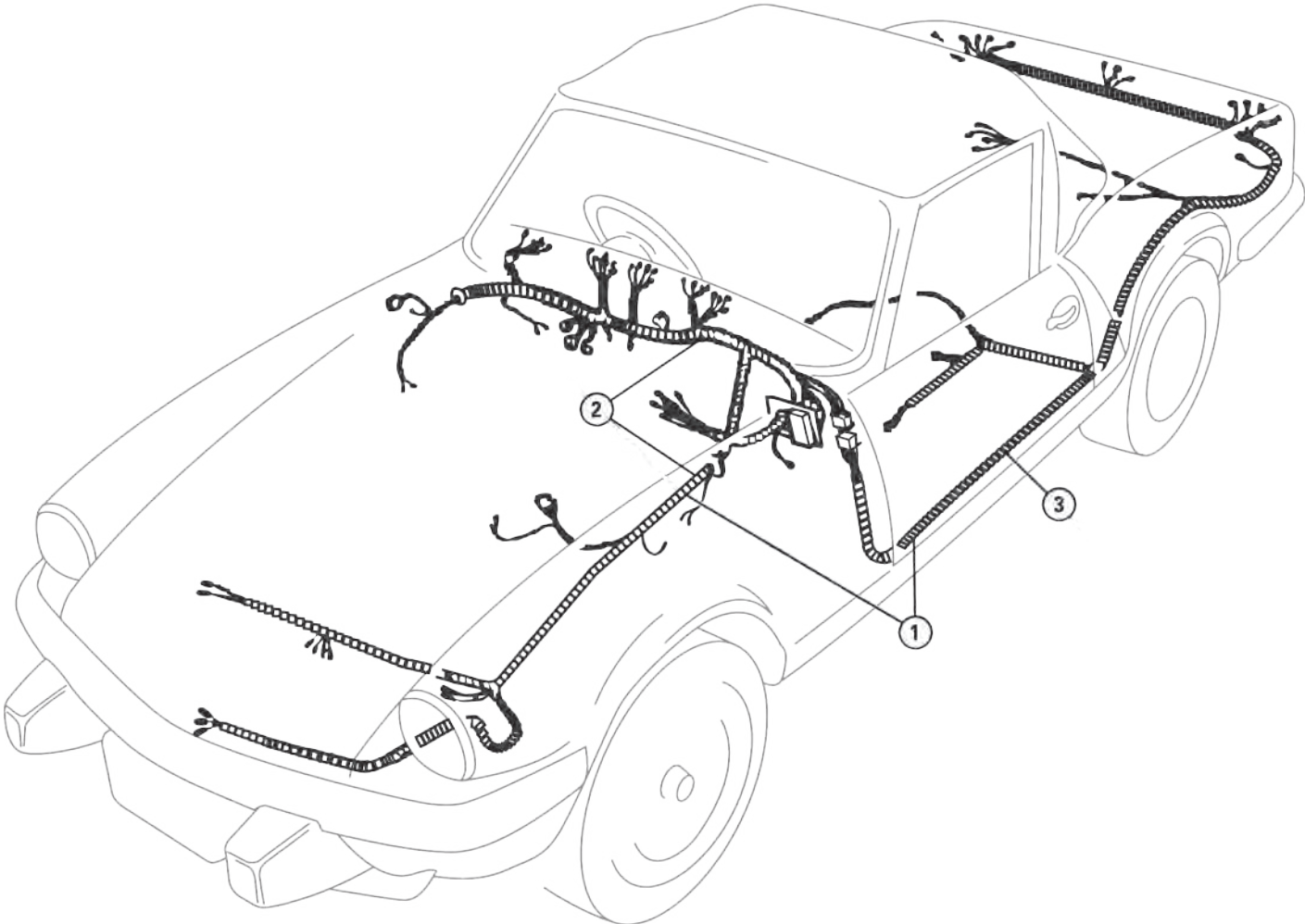
	515997	£24.20	CABLE, battery earth, negative	1	replacement
5	2K8645	£0.26	SCREW, terminal securing	2	

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.

6	GHF2750	£5.00	TERMINAL, negative, clamp type	1	
	GHF2755	£5.00	TERMINAL, positive, clamp type	1	
7	518903	£3.05	BOLT, clamp terminal	2	
8	GHF208	£0.30	NUT, clamp terminal	2	
9	SH604041	£0.41	SCREW, earth cable	2	
10	GHF321	£0.22	WASHER, shakeproof	2	
11	511483	NCA	CABLE, battery to solenoid	1	MkI-II, RHD
	511482	NCA	CABLE, battery to solenoid	1	MkI-II, LHD
	515873	£11.40	CABLE, battery to solenoid	1	MkIII to 1500 to (c) FH130000, not USA 1500
	UKC1360	£6.00	CABLE, battery to solenoid	1	1500 from (c) FH130001 & USA
12	8G548	£1.57	BOOT, rubber insulating	2	
13	511481	NCA	CABLE, solenoid to starter motor	1	all MkI-II, RHD MkIII-IV & 1500 to (c) FH130000
	516064	NCA	CABLE, solenoid to starter motor	1	MkIII to MkIV LHD
	UKC1363	NCA	CABLE, solenoid to starter motor	1	1500 from (c) FH130001
	131114	£11.30	CABLE, solenoid to starter motor	1	all RHD & LHD
14	LUCWB600	£6.70	TERMINAL, ring, brass	a/r	crimp type
15	GHF301	£0.24	WASHER, plain, starter solenoid	3	
16	GHF382	£0.30	WASHER, spring, starter solenoid	4	fits 13H5952 solenoid
17	GHF213	£0.28	NUT, starter solenoid	4	
18	142087K	£12.90	CLAMP KIT, battery fixing (Kit includes: 142087 clamp, 2 x 601552 'J' bolts, 2 x WP127 washers & 2 x 132068 wing nuts).	1	
19	142087	£6.60	CLAMP, battery securing, 10 1/4"	1	
	14G5508	£4.70	CLAMP, battery securing, 12 1/4"	1	
20	601552	£3.50	J BOLT, clamp to chassis, 4 1/8"	2	
	613051	£2.26	J BOLT, clamp to chassis, 5 7/8"	2	
21	WP127	£0.52	WASHER, plain	2	
22	GHF321	£0.22	WASHER, shakeproof	2	
23	132068	£0.98	WING NUT	2	
24	613155	£6.16	PAD, battery shelf, rubber	1	
25	AM7302	£38.10	BATTERY LINER, plastic	1	
26	CRST191	£3.40	DECAL, Lucas	1	

ill. Part Number Price £ea. Description

Req. Details



ill. Part Number Price £ea. Description Req. Details

Wiring Looms & Connectors

Main & Body Looms

1	TP28C	£229.70	MAIN & BODY LOOM, RHD	1	Mkl to (c) FC44656
	TP29C	£229.70	MAIN & BODY LOOM, LHD	1	
	TP58C	£229.70	MAIN & BODY LOOM, RHD	1	MklI from (c) FC50001
	TP49	£229.70	MAIN & BODY LOOM, LHD	1	to (c) FC88904
	TP42	£340.60	MAIN & BODY LOOM, RHD	1	MklII from (c) FD1 to (c)
	TP36	£340.60	MAIN & BODY LOOM, LHD	1	FD15306, from (c) FD20000
					to (c) FD51967, from (c)
					FD75000 to (c) FD92803

Main Looms

2	305915	NCA	MAIN LOOM, RHD	1	Mkl to (c) FC50000
	305996	NCA	MAIN LOOM, LHD	1	
	307180	NCA	MAIN LOOM, RHD	1	MklII from (c) FC50001
	307181/1	NCA	MAIN LOOM, LHD	1	
	308111	£340.60	MAIN LOOM, RHD	1	MklIII
	308112	NCA	MAIN LOOM, LHD	1	
	311674	£345.00	MAIN LOOM, RHD	1	MklIV to (c) FH50000
	311673	£332.00	MAIN LOOM, LHD	1	(separate ballast resistor
					Lucar ignition switch
					connections)
	313274	£288.00	MAIN LOOM, RHD	1	MklIV from (c) FH50001
	313273	£288.00	MAIN LOOM, LHD	1	to (c) FH62644 (ballast
					resistor wire in loom
					Lucar ignition switch
					connections; two feeds to
					gearbox)
	RKC569	£648.72	MAIN LOOM, RHD	1	MklIV from (c) FH62645
	RKC570	£286.90	MAIN LOOM, LHD	1	(ballast resistor wire
					in loom; plug type
					ignition switch; single feed
					to gearbox)
	RKC912	£347.30	MAIN LOOM, RHD	1	1500 To (c) FH100020
	RKC925	£347.30	MAIN LOOM, LHD	1	(TR6 style switch gear)
	RKC3193	£347.30	MAIN LOOM, RHD	1	1500 from (c) FH100021
					to (c) FH130000
					(TR7 switch gear & single
					circuit brakes)
	PKC1228	£347.30	MAIN LOOM, LHD	1	1500 from (c) FH100021
					(TR7 style switch gear)
	PKC765	£179.69	MAIN LOOM, RHD	1	1500 from (c) FH130001
					to VIN 001198 (dual circuit
					brakes; optional single
					rear fog lamp)
	PKC765	£179.69	MAIN LOOM, RHD	1	1500 from VIN 001198 on
					except UK (dual circuit
					brakes, optional single
					rear fog lamp)
	PKC1372	£661.46	MAIN LOOM, RHD	1	1500 from VIN 001198 on
					UK only (standard fitment
					twin rear fog lamps)

Body Looms

3	134732	£2.83	BODY LOOM, RHD & LHD	1	Mkl to MklI
	153963	£46.70	BODY LOOM, RHD & LHD	1	MklII
	156087	£53.40	BODY LOOM, RHD & LHD	1	MklIV to (c) FH50000
	UKC856	£56.00	BODY LOOM, RHD & LHD	1	MklIV from (c) FH50000
	TKC1782	£65.80	BODY LOOM, RHD	1	1500 to (c) FH116000
	TKC4128	£98.50	BODY LOOM, RHD	1	1500 from (c) FH116000
					to VIN 001197
	TKC4128	£98.50	BODY LOOM, RHD	1	1500 from VIN 001198
					except UK
	TKC5886	£63.00	BODY LOOM, RHD	1	1500 from VIN 001198
					UK only
	TKC1804	£65.80	BODY LOOM, LHD	1	1500 to (c) FH100020
	TKC3392	£65.80	BODY LOOM, LHD	1	1500 from (c) FH100021
					to (c) FH116000
	TKC4127	£65.80	BODY LOOM, LHD	1	1500 from (c) FH116000

Auxiliary Looms

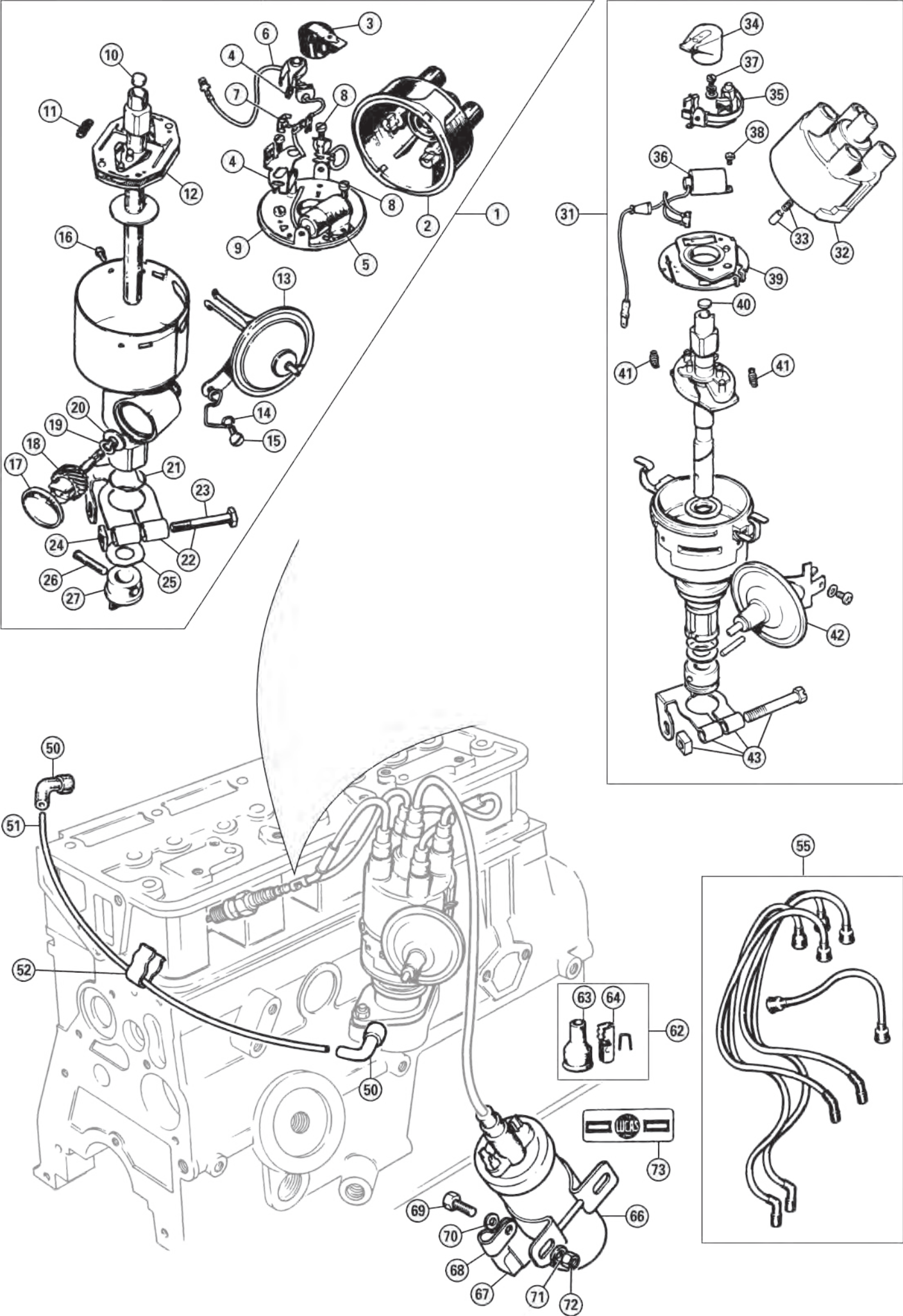
5	153984	NCA	WIRING HARNESS, extension	1	Sweden only
			(Windscreen washer pump).		to (c) FH100020
6	UKC1157	NCA	WIRING HARNESS, ext., reverse lights	1	Italy only, reverse lamp
7	159643	NCA	WIRING HARNESS, ext., reverse lights	1	feed through side lights
8	153726	£13.50	WIRING HARNESS, ext., o/drive switch	1	overdrive models only
9			GEARBOX HARNESS		

ill. Part Number Price £ea. Description Req. Details

10	ZKC533	£12.90	EXTENSION LEAD, aerial	1	3 metres
11	134301	£2.30	LEAD, earth, RHD	1	steering rack to chassis
12	GHF322	£0.22	WASHER, shakeproof, earth cable	2	
13	131114	£11.30	CABLE, starter to solenoid	1	
14	149967	NCA	WIRING HARNESS, extension	1	dual brake circuit cars only
			(To dual brake warning switch).		To (c) FH130000

Cable Connectors & Ties

20	104618	£0.43	CONNECTOR, single line female	a/r	
21	RTC603A	£0.64	CONNECTOR, double line female	a/r	common
22	BHA4460	£7.00	CONNECTOR, triple line female	a/r	contacts
23	13H2050	£0.94	CONNECTOR, Lucar, 3/16" wide	a/r	
	RTC220A	£0.53	CONNECTOR, Lucar, 1/4" wide	a/r	
	47H5419	£0.82	CONNECTOR, Lucar, 3/8" wide	a/r	
24	511269	£0.70	SLEEVE, single, for 1/4" Lucar	a/r	
	515399	£0.50	SLEEVE, single, for 3/8" connector	a/r	
25	17H5287	£0.70	EYELET, 3/16" hole	a/r	
	2H4528	NCA	EYELET, 1/4" hole	a/r	
	13H625	£0.72	EYELET, 5/16" hole	a/r	
26	27H6713	£1.70	BULLET CONNECTOR, male	a/r	'push-on' for earth clip
27	236366A	£3.85	CLIP, earth lead	a/r	head side & flasher lamps
28	13H1927	£5.30	BULB HOLDER, push in	a/r	twin cable, separate earth
29	13H1924	£3.50	BULB HOLDER, claw type	a/r	single cable
30	37H5181	£10.60	BULB HOLDER, claw type	a/r	twin cable
31	GLB987	£0.66	BULB, 2.2W, screw in type	a/r	
32	GLB989	£1.04	BULB, 5W, bayonet type	a/r	
33	UKC4446	£2.05	FUSE HOLDER, in-line	a/r	
34	GFS3025	£2.16	FUSE, 25A, glass, side & tail lamps	a/r	12.5 amp continuous
			(Pack of five).		
	GFS35X	£0.60	FUSE, 35A, glass, each	a/r	17 amp continuous
35	UKC6166	NCA	CLIP, holding fuse holder to edge	a/r	
36	620952	£0.60	CLIP, harness to body	a/r	
37	616312	£1.52	CLIP, harness to body	a/r	alternatives
38	615811	NCA	CLIP, harness to body	a/r	
39	11K9181	£0.64	CLIP, cable to body	a/r	
40	144117	£0.30	CLIP, harness to suspension bracket	1	
41	508726	NCA	CLIP, temp. cable to alternator bracket	1	
42	615924	NCA	CLIP, alternator cables	1	
43	125469	NCA	CLIP	1	
			(Head lamp cables to bonnet hinge tube).		
44	612703	NCA	CLIP, light cables to chassis	7	
45	611793	£0.59	CLIP, horn cables to radiator cradle	2	
46	ULC1178	£0.01	CLIP, harness securing	a/r	screw on type
47	622150	NCA	CLIP, harness securing	a/r	weld on type, long
48	603559	£1.04	CLIP, harness securing	a/r	weld on type, short
49	511541	NCA	SLEEVE, insulating	1	harness to radiator grille
	511551	NCA	SLEEVE, insulating	6	harness to chassis
	503213	NCA	SLEEVE, insulating	38	harness to body
50	GHF1265	£0.13	CABLE TIE, ratchet type, 3 1/2"	a/r	
	GHF1266	£0.28	CABLE TIE, ratchet type, 5 1/4"	a/r	
	GHF1267	£0.28	CABLE TIE, ratchet type, 8 3/4"	a/r	
	GHF1268	£0.55	CABLE TIE, ratchet type, 12 1/4"	a/r	
51	GHF1266	£0.28	CABLE TIE, original type	a/r	
52	13H6107	£2.26	CABLE TIE, fir tree type	a/r	
53	515002	NCA	P CLIP	1	harness to engine bay
					side valance
54	CP110125	£1.10	P CLIP	a/r	harness to body, and
					harness to gearbox



ill.	Part Number	Price £ea.	Description	Req.	Details
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Ignition System

AC Delco Distributor - Mkl-IV

Spitfire Mkl to 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.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	209697	NCA	DISTRIBUTOR, AC Delco	1	Mkl
	212500	NCA	DISTRIBUTOR, AC Delco	1	MklI
	214088	NCA	DISTRIBUTOR, AC Delco	1	MkIII except US from (c) FD7796
	214799	NCA	DISTRIBUTOR, AC Delco	1	
	TKC419	NCA	DISTRIBUTOR, AC Delco	1	MkIV
	TKC419R	£139.80	DISTRIBUTOR, AC Delco, reconditioned	1	customers own rebuilt
2	GDC123	£6.40	DISTRIBUTOR CAP	1	
3	GRA110	£4.00	ROTOR ARM	1	
4	GCS105	£5.30	POINTS SET, contact breakers	1	
5	GSC104	£3.25	CONDENSER	1	
6	511845	NCA	LOW TENSION LEAD	1	Mkl-II
	515711	NCA	LOW TENSION LEAD	1	MkIII
	520341	NCA	LOW TENSION LEAD	1	MkIV
7	511842	£1.21	SCREW, for contact set	1	
8	511844	£0.47	SCREW, condenser & base plate	2	
9	511847	NCA	BASE PLATE, horseshoe fitting	1	to (e) FH25000E
	520512	£24.60	BASE PLATE, pin fitting	1	from (e) FH25001E
10	511851	NCA	PAD, lubrication, felt	1	
11	511850	NCA	SPRING SET, advance weight	1	Mkl-II
	516239	NCA	SPRING SET, advance weight	1	MkIII
	520343	NCA	SPRING SET, auto advance	1	MkIV

Note: There are no springs listed for MkII, only the complete assembly of mainshaft and cam, which is now NLA.

12	515733	NCA	MAINSHAFT & CAM ASSEMBLY	1	Mkl
	514589	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkII
	516238	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkIII
	520513	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkIV except USA
	520342	£4.28	MAINSHAFT & CAM ASSEMBLY	1	MkIV USA only
13	511855	NCA	VACUUM UNIT	1	Mkl
	514590	NCA	VACUUM UNIT	1	MkII
	516240	£83.20	VACUUM UNIT, horseshoe fitting	1	MkIII-IV to (e) FH25000E
	520511	NCA	VACUUM UNIT, pin fitting	1	MkIV from (e) FH25001E
14	513400	£8.30	CLIP, cap	2	
15	513999	£0.64	SCREW, clip	2	
16	511844	£0.47	SCREW, base plate locating	1	
17	511861	NCA	END PLUG	1	
18	511859	£41.64	GEAR, driving distributor	1	
19	520345	NCA	WASHER, locking, (if fitted)	1	
20	511860	£0.98	THRUST WASHER	1	
21	511863	£0.80	O RING	1	
22	134891	£25.00	CLAMP KIT, distributor	1	
23	SH504141	£1.31	SCREW	1	
24	GHF208	£0.30	NUT	1	
25	511864	NCA	THRUST WASHER	1	
26	517923	NCA	DRIVE PIN	1	
27	511548	NCA	GEAR, driving distributor	1	Mkl-II
	511866	NCA	GEAR, driving distributor	1	MkIII-IV

Lucas Distributor (Spitfire 1500)

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.

31	RKC5044	£101.50	DISTRIBUTOR, (41449), new	1	45D4 type
32	GDC136	£5.10	DISTRIBUTOR CAP	1	
33	RTC315A	£2.40	BRUSH & SPRING	1	
34	GRA2114	£3.85	ROTOR ARM	1	
	GRA2114HQ	£7.10	ROTOR ARM, high quality	1	
35	GCS118	£4.00	POINTS SET, contact breakers	1	
36	GSC2118	£5.30	CONDENSER & LOW TENSION LEAD	1	
37	GCS1001S	£0.83	SCREW, for contact set	1	
38	GSC1001S	£0.66	SCREW, for condenser	1	
39	RTC1190	NCA	BASE PLATE	1	
40	511851	NCA	PAD, lubrication, felt	1	
41	TT1903	£13.80	SPRING SET, automatic advance	1	5 pieces
42	RTC1775	£30.00	VACUUM UNIT, auto advance	1	
43	RTC1773	NCA	PLATE, clamping distributor to block	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
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Vacuum Pipe & Fittings

50	12B2062	£1.57	CONNECTOR, right angle	a/r	vacuum pipe
	12B2095	£2.00	CONNECTOR, straight	a/r	
51	37H4229M	£1.70	VACUUM PIPE	1	metre length, cut to fit
52	138892	£0.66	CLIP, tube to fuel pipe	3	

HT Leads & Spark Plugs

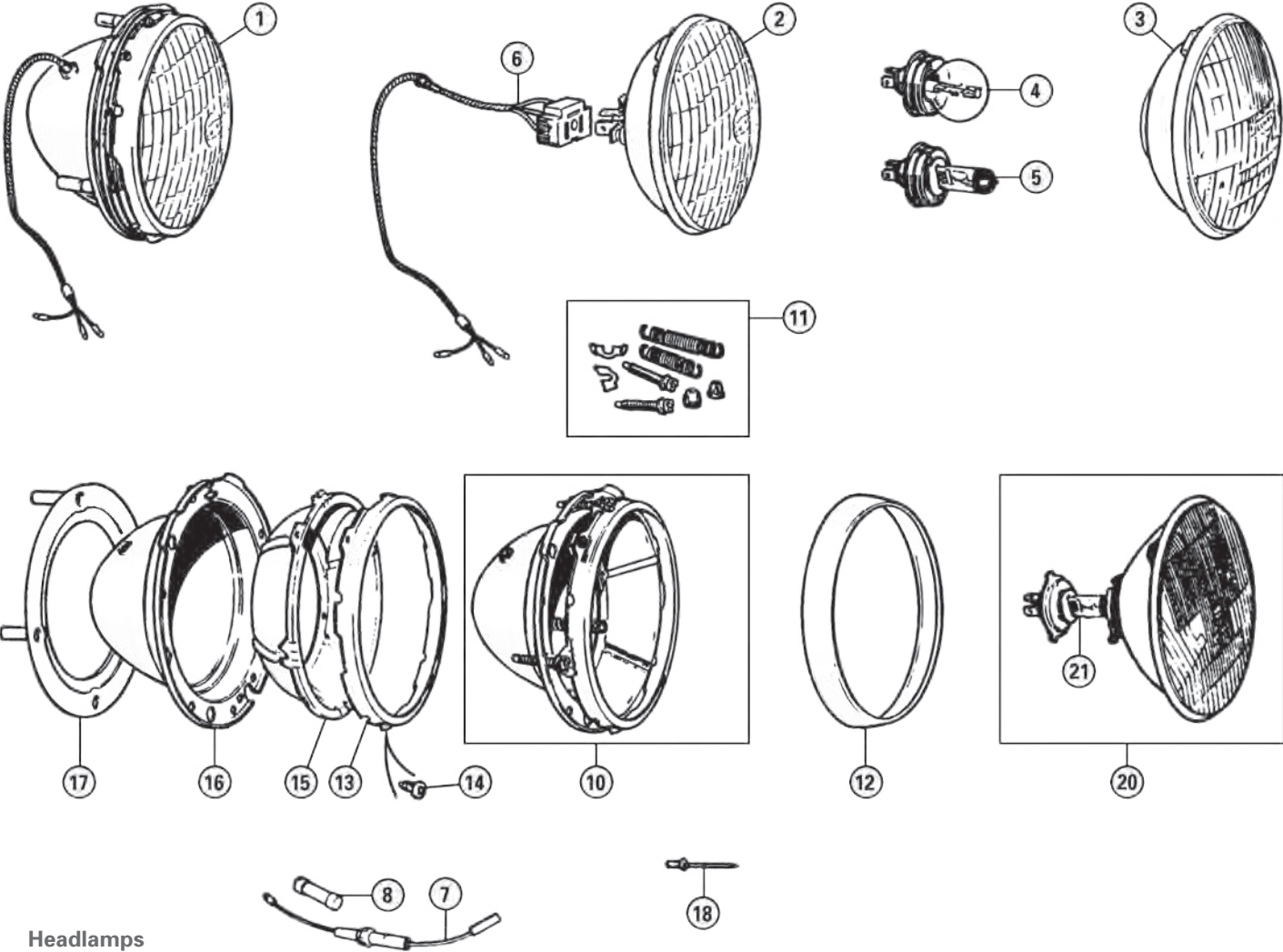
55	GHT152	£11.40	HT LEAD SET, standard	1	
	TT1472	£25.20	HT LEAD SET, silicone, blue	1	alternative to original
56	CRST255	£4.75	LABEL SET, HT lead numbering	1	
57	13H6107	£2.26	CABLE TIE, fir tree type	1	

...and for those who wish to make their own copper HT lead sets:

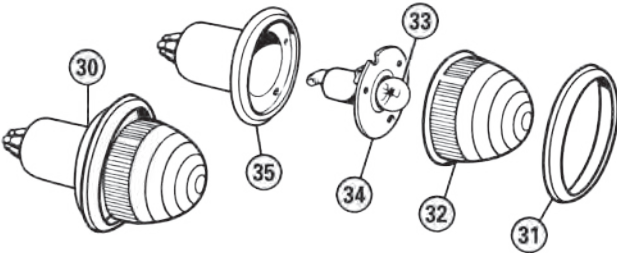
58	AAA5981M	£2.75	HT LEAD, black	a/r	sold per metre
	TT2982M	£6.30	HT LEAD, yellow/black, competition	a/r	

Note: Ignition lead is sold by the metre. You will need two metres to renew your Spitfire engine HT leads.

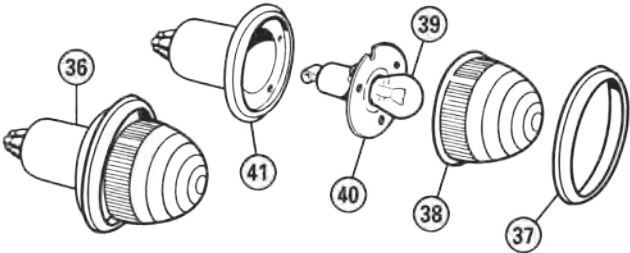
59	NLB5	£5.50	SPARK PLUG CAP, 90° angled, red	a/r	NGK
	NLB5BLK	£3.16	SPARK PLUG CAP, 90° angled, black	a/r	
60	NYB5	£3.90	SPARK PLUG CAP, 60° angled, red	a/r	
	NYB5BLK	£5.20	SPARK PLUG CAP, 60° angled, black	a/r	
61	NSB5	£3.90	SPARK PLUG CAP, straight, red	a/r	
	NSB5BLK	£3.70	SPARK PLUG CAP, straight, black	a/r	
(Recommendation for standard use is 2 x straight caps (plugs 2 & 3), 2 x 60° caps (plugs 1 & 4).					
62	GCL1110	£1.75	END KIT, ignition lead, push-in coil	a/r	6 req. if using item 58
63	12G1040	£1.31	COVER, HT lead coil end, straight	a/r	
64	12G1476	£0.72	TERMINAL, HT lead coil end, straight	a/r	
65	L87YCC	£5.20	SPARK PLUG, Champion	4	Mkl-II alternatives copper cored, alternative MkIII-IV, 1300 engine copper cored, alternative 1500 engine
	BP6HS	£4.00	SPARK PLUG, NGK	4	
	N9YCC	£3.80	SPARK PLUG, Champion	4	
	BP6ES	£3.20	SPARK PLUG, NGK	4	
	N12YCC	£6.00	SPARK PLUG, Champion	4	
	BP5ES	£3.90	SPARK PLUG, NGK	4	
66	GCL132	£12.20	IGNITION COIL, 6 volt, ballasted	1	
67	134176A	£8.30	RESISTOR, coil ballast	1	to FH50000
(From 1973 the ballast resistor was replaced with a length of resistance wire incorporated in the wiring harness).					
68	PCR811	£1.21	CLIP, retaining wiring	1	
69	SH604101	£0.53	SCREW, self aligning	2	
70	GHF300	£0.22	WASHER, plain	4	
71	GHF331	£0.38	WASHER, spring	2	
72	GHF200	£0.22	NUT	2	
73	CRST156	£2.40	DECAL, coil, Lucas	1	



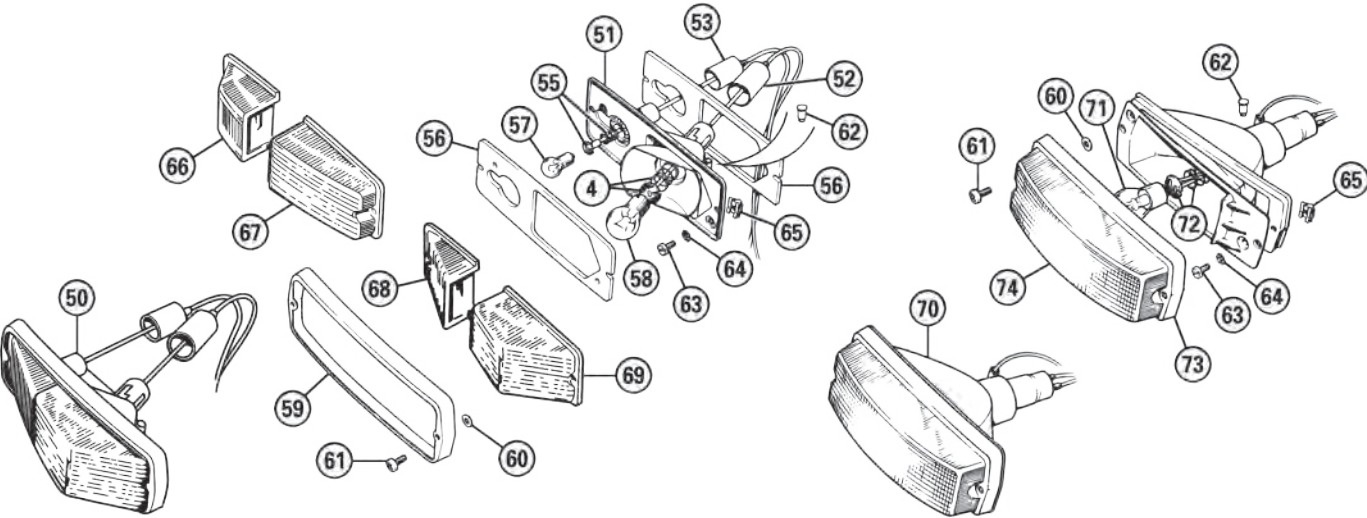
Headlamps



Front Side Lamp - MkI-II



Front Indicator Lamp - MkI-II



Front Side & Indicator Lamp - MkIII-IV & 1500

ill. Part Number Price £ea. Description Req. Details

Front Lamps

Headlamps

1	27H8499	£51.54	HEADLAMP ASSEMBLY, sealed beam	2	RHD, no pilot
	AEU1061A	£57.50	HEADLAMP ASSEMBLY, P45T asymmetric	2	LHD, no pilot
2	GLU101	£17.70	HEADLAMP UNIT, sealed beam, 60/45W	2	RHD,
	XBC103360	£24.50	HEADLAMP UNIT, sealed beam, 75/50W	2	with pilot
	BMK2508H	£18.90	HEADLAMP UNIT, sealed beam, 60/50W	2	LHD, no pilot
3	27H4146A	£22.70	HEADLAMP UNIT, P45T asymmetric	2	LHD, no pilot
4	GLB410	£3.05	BULB, P45T, clear, tungsten	2	45/40W
	GLB411	£4.08	BULB, P45T, yellow, tungsten	2	45/40W
5	GLB2983	£6.90	BULB, P45T, clear, halogen	2	60/55W
6	BAU2110	£8.40	WIRING HARNESS, headlamp loom	2	sealed beam, no pilot
7	UKC4446	£2.05	FUSE HOLDER, in-line	2	
8	GFS3015	£2.16	FUSE, 15A, (dip)	a/r	MkIV - Italy
			(In-line fuse holder, pack of five).		1500 - D, B, DK,
	GFS3020	£1.62	FUSE, 20A, (main)	a/r	NL, I, CH, A
			(In-line fuse holder, pack of five).		
10	27H8263X	£27.00	BUCKET ASSEMBLY, with bowl & rim	2	
11	BHM7058	£4.40	ADJUSTER KIT, headlamp alignment	2	
			(Includes 2 screws, ferrules, springs & clips).		
12	119072	NCA	HEADLAMP RIM, spring clip fitting	2	MkI-III, chrome
13	515218A	£5.80	RETAINING RIM, chrome	2	
14	AB606021	£0.36	SCREW, retaining rim	6	
15	SML4	£9.30	BOWL, inner, metal	2	
	27H6481	£24.00	BOWL, inner, plastic	2	
	27H6481K	£34.60	BOWL & RIM KIT	2	inner & retaining rims
16	SML3	£15.20	BUCKET, headlamp, original	2	with adjusters
	SML3P	£17.10	BUCKET, headlamp, plastic	2	
	SML3Z	£12.40	BUCKET, headlamp, aftermarket	2	less adjusters
17	13H565	£3.80	SEAL, bucket to body	2	alternatives
	512222	£9.00	SEAL, bucket to body	2	fit in pairs
18	569313	£0.73	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 headlamps. Fitting halogen headlamps is one of the most worthwhile safety improvements you can make. The headlamp units are direct replacements for existing sealed beam or tungsten bulb units. Conversion kits include a pair of headlamps with bulbs.

20	GAC4023	£51.60	HEADLAMP CONVERSION, Lucas H4	1	RHD, with pilot
	GAC4022	£44.50	HEADLAMP CONVERSION, Wipac H4	1	RHD, no pilot
	LULUB802	£102.00	HEADLAMP CONVERSION, Lucas H4	1	LHD, with pilot
	MGE203	£61.90	HEADLAMP CONVERSION, Wipac H4	1	LHD, no pilot
21	GLB472	£5.40	BULB, H4, Halogen, 12V, 60/55W	2	standard
	GLB476	£7.90	BULB, H4, Halogen, 12V, 60/55W	2	cadmium yellow
	GLB472BLU	£10.80	BULB, H4, Xenon, 12V, 60/55W*	2	blue tint
	GLB472X	£10.80	BULB, H4, Xenon, 12V, 60/55W*	2	super white
			(*Approx. 30% brighter than halogen).		
	GLB484	£6.40	BULB, H4, Halogen, 12V, 100/80W	2	uprated, check regulations

Front Side & Indicator Lamps - MkI & MkII

30	532806	£16.30	LAMP ASSEMBLY, side lamp, white	2	
31	7H5182	£2.40	RIM, chrome	2	
32	37H6928	£6.90	LENS, glass, white	2	side lamp
33	GLB207	£0.84	BULB, 12V, 5W	2	
34	37H5528	£6.30	BULB HOLDER	2	
35	508162	£2.54	BODY, rubber	2	
36	2A9013	£16.30	LAMP ASSEMBLY, indicator, amber	2	
	532806	£16.30	LAMP ASSEMBLY, indicator, white	2	
37	7H5182	£2.40	RIM, chrome	2	
38	37H5520	£6.90	LENS, glass, amber	2	indicator
	37H6928	£6.90	LENS, glass, white	2	
39	GLB382	£0.77	BULB, 12V, 21W	2	
40	37H5528	£6.30	BULB HOLDER	2	
41	508162	£2.54	BODY, rubber	2	

ill. Part Number Price £ea. Description Req. Details

Front Side & Indicator Lamps - MkIII, MkIV & 1500

There were two different lens profiles used between the MkIII, MkIV and 1500 models. The '878' model lamps had gently curved lens faces while the later '677' models had angled faces. The '878' lens type model was supplied to (c) FH78684 & Germany to (c) FH75380 (not Italy). The '677' type model was supplied from (c) FH78685 onwards, Germany from (c) FH75381 & Italy from mid 1977 onwards. Due to rationalisation the trend is to only supply the angled '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. Therefore please check which lens you have before ordering.

50	BHA4966Z	£16.80	LAMP ASSEMBLY, side & indicator	2	'677' model
			(Clear & amber lens).		
	BHA4239	£35.00	LAMP ASSEMBLY, side & indicator	2	'677' model, Italy only,
			(Clear lens).		not original style
	37H4719Z	£33.50	LAMP ASSEMBLY, side & indicator	2	'677' model
			(Amber lens).		USA spec alternative
51	BHA4966A	£15.30	BACK PLATE	2	
52	17H5216	£1.04	BOOT, bulb holder, rubber	2	
53	37H5294	£1.48	BOOT, bulb holder, rubber	2	
54	37H5452	£3.00	TERMINAL KIT, bulb socket	2	single contact
55	244700A	£2.50	TERMINAL KIT, bulb socket	2	single contact
56	57H5572	£1.36	GASKET, lamp & lens seating	4	foam
57	GLB989	£1.04	BULB, side lamp, 12V, 5W	2	
58	GLB382	£0.77	BULB, indicator, 12V, 21W	2	
59	516304	£7.20	RIM, side/indicator lamp, chrome	2	
60	21G9057	£0.34	WASHER, rubber	4	rim to lens retaining screw
61	57H5569	£0.95	SCREW, rim & lens retaining	4	
62	27H6713	£1.70	BULLET CONNECTOR, male	2	lamp earth
63	PT504	£0.60	SCREW, lamp	4	not supplied with
64	WE702101	£0.30	WASHER, shakeproof	4	side lamp
65	FZ34044	£1.45	NUT, retaining	4	

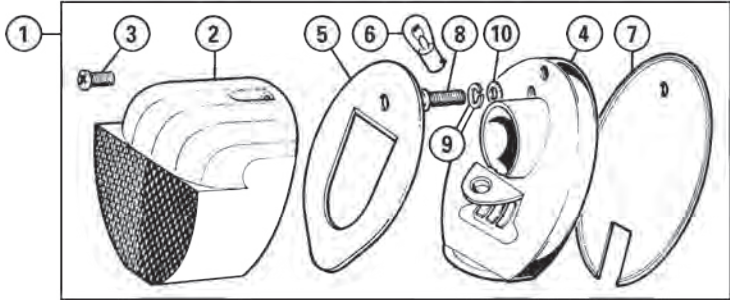
The two different profile lens designs are identified by their Lucas model number which is embossed in the plastic of genuine Lucas lenses. They are; '878' up to 1976 approx.; and '677' for 1500 from 1976 on approx. If in doubt read the model number off the lens on your car to obtain the correct lens replacement.

66	520083	£16.00	LENS, side lamp, clear, small	2	'878' model
67	520082	£15.00	LENS, indicator, amber, large	2	
68	516308	£6.90	LENS, side lamp, clear, small	2	
	516308Z	£5.20	LENS, side lamp, clear, small, aftermarket	2	
	518145	£8.10	LENS, side lamp, amber, small	2	'677' model
69	516306	£3.80	LENS, indicator, amber, large	2	
	516306Z	£3.40	LENS, indicator, amber, large, aftermarket	2	
	516307	£5.30	LENS, indicator, clear, large	2	

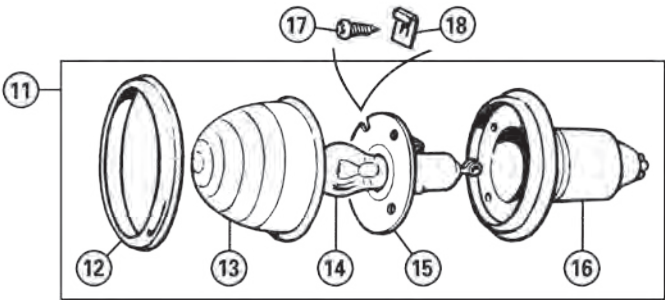
Lucas Model '879'

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 the '879' type cannot be supplied, the clear or amber '677' types above (listed on this page) can be used as an alternative.

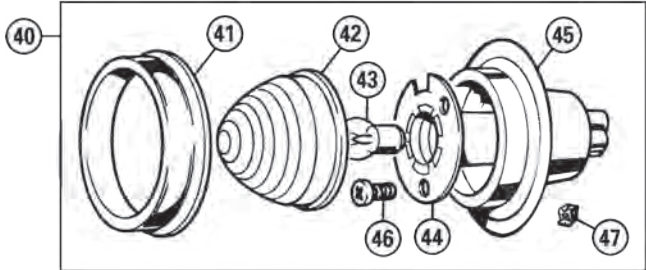
70	159154	NCA	LAMP ASSEMBLY, side & indicator, clear	2	Italy to mid 1977
	155418	NCA	LAMP ASSEMBLY, side & indicator, amber	2	USA spec alternative
71	GLB380	£0.66	BULB, twin filament, 12V, 21/5W	2	
72	37H5459	£3.25	TERMINAL KIT, bulb socket	2	twin contact
73	516304	£7.20	RIM, side lamp/indicator, chrome	2	
74	BHA4239	£35.00	LENS, one piece, clear	2	
	37H4719Z	£33.50	LENS, one piece, amber	2	



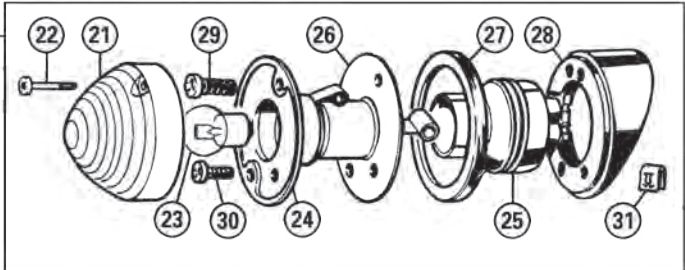
Stop & Tail Lamp - MkI-III



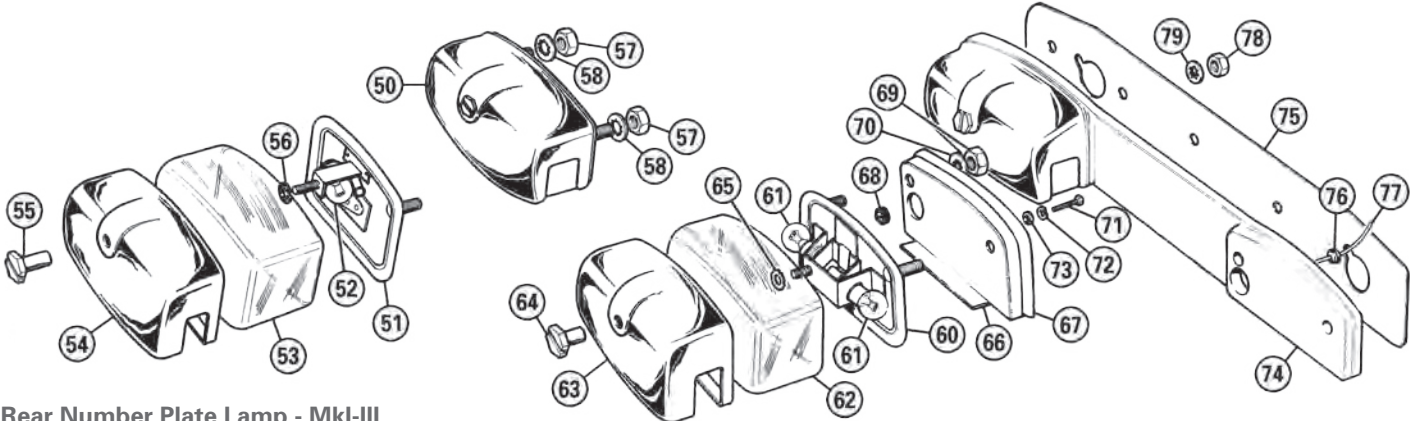
Rear Indicator Lamp - MkI-II



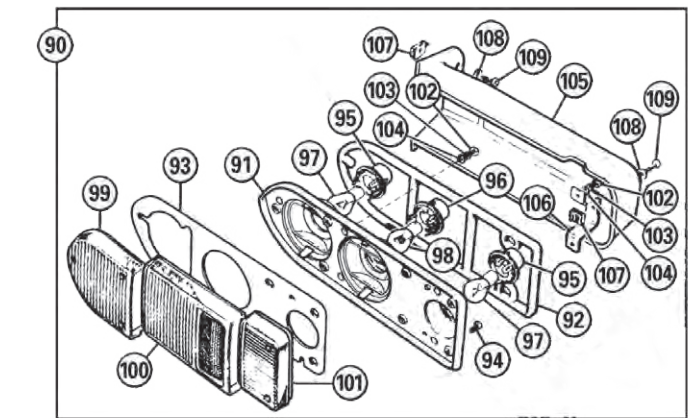
Reverse Lamp - MkIII



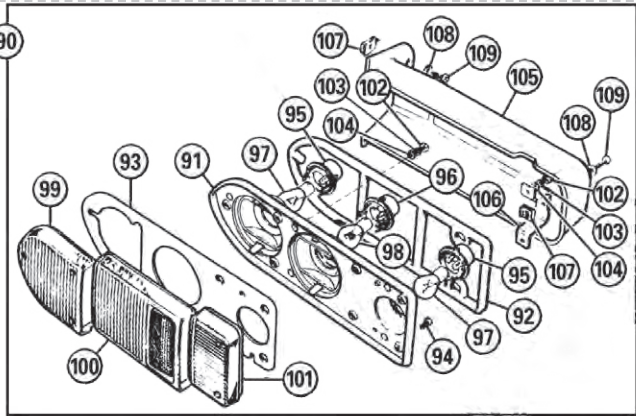
Rear Indicator Lamp - MkIII



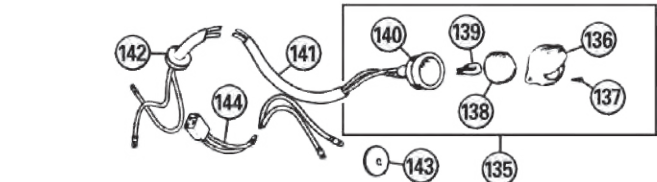
Rear Number Plate Lamp - MkI-III



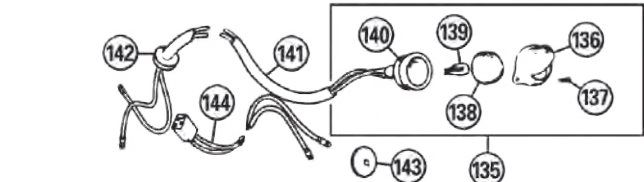
Stop, Tail & Indicator Lamp - MkIV-1500



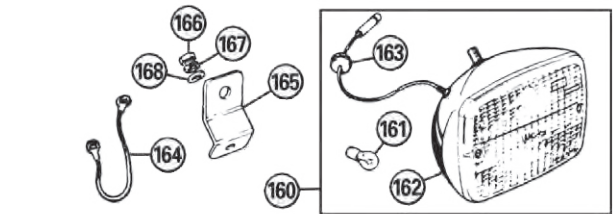
Rear Number Plate Lamps - MkIV-1500 (All markets to (c) FH115999 - except Italy)



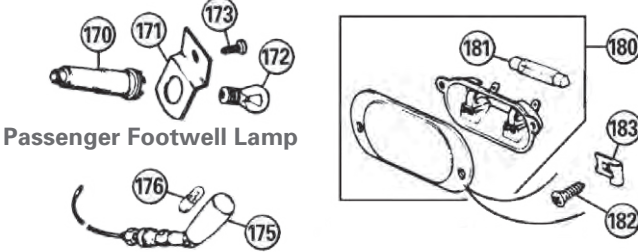
Rear Number Plate Lamps - MkIV-1500 (Italy only to (c) FH115999)



Rear Number Plate Lamps - MkIV-1500 (All markets from (c) FH116000)



Rear Fog Lamp Assembly (1500 models, from approx. 1979)



Passenger Footwell Lamp

Map Reading Lamp Assembly

Boot Lamp Assembly

ill. Part Number Price £ea. Description Req. Details

Rear Lamps

Stop & Tail Lamp - Mkl-III

1	217025	£84.16	LAMP ASSEMBLY, stop/tail	2	
2	511800	£11.40	LENS, stop/tail, red	2	
3	PMP308	£0.73	SCREW, fixing lens	4	
4			BASE PLATE	2	not available
5	511802	£1.80	GASKET, lens to lamp	2	
6	GLB380	£0.66	BULB, 21/5W, twin filament	2	
7	AJA5073	£3.25	GASKET, lamp to body	2	
8	PT505	£0.73	SCREW, 3/16"	4	lamp
9	WL700101	£0.22	WASHER, spring	4	to body
10	WP5	£0.17	WASHER, plain	4	

Rear Indicator Lamp - Mkl-II

11	2A9040	£16.30	LAMP ASSEMBLY, indicator, red	2	
	2A9013	£16.30	LAMP ASSEMBLY, indicator, amber	2	
12	7H5182	£2.40	RIM	2	
13	37H5531	£6.90	LENS, glass, red	2	
	37H5520	£6.90	LENS, glass, amber	2	
14	GLB382	£0.77	BULB, 12V, 21W	2	
15	37H5528	£6.30	BULB HOLDER	2	
16	508162	£2.54	BOOT, rubber	2	
17	GHF423	£0.30	SCREW, 1/2"	6	lamps to body
18	AK606021	£0.95	SPIRE NUT	6	

Rear Indicator Lamp - MkIII

20	AFU3389	£7.60	LAMP ASSEMBLY, indicator, amber	2	
	147550	£14.00	LAMP ASSEMBLY, indicator, red lens	2	
21	CDU3374	£3.38	LENS, amber	2	
	GLR4013	£4.50	LENS, red	2	
22	516303	NCA	SCREW, lens fixing	4	
23	GLB382	£0.77	BULB, 12V, 21W	2	
24			BASE PLATE	2	not available
25	17H5216	£1.04	BOOT, rubber	2	
26	147552	NCA	GASKET, lamp seating	2	
27	147553	NCA	BEZEL, flasher lamp bezel	2	
28	147592	NCA	PLINTH	2	
29	AB606081	£0.22	SCREW, self tapping	2	lamp and
30	AB606121	NCA	SCREW, self tapping	2	plinth to
31	AK606021	£0.95	SPIRE NUT	6	body

Reverse Lamp - MkIII

40	131608	NCA	LAMP ASSEMBLY, reverse	2	
41	7H5182	£2.40	RIM	2	
42	37H6928	£6.90	LENS, clear	2	
43	GLB382	£0.77	BULB, 12V, 21W	2	
44	37H5528	£6.30	BULB HOLDER	2	
45	508162	£2.54	BOOT, rubber	2	
46	YZ3344	NCA	SCREW	6	reverse lamp
47	FJ2442/9	NCA	SPIRE NUT	6	to body

Rear Number Plate Lamp - Mkl-III

50	127916	£26.80	LAMP, number plate	1	
51			BASE PLATE	1	
52	GLB989	£1.04	BULB, 12V, 5W	1	all countries
53	601721A	£5.70	LENS, glass	1	except USA,
54	502264	£11.70	COVER, chrome	1	Canada,
55	509736	NCA	NUT, dome	1	Denmark, &
56	WE702101	£0.30	WASHER, shakeproof	2	Germany
57	HN2005	£0.16	NUT, hex	2	rear lamp
58	WF702101	£0.36	WASHER, shakeproof	2	attachment

Note: The original rear number plate lamp for all Mkl-III models excluding USA, Canada and Denmark used a single bulb lamp (part no. 128397). However the only lamp now available is part no. 127916 originally fitted to USA, Canada and Denmark models which uses 2 12V bulbs. This can be used as a replacement for all models. German market cars were fitted with two number plate lamps (part no. 128397) mounted to a plinth.

60			BASE PLATE	1	
61	GLB989	£1.04	BULB, 12V, 5W	2	
62	601721A	£5.70	LENS, glass	1	
63	502264	£11.70	COVER, chrome	1	
64	509736	NCA	NUT, dome	1	
65	WE702101	£0.30	WASHER, shakeproof	2	
66	613093	NCA	PLINTH, number plate lamp	1	
67	613110	NCA	SEAL	1	

ill. Part Number Price £ea. Description Req. Details

68	061917	£0.67	GROMMET, rubber	1	USA, Canada
69	HN2005	£0.16	NUT, hex	2	and Denmark
70	WF702101	£0.36	WASHER, shakeproof	2	only
71	53K126	£0.60	SCREW	2	
72	WF702101	£0.36	WASHER, shakeproof	2	
73	WP5	£0.17	WASHER, plain	2	
74	709845	£1.33	PLINTH, number plate lamp	1	
75	618789	NCA	RUBBER, plinth mounting	1	
76	061917	£0.67	GROMMET, rubber	2	Germany only
77	144656	NCA	CABLE, RH no.plate lamp to tail lamp	1	
78	HN2005	£0.16	NUT, hex	6	
79	WE702101	£0.30	WASHER, shakeproof	6	

Stop, Tail & Indicator Lamp - MkIV-1500

90	TKC940	£180.00	LAMP ASSEMBLY, stop/tail, LH	2	
	TKC941	£67.36	LAMP ASSEMBLY, stop/tail, RH	2	
91	TKC940NF	NCA	BASE PLATE, chrome	2	
92	RTC1175	£2.40	SEAL, lamp to body, moulded	2	
93	520091	£2.05	SEAL, lenses to lamp base, foam	2	
94	518147	£0.47	SCREW, lens	14	
95	518042	£5.80	BULB HOLDER, single contact	4	indicator/reverse
96	518041	£6.30	BULB HOLDER, twin contact	2	brake/tail
97	GLB382	£0.77	BULB, single filament, 21W	4	not Germany
98	GLB380	£0.66	BULB, twin filament, 21/5W	2	
99	RTC1176	£8.70	LENS, indicator, amber	2	
100	RTC1177	£10.50	LENS, stop/tail, red	2	
101	RTC1174	£8.40	LENS, reverse, clear	2	not France
	520093	£15.00	LENS, reverse, amber	2	France only
102	HN2005	£0.16	NUT, lamp securing	10	
103	WL700101	£0.22	WASHER, spring	10	
104	PWZ203	£0.19	WASHER, plain	10	
105	818761	NCA	COVER, rear lamp, LH	1	
	818771	NCA	COVER, rear lamp, RH	1	
106	624672	NCA	BRACKET, rear lamp cover	2	
107	GHF713	£0.43	SPIRE NUT, cover	4	
108	PWZ203	£0.19	WASHER, plain	4	
109	GHF425	£0.22	SCREW, self tapping	4	

Rear Number Plate Lamps - MkIV-1500

All markets to (c) FH115999 - except Italy

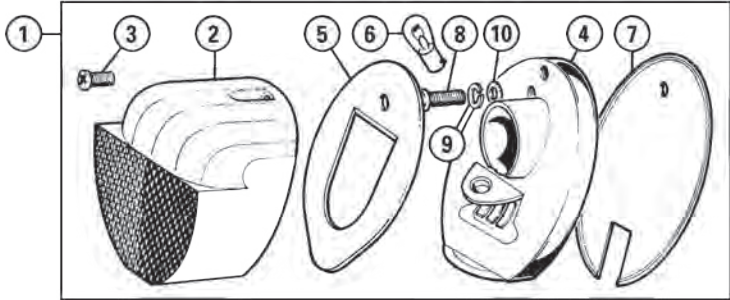
115	718028	£127.50	LAMP, number plate, with badge	1	
116	215823	£8.40	GASKET, number plate mounting	1	
117	518031	£14.40	LENS, plastic, clear, LH	1	
	518032	£14.40	LENS, plastic, clear, RH	1	
118	519582	£45.40	COVER, chrome	1	
119	626859	£34.20	BADGE, Triumph	1	
120	FR1202	£0.20	NUT, fix	3	
121	RMP316	£0.66	SCREW, cover	2	
	RMP316SS	£1.70	SCREW, cover, stainless steel	2	alternative
122	37H5452	£3.00	TERMINAL KIT, bulb socket	2	single contact
123	GLB207	£0.84	BULB, 12V, 5W	2	
124	519583	NCA	BOOT, rubber	2	
125	503213	NCA	SLEEVE, insulating, on loom tag	1	
126	061917	£0.67	GROMMET, rubber	1	
127	WM55	£0.30	WASHER, plain	2	
128	WL700101	£0.22	WASHER, spring	2	
129	HN2005	£0.16	NUT	2	

Italy only to (c) FH115999

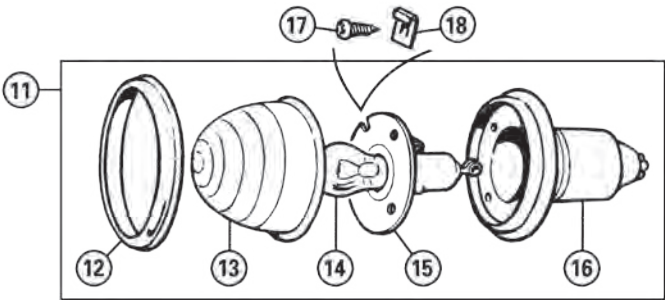
135	142002	£16.40	LAMP, number plate, chrome	2	
	142002Z	£11.80	LAMP, number plate, aftermarket	2	
136	131465A	£11.40	RIM, chrome	2	
137	AB606053	£0.66	SCREW	2	
138	510875A	£6.00	LENS, glass, clear	2	
139	GLB501	£0.77	BULB, 12V, 5W	2	
140	515154	NCA	BASE	2	
141	503213	NCA	SLEEVE, insulating, on loom tag	2	
142	061917	£0.67	GROMMET, rubber	2	
143	631018	NCA	GROMMET	2	
144	157555	NCA	ADAPTOR	2	

All markets from (c) FH116000

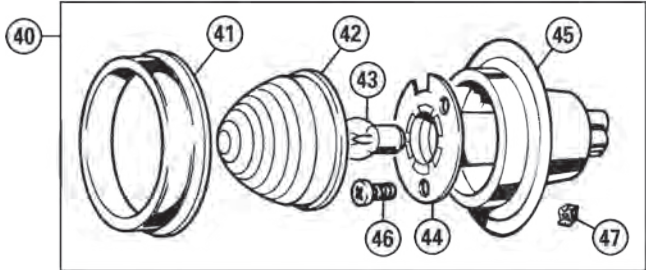
150	UKC7274	£29.70	LAMP, number plate	2	
151	510875A	£6.00	LENS, glass, clear	2	
152	GLB233	£0.83	BULB, 12V, 4W	2	
153	602037	£1.30	GROMMET, rubber	2	



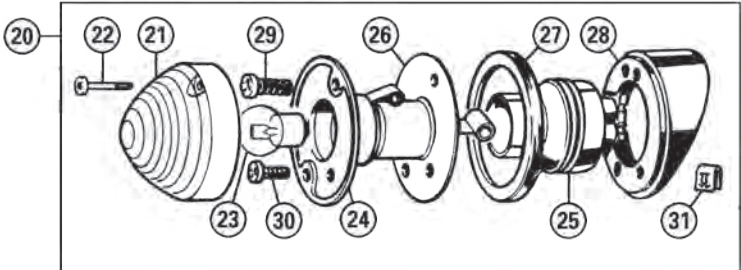
Stop & Tail Lamp - MkI-III



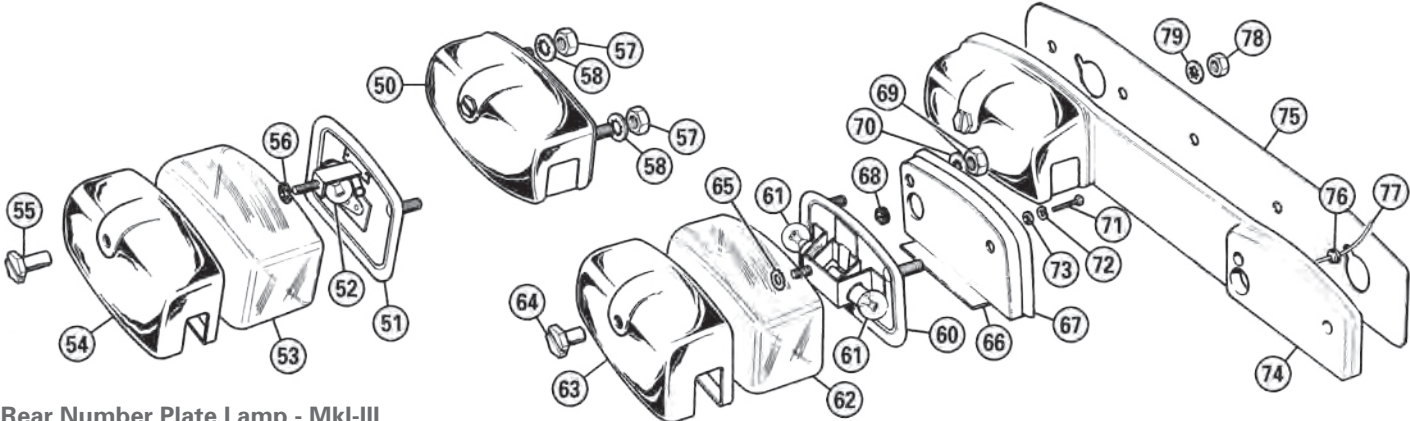
Rear Indicator Lamp - MkI-II



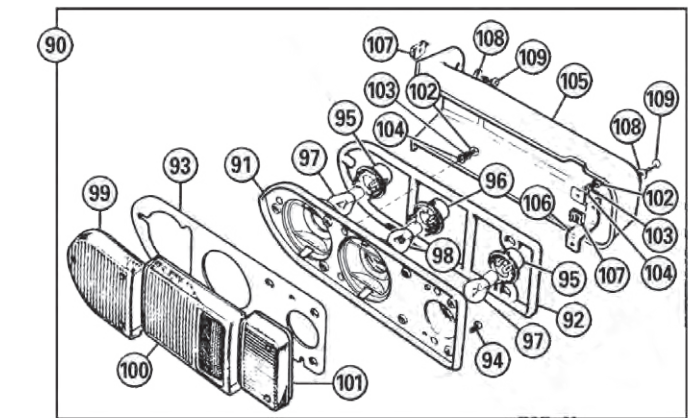
Reverse Lamp - MkIII



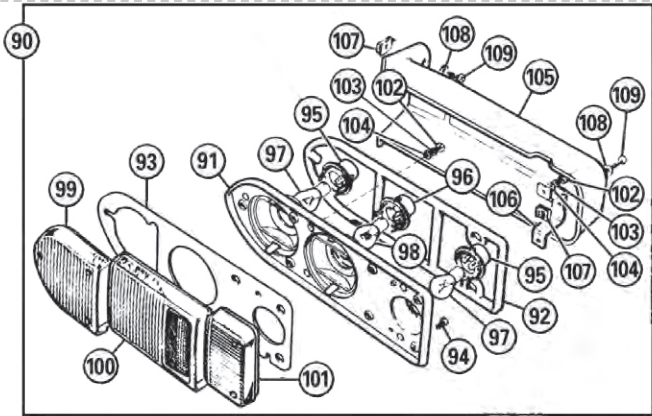
Rear Indicator Lamp - MkIII



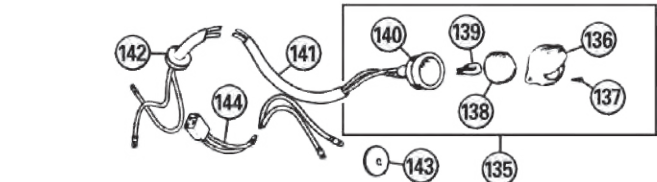
Rear Number Plate Lamp - MkI-III



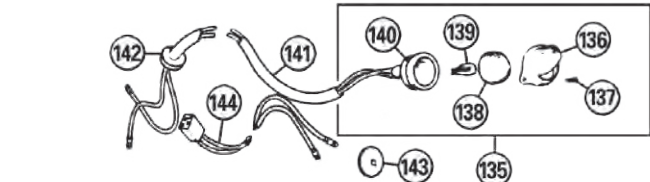
Stop, Tail & Indicator Lamp - MkIV-1500



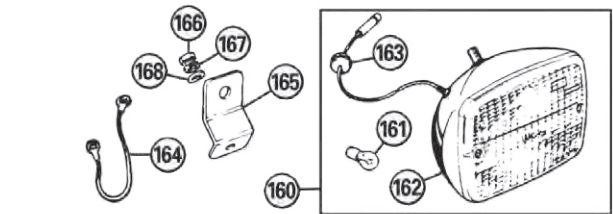
Rear Number Plate Lamps - MkIV-1500 (All markets to (c) FH115999 - except Italy)



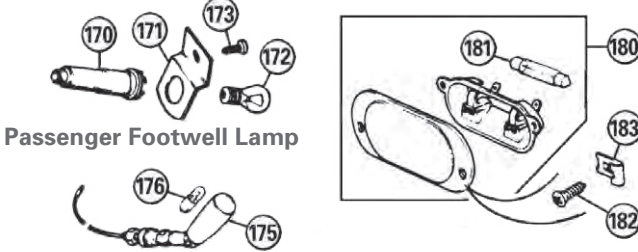
Rear Number Plate Lamps - MkIV-1500 (Italy only to (c) FH115999)



Rear Number Plate Lamps - MkIV-1500 (All markets from (c) FH116000)



Rear Fog Lamp Assembly (1500 models, from approx. 1979)



Passenger Footwell Lamp

Map Reading Lamp Assembly

Boot Lamp Assembly

ill. Part Number Price £ea. Description

Req. Details

Rear Fog Lamp Assembly

1500 models, from approx. 1979

160	ALU1017	£24.00	LAMP ASSEMBLY, fog	a/r	} either 1 or 2 fitted
	ALU1017Z	£13.00	LAMP ASSEMBLY, fog, aftermarket	a/r	
161	GLB382	£0.77	BULB, 12V, 21W	a/r	
162	BAU1763	£3.91	LENS, fog, clear	a/r	
163	061917	£0.67	GROMMET, rubber	a/r	
164	134301	£2.30	LEAD, earth	a/r	
165	YKC4473	NCA	BRACKET, fog lamp	a/r	} between bumper rear valance
166	GHF200	£0.22	NUT, lamp to bracket	a/r	
167	GHF331	£0.38	WASHER, spring	a/r	
168	GHF300	£0.22	WASHER, plain	a/r	

Passenger Footwell Lamp

170	13H1924	£3.50	BULB HOLDER	a/r
171	627318	NCA	BRACKET	a/r
172	GLB987	£0.66	BULB, 12V, 2.2W	a/r
173	GHF421	£0.14	SCREW, self tapping	a/r

Map Reading Lamp Assembly

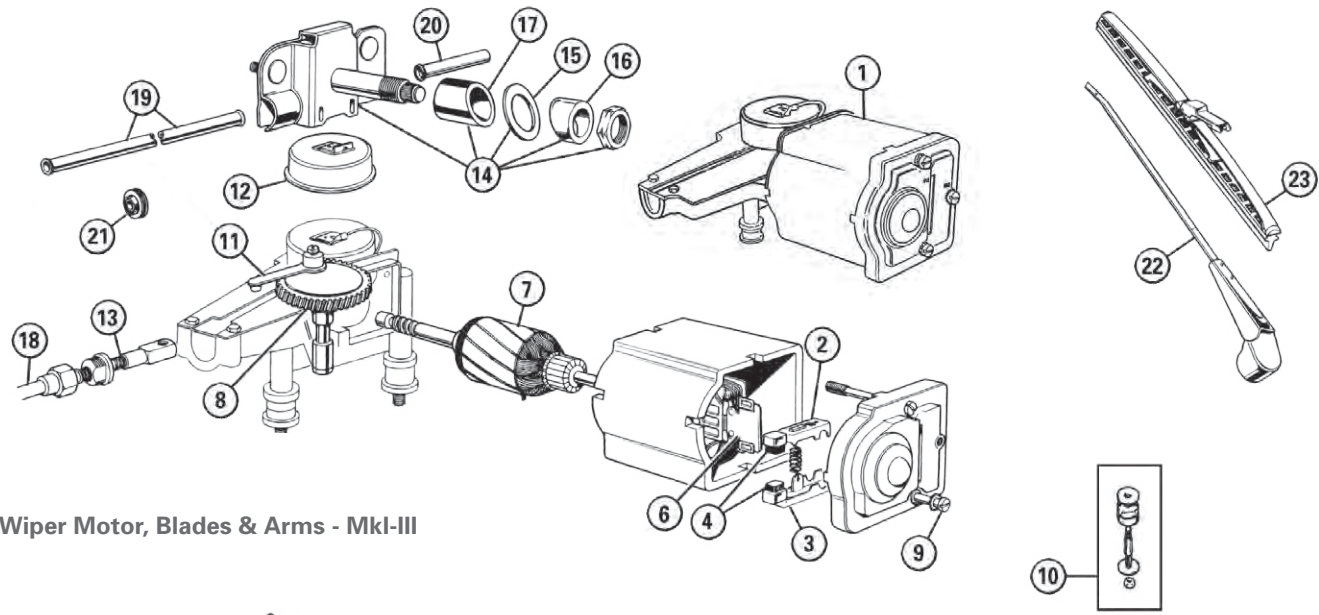
175	UKC3946	£91.68	MAP READING LAMP	1
176	GLB233	£0.83	BULB, 12V, 4W	1

Boot Lamp Assembly

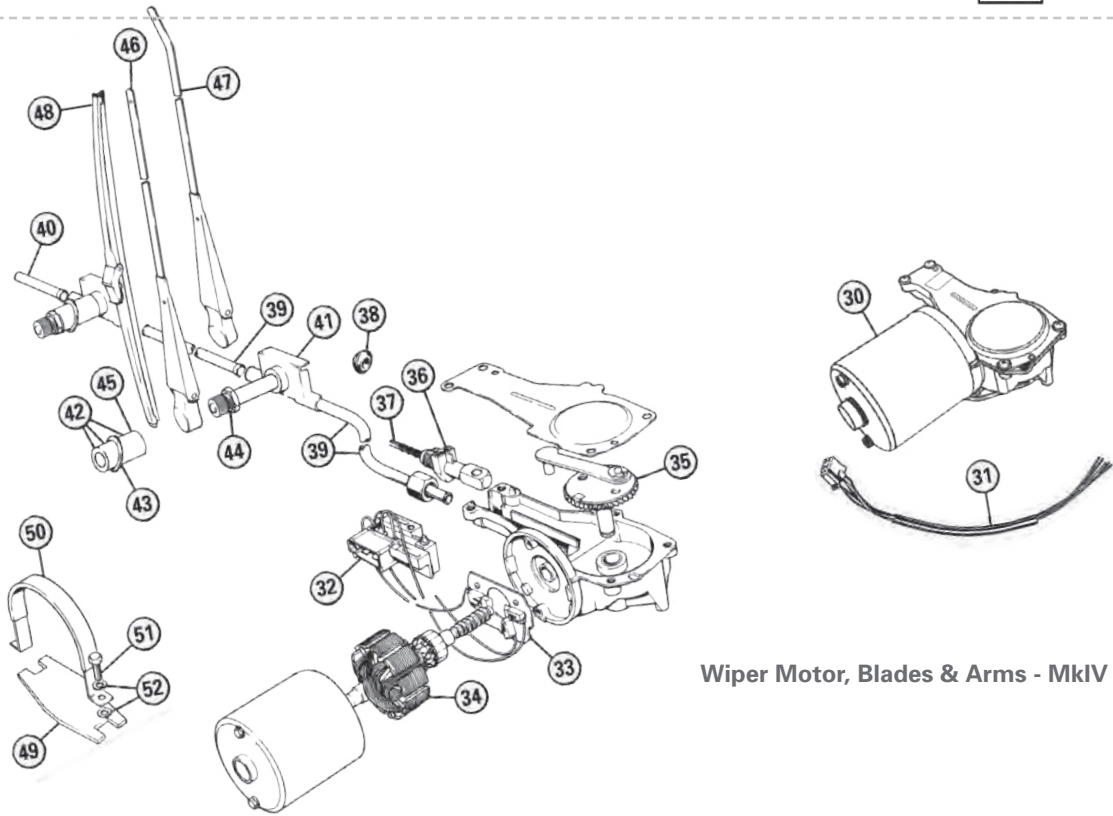
180	151353	£7.90	LAMP ASSEMBLY, interior, boot	1
181	GLB256	£2.40	BULB, 12V, 3W	1
182	AD606033	£0.66	SCREW, lamp to body	2
183	GHF711	£0.28	SPIRE NUT, lens to body	2

ill. Part Number Price £ea. Description

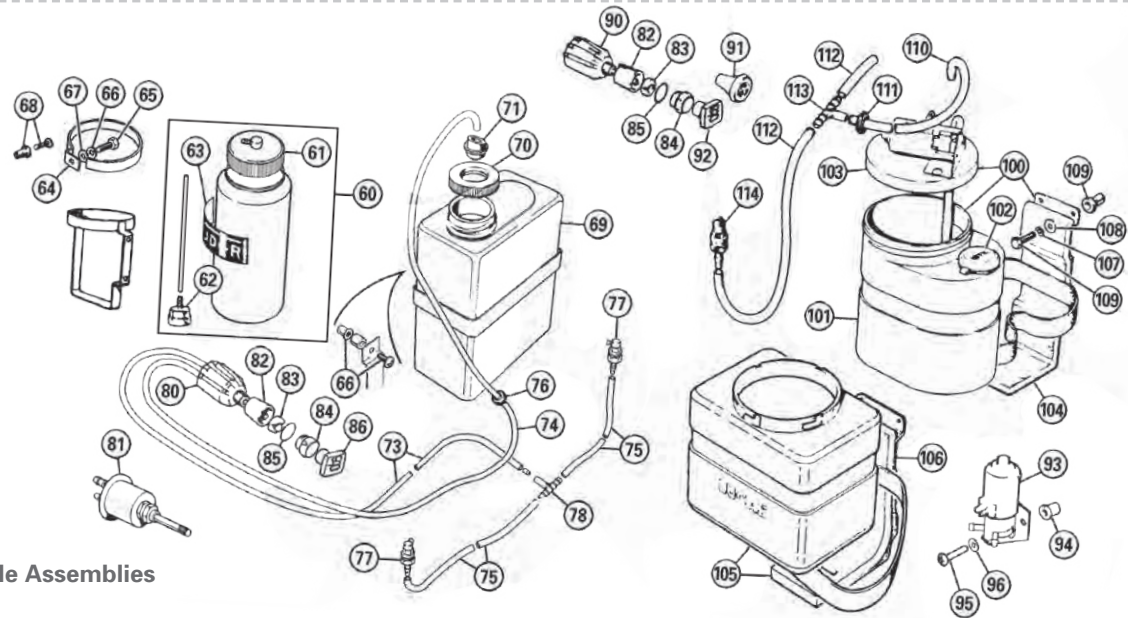
Req. Details



Wiper Motor, Blades & Arms - Mkl-III



Wiper Motor, Blades & Arms - MkIV - 1500



Washer Bottle Assemblies

ill. Part Number Price £ea. Description Req. Details

Windscreen Wipers, Washers & Fittings

Wiper Motor, Blades & Arms - Mkl-III

1	GXE7714	£213.30	WIPER MOTOR	1	Mkl-III
2	511002		NCA COVER, with bearing	1	
3	508169		NCA GEAR, bush	1	
4	508170	£7.30	BRUSH SET, wiper motor	1	
5	057429		NCA SPRING, brush	1	
6	511004		NCA COIL, field	1	
7	511003	£18.32	ARMATURE	1	
8	511007	£60.00	GEAR, wiper motor	1	Mkl to (c) FC20216
	513962		NCA GEAR, wiper motor	1	Mkl from (c) FC20217 to MkIII
9	511001		NCA BOLT, fixing casing	1	
10	17H5431	£5.20	BUSH & PIN SET, wiper motor mounting	1	
11	511096	£8.34	ROD, connecting	1	
12	511006		NCA SWITCH, parking	1	
13	508182		NCA RACK, wheelbox driving	1	
14	136670		NCA WHEELBOX	2	Mkl-II to (c) FC18221 only
	134746		NCA WHEELBOX	2	MkIII from (c) FC18222 to MkIII
15	134751		NCA SEAL, rubber, wheelbox	2	not available,
16	134747		NCA BUSH, front, chrome plated	2	use 519988Z
17	134748		NCA BUSH, rubber, rear	2	as replacement
	519988Z	£5.80	BEZEL KIT, wiper wheelbox	2	inc. bezel, nut & washer
18	613654		NCA TUBING, motor to wheelbox	1	Mkl-II to (c) FC18221 only
	706768		NCA TUBING, motor to wheelbox	1	MkIII from (c) FC18222 to MkIII
19	131151		NCA TUBING, wheelbox to wheelbox	1	Mkl-II to (c) FC18221 only
	613656		NCA TUBING, wheelbox to wheelbox	1	MkIII from (c) FC18222 to MkIII
20	575047A	£5.10	TUBING, wheelbox end	1	
21	600395	£1.48	GROMMET, rubber, bulkhead	1	
22	130034	£16.80	WIPER ARM, RHD	2	
	130035	£20.08	WIPER ARM, LHD	2	Mkl to (c) FC20216
23	GWB219	£7.40	WIPER BLADE	2	
22	37H4952	£15.00	WIPER ARM, RHD	2	
	138480		NCA WIPER ARM, LHD	2	Mkl from (c) FC20217 to MkIII
23	GWB223	£12.30	WIPER BLADE	2	
22	149753		NCA WIPER ARM, LHD, low reflection	2	MkIII from (c) FD22568
23	149759		NCA WIPER BLADE, low reflection	2	USA

Wiper Motor, Blades & Arms - MklV-1500

30	GXE7708	£49.00	WIPER MOTOR, no gear & rack, new	1	(Wiper motor assemblies are built to the later 'clip on' specification, see parking switches below).
31	GXE7708P	£19.50	PLUG & LEAD, wiper motor wiring	1	(This plug & lead is available separately to allow repair of the existing wiring loom if the wiper motor plug is damaged, corroded or stuck in the motor socket).
32	517645A	£19.85	SWITCH, parking, screw on	1	to approx. 1979
	520160A	£20.40	SWITCH, parking, clip on	1	from approx. 1980
					(Due to motor casing differences, these switches cannot easily be interchanged).
33	RTC198A	£13.20	BRUSH SET, with wires	1	from approx. 1980
34	37H8222	£20.40	ARMATURE	1	
35	520101	£32.38	GEAR, wiper motor	1	
36	37H3694	£2.40	FERRULE	1	tubing nut to motor gear case
37	RTC202A	£8.70	RACK, wheelbox driving	1	cut to fit
38	600395	£1.48	GROMMET, rubber	1	
39	AAU1909A	£19.60	RACK TUBING, motor to wheelbox	1	
40	575047A	£5.10	RACK TUBING, wheelbox end	1	
41	155430	£38.40	WHEELBOX	2	
42	519988Z	£5.80	BEZEL KIT, wiper wheelbox	2	inc. chrome bezel, seal, spacer
43	ADC560	£0.60	SEAL, wheelbox spindle	2	
44	17H8769	£1.31	NUT, wheelbox retaining	2	8 sided
45	155906		NCA BUSH, rubber, rear	2	
46	156307	£19.20	WIPER ARM, bright, straight, RH	1	MklV, 1500 to (c) FH80000
	UKC1285	£20.20	WIPER ARM, black, straight, RH	1	1500 from (c) FH80001
47	156308	£18.60	WIPER ARM, bright, cranked, LH	1	MklV, 1500 to (c) FH80000
	UKC1284	£20.20	WIPER ARM, black, cranked, LH	1	1500 from (c) FH80001
48	GWB168	£10.00	WIPER BLADE, bright finish	2	
	GWB199Z	£13.20	WIPER BLADE, black finish	2	
49	150844A	£2.05	PAD, wiper motor mounting	1	
50	BHA4790	£7.30	STRAP, wiper motor	1	
51	SH604041	£0.41	SCREW	2	
52	GHF300	£0.22	WASHER, plain	4	

Washer Bottle Assemblies

60	GWW918K	£11.70	WASHER BOTTLE KIT, with lid, round	1	Mkl-IV all markets
61	AHH6848	£4.70	CAP, washer bottle	1	except Germany
62	GWW506	£1.57	VALVE, foot, windscreen washer	1	and Sweden, 1500
63	CRST124	£1.90	LABEL, washer bottle, Tudor	1	all markets excluding
64	RTC2392SS	£8.00	BRACKET	1	D, NL, A, F, B, I, CH

ill. Part Number Price £ea. Description Req. Details

65	HU505	£0.83	SCREW, bracket to body	1/2	
66	WL700101	£0.22	WASHER, spring	2/4	
67	PWZ203	£0.19	WASHER, plain	2/4	
68	566293	£2.95	RAWL-NUT & SCREW	1/2	replaces item 65
69	GWW901	£26.40	WASHER BOTTLE, rectangular	1	1300 German
70	GWW952	£2.86	CAP, washer bottle	1	markets
71	GWW951	£2.40	PLUG, filler, washer bottle, push fit	1	1500 D, NL, A,
72	622224		NCA SPACER, mounting washer bottle	2	F, B, I, CH only
73	GWW202M	£1.80	TUBING, pump to 'T' piece	a/r	4mm bore, sold per metre
74	GWW202M	£1.80	TUBING, bottle to pump, RHD	a/r	4mm bore, sold per metre
	GWW201M	£0.80	TUBING, bottle to pump, LHD	a/r	3mm bore, sold per metre
75	GWW201M	£0.80	TUBING, 'T' piece to jets	a/r	3mm bore, sold per metre
76	061917	£0.67	GROMMET, rubber	1	
77	GWW802	£3.80	WASHER JET, single, chrome	2	
78	GWW404	£1.75	CONNECTOR, T piece	1	

Manual Screen Wash System

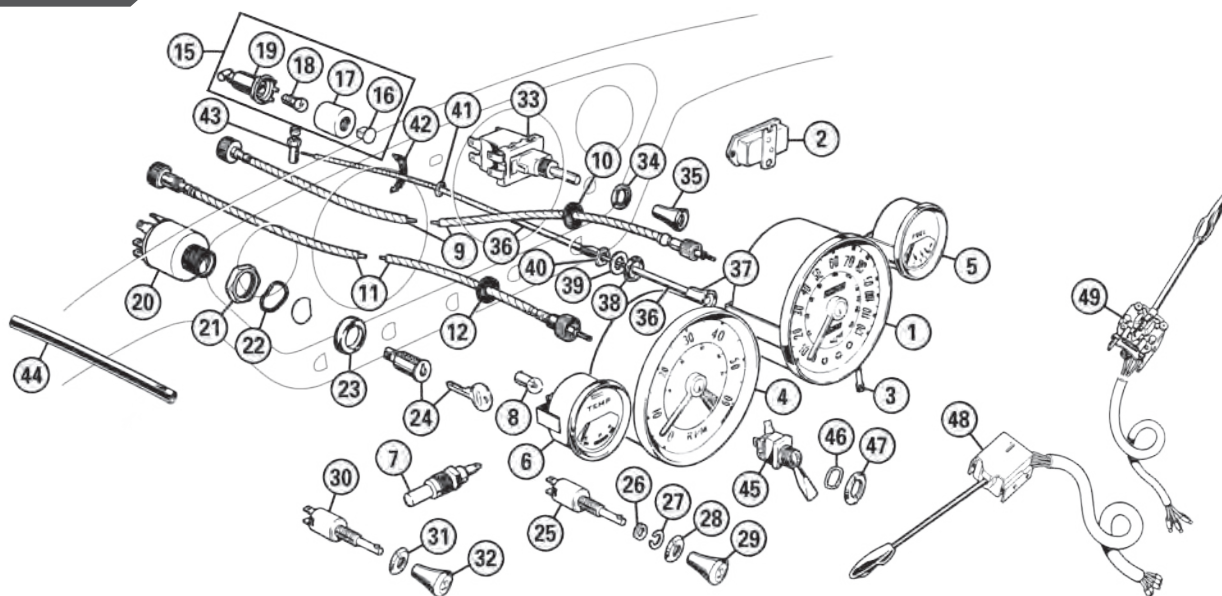
80	155495Z	£83.60	SWITCH, wash & wiper	1	to (c) FH100020
			(2 speed manual pump).		excluding Sweden
81	609173	£44.10	WASHER PUMP, windscreen, manual	1	OE spec
82	621510		NCA SPACER TUBE	1	
83	622682	£0.40	NUT	1	
84	622443	£1.49	BEZEL	1	
85	616048		NCA WASHER, PVC	1	
86	725374	£4.55	KNOB, wiper/washer switch, square	1	

Electric Screen Wash System

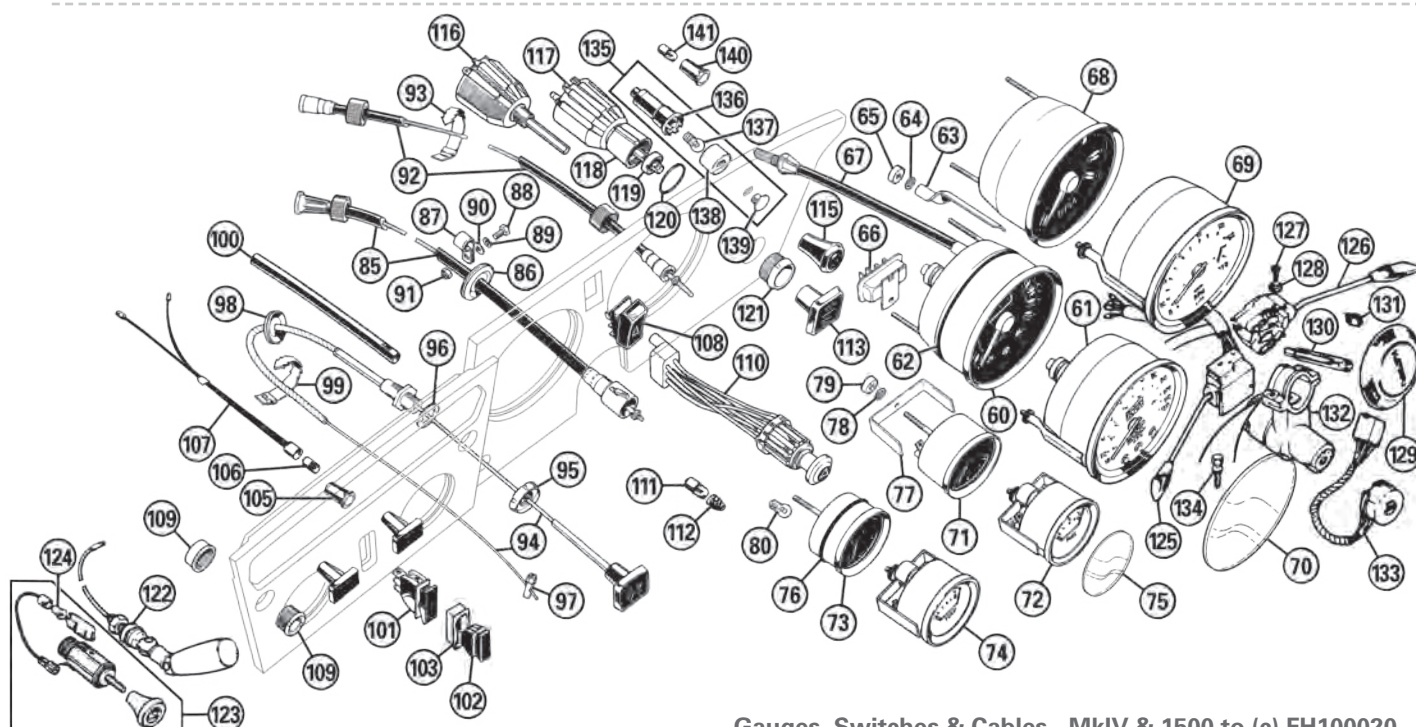
90	155496	£59.10	SWITCH, wash & wiper	1	from (c) FH100021 and Sweden
			(The mounting hardware for this switch is the same as manual wash/wiper switch items 82-85 listed above).		
91	625966	£3.58	KNOB, wiper/washer switch, round	1	Sweden 1300 from (c) FH100021
92	725374	£4.55	KNOB, wiper/washer switch, square	1	and Sweden 1500 models
93	GWW125	£10.20	WASHER PUMP, electric	1	1500 from (c) FH100021
94	AFU1233	£0.36	RAWL-NUT, in body	2	must be used
95	SE104141		NCA SCREW, pump	2	together
	566293	£2.95	RAWL-NUT & SCREW	2	alternative to
96	GHF306	£0.30	WASHER, plain	2	items 94 & 95

Electric Screen Wash System - Swedish Markets

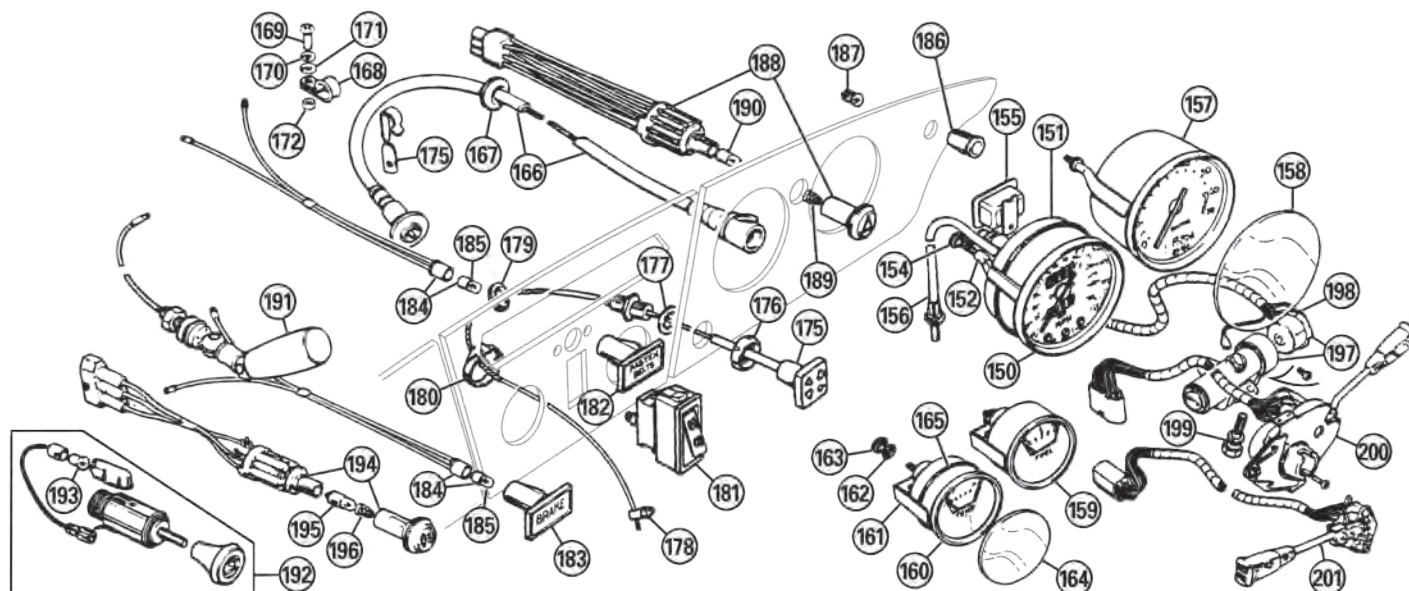
100	TKC909	£61.30	WASHER BOTTLE ASSEMBLY, oval bottle	1	with pump, lid & bracket
101	GWW914	£23.70	WASHER BOTTLE, oval	1	
102	GWW957	£4.10	CAP, washer bottle	1	
103	GWW111	£30.60	WASHER PUMP ASSEMBLY, electric	1	lid & pump
104	514223A	£17.80	BRACKET & STRAP, oval bottle	1	
105	518264	£28.80	WASHER BOTTLE KIT, square bottle	1	alternative to
106	518265	£14.40	BRACKET & STRAP, square bottle	1	items 101 & 104
					(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).
107	WL700101	£0.22	WASHER, spring	3	
108	GHF306	£0.30	WASHER, plain	3	
109	566293	£2.95	RAWL-NUT & SCREW	3	
110	GWW202M	£1.80	TUBING, pump to T piece	a/r	4mm bore, sold per metre
111	061917	£0.67	GROMMET, rubber	1	
112	GWW201M	£0.80	TUBING, T piece to jets	a/r	3mm bore, sold per metre
113	GWW404	£1.75	CONNECTOR, T piece	1	
114	GWW802	£3.80	WASHER JET, single, chrome	2	



Gauges, Switches & Cables - MkI-III



Gauges, Switches & Cables - MkIV & 1500 to (c) FH100020



Gauges, Switches & Cables - 1500 from (c) FH100021

ill.	Part Number	Price £ea.	Description	Req.	Details
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Instruments, Switches & Cables**MkI-III**

1	209540	NCA	GAUGE, speedo, MPH (110)	1	MkI-II
	208252	NCA	GAUGE, speedo, MPH (100)	1	
	209541	NCA	GAUGE, speedo, KPH	1	
	214086R	£91.80	GAUGE, speedo, SN6203/16, MPH, recon	1	
	214087R	NCA	GAUGE, speedo, SN6203/17, KPH, recon	1	MkIII
2	128484	£15.10	VOLTAGE STABILISER, positive earth	1	
3	134757	NCA	CABLE, trip meter reset, speedo	1	MkI to (c) FC50000
4	209543	NCA	GAUGE, tachometer	1	
	212762R	£97.50	GAUGE, tachometer, reconditioned	1	
5	134242	NCA	GAUGE, fuel	1	
	147604	NCA	GAUGE, fuel	1	MkIII
6	134243R	£62.80	GAUGE, temperature, BT2204/03, recon	1	
7	137386	NCA	TEMPERATURE TRANSMITTER	1	MkI to (e) FC26302
	GTR108	£9.90	TEMPERATURE TRANSMITTER	1	
8	GLB987	£0.66	BULB, illumination & warning lights	6	MkI-II
9	GSD111	£11.40	CABLE, speedo, 48"	1	
10	613302	NCA	GROMMET, gearbox cover	1	
	602037	£1.30	GROMMET, cable, air box & dash shelf (Not required for dash shelf when heater fitted).	a/r	
11	134733	£12.70	CABLE, tachometer, 31"	1	MkI to (b) 5964FC
	138317	NCA	CABLE, tachometer, RHD	1	
	138316	£12.70	CABLE, tachometer, LHD	1	
12	613302	NCA	GROMMET	1	MkI-II
	602037	£1.30	GROMMET, cable, air box & dash shelf (Not required for dash shelf when heater fitted).	a/r	
15	119616	NCA	LAMP, warning, indicators	1	alt., kit includes shade
	37H5182	£27.10	LAMP, warning, indicators, with 3 lenses	1	
16	AJG5046	£4.85	LENS, warning lamp, dashboard, green	1	
17	508137	£8.96	SHADE	1	
18	13H1924	£3.50	BLUB HOLDER, claw type	1	included in 37H5182
19	GLB987	£0.66	BULB, warning light	1	
20	127651	£15.70	SWITCH, ignition & starter	1	
21	510369	£3.76	NUT, locking, ignition switch	1	
22	128087	NCA	WASHER	1	with knob
23	609793	NCA	BEZEL	1	
24	24G1345	£9.00	BARREL LOCK, ignition, with key	1	
25	2H4841	£15.00	SWITCH, windscreen wipers	1	
26	510368	NCA	NUT, switch	1	MkI-II USA only
27	130545	NCA	WASHER, spring	1	
28	609933	NCA	BEZEL	1	
29	704875	£7.60	KNOB, wiper switch	1	
30	2H4841	£15.00	SWITCH, panel light switch, with knob	1	pull/push
31	609933	NCA	BEZEL	1	
32	704879	£7.60	KNOB, panel light switch	1	
33	BHA4578	£31.80	SWITCH, lights & instrument illumination	1	
34	609792	£8.40	BEZEL	1	MkI-II
	610685	£0.71	BEZEL	1	
35	704885	£7.60	KNOB, side & headlamp switch	1	
36	TKC2772	£17.90	CHOKE CABLE, with knob	1	
	401900/1	£66.90	CHOKE CABLE, without knob	1	MkIII
37	704873	£7.60	KNOB, choke	1	
38	618946	£4.55	BEZEL, choke cable	1	
39	GHF325	£0.34	WASHER, shakeproof	1	
40	515789	£0.56	NUT, locking	1	MkIII to (c) FD25146
41	061917	£0.67	GROMMET, choke cable	1	
42	GHF1266	£0.28	CABLE TIE, choke cable to overflow pipe	1	
43	AUE34	£2.30	TRUNNION, choke inner cable to carb	1	
44	149137	NCA	PVC SLEEVE, on choke cable, LHD	1	MkIII to (c) FD25146
45	RTC430A	£4.75	SWITCH, heater, toggle	1	
46	128088	NCA	WASHER, spring	1	
47	609792	£8.40	BEZEL	1	
48	147278Z	£93.60	SWITCH, headlamp, RHD	1	MkI-III except USA MkI-II & MkIII from (c) FDU31254 & Sweden MkIII
	147279	£73.30	SWITCH, headlamp, LHD	1	
	141858	£75.10	SWITCH, headlamp, LHD	1	
	148647	NCA	SWITCH, headlamp, LHD	1	
	148648	£75.10	SWITCH, headlamp, LHD	1	MkI-II USA
49	131274	NCA	SWITCH, indicator	1	
	147277	NCA	SWITCH, indicator	1	
				1	

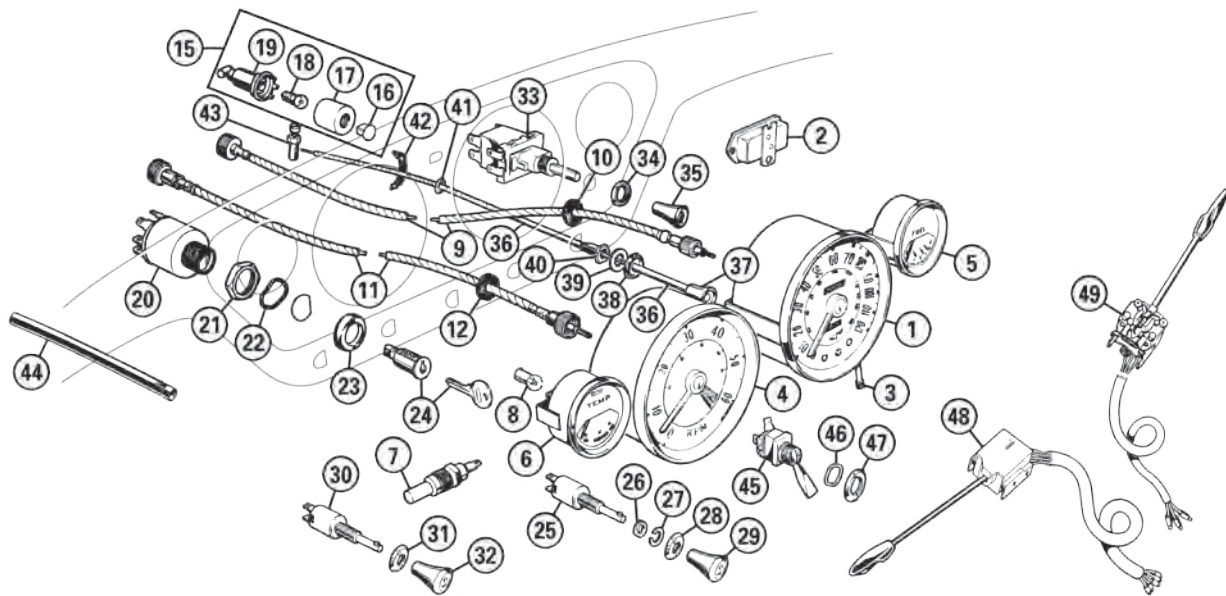
MkIV & 1500 to (c) FH100020 (Early)

60	217517R	NCA	GAUGE, speedo, SN6203/54, MPH	1	MkIV to (c) FH50000
	217518R	NCA	GAUGE, speedo, SN6203/57, KPH	1	
61	218815E	£59.10	GAUGE, speedo, SN6211/04, MPH	1	MkIV from (c) FH50001
	218816R	NCA	GAUGE, speedo, SN6211/05, KPH	1	

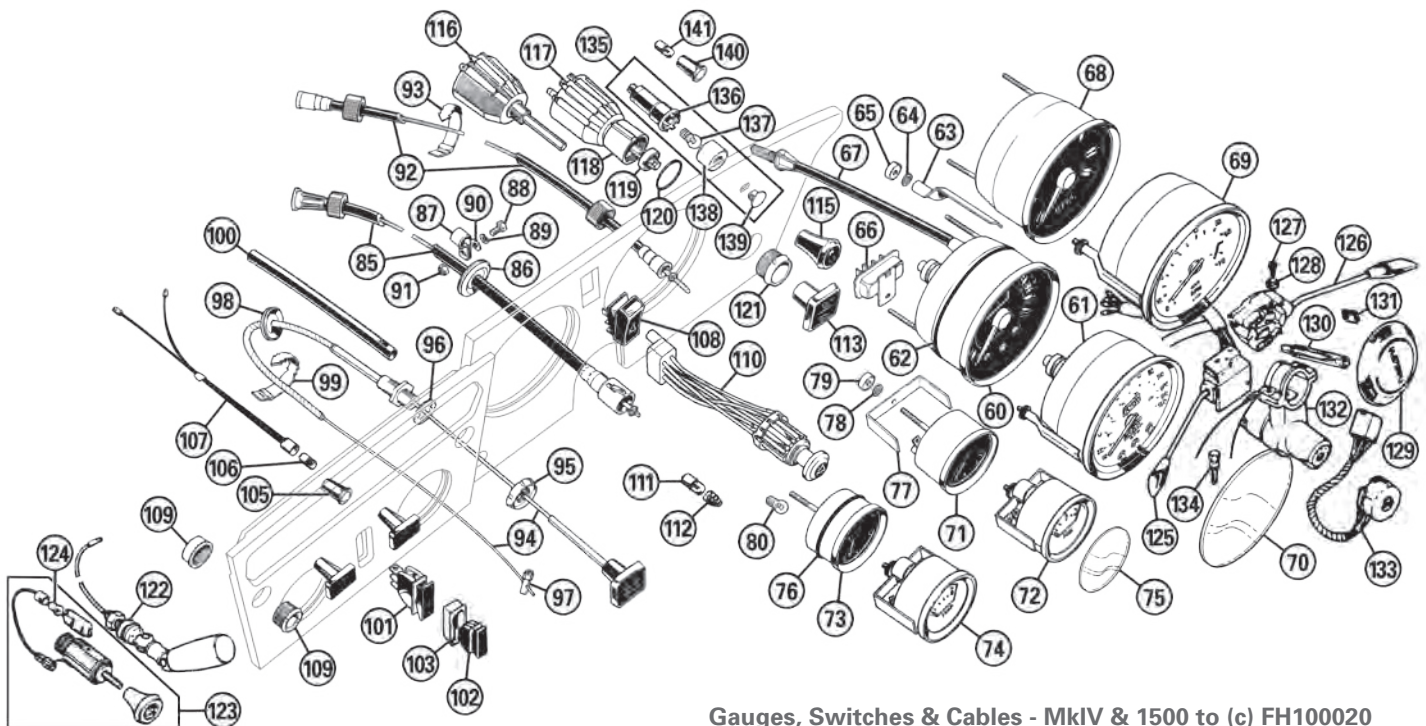
	TKC1513E	NCA	GAUGE, speedo, SN6211/14, MPH	1	1500
	TKC1514E	NCA	GAUGE, speedo, SN6211/13, KPH	1	
			(All gauges are reconditioned units and are exchange items, your old unit must be repairable).		
62	17H2105	£1.26	O RING, speedo/tacho	2	MkIV to (c) FH50000
63	17H1339	£9.80	STRAP, speedo/tacho retaining	4	
64	LWZ402	NCA	WASHER, shakeproof	4	
65	17H1304	£1.31	NUT, thumb, small	4	
66	148876A	£17.20	VOLTAGE STABILISER	1	MkIV-1500 from (c) FH50001
67	155191	NCA	CABLE, trip meter reset, speedo	1	
	BHA4772	NCA	CABLE, trip meter reset, speedo	1	
68	215100R	NCA	GAUGE, tachometer, RN1319/04, recon	1	
69	218835R	NCA	GAUGE, tachometer, RN1326/00, recon	1	electric 1500 to (c) FH100020
	TKC1706E	£80.50	GAUGE, tachometer, RVC2414/01, recon	1	
70	AJH5177	£5.60	GLASS, gauge, flat, large, 4"	2	
71	150385R	NCA	GAUGE, fuel, BF2201/16, recon	1	
72	159604R	£94.90	GAUGE, fuel, BF2232/00, recon	1	MkIV to (c) FH50000
73	150386R	£63.40	GAUGE, temperature, BT2204/12, recon	1	
74	159606R	£94.90	GAUGE, temperature, BT2230/00, recon	1	
75	502269F	£5.80	GLASS, gauge, flat, small, 2"	2	
76	17H1642	£0.66	O RING, small	2	MkIV (3-rail) non-overdrive
77	AJH5187	£8.50	STRAP, gauge retaining	2	
78	WL700061	£0.30	WASHER, spring	2	
79	17H932	£1.31	NUT, thumb, large	2	
80	GLB987	£0.66	BULB, 2.2W, instrument lighting	6	MkIV (3-rail) overdrive
85	GSD415	£13.60	CABLE, speedometer, 48", RHD	1	
	156316	£14.10	CABLE, speedometer, 57", LHD	1	
	GSD273	£13.60	CABLE, speedometer, 54", RHD	1	
	156318	£15.70	CABLE, speedometer, 63", LHD	1	1500 (single rail) non-overdrive
	GSD295	£13.60	CABLE, speedometer, 54", RHD	1	
	GSD410	£14.10	CABLE, speedometer, 48", LHD	1	
	156316	£14.10	CABLE, speedometer, 57", RHD	1	
	GSD273	£13.60	CABLE, speedometer, 54", LHD	1	1500 (single rail) overdrive
86	602037	£1.30	GROMMET, rubber	1	
87	CP110125	£1.10	CLIP, speedometer cable	a/r	
88	PMZ308	£0.30	SCREW	1	
89	WL700101	£0.22	WASHER, spring	1	
90	PWZ203	£0.19	WASHER, plain	1	MkIV to (c) FH50000
91	HN2005	£0.16	NUT	1	
92	144370	£13.00	CABLE, tachometer, 42", RHD	1	
	138316	£12.70	CABLE, tachometer, 29", LHD	1	
93	13H6107	£2.26	CABLE TIE, rev counter cable	2	MkIV-1500
94	156137	£15.40	CHOKE CABLE, inner & outer, RHD	1	
	SCC101	£20.90	CHOKE CABLE, inner & outer, LHD	1	
95	618946	£4.55	BEZEL, choke cable	1	
96	GHF325	£0.34	WASHER, shakeproof	1	LHD only
97	AUE34	£2.30	TRUNNION, choke cable	1	
98	061917	£0.67	GROMMET	1	
99	GHF1266	£0.28	CABLE TIE	1	
100	UKC6256	NCA	TUBE, PVC water valve cable	1	MkIV to (c) FH50000
101	157353	NCA	SWITCH, master light	1	
102	150380Z	£16.30	SWITCH, master light	1	
103	148437	NCA	BEZEL, (fits 150380 light switch)	1	

Note: 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 here. The measurements shown relate to the length (in inches) of the outer cable.

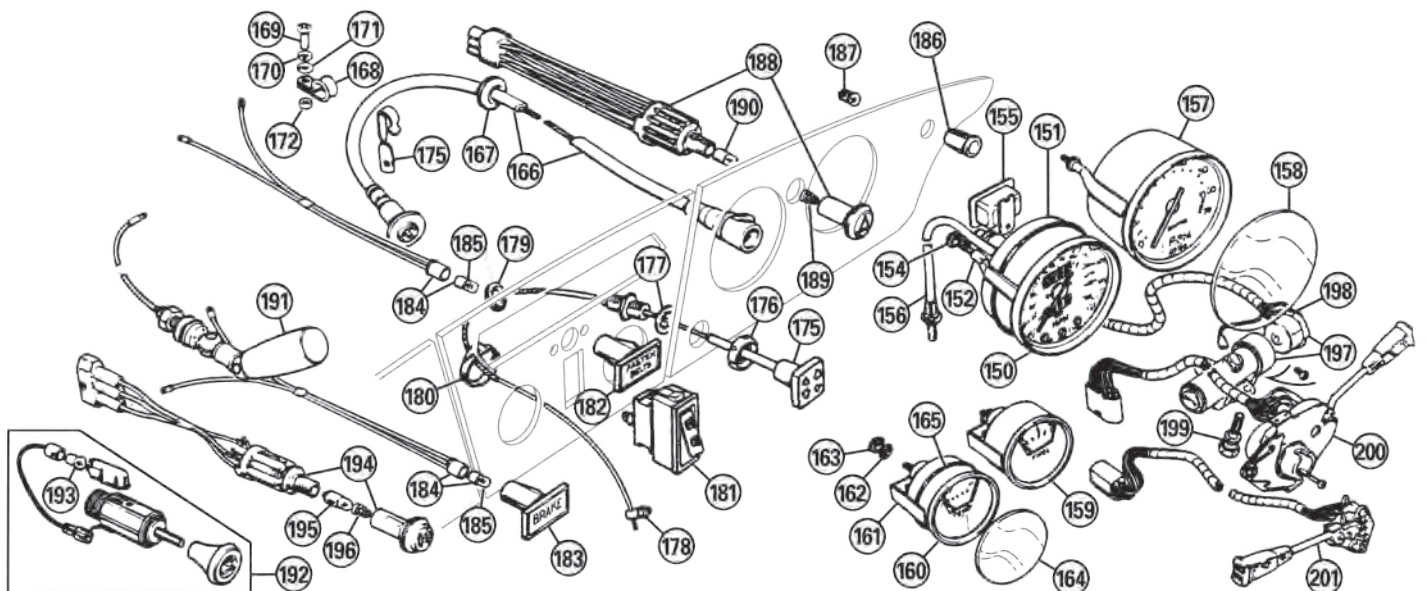
105	AAU4824Z	£3.50	WARNING LAMP, green, side lamp	1	Italy only from (c) FH52644
106	GLB643	£0.83	BULB, 2.2W, warning light	1	
107	159646	NCA	WIRING HARNESS, warning light	1	
108	156044	£50.40	SWITCH, rocker, hazard warning lights	1	
109	BHA4770	NCA	LAMP, warning	1	LHD only
110	159905A	£75.00	SWITCH, hazard warning lights	1	
111	GLB281	£1.80	BULB, 2.2W, (for 159905 switch)	1	
112	520953	NCA	SPRING	1	
113	712913	NCA	KNOB, wiper/washer switch, square	1	all markets except Sweden replacement, USA spec
	725374	£4.55	KNOB, wiper/washer switch, square	1	
			(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).		
115	625966	£3.58	KNOB, wiper/washer switch, round	1	Sweden only
116	155495Z	£83.60	SWITCH, windscreen wipers	1	
117	155496	£59.10	SWITCH, windscreen wipers	1	
118	621510	NCA	SPACER TUBE, switch mounting	1	



Gauges, Switches & Cables - Mkl-III

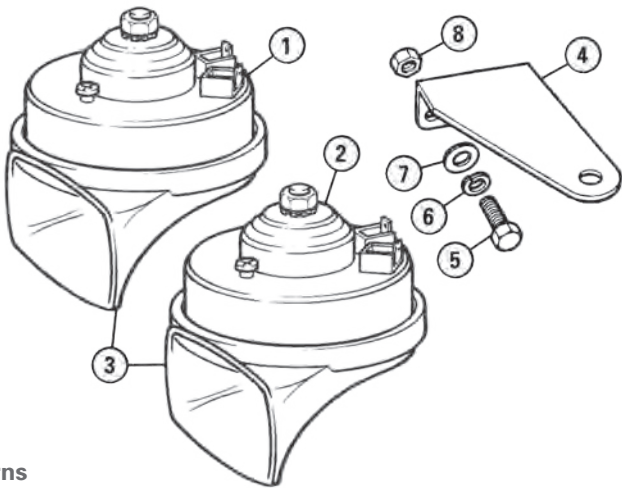


Gauges, Switches & Cables - MkIV & 1500 to (c) FH100020

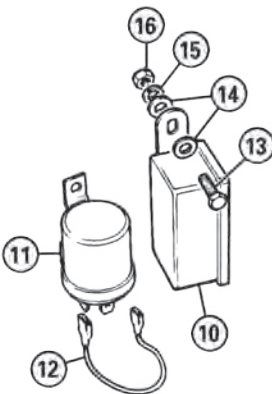


Gauges, Switches & Cables - 1500 from (c) FH100021

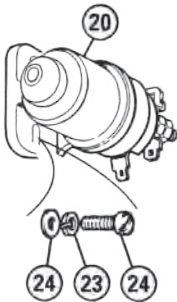
iii.	Part Number	Price £ea.	Description	Req.	Details	iii.	Part Number	Price £ea.	Description	Req.	Details
119	622682	£0.40	NUT	1		186	AAU4824Z	£3.50	WARNING LAMP, indicators, green	1	
120	616048	NCA	WASHER, PVC	1		187	GLB504	£1.04	BULB, 3W	1	
121	622443	£1.49	BEZEL, wiper/washer switch	1		188	159905A	£75.00	SWITCH, hazard warning lights	1	RHD
122	UKC3946	£91.68	MAP READING LAMP	1			UKC8204	NCA	SWITCH, hazard warning lights	1	LHD
123	AHH7010	£20.40	CIGAR LIGHTER, blank knob	1	aftermarket	189	520953	NCA	SPRING	1	
124	GLB987	£0.66	BULB, 2.2W	1		190	GLB281	£1.80	BULB, 2.2W	1	
125	152616	£75.10	SWITCH, headlamp, dip & flash	1	RHD	(The original BL parts book is proven once again to be incorrect. The hazard warning switch assembly is shown as having the spring located behind the bulb. The reverse is true. The spring forces the bulb into the connector and keeps it away from the plastic knob which would otherwise melt. If your knob has melted there is no known cure other than to purchase a new switch assembly).					
	148648	£75.10	SWITCH, headlamp, dip & flash	1	LHD						
126	158966	£33.00	SWITCH, indicators	1							
127	TP402	£0.60	SCREW, pan head	4							
128	WE604	NCA	WASHER, shakeproof	4							
129	150277	£30.50	HORN PUSH, Triumph Shield	1	MkIV to (c) FH50000	191	UKC3946	£91.68	MAP READING LAMP	1	
	159761	£50.40	HORN PUSH, Triumph	1	MkIV-1500 from (c) FH50001	192	AHH7010	£20.40	CIGAR LIGHTER, blank knob	1	aftermarket
130	142534	£10.20	BRUSH, horn push contact	1		193	GLB987	£0.66	BULB, 2.2W	1	original cigar lighter
131	613766	£0.66	CLIP, horn push securing	2		194	TKC5067	£29.56	SWITCH, rear fog light	1	
132	219061/1	£80.40	STEERING LOCK & IGNITION SWITCH	1	MkIV to (c) FH62644	195	GLB283	NCA	BULB	1	
	UKC2719/1	£130.30	STEERING LOCK & IGNITION SWITCH	1	MkIV-1500 from (c) FH62645	196	520953	NCA	SPRING	1	
133	579085	£31.60	SWITCH, ignition (With Lucar terminals).	1	MkIV to (c) FH62644	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.					
	218959	£24.60	SWITCH, ignition (With small loom & block connectors).	1	MkIV-1500 from (c) FH62645						
134	152597	£5.80	SHEAR BOLT	2							
135	119616	NCA	LAMP, warning, indicators	1							
	37H5182	£27.10	LAMP, warning, indicators, with 3 lenses	1	alt., kit includes shade						
136	13H1924	£3.50	BULB HOLDER	1		197	RKC3982	£133.80	STEERING LOCK & IGNITION SWITCH	1	RHD, with 2 keys
137	GLB987	£0.66	BULB, 2.2W	1	MkIV to (c) FH50000		RKC3983	£192.90	STEERING LOCK & IGNITION SWITCH	1	LHD, with 2 keys
138	508137	£8.96	SHADE	1		198	218959	£24.60	SWITCH, ignition	1	
139	AJG5046	£4.85	LENS, warning lamp, green	1		199	152597	£5.80	SHEAR BOLT	2	
140	AAU4824Z	£3.50	WARNING LAMP, indicator, green	1	MkIV from (c) FH50001	200	AAU7994	£165.00	SWITCH, indicators, headlamp & horn	1	RHD
141	GLB643	£0.83	BULB, 2.2W	1	& 1500		AAU7996	£54.60	SWITCH, indicators, headlamp & horn	1	LHD
1500 from (c) FH100021 (Late)						201	AAU8843	£84.90	SWITCH, windscreen wipers	1	RHD
							AAU8844	£115.66	SWITCH, windscreen wipers	1	LHD
150	TKC1513E	NCA	GAUGE, speedo, SNT6211/14, MPH	1							
	TKC1514E	NCA	GAUGE, speedo, SNT6211/13, KPH	1							
	PKC643E	£90.10	GAUGE, speedo, SNT6211/12, MPH	1							
	PKC641E	NCA	GAUGE, speedo, SNT6211/17, KPH	1		(All gauges are reconditioned units and are exchange items, your old unit must be repairable).					
151	17H2105	£1.26	O RING	2							
152	17H1339	£9.80	STRAP, gauge retaining	4							
153	LWZ402	NCA	WASHER, shakeproof	4							
154	17H1304	£1.31	NUT, thumb, small	4							
155	148876A	£17.20	VOLTAGE STABILISER	1							
156	BHA4772	NCA	CABLE, trip meter reset flex, speedo (The trip meter reset cable is supplied with the speedos listed above).	1							
157	TKC1706E	£80.50	GAUGE, tach, RVC2414/01, recon	1							
158	AJH5177	£5.60	GLASS, gauge, flat, large, 4"	2							
159	159604R	£94.90	GAUGE, fuel, BF2232/00, recon	1							
160	159606R	£94.90	GAUGE, temperature, BT2230/00	1	recon						
161	AJH5187	£8.50	STRAP, gauge retaining	2							
162	WL700061	£0.30	WASHER, spring	2							
163	17H1304	£1.31	NUT, thumb, small	2							
164	502269F	£5.80	GLASS, gauge, flat, small, 2"	2							
165	17H1642	£0.66	O RING, small	2							
166	GSD295	£13.60	CABLE, speedo, 54", RHD	1	1500 single-rail						
	GSD410	£14.10	CABLE, speedo, 48", LHD	1	non-overdrive						
	156316	£14.10	CABLE, speedo, 57", RHD	1	1500 single-rail						
	GSD273	£13.60	CABLE, speedo, 54", LHD	1	overdrive						
Note: 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 here. The measurements shown relate to the length (in inches) of the outer cable.											
167	602037	£1.30	GROMMET	1	cable through bulkhead						
168	CP110125	£1.10	CLIP, speedometer cable	1							
169	PMZ308	£0.30	SCREW	1							
170	WL700101	£0.22	WASHER, spring	1							
171	PWZ203	£0.19	WASHER, plain	1							
172	HN2005	£0.16	NUT	1							
173	159556	NCA	CLIP, speedometer cable	1							
175	156137	£15.40	CHOKE CABLE, inner & outer	1	RHD						
	SCC101	£20.90	CHOKE CABLE, inner & outer	1	LHD						
176	618946	£4.55	BEZEL, choke cable	1							
177	GHF325	£0.34	WASHER, shakeproof	1							
178	AUE34	£2.30	TRUNNION, choke cable	1							
179	061917	£0.67	GROMMET	1	cable through bulkhead						
180	GHF1266	£0.28	CABLE TIE	1							
181	150380Z	£16.30	SWITCH, master light	1							
182	13H7986	NCA	WARNING LAMP, seat belts	1							
183	UKC5812	NCA	WARNING LAMP, handbrake	1							
184	UKC4187	£3.40	BULB HOLDER, sleeve fitting	2							
185	GLB281	£1.80	BULB, 2.2W	2							



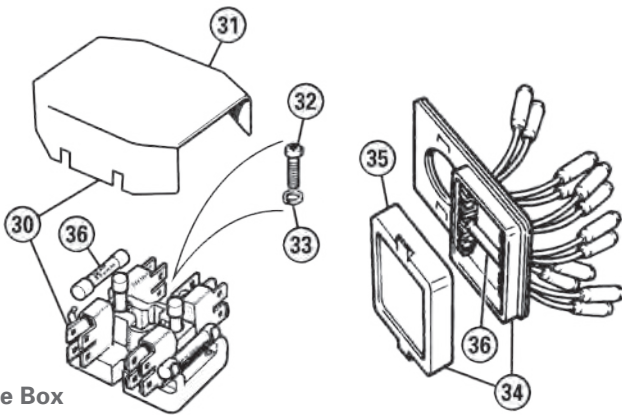
Horns



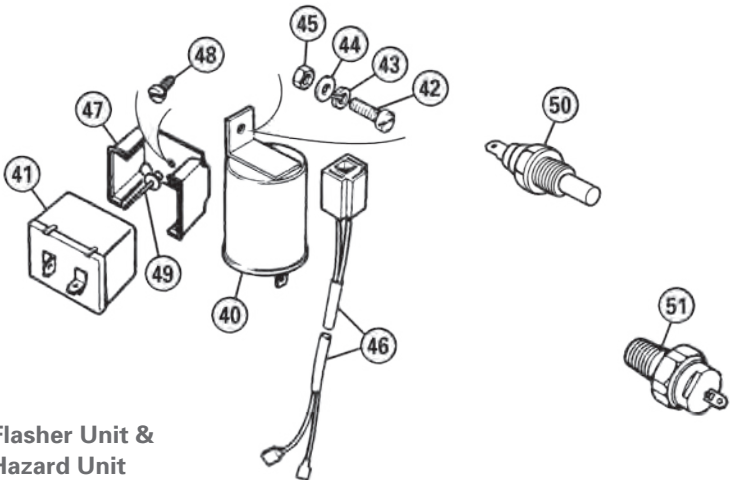
Horns & Overdrive Relays



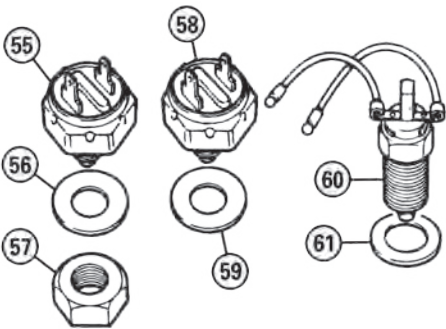
Starter Solenoid



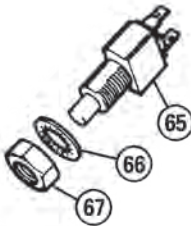
Fuse Box



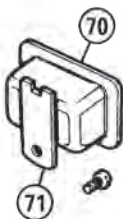
Flasher Unit & Hazard Unit



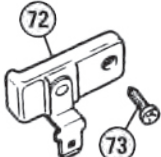
Reverse Lamp & Overdrive Inhibitor Switches



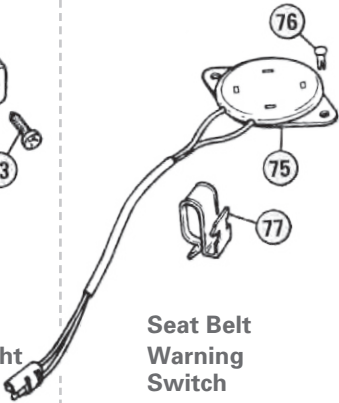
Brake Light Switch



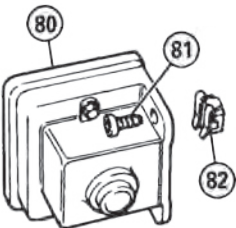
Voltage Stabiliser



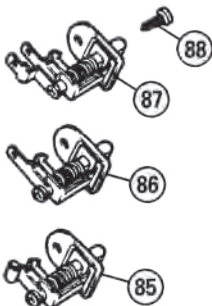
Handbrake Warning Light Switch



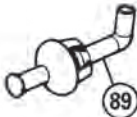
Seat Belt Warning Switch



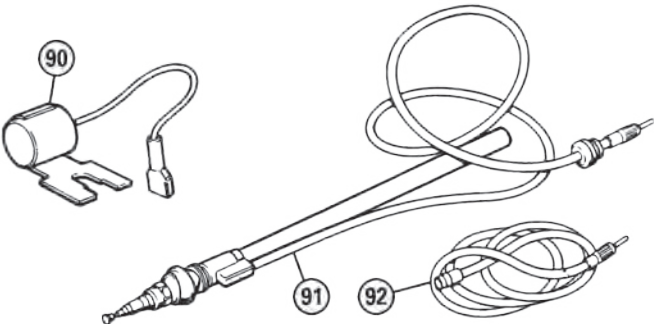
Night Dimming Relay



Courtesy Light Switches



Road Suppressor & Aerial



ill. Part Number Price £ea. Description

Req. Details

Switches & Controls

Horns

Note: There were many different horns listed for the Spitfires over the years, including a separate type for the French market. Over the years the original Lucas and Clear Hooters types have been superseded and are no longer available. Listed below are the ones that we can supply. Replacement horns should be fitted in car sets for matched sound.

1	GGE164	£10.40	HORN, high note, plastic	1	
	BHA4515	£42.40	HORN, high note, metal	1	
2	GGE165	£10.40	HORN, low note, plastic	1	
	BHA4514	£42.40	HORN, low note, metal	1	
3	GGE164/5	£15.90	HORN SET, high/low note (pair)	1	reproduction alternative
4	156275	NCA	BRACKET, LH	1	Lucas or Clearhooter horns only
	156276	NCA	BRACKET, RH	1	
	ULC1719	£0.48	BRACKET, horn	2	
5	GHF117	£0.30	SCREW, bracket	4	
6	GHF331	£0.38	WASHER, spring	4	
7	GHF300	£0.22	WASHER, plain	4	
8	GHF200	£0.22	NUT	4	

Horn & Overdrive Relays

10	CHM68SQ	£7.10	RELAY, 26RA, horn	1	MkI-IV
	142169A	£21.60	RELAY, 6RA, overdrive	1	MkI-IV, 'D' type only
11	CHM68SQ	£7.10	RELAY, 26RA, horn	1	1500 to (c) FH100020
12	125957	£0.60	LOOP CABLE, relay power	1	
13	510503	£0.30	SCREW, relay	a/r	
14	PWZ203	£0.19	WASHER, plain	a/r	
15	WL700101	£0.22	WASHER, spring	a/r	
16	HN2005	£0.16	NUT	a/r	

Starter Solenoid

20	121269	NCA	SOLENOID, starter, round	1	MkI-III
	BCA4501	£32.10	SOLENOID, starter, round	1	
21	13H5952	£11.50	SOLENOID, starter, square	1	MkIV-1500
22	SE910201	£0.66	SCREW, solenoid	2	
23	WL700101	£0.22	WASHER, spring	2	
24	WM55	£0.30	WASHER, plain	2	

Fuse Box

30	606253A	£13.00	FUSE BOX, Lucar type	1	MkI-II
31	505158A	£4.70	LID, fuse box	1	
32	SE910201	£0.66	SCREW, pan head	1	
	GHF426	£0.22	SCREW, self tapping	1	
33	WL700101	£0.22	WASHER, spring	1	

Note: Fuse boxes were an integral part of the wiring loom from MkIII onwards. 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.

34	608401	£40.20	FUSE BOX, repair/replacement	1	MkIII-1500
35	607201A	£11.10	LID, fuse box	1	
36	GFS35X	£0.60	FUSE, 35 amp, glass, each	5	

Flasher Unit & Hazard Unit

40	GFU2101	£7.50	FLASHER UNIT, indicators, 3 terminal	1	MkI-III
41	GFU2124	£5.10	FLASHER UNIT, indicators, square	1	all MkIV, all 1500 D, B, DK, F, NL, I, CH, A, & 1500 LHD to (c) FH100020
	UKC9187	NCA	HAZARD & INDICATOR RELAY	1	1500 LHD models from (c) FH100021 except D, B, DK, F, NL, I, CH, A MkIII US from FDU31254 MkIV LHD not Germany from (c) FH50001 & RHD BAOR, 1500 all RHD & LHD to (c) FH100020 except D, B, DK, F, NL, I, CH, A
40	C28520	£10.20	HAZARD RELAY	1	MkIV from (c) FH50001 Germany only
	GFU2204	£5.20	HAZARD RELAY	1	& 1500 LHD D, B, DK, F, NL, I, CH, A only
41	GFU2124	£5.10	HAZARD RELAY	1	
42	PMZ206	£0.53	SCREW	1	
43	WL700101	£0.22	WASHER, spring	1	see item 48 for alternatives
44	WP3	£0.41	WASHER, plain	1	
45	NH806011	£0.18	NUT	1	
46	158491	NCA	WIRING HARNESS, extension, relay	a/r	indicator/hazard
47	BHA4780	£2.95	CLIP, relay	1/2	alternatives to
48	AB608031	£0.22	SCREW, clip	a/r	items 42-45
49	RU608123	£0.47	RIVET	a/r	

ill. Part Number Price £ea. Description

Req. Details

Water Temperature Transmitter Unit

50	GTR108	£9.90	TEMPERATURE TRANSMITTER	1	
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Oil Pressure Switch

51	GPS117	£6.00	SWITCH, oil pressure warning light	1	
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Reverse Lamp & Overdrive Inhibitor Switches

55	BAU1074Z	£9.20	SWITCH, inhibitor	1	overdrive models only
56	1B3664	£0.41	WASHER, fibre	a/r	
57	059474	£1.60	NUT, securing, inhibitor switch	1	
58	BAU1074Z	£9.20	SWITCH, reverse light	1	3 rail gearbox
59	1B3664	£0.41	WASHER, fibre	a/r	
60	GAE191A	£8.40	SWITCH, reverse light	1	single rail gearbox
61	GHF302	£1.00	WASHER, plain	1	

Brake Light Switch

65	13H3735	£3.80	SWITCH, brake light, plastic	1	improved quality metal body
	13H3735X	£12.70	SWITCH, brake light, metal, uprated	1	
66	GHF325	£0.34	WASHER, shakeproof	1	
67	FNZ208	£0.77	NUT	1	

Voltage Stabiliser

70	128484	£15.10	VOLTAGE STABILISER, positive earth	1	MkI-III
	148876A	£17.20	VOLTAGE STABILISER, positive earth	1	MkIV-1500
71	AB604023	£0.53	SCREW, stabiliser	1	

Handbrake Warning Light Switch (1500 Models Only)

72	TKC3894	£3.00	SWITCH, handbrake warning	1	
73	AB604023	£0.53	SCREW, switch to brake lever	1	

Seat Belt Warning Switch (1500 Models Only)

75	158534	£11.40	SWITCH, seat belt sensor	2	in seat cushion
76	BRP906	£0.34	RIVET, switch	4	
77	615837	£0.66	CLIP, wiring	2	

Night Dimming Relay, Rear Lights MkIV Models Only RHD Only To FH50000, RHD & LHD From FH50001

80	159716	£28.34	RELAY, night dimming	1	
81	GHF423	£0.30	SCREW, self tapping	2	
82	GHF712	£0.30	SPIRE NUT	2	

Courtesy Light Switches (MkV-1500 Models)

85	AAU1876A	NCA	SWITCH, courtesy light (Earthed through screw).	a/r	1 bullet terminal
86	AAU1908A	£4.24	SWITCH, courtesy light (Earthed through screw).	a/r	1 Lucar spade terminal
87	627733	£3.83	SWITCH, courtesy light (Not earthed through screw).	a/r	2 Lucar spade terminals (1 line/1 earth)
88	GHF421	£0.14	SCREW, switch	2/3	one per switch

Boot Lamp Switch

89	606240	£3.76	SWITCH, boot lamp	1	1500 only
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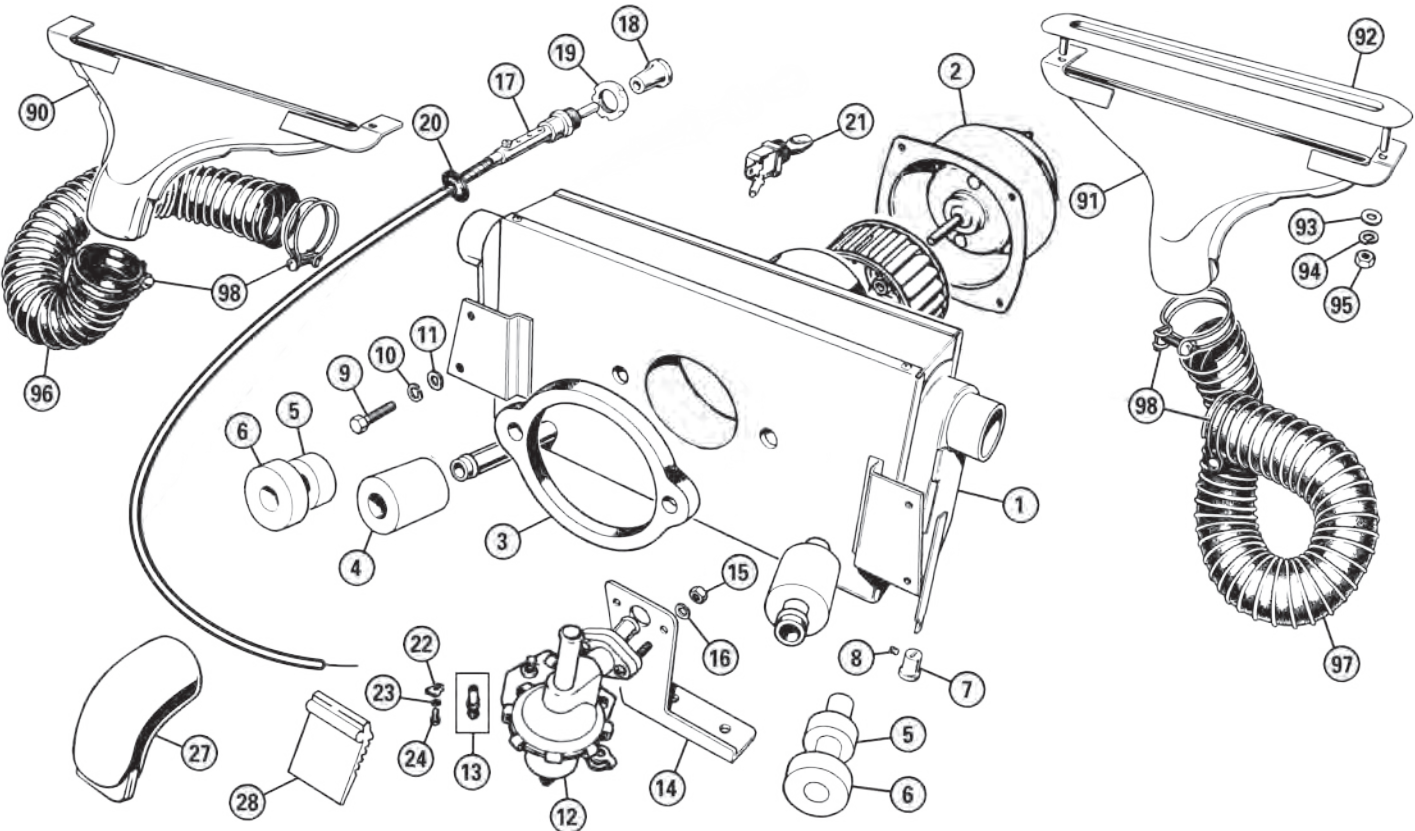
Suppressors

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.

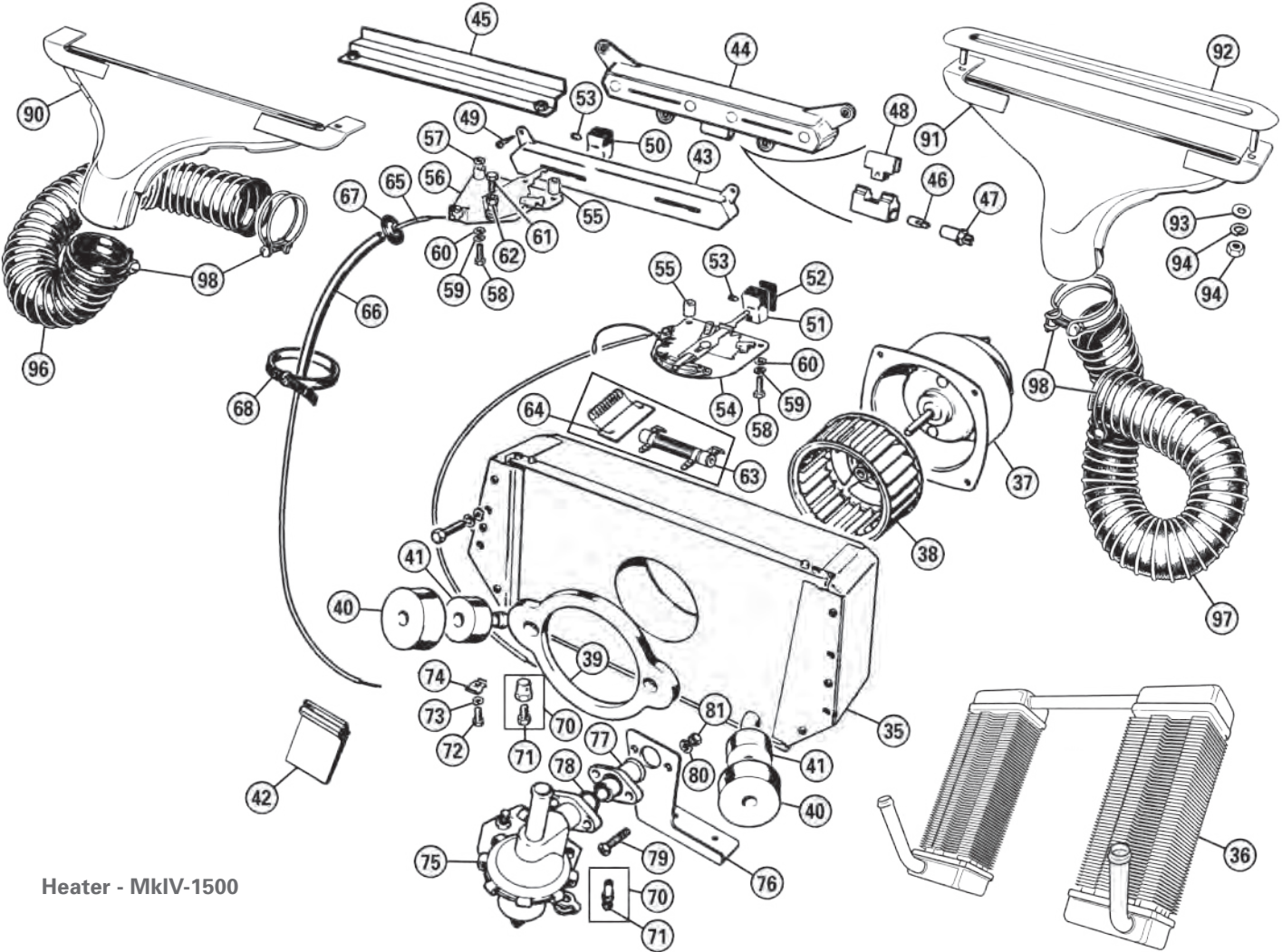
90	DZB5567	NCA	SUPPRESSOR, radio	a/r	coil/alternator
	579356A	£5.54	SUPPRESSOR, radio	a/r	alternator

Aerial & Extension Lead

91	MRA001	£11.10	AERIAL, retractable	1	
92	ZKC533	£12.90	EXTENSION LEAD, aerial	1	



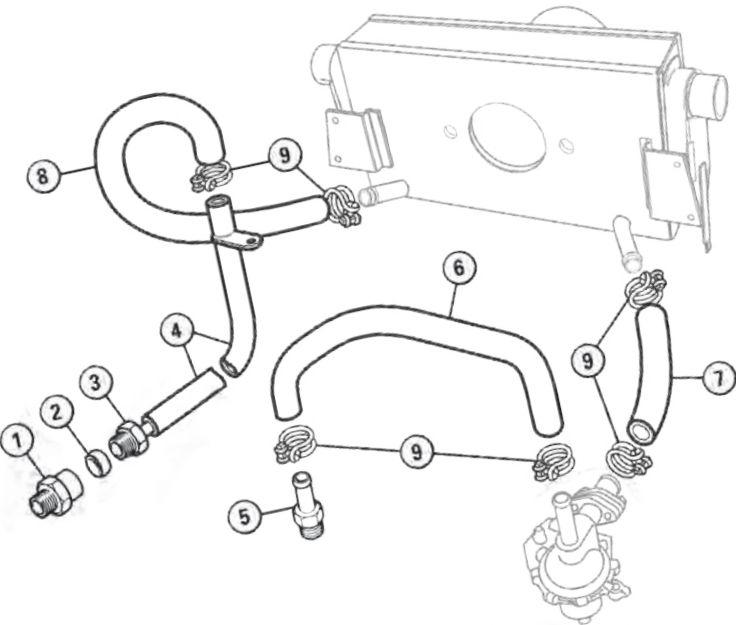
Heater - Mkl-III



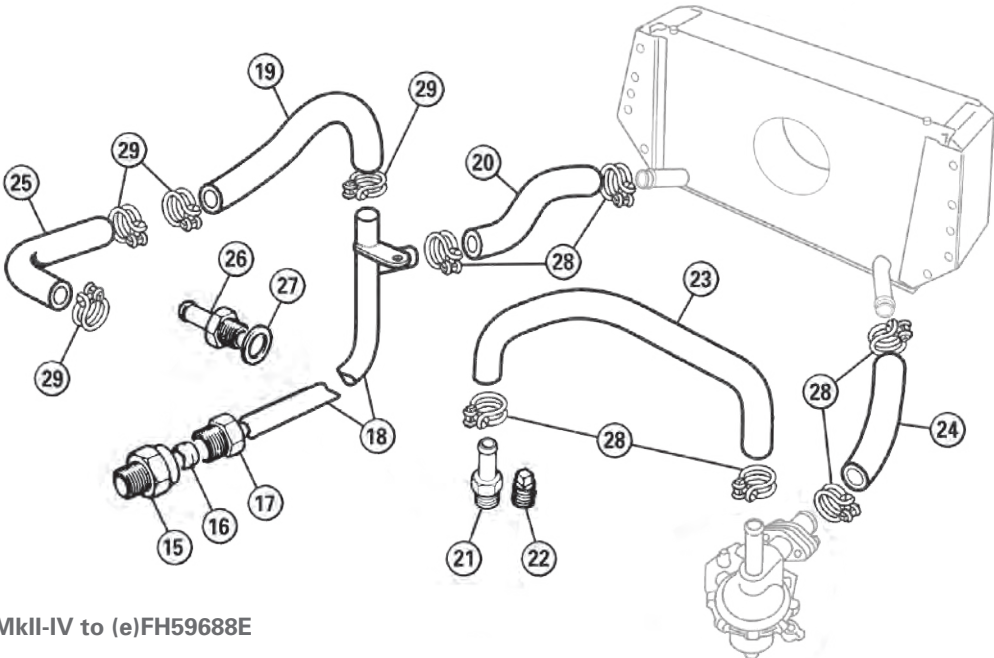
Heater - MklV-1500

ill.	Part Number	Price £ea.	Description	Req.	Details
Heaters & Ventilation					
Heaters - Mkl-III					
1	904140	NCA	HEATER ASSEMBLY	1	
2	514088	NCA	MOTOR, heater	1	
3	614125	NCA	GASKET, matrix to plenum	1	
4	613648	£2.00	SEAL, small, inlet & outlet pipes	4	to (b) FC27857 LHD & (b) FC30686 RHD
5	613648	£2.00	SEAL, small, inlet & outlet pipes	2	
6	616627	NCA	SEAL, large, inlet & outlet pipes	2	from (b) FC27858 LHD & (b) FC30687 RHD
7	17H490	£4.66	KNOB, vent door	2	
8	AB604023	£0.53	SCREW, knob	2	
9	GHF117	£0.30	SCREW, set	4	heater to dash shelf
10	GHF331	£0.38	WASHER, spring	4	
11	WM57	£0.24	WASHER, plain	4	
12	706934	£26.80	HEATER TAP	1	
13	24G1482K	£1.60	TRUNNION KIT	1	inc. screw
14	613493SS	NCA	BRACKET, heater tap, stainless	1	
15	HN2005	£0.16	NUT, heater tap to bracket	2	
16	505307	NCA	WASHER, spring	2	
17	616852	NCA	CABLE, heater tap control	1	
18	704884	£7.60	KNOB, heater control	1	
19	613314	NCA	BEZEL, push/pull control	1	
20	061917	£0.67	GROMMET, fitted in dash	1	
21	RTC430A	£4.75	SWITCH, toggle, heater	1	
22	2H400	£1.90	CLIP, heater cable retaining	1	
23	505307	NCA	WASHER, spring	1	
24	511765	NCA	SCREW, cable	1	
NI	613097	NCA	PLATE, cover, heater aperture	1	required when heater not fitted
NI	AB608031	£0.22	SCREW, plate attaching	4	
27	609156	NCA	ELBOW, outlet, plenum chamber	1	fitted to (b) 25519FC
28	616206	NCA	LID, air box draining	1	from (b) 25520FC to MkIII
NI	143537	NCA	BEZEL, heater switch	1	
NI	128089	NCA	WASHER, wavy, heater switch	1	MkIII USA only
NI	150693	NCA	NAMEPLATE, heater switch	1	
Heaters - MkIV-1500					
35	910501	NCA	HEATER ASSEMBLY	1	MkIV-1500 to mid 1976
	WKC2519	NCA	HEATER ASSEMBLY	1	1500 from mid 1976
	910501X	NCA	HEATER BOX	1	
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.					
36	910501M	£159.00	HEATER MATRIX (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).	1	
37	518480	NCA	MOTOR, heater	1	
38	515825	£11.10	FAN, heater, metal	1	
39	614125	NCA	GASKET, matrix to plenum	1	
40	616627	NCA	SEAL, large, inlet & outlet pipes	2	
41	613648	£2.00	SEAL, small, inlet & outlet pipes	2	
42	616206	NCA	LID, air box draining	1	
43	713790	NCA	ESCUTCHEON, fascia panel	1	To (c) FH50000
44	726870	£20.04	ESCUTCHEON, fascia panel	1	From (c) FH50001
45	622220	NCA	BRACKET, heater vent control	1	
46	GLB286	£0.41	BULB, 1.2W	1	
47	13H8690	£1.26	BULB HOLDER	1	fits 726870 fascia panel
48	160022	NCA	CLIP & MASK, bulb	1	
49	AF604031	NCA	SCREW, escutcheon securing	4	
50	622228	£6.00	KNOB, with grub screw	1	water valve control
51	622229	NCA	KNOB, with grub screw	1	ventilator control
52	624276	NCA	LABEL, pull boost	1	
53	620750	NCA	SCREW, grub, knob securing	2	
54	622236	NCA	CONTROL & FAN SWITCH	1	ventilator
55	622224	NCA	SPACER, thick	3	control lever to fascia
56	622237	NCA	CONTROL, water valve	1	
57	622235	NCA	SPACER, thin	1	
58	GHF101	£0.30	SCREW, lever control	4	
59	GHF331	£0.38	WASHER, spring	4	
60	GHF300	£0.22	WASHER, plain	4	
61	53K1016	£0.64	SCREW, cable securing	2	
62	24G1482K	£1.60	TRUNNION KIT, cable securing	2	
63	2H6926	NCA	RESISTOR	1	MkIV-1500 to mid 1976
64	AAU9680	£12.80	RESISTOR	1	1500 from mid 1976
65	625687	£9.00	CABLE, water valve	1	cut to fit
66	UKC6256	NCA	TUBE, PVC water valve cable	1	LHD

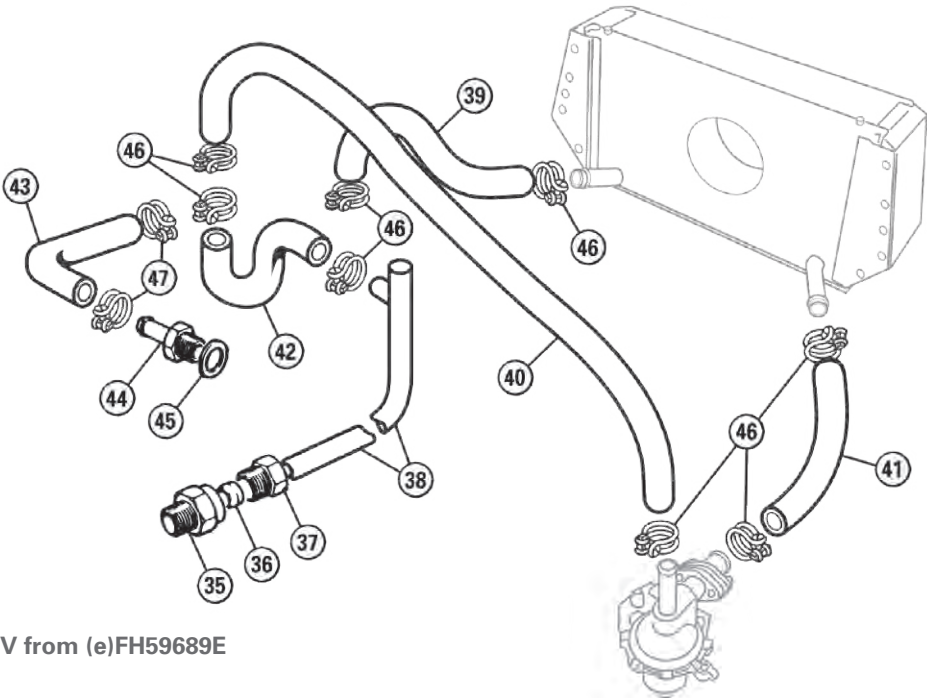
ill.	Part Number	Price £ea.	Description	Req.	Details
67	061917	£0.67	GROMMET, bulkhead	1	
68	GHF1266	£0.28	CABLE TIE, ratchet type, cable	1	
69	624193	£11.90	CABLE, ventilator	1	
70	24G1482K	£1.60	TRUNNION KIT, cable	2	
71	53K1016	£0.64	SCREW, cable	2	
72	511765	NCA	SCREW, ventilator outer cable	1	
73	WL700101	£0.22	WASHER, spring	1	
74	2H400	£1.90	CLIP, retaining	1	
75	724021	£27.00	HEATER TAP	1	
	724021Z	£23.30	HEATER TAP, aftermarket	1	
76	613493S	£15.70	BRACKET, heater tap, stainless	1	Smiths heaters
77	724021A	£25.00	FLANGE, heater tap	1	
78	C9928A	£0.79	O RING, sealing, tap to flange	1	
79	AJD1052	£1.57	SCREW*, tap to flange & bracket	2	machined with 2BA thread
80	WL700101	£0.22	WASHER, spring	2	
81	AJD8012Z	£0.30	NUT, plain	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.					
79	PMZ316	£0.66	SCREW, water valve	2	No. 10 UNF thread
80	WL700101	£0.22	WASHER, spring	2	
81	HN2005	£0.16	NUT	2	No. 10 UNF thread
Demister System - All Models					
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.					
90	706728	NCA	VENT, demister, RH	2	MkI-III
	714434	£31.68	VENT, demister, RH	1	MkIV-1500 to mid 1976
	YKC2640	£4.42	VENT, demister, RH	1	1500 from mid 1976
91	706728	NCA	VENT, demister, LH	2	MkI-III
	714434	£31.68	VENT, demister, LH	1	MkIV-1500 to mid 1976
	YKC2639	£3.59	VENT, demister, LH	1	1500 from mid 1976
92	610181	£20.90	CAPPING, demister vent	2	MkI-III
	622812	NCA	CAPPING, demister vent	2	MkIV-1500
93	PWZ203	£0.19	WASHER, plain	4	all
94	WL700101	£0.22	WASHER, spring	4	
95	HN2005	£0.16	NUT	4	
96	602638	£7.80	HOSE, heater to demister, RH	1	MkI to 1500 mid 1976
	715031	£9.30	HOSE, heater to demister, RH	1	1500 from mid 1976
97	602638	£7.80	HOSE, heater to demister, LH	1	MkI to 1500 mid 1976
	715031	£9.30	HOSE, heater to demister, LH	1	1500 from mid 1976
98	CS4029	£1.85	CLIP, hose clamping, wire type	4	alternatives
	GHC11055	£3.10	CLIP, hose clamping, jubilee type	4	



Heater Hoses - Mkl



Heater Hoses - MkII-IV to (e)FH59688E



Heater Hoses - MkIV from (e)FH59689E

ill.	Part Number	Price £ea.	Description	Req.	Details
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Heater Hoses

If you own a copy of the Original Triumph/BL parts books (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 it's 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.

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.

On the later model MkIV from FH59689E, 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.

Heater Hoses - Mki

1	101343	£6.50	ADAPTOR	1	
			(Water return tube to water pump housing).		
2	TL11	£1.52	OLIVE, sealing tube	1	
3	101302	£2.26	NUT, tube, pipe to adaptor	1	
	101302SS	£12.30	NUT, tube, pipe to adaptor, s/steel	1	
4	209776	NCA	TUBE, water return	1	
	209776SS	£18.34	TUBE, water return, s/steel	1	
5	057602	£14.60	ADAPTOR, cylinder head to hose	1	
6	614118	NCA	HOSE, cylinder head to valve	1	
7	613485	NCA	HOSE, valve to heater, short	1	
8	613483	NCA	HOSE, heater to water return tube	1	
9	CS4012	£1.50	CLIP, hose clamping, wire type	6	alternatives
	GHC11020	£2.05	CLIP, hose clamping, jubilee type	6	

Heater Hoses - MkII - IV to (e) FH59688E

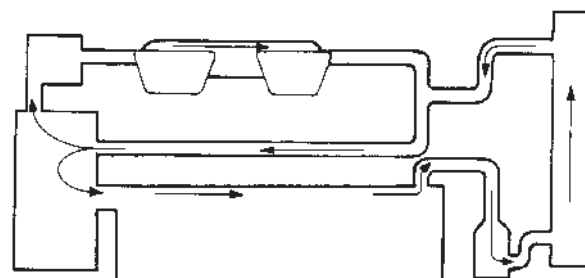
15	101343	£6.50	ADAPTOR	1	
			(Water return tube to water pump housing).		
16	TL11	£1.52	OLIVE, sealing tube	1	
17	101302	£2.26	NUT, tube, pipe to adaptor	1	
	101302SS	£12.30	NUT, tube, pipe to adaptor, s/steel	1	
18	212416	NCA	TUBE, water return	1	except Sweden
	212416SS	£26.70	TUBE, water return, s/steel	1	
	212935	£18.60	TUBE, water return	1	Sweden
	212935SS	£20.70	TUBE, water return, s/steel	1	
19	152521Z	£18.05	HOSE, inlet manifold to return tube	1	
20	152523	£4.30	HOSE, heater to water return tube	1	
21	057602	£14.60	ADAPTOR, cylinder block to hose	1	
22	114774	£3.10	PLUG, blanking	1	when heater not fitted
23	GZA983	£7.90	HOSE, cylinder block to water valve	1	except Sweden
	GRH812	£5.00	HOSE, cylinder block to water valve	1	Sweden
24	GZA1336	£4.55	HOSE, water valve to heater	1	
	GZA1336X	£14.70	HOSE, water valve to heater	1	silicone
25	GZA2052Z	£5.75	HOSE, thermostat to inlet manifold	1	
	GZA2052X	£4.66	HOSE, thermostat to inlet manifold	1	silicone
26	138530	£6.90	ADAPTOR, thermostat to hose	1	
27	AUC2141	£0.53	WASHER, sealing, fibre	1	
28	CS4012	£1.50	CLIP, hose clamping, wire type	6	alternatives
	GHC11020	£2.05	CLIP, hose clamping, jubilee type	6	
29	CS4013	£1.43	CLIP, hose clamping, wire type	4	alternatives
	GHC11022	£2.16	CLIP, hose clamping, jubilee type	4	

Heater Hoses - MkIV from (e) FH59689E

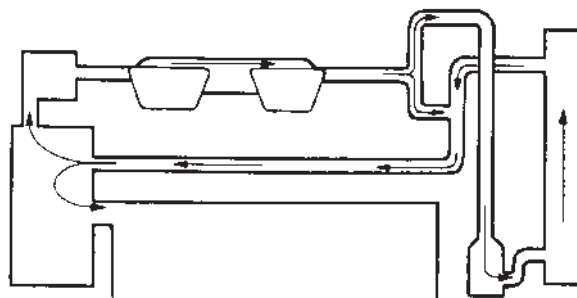
35	101343	£6.50	ADAPTOR	1	
			(Water return tube to water pump housing).		
36	TL11	£1.52	OLIVE, sealing tube	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
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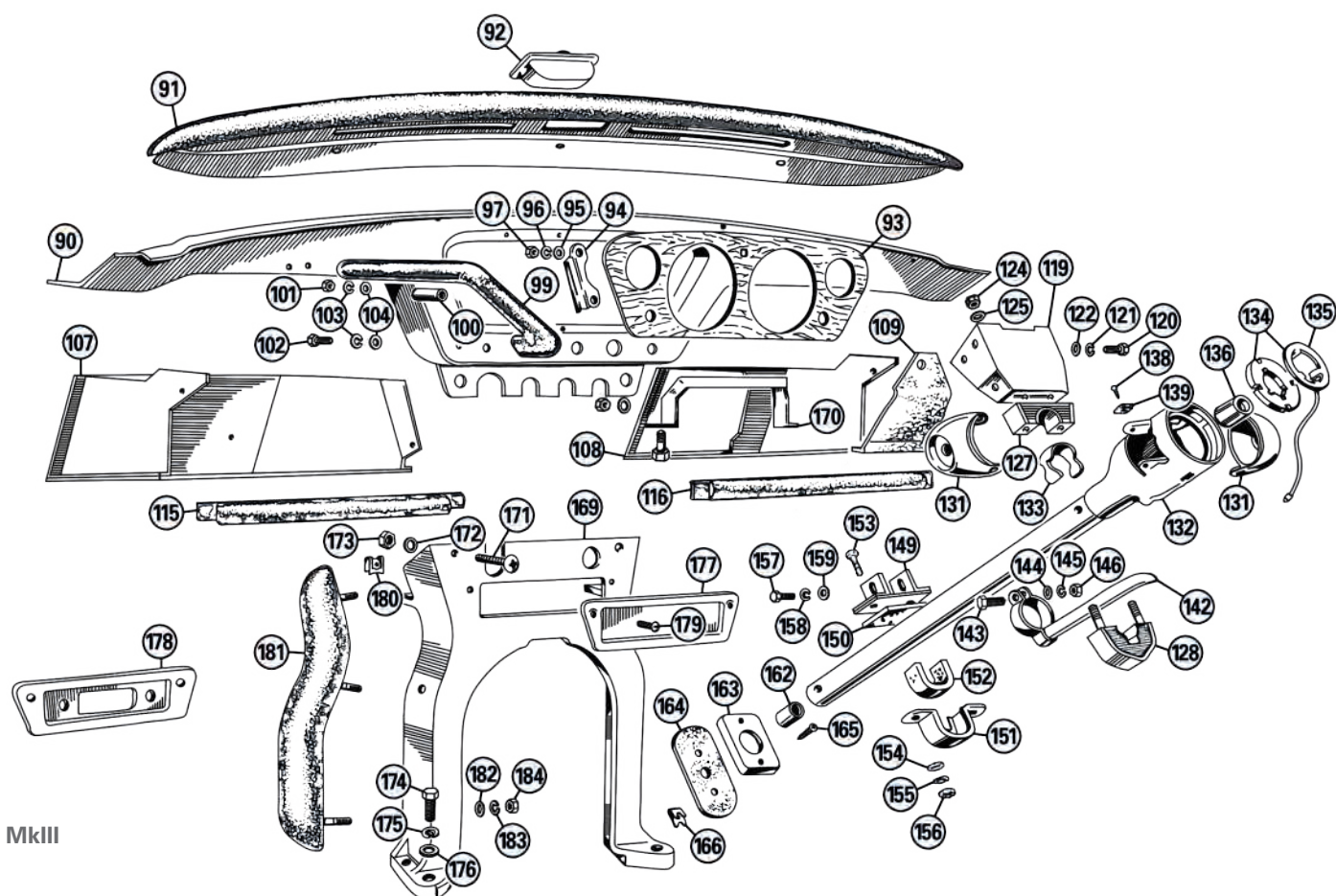
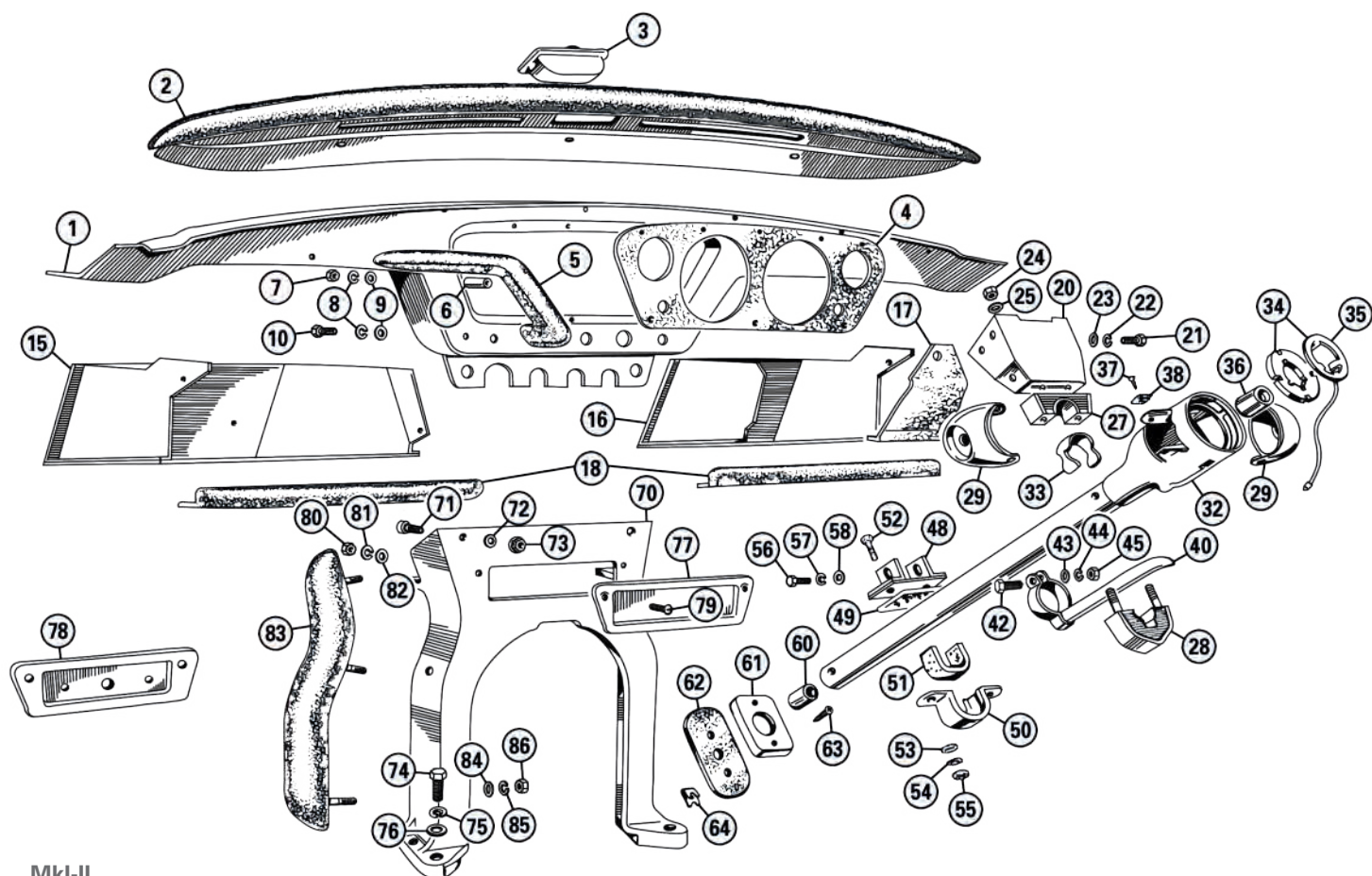
37	101302	£2.26	NUT, tube, pipe to adaptor	1	
	101302SS	£12.30	NUT, tube, pipe to adaptor, stainless	1	
38	212935	£18.60	TUBE, water return	1	
	212935SS	£20.70	TUBE, water return, stainless	1	
39	152523	£4.30	HOSE, heater to water return tube	1	
40	GZA983	£7.90	HOSE, inlet manifold to heater valve	1	
41	GZA1336	£4.55	HOSE, water valve to heater	1	
	GZA1336X	£14.70	HOSE, water valve to heater	1	silicone
42	154149	£22.20	HOSE, inlet manifold to return pipe	1	
43	GZA2052Z	£5.75	HOSE, thermostat to inlet manifold	1	
	GZA2052X	£4.66	HOSE, thermostat to inlet manifold	1	silicone
44	138530	£6.90	ADAPTOR, thermostat to hose	1	
45	AUC2141	£0.53	WASHER, sealing, fibre	1	
46	CS4012	£1.50	CLIP, hose clamping, wire type	8	alternatives
	GHC11020	£2.05	CLIP, hose clamping, jubilee type	8	
47	CS4013	£1.43	CLIP, hose clamping, wire type	2	alternatives
	GHC11022	£2.16	CLIP, hose clamping, jubilee type	2	



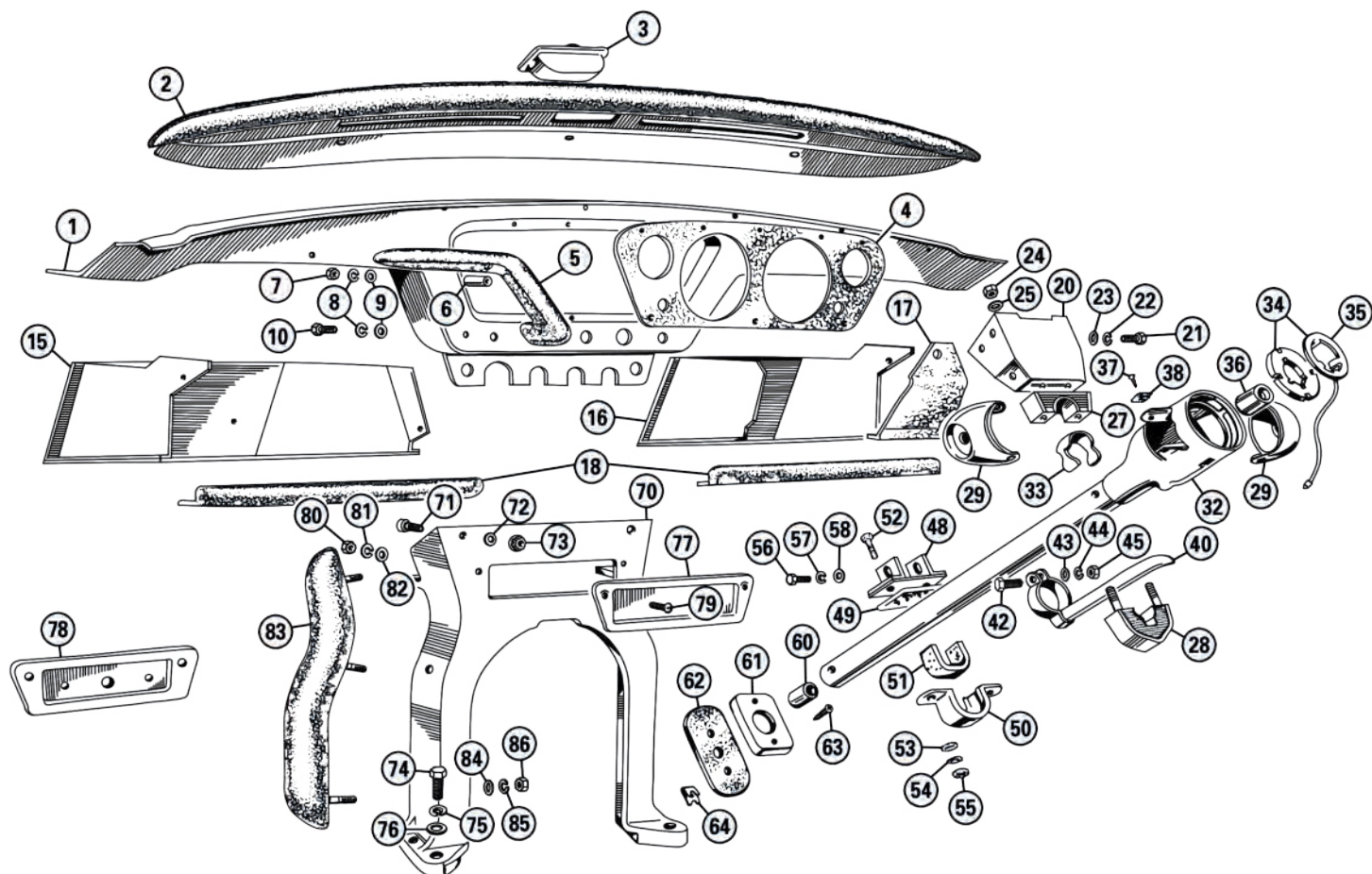
MkII to MkIV FH59688E



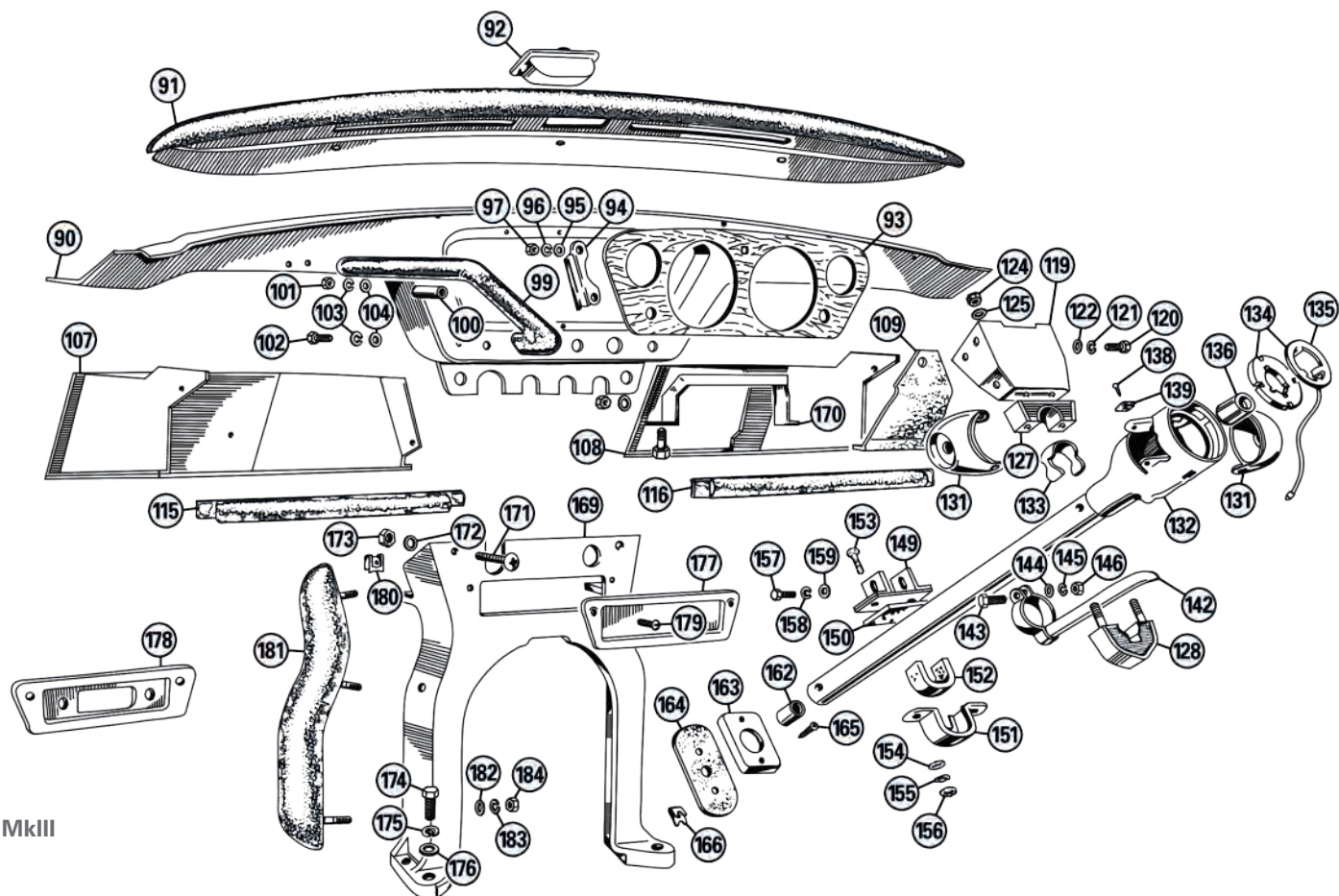
MkIV from FH59689E



Ill.	Part Number	Price £ea.	Description	Req.	Details	Ill.	Part Number	Price £ea.	Description	Req.	Details
Dash Fascia - MkI-III						24	GHF200	£0.22	NUT	2	
MkI-II						25	GHF331	£0.38	WASHER, spring	2	
						27	611368	£25.50	CLAMP, steering column, upper half	1	
						28	611367	NCA	CLAMP, steering column, lower half	1	
1	706805	NCA	ASSEMBLY, fascia panel, RHD	1		29	708479	£13.50	ESCUTCHEON	2	
	706804	NCA	ASSEMBLY, fascia panel, LHD	1		32	611364	NCA	ASSEMBLY	1	
NI	612825	NCA	BRACKET ASSEMBLY	1	Fascia to steer.column clamp		614122	NCA	ASSEMBLY, RHD	1	Germany & special
NI	603559	£1.04	CLIP, wiring	4			611952	NCA	ASSEMBLY, LHD	1	orders only
NI	617037	NCA	COVER, fascia panel, black	1	fitted from (c) FC50001		608136	NCA	CHANNEL	1	
NI	ANK5046A	£0.25	CLIP, trim, cover to fascia panel	9	and future	33	609639	£3.25	SPRING	1	
2	706569	NCA	ASSEMBLY, crash pad, fascia	1		34	608462	£18.40	ASSEMBLY	1	
	714482Z	£63.50	ASSEMBLY, crash pad, fascia	1	aftermarket	35	608356	NCA	CABLE ASSEMBLY	1	
NI	HN2005	£0.16	NUT	5	crash pad assembly	36	209423	£5.60	ASSEMBLY	1	
NI	PWZ203	£0.19	WASHER, plain	5	to Fascia	37	508051	NCA	SCREW, self tapping, chrome	2	alternative to 510273
NI	WL700101	£0.22	WASHER, spring	5			510273	NCA	SCREW, self tapping, anodised	2	alternative to 508051
3	613186	£12.90	ASHTRAY	1		38	FC2803	£0.95	NUT, spire	2	
4	209744	NCA	PANEL, instrument, RHD	1		40	611369	£23.40	COVER, harness assembly	1	
	209745	NCA	PANEL, instrument, LHD	1	fitted up to (c)	42	TP0504	NCA	SCREW	1	
NI	209746	NCA	PANEL, instrument, (U.S.A. & Canada only)	1	FC50000 only	43	PWZ203	£0.19	WASHER, plain	1	
NI	708801	NCA	PANEL, instrument, RHD	1		44	WL700101	£0.22	WASHER, spring	1	
NI	708802	NCA	PANEL, instrument, LHD	1	fitted from (c) FC50001	45	HN2005	£0.16	NUT	1	
NI	708803	NCA	PANEL, instrument, (U.S.A. & Canada only)	1	and future	48	612900	NCA	ASSEMBLY, support bracket,	1	
NI	511696	£0.30	SCREW, set	6	securing instrument panel	49	608222	£2.05	STRIP, felt, body	1	
NI	GHF712	£0.30	NUT, spire	6	to Fascia	50	608185	£16.68	CLAMP, support bracket	1	
5	706912	NCA	HANDLE, grab assembly	1	fitted up to (c)	51	608223	£2.45	STRIP, felt, clamp	1	
					FC50000 only	52	HB0704	NCA	BOLT	2	lower
	708633	NCA	HANDLE, grab assembly	1	fitted from (c) FC50001	53	GHF314	£0.22	WASHER	2	lower
					and future	54	GHF331	£0.38	WASHER	2	lower
6	613599	NCA	TUBE, spacer	1		55	GHF200	£0.22	NUT	2	
7	GHF200	£0.22	NUT	1		56	SH604051	£0.30	SCREW	2	
8	GHF331	£0.38	WASHER, spring	3		57	GHF331	£0.38	WASHER, spring	2	
9	GHF300	£0.22	WASHER, plain	2	grab handle attachment	58	GHF300	£0.22	WASHER, plain	2	
	613941	NCA	WASHER, special	2		60	209423	£5.60	ASSEMBLY, bearing	1	lower
10	SH604041	£0.41	SCREW, set	2		61	601597	NCA	PLATE, retaining	1	
15	807004	NCA	TRAY, parcel, LH, RHD	1		62	613466	£2.30	PAD, sealing, rubber	1	
16	807072	£50.90	TRAY, parcel, RH, RHD	1		63	YF7464	NCA	SCREW, sealing pad attachment	2	self tapping
	807005	NCA	TRAY, parcel, RH, LHD	1		64	GHF701	£0.28	NUT, spire	2	
	807073	£50.90	TRAY, parcel, LH, LHD	1		621332	NCA	BRACKET	1	required when locking steering column is fitted. Germany and special orders only	
17	706771	NCA	PANEL, filler, RHD	1		70	806869	NCA	BRACKET	1	fitted up to body FC3686
NI	706772	NCA	PANEL, filler, LHD	1			807533	NCA	BRACKET	1	fitted from body FC3687
NI	HU704X	NCA	SCREW, set	1			614114	NCA	BRACKET	1	and future
NI	GHF331	£0.38	WASHER, spring	1		71	511479	NCA	SCREW, set	2	
NI	GHF314	£0.22	WASHER, plain	1		72	WM57	£0.24	WASHER, plain	2	
NI	GHF200	£0.22	NUT	1		73	GHF221	£0.41	NUT, nyloc	2	
NI	SH604051	£0.30	SCREW, set	1		74	511930	NCA	SCREW, set	4	
NI	GHF200	£0.22	NUT	1		75	512106	NCA	WASHER, spring	4	
NI	GHF331	£0.38	WASHER, spring	1		76	500172	NCA	WASHER, plain	4	
NI	WM57	£0.24	WASHER, plain	2		77	613595	NCA	COVER PLATE, radio aperture	1	
NI	SH604051	£0.30	SCREW, set	1		78	613594	NCA	COVER PLATE, radio aperture	1	for U.S.A. and Canada up to
NI	GHF200	£0.22	NUT	1			CD17769	NCA	PLUG, rubber	2	(c) FC15212 only
NI	GHF331	£0.38	WASHER, spring	1			CD25672	NCA	PLUG, rubber	1	
NI	GHF300	£0.22	WASHER, plain	2			CFP625	£0.64	PLUG, plastic	1	alternative to CD25672
18	709693	NCA	SUPPORT ASSEMBLY, RHD	1	fine grain, alternative to		614599	NCA	PLATE, radio, front mounting	1	for U.S.A. and Canada from
NI	709692	NCA	SUPPORT ASSEMBLY, LHD	1	706925 & 706924					1	(c) FC15213 and future
NI	706925	NCA	SUPPORT ASSEMBLY, RHD	1	coarse grain, alternative	79	511664	NCA	SCREW, set, securing cover plate	2	
NI	706924	NCA	SUPPORT ASSEMBLY, LHD	1	to 709693 & 709692	80	HN2005	£0.16	NUT, securing cover plate	2	FC15212 only
NI	509356	NCA	SCREW, self tapping	4	securing tray to dash front	81	WL700101	£0.22	WASHER, spring	2	fitted up to (c)
NI	WP4	£0.30	WASHER, plain	4	securing tray to dash front	82	WP5	£0.17	WASHER, plain	2	
NI	FU25648	£0.20	NUT, spire, securing tray to dash front	4			FZ64044	NCA	NUT, retainer	2	fitted from (c) FC15213
NI	509161	NCA	SCREW, self tapping	2	securing tray to Fascia support						and future
NI	WP4	£0.30	WASHER, plain	2	securing tray to Fascia support	83	706920	NCA	ASSEMBLY	2	
NI	GHF701/9	NCA	NUT, spire	2	securing tray to Fascia support	84	HN2005	£0.16	NUT	6	
NI	HU505	£0.83	SCREW, set	1		85	505307	NCA	WASHER, spring	6	
NI	53K126	£0.60	SCREW, set	3	alternative to fixings below	86	GHF306	£0.30	WASHER, plain	6	
NI	WP5	£0.17	WASHER, plain	8	rail and Fascia support	MkIII					
NI	WL700101	£0.22	WASHER, spring	4	rail and Fascia support	90	706805	NCA	ASSEMBLY, RHD	1	
NI	HN2005	£0.16	NUT	4			706804	NCA	ASSEMBLY, LHD	1	
NI	509161	NCA	SCREW	3			612825	NCA	ASSEMBLY, bracket	1	
NI	WP4	£0.30	WASHER, plain	3			603559	£1.04	CLIP, wiring	4	
NI	FU2544/9	NCA	NUT, spire	3			908124	NCA	ASSEMBLY, LHD	1	
NI	HU506	£0.66	SCREW, set	2			622220	NCA	ASSEMBLY, bracket	1	U.S.A. only fitted from
NI	HU505	£0.83	SCREW, set	3			603559	£1.04	CLIP, wiring	4	(c) FDU31254
NI	WP5	£0.17	WASHER, plain	10	alternative to fixings above		617037	NCA	COVER, black	1	
NI	WL700101	£0.22	WASHER, spring	5			709691	£25.00	BRACKET	1	
NI	HN2005	£0.16	NUT	5			608522	NCA	CLIP, trim	9	
NI	563032	£0.66	BACKPLATE	3	(support)	91	706569	NCA	ASSEMBLY	1	fitted up to (c) FD23511 approx.
NI	565756	£0.41	CAP	3	(support)						LHD & FD16481 RHD
NI	509356	NCA	SCREW	3	self tapping						fitted from (c) FD23512 approx.
NI	WP4	£0.30	WASHER, plain	3							LHD & FD16482 RHD
NI	FU2544/9	NCA	NUT, spire	3							
20	612704	NCA	ASSEMBLY, mounting bracket	1			714482	NCA	ASSEMBLY	1	
21	SH604051	£0.30	SCREW, set	4							
22	GHF331	£0.38	WASHER, spring	4							
23	GHF314	£0.22	WASHER, plain	4							

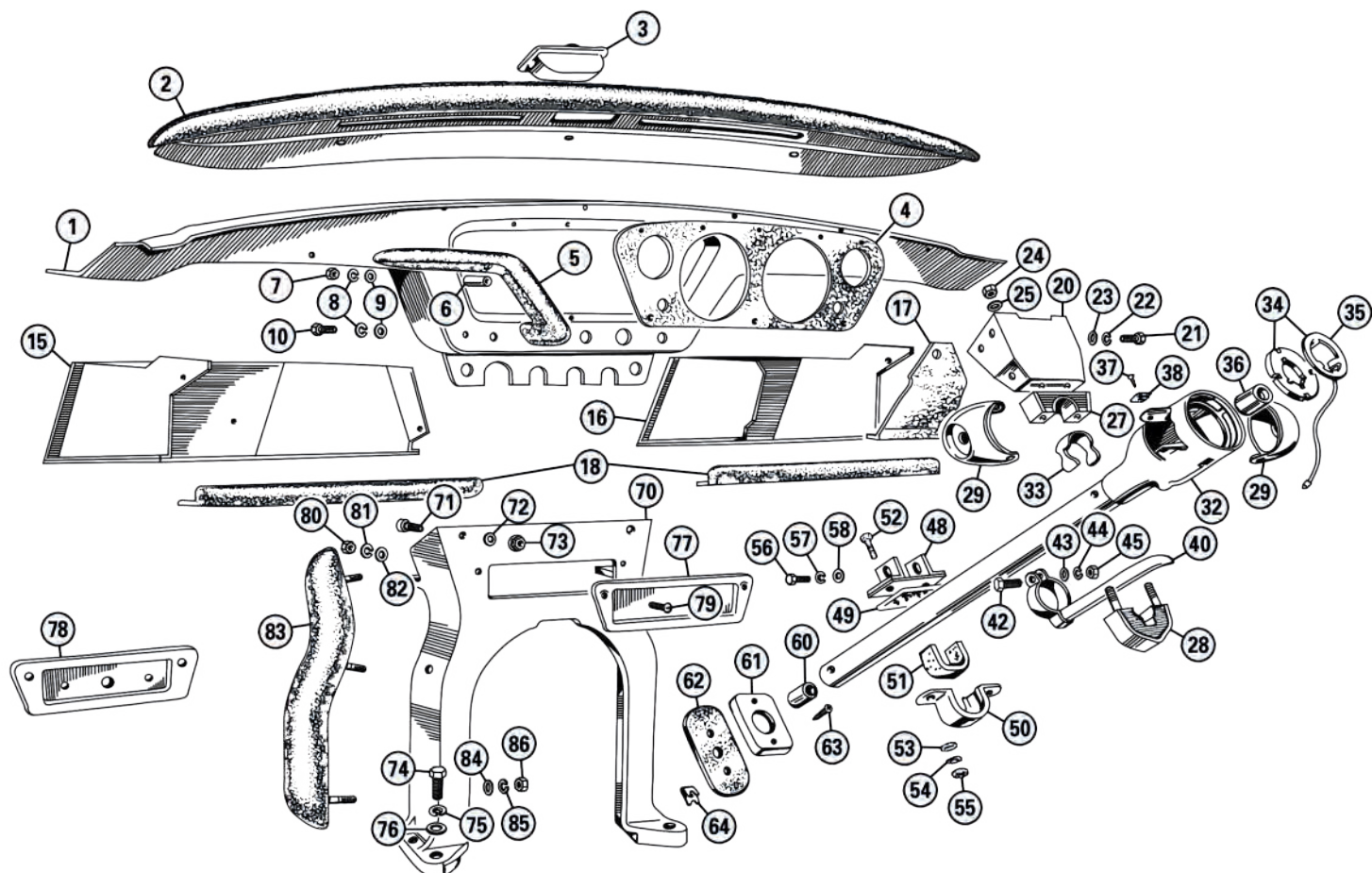


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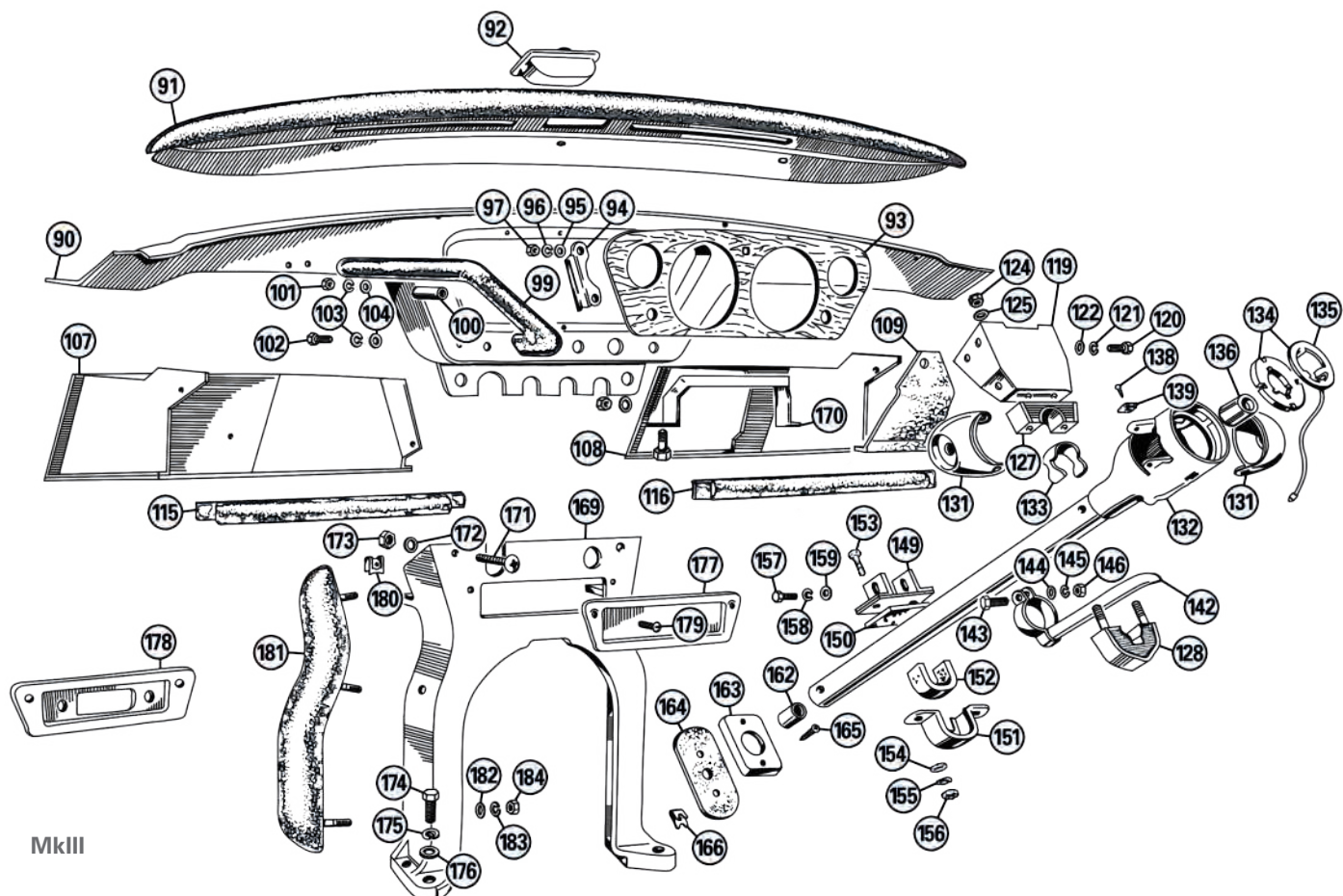


MkIII

Ill.	Part Number	Price £ea.	Description	Req.	Details	Ill.	Part Number	Price £ea.	Description	Req.	Details
NI	HN2005	£0.16	NUT, crash pad assembly to Fascia	5		NI	FU25648	£0.20	NUT, spire	4	
NI	PWZ203	£0.19	WASHER, plain	5		NI	509161	NCA	SCREW, self tapping	1	
NI	WL700101	£0.22	WASHER, spring	5		NI	WP4	£0.30	WASHER, plain	1	
NI	813351	£168.90	ASSEMBLY	1	U.S.A. only. fitted from	NI	FU25648	£0.20	NUT, spire	1	
NI	HN2005	£0.16	NUT	6	(c) FDU31254	NI	HU506	£0.66	SET SCREW, RH	2	
NI	WP124	£0.60	WASHER, plain	6		NI	HU505	£0.83	SET SCREW, LH	3	
NI	WL700101	£0.22	WASHER, spring	6		119	612704	NCA	ASSEMBLY, mounting bracket	1	fitted to all RHD models but only up to (c) FD9283 for LHD models.
92	613186	£12.90	ASHTRAY	1						1	fitted to LHD vehicles from (c) FD9284 and future Germany only
93	712830	£111.60	PANEL	1							
94	621472	NCA	BRACKET	2			622725	NCA	ASSEMBLY, mounting bracket, LHD	1	
95	GHF306	£0.30	WASHER, plain	4							
96	WL700101	£0.22	WASHER, spring	4			628413	NCA	ASSEMBLY, mounting bracket, LHD		
97	HN2005	£0.16	NUT	4		120	SH604051	£0.30	SCREW, set	4	
NI	910361	NCA	ASSEMBLY, facing, Fascia, RH	1		121	GHF331	£0.38	WASHER, spring	4	
NI	618505	NCA	ASSEMBLY, stud plate	1	U.S.A. only. fitted from	122	GHF314	£0.22	WASHER, plain	4	
NI	618487	NCA	PLATE, attachment, facing, RH	1	(c) FDU31254	124	GHF200	£0.22	NUT, upper and lower clamp halves to mounting bracket	2	U.S.A. not required from (c) FDU31254
NI	516762	NCA	WOODSCREW, round head	4						2	not required in all other markets when locking steering column fitted from (c) FD75001
NI	TW602	NCA	WOODSCREW, flat countersunk	2		125	GHF331	£0.38	WASHER, spring	2	
NI	910351	NCA	ASSEMBLY, facing	1							
NI	622222	£0.13	PLATE	1		NI	GHF221	£0.41	NUT	2	
NI	516762	NCA	WOODSCREW	2							
NI	910341	NCA	ASSEMBLY, facing, Fascia, LH	1	U.S.A. only. fitted from (c) FDU31254 up to (c) FDU75000	NI	GHF300	£0.22	WASHER, plain	2	required when locking steering column fitted from (c) FD75001 (all markets except U.S.A.)
NI	629181	NCA	ASSEMBLY, facing, Fascia, LH	1	U.S.A. only. fitted from (c) FDU75001	NI	154181	NCA	SHROUD, nut, over nyloc nut	2	
NI	618505	NCA	ASSEMBLY, stud plate	1		NI	BH604201	£0.72	BOLT	2	U.S.A. only fitted from (c) FDU31254 up to (c) FDU75000
NI	622223	NCA	WASHER, plate, screen washer	1		NI	GHF331	£0.38	WASHER	2	
NI	622230	NCA	PLATE, retaining, hazard switch	1		NI	518635	NCA	SCREW	2	U.S.A. only fitted from (c) FDU75001, alternative to 155086
NI	618486	NCA	PLATE, attachemtn, facing, LH	1							
NI	516762	NCA	WOODSCREW, round head	4		NI	155086	NCA	SCREW, socket	2	U.S.A. only fitted from (c) FDU75001, alternative to 518635
NI	TW602	NCA	WOODSCREW, flat countersunk	4	U.S.A. only. fitted from (c) FDU31254	Note: Used in pairs, 155086 should be supplied for all replacements					
NI	HN2005	£0.16	NUT, side panels	3		NI	GHF300	£0.22	WASHER, plain	2	U.S.A. only fitted from (c) FDU75001
NI	WL700101	£0.22	WASHER, spring, side panels,	3							
NI	PWZ203	£0.19	WASHER, plain, side panels	3		NI	620547	£1.44	PLATE, tapped	1	U.S.A. only fitted from (c) FDU31254
NI	53K126	£0.60	SET SCREW, side panels	3		127	611368	£25.50	CLAMP, steering column, upper half	1	
NI	625549	£0.14	WASHER, cup	4		128	611367	NCA	CLAMP, steering column, lower half	1	
NI	509556	NCA	SCREW, self tapping	4		131	708479	£13.50	ESCUTCHEON, flasher & lighting switch	2	
NI	FU2585	£0.47	NUT, spire	4		132	611364	NCA	ASSEMBLY, steering column cowl	1	fitted up to (c) FD/FDU75000
NI	627633	NCA	PLATE, fixing, choke control	1	U.S.A. only. fitted from (c) FDU75001		154177	NCA	ASSEMBLY, steering column cowl	1	fitted from (c) FD/FDU75001
NI	812991	£65.93	ASSEMBLY, padding, lower Fascia, RH	1		Note: 154177 may be used instead of 611364 for all replacements					
NI	813281	£42.85	ASSEMBLY, padding, lower Fascia, LH	1		NI	614122	NCA	ASSEMBLY, locking, RHD	1	Germany & when locking steering device is fitted up to comm no. FD/FDU75000
NI	GHF701	£0.28	NUT, spire, RHD	4		611952	NCA	ASSEMBLY, locking, LHD	1		
NI	AB606031	£0.36	SCREW, self tapping, RHD	4		134	608462	£18.40	ASSEMBLY, slip ring & insulator	1	
NI	WP4	£0.30	WASHER, plain, RHD	4		135	608356	NCA	ASSEMBLY, cable, slip ring	1	
NI	516762	NCA	WOODSCREW, RHD	3		NI	608139	NCA	INSULATOR, slip ring	1	no longer available individually upper
NI	627318	NCA	BRACKET, interior lamp	1	U.S.A. only from (c) FDU75001	136	209423	£5.60	ASSEMBLY, bearing, steering column	1	
99	708633	NCA	ASSEMBLY, handle, grab	1		138	510273	NCA	SCREW, self tapping	2	
100	613599	NCA	TUBE, spacer	1		139	FC2803/9	NCA	NUT, spire	2	not required when locking steering device is fitted
101	SH604041	£0.41	SCREW, set	2		142	611369	£23.40	ASSEMBLY, harness cover	1	
102	GHF200	£0.22	NUT	1		NI	609629	NCA	CLIP, harness cover	1	
103	GHF331	£0.38	WASHER, spring	3		NI	608183	NCA	COVER, harness	1	Germany and when locking steering device is fitted up to (c) FD/FDU75000
104	GHF300	£0.22	WASHER, plain	1						1	when locking steering column fitted from (c) FD/FDU75001
	613941	NCA	WASHER, special	2		NI	154833	£12.30	COVER, harness	1	
107	807004	NCA	TRAY, parcel shelf, LH, RHD	1		143	TP0504	NCA	SCREW, set	1	
108	807072	£50.90	TRAY, parcel shelf, RH, RHD	1		144	PWZ203	£0.19	WASHER, plain	1	
	807005	NCA	TRAY, parcel shelf, LH, LHD	1		145	WL700101	£0.22	WASHER, spring	1	
	807073	£50.90	TRAY, parcel shelf, RH, LHD	1		146	HN2005	£0.16	NUT	1	
	809918	NCA	TRAY, parcel shelf, LH, LHD	1	U.S.A. only from comm no. FDU31254	NI	621332	NCA	BRACKET	1	
109	706771	NCA	PANEL, filler, RHD	1		NI	609269	NCA	CLIP	2	only required when locking steering device is fitted up to (c) FD/FDU75000
NI	706772	NCA	PANEL, filler, LHD	1		NI	TP0504	NCA	SCREW, set	2	
NI	SH604041	£0.41	SCREW, set	1		NI	WL700101	£0.22	WASHER, spring	2	
NI	GHF331	£0.38	WASHER, spring	1		NI	PWZ203	£0.19	WASHER, plain	2	
NI	GHF314	£0.22	WASHER, plain	1		NI	HN2005	£0.16	NUT, harness cover attachment	2	
NI	GHF200	£0.22	NUT	1		NI	149698	NCA	TUBE, distance, black, PVC	1	
NI	SH604051	£0.30	SCREW	1		NI	147912	NCA	STRAP, anti torque	1	
NI	GHF331	£0.38	WASHER, spring	1		NI	147951	NCA	BOLT	1	
NI	WM57	£0.24	WASHER, plain	2		NI	WM816	NCA	WASHER, plain	2	
NI	GHF200	£0.22	NUT, filler panel mounting bracket	1		NI	154173	NCA	STRAP, anti torque assembly	1	U.S.A. only. fitted from comm no. FDU75001 up to FDU
NI	SH604051	£0.30	SCREW, set	1		NI	155402	NCA	STRAP, anti torque assembly	1	required when locking steering device is fitted from comm no FD75001 up to FDU. all markets except U.S.A.
NI	GHF200	£0.22	NUT	1							
NI	GHF331	£0.38	WASHER, spring	1							
NI	GHF300	£0.22	WASHER, plain	2							
NI	613600	NCA	CLIP, parcel tray side to bottom	3	only required when locking steering column is fitted						
	603811	NCA	CLIP	1							
115	709692	NCA	ASSEMBLY, LH	1							
116	709693	NCA	ASSEMBLY, RH	1							
NI	509161	NCA	SCREW, self tapping	4							
NI	WP4	£0.30	WASHER, plain	4							



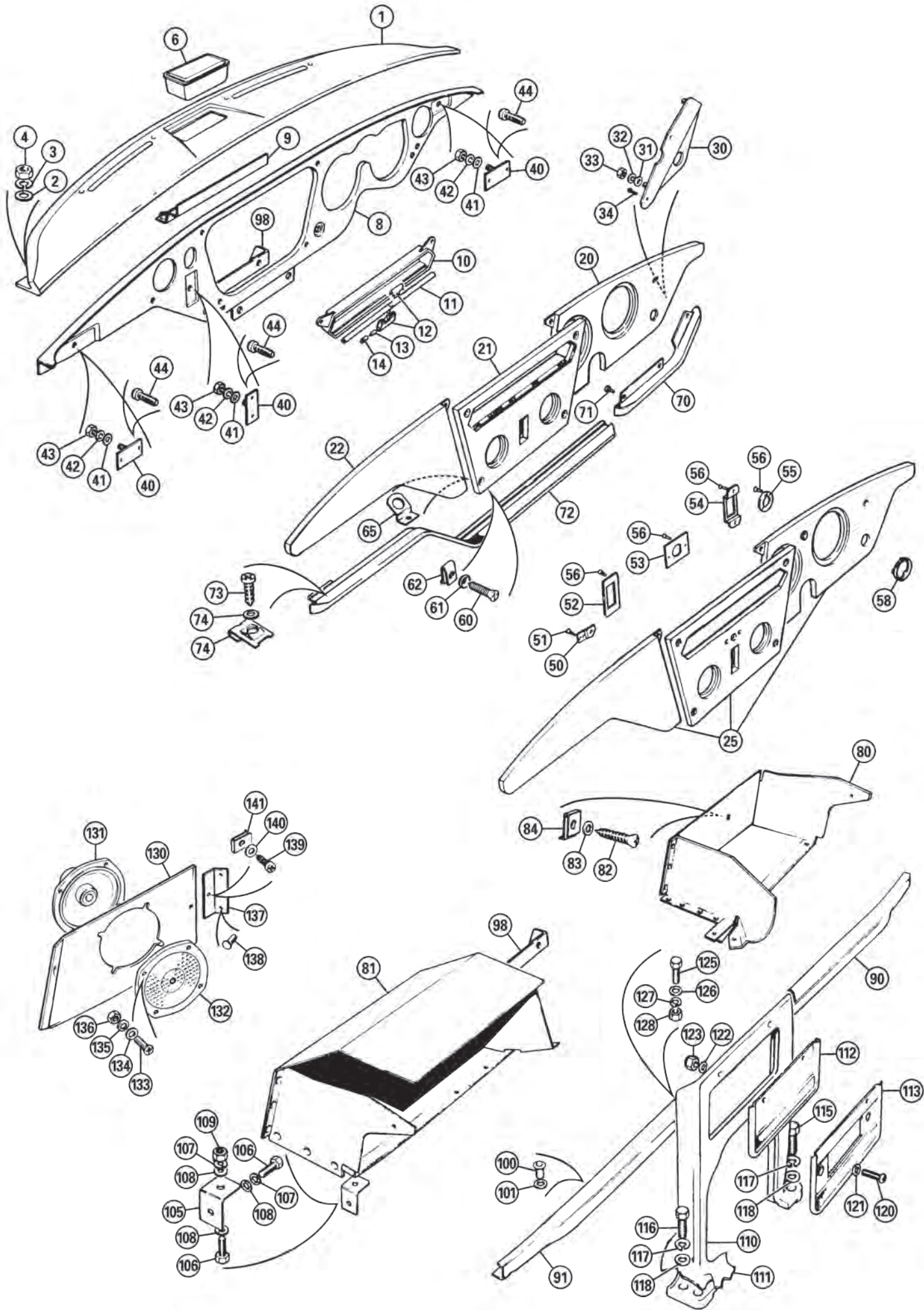
MkI-II



MkIII

ill.	Part Number	Price £ea.	Description	Req.	Details
NI	154977	NCA	TUBE, anti torque assembly	1	U.S.A. only. fitted from comm no. FDU
NI	54980	NCA	TUBE, anti torque assembly	1	
NI	154180	NCA	COVER, ignition key	1	req. when locking steering device is fitted from (c) all markets except U.S.A.
149	612900	NCA	ASSEMBLY, lower	1	
	628402	£1.50	ASSEMBLY, lower	1	req. when locking steering device is fitted from (c) FD/ FDU75001
150	608222	£2.05	STRIP, felt	1	
151	608185	£16.68	CLAMP, lower	1	not req. for locking steering column from (c) FD/FDU75001
152	608223	£2.45	STRIP, felt	1	
	628409	NCA	STRIP, felt, support bracket, clamp	1	req. when locking steering column fitted from (c) FD/FDU75001
	623490	NCA	STRIP, felt	1	
	623491	NCA	STRIP, felt	1	req. when locking steering column fitted from (c) FD7501. all markets except U.S.A.
153	GHF117	£0.30	BOLT, lower	2	
154	GHF314	£0.22	WASHER, plain, lower	2	U.S.A. only. fitted from (c) FDU31254
155	GHF331	£0.38	WASHER, spring, lower	2	
156	GHF200	£0.22	NUT, lower	2	
157	GHF117	£0.30	SCREW, set	2	
158	GHF331	£0.38	WASHER, spring	2	
159	GHF300	£0.22	WASHER, plain	2	
162	209423	£5.60	ASSEMBLY	1	France and Sweden only. fitted from (c) FD75001
163	601597	NCA	PLATE	1	
164	613466	£2.30	PAD, sealing, rubber, steering column	1	U.S.A. only. fitted from (c) FDU75001
165	YF7464	NCA	SCREW, self tapping	2	
166	GHF701/9	NCA	NUT, spire	2	
NI	154246	NCA	TUBE, distance	1	
NI	155038	NCA	TUBE, distance	1	U.S.A. only. fitted from (c) FDU75001
NI	716967	NCA	TIE-BAR, LHD	1	
NI	GHF117	£0.30	SET SCREW, outer tie-bar attachment	2	U.S.A. only. fitted from (c) FDU31254
NI	GHF300	£0.22	WASHER, plain	2	
NI	GHF331	£0.38	WASHER, spring	2	
NI	GHF200	£0.22	NUT	2	
169	807533	NCA	BRACKET, support	1	
170	614114	NCA	BRACKET	1	
171	511479	NCA	SCREW, set	2	
172	WM57	£0.24	WASHER, plain	2	
173	GHF221	£0.41	NUT, nyloc	2	
174	511930	NCA	SCREW, set	4	
175	512106	NCA	WASHER, spring	4	
176	500172	NCA	WASHER, plain	4	
177	613595	NCA	PLATE, cover, radio aperture	1	U.S.A. & Canada
178	614599	NCA	PLATE, front, radio mounting	1	
179	511664	NCA	SCREW, set	2	
180	FX3408/4	NCA	NUT, retainer	2	
	709842	NCA	PLATE, cover, radio aperture	1	U.S.A. only. fitted from comm no. FDU31254
181	706920	NCA	ASSMBLY, trim roll	2	
182	GHF306	£0.30	WASHER, plain	6	
183	505307	NCA	WASHER, spring	6	
184	HN2005	£0.16	NUT	6	alternative to 503627 alternative to HN2005DD
	503627	NCA	NUT	6	

ill.	Part Number	Price £ea.	Description	Req.	Details
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ill. Part Number Price £ea. Description Req. Details

Dash & Fascia Panels - MkIV-1500

Crash Panel & Fascia Panels

1	815281Z	£54.40	CRASH PAD, dash top	1	
2	WP124	£0.60	WASHER, plain	6	
3	WL700101	£0.22	WASHER, spring	6	
4	HN2005	£0.16	NUT	6	
6	613186	£12.90	ASHTRAY, black	1	
8	910961	NCA	FASCIA PANEL, RHD	1	
	910962	NCA	FASCIA PANEL, LHD	1	
9	622220	NCA	BRACKET, heater vent control	1	
10	713790	NCA	ESCUTCHEON, fascia panel	1	MkIV to (c) FH50000
	726870	£20.04	ESCUTCHEON, fascia panel	1	
11	160020	NCA	STRIP, illuminated strip	1	MkIV-1500
12	160022	NCA	CLIP & MASK, bulb securing	1	from (c) FH50001
13	GLB286	£0.41	BULB, 1.2W	1	
14	13H8690	£1.26	BULB HOLDER	1	

Dashboards

One of the nicest parts of your classic is (or should be) the dashboard. Let's face it; both driver and passenger spend enough time looking at it! The wooden, veneered dashboard panels used in Triumphs of the sixties and seventies tend to suffer from exposure to the elements which can lead to fading & cracking lacquer and lifting veneer. Damaged dashboards can be easily replaced with one of our high quality, real wood veneer panels. For those looking for originality the crown cut (straight grain) walnut is the right choice. If you are looking for something more luxurious then the burr walnut version is for you.

Black Panels MkIV to (c) FH50000

20	912891	£2.09	DASH FASCIA, RH	1	RHD
	912901	NCA	DASH FASCIA, RH	1	LHD
21	912911	NCA	DASH FASCIA, centre	1	RHD
	715911	NCA	DASH FASCIA, centre	1	LHD
	715921	NCA	DASH FASCIA, centre	1	LHD
					all markets where dual braking system is fitted
22	815401	NCA	DASH FASCIA, LH	1	RHD
	815411	NCA	DASH FASCIA, LH	1	LHD

Veneered Panels MkIV from (c) FH50001 to (c) FH64995

25	918230	£281.00	DASHBOARD, crown matt	1	RHD
	918230BG	£281.00	DASHBOARD, burr gloss	1	
	824540	NCA	DASHBOARD	1	RHD, BAOR
	918210	£281.00	DASHBOARD, crown matt	1	LHD
	918210BG	£281.00	DASHBOARD, burr gloss	1	
	918220	NCA	DASHBOARD	1	LHD, dual braking

Veneered Panels, RHD, 1500 from FH75001

	WKC2100	£281.00	DASHBOARD, crown matt	1	to (c) FH100020
	WKC2100BG	£281.00	DASHBOARD, veneered, burr gloss	1	
	WKC3390	£281.00	DASHBOARD, crown matt	1	from (c) FH100021
	WKC3390BG	£281.00	DASHBOARD, burr gloss	1	
	WKC4190	NCA	DASHBOARD	1	UK (c) FH130001 to VIN 001197 BAOR, Australia to (c) FH130000
	WKC5130	NCA	DASHBOARD	1	UK from VIN 001198

Veneered Panels, LHD 1500 from FH75001

	WKC2110	NCA	DASHBOARD	1	N, CH, D, F
	WKC2120	NCA	DASHBOARD	1	without dual braking or seat belt warning
	WKC2130	£281.00	DASHBOARD, crown matt	1	with dual braking
	WKC2130BG	£281.00	DASHBOARD, burr gloss	1	or seat belt warning
	WKC3410	£281.00	DASHBOARD, crown matt	1	from (c) FH100020
	WKC3410BG	£281.00	DASHBOARD, burr gloss	1	

Fittings (Fascia Panel)

30	715879	NCA	PLATE, reinforcement	1	RHD to (c) FH50000
	715880	NCA	PLATE, reinforcement	1	LHD to (c) FH50000
31	PWZ203	£0.19	WASHER, plain	2	
32	PMZ204	£0.66	WASHER, spring	2	
33	HN2005	£0.16	NUT	2	
34	576669	NCA	SCREW, self tapping	1	
40	618505	NCA	STUD, fascia fixing*	3	
41	PWZ203	£0.19	WASHER, plain	3	
42	WL700101	£0.22	WASHER, spring	3	
43	HN2005	£0.16	NUT	3	
44	576669	NCA	SCREW, self tapping	6	black dash
	TW602	NCA	SCREW*	6	veneered
	AF604031	NCA	SCREW*	2	dash
50	618486	NCA	PLATE, fascia fixing, LH*	1	
	618487	NCA	PLATE, fascia fixing, RH*	1	
51	TW602	NCA	SCREW*	4	
52	622222	£0.13	PLATE, hazard switch retaining*	1	RHD
53	632987	NCA	PLATE, hazard light retaining*	1	RHD, BAOR only

ill. Part Number Price £ea. Description Req. Details

54	622230	NCA	PLATE, hazard switch retaining*	1	LHD only
55	622223	NCA	PLATE, windscreen wiper switch*	1	
56	516762	NCA	SCREW*	a/r	

*Note: These items are supplied with the veneer kits where applicable.

58	ZKC1130	NCA	BEZEL, hazard warning switch	1	
60	AD608103	£0.72	SCREW, self tapping, chrome	4	fascia panel
	AD608084	£0.66	SCREW, self tapping, black	4	
61	CD24152	£0.53	WASHER, cup, chrome	4	
	517711	£0.64	WASHER, cup, black	4	
62	FU2585	£0.47	SPIRE NUT	4	
65	627318	NCA	BRACKET, interior light	1	

Crash Pad - Lower

70	813271	£45.00	CRASH PAD, lower fascia, RH	1	RHD
	813281	£42.85	CRASH PAD, lower fascia, LH	1	LHD
71	YB1142	NCA	SCREW, padding securing	3	
72	812981	£89.10	CRASH PAD, lower fascia, LH	1	RHD
	812991	£65.93	CRASH PAD, lower fascia, RH	1	LHD
73	GHF421	£0.14	SCREW, padding securing	4	
74	WP4	£0.30	WASHER, plain	4	
75	GHF701	£0.28	SPIRE NUT	4	

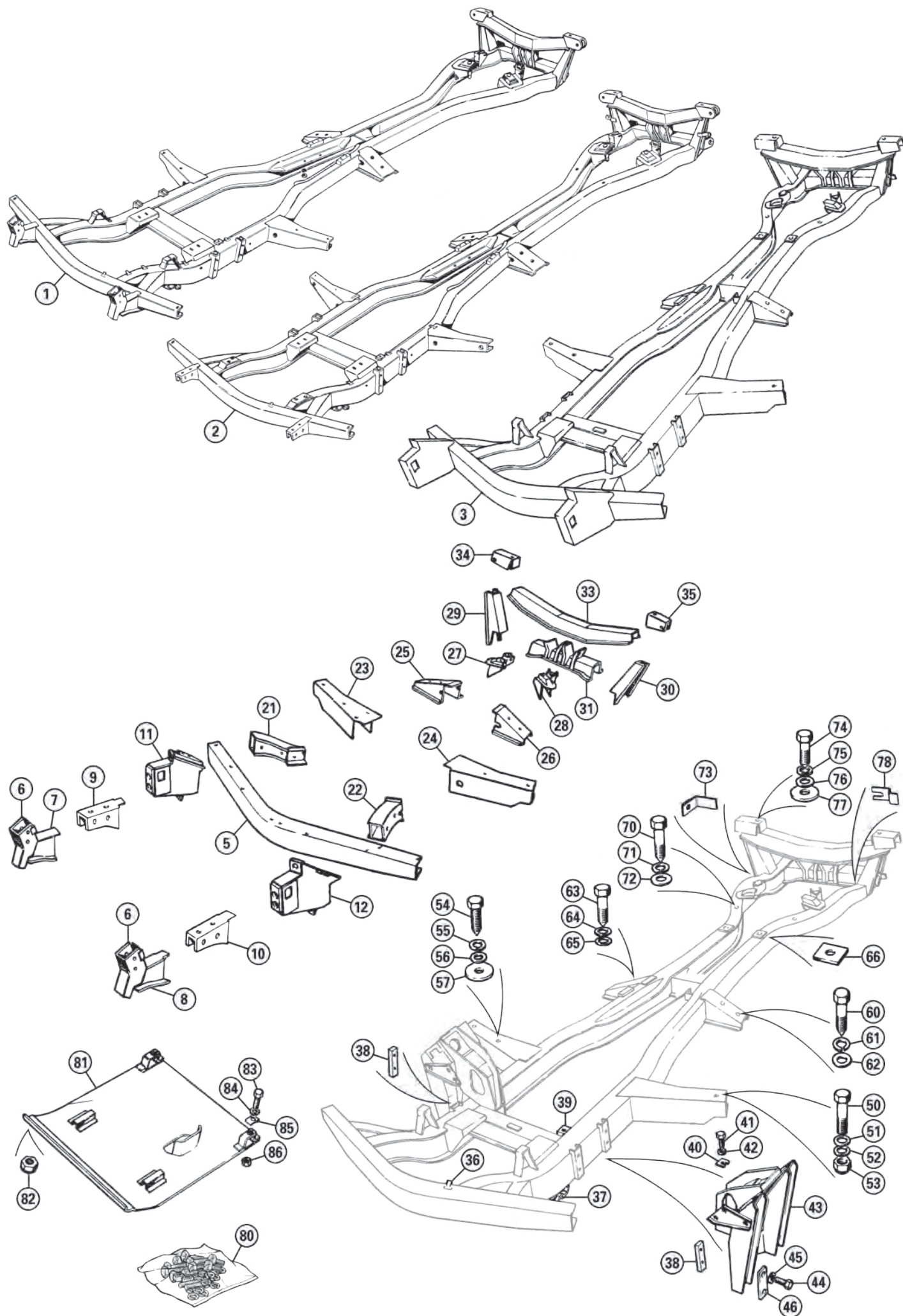
Parcel Trays & Centre Console

80	813745	£19.50	GLOVE BOX, driver's side, RH	1	RHD
	813746	£19.50	GLOVE BOX, driver's side, LH	1	LHD
81	813753	£19.50	GLVOE BOX, passenger's side, LH	1	RHD
	813754	£19.50	GLOVE BOX, passenger's side, RH	1	LHD
82	509161	NCA	SCREW, glove box securing	4	black dash
	AD608054	£0.80	SCREW, glove box securing	4	veneered dash
83	WP4	£0.30	WASHER, plain	4	
84	FU25648	£0.20	SPIRE NUT	4	
90	709693	NCA	SUPPORT, RH	1	black dash
	728641	£61.40	SUPPORT, RH	1	veneered dash to (c) FH113677
	YKC3328PA	NCA	SUPPORT, RH	1	veneered dash from (c) FH113678
91	709692	NCA	SUPPORT, LH	1	black dash
	728631	£61.40	SUPPORT, LH	1	veneered dash to (c) FH113677
	YKC3327PA	NCA	SUPPORT, LH	1	veneered dash from (c) FH113678

98	709691	£25.00	BRACKET, glove box	1	
100	565756	£0.41	RIVET CAP, bracket, glove box	3	
101	563032	£0.66	RIVET, tubular, bracket, glove box	3	
105	630278	NCA	BRACKET, angle, glove box support	2	
106	HU505	£0.83	SCREW, angle support	5	
107	WL700101	£0.22	WASHER, spring	5	
108	PWZ203	£0.19	WASHER, plain	8	
109	HN2005	£0.16	NUT	3	
110	WKC3621PA	NCA	BRACKET, fascia & radio housing	1	
111	TKP71910	£10.39	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	£0.89	SCREW, standard head	2	(alternatives)
116	511930	NCA	SCREW, domed head	2	console to floor, rear
	SH605101	£0.89	SCREW, standard head	2	(alternatives)
117	GHF332	£0.40	WASHER, spring	4	
118	WA108052	£1.10	WASHER, plain	4	
120	515279	£2.20	SCREW, support bracket	2	
121	WM57	£0.24	WASHER, plain	2	
122	WC106041	£0.47	WASHER, plain	2	
123	GHF221	£0.41	NUT, nylon	2	
125	HU506	£0.66	SCREW, support bracket	2	
126	PWZ203	£0.19	WASHER, plain	4	
127	WL700101	£0.22	WASHER, spring	2	
128	HN2005	£0.16	NUT	2	speaker fittings
130	YKC2488	NCA	SPEAKER SHELF, RHD	1	for fitting one speaker
	YKC288	£2.10	SPEAKER SHELF, LHD	1	in glove box only
131	YKC2845	£15.00	SPEAKER	a/r	
132	ZKC412	NCA	GRILLE, speaker	a/r	
133	RMP2312	£1.16	SCREW, speaker securing	4	
134	PWZ203	£0.19	WASHER, plain	4	
135	WL700101	£0.22	WASHER, spring	4	
136	HN2005	£0.16	NUT	4	
137	ZKC517	NCA	BRACKET	1	
138	RB5504	NCA	RIVET	2	
139	GHF424	£0.22	SCREW, self tapping	1	
140	517783	£0.20	WASHER, plain	1	
141	GHF712	£0.30	NUT, spire	1	

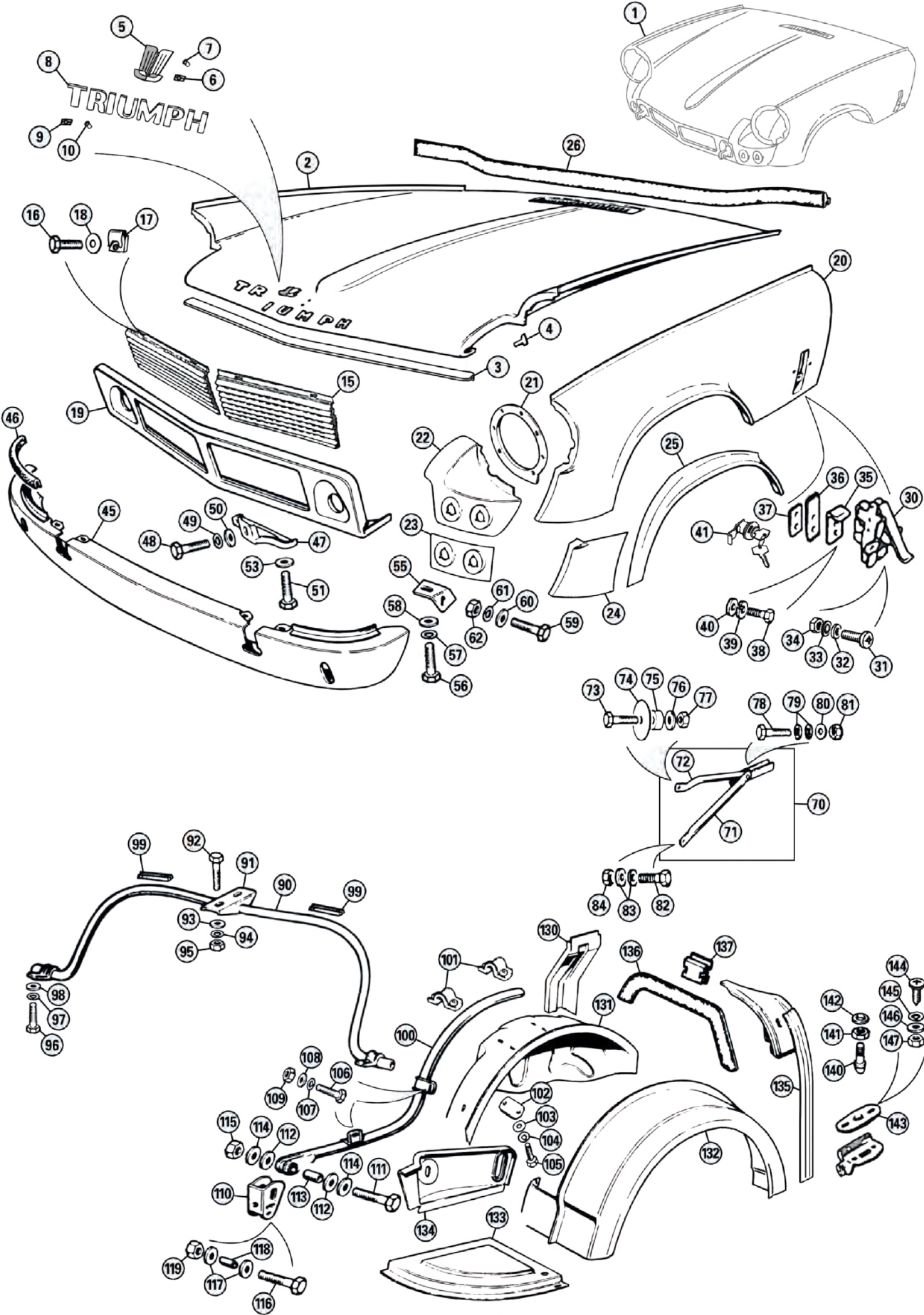
BAOR = British Army on the Rhine

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.



ill.	Part Number	Price £ea.	Description	Req.	Details
Chassis Frame					
1	401981		NCA CHASSIS FRAME	1	Mkl-II
2	402611		NCA CHASSIS FRAME	1	MkIII
3	403066		NCA CHASSIS FRAME	1	MkIV to (c) FH60000
	PKC58		NCA CHASSIS FRAME	1	MkIV from (c) FH60001
	PKC117		NCA CHASSIS FRAME	1	to (c) FH75000
	TS26	£89.60	CROSSMEMBER, front	1	1500 from (c) FH75001
6	134295		NCA LINK, pivot, bonnet	2	
7	133868		NCA SUPPORT, pivot bracket, RH	1	Mkl-II
8	133869		NCA SUPPORT, pivot bracket, LH	1	
9	147788		NCA SUPPORT, pivot bracket, RH	1	MkIII
10	147789	£26.26	SUPPORT, pivot bracket, LH	1	
11	RKC362	£138.88	SUPPORT, pivot bracket, RH	1	
12	RKC363	£138.88	SUPPORT, pivot bracket, LH	1	MkIV-1500
			(Pivot bracket with strengthened mounting).		
21	209439	£28.20	GUSSET, front chassis, RH	1	Mkl to early MkIV
22	209440	£28.20	GUSSET, front chassis, LH	1	
21	218526	£36.60	GUSSET, front chassis, RH	1	use as replacement
22	218527	£36.60	GUSSET, front chassis, LH	1	
Note: The narrow gusset assemblies (part nos. 209439 & 209440) were fitted up to early MkIV. These are no longer available and are superseded by the later, wider gusset assemblies (part nos. 218526 & 218527).					
23	TS45R	£74.70	OUTRIGGER, front, RH	1	
24	TS45L	£74.70	OUTRIGGER, front, LH	1	
25	134399		NCA OUTRIGGER, intermediate, RH	1	
26	134400		NCA OUTRIGGER, intermediate, LH	1	
27	209466		NCA BRACKET, RH	1	Mkl-III
			(Rear axle mounting to hand brake guide).		
28	209465		NCA BRACKET, LH	1	
			(Rear axle mounting to hand brake guide).		
27	219153		NCA BRACKET, RH	1	MklV-1500
			(Rear axle mounting to hand brake guide).		
28	219152	£48.34	BRACKET, LH	1	
			(Rear axle mounting to hand brake guide).		
29	208935		NCA BRACKET, shock absorber, RH	1	Mkl-III
30	209331		NCA BRACKET, shock absorber, LH	1	
29	219037		NCA BRACKET, shock absorber, RH	1	MkIV-1500
30	218982		NCA BRACKET, shock absorber, LH	1	
31			CROSSMEMBER, rear	1	not available separately
32	132435		NCA BRACKET, rear axle mounting	2	
33	208943		NCA CROSSMEMBER	1	rear shock abs mounting
34	132754	£6.00	BRACKET, RH	1	rear body & shock abs
35	132819	£0.54	BRACKET, LH	1	mountings (fitted to rear)
36	122747		NCA CLAMP, for wiring	7	only 4 required for Mkl-II
37	134580		NCA BRACKET, anti-roll bar mounting	2	Mkl-III
	155309		NCA BRACKET, anti-roll bar mounting	2	MkIV-1500
38	129650	£5.76	PLATE, tapped	2	suspension turret mounting
39	132104		NCA BRACKET RH	1	inner suspension
	132105		NCA BRACKET, LH	1	support
40	128356	£0.41	SHIM, camber adjustment	a/r	
41	SH606091	£1.26	SCREW, mounting bracket to frame	2	
42	WP20X	£0.30	WASHER, plain	2	
43	305746	£102.96	SUSPENSION TURRET, LH	1	
43	305747		NCA SUSPENSION TURRET, RH	1	
44	GHF105	£0.41	SCREW, brackets to frame	8	Mkl-III
	GHF103	£0.60	SCREW, brackets to frame	8	MkIV-1500
45	118977A	£0.41	WASHER, spring	8	
46	123203		NCA PLATE, strengthener	2	MkIII-1500
50	BH605281	£1.60	BOLT	2	
51	GHF315	£0.22	WASHER, plain	2	
52	WP19	£0.98	WASHER, plain	2	
53	GHF222	£0.66	NUT, nyloc	2	
54	SH605101	£0.89	SCREW, body	2	
55	GHF332	£0.40	WASHER, spring	2	
56	GHF315	£0.22	WASHER, plain	2	
57	613178	£2.05	SPACER, aluminium	2	
60	BH605241	£1.31	BOLT	2	
61	GHF332	£0.40	WASHER, spring	2	
62	GHF315	£0.22	WASHER, plain	2	
63	BH605161	£1.04	BOLT	2	
64	GHF332	£0.40	WASHER, spring	2	
65	GHF315	£0.22	WASHER, plain	2	
66	608836	£0.40	PAD, chassis mounting, rubber/canvas	2	
70	BH605281	£1.60	BOLT	2	
71	GHF332	£0.40	WASHER, spring	2	
72	GHF315	£0.22	WASHER, plain	2	
73	149650		NCA BRACKET, rear brake hose mounting, RH	1	Mkl-III
	149649		NCA BRACKET, rear brake hose mounting, LH	1	
	159733		NCA BRACKET, rear brake hose mounting	2	MkIV-1500

ill.	Part Number	Price £ea.	Description	Req.	Details
74	GHF106	£0.53	SCREW, rear body mounting	2	
75	GHF333	£0.30	WASHER, spring	2	
76	WM59	£0.30	WASHER, plain	2	
77	613178	£2.05	SPACER, aluminium	2	
78	152602		NCA MOUNTING, three way brake pipe union	1	
80	574245	£24.90	MOUNTING KIT, body	1	
81	312183		NCA SHIELD, radiator protection	1	
82	GHF272	£0.66	NUT, nyloc	4	
83	SH606091	£1.26	SCREW	2	MkIV-1500
84	GHF333	£0.30	WASHER, spring	2	
85	144326	£4.30	CLAMP, plate to chassis	2	
86	GHF202	£0.22	NUT	2	



ill.	Part Number	Price £ea.	Description	Req.	Details
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Front Panels - Mki-II

Outer Bonnet Panels & Grille

1	903455	NCA	BONNET ASSEMBLY	1	
2	706793	NCA	TOP PANEL, bonnet	1	
3	706453	NCA	REINFORCEMENT, bonnet front edge	1	
4	603559	£1.04	TAG, wiring loom	a/r	
5	608380	£27.60	BADGE, bonnet, shield type	1	
6	PFS104	£0.23	SPIRE CLIP, badge attachment	2	
7	GHF1532	£0.26	BUSH, blind fixing, badge attachment	14	
8	703862SET	£20.70	LETTER SET, smooth, 'TRIUMPH'	1	
	703862	£3.00	LETTER, T	1	
	703863	£2.24	LETTER, R	1	
	703864	£4.38	LETTER, I	1	
	703865	£4.38	LETTER, U	1	
	703866	£4.38	LETTER, M	1	
	703867	£2.30	LETTER, P	1	
	703868	£4.58	LETTER, H	1	
9	PFS104	£0.23	SPIRE CLIP, letter attachment	14	fitted up to (b) FC2639
10	GHF1532	£0.26	BUSH, blind fixing, letter attachment	14	fitted from (b) FC2640 on
15	706707	NCA	GRILLE, radiator	2	fitted up to (c)
					FC50000 only
	708592	NCA	GRILLE, radiator	2	fitted from (c)
					FC50001 on
16	53K126	£0.60	SCREW, set	8	
17	FZ34044	£1.45	NUT, retainer	8	Grille to bonnet
18	PWZ203	£0.19	WASHER, plain	8	
19	613340	NCA	SURROUND, grille, assembly	1	
20	903088	£157.90	WING, front, LH	1	
	903089	£157.90	WING, front, RH	1	
21	612873	£27.53	BRACKET, headlamp mounting, LH	1	reinforcement
	612874	£23.76	BRACKET, headlamp mounting, RH	1	reinforcement
22	903090	NCA	NOSE PANEL, headlamp, LH	1	
	903091	NCA	NOSE PANEL, headlamp, RH	1	
23	907157RP	£46.20	REPAIR PANEL, nose pnl, side lamps, LH	1	Twin side lamps
	907158RP	£32.65	REPAIR PANEL, nose pnl, side lamps, RH	1	
24	SBP150	£53.40	REPAIR PANEL, front wing, lower, RH	1	
	SBP151	£53.40	REPAIR PANEL, front wing, lower, LH	1	
25	SBP123	£114.50	REPAIR PANEL, wheel arch, RH	1	
	SBP124	£114.50	REPAIR PANEL, wheel arch, LH	1	
26	610675	£9.30	SEAL, bonnet to bulkhead	1	
30	607663	£54.00	BONNET CATCH ASSEMBLY	1	
31	PMZ308	£0.30	SCREW, set	6	
32	PMZ204	£0.66	WASHER, plain	6	bonnet catch
33	WF703081	£0.90	WASHER, shakeproof	6	attachment
34	UCN116L	£0.84	NUT	6	
35	607664	£6.00	PLATE, catch, bonnet lock, dash sde	2	lower
36	613474	NCA	PAD, sealing, plate to bulkhead	2	
37	639931	NCA	PLATE, tapping	2	
38	GHF117	£0.30	SCREW, set	4	catch plate
39	GHF321	£0.22	WASHER, shakeproof	4	to dash side
40	WP127	£0.52	WASHER, plain	4	
41	TT7364	£26.52	LOCK SET, bonnet catch	1	security lock set
45	807136	£225.70	FRONT VALANCE ASSEMBLY	1	
46	610676	£3.90	SEAL, front valance to bonnet	2	
47	706513	NCA	BRACKET, support, front valance, RH	1	
	706512	NCA	BRACKET, support, front valance, LH	1	
48	HU706P	£1.06	SCREW, set, pointed	2	support bracket to
	GHF117	£0.30	SCREW, set alternative	2	overider mounting
49	GHF331	£0.38	WASHER, spring	2	bracket
50	GHF300	£0.22	WASHER, plain	2	
51	HU706P	£1.06	SCREW, set, pointed	4	
	GHF117	£0.30	SCREW, set alternative	4	support bracket
53	GHF300	£0.22	WASHER, plain	4	
55	612830	NCA	BRACKET, support, front valance, outer, RH	1	
	612829	£5.00	BRACKET, support, front valance, outer, LH	1	
56	HU706P	£1.06	SCREW, set, pointed	2	
	GHF117	£0.30	SCREW, set, alternative	2	support bracket
57	GHF314	£0.22	WASHER, plain	2	to valance
58	GHF331	£0.38	WASHER, spring	2	
59	HU706P	£1.06	SCREW, set	2	
	GHF117	£0.30	SCREW, set	2	alternative to HU706P
60	GHF314	£0.22	WASHER, plain	4	attaching support
61	GHF331	£0.38	WASHER, spring	2	brackets, front valance,
62	GHF200	£0.22	NUT	2	outer, to chassis frame

ill.	Part Number	Price £ea.	Description	Req.	Details
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Bonnet Stay Assembly

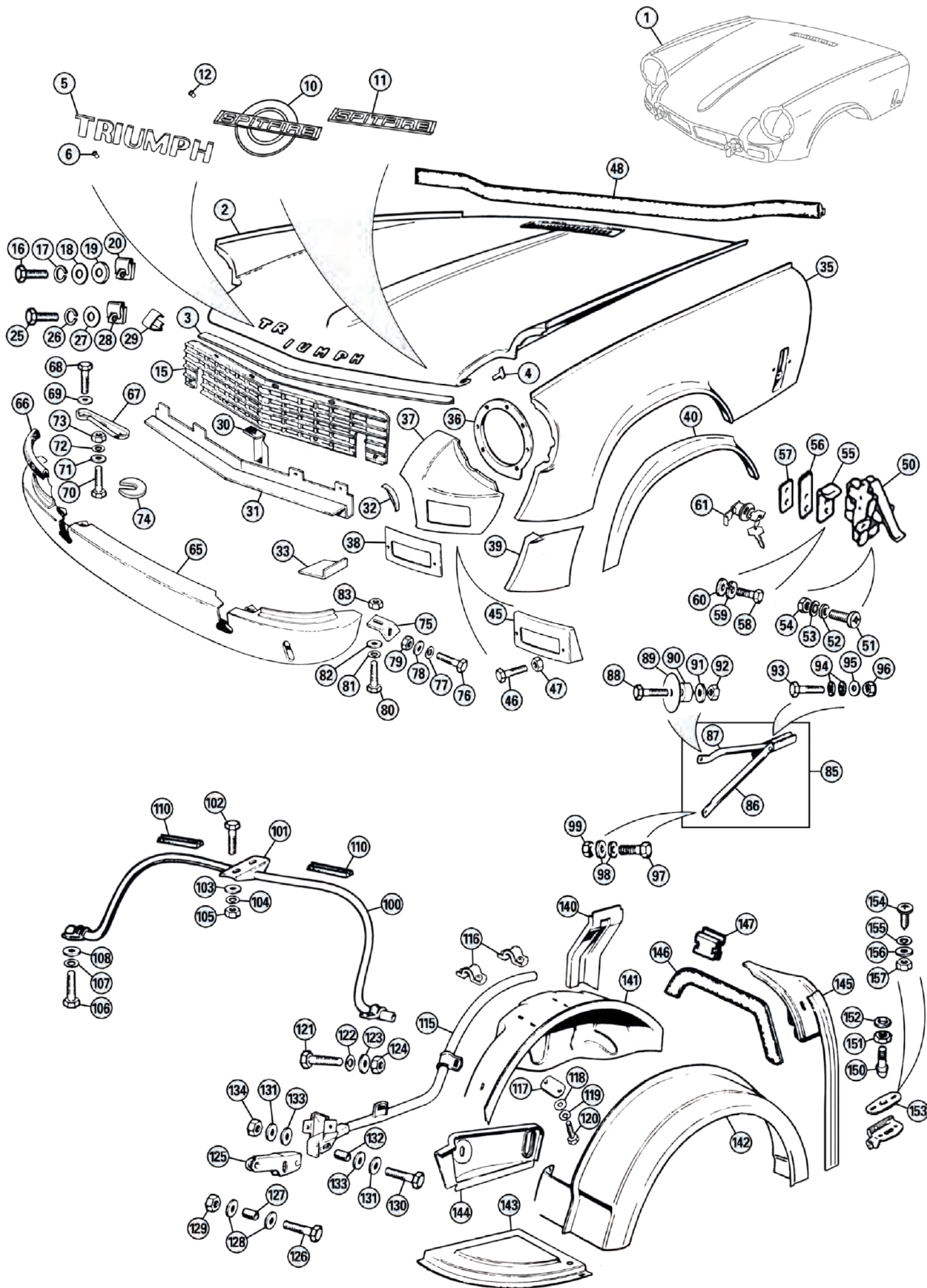
70	SBP154SS	£52.90	BONNET STAY KIT, upper & lower	1	stainless steel
71	613751	£10.72	BONNET STAY, lower link	1	
72	613045	£10.97	BONNET STAY, upper link	1	
73	GHF101	£0.30	SCREW, stay to wheel arch	1	
74	GHF300	£0.22	WASHER, plain, large	1	attaching upper
75	AHH6939	£0.89	SPACER	1	link to wheelarch
76	GHF300	£0.22	WASHER, plain	1	
77	GHF221	£0.41	NUT, nyloc	1	
78	BH604101	£0.47	BOLT, pivot	1	
79	WP42	£0.30	WASHER, plain	2	upper link to
80	GHF300	£0.22	WASHER, plain	1	lower link pivot
81	GHF221	£0.41	NUT, nyloc	1	
82	GHF101	£0.30	BOLT	1	
83	GHF300	£0.22	WASHER, plain	1	attaching lower
84	GHF221	£0.41	NUT, nyloc	1	link to chassis

Bonnet Tubes & Inner Panels

90	706539	NCA	TUBE ASSEMBLY, bonnet, rear	1	
91	613076	NCA	CLAMP, bonnet tube, rear	2	
92	GHF117	£0.30	SCREW, set	2	bonnet skin to
93	GHF314	£0.22	WASHER, plain	2	bonnet tube bracket
94	GHF331	£0.38	WASHER, spring	2	
95	GHF200	£0.22	NUT, plain	2	
96	GHF117	£0.30	SCREW, set	4	rear bonnet tube
97	GHF331	£0.38	WASHER, spring	4	to wheelarch
98	GHF314	£0.22	WASHER, plain	4	
99	608643	£0.30	PACKING, sponge rubber	2	bonnet tube to top panel
100	806882	NCA	TUBE ASSEMBLY, bonnet hinge, LH	1	
	806883	NCA	TUBE ASSEMBLY, bonnet hinge, RH	1	
101	607869	£30.50	BRACKET, anchor	4	rear bonnet hinge tube
102	607711	£10.50	PLATE, backing	4	anchor bracket
103	GHF331	£0.38	WASHER, spring	8	to wheelarches
104	GHF300	£0.22	WASHER, plain	8	
105	GHF117	£0.30	SCREW, set	8	
106	GHF117	£0.30	SCREW, set	4	bonnet tube
107	WP20X	£0.30	WASHER, plain	4	to closing panel
108	GHF331	£0.38	WASHER, spring	4	and wheelarch
109	GHF200	£0.22	NUT, plain	4	
110	612838	£23.80	BRACKET, bonnet hinge, on chassis	2	
111	BH606161	£0.60	BOLT	2	bonnet hinge tube
112	WP9	£1.04	WASHER, plain	4	to bonnet
113	607910	NCA	SPACER	2	hinge bracket
114	WP48	£0.34	WASHER, plain	4	
115	GHF273	£0.53	NUT, nyloc	2	
116	BH605181	£1.10	BOLT	4	bonnet hinge
117	WM58	£0.30	WASHER, plain	8	bracket to chassis
118	612963	NCA	SPACER	4	
119	GHF272	£0.66	NUT, nyloc	4	
130	612659	NCA	BRACKET, LH	1	front wheel arch to wing
	612660	NCA	BRACKET, RH	1	
131	706548	NCA	WHEEL ARCH, inner, LH	1	
	706549	NCA	WHEEL ARCH, inner, RH	1	
132	903137	NCA	WHEEL ARCH, outer, LH	1	
	903138	£118.76	WHEEL ARCH, outer, RH	1	
133	706311	NCA	PANEL, closing, nose to wheel arch	1	LH
	706312	NCA	PANEL, closing, nose to wheel arch	1	RH
134	613598	NCA	BRACKET, wheel arch to grille surround	1	LH
	613597	NCA	BRACKET, wheel arch to grille surround	1	RH
135	807102	NCA	REINFORCEMENT ASSEMBLY	1	LH, front wing
	807103	NCA	REINFORCEMENT ASSEMBLY	1	RH, front wing
136	613666	£3.58	SEAL, rear, front wheelarch to dash	2	
137	608520	£0.41	CLIP, seal attachment	18	

Bonnet Locating Peg

140	612962	£3.25	PEG, bonnet location	2	
141	NT605041	£0.30	NUT, jam	2	
142	GHF301	£0.24	WASHER, plain	2	
143	612617	NCA	PLATE, bonnet peg locating	2	on footwell
144	PX454	£0.66	SCREW, set	4	
145	WM54	£0.53	WASHER, plain	8	locating plate to
146	WL700101	£0.22	WASHER, spring	4	locating bracket
147	UCN116L	£0.84	NUT	4	

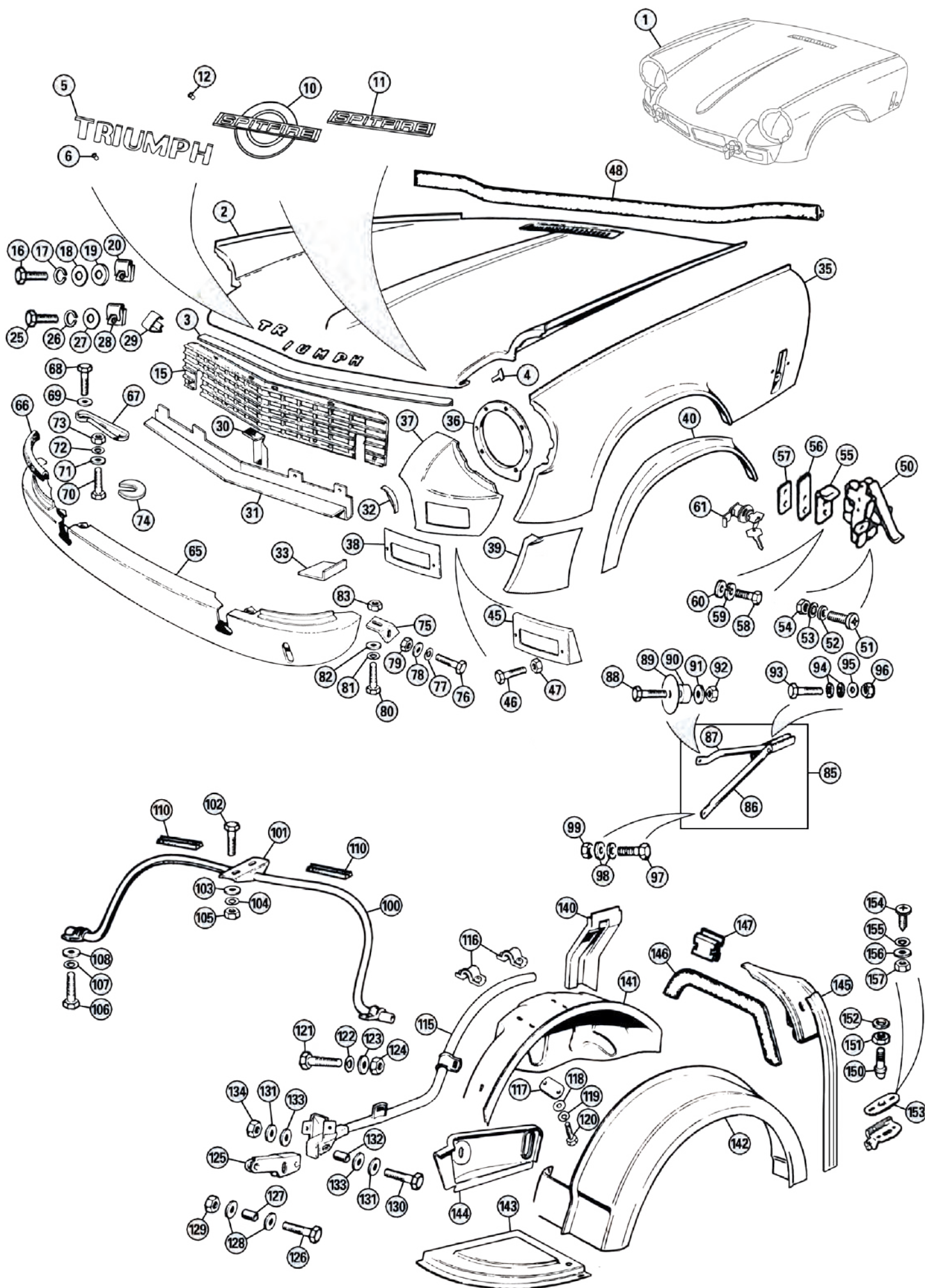


ill.	Part Number	Price £ea.	Description	Req.	Details
Front Panels - MkIII					
Outer Bonnet Panels & Grille					
1	907254	NCA	BONNET ASSEMBLY	1	fitted up to (c) FD/FDU75000
	627330	NCA	BONNET ASSEMBLY	1	all markets except USA
	627331	NCA	BONNET ASSEMBLY	1	from (c) FD75001 on
				1	USA only fitted
				1	from (c) FDU75001
2	621666	NCA	TOP ASSEMBLY, bonnet	1	fitted up to (c)
	627332	NCA	TOP ASSEMBLY, bonnet	1	FD/FDU75000
				1	fitted from (c)
				1	FD/FDU75001
3	706453	NCA	REINFORCEMENT, front edge	1	
4	603559	£1.04	TAG, wiring loom	a/r	
5	703862SET	£20.70	LETTER SET, smooth, 'TRIUMPH'	1	
	703862	£3.00	LETTER, T	1	
	703863	£2.24	LETTER, R	1	
	703864	£4.38	LETTER, I	1	
	703865	£4.38	LETTER, U	1	fitted up to (c)
	703866	£4.38	LETTER, M	1	FD/FDU75000
	703867	£2.30	LETTER, P	1	
	703868	£4.58	LETTER, H	1	
6	GHF1532	£0.26	BUSH, friction, letters to bonnet	14	
10	627174	NCA	NAMEPLATE, 'Spitfire', bonnet (all markets except USA)	1	fitted from (c)
				1	FD/FDU75001
11	627170	£10.62	NAMEPLATE, 'Spitfire', bonnet (USA only)	1	fitted from (c)
				1	FD/FDU75001
12	GHF1532	£0.26	BUSH, friction, nameplate to bonnet	2	fitted from (c)
				2	FD/FDU75001
15	810402	NCA	GRILLE ASSEMBLY, radiator, aluminium	1	fitted up to (c) FD/FDU75000
	819086	NCA	GRILLE ASSEMBLY, radiator, black, painted aluminium	1	fitted from (c) FD/FDU75001
	817252	£74.90	GRILLE ASSEMBLY, radiator, black plastic	1	up to FD/FDU80520 only
				1	FD/FDU80521 on
16	RMP312	£1.26	SCREW, set	6	
	515328	NCA	SCREW, set	2	radiator grille attachment
17	WL700101	£0.22	WASHER, spring	8	fitted up to (c) FD/FDU80520
18	514438	£0.60	WASHER, plain	8	only, for attaching metal
19	WM816	NCA	WASHER, medium, packing	4	grilles 810402/819086 only
20	FZ34044	£1.45	NUT, retainer	8	
25	576156	£0.64	SCREW, set, short	4	
	576155	NCA	SCREW, set, long	2	radiator grille attachment
26	WL700101	£0.22	WASHER, spring	6	fitted from (c) FD/FDU80521
27	518419	NCA	WASHER, fibre	6	on only, for attaching plastic
28	FZ34044	£1.45	NUT, retainer	6	grille 817252 only
29	629060	NCA	CLIP	2	
30	710680	NCA	STRUT, centre, grille aperture	1	
31	710679	NCA	CHANNEL, bottom grille aperture	1	
32	710715	NCA	GUSSET, grille aperture, RH	1	
	710714	NCA	GUSSET, grille aperture, LH	1	
33	619739	NCA	BRACKET, bottom channel attachment	1	LH
	619740	NCA	BRACKET, bottom channel attachment	1	RH
35	903088	£157.90	WING, front, LH	1	
	903089	£157.90	WING, front, RH	1	
	817920	NCA	WING, front, LH	1	USA only fitted
	817921	NCA	WING, front, RH	1	from (c) FDU75001
36	612873	£27.53	BRACKET, reinforcement, LH	1	headlamp mounting
	612874	£23.76	BRACKET, reinforcement, RH	1	
37	907157	NCA	PANEL, nose, LH	1	fitted up to (c) FD/FDU75000
	907158	NCA	PANEL, nose, RH	1	
	911720	NCA	PANEL, nose, LH	1	fitted from (c) FD/FDU75001
	911721	NCA	PANEL, nose, RH	1	
38	907157RP	£46.20	REPAIR PANEL, nose panel, side lamps, LH	1	fitted up to (c) FD/FDU75000
	907158RP	£32.65	REPAIR PANEL, nose panel, side lamps, RH	1	
	911720RP	£4.32	REPAIR PANEL, nose panel, side lamps, LH	1	fitted from (c) FD/FDU75001
	911721RP	£32.63	REPAIR PANEL, nose panel, side lamps, RH	1	
39	SBP150	£53.40	REPAIR PANEL, front wing, lower, RH	1	
	SBP151	£53.40	REPAIR PANEL, front wing, lower, LH	1	
40	SBP123	£114.50	REPAIR PANEL, wheel arch, RH	1	
	SBP124	£114.50	REPAIR PANEL, wheel arch, LH	1	
45	907257	NCA	PLINTH, side/indicator lamp, LH	1	
	907258	NCA	PLINTH, side/indicator lamp, RH	1	

Note: Early Spitfire MkIII models were fitted with a MkII bonnet with adaptor plates for the side/indicator lamp assembly.

46	SE105141	£0.98	SCREW, plinth to nose panel	4	
47	FZ34044	£1.45	NUT, retainer, plinth to nose panel	4	
48	610675	£9.30	SEAL, bonnet to bulkhead	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
Bonnet Catch Assembly					
50	607663	£54.00	BONNET CATCH ASSEMBLY	1	
51	PMZ308	£0.30	SCREW, set	6	
52	PMZ204	£0.66	WASHER, plain	6	bonnet catch
53	WF703081	£0.90	WASHER, shakeproof	6	attachment
54	UCN116L	£0.84	NUT	6	
55	607664	£6.00	PLATE, catch, bonnet lock, dash side	2	lower
56	613474	NCA	PAD, sealing, plate to bulkhead	2	
57	639931	NCA	PLATE, tapping	2	
58	GHF117	£0.30	SCREW, set	4	catch plate
59	GHF321	£0.22	WASHER, shakeproof	4	to dash side
60	WP127	£0.52	WASHER, plain	4	
61	TT7364	£26.52	LOCK SET, bonnet catch (security lock set).	1	
Front Valance Assembly					
65	811676	£225.70	FRONT VALANCE ASSEMBLY	1	
66	610676	£3.90	SEAL, front valance to bonnet	2	
67	712567	£9.38	BRACKET, support, front valance, inner	1	LH
	712568	£9.38	BRACKET, support, front valance, inner	1	RH
68	HU706P	£1.06	SCREW, set, pointed	4	support bracket to
	GHF117	£0.30	SCREW, set (alternative)	4	front valance
69	GHF300	£0.22	WASHER, plain	4	
70	GHF101	£0.30	SCREW, set	2	
71	GHF331	£0.38	WASHER, spring	2	front valance support
72	GHF300	£0.22	WASHER, plain	2	bracket to chassis
73	GHF200	£0.22	NUT, hex	2	
74	CD26326	£2.15	PAD, mounting,	a/r	front valance attachment
75	612829	£5.00	BRACKET, support, outer, LH	1	front valance
	612830	NCA	BRACKET, support, outer, RH	1	front valance
76	HU706P	£1.06	SCREW, set, pointed	2	
	GHF117	£0.30	SCREW, set (alternative)	2	
77	GHF331	£0.38	WASHER, spring	2	support bracket
78	GHF314	£0.22	WASHER, plain	2	to valance
79	GHF200	£0.22	NUT	2	
80	HU706P	£1.06	SCREW, set, pointed	2	alternative to HU706P
	GHF117	£0.30	SCREW, set	2	attaching support brackets,
81	GHF314	£0.22	WASHER, plain	4	front valance outer to
82	GHF331	£0.38	WASHER, spring	2	chassis frame
83	GHF200	£0.22	NUT, hex	2	
Bonnet Stay Assembly					
85	SBP154SS	£52.90	BONNET STAY KIT, upper & lower	1	stainless steel
86	613751	£10.72	BONNET STAY, lower link	1	
87	613045	£10.97	BONNET STAY, upper link	1	
88	GHF101	£0.30	SCREW, stay to wheel arch	1	
89	GHF300	£0.22	WASHER, plain, large	1	attaching upper
90	AHH6939	£0.89	SPACER	1	link to wheelarch
91	GHF300	£0.22	WASHER, plain	1	
92	GHF221	£0.41	NUT, nylon	1	
93	BH604101	£0.47	BOLT, pivot	1	
94	WP42	£0.30	WASHER, plain	2	upper link to
95	GHF300	£0.22	WASHER, plain	1	lower link pivot
96	GHF221	£0.41	NUT, nylon	1	
97	GHF101	£0.30	BOLT	1	
98	GHF300	£0.22	WASHER, plain	1	attaching lower
99	GHF221	£0.41	NUT, nylon	1	link to chassis
Bonnet Tubes & Inner Panels					
100	706539	NCA	TUBE ASSEMBLY, bonnet, rear	1	
	607628	NCA	BRACKET, bonnet tube	1	
101	613076	NCA	CLAMP ASSEMBLY, bonnet tube, rear	2	
102	GHF117	£0.30	SCREW, bonnet tube to bonnet top	4	
103	GHF314	£0.22	WASHER, plain	2	
104	GHF331	£0.38	WASHER, spring	2	
105	GHF200	£0.22	NUT	2	
106	GHF117	£0.30	SCREW, bonnet tube to wheelarch	4	
107	GHF314	£0.22	WASHER, plain	4	
108	GHF331	£0.38	WASHER, spring	4	
110	608643	£0.30	PACKING, sponge rubber	2	
115	811679	£87.50	TUBE ASSEMBLY, bonnet hinge, LH	1	
	811680	£87.50	TUBE ASSEMBLY, bonnet hinge, RH	1	
116	607869	£30.50	BRACKET, anchor	4	rear bonnet hinge tube assembly
117	607711	£10.50	PLATE, backing	4	
118	GHF300	£0.22	WASHER, plain	8	anchor brackets
119	GHF331	£0.38	WASHER, spring	8	to wheelarch
120	GHF117	£0.30	SCREW	8	
121	GHF117	£0.30	SCREW, set	4	bonnet tube to
122	GHF314	£0.22	WASHER, plain	4	closing panel



ill. Part Number Price £ea. Description Req. Details

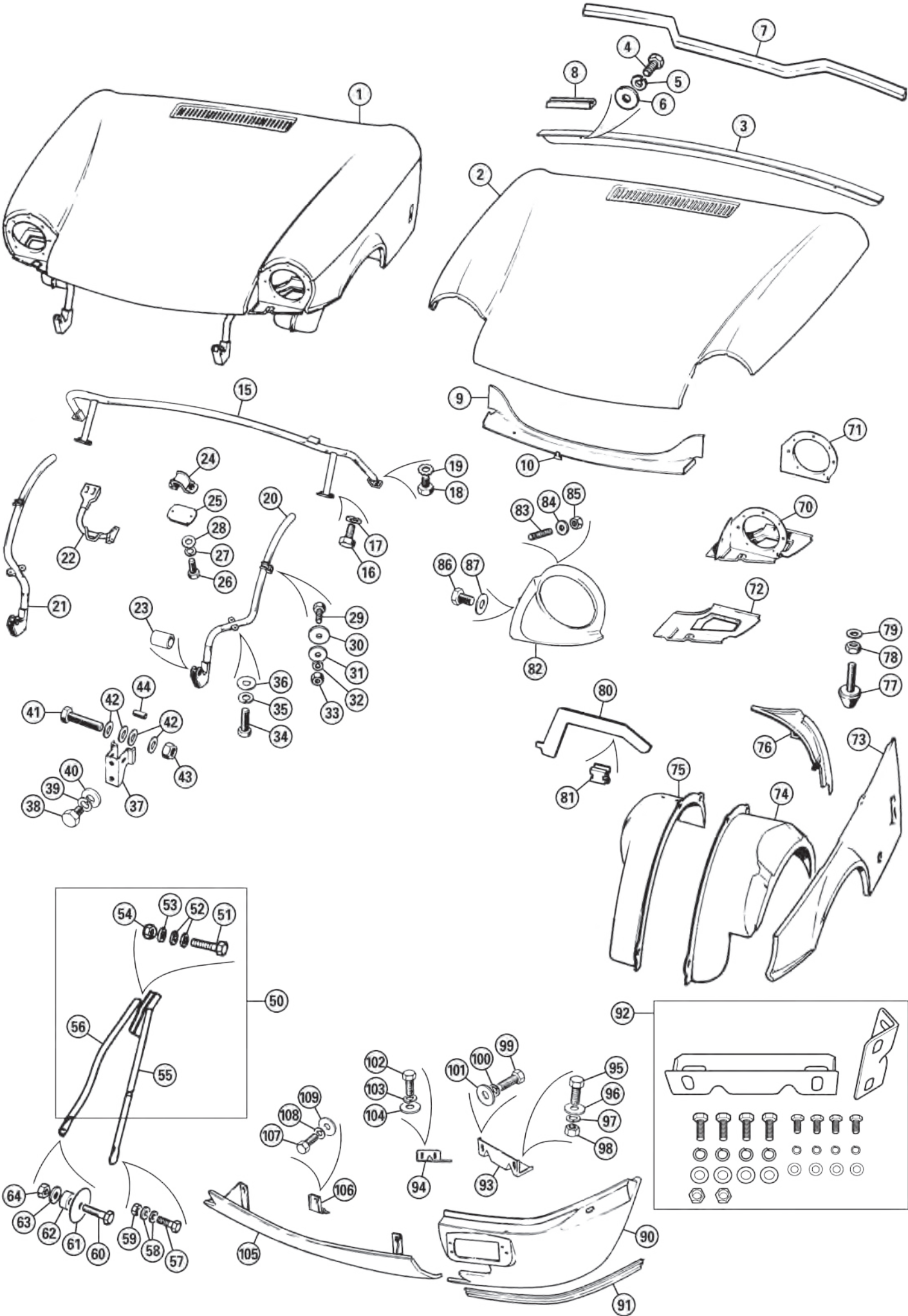
ill. Part Number Price £ea. Description Req. Details

Front Panels MkIII (Continued)

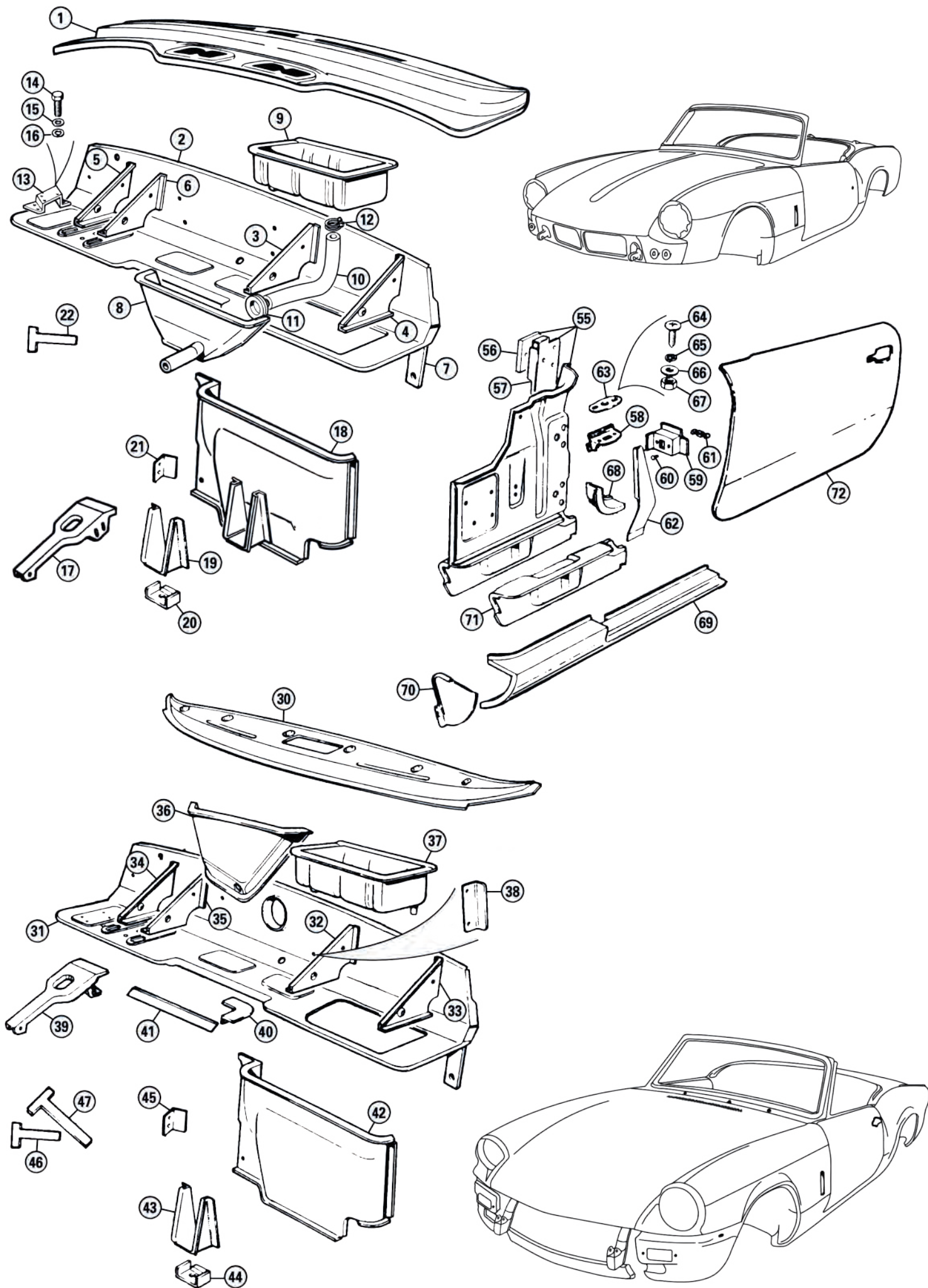
123	GHF331	£0.38	WASHER, spring	4	and wheelarch
124	GHF200	£0.22	NUT, plain	4	
125	712726	NCA	BRACKET, hinge, assembly	2	bonnet lower
126	BH605181	£1.10	BOLT	4	bonnet hinge bracket
127	621418	NCA	SPACER	4	to frame
128	WM58	£0.30	WASHER, plain	8	
129	GHF272	£0.66	NUT, nyloc	4	
130	BH606191	£1.50	BOLT, pivot	2	bonnet hinge tube
131	WP9	£1.04	WASHER, plain	4	to bonnet hinge
132	621419	£0.92	SPACER	2	pivot bracket
133	WP48	£0.34	WASHER, plain	4	
134	GHF272	£0.66	NUT, nyloc	2	
140	612659	NCA	BRACKET, front wheel arch to wing, LH	1	
	612660	NCA	BRACKET, front wheel arch to wing, RH	1	
141	706548	NCA	WHEEL ARCH, inner, LH	1	
	706549	NCA	WHEEL ARCH, inner, RH	1	
142	903137	NCA	WHEEL ARCH, outer, LH	1	
	903138	£118.76	WHEEL ARCH, outer, RH	1	
143	706311	NCA	PANEL, closing, nose to wheel arch	1	LH
	706312	NCA	PANEL, closing, nose to wheel arch	1	RH
144	613598	NCA	BRACKET, wheel arch to grille surround	1	LH
	613597	NCA	BRACKET, wheel arch to grille surround	1	RH
145	807102	NCA	REINFORCEMENT ASSEMBLY	1	LH, front wing
	807103	NCA	REINFORCEMENT ASSEMBLY	1	RH, front wing
146	613666	£3.58	SEAL, rear, front wheelarch to dash	2	
147	608520	£0.41	CLIP, seal attachment	18	

Bonnet Locating Peg

150	612962	£3.25	PEG, bonnet location	2	
151	NT605041	£0.30	NUT, jam	2	
152	GHF301	£0.24	WASHER, plain	2	on footwell
153	612617	NCA	PLATE, bonnet peg locating	2	
154	PX454	£0.66	SCREW, set	4	locating plate to
155	WM54	£0.53	WASHER, plain	8	
156	WL700101	£0.22	WASHER, spring	4	locating bracket
157	UCN116L	£0.84	NUT	4	



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
Front Panels - MkIV-1500											
1	WKC3450	£1,595.20	BONNET ASSEMBLY	1		75	909797	£85.90	WHEEL ARCH, front, inner, LH	1	
			(Supplied with bonnet irons, but not headlamp covers).				909798	£85.90	WHEEL ARCH, front, inner, RH	1	
	XKC3747	£1,595.20	BONNET ASSEMBLY	1	US spec	76	WKC4815	NCA	MOUNTING, bonnet locator, LH	1	
			(Supplied with support tubes, but not headlamp covers. Includes front wing side repeater holes).				WKC4816	NCA	MOUNTING, bonnet locator, RH	1	
2	WKC1653	£228.00	BONNET SKIN, centre panel	1		77	612962	£3.25	PIN, bonnet locating	2	
3	722631	NCA	BONNET SUPPORT, rear	1		78	NT605041	£0.30	NUT, thin jam	2	
4	GHF117	£0.30	SCREW	2	to mid 1977	79	GHF315	£0.22	WASHER, plain	2	
5	GHF331	£0.38	WASHER, spring	2	(change point not known)	80	613666	£3.58	SEAL, inner wheel arch rear edge	2	
6	WM57	£0.24	WASHER, plain	2		81	606389	£0.90	CLIP, retaining seal	18	
7	610675	£9.30	SEAL, bulkhead to bonnet	1		82	911101	£91.50	COWL, headlamp, diecast, LH	1	primed
8	608643	£0.30	PACKING, short, sponge	2	to mid 1977		911102	£91.50	COWL, headlamp, diecast, RH	1	finish
	ZKC3664	NCA	PACKING, long, sponge	1	from mid 1977	83	106765R	£3.70	STUD, headlamp cover securing	2	cut to fit
9	815010	£58.50	FRONT REINFORCEMENT PANEL	1		84	WM57	£0.24	WASHER, spacer	2	
10	603559	£1.04	CLIP, wiring	4	across front return panel	85	GHF200	£0.22	NUT	2	
15	WKC3414	£164.60	BONNET SUPPORT, rear	1		86	SH604031	£1.10	SCREW, headlamp cover	4	
			(This also has additional pick up points for supports which are only used on USA spec cars).			87	GHF300	£0.22	WASHER, plain	4	
16	SH604041	£0.41	SCREW, support to wheel arch	4		90	815391	£151.30	QUARTER VALANCE, front, LH	1	original
17	GHF331	£0.38	WASHER, spring	4			815392	£151.30	QUARTER VALANCE, front, RH	1	
18	SH604041	£0.41	SCREW, support to wing lip	4			TS31L	£121.20	QUARTER VALANCE, front, LH	1	aftermarket
19	WE600041	£0.47	WASHER, shakeproof	4			TS31R	£121.20	QUARTER VALANCE, front, RH	1	
20	911107	£99.00	SUPPORT TUBE, bonnet, LH	1			TT7403	£87.60	QUARTER VALANCE, front, LH	1	fibreglass
21	911108	£99.00	SUPPORT TUBE, bonnet, RH	1			TT7404	£87.60	QUARTER VALANCE, front, RH	1	
22	XKC2676	£55.50	SUPPORT TUBE, bonnet, LH	1	US spec	91	716200	£5.70	SEAL, quarter valance to bonnet	2	
	XKC2677	£55.50	SUPPORT TUBE, bonnet, RH	1		92	TS49	£14.30	BRACKET KIT, quarter valance	2	one of each items 84 & 85
23	624508	NCA	SLEEVE, pivot	2		93	TS47	£10.10	BRACKET, valance, large	2	
			(Pivot sleeves are supplied welded to each bonnet iron. The part that wears the most is the bush (624509) in each pivot. See below for details).			94	TS48	£10.50	BRACKET, valance, small	2	
24	607869	£30.50	CLAMP, bonnet support	4					(Quarter valance to front chassis crossmember).		
25	607711	£10.50	PLATE, bonnet support clamp	4		95	SH605051	£1.30	SCREW, bracket to chassis	4	
26	GHF117	£0.30	SCREW, clamp plate	8		96	GHF315	£0.22	WASHER, plain	8	above & below chassis member
27	GHF331	£0.38	WASHER, spring	8		97	GHF332	£0.40	WASHER, spring	4	
28	GHF301	£0.24	WASHER, plain	8		98	GHF201	£0.14	NUT	4	
29	GHF117	£0.30	SCREW, bonnet iron to arch	2		99	SH605051	£1.30	SCREW, bracket to quarter valance	4	
30	GHF314	£0.22	WASHER, plain	2	1" external diameter	100	GHF332	£0.40	WASHER, spring	4	
31	WM57	£0.24	WASHER, plain	2	0.75" external diameter	101	GHF315	£0.22	WASHER, plain	4	
32	GHF331	£0.38	WASHER, spring	2		102	GHF117	£0.30	SCREW, bracket to quarter valance	8	
33	GHF200	£0.22	NUT, plain	2		103	GHF331	£0.38	WASHER, spring	8	
34	GHF117	£0.30	SCREW, front mounting	4		104	WM57	£0.24	WASHER, spacer	8	
35	GHF331	£0.38	WASHER, spring	4		105	715889	£95.10	VALANCE, front, centre	1	
36	WM57	£0.24	WASHER, plain	4		106	624601	£1.14	BRACKET, front valance centre	1	not applicable
37	715805	NCA	BRACKET, adjusting pivot	2		107	SH604051	£0.30	SCREW, front valance mounting	4	when spoiler
38	SH605071	£0.64	SCREW, pivot bracket to support	4		108	GHF331	£0.38	WASHER, spring	4	is fitted
39	GHF332	£0.40	WASHER, spring	4		109	WM57	£0.24	WASHER, spacer	4	
40	GHF315	£0.22	WASHER, plain	4							
41	BH606151	£1.26	BOLT, bonnet pivot tube mounting	2							
42	GHF302	£1.00	WASHER, plain	8							
43	GHF273	£0.53	NUT, nyloc, thin	2							
44	624509	£4.85	BUSH, pivot tube mounting	2							
50	SBP154SS	£52.90	STAY KIT, bonnet, stainless steel	1							
			(Includes upper and lower stay and pivot bolt).								
51	BH604101	£0.47	BOLT, pivot	1							
52	WP42	£0.30	WASHER, spacing on pivot bolt	2							
53	GHF300	£0.22	WASHER, plain	1							
54	GHF221	£0.41	NUT, nyloc	1							
55	613751	£10.72	STAY, bonnet, lower	1							
56	613045	£10.97	STAY, bonnet, upper	1							
57	SH604041	£0.41	SCREW, lower stay to suspension turret	1							
58	GHF300	£0.22	WASHER, plain	2							
59	GHF221	£0.41	NUT, nyloc	1							
60	GHF101	£0.30	SCREW, upper stay to inner arch	1							
61	GHF314	£0.22	WASHER, spacer	1							
62	AHH6939	£0.89	SPACER	1							
63	GHF300	£0.22	WASHER, plain	1							
64	GHF221	£0.41	NUT, nyloc	1							
70	818871	£78.90	MOUNTING PANEL & SUPPORT, LH	1	original, headlamp,						
	818872	£78.90	MOUNTING PANEL & SUPPORT, RH	1	includes items 71 & 72						
	TS38L	£58.70	MOUNTING PANEL & SUPPORT, LH	1	aftermarket, headlamp,						
	TS38R	£58.70	MOUNTING PANEL & SUPPORT, RH	1	includes items 71 & 72						
71	818871A	£26.40	MOUNTING PANEL, headlamp, LH	1							
	818872A	£26.40	MOUNTING PANEL, headlamp, RH	1							
72	TS39L	£44.00	SUPPORT PANEL, lower, LH	1							
	TS39R	£44.00	SUPPORT PANEL, lower, RH	1							
73	909663	£117.30	WING, front, LH	1	original						
	909664	£117.30	WING, front, RH	1							
	TS32L	£89.60	WING, front, LH	1	aftermarket						
	TS32R	£89.60	WING, front, RH	1							
74	909351	£79.40	WHEEL ARCH, front, outer, LH	1	original						
	909352	£79.40	WHEEL ARCH, front, outer, RH	1							
	TS36L	£67.20	WHEEL ARCH, front, outer, LH	1	aftermarket						
	TS36R	£67.20	WHEEL ARCH, front, outer, RH	1							



ill. Part Number Price £ea. Description Req. Details

Centre Body Panels

Bulkhead Panels - Mkl-III

1	807379	NCA	FASCIA PANEL, top	1	
2	903200	NCA	BULKHEAD ASSEMBLY, RHD	1	} to (b) 5964FC
	903201	NCA	BULKHEAD ASSEMBLY, LHD	1	
	907259	NCA	BULKHEAD ASSEMBLY, RHD	1	} from (b) 5965FC
	907268	NCA	BULKHEAD ASSEMBLY, LHD	1	
3	613687	NCA	BRACKET, battery, inner, RH	1	
4	613686	NCA	BRACKET, battery, outer, LH	1	
5	TS73R	£21.74	BRACKET, outer, RHD	1	
	TS74L	£21.74	BRACKET, outer, LHD	1	
6	TS74L	£21.74	BRACKET, inner, RHD	1	
	TS73R	£21.74	BRACKET, inner, LHD	1	
7	612850	NCA	PLATE, support	2	
8	807279	NCA	AIR BOX ASSEMBLY	1	} to (b) 5964FC
	807536	NCA	AIR BOX ASSEMBLY	1	
9	806707	£40.09	BATTERY BOX, RHD	1	
	807030	£43.50	BATTERY BOX, LHD	1	
10	612970	NCA	HOSE, drain tube, battery box	1	
	AHH5437	£3.46	HOSE, drain tube, battery box	1	} use as alternative
11	613025	NCA	GROMMET, drain tube	1	
12	CS4012	£1.50	CLIP, drain tube to battery box	1	} wire type
13	706550	NCA	BRACKET, wiper motor mounting	1	
14	SH604051	£0.30	SCREW, motor bracket	4	
15	WM57	£0.24	WASHER, spacer	4	
16	GHF331	£0.38	WASHER, spring	4	
17	806926	NCA	SUPPORT, steering column, RHD	1	
	806925	NCA	SUPPORT, steering column, LHD	1	
18	807121	NCA	BULKHEAD, front, RH	1	} RHD
	807120	NCA	BULKHEAD, front, LH	1	
	807123	NCA	BULKHEAD, front, RH	1	} LHD
	807122	NCA	BULKHEAD, front, LH	1	
19	607621	£25.00	BRACKET, mounting	2	
20	607637	NCA	STRENGTHENER, body mounting	2	
21	615706	NCA	BRACKET, valance attachment	2	
22	603559	£1.04	TAG, wiring loom	10	

Bulkhead Panels - MklIV-1500

30	908521	NCA	FASCIA PANEL, top	1	
31	813945	NCA	BULKHEAD ASSEMBLY, RHD	1	
	813944	NCA	BULKHEAD ASSEMBLY, LHD	1	
32	613687	NCA	BRACKET, battery, inner	1	
33	613686	NCA	BRACKET, battery, outer	1	
34	TS73R	£21.74	BRACKET, outer, RHD	1	} to (c) FH80000
	TS74L	£21.74	BRACKET, outer, LHD	1	
35	TS74L	£21.74	BRACKET, inner, RHD	1	
	TS73R	£21.74	BRACKET, inner, LHD	1	
36	813946	NCA	PLENUM CHAMBER, heater entry	1	
37	806707	£40.09	BATTERY BOX, RHD	1	
	807030	£43.50	BATTERY BOX, LHD	1	
38	621686	NCA	BRACKET, overdrive relay	1	} by battery box, (if fitted)
39	809785	£34.00	SUPPORT, steering column	1	
	809786	NCA	SUPPORT, steering column	1	} LHD
40	611665	NCA	CORNER SUPPORT, bulkhead	2	
41	619482	NCA	CENTRE SUPPORT, bulkhead	1	
42	818786	NCA	BULKHEAD, front, RH	1	} RHD
	818785	NCA	BULKHEAD, front, LH	1	
	818780	NCA	BULKHEAD, front, RH	1	} LHD
	809740	NCA	BULKHEAD, front, LH	1	
43	607621	£25.00	BRACKET, body mounting	2	
44	607637	NCA	STRENGTHENER, body mounting	2	
45	615706	NCA	BRACKET, valance attachment	2	} weld to bulkhead
46	622150	NCA	TAG, wiring loom	4	
47	603559	£1.04	TAG, wiring loom	10	

Side Body Panels - All Models

55	912980	NCA	A POST, upper, RH	1	} RHD; includes items
	912979	NCA	A POST, upper, LH	1	
	TS52AR	£81.90	A POST, upper, RH	1	} RHD & LHD; includes items
	TS52AL	£81.90	A POST, upper, LH	1	
56	607610	NCA	MOUNTING PLATE, hinge, tapped	4	
57	716150	NCA	SUPPORT PLATE, hinge, RH	1	
	716149	£2.35	SUPPORT PLATE, hinge, LH	1	
58	612617	NCA	BRACKET, bonnet location	2	
59	613351	NCA	BRACKET, check strap, RH	1	
	613350	NCA	BRACKET, check strap, LH	1	
60	569313	£0.73	RIVET, spring guide attachment	4	
61	603344	£5.80	SPRING, guide for door check arm	2	
62	715983	NCA	SLIDE PLATE, bonnet guide, RH	1	

ill. Part Number Price £ea. Description Req. Details

	715982	NCA	SLIDE PLATE, bonnet guide, LH	1	
63	612617	NCA	PLATE, locating, bonnet cone	2	
64	PX454	£0.66	SCREW, pan head	4	
65	WL700081	£1.30	WASHER, spring	4	} locating plate
66	WM54	£0.53	WASHER, plain	4	
67	UCN116L	£0.84	NUT	4	} to locating bracket
68	TS10R	£32.90	A POST, lower corner, RH	1	
	TS10L	£32.90	A POST, lower corner, LH	1	
69	903098	£103.66	SILL PANEL, outer, RH	1	} original
	903097	£103.66	SILL PANEL, outer, LH	1	
	TS16R	£74.80	SILL PANEL, outer, RH*	1	} aftermarket
	TS16L	£74.80	SILL PANEL, outer, LH*	1	

*Note: Unlike genuine items, aftermarket sills do not have the front upper radius that fits around the corner of the bulkhead.

70	TS13R	£12.60	END CAP, sill, RH	1	} Mkl-III without holes
	TS13L	£12.60	END CAP, sill, LH	1	
71	TS52R	£72.00	REPAIR PANEL, A post, lower, RH	1	} MklIV-1500
	TS52L	£72.00	REPAIR PANEL, A post, lower, LH	1	
72	TS11AR	£99.40	DOOR SKIN, RH	1	} Mkl-III with holes
	TS11AL	£99.40	DOOR SKIN, LH	1	
	TS11R	£83.70	DOOR SKIN, RH	1	} Mkl-III without holes
	TS11L	£83.70	DOOR SKIN, LH	1	
	TS12R	£90.20	DOOR SKIN, RH	1	} MklIV-1500
	TS12L	£90.20	DOOR SKIN, LH	1	

ill. Part Number Price £ea. Description Req. Details

Rear & Floor Body Panels

Rear Body Panels - MkI-III

1	807110	NCA	PANEL ASSEMBLY, rear deck	1	MkI-II
	811688	NCA	PANEL ASSEMBLY, rear deck	1	MkIII to FD/FDU75000
	627572	NCA	PANEL ASSEMBLY, rear deck	1	MkIII from FD/FDU75001
2	706465	NCA	SUPPORT ASSEMBLY	1	bottom pivot, trunk lid stay
3	TS65	£428.40	BOOT LID	1	
4	TS27	£164.90	VALANCE, rear panel assembly	1	
5	612938	NCA	ANGLE, rear valance to wheel arch	2	
6	613525	NCA	PANEL ASSEMBLY, RH	1	filler, rear side lamp
	613524	NCA	PANEL ASSEMBLY, LH	1	filler, rear side lamp
7	903100	NCA	DRAIN CHANNEL, RH	1	
	903099	NCA	DRAIN CHANNEL, LH	1	
8	576409	£262.60	PANEL, outer, rear wing, RH	1	
	576408	£262.60	PANEL, outer, rear wing, LH	1	
9	TS20L	£35.50	REAR WING REPAIR PANEL, front lower	1	LH
	TS20R	£35.50	REAR WING REPAIR PANEL, front lower	1	RH
10	SBP127	£92.00	WING LIP REAR OUTER, LH	1	
	SBP128	£92.00	WING LIP REAR OUTER, RH	1	
11	TS66L	£43.60	REAR WING REPAIR PANEL, rear lower	1	LH
	TS66R	£43.60	REAR WING REPAIR PANEL, rear lower	1	RH
12	706600	£17.40	FINISHER, lower rear wing joint	2	

Rear Body Panels - MkIV-1500

15	TS71	NCA	CENTRE DECK	1	
16	624564	NCA	BRACKET, fuel tank trim	3	
17	715567	NCA	BRACKET, deck to fuel tank	1	centre mounting
18	911327	NCA	BOOT LID	1	
	911327Z	£683.70	BOOT LID, aftermarket	1	
19	TS41	£281.00	LIGHT PANEL	1	
20	908970	£135.46	LOWER PANEL, genuine	1	
21	TS56L	£72.70	DRAIN CHANNEL, LH	1	
	TS56R	£72.70	DRAIN CHANNEL, RH	1	
22	WKC2466	£262.60	REAR WING, LH	1	genuine
	WKC2467	£262.60	REAR WING, RH	1	
	TS33L	£229.80	REAR WING, LH	1	aftermarket
	TS33R	£229.80	REAR WING, RH	1	
23	SBP137	£107.70	LIP REPAIR, rear wing, LH	1	
	SBP138	£107.70	LIP REPAIR, rear wing, RH	1	
24	TS20L	£35.50	REPAIR PANEL, sill extension, LH	1	
	TS20R	£35.50	REPAIR PANEL, sill extension, RH	1	
25	TS21L	£45.70	REPAIR PANEL, lower rear wing, LH	1	
	TS21R	£45.70	REPAIR PANEL, lower rear wing, RH	1	
26	715821	£9.20	BEADING, rear lower wing	2	
			(Weld to flange between wing and rear lower panel).		

Floor & Body Panels - All Models

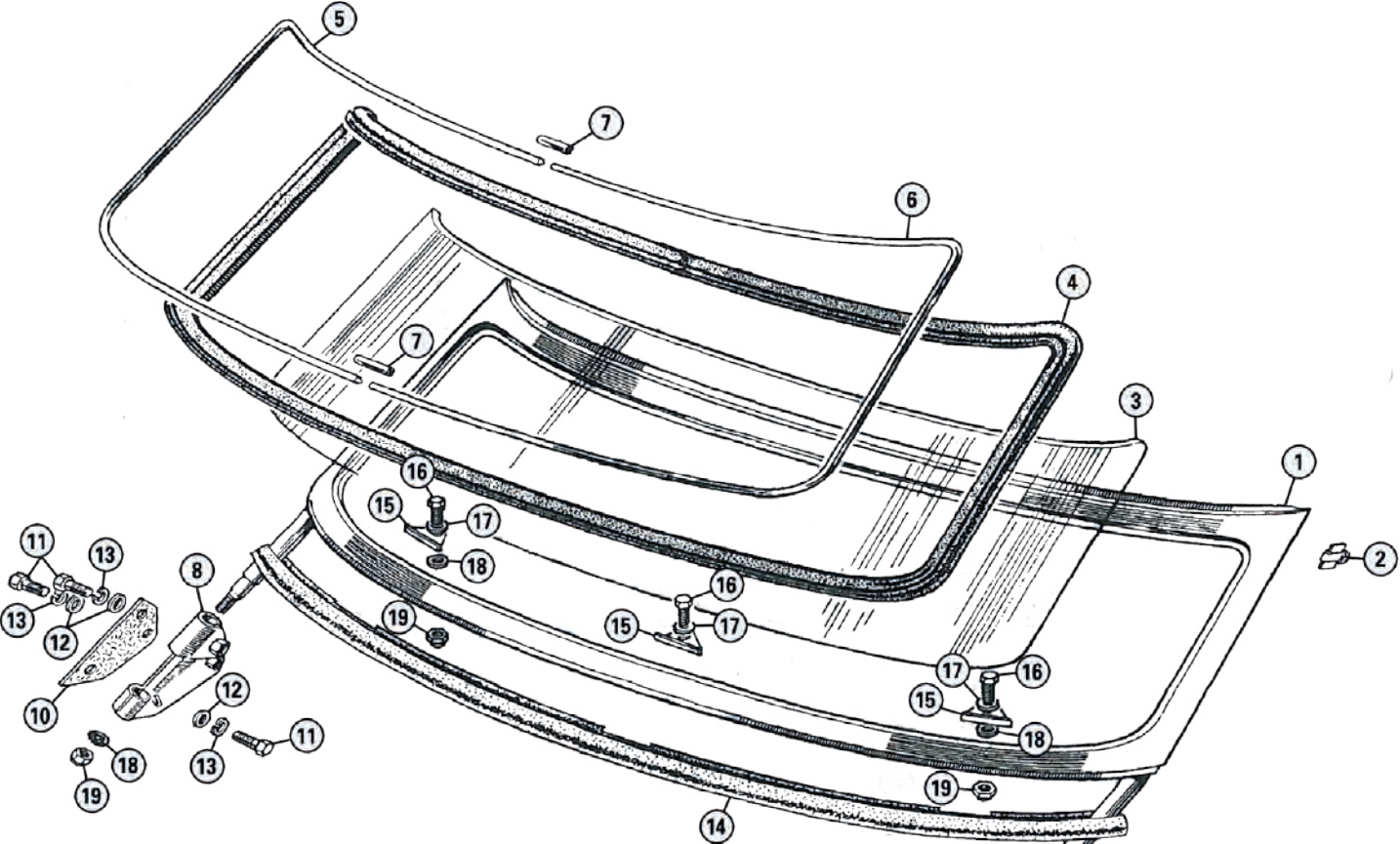
30	TS46L	£89.10	'B' POST, LH	1	
	TS46R	£89.10	'B' POST, RH	1	
31	619099	NCA	TAPPED PLATE, 'B' post, LH	1	
	619100	£4.78	TAPPED PLATE, 'B' post, RH	1	
32	618274	£0.28	RETAINER, for tapped plate, LH	1	
	618275	NCA	RETAINER, for tapped plate, RH	1	
33	SBP152	£65.50	'B' POST LOWER REPAIR, LH	1	
	SBP153	£65.50	'B' POST LOWER REPAIR, RH	1	
34	TS30	£207.80	BOOT FLOOR PANEL	1	
35	TS40	£20.50	BRACKET, spare wheel mount	1	
36	615810	NCA	SUPPORT, lower bumper	2	
			(Included as part of boot floor panel TS30).		
37	UKC1910	£9.70	BRACKET, RH exhaust support	1	
38	603559	£1.04	CLIP, wiring harness	4	
39	613579	NCA	RETAINER, tank board	4	
40	613358	NCA	MOUNTING, fuel tank, LH	1	MkI-III
	613359	NCA	MOUNTING, fuel tank, RH	1	
	715673	NCA	MOUNTING, fuel tank, LH	1	
	715674	NCA	MOUNTING, fuel tank, RH	1	MkIV-1500
41	613658	NCA	MOUNTING, fuel tank, lower, LH	1	
	613659	£0.35	MOUNTING, fuel tank, lower, RH	1	
42	621438	NCA	BRACKET	2	wheel arch to top deck
43	613347	NCA	REAR SEAT PAN	1	MkI-III
	903132	NCA	REAR SEAT PAN	1	MkIV-1500
44	613812	£20.84	PANEL, centre, (axle cover)	1	
45	748505	NCA	SCREW, panel retaining	2	
46	FU2585	£0.47	CLIP	2	
47	338023A	£1.21	BLANKING PLUG, plastic	3	
48	CHM228	£9.10	PAD, sound deadening	1	one per car
49	706159	NCA	REINFORCEMENT, LH	1	body
	706160	NCA	REINFORCEMENT, RH	1	mounting
50	TS62	£83.39	SUPPORT PANEL, heel-board	1	

ill. Part Number Price £ea. Description Req. Details

51	631592	£1.24	BRACKET, handbrake relay	1	
52	TS54	£86.30	HEELBOARD PANEL	1	
53	TS55	£87.20	BRACKET, radius arm	2	
54	TS22L	£198.40	FLOOR PANEL, full length, LH	1	all models
	TS22R	£198.40	FLOOR PANEL, full length, RH	1	

Note: The Spitfire floor panel was originally a one piece pressing (908900); it is now offered in two halves. Full length floor panels have a return lip designed for fitment to the inner sills, as original.

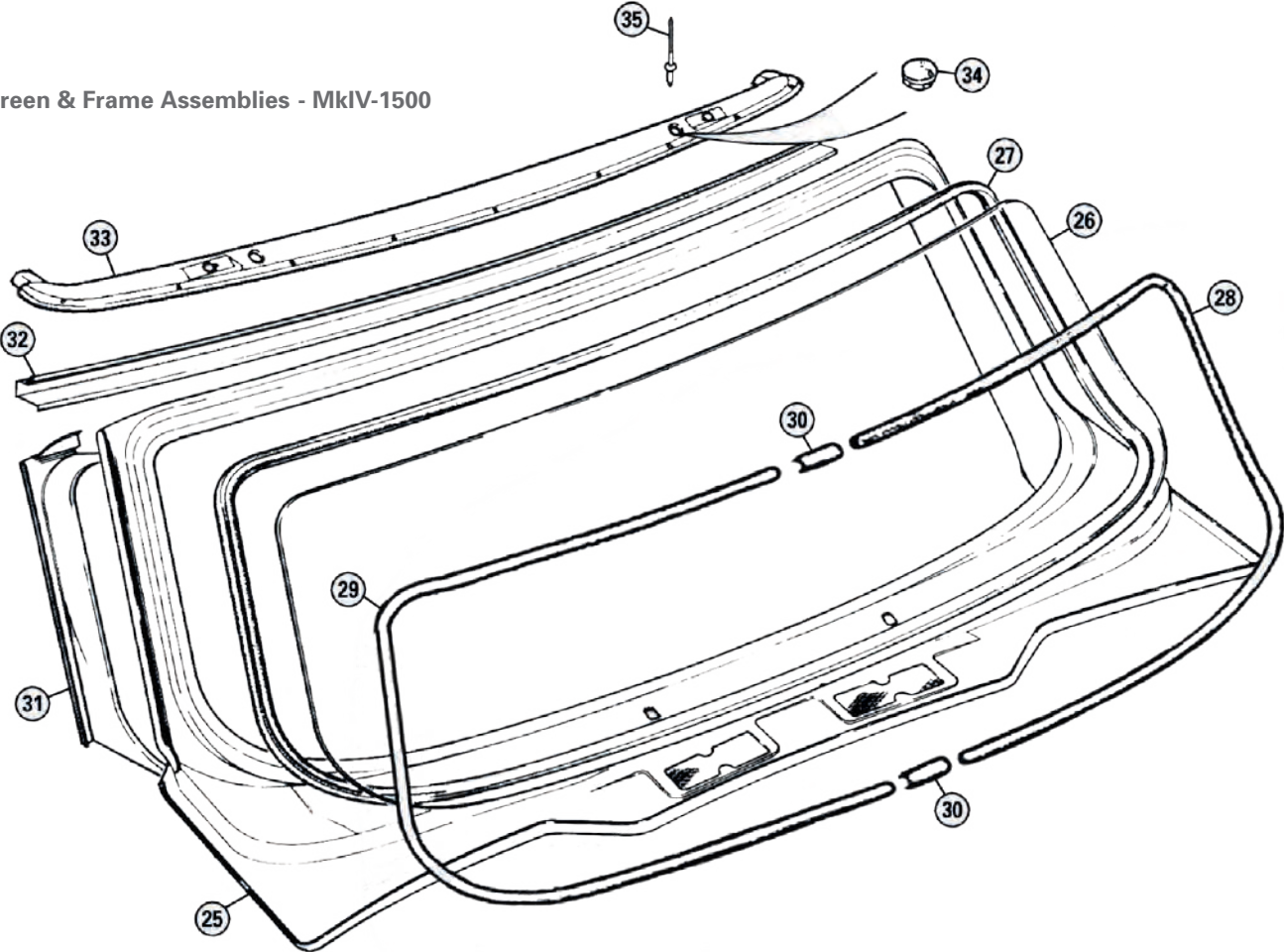
55	TS25	£53.30	CROSS MEMBER, floor	2	
56	TT7968	£9.90	ANCHOR NUT, seat belt	2	
57	TS53L	£32.90	STRENGTHENER, front floor, LH	1	
	TS53R	£32.90	STRENGTHENER, front floor, RH	1	
58	612577	NCA	STRENGTHENER, front floor	2	
60	TS52L	£72.00	'A' POST, lower section, LH	1	
	TS52R	£72.00	'A' POST, lower section, RH	1	
61	TS18L	£40.20	INNER SILL PANEL, LH	1	
	TS18R	£40.20	INNER SILL PANEL, RH	1	
62	TS17L	£13.90	BAFFLE PLATE, LH	1	
	TS17R	£13.90	BAFFLE PLATE, RH	1	
63	TS13L	£12.60	END PLATE, sill LH	1	
	TS13R	£12.60	END PLATE, sill, RH	1	
64	903097	£103.66	OUTER SILL, genuine, LH	1	
	903098	£103.66	OUTER SILL, genuine, RH	1	
	TS16L	£74.80	OUTER SILL, aftermarket, LH	1	
	TS16R	£74.80	OUTER SILL, aftermarket, RH	1	
65	121765	NCA	BRACKET, pivot, handbrake	1	MkI-III
	624406	NCA	BRACKET, hand brake	1	MkIV-1500
66	YKC1486	NCA	COVER, front prop' shaft joint	1	1500 models
			(BL always listed the above part for 1500 models but did not admit to production modification on the main floor assembly (i.e.: it was a cut to fit joint) for 1500 single rail models).		
67	AB608031	£0.22	SCREW, cover retaining	3	
68	GHF712	£0.30	SPIRE NUT	3	
69	XKC1673SAP	£85.60	GEARBOX COVER, plastic	1	
	TT7325	£78.30	GEARBOX COVER, fibreglass	1	aftermarket
70	713569GS	£12.20	SEAL SET, gearbox cover	1	universal
71	XKC1673FK	£28.00	FITTING KIT, gearbox cover	1	includes hardware only
72	FU25698	NCA	SPIRE NUT, gaiter retainer	4	
73	YH6508	£0.60	SCREW, gearbox cover	8	
74	PWZ203	£0.19	WASHER, plain	8	
75	608383	£2.00	PLATE, shaped, gearbox	8	
76	GHF713	£0.43	SPIRE CLIP, fitted to floor	8	
77	GHF712	£0.30	SPIRE CLIP, gearbox cover	3	front
78	YH7406	NCA	SCREW, gearbox cover	3	upper
79	PWZ203	£0.19	WASHER, plain	3	
85	715885Z	£69.30	STRENGTHENER, LH	1	inner
	715886Z	£69.30	STRENGTHENER, RH	1	'B' post
86	718716	£228.60	INNER ARCH, LH	1	each arch includes
	718717	£228.60	INNER ARCH, RH	1	1 x item 93
87	TT7968	£9.90	CAPTIVE NUT, safety belt	2/4	
			(Quantity of 2 for static seat belts; 4 for inertia reel).		
95	911604	NCA	PANEL, wheel arch, inner, RH	1	
	911603	NCA	PANEL, wheel arch, inner, LH	1	
96	SBP129	£129.50	REPAIR PANEL, rear inner wheel arch, LH	1	outer
	SBP130	£129.50	REPAIR PANEL, rear inner wheel arch, RH	1	MkI-III
97	SBP159	£107.50	REAR INNER WING, LH	1	
	SBP160	£107.50	REAR INNER WING, RH	1	
98	TS51L	£46.40	REAR REPAIR, lower half, LH	1	
	TS51R	£46.40	REAR REPAIR, lower half, RH	1	
100	909661	NCA	INNER WING & ARCH, LH	1	
	909662	NCA	INNER WING & ARCH, RH	1	
101	TS50L	£132.90	ARCH REPAIR, inner wing, LH	1	
	TS50R	£132.90	ARCH REPAIR, inner wing, RH	1	
102	SBP161	£108.00	REAR REPAIR, full height, inner wing, LH	1	MkIV-1500
	SBP162	£108.00	REAR REPAIR, full height, inner wing, RH	1	
103	TS51L	£46.40	REAR REPAIR, lower half, LH	1	
	TS51R	£46.40	REAR REPAIR, lower half, RH	1	
104	624397	NCA	SUPPORT, rear bumper	2	
105	714990	NCA	BRACKET, boot lid stay	1	



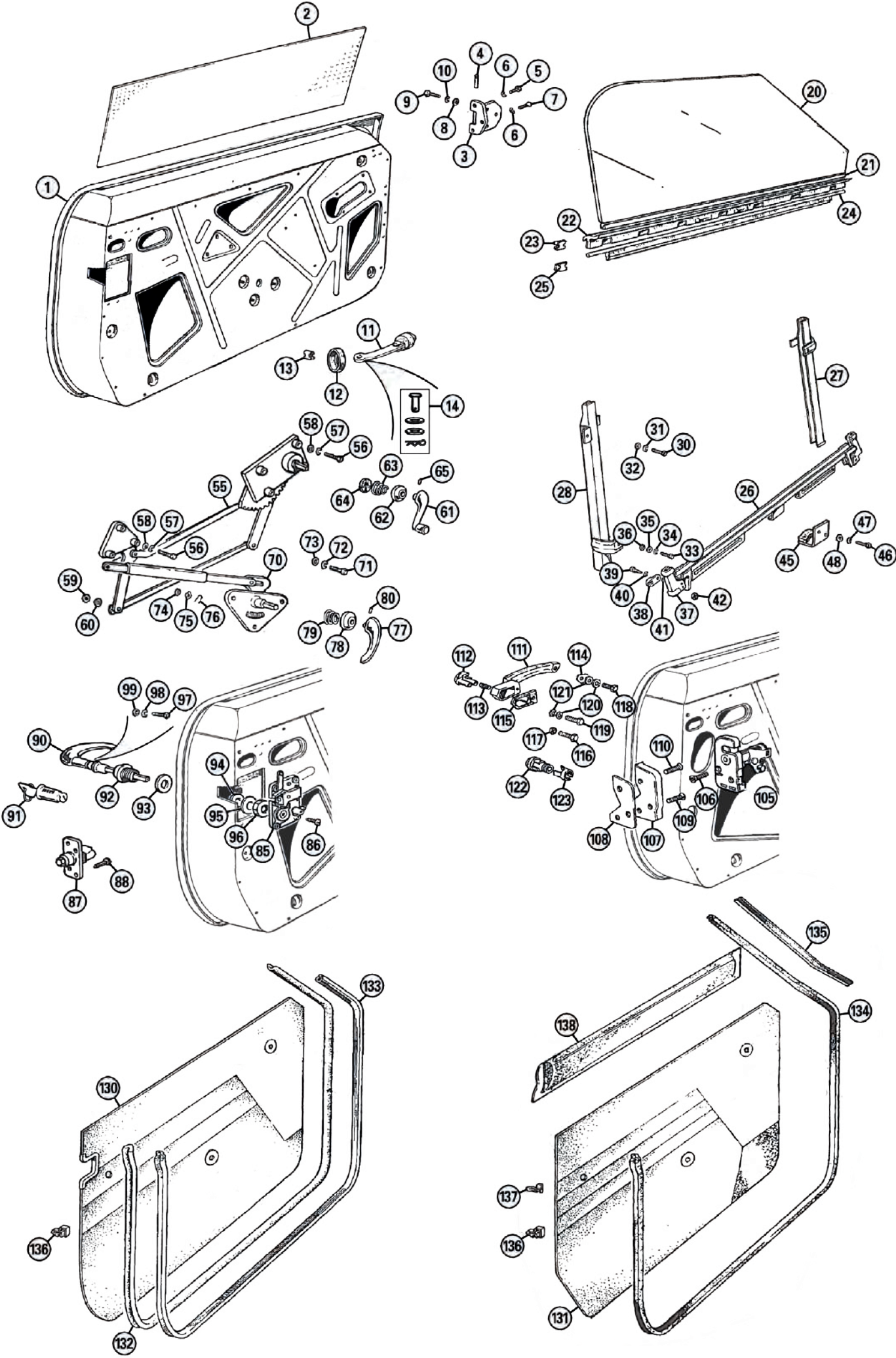
Windscreen & Frame Assemblies - MkI-III



Windscreen & Frame Assemblies - MkIV-1500



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
Windscreen & Frame Assemblies											
MkI-III											
1	950119		NCA FRAME ASSEMBLY, windscreen	1							
2	611895	£7.30	BRACKET, windscreen to soft top	2							
3	906707	£89.40	GLASS, windscreen, laminated	1							
4	913442	£44.40	RUBBER, glazing	1							
5	806178		NCA MOULDING, finisher, RH	1							
6	806177		NCA MOULDING, finisher, LH	1							
	613954	£6.30	MOULDING, finisher, plastic	1	alternative to 806177/8						
7	611437	£1.84	CLIP, finisher moulding	2	1 req. for 613954						
	708757		NCA TRIM COVER, windscreen, RH, black	1	fitted from FC50001 on						
	408756		NCA TRIM COVER, windscreen, LH, black	1							
	708758		NCA TRIM COVER, windscreen, top, black	1							
	708759		NCA TRIM COVER, windscreen, bottom, black	1							
8	750158	£10.20	BRACKET ASSEMBLY, mounting, RH	1							
9	750157	£10.20	BRACKET ASSEMBLY, mounting, LH	1							
10	650313	£2.35	PACKING, fibre, mounting bracket	2							
11	BH604101	£0.47	BOLT	6	mounting bracket to A-post						
12	WM93	£1.31	WASHER, plain	2							
	WM57	£0.24	WASHER, plain	4							
13	GHF331	£0.38	WASHER, spring	6							
14	650130	£23.40	RUBBER, sealing	1	windscreen to scuttle panel						
15	611669	£6.60	COVER, screen attachment plate	3	windscreen assembly						
16	611640	£3.16	BOLT	3	to body						
17	W108052		NCA WASHER, plain	3							
NI	505627		NCA WASHER, medium	3							
NI	GHF332	£0.40	WASHER, spring	3							
18	WP139	£0.66	WASHER, plain	2							
19	GHF272	£0.66	NUT, nyloc	2							
NI	FQ35074		NCA NUT, retainer	2	mounting bracket to 'A' post						
NI	GHF101	£0.30	SCREW, set	2							
MkIV-1500											
25	815397		NCA FRAME, windscreen	1							
26	WKC4787	£111.70	GLASS, windscreen, laminated	1							
26	917669	£138.30	GLASS, windscreen, laminated, tinted	1							
27	909029	£28.50	SEAL, rubber, glazing	1							
28	917248	£18.60	BEADING, plastic, LH	1							
29	917249	£18.60	BEADING, plastic, RH	1							
30	ZKC2099	£1.75	CONNECTOR, windscreen beading	2							
31	624701		NCA FINISHER, black, inner screen, LH	1							
	624711		NCA FINISHER, black, inner screen, RH	1							
32	624691		NCA FINISHER, black, upper screen	1							
33	911106	£62.05	CAPPING, windscreen, alloy	1							
			(When fitting the capping, ensure that sealing compound is used between it and the top of the windscreen frame). Retain the old capping as a pattern for the mounting rivet holes.)								
34	612976	£1.57	PLUG, rubber, screen capping	2	req. when hardtop not fitted						
35	RU608123	£0.47	RIVET, capping to screen	9							



ill. Part Number Price £ea. Description Req. Details

Doors & Fittings - Mkl-III

Door Assembly

1	903449	NCA	DOOR ASSEMBLY, RH	1	Mkl-II to (b) 56578FC
	903448	NCA	DOOR ASSEMBLY, LH	1	
	905693	NCA	DOOR ASSEMBLY, RH	1	
	905692	NCA	DOOR ASSEMBLY, LH	1	
	TS11AL	£99.40	DOOR SKIN, with holes, LH	1	MklII-III from (b) 56579FC
	TS11AR	£99.40	DOOR SKIN, with holes, RH	1	
	TS11L	£83.70	DOOR SKIN, without holes, LH	1	
	TS11R	£83.70	DOOR SKIN, without holes, RH	1	
2	CHM228	£9.10	SOUND DEADENING PAD, single	2	MklII-III
3	607824	£26.80	HINGE, door	4	
4	607823	£4.85	PIN, hinge	4	
5	HPZ508	£1.10	SCREW, securing hinge	8	
6	GHF332	£0.40	WASHER, spring	12	
7	SF605061	£0.85	SCREW, securing hinge	4	
8	610042	£0.84	SHIM, door hinge	4	
9	HPZ508	£1.10	SCREW, hinge to A post	12	
10	GHF332	£0.40	WASHER, spring	12	from (c) FC63500 approx
11	613024	£15.60	CHECK STRAP, door	2	
12	602821	£2.42	SEAL, check strap	2	
13	613169	£1.10	CLIP, seal to hinge pillar	4	
14	613239	£2.60	PIN KIT, check strap	2	

(Includes clevis pin, washer & clip).

Note: While the check straps were originally attached by rivets, the clevis pin arrangement offered here is more satisfactory (and easier to install).

Door Glass & Channel

20	806866	£58.00	GLASS, door	2	
21	617166	£2.80	MOULDING, door glass, rubber	2	
22	612792	£9.00	WEATHER STRIP, outer	2	
23	613169	£1.10	CLIP, securing weather strip	14	
24	612806	£5.80	WEATHER STRIP, inner	2	qty. of 10 from (c) FC50000
25	GHF1582	£0.53	CLIP, securing weather strip	14/10	
26	TS57R	£152.20	CHANNEL, door window, bottom, RH	1	
	TS57L	£152.20	CHANNEL, door window, bottom, LH	1	
27	706782	£22.94	CHANNEL, door window, front, RH	1	to (b) 56578FC
	706781	NCA	CHANNEL, door window, front, LH	1	
28	706786	NCA	CHANNEL, door window, rear, RH	1	
	706785	NCA	CHANNEL, door window, rear, LH	1	
	709388	£12.94	CHANNEL, door window, rear, RH	1	from (b) 56579FC
	709387	£15.00	CHANNEL, door window, rear, LH	1	
30	SH604051	£0.30	SCREW, front & rear channel, upper	4	
31	GHF331	£0.38	WASHER, spring	4	
32	WP139	£0.66	WASHER, plain	4	
33	SH604051	£0.30	SCREW, front channel, lower	2	
	GHF101	£0.30	SCREW, rear channel, lower	2	
34	GHF331	£0.38	WASHER, spring	4	
35	WP139	£0.66	WASHER, plain	4	
36	GHF314	£0.22	WASHER, spacer	4	
37	619509	NCA	GUIDE BLOCK & STIFFENING	4	
38	613326	£3.10	SPACER	4	
39	613049	£3.70	SCREW, guide block fitting	4	
40	GHF331	£0.38	WASHER, spring	4	
41	GHF300	£0.22	WASHER, plain	4	
42	JN2107	£0.43	NUT, glass stop	2	
45	613378	NCA	STOP BRACKET, lower	2	
46	PMZ308	£0.30	SCREW, stop bracket	4	
47	WL700101	£0.22	WASHER, spring	4	
48	WP5	£0.17	WASHER, plain	4	

Window Regulator & Handles

55	807037	NCA	REGULATOR MECHANISM, window, RH	1	
	807036	NCA	REGULATOR MECHANISM, window, LH	1	
56	SH604041	£0.41	SCREW, regulator	14	
57	GHF331	£0.38	WASHER, spring	14	
58	GHF300	£0.22	WASHER, plain	14	
59	607867	£2.40	CLIP, regulator stud	4	
60	607902	£2.05	WASHER, leather	8	
61	613017	£18.44	HANDLE, window winder	2	
62	650261	£1.48	ESCUTCHEON, handle	2	
63	603382	£3.76	SPRING, escutcheon	2	
64	609649	£1.04	WASHER, sponge	2	
65	ALH1527	£1.20	PIN, door handle	2	

ill. Part Number Price £ea. Description Req. Details

Door Lock Linkages

70	612834	NCA	REMOTE CONTROL & LINK, RH	1	to (b) 56578FC
	612833	NCA	REMOTE CONTROL & LINK, LH	1	
	618278	NCA	REMOTE CONTROL & LINK, RH	1	
	618277	NCA	REMOTE CONTROL & LINK, LH	1	
	714651	£0.01	REMOTE CONTROL & LINK, RH	1	LHD from (c) FD20000 & RHD from (b) 24043FD
	714650	£14.20	REMOTE CONTROL & LINK, LH	1	
71	HU503	£0.83	SCREW, remote control	6	
72	WL700101	£0.22	WASHER, spring	6	
73	WP5	£0.17	WASHER, plain	6	
74	GHF300	£0.22	WASHER, plain	4	
75	550924	NCA	WASHER, wavy	2	
76	608703	£0.26	CLIP, remote control link to lock	2	
77	608454	NCA	HANDLE, door, interior	2	
	608454Z	£20.10	HANDLE, door, interior, aftermarket	2	
78	650261	£1.48	ESCUTCHEON, door handle	2	
79	603382	£3.76	SPRING, escutcheon	2	
80	ALH1527	£1.20	PIN, door handle	2	

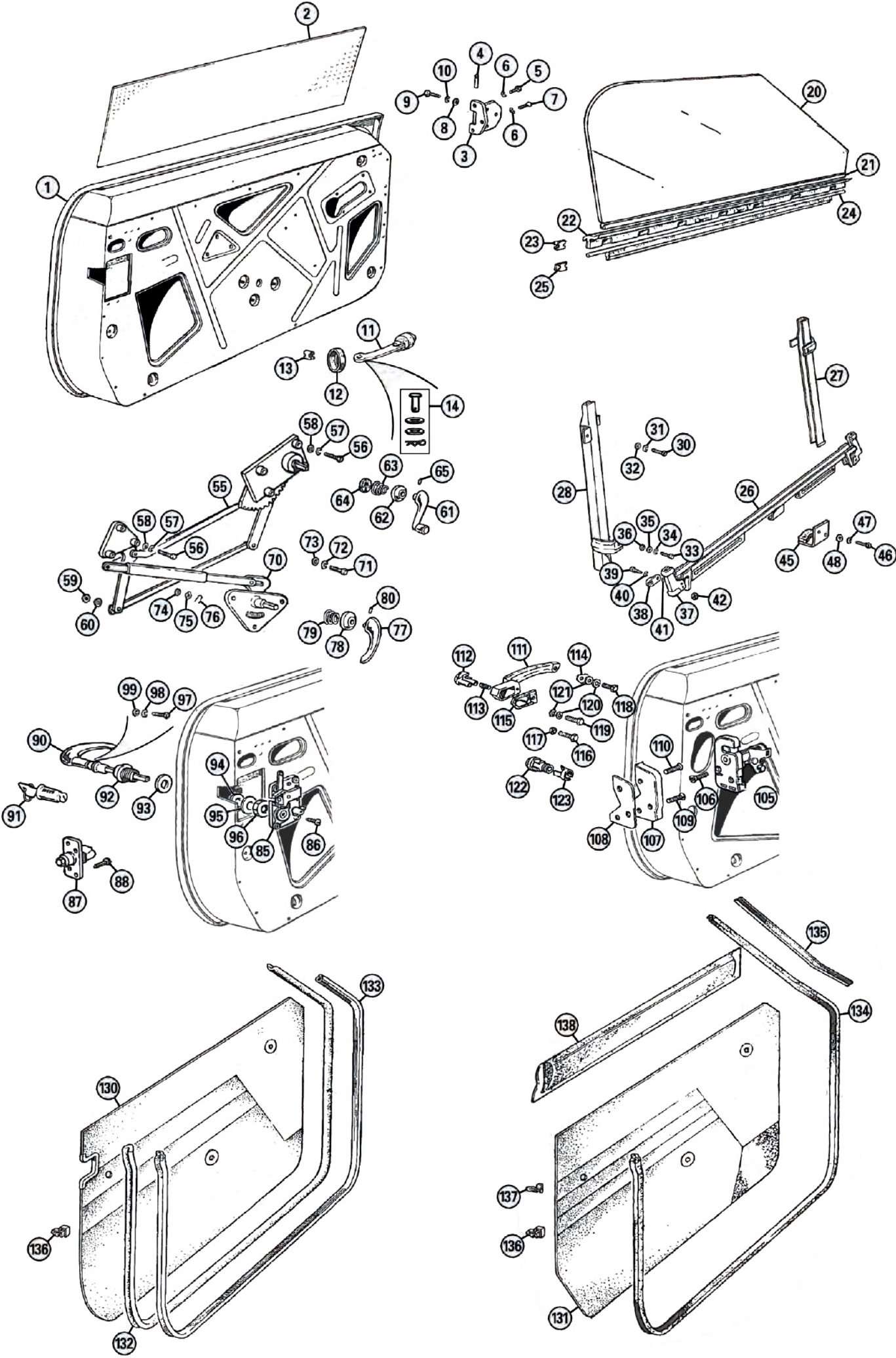
Door Locks & Handles - Mkl-II To (b) 56578FC

85	613041	NCA	LOCK, door, RHD, RH	1	
	613038	NCA	LOCK, door, RHD, LH	1	
	613039	NCA	LOCK, door, LHD, RH	1	
	613040	NCA	LOCK, door, LHD, LH	1	
	LBS101	£33.60	LOCK, set	1	3 lock set, door, ignition, boot
86	PMZ308	£0.30	SCREW, lock to door	8	
87	612856	£34.60	STRIKER PLATE, door	2	
88	LX6503	NCA	SCREW, striker to B post	8	
90	613219	NCA	HANDLE, door, exterior, locking, RH	1	RHD
	613234	NCA	HANDLE, door, exterior, non-locking, LH	1	
	613235	NCA	HANDLE, door, exterior, non-locking, RH	1	
	613218	NCA	HANDLE, door, exterior, locking, LH	1	
91	514202	£19.06	BARREL LOCK, with 2 keys	1	fitted in locking handle only
92	613215	NCA	ESCUTCHEON, RH	1	
	613215	NCA	ESCUTCHEON, LH	1	
93	613217	NCA	PACKING, fibre	2	
94	613216	NCA	WASHER, rubber	2	
95	511487	NCA	WASHER, plain	2	
96	613609	NCA	RING, locking	2	
97	CMP308	£0.89	SCREW, handle attachment	2	
98	WL230	NCA	WASHER, spring	2	
99	WK7605	£1.70	WASHER, shakeproof	2	

Door Glass & Channel

In order to comply with USA Federal Safety requirements, some changes were made from (c) FD20000 LHD models to anti-burst door locks and consequential door and B post panel changes were introduced. This change was eventually implemented to all markets (RHD) from (b) 24043FD.

105	810292	£60.00	LOCK, door, RH	1	
	810291	NCA	LOCK, door, LH	1	
	LBS109	£94.92	LOCK, set	1	
106	516158	£1.43	SCREW, lock to door	6	
107	AHA7035	£12.60	STRIKER, door, RH	1	from (b) 56579FC to LHD (c) FD20000 & RHD (b) 24043FD
	AHA7036	£12.60	STRIKER, door, LH	1	
108	BHH342	£1.04	SHIM, 0.032", striker to B post	2	
109	PMZ308	£0.30	SCREW, striker to B post	4	
110	SF604081	£0.53	SCREW, striker to B post	2	
105	907178	NCA	LOCK, door, RH	1	
	907177	NCA	LOCK, door, LH	1	
106	517148	NCA	SCREW, lock to door	6	
107	CZA3310	£21.24	STRIKER, door, RH	1	LHD from (c) FD20000 & RHD from (b) 24043FD
	CZA3311	£20.76	STRIKER, door, LH	1	
108	BHH341	£1.31	SHIM, 0.064", striker to B post	2	
109	ZKC38	£3.05	SCREW, striker to B post	4	
110	ZKC37	£2.40	SCREW, striker to B post	2	
111	712837	£66.48	HANDLE ASSEMBLY, door exterior	2	
112	571286	NCA	PUSH BUTTON	2	
113	571201	NCA	SPRING, push button	2	
114	617402	£0.53	GASKET, handle to door, small	2	push button
115	617403	£0.53	GASKET, handle rear to door, large	2	
116	571289	NCA	SCREW, lock actuating	2	
117	HN2005	£0.16	NUT	2	
118	HU503	£0.83	SCREW, handle to door	2	from (b) 56579FC
119	53K126	£0.60	SCREW, handle to door	2	
120	WL700101	£0.22	WASHER, spring	4	
121	WP5	£0.17	WASHER, plain	4	
122	621773	£24.00	LOCK ASSEMBLY, door, with 2 keys	2	



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
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Door Glass & Channel (Continued)

621773P	£47.88	LOCK ASSEMBLY, door, pair, with 2 keys1	original clip fitting
621773PX	£96.96	LOCK ASSEMBLY, door, pair, with 2 keys1	replacement nut type fitting

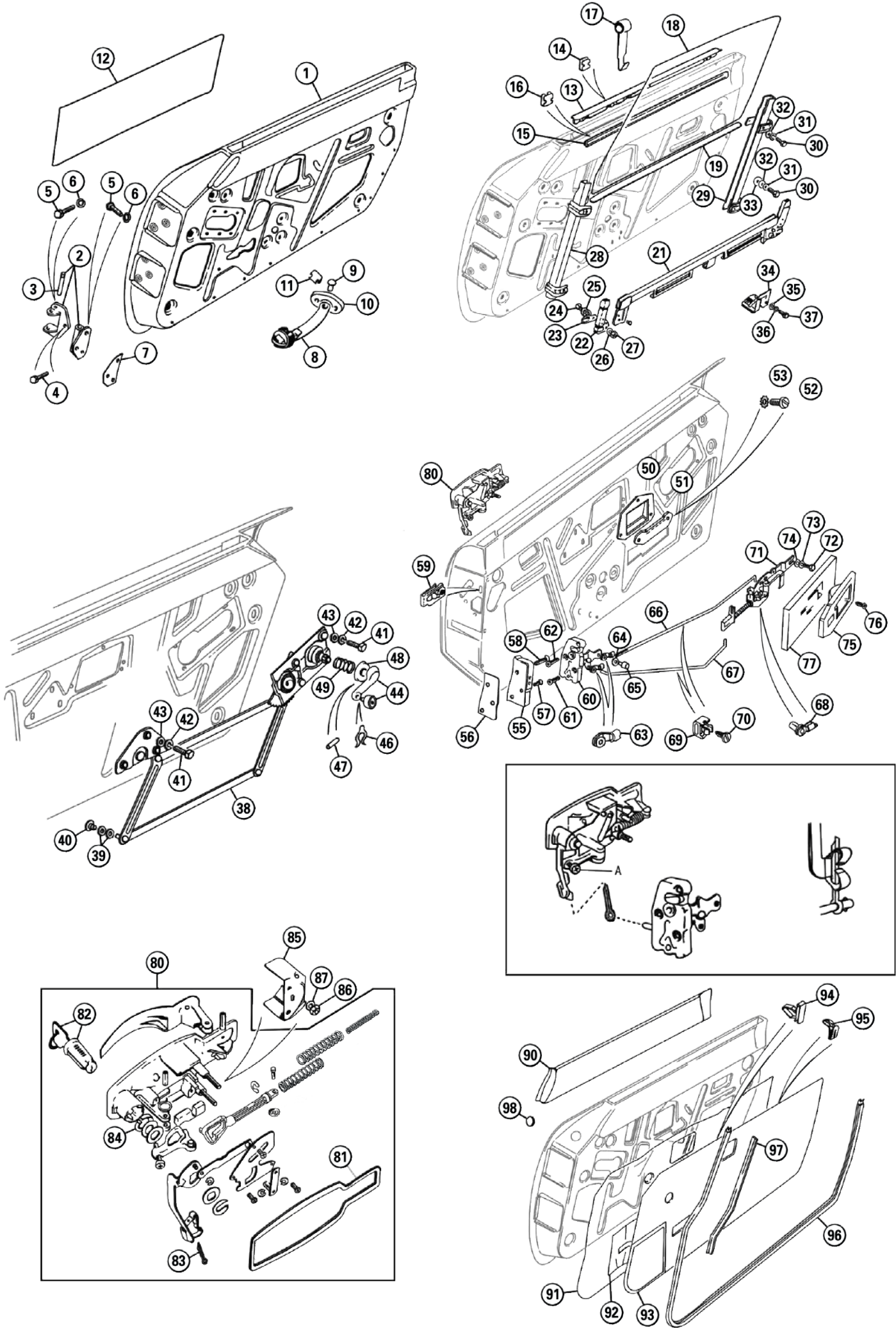
Note: The replacement type nut fixing private door locks are more positively located in the door skin by a nut rather than a spring clip. This means that if the original private door lock assembly has, during service, rotated in the door skin and worn the shape and size of its piercing the spring clip will only hold it in place, allowing it to rotate when key is operated.

123	37H3387	NCA	CLIP, spring, private lock	2
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Door Trim & Seal - Mkl-III

All door panels are sold in pairs.

130	TKP71210	£126.11	DOOR PANELS, black (pair)	1	Mkl
	TKP71220	£126.11	DOOR PANELS, red (pair)	1	
	TKP71270	£126.11	DOOR PANELS, midnight blue (pair)	1	
131	TKP72210	£129.00	DOOR PANELS, black (pair)	1	Mkl-III
	TKP72220	£129.00	DOOR PANELS, red (pair)	1	
	TKP72232	£129.00	DOOR PANELS, light tan (pair)	1	
	TKP72234	£129.00	DOOR PANELS, new tan (pair)	1	
	TKP72270	£129.00	DOOR PANELS, midnight blue (pair)	1	
	TKP72271	£129.00	DOOR PANELS, shadow blue (pair)	1	
132	613028	£20.00	SEAL, door aperture, rubber	2	Mkl to (b) 8778FC
133	611600	NCA	DRAUGHT EXCLUDER, red	2	
	611601	NCA	DRAUGHT EXCLUDER, black	2	
	611602	NCA	DRAUGHT EXCLUDER, blue	2	Mkl-III from (b) 8779FC
134	631321	£14.40	SEAL, door, felt/rubber	2	
135	620913	£6.10	SEAL, upper A post, thick, sponge	2	
136	GHF1230	£0.64	CLIP, trim panel to door	28	
137	608516	NCA	CLIP, long, trim panel top edge to door	14	
138	727591	£16.30	MOULDED COVER, waist rail, black, RH	1	
	727581	£16.30	MOULDED COVER, waist rail, black, LH	1	

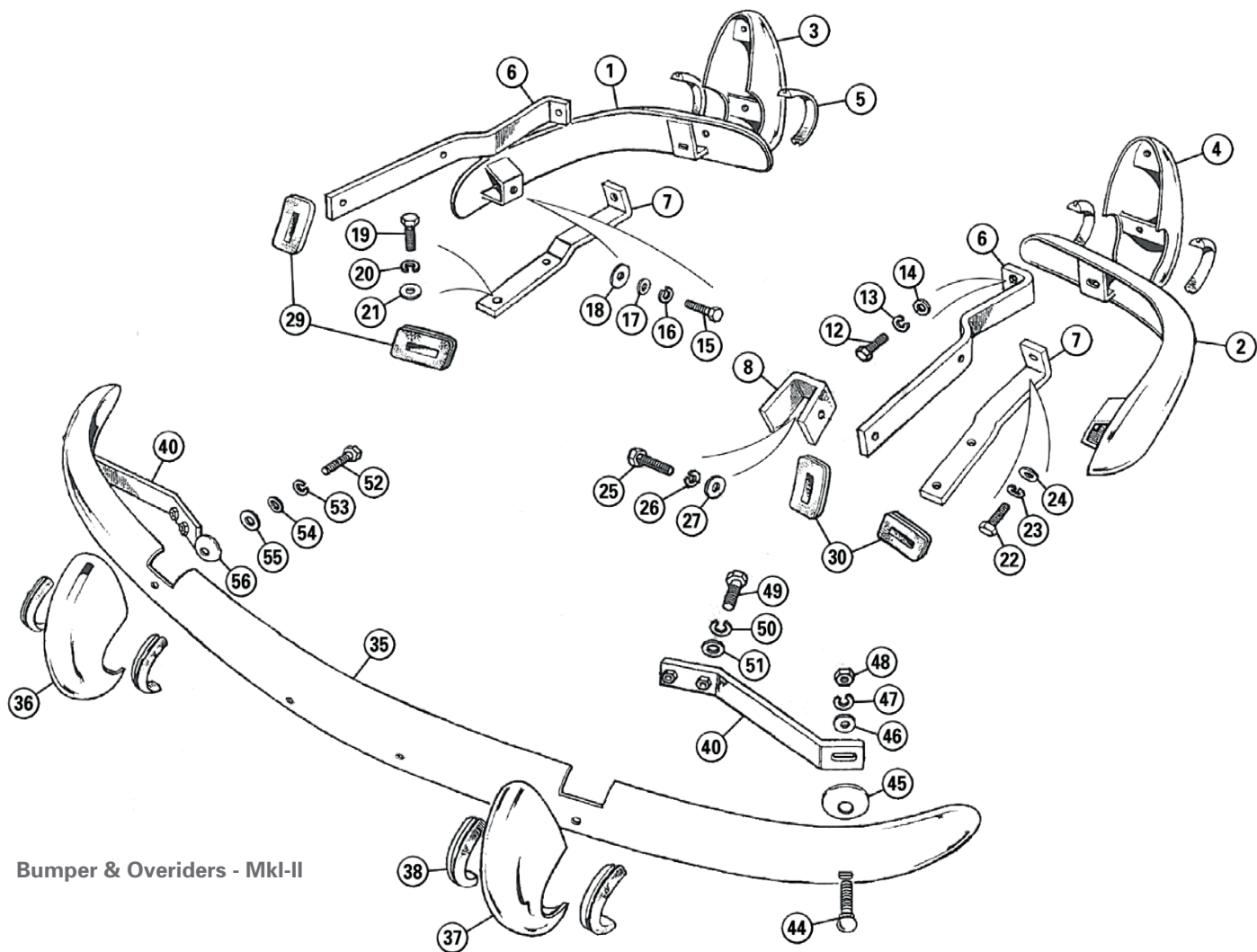


ill.	Part Number	Price £ea.	Description	Req.	Details
Doors & Fittings - MkIV-1500					
1	915361	£292.40	DOOR SHELL, LH	1	
	915362	NCA	DOOR SHELL, RH	1	
	TS12L	£90.20	DOOR SKIN, LH	1	
	TS12R	£90.20	DOOR SKIN, RH	1	
2	607824	£26.80	HINGE, door	4	with pin
3	607823	£4.85	PIN, hinge	4	
4	SF605061	£0.85	SCREW, hinge to door	4	
5	SH605071	£0.64	SCREW, hinge to door & 'A' post	20	
6	GHF332	£0.40	WASHER, spring	20	
7	610042	£0.84	SHIM, door hinge	4	
			(Use sealant when fitting the shim pieces to ensure against water ingress).		
8	613024	£15.60	CHECK STRAP, door	2	
9	613239	£2.60	PIN KIT, check strap	2	clevis pin, washer & clip
			(While the check straps were originally attached by rivets, the clevis pin arrangement offered here is more satisfactory (and easier to install)).		
10	602821	£2.42	SEAL, check strap	2	
11	613169	£1.10	CLIP, seal to A post	4	
12	CHM228	£9.10	PAD, sound deadening	2	
13	612792	£9.00	WEATHER STRIP, outer	2	door glass
14	613169	£1.10	CLIP, outer	14	weather strip to door
15	612806	£5.80	WEATHER STRIP, inner	2	door glass
16	GHF1582	£0.53	CLIP, inner	10	weather strip to door
17	GAC9994X	£20.50	WEATHER STRIP CLIP 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	£48.90	GLASS, door, clear	2	
19	617166	£2.80	MOULDING, rubber	2	between glass & channel
21	TS57L	£152.20	CHANNEL, door window, LH	1	
	TS57R	£152.20	CHANNEL, door window, RH	1	
22	619509	NCA	GUIDE BLOCK & STIFFENER	4	
23	613326	£3.10	SPACER	4	
24	613049	£3.70	SCREW, guide block fitting	4	
25	GHF331	£0.38	WASHER, spring	4	
26	GHF300	£0.22	WASHER, plain	4	
27	JN2107	£0.43	NUT	4	
28	706781	NCA	CHANNEL, window, front, LH	1	
	706782	£22.94	CHANNEL, window, front, RH	1	
29	709387	£15.00	CHANNEL, window, rear, LH	1	
	709388	£12.94	CHANNEL, window, rear, RH	1	
30	SH604051	£0.30	SCREW, front & rear channels	8	
31	GHF331	£0.38	WASHER, spring	8	
32	WP139	£0.66	WASHER, plain, small	8	
33	GHF314	£0.22	WASHER, plain, large	4	on lower bolts only
34	613378	NCA	STOP BRACKET, lower	2	door drop glass
35	PWZ203	£0.19	WASHER, plain	4	
36	WL700101	£0.22	WASHER, spring	4	
37	HU505	£0.83	SCREW, attaching stop bracket	4	
38	911271	£56.40	REGULATOR, window winder, LH	1	
	911272	£146.26	REGULATOR, window winder, RH	1	
39	607902	£2.05	WASHER, leather	8	both sides of lower channel
40	607867	£2.40	CLIP, regulator stud	4	
41	SH604041	£0.41	SCREW, regulator	14	
42	GHF331	£0.38	WASHER, spring	14	
43	GHF300	£0.22	WASHER, plain	14	
44	621811	£21.96	HANDLE, window winder	2	
46	NKC513	£0.55	CLIP, retaining knob	2	
47	ALH1527	£1.20	PIN, door handle	2	
48	623843	£3.80	ESCUTCHEON, door handle, black	2	
49	603382	£3.76	SPRING, escutcheon tensioning	2	
50	716011	NCA	ESCUTCHEON, door pull	2	interior door handle
51	624634	NCA	DOOR PULL, stainless	2	
52	PT504	£0.60	SCREW	6	
53	WE702101	£0.30	WASHER, shakeproof	6	
55	CZA3310	£21.24	STRIKER, door, RH	1	
	CZA3311	£20.76	STRIKER, door, LH	1	
56	BHH341	£1.31	SHIM, striker plate, 0.064"	a/r	
	BHH342	£1.04	SHIM, striker plate, 0.032"	a/r	
	ZKC6167	NCA	SHIM, striker plate, 0.010"	a/r	
57	ZKC38	£3.05	SCREW, short	4	
			(Striker plate to B post middle & lower positions).		
58	ZKC37	£2.40	SCREW, long	2	striker plate to B post, upper
59	518454X	£1.80	SPIRE NUT, 1/4" UNF	2	
60	914695	£33.34	LOCK, door, LH	1	
	914696	NCA	LOCK, door, RH	1	
61	ZKC37	£2.40	SCREW, long, lock to door	2	lower position only
62	ZKC36	£1.70	SCREW, short, lock to door	4	middle & upper positions
63	GHF1180	£4.00	CLIP, link	4	rod securing
64	WP3	£0.41	WASHER, plain	2	
65	630079	NCA	PIN, adjusting	2	rod securing
			(Remove when adjusting operating rod).		
66	819809	£1.80	ROD, lock operating, adjustable	2	

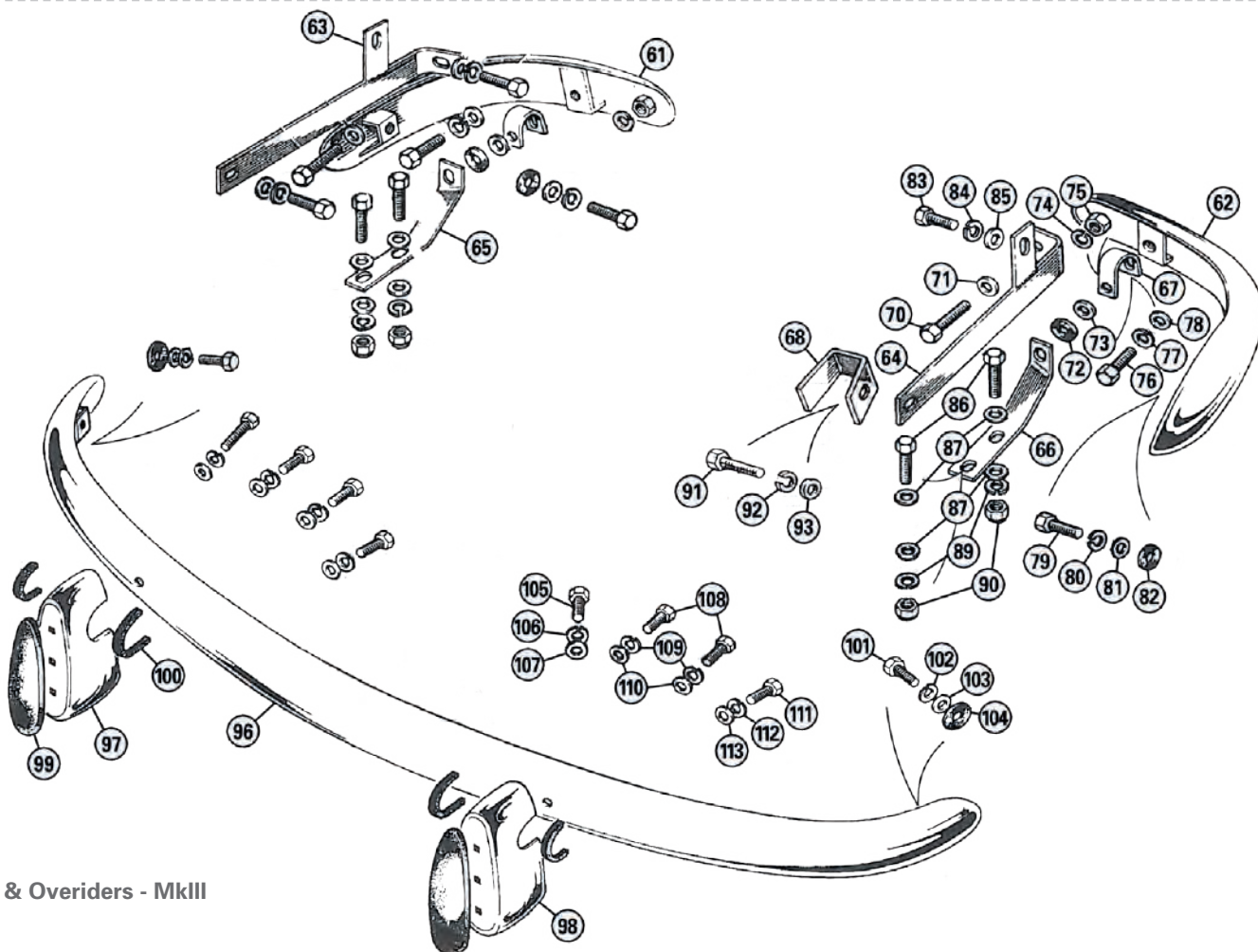
ill.	Part Number	Price £ea.	Description	Req.	Details
67	819807	NCA	ROD, remote control, LH	1	lock mechanism
	819808	NCA	ROD, remote control, RH	1	
68	937609	£0.48	CLIP & BUSH, rod securing	2	
69	364480	NCA	ROD GUIDE	4	
70	577064	NCA	SCREW, guide securing	4	
71	819801	£54.70	HANDLE, door, interior, LH	1	
	819802	£50.98	HANDLE, door, interior, RH	1	
72	SH604041	£0.41	SCREW, securing door handle	6	
73	GHF331	£0.38	WASHER, spring	6	
74	GHF300	£0.22	WASHER, plain	6	
75	819803	£15.60	BEZEL, interior handle, LH	1	
	819804	£20.00	BEZEL, interior handle, RH	1	
76	509278	£0.76	SCREW, bezel securing	2	
77	632104	NCA	PACKING, foam	2	
80	915633	£104.40	HANDLE, exterior, chrome, LH	1	To (c) FH100020
	915634	£105.50	HANDLE, exterior, chrome, RH	1	
	915633/4	£310.32	HANDLE SET, exterior, chrome (pair)	2	
	YKC2837	£95.00	HANDLE, exterior, black, LH	1	From (c) FH100021
	YKC2838	£129.72	HANDLE, exterior, black, RH	1	
	YKC2837/8	£252.12	HANDLE SET, exterior, 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	£6.20	GASKET, handle to door	1	
82	576469	£24.00	BARREL LOCK, door	2	single, with two keys
	576469P	£56.20	BARREL LOCK SET, door	1	matched pair, with two keys
83	GHF505	£0.47	SPLIT PIN	2	
84	520049	£1.92	CLIP, retainer, lock barrel	2	
85	724192	NCA	BRACKET, door handle	2	
86	GHF206	£0.16	NUT	4	
87	WL700101	£0.22	WASHER, spring	4	
90	727581	£16.30	MOULDED COVER, waist rail, LH	1	black
	727591	£16.30	MOULDED COVER, waist rail, RH	1	black
91	822559	NCA	WATER CURTAIN, large	2	
92	632200	NCA	WATER CURTAIN, inner handle	2	
93	TKP741210	£126.11	DOOR PANELS, black (pair)	1	MkIV (1970-73)
	TKP741220	£126.11	DOOR PANELS, red (pair)	1	
	TKP741233	£126.11	DOOR PANELS, beige (pair)	1	
	TKP741234	£126.11	DOOR PANELS, new tan (pair)	1	
	TKP741271	£126.11	DOOR PANELS, shadow blue (pair)	1	
	TKP742210	£126.11	DOOR PANELS, black (pair)	1	MkIV (1973-75)
	TKP742233	£126.11	DOOR PANELS, beige (pair)	1	
	TKP742234	£126.11	DOOR PANELS, new tan (pair)	1	
	TKP742235	£126.11	DOOR PANELS, chestnut (pair)	1	
	TKP742260	£126.11	DOOR PANELS, grey, pair	1	
	TKP742271	£126.11	DOOR PANELS, shadow blue (pair)	1	
	TKP741210	£126.11	DOOR PANELS, black (pair)	1	1500
	TKP741220	£126.11	DOOR PANELS, red (pair)	1	
	TKP742233	£126.11	DOOR PANELS, beige (pair)	1	
94	GHF1230	£0.64	CLIP, trim panel to door	28	
95	GHF1232	£0.50	CLIP, top edge of trim to door	16	
96	631321	£14.40	SEAL, felt/rubber, black, pre-cut	2	
	724031M	£6.50	SEAL, felt/rubber, black, per metre	a/r	alternative

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, felt/rubber, red	a/r	per metre
DEL3220M	£11.30	SEAL, woven/rubber, blue	a/r	
KGf817M	£3.53	SEAL, plastic/rubber, grey	a/r	
97	620403	£6.30	SEAL	2
(Front edge of door glass fitted to windscreens frame).				



Bumper & Overiders - Mkl-II



Bumper & Overiders - MkIII

ill. Part Number Price £ea. Description Req. Details

Bumpers & Overiders - Mkl-III

Rear Bumper & Overiders - Mkl-II

1	806901	£143.95	ASSEMBLY, rear corner bumper, RH	1	
2	806900	£135.60	ASSEMBLY, rear corner bumper, LH	1	
3	706584	£89.10	ASSEMBLY, overider, RH	1	
4	706583	£89.10	ASSEMBLY, overider, LH	1	
5	552218	£0.47	MOULDING, PVC	4	
6	612713	NCA	BAR, spring, rear overider, upper	2	] fitted to (b) FC14196 only
7	612712	NCA	BAR, spring, rear overider, lower	2	
	615825	NCA	BAR, spring, rear overider, upper	2	
	617813	NCA	BAR, spring, rear overider, lower	2	
8	706835	NCA	BRACKET, jack stowage	1	

Note: The jack stowage bracket is fitted to the rear bumper spring bar upper support, LH.

12	GHF103	£0.60	SCREW, set	2] fitted up to (b) FC14196 only
13	GHF332	£0.40	WASHER, lock	2	
14	WM58	£0.30	WASHER, plain	2	
	BH605321	£2.05	SCREW, set	2] fitted from (b) FC14197 on
	PWZ205	£0.30	WASHER, plain	2	
	615710	NCA	TUBE, spacer	2	
15	SH605061	£0.22	SCREW, rear bumper side attachment	2	set spring
16	GHF332	£0.40	WASHER, rear bumper side attachment	2	
17	WP139	£0.66	WASHER, rear bumper side attachment	2	
18	608854	NCA	WASHER, rear bumper side attachment	2	rubber] fitted to (b) FC14196 only
19	GHF105	£0.41	BOLT, rear spring bars to body	8	
20	WL0209	NCA	WASHER, spring, rear spring bar to body	8	
21	WM59	£0.30	WASHER, plain, rear spring bars to body	8] fitted from (b) FC14197 on
	GHF105	£0.41	SCREW, set, lower spring bar to body	4	
	GHF333	£0.30	WASHER, spring, lower spring bar to body	4	
	WP0155	NCA	WASHER, plain, lower spring bar to body	4] fitted from (b) FC14197 on
	GHF105	£0.41	SCREW, set, upper spring bar to body	4	
	GHF333	£0.30	WASHER, spring, upper spring bar to body	4	
	PWZ206	£0.66	WASHER, plain, lower spring bar to body	4] fitted to (b) FC14196 only
22	BH605201	£1.26	BOLT	2	
23	GHF332	£0.40	WASHER, spring	2	
24	WM58	£0.30	WASHER, plain	2] fitted to (b) FC14196 only
25	GHF105	£0.41	BOLT, rear spring bars to body	8	
26	GHF333	£0.30	WASHER, spring, rear spring bar to body	8	
27	WM59	£0.30	WASHER, plain, rear spring bars to body	8] fitted from (b) FC14197 on
	GHF105	£0.41	SCREW, set, lower spring bar to body	4	
	GHF333	£0.30	WASHER, spring, lower spring bar to body	4	
	WP0155	NCA	WASHER, plain, lower spring bar to body	4] fitted to (b) FC14196 only
	GHF105	£0.41	SCREW, set, upper spring bar to body	4	
	GHF333	£0.30	WASHER, spring, upper spring bar to body	4	
	PWZ206	£0.66	WASHER, plain, lower spring bar to body	4] fitted from (b) FC14197 on
29	612621	NCA	GROMMET, rubber, RH	2	
30	612620	NCA	GROMMET, rubber, LH	2	
	602037	£1.30	GROMMET, rubber	2] fitted from (b) FC14197 on

Front Bumper & Overiders - Mkl-II

35	806956	NCA	BAR, bumper, front	1	
36	706606	£101.05	ASSEMBLY, overider, front, RH	1	
37	706605	£101.05	ASSEMBLY, overider, front, LH	1	
38	552218	£0.47	MOULDING, PVC, bumper to overider	4	
40	613501	NCA	BRACKET, support, outer assembly	2	
44	550090	NCA	BOLT, support bracket to bumper	2	
45	607085	£2.05	PACKING, support bracket to bumper	2	
46	GHF316	£0.77	WASHER, support bracket to bumper	2	plain spring
47	GHF333	£0.30	WASHER, support bracket to bumper	2	
48	GHF202	£0.22	NUT, support bracket to bumper	2	
49	SH605071	£0.64	BOLT	4	
50	GHF332	£0.40	WASHER, spring	4	
51	WM58	£0.30	WASHER, plain	4	] overider & bumper to chassis bracket
52	GHF101	£0.30	BOLT	2	
53	GHF332	£0.40	WASHER, spring	2	
54	WM58	£0.30	WASHER, plain	2	
55	511475	NCA	SPACER	2	
56	607085	£2.05	PACKING	2	

Rear Bumper & Overiders - MkIII

61	811477	£144.10	ASSEMBLY, rear corner bumper, RH	1	
62	811476	£144.10	ASSEMBLY, rear corner bumper, LH	1	
63	712564	NCA	BAR, spring, upper, RH	1	
64	712563	NCA	BAR, spring, upper, LH	1	
65	712566	NCA	SUPPORT, rear bumper, RH	1	
66	712565	NCA	SUPPORT, rear bumper, LH	1	
67	621252	NCA	EXTENSION, support, rear bumper	2	

ill. Part Number Price £ea. Description Req. Details

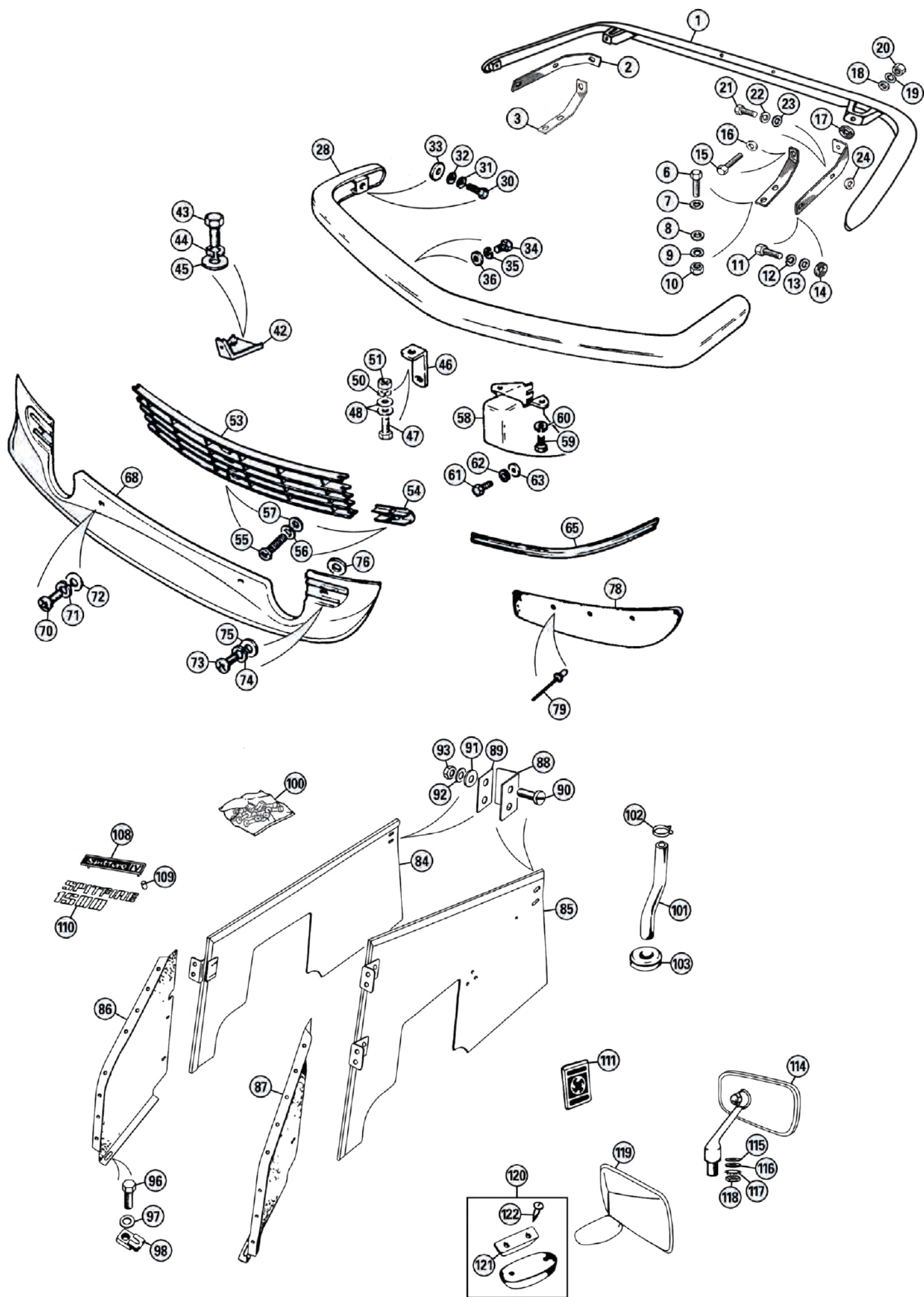
68	706835	NCA	BRACKET, jack stowage	1	
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Note: The jack stowage bracket is fitted to the rear bumper spring bar upper support, LH.

70	SH606141	£0.83	SCREW, set	2	
71	WP9	£1.04	WASHER, plain	2	
72	608854	NCA	WASHER, rubber	2	
73	WP9	£1.04	WASHER, plain	2	
74	GHF333	£0.30	WASHER, spring	2	
75	GHF202	£0.22	NUT, spring & support bar to rear extension	2	
76	GHF103	£0.60	SCREW, set, support extension to bumper	2	
77	GHF332	£0.40	WASHER, spring	2	
78	WP17	£0.30	WASHER, plain	2	
79	SH605061	£0.22	SCREW, set, rear bumpers to body sides	2	
80	GHF332	£0.40	WASHER, spring	2	
81	GHF315	£0.22	WASHER, plain	2	
82	608854	NCA	WASHER, rear bumpers to body sides	2	
83	GHF105	£0.41	SCREW, set, spring bar to rear wheelarch	2	
84	GHF333	£0.30	WASHER, spring	2	
85	WP9	£1.04	WASHER, plain	2	
86	GHF105	£0.41	SCREW, set, support bar to boot floor	4	
87	WP9	£1.04	WASHER, plain	8	
89	GHF333	£0.30	WASHER, spring	4	
90	GHF202	£0.22	NUT, support bar to boot floor	4	
91	GHF105	£0.41	SCREW, set	2	
92	GHF333	£0.30	WASHER, spring	2	
93	WP9	£1.04	WASHER, plain	2	

MkIII Front Bumper & Overiders

96	811660	NCA	BAR, bumper, front	1	
97	712706	NCA	ASSEMBLY, overider, front, RH	1	
98	712705	NCA	ASSEMBLY, overider, front, LH	1	
99	709753	NCA	BUFFER, rubber, overider	2	
100	552218	£0.47	MOULDING, PVC, bumper to overider	4	
101	SH605061	£0.22	SCREW, set, front bumper to body	3	
102	GHF332	£0.40	WASHER, spring, front bumper to body	3	
103	WP17	£0.30	WASHER, plain, front bumper to body	3	
104	615829	NCA	WASHER, rubber, front bumper to body	2	
105	SH606071	£0.41	SCREW, set	2	
106	GHF333	£0.30	WASHER, spring	2	
107	WP9	£1.04	WASHER, plain	2	
108	SH605061	£0.22	SCREW, set, front bumper to body	3	
109	GHF332	£0.40	WASHER, spring, front bumper to body	3	
110	WP17	£0.30	WASHER, plain, front bumper to body	3	
111	SH606061	£0.77	SCREW, set, overider to body, lower	2	
112	GHF333	£0.30	WASHER, spring, overide to body, lower	2	
113	WP9	£1.04	WASHER, plain, overider to body, lower	2	

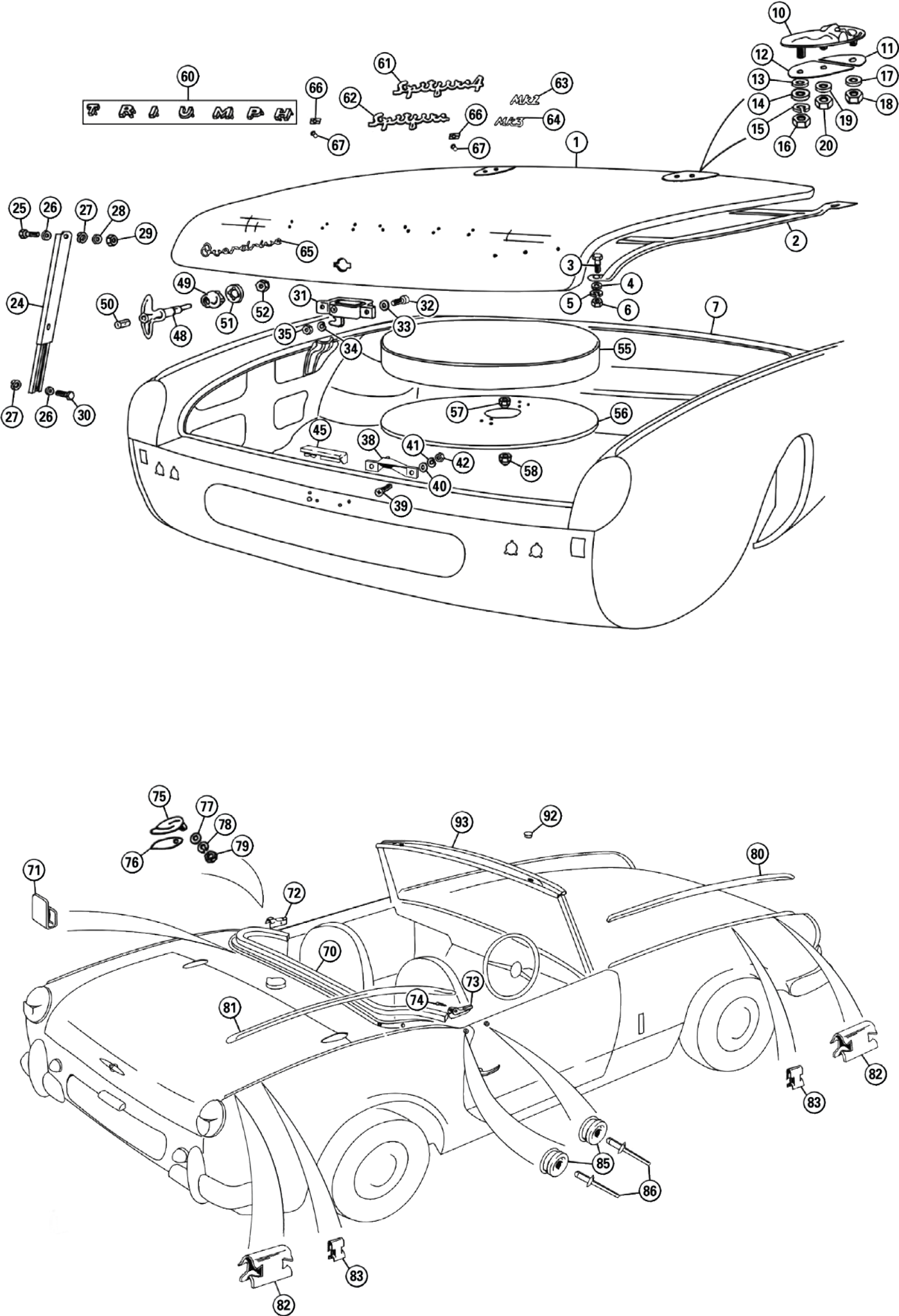


ill.	Part Number	Price £ea.	Description	Req.	Details
Bumpers & Exterior Trim - MkIV-1500					
1	914698Z	£445.96	BUMPER BAR (Chrome plinth number plate lamp).	1	to approx. FH116000
	WKC3954Z	£449.95	BUMPER BAR (Two separate number plate lamps).	1	from approx. FH116001
2	715706	£10.00	BRACKET, side strengthner	2	
3	715702	£11.50	BRACKET, lower strengthner, RH	1	
	715701	£12.38	BRACKET, lower strengthner, LH	1	
6	GHF105	£0.41	SCREW, bracket	4	boot floor
7	PWZ206	£0.66	WASHER, plain, (alternative)	4	bracket to screw head
8	GHF302	£1.00	WASHER, plain, (alternative)	4	nut to floor board
9	GHF333	£0.30	WASHER, spring	4	
10	GHF202	£0.22	NUT, bracket to boot floor	4	
11	SH605061	£0.22	SCREW, bumper to body side	2	
12	GHF332	£0.40	WASHER, spring	2	screw to body side
13	WP139	£0.66	WASHER, plain	2	
14	2K9679	£1.15	GASKET, bumper to body panel	a/r	1.5mm thick, alternative
	601994	£1.57	GASKET, bumper to body panel	a/r	3.5mm thick, alternative
15	SH606121	£0.66	SCREW, bumper to bracket, rear	2	
16	PWZ206	£0.66	WASHER, plain	2	
17	2K9679	£1.15	GASKET, bumper to body panel	a/r	1.5mm thick, alternative
	601994	£1.57	GASKET, bumper to body panel	a/r	3.5mm thick, alternative
18	PWZ206	£0.66	WASHER, plain	2	
19	GHF333	£0.30	WASHER, spring	2	
20	GHF202	£0.22	NUT, bumper	2	
21	GHF105	£0.41	SCREW, bracket	4	
22	GHF333	£0.30	WASHER, spring	4	
23	PWZ206	£0.66	WASHER, plain	4	
24	PWZ206	£0.66	WASHER, plain	4	
28	WKC2543Z	£550.80	BUMPER BAR, front	1	
30	SH606101	£0.60	SCREW, bumper to quarter valance	2	
31	GHF333	£0.30	WASHER, spring	2	
32	GHF302	£1.00	WASHER, plain	2	
33	2K9679	£1.15	GASKET, bumper	2	
34	SH606071	£0.41	SCREW, bumper to pivot bracket	2	
35	GHF333	£0.30	WASHER, spring	2	
36	GHF302	£1.00	WASHER, plain	2	
42	624591	£3.84	BRACKET	1	grille to chassis
43	GHF117	£0.30	SCREW, bracket to chassis	1	
44	GHF331	£0.38	WASHER, spring	1	
45	WM57	£0.24	WASHER, plain	1	
46	625886	£5.70	BRACKET, number plate	2	
47	SH605051	£1.30	SCREW	2	
48	WP127	£0.52	WASHER, plain	4	
49	GHF331	£0.38	WASHER, spring	2	
50	GHF200	£0.22	NUT	2	
53	815026	£132.00	FRONT GRILLE, black, plastic	1	
54	715863/4	£48.30	GRILLE, outer section, (pair)	1	
55	PMZ312	£0.66	SCREW, grille to mounting	3/1	only one of each required when spoiler is fitted
56	WL700101	£0.22	WASHER, spring	3/1	
57	PWZ203	£0.19	WASHER, plain	3/1	
58	815277/8	£107.10	UNDERRIDERS, pair	1	OE quality
	815277FG	£45.10	UNDERRIDER, LH, fibreglass	1	
	815278FG	£45.10	UNDERRIDER, RH, fibreglass	1	
59	SH604071	£0.72	SCREW, under-rider to bumper	4	
60	GHF331	£0.38	WASHER, spring	4	
61	SH604051	£0.30	SCREW, under-rider to chassis	2	
62	GHF331	£0.38	WASHER, spring	2	
63	WM57	£0.24	WASHER, plain	2	
65	716200	£5.70	SEAL, quarter valance to bonnet	2	
68	GLZ608	£99.50	SPOILER, front, ABS plastic	1	
	GL608Z	NCA	SPOILER, front, fibreglass	1	
70	PMZ312	£0.66	SCREW, front spoiler to chassis	2	
71	WL700101	£0.22	WASHER, spring	2	
72	WM91	£0.66	WASHER, plain	2	
73	SE604061	£0.66	SCREW, spoiler outer	2	
74	WL700101	£0.22	WASHER, spring	2	
75	PWZ203	£0.19	WASHER, plain	2	
76	WM832	£3.20	WASHER, spacing	2/4	spoiler to quarter valance (maximum 4 required).
78	725670	£14.65	DEFLECTOR, plastic	2	Germany only
79	RU608253	£0.28	RIVET, deflector to quarter valance	10	
84	808105	NCA	SIDE VALANCE, engine, RH	1	MkI-II
	820715Z	£84.50	SIDE VALANCE, engine, RH	1	MkIII-1500
85	808104	NCA	SIDE VALANCE, engine, LH	1	MkI-II
	569924Z	£84.50	SIDE VALANCE, engine, LH	1	MkIII-1500
			(Side valance panels come with front brackets, loose).		
86	706844	£22.50	DEFLECTOR BOARD, radiator, plastic, RH	1	all models
87	706843	£22.50	DEFLECTOR BOARD, radiator, plastic, LH	1	
88	615706	NCA	BRACKET, valance attachment	2	weld to bulkhead
89	615699	NCA	SUPPORT PLATE	2	
90	PT504	£0.60	SCREW	4	

ill.	Part Number	Price £ea.	Description	Req.	Details
91	PWZ203	£0.19	WASHER, plain	4	
92	WL700101	£0.22	WASHER, spring	4	
93	HN2005	£0.16	NUT	4	
96	GHF117	£0.30	SCREW, retaining board	2	
97	GHF300	£0.22	WASHER, plain	2	
98	518454X	£1.80	CAGED NUT, fitted to chassis	2	
100			FITTING KIT	5	
101	612970	NCA	DRAIN TUBE	1	battery box to LH footwell
102	CS4012	£1.50	CLAMP, hose securing	1	wire type
103	613025	NCA	GROMMET	1	drain tube to floor
108	624730	£21.30	BADGE, 'Spitfire IV'	1	MkIV models
109	GHF1532	£0.26	BUSH, badge fixing	2	
110	YKC1454	£6.70	DECAL, black	1	1500
	YKC1455	£6.70	DECAL, aluminium	1	
111	725525	£10.90	HOUSE BADGE, 'BL'	2	
			(Self adhesive, silver on blue).		
	CZH2717	£6.30	HOUSE BADGE, 'BL', plastic	2	alternatives
			(Self adhesive, blue on silver).		
	CZH2717X	£8.80	HOUSE BADGE, 'BL', metal	2	
114	60632	£17.40	MIRROR, wing, 'D' type	a/r	
	612306	NCA	MIRROR, wing	a/r	Switzerland only
			(For a greater selection of wing mirrors please see our accessories section.)		
115			WASHER, plain	a/r	
116			SPACER	a/r	
117			WASHER, star	a/r	
118			NUT	a/r	
119	GAM258X	£30.00	MIRROR, flat, clear, RH, polished	1	MkIV-1500
	GAM259X	£30.00	MIRROR, flat, clear, LH, polished	1	
	GAM261X	£23.60	MIRROR, flat, clear, RH, black	1	
	GAM262X	£23.60	MIRROR, flat, clear, LH, black	1	
	GAM215A	£34.00	MIRROR, convex glass, RH, polished	1	
	GAM216A	£34.00	MIRROR, convex glass, LH, polished	1	

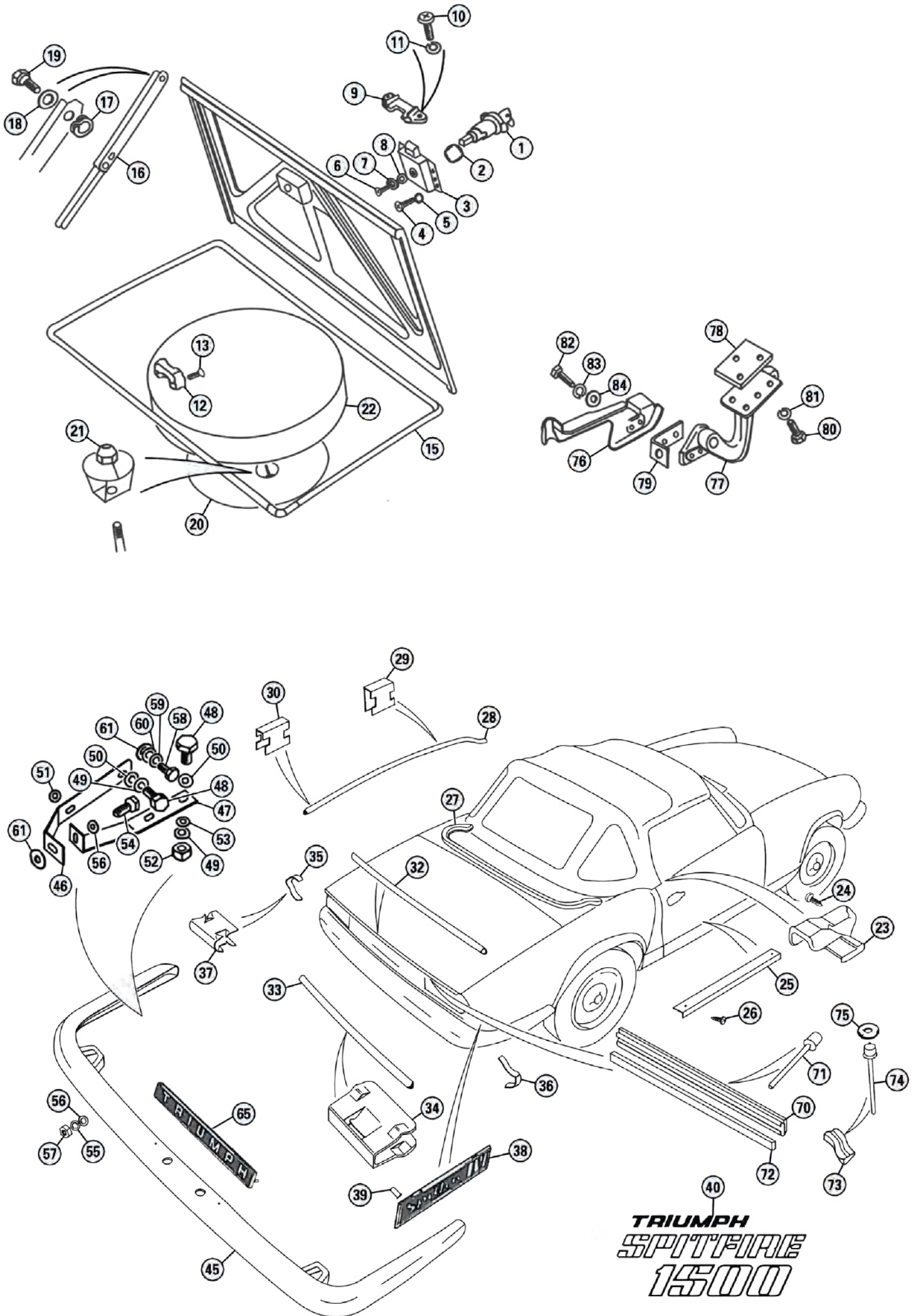
Note: These mirrors are all supplied with mounting plate, wedge and screws. Up to FH80000, mirrors were always installed by a PDI (pre-delivery inspection) team at each local Triumph dealership. This allowed the new owner and option regarding which mirrors should be fitted. From FH80001 onwards, only black mirrors were offered as these were factory fitted at the factory.

120	CZA7164K	£6.70	MOUNTING KIT, mirror	2	inc. pad, wedge & screws
121	DZB5208A	£1.73	WEDGE, mirror mounting	2	
122	AAU4809	£0.20	SCREW, mirror mounting	4	
	YKC1097	£0.41	SCREW, plated	2	



ill.	Part Number	Price £ea.	Description	Req.	Details
Rear Body Trim & Fittings - MkI-III					
Boot Trim & Fittings					
1	TS65	£428.40	ASSEMBLY, boot lid	1	
2	806831	£66.00	ASSEMBLY, reinforcement	1	boot lid tube
NI	613859	NCA	REINFORCEMENT, lower centre tube	1	boot lid
NI	608643	£0.30	PACKING, sponge rubber	6	
NI	510503	£0.30	SCREW, set	1	
NI	509761	NCA	WASHER, plain	1	
NI	WL700101	£0.22	WASHER, spring	1	
NI	HN2005	£0.16	NUT	1	
3	GHF101	£0.30	BOLT	2	
4	GHF300	£0.22	WASHER, plain	2	securing reinforcement
5	GHF331	£0.38	WASHER, spring	2	lower centre tube
6	GHF200	£0.22	NUT	2	
7	613277	£29.10	SEAL, boot lid	1	
10	604917/8	£63.40	ASSEMBLY, hinge (pair)	1	
NI	552075	NCA	PIN, hinge	2	
11	603213	£0.36	WASHER, fibre	2	hinge to rear deck
12	603212	£0.41	WASHER, fibre	2	hinge to boot lid front
13	WP1067	NCA	WASHER, plain	2	
14	WM0095	NCA	WASHER, distance	2	hinge to lid and
15	GHF331	£0.38	WASHER, spring	2	tube reinforcement
16	GHF200	£0.22	NUT	2	
17	WM58	£0.30	WASHER, plain	2	hinge to rear deck
18	GHF222	£0.66	NUT, nyloc	2	
19	GHF300	£0.22	WASHER, plain	2	hinge to boot lid front
20	GHF200	£0.22	NUT	2	
24	612473	£34.32	ASSEMBLY, boot lid stay	1	
25	612474	£3.60	BOLT	1	stay to boot lid
26	WM93	£1.31	WASHER, plain	2	
27	AJD7731	£0.77	WASHER, thackery	2	
28	WM57	£0.24	WASHER, plain	1	
29	GHF221	£0.41	NUT, nyloc	1	stay to boot lid
30	22B525	£3.90	SCREW, shouldered	1	stay to bracket
31	714485	£5.80	LOCK, boot lid	1	
32	PMZ308	£0.30	SCREW	2	
33	GHF306	£0.30	WASHER, plain	2	lock to boot lid
34	WL700101	£0.22	WASHER, spring	2	
35	HN2005	£0.16	NUT	2	
38	611135	£2.60	ASSEMBLY, catch plate	1	
39	PMZ308	£0.30	SCREW	2	
40	WP5	£0.17	WASHER, plain	2	catch plate to spare wheel
41	WL700101	£0.22	WASHER, spring	2	pan & rear valance
42	HN2005	£0.16	NUT	2	
45	613704	NCA	PLATE, protection	1	boot lid to rear valance
48	607978	£33.36	ASSEMBLY, handle, boot lid	1	
49	600635	NCA	ESCUTCHEON	1	
50	557046	£15.60	BARREL, lock	1	
51	600949	£0.60	WASHER, seating, escutcheon	1	
52	GHF271	£0.41	NUT, nyloc	1	handle to boot lid
55	568476	NCA	COVER, spare wheel	1	
56	706807	£56.50	PANEL, cover, spare wheel	1	
57	113087	£1.39	NUT, wheel, cover fixing	1	
58	113087	£1.39	NUT, wheel, wheel fixing	1	
NI	571467	NCA	COVER, spare wheel	1	wire wheels only.
NI	617992	NCA	BOLT	1	fitted to special order
NI	617993	NCA	CAP	1	
60	703862SET	£20.70	SET, letters	1	
	703862	£3.00	LETTER, T	1	
	703863	£2.24	LETTER, R	1	
	703864	£4.38	LETTER, I	1	
	703865	£4.38	LETTER, U	1	
	703866	£4.38	LETTER, M	1	
	703867	£2.30	LETTER, P	1	
	703868	£4.58	LETTER, H	1	
61	613296	£23.10	PLATE, name, 'Spitfire 4'	1	
62	621468	£26.10	PLATE, name, 'Spitfire'	1	
63	618242	£12.90	MEDALLION, 'Mk2'	1	
64	621467	£21.60	MEDALLION, 'Mk3'	1	
65	603906	£24.90	PLATE, overdrive	1	
66	PFS104	£0.23	PLATE, fixing, letters	a/r	to body 2639FC
67	614006	NCA	BUSH, fixing, medallion to boot lid	a/r	from body 2640FC alternative to FP1012/9

ill.	Part Number	Price £ea.	Description	Req.	Details
Rear Body Trim & Fittings					
70	621482	NCA	FINISHER, flange, rear deck panel, black 1	MkIII	
	621801	NCA	FINISHER, flange, rear deck panel, soft top 1	MkIII	
			(Alternative to 621482 & 621802).		
	621802	NCA	FINISHER, flange, rear deck panel, hard top 1	MkIII	
			(Alternative to 621482 & 621801).		
71	621628	NCA	CLIP, rear deck finisher attachment	14	MkIII
72	613165	NCA	FINISHER, 'B post', top, LH	1	to body 18813FC
	615691	NCA	FINISHER, 'B post', top, LH	1	from body 18814FC
73	613166	NCA	FINISHER, 'B post', top, RH	1	to body 18813FC
	615692	NCA	FINISHER, 'B post', top, RH	1	from body 18814FC
74	511786	NCA	SCREW, self tapping	2	
75	612789	NCA	CLIP, hood retaining	2	
76	612964	NCA	PACKING, hood retaining clip	2	
77	WM55	£0.30	WASHER, plain	2	
78	WL700101	£0.22	WASHER, spring	2	
79	HN2005	£0.16	NUT, hex	2	
80	706556	£45.90	FINISHER, front wing panel joint	2	
81	706557	NCA	FINISHER, rear wing, upper	2	to body 5463FC
	707319	£46.20	FINISHER, rear wing, upper	2	from body 5464FC
82	613886	£1.04	CLIP, wing finisher	8	ends of finishers
83	613766	£0.66	CLIP, wing finisher	32	
85	610624	£0.62	STUD, 'B post' finisher	a/r	
86	GHF600	£0.16	RIVET, blind	a/r	
92	CD27769	£2.95	PLUG, screen capping	2	to FC50000
	612976	£1.57	PLUG, screen capping	2	from FC50001
93	806189	£66.30	CAPPING, windscreen	1	
NI	552522	£0.64	RIVET, capping attachment	11	



ill. Part Number Price £ea. Description Req. Details

Rear/Side Body Trim & Fittings - MkIV-1500

1	729530	£42.00	LOCK & BARREL	1	
	729530/B	£10.00	BARREL & KEYS	1	

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 available.

2	600949	£0.60	GASKET, boot lock	1	
3	710290	£30.00	LOCK ASSEMBLY (latch)	1	
4	CMZ310	£0.30	SCREW, countersunk, lock	4	
5	WK7605	£1.70	WASHER, shakeproof	4	
6	576156	£0.64	SCREW, lock barrel	1	
7	AJD7721	£0.41	WASHER, thackery	1	tensioner screw
8	PWZ203	£0.19	WASHER, flat	1	
			(If the retaining screw is too tight, the spring return of the lock will not operate smoothly.)		
9	619384	NCA	GUIDE PLATE, lock	1	
10	SE910201	£0.66	SCREW	2	
11	WL700101	£0.22	WASHER, locking	2	
12	619383	£8.40	CATCH/STRIKER	1	
13	CX2508	NCA	SCREW	2	
15	ZKC3442	£16.50	SEAL, boot lid aperture	1	
16	612473	£34.32	BOOT STAY	1	
17	WS600061	£1.96	WASHER, thackery	2	
18	WB110061	£0.77	WASHER, plain	2	
19	612475	£1.79	BOLT, shouldered, boot stay	2	
20	706807	£56.50	BOARD, spare wheel	1	not suitable for centre lock wire wheels. Fit flat side downward for standard wheel & tyre
21	113087	£1.39	WHEEL NUT	1	
22	717601	£67.80	COVER, spare wheel	1	
23	815137	£16.40	'B' POST CAPPING, LH	1	
	815138	£16.40	'B' POST CAPPING, RH	1	
24	AD608053	£0.47	SCREW, capping, retaining	2	
25	GAC6066X	£34.20	PLATE, threshold	2	ribbed alloy
	TT7346	£26.70	PLATE, threshold	2	stainless steel

Note: polished with leaf design.

26	575937	£0.96	SCREW, self tapping	6	
27	624801	£8.10	MOULDING, rear cockpit	1	plastic
28	715693	£46.50	SEAM MOULDING, black	2	rear wing top edge
29	613766	£0.66	CLIP, seam moulding	18	
30	613886	£1.04	CLIP, seam moulding, rear	4	
32	715695	£54.60	MOULDING, boot edge, stainless	1	MkIV
	YKC3778	£48.30	MOULDING, boot edge, black	1	1500
NI	ZKC3735	£2.40	END CAP	2	1500
33	715697	£51.30	MOULDING, stainless	1	MkIV
			(Lower edge of rear light panel).		
	YKC1325	£45.90	MOULDING, black	1	1500
			(Lower edge of rear light panel).		
34	GHF1154	£1.25	CLIP, rear mouldings	14	
35	815041	£44.10	MOULDING, corner, light panel, LH	1	MkIV chrome
	XKC1502	£62.70	MOULDING, corner, light panel, LH	1	1500 black
36	815042	£44.10	MOULDING, corner, light panel, RH	1	MkIV chrome
	XKC1503	£62.70	MOULDING, corner, light panel, RH	1	1500 black
37	613886	£1.04	CLIP, corner moulding	8	

Note: Moulding clips should always be attached to the car body, then the moulding 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.

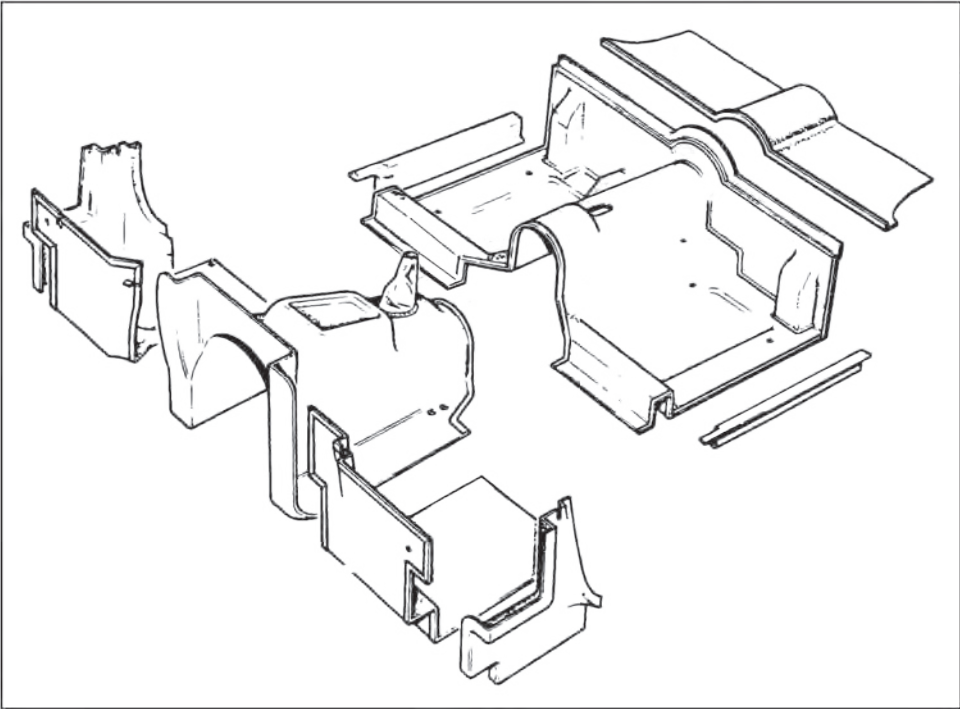
38	624733	£21.30	BADGE, 'Spitfire IV'	2	rear wing
39	GHF1532	£0.26	BUSH, badge	4	
40	YKC1456	£6.70	DECAL, 'Spitfire 1500', (boot lid)	1	black
	YKC1457	£6.70	DECAL, 'Spitfire 1500', (boot lid)	1	silver
45	914698Z	£445.96	BUMPER BAR	1	to approx. FH116000
			(Chrome plinth number plate lamp).		
	WKC3954Z	£449.95	BUMPER BAR	1	from approx. FH116001
			(Two separate number plate lamps).		
46	715706	£10.00	BRACKET, side strengthener	2	
47	715701	£12.38	BRACKET, lower strengthener, LH	1	
	715702	£11.50	BRACKET, lower strengthener, RH	1	
48	GHF105	£0.41	SCREW, bracket	8	boot floor & body side
49	GHF333	£0.30	WASHER, locking	8	
50	PWZ206	£0.66	WASHER, plain, (alternative)	8	bracket to screw head
51	PWZ206	£0.66	WASHER, plain, (alternative)	2	packing bracket to body side, 3.2mm thick
	GHF316	£0.77	WASHER, plain, (alternative)	2	packing bracket to body side, 2.5mm thick
52	GHF202	£0.22	NUT, bracket ot boot floor	4	

ill. Part Number Price £ea. Description Req. Details

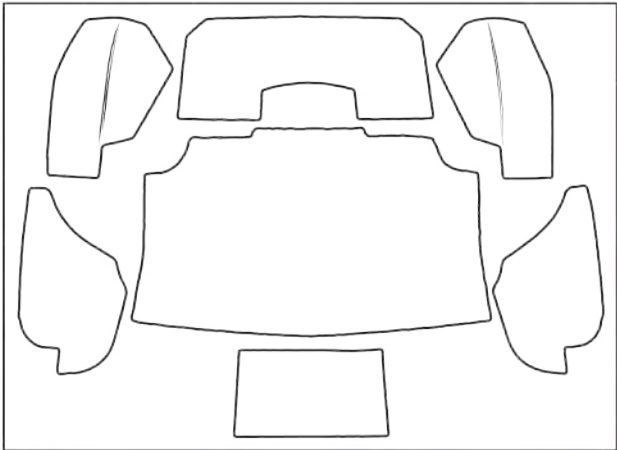
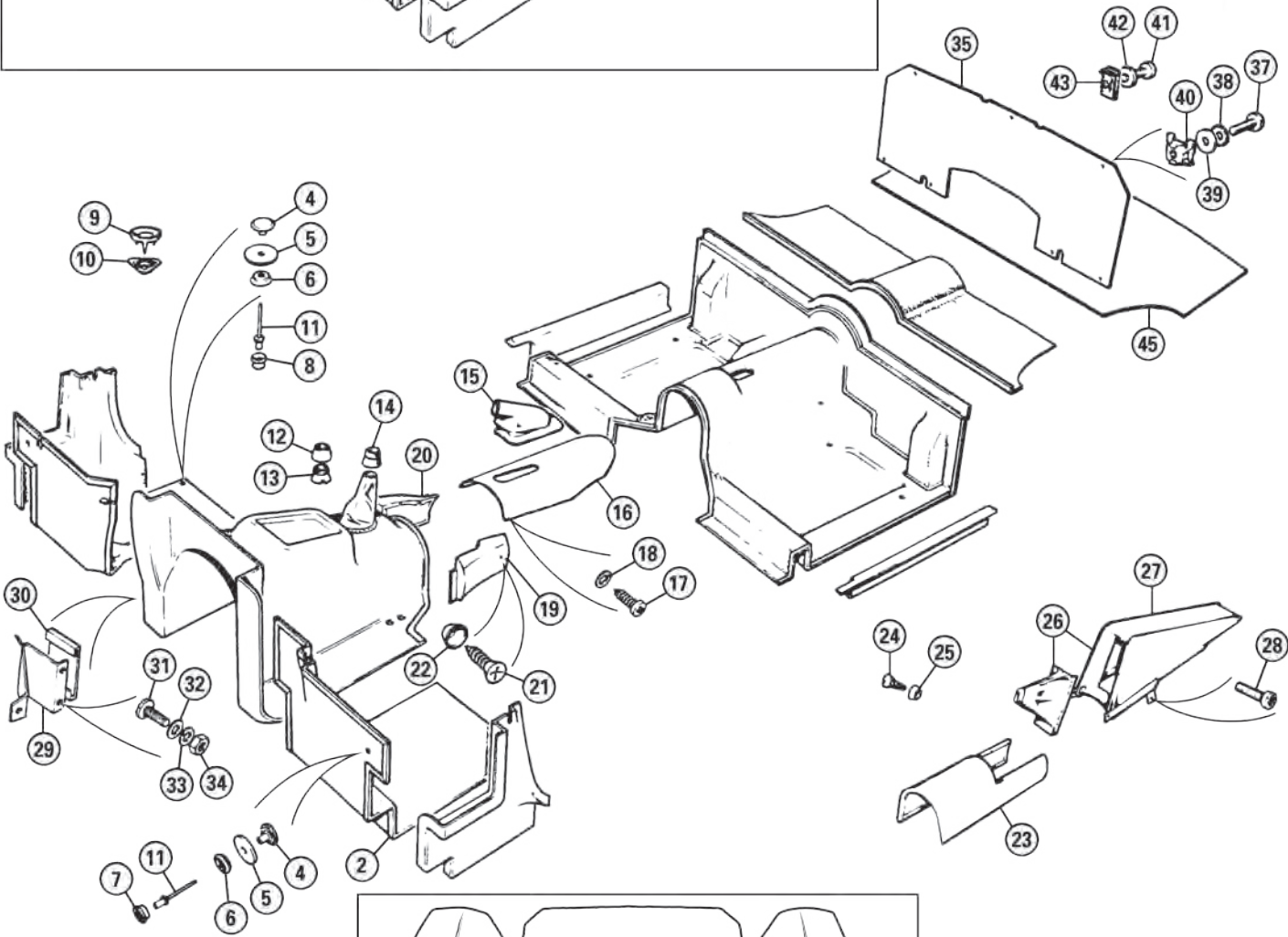
53	GHF302	£1.00	WASHER, plain	4	nut to floor board
54	SH606121	£0.66	SCREW, bumper to bracket, rear	2	
55	GHF333	£0.30	WASHER, locking, under nut	2	
56	PWZ206	£0.66	WASHER, plain	4	screw to bracket & bumper
57	GHF202	£0.22	Nut, bumper	2	
58	SH605061	£0.22	SCREW, bumper to body side	2	
59	GHF332	£0.40	WASHER, locking	2	
60	WP139	£0.66	WASHER, plain	2	screw to body side
61	2K9679	£1.15	GASKET, bumper to body panel	a/r	1.5mm thick
	601994	£1.57	GASKET, bumper to body panel	a/r	3.5mm thick
65	626859	£34.20	BADGE, 'Triumph'	1	to approx. FH115600
			(Fitted to number plate lamp plinth).		
70	630578	£18.00	RETAINER, protection moulding	1	
71	RU608123	£0.47	RIVET, attaching retainer	13	
72	627900	NCA	PROTECTION MOULDING, rubber	1	
73	724028	£4.03	MOULDING, corner protector, LH	1	Germany only
	724029	£4.25	MOULDING, corner protector, RH	1	
74	569313	£0.73	POP RIVET, corner moulding	6	
75	PWZ203	£0.19	WASHER, plain	6	
76	814733	NCA	BRACKET, hinge, LH	1	
	814734	NCA	BRACKET, hinge, RH	1	
77	YKC1355	£17.94	HINGE, LH	1	
	715526	£0.42	HINGE, RH	1	
78	630767	NCA	PACKING, hinge to boot lid	a/r	
79	ZKC1267	£0.48	BRACKET, boot lamp switch	1	
80	SH605051	£1.30	SCREW, boot lid	6	
81	GHF332	£0.40	WASHER, locking	6	
82	SH605061	£0.22	SCREW, hinge	4	
83	GHF332	£0.40	WASHER, locking	4	
84	WP139	£0.66	WASHER, plain	4	

Authentic reproductions of the original commission and body number plates to complete your rebuild.

CNPSIV	£4.60	COMMISSION PLATE	1	MkIV
CNPS1500	£6.46	COMMISSION PLATE	1	1500 (To October 1979)
TKC5766	£6.60	VEHICLE IDENTIFICATION NUMBER PLATE	1	1500 (From October 1979)
CRCP343	£1.90	BODY NUMBER PLATE, blank	1	all models



1



50

ill. Part Number Price £ea. Description

Req. Details

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 set will fit all models.

1	CSA71110	£380.34	CARPET SET, black	1	moulded
	CSA71120	£380.34	CARPET SET, red	1	
	CSA71131	£380.34	CARPET SET, biscuit	1	
	CSA71160	£380.34	CARPET SET, grey	1	
	CSA71170	£380.34	CARPET SET, blue	1	
	644-310	£201.00	CARPET SET, black	1	non-moulded
	644-312	£202.00	CARPET SET, red	1	
	644-311	£202.00	CARPET SET, grey	1	
	644-313	£202.00	CARPET SET, autumn leaf	1	
	644-314	£202.00	CARPET SET, honey tan	1	
	644-315	£202.00	CARPET SET, blue	1	
2	GAC6611X	£70.10	FOOTWELL CARPETS, front, moulded	1	Triumph laurel
4	569254	£0.25	BUTTON, durable dot	6	
5	WP126	£0.19	WASHER, supporting socket	6	
6	7H9866	£0.34	STUD, durable dot	6	
7	610624	£0.62	STUD, durable dot	2	footwell carpet to bulkhead
8	611845	£3.25	STUD, veltex, long	4	footwell and cross member carpets to floor
9	14G8736	£0.30	SPIKE RING	a/r	invisible, alternative
10	CD23803	£1.10	SOCKET	a/r	to items 4, 5 & 6
11	RU608123	£0.47	RIVET, retaining stud	8	
12	618944	£2.10	FERRULE, gaiter, chrome	1	Mkl-IV
13	619812	£0.84	INSERT, threaded	1	MkIII-IV non-overdrive, may be used for Mkl-II
	618945	£0.94	INSERT, threaded	1	MkIV overdrive
14	ZKC301	£1.76	FERRULE, gaiter, black	1	1500
15	705789	£8.80	GAITER, handbrake lever	1	
16	712536X	NCA	BOARD, handbrake, without gaiter	1	all models
17	AB608031	£0.22	SCREW, self tapping	4	
18	PWP203	£0.98	WASHER, plain	4	
19	TKP742711	£40.34	KNEE PAD, black, LH	1	fine grain
	TKP742710	£40.34	KNEE PAD, black, LH	1	
	TKP742735	£40.34	KNEE PAD, chestnut, LH	1	coarse grain
	TKP742720	£40.34	KNEE PAD, matador red, LH	1	
	TKP742734	£40.34	KNEE PAD, new tan, LH	1	MkIV-1500
	TKP742771	£40.34	KNEE PAD, shadow blue, LH	1	
	TKP742733	£40.34	KNEE PAD, beige, LH	1	
20	TKP741711	£40.34	KNEE PAD, black, RH	1	fine grain
	TKP741710	£40.34	KNEE PAD, black, RH	1	
	TKP741735	£40.34	KNEE PAD, chestnut, RH	1	coarse grain
	TKP741720	£40.34	KNEE PAD, matador red, RH	1	
	TKP741734	£40.34	KNEE PAD, new tan, RH	1	MkIV-1500
	TKP741771	£40.34	KNEE PAD, shadow blue, RH	1	
	TKP741733	£40.34	KNEE PAD, beige, RH	1	
21	AD608063	£0.47	SCREW, retaining knee pad	2	
22	CD24153	£0.30	WASHER, cup	2	
23	TTC102A	£41.60	COVER, tunnel, black	1	1500 from (c) FH80000 to (c) FH113678
	WKC3626PA	£41.60	COVER, tunnel, black	1	
24	AD610053	£0.72	SCREW, centre cover	4	1500 from (c) FH113679
25	517711	£0.64	WASHER, cup, black	4	
26	TKP74511	£75.44	ARMREST ASSEMBLY, vinyl, black	1	fine grain
	TKP74510	£75.44	ARMREST ASSEMBLY, vinyl, black	1	
	TKP74533	£75.44	ARMREST ASSEMBLY, vinyl, beige	1	coarse grain
	TKP74535	£75.44	ARMREST ASSEMBLY, vinyl, chestnut	1	
	TKP74520	£75.44	ARMREST ASSEMBLY, vinyl, red	1	MkIV-1500
	TKP74534	£75.44	ARMREST ASSEMBLY, vinyl, new tan	1	
	TKP74571	£75.44	ARMREST ASSEMBLY, vinyl, blue	1	
27	TKP74511	£75.44	COVER, armrest, vinyl, black	1	fine grain
	TKP74510	£75.44	COVER, armrest, vinyl, black	1	
	TKP74533	£75.44	COVER, armrest, vinyl, beige	1	coarse grain
	TKP74535	£75.44	COVER, armrest, vinyl, chestnut	1	
	TKP74520	£75.44	COVER, armrest, vinyl, red	1	MkIV-1500
	TKP74534	£75.44	COVER, armrest, vinyl, new tan	1	
	TKP74571	£75.44	COVER, armrest, vinyl, blue	1	

(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	£0.14	SCREW, retaining armrest	4	
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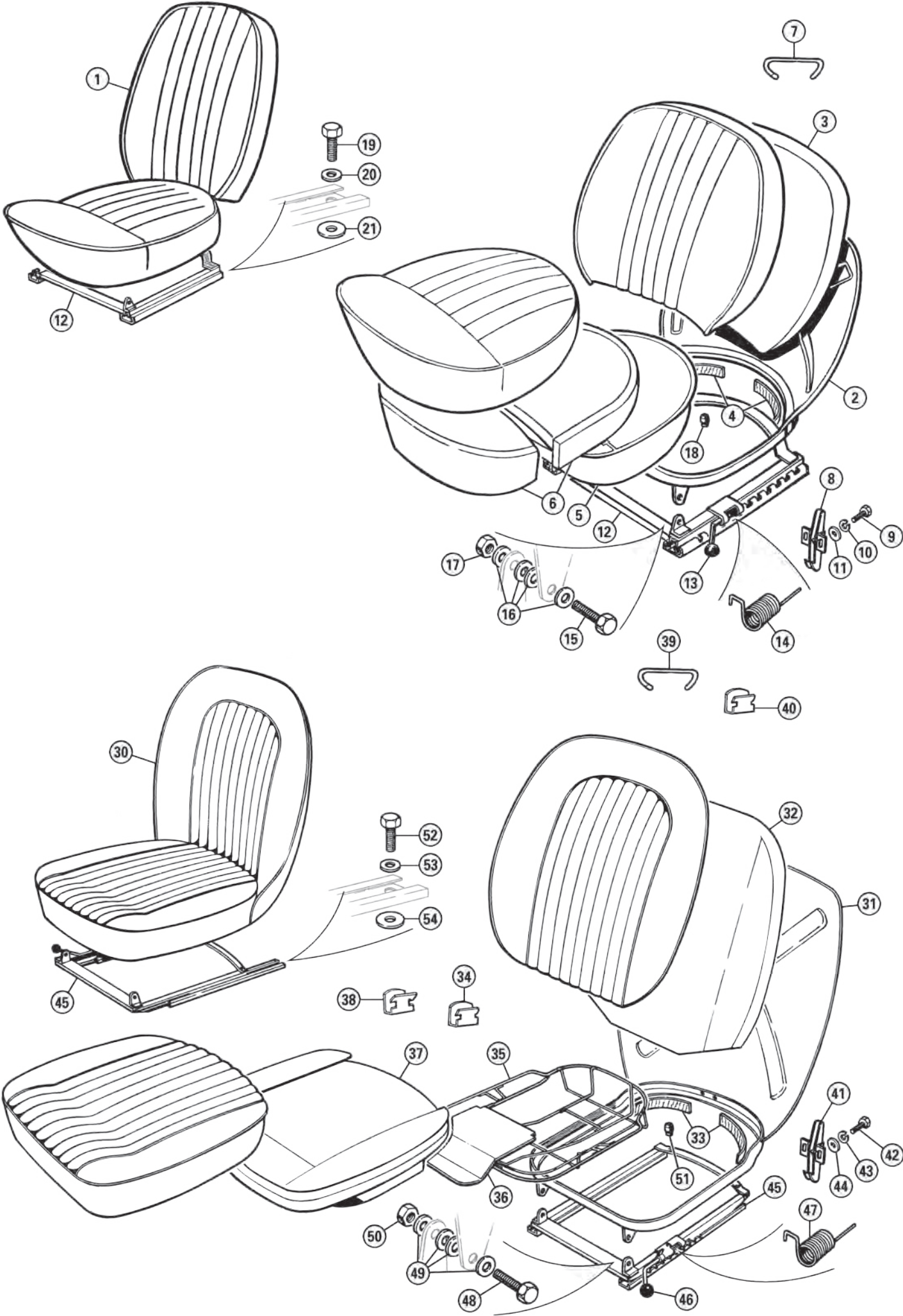
ill. Part Number Price £ea. Description

Req. Details

29	613362	NCA	FOOT REST	1	positioned on driver's side of gearbox tunnel, RHD only
30	611822	NCA	PAD, foot rest, rubber	1	
31	PMZ308	£0.30	SCREW	3	
32	PWZ203	£0.19	WASHER, plain	3	
33	WL700101	£0.22	WASHER, spring	3	
34	HN2005	£0.16	NUT	3	
35	806981	£52.00	BOARD, boot trim, fuel tank cover	1	Mkl-III
	YKC1431	£33.30	BOARD, boot trim, fuel tank cover	1	MkIV-1500 with boot lamp aperture
37	SE910201	£0.66	SCREW, trim board	7	
38	WE702101	£0.30	WASHER, shakeproof	7	alternative to 41, 42 & 43 usually fitted to Mkl to MkIV
39	PWZ203	£0.19	WASHER, plain	7	
40	FZ34044	£1.45	NUT, retaining	7	
41	AB608054	£0.47	SCREW, self tapping	7	
	509161	NCA	SCREW, UNF, alternative	7	alternative to
42	PWZ203	£0.19	WASHER, plain	7	37, 38, 39 & 40
43	ARH596	£1.25	SPIRE NUT	7	usually fitted to 1500
45	809716	£26.70	MAT, boot floor, original, black	1	hardura felt material

If you are not keen on the bare painted boot area, these boot carpet sets are ideal. The set has been developed to cover the entire inside which not only makes it look good, but also acts as a sound deadening kit. A hardboard bulkhead panel covered in carpet is included, along with a pair of boards also covered in carpet which fit over the wheel arches, a pair of carpeted wheel arch covers and a carpet floor mat.

50	CSA71210	£227.30	BOOT CARPET SET, black	1	Mkl-III
	CSA71250	£227.30	BOOT CARPET SET, green	1	
	CSA71270	£227.30	BOOT CARPET SET, blue	1	
	CSA71220	£227.30	BOOT CARPET SET, red	1	
	CSA71231	£227.30	BOOT CARPET SET, biscuit	1	
	CSA74210	£227.30	BOOT CARPET SET, black	1	MkIV-1500
	CSA74250	£227.30	BOOT CARPET SET, green	1	
	CSA74270	£227.30	BOOT CARPET SET, blue	1	
	CSA74220	£227.30	BOOT CARPET SET, red	1	
	CSA74260	£227.30	BOOT CARPET SET, grey	1	
	CSA74231	£227.30	BOOT CARPET SET, biscuit	1	



ill. Part Number Price £ea. Description Req. Details

Seats & Fittings - Mkl-III

Seat Covers & Components – Mkl

Seat covers are sold as a car set for both seats, with two base (cushion) & two back (squab) covers and clips.

1	SCA7101110	£314.40	SEAT COVER SET, vinyl , black/white	1	Mkl
	SCA7101120	£314.40	SEAT COVER SET, vinyl , red/white	1	
	SCA7101170	£314.40	SEAT COVER SET, vinyl , midnight blue/white	1	
	SCL7101110	£866.10	SEAT COVER SET, leather, black/white	1	
	SCL7101120	£866.10	SEAT COVER SET, leather, red/white	1	
	SCL7101170	£866.10	SEAT COVER SET, leather, midnight blue/white	1	

The seat frame assembly changed for the Mkl models at (c) FC30624 (black trim), (c) FC30697 (blue trim) and (c) FC30889 (red trim). The later type frames (part nos. 903893 & 903892) were also used for the MkII models.

2	903332	NCA	SEAT FRAME ASSEMBLY, RH	1	to (c) F30624 (black), (c) FC30697 (blue), (c) FC30889 (red)
	903331	NCA	SEAT FRAME ASSEMBLY, LH	1	
	903893	NCA	SEAT FRAME ASSEMBLY, RH	1	
	903892	NCA	SEAT FRAME ASSEMBLY, LH	1	
3	TSF203	£39.60	PAD KIT, seat back	2	
4	613420	NCA	TACKING STRIP, seat squab	2	
5	903509	NCA	CASE, cushion	2	
6	TSF202	NCA	SEAT FOAM, base, 2 piece	2	
7	561785	£0.41	HOG RING, cover to assembly to frame	a/r	
8	613435	NCA	HOOK, seat retention	2	
9	HU505	£0.83	SCREW, set	4	securing retention hook to seat
10	WL700101	£0.22	WASHER, spring	4	
11	WP5	£0.17	WASHER, plain	4	
12	813494LWR	£18.00	SEAT RUNNER, RH	1	
	813493LWR	£18.00	SEAT RUNNER, LH	1	
13	609966	NCA	KNOB, seat runner	2	
14	609965	NCA	SPRING, seat catch rod, RH	1	
	609964	NCA	SPRING, seat catch rod, LH	1	
15	SH605071	£0.64	SCREW, set	4	seat runner to seat
16	GHF301	£0.24	WASHER, plain	16	
17	GHF222	£0.66	NUT, nyloc	4	
18	608297	NCA	PLUG, rubber, seat slide to seat	4	
19	GHF117	£0.30	SCREW, set	8	seat runner to floor
20	GHF300	£0.22	WASHER, plain	8	
21	WP48	£0.34	WASHER, plain	4	
(Between seat slide and carpet, required when carpet fitted).					

Seat Covers & Components – MkII-III

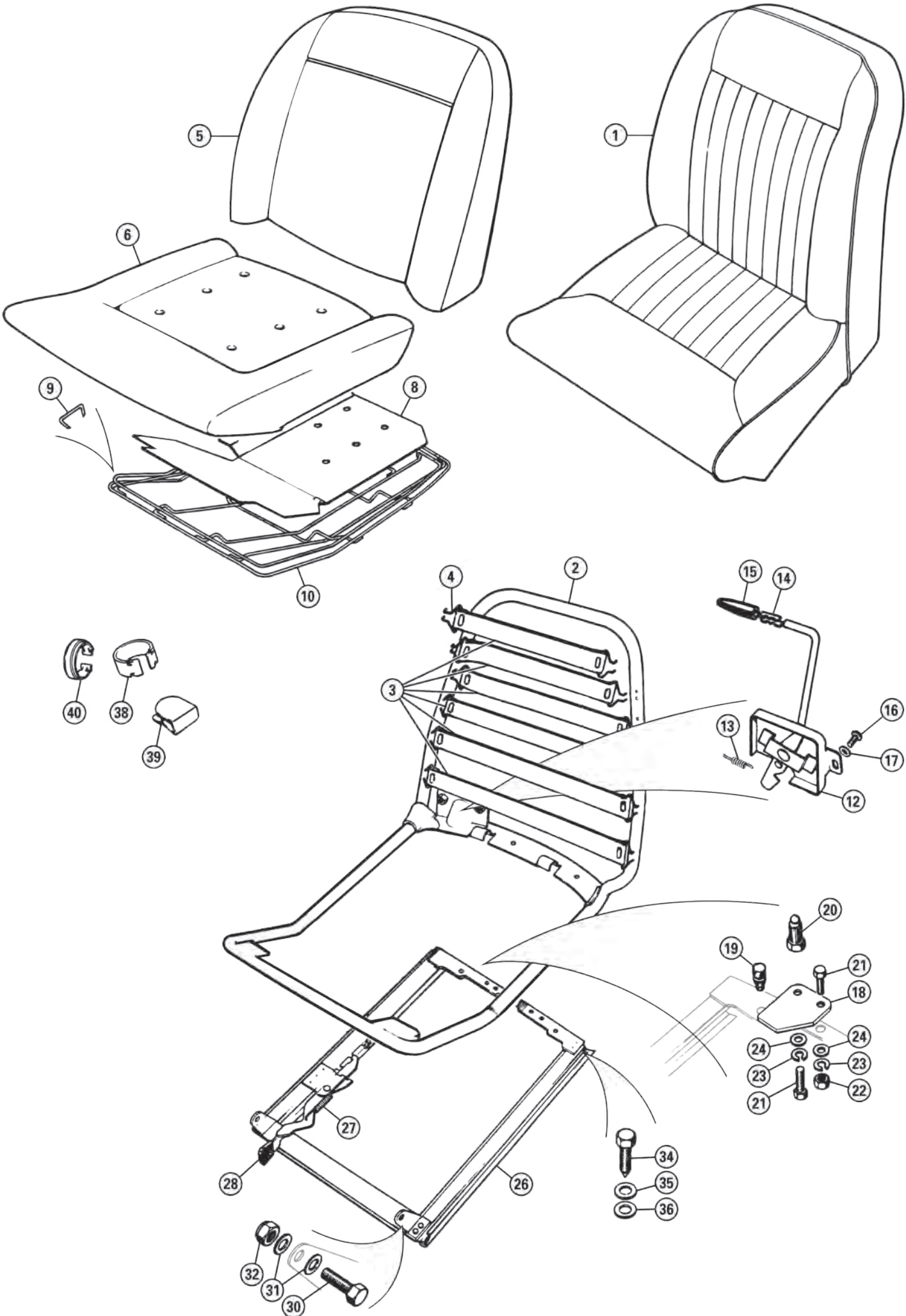
Seat covers are sold as a car set for both seats, with two base (cushion) & two back (squab) covers and clips.

30	SCA7201110	£314.40	SEAT COVER SET, vinyl , black/white	1	MkII-III
	SCA7201120	£314.40	SEAT COVER SET, vinyl , red/white	1	
	SCA7201132	£314.40	SEAT COVER SET, vinyl, light tan/light tan	1	
	SCA7201134	£314.40	SEAT COVER SET, vinyl, new tan/white	1	
	SCA7201170	£314.40	SEAT COVER SET, vinyl, midnight blue/white	1	
	SCA7201171	£314.40	SEAT COVER SET, vinyl, shadow blue/white	1	
	SCL7201110	£866.10	SEAT COVER SET, leather, black/white	1	
	SCL7201120	£866.10	SEAT COVER SET, leather, red/white	1	
	SCL7201170	£866.10	SEAT COVER SET, leather, midnight blue/white	1	
	SCA7323210	£500.80	SEAT COVER SET, vinyl, black	1	MkIII
	SCA7323220	£500.80	SEAT COVER SET, vinyl, red	1	
	SCA7323232	£500.80	SEAT COVER SET, vinyl, light tan	1	
	SCA7323234	£500.80	SEAT COVER SET, vinyl, new tan	1	
	SCA7323270	£500.80	SEAT COVER SET, vinyl, midnight blue	1	
	SCL7323210	£942.67	SEAT COVER SET, leather, black	1	
	SCL7323220	£942.67	SEAT COVER SET, leather, red	1	
	SCA7324210	£500.80	SEAT COVER SET, vinyl, black	1	
	SCA7324220	£500.80	SEAT COVER SET, vinyl , red	1	
	SCA7324232	£500.80	SEAT COVER SET, vinyl, light tan	1	MkIII (1969-70)
	SCA7324270	£500.80	SEAT COVER SET, vinyl, midnight blue	1	
	SCL7324210	£1,031.10	SEAT COVER SET, leather , black	1	
	SCL7324220	£1,031.10	SEAT COVER SET, leather , red	1	
	SCL7324232	£1,031.10	SEAT COVER SET, leather , light tan	1	
	SCL7324270	£1,031.10	SEAT COVER SET, leather , midnight blue	1	
31	903893	NCA	SEAT FRAME ASSEMBLY, RH	1	
	903892	NCA	SEAT FRAME ASSEMBLY, LH	1	
32	TSF203	£39.60	PAD KIT, seat back	2	
33	613420	NCA	TACKING STRIP, seat squab	4	
34	610520	£0.83	CLIP, trim, squab cover to valance	16	
35	810393	NCA	CASE, cushion	2	
36	708092	NCA	BASE, cushion	2	
37	TSF204	£110.80	SEAT FOAM, base	2	
38	619822	NCA	CLIP, trim, cushion to seat frame	8	

ill. Part Number Price £ea. Description Req. Details

39	561785	£0.41	HOG RING, cushion cover to frame	20	
40	610520	£0.83	CLIP, cushion cover to frame	34	
41	613435	NCA	HOOK, seat retention	2	
42	HU505	£0.83	SCREW, set	4	securing retention hook to seat
43	WL700101	£0.22	WASHER, spring	4	
44	WP5	£0.17	WASHER, plain	4	
45	813494LWR	£18.00	SEAT RUNNER, RH	1	
	813493LWR	£18.00	SEAT RUNNER, LH	1	
46	609966	NCA	KNOB, seat runner	2	
47	609965	NCA	SPRING, seat catch rod, RH	1	
	609964	NCA	SPRING, seat catch rod, LH	1	
48	SH605071	£0.64	SCREW, set	4	seat runner to seat
49	GHF301	£0.24	WASHER, plain	16	
50	GHF222	£0.66	NUT, nyloc	4	
51	608297	NCA	PLUG, rubber, seat slide to seat	4	
52	GHF117	£0.30	SCREW, set	8	seat runner to floor
53	GHF300	£0.22	WASHER, plain	8	
54	WP48	£0.34	WASHER, plain	4	
(Between seat slide and carpet, required when carpet fitted).					

For seat belts please refer to the Accessories section.



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
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Seats & Fittings - Non-Reclining - MkIV (1970-73)

Seat Cover Sets

These seat covers are suitable for non reclining seats (all markets to (c) FH50000). 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.

1	SCA7401110	£314.40	SEAT COVER SET, vinyl, black	1	MkIV (1970-73)
	SCA7401120	£314.40	SEAT COVER SET, vinyl, matador red	1	
	SCA7401134	£314.40	SEAT COVER SET, vinyl, new tan	1	
	SCA7401160	NCA	SEAT COVER SET, vinyl, grey	1	
	SCA7401170	£314.40	SEAT COVER SET, vinyl, shadow blue	1	
	SCL7401110	£866.10	SEAT COVER SET, leather, black	1	
	SCL7401120	£866.10	SEAT COVER SET, leather, matador red	1	
	SCL7401134	£866.10	SEAT COVER SET, leather, new tan	1	
	SCL7401160	NCA	SEAT COVER SET, leather, grey	1	
	SCL7401170	£866.10	SEAT COVER SET, leather, shadow blue	1	
	SCA7424210	£500.80	SEAT COVER SET, vinyl, black	1	MkIV (1971-73) high back USA only
	SCA7424232	£500.80	SEAT COVER SET, vinyl, light tan	1	
	SCA7424220	£500.80	SEAT COVER SET, vinyl, red	1	
	SCA7424234	£500.80	SEAT COVER SET, vinyl, new tan	1	
	SCA7424270	£500.80	SEAT COVER SET, vinyl, shadow blue	1	
	SCL7424210	£1,031.10	SEAT COVER SET, leather, black	1	
	SCL7424220	£1,031.10	SEAT COVER SET, leather, red	1	
	SCL7424234	£1,031.10	SEAT COVER SET, leather, new tan	1	
	SCL7424270	£1,031.10	SEAT COVER SET, leather, shadow blue	1	
	SCP7424210	£500.80	SEAT COVER SET, perforated vinyl, black	1	
	SCP7424233	£500.80	SEAT COVER SET, perforated vinyl, black	1	
	SCP7424235	£500.80	SEAT COVER SET, perforated vinyl, black	1	

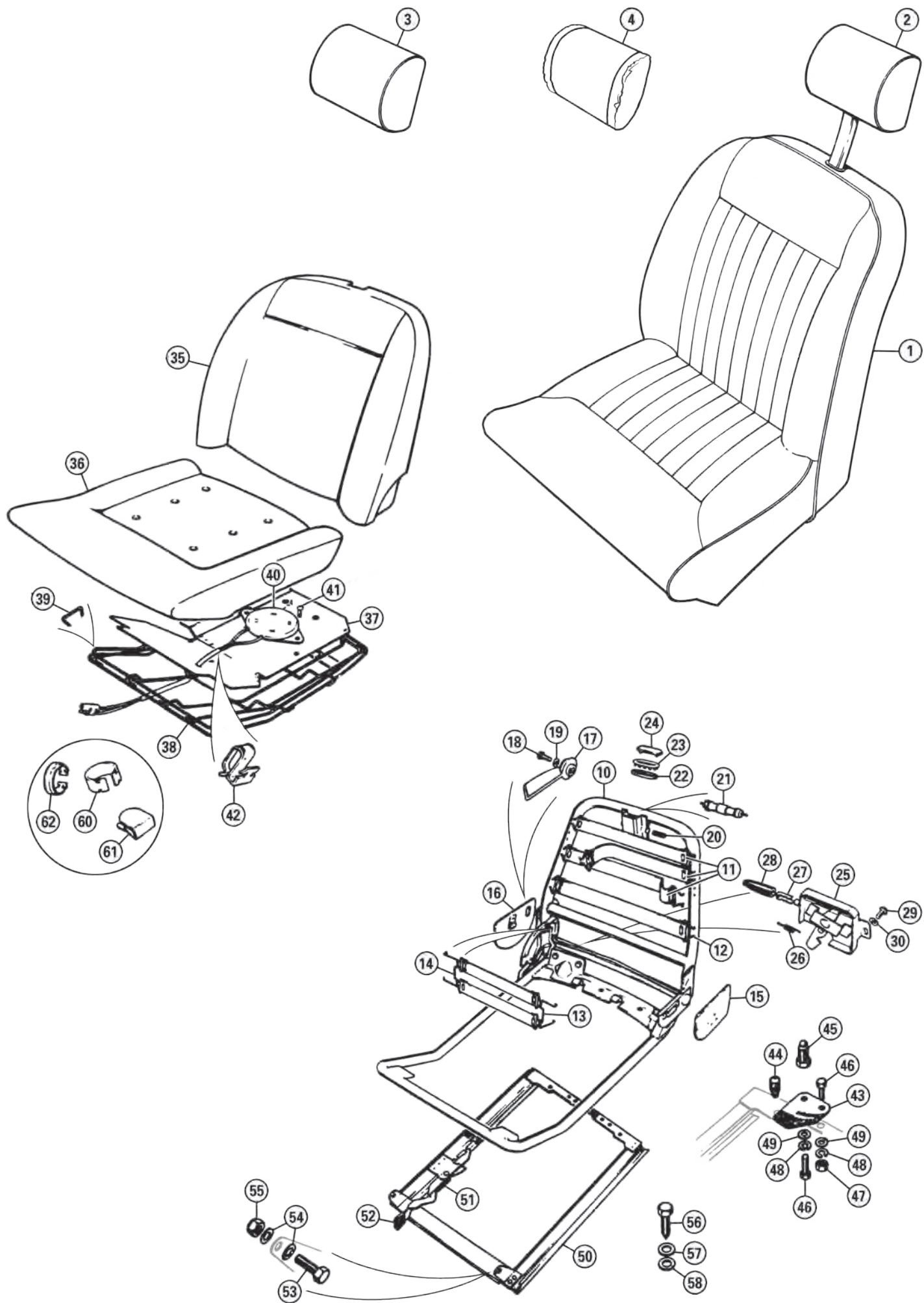
Note: Seat covers are sold in pairs.

Seat Components

2	913711	NCA	SEAT FRAME ASSEMBLY, LH	1	
	913712	NCA	SEAT FRAME ASSEMBLY, RH	1	
3	GAC6121X	£64.80	SEAT WEBBING KIT, one seat	2	
4	621340	£0.44	CLIP, web to frame	24	
5	913767	£113.20	SEAT FOAM, squab, LH	1	
	913768	£113.20	SEAT FOAM, squab, RH	1	
6	913847	£89.40	SEAT FOAM, base, LH	1	including board (item 8)
	913848	£89.40	SEAT FOAM, base, RH	1	
8	818951	£16.90	BOARD, cushion base, LH	1	
	818961	£16.90	BOARD, cushion base, RH	1	
9	561785	£0.41	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	£0.44	FERRULE, 'clawed'	2	seat release knob
15	621458	NCA	KNOB, restraining lever	2	
16	AR610042	£0.66	SCREW, self tapping	4	catch to seat frame (alternatives)
	PT504	£0.60	SCREW, 10/32 UNF, threaded	4	
17	WL700101	£0.22	WASHER, spring	4	
18	630801	NCA	STRIKER PLATE	2	restraint lever
19	624828	NCA	BUFFER, rubber	4	
20	630803	£1.68	PEG, striker locating	2	replacement type
21	HU506	£0.66	SCREW, striker plate	2/4	
22	HN2005	£0.16	NUT, striker plate	2/4	
23	WL700101	£0.22	WASHER, spring	4	
24	WP124	£0.60	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	£46.64	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	CAP, for adjusting lever, rubber	2	
30	SH605071	£0.64	SCREW, seat pivot to slide	4	
31	GHF301	£0.24	WASHER, plain	8	
32	GHF222	£0.66	NUT, nyloc	4	
34	GHF101	£0.30	SCREW,	8	slide & seat to floor
35	GHF300	£0.22	WASHER, plain	8	
36	WP48	£0.34	WASHER, backing	8	3/8" internal diameter
38	AHH9303	£0.94	CLIP, circular	8	3/4" diameter



ill. Part Number Price £ea. Description Req. Details

Seats & Fittings - Reclining Seats - MkIV-1500 (1973-80)

Seat Cover Sets

These seat cover sets are suitable for reclining seats (from (c) FH50001 onwards). 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.

1	SCA7402210	£314.40	SEAT COVER SET, vinyl, black	1	MkIV (1973-75)	
	SCA7402220	£314.40	SEAT COVER SET, vinyl, matador red	1		
	SCA7402233	£314.40	SEAT COVER SET, vinyl, beige	1		
	SCA7402234	£314.40	SEAT COVER SET, vinyl, new tan	1		
	SCA7402235	£314.40	SEAT COVER SET, vinyl, chestnut	1		
	SCA7402260	NCA	SEAT COVER SET, vinyl, grey	1		
	SCA7402270	£314.40	SEAT COVER SET, vinyl, shadow blue	1		
	SCL7402210	£596.06	SEAT COVER SET, leather, black	1		
	SCL7402220	£596.06	SEAT COVER SET, leather, matador red	1		
	SCL7402233	£596.06	SEAT COVER SET, leather, beige	1		
	SCL7402234	£596.06	SEAT COVER SET, leather, new tan	1	1500	
	SCL7402235	£596.06	SEAT COVER SET, leather, chestnut	1		
	SCL7402260	NCA	SEAT COVER SET, leather, grey	1		
	SCL7402270	£596.06	SEAT COVER SET, leather, shadow blue	1		
	SCA7501210	£314.40	SEAT COVER SET, vinyl, black	1		
	SCA7501235	£314.40	SEAT COVER SET, vinyl, chestnut	1		
	SCA7501232	£314.40	SEAT COVER SET, vinyl, light tan	1		
	SCA7501231	£314.40	SEAT COVER SET, vinyl, biscuit	1		
	SCA7501233	£314.40	SEAT COVER SET, vinyl, beige	1		
	SCL7502210	£596.06	SEAT COVER SET, leather, black	1		
	SCL7502233	£596.06	SEAT COVER SET, leather, beige	1	with headrest	
	SCA75022101	£385.81	SEAT COVER SET, Houndstooth black/white	1		
	SCA75022331	£385.81	SEAT COVER SET, Houndstooth beige	1		
	SCA75012101	£314.40	SEAT COVER SET, Houndstooth black/white	1		
	SCA75012331	£314.40	SEAT COVER SET, Houndstooth beige	1	without headrest	

Note: Seat covers are sold in pairs.

Head Restraints

We offer a range of vinyl covered head restraint assemblies which have a slightly different stalk to the original Spitfire ones.

2	919070	£77.51	HEADREST ASSY, vinyl, black	2	fine grain
	919071	£78.00	HEADREST ASSY, vinyl, black	2	course grain
	919072	£78.00	HEADREST ASSY, vinyl, matador red	2	
	919073	NCA	HEADREST ASSY, vinyl, chestnut	2	
	919074	£78.00	HEADREST ASSY, vinyl, beige	2	
	919077	£6.11	HEADREST ASSY, vinyl, shadow blue	2	
	919078	NCA	HEADREST ASSY, vinyl, grey	2	
	919083	£78.00	HEADREST ASSY, vinyl, new tan	2	
	919071L	£166.20	HEADREST ASSY, leather, black	2	
	919072L	£98.98	HEADREST ASSY, leather, matador red	2	
	919077L	£98.98	HEADREST ASSY, leather, shadow blue	2	
	919083L	£98.98	HEADREST ASSY, leather, new tan	2	
3	919070C	£35.70	COVER, headrest, vinyl, black	2	fine grain
	919071C	£35.70	COVER, headrest, vinyl, black	2	course grain
	919072C	£4.10	COVER, headrest, vinyl, matador red	2	
	919073C	NCA	COVER, headrest, vinyl, chestnut	2	
	919074C	£35.70	COVER, headrest, vinyl, beige	2	
	919077C	£25.48	COVER, headrest, vinyl, shadow blue	2	
	919078C	NCA	COVER, headrest, vinyl, grey	2	
	919083C	£35.70	COVER, headrest, vinyl, new tan	2	
	919071CL	£72.32	COVER, headrest, leather, black	2	
	919072CL	£72.32	COVER, headrest, leather, matador red	2	
	919073CL	£72.32	COVER, headrest, leather, chestnut	2	
	919074CL	£72.32	COVER, headrest, leather, beige	2	
	919077CL	£72.32	COVER, headrest, leather, shadow blue	2	
	919083CL	£72.32	COVER, headrest, leather, new tan	2	
4	722937	£41.90	FOAM, headrest	2	

Seat Components

To (c) 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).

10	913731	NCA	SEAT FRAME ASSEMBLY, reclining, LH	1	Germany only
	913732	NCA	SEAT FRAME ASSEMBLY, reclining, RH	1	to (c) FH50000
	916401	NCA	SEAT FRAME ASSEMBLY, reclining, LH	1	all markets
	916402	NCA	SEAT FRAME ASSEMBLY, reclining, RH	1	from (c) FH50001
11	GAC6121X	£64.80	SEAT WEBBING KIT, one seat	2	1 kit for one seat
12	621340	£0.44	CLIP, web to frame	24	

ill. Part Number Price £ea. Description Req. Details

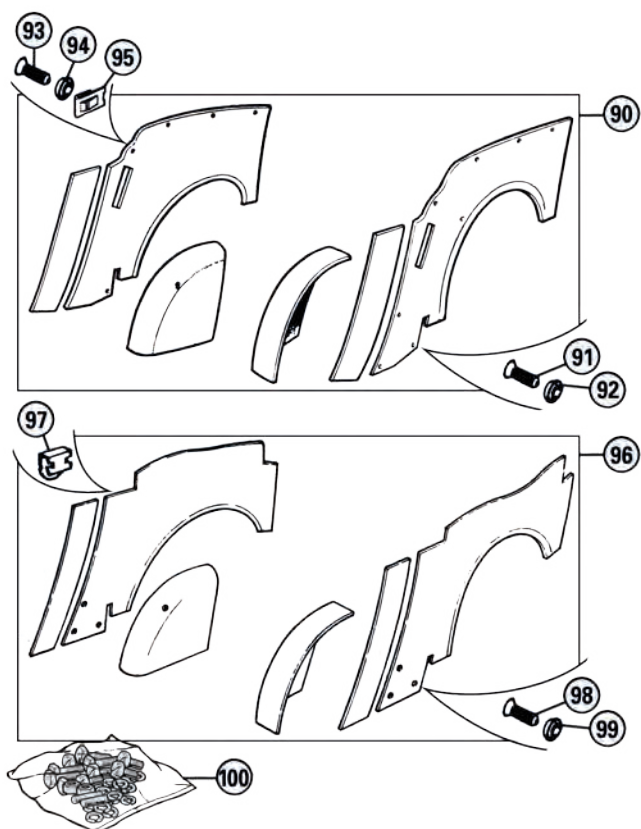
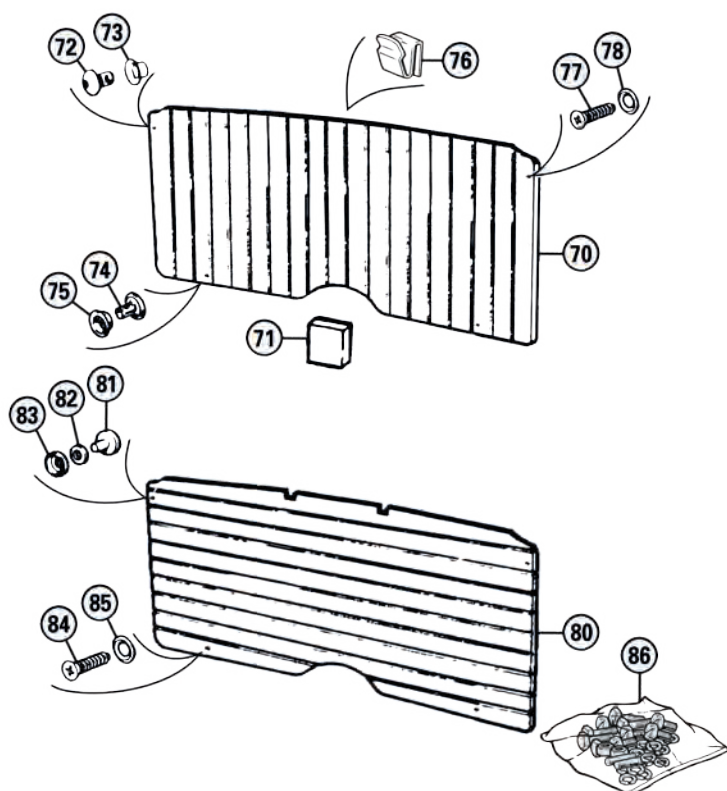
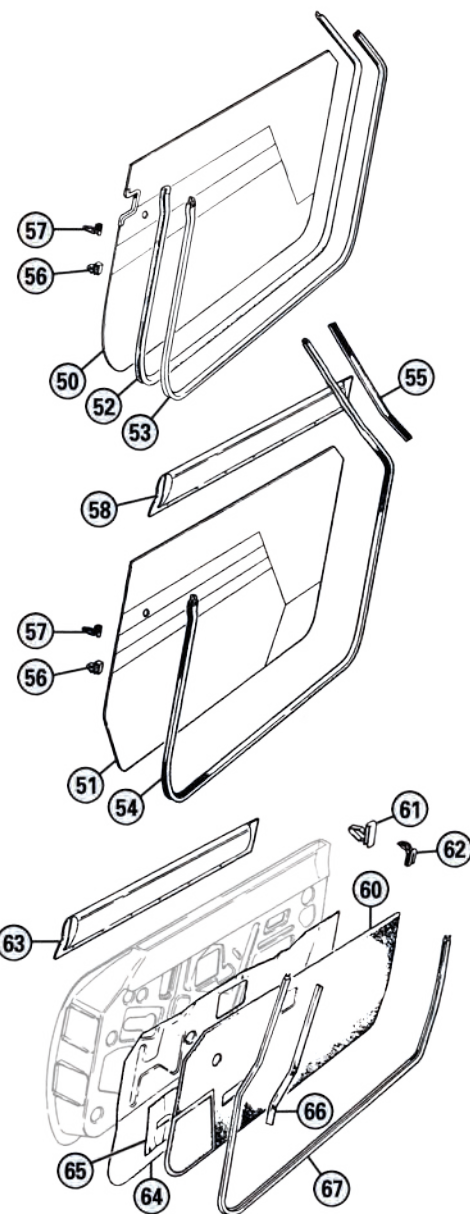
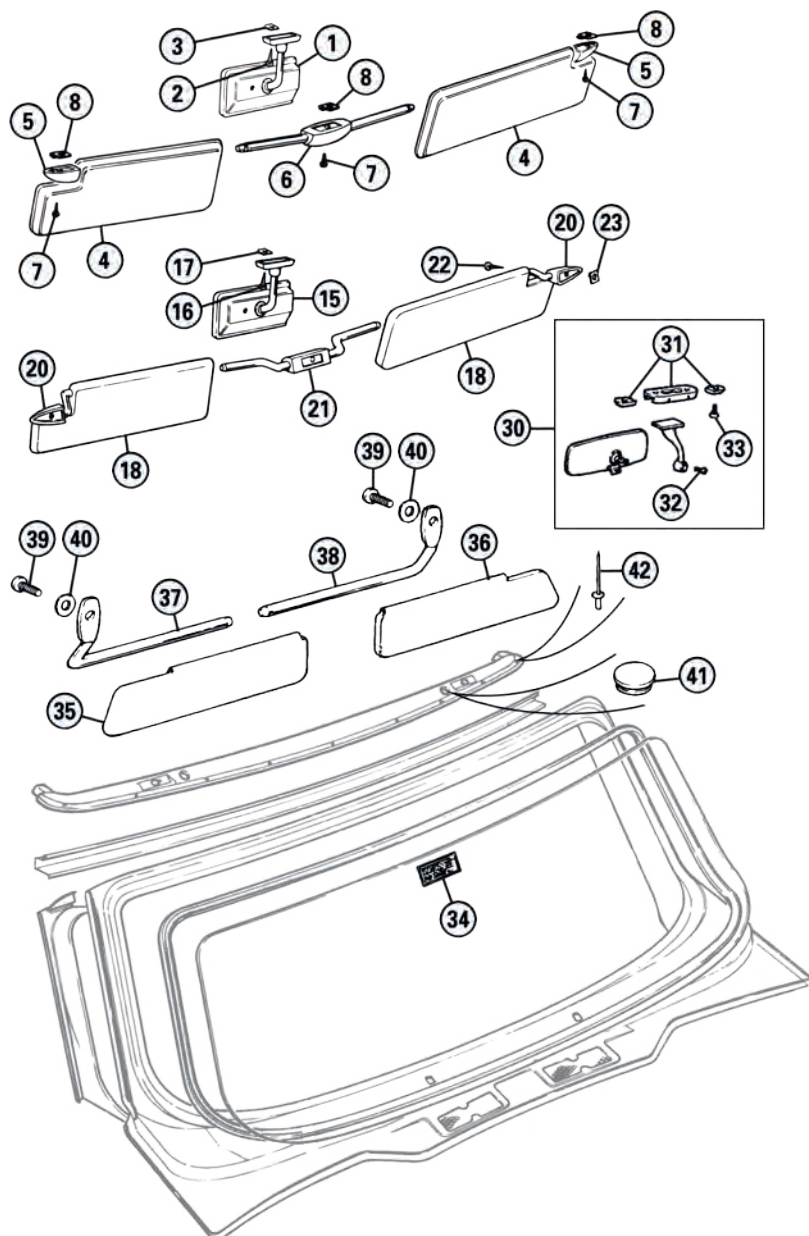
13	624607	NCA	WIRE CLIP, LH seat	1	
	624608	NCA	WIRE CLIP, RH seat	1	
14	624725	NCA	WIRE CLIP	2	
15	624893	NCA	BOARD, inner side, LH seat	1	
	624894	NCA	BOARD, inner side, RH seat	1	
16	624887	NCA	BOARD, outer side, LH seat	1	
	624888	NCA	BOARD, outer side, RH seat	1	
17	717105	£10.68	HANDLE, reclining mechanism	2	
18	PT504	£0.60	SCREW, handle	2	alternatives
	PMP308	£0.73	SCREW, handle	2	
	53K205	NCA	SCREW, handle	2	
19	WL700101	£0.22	WASHER, spring	2	
20	CZA7413	NCA	ROLLER, friction metal type	2	rollers are not
21	ZKC1271	NCA	ROLLER, friction nylon type	2	interchangeable
22	CZA4263	£1.26	WASHER, reinforcing	2	head restraint stalk eyelet
23	CZA4500S	£3.90	EYELET, head restraint stalk	2	inc. washer
24	BD36610A	£1.60	PLUG, blanking, black	a/r	when head restraint not fitted
25	716143	NCA	CATCH, seat tilt restraining, LH	1	
	716144	NCA	CATCH, seat tilt restraining, RH	1	
26	624618	NCA	SPRING	2	
27	621776	£0.44	FERRULE, 'clawed'	2	seat release knob
28	621458	NCA	KNOB, seat adjustment	2	
29	AR610042	£0.66	SCREW, self tapping	4	alternative screws
	PMP308	£0.73	SCREW, 10/32 UNF, chrome	4	for catch to seat frame
	PT504	£0.60	SCREW, 10/32 UNF, black	4	
30	WL700101	£0.22	WASHER, spring	4	
35	912983	£101.80	SEAT FOAM, squab	2	Germany only to FH50000
	917599	£82.90	SEAT FOAM, squab	2	all markets from FH50000
36	913847	£89.40	SEAT FOAM, base, LH	1	Germany only
	913848	£89.40	SEAT FOAM, base, RH	1	to FH50000
	913847	£89.40	SEAT FOAM, base, LH	1	all markets
	913848	£89.40	SEAT FOAM, base, RH	1	from FH50001
(Base foams include board - item 37).					

Note: Base foams for Germany only to (c) FH50000 are NLA. Use the later base foams for all markets from (c) FH50001 as replacements.

37	818951	£16.90	BOARD, cushion base, LH	1	
	818961	£16.90	BOARD, cushion base, RH	1	
38	911273	NCA	WIRE BASKET, cushion supporting, LH	1	
	911274	NCA	WIRE BASKET, cushion supporting, RH	1	
39	561785	£0.41	HOG RING, cover attaching	64	
40	158534	£11.40	SWITCH & PAD, seat belt sensor	2	seat belt warning, if fitted
41	BRP906	£0.34	RIVET, sensor locating	4	
42	615837	£0.66	CLIP, wiring locating	2	
43	630801	NCA	STRIKER PLATE	2	tilt restraint lever catching
44	624828	NCA	BUFFER, rubber	4	
45	630803	£1.68	PEG, striker	2	replacement type
46	HU506	£0.66	SCREW, striker plate	2/4	
47	HN2005	£0.16	NUT, striker plate	2/4	
48	WL700101	£0.22	WASHER, spring	4	
49	WP124	£0.60	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.

50	820535	NCA	SEAT SLIDE, LH, (AWC)	1	AWC type
	820536	£46.64	SEAT RUNNER, RH, (AWC)	1	
	818943	NCA	SEAT RUNNER, LH, (HSC)	1	HSC type
	818944	NCA	SEAT RUNNER, RH, (HSC)	1	
51	626373	NCA	LEVER SPRING	2	AWC type only
	623200	NCA	LEVER SPRING	2	HSC type only
52	626370	NCA	CAP, for adjusting lever, rubber	2	
53	SH605071	£0.64	SCREW, seat pivot to slide	4	
54	GHF301	£0.24	WASHER, plain	8	
55	GHF222	£0.66	NUT, nyloc	4	
56	GHF101	£0.30	SCREW, slide & seat to floor	8	
57	GHF300	£0.22	WASHER, plain	8	
58	WP48	£0.34	WASHER, backing	8	3/8" internal diameter
60	AHH9303	£0.94	CLIP, circular	8	3/4" diameter
61	GHF1500	£0.19	CLIP, edge	12	
62	BD21962	£2.05	CLIP, retainer, tubular	4	



ill.	Part Number	Price £ea.	Description	Req.	Details
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Interior Mirror, Sunvisors & Trim Panels

Rear View Mirror & Sun Visor - Mkl-II

1	614090	£32.10	MIRROR, rear view, metal	1	replacement for original
2	AD610053	£0.72	SCREW, self tapping, mirror retaining	2	
3	FJ2445	£0.41	SPIRE NUT, mirror retaining	2	
4	705754	£62.00	SUN VISOR, white	2	
5	611104	NCA	MOUNTING, sun visor, outer	2	
6	611103	NCA	MOUNTING, sun visor, centre	1	
7	510125	NCA	SCREW, self tapping	3	
8	FJ2445	£0.41	SPIRE NUT	3	

Rear View Mirror & Sun Visor - MkIII

15	614090	£32.10	MIRROR, rear view, metal	1	replacement
16	AD610053	£0.72	SCREW, self tapping, mirror retaining	2	
17	FJ2445	£0.41	SPIRE NUT, mirror retaining	2	drivers passenger
18	708289	NCA	SUN VISOR, padded, RH	1	
	708288	NCA	SUN VISOR, padded, LH	1	
20	616318	NCA	MOUNTING, sun visor, outer	2	
21	616317	NCA	MOUNTING, sun visor, centre	1	
22	510125	NCA	SCREW, self tapping	3	
23	FJ2445	£0.41	SPIRE NUT	3	

Rear View Mirror & Sun Visor - MkIV-1500

30	632095	£44.00	MIRROR, rear view, plastic, dipping	1	screws not included
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Note: The original non-dipping mirror (part number: 630981) is no longer available. Use the dipping type (part number: 632095).

31	RTC1006	£5.00	MOUNTING, mirror retainer	1	
32	632095S	£1.10	SCREW, mirror head to stem	1	
33	RMP2312	£1.16	SCREW, mirror retaining	2	
34	CRST125	£1.80	LABEL, windscreen, Triplex Laminated	1	

Note: 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.

35	812711	£38.40	SUN VISOR, driver side, black	1	MkIV-1500
36	812741	£42.40	SUN VISOR, passenger side, black, RHD	1	
	812751	£42.40	SUN VISOR, passenger side, black, LHD	1	
37	630932	£6.80	MOUNTING, sun visor, LH	1	
38	630933	£6.80	MOUNTING, sun visor, RH	1	
39	PT505	£0.73	SCREW, visor mounting	4	
40	PWZ203	£0.19	WASHER, plain	4	
41	612976	£1.57	PLUG, screen capping, rubber	2	
					required when hardtop not fitted
42	RU608123	£0.47	RIVET, capping to screen	9	

Door Trim & Seal - Mkl-III

All door panels are sold in pairs.

50	TKP71210	£126.11	DOOR PANELS, black, pair	1	Mkl
	TKP71220	£126.11	DOOR PANELS, red, pair	1	
	TKP71270	£126.11	DOOR PANELS, midnight blue, pair	1	
51	TKP72210	£129.00	DOOR PANELS, black, pair	1	Mkl-III
	TKP72220	£129.00	DOOR PANELS, red, pair	1	
	TKP72232	£129.00	DOOR PANELS, light tan, pair	1	
	TKP72234	£129.00	DOOR PANELS, new tan, pair	1	
	TKP72270	£129.00	DOOR PANELS, midnight blue, pair	1	
	TKP72271	£129.00	DOOR PANELS, shadow blue, pair	1	
52	613028	£20.00	SEAL, door aperture, rubber	2	
53	611600	NCA	DRAUGHT EXCLUDER, red	2	Mkl to (b) 8778FC
	611601	NCA	DRAUGHT EXCLUDER, black	2	
	611602	NCA	DRAUGHT EXCLUDER, blue	2	
54	631321	£14.40	SEAL, door, felt/rubber	2	Mkl-III from (b) 8779FC
55	620913	£6.10	SEAL, upper A post, thick, sponge	2	
56	GHF1230	£0.64	CLIP, trim panel to door	28	
57	GHF1230	£0.64	CLIP, long, trim panel top edge to door	14	
58	727591	£16.30	MOULDED COVER, waist rail, black, RH	1	
	727581	£16.30	MOULDED COVER, waist rail, black, LH	1	

Door Trim & Seal - MkIV-1500

All door panels are sold in pairs.

60	TKP741210	£126.11	DOOR PANELS, black, pair	1	MkIV (1970-73)
	TKP741220	£126.11	DOOR PANELS, red, pair	1	
	TKP741233	£126.11	DOOR PANELS, beige, pair	1	
	TKP741234	£126.11	DOOR PANELS, new tan, pair	1	
	TKP741271	£126.11	DOOR PANELS, shadow blue, pair	1	MkIV (1973-75)
	TKP742210	£126.11	DOOR PANELS, black, pair	1	
	TKP742233	£126.11	DOOR PANELS, beige, pair	1	
	TKP742234	£126.11	DOOR PANELS, new tan, pair	1	
	TKP742235	£126.11	DOOR PANELS, chestnut, pair	1	
	TKP742260	£126.11	DOOR PANELS, grey, pair	1	

ill.	Part Number	Price £ea.	Description	Req.	Details
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	TKP742271	£126.11	DOOR PANELS, shadow blue, pair	1	1500
	TKP741210	£126.11	DOOR PANELS, black, pair	1	
	TKP741220	£126.11	DOOR PANELS, red, pair	1	
	TKP742233	£126.11	DOOR PANELS, beige, pair	1	
61	GHF1230	£0.64	CLIP, trim panel to door	28	
62	GHF1232	£0.50	CLIP, trim panel top edge to door	16	
63	727581	£16.30	MOULDED COVER, waist rail, black, LH	1	
	727591	£16.30	MOULDED COVER, waist rail, black, RH	1	
64	822559	NCA	WATER CURTAIN, large	2	
65	632200	NCA	WATER CURTAIN, small	2	
66	620913	£6.10	SEAL, upper A post, thick, sponge	2	alternative
	620403	£6.30	SEAL, upper A post, thin, rubber	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.

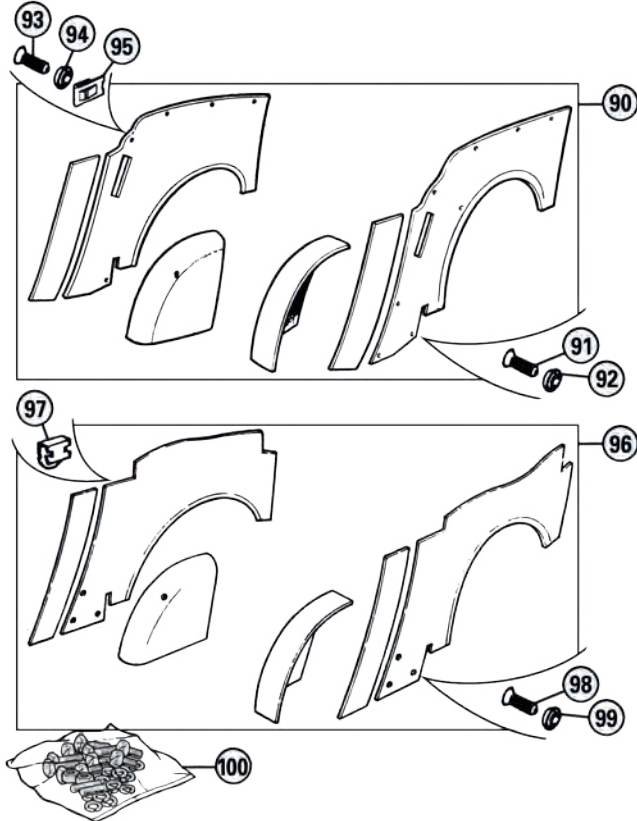
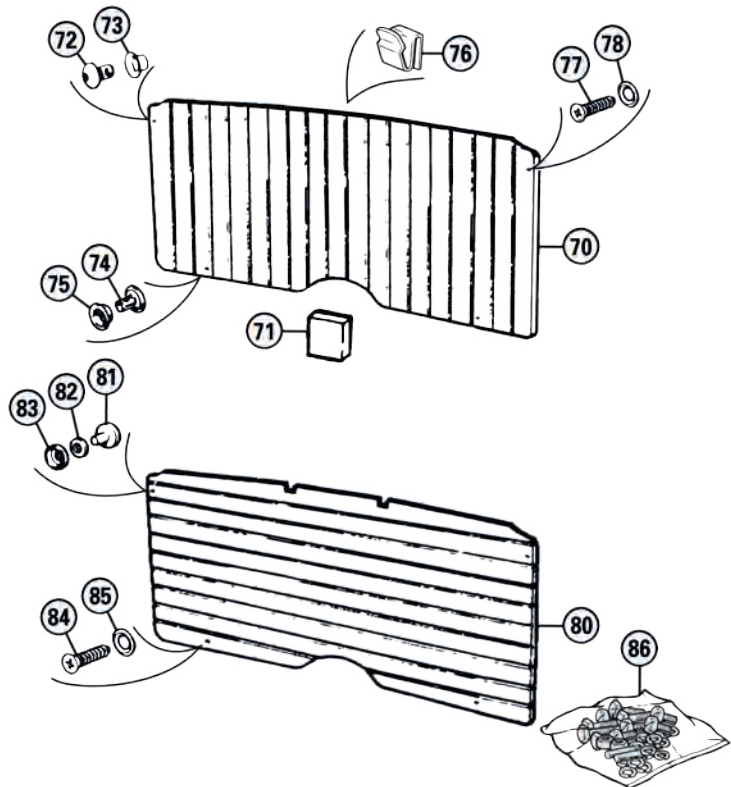
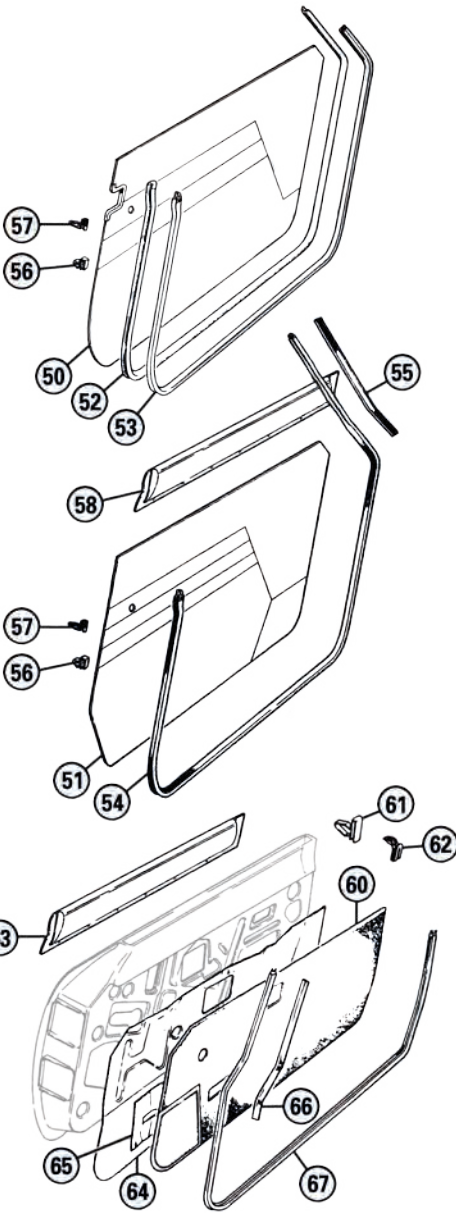
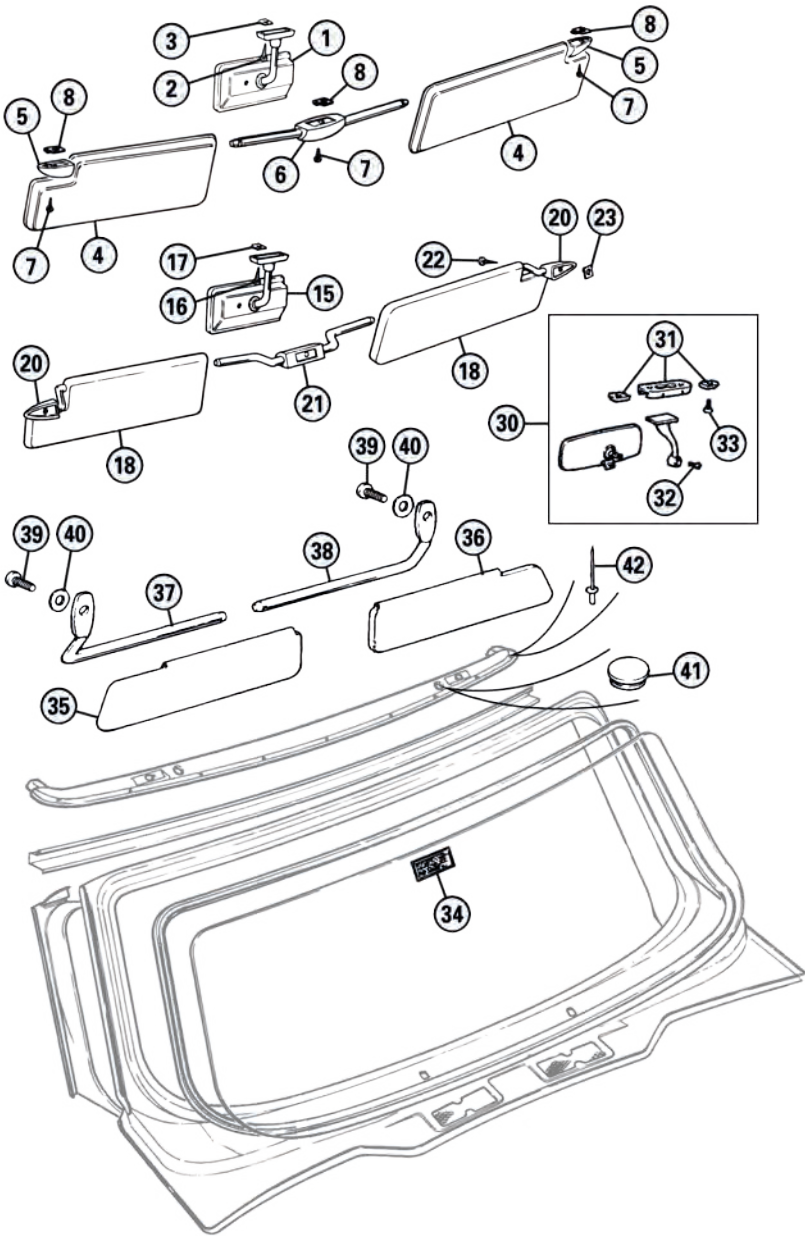
67	631321	£14.40	SEAL, door aperture, felt/rubber, black	2	
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Rear Cockpit Trim - Mkl-III

70	TKP71610	£85.27	COCKPIT PANEL, vinyl, black	1	Mkl-II
	TKP71620	£85.27	COCKPIT PANEL, vinyl, matador red	1	
	TKP71670	£85.27	COCKPIT PANEL, vinyl, midnight blue	1	
	TKP73610	£85.27	COCKPIT PANEL, vinyl, black	1	MkIII
	TKP73620	£85.27	COCKPIT PANEL, vinyl, matador red	1	
	TKP73632	£85.27	COCKPIT PANEL, vinyl, light tan	1	
	TKP73633	£85.27	COCKPIT PANEL, vinyl, beige	1	
	TKP73634	£85.27	COCKPIT PANEL, vinyl, new tan	1	
	TKP73670	£85.27	COCKPIT PANEL, vinyl, midnight blue	1	
	TKP73671	£85.27	COCKPIT PANEL, vinyl, shadow blue	1	
71	568808	NCA	PAD, foam, trim board lower	2	Mkl-II
72	568543	NCA	FASTENER, dzus	2	
73	568537	NCA	GROMMET, dzus fastener	2	
74	565760	NCA	EYELET	3	
75	610624	£0.62	FASTENER, dot	3	MkIII
76	613770	£1.80	CLIP, trim	4	
77	AD606063	£0.47	SCREW, self tapping	4	
78	CD24152	£0.53	WASHER, cup	4	

Rear Cockpit Trim - MkIV-1500

80	TKP741610	£85.27	COCKPIT PANEL, vinyl, black	1	MkIV (1970-73)
	TKP741620	£85.27	COCKPIT PANEL, vinyl, matador red	1	
	TKP741634	£85.27	COCKPIT PANEL, vinyl, midnight blue	1	
	TKP741671	£85.27	COCKPIT PANEL, vinyl, shadow blue	1	MkIV (1973-75)
	TKP742610	£85.27	COCKPIT PANEL, vinyl, black	1	
	TKP742635	£85.27	COCKPIT PANEL, vinyl, chestnut	1	
	TKP742634	£85.27	COCKPIT PANEL, vinyl, new tan	1	
	TKP742671	£85.27	COCKPIT PANEL, vinyl, shadow blue	1	
	TKP73610	£85.27	COCKPIT PANEL, vinyl, black	1	
	TKP73633	£85.27	COCKPIT PANEL, vinyl, beige	1	
81	7H9868	£0.24	SOCKET, durable dot	2	stud to rear cockpit board
82	509563	£0.30	WASHER	2	'durable dot'
83	713511	£0.41	STUD, plastic, black	2	
	713519	£0.35	STUD, plastic, white	2	
84	AD606063	£0.47	SCREW, chrome	6	
85	CD24152	£0.53	WASHER, cup	6	
86	TSK401	£7.50	SCREW KIT, trim panels	1	

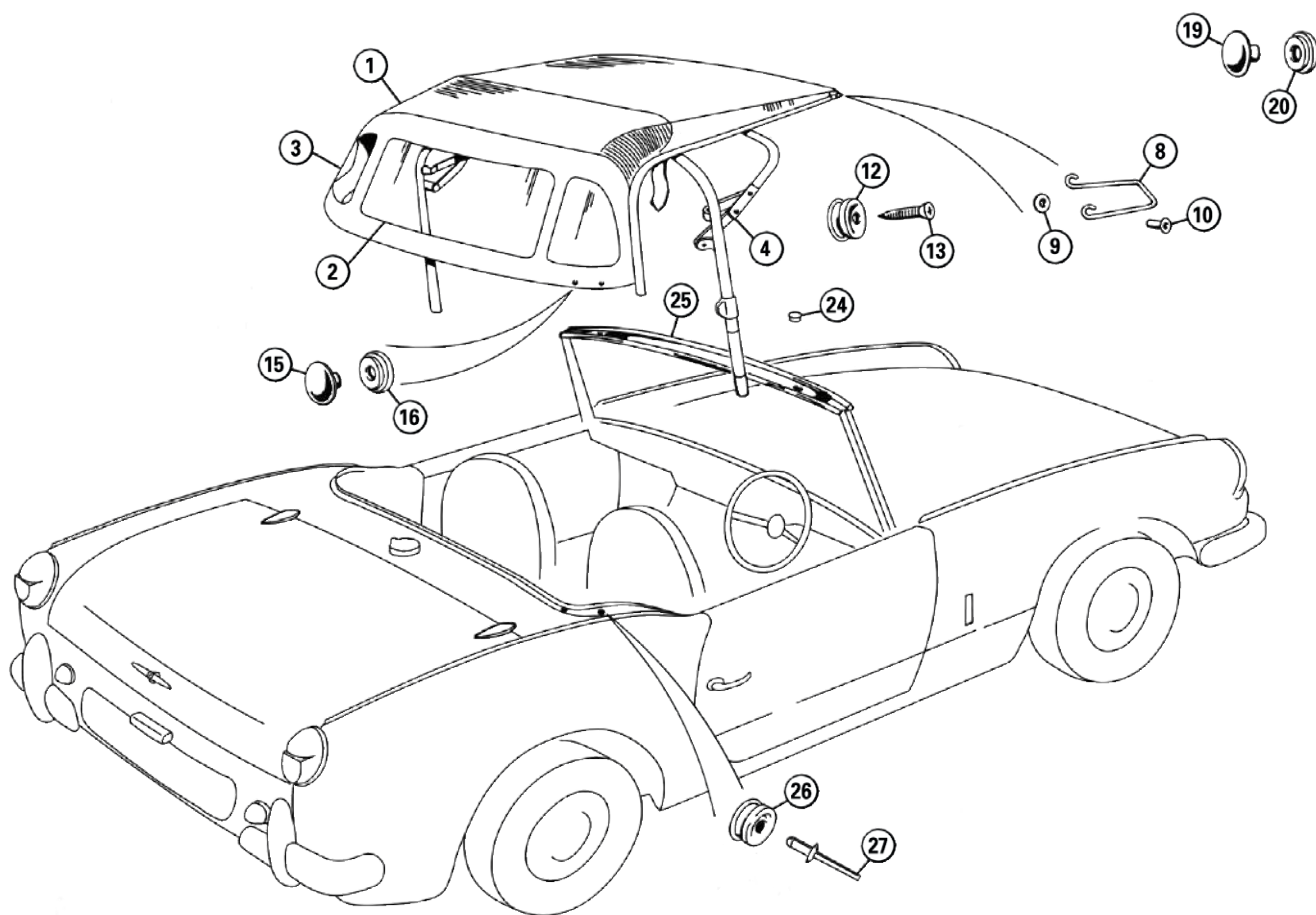


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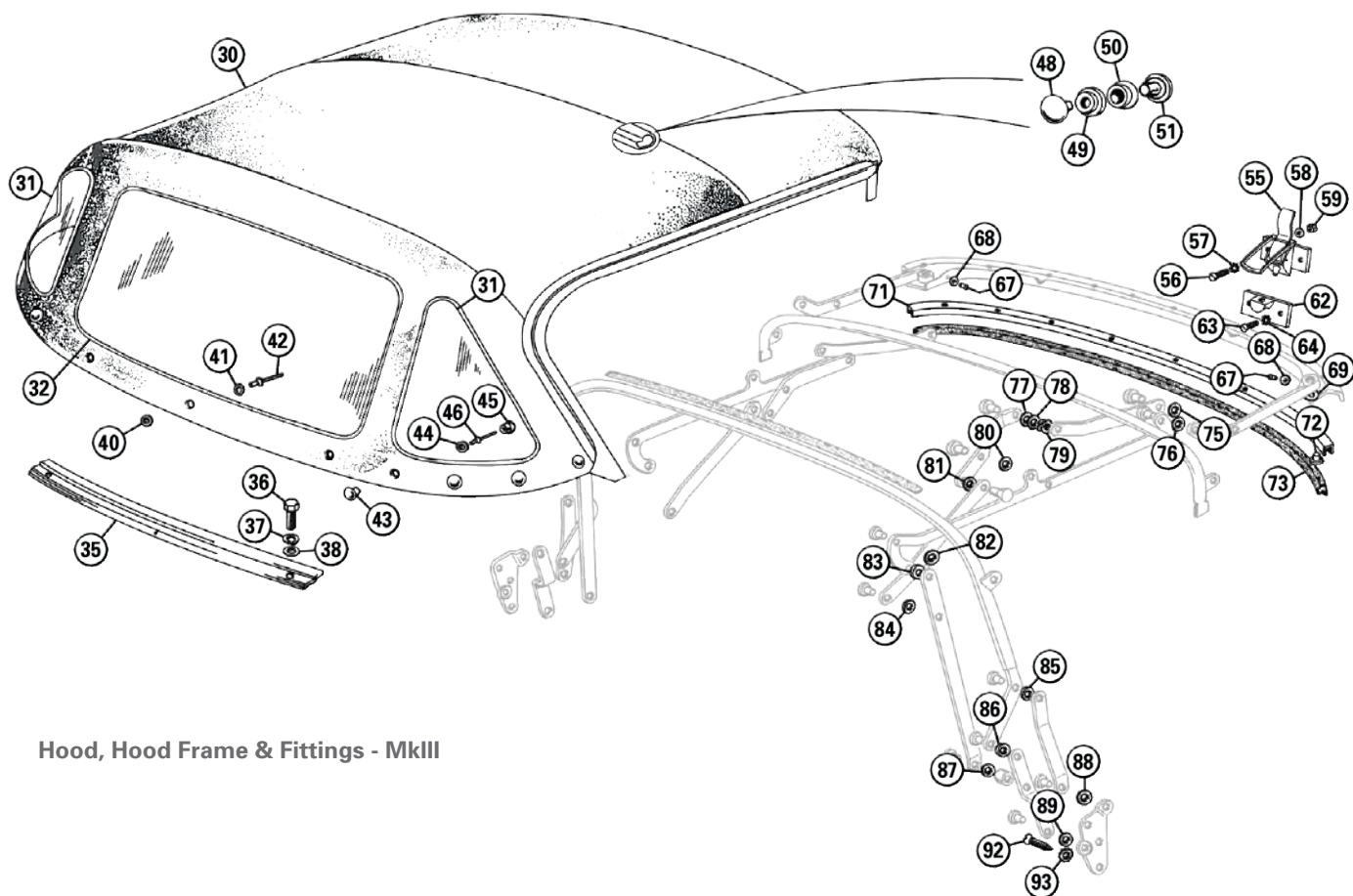
Rear Quarter Trim - All Models

The rear wheel arch & quarter panel kit for the MkI-II will only fit the early models (with the cut out in the panel for the hood mechanism). From MkIII models onwards the panel kit is the same with colours listed to suit the various marques. Please note that originally only black and beige colours were used on models from 1976-80. Each panel kit contains both quarter panels, both wheel arch covers and both 'B' post covers, plus clips, screws and cup washers to fit.

90	TKP71810	£125.72	WHEEL ARCH PANEL SET, vinyl, black	1	MkI-II
	TKP71820	£125.72	WHEEL ARCH PANEL SET, vinyl, matador red	1	
	TKP71870	£125.72	WHEEL ARCH PANEL SET, vinyl, midnight blue	1	
91	AD606063	£0.47	SCREW, self tapping, quarter trim, lower	8	
92	CD24152	£0.53	WASHER, cup, quarter trim, lower	8	
93	AD606063	£0.47	SCREW, quarter trim & finisher, upper	8	MkIII-IV (1967-73)
94	CD24152	£0.53	WASHER, cup	8	
95	GHF711	£0.28	SPIRE NUT	8	
96	TKP73810	£125.72	WHEEL ARCH PANEL SET, vinyl, black	1	
	TKP73820	£125.72	WHEEL ARCH PANEL SET, vinyl, matador red	1	
	TKP73832	£125.72	WHEEL ARCH PANEL SET, vinyl, light tan	1	
	TKP73833	£125.72	WHEEL ARCH PANEL SET, vinyl, beige	1	
	TKP73834	£125.72	WHEEL ARCH PANEL SET, vinyl, new tan	1	
	TKP73870	£125.72	WHEEL ARCH PANEL SET, vinyl, midnight blue	1	
	TKP73871	£125.72	WHEEL ARCH PANEL SET, vinyl, shadow blue	1	
	TKP74810	£125.72	WHEEL ARCH PANEL SET, vinyl, black	1	MkIV (1973-75)
	TKP74833	£125.72	WHEEL ARCH PANEL SET, vinyl, beige	1	
	TKP74834	£125.72	WHEEL ARCH PANEL SET, vinyl, new tan	1	
	TKP74835	£125.72	WHEEL ARCH PANEL SET, vinyl, chestnut	1	
	TKP74871	£125.72	WHEEL ARCH PANEL SET, vinyl, shadow blue	1	
	TKP73810	£125.72	WHEEL ARCH PANEL SET, vinyl, black	1	1500
	TKP73820	£125.72	WHEEL ARCH PANEL SET, vinyl, matador red	1	
	TKP73832	£125.72	WHEEL ARCH PANEL SET, vinyl, light tan	1	
	TKP73833	£125.72	WHEEL ARCH PANEL SET, vinyl, beige	1	
	TKP73834	£125.72	WHEEL ARCH PANEL SET, vinyl, new tan	1	
	TKP73870	£125.72	WHEEL ARCH PANEL SET, vinyl, midnight blue	1	MkIII-1500
	TKP73871	£125.72	WHEEL ARCH PANEL SET, vinyl, shadow blue	1	
97	610520	£0.83	CLIP, securing	4	
98	AD606063	£0.47	SCREW, securing quarter panel	6	
99	CD24152	£0.53	WASHER, cup	6	
100	TSK401	£7.50	SCREW KIT, trim panels	1	



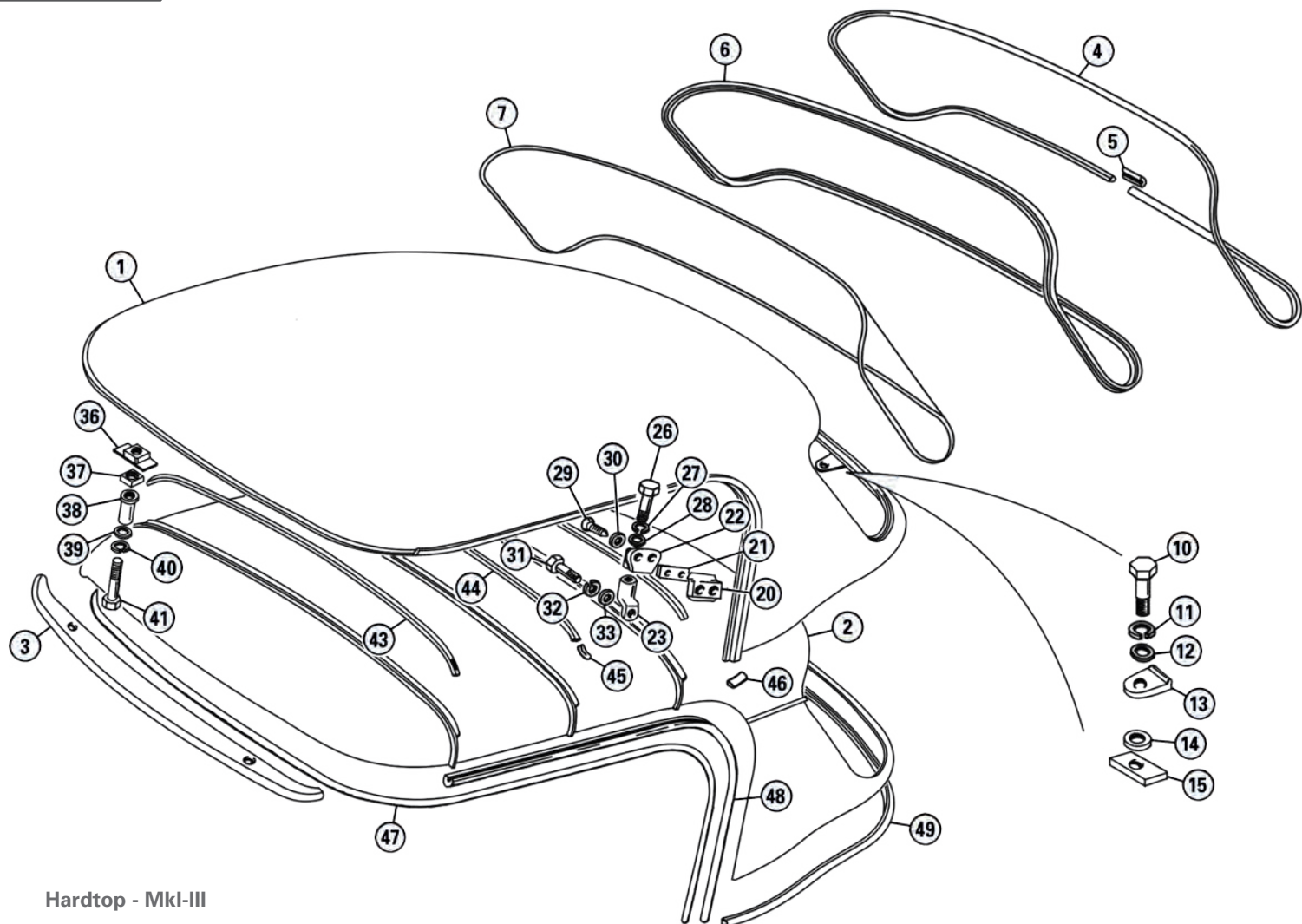
Hood, Hood Frame & Fittings - MkI-II



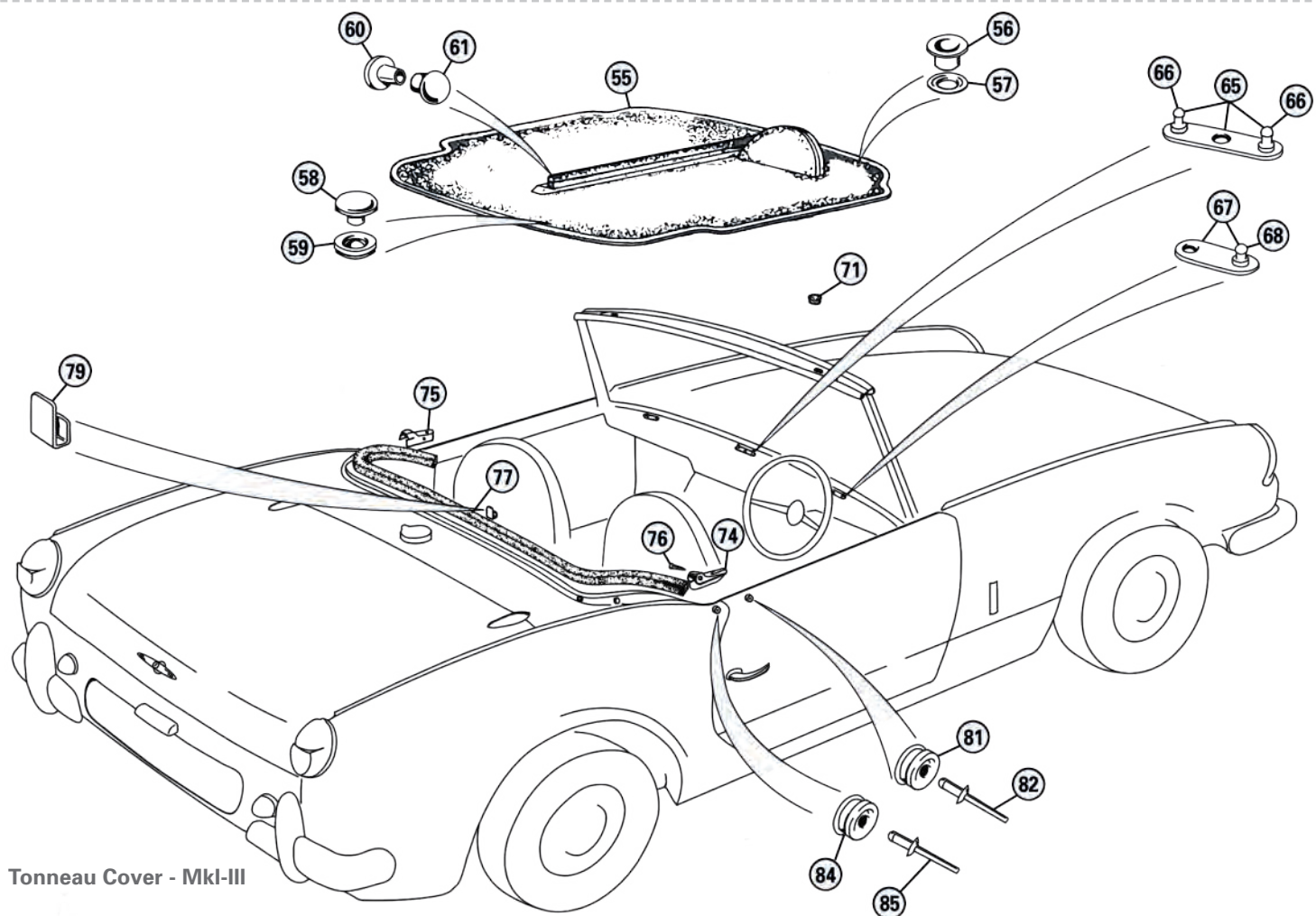
Hood, Hood Frame & Fittings - MkIII

ill.	Part Number	Price £ea.	Description	Req.	Details
Hood, Hood Frame & Fittings - Mkl-III					
Mkl-II					
1	807125	£324.90	HOOD, fixed window, vinyl, white	1	
	807124	£282.00	HOOD, fixed window, vinyl, black	1	
	807124MH	£497.40	HOOD, fixed window, vinyl, black	1	
2	568429	NCA	WINDOW, backlight	1	
3	568430	NCA	WINDOW, rear quarter	2	
4	903463	NCA	ASSEMBLY, hood frame	1	alternative to 903635
	903635	£294.00	ASSEMBLY, hood frame	1	alternative to 903463
8	613767	£3.00	HOOK	2	
9	563032	£0.66	BACK, 9mm	4	hook to side valance
10	565756	£0.41	RIVET, cap	4	
NI	565747	NCA	BUTTON	4	hood retainer
NI	567642	NCA	SOCKET	4	
NI	565749	NCA	EYELET	4	hood retainer
NI	575750	NCA	STUD	4	
12	565746	NCA	STUD, head to windscreen capping	2	
13	509224	NCA	SCREW, stud attachment	2	
15	565747	NCA	BUTTON	a/r	hood to rear quarter attachment
16	567642	NCA	SOCKET	a/r	
19	565747	NCA	BUTTON	a/r	hood to windscreen
20	567642	NCA	SOCKET	a/r	
24	CD27769	£2.95	PLUG, windscreen capping	2	not required when hard top is fitted up to FC50000 only
				2	
	612976	£1.57	PLUG, rubber, windscreen capping	2	not required when hard top is fitted from FC50001 on
25	806189	£66.30	CAPPING, windscreen	1	
	554407	£0.46	RIVET, capping attachment	11	
26	610624	£0.62	STUD, 'B' post finished	2	
27	561210	NCA	RIVET, Imex	2	
MkIII					
30	811639	£345.10	HOOD, fixed window, vinyl, white	1	MkIII to FD75000
	811638	£345.10	HOOD, fixed window, vinyl, black	1	
	811638MH	£507.60	HOOD, fixed window, mohair, black	1	
	817889	£345.10	HOOD, zip out window, vinyl, white	1	
	817881	£319.30	HOOD, zip out window, vinyl, black	1	MkIII from FD75001
	817881MH	£507.60	HOOD, zip out window, mohair, black	1	
31	574370	NCA	WINDOW, rear quarter	2	
32	574369	NCA	WINDOW, backlight	1	
	574386	NCA	STRAP, retainer, header rail	2	fitted up to approx FD/FDU29586
	575318	NCA	STRAP, retainer, header rail	2	fitted from FD29587 to approx FD75000
35	715842	£24.60	ANGLE, retaining, hood to rear deck	1	fitted up to FD75000
36	611640	£3.16	BOLT, hex, domed	2	
37	GHF332	£0.40	WASHER, spring	2	
38	GHF301	£0.24	WASHER, plain	2	
40	ZKC751	£0.41	STUD, black	3	
	713499	£0.89	STUD, white	3	
41	509563	£0.30	WASHER	3	
42	GHF600	£0.16	RIVET	3	
43	7H9864	£0.28	BUTTON, hood rear attachment	8	
44	7H9866	£0.34	SOCKET, hood rear attachment	8	fitted up to approx FD/FDU29586
45	610624	£0.62	STUD, hood rear attachment	8	
46	GHF600	£0.16	RIVET, Imex, hood rear attachment	8	
	ZKC751	£0.41	BUTTON, black, hood rear attachment	8	fitted from FD29587 to approx FD75000
	713499	£0.89	BUTTON, white, hood rear attachment	8	
	713501	£0.66	SOCKET, hood rear attachment	8	
48	7H9864	£0.28	BUTTON, hood to intermediate hoodstick	4	fitted up to FD/FDU75000
49	7H9866	£0.34	SOCKET, hood to intermediate hoodstick	4	
50	7H9868	£0.24	EYELET, hood to intermediate hoodstick	4	
51	610624	£0.62	STUD, hood to intermediate hoodstick	4	
	563032	£0.66	BACK, rivet, backlight strap attachment	4	
	565756	£0.41	CAP, rivet, tubular	4	
	7H9864	£0.28	BUTTON, hood to intermediate hoodstick	4	
	7H9866	£0.34	SOCKET, hood to intermediate hoodstick	4	
	7H9868	£0.24	EYELET, hood to intermediate hoodstick	4	
	610624	£0.62	STUD, hood to intermediate hoodstick	4	fitted from FD/FDU75001
	ZKC751	£0.41	BUTTON, black	8	
	713499	£0.89	BUTTON, white	8	
	713501	£0.66	SOCKET, hood rear lower attachment	8	
	715842	£24.60	ANGLE, retaining, hood to rear deck	1	
	ZKC751	£0.41	BUTTON, black	5	
	713501	£0.66	SOCKET, hood rear upper attachment	5	
55	609331	£80.10	ASSEMBLY, hood catch, hoodsticks	2	fitted up to FD20000 LHD and approx FD13980 RHD
56	SP87K5	£3.10	SCREW, set, hood catch to header rail	4	
57	WL700101	£0.22	WASHER, shakeproof	4	
58	WM55	£0.30	WASHER, plain, hood catch to header rail	4	
59	HN2005	£0.16	NUT, hood catch to header rail	4	

ill.	Part Number	Price £ea.	Description	Req.	Details
	621755	NCA	ASSEMBLY, handle, LH	1	
	621756	NCA	ASSEMBLY, handle, RH	1	
	621757	£10.20	HANDLE, hood closing	2	
	623431	£14.40	PIN, locking, assembly	2	fitted from FD/FDU20000
	078686	£1.04	SET SCREW, handle to locating pin	2	LHD and approx FD13980 RHD
	621759	£9.90	ESCUTCHEON, hood closure	2	
	AWZ106	£1.04	WASHER, waved	2	
	CMZ307	£0.47	SET SCREW	4	
	GHF306	£0.30	WASHER, plain	4	
	WF702101	£0.36	WASHER, shakeproof	4	
	HN2005	£0.16	NUT, hex, locking handle to header rail	4	
	623469	NCA	ASSEMBLY, handle, LH	1	
	623470	NCA	ASSEMBLY, handle, RH	1	
	623431	£14.40	PIN, locking, assembly	2	fitted from approx FD24183
	621757	£10.20	HANDLE, hood closing	2	LHD and approx FD16501 RHD
	078686	£1.04	SET SCREW, locking handle to header rail	2	
	621759	£9.90	ESCUTCHEON, hood closure	2	
	AWZ106	£1.04	WASHER, waved	2	
	CMZ307	£0.47	SET SCREW, locking handle to header rail	4	
	GHF306	£0.30	WASHER, plain	4	
	WF702101	£0.36	WASHER, shakeproof	4	
	HN2005	£0.16	NUT, hex, locking handle to header rail	4	
62	609332	£32.10	ASSEMBLY, head catch, windscreen	2	
63	SP87K5	£3.10	SCREW, set, head catch to windscreen	4	
64	WL700101	£0.22	WASHER, shakeproof	4	
	621760	NCA	CATCH PLATE, hood closure, RH	1	windscreen
	621761	NCA	CATCH PLATE, hood closure, LH	1	
	PMZ308	£0.30	SET SCREW, catch plates to windscreen	4	
	623434	NCA	CATCH PLATE, hood closure, LH	1	windscreen
	623435	NCA	CATCH PLATE, hood closure, RH	1	
	PMZ308	£0.30	SET SCREW, catch plates to windscreen	4	
67	552522	£0.64	RIVET, retainer strap to header rail	2	
68	509563	£0.30	WASHER, plain	2	
69	WM57	£0.24	WASHER, plain, header rail to link no. 4	2	
71	708250	NCA	RETAINER, header rail sealing strip	1	
	713036	£6.46	RETAINER, centre	1	
	713037	£6.20	RETAINER, LH, header rail sealing strip	1	
	713038	£6.20	RETAINER, RH, header rail sealing strip	1	
72	RU608123	£0.47	RIVET, Imex, retainer to header rail	9	
73	616187	£15.16	RUBBER, sealing, header rail	1	
75	WP127	£0.52	WASHER, plain	2	connecting link no. 1 to link no. 4
76	WP127	£0.52	WASHER, plain, securing no. 7 link to main hoodstick and mounting plate	4	
77	GHF301	£0.24	WASHER, plain, connecting link no. 2 and link no. 1 to intermediate hoodstick	2	
78	GHF301	£0.24	WASHER, plain, connecting link no. 2 and link no. 1 to intermediate hoodstick	2	
79	AJD7731	£0.77	WASHER, thackery, connecting link no. 2 and link no.1 to intermediate hoodstick	2	
80	WP127	£0.52	WASHER, plain	2	securing link no. 2 to link no. 5
81	WP127	£0.52	WASHER, plain	2	securing link no. 3 to link no. 2
82	WP127	£0.52	WASHER, plain, connecting link no. 5 and link no. 4 to main hoodstick	4	
83	WP127	£0.52	WASHER, plain	2	securing link no. 8 to link no. 5
84	WP127	£0.52	WASHER, plain	2	securing link no. 3 to link no. 8
85	WP127	£0.52	WASHER, plain	4	securing link no. 6 to main
86	WP127	£0.52	WASHER, plain	2	securing link no. 7 to main
87	WP127	£0.52	WASHER, plain	2	securing link no. 8 to link no. 7
88	WP127	£0.52	WASHER, plain	4	securing link no. 6 to main
89	WP127	£0.52	WASHER, plain	4	securing link no. 7 to main
92	516158	£1.43	SET SCREW	2	
93	WK7607	£0.77	WASHER, shakeproof	2	
	GHF101	£0.30	SET SCREW	4	
	GHF331	£0.38	WASHER	4	



Hardtop - MkI-III



Tonneau Cover - MkI-III

ill.	Part Number	Price £ea.	Description	Req.	Details
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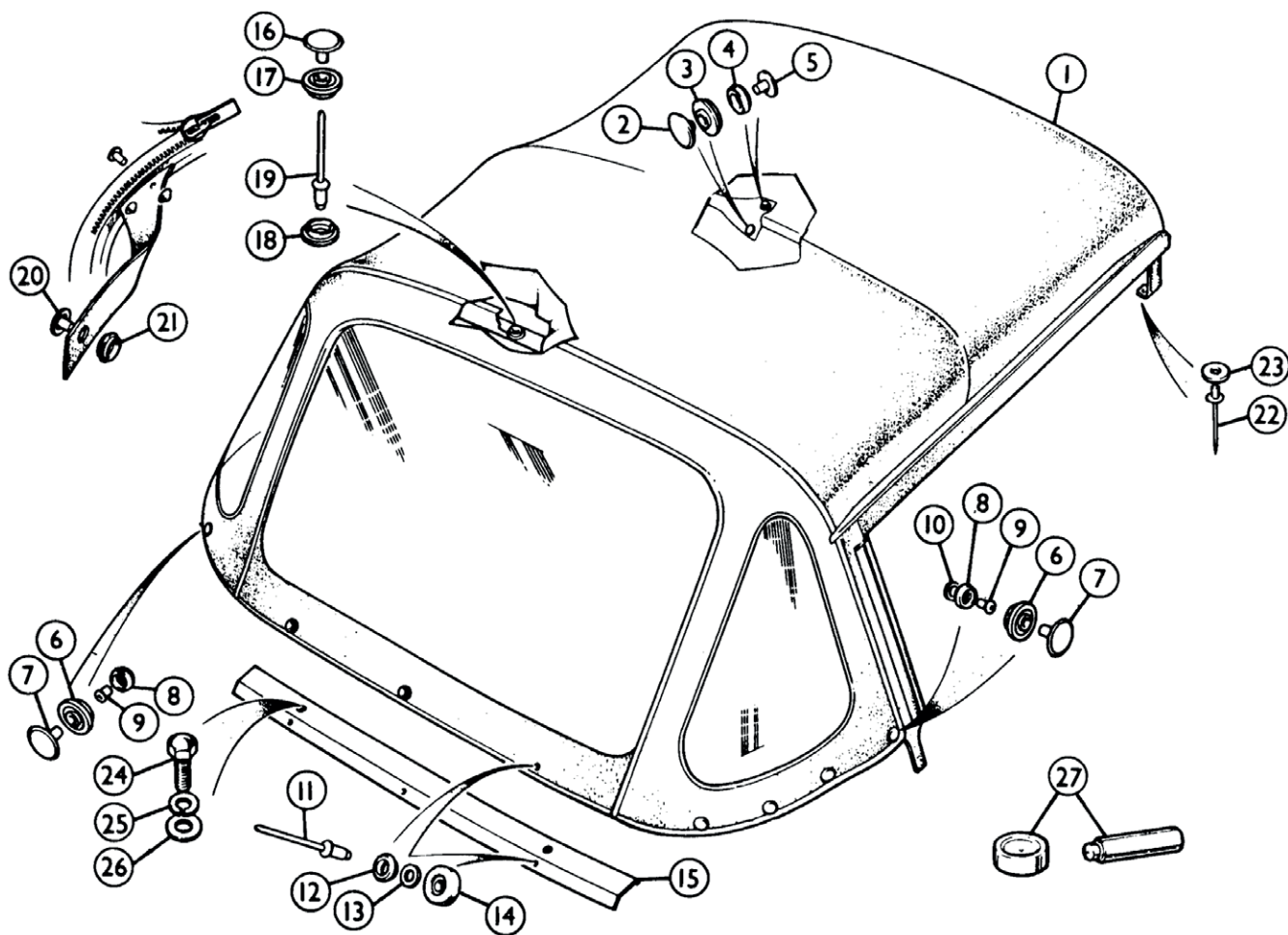
Hardtop - Mki-III

1	575435	NCA	HARDTOP, white	1	
	575620	NCA	HARDTOP, black	1	
2	707348	£85.12	HEADLINING ASSEMBLY, white	1	Mkl-III
	717451	£85.12	HEADLINING ASSEMBLY, black	1	
	717454	NCA	HEADLINING ASSEMBLY, beige	1	
	816331	NCA	FINISHER, backlight, black	1	
	816334	NCA	FINISHER, backlight, beige	1	
			(Headlining assembly (Black) 717451 or 717454 (Beige) together with Backlight finisher (Black) 816331, may be used in place of 707348 for all replacements).		
3	806144	£35.70	RUBBER, sealing, header	1	
4	613955	£8.70	INSERT, glazing, rubber	1	
5	611437	£1.84	CLIP, glazing, rubber insert	1	
6	903599	NCA	RUBBER, backlight glazing	1	
7	807499	£82.94	GLASS, backlight	1	
10	624817	£2.86	BOLT, domed, roof to rear deck	2	Mkl-II
	624818	£2.90	BOLT, hex, domed, roof to rear deck	2	MkIII
11	GHF332	£0.40	WASHER, spring, roof to rear deck	2	
12	WA108052	£1.10	WASHER, plain, roof to rear deck	2	
13	614053	NCA	FINISHER, roof to rear deck	2	
14	2K9679	£1.15	WASHER, rubber, roof to rear deck	2	
15	613931	NCA	PLATE, tapped, roof to rear deck	2	
NI	613932	NCA	BOLT, special, roof to body	2	Mkl-II only
NI	WM58	£0.30	WASHER, plain, roof to body	2	
NI	GHF332	£0.40	WASHER, spring, roof to body	2	body fixing bracket
20	613927	£0.90	RETAINER, tapped plate,	2	
21	613928	NCA	PLATE, tapped, body fixing bracket	2	
NI	609206	NCA	BRACKET, mounting, listing rail	4	
22	621433	NCA	BRACKET, fixing, roof to body side	2	
23	621434	NCA	TIE-BAR, hard top to body side	2	
26	611640	£3.16	BOLT, hex, domed	2	tie-bar to fixing bracket
27	GHF332	£0.40	WASHER, spring	2	
28	WA108052	£1.10	WASHER, plain	2	
29	512135	£0.29	SET SCREW, bracket to roof	4	
30	510397	£0.48	WASHER, shakeproof, bracket to roof	4	
31	611640	£3.16	BOLT, hex, domed, toe-bar to body	2	
32	GHF332	£0.40	WASHER, spring, tie-bar to body	2	
33	WA108052	£1.10	WASHER, plain, tie-bar to body	2	
36	600032	NCA	RETAINER, nut	2	fitted up to (c) FD20000 LHD & approx FD13980 RHD
37	NQ2708	£1.84	NUT, square	2	
38	613508	£8.10	TUBE, distance, hard top to windscreen	2	
39	WM57	£0.24	WASHER, plain, hard top to windscreen	2	alternative to 'bright' items listed below
40	GHF332	£0.40	WASHER, spring, hard top to windscreen	2	
41	611639	£7.50	BOLT, domed, hard top to windscreen	2	alternative to 'dull' items listed below
	622887	£8.80	BOLT, domed, hard top to windscreen	2	
	GHF332	£0.40	WASHER, spring, hard top to windscreen	2	
	517263	£0.47	WASHER, plain, hard top to windscreen	2	
43	613950	NCA	LISTING ROD, front	1	
44	613951	NCA	LISTING ROD, centre	1	
	613952	NCA	LISTING ROD, rear	1	
45	608307	£0.30	CLIP, locating, listing rod	6	
46	614150	£0.98	PAD, sealing, B post to hard top	2	
47	611611	NCA	FINISHER, snap-on, headlining, black	1	
	511479	NCA	SET SCREW	2	
	510289	NCA	WASHER, plain	2	
48	616429	NCA	RUBBER, sealing, cantrail, RH	1	
	616428	NCA	RUBBER, sealing, cantrail, LH	1	
49	610633	£9.70	WEATHERSEAL, roof to deck	1	

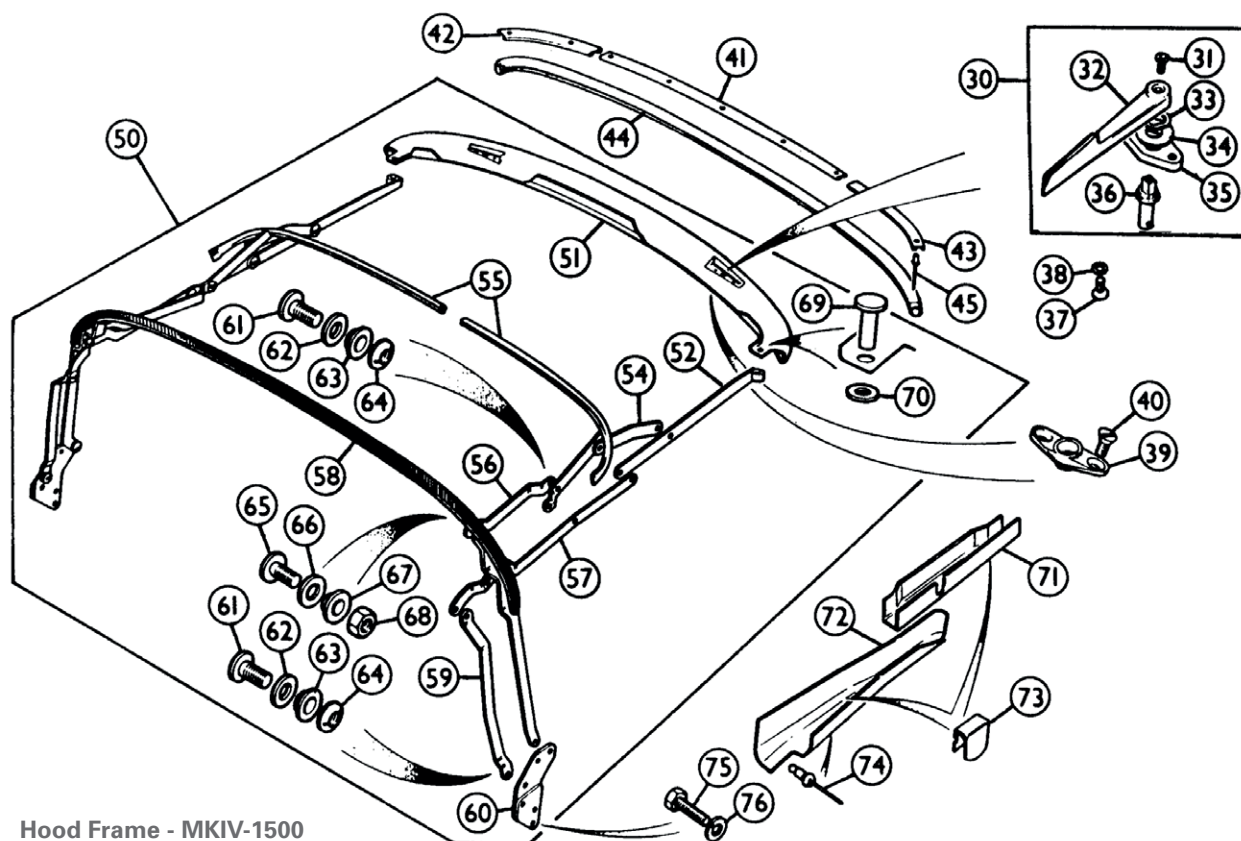
Tonneau Cover - Mki-III

55	706822	£253.80	COVER, tonneau, white, RHD	1	Mkl-II up to (c) FC50000 only
	706820	£253.80	COVER, tonneau, black, RHD	1	
	706821	£253.80	COVER, tonneau, white, LHD	1	
	706819	£253.80	COVER, tonneau, black, LHD	1	
	708887	NCA	COVER, tonneau, white, RHD	1	Mkl-II from (c) FC50001 only
	708885	NCA	COVER, tonneau, black, RHD	1	
	708886	NCA	COVER, tonneau, white, LHD	1	
	708884	NCA	COVER, tonneau, black, LHD	1	
	811803	NCA	COVER, tonneau, white, RHD	1	MkIII, alternative to 816999
	811801	NCA	COVER, tonneau, black, RHD	1	MkIII, alternative to 816991
	811802	NCA	COVER, tonneau, white, LHD	1	MkIII, alternative to 816989
	811800	NCA	COVER, tonneau, black, LHD	1	MkIII, alternative to 816981
	816999	£253.80	COVER, tonneau, white, RHD	1	MkIII, alternative to 811803
	816991	£253.80	COVER, tonneau, black, RHD	1	MkIII, alternative to 811801
	816989	£253.80	COVER, tonneau, white, LHD	1	MkIII, alternative to 811802
	916981	NCA	COVER, tonneau, black, LHD	1	MkIII, alternative to 811800
	561335	NCA	FASTENER, zip, tonneau cover	1	Mkl-III
56	618177	£0.72	EYELET, sail	4	Mkl from (c) FC50001
57	618178	£0.56	RING, sail eyelet	4	& Mkl

ill.	Part Number	Price £ea.	Description	Req.	Details
58	7H9864	£0.28	BUTTON	a/r	Mkl-II
	621690	NCA	BUTTON, white	15	MkIII
	621630	NCA	BUTTON, black	15	
	713499	£0.89	BUTTON, white, alternative	15	
	ZKC751	£0.41	BUTTON, black, alternative	15	
59	565742	NCA	SOCKET	a/r	Mkl-II
	621639	NCA	SOCKET	15	MkIII
	713501	£0.66	SOCKET, black, alternative	15	
60	563032	£0.66	EYELET, zip fastener to tonneau	1	Mkl-III
61	565756	£0.41	RIVET, cap, zip fastener to tonneau	1	
65	611707	£9.00	ASSEMBLY, bracket, centre	1	Mkl-II up to (c) FC50000
	617297	£10.50	ASSEMBLY, bracket, centre	1	Mkl-II from (c) FC50001
66	564829	NCA	STUD, tonneau cover attachment	2	Mkl-II up to (c) FC50000
	617296	NCA	STUD, tonneau cover attachment	2	Mkl-II from (c) FC50001
67	611709	£8.80	ASSEMBLY, bracket, outer	2	Mkl-II up to (c) FC50000
	617298	£8.60	ASSEMBLY, bracket, outer	2	Mkl-II from (c) FC50001
68	564829	NCA	STUD, tonneau cover attachment	2	Mkl-II up to (c) FC50000
	617297NF	£3.80	STUD, tonneau cover attachment	2	Mkl-II from (c) FC50001
71	612976	£1.57	PLUG, rubber, windscreen capping	2	
			(Not required when hard top is fitted).		
74	615692	NCA	FINISHER, B post, top, RH	1	
75	615691	NCA	FINISHER, B post, top, LH	1	
76	511786	NCA	SCREW, self tapping, finisher to body	2	
77	621482	NCA	FINISHER, flange, rear deck panel	1	soft top, alternative hard top, alternative
	621801	NCA	FINISHER, flange, rear deck panel	1	
	621802	NCA	FINISHER, flange, rear deck panel	1	
79	621628	NCA	CLIP, finisher attachment	14	
81	621641	NCA	STUD, tonneau cover to door, white	6	for white covers
	621640	NCA	STUD, tonneau cover to door, black	6	for black covers
82	RU608123	£0.47	RIVET, imex, tonneau cover to door	6	
84	610624	£0.62	STUD, hood to tonneau, B post finisher	2	
	509563	£0.30	WASHER, chrome	2	
85	GHF600	£0.16	RIVET, imex, stud attachment	2	



Hoods - MKIV-1500



Hood Frame - MKIV-1500

ill. Part Number Price £ea. Description Req. Details

Hood, Hood Frame & Fittings - MKIV-1500

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	£351.60	HOOD, vinyl, black, OE type*	1	zip out rear window
	XKC1781B	£314.70	HOOD, vinyl, black, aftermarket*	1	
	XKC1781DD	£473.60	HOOD, double duck, black	1	
	XKC1781MH	£537.50	HOOD, mohair, black*	1	
	XKC1781H	£262.42	HOOD, happisch, black	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!

2	7H9864	£0.28	SILVER BUTTON, 'durable dot'	4	hood to centre rail of frame
3	7H9866	£0.34	METAL SOCKET, 'durable dot'	4	
4	610624	£0.62	METAL STUD, 'durable dot'	4	
5	7H9868	£0.24	BASE, holding stud to hood fabric	4	
6	713501	£0.66	PLASTIC SOCKET, 'durable dot'	8	rear quarter of hood to body
7	ZKC751	£0.41	BUTTON, black, 'durable dot'	8	
8	713511	£0.41	PLASTIC STUD, black, 'durable dot'	8	
	713519	£0.35	PLASTIC STUD, white, 'durable dot'	8	
9	RU608253	£0.28	RIVET	8	hood to rear retainer plate
10	509563	£0.30	WASHER, plain, fitted to 'B' post cap	2	
11	GHF600	£0.16	POP RIVET	3	
12	713511	£0.41	PLASTIC STUD, black, 'durable dot'	3	
	713519	£0.35	PLASTIC STUD, white, 'durable dot'	3	rear window retaining strap attaches rear retainer plate
13	509563	£0.30	WASHER, plain, spacing	3	
14	631771	£1.50	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	£24.60	RETAINER PLATE, rear	1	hood to rear rail of frame
16	ZKC751	£0.41	BUTTON, black, 'durable dot'	5	
17	713501	£0.66	PLASTIC SOCKET, 'durable dot'	5	
18	713511	£0.41	PLASTIC STUD, black, 'durable dot'	5	
	713519	£0.35	PLASTIC STUD, white, 'durable dot'	5	rear window retaining strap attaches rear retainer plate
19	GHF600	£0.16	POP RIVET	5	
20	ZKC751	£0.41	BUTTON, black, 'durable dot'	2	
21	713501	£0.66	PLASTIC SOCKET, 'durable dot'	2	
22	GHF600	£0.16	POP RIVET, restrainer to header rail	2	attaches rear retainer plate
23	509563	£0.30	WASHER, plain, spacing	2	
24	624818	£2.90	BOLT, chrome, dome headed	2	
25	GHF332	£0.40	WASHER, locking	2	
26	WA108052	£1.10	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	£0.28	SILVER BUTTON, 'durable dot'	a/r
7H9866	£0.34	METAL SOCKET, 'durable dot'	a/r

(Note: 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	£6.00	DURABLE DOT TOOL, 2 piece	1
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ill. Part Number Price £ea. Description Req. Details

Hood Frame

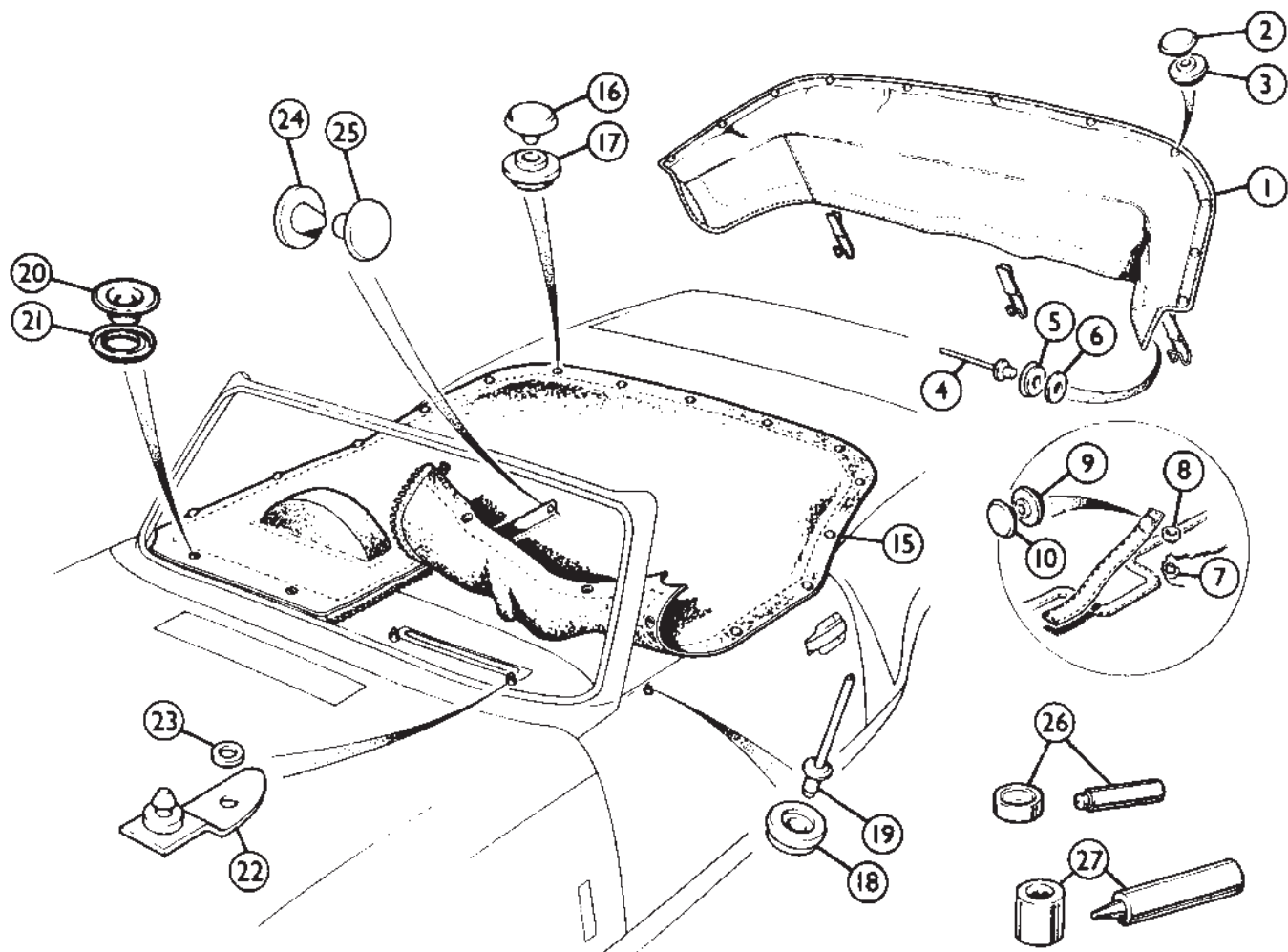
30	623470	NCA	HANDLE, closing, RH	1	fitted to screen frame
	623469	NCA	HANDLE, closing, LH	1	
31	SF104123	£0.77	SCREW, countersunk	2	
32	621757	£10.20	TURN HANDLE	2	
33	AWZ106	£1.04	WASHER, tensioning	2	
34	GHF304	£0.34	WASHER, plain	2	
35	624392	£11.20	MOUNTING PLATE	2	
36	624360	NCA	LOCKING PIN	2	
37	RMP308	£0.73	SCREW, countersunk	4	
38	WK7605	£1.70	WASHER, shakeproof	4	
39	815135	NCA	CATCH PLATE, LH	1	fitted to screen frame
	815136	NCA	CATCH PLATE, RH	1	
40	ZKC38	£3.05	SCREW, countersunk	4	
41	713036	£6.46	RETAINER, header rail seal, centre	1	
42	713037	£6.20	RETAINER, header rail seal, LH	1	
43	713038	£6.20	RETAINER, header rail seal, RH	1	
44	629584	£11.70	SEAL, header rail	1	
45	RU608123	£0.47	RIVET, retainer to header rail	9	
50	WKC1650	NCA	HOOD FRAME	1	

Note: If fitting an old hood frame you must make sure that the links are all correctly formed & not distorted. Look also at the bushes; if they are worn unevenly, it suggests that part of the linkage in that area is incorrect. The answer is to keep checking & 'tweak' as necessary, or even replace the section. Replace bushes & screws as necessary. Remember the screws are not fitted tight but should be locked into the correct position using dome nuts.

51	814828	NCA	HEADER RAIL	1	rear upper links to rear hood bow only
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	£0.01	LOWER LINK, rear, RH	1	
	715869	£1.36	LOWER LINK, rear, LH	1	
58	815274	NCA	HOOD BOW, rear	1	
59	715872	NCA	VERTICAL LINK, RH	1	between header rail & frame to 1976†
	715871	NCA	VERTICAL LINK, LH	1	
60	715868	NCA	HINGE PLATE, RH	1	
	715867	NCA	HINGE PLATE, LH	1	
61	624569	£2.26	SCREW, domed head	18	
62	624583	£0.64	WASHER, plain, nylon	18	
63	624580	£0.77	BUSH & SPACER, nylon	18	
64	624584	£1.57	DOVE NUT, locking	18	
65	624569	£2.26	SCREW, domed head	2	
66	624583	£0.64	WASHER, plain, nylon	2	
67	624580	£0.77	BUSH & SPACER, nylon	2	from 1976†
68	JN2107	£0.43	HALF NUT	2	
69	621465	£0.25	RIVET, header rail to frame	2	
70	WC106041	£0.47	WASHER, plain,	2	
71	823224	NCA	COVER, hood linkage, RH, front	1	
	823223	NCA	COVER, hood linkage, LH, front	1	
	YKC1712	NCA	COVER, hood linkage, RH, front	1	
	YKC1711	NCA	COVER, hood linkage, LH, front	1	
72	818841	NCA	COVER, hood linkage, RH, rear	1	
	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	£0.30	RIVET	8	

†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	£0.30	SCREW, hinge plate to body	6
76	505259	£0.28	WASHER, locking	6



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
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Hood Stowage Cover - MkIV-1500

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. Aftermarket covers use durable dots on elastic straps.

1	822401	£170.60	COVER, hood stowage, black	1	
	822401B	£152.40	COVER, hood stowage, black	1	aftermarket
	822404	NCA	COVER, hood stowage, beige	1	
	822404Z	£284.20	COVER, hood stowage, beige	1	aftermarket
	822431	£186.50	COVER, hood stowage, black	1	original style, for use with hardtop
2	ZKC751	£0.41	BUTTON, 'durable dot'	11	
3	713501	£0.66	PLASTIC SOCKET, 'durable dot'	11	
4	GHF600	£0.16	POP RIVET	2	
5	713511	£0.41	PLASTIC STUD, 'durable dot'	2	black
	713519	£0.35	PLASTIC STUD, 'durable dot'	2	white (alternative)
6	WP4	£0.30	WASHER, plain	2	
7	7H9868	£0.24	BASE, holding stud to fabric	2	hard top type hood cover only
8	610624	£0.62	METAL STUD, 'durable dot'	2	
9	7H9866	£0.34	METAL SOCKET, 'durable dot'	2	
10	7H9864	£0.28	SILVER BUTTON, 'durable dot'	2	

Tonneau Cover - MkIV-1500

15	822451	£240.20	TONNEAU, black, RHD	1	without head
	822461	£240.20	TONNEAU, black, LHD	1	restraint pouches
	822491	£240.20	TONNEAU, black, RHD	1	with head
	822501	£240.20	TONNEAU, black, LHD	1	restraint pouches
16	ZKC751	£0.41	BUTTON, 'durable dot'	15	
17	713501	£0.66	PLASTIC SOCKET, 'durable dot'	15	
18	713511	£0.41	PLASTIC STUD, 'durable dot'	6	black
	713519	£0.35	PLASTIC STUD, 'durable dot'	6	white, (alternative)
19	RU608123	£0.47	RIVET*	6	*fitted on doors
20	618177	£0.72	SAIL EYELET	4	front edge of
21	618178	£0.56	SAIL EYELET RING	4	tonneau only
22	630513	NCA	BRACKET, outer	2	to hold sail eyelets
	630512	£0.61	BRACKET, inner	2	
23	GHF306	£0.30	WASHER, spacing	4	demister outlet to bracket
24	563032	£0.66	RIVET BASE	1	attaching zip
25	565756	£0.41	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	£0.28	SILVER BUTTON, 'durable dot'	a/r
7H9866	£0.34	METAL SOCKET, 'durable dot'	a/r
(Because metal/plastic studs & sockets will not fit each other).			

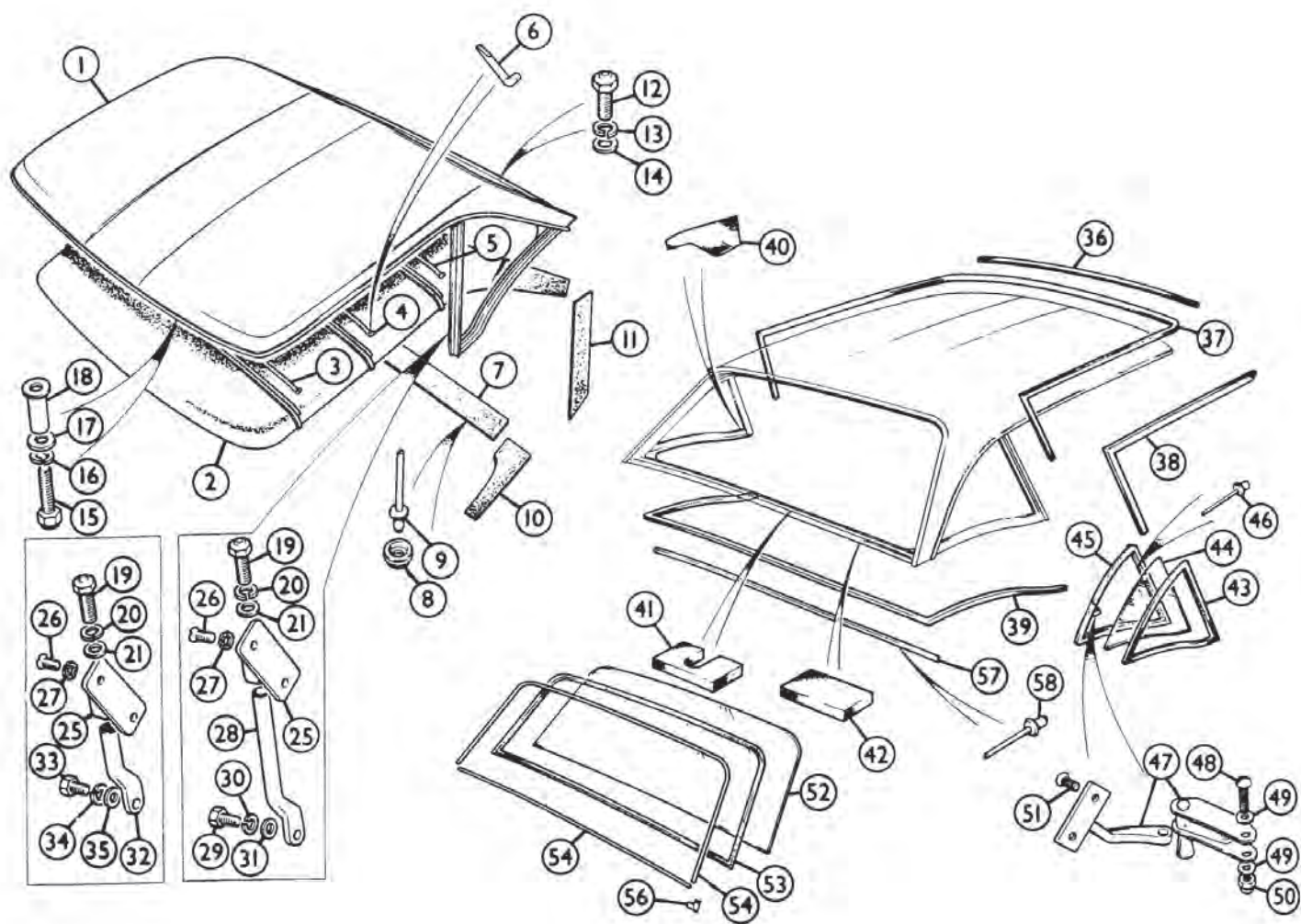
Note: To make a tidy professional job of replacing either metal or plastic sockets in your hood cover or tonneau, you will require the following tool:

26	GAC5060X	£6.00	DURABLE DOT TOOL, 2 piece	1
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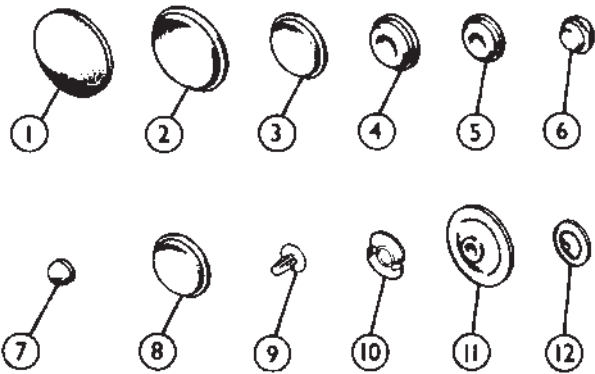
We also have a tool for attaching sail eyelets to the tonneau.

27	GAC5062X	£52.50	SAIL EYELET TOOL, 2 piece	1
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Note: Please see page A25 in the Accessories section for details of tonneau and hood stowage covers.



ill.	Part Number	Price £ea.	Description	Req.	Details	ill.	Part Number	Price £ea.	Description	Req.	Details
Hardtop - MkIV-1500											
1	NKC344		NCA HARDTOP	1							
2	707348Z	£90.00	HEADLINING KIT, white	1	Mkl-III						
	726549Z	£135.70	HEADLINING KIT, white	1	MkIV-1500						
3	725084	NCA	LISTING RAIL, front	1							
4	725085	NCA	LISTING RAIL, middle	1							
5	725086	NCA	LISTING RAIL, rear	1							
6	607745	NCA	END CATCH, listing rails	6							
7	632234	NCA	COVER, rear shelf centre	1							
8	713511	£0.41	STUD, plastic, 'durable dot', black	3	hood cover fixing						
9	GHF600	£0.16	POP RIVET	3							
10	726524	NCA	COVER, rear shelf, LH side	1							
	726534	NCA	COVER, rear shelf, RH side	1							
11	632244	NCA	COVER, LH 'B' post	1							
	632254	NCA	COVER, RH 'B' post	1							
12	624818	£2.90	BOLT, dome headed, chrome	2							
13	GHF332	£0.40	WASHER, locking	2							
14	WA108052	£1.10	WASHER, plain, chrome	2							
15	622888	£7.50	BOLT, black, dome head	2	front hardtop fitting						
16	GHF332	£0.40	WASHER, locking	2							
17	517263	£0.47	WASHER, plain	2							
18	624825	£5.60	DISTANCE TUBE	2							
19	624818	£2.90	BOLT, dome headed, chrome	2							
20	GHF332	£0.40	WASHER, locking	2							
21	WA108052	£1.10	WASHER, plain, chrome	2							
25	716025	NCA	MOUNTING BRACKET, LH	1							
	716026	NCA	MOUNTING BRACKET, RH	1							
26	512135	NCA	SCREW, countersunk	4							
27	510397	NCA	WASHER, locking	4							
28	624873	NCA	BRACKET, hardtop mounting, LH	1	when hood frame						
	624874	NCA	BRACKET, hardtop mounting, RH	1	not fitted: brackets						
29	GHF101	£0.30	SCREW	2	attach to hood frame						
30	GHF331	£0.38	WASHER, locking	2	mounting points						
31	GHF300	£0.22	WASHER, plain	2							
32	624720	£30.90	BRACKET, hardtop to hood frame	2	when hood frame is						
33	624817	£2.86	SCREW, tie bar mounting	2	still fitted: brackets						
34	GHF332	£0.40	WASHER, locking	2	attach to tapped points						
35	WA108052	£1.10	WASHER, plain, chrome	2	in hood frame						
36	629584	£11.70	SEAL, header rail	1							
37	630961	NCA	SEAL, rubber and felt	1	fitted around hard top						
38	716184	NCA	SEAL, door glass, RH	1							
	716183	NCA	SEAL, door glass, LH	1							
39	624831	£26.50	SEAL, rubber & felt	1	lower edge						
40	624747	NCA	SEAL PAD, 'B' post, LH	1							
	624748	NCA	SEAL PAD, 'B' post, RH	1							
41	624746	NCA	MOUNTING RUBBER	2							
42	624876	NCA	MOUNTING RUBBER	2							
43	818811	NCA	SEAL, quarter light, RH	1							
	818801	NCA	SEAL, quarter light, LH	1							
44	XKC3629	NCA	GLASS, quarter light	2							
45	XKC3628	NCA	FRAME, quarter light, RH	1							
	XKC3627	NCA	FRAME, quarter light, LH	1							
46	560026	NCA	POP RIVET	6							
47	624812	NCA	HINGE ASSEMBLY, RH	1							
	624811	NCA	HINGE ASSEMBLY, LH	1							
48	574132	NCA	MOUNTING SCREW	2	hinge to top						
49	519912	NCA	WASHER, plain	4							
50	574133	NCA	NUT, dome head	2							
51	508566	NCA	SCREW, countersunk	4							
52	XKC3641	NCA	GLASS, rear	1							
53	911040	£87.85	SEAL, rubber, rear glass	1							
54	613955	£8.70	SEAL MOULDING	1							
56	630642	NCA	CORNER CAPPING	2	seal mouldings						
57	818498	NCA	MOULDING, hardtop rear edge	1							
58	GHF1461	£1.30	RIVET, rear edge moulding	5							



Body Plugs & Grommets

ill.	Part Number	Price £ea.	Description	Req.	Details
1	RFN218	£1.43	PLUG, 1 1/8"	2	seat pan
2	600399	£2.00	PLUG, 1"	3	
	600399	£2.00	PLUG, 1"	4	main floor
	600399	£2.00	PLUG, 1"	3	boot floor
	600399	£2.00	PLUG, 1"	2	rear wheel arch outer
	600399	£2.00	PLUG, 1"	2	heelboard x-member
	600399	£2.00	PLUG, 1"	2	lower rear valance
3	600421	£0.72	PLUG, 1 3/16"	1	main floor
	600421	£0.72	PLUG, 1 3/16"	4	door
4	RFN210	£0.84	PLUG, 5/8"	2	heelboard x-member
5	RFR208	£0.48	PLUG, 1/2"	4	inner sill panel
	RFR208	£0.48	PLUG, 1/2"	2	bulkhead
	RFR208	£0.48	PLUG, 1/2"	1	rear valance
	RFR208	£0.48	PLUG, 1/2"	1	A post
	RFR208	£0.48	PLUG, 1/2"	2	rear wing
6	CD27769	£2.95	PLUG, 3/8"	4	heel-board
7	ADA803	£1.60	BUFFER, 5/16"	1	fascia shelf panel
8	ZKC1234	£0.25	PLUG, radio aerial hole	1	rear wing
9	631018	NCA	BUTTON, snap fixing (Italy only).	2	rear bumper holes
10	CFP1000	£0.68	PLUG, metal & plastic	1	floor
11	602037	£1.30	GROMMET	1	rev counter cable
12	061917	£0.67	GROMMET	1	heater valve cable
	061917	£0.67	GROMMET	1	no. plate lamp cable
	061917	£0.67	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 1962-76

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 1976-80

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
	Carmine	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
	Supplied in 500ml tins				

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
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
	1 1/2"	SH607121
BH607121	1 3/4"	SH607141
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	2"	
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		
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Bolt	Length	Set Screw
	1/2"	SH506041
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091
	1 1/4"	SH506101
BH506111	1 3/8"	SH506111
BH506121	1 1/2"	SH506121
BH506141	1 3/4"	
BH506161	2"	SH506161
BH506181	2 1/4"	
BH506201	2 1/2"	
BH506241	3"	SH506241

Screws

Self Tapping Screws

Pan	Size	Length	Countersunk
Headed			Headed
AB604021	No. 4		1/4"
AC604021			
AB606021	No. 6		1/4"
AB606031	No. 6		3/8"
AB606041	No. 6		1/2"
AC606041			
AB606061	No. 6		3/4"
AC606061			
AB606081	No. 6		1"
AC606081			
AB608041	No. 8		1/2"
AC608041			
AB608061	No. 8		3/4"
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
GHF202	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	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

Internal Star	Hole Size	External Star
WF704061	No. 6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
GHF325	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

Locking Washers - Spring Type

Single Coil	Hole Size	Double Coil
WL700061	No. 6	
WL700081	No. 8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

Plain Washers

Standard Type	Hole Size	Repair Type
	No. 6	WP3
	No. 8	WP4
GHF306	3/16"	WP5
GHF300	1/4"	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 Washer	Hole Size	Copper Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

Studs

Studs- UNF

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"

TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

Studs- UNF/UNC

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"

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	£0.95	3/16"
AEHU2	TM110051	£2.86	3/16"
AEHU3	LK21994	£0.96	3/16"
	BCA4370	£1.27	1/4"
AEHU7	BHA4706	£1.50	3/16"
	AUSU40A	NCA	5/16"

Female Pipe Nuts

Brass Part No.	Steel Part No.	Thread Size	Pipe Bore
AEHU1A	TN606031	£1.26	3/16"
AEHU2A	SU2A	NCA	3/16"
AEHU4A	SU4A	NCA	1/4"
	HU41A	NCA	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
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 9/16" - 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 5/16" - 2 1/8"
CS4022	1 1/8" - 1 3/8"	CS4036	2 1/8" - 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
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		Closed End Type	
Part No.	Diameter	Part No.	Diameter
RA607096	2.9 x 5mm	RU608123	1/8"x3/8"
RA608126	1/8" x 3/16"	RU608313	1/8"x1/2"
RA608176	1/8" x 1/4"	RU612123	3/16"x5/16"
RA608236	1/8" x 5/16"		
RA608253	1/8" x 3/8"		

Cable Ties

Part No.	Length
GHF1265	3 1/2"
GHF1266	5 1/4"
RTC222A	6"
GHF1267	8 3/4"
GHF1268	11"

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.

Windscreen delivery information

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

To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (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.



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

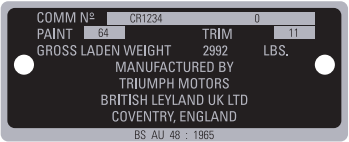
The Triumph paint code will be found stamped on the commission number plate of your car and the last digit indicates the base reference colour. (See illustration below).

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

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

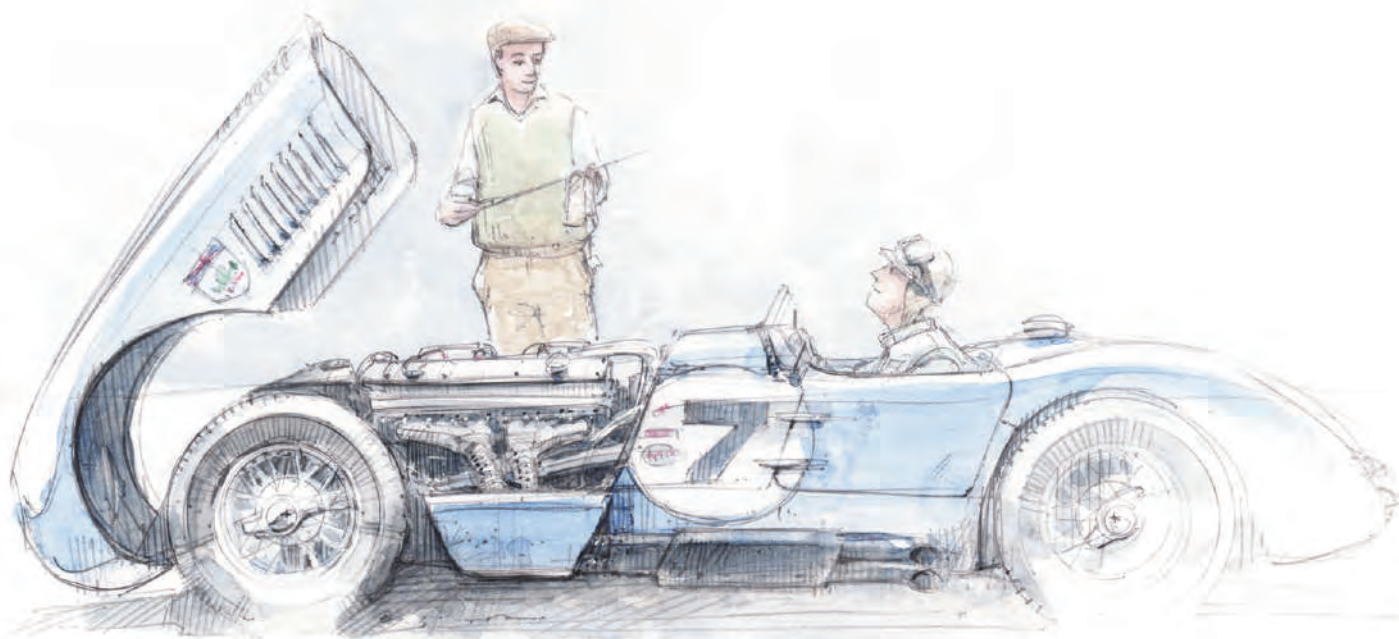
	PAA = Black
	AAA = Beige
	RAC = Black & White
	C74 = Beige & White

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

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

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