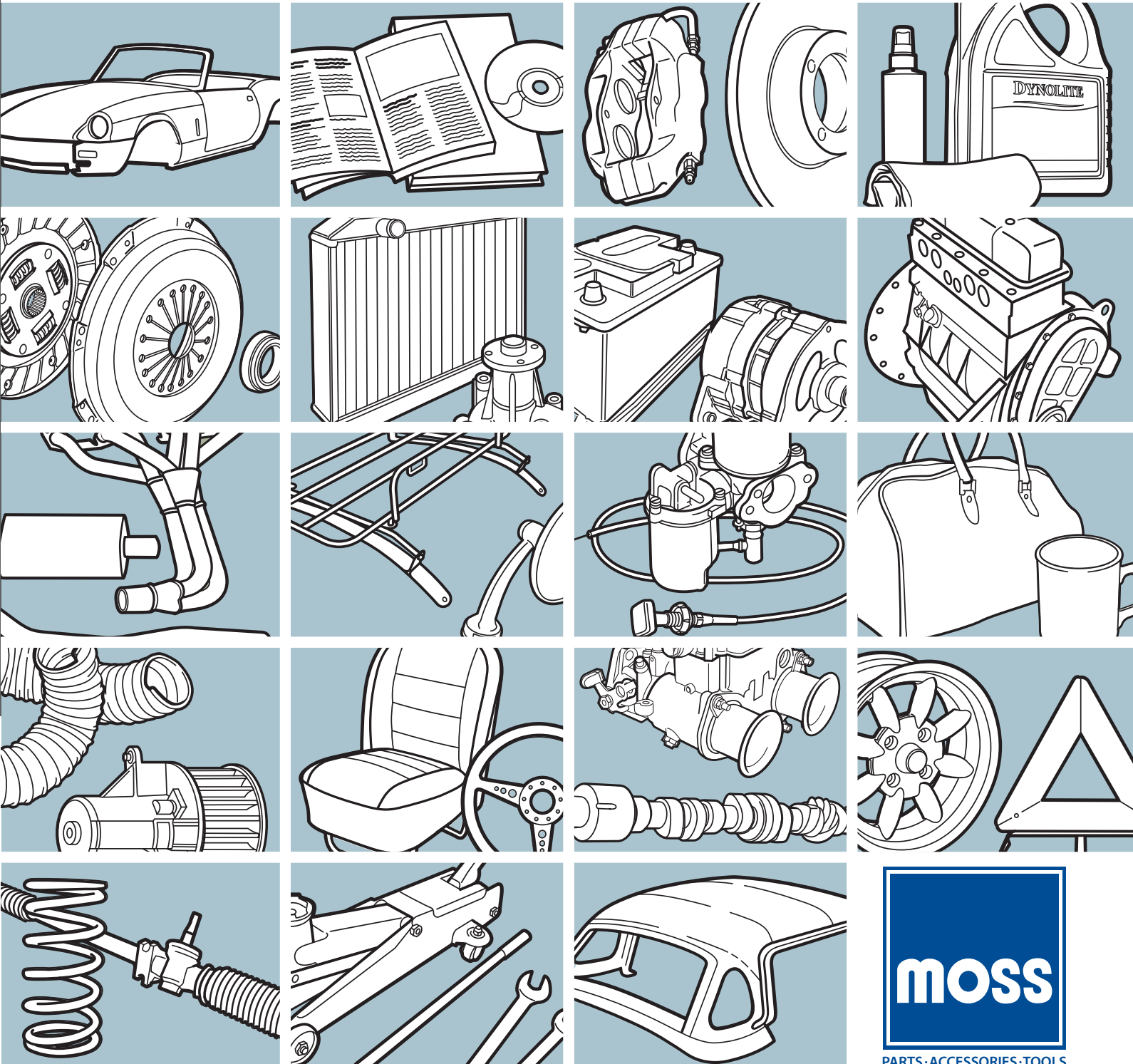


ISSUE 15

PARTS & ACCESSORIES FOR YOUR

SPITFIRE

including technical advice and detailed schematics



HOW TO ORDER

ORDER ONLINE

Ordering online is quick and straightforward. 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. All prices are per unit (unless otherwise stated).

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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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**Moss Europe Ltd are proud
to support the FBHVC**

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

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

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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	£630.00
GT6 MkIII bonnet (will fit Spitfire MkIV-1500)	TT7407	£966.50
Spitfire MkI-III and GT6 I-II GRP front valance	TT7302	£70.50
Spitfire MkIV-1500 front 1/4 valance RH.....	TT7404	£97.10
Spitfire MkIV-1500 front 1/4 valance LH.....	TT7403	£97.10
Spitfire MkIV-1500 front spoiler.....	GLZ608FG	£95.00
Spitfire MkI-III rear wing RH.....	TT7311	NCA
Spitfire MkI-III rear wing LH.....	TT7310	NCA
Spitfire MkI-III boot lid.....	TT7313	NCA
Spitfire MkIV-1500 boot lid.....	TT7413	£228.00



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	£86.45
Spitfire gearbox tunnel plastic.....	XKC1673SAP	£85.30
GT6 & Vitesse gearbox tunnel GRP.....	TT7725	£100.00
GT6 & Vitesse gearbox tunnel plastic.....	709862SAP	£104.50
Gearbox tunnel fitting kit (all models).....	XKC1673FK	£28.00
Gearbox tunnel seal kit (all models).....	713569GS	£12.50
Herald gearbox tunnel plastic.....	708505SAP	£102.10



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	£229.50
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	£143.30
Spitfire MkI-III LHD.....	HGB6221L	£95.70
Spitfire MkIV-1500 single line RHD.....	HGB6222	£119.60
Spitfire MkIV-1500 single line LHD.....	HGB6222L	£119.60
Spitfire 1500 tandem to FH80000 RHD.....	HGB6241	£127.50
Spitfire 1500 tandem to FH80000 LHD.....	HGB6241L	£127.50
Spitfire 1500 tandem FH80000 on RHD.....	HGB6226	£116.50
Spitfire 1500 tandem FH80000 on LHD.....	HGB6226L	£116.50
GT6 MkI non roto RHD.....	HGB6223	£103.40
GT6 MkI non roto LHD.....	HGB6223L	£103.40
GT6 MkII-III roto RHD.....	HGB6224	£134.30
GT6 MkII-III roto LHD.....	HGB6224L	£128.10
GT6 MkII-III non roto RHD.....	HGB6225	£173.40
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	£39.88
Spitfire MkI-IV* rear (pair).....	TT3342	£44.00
(*Also fits Herald, GT6 MkI & Vitesse MkI).		
Spitfire MkIV-1500 & GT6 MkIII front (pair).....	TT3340	£39.88
Spitfire MkIV-1500 & GT6 MkIII rear (pair).....	TT3442	£38.00
GT6 & Vitesse rotoreflex front (pair).....	TT3340	£39.88
GT6 & Vitesse rotoreflex 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 BRAKE PAD SETS

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

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

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

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

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

Spitfire 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. . . .£52.00



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.£63.90
 Spitfire MkIII-1500 brake caliper LH 159131.£63.90



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 Ultimax 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, Ultimax. 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

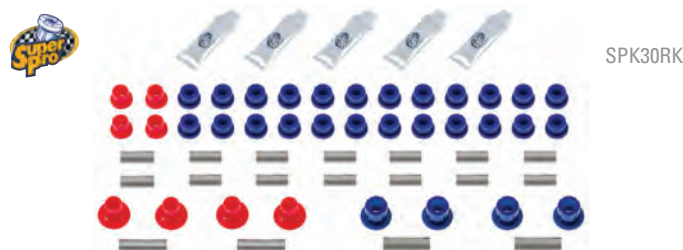


UPRATED SUSPENSION BUSHES

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.



SPK30RK

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. NCA
- Spitfire MkI-III front bush kit SPK30CF.£221.70
- Spitfire MkI-III rear bush kit SPK30CR.£173.30



TT3255

TT3456

UPRATED RACK MOUNTS

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

- Alloy rack mount kit TT3255£27.80
- Superpro poly rack mount (each) TT3456£8.15

TT3485



ANTI-ROLL BAR KITS

The standard front anti-roll bar will need upgrading 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 upgraded 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£3.95
- 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 NCA
- 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.

The racks are for street use, not racing; modern suspensions and wide sticky tiers generate forces the original Triumph design simply was not designed for, even with the improvements of modern manufacturing.

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 . . .£210.00
- Quick rack LHD. 305931HR . . .£210.00



UPDATED FRONT COIL SPRINGS

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

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

Spitfire & Herald

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

GT6 & Vitesse

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

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.



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



Available with...



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 fitment 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 ..£200.00

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 ..£200.00
- Koni shock absorber (pair) TT3302PR ..£367.20
- Gaz shock absorber (each) TT3303£86.40
- 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£78.00

Rear shock absorbers

- Spax shock absorber, rototflex (pair) TT3711PR ..£195.00
- Gaz shock absorber, rototflex (each) TT3713£78.00



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	£190.00
Spitfire MkIII s/steel exhaust system	862-137	£190.00
Spitfire MkIV s/steel exhaust system	862-138	£256.10
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	£24.60
Spitfire MkIV exhaust fitting kit	GFK6630X	£24.50
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	£324.00
Spitfire MkIII-1500 s/steel extractor manifold	862-221	£275.00



BELL STAINLESS STEEL SPORTS EXHAUST SYSTEMS

These Bell sports exhausts are 100% stainless 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	£34.00

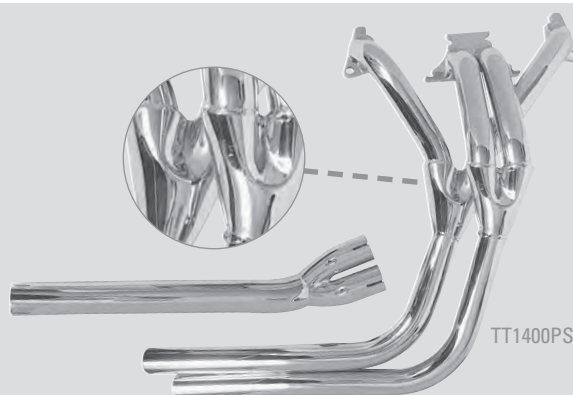
GT6 MkI s/steel sports exhaust system	BSGT61S	£246.00
GT6 MkI exhaust fitting kit	GFK6650X	£34.00
GT6 MkII-III s/steel sports exhaust system	BSGT623S	£262.00
GT6 MkII-III exhaust fitting kit	GFK6660X	£30.00



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	Bsth64B	£21.50
Spitfire MkIII-1500 s/steel link pipe	Bsth290	£20.00



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	NCA
Spitfire & Herald polished stainless manifold	TT1400PS	£272.00
Adaptor pipe manifold to standard system	TT5911S	£19.40

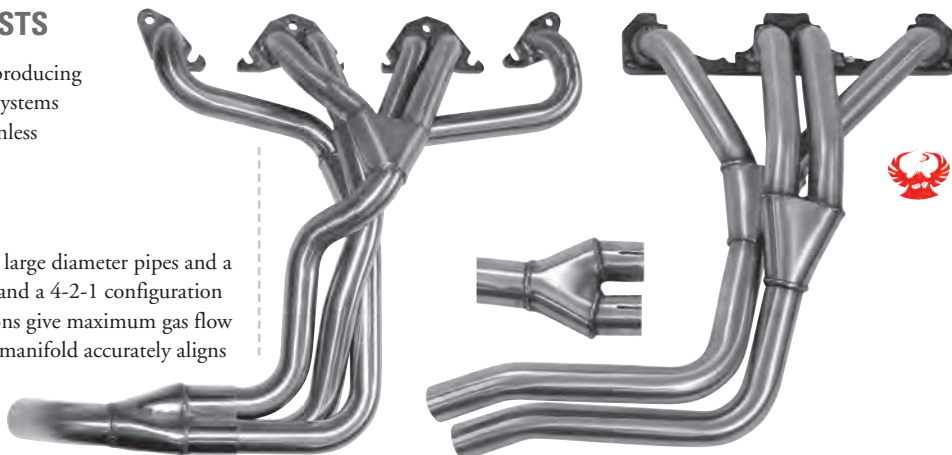
PHOENIX PERFORMANCE EXHAUSTS

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 . . . £351.90
 GT6 MkII-III fast road manifold PXTH300 . . . £662.80



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



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).

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.



GAC153

GAC150

GAC174

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





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 **£291.60**
- Coil replacement for CEK150. CEC **£63.70**

Power module and performance ignition coil

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

Mounting bracket

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

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

Fitting kits

Use these fitting kits with your choice of ignition kit.

- Lucas 22D4 25D4 distributors LFK116 **£21.60**
- Lucas 45D4 distributors LFK117 **£21.60**
- AC Delco D202 D204 4 and 6 cylinder LFK317 **£21.60**



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 **£109.20**
- SmoothCut rev limiter adjustable limit. RL5 **£148.20**



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 **£184.40**
- Pertronix ignition Delco 4 cylinder -VE earth 222-485 **£162.60**
- Pertronix ignition Delco D204 6 cylinder -VE earth 222-486 **£162.60**
- Pertronix ignition Delco DU200 6 cylinder -VE earth 222-487 **£162.60**

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 **£2.52**

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 **£14.80**



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£55.80
- 4 cylinder ignition lead set TT1472£24.50

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



NGK SPARK PLUGS AND PLUG CAPS

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

- 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£2.52



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£310.00
- Tuned 43D4 CSD3223581£290.00
- Optimised with immobiliser 45D4 CSD3214681£450.00
- Tuned with immobiliser 43D4 CSD3223681£460.00

Distributor for 6 Cylinder models - with Lucas distributors

- Optimised 25D6 CSD1314581£330.00
- Tuned 23D6 CSD1323581£310.00
- Optimised with immobiliser 23D6 CSD1314681£698.00
- Tuned with immobiliser 23D6 CSD1323681£698.00

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

BATTERY CUT-OFF SWITCHES

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



Battery mounted cut-off switches

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

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



In-line cut-off switches

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

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

Period battery cut-off switch1B2804. . . .£37.20
 Battery cut-off switchTT7964£8.30
 Battery cut-off switch race spec FIA approved. . . .TT7962£31.40
 Remote cable 6 footTT79621£13.20
 Spare key for switches TT7964 and TT7962TT79641£2.20
 Terminal kit for battery cableTT7964TK . .£10.80



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 . .£143.20



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



UPDATED LUCAS ALTERNATOR

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

Lucas 18ACR alternatorGEU2206. . .£64.80
 Alloy alternator pulley.147530A. . .£48.50



PT10802



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 earthPT10802 . .£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. . .£37.40



RKC2117

WIDE STYLE RADIATOR

This updated full width radiator will greatly improve the cooling of your engine, particularly at lower speeds. Suitable for all Spitfires except early Mk1's and late US specification 1500's when used with the correct 13lb radiator cap, GRC180. This is the only type of radiator available.

Radiator wide style	RKC2117	£142.80
Radiator wide style aluminium	835-101	£334.60
Radiator cap	GRC180	£3.20
Radiator cap stainless steel	GRC180SS	£6.90



KLINGERSIL GASKET

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

Gasket thermostat housing updated.	115467X	£1.50
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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	£17.00
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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	£47.10
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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 cowling using existing mounting bolts. A manual override switch is also available separately, enabling manual control of either On, Off or Automatic. Kits include: High efficiency fan assembly, electronic controller, bespoke brackets, hardware & wiring, & full instructions. Negative earth only.

Spitfire Revotec fan kit (suction) wide radiator . . .	RFK32	£215.00
Spitfire Revotec fan kit (blower) narrow radiator. .	RFK321	£215.50
GT6 Revotec fan kit (suction).	RFK40	£215.00



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	£84.00
EFC - hose fitting 28mm	RFC002	£84.00
EFC - hose fitting 32mm	RFC003	£84.00
EFC - M22 x 1.5 for threaded boss	RFC010	£84.00
(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.

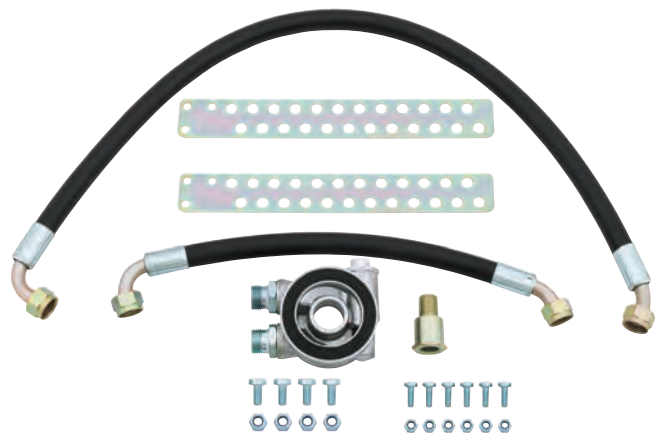
Spitfire & Herald alloy water pump housing.	144297X.	£135.90
GT6 & Vitesse alloy water pump housing.	307095A.	£129.10
(Also fits 2000/2500 saloons).		



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£4.56



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£109.25
- Spitfire & Herald braided hoses TT1367£120.00
- Spitfire & Herald thermo rubber hoses TT1369£135.00
- 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£239.86
- 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.

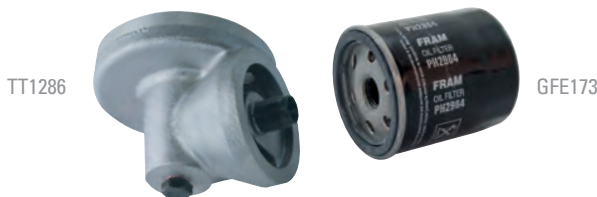
- 10 row oil cooler radiator for road use ARO9807£73.50
- 13 row oil cooler radiator for fast road ARA221£60.00
- 16 row oil cooler radiator for fast road/sprint ARO9875£98.40
- 19 row oil cooler radiator for race ARO9888£117.85



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£44.40



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£54.00
- Oil filter GFE173£4.56



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.

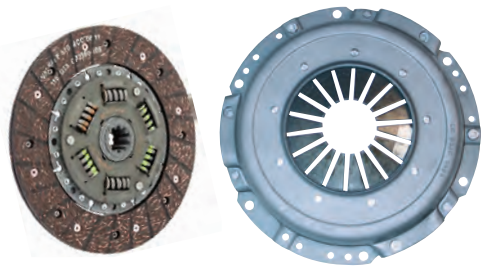
- Standard oil push-on thermostat TT2960£53.00
- Full flow oil screw-on thermostat TT29602£153.00
- Straight unions 1/2" (pair) TT9961£9.60
- Temperature adaptor push-on TT2969£52.00
- Temperature adaptor screw-on TT29691£83.60



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£31.00
- Oil pressure relief valve 132107£4.40
- 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£18.50
- GT6 & Vitesse clutch cover fast road TT2201 NCA
- 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£41.00

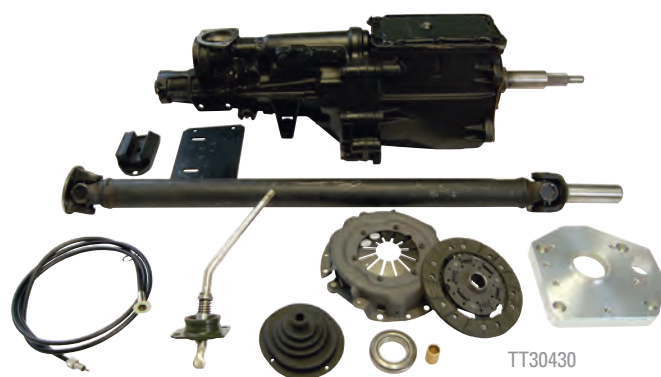


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ALLOY SUMP

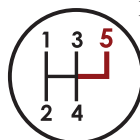
These finned alloy sumps will help to keep the oil temperature down. They are also baffled to prevent oil surge during hard cornering and come complete with drain plugs and a plugged hole to allow fitment of an oil temperature gauge. This 6 cylinder sump will fit both 2 litre and 2.5 litre engines, check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

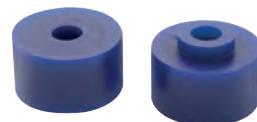
- Spitfire 1300 5 speed conversion TT30430 . . .£3,007.60
- Spitfire 1500 5 speed conversion TT30431 . . .£3,051.80
- GT6 5 speed conversion TT30730 . . .£3,506.30



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)



133568SPK

DIFFERENTIAL POLY MOUNTS

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

- Spitfire front upper differential mount kit133568SPK . . .£24.00
- Spitfire front lower differential mount kit131796SPK . . .£9.20
- Spitfire rear differential mount kit117578SPK . . .£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 . . .£104.00
(Up to 150bhp, flow rate: 30 gal/hr, 4.0-5.50 psi, unions: 8mm x 1/8 npt).
- Cylindrical fuel pump kit - fast road Silver Top . . . MGS2930K . . .£106.00
(Up to 200bhp, flow rate: 35 gal/hr, 6.0-7.0 psi, unions: 8mm x 1/8 npt).
- Cylindrical fuel pump kit - competition Red Top MGS2932K . .£108.00
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, unions: 8mm x 1/8 npt).
- Cylindrical fuel pump only - competition Red Top TT2930£96.70
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, 1/4 npt threads).



Solid state fuel pumps

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

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

Fuel pump unions

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

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

Fuel filter union

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



FUEL REGULATORS

We recommend the fitment of a fuel regulator 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 . . .£11.45
- 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 . . .£123.30
- Spitfire MkIV HFFK8 . . .£123.00
- Spitfire 1500 HFFK13 . . .£114.50
- GT6 MkI-III HFFK10 . . .£127.60



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 . . .£330.00



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 carburetors
GAC9200X.....£13.20
Grose jet for SU H/HS carburetors.....
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.

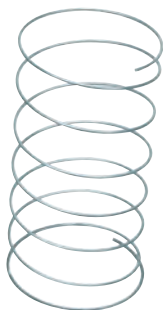


TMG1714

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

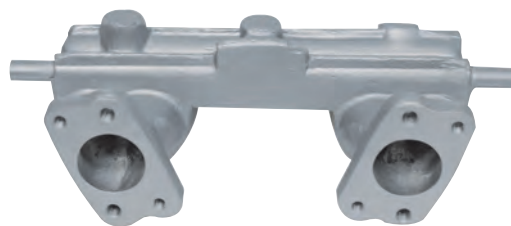


TT1156

SU CARBURETTORS

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

HS4 carburetors horizontal float (pair)AUD665T ..£870.00
HS6 carburettor angled float chamber (pair)....TT1156£910.00
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£244.80



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 HS2SFR22£17.15
Alloy dashpot cover for HS4/HS6.....SFR23£18.40
Anodised blue dashpot cover for HS4/HS6.....SFR23B£18.40
Anodised red dashpot cover for HS4/HS6.....SFR23R£18.40
Chrome dashpot cover for HS4/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.. £17.30	'BAM' .CUD1111. £17.30	
6 cyl 2500cc biased	'BDB' NZX8002 £17.30	'BDQ' NZX8015 .. £17.30	'BAE' ..CUD1104. £17.30	
1147 HS2 fixed	'AN' .. AUD1478 ..£16.00	'BO' ..AUD1526 .. £16.00	'HG' ..AUD1242 ..£16.00	
1300 HS2 fixed	'BO' .. AUD1526 ..£16.00	'H6' ..AUD1242 .. £16.00		
1300 HS2 biased	'AAN'. CUD1012 ..£17.30	'AAU' .CUD1018.. £17.30	'ABT' ..CUD1041. £17.30	'ABY' .CUD1046.. £17.30
1500 HS4 biased	'ABT' . CUD1041 ..£17.30			
Late cars use	'ADN' NZX4013 ..£17.30	'AAQ' .CUD1014. £17.30	'AAM' .CUD1011. £17.30	'AAL' ..CUD1010.. £17.30

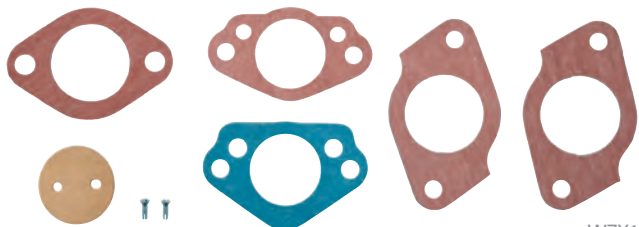


TT1559

JET CONVERSION KITS FOR SU CARBURETTORS

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

- Jet conversion kit for HS4's with 90 thou jets . . . TT1459£65.00
- Jet conversion kit for HS6's with 100 thou jets . . . TT1559£60.00



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 carburetors on full throttle, supplied in kit with gaskets.

- Plain throttle disc for HS2WZX1320£12.20
- Plain throttle disc for HS4WZX1323£13.40
- Plain throttle disc for HS6WZX1321£12.40



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 carburetors or by reaming out your carburettor bodies and fitting oversize throttle shafts.

- Oversize throttle shafts for HS4WZX1177RP . .£19.80
- Oversize throttle shafts for H6AUC4284RP . .£19.80
- Oversize throttle shafts for HS6WZX1178RP . .£19.80
- Carburettor reamer386-385£225.90



Carburettor not included

WEBER DCOE THROTTLE LINKAGES - MANGOLETSI

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

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

- Throttle linkage DCOE, twin cableLP42451£131.45
- Throttle linkage DCOE, single cableLP42411£116.75



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.

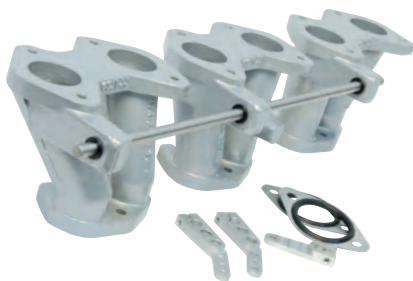
- T/linkage DCOE - top mount/single cableLP4100£105.00
- T/linkage DCOE - top mount/twin cableLP4101£119.40
- T/linkage DCOE - bottom mount/single cableLP4102£105.00
- T/linkage DCOE - bottom mount/twin cableLP4103£119.40



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£328.50

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 Triumph Tune 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.

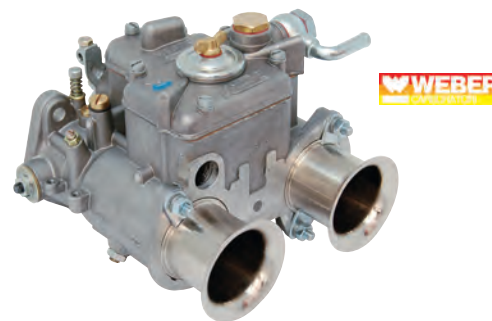
Spitfire TWM single DCOE parallel manifold . . . TWM0088 . . .£350.10



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£162.00



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.

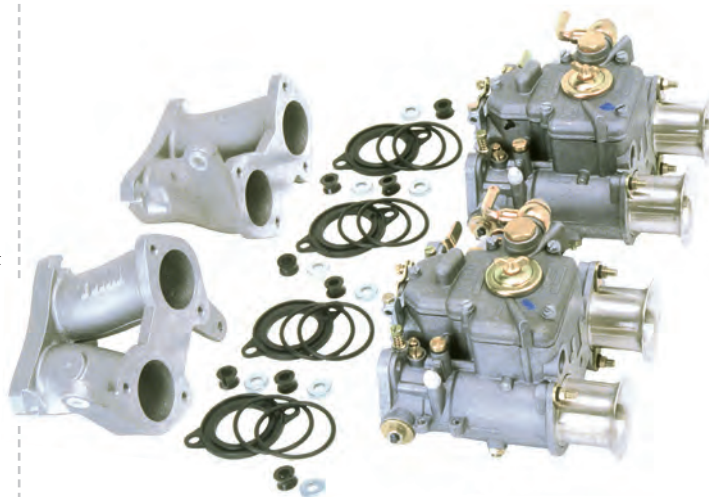
- 40DCOE twin carb for road (2 required) TT2934283 . .£507.60
- 40DCOE twin carb for fast road (2 required) TT2934304 . .£439.60
- 40DCOE single carb for road (1 required) TT2934333 . .£468.00
- 40DCOE twin carb for sprint (2 required) TT2934333 . .£468.00
- 45DCOE single carb for fast road (1 required) . . . 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 HS4 KN85-5039 . . . £29.70
- Piper ram pipe for HS2 - 30mm SFR230 . . . £31.10
- Piper ram pipe for HS4 - 30mm SFR430 . . . £33.00
- Piper ram pipe for HIF4 - 30mm SFR4430 . . . £35.20
- Piper ram pipe for HS6 - 50mm SFR650 . . . £31.10
- Period ram pipe for HS2 - short SFR1 . . . £18.85
- Period ram pipe for HS4 - short SFR2 . . . £18.85
- Period ram pipe for HS6 - short SFR3 . . . £18.85
- Period ram pipe for HS2 - long SFR4 . . . £18.85
- Period ram pipe for HS4 - long SFR8 . . . £18.85
- Period ram pipe for HS6 - long SFR9 . . . £18.85



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 - 16mm KNSS1640 . . . £41.50
- Ram pipe 40 DCOE - 26mm KNSS2640 . . . £41.50
- Ram pipe 40 DCOE - 39mm KNSS3940 . . . £41.50
- Ram pipe 45 DCOE - 16mm KNSS1645 . . . £41.50
- Ram pipe 45 DCOE - 26mm KNSS2645 . . . £41.50
- Ram pipe 45 DCOE - 39mm KNSS3945 . . . £41.50



GAC6610X



UKC8372SS

HEAT SHIELDS

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

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

- Heat shield stainless steel 1300cc GAC6610X . . . £27.40
- Heat shield stainless steel 1500cc UKC8372SS . . . £27.40
- Heat shield stainless steel 1500cc aftermarket UKC8372Z . . . £7.20



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

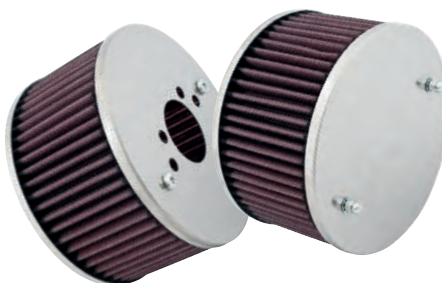
The last air filter you will ever need. K&N filters have a 1,000,000 mile guarantee, they just need cleaning and re-oiling periodically. K&N cotton gauze filters give virtually unrestricted air flow, whilst still providing very high levels of filtration to protect your engine.



KN56-1630A

K&N air filters for SU and Stromberg carburettors

- HS2 centre mounting 1 3/4" deep KN56-9121 . . . £107.40
- HS2 offset mounting 1 3/4" deep KN56-1630A . . £105.80
- HS4 centre mounting 1 3/4" deep KN56-1390A . . £90.40
- HS4 centre mounting 3 1/4" deep KN56-9095 . . . £78.00
- HS4 offset mounting 1 3/4" deep KN56-9128 . . . £112.30



KN56-9098

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

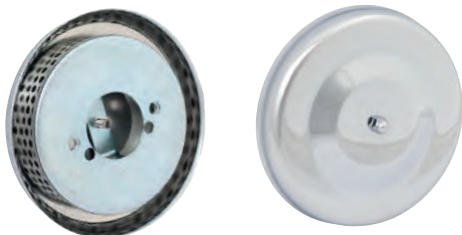


KN56-9104

K&N sports air filters for Weber carburettors

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

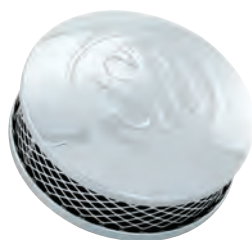
223-200



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£45.10
- Stelling & Hellings air filter - SU 1 1/2" carbs (each) . 223-200£45.10



SU LOGO AIR FILTER

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

- SU logo air filters (each) GAC1078X. £63.90



BREATHER FILTERS

Engine breather filters are an alternative to running pipes from crankcases, clutch housings and timing cover breathers to the inlet manifold, they are particularly useful if induction set ups have been changed.

Filters simply push-on and are retained by a hose clip. Just remember to block off the other fitting on the carburettor or air filter where the original pipe was attached.

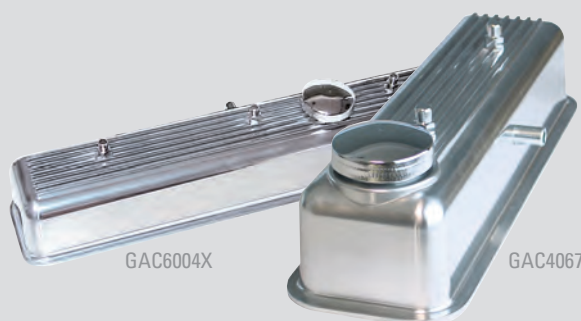
K&N crankcase breather filters

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



Aftermarket crankcase breather filters

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



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.

- 4 cylinder polished GAC4067£38.40
- 4 cylinder black GAC4067BLK . £47.10

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£8.70
- Chrome oil filler cap (for TT... rocker covers) . . . TT9920£27.90
- 6 cylinder Spitfire & Herald 5/16UNF dome nut 14B2685.£2.20
- Spitfire 1500 (late) rocker cover stud. 105123£2.50



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£189.00
- 6 cylinder ARP uprated con rod bolt (each) TT1280£15.90
- 6 cylinder uprated main bearing bolt (each) BH607241X£4.20



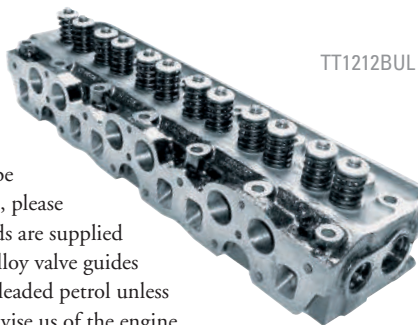
SILICONE ROCKER COVER GASKETS

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£15.70
- Spitfire gasket, aluminium rocker cover. 694-102£21.30

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 NCA
 - Spit early 1300 stage II cyl. head bronze guides . . TT1302BUL £774.00
 - Spit 1500 stage II cyl. head iron guides TT1402UL NCA
 - GT6 & Vitesse 2L stage II cyl. head iron guides . . TT1702UL NCA
 - GT6 & Vitesse 2.5L stage II cyl. head iron guides . TT1212UL NCA
 - GT6 & Vitesse 2.5L stage II cyl. head bronze guides . TT1212BUL £870.00
- (For 2.5L engine conversions only).

Stage III cylinder heads

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

- Spit early 1300 stage III cyl. head iron guides . . . TT1303UL . . £897.00
 - Spit late 1300 stage III cyl. head bronze guides . . TT1313B NCA
 - Spit late 1300 stage II cyl. head iron guides TT1313UL NCA
 - Spit 1500 stage III cyl. head bronze guides TT1403B . . . £897.00
 - GT6 & Vitesse 2L stage III cyl. head bronze guides . TT1703BUL £933.30
 - GT6 & Vitesse 2.5L stage III cyl. head iron guides . TT1203UL NCA
 - GT6 & Vitesse 2.5L stage III cyl. head bronze guides . TT1203BUL £972.00
- (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 £182.70
- 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 £141.70
- (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 £52.50
- 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.



TT14281

- 6 cylinder (duplex models) vernier cam gearTT1225£131.20
- 6 cylinder heavy duty timing chain2H4286UR . . .£33.80
- 1147-1300* duplex gear set.TT1328£123.50
- 1147-1300* duplex gear set with vernier cam gear TT1328X. . .£201.60
- 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 250ml.KEN2.£9.40
- Graphogen engine assembly lube 125g.GGL9122X. . .£32.50
- Penrite engine assembly lube 40g.GGL9031X. . . NCA
- Loctite studloc 24mlGGL1020. NCA
- Wellseal gasket compound 100ml.600569A. . . .£16.00
- Silicone gasket maker 200ml.GGL1009. . . .£16.80

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.



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.



TT1445

- Spitfire & Herald high lift 1.55:1TT1445£816.10
- Spitfire & Herald high lift 1.65:1TT1446£816.10
- 6 cylinder high lift 1.65:1TT1246 . . .£1,083.70
- 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).

Type	6 cylinder models	Spitfire small bearing	Spitfire large bearing
Road	Road 83.TT10504N . .£249.00		
	Road 89.TT14041N . .£240.00		
Fast road	Fast roadTT10405N . .£345.30	Fast road 212164/TH5. . £267.40	Fast roadTT1405N . . .£238.60
	Fast road 89. . . .TT12041N . .£351.70	Fast road 89 . . 212164/TH6. . £247.20	Fast road 83. . . .TT10505N . .£252.00
	Fast road 89. . . .TT14051N . .£258.00		
Sprint	Sprint 90TT1244N . . .£334.20		
Race	Race 95TT16061NNCA	1500 race 97 . TT13062N. . .£186.00	Race 97TT14063NNCA



AEROSCREEN

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

- Aeroscreen with stems (each)700896£93.00
- Screw Aeroscreen to scuttle (4 required)AD608063£0.47
- Aeroscreen stem kit replacement (pair)700896FK£11.10



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£84.00



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£69.00
- Dual air horn kitGAC9978X£43.40



VALVE CAPS

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

- Triumph valve cap setHMP190129£16.96



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£1.60
- Tudor water bottle stickerCRST124£1.90
- Triplex screen stickerCRST125£1.80
- 2 British Leyland house stickerCRST126£1.31
- Lucas coil stickerCRST156£1.70
- 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£88.20
- Alloy boot rack with wood slatsGAC4005X£112.00
- Stainless steel boot rackGAC4004SS£130.00
- Stainless steel boot rack with wood slatsGAC4005SS£138.85



BOLT-ON BOOT RACK

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

- MkI-III chrome boot rackGAC6603£286.60



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 Mki-II

- Vinyl hood fixed window - white807125£348.00
- Vinyl hood fixed window black807124£296.00
- Mohair hood fixed window black807124MH£552.00

Spitfire MkIII to FD75000

- Vinyl hood fixed window white.811639£363.00
- Vinyl hood fixed window black811638£362.00
- Mohair hood fixed window black811638MH£552.00

Spitfire MkIII from FD75001

- Vinyl hood zip out window white817889£369.00
- Vinyl hood zip out window black817881£345.00
- Mohair hood zip out window black.817881MH£558.00

Spitfire MkIV-1500

- Vinyl hood zip out window blackXKC1781£351.60
- Vinyl hood zip out window black aftermarket.XKC1781B£391.00
- Mohair hood zip out window black.XKC1781MH£537.50



CAR COVERS

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

Loose fit indoor covers

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

- Loose fit indoor dust coverGAC9501£125.90

Weatherproof outdoor covers

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

Mosom Plus (2 year warranty)

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

- Mosom Plus car cover237-510£108.00



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.

MkI-II up to (c) FC50000

- Vinyl no headrests white LHD706821£253.80

MkI-II from (c) FC50001

- Vinyl no headrests white LHD708886 NCA

Spitfire MkIV-1500

- Vinyl no headrests black LHD822461£240.20
- Vinyl no headrests black RHD822451£240.20



VINYL HOOD STORAGE COVERS

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

- Hood storage cover black.822401£170.60
- Hood storage cover black aftermarket822401B£160.00
- Hood storage cover beige.822404 NCA
- Hood storage cover beige aftermarket822404Z£298.00
- Hood storage cover black*822431£186.50

*Original style, for use with hardtop.



CABLE AND LOCK

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

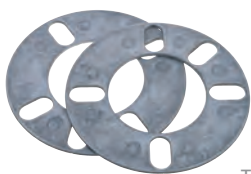
- Car cover cable and lockGAC2022X£16.10
- Storage bagGAC2013X£15.90



HARDTOP STORAGE

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

- 1 Universal hardtop wall storage bracketsVUB101340 NCA
- 2 Universal hardtop storage pouch.GAC1005£171.90
- 3 Universal hardtop storage caddy and coverMXV1120X£112.10



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 set MLN007 **£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. . . **£114.16**

- Wheel nut - tube type (each) TT6320 **£3.70**
- 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. . . **£84.20**
- Minator bolt-on alloy 13" x 5" 8 spoke - gun metal GAC8223F. . . **£116.30**
- 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. . . **£11.80**
(For early 8 spoke alloys with 55mm hole).
- Replacement plastic centre cap - silver (each) . . . GAC8201XPP . . **£5.10**
- Replacement plastic centre cap - gun metal (each) GAC8201XPF . . **£5.10**
(For current 8 spoke alloys with 52mm hole).

AHA8785



- Wheel nut - for 13" wheels AHA8785. **£1.70**
- Wheel nut stainless - for 13" wheels AHA8785SS. . . **£4.20**
- Wheel nut - for 14" wheel. TT6320 **£3.70**



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. . .£291.00
- Octagonal style spinner kit GAC7048X. . .£291.00



452-766

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. 452-766£19.10
- Rim band for 13" wheel 452-730£15.60



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£30.00
- Copper faced hammer. 11B5166. . . .£25.30
- Spoke adjusting spanner MM385-800. . .£11.90
- Short octagonal spanner AHH5839£6.05
- Long octagonal spanner MM386-120. . .£58.60
- Long spanner 2-eared MM386-125. . .£57.70
- Wooden wrench 2-eared AHH5839W . .£23.00
- (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. . .£27.80
- Two eared spinner (8tpi) lefthand. AHA7374. . .£27.80
- Three eared spinner (8tpi) righthand 107948/3 . . .£50.00
- Three eared spinner (8tpi) lefthand. 107949/3 . . .£50.00
- Octagonal spinner (8tpi) righthand. 88G606 . . .£25.60
- Octagonal spinner (8tpi) lefthand. 88G607 . . .£25.60



AUXILIARY REVERSE & FOG LAMPS

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

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



GENERAL SWITCHES

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

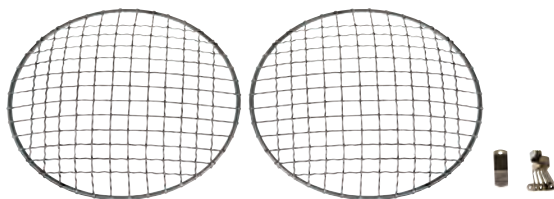
- Push button switch momentary 3H3058£27.60
- Toggle switch momentary GWW102X£18.40
- Toggle switch on/off RTC430A£4.90
- Pull switch on/off - white illumination GAE132£20.00
- Pull switch on/off - green illumination GAE132G£19.50
- Pull switch on/off - red illumination GAE132R£19.50
- Pull switch on/off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



ALLOY HEADLAMP RIMS

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

- Alloy headlamp rim (each) 500929ALLOY £27.40



CHROME HEADLAMP STONE GUARDS

Add some protection to your headlamps with these period chrome guards. Stone guard chrome clip fit (pair) GAC8000X£13.10



CHROME HEADLAMP PEAKS

A good excuse to fit some chrome.

- Headlamp peaks (pair) GAC7999X£15.60

SPOT & FOG LAMPS

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



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

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

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



PERIOD STYLE LAMPS

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

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

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

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



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£110.00
- 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 halogens.

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



506370X

LU554308

TRIPOD HEADLAMPS

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

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



117-515

HEADLAMP RELAY KITS

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

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



GAC4600

GAC4022X

CRYSTAL HALOGEN HEADLAMP KITS

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

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





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£32.00
- Stainless steel flat anti-glare glass LH (each)GAM259X£32.00
- Black finish flat glass RH (each)GAM261X£28.80
- Black finish flat glass LH (each)GAM262X£28.80
- Replacement glass - flat tinted (each)GAM207T£7.20
- Replacement glass - convex tinted (each)GAM208T£7.20



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 . . .£35.80
- (These mirrors can be fitted on either righthand or lefthand).



Early Lucas long arm style (fixed type)

- Chrome convex glass RH (each)WM1904£16.60
- Chrome convex glass LH (each)WM1905£16.60
- Chrome flat glass RH (each)WM1906£16.60
- Chrome flat glass LH (each)WM1907£16.60

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£16.40

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£36.60



British Leyland style mirrors

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

- Chrome flat glass RHGAM106£42.00
- Chrome flat glass LHGAM107£42.00
- Adaptor plate kit RHCZH1626£4.50
- Adaptor plate kit LHCZH1625£4.50



Dual base mirror

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

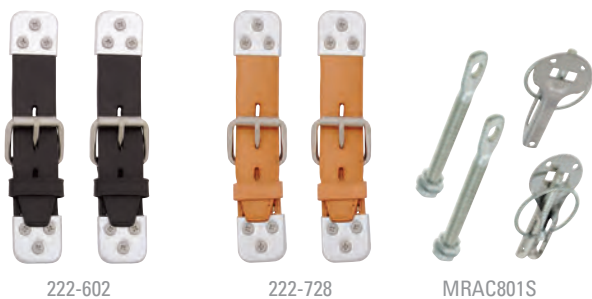
- Dual base chrome flat glass222-372£42.10



RAYDYOT REPRODUCTION MIRRORS

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

- Raydyot alloy flat glass222-355£27.60
- Raydyot alloy convex glass222-356£27.60



222-602

222-728

MRAC801S

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£20.00
- Bonnet strap set black (pair)222-602£38.10
- Bonnet strap tan (single)222-729£20.00
- Bonnet strap set tan (pair)222-728£38.10
- Stainless steel pin setMRAC801S£18.00



BHH973S

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



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£25.00



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 - blackGAE128X£98.40
- Clock full face 52mm black bezel (inc. plinth) - black .GAE128Z NCA
- Electric water temp. half face* 52mm - blackGAE124X£58.40
- Oil temperature half face* 52mm - blackGAE129X£70.00
- Capillary oil pressure half face* 52mm - blackGAE123X£94.00
- Capillary water temp + oil press dual* 52mm - black .GAE127X£227.00 (Includes fittings).
- Capillary water temp + oil press dual* 52mm - black .LUSJB100£110.00
- Dynamo ammeter half face 52mm - blackGAE120£61.00
- Alternator ammeter half face 52mm - blackGAE121£61.00
- Voltmeter half face 52mm - blackGAE122£73.00

Gauge fittings (*may be required)

- Nylon pipe for oil pressure gaugeLUSIB703£14.40
- Y piece for oil pressure gaugeLUSIB748£5.50
- Male/male adaptor for oil pressure gaugeCAM6431£6.00
- Leather washer for oil pressure gauge2K4936£0.30
- Male/female adaptor for water temperature gauge . 11K2846£3.60
- Male/male adaptor for water temperature gauge . 11K2846X£9.40



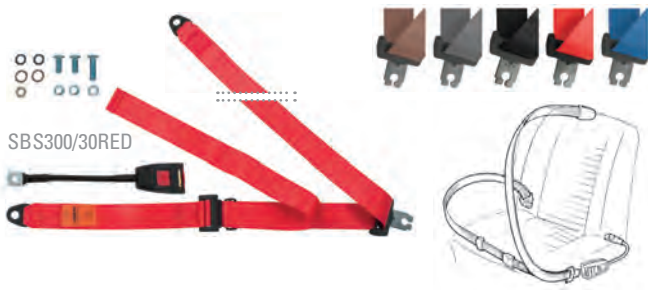
BONNET LIFT KIT

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-1500 bonnet lift kit867-105£84.70

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£33.10
- Static seat belt kit - red SBS300/30RED£39.90
- Static seat belt kit - beige. SBS300/30BGE£39.90
- Static seat belt kit - grey SBS300/30GREY£39.90
- Static seat belt kit - blue SBS300/30BLU£39.90



Automatic seat belts

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

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

Seat belt extender



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

- Seat belt extender - red only SBS227 £21.40



Harness fittings

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



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£41.50
- 3 point harness kit - red SBH628RED£41.50
- 3 point harness kit - blue. SBH628BLUE£38.40
- 4 point harness kit - black. SBH629BLACK£40.30
- 4 point harness kit - red. SBH629RED£40.30
- 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£49.60
- 3 point harness kit - red SBH605RED£49.60
- 3 point harness kit - blue. SBH605BLUE£49.60
- 4 point harness kit - black. SBH655BLACK£56.40
- 4 point harness kit - red SBH655RED£56.40
- 4 point harness kit - blue. SBH655BLUE£56.40

VINTAGE COMPETITION LAP BELT



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

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



PERIOD STYLE SEAT BELT

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

- Period style seat belt 222-205£36.00



MOTO-LITA STEERING WHEELS

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

Wood rimmed steering wheels

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

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

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

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

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

Leather rimmed steering wheels

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

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

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

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

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

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

Mahogany rimmed steering wheels

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

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



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 £75.00
- Spitfire 1500 MLW1117B45 £75.00

Horn push and centre caps

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

- Billet centre cap 3.5" MLW1117BCC £54.00
- Billet horn push 3.5" MLW1117BHP £99.00
- Moto-Lita centre cap MLW1117X1 .£13.40
- Centre cap and horn push MLW1117X2 .£22.90
- Polished ring kit MLW1117X3 .£16.20
- Black ring kit MLW1117X3B £19.20



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

Laminated wood rimmed steering wheels

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

Solid wood rimmed steering wheels

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

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 853-786£58.00
(Spitfire 1962-1976 & GT6, Herald & Vitesse).
- Boss kit with horn push MLW1117B45 £75.00
(Spitfire models 1977-80).
- 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).

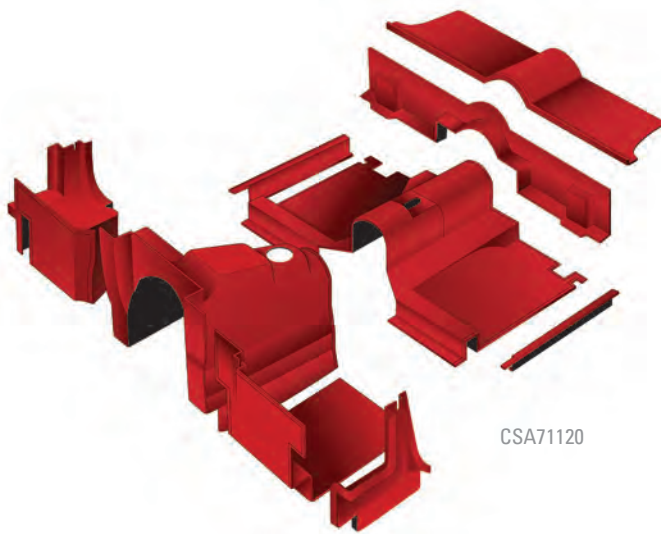
- Gaiter finishing kit chrome GAC9540 . . .£19.60



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 . .£15.00
- 2 Leather gear knob nylon inset. GAC6051X . .£16.50



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 . . .£407.50	644-311 . . .£253.80
Carpet set, autumn leaf	N/A	644-313 . . .£253.80
Carpet set, grey	CSA71160 . .£407.50	N/A N/A
Carpet set, blue	CSA71170 . .£407.50	644-315 . . .£253.80
Carpet set, honey tan	N/A	644-314 . . .£253.80

Boot Carpet

	Mkl-III	MkIV-1500
Boot carpet, black	CSA71210 . .£243.60	CSA74210 £243.60
Boot carpet, red.	CSA71220 . .£243.60	CSA74220 £243.60
Boot carpet, biscuit	CSA71231 . .£243.60	CSA74231 £243.60
Boot carpet, green	CSA71250 . .£243.60	CSA74250 £243.60
Boot carpet, grey	N/A	CSA74260 £243.60
Boot carpet, blue.	CSA71270 . .£243.60	CSA74270 £243.60



SCA7101110



SCA7201120



SCA7502210

SEAT COVERS & HEADRESTS

Seat Covers - Spitfire MkI (1962-64)

	Vinyl (pair)	Leather (pair)
Black/White piping	SCA7101110 £336.90	SCL7101110 .. £927.80
Red/White piping	SCA7101120 £336.90	SCL7101120 .. £927.80
Midnight blue/ White piping	SCA7101170 £336.90	SCL7101170 .. £927.80

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

	Vinyl (pair)	Leather (pair)
Black/ White piping	SCA7201110 £336.90	SCL7201110 .. £927.80
Red/ White piping	SCA7201120 £336.90	SCL7201120 .. £927.80
Light Tan/ Light Tan piping	SCA7201132 £336.90	N/A N/A
New Tan/ White piping	SCA7201134 £336.90	N/A N/A
Midnight Blue/ White piping	SCA7201170 £336.90	SCL7201170 .. £927.80
Shadow Blue/ White piping	SCA7201171 £336.90	N/A N/A

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

	Vinyl (pair)	Leather (pair)
Black	SCA7323210 £536.50	SCL7323210 £1,009.80
Red	SCA7323220 £536.50	SCL7323220 £1,009.80
Light Tan	SCA7323232 £536.50	N/A N/A
New Tan	SCA7323234 £536.50	N/A N/A
Midnight Blue	SCA7323270 £536.50	N/A N/A

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

	Vinyl (pair)	Leather (pair)
Black	SCA7324210 £536.50	SCL7324210 £1,104.60
Red	SCA7324220 £536.50	SCL7324220 £1,104.60
Light Tan	SCA7324232 £536.50	SCL7324232 £1,104.60
Midnight Blue	SCA7324270 £536.50	SCL7324270 £1,104.60

Seat Covers - Spitfire MkIV (1970-73)

	Vinyl (pair)	Leather (pair)
Black	SCA7401110 £336.90	SCL7401110 .. £927.80
Red	SCA7401120 £336.90	SCL7401120 .. £927.80
New Tan	SCA7401134 £336.90	SCL7401134 .. £927.80
Grey	SCA7401160 NCA	SCL7401160 NCA
Shadow Blue	SCA7401170 £336.90	SCL7401170 .. £927.80

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

	Vinyl (pair)	Leather (pair)
Black	SCA7424210 £536.50	SCL7424210 £1,104.60
Red	SCA7424220 £536.50	SCL7424220 £1,104.60
Light Tan	SCA7424232 £536.50	N/A N/A
New Tan	SCA7424234 £536.50	SCL7424234 £1,104.60
Shadow Blue	SCA7424270 £536.50	SCL7424270 £1,104.60

Seat Covers - Spitfire MkIV (1973-75)

	Vinyl (pair)	Leather (pair)
Black	SCA7402210 £336.90	SCL7402210 .. £638.60
Red	SCA7402220 £336.90	SCL7402220 .. £638.60
Beige	SCA7402233 £336.90	SCL7402233 .. £638.60
New Tan	SCA7402234 £336.90	SCL7402234 .. £638.60
Chestnut	SCA7402235 £336.90	SCL7402235 .. £638.60
Grey	SCA7402260 NCA	SCL7402260 NCA
Shadow Blue	SCA7402270 £336.90	SCL7402270 .. £638.60

Seat Covers - Spitfire 1500 (1975-80)

	Vinyl (pair)	Leather (pair)
Black	SCA7501210 £336.90	SCL7502210 .. £638.60
Biscuit	SCA7501231 £336.90	N/A N/A
Light Tan	SCA7501232 £336.90	N/A N/A
Beige	SCA7501233 £336.90	SCL7502233 .. £638.60
Chestnut	SCA7501235 £336.90	N/A N/A

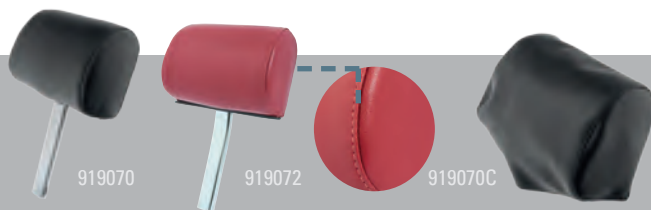
	With Headrest (pair)	Without Headrest (pair)
Houndstooth Black/ White piping	SCA75022101 £413.30	SCA75012101. £336.90
Houndstooth Beige/ White piping	SCA75022331 £413.30	SCA75012331. £336.90

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 £83.60	919071L £106.10
Black, coarse grain	919071 £83.60	919072L £106.10
Matador Red	919072 £83.60	919073L NCA
Chestnut	919073 NCA	919074L NCA
Beige	919074 £83.60	919077L £106.10
Shadow Blue	919077 NCA	919078L NCA
Grey	919078 NCA	919083L £106.10
New Tan	919083 £83.60	



Headrest Covers - MkI-1500

	Vinyl (each)	Leather (each)
Black, fine grain	919070C £38.30	919071CL £77.50
Black, coarse grain	919071C £38.30	919072CL £77.50
Matador Red	919072C NCA	919073CL £77.50
Chestnut	919073C NCA	919074CL £77.50
Beige	919074C £38.30	919077CL £77.50
Shadow Blue	919077C NCA	919078CL NCA
Grey	919078C NCA	919083CL £77.50
New Tan	919083C £38.30	



INTERIOR TRIM PANEL KITS

Trim Panels - MkI

- Trim panel kit, vinyl, black TKA71010 . . .£385.40
- Trim panel kit, vinyl, red. TKA73020 . . .£385.40
- Trim panel kit, vinyl, light tan TKA71032 . . .£385.40
- Trim panel kit, vinyl, midnight blue TKA71070 . . .£385.40

Trim Panels - MkII

- Trim panel kit, vinyl, black TKA72010 . . .£385.40
- Trim panel kit, vinyl, red. TKA72020 . . .£385.40
- Trim panel kit, vinyl, midnight blue TKA72070 . . .£385.40

Trim Panels - MkIII

- Trim panel kit, vinyl, black TKA73010 . . .£385.40
- Trim panel kit, vinyl, red. TKA73020 . . .£385.40
- Trim panel kit, vinyl, light tan TKA73032 . . .£385.40
- Trim panel kit, vinyl, new tan TKA73034 . . .£385.40
- Trim panel kit, vinyl, midnight blue TKA73070 . . .£385.40
- Trim panel kit, vinyl, shadow blue TKA73071 . . .£385.40

Trim Panels - MkIV-1500

- Trim panel kit, vinyl, black TKA74010 . . .£385.40
- Trim panel kit, vinyl, beige TKA74033 . . .£385.40
- Trim panel kit, vinyl, biscuit TKA74031 . . .£385.40

Door Panels - MkI

- Door panels, vinyl, black (pair) TKP71210 . . .£135.10
- Door panels, vinyl, red (pair) TKP71220 . . .£135.10
- Door panels, vinyl, shadow blue (pair) TKP71270 . . .£135.10

Door Panels - MkII-III

- Door panels, vinyl, black (pair) TKP72210 . . .£138.20
- Door panels, vinyl, red (pair) TKP72220 . . .£138.20
- Door panels, vinyl, light tan (pair) TKP72232 . . .£138.20
- Door panels, vinyl, new tan (pair) TKP72234 . . .£138.20
- Door panels, vinyl, midnight blue (pair) TKP72270 . . .£138.20
- Door panels, vinyl, shadow blue (pair) TKP72271 . . .£138.20

DOOR PANELS

Door Panels - MkIV (1970-73)

- Door panels, black (pair) TKP741210 . . .£135.10
- Door panels, red (pair) TKP741220 . . .£135.10
- Door panels, beige (pair) TKP741233 . . .£135.10
- Door panels, new tan (pair) TKP741234 . . .£135.10
- Door panels, shadow blue (pair) TKP741271 . . .£135.10

Door Panels - MkIV (1973-75)

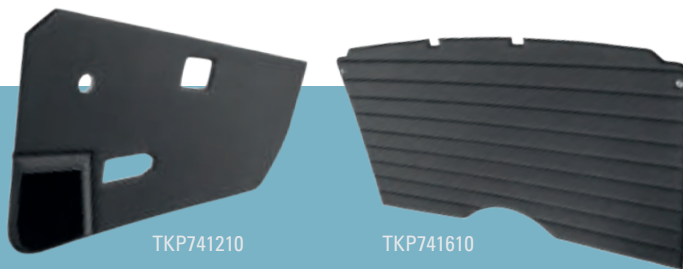
- Door panels, black (pair) TKP742210 . . .£135.10
- Door panels, beige (pair) TKP742233 . . .£135.10
- Door panels, new tan (pair) TKP742234 . . .£135.10
- Door panels, chestnut (pair) TKP742235 . . .£135.10
- Door panels, grey (pair) TKP742260 . . . NCA
- Door panels, shadow blue (pair) TKP742271 . . .£135.10

Door Panels - 1500 (1975-80)

- Door panels, black (pair) TKP741210 . . .£135.10
- Door panels, red (pair) TKP741220 . . .£135.10
- Door panels, beige (pair) TKP742233 . . .£135.10

Rear Cockpit Panels - MkI-II

- Cockpit panel, vinyl, black TKP71610 . . .£91.40
- Cockpit panel, vinyl, red TKP71620 . . .£91.40
- Cockpit panel, vinyl, midnight blue TKP71670 . . .£91.40



Rear Cockpit Panels - MkIII

- Cockpit panel, vinyl, black TKP73610 . . .£91.40
- Cockpit panel, vinyl, red TKP73620 . . .£91.40
- Cockpit panel, vinyl, light tan TKP73632 . . .£91.40
- Cockpit panel, vinyl, beige TKP73633 . . .£91.40
- Cockpit panel, vinyl, new tan TKP73634 . . .£91.40
- Cockpit panel, vinyl, midnight blue TKP73670 . . .£91.40
- Cockpit panel, vinyl, shadow blue TKP73671 . . .£91.40

Rear Cockpit Panels - MkIV (1970-73)

- Cockpit panel, vinyl, black TKP741610 . . .£91.40
- Cockpit panel, vinyl, red TKP741620 . . .£91.40
- Cockpit panel, vinyl, midnight blue TKP741634 . . .£91.40
- Cockpit panel, vinyl, shadow blue TKP741671 . . .£91.40

Rear Cockpit Panels - MkIV (1973-75)

- Cockpit panel, vinyl, black TKP742610 . . .£91.40
- Cockpit panel, vinyl, new tan TKP742634 . . .£91.40
- Cockpit panel, vinyl, chestnut TKP742635 . . .£91.40
- Cockpit panel, vinyl, shadow blue TKP742671 . . .£91.40



TKP74310



TKP74371

Armrest Assemblies – MkIV-1500

- Armrest assembly, vinyl, black, coarse TKP74310 . . .£157.10
- Armrest assembly, vinyl, black, fine TKP74311 . . .£157.10
- Armrest assembly, vinyl, red TKP74320 . . .£157.10
- Armrest assembly, vinyl, beige TKP74333 . . .£157.10
- Armrest assembly, vinyl, new tan TKP74334 . . .£157.10
- Armrest assembly, vinyl, chestnut TKP74335 . . .£157.10
- Armrest assembly, vinyl, shadow blue TKP74371 . . .£157.10

Wheel Arch Panels - Mki-II

- Wheel arch panel set, vinyl, black TKP71810 . . .£134.70
- Wheel arch panel set, vinyl, red TKP71820 . . .£134.70
- Wheel arch panel set, vinyl, midnight blue TKP71870 . . .£134.70

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

- Wheel arch panel set, vinyl, black TKP73810 . . .£134.70
- Wheel arch panel set, vinyl, red TKP73820 . . .£134.70
- Wheel arch panel set, vinyl, light tan TKP73832 . . .£134.70
- Wheel arch panel set, vinyl, beige TKP73833 . . .£134.70
- Wheel arch panel set, vinyl, new tan TKP73834 . . .£134.70
- Wheel arch panel set, vinyl, midnight blue TKP73870 . . .£134.70
- Wheel arch panel set, vinyl, shadow blue TKP73871 . . .£134.70

Wheel Arch Panels - MkIV (1973-75)

- Wheel arch panel set, vinyl, black TKP74810 . . .£134.70
- Wheel arch panel set, vinyl, beige TKP74833 . . .£134.70
- Wheel arch panel set, vinyl, new tan TKP74834 . . .£134.70
- Wheel arch panel set, vinyl, chestnut TKP74835 . . .£134.70
- Wheel arch panel set, vinyl, shadow blue TKP74871 . . .£134.70

Wheel Arch Panels - 1500

- Wheel arch panel set, vinyl, black TKP73810 . . .£134.70
- Wheel arch panel set, vinyl, red TKP73820 . . .£134.70
- Wheel arch panel set, vinyl, light tan TKP73832 . . .£134.70
- Wheel arch panel set, vinyl, beige TKP73833 . . .£134.70
- Wheel arch panel set, vinyl, new tan TKP73834 . . .£134.70
- Wheel arch panel set, vinyl, midnight blue TKP73870 . . .£134.70
- Wheel arch panel set, vinyl, shadow blue TKP73871 . . .£134.70

Knee Pads – MkIV-1500

	LH side (each)	RH side (each)
Vinyl, black, coarse	TKP742710 . £43.30	TKP741710 . £43.30
Vinyl, black, fine	TKP742711 . £43.30	TKP741711 . £43.30
Vinyl, red	TKP742720 . £43.30	TKP741720 . £43.30
Vinyl, beige	TKP742733 . £43.30	TKP741733 . £43.30
Vinyl, new tan	TKP742734 . £43.30	TKP741734 . £43.30
Vinyl, chestnut	TKP742735 . £43.30	TKP741735 . £43.30
Vinyl, shadow blue	TKP742771 . £43.30	TKP741771 . £43.30

Tunnel Cover – MkIV-1500 (1973-80)

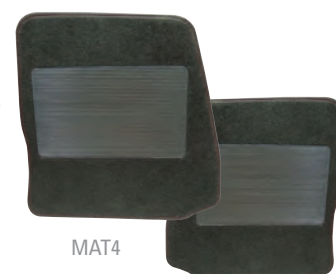
- Tunnel cover, vinyl, black, coarse TKP7410 . . .£43.30
- Tunnel cover, vinyl, black, fine TKP7411 . . .£43.30
- Tunnel cover, vinyl, red TKP7420 . . .£43.30
- Tunnel cover, vinyl, beige TKP7433 . . .£43.30
- Tunnel cover, vinyl, new tan TKP7434 . . .£43.30
- Tunnel cover, vinyl, chestnut TKP7435 . . .£43.30
- Tunnel cover, vinyl, shadow blue TKP7471 . . .£43.30

Armrest Recovering Kits – MkIV-1500

- Armrest recovering kit, vinyl, black, coarse TKP74510 . . .£80.90
- Armrest recovering kit, vinyl, black, fine TKP74511 . . .£80.90
- Armrest recovering kit, vinyl, red TKP74520 . . .£80.90
- Armrest recovering kit, vinyl, beige TKP74533 . . .£80.90
- Armrest recovering kit, vinyl, new tan TKP74534 . . .£80.90
- Armrest recovering kit, vinyl, chestnut TKP74535 . . .£80.90
- Armrest recovering kit, vinyl, shadow blue TKP74571 . . .£80.90



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 . . .£41.30
- 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
- Self adhesive 'peel & stick'
- Easily cut & moulded to fit
- Isolates panel vibration
- Reduces road noise
- Reduces heat soak from engine & exhaust

Dynamat Xtreme

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

- Dynamat Xtreme - speaker packGAC90511£15.00
(2 sheets of 254mm x 254mm (10" x 10")).
- Dynamat Xtreme - wedge packGAC90512£30.00
(1 sheet of 457mm x 812mm (18" x 32")).
- Dynamat Xtreme - door packGAC90513£80.00
(4 sheets of 305mm x 914mm (12" x 36")).
- Dynamat Xtreme - bulk packGAC90514 . . .£210.00
(9 sheets of 457mm x 812mm (18" x 32")).

Dynaliner

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

- Dynaliner - 1/8" thickGAC90531£58.00
(1 sheet of 813mm x 1372mm (32" x 54")).
- Dynaliner - 1/4" thickGAC90532£85.00
(1 sheet of 813mm x 1372mm (32" x 54")).
- Dynaliner - 1/2" thickGAC90534 . . .£110.00
(1 sheet of 813mm x 1372mm (32" x 54")).

Hoodliner

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

- HoodlinerGAC90541£85.00
(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£22.50



TRIUMPH BAR STOOL

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

231-805£84.70



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£37.90
- 2 Tool roll small 9 pouches & flapMM647-100 . .£43.70
- Tool roll large 8 pouchesGAC8418X . . .£56.20

Jack bags

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

- Jack bag side flap with tie strapsAHA5506 . . .£43.30
- Jack bag end flap with bucklesAHH6540 . . .£40.90



GARAGE SIGNS

Screen printed metal replicas of original factory dealer signs.

- 1 Triumph shield service sign GAC9932X.£33.40
- 2 Triumph shield parking sign GAC8030X.£32.70
- 3 Triumph wreath parking sign GAC8031X.£32.70
- 4 Triumph service sign. 214-220 NCA



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£11.60



EMBROIDERED PATCHES

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



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.£23.90



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.£5.90
- 5 Unipart filter sticker CRST119£1.60
- Triplex screen sticker CRST125£1.80
- Lucas coil sticker. CRST156£1.70
- 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.

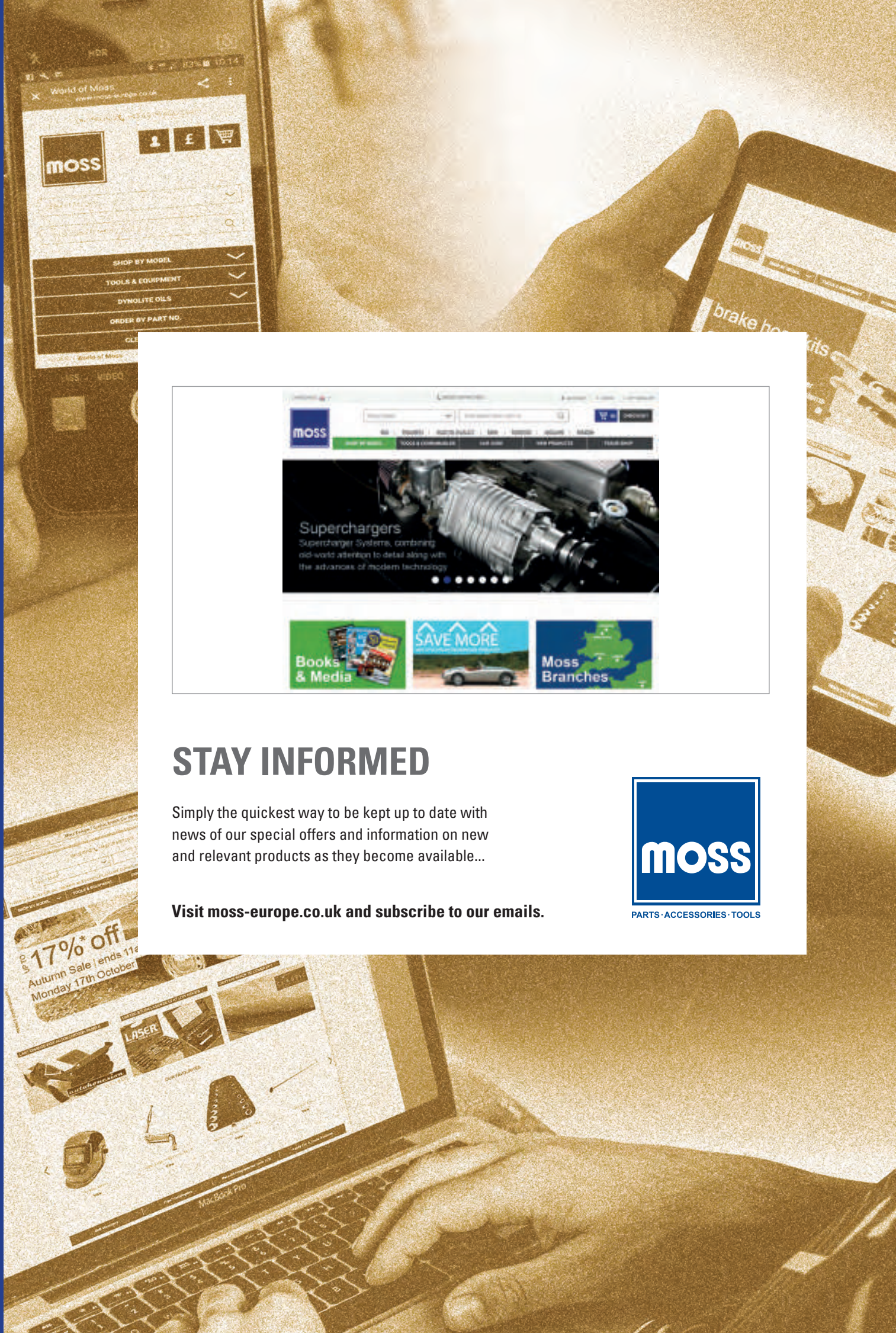
- Waterproof blanket, grey, Moss logo 231-370£29.60
- Waterproof blanket, grey, Triumph logo 231-380£29.60



THERMAL MUGS

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

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



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MOSS
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 globeGAC6053£3.80
- 2 Triumph shield - blue/whiteGAC6053X.£3.80
- 3 Triumph shield - red/white.GAC6054X.£3.80
- 4 Union flagGAC4042.£3.80
- 5 Triumph shield - black fob621-000NCA
- 6 Triumph shield - tan fob.621-001NCA
- 7 Triumph globe - black fob621-015NCA
- 8 Triumph globe - tan fob621-016£13.90



TR SHIELD EARRINGS

Enamelled miniature marque logo earrings.

- TR shield earrings.GAC9941X.£17.80



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£19.20



WING COVER

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

- Triumph wing coverGAC9975X.£23.50



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 smallALCFHL/S.£96.90
- Leather pilot helmet brown mediumALCFHL/M.£96.90
- Leather pilot helmet brown largeALCFHL/L.£96.90
- Leather pilot helmet brown x-large.ALCFHL/XL£96.90
- 2 Leather motoring helmet brown smallALCFHLL/S.£100.00
- Leather motoring helmet brown mediumALCFHLL/M£100.00
- Leather motoring helmet brown x-largeALCFHLL/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 immobiliser 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 TrackerTRACKER1.£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, chrome 230-383**£330.00**
 RetroSound San Diego, black 230-388**£330.00**

Hermosa

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

RetroSound Hermosa, chrome 230-390**£267.00**
 RetroSound Hermosa, black 230-395**£267.00**

Long Beach

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

RetroSound Long Beach, chrome 230-381**£357.00**
 RetroSound Long Beach, black 230-386**£357.00**

Laguna

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

RetroSound Laguna, chrome 230-355**£172.60**

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/ivory 230-396I**£312.00**
 RetroSound Motor 7, chrome/black 230-396B**£294.00**
 RetroSound Motor 7, chrome/chrome 230-396C**£294.00**

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 Adaptor 230-389**£23.80**



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:

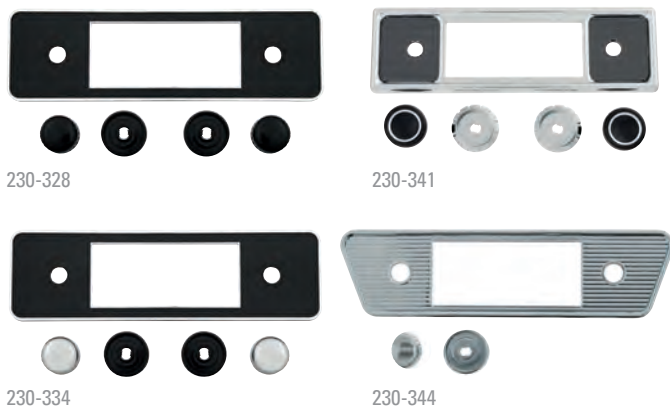
- 4 x 45W RMS power output.
- Full range Class D digital circuitry.
- Ultra-low current draw.
- Advanced protection circuitry.
- Shielded to prevent electrical interference.
- Built-in high pass/full range crossover.
- Direct connection compatibility with all RetroSound radios.
- Compact size. (7 1/4"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

RetroSound Quadrophonic amplifier 230-580**£151.40**



230-396I





Faceplate and knob kits (F&K kits)

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

- F&K kit - chrome faceplate/chrome knobs 230-326£42.00
- F&K kit - black faceplate/black knobs. 230-327£42.00
- F&K kit - black/black faceplate/chrome knobs . . . 230-329£42.00
- F&K kit - black/chrome faceplate/black knobs . . . 230-328£42.00
- F&K kit - black/chrome faceplate/chrome knobs . 230-333£42.00
- F&K kit - black/chrome faceplate/black/chrome knobs 230-334£35.10
- F&K kit - Becker pinstripe 230-341£41.00
- F&K kit - Blaupunkt black 230-342£41.00
- F&K kit - Blaupunkt black/chrome. 230-346£42.00
- F&K kit - VW ivory 230-343£41.00
- F&K kit - Ghia chrome. 230-344£41.00
- Knob set only - chrome. 230-331£17.90
- Knob set only - black 230-332£18.00



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£25.10
- Aerial wing mount manual MRA001£11.10
- Aerial wing mount electric AJM1112X£45.00
- Aerial roof mount EEP11Z£12.90
- Extension lead aerial 3 metre. ZKC533£15.00



RETROMOD SPEAKERS BY RETRO SOUND

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

Dual voice coils (DVC) speakers

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

- 6.5" dia 3 way, DVC, no grilles (each). 230-505£56.90
- 5" x 7" 3 way, DVC, no grilles (each) 230-545£62.50
- 6" x 9" 3 way, DVC, no grilles (each) 230-510 NCA

Single voice coils (SVC) speakers

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

- 4.5" dia 2 way, 40W max, with grilles (pair) 230-535£82.00
- 5" x 7" 3 way, 60W max, with grilles (pair). . . . 230-540£84.30
- 6" x 9" 3 way, 100W max, with grilles (pair). . . . 230-530 NCA
- 6" x 9" 3 way, 100W max, with grilles (pair). . . . 230-531£121.10

RetroMod 8" Subwoofer

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

- 8" Subwoofer with internal amplifier 230-550£190.80

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. **£15.70**
 Spitfire MkIII owners handbook. 545017. **£10.50**
 Spitfire MkIV owners handbook. 545220. **£10.50**
 Spitfire 1500 owners handbook. 545189. **£10.50**
 GT6 MkI owners handbook 512944. **£10.50**
 GT6 MkIII owners handbook. 545186. **£10.50**

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. **£32.50**
 Spitfire 1500 workshop manual AKM4329 . . . **£27.50**
 Spitfire Competition Preparation manual . MGL6811 . . **£10.50**
 GT6 & Vitesse workshop manual . . . 512947. **£34.50**

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. . . **£35.00**

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 **£25.00**

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 . . **£50.00**

Haynes carburettor manual

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

- Haynes carburettor manual. MGL0279 . . **£28.00**

Weber carburetors: Tuning tips and techniques, by John Passini

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

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

Tuning SU carburetors

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

- Tuning SU carburetors. MGL0070 . . **£13.50**

SU workshop manual

Factory workshop manual covering both carbs and fuel pumps.

- SU workshop manual GAC1044X . **£17.60**

SU needle chart

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

- SU needle chart. ALT9501 . . . **£12.00**
 SU parts catalogue ALT9524 . . . **£0.00**

Lucas fault diagnosis manual

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

- Lucas manual GAC1029X. . **£4.50**

SU carburettor rebuild DVD

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

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

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. . **£25.00**

How to Restore Classic Car Interiors

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

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

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 **£24.50**

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. . **£20.00**

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.

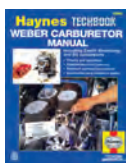
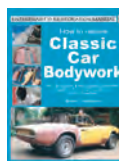
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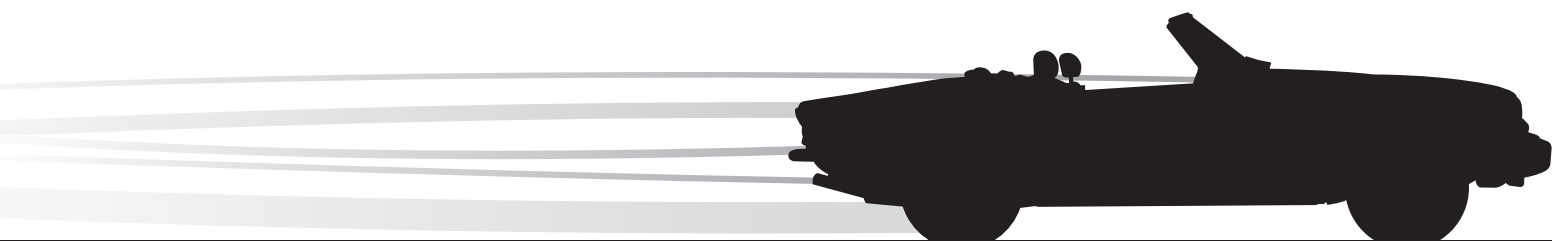
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Spitfire, GT6, Herald & Vitesse

- OTP USB. HTP2010E. . . **£33.58**
 OTP USB portable HTP2010USB **£46.75**





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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		Suffix		
FH	All markets, save USA & Sweden	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, 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

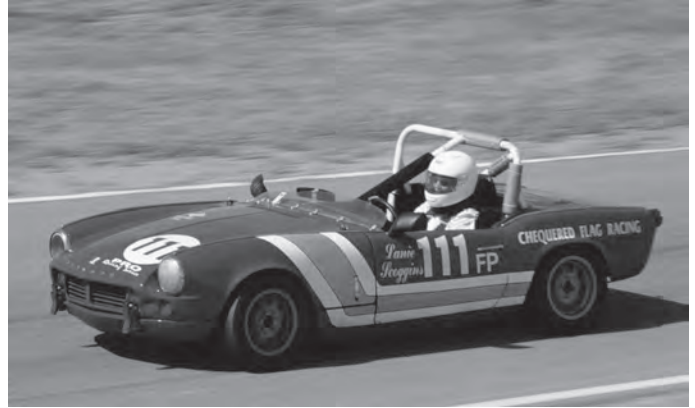
These are fitted to all Spitfire models prior to the 1500. The MkIII 3122 distributor has the best advance curve for a modified engine, but these are difficult to obtain. All the other units now available produce too much advance and must be tweaked to suit the engine. At present we are unable to offer 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 Mkl, 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 nylon 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		2nd	3rd	4th
Spitfire		2.16	1.39	1.00
GT6 & Vitesse		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	-	-	-
3.89:1	X	X	X
4.1:1		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= $\pi r^2 h = 3.142 \times (1/2 \text{ bore diameter})^2 \times \text{stroke}$

Cubic Capacity= swept volume x no. of cylinders

Compression Ratio= $\frac{\text{swept volume} + \text{chamber volume}}{\text{chamber volume}}$

(Chamber volume where chamber volume includes gasket, piston (if dished) and amount of deck height 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 updated spring is fitted make sure that there are no extra packing washers also installed.

Crankshaft

If you are re-using your old crankshaft it is recommended the oilways to be cleaned out properly - a pipe cleaner is very good for this. If the plugs are removed use a thread sealant when refitting. Tuftride hardening of the crankshaft is highly recommended to improve the life of the unit at a reasonable cost, this can be for road or competition use.

When Tuftriding is carried out, the crankshaft must then be re-machined or polished back to the correct journal size. Normally the journals are micro polished to give a good oil surface.

1147

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

1300

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

1500

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

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

Flywheel

Lightening of the flywheel to reduce the rotating weight will enable the engine to pick up and rev easier which is highly recommended for all fast road cars. This work is usually carried out to your own unit at the same time as balancing.

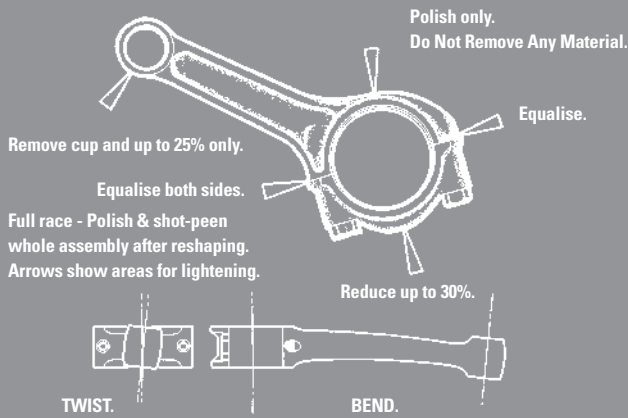
Alternatively for 1500 engines, fit one of our brand new lightweight steel flywheels, part number TKC1840X, that only weigh approx. 4kg (9lbs). This serious reduction in reciprocating mass being accelerated/ decelerated is probably equivalent to 10-20bhp depending on state of engine tune.

Con Rods (See illustration on page 10)

For normal use, the standard con-rods are maintained, although they can be lightened to improve the strength (as illustrated). Unfortunately, the cost of us carrying out this modification is prohibitive as a service because of the labour time required.

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

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



Cylinder Block & Components (Continued)

Pistons

For racing use, there are a number of different sizes on some models, which require special treatment of the block and clearances, check carefully before re-boring. Pistons can be radiused on the lower edges to assist in reducing bore problems, also the whole unit can be polished after ensuring that the heights have been equalised. For a road car the standard piston is perfectly okay as long as a solid skirt type is used. We would not recommend the use of a race piston for road use, unless it was originally designed for both applications.

1147

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

1300

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

1500

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

Piston Rings

Before final installation check that the width of ring is correct for your piston. Modify the ring ends after the gaps have been set, so that the edges do not dig into the bores. End gaps should be .015-.025".

Oil Seals

The standard oil seals, front and rear, should be replaced at any rebuild. The rear unit should be centralised carefully to stop oil leaks at high engine speeds.

Push Rods

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

Cam Followers

When changing the camshaft, you must fit new cam followers, otherwise your new cam will not last very long. The amount of weight that the camshaft has to lift each time restricts the revving capabilities of the engine, therefore the use of the lighter cam followers (with oil drain hole) is recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life.

Special Note For 1147 Models

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

Timing Chain And Gears (Crankshaft And Camshaft)

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

Vernier Cam Gear

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

Tensioner

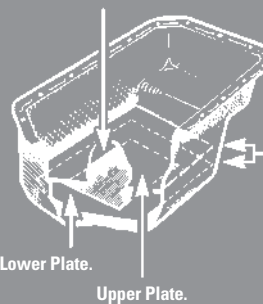
The standard tensioner needs to be replaced if a new chain or gear set is being fitted.

Sump

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

Central hole to suit oil pick-up.

Baffled Sump.



1" Strip to increase capacity.

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

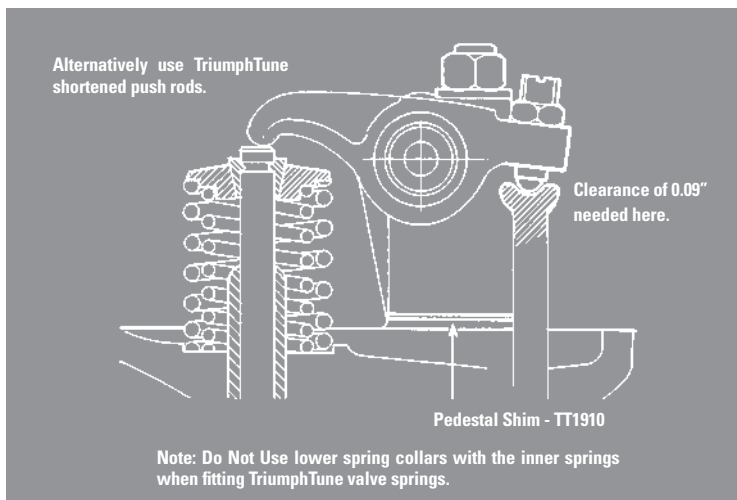
This is correct equally offset, so no excessive wear on either side of the guide will be found.

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.

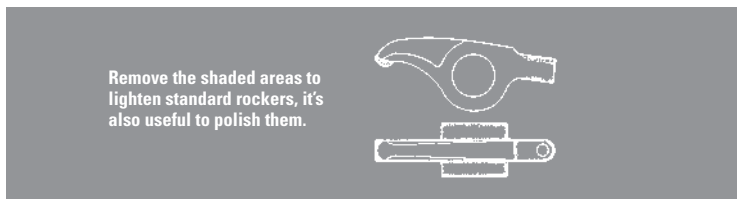


Rocker Pedestal Shims (TT1910)

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		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: 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 Fast Road	40 DCOE Fast Road/ Sprint	45 DCOE Race Spec.
Choke	28	30	33	33
Auxiliary Venturi	4.5	4.5	4.5	4.5
Main Jet	115	115	125	190
Emulsion Tube	F16	F16	F16	F9
Air Jet	165	155	165	175
Pump	35	35	35	40
Idler Jet	45F8	45F8	45F9	45F9
Back Bleed	0	0	0	N/A
Weber Carb. Part No.	TT2934283	£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.

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 Fast Road	40 DCOE Fast Road/Sprint
Choke	28	30	33
Auxiliary Venturi	4.5	4.5	4.5
Main Jet	115	115	125
Emulsion Tube	F16	F16	F16
Air Jet	150	155	160
Pump	35	35	35
Idler Jet	45F8	45F8	45F9
Back Bleed	0	0	0
Weber Carb. Part No.	TT2934283	£507.60	TT3934333

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.

Uprated 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.

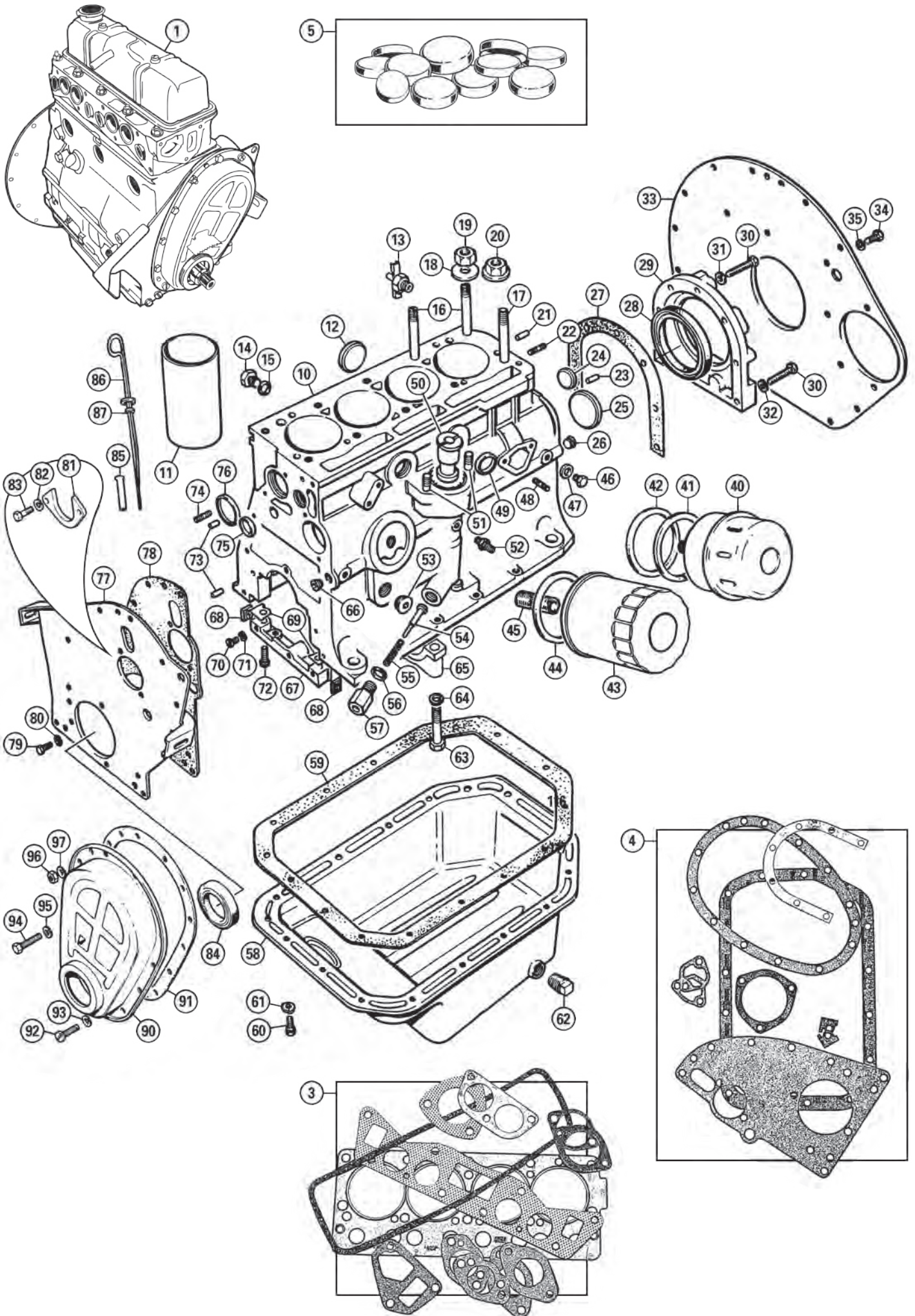
Crankshaft

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

Connecting Rods

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





iii. 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	£2,368.00	FULL ENGINE, 1300, recon/exch	1	MkIII-IV, high compression
	516030R	NCA	FULL ENGINE, 1300, recon/exch	1	MkIII-IV, low compression
	GSE2459E	£1,761.60	FULL ENGINE, 1500, recon/exch	1	standard, lead free
	GSE2459BFC	£2,160.00	FULL ENGINE, 1500, recon/exch	1	standard, lead free, balanced unit clutch & flywheel balanced
	GSE2459ST2	£2,640.00	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	NCA	SHORT ENGINE, 1500, recon/exch	1	
	ENG1451	NCA	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	£16.50	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	£12.40	CORE PLUG SET	1	1500
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iii. Part Number Price £ea. Description Req. Details

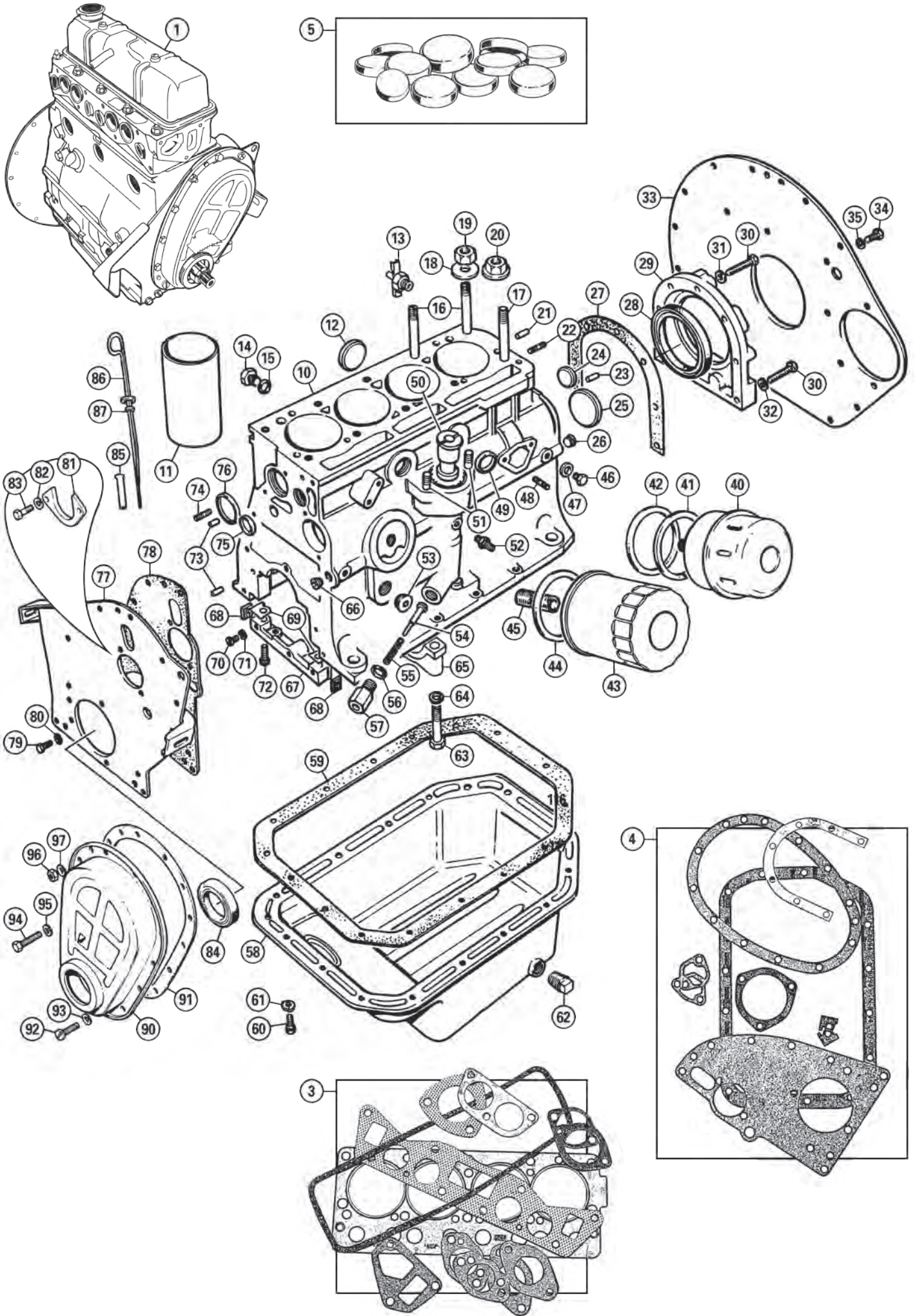
10	510610	NCA	CYLINDER BLOCK, bare	1	Mkl & MkII up to (e) FC61022
	307492	NCA	CYLINDER BLOCK, bare	1	MkII from (e) FC61023
	307004R	NCA	CYLINDER BLOCK, bare	1	MkIII
	520245	NCA	CYLINDER BLOCK, bare	1	MkIV & 1500
11	132468	NCA	CYLINDER LINER	4	MkII
	158940	NCA	CYLINDER LINER	4	MkIII-IV
	158941	£25.80	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	£14.80	DRAIN TAP	1	alternatives
14	129077	£6.60	DRAIN PLUG	1	
15	GHF346	£0.60	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	£3.20	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	£2.10	CORE PLUG, bucket, 1.25"	1	
	56712	NCA	CORE PLUG, dished, 1.25"	1	
25	148353	£0.90	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	£3.60	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	NCA	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	NCA	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	£1.30	SEALING RING, use with Purolator filter	1	
42	132098	£1.50	'O' RING, use with AC Delco filter	1	
43	GFE150	£4.80	OIL FILTER**	1	
44	157409	£1.30	SEAL RING, use with GFE150	1	
45	12G2518	£3.90	ADAPTOR, oil filter to block**	1	
46	SH605041	£0.43	SCREW, oil gallery plug	4	
47	500469	£0.85	WASHER, copper	4	
48	TE605105	£2.30	STUD, fuel pump mounting	2	
49	144686	£2.10	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	£2.30	STUD	2	
52	GPS117	£6.00	SWITCH, oil pressure warning light	1	
53	116516	£2.10	PLUG, screwed	1	
54	132107	£4.40	PISTON, oil pressure relief valve	1	
55	131535	£4.45	SPRING	1	
56	6K433	£1.15	WASHER, copper, housing	1	
57	107246	£14.00	HOUSING, oil pressure relief valve	1	
58	213863	NCA	SUMP	1	
59	AJM517	£3.40	GASKET, sump	1	
60	SH605051	£1.00	SCREW, short	12	
	SH605061	£0.22	SCREW, long, rear of sump	4	
61	GHF332	£0.40	WASHER, locking	16	
62	114774	£3.00	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	



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

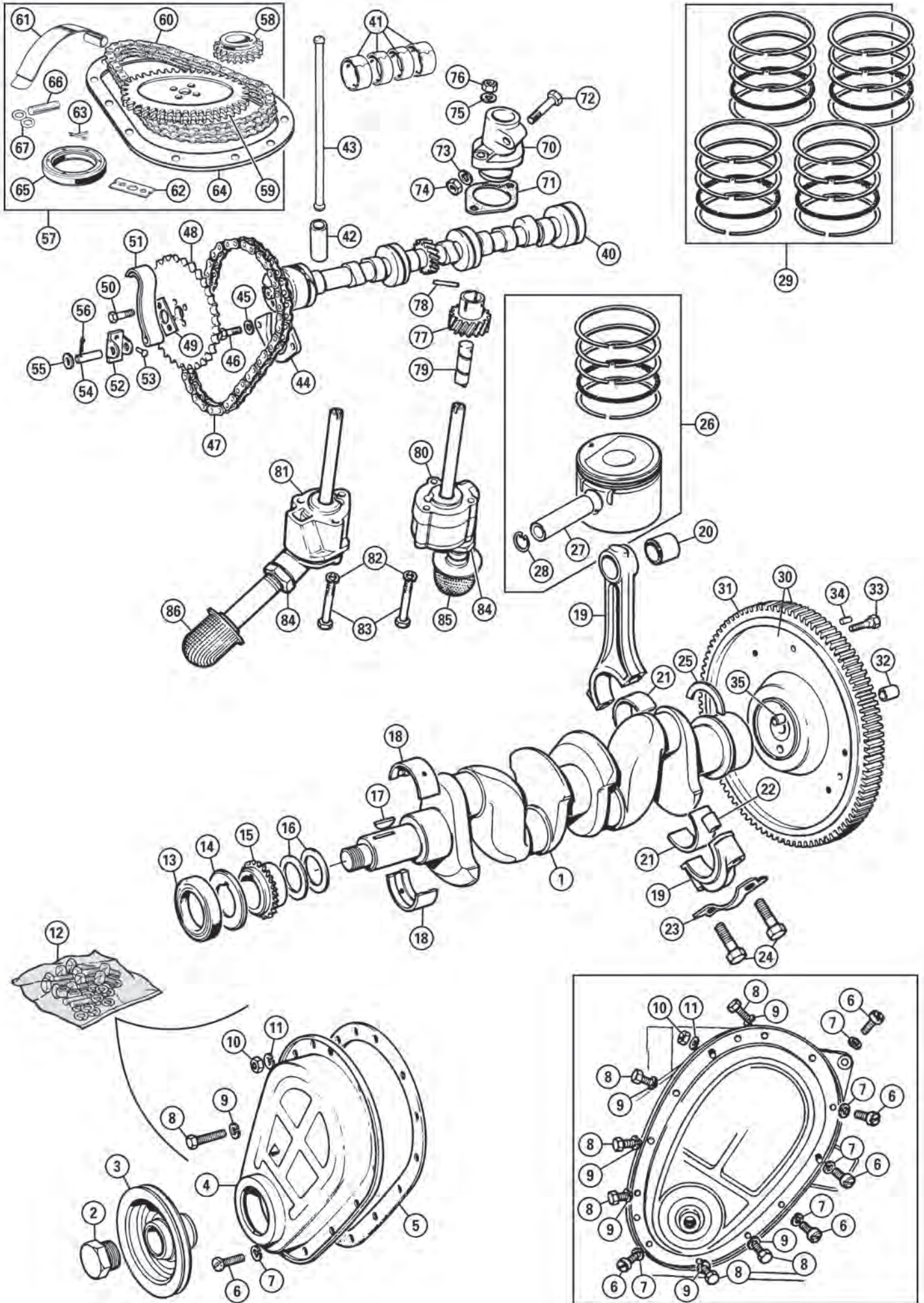
External Engine (Continued)

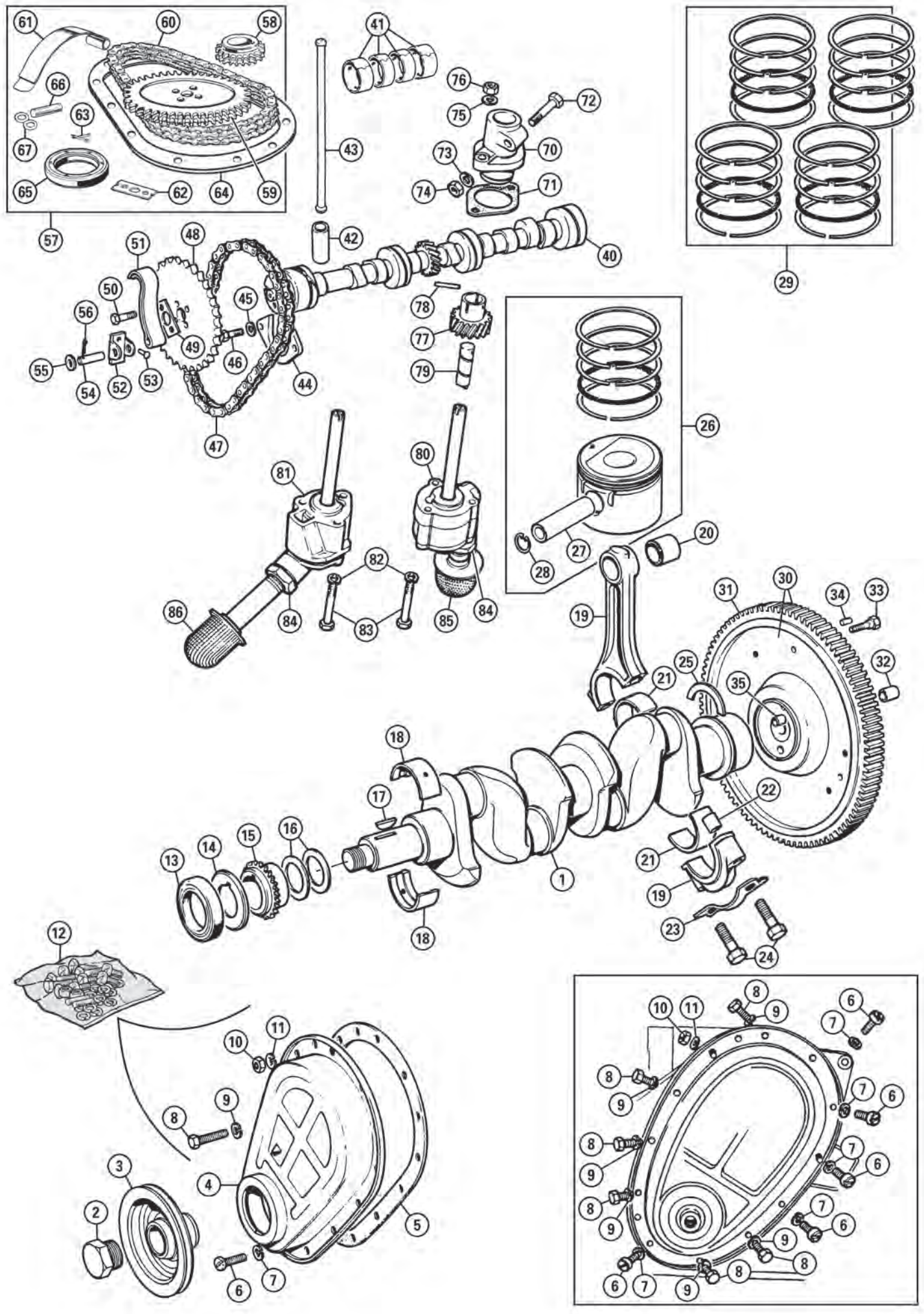
66	118632	£2.70	PLUG, oil gallery	1	
67	104863	NCA	SEALING BLOCK, front	1	} Mkl, II & III up to (e) } FD34006E
			(NLA use 151134 and associated hardware).		
	151134	£21.90	SEALING BLOCK, front, alloy	1	} MkIII from (e) FD34007E, } MkIV & 1500
	151134X	£47.94	SEALING BLOCK, front, steel	1	

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 (Included in conversion set).	2	
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	£2.86	STUD	1	Mkl-III
	TE605105	£2.30	STUD	1	MkIV & 1500
75	144687	NCA	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 (Can be replaced with 215372 and 215350 gasket).	1	Mkl-II up to (e) FC61022
	215372	NCA	ENGINE PLATE, front	1	} MkII from (e) FC61023 & } 1500
78	205457	£1.70	GASKET, front engine plate	1		Mkl-II up to (e) FC61022
	215350	£1.70	GASKET, front engine plate	1	} MkII from (e) FC61023 } & 1500
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	Mkl-III
	UKC1110	£2.80	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	Mkl-III
	207492	NCA	TIMING COVER, single timing mark	1	MkIV & 1500
	217790	NCA	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	£0.17	NUT	1	
97	GHF332	£0.40	WASHER, locking	1	

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





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

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	£77.30	TIMING GEAR, crankshaft, duplex	1	MkI-III
	145864	£36.70	TIMING GEAR, crankshaft, duplex	1	MkIV-1500
59	145865	£44.35	TIMING GEAR, camshaft, duplex	1	
60	2H4286	£8.40	CHAIN, timing, duplex	1	
61	145866	£6.00	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	£2.80	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	NCA	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	£0.17	NUT	1	
75	GHF332	£0.40	WASHER, locking	2	
76	GHF201	£0.17	NUT	2	
77	104860	NCA	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	NCA	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".

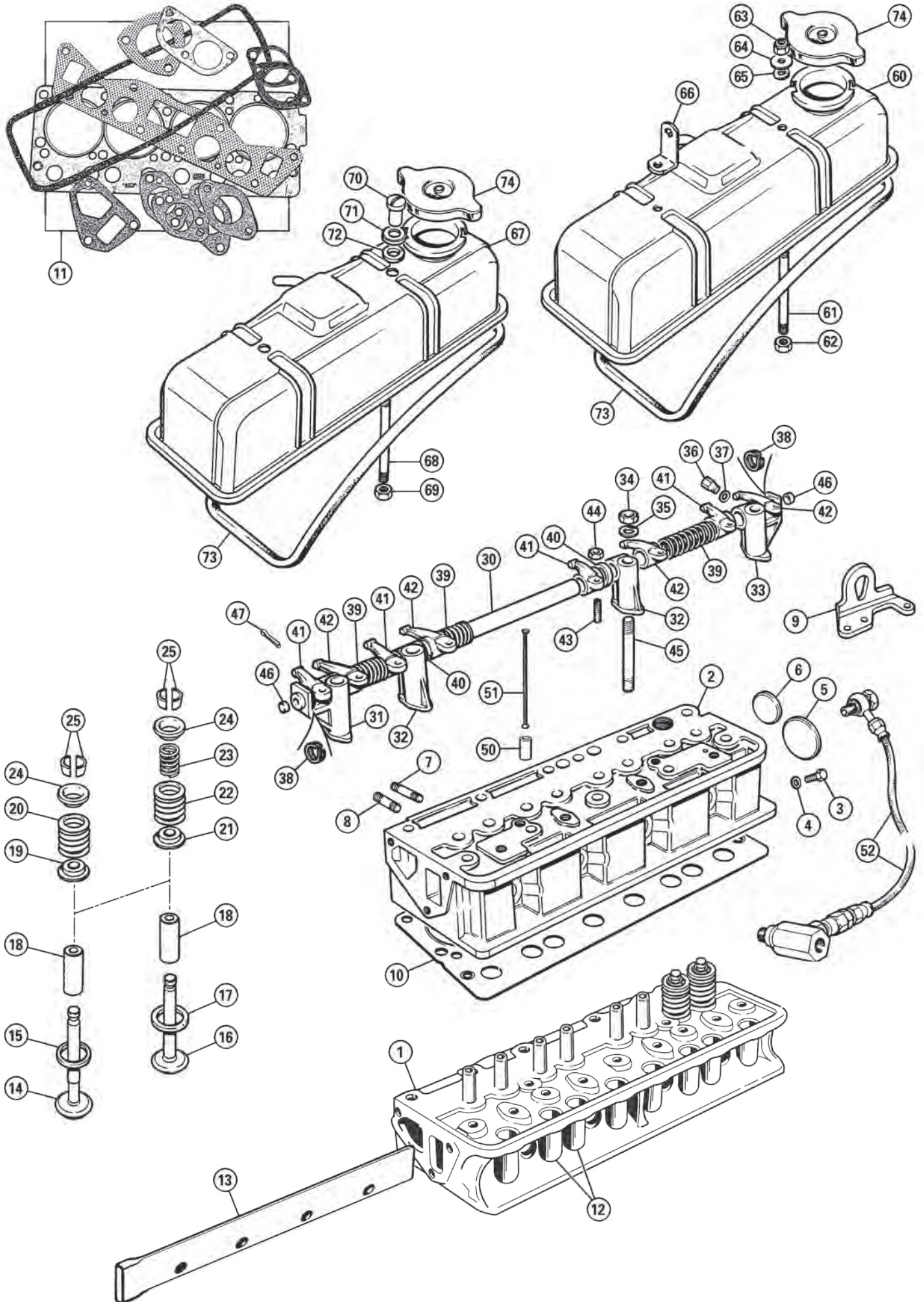
Example:

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.

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

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.



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

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	NCA	CYLINDER HEAD, recon/exch	1	1300cc from (e) FH25001E
	TKC1155	NCA	CYLINDER HEAD, bare/new	1	1500cc
	TKC1155LFE	£392.70	CYLINDER HEAD, recon/exch (With valves, guides & springs).	1	1500cc, lead free
3	SH605031	£0.84	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	£2.10	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	NCA	LIFTING EYE	1	late 1500, alternative
10	AJM314	£15.95	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	£16.50	GASKET SET, cylinder head	1	MkII
	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	MkII
13	131530	NCA	TUBE ASSEMBLY, water delivery	1	MkII to (e) FC60350E (HC) & (e) FC76166E (LC)
14	131179	£10.30	EXHAUST VALVE	4	MkII
	144965	£6.30	EXHAUST VALVE	4	MkIII-1500
	153886	NCA	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	MkII
	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	NCA	VALVE SEAT INSERT, inlet	4	use with 145328
	UKC2645	NCA	VALVE SEAT INSERT, inlet	4	use with UKC2460

Note: 134464 was fitted from MkII 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	£1.70	VALVE GUIDE, standard	8	supplied individually
	TT1419	£75.00	VALVE GUIDE SET, bronze, 8 pieces	1	supplied in engine set
19	105118	NCA	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	£18.40	VALVE SPRING SET	1	
24	111870	£3.80	VALVE CAP, original	8	standard
	TT1216	£6.10	VALVE CAP, lightweight	8	alloy

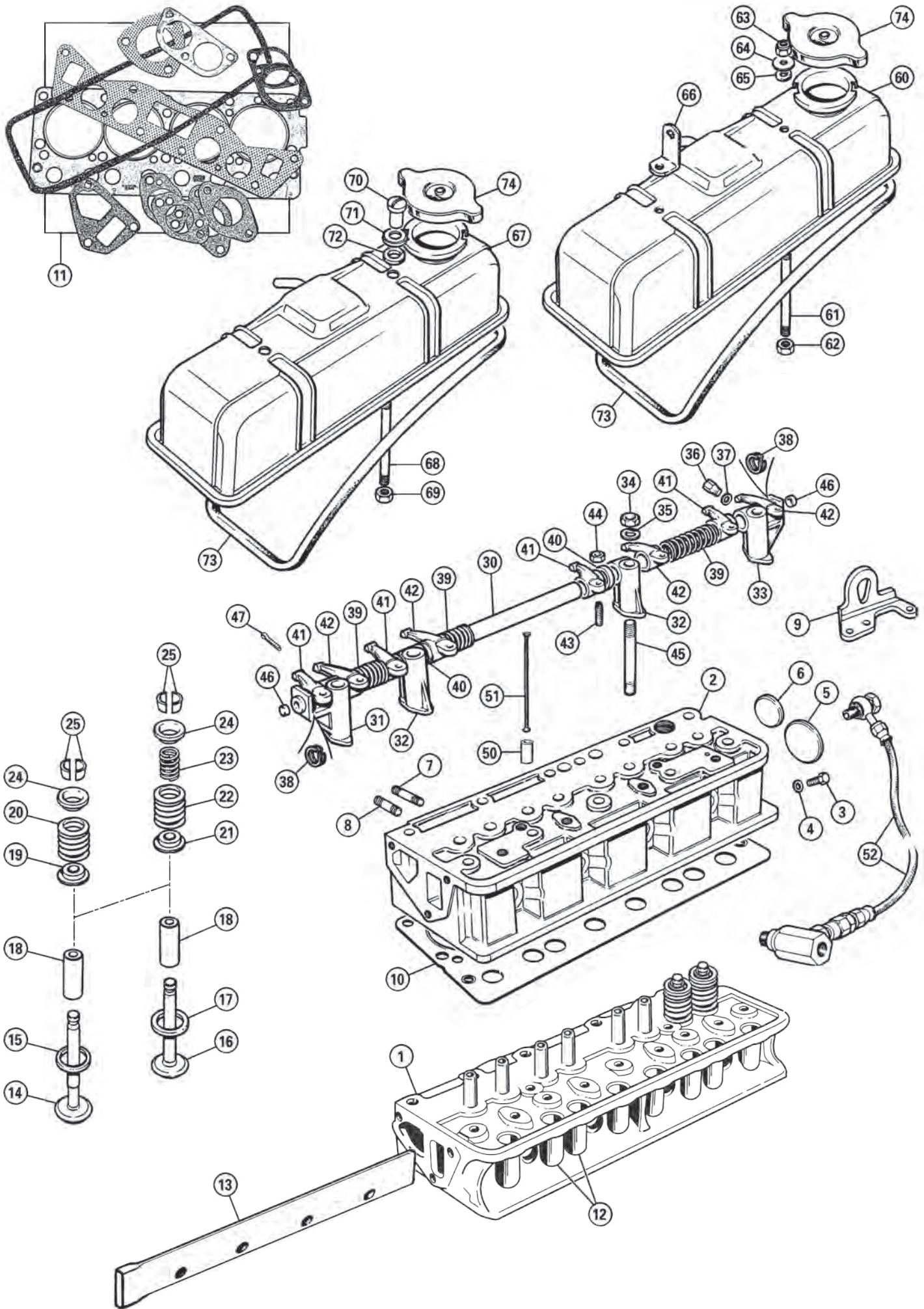
Note: TT1216 is a Moss replacement part & machined from aluminium. It is recommended that caps are replaced in sets.

25	106663	£2.40	COTTER, valve, split cone type	16	each
30	104829	£39.60	ROCKER SHAFT	1	MkII
	144962Z	£26.00	ROCKER SHAFT	1	
	144962K	£106.10	ROCKER SHAFT ASSEMBLY	1	MkIII-1500
	144962XK	£145.50	ROCKER SHAFT & ROCKERS	1	
31	128424	NCA	ROCKER PEDESTAL, front	1	MkII
	144973	NCA	ROCKER PEDESTAL, front	1	MkIII-IV & 1500
32	128424	NCA	ROCKER PEDESTAL, intermediate	2	MkII
	144974	NCA	ROCKER PEDESTAL, intermediate	2	MkIII-IV & 1500
33	128425	NCA	ROCKER PEDESTAL, rear	1	MkII

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

	144975	NCA	ROCKER PEDESTAL, rear	1	MkIII-IV & 1500
	34	110748	£3.20 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	MkII only
	38	2A18	£2.00 SPRING	2	for pedestals 1 and 4
	39	105120	NCA SPRING, spacing rockers	3	
	40	146914	NCA WASHER, spacer	2	
	41	109024Z	£10.50 ROCKER, nos. 1, 3, 5, 7	4	
		109024X	£14.40 ROCKER, nos. 1, 3, 5, 7	4	bushed
	42	109023Z	£10.50 ROCKER, nos. 2, 4, 6, 8	4	
		109023X	£14.40 ROCKER, nos. 2, 4, 6, 8	4	bushed
	43	057109	NCA BALL PIN, rocker arm adjustment	8	MkII-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 MkII, 4 req. for MkIII-1500
	46	104838	NCA PLUG, rocker shaft end	2	MkII
		137811	NCA PLUG, rocker shaft end	2	for rocker shaft 144962
	47	500975	£1.16 MILLS PIN, securing collar	2	MkII, use with 104838
		PC10	£0.28 SPLIT PIN, front of rocker shaft	1	
	50	144343	£9.10 CAM FOLLOWER, tappet, standard	8	MkII to (e) FC61022
		143552	£3.60 CAM FOLLOWER, tappet, standard	8	MkIII from (e) FC61023, MkIII-MkIV & 1500
	TT1209	£8.42	CAM FOLLOWER, tappet, uprated	8	lightened
	51	111874	£3.76 PUSH ROD, short	8	MkII-IV to (e) FH25000E
		157508	£4.60 PUSH ROD, long	8	MkIV from (e) FH25001E & 1500
	52	TT1226	£44.40 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	£2.50 STUD, rocker cover	2	
	62	GHF201	£0.17 NUT, locking stud	2	
	63	GHF272	£0.66 NUT, nylon, rocker cover	2	MkII-IV to (e) FM80000E
	64	GHF301	£0.24 WASHER, plain	2	
	65	WF508	£0.70 WASHER, fibre	2	
	66	149348	NCA BRACKET, accelerator cable	1	1300 to (e) FH25000E
	67	TKC3702	NCA ROCKER COVER	1	
	68	ULC1578	£2.40 STUD, rocker cover	2	
	69	GHF201	£0.17 NUT, locking stud	2	1500 from (e) FH80001E
	70	147737	£3.00 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	
		694-101	£15.70 GASKET, rocker cover, silicone	1	standard rocker
		694-102	£21.30 GASKET, rocker cover, silicone	1	aluminium rocker
	74	113569	£31.50 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	£3.20	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 spilled 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.

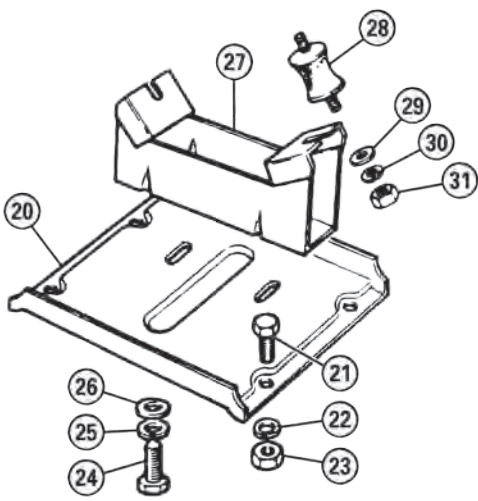
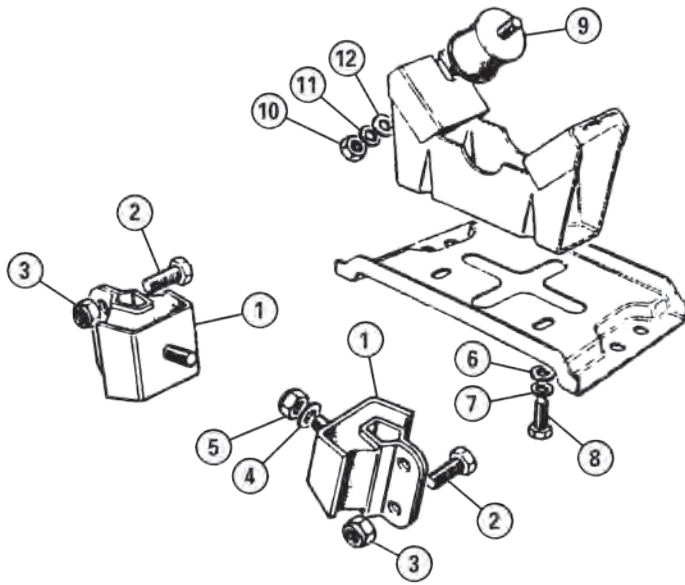
Kangaroo Petrol - or Worse?

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.

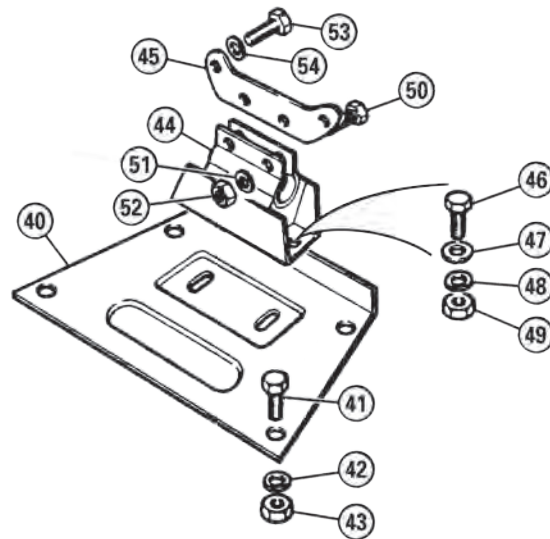
He reacted by lifting his foot, the car slowed down and he instinctively pressed the accelerator down, whereupon the whole disconcerting process began again.

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.

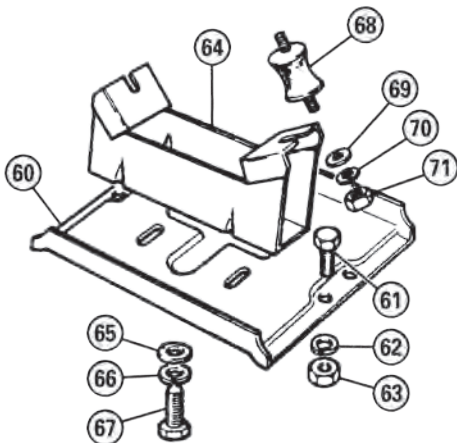
Incidentally, tired engine mountings which allow the engine to rock sideways excessively under acceleration or braking will cause the throttle cable to tighten or slacken off, resulting in similar staccato progress down the road (although not so marked as that caused by a 'soft pedal').



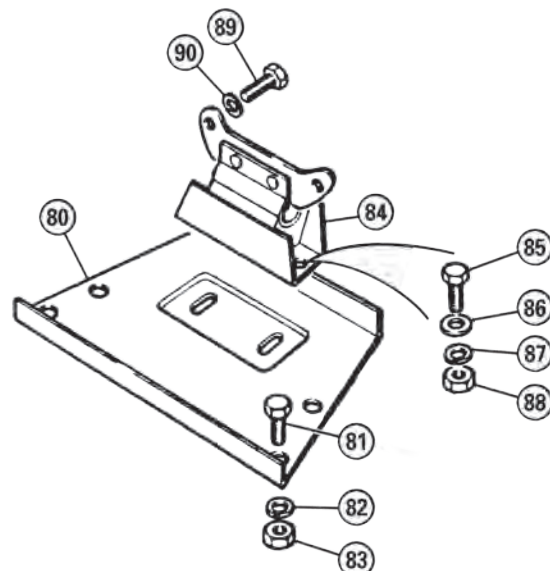
3 Rail - Non-Overdrive



3 Rail - 'D' Type Overdrive



1500 Single Rail - Non-Overdrive



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

iii. 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	£9.00	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	£1.00	SCREW	2	
9	22G2205	£3.30	MOUNTING, gearbox	2	non-overdrive
10	GHF201	£0.17	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	MkI-II
	209018	NCA	PLATFORM, rear engine mounting	1	MkIII-IV to (c) FH60000
	TKC484	NCA	PLATFORM, rear engine mounting	1	MkIV from (c) FH60001
21	SH605051	£1.00	SCREW, platform to chassis	4	
22	GHF332	£0.40	WASHER, locking	4	
23	GHF201	£0.17	NUT	4	
24	SH605051	£1.00	SCREW, bracket to platform	2	
25	GHF332	£0.40	WASHER, locking	2	
26	GHF201	£0.17	NUT	2	
27	136890	NCA	BRACKET, gearbox mounting	1	to (c) FH60000
	UKC3215	NCA	BRACKET, gearbox mounting	1	from (c) FH60001
28	22G2205	£3.30	MOUNTING, gearbox	2	
29	GHF301	£0.24	WASHER, plain	2	
30	GHF332	£0.40	WASHER, locking	2	
31	GHF201	£0.17	NUT	2	

3 Rail - 'D' Type Overdrive

40	148897	£39.00	PLATFORM, rear engine mounting	1	
41	SH605051	£1.00	SCREW, platform to chassis	4	
42	GHF332	£0.40	WASHER, locking	4	
43	GHF201	£0.17	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	£0.17	NUT	2	
50	SH605051	£1.00	SCREW	2	
51	GHF332	£0.40	WASHER, locking	2	
52	GHF201	£0.17	NUT	2	
53	SH605071	£0.64	SCREW, bracket to o/drive casing	2	
54	GHF331	£0.38	WASHER, locking	2	

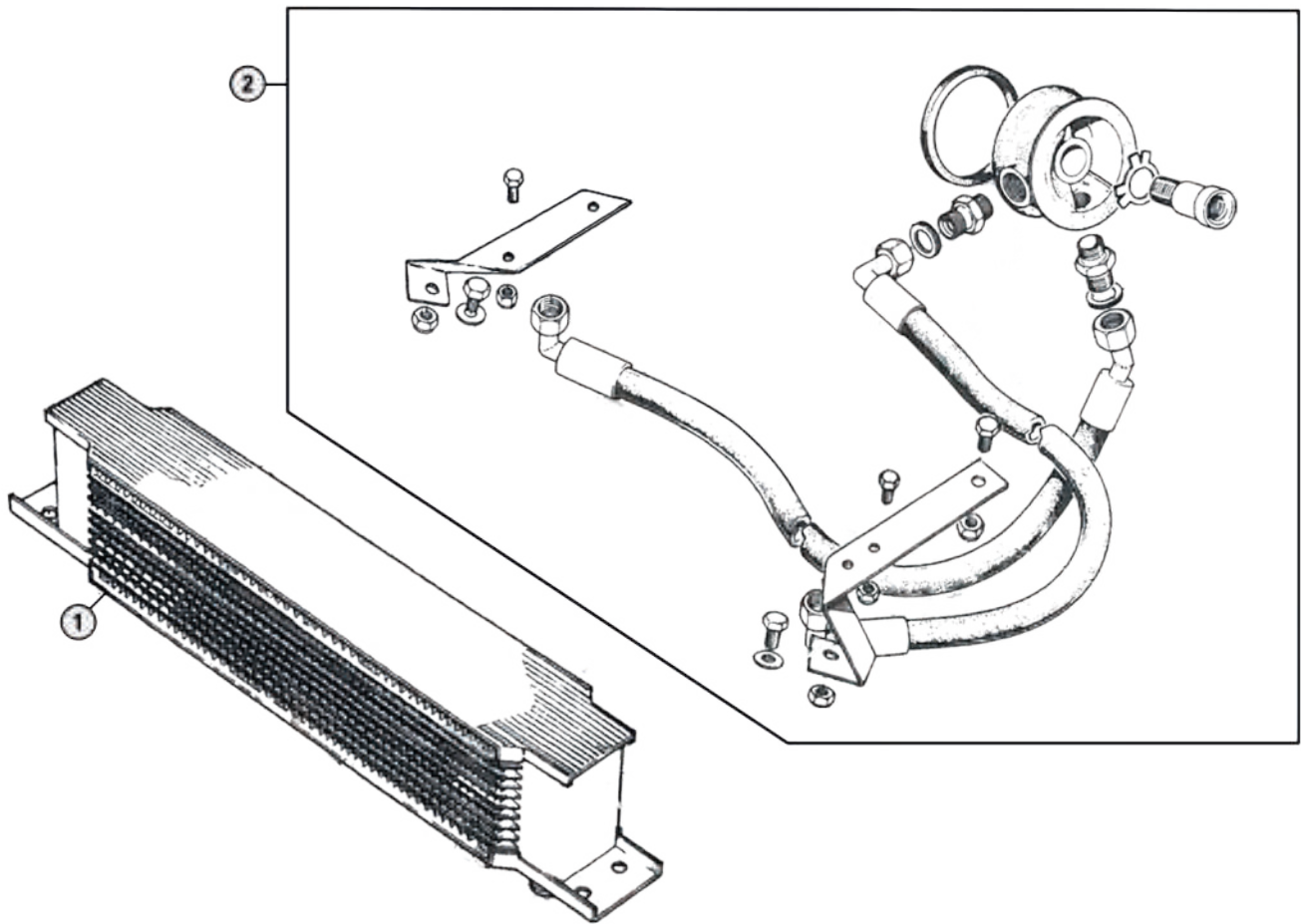
1500 Single Rail - Non-Overdrive

60	TKC484	NCA	PLATFORM, rear engine mounting	1	
61	SH605051	£1.00	SCREW, platform to chassis	4	
62	GHF332	£0.40	WASHER, locking	4	
63	GHF201	£0.17	NUT	4	
64	UKC3215	NCA	BRACKET, gearbox mounting	1	
65	GHF301	£0.24	WASHER, plain	2	
66	GHF332	£0.40	WASHER, locking	2	
67	SH605051	£1.00	SCREW, bracket to platform	2	
68	22G2205	£3.30	MOUNTING	2	
69	GHF301	£0.24	WASHER, plain	2	
70	GHF332	£0.40	WASHER, locking	2	
71	GHF201	£0.17	NUT	2	

iii. 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	£1.00	SCREW, platform to chassis	4	
82	GHF332	£0.40	WASHER, locking	4	
83	GHF201	£0.17	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	£0.17	NUT	2	
89	SH506071	£1.39	SCREW, mounting to overdrive	2	
90	GHF333	£0.30	WASHER, locking	2	



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

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	ARO9807	£73.50	OIL COOLER, 10 row	1	standard
	ARO9809	£91.20	OIL COOLER, 13 row	1	standard
	ARA221	£60.00	OIL COOLER, 13 row	1	standard
	ARA221X	£140.00	OIL COOLER, 13 row	1	uprated
	ARO9875	£98.40	OIL COOLER, 16 row	1	standard
	ARO9888	£117.85	OIL COOLER, 19 row	1	standard

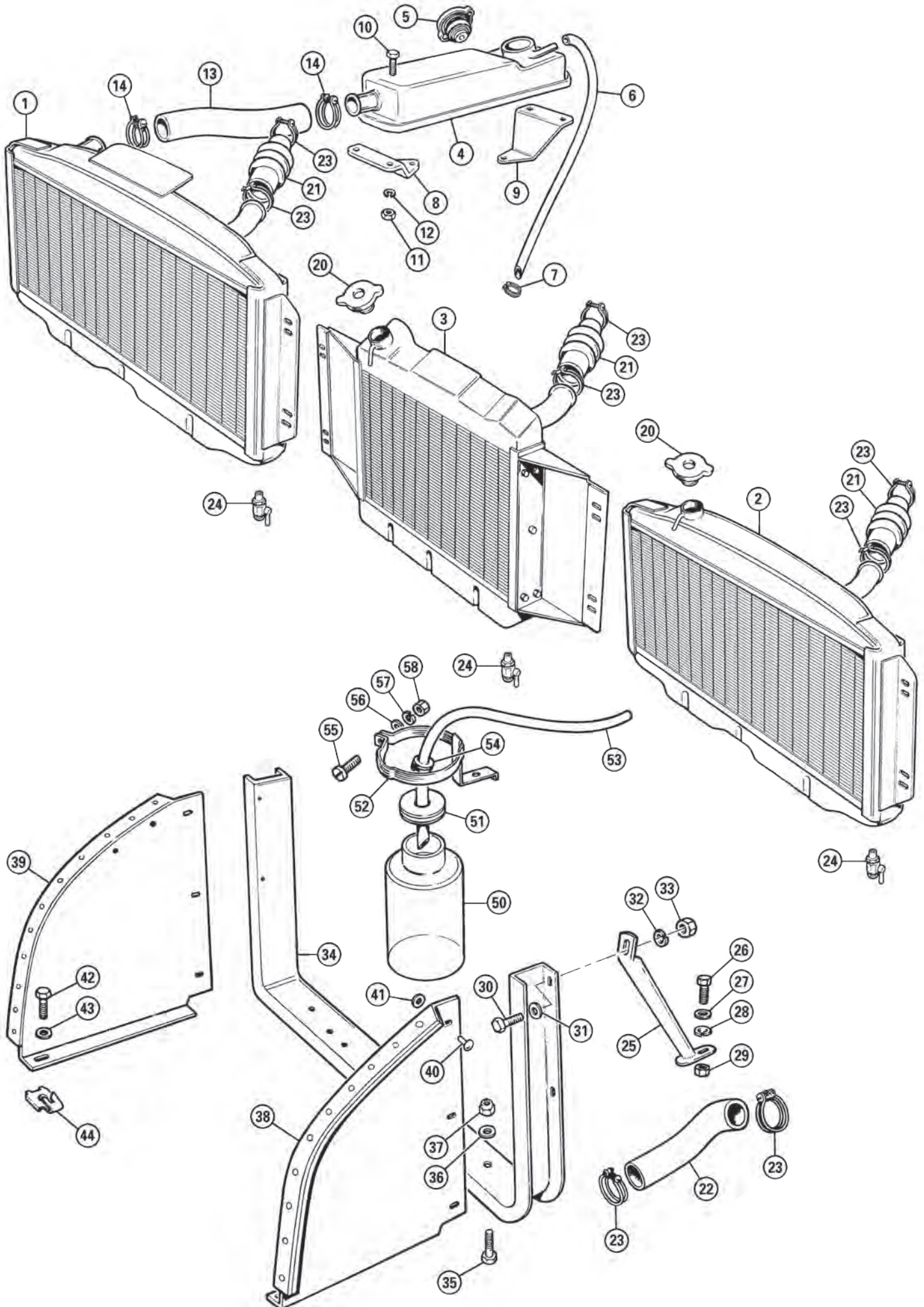
Oil Cooler Installation Kits

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	£109.25	INSTALLATION KIT, non thermostatic	1	rubber hoses
	TT1367	£120.00	INSTALLATION KIT, non thermostatic	1	stainless steel hoses
	TT1369	£135.00	INSTALLATION KIT, thermostatic	1	rubber hoses
	TT1369S	£158.35	INSTALLATION KIT, thermostatic	1	stainless steel hoses

iii. Part Number Price £ea. Description

Req. Details



iii.	Part Number	Price Eea.	Description	Req.	Details
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, Mkll
3	402619		NCA RADIATOR, 16" wide, 7lb cap	1	Mklll to (e) FD48652
	402823		NCA RADIATOR, 16" wide, 13lb cap	1	Mklll 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) FC39925 and 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	1	Replaces all Mkl from (e) FC39926, Mkll-IV & 1500
	835-101	£334.60	RADIATOR, uprated, 22" wide, 13lb cap 1	1	aluminium

Mkl Radiator - to (e) FC39925 only

4	136402		NCA HEADER TANK, radiator	1	
5	GRC112	£3.20	CAP, header tank, 7lb	1	
	GRC112SS	£6.90	CAP, header tank, 7lb, s/steel	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	£1.40	CLIP, hose	2	to radiator

All Radiators

20	GRC112	£3.20	CAP, radiator, 7lb	1	Mkl from (e) FC39926
	GRC112SS	£6.90	CAP, radiator, 7lb. s/steel	1	to Mklll (e) FD48652, original radiator only
	GRC180	£3.20	CAP, radiator, 13lb	1	Mklll from (e) FD48653,
	GRC180SS	£6.90	CAP, radiator, 13lb, s/steel	1	MkIV & 1500 use with RKC211721
	GRH533	£8.00	HOSE, top	1	
22	GRH265		NCA HOSE, bottom	1	Mkl-MkIV
	GRH265X	£7.50	HOSE, bottom, silicone	1	
	GRH532	£6.30	HOSE, bottom	1	1500
23	CS4025	£1.40	CLIP, wire type	4	
	GHC11040	£2.75	CLIP, band type, stainless steel	4	
24	132565	£10.30	TAP, radiator drain	1	
25	209750SS		NCA STAY ROD, RH	1	radiator
	209749SS		NCA STAY ROD, LH	1	to chassis
26	GHF105	£0.41	SCREW	2	
27	GHF333	£0.30	WASHER, locking	2	stay rod
28	WM59	£0.40	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 (Also holds the bracket for the overflow bottle to the chassis).	2	
36	WP17	£0.30	WASHER, plain	2	
37	GHF222	£0.55	NUT, nyloc	2	
38	706843	£23.50	DEFLECTOR BOARD, LH*	1	
39	706844	£23.50	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
	PWZ203	£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	£10.60	BOTTLE, overflow	1	
51	137743	£3.60	CAP, overflow bottle	1	
52	142804	£22.36	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	PWZ203	£0.19	WASHER, plain	1	
57	WL700101	£0.25	WASHER, locking	1	
58	HN2005	£0.16	NUT	1	

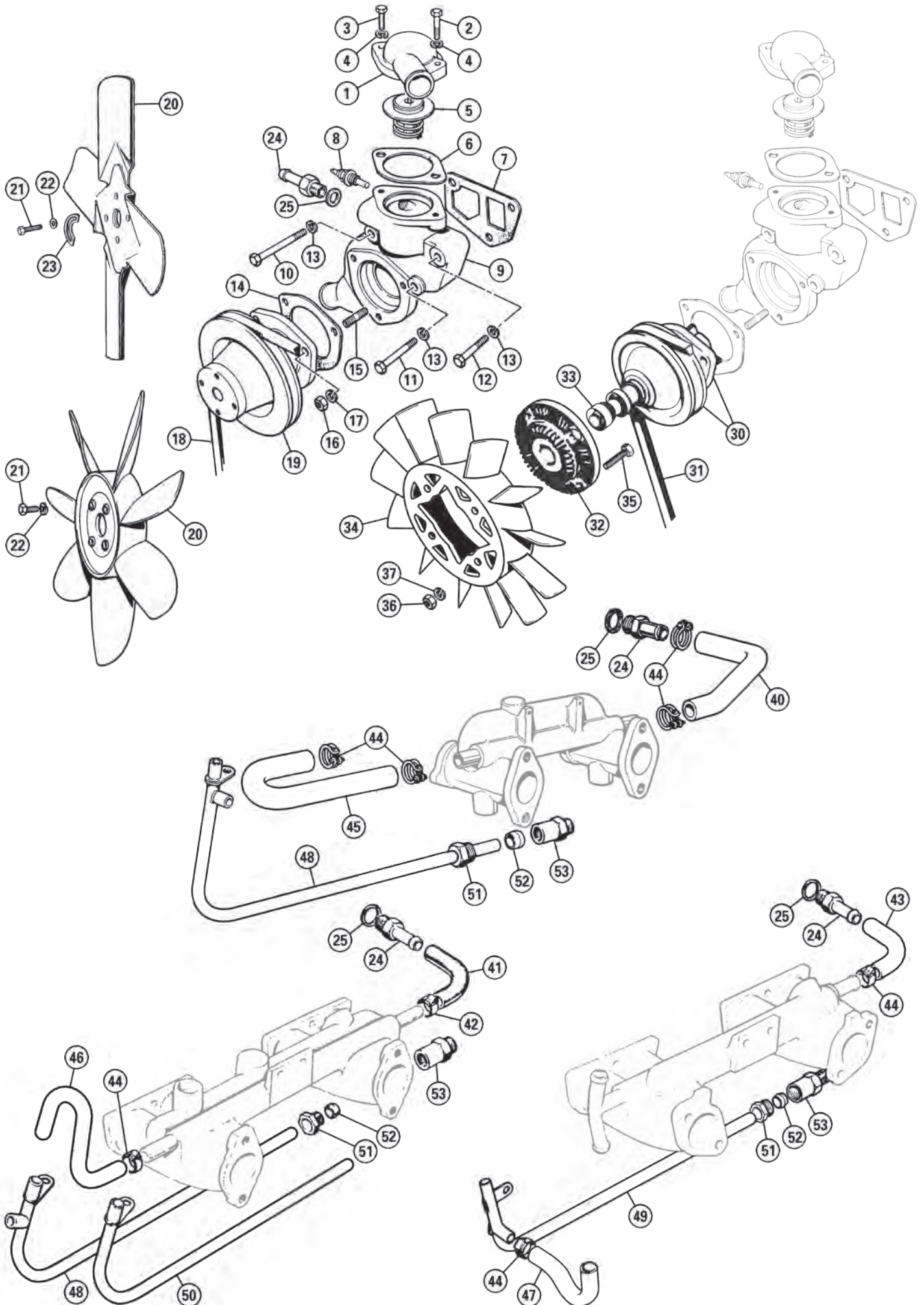
iii.	Part Number	Price Eea.	Description	Req.	Details
Anti Freeze: Winter Protection and Summer Coolant					
Today's anti freezes are of a high quality chemical mix and no longer deteriorate within 6 months and ruin the cooling system of the engine. However, anti freeze should always be used as recommended 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 'popet 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.



iii.	Part Number	Price Eea.	Description	Req.	Details
Water Pump, Fan & Hoses					
1	134682	NCA	HOUSING, thermostat	1	MkII to (e) FC68072E
	134681	NCA	HOUSING, thermostat	1	MkII from (e) FC68073E
	156333	£19.36	HOUSING, thermostat	1	MkI-1500
2	BH605101	£0.95	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	£1.50	GASKET, thermostat housing, Klingsil 1	1	uprated material
7	138702	£0.68	GASKET, thermostat housing to cyl head	1	
8	GTR108	£6.50	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	£1.00	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	£2.86	STUD, pump to housing	3	alternatives
	TE605105	£2.30	STUD, pump to housing	3	
16	GHF201	£0.17	NUT	3	
17	GHF332	£0.40	WASHER, locking	3	
18	GCB11038	£6.00	FAN BELT	1	MkI-III to (e) FD11147E
	GCB11025	£7.75	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	NCA	FAN, cooling, 4 blade	1	MkI-II export models & MkIII except Germany
	212721	NCA	FAN, cooling, 6 blade	1	MkIII Germany only
	309141	NCA	FAN, cooling, light green	1	
	311702	NCA	FAN, cooling, orange	1	MkIV & 1500
	RKC2126	£48.50	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	£0.50	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	£72.00	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	£20.40	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	£20.40	HOSE, pump housing to inlet manifold	1	MkIV, also MkII-III
42	CS4012	£1.20	CLIP, hose clamping, wire type	4	For 137876 & 149699 hoses
	GHC11020	£2.05	CLIP, hose clamping, band type	4	
43	GZA2052Z	NCA	HOSE, pump housing to inlet manifold	1	1500
	GZA2052X	£4.66	HOSE, pump hous. to inlet man., silicone	1	
44	CS4013	£1.20	CLIP, hose clamping, wire type	4	
	GHC11022	£2.30	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	£20.40	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	£43.04	TUBE, water return, stainless steel	1	with heater, except USA anti-smog MkII from (e) FE75001E
49	212935	£20.00	TUBE, water return, standard	1	MkIV-1500 from
	212935SS	£20.30	TUBE, water return, stainless steel	1	(e) FH59689E & USA anti-smog MkIII from (e) FE75001E

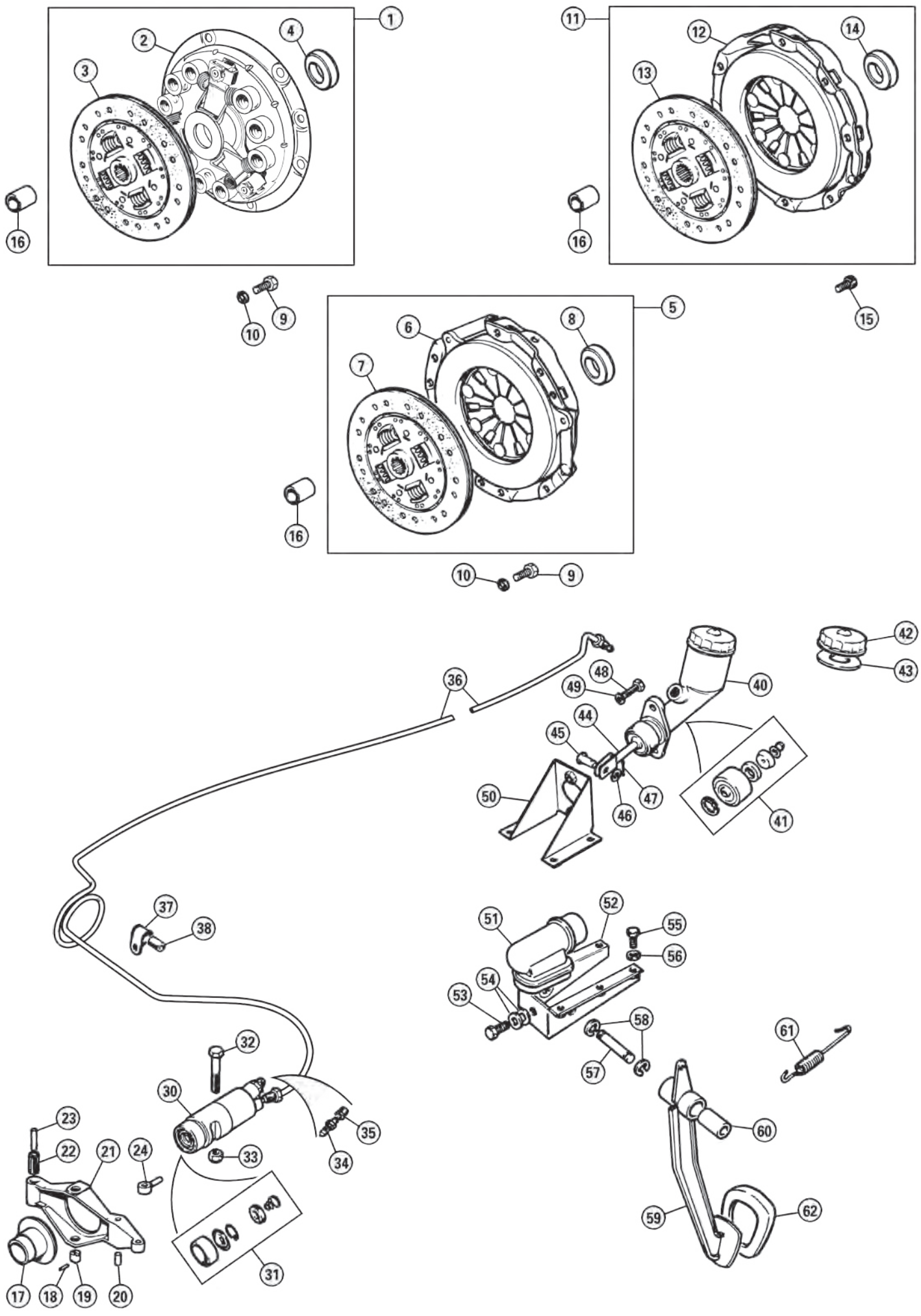
iii.	Part Number	Price Eea.	Description	Req.	Details
50	209776	NCA	TUBE, water return	1	MkII-IV (e) FH59688E
	209776SS	NCA	TUBE, water return, stainless steel	1	when heater not fitted, MkI with heater
51	101302	£2.45	NUT, tube	1	
52	TL11	£1.52	OLIVE, sealing tube	1	
53	101343	£6.50	ADAPTOR, return tube 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'.



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

Clutch Drive Components

1	GCK6101X	NCA	CLUTCH ASSEMBLY, spring type, 3 piece	1	} Mkl	
2	GCC132	NCA	CLUTCH COVER, spring type	1		
3	GCP102	£50.30	CLUTCH PLATE, 6.5", 10 spline	1		
4	GRB206	£35.50	RELEASE BEARING, clutch	1		
5	GCK272Z	£82.00	CLUTCH ASSEMBLY, 3 piece	1		
6	GCC197	£78.10	CLUTCH COVER	1		
7	GCP212	£39.90	CLUTCH PLATE, 6.5", 10 spline	1		} Mkl-IV
8	GRB207	£18.50	RELEASE BEARING, clutch	1		
9	SH605051	£1.00	SCREW, clutch cover	6		} Mkl-IV
10	GHF332	£0.40	WASHER, locking	6		
11	GCK160	£94.70	CLUTCH ASSEMBLY, 3 piece	1		} 1500
12	GCC196	£93.50	CLUTCH COVER	1		
13	GCP230	£57.70	CLUTCH PLATE, 7 1/4", 20 spline, single rail	1		
	GCP103AF	£44.10	CLUTCH PLATE, 7 1/4", 10 spline, three rail (GCP103 is for use between a 1500 engine & 3 rail gearbox - a non standard combination in the UK and mainland Europe).	1		
14	GRB207	£18.50	RELEASE BEARING, clutch	1		
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	} Mkl, use with GRB206	
	139563	NCA	SLEEVE, clutch release bearing	1			} Mkl-1500
18	DS916	£0.47	ROLL PIN	1		
19	112509	£11.20	THRUST PLUG	2		
20	112516	£2.30	LEVER PIN	1		
21	207907	NCA	CLUTCH ARM, spring clutch	1	} Mkl	
	207887	NCA	CLUTCH ARM, diaphragm clutch	1		} Mkl-1500
22	129412	£9.00	TOLERANCE RING	1		

The Moss R&D team combined forces with British Motor Heritage to reproduce the tolerance ring which had been unavailable for a long time. During those long dark days when Spitfire owners suffered a deep period of depression and a gnashing of teeth, we learned of many who used the tolerance ring in conjunction with a 5/16" bolt (BH605321), two washers (GHF302) and a nyloc nut (GHF222) to stop the worn tolerance ring from falling out. The alternative was to suffer the pin dropping straight out again during rebuilding, or waiting to drop out while the car was being tested.

Trouble was, tightening the nut up too tight led to the unfortunate 'bodger' splitting the bell housing (hence all that Araldite stuffed in the crack that you have just no doubt discovered). The moral is clear, don't listen to ex-Spitfire owners who suggest using a nut and bolt to do a bodge job. 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	£2.50	PIN, pivot, clutch shaft fork	1	
24	13H21	£4.30	PUSH ROD	1	
NI	GAC5053B	£6.40	TOOL, clutch alignment	1	20 spline
NI	GAC5053A	£6.40	TOOL, clutch alignment	1	10 spline

Clutch Hydraulics & Pedal

30	110762	£32.70	SLAVE CYLINDER, clutch	1	} Mkl	
	144716	NCA	SLAVE CYLINDER, clutch	1		} Mkl-IV
	144716Z	£18.80	SLAVE CYLINDER, clutch, aftermarket	1	} alloy	
	GSY103	NCA	SLAVE CYLINDER, clutch	1		} 1500
	GSY103Z	£26.50	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	} Mkl-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	£0.55	NUT, nyloc	1		
34	3H2428	£1.20	NIPPLE, bleed	1		
35	SMP100030	£0.64	CAP, bleed nipple	1		
36	305937	£17.60	PIPE, clutch hydraulic	1	RHD	
	305936	£20.30	PIPE, clutch hydraulic	1	LHD	
37	CP110125	£1.10	CLIP, pipe to top bell housing stud	1		
38	114178	NCA	SLEEVE, rubber	1		
40	GMC205	£70.50	MASTER CYLINDER, clutch	1	5/8" bore	
	GMC205Z	£54.00	MASTER CYLINDER, clutch, aftermarket	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		
			(Only suitable for original master cylinders).			
43	106095	£1.74	SEAL, rubber	1		
44	122296	NCA	PUSH ROD	1		
45	PJ8808	£1.25	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	NCA	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	£1.10	CIRCLIP, external	2		
59	136381	NCA	PEDAL, clutch, with bush	1	} Mkl-II RHD	
	134504	NCA	PEDAL, clutch, with bush	1		} Mkl-II LHD, } Mkl-III to (e) FD75000

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

	152825	NCA	PEDAL, clutch, with bush	1	} Mkl-III from (e) FD75001
	TKC4155	NCA	PEDAL, clutch, with bush	1		} Mkl-IV-1500
60	105605	NCA	BUSH	1	
61	114438	£1.80	SPRING, return	1	
62	122289	£4.10	PEDAL RUBBER	1	} Mkl-III
	150881	£2.40	PEDAL RUBBER	1		} Mkl-IV-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 Eezibleed is an ingeniously cost effective kit consisting of the basic tools plus a selection of adaptors for different motor cars; it uses air from a spare tyre to propel the fluid under pressure into the system. The only cautionary note is to follow the manufacturer's instructions religiously; seat the adaptors correctly on both the Eezibleed reservoir and the master cylinder, and don't have too high a pressure in the spare tyre. Another tool, like the hand operated vacuum pump from 'Mityvac', attaches to the bleed nipple on the slave cylinder to draw fluid down the line, collecting waste fluid in its own reservoir. While a little more expensive than Eezibleed, the Mityvac has the added advantage of a host of other uses, for example checking vacuum systems on distributors, brake servos, etc.

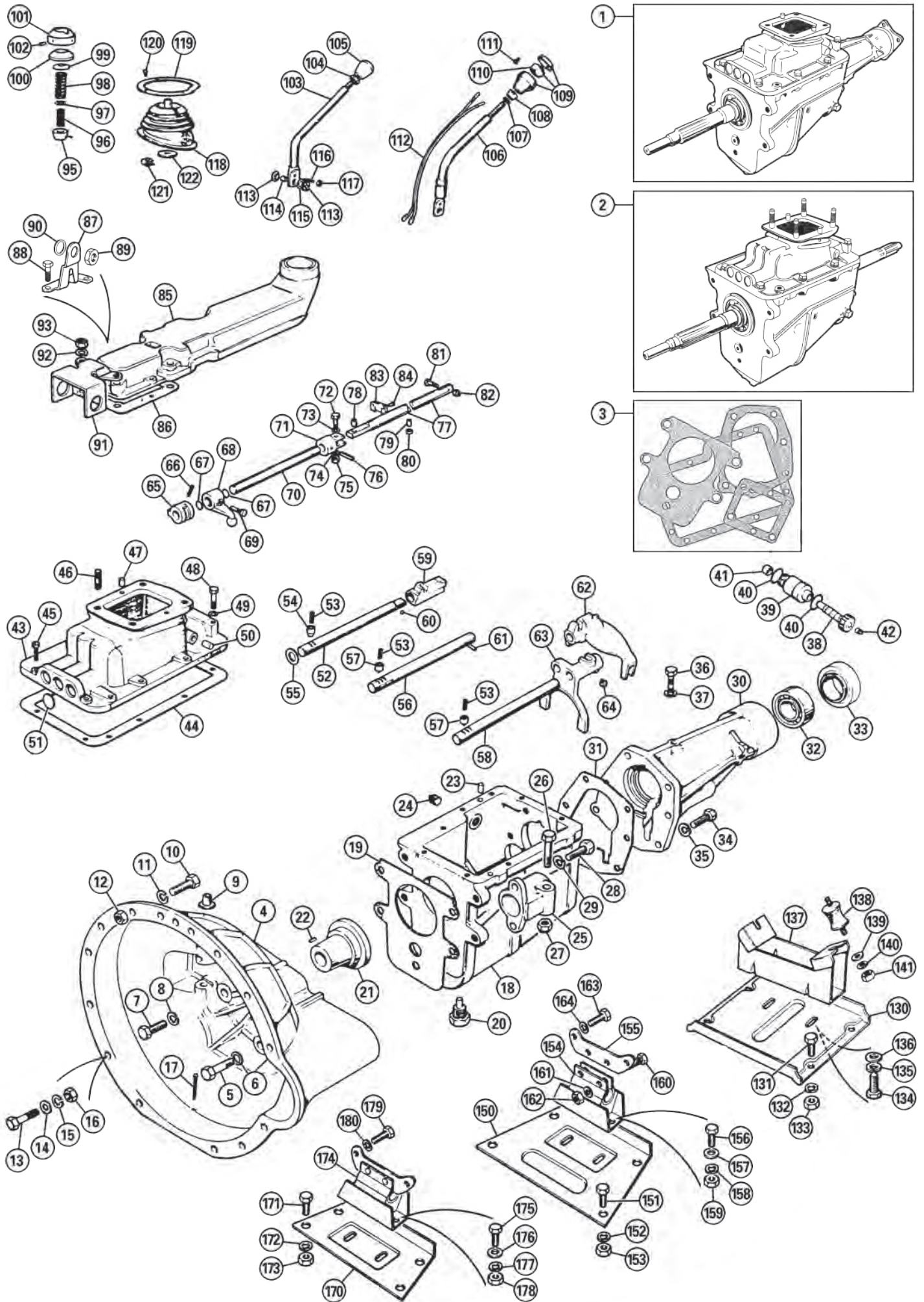
Note: Please see our Restoration Tools catalogue for our full range of workshop tools & consumables.

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid? DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components.

Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.



iii. Part Number Price Eea. 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	513416E	£675.30	GEARBOX, non-overdrive, recon/exch	1	MkI-II no reverse light
	516161E	£680.00	GEARBOX, non overdrive, recon/exch	1	MkI-III
	520426E	£680.00	GEARBOX, non-overdrive, recon/exch	1	MkIV
2	516162R	£768.00	GEARBOX, overdrive, 'D' type, recon/exch	1	MkI-III
	520432E	£646.70	GEARBOX, overdrive, 'D' type, recon/exch	1	MkIV
	UKC1959E	NCA	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 MkI-III unit and therefore not acceptable as an old unit to exchange for a rebuilt MkIV gearbox.

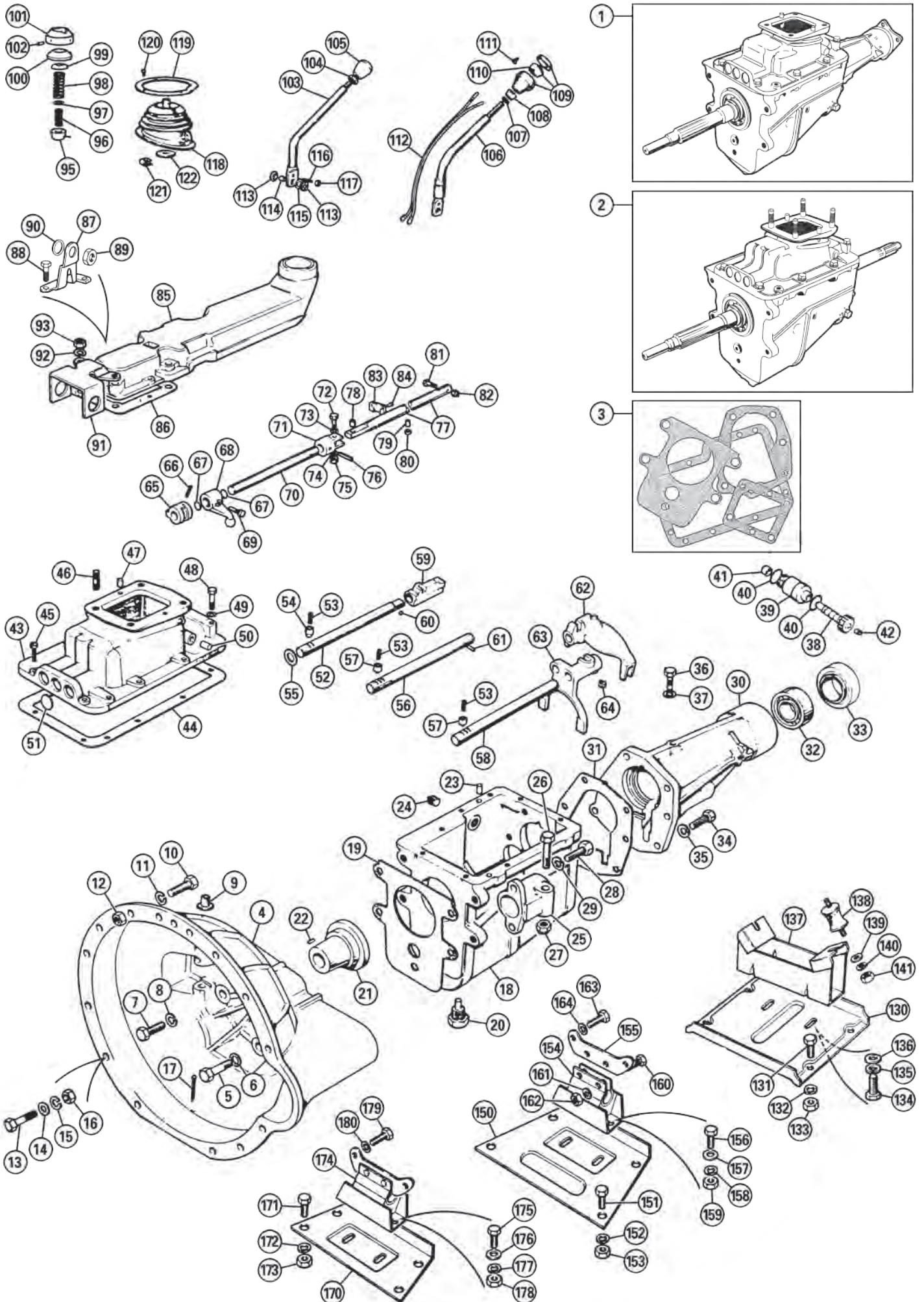
External Components (All Models)

3	515122	£4.70	GASKET SET, gearbox	1	inc. items 19, 31, 44, 86
4	210449	NCA	BELL HOUSING, clutch	1	
5	GHF105	£0.41	BOLT	1	
6	500464	£2.00	WASHER, copper	1	
7	GHF105	£0.41	SCREW	4	
8	GHF333	£0.30	WASHER, locking	4	
9	129358	£6.00	BUSH, clutch pivot	2	
10	SH605091	£0.89	SCREW, gearbox to engine	8	
11	GHF332	£0.40	WASHER, locking	8	
12	GHF201	£0.17	NUT	8	
13	132872	£1.50	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	£3.00	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	£3.00	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	MkI-III
	217333	NCA	EXTENSION, rear, non-overdrive	1	MkIV
31	106437	£0.73	GASKET	1	
32	117511	£13.20	BEARING, rear	1	MkI-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	NCA	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	NCA	BEARING, end thrust	1	
43	120304	NCA	TOP COVER	1	MkI-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 MkI-IV to (c) FH31846
	GHF101	£0.30	SCREW, top cover and bracket to casing	2	overdrive MkI-IV to (c) FH31846
46	FHS2512	£1.57	STUD, 5/16 UNF, top cover extension	4	MkI-IV to (c) FH31846
	158003	NCA	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	MkI-III to (g) FD55619
	154944	NCA	SELECTOR SHAFT, reverse	1	MkIII from (g) FD55620
	154945	NCA	SELECTOR SHAFT, reverse	1	MkIV
53	106489	£0.85	SPRING, plunger	3	
54	136990	NCA	PLUNGER	1	
55	158585	NCA	WASHER, spacer	1	MkIV
56	108020	NCA	SELECTOR SHAFT, 1st/2nd gear	1	MkI-III
	146240	NCA	SELECTOR SHAFT, 1st/2nd gear	1	MkIV

iii. Part Number Price Eea. Description Req. Details

57	106481	£6.30	PLUNGER	1	
58	108021	NCA	SELECTOR SHAFT, 3rd/4th gear	1	MkI-IV
59	114781	NCA	ACTUATOR, reverse gear	1	MkI-III
	147394	NCA	ACTUATOR, reverse gear	1	MkIV
60	BLS110	£0.41	BALL, interlock	1	
61	106478	NCA	PIN, interlock	1	
62	113868	NCA	SELECTOR FORK, 1st/2nd	1	
63	106268	NCA	SELECTOR FORK, 3rd/4th	1	
64	122653	£5.70	SCREW, tapered	3	selector to shafts
65	133771	NCA	ACTUATOR, inhibitor switch	1	MkI-IV to (c) FH31846
	158072	NCA	ACTUATOR, inhibitor switch	1	MkIV from (c) FH31847
66	DS1315	NCA	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	NCA	SHAFT	1	MkI-IV
71	127741	NCA	COUPLING	1	
72	BH604091	£0.72	BOLT	1	
73	GHF301	£0.24	WASHER, steel	1	
74	155801	NCA	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	NCA	ROLL PIN	1	
77	129120	£3.95	SHAFT, operating	1	
78	119262	NCA	BUSH, operating shaft	1	
79	155800	NCA	SPACER	1	MkIV
80	155799	£4.30	BUSH	1	MkIV
81	125054	NCA	BOLT, link	1	
82	GHF271	£0.41	NUT, nyloc	1	
83	120307	NCA	PLATE, reverse baulk	1	
84	TK4503	£0.36	SCREW, attaching plate	2	
			(This plate may be riveted to the top cover extension).		
85	306152	NCA	TOP COVER EXTENSION	1	MkI-IV
86	120305	£1.40	GASKET, extension to top cover	1	
87	133770	NCA	BRACKET, inhibitor switch	1	
88	GHF101	£0.30	SCREW, bracket to gearbox	2	
89	059474	£1.60	NUT, inhibitor switch	1	MkI-IV to FH31846
90	1B3664	£0.50	WASHER, fibre	a/r	
91	158002	£32.50	BRACKET, inhibitor switch	1	
92	GHF332	£0.40	WASHER, locking	4	MkIV from FH31847
93	GHF201	£0.17	NUT	4	
95	120570	NCA	BUSH, spherical	1	MkI to FC21927, NLA use 138685
	138685	NCA	BUSH, spherical, nylon	1	MkI from FC21928 to MkIV
96	119252	£2.54	SPRING, reverse baulk	1	
97	119263	NCA	CIRCLIP, retaining spring on lever	1	
98	119251	£2.80	SPRING, cap retainer	1	
99	128373	NCA	WASHER, dished, inner, nylon	1	
100	119573	£4.60	WASHER, dished, outer	1	
101	126607	NCA	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	MkI-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	£16.00	KNOB, gear lever, round, plain	1	replacement for above
106	155173	NCA	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	£12.10	SWITCH, overdrive control	1	
111	520999C	£1.10	SCREW, holding switch	2	
112	153726	£11.20	WIRING HARNESS, extension, o/d switch	1	
113	129118	NCA	BUSH, nylon, gear lever	2	MkI to FC21927
	138686	NCA	BUSH, gear lever	2	MkI from FC21928 to MkIII
	156910	£1.26	BUSH, gear lever	2	MkIV
			Note: Both bushes for the early MkI-III Spitfires are no longer available, use 156910 as a replacement.		
114	129119	NCA	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	£13.50	GAITER	1	
	710820	NCA	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	NCA	WASHER, rubber	1	
	519770	£19.25	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 Eea.	Description	Req.	Details
Gearbox Mountings, Non-Overdrive					
130	209782		NCA PLATFORM, rear engine mounting	1	MkI-II
	209018		NCA PLATFORM, rear engine mounting	1	MkIII-IV to (c) FH60000
	TKC484		NCA PLATFORM, rear engine mounting	1	MkIV from (c) FH60001
131	SH605051	£1.00	SCREW, platform to chassis	4	
132	GHF332	£0.40	WASHER, locking	4	
133	GHF201	£0.17	NUT	4	
134	SH605051	£1.00	SCREW, bracket to platform	2	
135	GHF332	£0.40	WASHER, locking	2	
136	GHF201	£0.17	NUT	2	
137	136890		NCA BRACKET, gearbox mounting	1	to (c) FH60000
	UKC3215		NCA BRACKET, gearbox mounting	1	from (c) FH60001
138	22G2205	£3.30	MOUNTING	2	
139	GHF301	£0.24	WASHER, plain	2	
140	GHF332	£0.40	WASHER, locking	2	
141	GHF201	£0.17	NUT	2	

Gearbox Mountings, 'D' Type Overdrive

150	148897	£39.00	PLATFORM, rear engine mounting	1	
151	SH605051	£1.00	SCREW, platform to chassis	4	
152	GHF332	£0.40	WASHER, locking	4	
153	GHF201	£0.17	NUT	4	
154	159656Z	£21.60	BRACKET & MOUNTING	1	
155	159656Z	£21.60	BRACKET, mounting to overdrive*	1	

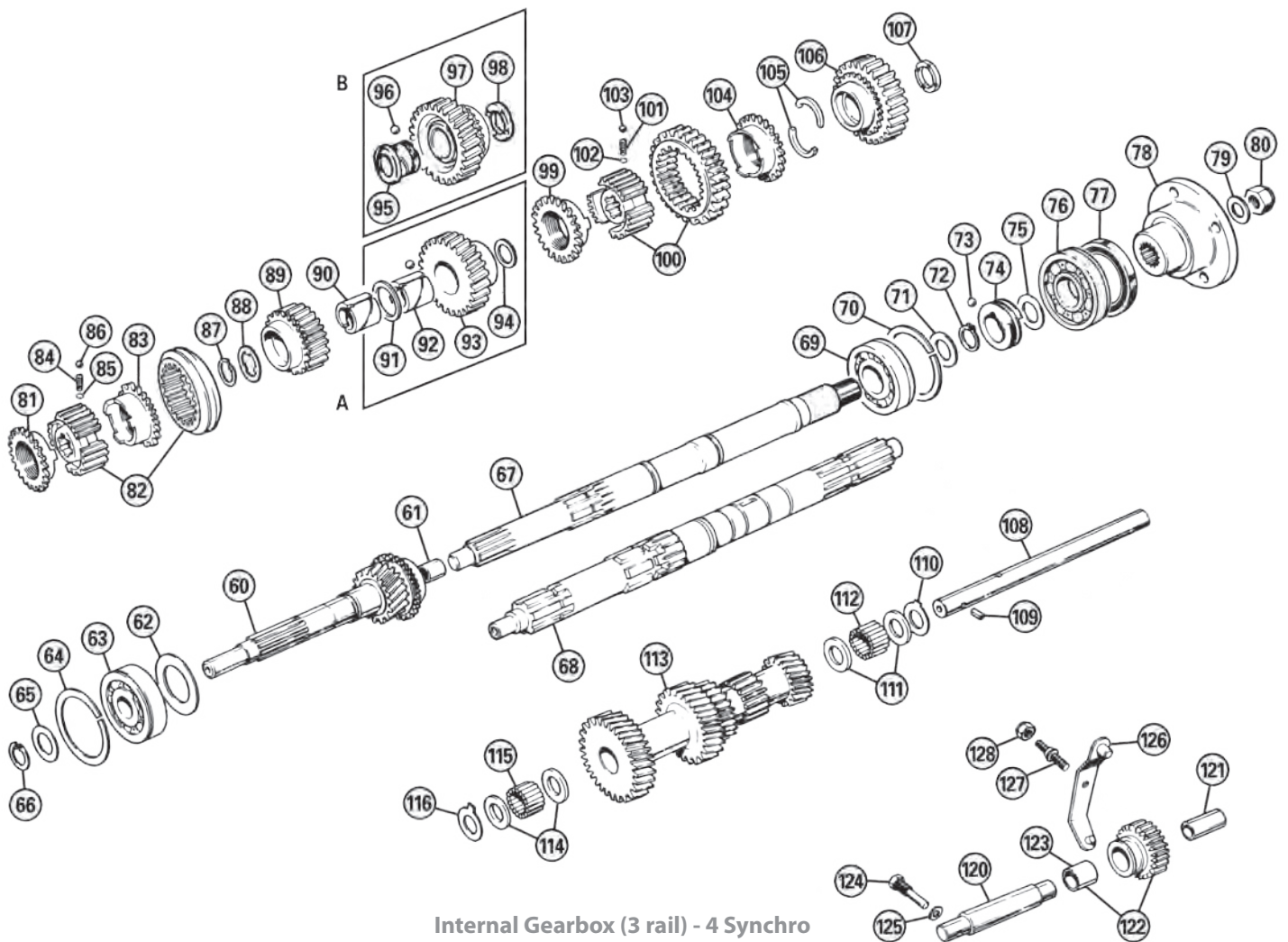
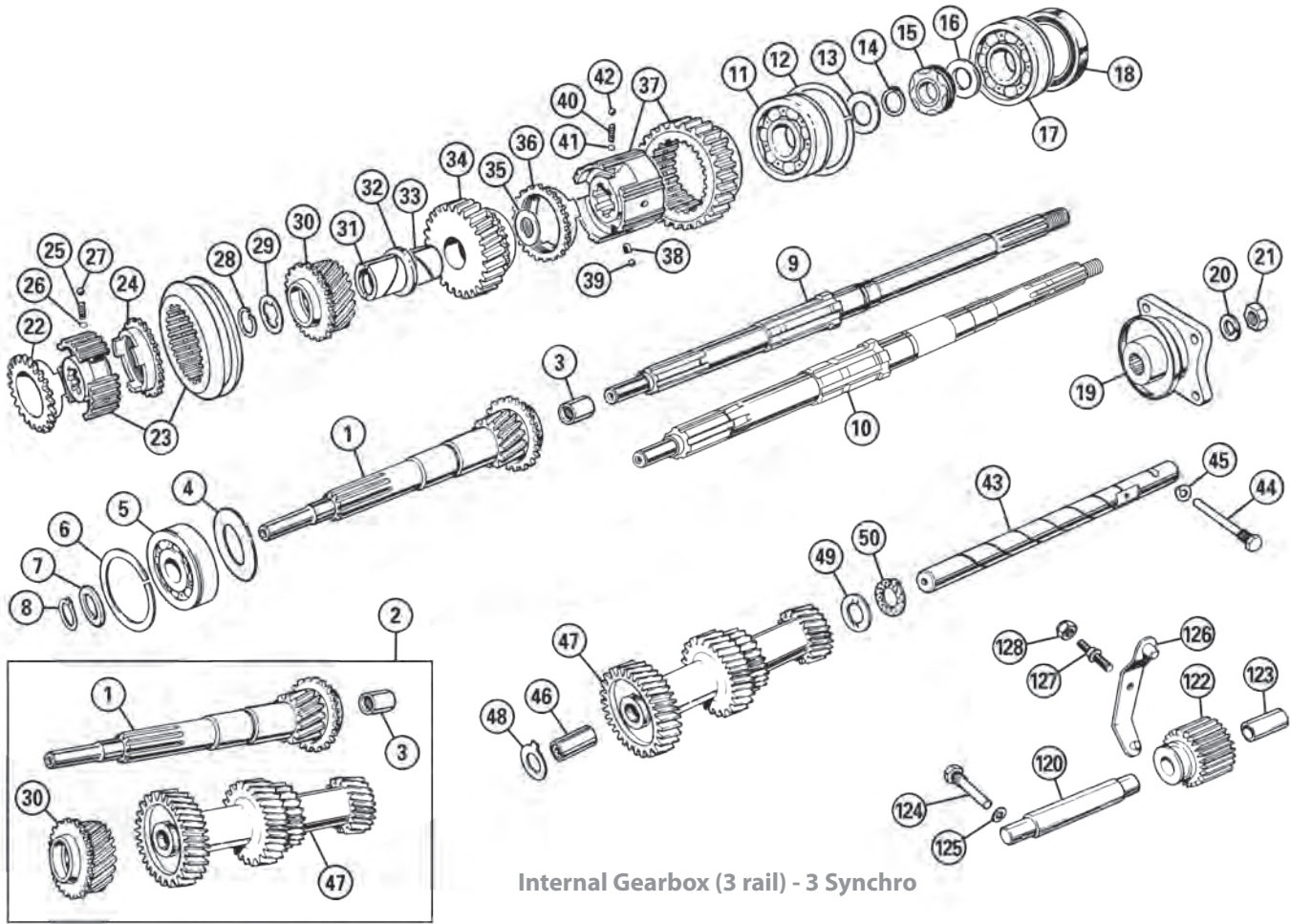
*Note: Bracket (item 155) forms part of 159656Z (item 154) but is illustrated separately to assist in identification, perhaps when the vehicle arrived dismantled or when an overdrive conversion is taking place. Some packing may be required to achieve correct alignment of the transmission.

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	£0.17	NUT	2	
160	SH605051	£1.00	SCREW	2	
161	GHF332	£0.40	WASHER, locking	2	
162	GHF201	£0.17	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	£1.00	SCREW, platform to chassis	4	
172	GHF332	£0.40	WASHER, locking	4	
173	GHF201	£0.17	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	£0.17	NUT	2	
179	SH506071	£1.39	SCREW	2	
180	GHF333	£0.30	WASHER, locking	2	

ill.	Part Number	Price Eea.	Description	Req.	Details
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iii. Part Number Price Eea. Description Req. Details

Internal Gearbox (3 rail)

3 Synchro - Mki-III

1	208324	NCA	CONSTANT PINION SHAFT CONSTANT PINION SHAFT*	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	£18.80	BEARING, needle roller, press fit	1	Mkl to early MkIII
	144782	£10.20	BEARING, needle roller, loose fit	1	MkIII late
4	106365	NCA	OIL THROWER	1	
5	104433	£13.30	BEARING, front main	1	
6	112654	NCA	CIRCLIP, snap ring	1	
7	104438	NCA	THRUST WASHER, mainshaft, 0.094"	1	
8	CR620325	NCA	CIRCLIP, constant pinion shaft	1	
9	204679	£284.00	MAINSHAFT, non-overdrive	1	
10	208142	NCA	MAINSHAFT, overdrive	1	
11	104433	£13.30	BEARING, rear main	1	
12	112654	NCA	CIRCLIP, snap ring	1	
13	104438	NCA	WASHER	1	
14	500872	NCA	CIRCLIP	1	
15	119131	NCA	GEAR, speedo drive	1	
16	117509	NCA	WASHER	1	
17	117511	£13.20	BEARING, rear extension	1	
18	22G2353	£1.80	SEAL, rear	1	
19	109050	NCA	FLANGE, to prop shaft	1	
20	WM74	NCA	WASHER, plain	1	
21	HN2012	NCA	NUT, 9/16	1	
22	148409	£14.40	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	NCA	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	£1.20	BALL BEARING, 1st/2nd synchro hub	3	
28	TKC6444	£1.50	CIRCLIP, retaining gear on mainshaft	1	
29	159978	NCA	THRUST WASHER	1	
30	116169	NCA	GEAR, 3rd speed	1	Mkl-III early, part of 148030
30	216317	NCA	GEAR, 3rd speed	1	MkIII late, part of 153689
31	111423	£6.46	BUSH, 3rd gear	1	
32	111422	NCA	THRUST WASHER, 2nd/3rd, 0.153"	1	Mkl-III
	131843	NCA	THRUST WASHER, 2nd/3rd, 0.162"	1	MkIII alternative
	149963	£0.68	THRUST WASHER, 2nd/3rd, 0.157"	1	MkIII alternative
33	111424	£2.05	BUSH, 2nd gear	1	
34	112672	NCA	GEAR, 2nd speed	1	
35	106262	NCA	THRUST WASHER, 1st/2nd	1	
36	148409	£14.40	SYNCHRO RING, 2nd gear	1	
	148409X	£25.30	SYNCHRO RING, 2nd gear, competition	1	
37	509652	NCA	GEAR, 1st speed & sleeve	1	
38	106475	NCA	PIN, locking	1	fitted in sleeve
39	BLS108	£1.20	BALL, interlock	1	
40	106388	£0.98	SPRING, in synchro hub	3	
41	037948	£0.53	SHIM	a/r	
42	BLS108	£1.20	BALL BEARING, 1st/2nd synchro hub	3	
43	113230	£37.60	LAYSHAFT	1	
44	106476	NCA	SCREW, locating layshaft in casing	1	
45	GHF332	£0.40	WASHER, locking	1	
46	112477	NCA	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	£10.30	THRUST WASHER, rear	1	
50	106271	NCA	THRUST WASHER, rear	1	

4 Synchro - MkiV

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

iii. Part Number Price Eea. Description Req. Details

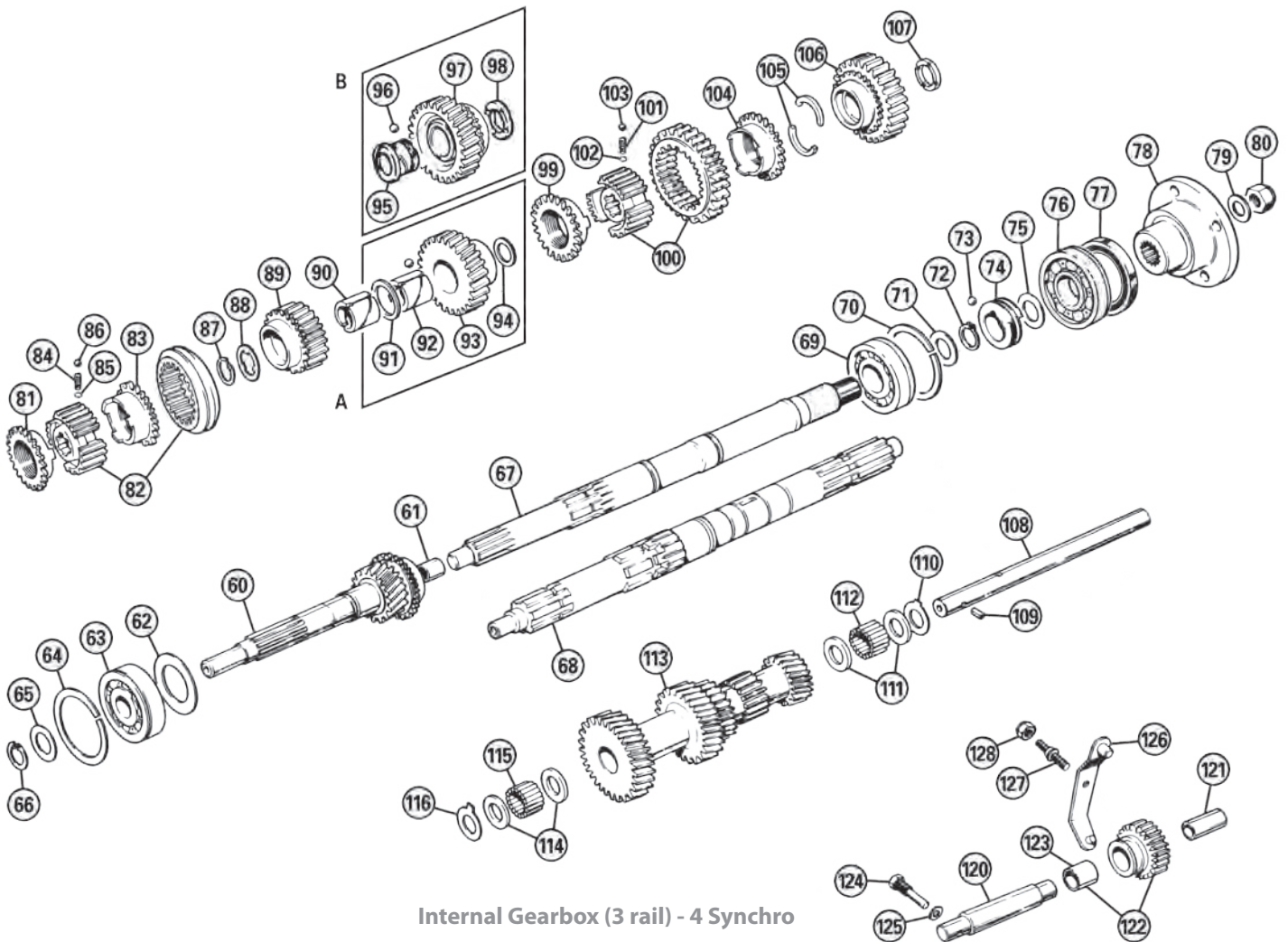
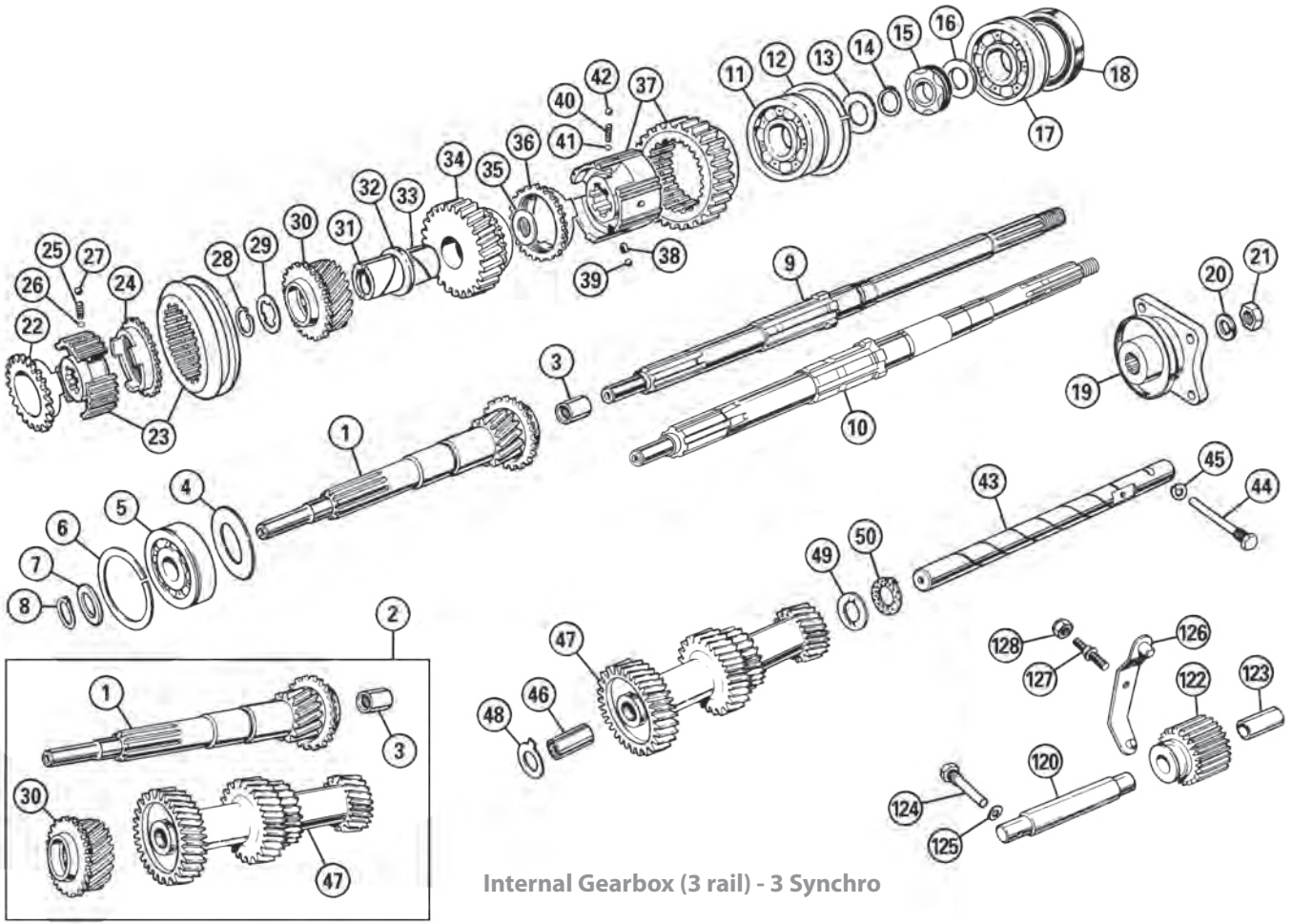
63	104433	£13.30	BEARING, front main	1	
64	112654	NCA	CIRCLIP, snap ring	1	
65	104438	NCA	THRUST WASHER, mainshaft, 0.094"	1	
66	129839	£0.32	CIRCLIP	1	
67	TKC533	£239.40	MAINSHAFT, non-overdrive	1	
68	TKC923	£209.10	MAINSHAFT, 'D' type overdrive	1	to FH60000
	TKC899	NCA	MAINSHAFT, 'J' type overdrive	1	from FH60001
69	104433	£13.30	BEARING, rear main	1	
70	112654	NCA	CIRCLIP, snap ring	1	
71	155805	NCA	WASHER, 0.120"	a/r	alternatives
	155806	NCA	WASHER, 0.123"	a/r	
	155807	NCA	WASHER, 0.126"	a/r	
	155808	NCA	WASHER, 0.129"	a/r	
(These washers are used to maintain correct end float for 1st gear, see workshop manual).					
72	129839	£0.32	CIRCLIP, speedometer drive gear	1	
73	BLS106	£0.28	BALL BEARING	1	
74	156032	£18.40	GEAR, speedo drive	1	
75	155756	NCA	WASHER, 1/8" thick	1	
76	157732	£11.10	BEARING, rear extension	1	
77	22G2353	£1.80	SEAL, rear	1	non-overdrive
78	155755	NCA	FLANGE, to prop shaft	1	
79	WM74	NCA	WASHER, plain	1	
80	510618A	£1.16	NUT, nyloc	1	
81	150328	£12.30	SYNCHRO RING, 4th gear	1	
82	156968	NCA	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	£1.20	BALL BEARING, 3rd/4th synchro hub	3	
87	TKC6444	£1.50	CIRCLIP, snap ring, 3rd gear	1	on main shaft
88	159978	NCA	THRUST WASHER	1	with internal lugs
89	TKC3003	£32.70	GEAR, 3rd speed	1	
90	147354	£19.00	BUSH, 3rd gear	1	
91	111422	NCA	THRUST WASHER, 2nd/3rd, 0.153"	a/r	see box A in illustration
	131843	NCA	THRUST WASHER, 2nd/3rd, 0.162"	a/r	
	149963	£0.68	THRUST WASHER, 2nd/3rd, 0.157"	a/r	
	156084	NCA	THRUST WASHER, 2nd/3rd, 0.166"	a/r	
	UKC769	NCA	THRUST WASHER, 2nd/3rd, 0.170"	a/r	
92	147354	£19.00	BUSH, 2nd speed	1	
93	154479	£36.10	GEAR, 2nd speed	1	
94	160018	NCA	THRUST WASHER	1	has 4 radial grooves each side
95	UKC933	NCA	BUSH, 2nd gear	1	
96	BLS106	£0.28	BALL BEARING	1	
97	UKC3364	NCA	GEAR, 2nd speed	1	
98	UKC934	NCA	THRUST WASHER, 0.199"	a/r	see box b in illustration
	UKC935	NCA	THRUST WASHER, 0.202"	a/r	
	UKC936	NCA	THRUST WASHER, 0.205"	a/r	
	UKC937	NCA	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	156911W0	£104.00	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	£1.20	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	NCA	GEAR, 1st speed	1	
107	137775	NCA	WASHER, spacer	1	
108	144595	£30.84	LAYSHAFT	1	alternatives
	144595Z	NCA	LAYSHAFT, aftermarket	1	
109	DS1908	£0.31	ROLL PIN, locating layshaft	1	
110	106270	£10.30	THRUST WASHER, rear	1	
111	119891	£6.50	RETAINING RING	2	
112	119893	£0.53	NEEDLE ROLLER	25	
113	154829	£338.70	LAYGEAR CLUSTER	1	
114	119891	£6.50	RETAINING RING	2	
115	119893	£0.53	NEEDLE BEARING	25	
116	113229	£4.75	THRUST WASHER, front	1	

All Models

120	113071	NCA	SPINDLE, reverse gear	1	
121	137687	NCA	SPACER	1	4 synchro only
122	113077	NCA	REVERSE IDLER GEAR	1	Mkl-III, includes bush 104420
	144580	£48.00	REVERSE IDLER GEAR	1	MkIV, includes bush 104420
123	104420	NCA	BUSH	1	
124	106477	NCA	SCREW, locating	1	
125	GHF332	£0.40	WASHER, locking	1	
126	106254	NCA	LEVER, reverse operating	1	
127	106448	£8.20	FULCRUM PIN	1	
128	GHF273	£0.55	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.

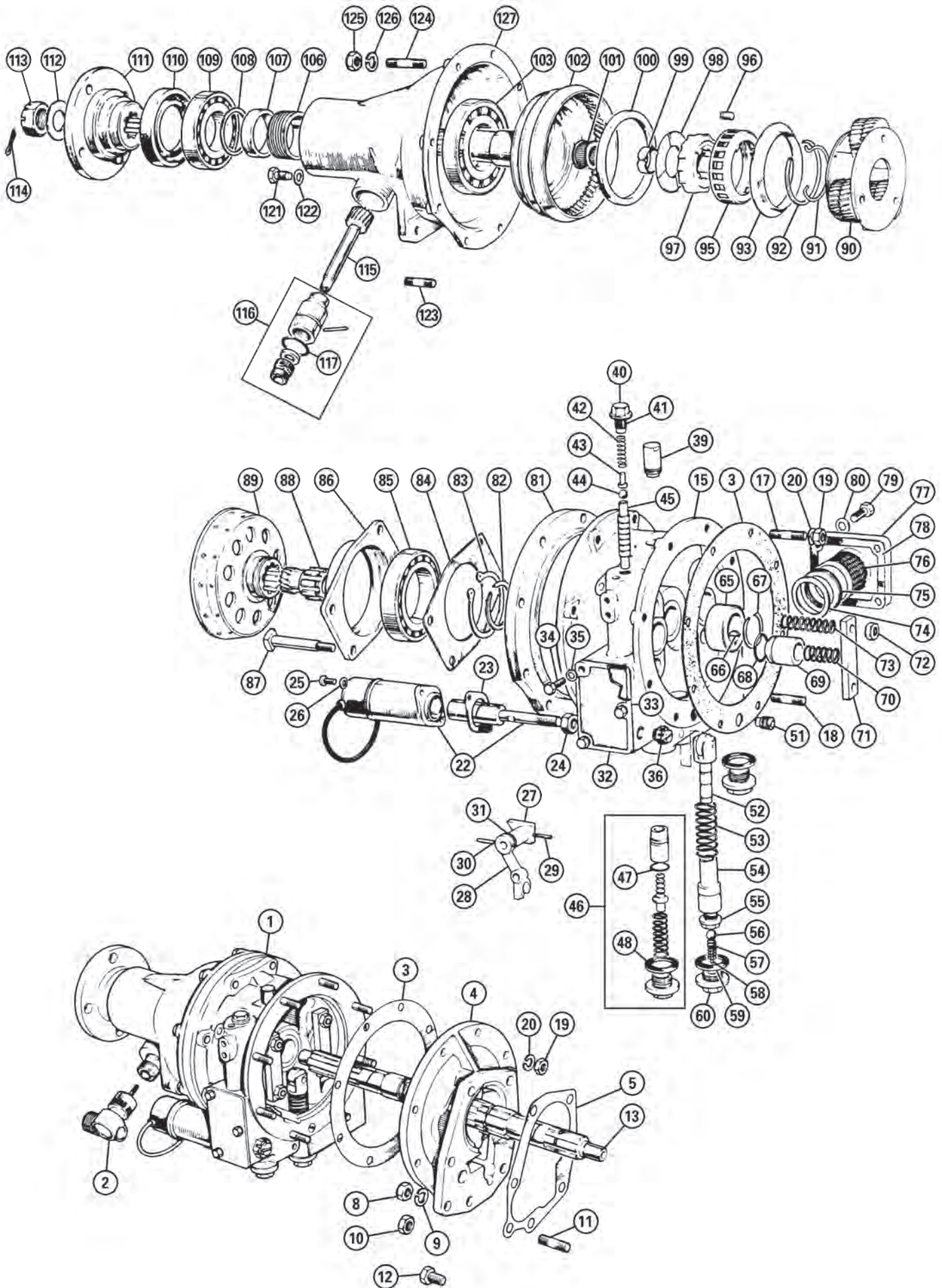
A thick grey coloured oil will indicate the start of or the actual failure of steel components such as the laygear bearings, or the mainshaft tip bearing in the first motion shaft. This coloured deposit can be tested with a magnet; steel fragments will of course be attracted to it.

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 Eea.	Description	Req.	Details
'D' Type Overdrive					
1	307862R	£555.90	OVERDRIVE, recon/exchange	1	
2	120694	£43.40	ANGLE DRIVE, speedo pinion	1	
3	37H1901	£1.70	GASKET, overdrive to extension	1	
4	305137	NCA	ADAPTOR PLATE	1	
5	106437	£0.73	GASKET, adaptor plate to gearbox (Triumph attached the adaptor plate to the gearbox using either seven studs, or with five screws plus two studs, with nuts & washers as required).	1	
8	GHF201	£0.17	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	NCA	STUD, locking extension to g/box	7/2	
12	SH605071	£0.64	SCREW	5	alternative to 8, 10, 11
13	TKC923	£209.10	MAINSHAFT	1	
15	515814	NCA	MAIN CASING	1	
17	506083	NCA	STUD, overdrive to extension	7	
18	506105	NCA	STUD, overdrive, lower LH	1	
19	GHF200	£0.22	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	NCA	LOCATING PIN, lever	1	
31	500594	£1.20	'O' RING	1	
32	506109	NCA	SIDE PLATE	1	
33	513204	£1.60	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	£0.90	WASHER, copper	1	
42	007972	£5.10	SPRING, plunger	1	
43	500591	£10.20	PLUNGER	1	
44	BLS108	£1.20	BALL	1	
45	17H8030	NCA	OPERATING VALVE	1	
46	7H8191	£39.40	RELIEF VALVE KIT (Wear in this assembly is a frequent cause of sluggish overdrive engagement).	1	
47	506129A	£0.66	SEAL, upper, relief valve	1	
48	506118A	£1.16	SEAL, lower, relief valve	1	
51	506076	NCA	SCREW, pump retaining	1	
52	513196	£61.20	PLUNGER	1	
53	500633	£6.00	SPRING, plunger	1	
54	513222	NCA	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 (Remember to align the pump cam & plunger correctly when attaching overdrive to gearbox).	1	
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 (If the overdrive is sluggish in engaging, these 2 springs may be the cause).	2	
71	7H8286	NCA	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) (If the overdrive is sluggish in disengaging, deterioration in these four springs may also be the cause).	1	locates on to item 87
74	506107	NCA	SEALING PLATE	1	
75	513205	£14.20	MAGNET SET	1	
76	7H8197	NCA	FILTER	1	
77	506097	NCA	COVER PLATE, filter	1	
78	506098	£1.40	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	NCA	CIRCLIP	1	
84	506104	NCA	BASE PLATE, bearing housing	1	
85	7H8301	£23.70	FRONT BEARING	1	
86	506081	NCA	BEARING HOUSING	1	
87	513203	NCA	BOLT, bearing housing] locates disengagement] springs	4	
88	506044	£58.90	SUN GEAR	1	
89	513200E	£176.26	SLIDING MEMBER (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).	1	(also known as clutch)

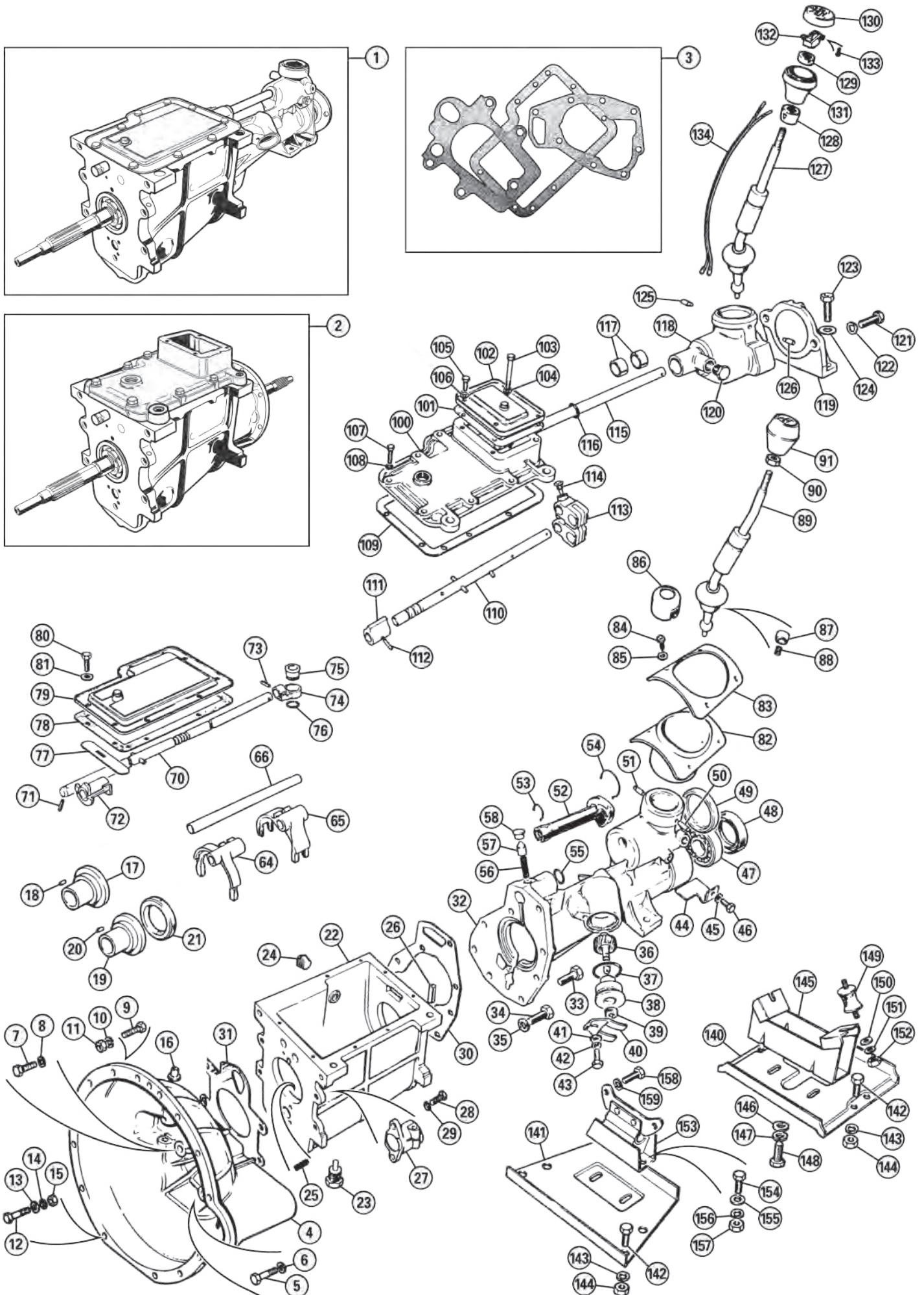
ill.	Part Number	Price Eea.	Description	Req.	Details
90	17H8014	NCA	PLANET GEAR CARRIER	1	
	505546	£89.10	BEARING, needle roller	6	
	500412	NCA	MILLS PIN, securing bearings	3	
91	513208	£0.97	SPRING, one-way clutch	1	ratchet operation
92	NKC77A	£6.40	SNAP RING	1	
93	010857	£7.50	SLEEVE, clutch retaining	1	
95	BAU2061A	£104.70	CAGE, uni-directional clutch rollers	1	
96	506063A	£9.90	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	NCA	ANNULUS	1	
103	134465	£9.60	BEARING, front of annulus shaft	1	
106	7H8294	£60.00	DRIVE GEAR, speedometer	1	
107	513211	NCA	SPACER TUBE	1	
108	17H8024	NCA	SHIM, 0.105"	a/r	
	17H8025	NCA	SHIM, 0.1"	a/r	
	17H8026	NCA	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	£55.80	DRIVE FLANGE	1	
112	WP24	£0.80	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	NCA	REAR CASING	1	

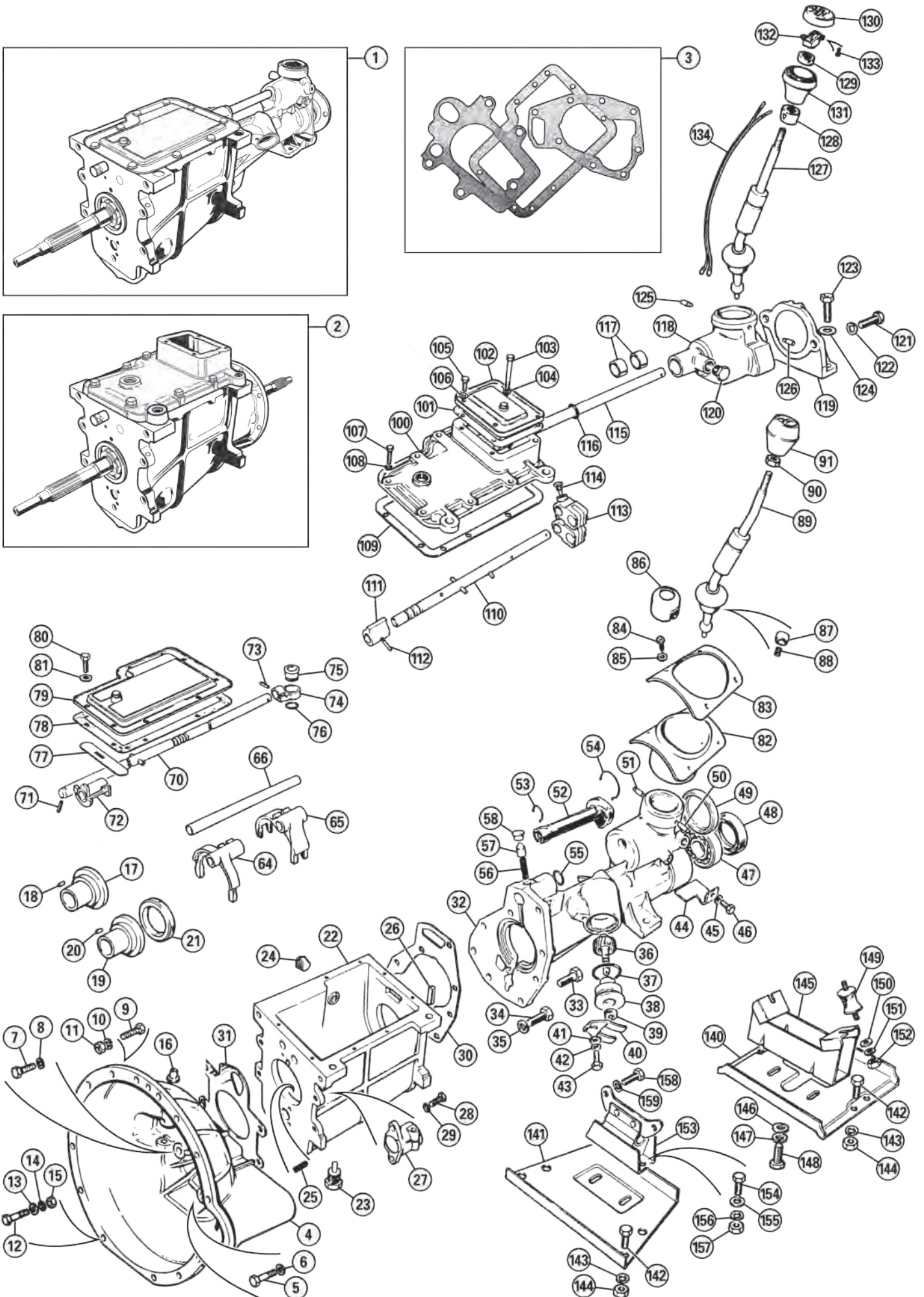
So Your Overdrive's Stopped Working (part 1)

Symptom

- A) Overdrive does not engage
- B) Overdrive does not disengage
- C) Clutch slip in overdrive

POSSIBLE CAUSE	A	B	C
Insufficient oil in gearbox	●		●
Electrical system fault	●	●	
Solenoid lever out of adjustment	●	●	●
Insufficient hydraulic pressure (check valves for seating or dirt)	●		●
Pump filter blocked	●		
Blocked restrictor jet in operating valve		●	
Solenoid sticking	●	●	
Sticking clutch		●	
Worn or glazed clutch lining			●
Car not fitted with overdrive	●	●	●



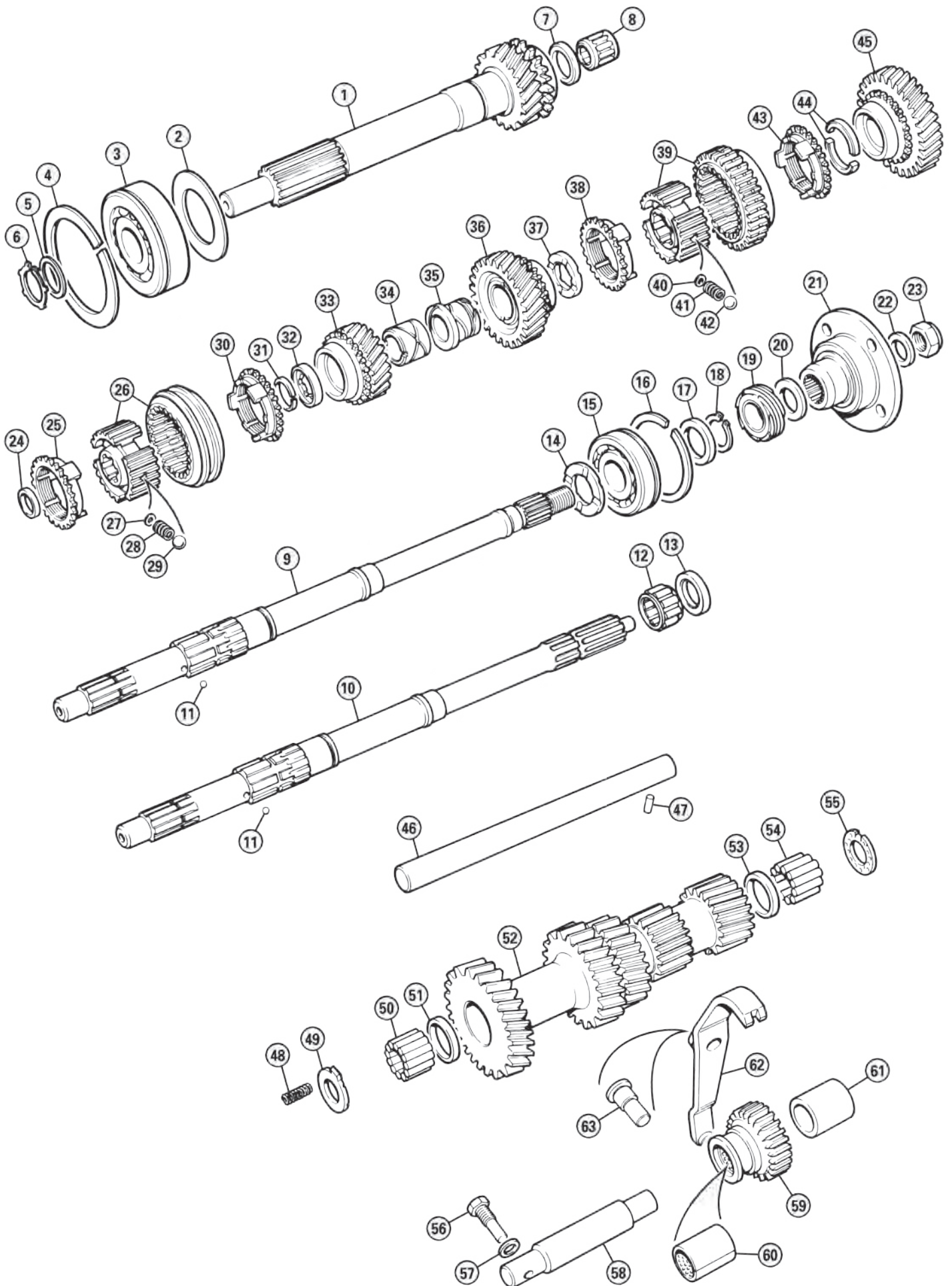


iii. Part Number Price £ea. Description Req. Details

Gearbox Mountings (All Models)

Part Number	Price £ea.	Description	Req.	Details
140 TKC484		NCA PLATFORM, rear engine mounting	1	non-overdrive
141 TKC1407	£28.20	PLATFORM, rear engine mounting	1	overdrive
142 SH605051	£1.00	SCREW, platform to chassis	4	
143 GHF332	£0.40	WASHER, locking	4	
144 GHF201	£0.17	NUT	4	
145 UKC3215		NCA BRACKET, gearbox mounting	1	non-overdrive models
146 GHF301	£0.24	WASHER, plain	2	
147 GHF332	£0.40	WASHER, locking	2	
148 SH605051	£1.00	SCREW, bracket to platform	2	
149 22G2205	£3.30	MOUNTING	2	
150 GHF301	£0.24	WASHER, plain	2	
151 GHF332	£0.40	WASHER, locking	2	
152 GHF201	£0.17	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	overdrive models
156 GHF332	£0.40	WASHER, locking	2	
157 GHF201	£0.17	NUT	2	
158 SH506071	£1.39	SCREW, mounting to overdrive	2	
159 GHF333	£0.30	WASHER, locking	2	

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



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

Internal Gearbox (1500 - Single rail)

1	TKC1267	NCA	CONSTANT PINION SHAFT	1	to FR33414, (1st motion)
	TKC3259	NCA	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	NCA	OIL THROWER	1	
3	104433	£13.30	BEARING, front main	1	
4	112654	NCA	CIRCLIP, snap ring	1	
5	104438	NCA	THRUST WASHER	1	to (g) FR33414
6	129839	£0.32	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	NCA	SPACER	1	
14	22G2210	NCA	WASHER, radial grooved both sides	1	
15	104433	£13.30	BEARING, rear main	1	
16	112654	NCA	CIRCLIP, snap ring	1	
17	155805	NCA	THRUST WASHER, 0.120"	a/r	
	155806	NCA	THRUST WASHER, 0.123"	a/r	
	155807	NCA	THRUST WASHER, 0.126"	a/r	
	155808	NCA	THRUST WASHER, 0.129"	a/r	
(The thrust washers (item 15) adjust the end float of the 1st speed gear).					
18	CR620325	NCA	CIRCLIP	1	
19	22G1753	£21.00	GEAR, speedo drive	1	non-overdrive
20	155756	NCA	THRUST WASHER (Drive flange to mainshaft).	1	
21	155755	NCA	FLANGE, to prop shaft	1	
22	2A7323	£3.20	WASHER, plain	1	
23	510618A	£1.16	NUT, nyloc	1	
24	22G2839	NCA	SPACER	1	
25	150328	£12.30	SYNCHRO RING, 4th gear	1	
26	156968	NCA	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	£1.20	BALL BEARING, in synchro hub	3	
30	150328	£12.30	SYNCHRO RING, 3rd gear	1	
31	TKC6444	£1.50	CIRCLIP, mainshaft*	1	

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

32	159978	NCA	THRUST WASHER	1	
33	TKC3003	£32.70	GEAR, 3rd speed	1	
34	147354	£19.00	BUSH, 3rd gear	1	
35	UKC933	NCA	BUSH, 2nd gear	1	
36	TKC3002	NCA	GEAR, 2nd speed	1	
37	UKC934	NCA	THRUST WASHER, 0.199"	a/r	
	UKC935	NCA	THRUST WASHER, 0.203"	a/r	
	UKC936	NCA	THRUST WASHER, 0.205"	a/r	
	UKC937	NCA	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	£104.00	OUTER RING, 1st & 2nd*	1	33 teeth
	UKC8748	NCA	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	£1.20	BALL BEARING, in synchro hub	3	
43	150328	£12.30	SYNCHRO RING, 1st gear	1	
44	137834	£4.06	COLLAR, split	2	
45	TKC3001	NCA	GEAR, 1st speed, bottom	1	
46	144595	£30.84	LAYSHAFT, genuine	1	alternatives
	144595Z	NCA	LAYSHAFT, aftermarket	1	
47	DS1908	£0.31	ROLL PIN	1	

iii. 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	£0.53	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	£0.53	NEEDLE ROLLER, rear	25	
55	106270	£10.30	THRUST WASHER, rear	1	
56	106477	NCA	SCREW, locating	1	
57	GHF332	£0.40	WASHER, locking	1	
58	113071	NCA	SPINDLE, reverse gear	1	
59	144580	£48.00	GEAR, reverse idler, 21 teeth	1	
	UKC8750	£51.00	GEAR, reverse idler, 17 teeth	1	
60	104420	NCA	BUSH, in reverse gear	1	
61	22G1435	NCA	SPACER	1	
62	CHM63	NCA	SELECTOR, reverse gear	1	
61	DAM1714	NCA	PIVOT PIN, reverse lever	1	

Assessment for Gearbox Overhaul

Oil in any machinery collects particles from the operating parts that it comes into contact with. Many engineering concerns use lubricating oil analysis at regular intervals to monitor the machinery's condition. In fact, with the oil laboratory's help and the applied knowledge of the mechanical engineer, machinery life expectancy and time period between overhauls can be established. Economically speaking, a piece of machinery can be withdrawn from service for bearing replacement before it actually fails and destroys other more expensive parts within the whole. This, in the case of an aircraft engine for example, will minimise in-service break downs and unscheduled power plant changes. Some motor car oil manufacturers offer lubricant analysis to users of their product.

Impending failures can be noted by increases of certain deposits in the analysed oil. The oil drained from your gearbox can be viewed in a less scientific manner, but still with an accent towards indicating any potential failure, or to give an idea of which item has failed within the gearbox and how it has failed.

A damaged component such as a synchro ring may prove relatively cheap to replace. The complete collapse of the mainshaft tip bearing or layshaft needle roller bearings is not. The inclusion of a magnetic drain plug in the sump of the gearbox is recommended; it will collect all the metallic particles that otherwise would circulate with the oil and further erode the wearing surfaces of all components.

So what do you look for in your oil when you have drained it into a clean container?

A light brassy coloured oil is nothing to worry about. However, brassy coloured lumps or pieces of yellow coloured metal probably indicates the failure of synchro rings, the plain bushes on the mainshaft or the thrust washers at each end of the laygear countershaft.

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

If the reason you have drained your oil is because of a nasty noise from the gearbox when it is driven, this information may assist you in planning the repair route you choose. Once the gearbox is removed from the car, the exterior of the gearbox should be cleaned. It is important that no extra dirt be deposited inside the gearbox while an internal examination is carried out through the removed top cover. Physically moving parts about and checking for excessive play in bearings will give a good indication whether it is cheaper to 'chop the box in' for a reconditioned item, or tackle the repair yourself. Often it is cheaper to tackle the task yourself.

As with all things in life - you get what you pay for.

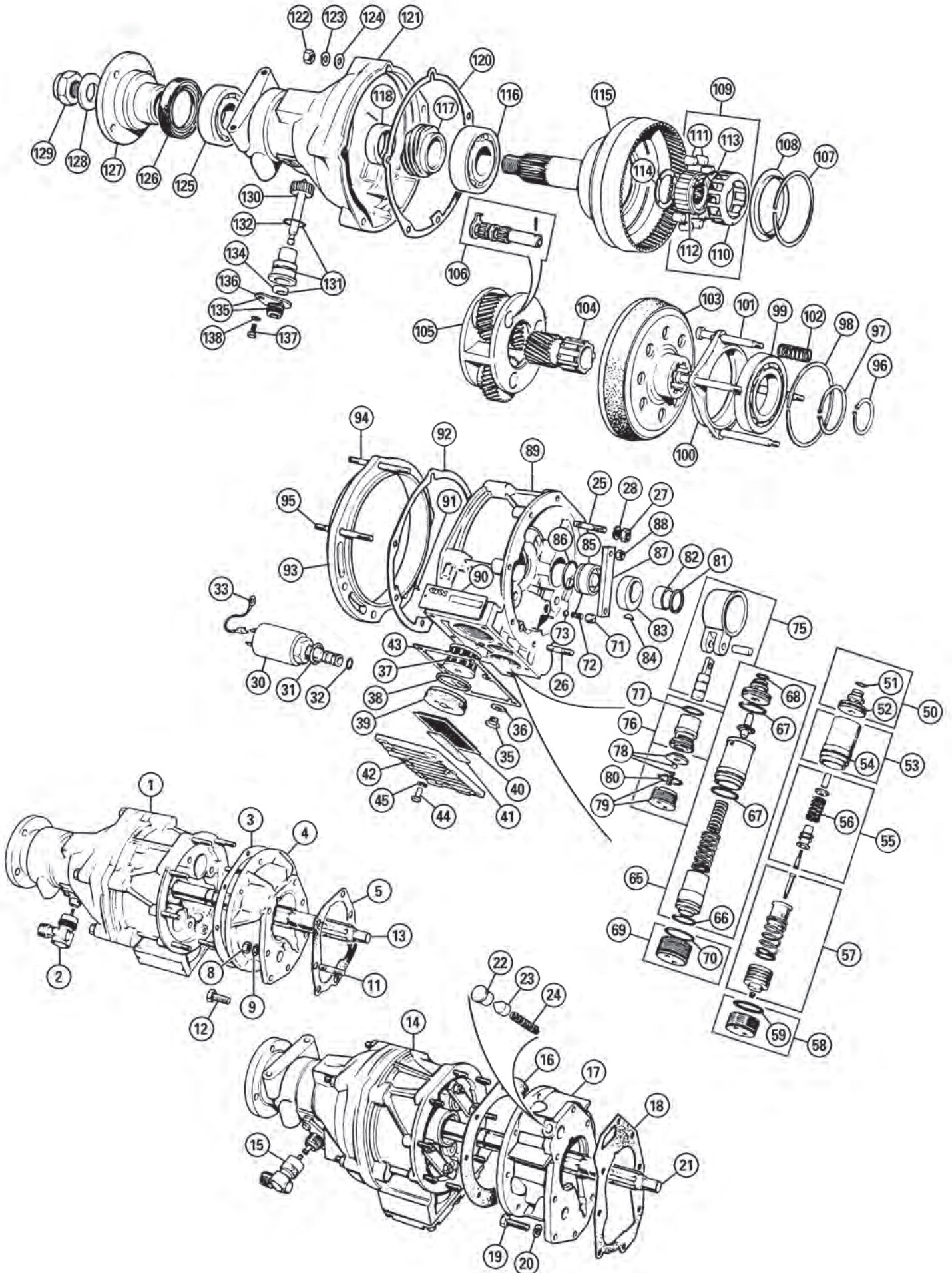
A cheap reconditioned exchange gearbox is not necessarily as good as your own with the same amount spent on replacement parts. This said, if you are expecting to have to renew gear assemblies or sets of gears it may well prove economically more prudent to obtain a quality reconditioned exchange unit.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

The quality gearbox repairer knows what goes wrong and will replace items regardless of their condition, as he has to guarantee the finished unit. Similarly an experienced re-conditioner will have spares available to himself which are not always obtainable by the public. This is his trade and he will protect it to retain his position in the marketplace.

When fitting a reconditioned exchange gearbox assembly do not forget that the unit is delivered without lubricating oil. The oil recommended is Hypoid 90 grade, as used in the rear axle assembly. As a useful tip, remember to slacken both the oil drain plug and filler plug prior to installation of the unit in the car. There is nothing more irritating than wanting to fill (or drain) a gearbox and then discovering that the plugs on the freshly fitted and now inaccessible unit were apparently installed by the world's strongest man! Afterwards, re-tighten both plugs to your chosen torque.

Bell Housing Drainage

Some (but apparently not all) 1500 gearbox bell housings have a small hole at the bottom, in which is a loosely fitted split pin, seemingly serving no purpose. In fact, this split pin (part no. PC39) is sitting in a drainage hole, and its mere presence dangling in the hole helps oil or water which may have found its way into the bell housing to drain out again, thus avoiding fluid build up in the environs of the clutch. Omit the split pin and the hole, devoid of the rattling bit which kept it clear, will quickly block up and fail to serve its purpose.



iii.	Part Number	Price Eea.	Description	Req.	Details
'J' Type Overdrive					
Overdrive Assembly; for '3 Rail Gearbox'					
1	313305R		NCA OVERDRIVE, reconditioned/exchange	1	
2	120694	£43.40	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	£0.17	NUT	7/2	quantity decreases
9	GHF332	£0.40	WASHER, locking	7	if item 12
11	132115	NCA	STUD, extension to gearbox	7/2	is used
12	SH605071	£0.64	SCREW	5	alternative to items 8 & 11
13	TKC899	NCA	MAINSHAFT	1	

Overdrive Assembly; for 'Single Rail Gearbox'

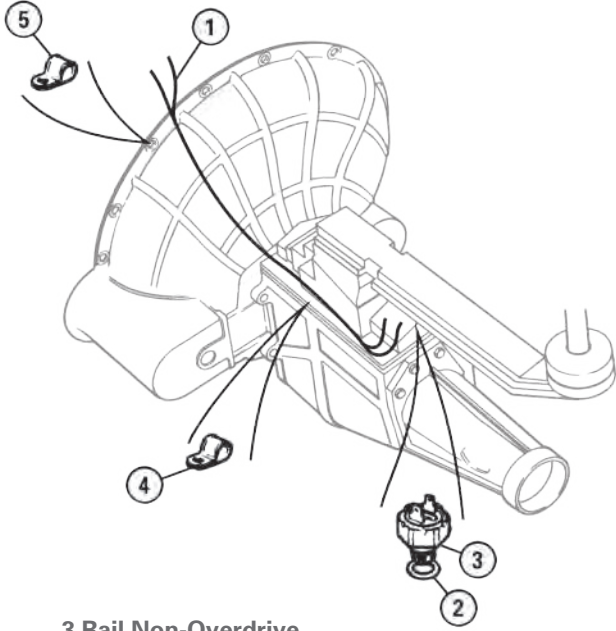
14	RKC688R	£429.50	OVERDRIVE, reconditioned/exchange	1	
15	120694	£43.40	ANGLE DRIVE, speedometer pinion	1	
16	37H1901	£1.70	GASKET, o/drive to adaptor plate	1	
17	RKC634	£65.00	ADAPTOR PLATE	1	
18	22G1420	£0.89	GASKET, adaptor plate to gearbox	1	
19	UKC4811	NCA	SCREW, adaptor plate to gearbox	8	
20	GHF332	£0.40	WASHER, locking	8	
21	RKC767	NCA	MAINSHAFT	1	'J' type overdrive
22	22G1947	£0.80	PLUG, in adaptor plate	1	
23	22G1421	NCA	PLUNGER	1	
24	22G2198	£0.70	SPRING	1	
25	NKC56	£3.70	STUD, long	6	main housing to adaptor plate
26	37H1897	£4.70	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	£1.40	'O' RING	2	
33	NKC67	£3.50	EARTH WIRE, solenoid	1	
35	NKC97	NCA	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	NCA	PLUG, (threaded), filter	1	
40	NKC53	£14.70	FILTER, suction, small inlet	1	
	NKC53X	£14.70	FILTER, suction, large inlet	1	0.427"
41	37H1943	£5.00	MAGNET SET	2	
42	NKC54	£54.00	COVER, sump	1	
43	NKC76	£1.60	GASKET, sump	1	
44	37H1946	£1.10	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	NCA	DASH POT SLEEVE	1	
54	NKC92	£0.79	'O' RING	1	used in '3 rail'
55	NKC33	NCA	RELIEF VALVE	1	type overdrive (item 1)
56	NKC104	NCA	SPRING, relief valve	1	
57	NKC15	NCA	DASH POT PISTON	1	
58	NKC13	NCA	DASH POT PLUG KIT	1	
59	NKC91	£0.72	'O' RING	1	
65	AAU1388	NCA	RELIEF VALVE KIT	1	
66	RTC1949	£2.00	'O' RING, large	1	used in 'single rail'
67	NKC92	£0.79	'O' RING, large	2	type overdrive
68	NKC102A	£0.98	'O' RING, small	1	(item 14)
69	NKC13	NCA	DASH POT PLUG KIT	1	
70	NKC91	£0.72	'O' RING	1	
71	NKC93	NCA	PLUG, relief valve	1	
72	NKC94	NCA	SPRING, relief valve	1	
73	BLS108	£1.20	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	NCA	OPERATING PISTON	1	
86	NKC99A	£1.20	'O' RING	1	
87	500587	NCA	BRIDGE BAR	2	
88	JS616A	£0.89	LOCK NUT	4	
89	NKC19	NCA	MAIN HOUSING	1	supplied with items 25, 26, 71, 72, 73, 94, 95

iii.	Part Number	Price Eea.	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	NCA	STUD, short	1	set of four
95	NKC59	NCA	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	NCA	BEARING HOUSING	1	
	NKC62R	£54.00	BEARING HOUSING, reconditioned	1	
101	NKC109	NCA	BOLT	4	
102	NKC12	£13.50	SPRINGS, set of four	1	
103	NKC40E	£196.50	SLIDING MEMBER, (clutch)	1	
104	NKC55	NCA	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	NCA	OIL THROWER	1	
109	NKC17	£91.80	FREEWHEEL UNIT	1	
110	BAU2061A	£104.70	CAGE	1	uni-directional clutch rollers
111	506063A	£9.90	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	NCA	ANNULUS	1	
116	217325A	£13.20	BEARING, annulus head	1	
117	NKC46	£27.00	GEAR, speedometer drive	1	3.89:1 axle ratio
	NKC45	NCA	GEAR, speedometer drive	1	3.63:1 axle ratio
118	NKC78	NCA	SPACER, annulus shaft	1	
120	NKC87	£2.23	GASKET, rear to main housing	1	
121	RTC1951	NCA	REAR HOUSING	1	for three rail gearbox
	AAU1387	NCA	REAR HOUSING	1	for single rail gearbox
122	GHF301	£0.24	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	NCA	DRIVE FLANGE	1	
128	NKC82A	£1.21	WASHER	1	
129	NKC81	£5.60	NUT, nylon	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	

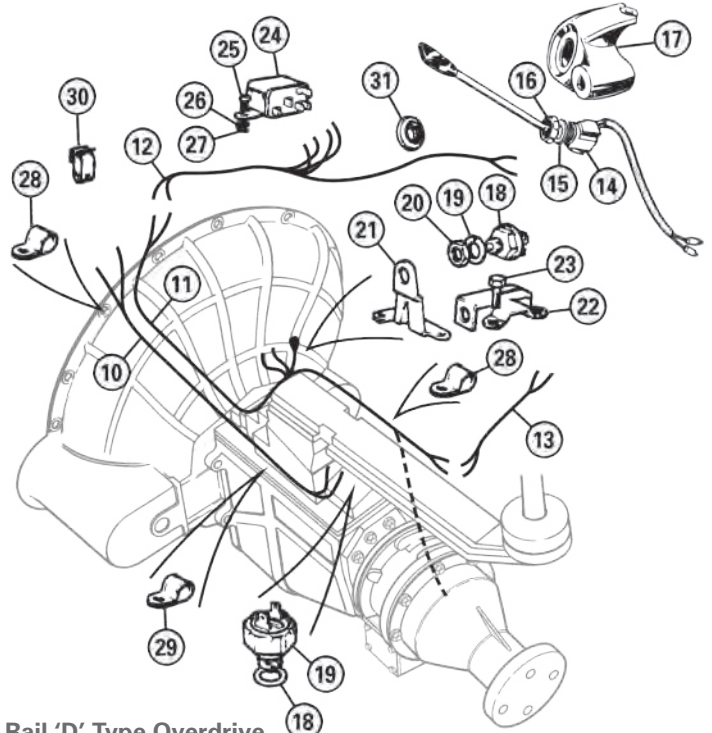
So Your Overdrive's Stopped Working

... 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);

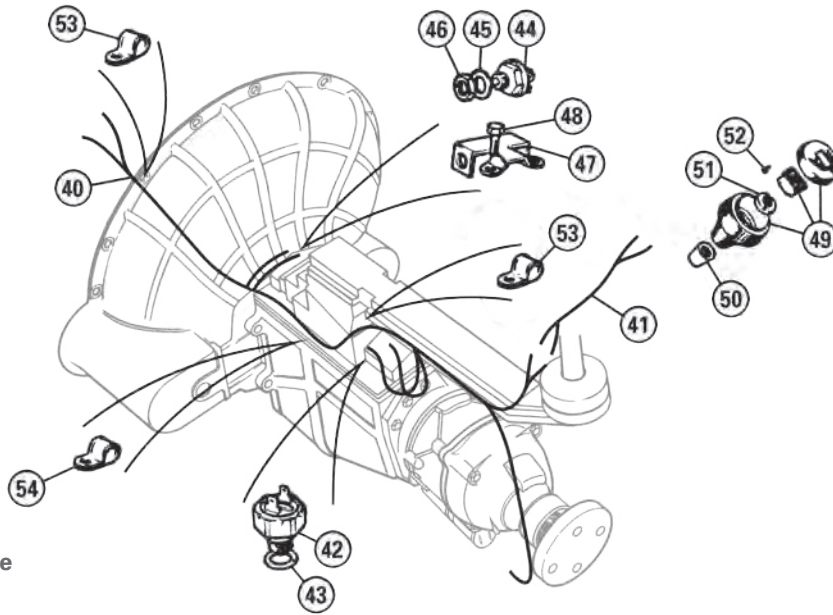
- 1) If you look at the gear knob switch you will notice that there are special connectors used on the gear lever harness which slide onto the switch fittings. The connectors are insulated from each other by means of the switch casing, however they do sometimes become disconnected through vibration and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



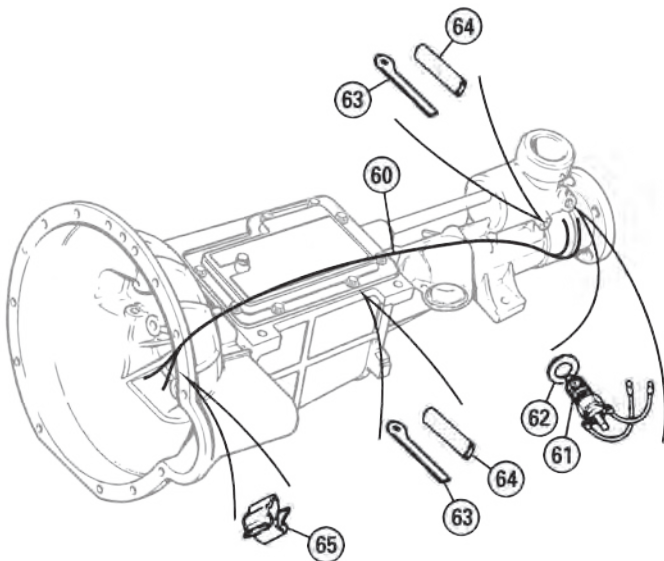
3 Rail Non-Overdrive



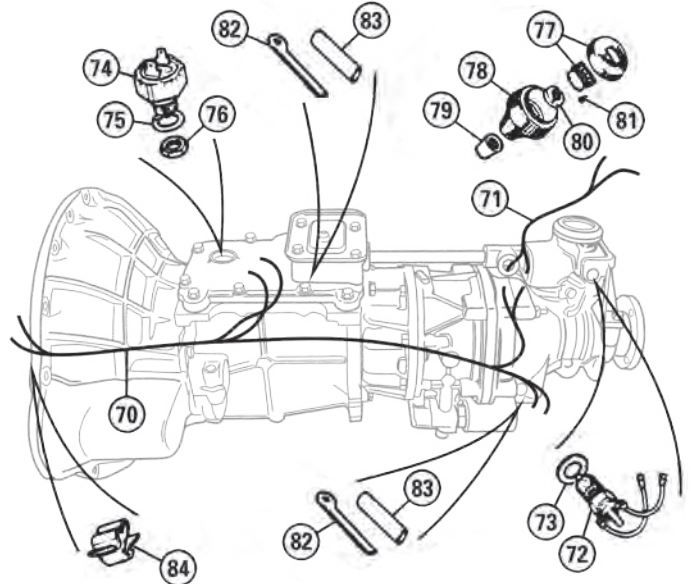
3 Rail 'D' Type Overdrive



3 Rail 'J' Type Overdrive



1500 Non-Overdrive



1500 'J' Type Overdrive

iii.	Part Number	Price £ea.	Description	Req.	Details
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Gearbox Electrics**3 Rail Non-Overdrive Gearbox**

1	147777	£10.40	HARNESS, reverse lamp switch	1	
	159653	£12.10	HARNESS, reverse lamp switch	1	
2	1B3664	£0.50	WASHER, spacing	a/r	
3	BAU1074Z	£9.20	SWITCH, reverse lamps	1	
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	£10.40	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	£10.90	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	£11.90	HARNESS, overdrive, on body	1	MkIV
13	138323	NCA	HARNESS, overdrive extension	1	Mkl-III RHS
14	147280	£43.20	SWITCH, overdrive	1	Mkl-III RHD, also USA & Canada
	147281	£43.20	SWITCH, overdrive	1	Mkl-III LHD, except USA & Canada
15	WF600091	NCA	WASHER, overdrive switch	1	
16	609792	£4.90	BEZEL, overdrive switch	1	
17	611974	£8.00	ESCUTCHEON, flasher & o/d switch	1	
18	1B3664	£0.50	WASHER, spacing	a/r	
19	BAU1074Z	£9.20	SWITCH, overdrive inhibitor	2	also reverse lamps
20	059474	£1.60	NUT, switch securing	1	
21	133770	NCA	BRACKET, inhibitor switch	1	to FH31846
22	158002	£32.50	BRACKET, inhibitor switch	1	from FH31847
23	SH604071	£0.72	SCREW, bracket to gearbox	2	
24	142169A	£25.80	RELAY, overdrive	1	
25	GHF425	£0.22	SCREW, self tapping	2	
26	WL700101	£0.25	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	£11.20	HARNESS, extension, overdrive	1	in gear lever
42	BAU1074Z	£9.20	SWITCH, reverse lamps	1	
43	1B3664	£0.50	WASHER, spacing	a/r	
44	BAU1074Z	£9.20	SWITCH, inhibitor, overdrive	1	
45	1B3664	£0.50	WASHER, spacing	1	
46	059474	£1.60	NUT, switch securing	1	
47	158002	£32.50	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	

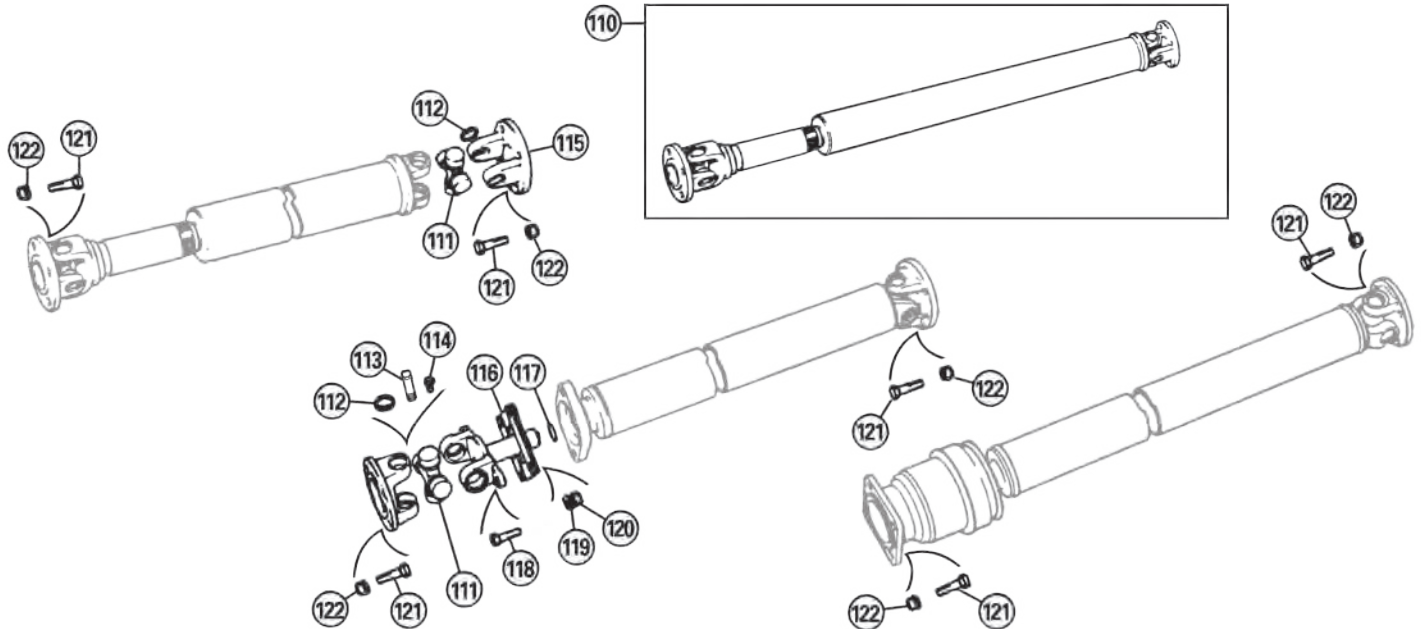
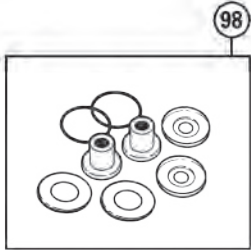
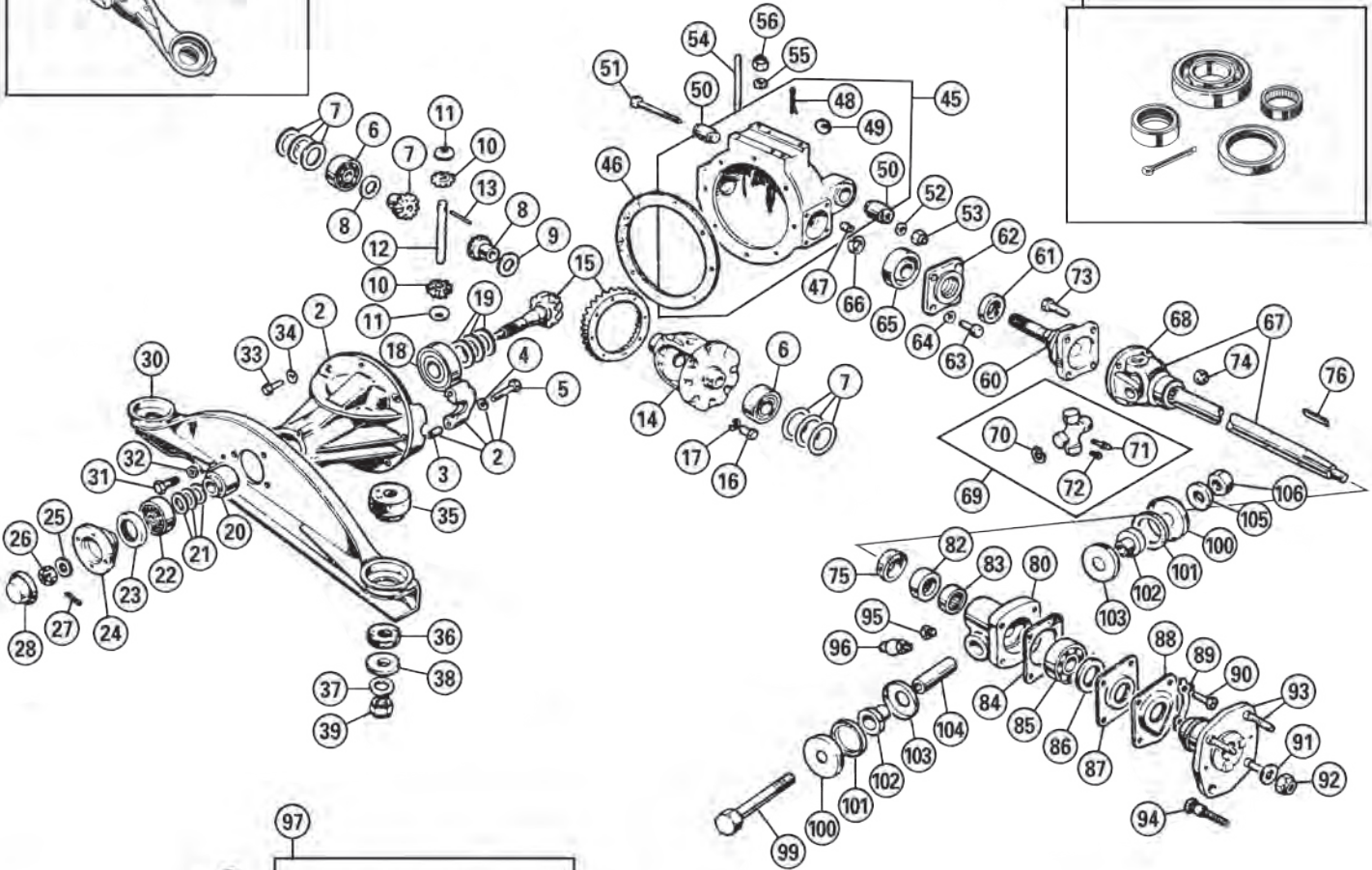
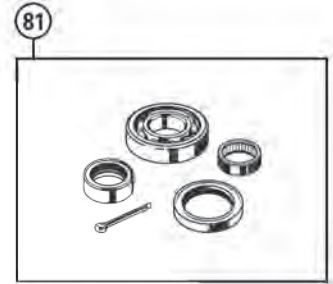
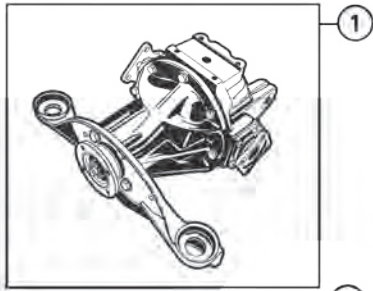
1500 Non-Overdrive Gearbox

60	UKC4612	£20.30	HARNESS, reverse lamp switch	1	
61	GAE191A	£8.40	SWITCH, reverse lamps	1	
62	GHF302	£1.00	WASHER, spacing	a/r	
63	ULC1178	NCA	CLIP, harness to gearbox	2	
64	503213	NCA	SLEEVE, insulating, for clip	2	
65	618511	NCA	CLIP, harness to bulkhead	1	

iii.	Part Number	Price £ea.	Description	Req.	Details
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1500 'J' Type Overdrive Gearbox

70	UKC4612	£20.30	HARNESS, overdrive & reverse lamp	1	
71	153726	£11.20	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	£0.50	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	NCA	CLIP, harness to gearbox	2	
83	503213	NCA	SLEEVE, insulating, for clip	2	
84	618511	NCA	CLIP, harness to bulkhead	1	



iii.	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	MkI-III
	RTC2305RX	£734.40	DIFFERENTIAL ASSEMBLY, 3.89:1 (Reconditioned with new CW&P).	1	MkIV
	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

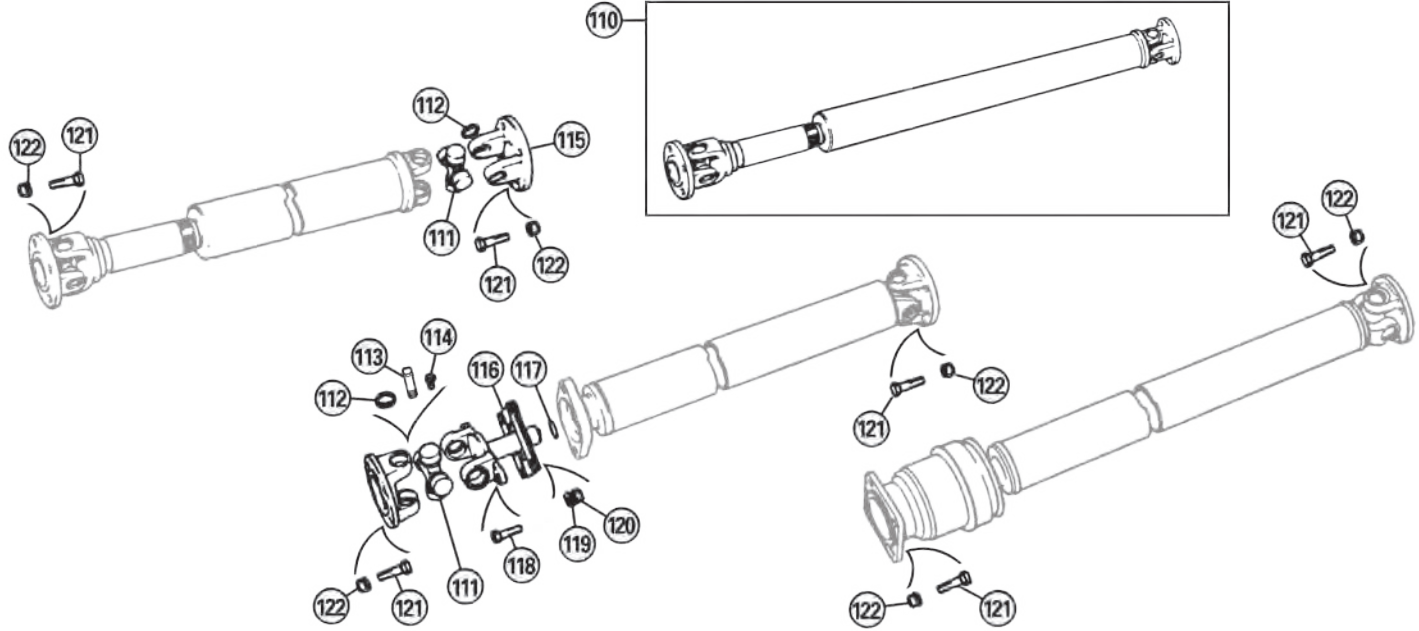
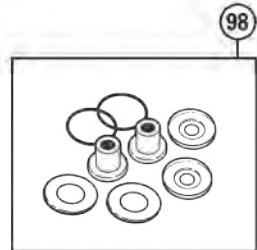
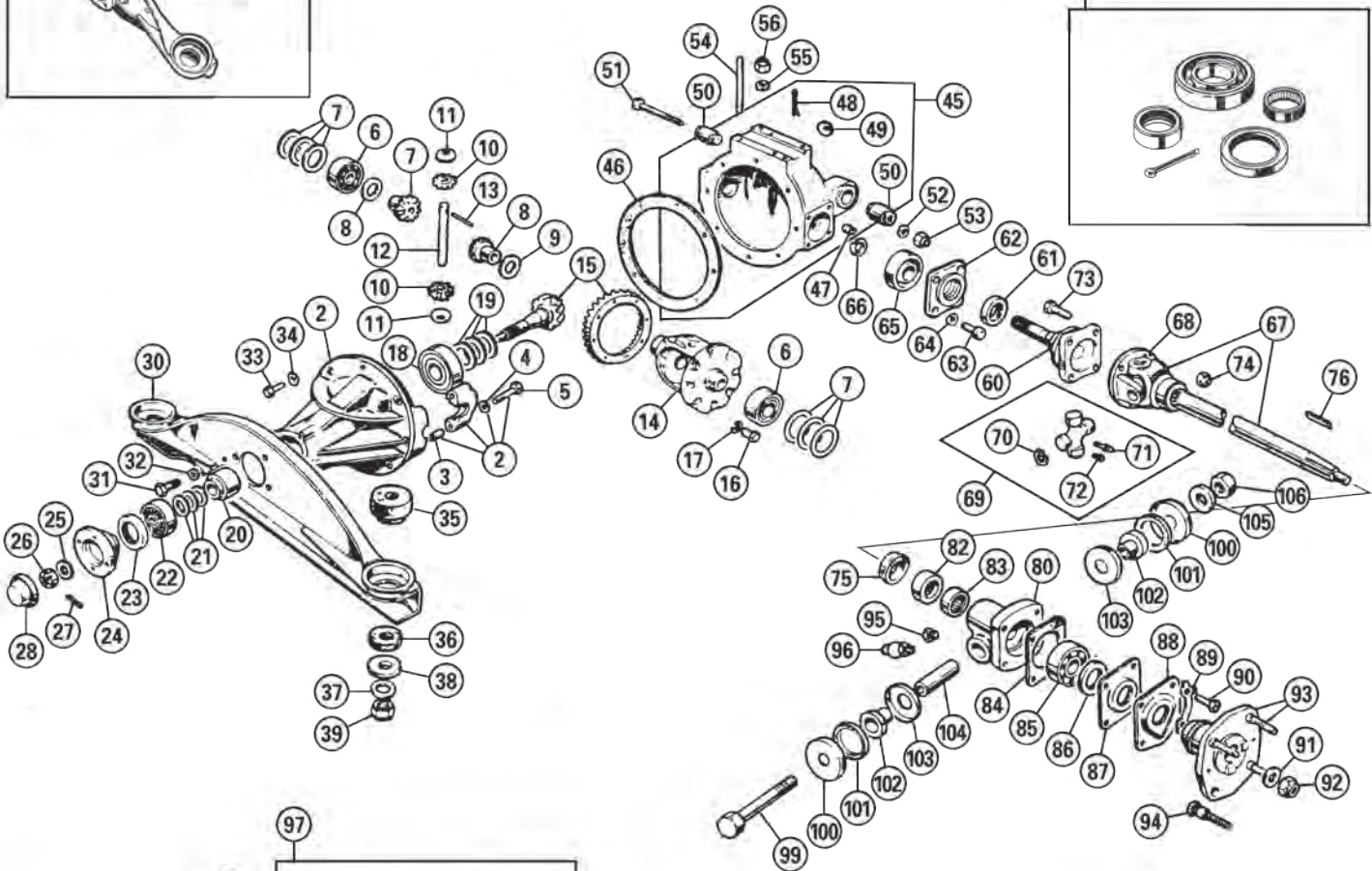
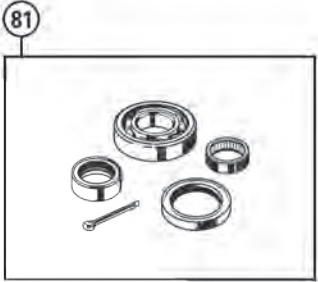
Note: The above differential assemblies come built up in an axle case and reconditioned/exchange units. They do not come with hubs, drive shafts or brake assemblies. We are only able to exchange differentials for reconditionable units of the same type and ratio. Units found to be not reconditionable will either be returned or surcharged according to the customers wishes.

Differential & Axle Components

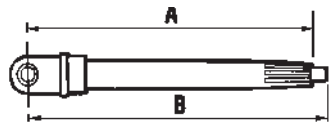
2	509815	NCA	CASING, differential	1	MkI-III
	518949	NCA	CASING, differential	1	MkIV-1500
3	060070	£3.10	BUSH, bearing cap alignment	4	
4	GHF333	£0.30	WASHER, spring	4	
5	104554	NCA	BOLT, attaching bearing cap	4	
6	130355	£18.60	BEARING, inner, diff carrier	2	MkI-III
	GHB105	£10.00	BEARING, inner, diff carrier	2	MkIV-1500 to
	GHB105Z	£8.70	BEARING, inner, diff carrier, aftermarket	2	(c) FH106101
	UKC4805	£14.70	BEARING, inner, diff carrier	2	1500 from (c) FH106101
7	123813	NCA	SHIM, carrier side, 0.009"	a/r	MkI-III
	123814	NCA	SHIM, carrier side, 0.013"	a/r	adjustment
	123815	NCA	SHIM, carrier side, 0.014"	a/r	
	123817	NCA	SHIM, carrier side, 0.020"	a/r	
	156082	£0.66	SHIM, carrier side, 0.003"	a/r	MkIV-1500
	156083	NCA	SHIM, carrier side, 0.005"	a/r	adjustment
	154921	NCA	SHIM, carrier side, 0.010"	a/r	
	154925	NCA	SHIM, carrier side, 0.020"	a/r	
8	108979	NCA	SUN WHEEL, differential	2	MkI-III to (c) FD22570
	134073	NCA	SUN WHEEL, differential	2	MkIII from (c) FD22571 to 1500 (c) FH106101
	UKC6281	NCA	SUN WHEEL, differential	2	1500 from (c) FH106102
9	104570	NCA	THRUST WASHER, sun wheel	2	MkI-III to (c) FD22570
	ATA7039	£3.20	THRUST WASHER, sun wheel, 0.035"	2	
	ATA7039/040	£2.05	THRUST WASHER, sun wheel, 0.040"	2	MkIII from (c) FD22571
	ATA7039/042	£3.00	THRUST WASHER, sun wheel, 0.042"	2	to 1500
	ATA7039/046	£2.66	THRUST WASHER, sun wheel, 0.046"	2	
	ATA7039/048	£2.05	THRUST WASHER, sun wheel, 0.048"	2	
10	104571	NCA	PLANET GEAR, differential	2	MkI-III to (c) FD22570
	134074	NCA	PLANET GEAR, differential	2	MkIII from (c) FD22571 to 1500 (c) FH106101
	UKC3365	NCA	PLANET GEAR, differential	2	1500 from (c) FH106102
11	104572	NCA	THRUST WASHER, planet gear, 0.036"a/r	a/r	MkI-III to (c) FD22570
	108935	NCA	THRUST WASHER, planet gear, 0.040"a/r	a/r	
	108936	NCA	THRUST WASHER, planet gear, 0.044"a/r	a/r	
	108937	NCA	THRUST WASHER, planet gear, 0.048"a/r	a/r	
	108938	NCA	THRUST WASHER, planet gear, 0.052"a/r	a/r	
	108939	NCA	THRUST WASHER, planet gear, 0.052"a/r	a/r	
	138440	NCA	THRUST WASHER, planet gear, 0.027"a/r	a/r	
	147249	NCA	THRUST WASHER, planet gear, 0.029"a/r	a/r	
	134076	£6.00	THRUST WASHER, planet gear, 0.031"a/r	a/r	
	147250	NCA	THRUST WASHER, planet gear, 0.033"a/r	a/r	
	138441	£6.00	THRUST WASHER, planet gear, 0.035"a/r	a/r	MkIII from (c) FD22571
	147251	£6.50	THRUST WASHER, planet gear, 0.037"a/r	a/r	to 1500 (c) FH106101
	138442	£6.50	THRUST WASHER, planet gear, 0.039"a/r	a/r	
	148805	£6.00	THRUST WASHER, planet gear, 0.041"a/r	a/r	
	147252	£6.00	THRUST WASHER, planet gear, 0.043"a/r	a/r	
	UKC4788	NCA	THRUST WASHER, planet gear, 0.027"a/r	a/r	
	UKC4789	NCA	THRUST WASHER, planet gear, 0.029"a/r	a/r	
	UKC4790	NCA	THRUST WASHER, planet gear, 0.031"a/r	a/r	
	UKC4791	NCA	THRUST WASHER, planet gear, 0.033"a/r	a/r	
	UKC4792	NCA	THRUST WASHER, planet gear, 0.035"a/r	a/r	
	UKC4793	NCA	THRUST WASHER, planet gear, 0.037"a/r	a/r	1500 from (c) FH106102
	UKC4794	NCA	THRUST WASHER, planet gear, 0.039"a/r	a/r	
	UKC4795	NCA	THRUST WASHER, planet gear, 0.041"a/r	a/r	
	UKC4796	NCA	THRUST WASHER, planet gear, 0.043"a/r	a/r	
	ULC2029	NCA	THRUST WASHER, planet gear, 0.045"a/r	a/r	
	ULC2030	NCA	THRUST WASHER, planet gear, 0.047"a/r	a/r	
12	104573	NCA	CROSS PIN, differential	1	MkI-III to (c) FD22570
	134072	NCA	CROSS PIN, differential	1	MkIII from (c) FD22571 to 1500 (c) FH106101
	UKC4493	NCA	CROSS PIN, differential	1	1500 from (c) FH106102 (The later cross pin UKC4493 can be used to replace the earlier type).
13	110376	NCA	PIN, locking cross pin, solid type	1	MkI to 1500 (c) FH106101
	UKC3948	£1.15	PIN, locking cross pin, scroll type	1	1500 from (c) FH106102

iii.	Part Number	Price £ea.	Description	Req.	Details
14	304982	NCA	CARRIER, differential & crown wheel	1	MkI-III to (c) FD22570
	305778	NCA	CARRIER, differential & crown wheel	1	MkIII from (c) FD22571
	21H5478	NCA	CARRIER, differential & crown wheel	1	MkIV-1500 to (c) FH106101
	RKC1983	NCA	CARRIER, differential & crown wheel	1	1500 from (c) FH106102
	RKC2802	NCA	CARRIER, differential & crown wheel	1	Switzerland only with 3.27:1 ratio from FH126380
Note: Sun & planet gears must be fitted in type sets. Early ones can be mixed and run with later ones, but not for very long!					
15	510005	£351.20	CROWN WHEEL & PINION (4.11:1, solid bearing spacer).	1	MkI-III, except LHD European MkIII without overdrive
Note: This crown wheel & pinion will only fit the later (MkIV-1500) casings, will not fit early (MkI-III) casings.					
	514201	NCA	CROWN WHEEL & PINION (3.89:1, solid bearing spacer).	1	MkIII, LHD European MkIII without overdrive
	518844	NCA	CROWN WHEEL & PINION (3.89:1, solid bearing spacer).	1	MkIV to mid 1973
	159801	£390.00	CROWN WHEEL & PINION (3.89:1, collapsible bearing spacer).	1	MkIV 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	MkI-III
	21H5479	NCA	BOLT, crown wheel to carrier	8	MkIV-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	104566	£31.10	BEARING, pinion head	1	MkI-III
	134065	£19.00	BEARING, pinion head	1	MkIV-1500
19	100562	£1.21	SHIM, pinion head bearing, 0.003"	a/r	MkI-III
	100563	£1.21	SHIM, pinion head bearing, 0.005"	a/r	
	100564	£1.21	SHIM, pinion head bearing, 0.010"	a/r	
	145926	NCA	SHIM, pinion head bearing, 0.087"	a/r	
	145927	NCA	SHIM, pinion head bearing, 0.0885"	a/r	
	145928	NCA	SHIM, pinion head bearing, 0.090"	a/r	
	145929	NCA	SHIM, pinion head bearing, 0.0915"	a/r	MkIV-1500
	145930	NCA	SHIM, pinion head bearing, 0.093"	a/r	
	145931	NCA	SHIM, pinion head bearing, 0.0945"	a/r	
	145932	NCA	SHIM, pinion head bearing, 0.096"	a/r	
	145918	NCA	SHIM, pinion head bearing, 0.075"	a/r	
	145919	NCA	SHIM, pinion head bearing, 0.0765"	a/r	
	148099	NCA	SHIM, pinion head bearing, 0.077"	a/r	
	145920	NCA	SHIM, pinion head bearing, 0.078"	a/r	
	148100	NCA	SHIM, pinion head bearing, 0.079"	a/r	
	145921	NCA	SHIM, pinion head bearing, 0.0795"	a/r	
	148101	NCA	SHIM, pinion head bearing, 0.080"	a/r	
	145922	NCA	SHIM, pinion head bearing, 0.081"	a/r	1500
	148102	NCA	SHIM, pinion head bearing, 0.082"	a/r	
	145923	NCA	SHIM, pinion head bearing, 0.0825"	a/r	
	148103	NCA	SHIM, pinion head bearing, 0.083"	a/r	
	145924	NCA	SHIM, pinion head bearing, 0.084"	a/r	
	148104	NCA	SHIM, pinion head bearing, 0.085"	a/r	
	145925	NCA	SHIM, pinion head bearing, 0.0855"	a/r	
	148105	NCA	SHIM, pinion head bearing, 0.086"	a/r	
20	110907	NCA	SPACER, solid	1	MkI-III
	145933	£6.20	SPACER, solid	1	MkIII LHD European without overdrive
	156903	£9.60	SPACER, collapsible	1	MkIV-1500
21	104561	NCA	SHIM, pinion nose, 0.010"	a/r	MkI-III
	104562	NCA	SHIM, pinion nose, 0.003"	a/r	
	104563	NCA	SHIM, pinion nose, 0.005"	a/r	
	140790	£2.40	SHIM, pinion nose, 0.030"	a/r	
	140791	£3.60	SHIM, pinion nose, 0.010"	a/r	MkIV-1500
	140792	£3.76	SHIM, pinion nose, 0.005"	a/r	
	140793	£3.60	SHIM, pinion nose, 0.003"	a/r	
22	104557	NCA	BEARING, pinion nose, outer	1	MkI-III
	217268	£16.50	BEARING, pinion nose, outer	1	
	BTB440	£12.30	BEARING, pinion nose, outer	1	MkIV-1500
23	109054	£4.82	SEAL, pinion flange	1	MkI-III
	DAM5079	£5.70	SEAL, pinion flange	1	MkIV-1500
24	121770	NCA	DRIVE FLANGE	1	MkI-III
	140913	NCA	DRIVE FLANGE	1	MkIII LHD European without overdrive
	153677	NCA	DRIVE FLANGE	1	MkIV to 1973
	UKC764	NCA	DRIVE FLANGE	1	MkIV from 1973 & 1500



Part Number	Price Eea.	Description	Req.	Details
25	WA600091	£0.41 WASHER, plain	1	Mkl-III
	2A7323	£3.20 WASHER, plain	1	MkIV-1500
26	109049	NCA NUT, pinion flange, slotted	1	Mkl-III
	112635	£8.70 NUT, pinion flange, slotted	1	MkIV to mid 1973
	510618A	£1.16 NUT, pinion flange, nyloc	1	MkIV from mid 1973 & 1500
27	GHF502	£0.22 SPLIT PIN, nut retaining	1	Mkl-III
	GHF502	£0.22 SPLIT PIN, nut retaining	1	MkIV with slotted nut
28	UKC725	NCA SHIELD, over pinion nut	1	MkIV from mid 1973 & 1500
30	209333	NCA BRACKET, front mounting	1	Mkl to (c) FC27520
	211544	NCA BRACKET, front mounting	1	Mkl from (c) FC27521 to MkIII (c) FC128021
	215539	NCA BRACKET, front mounting	1	MkIII from (c) FC128022
	215537	NCA BRACKET, front mounting	1	MkIV-1500
31	132856	£6.60 BOLT, mounting bracket	4	
32	GHF324	£0.22 WASHER, shakeproof	4	
33	GHF103	£0.60 SCREW, casing	8	
34	GHF332	£0.40 WASHER, spring	8	
35	133568	£8.00 BUSH, diff mounting, front upper, rubber	2	
	133568SPK	£24.00 BUSH SET, diff mounting, front upper, poly	1	2 bushes
36	131796	£1.30 BUSH, diff mounting, front lower, rubber	2	
	131796SPK	£9.20 BUSH SET, diff mounting, front lower, poly	1	2 bushes
37	WM810	£3.20 WASHER, plain, diff mounting	2	
38	CRC3343	NCA WASHER, LH side only	1	
39	GHF273	£0.55 NUT, nyloc	1	
45	209936	NCA CASING, differential, rear	1	Mkl-III to (c) FD22570
	516817	NCA CASING, differential, rear	1	MkIII from (c) FD22571
	TKC220	NCA CASING, differential, rear	1	MkIV-1500
46	114749	£0.68 GASKET, differential casing	1	
47	114774	£3.00 PLUG, oil filler	1	
48	GHF502	£0.22 SPLIT PIN, breather	1	
49	51K3424	£0.60 CORE PLUG, 5/8" diameter	1	
50	117578Z	£9.00 BUSH, diff mounting rear	2	
	117578SPK	£37.34 BUSH SET, diff mounting rear, poly	1	(Includes: 4 bushes & 2 tubes).
51	136869	£9.30 BOLT, rear differential mounting	1	
52	GHF303	£0.30 WASHER, plain	1	
53	GHF274	£0.89 NUT, nyloc	1	
54	136818	£2.75 STUD, rear spring	6	Mkl-III
	131008	£2.40 STUD, rear spring	4	MkIV-1500
55	WB110061	£0.77 WASHER, plain	4/6	spring to stud in diff casing
56	GHF273	£0.55 NUT, nyloc	4/6	
60	132649	NCA OUTPUT SHAFT, axle	2	Mkl-III to (c) FD22570
	149117	NCA OUTPUT SHAFT, axle	2	MkIII from (c) FD22571
	139531	NCA OUTPUT SHAFT, axle	2	MkIV-1500
61	117952	£1.42 SEAL, output shaft to diff casing	2	
62	117547	NCA RETAINER, seal to bearing	2	Mkl-III to (c) FD22570
	139530	£85.90 RETAINER, seal to bearing	2	MkIII from (c) FD22571 to 1500
63	123803	£0.84 SCREW, socket headed	8	
64	GHF331	£0.38 WASHER, spring	8	
65	157732	£11.10 BEARING, output shaft	2	Mkl-III to (c) FD22570
	533360A	£18.40 BEARING, output shaft	2	MkIII from (c) FD22571 to 1500
66	132650	NCA CIRCLIP, bearing to output shaft	2	Mkl-III up to (c) FD22570
	139532	£1.20 CIRCLIP, bearing to output shaft	2	MkIII from (c) FD22571 to 1500
67	128135	£129.20 DRIVE SHAFT & YOKE	2	Mkl-IV to (c) FH50000
	155928	£109.20 DRIVE SHAFT & YOKE	2	MkIV from (c) FH50001 & 1500



Spitfire Driveshaft Lengths	Part No	Dimension A	Dimension B
	128135	18.5"	19.5"
	155928	19.5"	20.5"

68	128136	NCA YOKE, drive flange, front	2	Mkl-III
	37H4973	£43.50 YOKE, drive flange, front	2	MkIV-1500
69	GUJ115	£9.90 UNIVERSAL JOINT, greaseable	2	aftermarket
	GUJ115Z	£8.10 UNIVERSAL JOINT, greaseable	2	aftermarket
	GUJ101	£8.90 UNIVERSAL JOINT, sealed	2	aftermarket
	GUJ101Z	£7.90 UNIVERSAL JOINT, sealed	2	aftermarket
70	144101	NCA CIRCLIP, universal joint retaining	8	
71	7H3858	£2.40 GREASE NIPPLE	a/r	inc. with GUJ115 & GUJ115Z
72	SK604030	£1.26 PLUG	2	replaces grease nipple between services

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

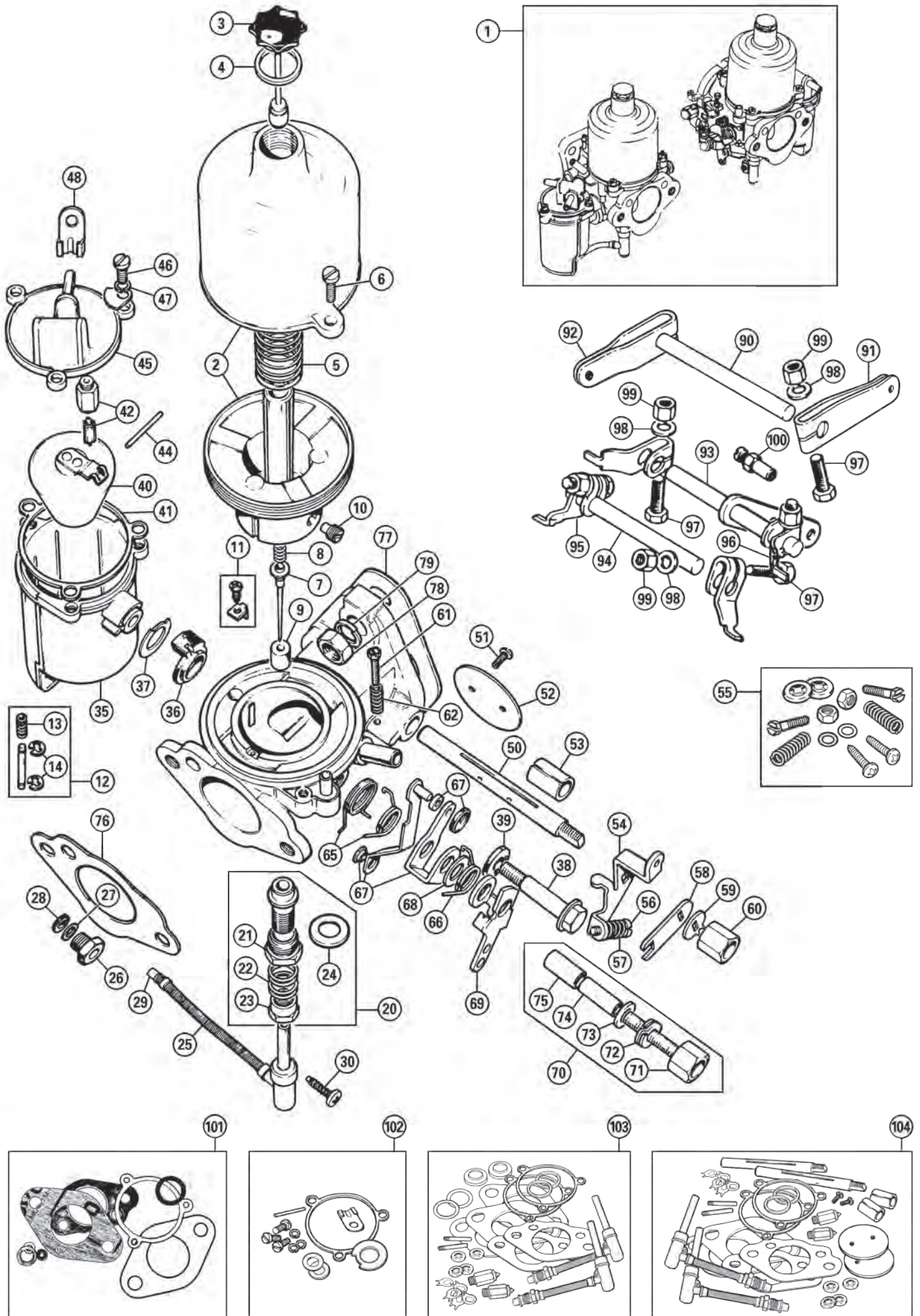
Part Number	Price Eea.	Description	Req.	Details
73	129361	£1.52 BOLT, output shaft to driveshaft flange	8	Mkl-III
	132023	£0.77 BOLT, output shaft to driveshaft flange	8	MkIV-1500
74	GHF272	£0.66 NUT, nyloc	8	Mkl-III
	GHF273	£0.55 NUT, nyloc	8	MkIV-1500
75	128469	£9.60 STONE GUARD, drive shaft	2	
76	104581	£2.42 KEY, drive shaft to drive flange	2	
80	204226	NCA HOUSING, hub bearing, rear	2	
81	GHK1029	£17.40 HUB BEARING KIT, rear	2	
82	128978	£12.30 SEAL, inner	2	
83	117853	£6.60 BEARING, needle roller, inner	2	
84	GFG117	£1.21 GASKET, hub flange	2	
85	GHB117	£14.70 BEARING, outer	2	
86	GHS111	£1.49 SEAL, outer	2	
87	104773	NCA PLATE, seal housing & bearing retaining	2	
88	104582	£5.75 SHIELD, retaining grease	2	
89	121860	£1.39 LOCK TAB, rear hub	4	
90	112653	£2.05 BOLT, plate & shield to hub housing	8	alternatives
	GHF103	£0.60 SCREW, plate & shield to hub housing	8	
91	2A7323	£3.20 WASHER, hub nut to drive flange	2	
92	510618A	£1.16 NUT, pinion flange, nyloc	2	
93	FAM2004	£118.20 DRIVE FLANGE, with studs	2	
94	21H5774	£4.90 STUD, rear wheel	8	
95	122115	NCA PLUG, lubrication	2	blanks rear lubrication hole
96	056935	£1.43 GREASE NIPPLE	2	
97	514370	£5.00 BUSH SET, trunnion, car set	1	one per car
98	514370Z	£5.30 BUSH SET, trunnion, per side	2	one per side
99	BH607281	£1.55 BOLT, trunnion pivot	2	
100	141443	£1.21 WASHER, outer	4	
101	142387	£1.50 SEALING RING	4	
102	141218	£5.10 BUSH, trunnion, rear, nylon	4	
	141218SPK	£31.20 BUSH SET, trunnion, rear, poly	1	(Includes: 4 bushes & 2 tubes).
103	141444	£1.10 WASHER, inner	4	
104	141221	NCA SPACER, rear trunnion, steel	2	
105	WD600071	£0.72 WASHER, plain	2	
106	GHF224	£0.66 NUT, nyloc	2	

Propshaft

There were three designs for propshafts each with two different lengths. The changes in length were for overdrive or non-overdrive versions. The constructional differences were sliding spline, strap drive and frictionless pot joint. Triumph finally ended up using the frictionless pot joint type in different lengths to service all cars. We offer an aftermarket sliding spline propshaft unit for each application.

110	210508	£174.00 PROPSHAFT, sliding spline	1	Mkl-III non overdrive
	218952	NCA PROPSHAFT, sliding spline	1	Mkl-III overdrive
	TKC1753Z	£136.80 PROPSHAFT, sliding spline	1	MkIV, 3 rail, non-overdrive
	PKC1466Z	£204.00 PROPSHAFT, sliding spline	1	MkIV 3 rail overdrive, 1500 single rail non-overdrive
	PKC1467Z	£211.60 PROPSHAFT, sliding spline	1	1500 single rail overdrive
111	GUJ115	£9.90 UNIVERSAL JOINT, greaseable	2	aftermarket
	GUJ115Z	£8.10 UNIVERSAL JOINT, greaseable	2	aftermarket
	GUJ101	£8.90 UNIVERSAL JOINT, sealed	2	aftermarket
	GUJ101Z	£7.90 UNIVERSAL JOINT, sealed	2	aftermarket
112	144101	NCA CIRCLIP, universal joint retaining	4/8	included with UJ
113	7H3858	£2.40 GREASE NIPPLE	1/2	
114	SK604030	£1.26 PLUG	1/2	replaces grease nipple between services
115	128136	NCA YOKE, drive flange	2	Mkl-III
	37H4973	£43.50 YOKE, drive flange	1/2	MkIV-1500
116	143215	£3.30 STRAP, propshaft, flexible	8	
117	143213	NCA O RING, sealing spigot	1	
118	132023	£0.77 BOLT	4	
119	WP20X	£0.30 WASHER, plain	4	
120	GHF223	£0.53 NUT, nyloc	4	
121	129361	£1.52 BOLT, propshaft	8	Mkl-III
	144961A	£1.60 BOLT, propshaft	8	MkIV-1500
122	GHF272	£0.66 NUT, nyloc, propshaft	8	Mkl-III
	GHF273	£0.55 NUT, nyloc, propshaft	8	MkIV-1500

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



iii. 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	£834.00	CARBURETTORS, new (pair)	1	MkI-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	£834.00	CARBURETTORS, new (pair)	1	MkIV to (c) FH50000E
	AUD517T	NCA	CARBURETTORS, new (pair)	1	MkIV from (c) FH25000 to FH50000
	AUD580T	£834.00	CARBURETTORS, new (pair)	1	MkIV from (c) FH50001E
	AUD580E	£538.20	CARBURETTORS, reconditioned (pair)	1	to FH59688E
	AUD624T	£834.00	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	MkI-II
	516245	NCA	SUCTION CHAMBER & PISTON	2	MkIII
	AUD9998	NCA	SUCTION CHAMBER & PISTON	2	MkIV
3	AUC8114A	£21.30	DAMPER PISTON	2	AUC983, AUD257, AUD441, AUD580 & AUD624
	AUC8103A	£21.30	DAMPER PISTON	2	AUD275, AUD285 & AUD290
	CUD4103A	NCA	DAMPER PISTON	2	
4	AUC2141	£0.50	WASHER, fibre	2	if required
5	AUC4387	£8.50	SPRING, piston damper, red, 4 1/2 oz	2	
6	JZX1394	£0.95	SCREW, chamber to body	6	
7	AUD1478	£16.00	NEEDLE, AN, fixed	2	MkI-II, AUC983
	AUD1526	£16.00	NEEDLE, BO, fixed	2	MkIII, AUD257
	AUD1531	£15.80	NEEDLE, DD, fixed	2	MkIII, AUD275, AUD285 & AUD290
	CUD1012	£17.30	NEEDLE, AAN, biased	2	
8	AUD3306	£0.90	SPRING, biased needles	2	MkIV, all types
9	AUD4288	£4.90	NEEDLE GUIDE, biased needles	2	
10	AUC2057	£2.40	SCREW, needle guide securing	2	MkI-III, fixed needle
	AUD4252	£1.96	SCREW, needle guide securing	2	MkIV, biased needle
11	WZX1259	£5.40	PISTON GUIDE & SCREW KIT	2	
12	WZX1108	£5.50	PIN KIT, piston lifting	2	'tickler pin'
13	AUC1151	£0.80	SPRING	2	
14	AUD4150	£0.70	CIRCLIP, pin securing	4	
20	WZX1341	£11.40	JET BEARING KIT, fixed needles	2	MkI-III, all types
	WZX1442	£19.70	JET BEARING KIT, biased needles	2	MkIV, all types
21	AUC2002	£4.70	TUBE NUT, jet securing	2	
22	AUC2114	£1.40	SPRING	2	
23	AUC8461	£2.30	TUBE NUT, mixture adjustment	2	MkI-III, all types
	JZX1183	NCA	TUBE NUT, mixture adjustment	2	MkIV, all types
24	AUC8478	£1.26	WASHER, sealing, jet bearing	2	MkI-III, all types, included in WZX1341
	AUD2987	£0.90	WASHER, sealing, jet bearing	2	MkIV, all types, not included in WZX1442
25	AUD9104	£23.90	JET ASSEMBLY, front	1	0.090"
	AUD9103	£23.90	JET ASSEMBLY, rear	1	
26	AUD2129	£2.26	TUBE NUT, jet to float chamber	2	
27	AUD2193	£0.41	WASHER, seal supporting	2	
28	AUD2194	£1.26	SEAL, rubber	2	
29	AUD2195	£1.00	FERRULE, brass	2	
30	AUD2104	£0.60	SCREW, jet to lever	2	
35	AUD2140	£84.00	FLOAT CHAMBER	2	
36	AUD2179	£9.20	ADAPTOR, float chamber, rear	1	
	AUD2178	£9.20	ADAPTOR, float chamber, front	1	
37	AUC1329	£2.30	WASHER, support	2	
38	AUD2891	£10.00	BOLT, flanged head	2	float chamber mounting
	AUD3017	£3.60	BOLT, mounting float chamber	2	
	AUC1317	£0.90	WASHER, plain	2	
39	AUC1318	£3.00	WASHER, rubber	2	
40	WZX1300	£14.40	FLOAT, carburettor, plastic	2	
41	AUC8459A	£1.43	GASKET, float chamber lid	2	
42	WZX1101A	£11.40	NEEDLE & VALVE SEAT	2	inc. gasket
	GAC9201X	£9.10	GROSE JET, (superior design)	2	alternative to WZX1101A
44	AUC1152	£0.60	PIN, float pivot	2	
45	AUE267	NCA	FLOAT LID, front	1	AUC983, AUD257, AUD441 & AUD517
	AUE270	NCA	FLOAT LID, front	1	AUD275

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

	AUE271	£72.00	FLOAT LID, front	1	AUD580
	AUE268	£72.50	FLOAT LID, front	1	AUD624
	AUE270	NCA	FLOAT LID, rear	1	AUC983, AUD275, AUD441, AUD517 & AUD624
	AUE267	NCA	FLOAT LID, rear	1	AUD257 & AUD580
46	JZX1394	£0.95	SCREW, float lid	6	
47	WL700101	£0.25	WASHER, locking	6	
48	AUC1215	£3.60	BAFFLE, float lid	2	
50	WZX1310	£13.50	THROTTLE SPINDLE KIT	2	

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

51	AUC1358	£0.90	SCREW, throttle disc to spindle	4	
52	WZX1320	£12.20	THROTTLE DISC KIT, plain disc	2	MkI-III & AUD441 carburettors
	WZX1383	NCA	THROTTLE DISC KIT, valve disc	2	AUD517, AUD580 & AUD624 carburettors

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

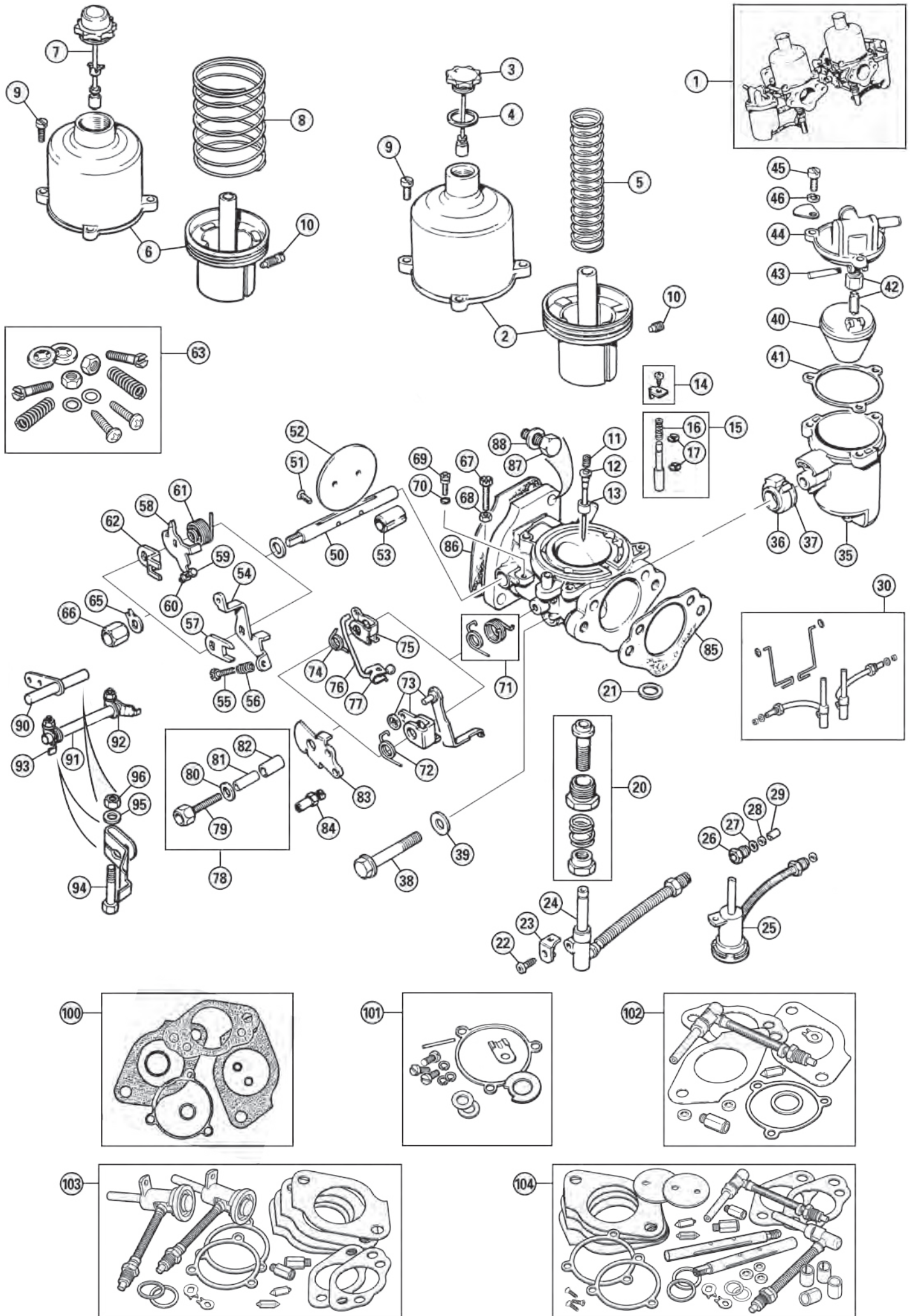
53	AUD3079	NCA	INSERT, throttle shaft bush*	a/r	steel
	AUD3079X	£3.70	INSERT, throttle shaft bush*	a/r	teflon

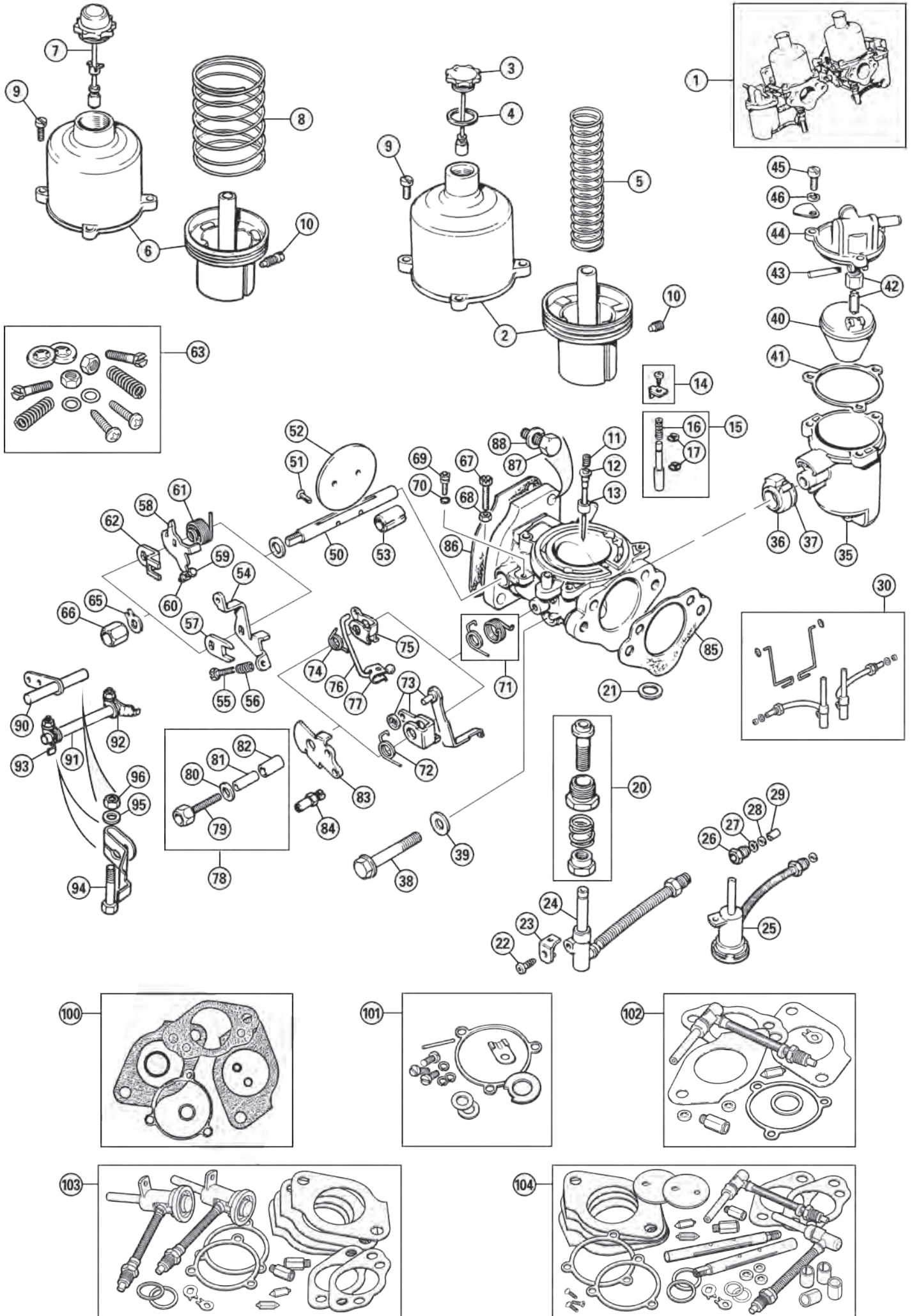
*Note: Item 53 is to be used when the carburettor body is worn around the throttle spindle. Reaming the boss in the carburettor body to 8mm allows the insert to be fitted, thereby bringing the hole diameter to a correct 1/4".

54	AUD2052	NCA	THROTTLE LEVER, rear	1	
	AUD2053	NCA	THROTTLE LEVER, front	1	
55	WZX1140	£7.20	SUNDRIES KIT (Throttle linkage sundry parts kit includes items 56, 57, 61 & 62).	2	throttle levers
56	AUC3464	£0.90	SCREW, fast idle adjustment	2	
57	AUC2451	£1.00	SPRING	2	
58	JZX1328	£10.30	LEVER, lost motion	2	
59	AUD3323	£0.80	LOCK TAB	2	
60	AUC1424	£2.80	PIVOT NUT	2	
61	AUC3464	£0.90	SCREW, throttle stop & idle adjustment	2	
62	AUC2451	£1.00	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	NCA	LEVER & JET LINK, front	1	MkI-II
	AUD9004	NCA	LEVER & JET LINK, rear	1	MkI-II
	CUD2687	NCA	LEVER & JET LINK, front	1	MkIII-IV
	CUD2686	NCA	LEVER & JET LINK, rear	1	MkIII-IV
68	AUD2433	£0.30	WASHER, spacing	2	
69	AUD3287	NCA	CHOKE LEVER, rear	1	
	AUD3288	NCA	CHOKE LEVER, front	1	
70	WZX1331	£12.20	BOLT KIT, pivot	2	
71	AUC1426	£11.30	BOLT, pivot	2	
72	AJD7721	£0.41	WASHER, anti rattle	2	
73	AUC5032	£2.20	WASHER, spacing	2	
74	AUC8473	£1.50	SPACER, inner	2	
75	AUD2430	£2.20	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	MkI-II
91	511746	NCA	LEVER, throttle	1	MkI-II
92	511748	NCA	LEVER, throttle, stop	1	MkI-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	MkI-II
	AUC1453	£8.50	LINK ROD, choke	1	MkIII-IV
95	AUE587	£2.90	LEVER, lost motion, rear	2	
96	AUE586	£2.90	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	£2.40	TRUNNION, choke cable	1	

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

101	AUE810A	£4.20	CARBURETTOR GASKET KIT (Inc. items 24, 27, 28, 41, 76, 77 for one carburettor).	2	
102	WZX1391	£4.80	FLOAT CHAMBER SUNDRIES KIT (Inc. items 27, 28, 37, 41, 44, 46, 47, 48 for one carburettor).	2	
103	WZX1860X	£69.60	SERVICE KIT (Inc. items 4, 25, 41, 42, 76, 77; to service two carburettors).	1	
104	GAC6154X	£101.00	REBUILD KIT (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).	1	





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

HS4 Carburettors (Continued)

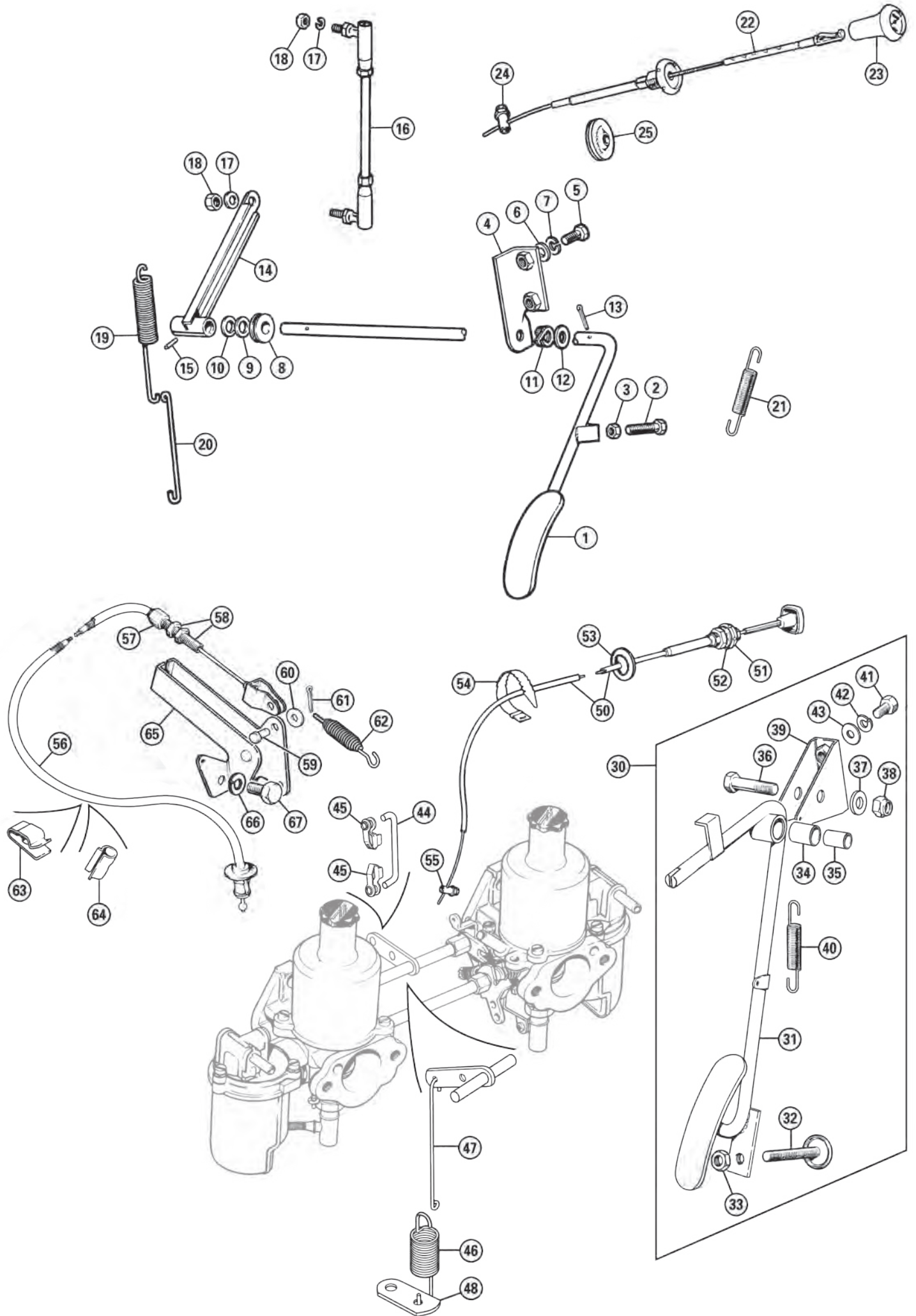
96 AJD8012Z £0.30 NUT 4

Note: Other kits available for the servicing of HS4 carburettors include.

100 AUE811A	£5.50	GASKET SET, carburettor (Inc. items 21, 27, 28, 41, 85, 86 for one carburettor).	2
101 WZX1391	£4.80	SUNDRIES KIT, float chamber (Inc. items 27, 28, 37, 41, 43, 45, 46, for one carburettor).	2
102 WZX1852X	£47.90	SERVICE KIT, front	1 } for AUD665
WZX1853X	£47.90	SERVICE KIT, rear	1 } carburettors (Inc. items 4, 24, 41, 42, 85, 86 for one carburettor).
WZX1890X	£69.60	SERVICE KIT, front	1 } for FZX1258
WZX1889X	£69.60	SERVICE KIT, rear	1 } carburettors (Inc. items 4, 25, 41, 42, 85, 86 for one carburettor).
103 WZX1849X	£118.40	SERVICE KIT, (for two carburettors) (Inc. items 4, 25, 41, 42, 85, 86)	1 } for FZX1122 & FZX1327 } carburettors
104 GAC6155X	£113.10	REBUILD KIT, (for both carburettors)	1 } for AUD665 carburettors
GAC6166X	£166.20	REBUILD KIT, (for both carburettors)	1 } for FZX1258 carburettors
GAC6167X	£165.40	REBUILD KIT, (for both carburettors) (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).	1 } FZX1122 & FZX1327 carbs

iii. Part Number Price £ea. Description

Req. Details



iii.	Part Number	Price Eea.	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	£0.17	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	£2.60	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	£0.80	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		NCA 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	£66.00	CHOKE CABLE, inner and outer	1	MkI-III, replacement, without knob
23	704873	£6.80	KNOB, choke	1	for cables with removable knob
24	AUE34	£2.40	TRUNNION, choke cable to carb lever	1	
25	061917	£0.67	GROMMET, choke cable	1	

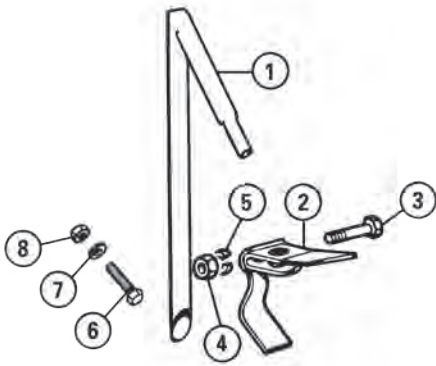
MkIV & 1500

30	156216		NCA PEDAL ASSEMBLY, accelerator	1	RHD
	UKC1370		NCA 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	£1.40	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		NCA 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		NCA 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	£1.80	LINK ROD, spring to bracket	1	
48	157065		NCA BRACKET	1	MkIV
	UKC3281		NCA BRACKET	1	1500 to (c) FM118389E
	UKC9193		NCA BRACKET	1	1500 from (c) FM118390E

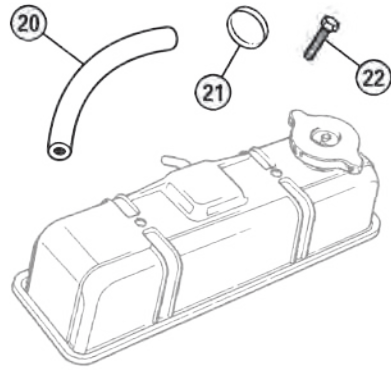
Note: UKC9193, the most commonly found bracket, mounts on one of the exhaust down pipe nuts. The two earlier brackets attach to the chassis rail and front suspension turret respectively.

50	156137	£16.20	CHOKE CABLE	1	RHD
	SCC101	£20.90	CHOKE CABLE	1	LHD
	UKC2673	£11.40	CHOKE CABLE	1	LHD USA
51	618946	£4.20	BEZEL NUT, choke cable	1	
52	GHF325	£0.50	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	£2.40	TRUNNION, cable end to carb	1	
56	156342	£13.80	ACCELERATOR CABLE	1	RHD

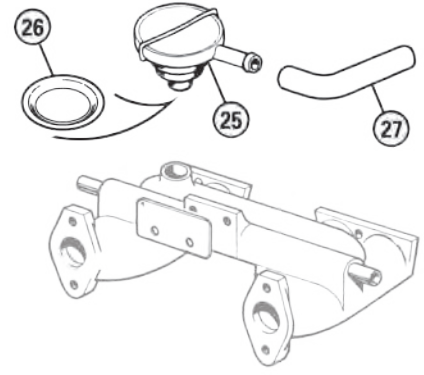
iii.	Part Number	Price Eea.	Description	Req.	Details
	156345	£15.40	ACCELERATOR CABLE	1	MkIV, LHD
	156346	£15.60	ACCELERATOR CABLE	1	1500, LHD
57	BHH1059	£3.24	ADJUSTER, choke cable	1	
58	146984	£0.65	NUT, locking	2	
59	PJ8504	£1.43	CLEVIS PIN, cable to lever	1	
60	PWZ203	£0.19	WASHER, plain	1/2	
61	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		NCA CLIP, cable retaining	1	
64	153041	£1.70	CLIP, clamping nipple to pedal	1	
65	156533		NCA BRACKET, linkage & bell crank	1	MkIV
	UKC5374		NCA BRACKET, linkage & bell crank	1	1500 to (c) FM118389E
	UKC9225		NCA 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	£0.50	SCREW, bracket to manifold	2	1500



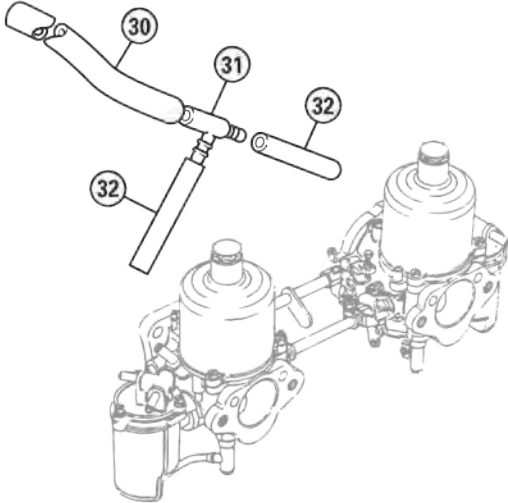
Open Crankcase Breather - MkI to (e) FC50000E



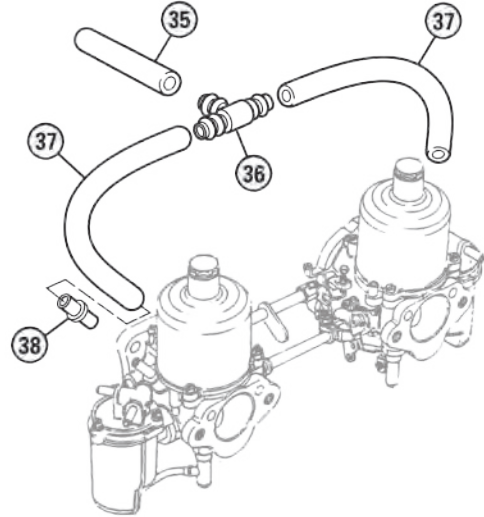
Closed Circuit Breather - MkII



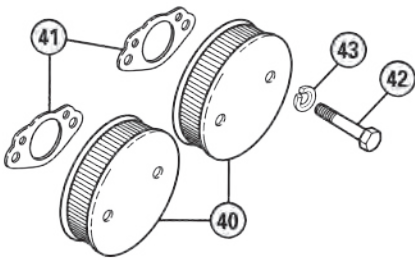
Closed Circuit Breather - MkIII



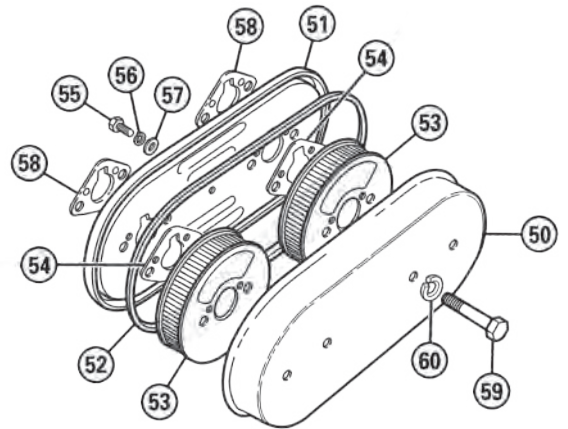
Closed Circuit Breather - MkIV



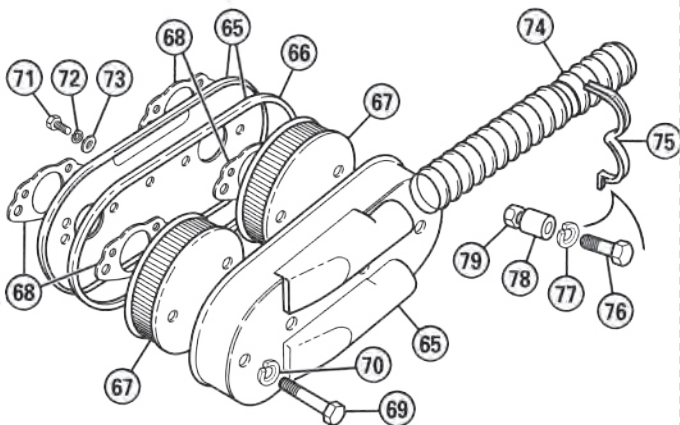
Closed Circuit Breather - 1500



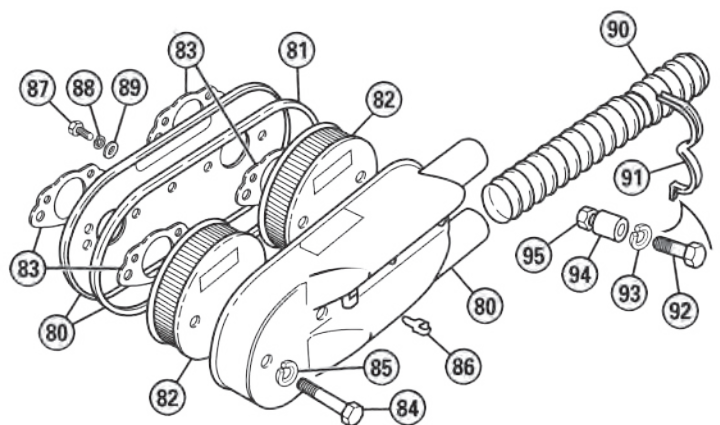
Air Filters - MkI



Air Filters - MkII & MkIII



Air Filters - MkV



Air Filters - 1500

Ill. Part Number Price Eea. 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	
4	GHF201	£0.17	NUT	1	deflector assembly to breather pipe
5	GHF301	£0.24	WASHER, plain	1	
6	GHF103	£0.60	SCREW, set	1	
7	WM83	NCA	WASHER, plain	1	deflector and
8	GHF332	£0.40	WASHER, lock	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	NCA	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	
21	138380	NCA	PLUG, closed circuit breather	1	crankcase breather
22	GHF120	£0.30	SCREW	1	

Closed Circuit Breather - MkIII

25	151444	£69.40	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	NCA	HOSE, rocker breather to T piece	1	twin HS2 carburettor models
31	12G2134	£3.40	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 models
36	UAM1600	£6.30	T PIECE, rocker to carbs	1	
37	154935	£5.40	HOSE, T piece to carbs	2	
38	154934	£1.68	ADAPTOR, breather to carbs	2	

Air Filters - MkI

40	134801	NCA	AIR FILTER, wire gauze	2	to (e) FC40531E
	GFE1037	£6.24	AIR FILTER, paper element	2	from (e) FC40532
	138117	NCA	AIR FILTER, wire gauze, closed breather	2	USA & Canada to (e) FC34889E
	141710	NCA	AIR FILTER, paper element, closed breather	2	USA & Canada from (e) FC34890E
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 Eea. Description Req. Details

Air Filters - MkII & MkIII

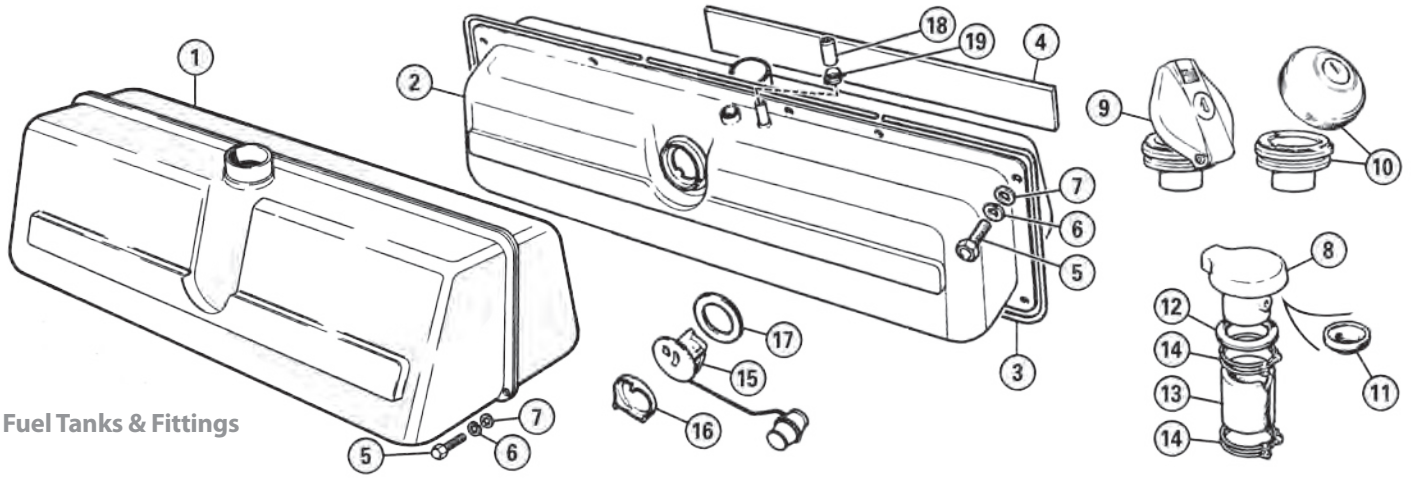
50	212149	NCA	AIR CLEANER BOX	1	all MkII, USA & Canada to (e) FC70012 only
	214098	NCA	AIR CLEANER BOX	1		MkIII, not USA & Canada
	212147	NCA	COVER, assembly, front	1	
51	142472	NCA	PLATE, assembly, back	1	all MkII, USA & Canada to (e) FC70012 only
	214097	NCA	PLATE, assembly, back	1		MkIII, not USA & Canada
52	141648	£2.86	SEAL, back plate	1	
53	GFE1037	£6.24	ELEMENT, air cleaner	2	
54	130415	NCA	GASKET, element to air box	2	
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 & Canada from (e) FC70013
59	BH505181	£1.04	BOLT, air filter to carburettor	4	
60	GHF332	£0.40	WASHER, locking	4	

Air Filters - MkIV

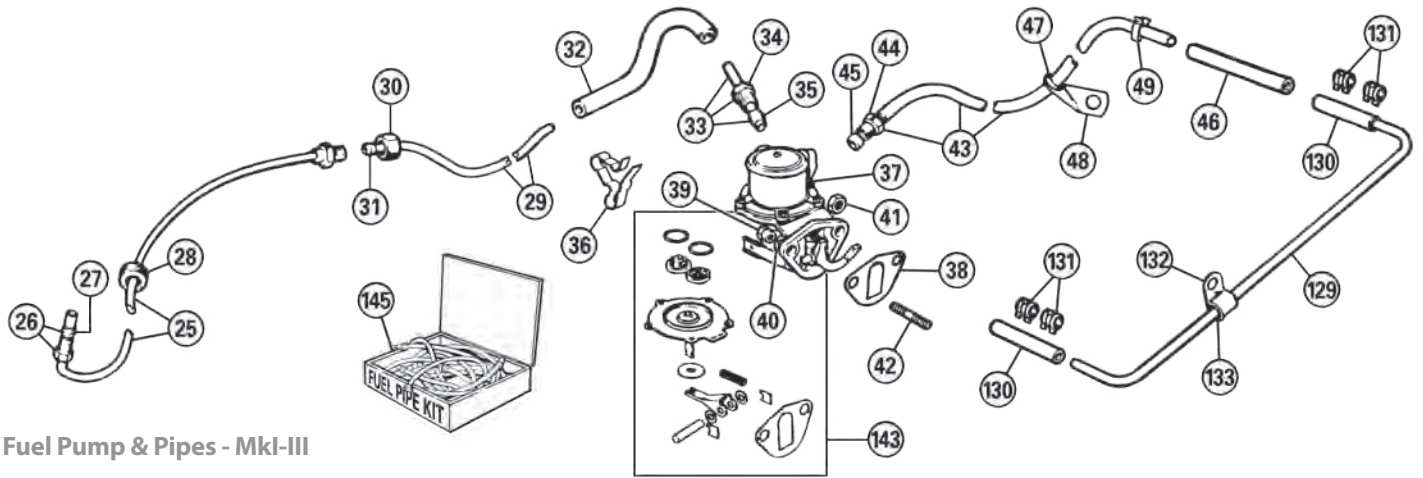
65	217822	NCA	AIR CLEANER BOX	1	
66	141648	£2.86	SEAL, back plate	1	
67	GFE1037	£6.24	AIR FILTER, 1 1/4"	2	
68	ACA8014	£0.53	GASKET, 1 1/4"	4	
69	BH505181	£1.04	BOLT, air cleaner to carburettor	4	
70	GHF332	£0.40	WASHER, locking	4	
71	SH604041	£0.41	SCREW	1	
72	GHF331	£0.38	WASHER, locking	1	
73	GHF300	£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	£0.17	NUT, plain	1	

Air Filters - 1500

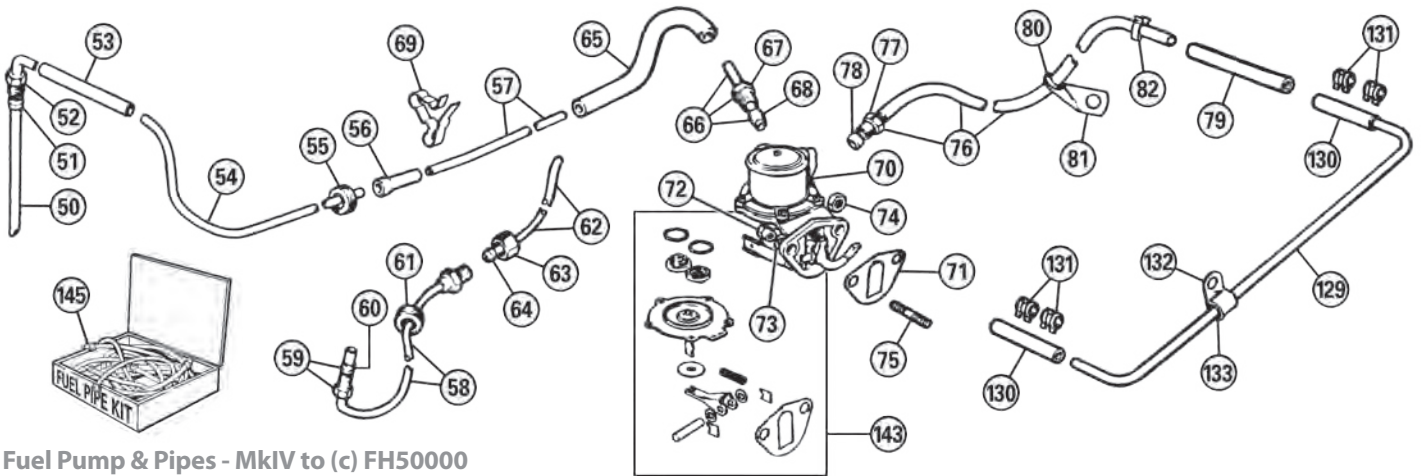
80	RKC4165	NCA	AIR CLEANER BOX	1	to (c) FH127151
	TKC1570	NCA	AIR CLEANER BOX	1	from (c) FH127152
81	141648	£2.86	SEAL, back plate	1	
82	GFE1063	£6.96	AIR FILTER	2	
83	12G2125	£0.46	GASKET	4	
84	BH505181	£1.04	BOLT, air box to carburettors	4	
85	GHF332	£0.40	WASHER, locking	4	
86	623313	£1.04	PIPE CLIP	1	to (e) FM105278
	626960	NCA	PIPE CLIP	1	from (e) FM105278
87	SH604041	£0.41	SCREW	1	
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	£0.17	NUT	1	



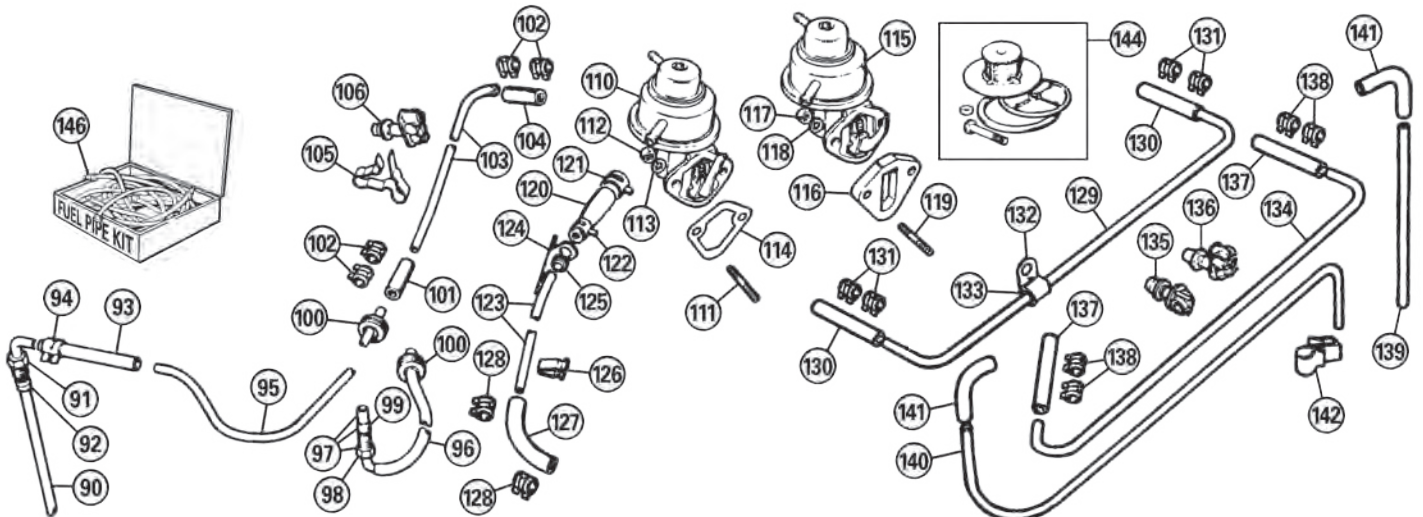
Fuel Tanks & Fittings



Fuel Pump & Pipes - MkI-III



Fuel Pump & Pipes - MkIV to (c) FH50000



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

Part Number	Price Eea.	Description	Req.	Details
Fuel Tank, Pipes & Pump				
1 311589	£320.00	FUEL TANK	1	MkI-IV to (c) FH50000
2 RKC3395	£320.00	FUEL TANK	1	MkIV from (c) FH50001, 1500
312407	£237.60	FUEL TANK	1	MkIV German models only 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	£9.80	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	£64.10	FUEL CAP, vented	1	MkI-III
725117	£82.80	FUEL CAP, vented	1	MkIV-1500
725570	NCA	FUEL CAP, non vented	1	alternative
9 GAC6001X	£84.00	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	£1.50	CLAMP, wire type	2	original filler hose
GHC11060	£3.10	CLAMP, band type	2	alternative
CS4042	£1.20	CLAMP, wire type	2	fits UKC9920 hose
GHC11080	£3.80	CLAMP, band type	2	alternative
15 TKC2053	£38.40	SENDER UNIT, fuel gauge	1	
16 ARA1501	£1.20	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	£17.50	TUBE NUT & OLIVE	1	
27 TL7	£1.04	OLIVE	1	
28 600395	£1.60	GROMMET	1	
29 305824	NCA	PIPE, fuel feed	1	
30 134942	NCA	TUBE NUT	1	
31 TL7	£1.04	OLIVE	1	
32 122796	NCA	CONNECTOR	1	
33 AHA5535	£17.50	TUBE NUT & OLIVE, pump inlet	1	
34 060176	£3.50	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	£0.17	TUBE NUT	1	
40 GHF332	£0.40	WASHER, locking	2	
41 GHF201	£0.17	NUT	1/2	
42 TE605105	£2.30	STUD, pump to engine	2	
43 305946	£25.20	PIPE, fuel pump to carburetors	1	
44 060176	£3.50	TUBE NUT	1	
45 TL7	£1.04	OLIVE	1	
46 122796	NCA	CONNECTOR	1	
47 061917	£0.67	GROMMET	1	
48 155959	NCA	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	all markets except Germany
51 TL8	£1.80	OLIVE	1	
52 060142	£3.20	TUBE NUT	1	
53 144938	£1.70	HOSE, rubber	1	
54 216006	NCA	TUBE, fuel feed	1	
55 600395	£1.60	GROMMET	1	
56 153300	NCA	CONNECTOR, 5/16" to 1/4"	1	
153300Z	£6.80	CONNECTOR, 5/16" to 1/4", aftermarket	1	
57 155506	NCA	TUBE, fuel feed	1	
58 305953	NCA	PIPE, fuel feed	1	
59 AHA5535	£17.50	TUBE NUT & OLIVE	1	German market only
60 TL7	£1.04	OLIVE	1	
61 600395	£1.60	GROMMET	1	
62 305824	NCA	PIPE, fuel feed	1	
63 134942	NCA	TUBE NUT	1	
64 TL7	£1.04	OLIVE	1	
65 122796	NCA	CONNECTOR	1	
66 AHA5535	£17.50	TUBE NUT & OLIVE, pump inlet	1	
67 060176	£3.50	TUBE NUT	1	
68 TL7	£1.04	OLIVE	1	

Part Number	Price Eea.	Description	Req.	Details
69 059191	£1.06	CLIP	2	fuel & brake pipes to chassis
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	£0.17	TUBE NUT	1	
73 GHF332	£0.40	WASHER, locking	2	
74 GHF201	£0.17	NUT	1/2	
75 TE605105	£2.30	STUD, pump to engine	2	
76 305946	£25.20	PIPE, fuel pump to carburetors	1	
77 060176	£3.50	TUBE NUT	1	
78 TL7	£1.04	OLIVE	1	
79 122796	NCA	CONNECTOR	1	
80 061917	£0.67	GROMMET	1	
81 155959	NCA	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	£3.20	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	£34.80	PIPE, fuel feed	1

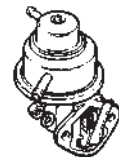
MkIV from (c) FH50001 German markets 1500 up to (c) FH75379 D, B, DK, F, NL, I, CH, A only

96 UKC1764	NCA	PIPE, fuel feed	1
97 AHA5535	£17.50	TUBE NUT & OLIVE	1
98 060176	£3.50	TUBE NUT	1
99 TL7	£1.04	OLIVE	1

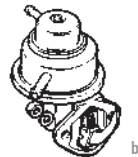
All MkIV from (c) FH50001 & 1500

100 600395	£1.60	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 to chassis
106 624155	£1.31	CLIP, plastic, (alternative)	3	

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

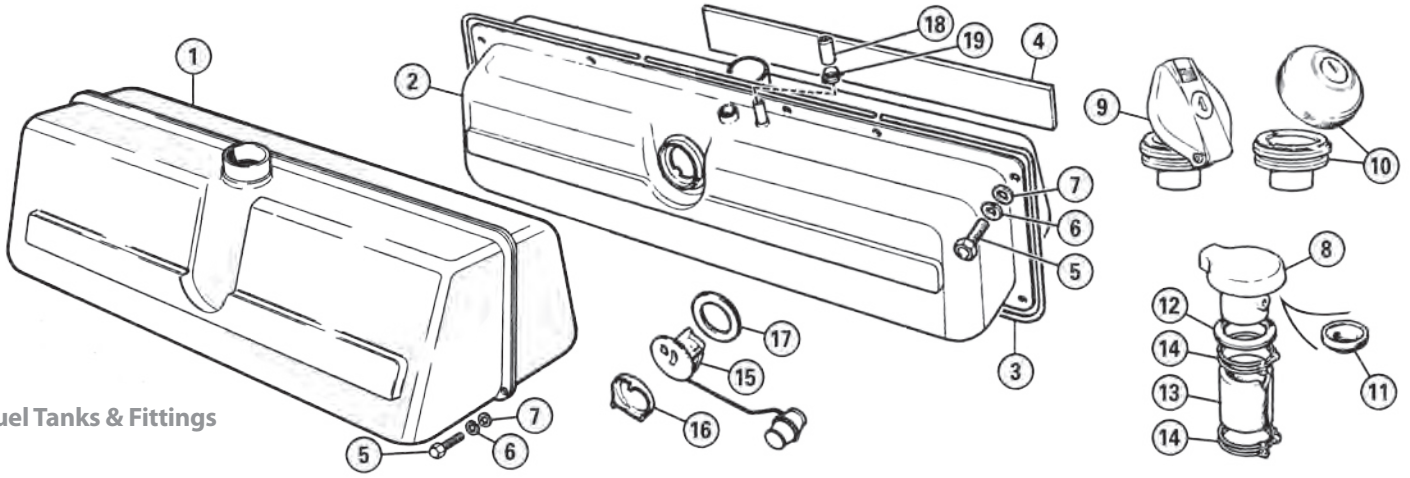
- A) Straight Lever
Pumps with Straight levers do NOT use spacer block
- B) Curved Hook Lever
Pumps with Hooked levers DO use spacer block

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.

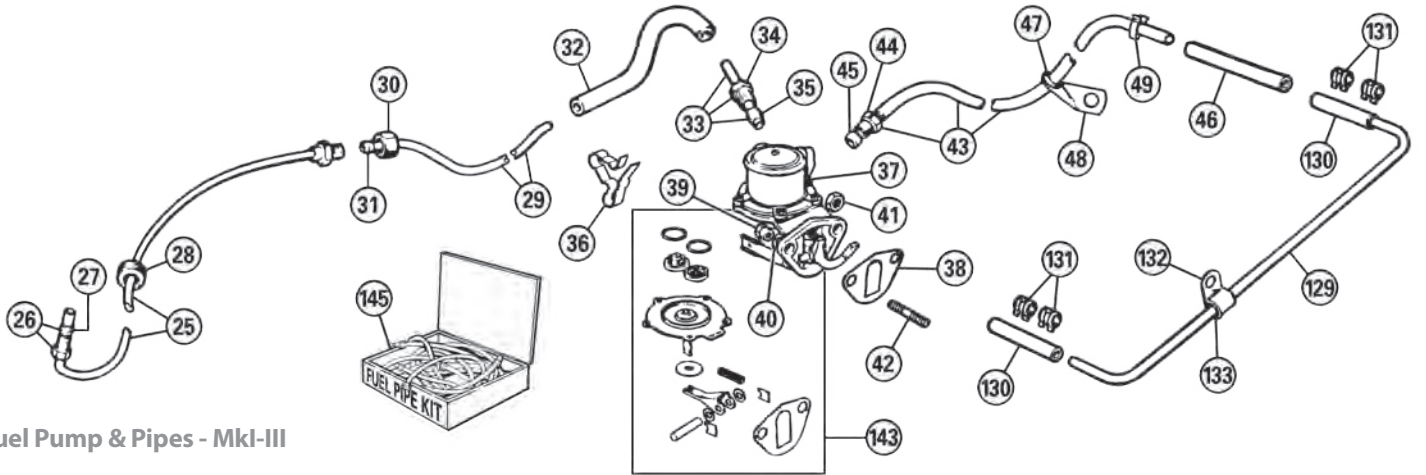
Note: That aftermarket versions of the pumps may have lever profiles which only approximate to the illustrations.

110 RKC1624Z	£19.90	FUEL PUMP	1	pumps fitted without 13mm spacer block
111 TE605105	£2.30	STUD, pump to engine	2	
112 GHF201	£0.17	NUT	2	
113 GHF332	£0.40	WASHER, locking	2	pumps fitted with 13mm spacer block
114 138591	£1.04	GASKET, pump to block	1	
115 TKC3417Z	£23.70	FUEL PUMP	1	
116 UKC8523	£18.90	SPACER BLOCK, 13mm	1	
117 GHF201	£0.17	NUT	2	
118 GHF332	£0.40	WASHER, locking	2	
119 TE605141	£1.90	STUD, pump to engine	2	

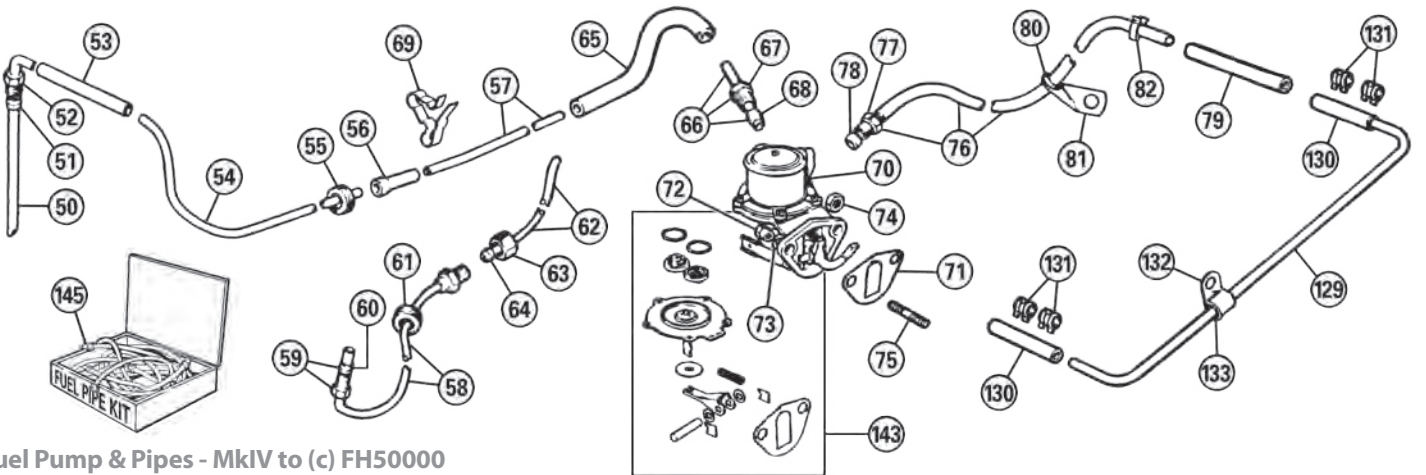
Note: If in doubt as to what you have or need - order the pump, and its correct studs, spacer block or gasket, depending on the pump chosen.



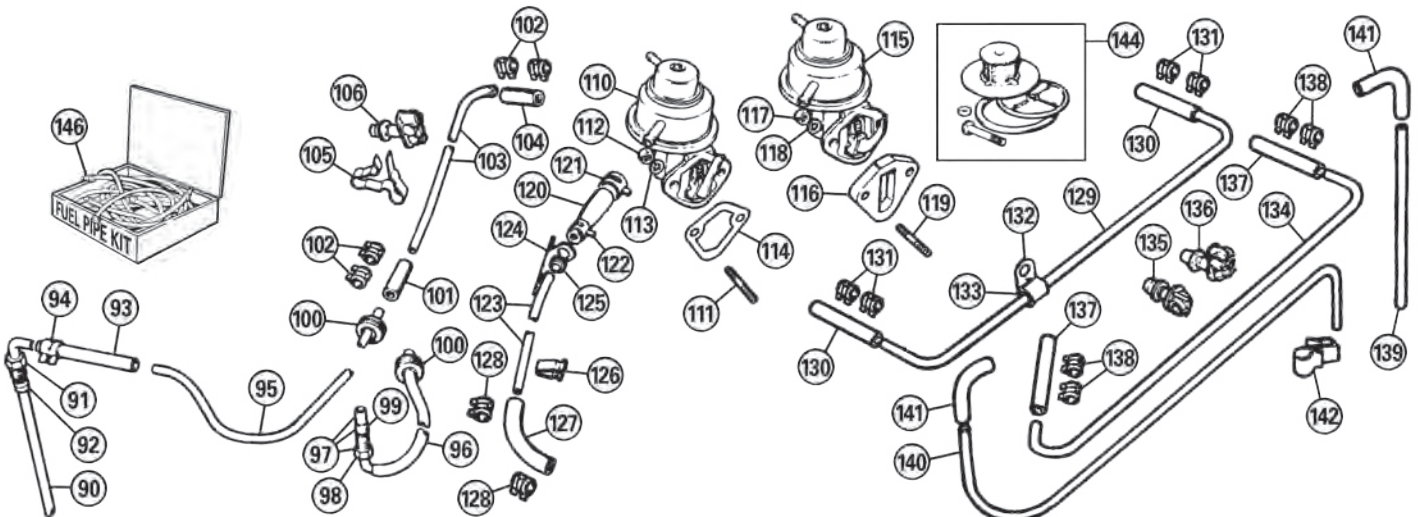
Fuel Tanks & Fittings



Fuel Pump & Pipes - MkI-III



Fuel Pump & Pipes - MkIV to (c) FH50000



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

iii. 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		NCA CONNECTOR, 5/16" to 1/4"	1	] from (c) FH59689E
	153300Z	£6.80	CONNECTOR, 5/16" to 1/4", aftermarket	1	
121	UKC3795	£0.66	CLIP, 1/2" int. dia.	1/2	
122	UKC3794	£1.16	CLIP, 7/16" int. dia.	1	
123	TKC680	£24.70	TUBE, fuel feed, 5/16" outer dia.	1	to (c) FH59688E
	310221	£15.70	TUBE, fuel feed, 1/4" outer dia.	1	from (c) FH59689E
124	155959		NCA BRACKET, tube support	1	
125	061917	£0.80	GROMMET, in bracket	1	alternatives
126	138892	£0.66	CLIP, vacuum pipe to fuel tube	2/3	
127	153300		NCA CONNECTOR, 5/16" to 1/4"	1	] to (c) FH59688E
	153300Z	£6.80	CONNECTOR, 5/16" to 1/4", aftermarket	1	
	120331	£1.00	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	£15.70	TUBE, fuel feed, carb to carb	1	Mkl-IV
130	120331	£1.00	CONNECTOR	2	] alternatives
	125170		NCA 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		NCA GROMMET, tube	2	
134	310221	£15.70	TUBE, fuel feed, carb to carb	1	1500 engines
135	623313	£1.04	CLIP, single, 1/4" pipe	1	to (c) FM105277E
136	629596		NCA CLIP, twin, 1/4" & 5/16" pipe	1	from (c) FM105278E
137	120331	£1.00	CONNECTOR	2	] alternatives
	125170		NCA CONNECTOR	2	
138	UKC3793	£0.72	CLIP	4	
139	215924		NCA TUBE, overflow, front	1	
140	215938		NCA TUBE, overflow, rear	1	] from (c) FM105278E
141	125170		NCA CONNECTOR, tube to carb	2	
142	C45174		NCA CLIP, overflow tube	1	
143	BAU5077		NCA REPAIR KIT, fuel pump	1	screw in connections
144	37H7281		NCA REPAIR KIT, fuel pump	1	push on connections
145	HFFK10	£127.60	FUEL PIPE KIT, copper	1	GT6 I-III
	HFFK9	£123.30	FUEL PIPE KIT, copper	1	Spitfire I-III
	HFFK8	£123.00	FUEL PIPE KIT, copper	1	Spitfire IV to (c) FH50000E
146	HFFK13	£114.50	FUEL PIPE KIT, copper	1	] Spitfire IV-1500] (c) FH50001E on

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

Proper use of a Spitfire Manual Choke

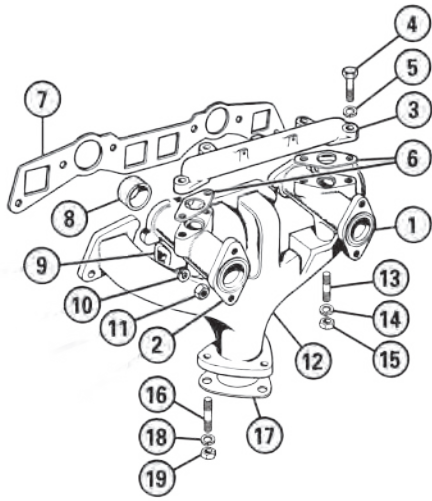
Pulling out the choke knob causes two distinct mechanical things happen to your carburettors.

- 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.

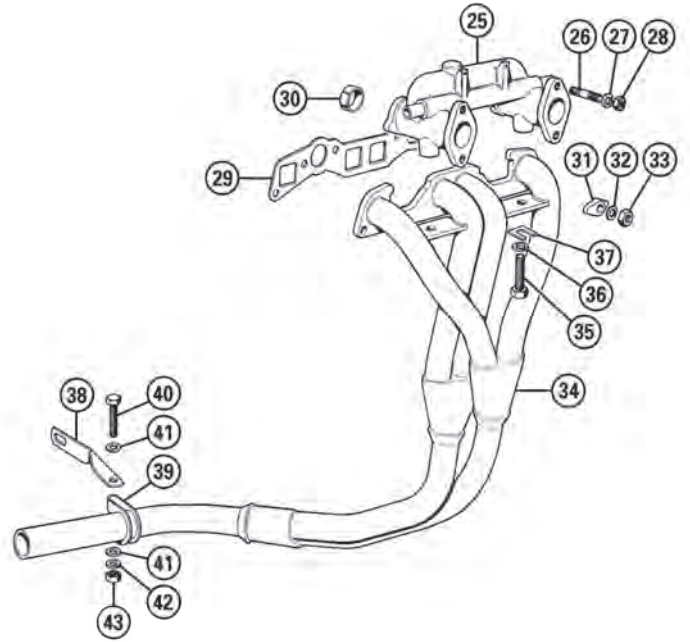
To start your Triumph from cold you should always use full choke.

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'.

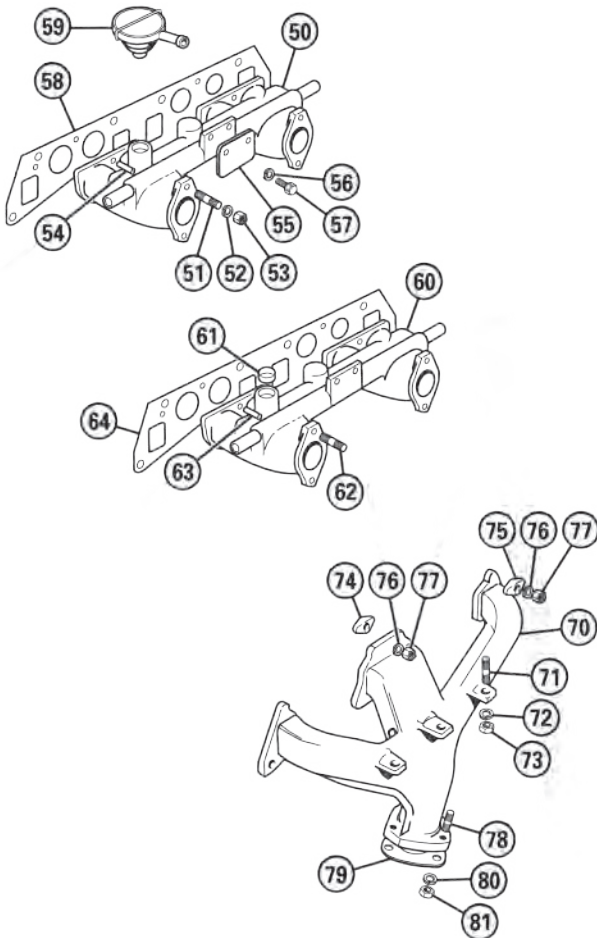
Whatever happens the choke must be pushed fully in before the engine reaches normal running temperature. Remember too little choke will mean bad cold starting and hesitant pick-up while the engine is warming up. Too much choke will give a lumpy tickover, excessive fuel consumption and more dramatically,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



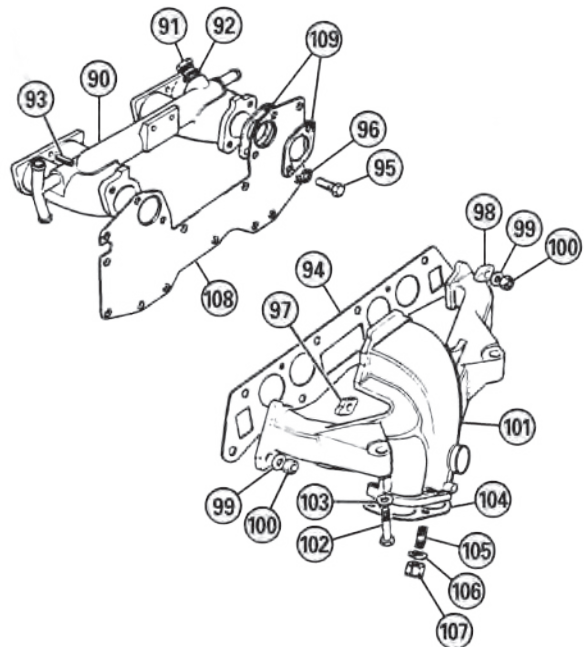
Manifolds (Inlet/Exhaust) - MkI



Manifolds (Inlet/Exhaust) - MkII



Manifolds (Inlet/Exhaust) - MkIII-IV



Manifolds (Inlet/Exhaust) - 1500

ill. Part Number Price Eea. 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	4	
	137192	NCA	SPACER	2	
	WD108051	NCA	WASHER, plain	2	
4	BH605141	£1.10	BOLT, balance pipe	2/4	} quantity increased after (e) FC39926
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	£2.30	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) - MklI

25	307265	NCA	MANIFOLD, inlet	1	
	144072	NCA	MANIFOLD, inlet	1	} USA & Canada only from FC70013
26	105124	£1.26	STUD	4		carburettor to manifold
27	GHF333	£0.30	WASHER, locking	4	
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	NCA	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	£0.17	NUT	1	

Manifolds (Inlet) - MklII

50	TT1458	£244.80	MANIFOLD, inlet	1	} all excl. USA from FE75001E or Sweden from FD75001E
	309104	NCA	MANIFOLD, inlet	1		USA anti smog from FE75001E
	216170	NCA	MANIFOLD, inlet	1	Sweden from FD75001E
51	105124	£1.26	STUD, carburettor to manifold	4	
	129383	NCA	STUD, carburettor to manifold	2	for MklII USA anti smog
52	GHF333	£0.30	WASHER, locking	4	
	GHF332	£0.40	WASHER, locking	2	for MklII USA anti smog
53	GHF202	£0.22	NUT	4	
	GHF201	£0.17	NUT	2	for MklII USA anti smog
54	DS2512	NCA	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	£69.40	EMISSION CONTROL VALVE	1	

Manifolds (Inlet) - MklIV

60	TT1458	£244.80	MANIFOLD, inlet, 2 connectors	1	to FH59688E
	311925	NCA	MANIFOLD, inlet, 3 connectors	1	from FH59689E
61	154053	NCA	CORE PLUG	1	
62	105124	£1.26	STUD	4	
63	DS2516	NCA	ROLL PIN, manifold	2	
64	GUG4041MG	£3.00	GASKET, manifold	1	

ill. Part Number Price Eea. Description Req. Details

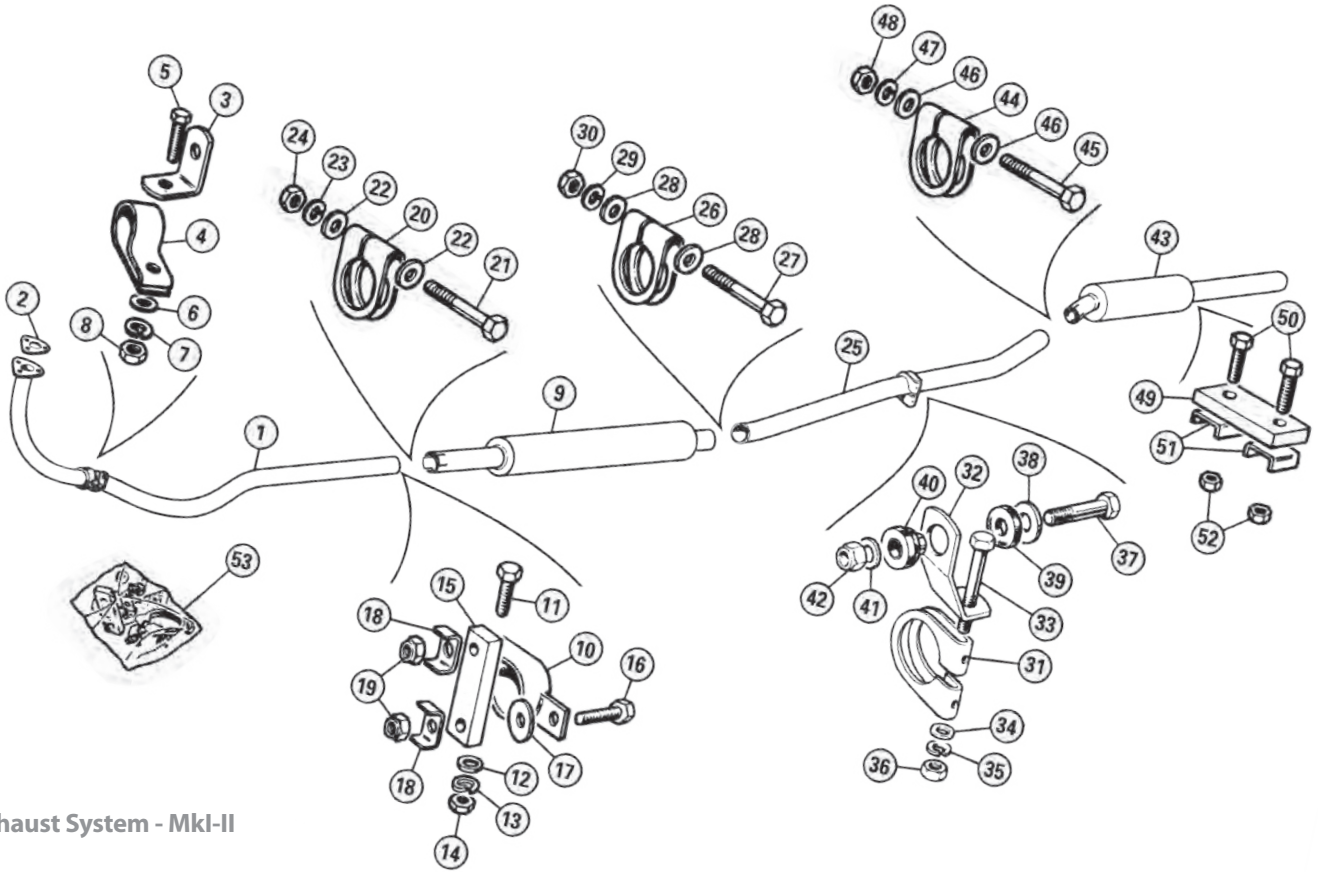
Manifolds (Exhaust) - MklIII-IV

70	308086	NCA	MANIFOLD, exhaust	1	
71	TE505111	£0.98	STUD	2	inlet to exhaust manifold
72	GHF332	£0.40	WASHER, locking	2	
73	GHF201	£0.17	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	£2.30	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	

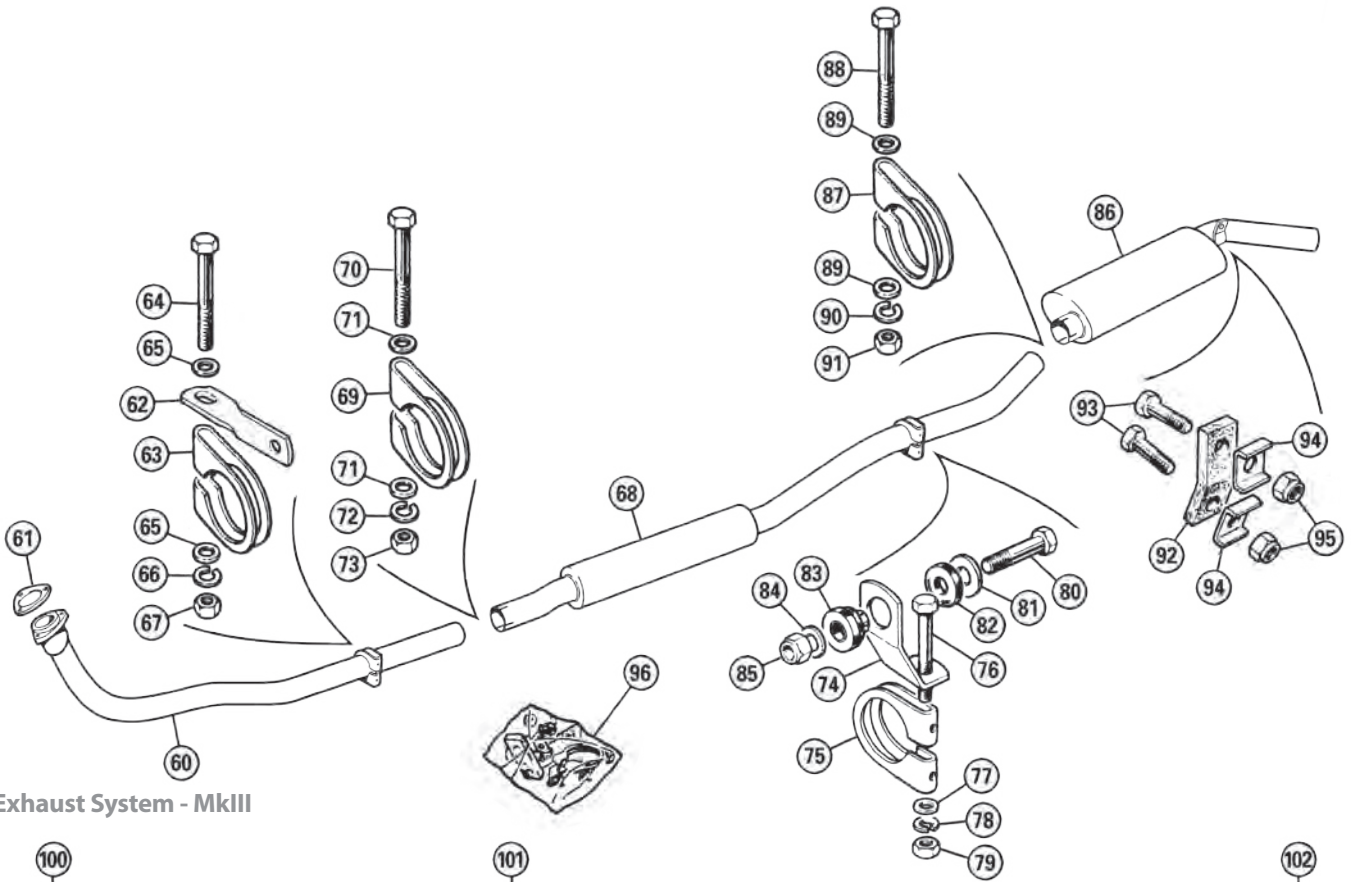
Manifolds (Inlet/Exhaust) - 1500

90	RKC723	£174.00	MANIFOLD, inlet	1	
91	ADP210	£6.60	PLUG, blanking	1	
92	WF512	NCA	WASHER, fibre	1	
93	DS2512	NCA	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	NCA	MANIFOLD, exhaust	1	
102	SH505141	£1.80	SCREW	2	
103	GHF332	£0.40	WASHER, locking	2	
104	GEG739	£5.75	GASKET, manifold to down pipe	1	
105	TE605105	£2.30	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	£15.60	HEAT SHIELD, carburettors	1	
	UKC8372Z	£7.20	HEAT SHIELD, carburettors, aftermarket	1	
	UKC8372SS	£24.00	HEAT SHIELD, carburettors, s/steel	1	
109	UKC2992	£0.94	GASKET	4	} carburettor to heat shield & heat shield to manifold

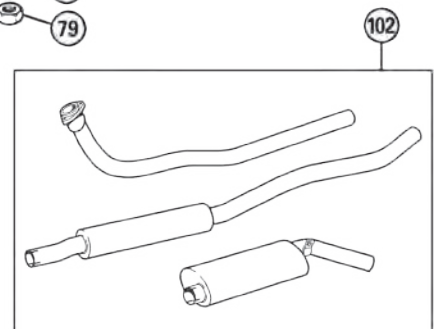
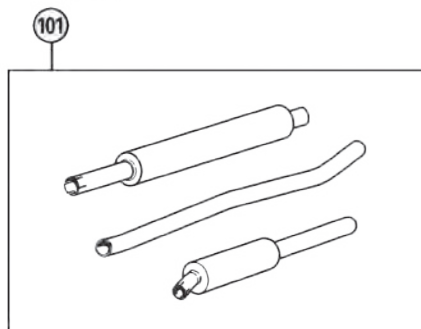
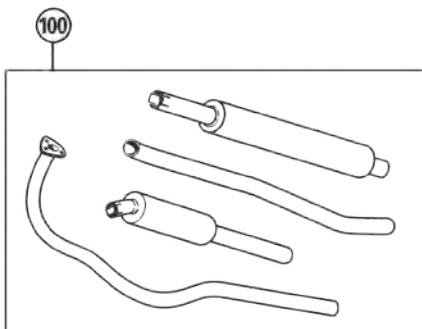
*Note: Gaskets were used 'to approx. mid 1977' when the heat shield was manufactured in a new material that no longer required gaskets. The part number remained unchanged. Ours are made to the early specification and require gaskets.



Exhaust System - MkII



Exhaust System - MkIII



iii.	Part Number	Price Eea.	Description	Req.	Details
Exhaust System - Mki-II					
1	GEX1250	NCA	FRONT PIPE, mild steel	1	Mki
	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	£0.17	NUT	1	
Note: The front pipe listed above is for Mki models, for details on MkiII front pipe please see the manifold section.					
9	GEX3199	NCA	FRONT SILENCER, mild steel	1	Mki-II
	BSTH35	£60.00	FRONT SILENCER, stainless steel	1	
10	GEX7504	NCA	CLAMP, exhaust	1	Mki 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	£0.17	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	
18	GEX7510	£1.60	CLAMP, strap	2	
19	GHF272	£0.66	NUT, nyloc	2	
20	GEX7504	NCA	CLAMP, exhaust, silencer to front pipe	1	Mki-II from (c) FC28017
21	BH605201	£1.26	BOLT, exhaust clamp	1	
22	GHF301	£0.24	WASHER, plain	2	
23	GHF332	£0.40	WASHER, lock	1	
24	GHF201	£0.17	NUT	1	
25	HRSU982	NCA	INTERMEDIATE PIPE, mild steel	1	
	BSTH36	£20.00	INTERMEDIATE PIPE, stainless steel	1	
	212511	NCA	INTERMEDIATE PIPE, mild steel	1	
26	GEX7504	NCA	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	
30	GHF201	£0.17	NUT	1	
31	GEX7589	NCA	CLAMP, exhaust, for mounting bracket	1	Mki-II from (c) FC28017
32	GEX7496	£5.40	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	£0.17	NUT	1	
37	BH605101	£0.95	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	
43	HRSU806	NCA	REAR SILENCER, mild steel	1	Germany only inter' pipe to rear silencer
	BSTH37	£70.00	REAR SILENCER, stainless steel	1	
	212513	NCA	REAR SILENCER, mild steel	1	
44	GEX7504	NCA	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	
48	GHF201	£0.17	NUT, plain	1	
49	GEX7359	£1.40	STRAP, exhaust, flexible	1	
50	GHF103	£0.60	SCREW, strap to clamp	2	
51	GEX7510	£1.60	CLAMP, strap to clamp	2	
52	GHF272	£0.66	NUT, nyloc	2	
53	GFK6600X	£24.00	FITTING KIT, exhaust	1	Mki
	GFK6610X	£24.00	FITTING KIT, exhaust	1	MkII

Exhaust System – MkIII

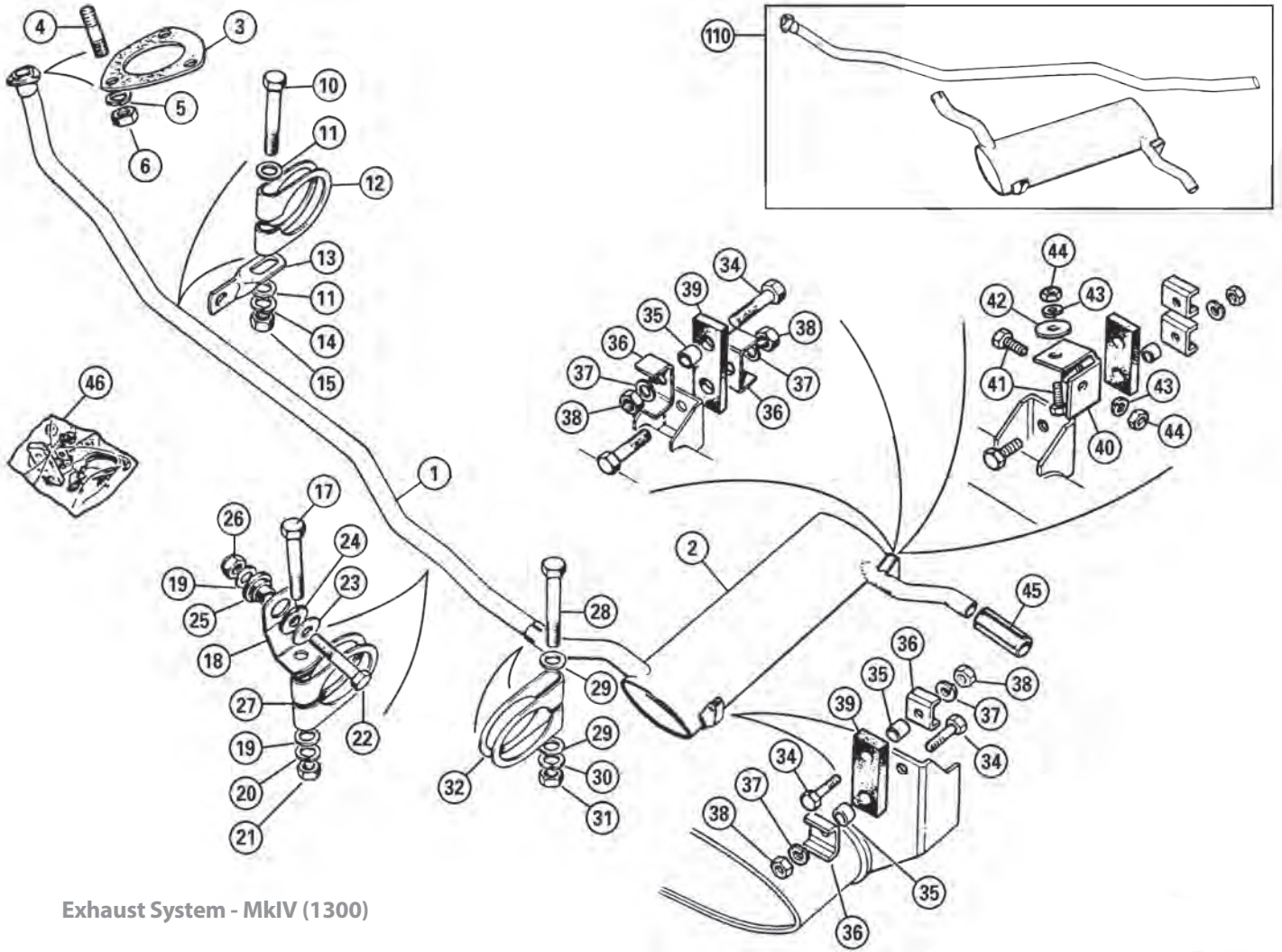
60	GEX1252	£73.30	FRONT PIPE, mild steel	1	
	BSTH66	£60.00	FRONT PIPE, stainless steel	1	
61	GEG701	£3.25	GASKET, manifold to front pipe	1	
62	GEX7511	£5.95	BRACKET, exhaust support	1	pipe to gearbox
63	GEX7509	£2.40	CLAMP, exhaust	1	pipe to bracket
64	BH605211	£1.80	BOLT, exhaust clamp	1	
65	GHF301	£0.24	WASHER, plain	2	
66	GHF332	£0.40	WASHER, lock	1	
67	GHF201	£0.17	NUT	1	
68	HRSU1476	£65.50	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	£1.00	BOLT, exhaust clamp	1	
71	GHF301	£0.24	WASHER, plain	2	

iii.	Part Number	Price Eea.	Description	Req.	Details
72	GHF332	£0.40	WASHER, lock	1	
73	GHF201	£0.17	NUT	1	
74	GEX7496	£5.40	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	£0.17	NUT	1	
80	BH605101	£0.95	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	£80.00	REAR SILENCER, stainless steel	1	
87	GEX7506	£1.96	CLAMP, exhaust	1	inter' pipe to rear silencer
88	BH605221	£1.00	BOLT, exhaust clamp	1	
89	GHF301	£0.24	WASHER, plain	2	
90	GHF332	£0.40	WASHER, lock	1	
91	GHF201	£0.17	NUT	1	
92	GEX7359	£1.40	STRAP, exhaust, flexible	1	
93	GHF103	£0.60	SCREW, strap to clamp	2	
94	GEX7510	£1.60	CLAMP, strap to clamp	2	
95	GHF272	£0.66	NUT, nyloc	2	
96	GFK6620X	£24.60	FITTING KIT, exhaust	1	

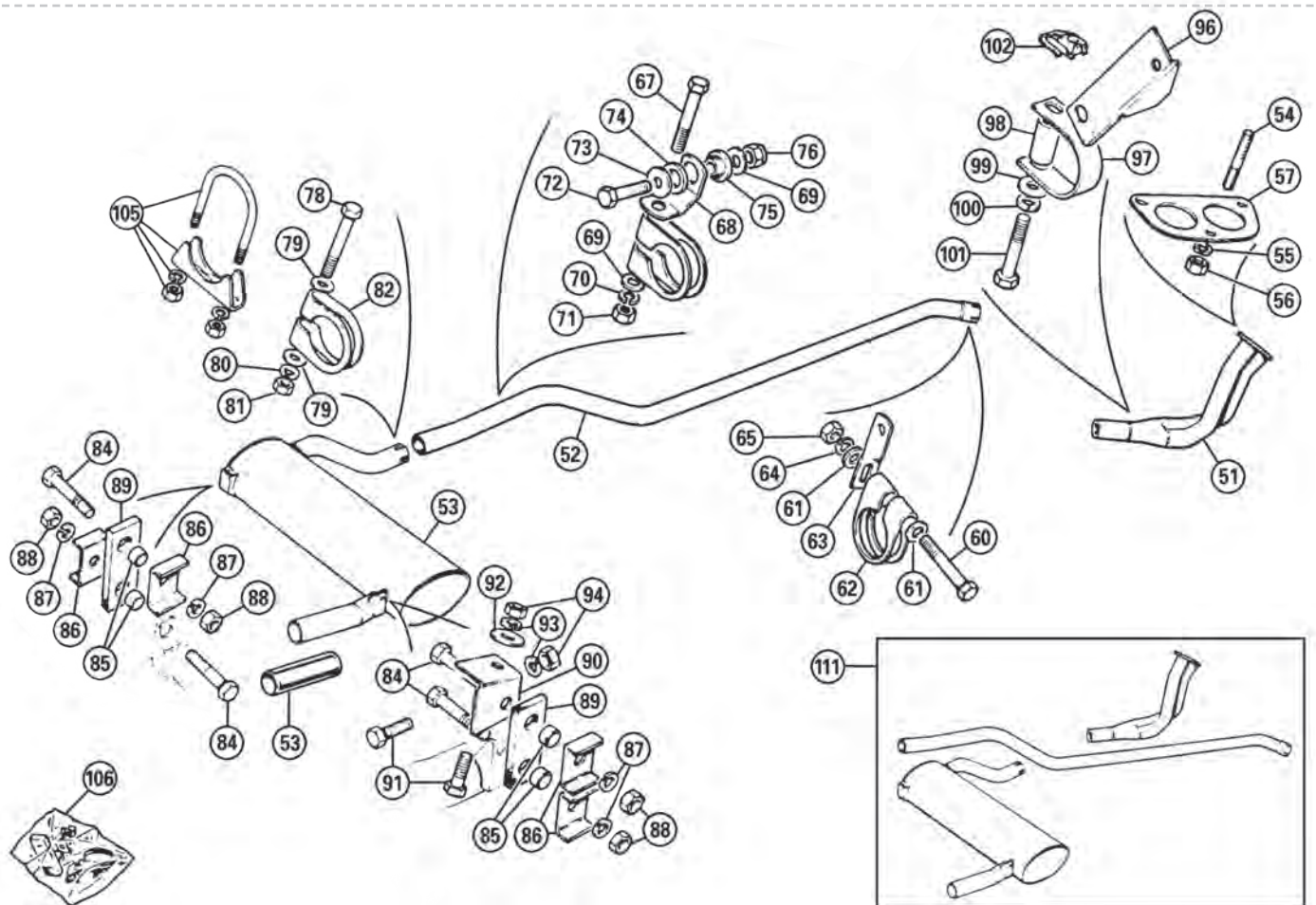
Stainless Steel Standard Exhaust Systems - Mki-III

100	862-135	£190.00	EXHAUST SYSTEM, stainless steel	1	Mki
	GFK6600X	£24.00	FITTING KIT, exhaust	1	
101	862-136	£190.00	EXHAUST SYSTEM, stainless steel	1	MkII
	GFK6610X	£24.00	FITTING KIT, exhaust	1	
102	862-137	£190.00	EXHAUST SYSTEM, stainless steel	1	MkIII
	GFK6620X	£24.60	FITTING KIT, exhaust	1	

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



Exhaust System - MkIV (1300)



Exhaust System - 1500

Ill.	Part Number	Price Eea.	Description	Req.	Details
Exhaust System - MkIV (1300)					
1	GEX1439	£60.00	FRONT PIPE, mild steel	1	
	BSTH66	£60.00	FRONT PIPE, stainless steel	1	} front pipe supplied in
	BSTH121	£30.00	LINK PIPE, stainless steel	1		} 2 pieces
2	GEX3668	£91.30	SILENCER, single tail pipe, mild steel	1	
	BSTH150	£165.00	SILENCER, single tail pipe, stainless	1	
3	GEG701	£3.25	GASKET, manifold to front pipe	1	
4	TE605105	£2.30	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	
10	BH605221	£1.00	BOLT, pipe clamping	1	
11	GHF301	£0.24	WASHER, plain	2	
12	GEX7509	£2.40	CLAMP, exhaust	1	
13	GEX7511	£5.95	BRACKET, exhaust support	1	
14	GHF332	£0.40	WASHER, locking	1	
15	GHF201	£0.17	NUT	1	
17	BH605201	£1.26	BOLT, pipe clamping	1	
18	GEX7496	£5.40	BRACKET, angled, exhaust mounting	1	to front of differential
19	GHF301	£0.24	WASHER, plain	2	
20	GHF332	£0.40	WASHER, locking	1	
21	GHF201	£0.17	NUT	1	
22	BH605101	£0.95	BOLT, bracket	1	
23	WP17	£0.30	WASHER, plain	1	
24	GEX7330	£1.75	WASHER, rubber	1	
25	GEX7329	£4.00	BUSH, exhaust mounting	1	rubber & steel composite
26	GHF242	£1.57	NUT	1	
27	GEX7509	£2.40	CLAMP, exhaust	1	
28	BH605221	£1.00	BOLT, pipe clamping	1	
29	GHF301	£0.24	WASHER, plain	2	
30	GHF332	£0.40	WASHER, locking	1	
31	GHF201	£0.17	NUT	1	
32	GEX7506	£1.96	CLAMP, silencer to pipe joint	1	
	GEX9007	£1.06	CLAMP ASSEMBLY, 'U' bolt type	1	alternative to items 28 to 32
34	GHF103	£0.60	SCREW, silencer mounting	4	
35	155249	£1.00	SPACER, anti-crush, in rubber strap	4	
36	GEX7510	£1.60	CLAMP, exhaust support	4	
37	GHF332	£0.40	WASHER, locking	4	
38	GHF201	£0.17	NUT	4	
39	GEX7359	£1.40	STRAP, exhaust, flexible	2	
40	UKC1910	£9.70	BRACKET, exhaust mounting, rear	1	
41	GHF120	£0.30	SCREW, attaching bracket	2	
42	GHF315	£0.22	WASHER, reinforcing	1	
43	GHF332	£0.40	WASHER, locking	2	
44	GHF201	£0.17	NUT	2	
45	GEX1305	£10.90	EXTENSION, tail pipe, chrome	1	1 5/8" internal diameter
46	GFK6630X	£24.50	FITTING KIT, exhaust	1	includes items 3 to 39

Exhaust System - 1500

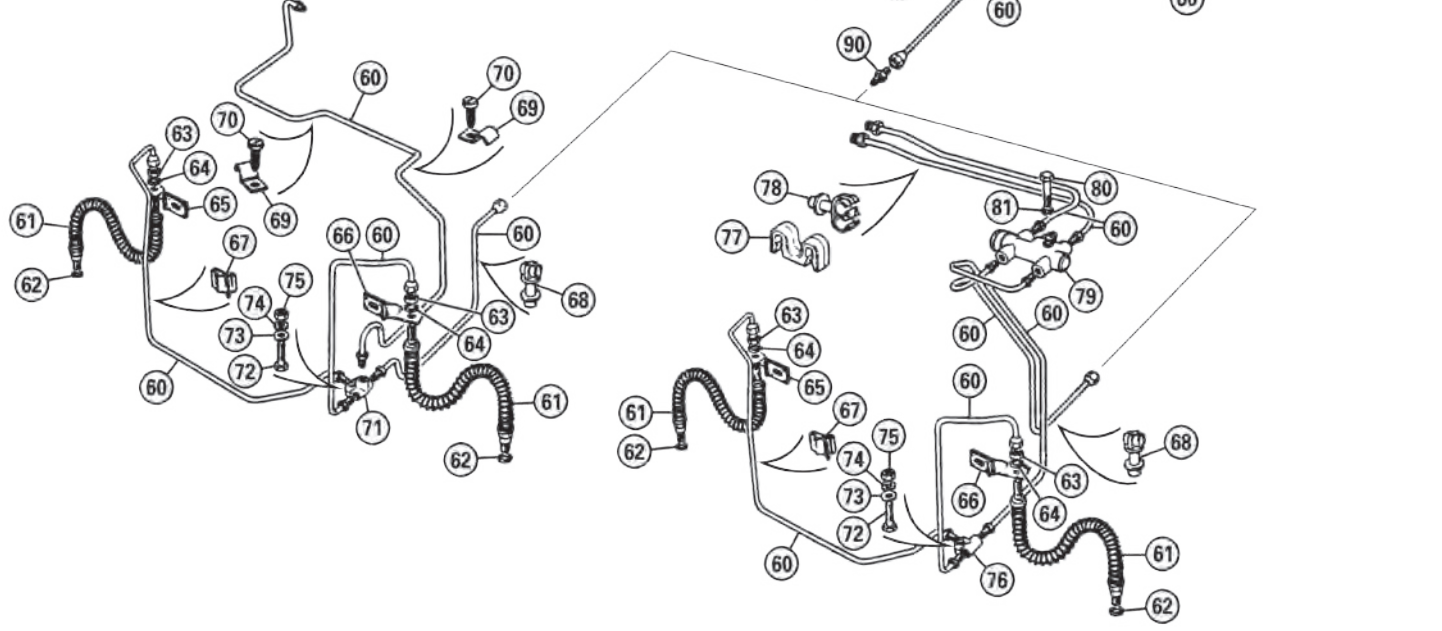
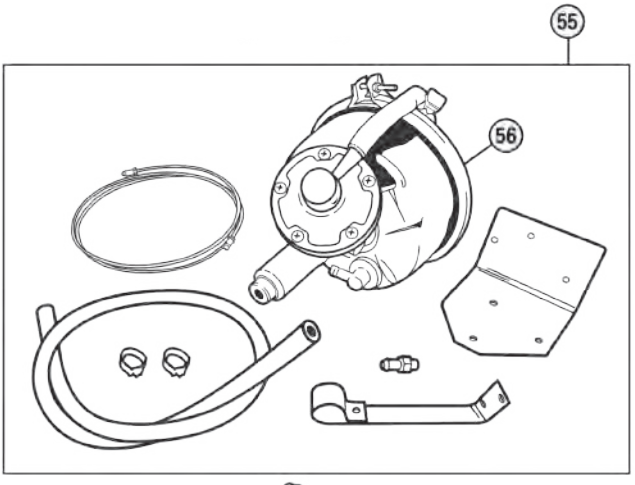
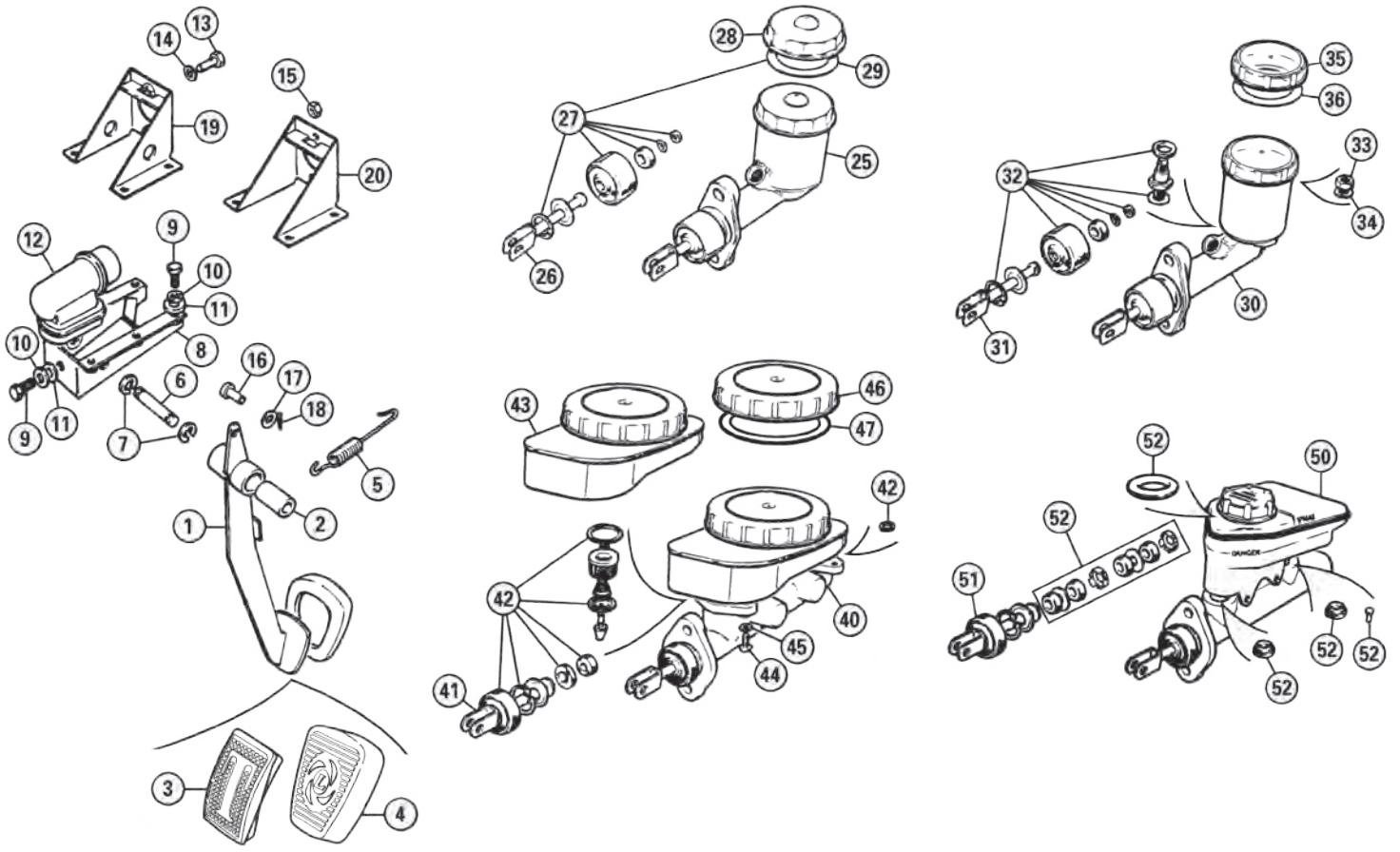
51	GEX1620	£63.40	FRONT PIPE, mild steel	1	
	BSTH148	£70.00	FRONT PIPE, stainless steel	1	
52	GEX1621	£33.30	INTER PIPE, mild steel	1	
	BSTH149	£40.00	INTER PIPE, stainless steel	1	
53	GEX3668	£91.30	SILENCER, single tail pipe, mild steel	1	
	BSTH150	£165.00	SILENCER, single tail pipe, stainless	1	
54	TE605105	£2.30	STUD, manifold to down pipe	3	
55	GHF332	£0.40	WASHER, locking	3	
56	515369	£1.21	NUT, stainless steel	3	} alternatives
	GHF261	£0.47	NUT, brass	3	
57	GEG739	£5.75	GASKET, manifold to front pipe	1	
60	BH605221	£1.00	BOLT, pipe clamping	1	
61	GHF301	£0.24	WASHER, plain	2	
62	GEX7509	£2.40	CLAMP, exhaust	2	
63	GEX7511	£5.95	BRACKET, exhaust support	1	
64	GHF332	£0.40	WASHER, locking	1	
65	GHF201	£0.17	NUT	1	
67	BH605201	£1.26	BOLT, pipe clamping	1	
68	GEX7496	£5.40	BRACKET, angled, exhaust mounting	1	
69	GHF301	£0.24	WASHER, plain	2	
70	GHF332	£0.40	WASHER, locking	1	
71	GHF201	£0.17	NUT	1	
72	BH605101	£0.95	BOLT, bracket attaching	1	
73	WP17	£0.30	WASHER, plain	1	
74	GEX7330	£1.75	WASHER, rubber	1	
75	GEX7329	£4.00	BUSH, exhaust mounting	1	rubber & steel composite
76	GHF242	£1.57	NUT	1	
78	BH605221	£1.00	BOLT, pipe clamping	1	
79	GHF301	£0.24	WASHER, plain	2	
80	GHF332	£0.40	WASHER, locking	1	
81	GHF201	£0.17	NUT	1	
82	GEX7506	£1.96	CLAMP, exhaust	1	

Ill.	Part Number	Price Eea.	Description	Req.	Details
84	GHF103	£0.60	SCREW, silencer mounting	4	
85	155249	£1.00	SPACER, anti-crush, in rubber strap	4	
86	GEX7510	£1.60	CLAMP, exhaust support	4	
87	GHF332	£0.40	WASHER, locking	4	
88	GHF201	£0.17	NUT	4	
89	GEX7359	£1.40	STRAP, exhaust, flexible	2	
90	UKC1910	£9.70	BRACKET, exhaust mounting, rear	1	
91	GHF120	£0.30	SCREW	2	
92	GHF315	£0.22	WASHER, reinforcing	1	
93	GHF332	£0.40	WASHER, locking	2	
94	GHF201	£0.17	NUT	2	
96	UKC9716	£6.30	BRACKET, support	1	}
97	UKC9725	£1.15	STRAP, 'U' bracket	1	
98	UKC9726	NCA	SPACER TUBE	1	}
99	GHF300	£0.22	WASHER, plain	1		late cars only
100	GHF331	£0.38	WASHER, locking	1	
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	£256.10	EXHAUST SYSTEM, stainless steel*	1	} MkIV
	GFK6630X	£24.50	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.



iii. Part Number Price Eea. Description Req. Details

Brake Controls & Hydraulics

Brake Pedal & Fittings

1	134503	NCA	PEDAL, brake	1	Mkl-III to (c) FD(U)75000
	152820	NCA	PEDAL, brake	1	MkIII 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	£1.80	SPRING, return	1	
6	119575	NCA	SHAFT, pedal	1	
7	506542	£1.10	CIRCLIP, shaft end	2	
8	134532	NCA	PEDAL BOX	1	Mkl-III to FD(U)75000
	152823	NCA	PEDAL BOX	1	MkIII 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	£0.17	NUT	2	tandem systems only
16	PJ8808	£1.25	PIN, clevis	1	
17	GHF301	£0.24	WASHER, plain	1	
18	GHF502	£0.22	SPLIT PIN	1	
19	146413	NCA	BRACKET, master cylinder to bulkhead	1	single line system
	146413SS	£50.10	BRACKET, master cyl. to bulkhead, s/steel	1	
20	TKC4088	NCA	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	£49.40	MASTER CYLINDER, brake	1	aftermarket
41	517046	NCA	PUSH ROD	1	
42	517700Z	£35.00	REPAIR KIT, master cylinder	1	
43	517333	£29.80	RESERVOIR, brake master cylinder	1	with cap
44	SE910201	£0.66	SCREW, reservoir to cylinder	4	
45	517045	NCA	WASHER, locking	4	
46	517333	£29.80	CAP, filler	1	
47	106095	£1.74	SEAL, filler cap	1	

iii. Part Number Price Eea. Description Req. Details

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	£20.50	REPAIR KIT, brake master cylinder	1	

Brake Servos

55	TT3949	£229.50	BRAKE SERVO KIT	1	installation kits include
	TT3949Z	£97.50	BRAKE SERVO KIT, aftermarket	1	servo and pipe work
56	GSM125	£212.10	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	£119.60	BRAKE PIPE SET, RHD	1	single system
	HGB6222L	£119.60	BRAKE PIPE SET, LHD	1	
	HGB6241	£127.50	BRAKE PIPE SET, RHD	1	tandem system
	HGB6241L	£127.50	BRAKE PIPE SET, LHD	1	to (c) FH80000
	HGB6226	£116.50	BRAKE PIPE SET, RHD	1	tandem system
	HGB6226L	£116.50	BRAKE PIPE SET, LHD	1	from (c) FH80001

Hydraulic Brake System - Front

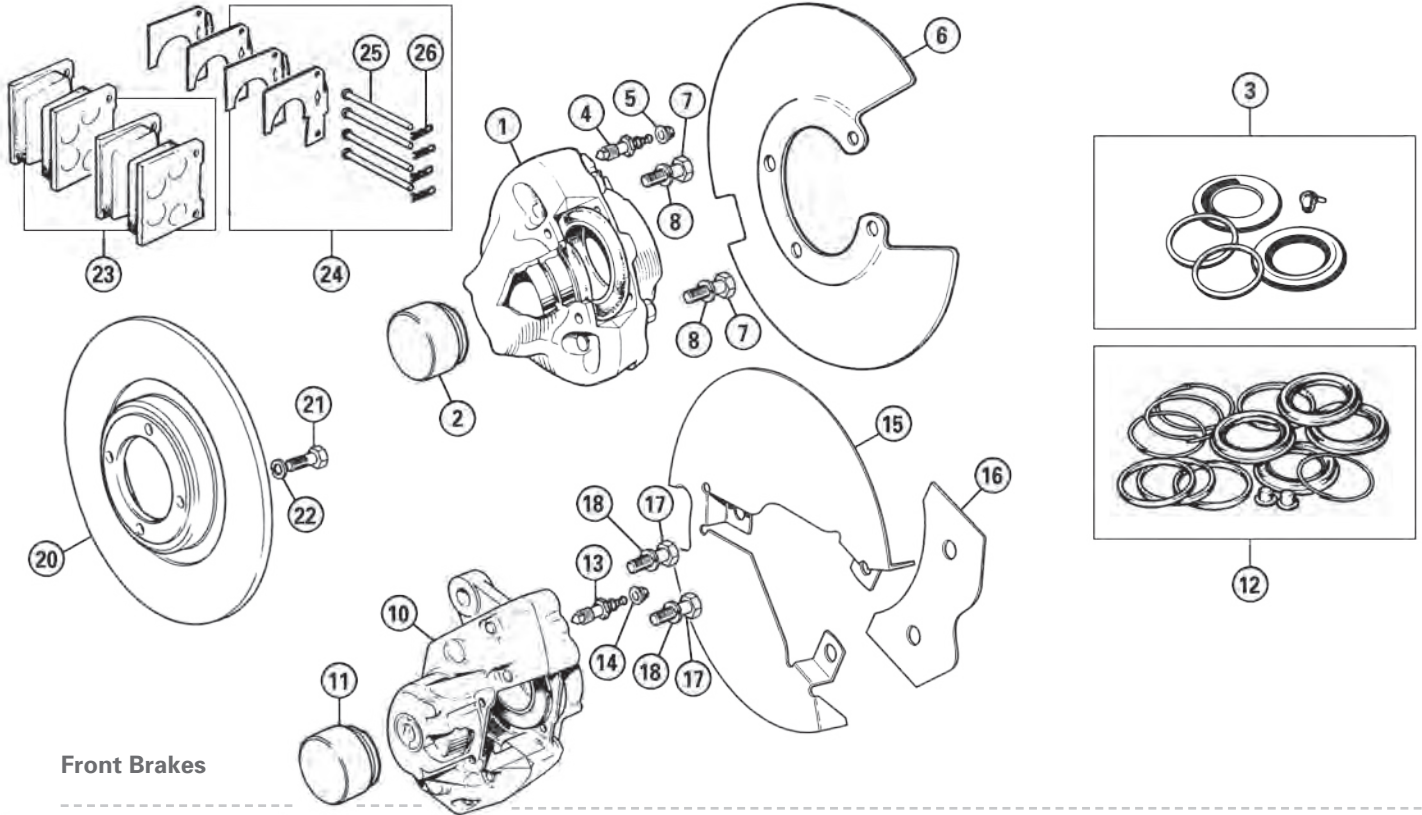
61	GBH216	£9.60	HOSE, rubber	2	
	GBH216Z	£7.90	HOSE, rubber, aftermarket	2	
	TT3340	£39.88	HOSE stainless steel braided (pair)	1	
62	233220A	£0.89	WASHER, copper	2	
63	NT606041	£0.60	NUT	2	
64	GHF323	£0.22	WASHER, shakeproof	2	
65	132365	NCA	BRACKET, hose to pipe, RH	1	
	132365SS	£8.00	BRACKET, hose 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	£21.50	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	£18.70	UNION, 3 way	1	
77	CRC1796A	NCA	CLIP, brake pipe spacing	1	tandem system
78	625521A	£1.26	CLIP, pipes to bulkhead, RHD	1	
79	RTC2525	£258.16	VALVE, pressure differential (Imperial threads).	1	tandem system to (c) FH80000
	TKC2710	NCA	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

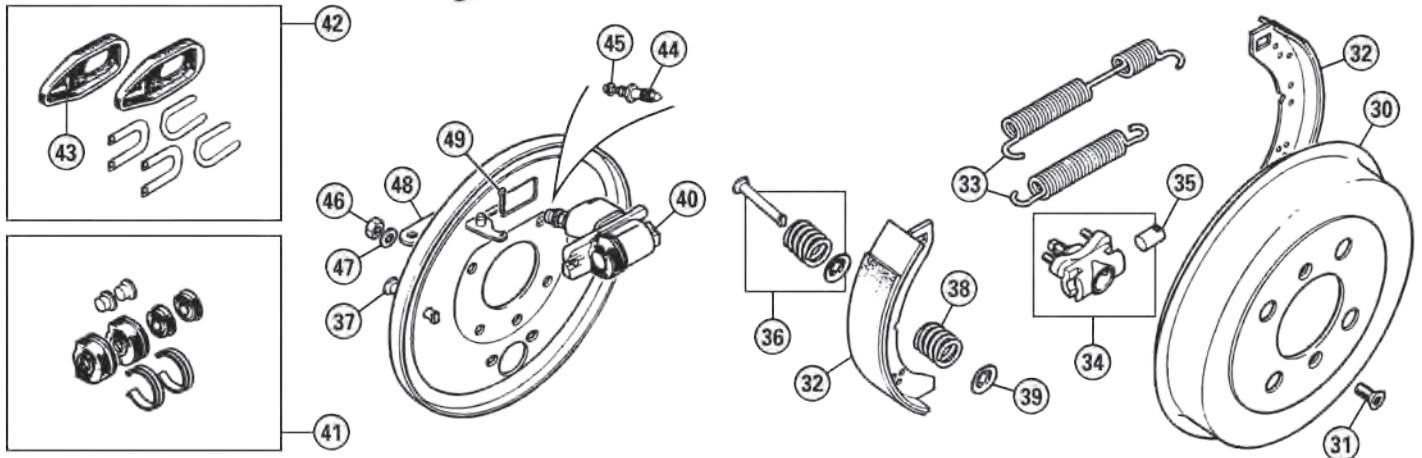
90	ACB5559	£4.30	UNION, double male	1	
91	BTB657	£18.70	UNION, 3 way	1	
92	BH604101	£0.47	BOLT, union to chassis bracket	1	
93	GHF300	£0.22	WASHER, plain	1	
94	GHF331	£0.38	WASHER, spring	1	
95	GHF200	£0.22	NUT	1	
96	GBH175	£14.10	HOSE, rubber	2	
	GBH175Z	£6.70	HOSE, rubber, aftermarket	2	to (c) FH50000
	TT3342	£44.00	HOSE, stainless steel braided (pair)	1	
	GBH166	£14.40	HOSE, rubber	2	
	GBH166Z	£8.70	HOSE, rubber, aftermarket	2	from (c) FH50001
	TT3442	£38.00	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.

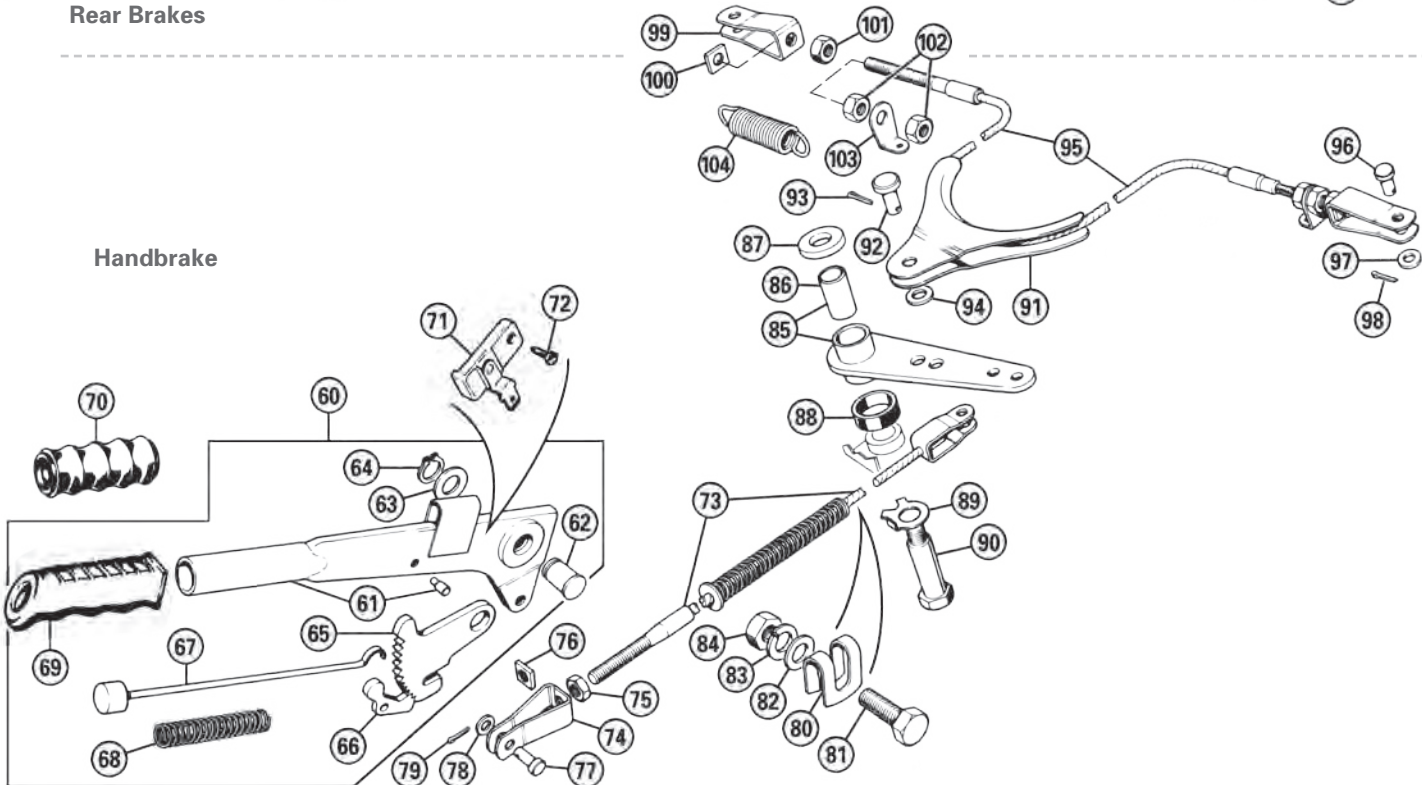
100	624155	£1.31	CLIP, plastic	2	brake & fuel pipes to chassis
101	148820	£1.26	CLIP, metal, (alternative)	2	brake pipe to fuel pipe
102	GHF1192	£0.41	CLIP, plastic, (alternative)	1	brake pipe to chassis
103	503213	NCA	SLEEVE, insulating, for clip	1	



Front Brakes



Rear Brakes



Handbrake

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

Front & Rear Brakes

Front Brakes - Mki-II

1	210989	£76.80	BRAKE CALIPER, front, type 12, RH	1	
	210988	£76.80	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	£1.20	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	NCA	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	£63.90	BRAKE CALIPER, front, type 14, RH	1	
	159131	£63.90	BRAKE CALIPER, front, type 14, LH	1	
11	516212	£9.30	PISTON, brake caliper	4	
12	GRK5005	£15.00	REPAIR KIT, brake caliper	1	car set
13	601959	£2.50	BLEED NIPPLE	2	
14	SMP100030	£0.64	CAP, bleed nipple	2	
15	213680	NCA	DUST SHIELD, brake disc, RH	1	
	213680SS	£28.80	DUST SHIELD, brake disc, s/steel, RH	1	
	213681	NCA	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	£1.20	BOLT, disc attachment	8	
22	GHF333	£0.30	WASHER, spring	8	
23	GBP166	£18.90	BRAKE PAD SET, standard	1	Mkl-II
	TT3350G	£59.00	BRAKE PAD SET, EBC, Greenstuff	1	uprated
	GBP624AF	£9.70	BRAKE PAD SET, standard	1	MkIII-1500
	TT3450G	£46.00	BRAKE PAD SET, EBC Greenstuff	1	uprated
24	BHM7057	£14.10	FITTING KIT, brake pad	1	includes anti-squeal shims
25	511031	NCA	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	£15.00	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	NCA	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	£0.90	SPRING, brake shoe retainer	4	
39	17H4374	£1.10	CUP, spring retaining	4	
40	GWC1208	£17.00	WHEEL CYLINDER, 0.75" bore	2	Mkl-III to (c) FD89095
	GWC1202Z	£11.30	WHEEL CYLINDER, 0.625" bore	2	MkIII from (c) FD89096 to 1500 (c) FH80000
	GWC1110	£18.00	WHEEL CYLINDER, 0.70" bore	2	1500 from (c) FH80001
41	507865	£6.20	REPAIR KIT, wheel cylinder	2	Mkl-III to (c) FD89095
	18G9004Z	£7.90	REPAIR KIT, wheel cylinder	2	MkIII from (c) FD89096 to 1500 (c) FH80000
	GRK2077	£4.55	REPAIR KIT, wheel cylinder	2	1500 from (c) FH80001
42	GRSP2861	£11.70	FITTING KIT, wheel cylinder	1	
43	120139	£2.50	SEAL	2	w/cylinder & handbrake lever
44	3H2428	£1.20	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	£12.00	LEVER, handbrake	2	
49	GHF502	£0.22	SPLIT PIN, securing lever to shoe	2	

iii. 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.

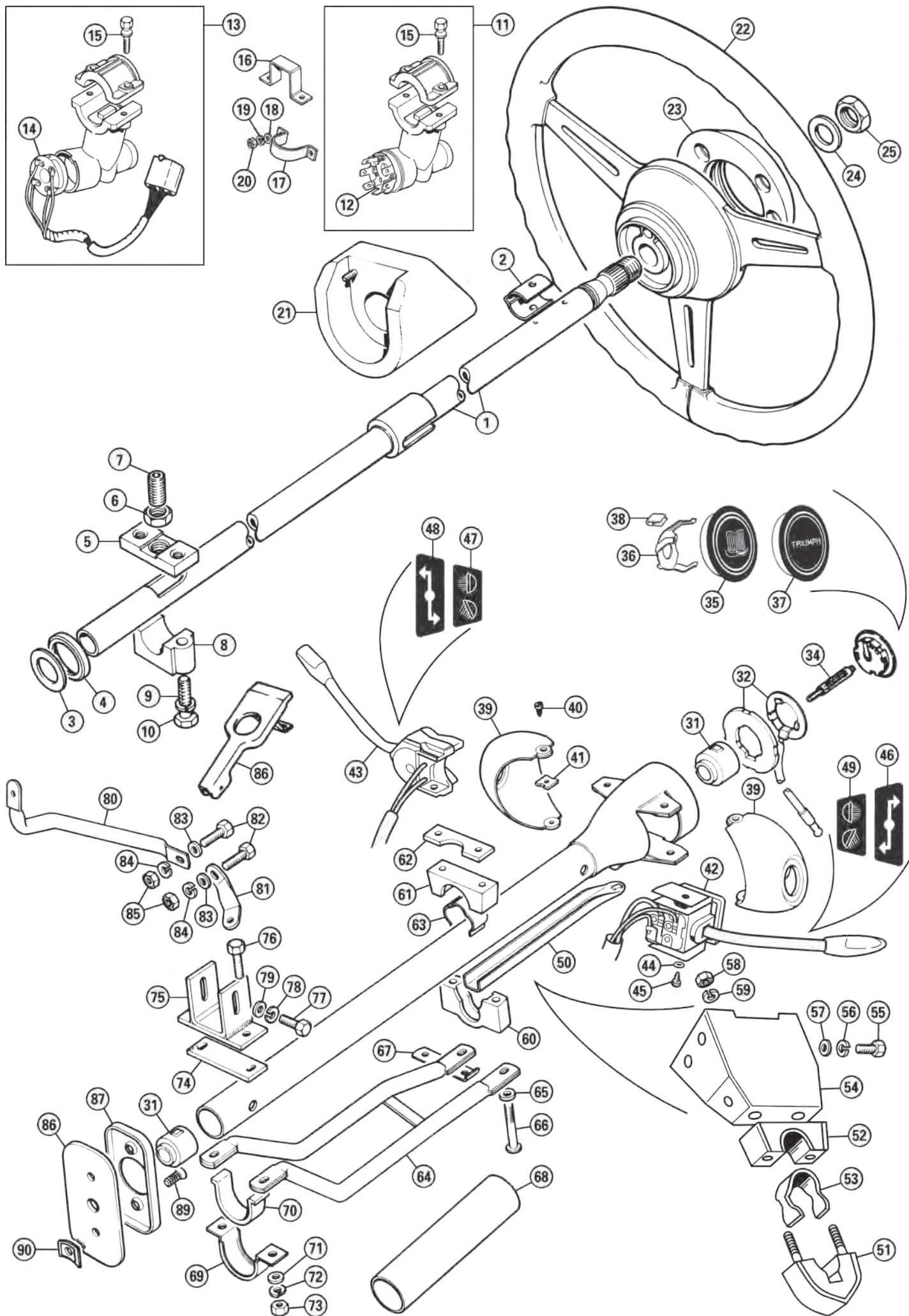
62	104743	NCA	FULCRUM PIN	1	
63	GHF304	£0.34	WASHER, plain	1	
64	AS610032	NCA	CIRCLIP, external	1	
65	148083	NCA	RATCHET, segment	1	
	104742	NCA	RATCHET, segment	1	alternative to 148083
66	134143	NCA	PAWL	1	fly-off handbrake
	104737	£3.44	PAWL	1	non fly-off handbrake
67	132588	NCA	ROD & KNOB, pawl release	1	non fly-off
	134001	NCA	ROD & KNOB, pawl release	1	fly-off
68	104740	£2.80	SPRING, pawl release	1	
69	UKC3918	NCA	GRIP, handbrake	1	1500
70	131312	£3.50	GRIP, handbrake	1	Mkl-IV
71	TKC3894	NCA	SWITCH, handbrake warning light	1	1500
	144432	NCA	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	
81	PMZ210	£0.53	SCREW	1	tensioning cable spring
82	509563	£0.46	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	NCA	LOCK TAB, pivot bolt	1	
90	121759	NCA	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, and 1500

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

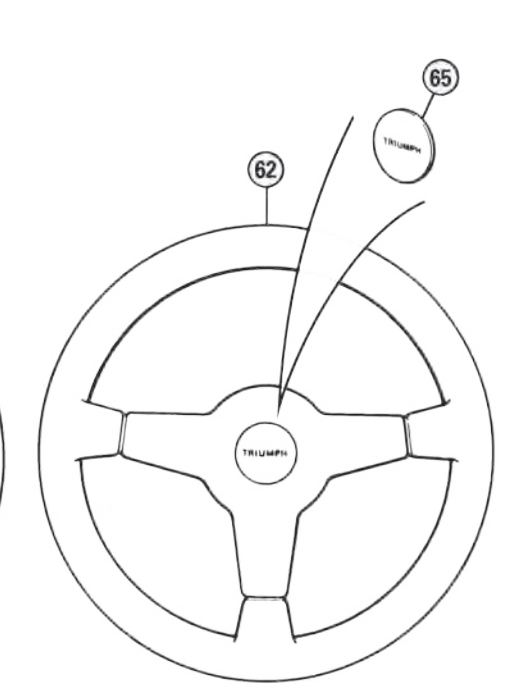
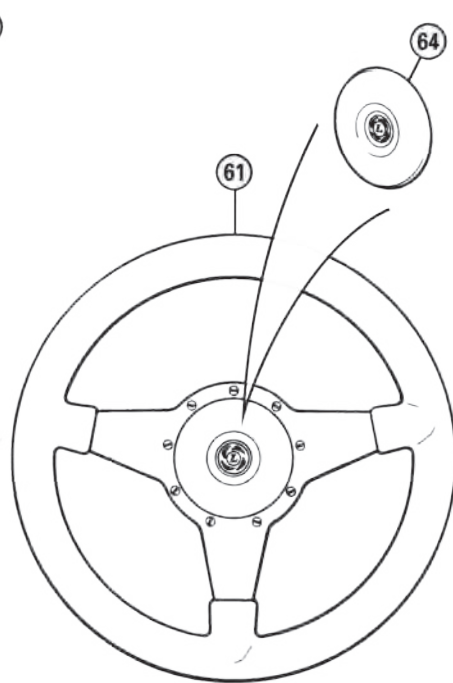
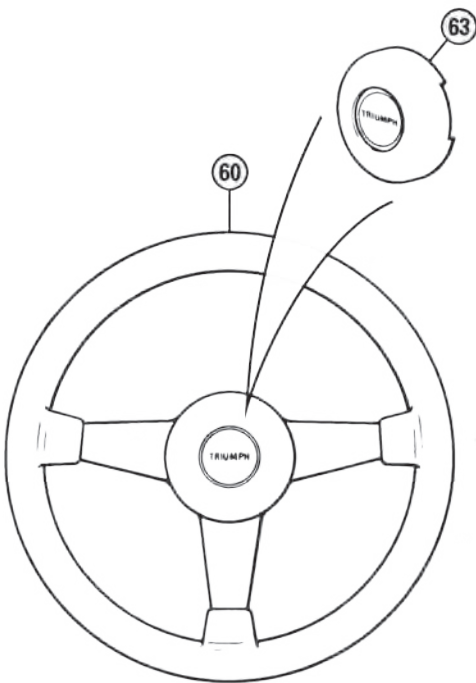
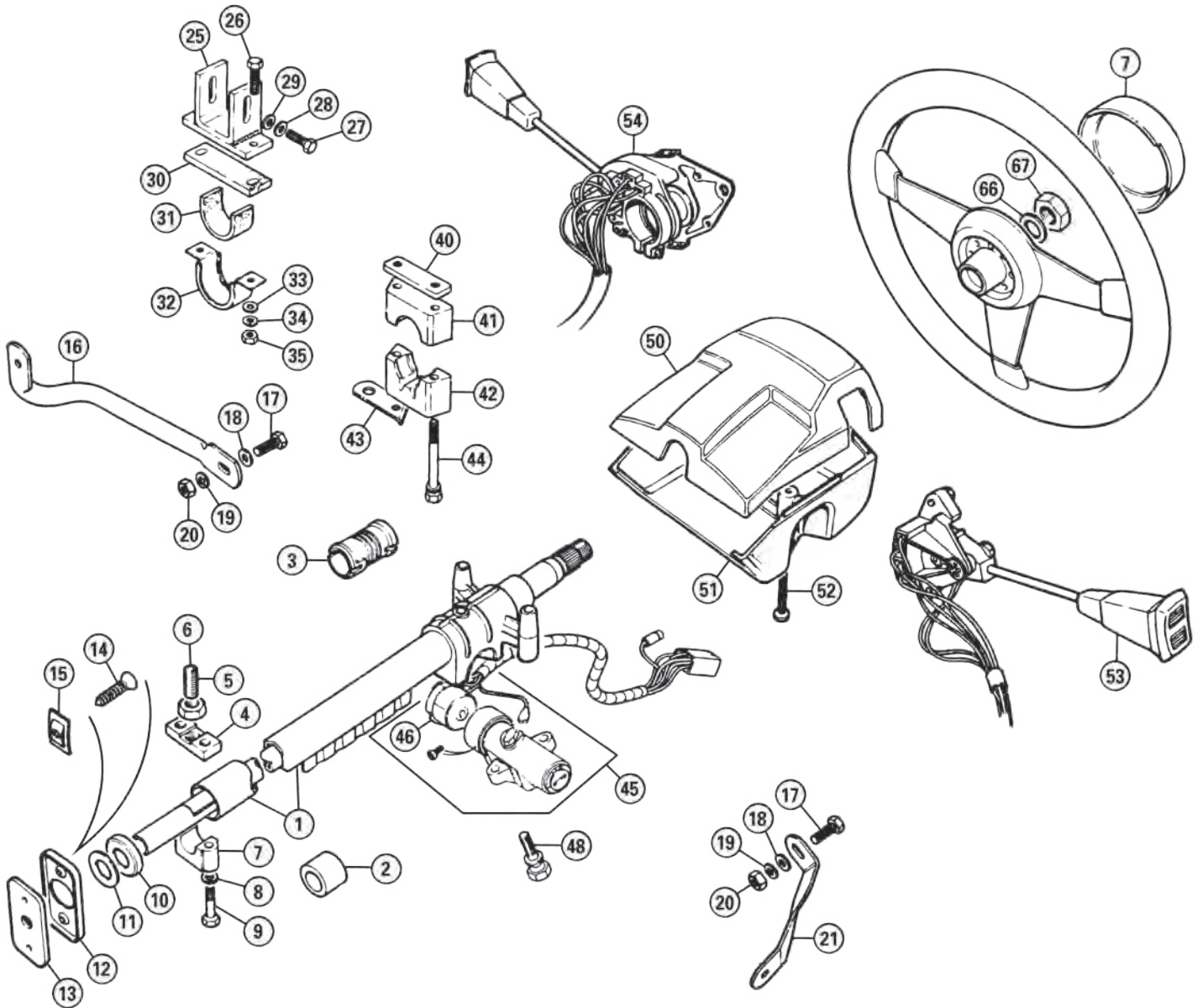
96	104750	£1.57	PIN, clevis	2	
97	GHF300	£0.22	WASHER, plain	2	
98	GHF500	£0.22	SPLIT PIN	2	
99	104749	£3.55	FORK END, handbrake cable	2	
100	CN1	£0.36	NUT, square, captive	2	
101	JN2107	£0.43	HALF NUT, locking	2	
102	GHF200	£0.22	NUT, locating anchor plate	4	
103	131807	£0.83	BRACKET, anchor plate	2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



Part Number	Price Eea.	Description	Req.	Details	Part Number	Price Eea.	Description	Req.	Details
Steering Column (Upper)					Steering Column (Lower)				
Mkl to early 1500 (c) FH100020					MkII to MkIII				
1	122529	NCA	STEERING COLUMN	1	Mkl to (b) FC31640			1	USA MkIII from FDU31254 to FDU75001
	140755	NCA	STEERING COLUMN	1	Mkl from (b) FC31641 to MkIII			1	all MkIV to 1500 & Sweden all MkIII & USA from FDU75001
	155621	£147.30	STEERING COLUMN, locking	1	MkIV-1500 to (c) FH100020	43	131274	NCA	SWITCH, indicator
2	122525	NCA	CLIP, indicator cancelling	1	Mkl to (b) FC31640		147277	NCA	SWITCH, indicator
	140549	£0.48	CLIP, indicator cancelling	1	Mkl from (b) FC31641 to 1500 (c) FH100020		158966	£36.00	SWITCH, indicator
Note: Clip 122525 should only be used with early indicator switch 131274. Clip 140549 should be used with later indicator switches.					(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).				
3	122719	£0.85	WASHER, bearing	1		44	WE604	NCA	WASHER, shakeproof
4	122718	£7.20	END CAP	1		45	TP402	£0.60	SCREW, pan head
5	125782	NCA	PLATE, tapped	1	column adjustment	46	611011	£5.90	LABEL, indicator switch
6	JN2110	£0.76	NUT, half	1		47	621968	£3.46	LABEL, main/dip beam
7	125781	£2.42	SCREW, Allen	1		48	611012	£4.15	LABEL, indicator switch
8	122669	NCA	CLAMP	1		49	621967	£1.20	LABEL, main/dip beam
9	GHF331	£0.38	WASHER, spring	2		50	611369	£19.00	CHANNEL, wiring harness
10	BH604101	£0.47	BOLT	2			608183	NCA	CHANNEL, wiring harness
11	219061/1	£79.30	STEERING LOCK & IGNITION SWITCH	1	Mkl-III special order		154833	£12.30	CHANNEL, wiring harness
	219061/1	£79.30	STEERING LOCK & IGNITION SWITCH (With two keys).	1	MkIV to (c) FH62644	51	611367	NCA	CLAMP, steering column, lower
12	579085	£31.30	SWITCH, only (With Lucar type terminals).	1		52	611368	NCA	CLAMP, steering column, upper
13	UKC2719/1	£99.60	STEERING LOCK & IGNITION SWITCH (with two keys).	1	MkIV from (c) FH62645 to 1500 (c) FH100020	53	609639	£3.40	SPRING, column clamp
14	218959	£23.80	SWITCH, only (with small loom & block connector).	1		54	612704	NCA	BRACKET, mounting, upper clamp
	LU30399	£30.00	SWITCH, only, Lucas (with small loom & block connector).	1	to 1500 (c) FH100020		622725	NCA	BRACKET, mounting, upper clamp
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 £0.30 SCREW, mounting bracket to dash				
15	152597	£5.80	SHEAR BOLT	2		56	GHF331	£0.38	WASHER, spring
16	UKC894	NCA	CLAMP	1		57	GHF314	£0.22	WASHER, plain
17	627340	NCA	CLIP	1		58	GHF200	£0.22	NUT, clamp to mounting bracket
18	PWZ203	£0.19	WASHER, plain	2	MkIV-1500 to (c) FH100020	59	GHF331	£0.38	WASHER, spring
19	WL700101	£0.25	WASHER, spring	2		60	619850	NCA	CLAMP, steering column, lower
20	HN2005	£0.16	NUT	2		61	611368	NCA	CLAMP, steering column, upper
21	718813	£42.00	CRASH PAD, ignition switch	1		62	620547	NCA	PLATE, tapped
22	118577	NCA	STEERING WHEEL	1	Mkl-II	63	609639	£3.40	SPRING, column clamp
	307245	NCA	STEERING WHEEL, wood rimmed	1	Mkl-II special order	64	154977	NCA	BRACKET, anti-torque
	307756	NCA	STEERING WHEEL	1	MkIII to FD75000	65	GHF300	£0.22	WASHER, plain
	518534	NCA	STEERING WHEEL	1	MkIII from FD75001 ex. USA	66	155086	NCA	SCREW, clamping
	308229	NCA	STEERING WHEEL	1	MkIII USA only FDU31254 to FDU75000	67	628375	NCA	SUPPORT PLATE, speedo trip control
	518533	NCA	STEERING WHEEL	1	MkIII USA only from FDU75001	68	155038	NCA	TUBE, distance, cardboard
	160038	NCA	STEERING WHEEL	1	MkIV & 1500 to (c) FH100020	69	608185	NCA	CLAMP, column to bracket
23	216508	NCA	PAD, for 518534 and 518533	1	MkIII from FD(U)75001	70	608223	£2.70	STRIP, felt packing, long
	156170	£18.00	PAD, for boss 216508	1	MkIV & 1500 to (c) FH100020	71	GHF314	£0.22	WASHER, plain
24	WP8013	NCA	WASHER, plain	1		72	GHF331	£0.38	WASHER, spring
25	105438	£4.50	NUT, steering wheel to column	1		73	GHF200	£0.22	NUT
30	611364	NCA	SHROUD, non-locking column	1	Mkl-III to FD(U)75000	74	608222	£2.30	STRIP, felt packing, short
	154177	NCA	SHROUD, non-locking column (154177 can be used to replace 611364).	1	Mkl-III from FD(U)75001	75	628402	NCA	BRACKET, support
	614122	NCA	SHROUD, locking column, RHD	1	special order Mkl-III	76	SH604071	£0.72	SCREW
	611952	NCA	SHROUD, locking column, LHD	1	to FD(U)75000	77	SH604051	£0.30	SCREW
	156551	NCA	SHROUD, locking column	1	MkIV & 1500 to (c) FH100020* *Except Sweden use 154177	78	GHF331	£0.38	WASHER, spring
31	209423	£5.60	BUSH, steering column	2		79	GHF300	£0.22	WASHER, plain
	209423X	£25.20	BUSH, steering column	2	polyurethane	80	623488	NCA	TIE BAR
32	608462	£15.00	SLIP RING, horn contact & insulator	1		81	716966	NCA	TIE BAR
34	142534	£12.10	BRUSH, horn push	1			716967	NCA	TIE BAR
35	131227	NCA	HORN PUSH	1	Mkl-II	82	GHF117	£0.30	SCREW, tie bar to column support
	150277	£30.50	HORN PUSH, Triumph Shield	1	MkIII-IV to (c) FH50000	83	GHF300	£0.22	WASHER, plain
36	204741	£13.20	CLIP, horn push	1	Mkl-III to FD(U)75000	84	GHF331	£0.38	WASHER, spring
37	159761	£62.20	HORN PUSH, 'Triumph'	1	MkIV from (c) FH50001 to 1500	85	GHF200	£0.22	NUT
38	613766	£1.06	CLIP, horn push securing	1		86	809785	NCA	SUPPORT, steering column
39	708479	£11.00	ESCUTCHEON	2			809786	NCA	SUPPORT, steering column
40	AD606033	£0.66	SCREW	2		87	601597	NCA	RETAINING PLATE
41	FC2803	£0.95	SPIRE NUT	2		88	613466	£3.10	SEAL, retaining plate
42	147278	NCA	SWITCH, headlamp, dip & flash, RHD	1	Mkl-III	89	AD608043	£0.80	SCREW
	147278Z	£93.60	SWITCH, headlamp, dip & flash, RHD	1	alternative	90	GHF701	£0.28	SPIRE NUT
	152616	£60.00	SWITCH, headlamp, dip & flash, RHD	1	MkIV to 1500				
	147279	£79.00	SWITCH, headlamp, dip & flash, LHD	1	Mkl-III except USA MkII & MkIII from FDU31254 & Sweden MkIII				
	141858	£47.50	SWITCH, headlamp, dip & flash, LHD	1	Mkl-II USA				



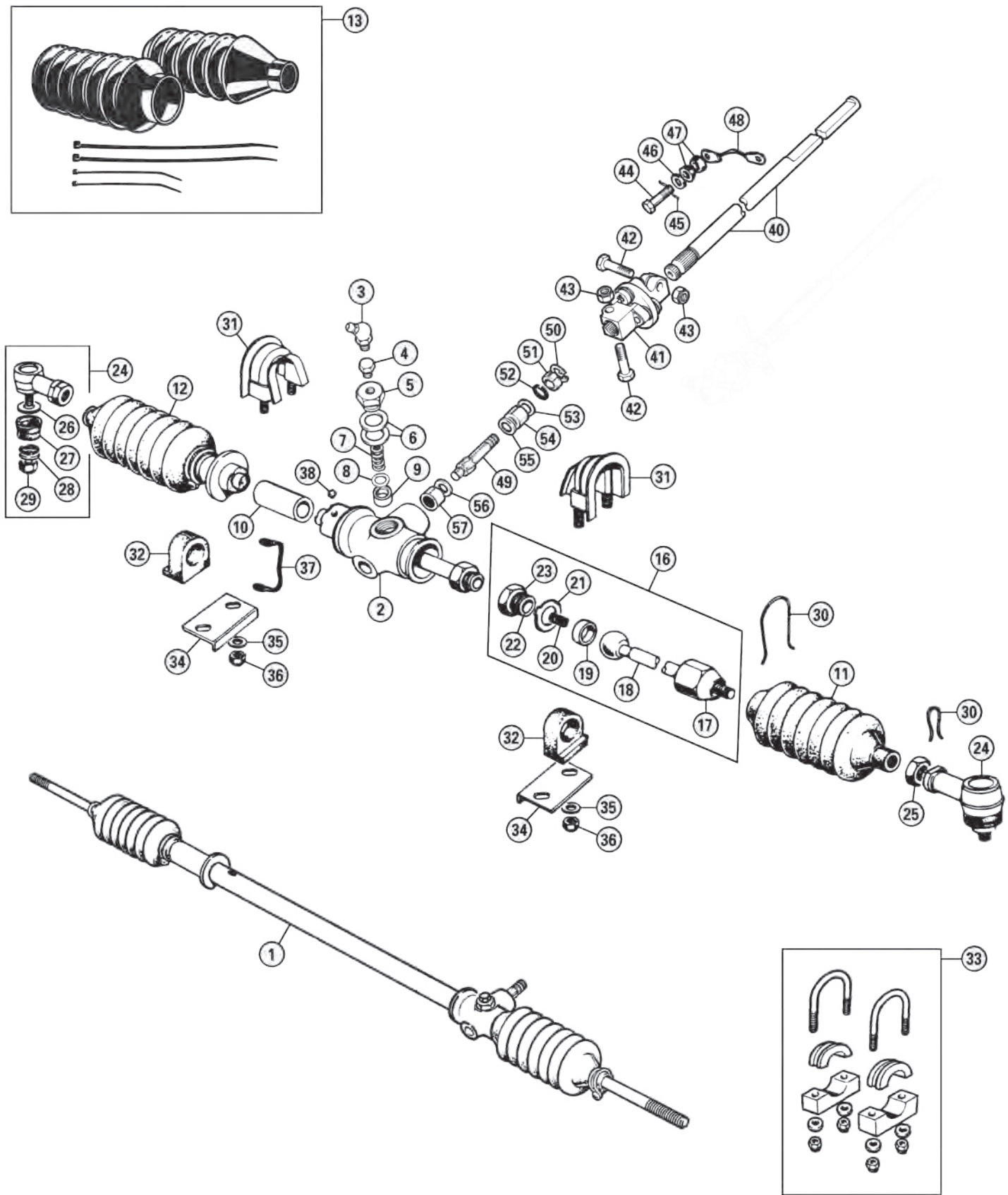
iii. Part Number Price £ea. Description Req. Details

Steering Column (Upper)

1500 - Late Type from (c) FH100021

1	TKC2299	NCA	STEERING COLUMN, upper	1	RHD
	TKC2300	NCA	STEERING COLUMN, upper	1	LHD
2	209423	£5.60	BUSH, steering column, lower	1	
	209423X	£25.20	BUSH, steering column, lower	1	polyurethane
3	GSV1095	£3.40	BUSH, steering column, upper	1	
4	125782	NCA	PLATE, tapped	1	steering column adjustment
5	JN2110	£0.76	NUT, half	1	
6	125781	£2.42	SCREW, locating	1	
7	122669	NCA	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	£0.85	WASHER, nylon	1	
12	601597	NCA	RETAINING PLATE	1	
13	613466	£3.10	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	NCA	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	£2.30	STRIP, packing, felt	1	
31	608223	£2.70	STRIP, packing, felt	1	
32	608185	NCA	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	NCA	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	NCA	BOLT, clamp assembly	2	
45	RKC3982	NCA	STEERING LOCK & IGNITION SWITCH	1	RHD (with two keys)
	RKC3983	£192.90	STEERING LOCK & IGNITION SWITCH	1	LHD (with two keys)
46	218959	£23.80	SWITCH, ignition	1	switch only
	LU30399	£30.00	SWITCH, ignition, Lucas	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	£115.60	SWITCH, windscreen wipers	1	LHD
54	AAU7994	NCA	SWITCH, indicator & headlamp	1	RHD
	AAU7996	£52.30	SWITCH, indicator & headlamp	1	LHD
60	RKC2818	NCA	STEERING WHEEL	1	to approx. mid 1978
			('Formula' type, silver spokes).		not Germany
	TKC2796	NCA	STEERING WHEEL	1	to approx. mid 1978
			('Anti-reflective' finish).		Germany only
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	NCA	CENTRE PAD, s/wheel, ('Moto-Lita')	1	approx. mid 1978
	ULC1591	NCA	BADGE, centre pad	1	to (c) FH130000
65	ULC1992	NCA	BADGE, s/wheel, padded spokes	1	from (c) FH130000
66	WB600121	£1.21	WASHER, plain, thin	1	
67	138466	NCA	NUT, steering wheel	1	

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



Ill.	Part Number	Price Eea.	Description	Req.	Details
Steering Rack & Lower Column					
1	305932	£195.00	STEERING RACK	1	RHD
	305931	£195.00	STEERING RACK	1	LHD
	305932HR	£210.00	STEERING 'QUICK' RACK, high ratio	1	RHD
	305931HR	£210.00	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	NCA	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	£4.20	PLUG	1	replaces grease nipple
5	132053	NCA	CAP, pinion housing	1	
6	120959	NCA	SHIM, 0.002"	a/r	
	120949	NCA	SHIM, 0.004"	a/r	
	132055	NCA	SHIM, 0.010"	a/r	
7	126765	NCA	SPRING	1	
8	143952	NCA	WASHER	1	
9	120946	£19.50	PLUNGER, rack to pinion	1	
10	128002	£8.20	BUSH, rack tube, passenger side	1	
11	GSV1104	£11.00	GAITER, passenger side	1	
12	GSV1105	£11.20	GAITER, driver side	1	
13	GSV1104/5	£15.00	GAITER KIT, car set	1	includes clips
14	208058	NCA	RACK BAR	1	
15	146364	NCA	NUT, locking, rack bar	2	
16	129961	NCA	BALL JOINT, track rod end, inner	2	
17	128024	NCA	HOUSING, ball pin	2	
18	128023	£40.10	BALL PIN	2	
19	158732	£6.00	SOCKET, for ball	2	
20	120953	£4.60	SPRING	2	
21	120957	£1.70	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	£6.76	TRACK ROD END, aftermarket	2	
25	FNZ208	£0.77	NUT, locking, track rod end	2	
26	138869	NCA	CLIP, gaiter retaining	2	
27	EAW2270	£1.20	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	£20.00	CLAMP, steering rack	2	
32	133872	NCA	MOUNTING, steering rack	2	Mkl to (c) FC24035 NLA use 139386
	139386	£4.00	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	£27.80	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	£0.55	NUT, nyloc	4	
37	134301	£2.40	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	NCA	STEERING COLUMN, lower	1	
41	FAM1718	£26.70	COUPLING, steering	1	universal joint
42	BH605101	£0.95	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	£1.20	BUSH, steering coupling	8	original steering
	108977SPK	£21.74	BUSH SET, steering joint, polyurethane	1	coupling only
(Kit includes: 8 bushes & 4 washers).					

Ill.	Part Number	Price Eea.	Description	Req.	Details
48	130581	£2.20	LEAD, earth	1	
49	134689	£64.20	PINION, steering rack	1	RHD
	134688	£34.20	PINION, steering rack	1	LHD
50	509537	£1.60	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	NCA	BUSH, steering rack pinion, upper	1	
55	127999	NCA	THRUST WASHER, upper	1	
56	128000	NCA	THRUST WASHER, lower	1	
57	127997	NCA	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.

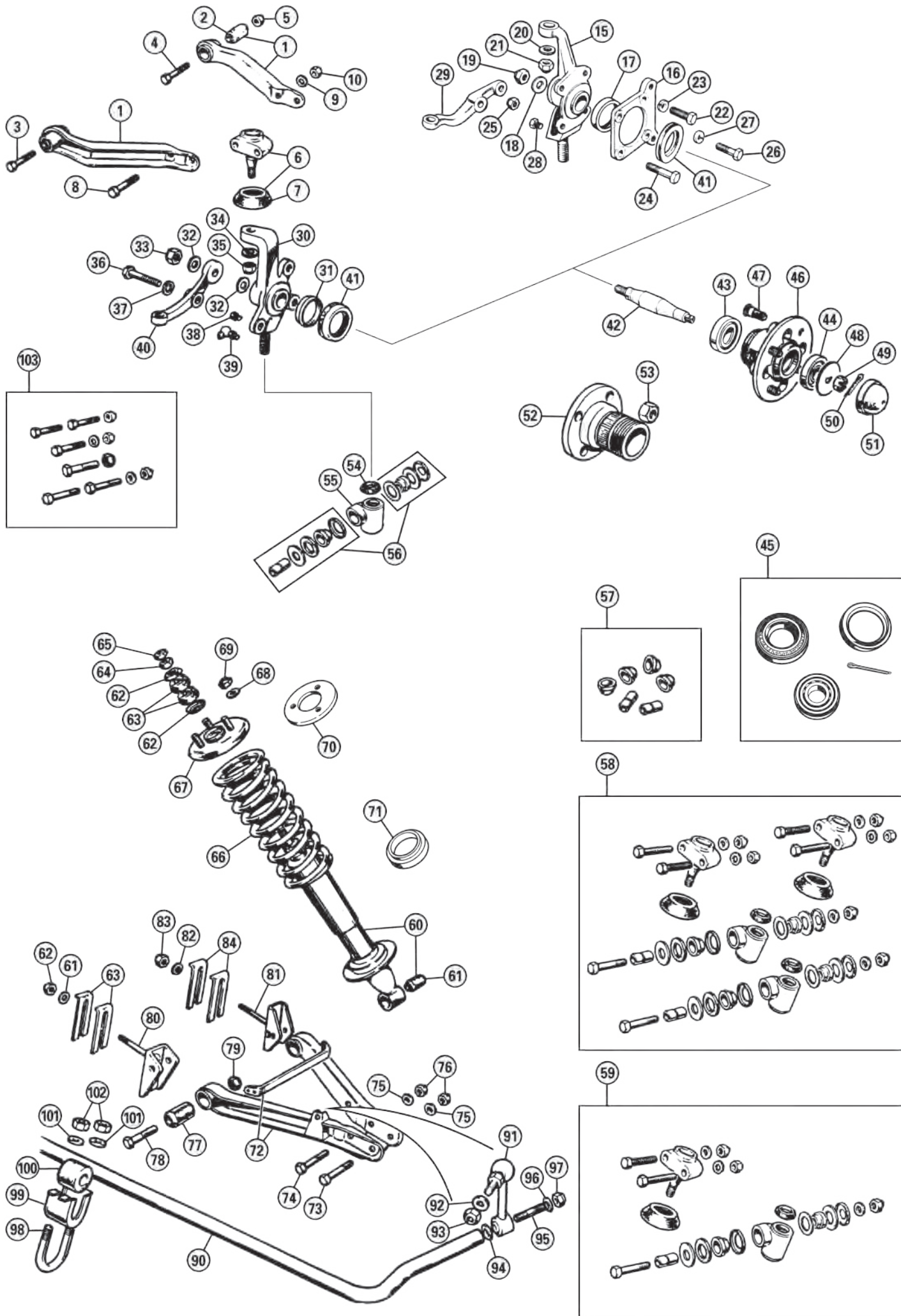
Once back at the sanctuary of your house, you wreak revenge on the horn controls, carrying out a thorough inspection and overhaul. A couple of days later, the same embarrassing events repeat themselves. You can't believe it.

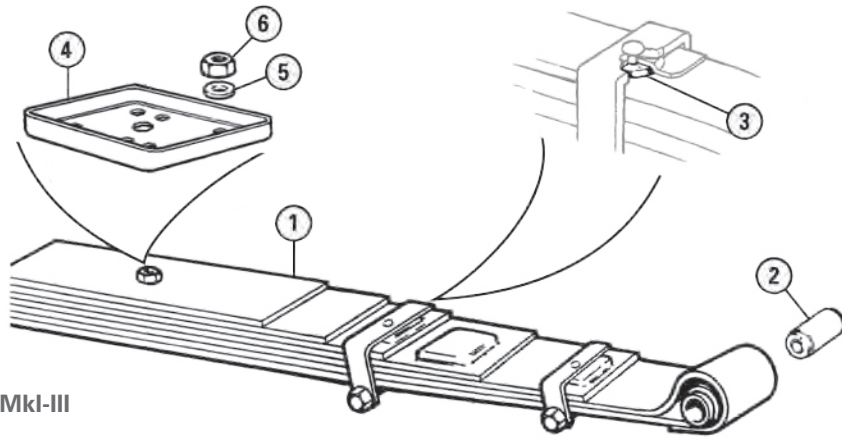
Try this test.

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).

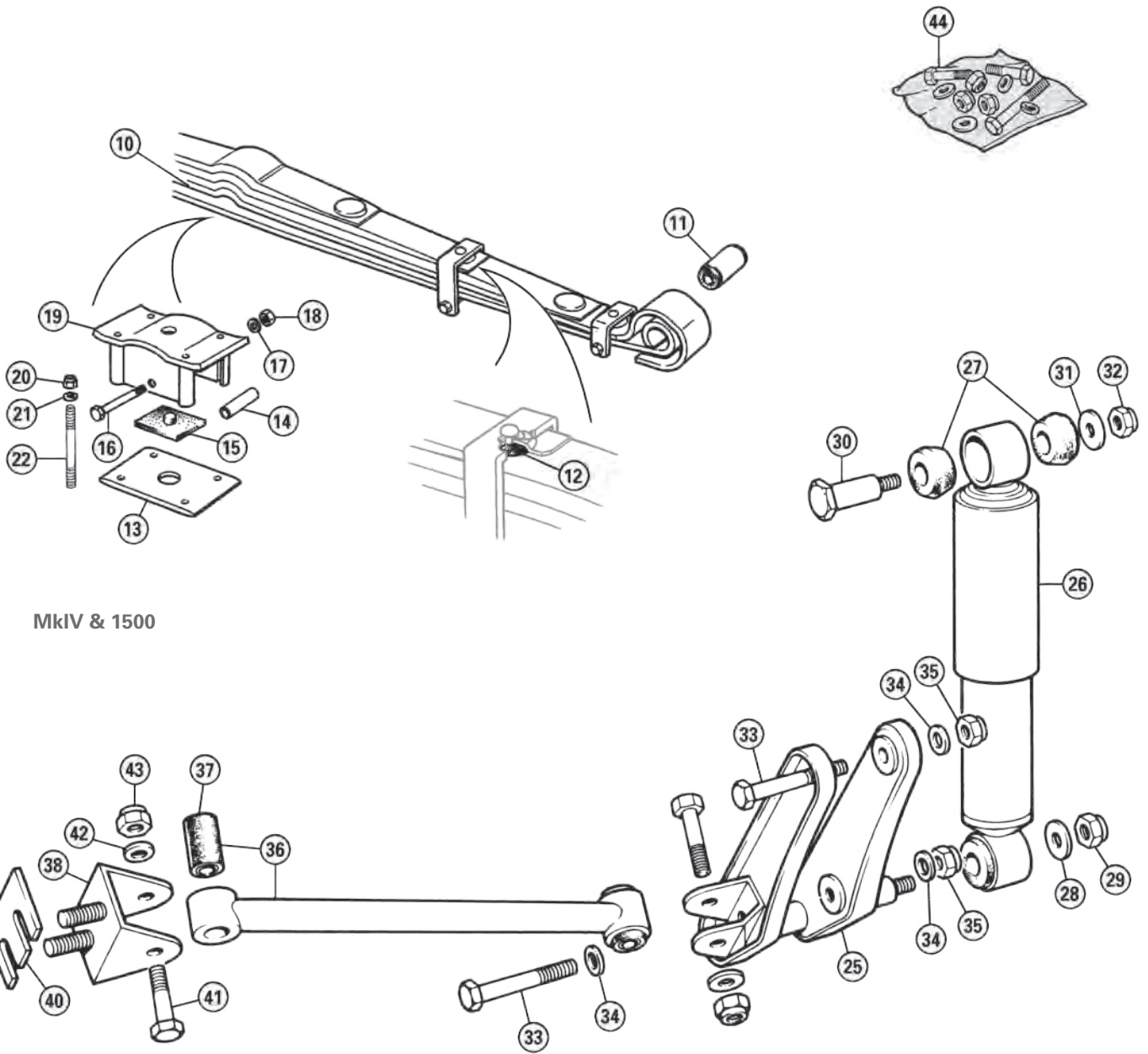
The excessive play - which at its worst point enables the horn circuit to be unintentionally completed - is due to worn thrust washers on the steering rack pinion.

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.





MkI-III



MkIV & 1500

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

Rear Suspension

A rear spring shows its tiredness by inducing excessive camber on one of the rear wheels, usually the driver's side. This malady can be cured by replacing the spring with either a new or reconditioned unit to restore spring tension. It will also restore the ride quality of the car.

Mki-III

1	305894	£106.80	SPRING, new	1	
	TT4310		NCA 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	NCA	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	NCA	PLATE, mounting box, lower	1	
14	149190	NCA	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	£0.17	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	£75.00	VERTICAL LINK, rear, LH	1	
	132763	£75.00	VERTICAL LINK, rear, RH	1	
26	GSA385	£12.33	SHOCK ABSORBER, standard, each	2	
	TT3311PR	£195.00	SHOCK ABSORBER, Spax, pair	1	} adjustable
	TT3312PR	£255.00	SHOCK ABSORBER, Koni, pair	1	
	TT3313	£78.00	SHOCK ABSORBER, Gaz, each	2	

Note: Shock absorbers should always be replaced as a pair. Bushes are included.

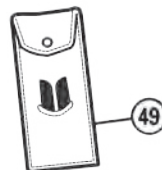
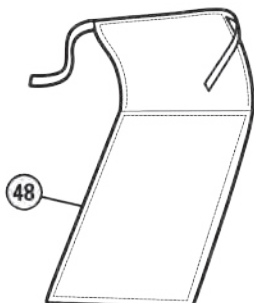
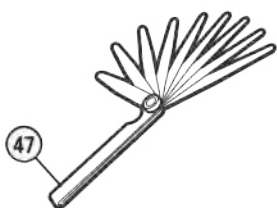
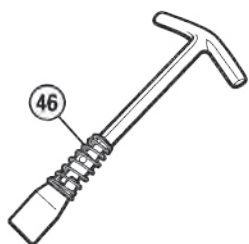
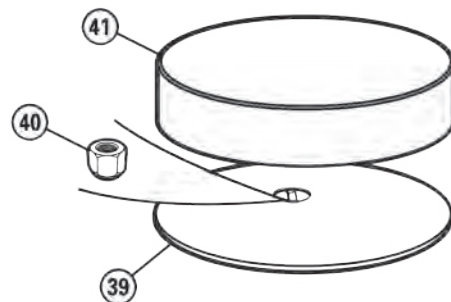
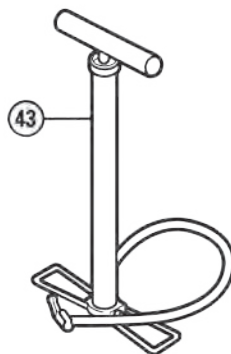
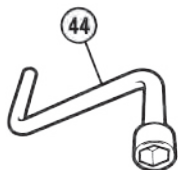
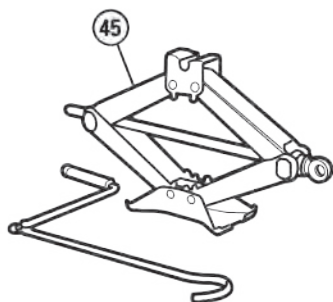
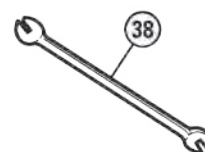
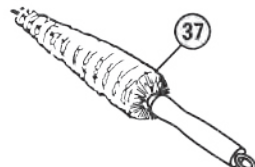
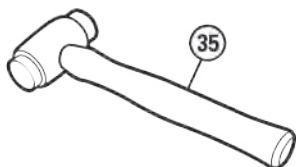
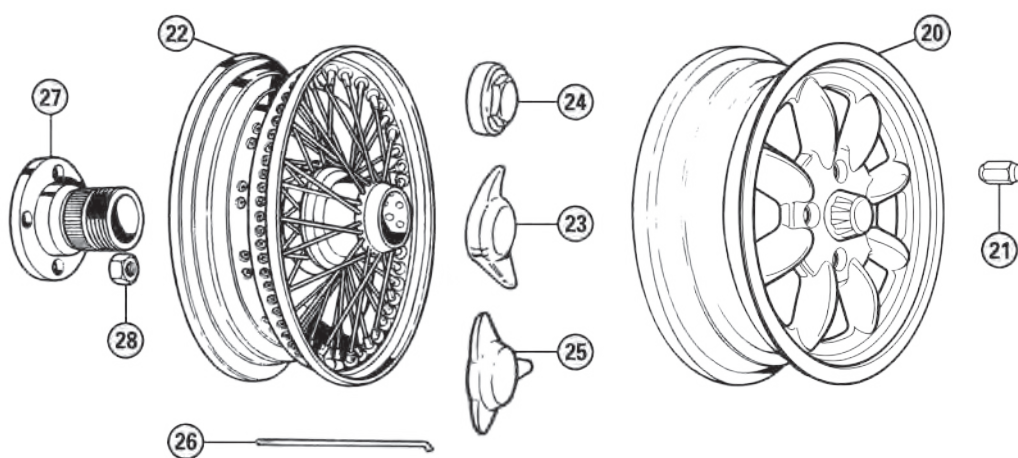
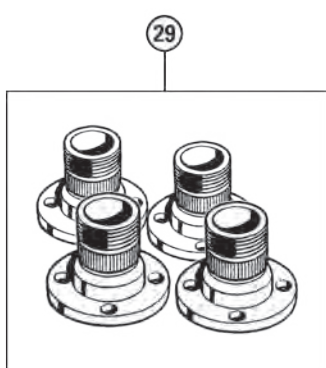
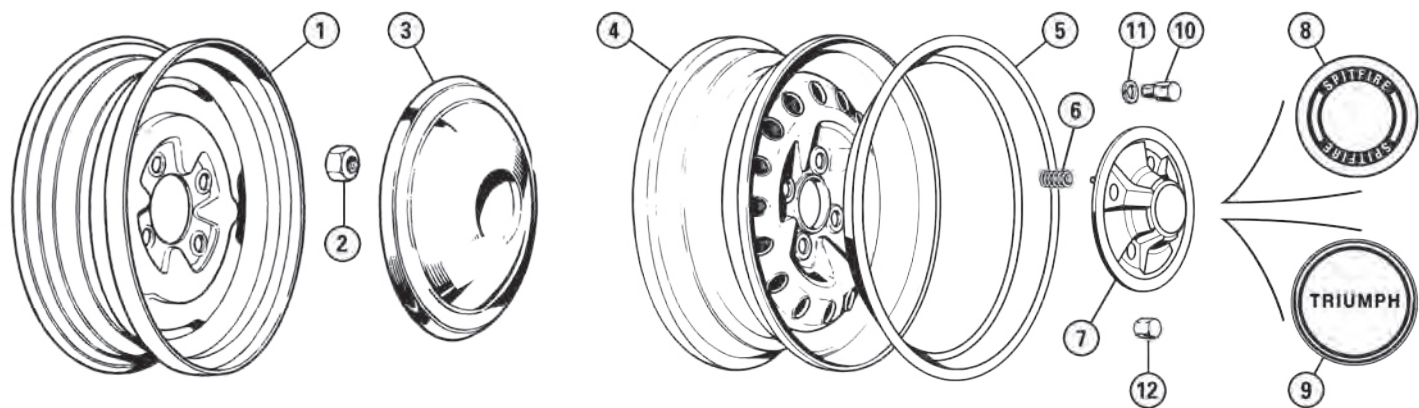
27	102987	£1.13	BUSH, shock absorber, rubber	8	} standard shock absorber only
	102987SPK	£14.40	BUSH SET, shock absorber, poly (Includes: 2 one piece bushes).	4	
28	WM69	£1.21	WASHER, plain	2	
29	GHF224	£0.66	NUT, nyloc	2	
30	118599	£8.40	BOLT, shock absorber	2	
31	GHF304	£0.34	WASHER, plain	2	
32	GHF275	£0.89	NUT, nyloc, thin	2	
33	BH607281	£1.55	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 } MkIV from (c) FH50001 } & 1500
	155930	NCA	RADIUS ARM, rear	2	
37	119451	£2.00	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	£43.80	BRACKET, pivot, LH	1	} MkI-IV to (c) FH50000
	151966	£43.80	BRACKET, pivot, RH	1	
	159842	£38.00	BRACKET, pivot, LH	1	} MkIV from (c) FH50001 } & 1500
	159843	£38.00	BRACKET, pivot, RH	1	

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	£0.40	BOLT, radius arm	4	

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

42	GHF302	£1.00	WASHER, plain	4	
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



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

Road Wheels

1	303804	NCA	WHEEL, steel, 13" x 3.5", wide slots	5	MkII to (c) FC56030
	307401	NCA	WHEEL, steel, 13" x 3.5", narrow slots	5	MkII from (c) FC56031, MkIII to FD75000
	307405	NCA	WHEEL, steel, 13" x 4.5", narrow slots	5	MkIII from FD75001
2	113087	£1.39	WHEEL NUT	16	MkI-III
3	122806	£45.00	HUB CAP	4	MkI-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	£47.80	HUB CAP, silver	4	
8	633590	£3.50	FOIL, wheel centre, silver & black	4	'Spitfire' 1300
9	YKC1334	£3.50	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	£4.30	WHEEL NUT, chrome	16	1500
11	155753	£0.89	WASHER, wheel nut	16	
12	154028	NCA	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	£84.20	WHEEL, 8 spoke, alloy, silver, 13" x 5"	5	
	GAC8223F	£116.30	WHEEL, 8 spoke, alloy, gun metal, 13" x 5"	5	
21	AHA8785	£1.70	WHEEL NUT, chrome	16	for alloy wheels only
	AHA8785SS	£4.20	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	£27.80	WHEEL SPINNER, 2 eared, 8 TPI, RH	2	all markets except USA,
	AHA7374	£27.80	WHEEL SPINNER, 2 eared, 8 TPI, LH	2	Germany & Switzerland
24	88G606	£25.60	WHEEL SPINNER, octagonal, 8 TPI, RH	2	USA, Germany & Switzerland
	88G607	£25.60	WHEEL SPINNER, octagonal, 8 TPI, LH	2	
25	107948/3	£50.00	WHEEL SPINNER, 3 eared, 8 TPI, RH	2	
	107949/3	£50.00	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	£44.50	HUB ADAPTOR, wire wheel, LH	2	originally for MkI-III
	142597	£44.50	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
	142597L	£60.00	HUB ADAPTOR, wire wheel, long, RH	2	custom built cars using Spitfire running gear
28	144504	£1.80	NUT, chamfered, adaptor to hub	16	

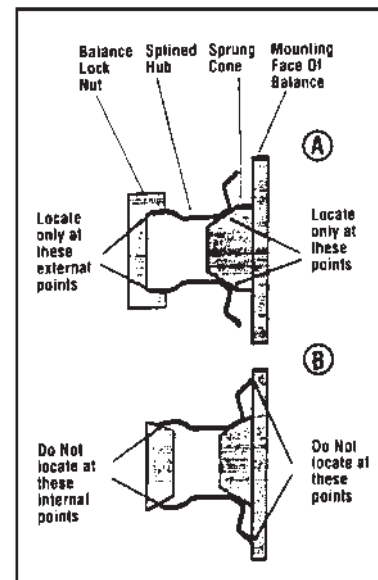
Note: The above nuts must be used when installing wire wheel adaptor hubs. If ordinary wheel nuts are used, each wheel will be unable to locate properly on its adaptor. Unless you already have 'standard' bolt-on centre lock/splined hubs fitted, you will need to order 16 nuts.

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

Roadside Tools & Equipment

35	C27290	£30.00	HAMMER	1	copper & hide
36	AHH5839	£6.05	SPANNER, wire wheel spinner	1	octagonal knock on nuts
37	GAC4089	£11.30	BRUSH	1	for wire wheels
38	MM385-800	£11.90	SPOKE SPANNER, adjusting	1	
39	706807	£60.50	BOARD, spare wheel	1	not suitable for wire wheels
40	113087	£1.39	WHEEL NUT	1	(fit flat side down)
41	717601	£72.70	COVER, spare wheel	1	for standard dimension wheel & tyre
42	JRC7954	NCA	STRAP, spare wheel removal	1	
43	523638A	NCA	TYRE PUMP, period stirrup type	1	
44	21A2818	£40.50	WHEEL NUT SPANNER	1	steel & bolt on wire wheels
45	MTR311301	£21.25	SCISSOR JACK, with handle	1	1.5 tonne
46	MTR13868	£19.40	SPANNER, spark plug	1	
47	MTR191502	£7.20	FEELER GAUGE SET	1	imperial
48	716032	NCA	TOOL BAG, Hardura, black*	1	
49	725793	£17.50	TOOL POUCH, polythene, black*	1	
	715097	£34.30	TOOL POUCH, polythene, blue*	1	(USA cars)
	715092	NCA	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.

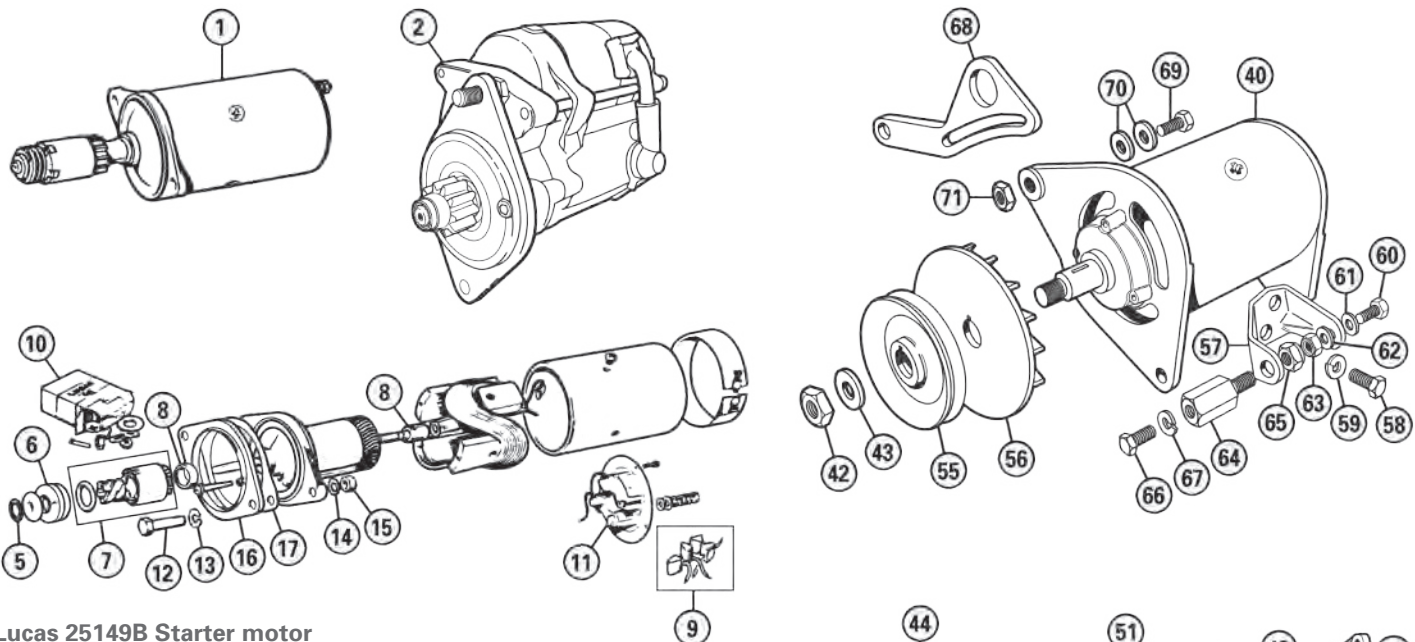
Diagram B

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.

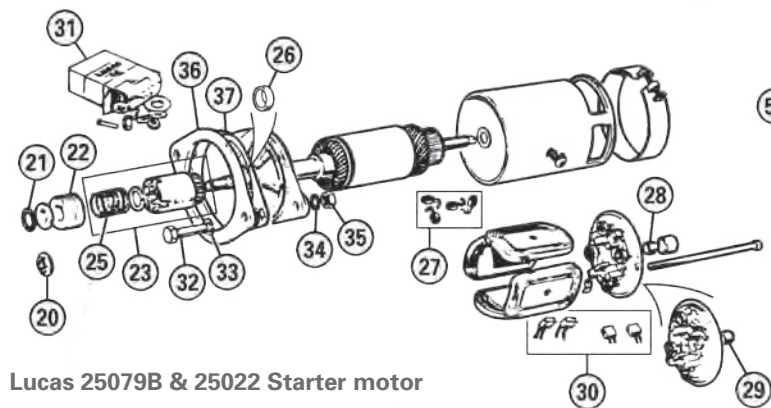
Points To Check

- 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.

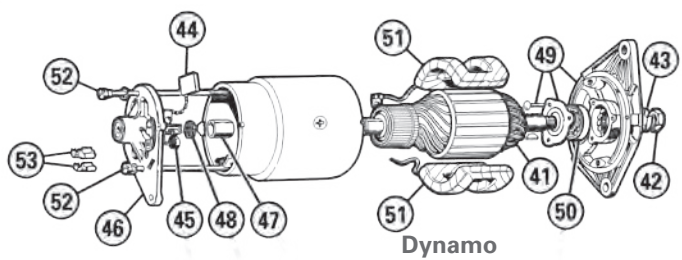
Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.



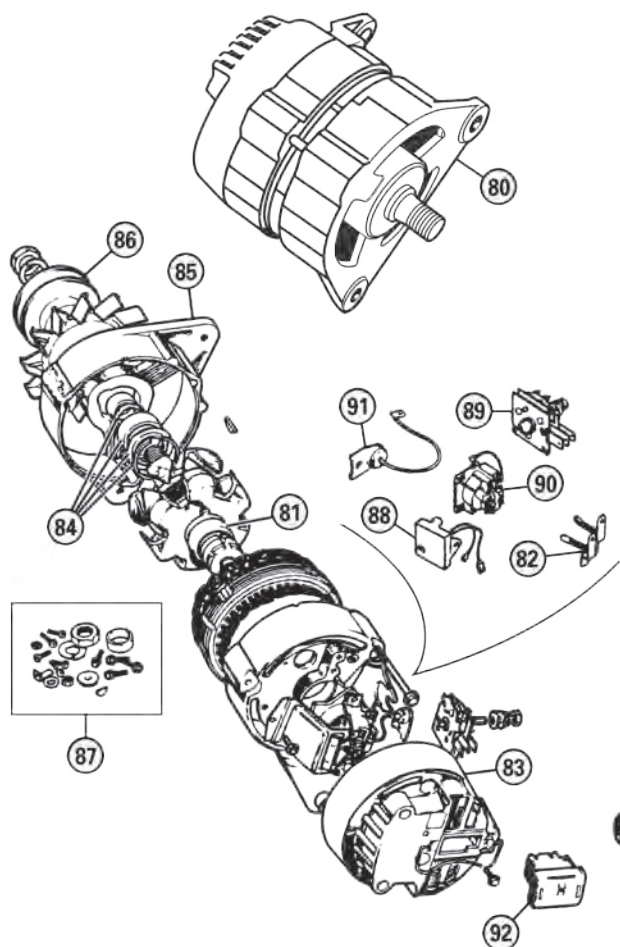
Lucas 25149B Starter motor



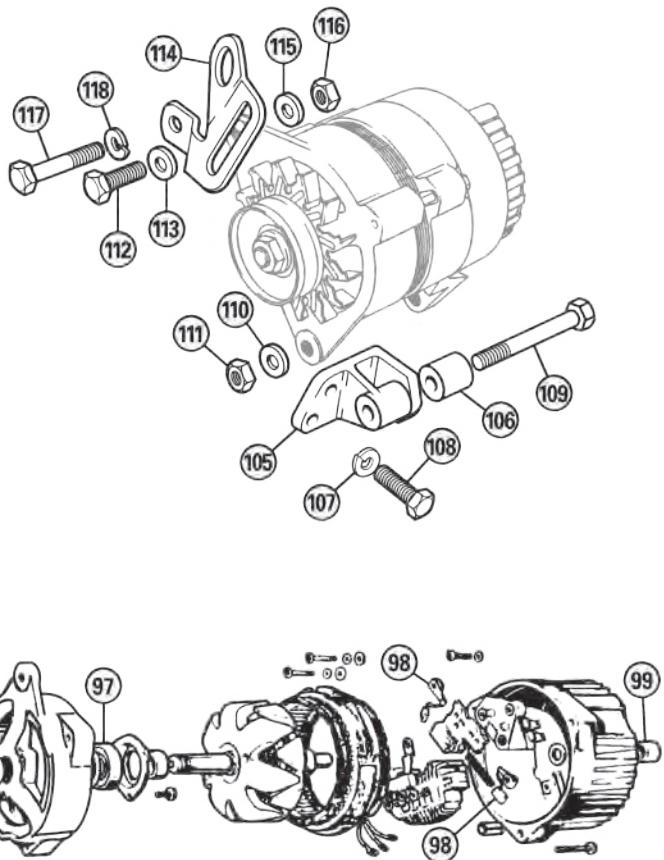
Lucas 25079B & 25022 Starter motor



Dynamo



Lucas Alternators, 15, 16 & 17 ACR types



AC Delco Alternator

iii. 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	£78.00	STARTER MOTOR, new	1	all models
	GXE4405	NCA	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	NCA	CLIP, retaining	1	
6	7H5045	£4.90	SPRING	1	
7	BAU5781	£25.50	PINION, barrel & screw	1	10 teeth
	67H5010	£23.95	PINION, barrel & screw	1	9 teeth
8	519812	NCA	BUSH SET, front & rear	1	
9	GSB105	£6.00	BRUSH SET, wedge type	1	
10	519566	NCA	SUNDRIES KIT	1	
11	37H4672	NCA	PLATE, rear	1	
12	BH606181	£0.40	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	NCA	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	NCA	CLIP, retaining	1	25079B only
22	7H5045	£4.90	SPRING	1	
23	BAU5781	£25.50	PINION, barrel & screw	1	10 teeth
	67H5010	£23.95	PINION, barrel & screw	1	9 teeth
25	501711	NCA	SPRING	1	
26	7H5049	£3.10	BUSH, drive end	1	25022 only
	47H5346	£1.60	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	£2.10	BUSH, commutator end	1	pressed steel end plate
29	511141	£2.40	BUSH, commutator end	1	die-cast end plate
30	GSB102	£3.30	BRUSH SET	1	
31	070391	NCA	SUNDRIES KIT	1	
32	BH606181	£0.40	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	NCA	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	NCA	NUT, shaft, M12	1	for GEU3101 dynamo
43	GHF334	£0.73	WASHER, spring	1	
44	GGB102	£2.30	BRUSH SET	1	
45	RTC466A	NCA	SPRING SET, brush	1	
46	47H5395	NCA	BRACKET, commutator end	1	less bush
47	7H5390	£6.70	BUSH, commutator end bracket	1	

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

48	032307	£1.43	WASHER, felt	1	
49	27H7647	NCA	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	£0.25	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	£13.60	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	£0.95	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	NCA	PEDESTAL, dynamo	1	
65	GHF275	£0.89	NUT, nyloc	1	
66	51K1774	£3.00	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.

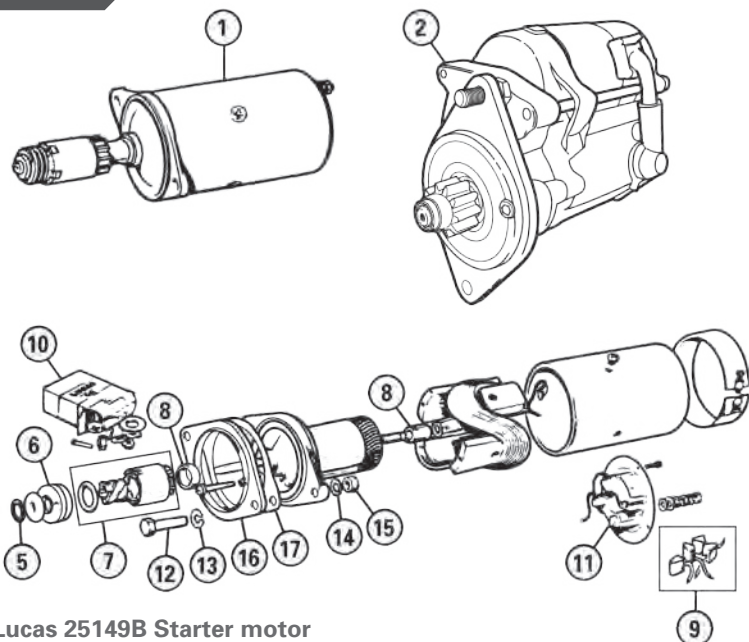
Triumph, in their wisdom, used six different Lucas alternators on the MkIV & 1500 models. However, thanks to Unipart logic they all end up as having one part number. This is due also to Lucas upgrading and improving the alternators performance and output without affecting any other characteristics.

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	£64.80	ALTERNATOR, new	1	higher output (18 acr)
81	18G8620	£13.60	BEARING, rear	1	
82	GGB504	£2.70	BRUSH SET	1	
83	NKC484A	NCA	COVER, rear, plastic	1	
84	18G8619	£15.20	BEARING, front	1	
85	AAU3956A	£12.90	FAN	1	
86	AEU1238	£13.20	PULLEY	1	
87	37H2258	NCA	SUNDRIES KIT	1	
88	BAU4443A	£15.90	REGULATOR, 2 or 3 lead type	1	15 acr
	BAU5264	£21.00	REGULATOR, 4 lead type	1	16/17 acr
89	BAU5063	NCA	RECTIFIER, 2 connections	1	15 acr
	AEU4152A	£10.00	RECTIFIER, 3 connections	1	16/17 acr
90	607693A	NCA	BRUSH BOX	1	15/16/17 acr
91	AEU3079A	NCA	SURGE PROTECTOR, if fitted	1	16/17 acr
92	GEU250	£4.75	PLUG KIT	a/r	

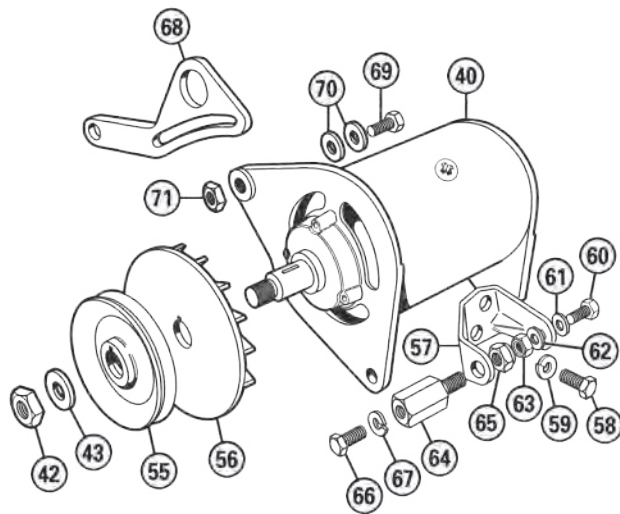
AC Delco Alternator 35 amp type

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.

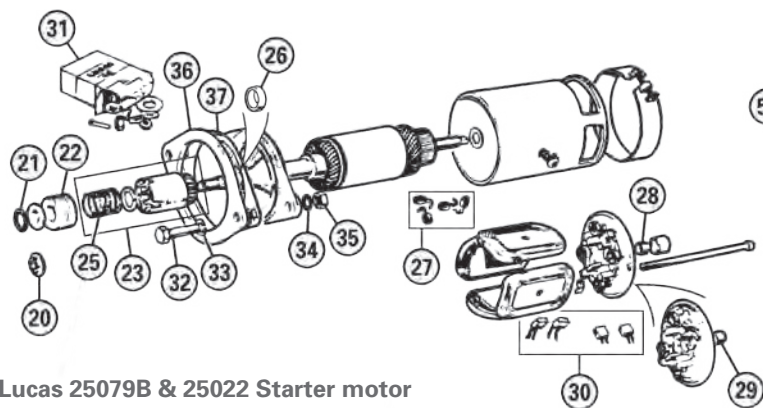
	GXE2224	NCA	ALTERNATOR, recon/exchange	1	
95	BHM7044	NCA	PULLEY	1	
96	BHM7040	NCA	FAN	1	
97	BHM7038	NCA	BEARING, front	1	
98	GGB506	£2.42	BRUSH SET	1	
99	BHM7042	NCA	BEARING, rear	1	



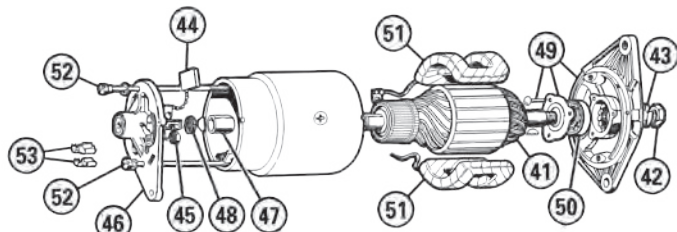
Lucas 25149B Starter motor



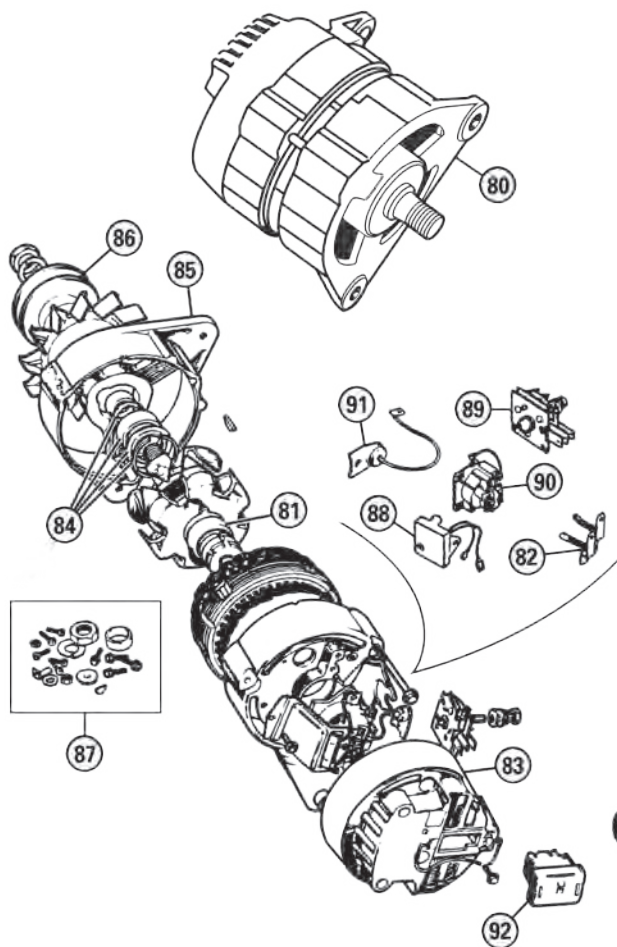
Dynamo



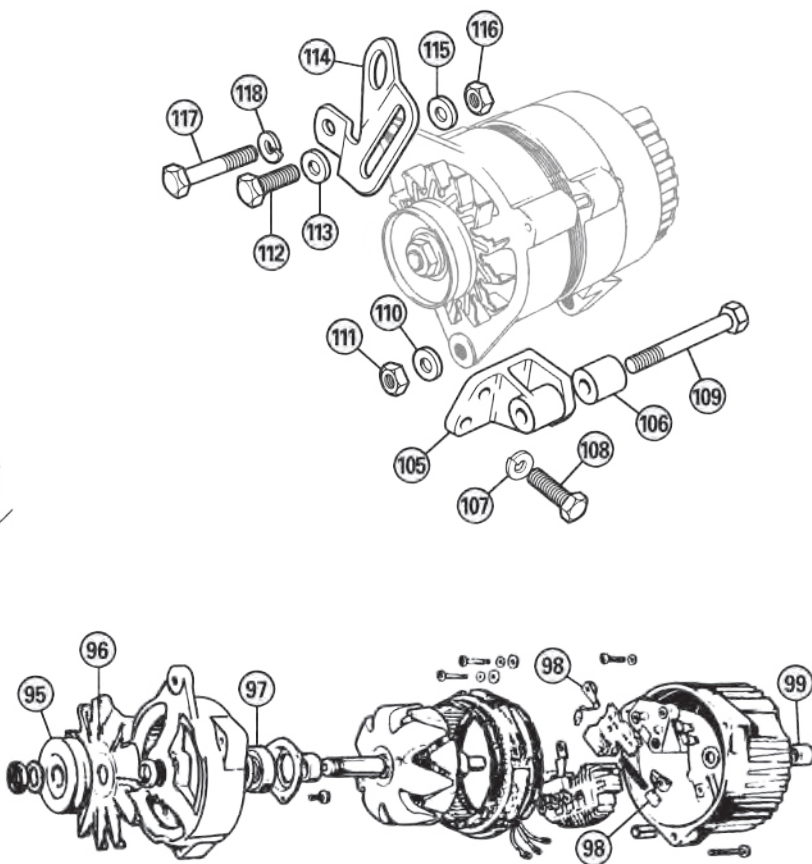
Lucas 25079B & 25022 Starter motor



AC Delco Alternator



Lucas Alternators, 15, 16 & 17 ACR types



AC Delco Alternator

ill. Part Number	Price £ea.	Description	Req.	Details
Alternator Mountings				
105 147899		NCA BRACKET, alternator	1	
106 147483		NCA 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	£0.55	SCREW*	1	
113 WP17	£0.30	WASHER, plain	1	
114 156464	£22.00	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.

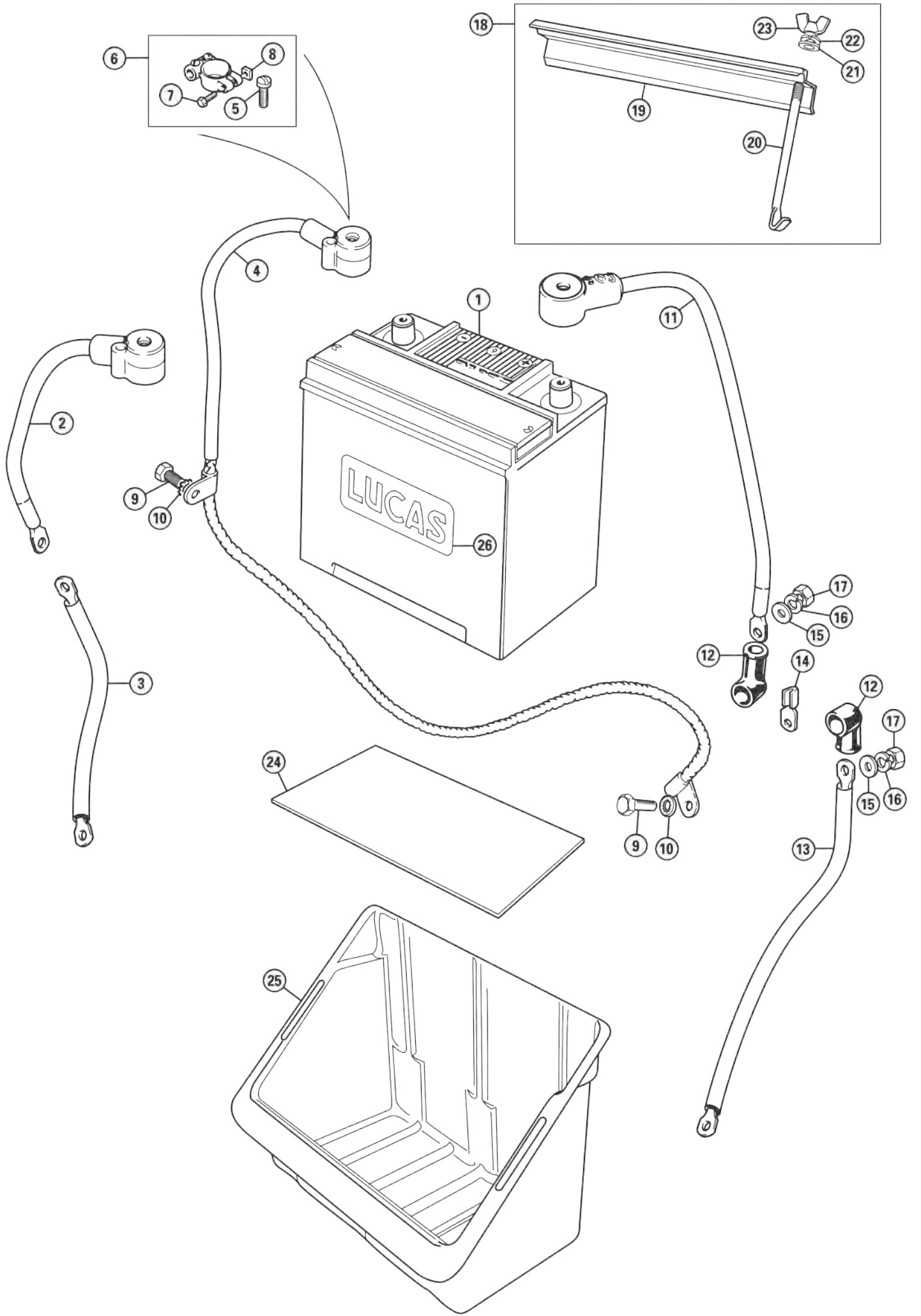
Before refitting to the car, the motor must be tested.

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

Battery & Fittings

iii.	Part Number	NCA	Description	Req.	Details
1	GBY015	£96.00	BATTERY, 12 volt, 36 A/hr, wet	1	
	GBY165	NCA	BATTERY, 12 volt, 45 A/hr, dry	1	
	GBY291	£198.00	BATTERY, 12 volt, 63 A/hr, wet	1	
	GBY291D	£198.00	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	£24.70	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

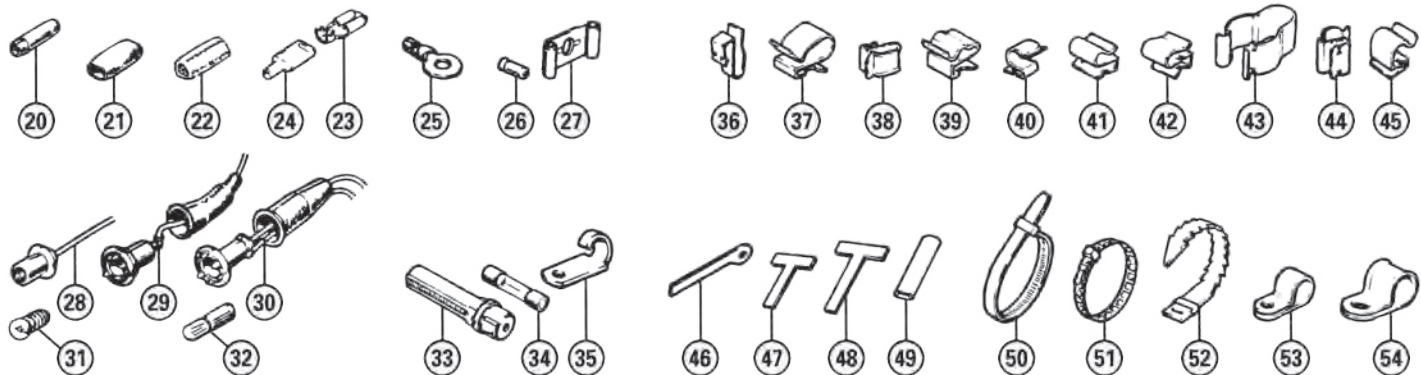
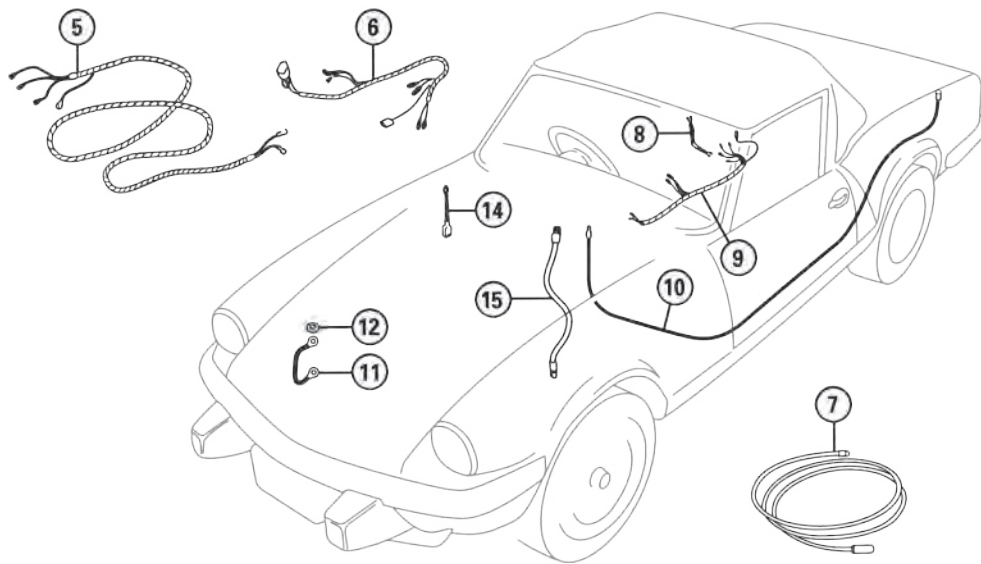
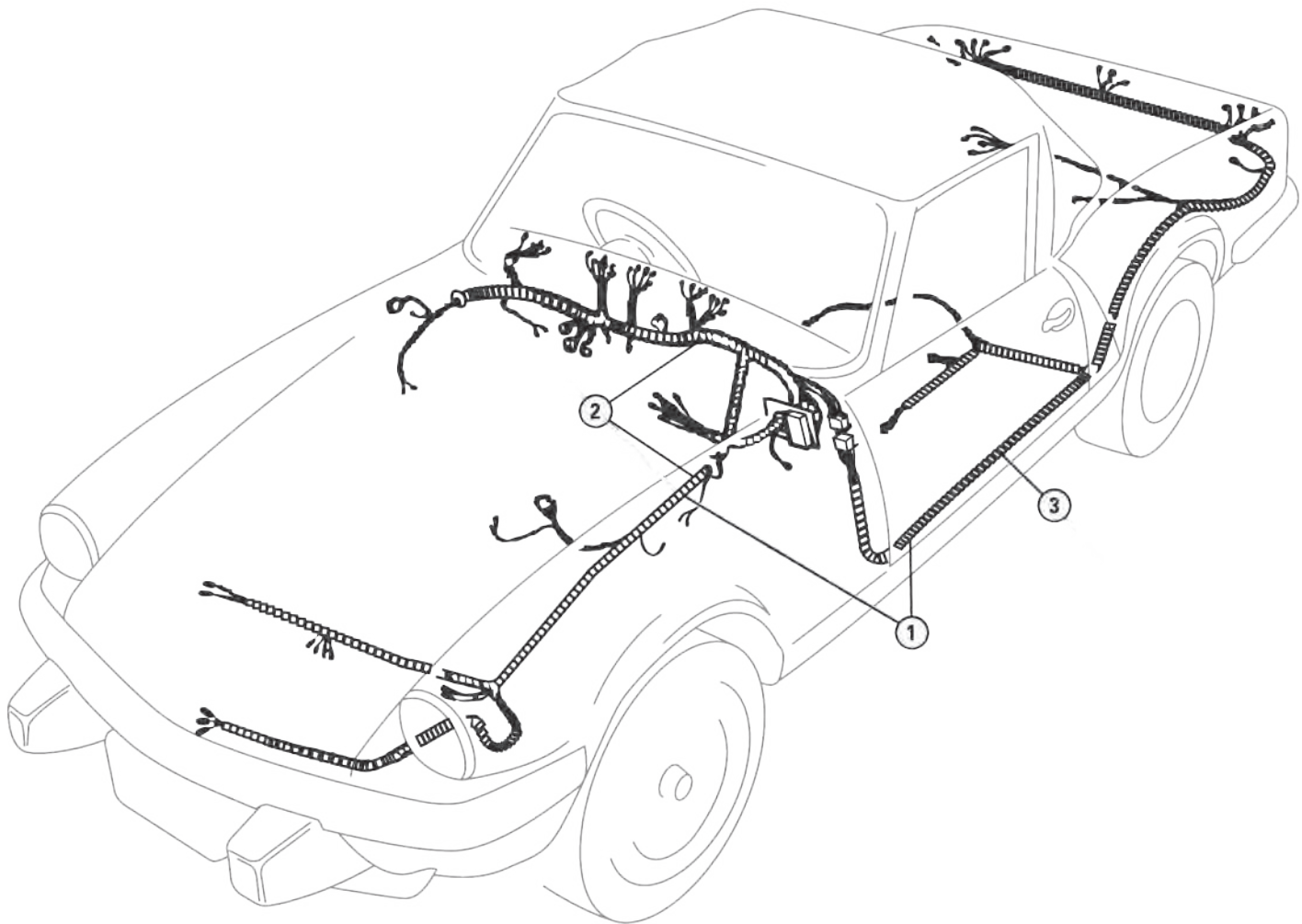
Note: For Spitfire MkIII onwards models part number 515997 can be used as a replacement for all negative earth cars. The early MkI-II models were positive earth therefore will need to have been converted to negative earth to fit the later cable.

	515997	£24.70	CABLE, battery earth, negative	1	replacement
5	2K8645	£0.40	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	£11.60	CABLE, battery to solenoid	1	MkIII to 1500 to (c) FH130000, not USA 1500
	UKC1360	£6.20	CABLE, battery to solenoid	1	1500 from (c) FH130001 & USA
12	8G548	£1.50	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	£11.50	CABLE, solenoid to starter motor	1	all RHD & LHD
14	LUCWB600	£6.95	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	£5.00	PAD, battery shelf, rubber	1	
25	AM7302	£37.40	BATTERY LINER, plastic	1	
26	CRST191	£3.70	DECAL, Lucas	1	

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



iii.	Part Number	Price Eea.	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	£234.30	MAIN & BODY LOOM, RHD	1	MkII from (c) FC50001
	TP49	£234.30	MAIN & BODY LOOM, LHD	1	to (c) FC88904
	TP42	£347.45	MAIN & BODY LOOM, RHD	1	MkIII from (c) FD1 to (c)
	TP36	£347.45	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	MkII from (c) FC50001
	307181/1	NCA	MAIN LOOM, LHD	1	
	308111	£347.45	MAIN LOOM, RHD	1	MkIII
	308112	NCA	MAIN LOOM, LHD	1	
	311674	£304.80	MAIN LOOM, RHD	1	MkIV to (c) FH50000
	311673	£332.00	MAIN LOOM, LHD	1	(separate ballast resistor Lucar ignition switch connections)
	313274	£288.00	MAIN LOOM, RHD	1	MkIV 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	NCA	MAIN LOOM, RHD	1	MkIV from (c) FH62645
	RKC570	£295.00	MAIN LOOM, LHD	1	(ballast resistor wire in loom; plug type ignition switch; single feed to gearbox)
	RKC912	£350.00	MAIN LOOM, RHD	1	1500 To (c) FH100020
	RKC925	£350.00	MAIN LOOM, LHD	1	(TR6 style switch gear)
	RKC3193	£350.00	MAIN LOOM, RHD	1	1500 from (c) FH100021 to (c) FH130000 (TR7 switch gear & single circuit brakes)
	PKC1228	£350.00	MAIN LOOM, LHD	1	1500 from (c) FH100021 (TR7 style switch gear)
	PKC765	NCA	MAIN LOOM, RHD	1	1500 from (c) FH130001 to VIN 001198 (dual circuit brakes; optional single rear fog lamp)
	PKC765	NCA	MAIN LOOM, RHD	1	1500 from VIN 001198 on except UK (dual circuit brakes, optional single rear fog lamp)
	PKC1372	NCA	MAIN LOOM, RHD	1	1500 from VIN 001198 on UK only (standard fitment twin rear fog lamps)

Body Looms

3	134732	NCA	BODY LOOM, RHD & LHD	1	Mkl to MkII
	153963	£46.70	BODY LOOM, RHD & LHD	1	MkIII
	156087	£54.50	BODY LOOM, RHD & LHD	1	MkIV to (c) FH50000
	UKC856	£56.00	BODY LOOM, RHD & LHD	1	MkIV from (c) FH50000
	TKC1782	£68.00	BODY LOOM, RHD	1	1500 to (c) FH116000
	TKC4128	NCA	BODY LOOM, RHD	1	1500 from (c) FH116000 to VIN 001197
	TKC4128	NCA	BODY LOOM, RHD	1	1500 from VIN 001198 except UK
	TKC5886	NCA	BODY LOOM, RHD	1	1500 from VIN 001198 UK only
	TKC1804	£68.00	BODY LOOM, LHD	1	1500 to (c) FH100020
	TKC3392	£68.00	BODY LOOM, LHD	1	1500 from (c) FH100021 to (c) FH116000
	TKC4127	£68.00	BODY LOOM, LHD	1	1500 from (c) FH116000

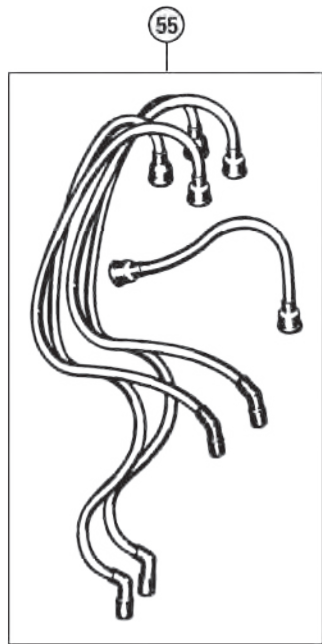
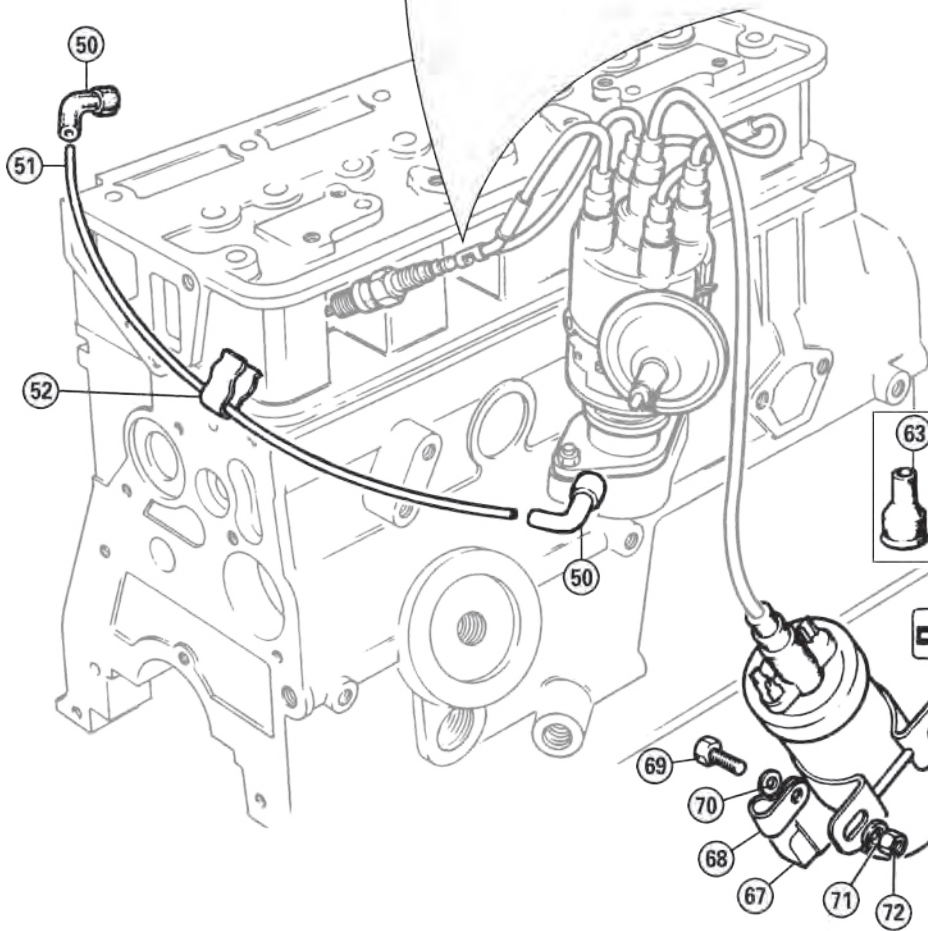
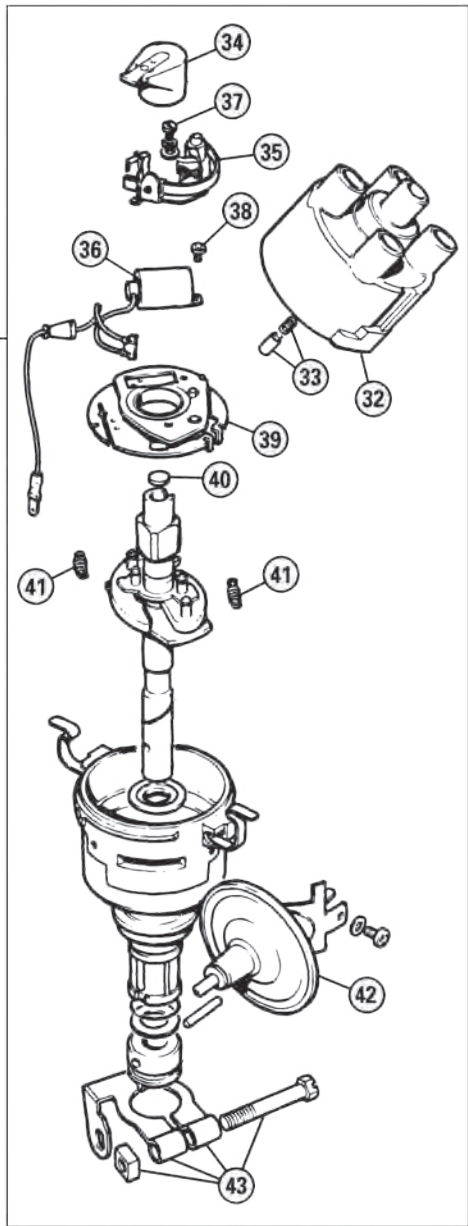
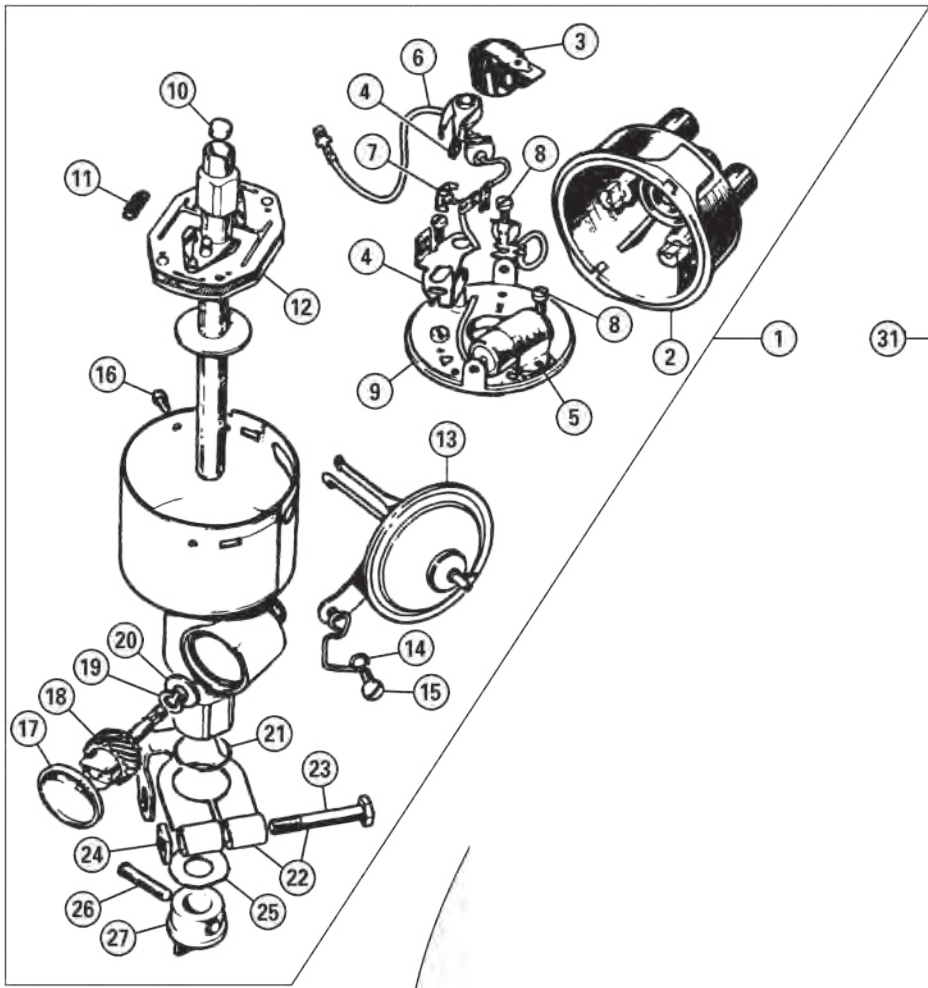
Auxiliary Looms

5	153984	NCA	WIRING HARNESS, extension (Windscreen washer pump).	1	Sweden only 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	£11.20	WIRING HARNESS, ext., o/drive switch	1	overdrive models only
9			GEARBOX HARNESS		

iii.	Part Number	Price Eea.	Description	Req.	Details
10	ZKC533	£15.00	EXTENSION LEAD, aerial	1	3 metres
11	134301	£2.40	LEAD, earth, RHD	1	steering rack to chassis
12	GHF322	£0.22	WASHER, shakeproof, earth cable	2	
13	131114	£11.50	CABLE, starter to solenoid	1	
14	149967	NCA	WIRING HARNESS, extension (To dual brake warning switch).	1	dual brake circuit cars only 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	£5.60	CLIP, earth lead	a/r	head side & flasher lamps
28	13H1927	£5.40	BULB HOLDER, push in	a/r	twin cable, separate earth
29	13H1924	£4.40	BULB HOLDER, claw type	a/r	single cable
30	37H5181	£10.50	BULB HOLDER, claw type	a/r	twin cable
31	GLB987	£0.66	BULB, 2.2W, screw in type	a/r	
32	GLB989	£0.90	BULB, 5W, bayonet type	a/r	
33	UKC4446	£2.05	FUSE HOLDER, in-line	a/r	
34	GFS3025	£3.00	FUSE, 25A, glass, side & tail lamps (Pack of five).	a/r	12.5 amp continuous
	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	NCA	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	NCA	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 (Head lamp cables to bonnet hinge tube).	1	
44	612703	NCA	CLIP, light cables to chassis	7	
45	611793	NCA	CLIP, horn cables to radiator cradle	2	
46	ULC1178	NCA	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



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

Ignition System

AC Delco Distributor - MkI-IV

Spitfire MkI 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.

iii.	Part Number	NCA	Description	Req.	Details
1	209697	NCA	DISTRIBUTOR, AC Delco	1	MkI
	212500	NCA	DISTRIBUTOR, AC Delco	1	MkII
	214088	NCA	DISTRIBUTOR, AC Delco	1	MkIII except US from (c) FD7796
	214799	NCA	DISTRIBUTOR, AC Delco	1	MkIII US from (c) FD7796
	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	
	GSC104HQ	£9.60	CONDENSER, high quality	1	
6	511845	NCA	LOW TENSION LEAD	1	MkI-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	NCA	BASE PLATE, pin fitting	1	from (e) FH25001E
10	511851	NCA	PAD, lubrication, felt	1	
11	511850	NCA	SPRING SET, advance weight	1	MkI-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	MkI
	514589	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkII
	516238	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkIII
	520513	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkIV except USA
	520342	NCA	MAINSHAFT & CAM ASSEMBLY	1	MkIV USA only
13	511855	NCA	VACUUM UNIT	1	MkI
	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	NCA	CLIP, cap	2	
15	513999	NCA	SCREW, clip	2	
16	511844	£0.47	SCREW, base plate locating	1	
17	511861	NCA	END PLUG	1	
18	511859	NCA	GEAR, driving distributor	1	
19	520345	NCA	WASHER, locking, (if fitted)	1	
20	511860	£0.22	THRUST WASHER	1	
21	511863	£0.80	O RING	1	
22	134891	NCA	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	MkI-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	£46.50	DISTRIBUTOR, (41449), new	1	45D4 type
32	GDC136	£5.10	DISTRIBUTOR CAP	1	
33	RTC315A	£3.70	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	£1.00	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	£18.00	SPRING SET, automatic advance	1	5 pieces
42	RTC1775	NCA	VACUUM UNIT, auto advance	1	
43	RTC1773	NCA	PLATE, clamping distributor to block	1	

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

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

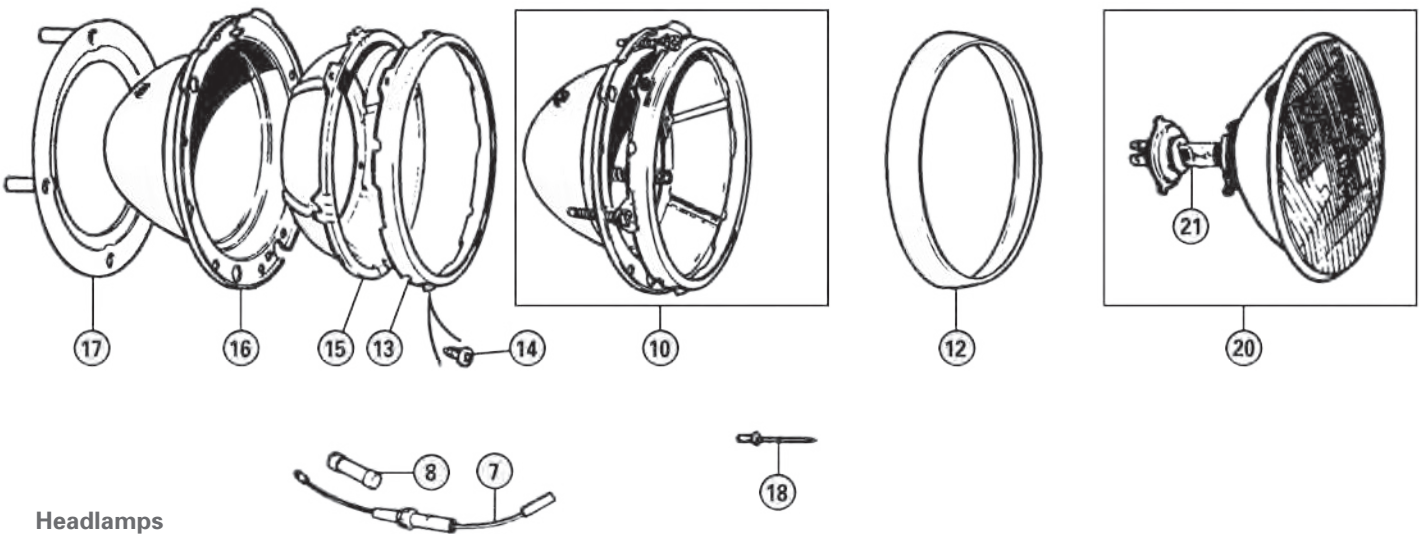
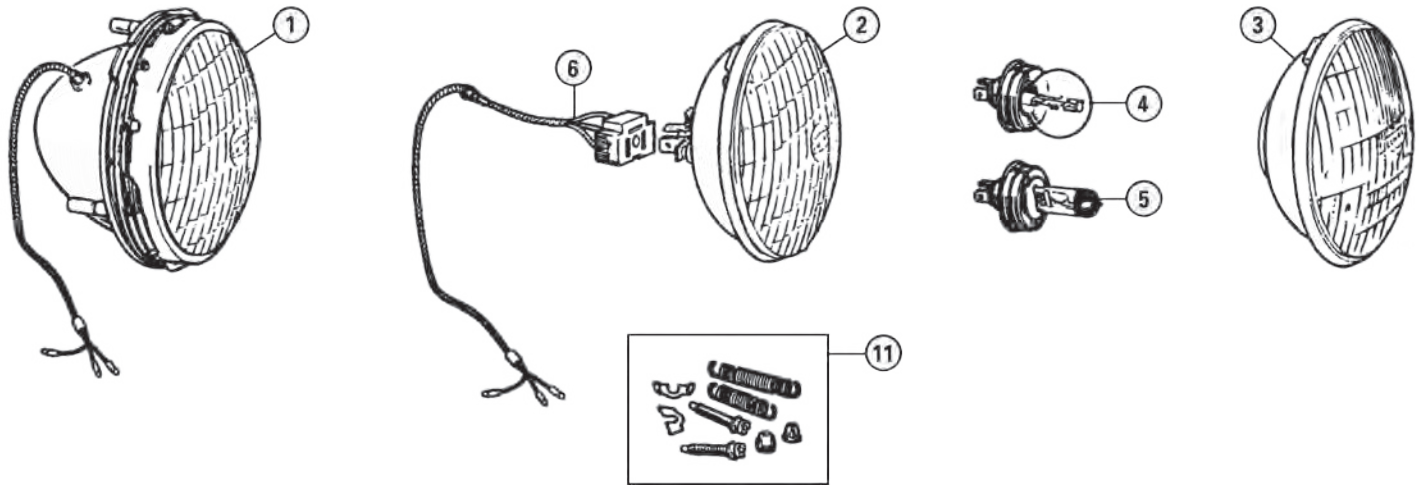
55	GHT152	£11.40	HT LEAD SET, standard	1	
	TT1472	£24.50	HT LEAD SET, silicone, blue	1	alternative to original
56	CRST255	£4.60	LABEL SET, HT lead numbering	1	
57	13H6107	£2.26	CABLE TIE, fir tree type	1	

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

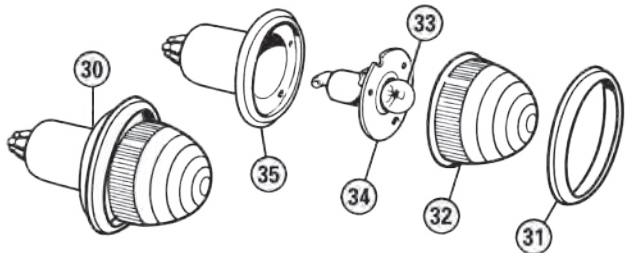
58	AAA5981M	£2.75	HT LEAD, black	a/r	sold per metre
	TT2982M	£6.30	HT LEAD, yellow/black, competition	a/r	

Note: Ignition lead is sold by the metre. You will need two metres to renew your Spitfire engine HT leads.

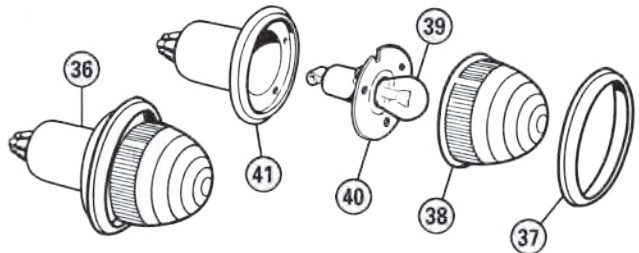
59	NLB5	£5.50	SPARK PLUG CAP, 90° angled, red	a/r	
	NLB5BLK	£3.16	SPARK PLUG CAP, 90° angled, black	a/r	
60	NYB5	£3.90	SPARK PLUG CAP, 60° angled, red	a/r	NGK
	NYB5BLK	£5.20	SPARK PLUG CAP, 60° angled, black	a/r	
61	NSB5	£3.90	SPARK PLUG CAP, straight, red	a/r	
	NSB5BLK	£3.70	SPARK PLUG CAP, straight, black	a/r	
(Recommendation for standard use is 2 x straight caps (plugs 2 & 3), 2 x 60° caps (plugs 1 & 4).)					
62	GCL1110	£2.52	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	£1.00	TERMINAL, HT lead coil end, straight	a/r	
65	L87YCC	£5.10	SPARK PLUG, Champion	4	MkI-II
	BP6HS	£4.00	SPARK PLUG, NGK	4	alternatives
	N9YCC	£5.60	SPARK PLUG, Champion	4	copper cored, alternative
	BP6ES	£3.20	SPARK PLUG, NGK	4	MkIII-IV, 1300 engine
	N12YCC	£5.90	SPARK PLUG, Champion	4	copper cored, alternative
	BP5ES	£3.90	SPARK PLUG, NGK	4	1500 engine
66	GCL101	£14.70	IGNITION COIL, 12 volt, non-ballasted	1	screw-in type
	GCL110	£13.50	IGNITION COIL, 12 volt, non-ballasted	1	push-in type
	GCL132	£22.90	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	£0.70	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	£1.70	DECAL, coil, Lucas	1	



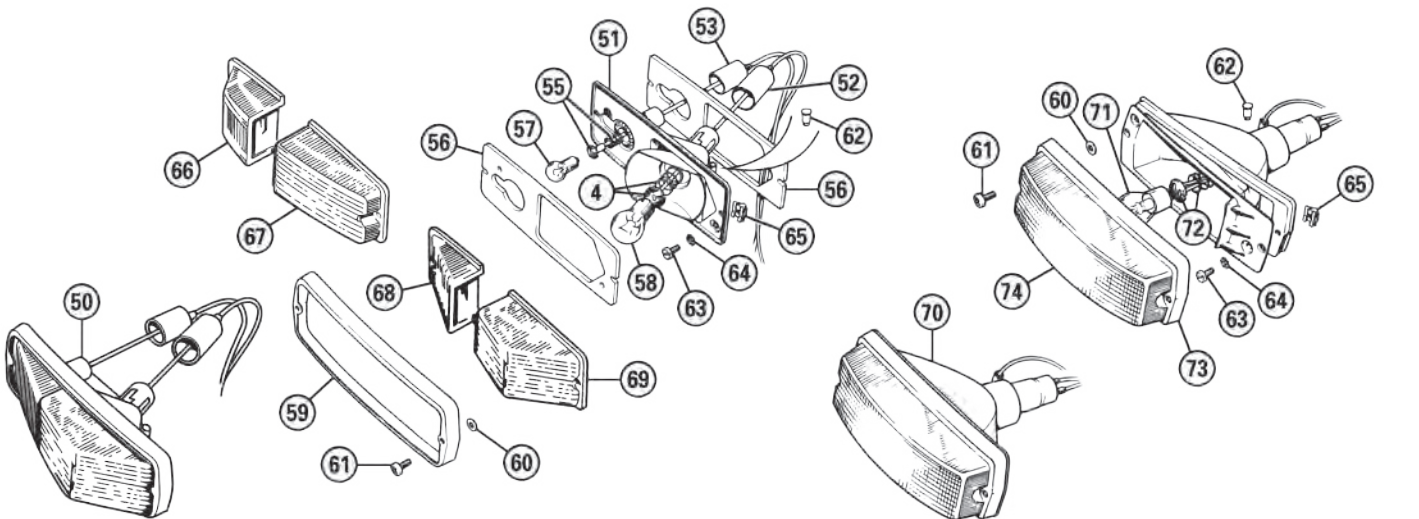
Headlamps



Front Side Lamp - MkI-II



Front Indicator Lamp - MkI-II



Front Side & Indicator Lamp - MkIII-IV & 1500

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

Front Lamps

Headlamps

1	27H8499	NCA	HEADLAMP ASSEMBLY, sealed beam	2	RHD, no pilot
	GAC46325	£72.60	HEADLAMP ASSEMBLY, halogen. RHD (supplied with Wipac lamp unit)	2	alternative
	AEU1061A	£58.00	HEADLAMP ASSEMBLY, P45T asymmetric (supplied with Wipac lamp unit)	2	LHD, no pilot
2	GLU101	NCA	LIGHT UNIT, sealed beam, 60/45W	2	RHD,
	XBC103360	£24.50	LIGHT UNIT, sealed beam, 75/50W	2	with pilot
	BMK2508H	£20.10	LIGHT UNIT, sealed beam, 60/50W	2	LHD, no pilot
3	27H4146A	£28.90	LIGHT UNIT, P45T asymmetric	2	LHD, no pilot
4	GLB410	£3.05	BULB, P45T, clear, tungsten	2	45/40W
	GLB411	NCA	BULB, P45T, yellow, tungsten	2	45/40W
5	GLB2983	£7.20	BULB, P45T, clear, halogen	2	60/55W
6	BAU2110	£6.00	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	£27.40	BUCKET ASSEMBLY, with bowl & rim	2	
11	BHM7058	£4.40	ADJUSTER KIT, headlamp alignment (Includes 2 screws, ferrules, springs & clips).	2	
12	119072	NCA	HEADLAMP RIM, spring clip fitting	2	Mkl-III, chrome
13	515218A	£7.00	RETAINING RIM, chrome	2	
14	AB606021	£0.36	SCREW, retaining rim	6	
15	SML4	£9.50	BOWL, inner, metal	2	
	27H6481	£24.00	BOWL, inner, plastic	2	
	27H6481K	£29.10	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	£13.70	BUCKET, headlamp, aftermarket	2	less adjusters
17	13H565	£3.80	SEAL, bucket to body	2	alternatives
	512222	£10.80	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	£110.00	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	NCA	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 - Mkl & MkII

30	532806	£16.30	LAMP ASSEMBLY, side lamp, white	2	side lamp
31	7H5182	£2.40	RIM, chrome	2	
32	37H6928	£6.90	LENS, glass, white	2	
33	GLB207	£0.84	BULB, 12V, 5W	2	
34	37H5528	£6.30	BULB HOLDER	2	
35	508162	£2.70	BODY, rubber	2	indicator
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	£7.50	LENS, glass, amber	2	
	37H6928	£6.90	LENS, glass, white	2	
39	GLB382	£0.48	BULB, 12V, 21W	2	
40	37H5528	£6.30	BULB HOLDER	2	
41	508162	£2.70	BODY, rubber	2	

iii. 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 (Clear & amber lens).	2	'677' model
	BHA4239	£35.00	LAMP ASSEMBLY, side & indicator (Clear lens).	2	
	37H4719Z	£33.50	LAMP ASSEMBLY, side & indicator (Amber lens).	2	'677' model 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	£2.40	TERMINAL KIT, bulb socket	2	single contact
56	57H5572	£1.36	GASKET, lamp & lens seating	4	foam
57	GLB989	£0.90	BULB, side lamp, 12V, 5W	2	
58	GLB382	£0.48	BULB, indicator, 12V, 21W	2	
59	516304	£7.20	RIM, side/indicator lamp, chrome	2	
60	21G9057	£0.48	WASHER, rubber	4	rim to lens retaining screw
61	57H5569	£0.90	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	

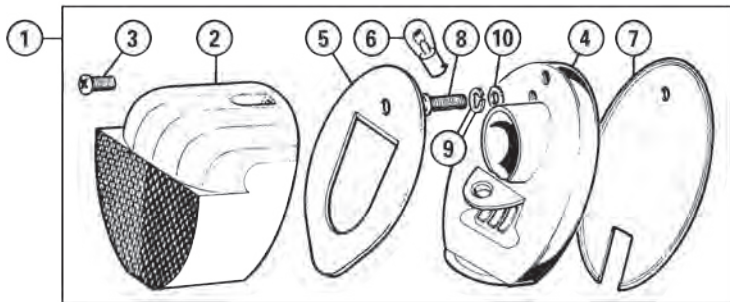
The two different profile lens designs are identified by their Lucas model number which is embossed in the plastic of genuine Lucas lenses. They are; '878' up to 1976 approx.; and '677' for 1500 from 1976 on approx. If in doubt read the model number off the lens on your car to obtain the correct lens replacement.

66	520083	NCA	LENS, side lamp, clear, small	2	'878' model
67	520082	NCA	LENS, indicator, amber, large	2	
68	516308	£6.90	LENS, side lamp, clear, small	2	'677' model
	516308Z	£5.20	LENS, side lamp, clear, small, aftermarket	2	
	518145	£8.00	LENS, side lamp, amber, small	2	
69	516306	£3.80	LENS, indicator, amber, large	2	
	516306Z	£3.30	LENS, indicator, amber, large, aftermarket	2	
	516307	£5.10	LENS, indicator, clear, large	2	

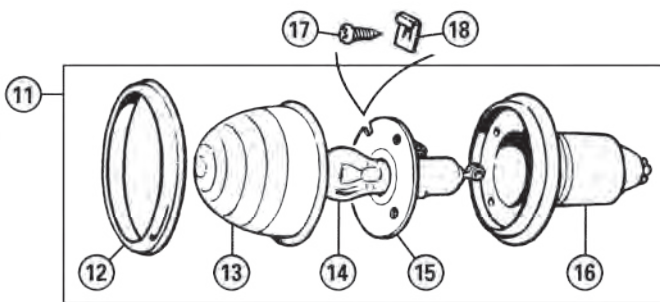
Lucas Model '879'

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.

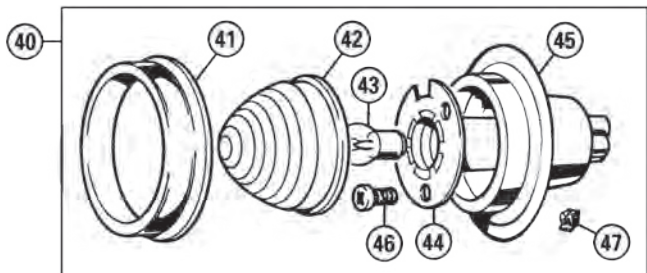
70	159154	NCA	LAMP ASSEMBLY, side & indicator, clear	2	Italy to mid 1977
	155418	NCA	LAMP ASSEMBLY, side & indicator, amber	2	USA spec alternative
71	GLB380	£0.48	BULB, twin filament, 12V, 21/5W	2	
72	37H5459	£3.70	TERMINAL KIT, bulb socket	2	twin contact
73	516304	£7.20	RIM, side lamp/indicator, chrome	2	
74	BHA4239	£35.00	LENS, one piece, clear	2	
	37H4719Z	£33.50	LENS, one piece, amber	2	



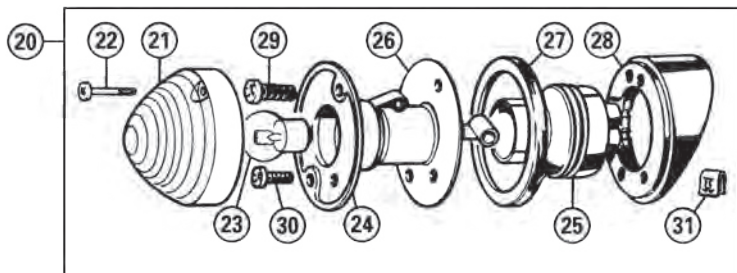
Stop & Tail Lamp - MkI-III



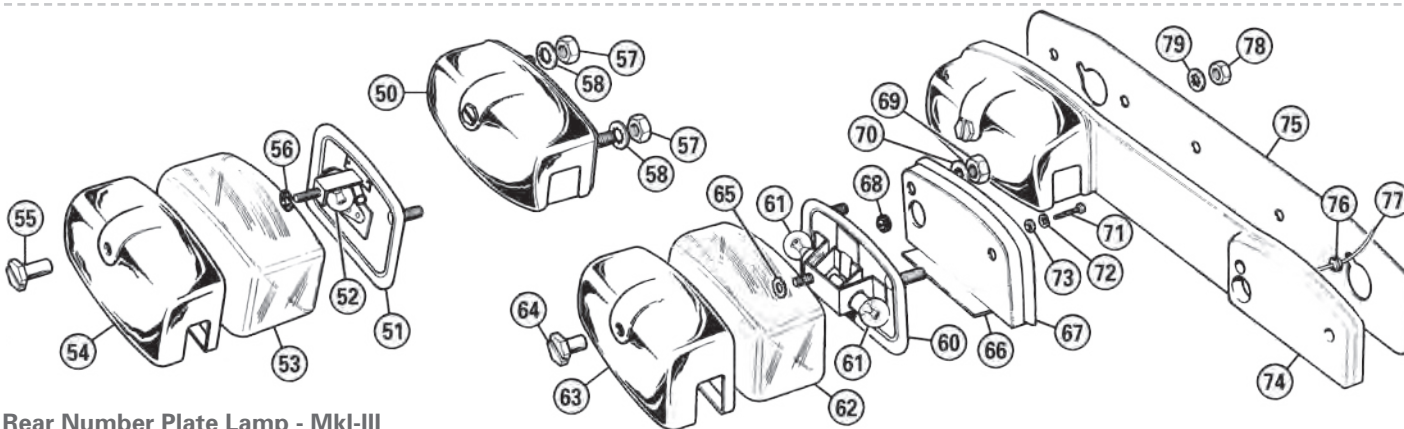
Rear Indicator Lamp - MkI-II



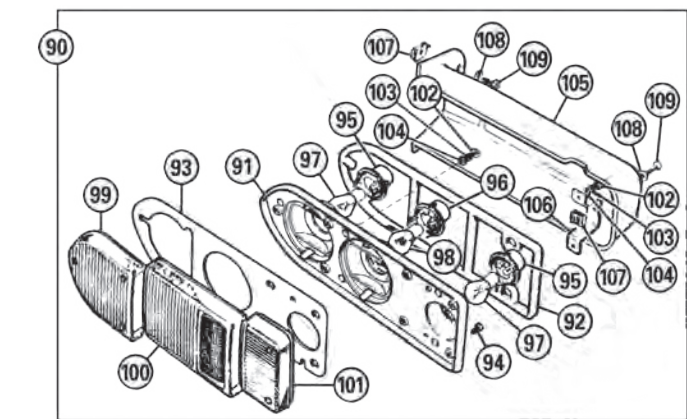
Reverse Lamp - MkIII



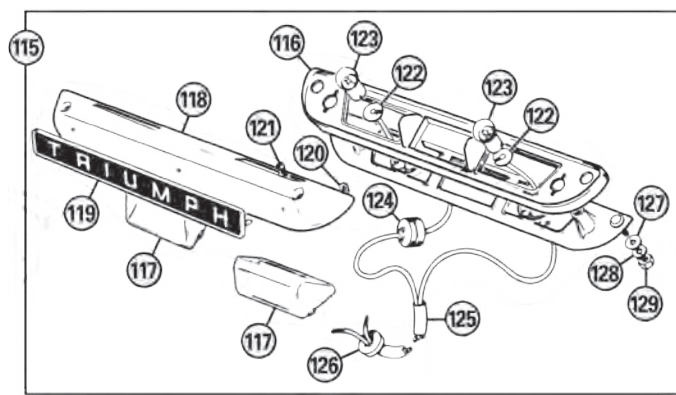
Rear Indicator Lamp - MkIII



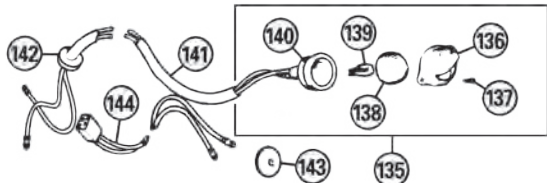
Rear Number Plate Lamp - MkI-III



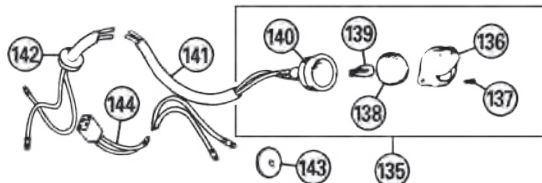
Stop, Tail & Indicator Lamp - MkIV-1500



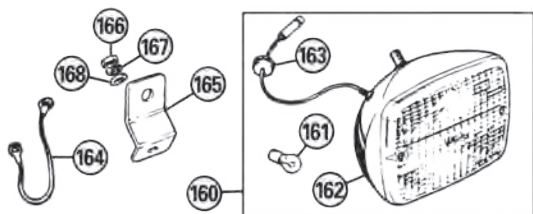
Rear Number Plate Lamps - MkIV-1500 (All markets to (c) FH115999 - except Italy)



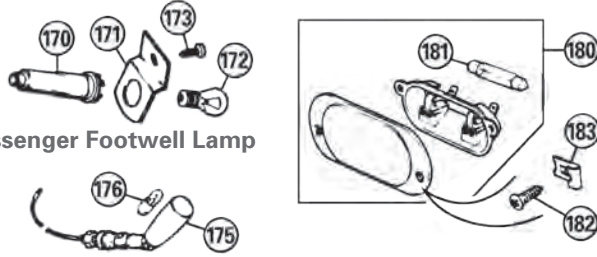
Rear Number Plate Lamps - MkIV-1500 (Italy only to (c) FH115999)



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

iii. 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	£0.48	BULB, 21/5W, twin filament	2	
7	AJA5073	£3.20	GASKET, lamp to body	2	
8	PT505	£0.73	SCREW, 3/16"	4	lamp
9	WL700101	£0.25	WASHER, spring	4	to body
10	WP5	£0.25	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	£7.50	LENS, glass, red	2	
	37H5520	£7.50	LENS, glass, amber	2	
14	GLB382	£0.48	BULB, 12V, 21W	2	
15	37H5528	£6.30	BULB HOLDER	2	
16	508162	£2.70	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		NCA 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	£0.48	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	£0.48	BULB, 12V, 21W	2	
44	37H5528	£6.30	BULB HOLDER	2	
45	508162	£2.70	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	£26.40	LAMP, number plate	1	
51			BASE PLATE	1	
52	GLB989	£0.90	BULB, 12V, 5W	1	all countries
53	601721A	£5.60	LENS, glass	1	except USA,
54	502264	£12.10	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			NCA BASE PLATE	1	
61	GLB989	£0.90	BULB, 12V, 5W	2	
62	601721A	£5.60	LENS, glass	1	
63	502264	£12.10	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	

iii. 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	£0.25	WASHER, plain	2	
74	709845		NCA 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	£189.60	LAMP ASSEMBLY, stop/tail, LH	2	
	TKC941		NCA 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	£0.48	BULB, single filament, 21W	4	not Germany
98	GLB380	£0.48	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		NCA LENS, reverse, amber	2	France only
102	HN2005	£0.16	NUT, lamp securing	10	
103	WL700101	£0.25	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

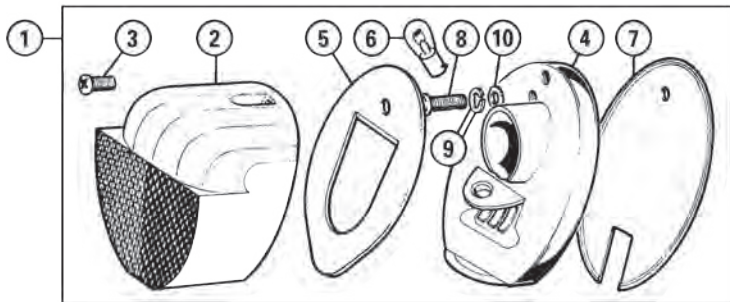
115	718028	£120.00	LAMP, number plate, with badge	1	
116	215823	£8.80	GASKET, number plate mounting	1	
117	518031	£11.00	LENS, plastic, clear, LH	1	
	518032	£10.15	LENS, plastic, clear, RH	1	
118	519582	£45.40	COVER, chrome	1	
119	626859	£51.00	BADGE, Triumph	1	
120	FR1202		NCA NUT, fix	3	
121	RMP316	£0.66	SCREW, cover	2	
	RMP316SS	£1.90	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	£0.25	WASHER, spring	2	
129	HN2005	£0.16	NUT	2	

Italy only to (c) FH115999

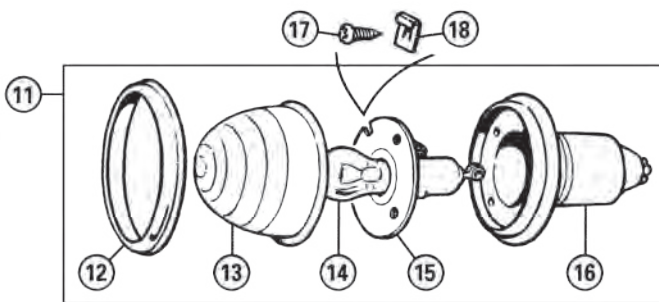
135	142002	£16.40	LAMP, number plate, chrome	2	
	142002Z		NCA LAMP, number plate, aftermarket	2	
136	131465A	£11.40	RIM, chrome	2	
137	AB606053	£0.66	SCREW	2	
138	510875A	£6.00	LENS, glass, clear	2	
139	GLB501	£0.77	BULB, 12V, 5W	2	
140	515154		NCA BASE	2	
141	503213		NCA SLEEVE, insulating, on loom tag	2	
142	061917	£0.67	GROMMET, rubber	2	
143	631018		NCA GROMMET	2	
144	157555		NCA ADAPTOR	2	

All markets from (c) FH116000

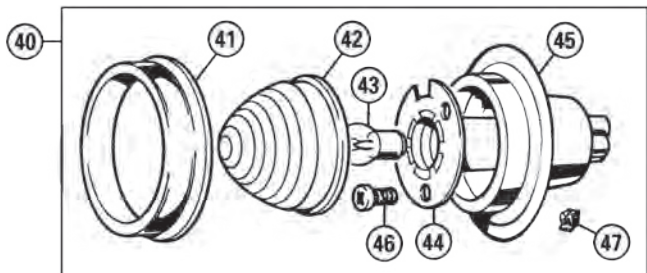
150	UKC7274	£29.70	LAMP, number plate	2	
151	510875A	£6.00	LENS, glass, clear	2	
152	GLB233	£0.83	BULB, 12V, 4W	2	
153	602037	£1.60	GROMMET, rubber	2	



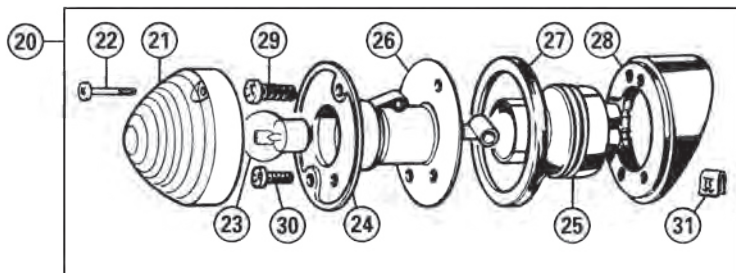
Stop & Tail Lamp - MkI-III



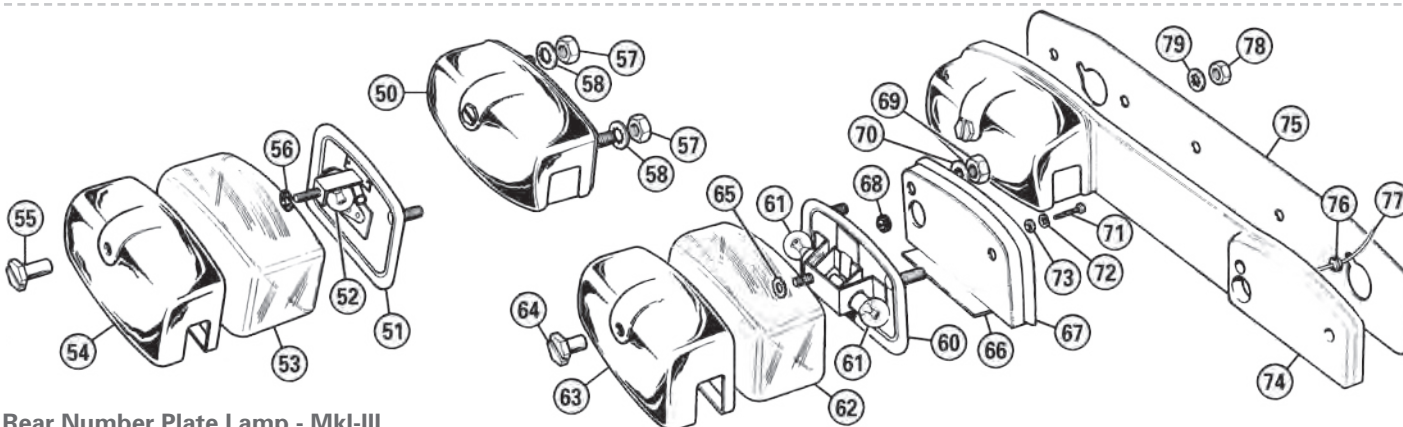
Rear Indicator Lamp - MkI-II



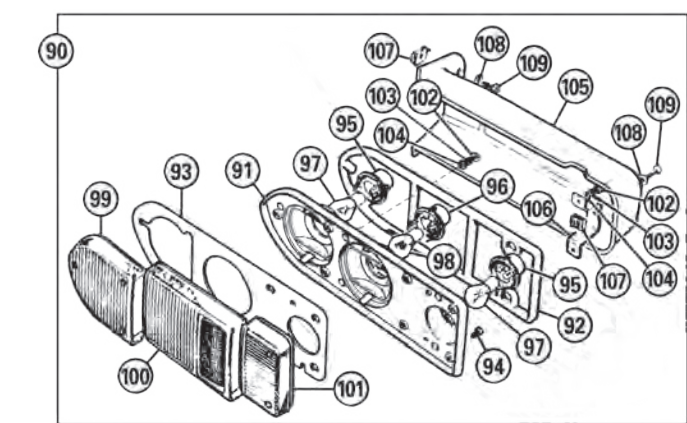
Reverse Lamp - MkIII



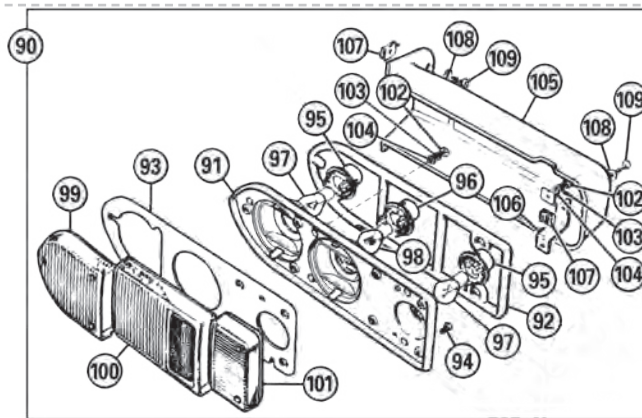
Rear Indicator Lamp - MkIII



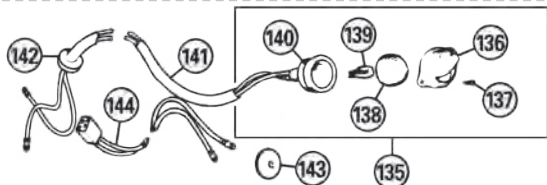
Rear Number Plate Lamp - MkI-III



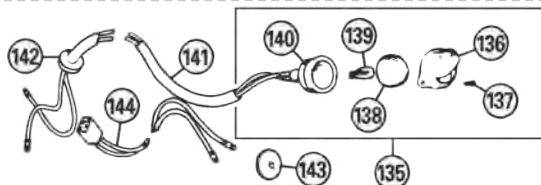
Stop, Tail & Indicator Lamp - MkIV-1500



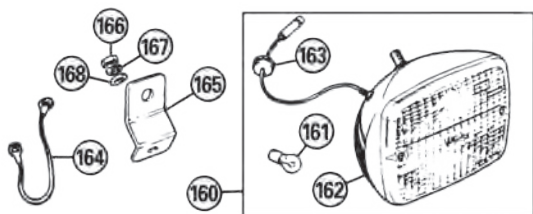
Rear Number Plate Lamps - MkIV-1500 (All markets to (c) FH115999 - except Italy)



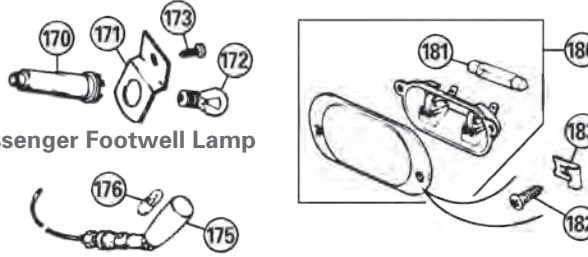
Rear Number Plate Lamps - MkIV-1500 (Italy only to (c) FH115999)



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	£0.48	BULB, 12V, 21W	a/r	
162	BAU1763	NCA	LENS, fog, clear	a/r	
163	061917	£0.67	GROMMET, rubber	a/r	
164	134301	£2.40	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	£4.40	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

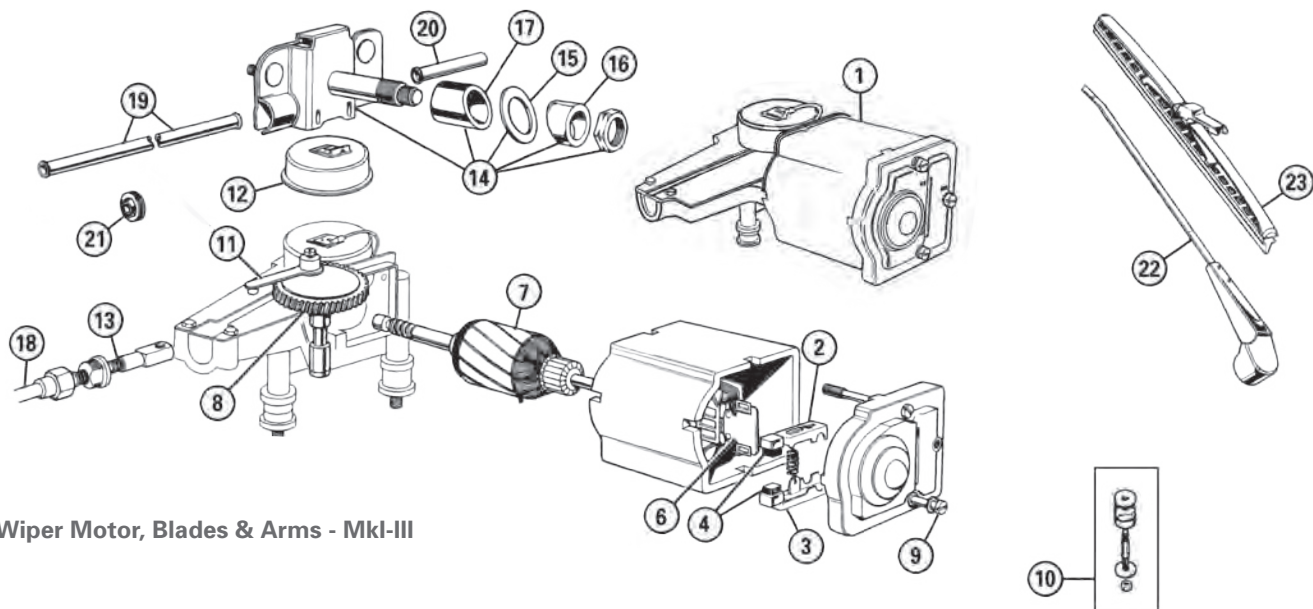
Map Reading Lamp Assembly

175	UKC3946	£48.00	MAP READING LAMP	1
176	GLB233	£0.83	BULB, 12V, 4W	1

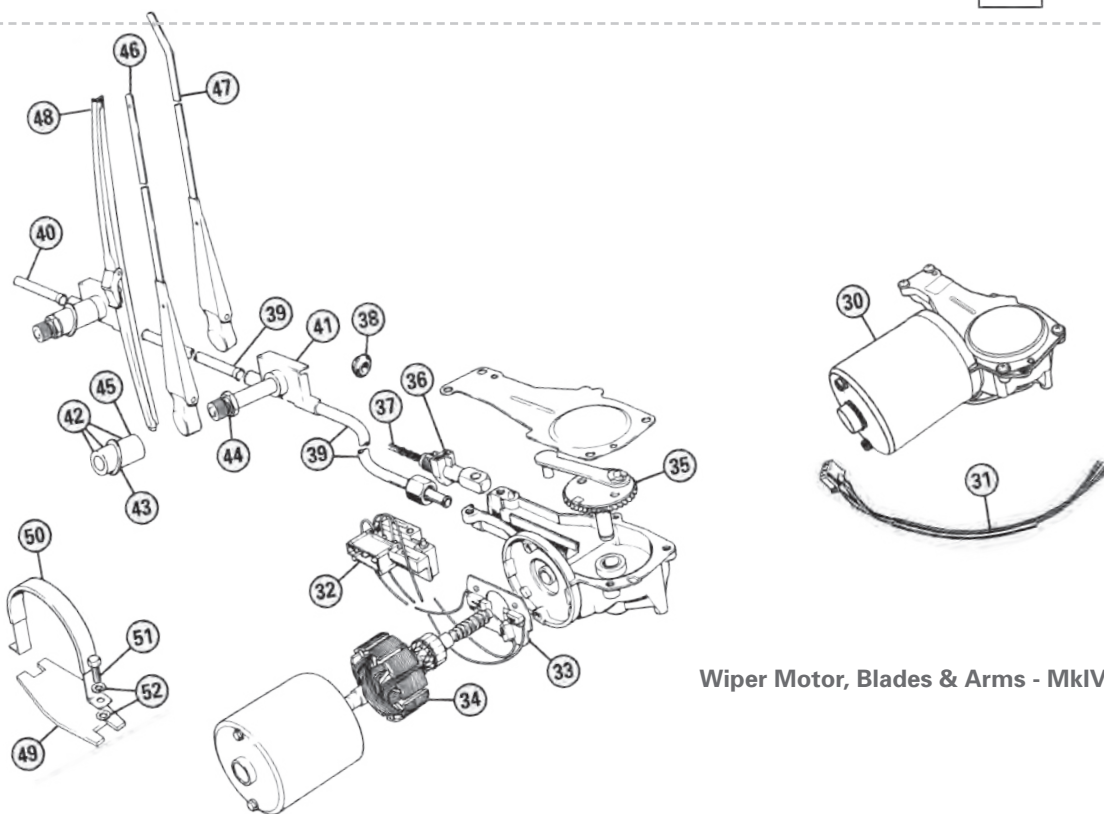
Boot Lamp Assembly

180	151353	£7.70	LAMP ASSEMBLY, interior, boot	1
181	GLB256	£2.50	BULB, 12V, 3W	1
182	AD606033	£0.66	SCREW, lamp to body	2
183	GHF711	£0.28	SPIRE NUT, lens to body	2

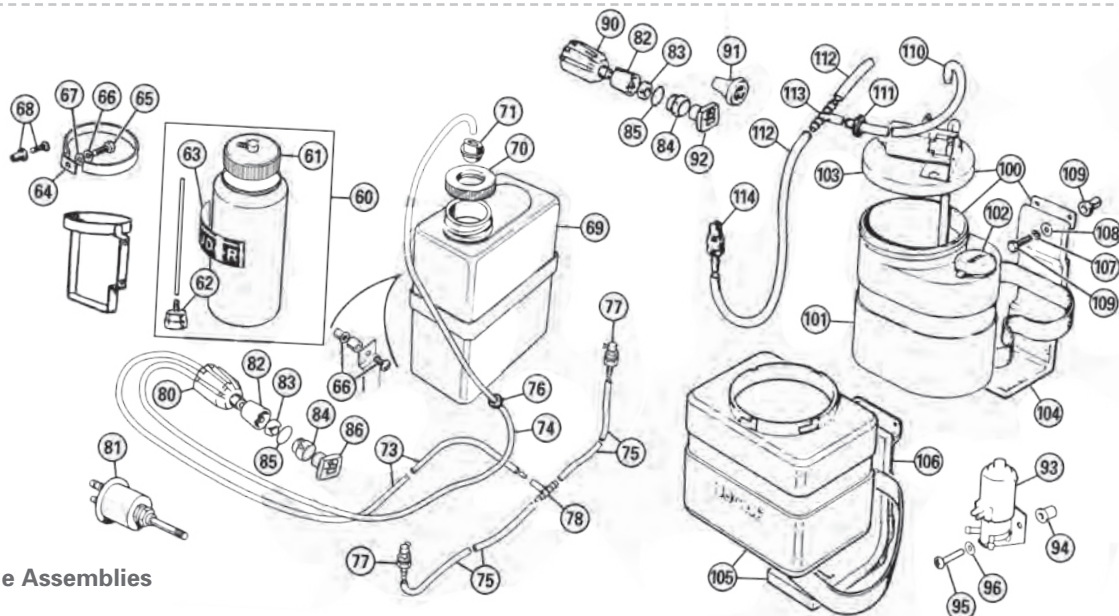
ill. Part Number Price £ea. Description Req. Details



Wiper Motor, Blades & Arms - MkI-III



Wiper Motor, Blades & Arms - MkIV - 1500



Washer Bottle Assemblies

iii.	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	£8.20	BRUSH SET, wiper motor	1	
5	057429		NCA SPRING, brush	1	
6	511004		NCA COIL, field	1	
7	511003		NCA ARMATURE	1	
8	511007	£66.00	GEAR, wiper motor	1	Mkl to (c) FC20216
	513962		NCA GEAR, wiper motor	1	Mkl from (c) FC20217 to MklIII
9	511001		NCA BOLT, fixing casing	1	
10	17H5431	£6.00	BUSH & PIN SET, wiper motor mounting	1	
11	511096		NCA 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	MklII from (c) FC18222 to MklIII
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	£6.10	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	MklI from (c) FC18222 to MklIII
19	131151		NCA TUBING, wheelbox to wheelbox	1	Mkl-II to (c) FC18221 only
	613656		NCA TUBING, wheelbox to wheelbox	1	MklI from (c) FC18222 to MklIII
20	575047A	£5.10	TUBING, wheelbox end	1	
21	600395	£1.60	GROMMET, rubber, bulkhead	1	
22	130034	£18.00	WIPER ARM, RHD	2	
	130035		NCA WIPER ARM, LHD	2	Mkl to (c) FC20216
23	GWB219	£7.40	WIPER BLADE	2	
22	37H4952	£18.00	WIPER ARM, RHD	2	
	138480		NCA WIPER ARM, LHD	2	Mkl from (c) FC20217 to MklIII
23	GWB223	£8.40	WIPER BLADE	2	
22	149753		NCA WIPER ARM, LHD, low reflection	2	MklIII from (c) FD22568
23	149759		NCA WIPER BLADE, low reflection	2	USA

Wiper Motor, Blades & Arms - MklIV-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	£15.30	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		NCA 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	£16.80	BRUSH SET, with wires	1	from approx. 1980
34	37H8222		NCA ARMATURE	1	
35	520101		NCA 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	£1.60	GROMMET, rubber	1	
39	AAU1909A	£19.60	RACK TUBING, motor to wheelbox	1	
40	575047A	£5.10	RACK TUBING, wheelbox end	1	
41	155430		NCA WHEELBOX	2	
42	519988Z	£6.10	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	£18.00	WIPER ARM, bright, straight, RH	1	MklIV, 1500 to (c) FH80000
	UKC1285	£18.60	WIPER ARM, black, straight, RH	1	1500 from (c) FH80001
47	156308	£18.00	WIPER ARM, bright, cranked, LH	1	MklIV, 1500 to (c) FH80000
	UKC1284	£18.60	WIPER ARM, black, cranked, LH	1	1500 from (c) FH80001
48	GWB168	£10.00	WIPER BLADE, bright finish	2	
	GWB199Z	£9.90	WIPER BLADE, black finish	2	
49	150844A	£2.05	PAD, wiper motor mounting	1	
50	BHA4790	£4.60	STRAP, wiper motor	1	
	BHA4790SS	£9.00	STRAP, wiper motor	1	stainless steel
51	SH604041	£0.41	SCREW	2	
52	GHF300	£0.22	WASHER, plain	4	

Washer Bottle Assemblies

60	GWW918K	£12.50	WASHER BOTTLE KIT, with lid, round	1	Mkl-IV all markets
61	AHH6848		NCA 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

iii.	Part Number	Price £ea.	Description	Req.	Details
65	HU505	£0.83	SCREW, bracket to body	1/2	
66	WL700101	£0.25	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	£40.40	WASHER BOTTLE, rectangular	1	1300 German
70	GWW952	£2.86	CAP, washer bottle	1	markets
71	GWW951	£3.00	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	£1.10	TUBING, bottle to pump, LHD	a/r	3mm bore, sold per metre
75	GWW201M	£1.10	TUBING, 'T' piece to jets	a/r	3mm bore, sold per metre
76	061917	£0.67	GROMMET, rubber	1	
77	GWW802	£3.70	WASHER JET, single, chrome	2	
78	GWW404	£1.75	CONNECTOR, T piece	1	

Manual Screen Wash System

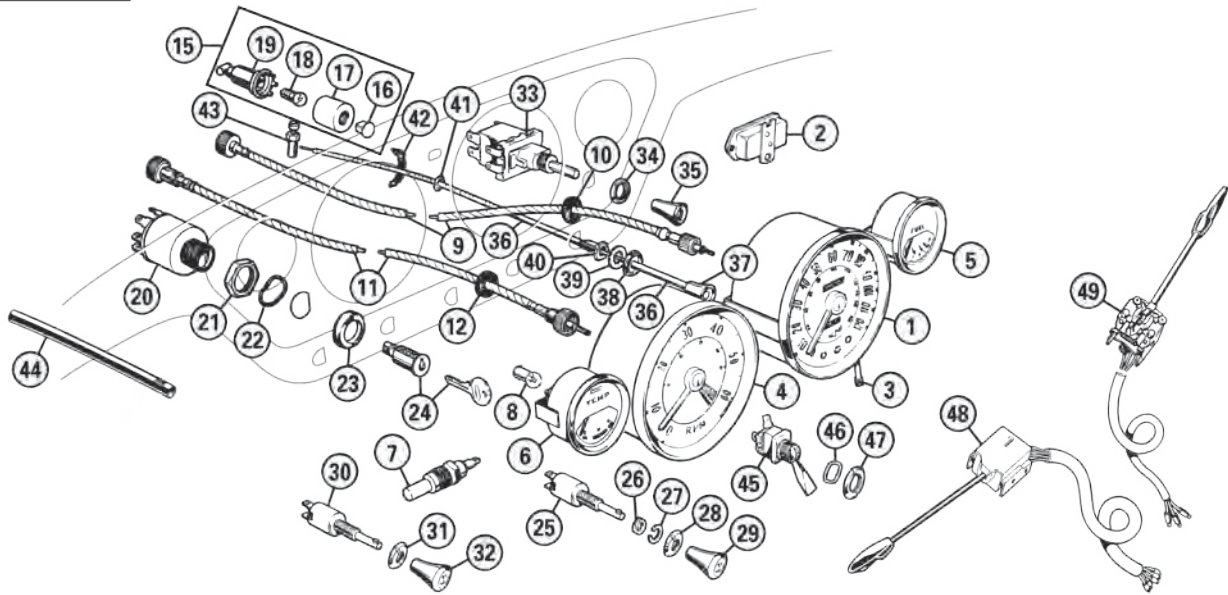
80	155495Z	£97.90	SWITCH, wash & wiper (2 speed manual pump).	1	to (c) FH100020 excluding Sweden
81	609173	£43.40	WASHER PUMP, windscreen, manual	1	OE spec
82	621510		NCA SPACER TUBE	1	
83	622682		NCA NUT	1	
84	622443		NCA BEZEL	1	
85	616048		NCA WASHER, PVC	1	
86	725374	£4.30	KNOB, wiper/washer switch, square	1	

Electric Screen Wash System

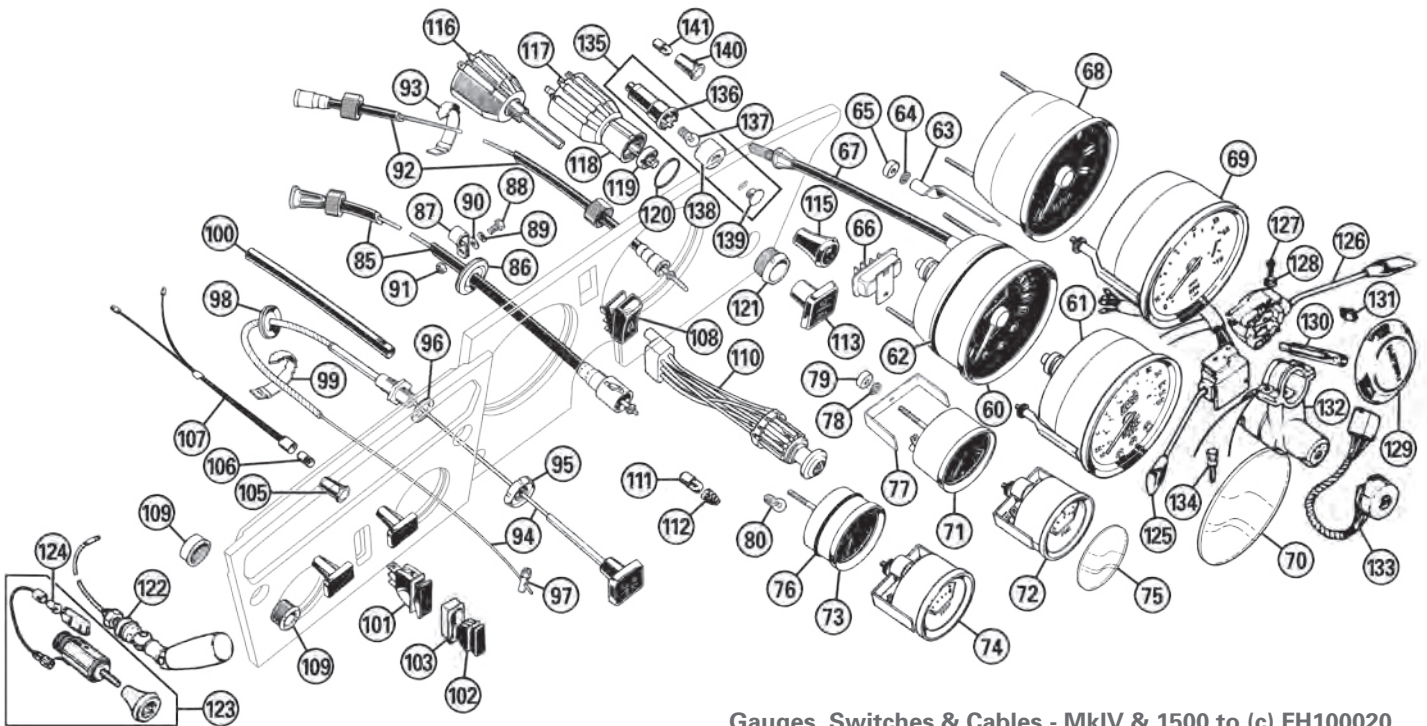
90	155496	£58.40	SWITCH, wash & wiper (The mounting hardware for this switch is the same as manual wash/wiper switch items 82-85 listed above).	1	from (c) FH100021 and Sweden
91	625966		NCA KNOB, wiper/washer switch, round	1	Sweden 1300 from (c) FH100021
92	725374	£4.30	KNOB, wiper/washer switch, square	1	and Sweden 1500 models
93	GWW125	£10.20	WASHER PUMP, electric	1	1500 from (c) FH100021
94	AFU1233		NCA 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

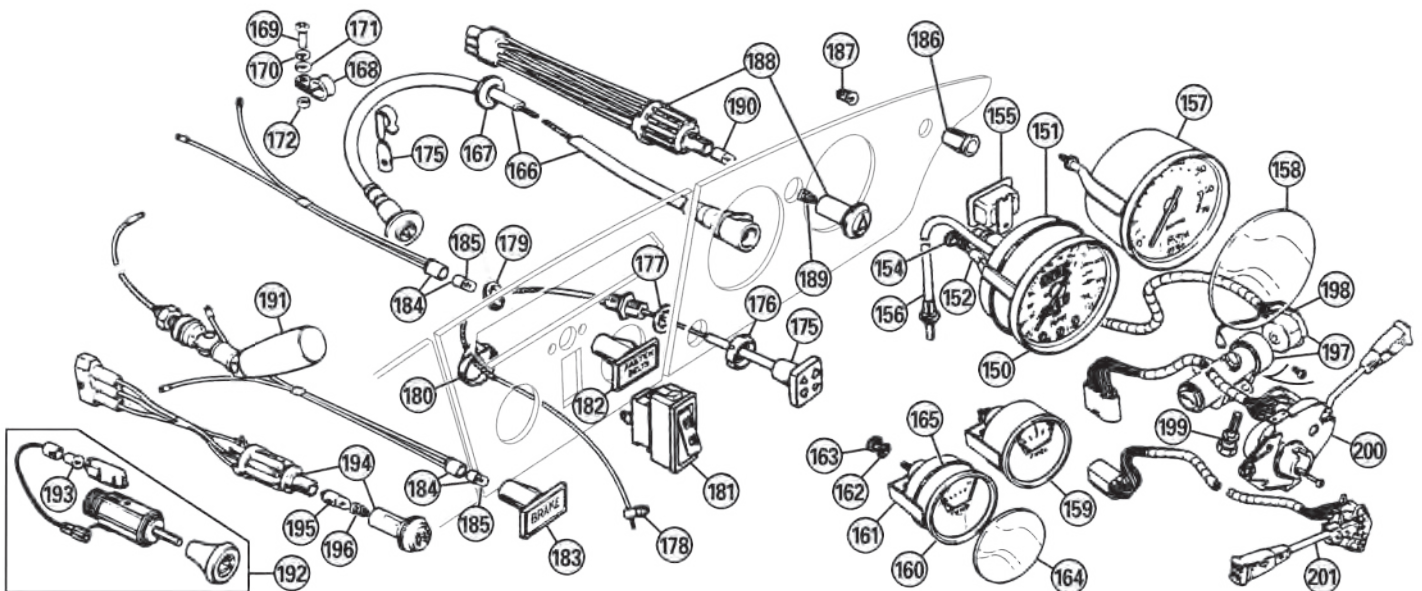
100	TKC909	£61.30	WASHER BOTTLE ASSEMBLY, oval bottle	1	with pump, lid & bracket
101	GWW914	£23.70	WASHER BOTTLE, oval	1	
102	GWW957	£4.10	CAP, washer bottle	1	
103	GWW111	£30.60	WASHER PUMP ASSEMBLY, electric	1	lid & pump
104	514223A	£17.80	BRACKET & STRAP, oval bottle	1	
105	518264	£28.80	WASHER BOTTLE KIT, square bottle	1	alternative to
106	518265	£16.80	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	£0.25	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	£1.10	TUBING, T piece to jets	a/r	3mm bore, sold per metre
113	GWW404	£1.75	CONNECTOR, T piece	1	
114	GWW802	£3.70	WASHER JET, single, chrome	2	



Gauges, Switches & Cables - MkI-III



Gauges, Switches & Cables - MkIV & 1500 to (c) FH100020



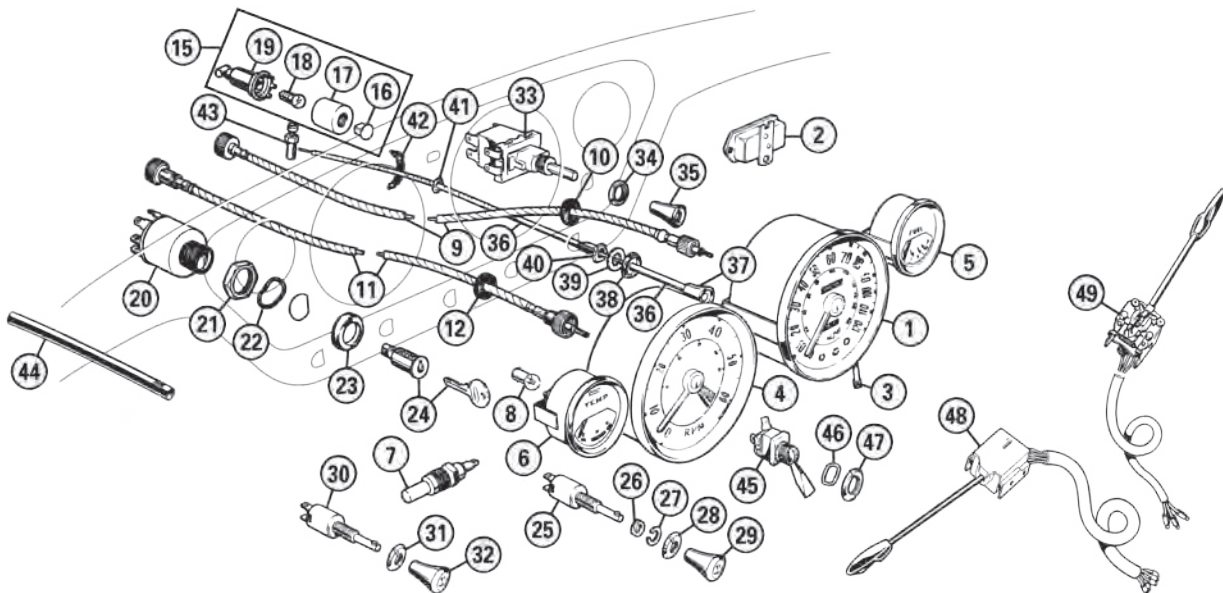
Gauges, Switches & Cables - 1500 from (c) FH100021

iii.	Part Number	Price £ea.	Description	Req.	Details
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	MkIII
	214087R	NCA	GAUGE, speedo, SN6203/17, KPH, recon	1	
2	128484	£19.40	VOLTAGE STABILISER, positive earth	1	
3	134757	NCA	CABLE, trip meter reset, speedo	1	
4	209543	NCA	GAUGE, tachometer	1	MkI to (c) FC50000
	212762R	£97.50	GAUGE, tachometer, reconditioned	1	
5	134242	NCA	GAUGE, fuel	1	MkI-II
	147604	NCA	GAUGE, fuel	1	
6	134243R	£62.80	GAUGE, temperature, BT2204/03, recon	1	
7	137386	NCA	TEMPERATURE TRANSMITTER	1	MkI to (e) FC26302
	GTR108	£6.50	TEMPERATURE TRANSMITTER	1	
8	GLB987	£0.66	BULB, illumination & warning lights	6	MkI-III from (e) FC26303
9	GSD111	£11.40	CABLE, speedometer, 48"	1	
10	613302	NCA	GROMMET, gearbox cover	1	MkI-II
	602037	£1.60	GROMMET, cable, air box & dash shelf (Not required for dash shelf when heater fitted).	a/r	
11	134733	£13.70	CABLE, tachometer, 31"	1	MkI to (b) 5964FC
	138317	NCA	CABLE, tachometer, RHD	1	
	138316	£13.70	CABLE, tachometer, LHD	1	MkI-III from (b) 5965FC
12	613302	NCA	GROMMET	1	
	602037	£1.60	GROMMET, cable, air box & dash shelf (Not required for dash shelf when heater fitted).	a/r	MkIII
15	119616	NCA	LAMP, warning, indicators	1	
	37H5182	£29.20	LAMP, warning, indicators, with 3 lenses	1	alt., kit includes shade
16	AJ65046	£4.80	LENS, warning lamp, dashboard, green	1	
17	508137	NCA	SHADE	1	included in 37H5182
18	13H1924	£4.40	BLUB HOLDER, claw type	1	
19	GLB987	£0.66	BULB, warning light	1	
20	127651	£15.20	SWITCH, ignition & starter	1	
21	510369	NCA	NUT, locking, ignition switch	1	
22	128087	NCA	WASHER, spring	1	
23	609793	NCA	BEZEL	1	
24	24G1345	£9.00	BARREL LOCK, ignition, with key	1	
25	2H4841	£15.00	SWITCH, windscreen wipers	1	with knob
26	510368	NCA	NUT, switch	1	
27	130545	NCA	WASHER, spring	1	
28	609933	NCA	BEZEL	1	
29	704875	£6.80	KNOB, wiper switch	1	
30	2H4841	£15.00	SWITCH, panel light switch, with knob	1	MkI-II USA only
31	609933	NCA	BEZEL	1	
32	704879	£6.80	KNOB, panel light switch	1	
33	BHA4578	£24.40	SWITCH, lights & instrument illumination	1	pull/push
34	609792	£4.90	BEZEL	1	
	610685	NCA	BEZEL	1	MkIII
35	704885	£6.80	KNOB, side & headlamp switch	1	
36	TKC2772	£18.80	CHOKE CABLE, with knob	1	
	401900/1	£66.00	CHOKE CABLE, without knob	1	
37	704873	£6.80	KNOB, choke	1	
38	618946	£4.20	BEZEL, choke cable	1	
39	GHF325	£0.50	WASHER, shakeproof	1	
40	515789	NCA	NUT, locking	1	
41	061917	£0.67	GROMMET, choke cable	1	
42	GHF1266	£0.28	CABLE TIE, choke cable to overflow pipe	1	
43	AUE34	£2.40	TRUNNION, choke inner cable to carb	1	
44	149137	NCA	PVC SLEEVE, on choke cable, LHD	1	MkIII to (c) FD25146
45	RTC430A	£4.90	SWITCH, heater, toggle	1	
46	128088	NCA	WASHER, spring	1	when heater is fitted
47	609792	£4.90	BEZEL	1	
48	147278Z	£93.60	SWITCH, headlamp, RHD	1	MkI-III
	147279	£79.00	SWITCH, headlamp, LHD	1	
	141858	£47.50	SWITCH, headlamp, LHD	1	MkI-II USA
	148647	NCA	SWITCH, headlamp, LHD	1	
	148648	£60.00	SWITCH, headlamp, LHD	1	Sweden all MkIII & USA from (c) FDU75001
49	131274	NCA	SWITCH, indicator	1	
	147277	NCA	SWITCH, indicator	1	MkI to (b) FC31640
					MkI-III from (b) FC31641

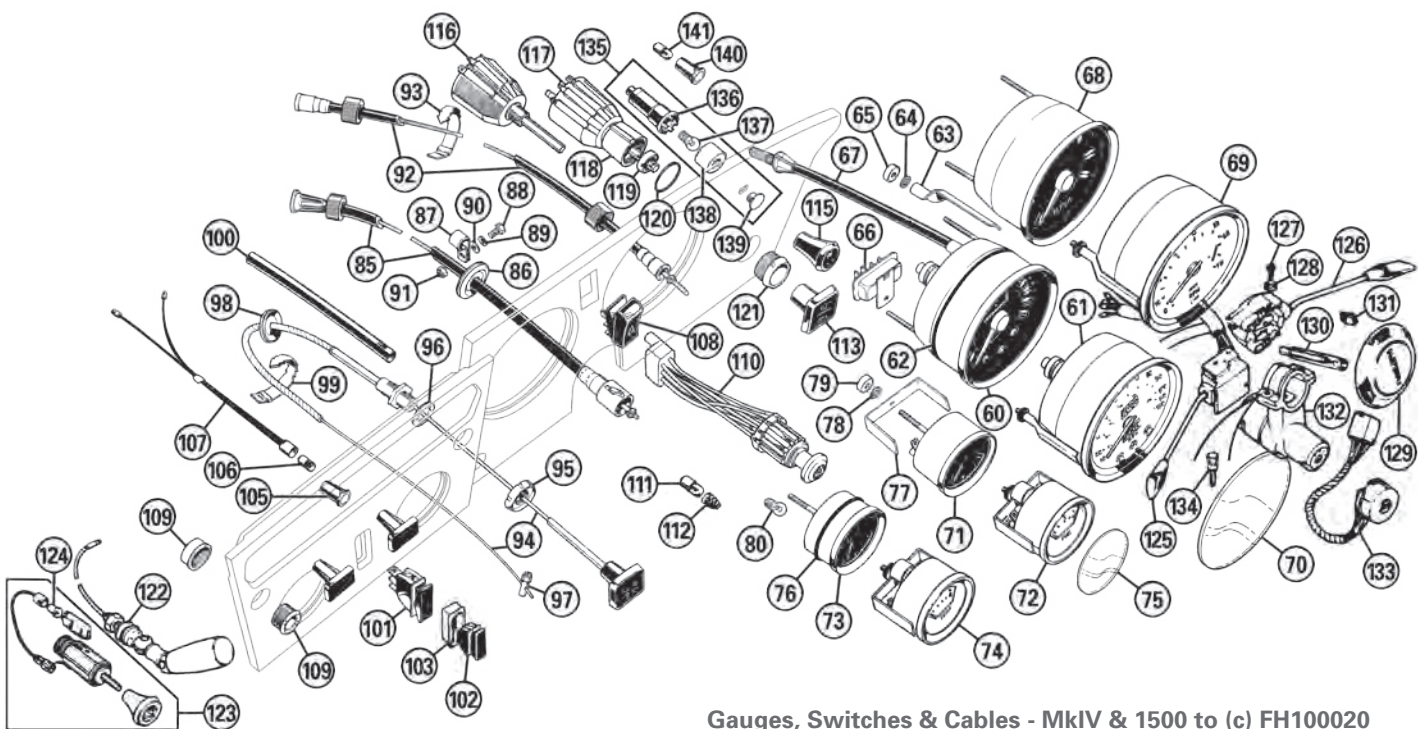
MkIV & 1500 to (c) FH100020 (Early)

60	217517R	NCA	GAUGE, speedo, SNT6203/54, MPH	1	MkIV to (c) FH50000
	217518R	NCA	GAUGE, speedo, SNT6203/57, KHP	1	
61	218815E	£59.10	GAUGE, speedo, SNT6211/04, MPH	1	MkIV from (c) FH50001
	218816R	NCA	GAUGE, speedo, SNT6211/05, KPH	1	

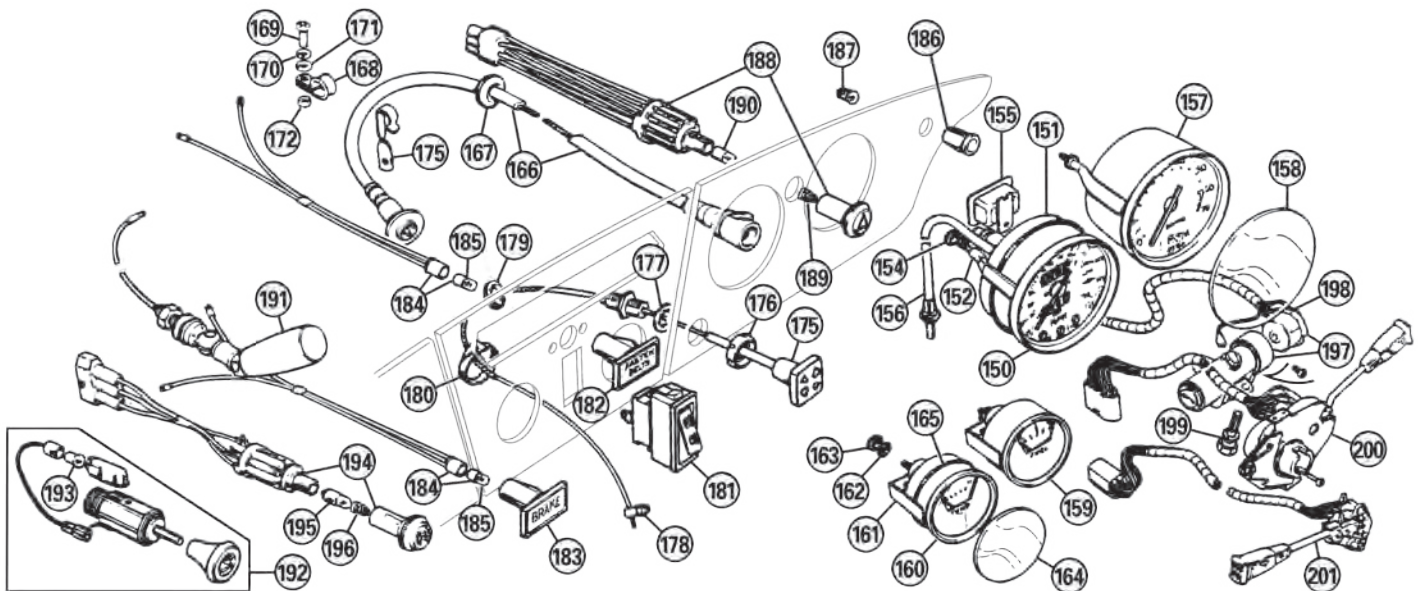
iii.	Part Number	Price £ea.	Description	Req.	Details
	TKC1513E	NCA	GAUGE, speedo, SNT6211/14, MPH	1	1500
	TKC1514E	NCA	GAUGE, speedo, SNT6211/13, KPH	1	
(All gauges are reconditioned units and are exchange items, your old unit must be repairable).					
62	17H2105	£1.26	O RING, speedometer	2	
63	17H1339	£10.30	STRAP, speedometer retaining	4	
64	LWZ402	NCA	WASHER, shakeproof	4	
65	17H1304	£1.31	NUT, thumb, small	4	
66	148876A	£17.20	VOLTAGE STABILISER	1	
67	155191	NCA	CABLE, trip meter reset, speedometer	1	MkIV to (c) FH50000
	BHA4772	NCA	CABLE, trip meter reset, speedometer	1	
68	215100R	NCA	GAUGE, tachometer, RN1319/04, recon	1	mech. MkIV to (c) FH50000
69	218835R	NCA	GAUGE, tachometer, RN1326/00, recon	1	
	TKC1706E	£80.50	GAUGE, tachometer, RVC2414/01, recon	1	mech. MkIV-1500 from (c) FH50001
					electric 1500 to (c) FH100020
70	AJH5177	£8.40	GLASS, gauge, flat, large, 4"	2	
71	150385R	NCA	GAUGE, fuel, BF2201/16, recon	1	MkIV to (c) FH50000
72	159604R	£94.90	GAUGE, fuel, BF2232/00, recon	1	
73	150386R	£63.40	GAUGE, temperature, BT2204/12, recon	1	MkIV to (c) FH50000
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	
77	AJH5187	£9.00	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	
85	GSD415	£14.10	CABLE, speedometer, 48", RHD	1	MkIV (3-rail)
	156316	£14.90	CABLE, speedometer, 57", LHD	1	
	GSD273	£14.40	CABLE, speedometer, 54", RHD	1	MkIV (3-rail) overdrive
	156318	£16.60	CABLE, speedometer, 63", LHD	1	
	GSD295	£14.60	CABLE, speedometer, 54", RHD	1	1500 (single rail)
	GSD410	£14.90	CABLE, speedometer, 48", LHD	1	
	156316	£14.90	CABLE, speedometer, 57", RHD	1	1500 (single rail) overdrive
	GSD273	£14.40	CABLE, speedometer, 54", LHD	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.					
86	602037	£1.60	GROMMET, rubber	1	cable through bulkhead
87	CP110125	£1.10	CLIP, speedometer cable	a/r	
88	PMZ308	£0.30	SCREW	1	
89	WL700101	£0.25	WASHER, spring	1	
90	PWZ203	£0.19	WASHER, plain	1	
91	HN2005	£0.16	NUT	1	
92	144370	£14.00	CABLE, tachometer, 42", RHD	1	
	138316	£13.70	CABLE, tachometer, 29", LHD	1	
93	13H6107	£2.26	CABLE TIE, rev counter cable	2	
94	156137	£16.20	CHOKE CABLE, inner & outer, RHD	1	
	SCC101	£20.90	CHOKE CABLE, inner & outer, LHD	1	
95	618946	£4.20	BEZEL, choke cable	1	
96	GHF325	£0.50	WASHER, shakeproof	1	
97	AUE34	£2.40	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	LHD only
101	157353	NCA	SWITCH, master light	1	
102	150380Z	£18.00	SWITCH, master light	1	MkIV-1500
103	148437	NCA	BEZEL, (fits 150380 light switch)	1	
Note: The light switch 157353 is not currently available and, we can only supply the later type switch 150380. To fit the later light switch into an earlier MkIV, the bezel 148437 will be required.					
105	AAU4824Z	£3.90	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	£55.50	SWITCH, rocker, hazard warning lights	1	LHD only
109	BHA4770	NCA	LAMP, warning	1	
					when hazard warning lights or dual brakes fitted
110	159905A	£76.80	SWITCH, hazard warning lights	1	
111	GLB281	£2.10	BULB, 2.2W, (for 159905 switch)	1	BAOR RHD only
112	520953	NCA	SPRING	1	
113	712913	NCA	KNOB, wiper/washer switch, square	1	all markets except Sweden
	725374	£4.30	KNOB, wiper/washer switch, square	1	
(Knob (725374) was original fitment on USA specification Spitfires. British Leyland decided that as stocks of the 712913 & 725374 would replace them).					
115	625966	NCA	KNOB, wiper/washer switch, round	1	Sweden only
116	155495Z	£97.90	SWITCH, windscreen wipers	1	
117	155496	£58.40	SWITCH, windscreen wipers	1	electric pump, Sweden
118	621510	NCA	SPACER TUBE, switch mounting	1	



Gauges, Switches & Cables - MkI-III



Gauges, Switches & Cables - MkIV & 1500 to (c) FH100020



Gauges, Switches & Cables - 1500 from (c) FH100021

Ill.	Part Number	Price Eea.	Description	Req.	Details
119	622682		NCA NUT	1	
120	616048		NCA WASHER, PVC	1	
121	622443		NCA BEZEL, wiper/washer switch	1	
122	UKC3946	£48.00	MAP READING LAMP	1	
123	AHH7010	£20.00	CIGAR LIGHTER, blank knob	1	aftermarket
124	GLB987	£0.66	BULB, 2.2W	1	
125	152616	£60.00	SWITCH, headlamp, dip & flash	1	RHD
	148648	£60.00	SWITCH, headlamp, dip & flash	1	LHD
126	158966	£36.00	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
	159761	£62.20	HORN PUSH, Triumph	1	MkIV-1500 from (c) FH50001
130	142534	£12.10	BRUSH, horn push contact	1	
131	613766	£1.06	CLIP, horn push securing	2	
132	219061/1	£79.30	STEERING LOCK & IGNITION SWITCH	1	MkIV to (c) FH62644
	UKC2719/1	£99.60	STEERING LOCK & IGNITION SWITCH	1	MkIV-1500 from (c) FH62645
133	579085	£31.30	SWITCH, ignition	1	MkIV to (c) FH62644
			(With Lucar terminals).		
	218959	£23.80	SWITCH, ignition	1	MkIV-1500 from (c) FH62645
			(With small loom & block connectors).		
	LU30399	£30.00	SWITCH, ignition, Lucas	1	
			(With small loom & block connectors).		
134	152597	£5.80	SHEAR BOLT	2	
135	119616		NCA LAMP, warning, indicators	1	
	37H5182	£29.20	LAMP, warning, indicators, with 3 lenses	1	alt., kit includes shade
136	13H1924	£4.40	BULB HOLDER	1	
137	GLB987	£0.66	BULB, 2.2W	1	MkIV to (c) FH50000
138	508137		NCA SHADE	1	
139	AJG5046	£4.80	LENS, warning lamp, green	1	
140	AAU4824Z	£3.90	WARNING LAMP, indicator, green	1	MkIV from (c) FH50001
141	GLB643	£0.83	BULB, 2.2W	1	& 1500

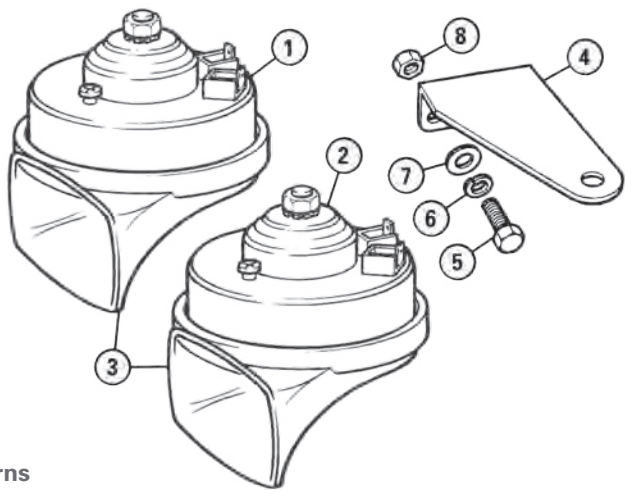
1500 from (c) FH100021 (Late)

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	£10.30	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	1	
			(The trip meter reset cable is supplied with the speedos listed above).		
157	TKC1706E	£80.50	GAUGE, tacho, RVC2414/01, recon	1	
158	AJH5177	£8.40	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	£9.00	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	£14.60	CABLE, speedo, 54", RHD	1	1500 single-rail
	GSD410	£14.90	CABLE, speedo, 48", LHD	1	non-overdrive
	156316	£14.90	CABLE, speedo, 57", RHD	1	1500 single-rail
	GSD273	£14.40	CABLE, speedo, 54", LHD	1	overdrive

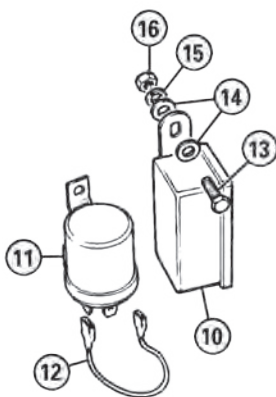
Note: There were a number of speedometer cables applied to the 1300 and 1500 Spitfire range. They allow for variations such as RHD & LHD, overdrive or non-overdrive and gearbox type. We list all the types used here. The measurements shown relate to the length (in inches) of the outer cable.

167	602037	£1.60	GROMMET	1	cable through bulkhead
168	CP110125	£1.10	CLIP, speedometer cable	1	
169	PMZ308	£0.30	SCREW	1	
170	WL700101	£0.25	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	£16.20	CHOKE CABLE, inner & outer	1	RHD
	SCC101	£20.90	CHOKE CABLE, inner & outer	1	LHD
176	618946	£4.20	BEZEL, choke cable	1	
177	GHF325	£0.50	WASHER, shakeproof	1	
178	AUE34	£2.40	TRUNNION, choke cable	1	
179	061917	£0.67	GROMMET	1	cable through bulkhead
180	GHF1266	£0.28	CABLE TIE	1	
181	150380Z	£18.00	SWITCH, master light	1	
182	13H7986		NCA WARNING LAMP, seat belts	1	
183	UKC5812	£18.00	WARNING LAMP, handbrake	1	

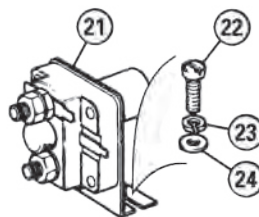
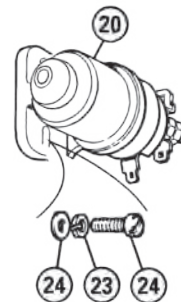
Ill.	Part Number	Price Eea.	Description	Req.	Details
184	UKC4187	£3.40	BULB HOLDER, sleeve fitting	2	
185	GLB281	£2.10	BULB, 2.2W	2	
186	AAU4824Z	£3.90	WARNING LAMP, indicators, green	1	
187	GLB504	£1.04	BULB, 3W	1	
188	159905A	£76.80	SWITCH, hazard warning lights	1	RHD
	UKC8204		NCA SWITCH, hazard warning lights	1	LHD
189	520953		NCA SPRING	1	
190	GLB281	£2.10	BULB, 2.2W	1	
			(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).		
191	UKC3946	£48.00	MAP READING LAMP	1	
192	AHH7010	£20.00	CIGAR LIGHTER, blank knob	1	aftermarket
193	GLB987	£0.66	BULB, 2.2W	1	original cigar lighter
194	TKC5067		NCA SWITCH, rear fog light	1	
195	GLB283		NCA BULB	1	
196	520953		NCA SPRING	1	
			Note: The steering column was changed at (c) FH100019 for a more modern and safer design. It included a new steering lock and switch gear. The horn was operated by the indicator switch rather than by a button on the steering wheel. Consequently Triumph Spitfire owners discovered that during panic stricken moments they could now flash their lights, operate the horn, set the wipers and washers going while indicating left all at the same time, thereby blowing some necessary fuses at the wrong moment.		
197	RKC3982		NCA STEERING LOCK & IGNITION SWITCH	1	RHD, with 2 keys
	RKC3983	£192.90	STEERING LOCK & IGNITION SWITCH	1	LHD, with 2 keys
198	218959	£23.80	SWITCH, ignition	1	
	LU30399	£30.00	SWITCH, ignition	1	Lucas
199	152597	£5.80	SHEAR BOLT	2	
200	AAU7994		NCA SWITCH, indicators, headlamp & horn	1	RHD
	AAU7996	£52.30	SWITCH, indicators, headlamp & horn	1	LHD
201	AAU8843	£84.90	SWITCH, windscreen wipers	1	RHD
	AAU8844	£115.60	SWITCH, windscreen wipers	1	LHD



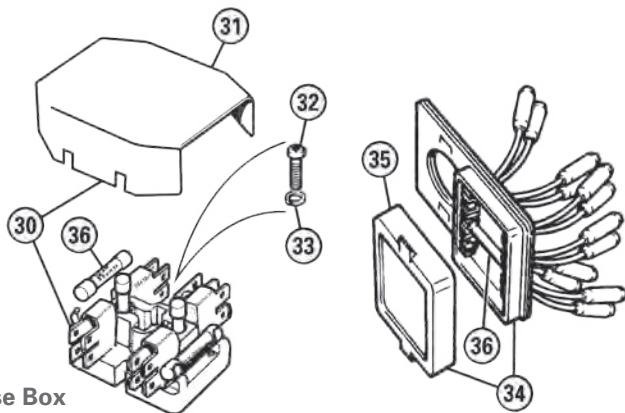
Horns



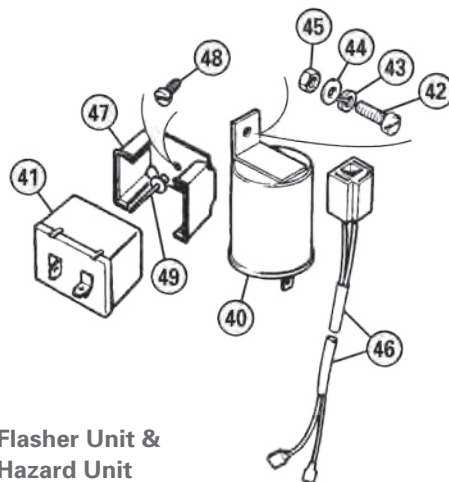
Horns & Overdrive Relays



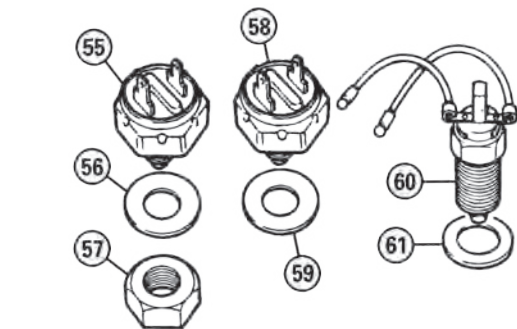
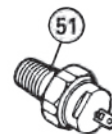
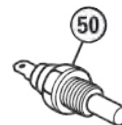
Starter Solenoid



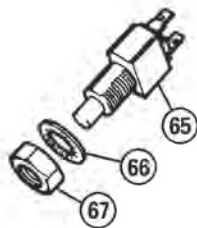
Fuse Box



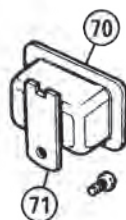
Flasher Unit & Hazard Unit



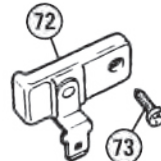
Reverse Lamp & Overdrive Inhibitor Switches



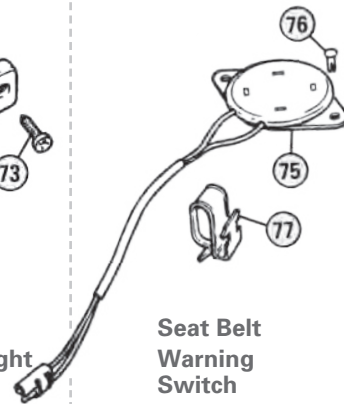
Brake Light Switch



Voltage Stabiliser



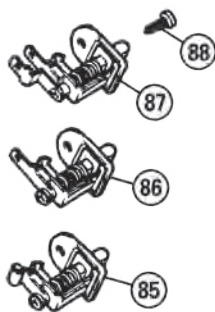
Handbrake Warning Light Switch



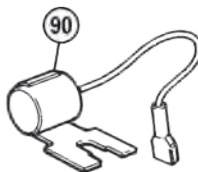
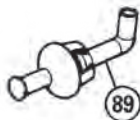
Seat Belt Warning Switch



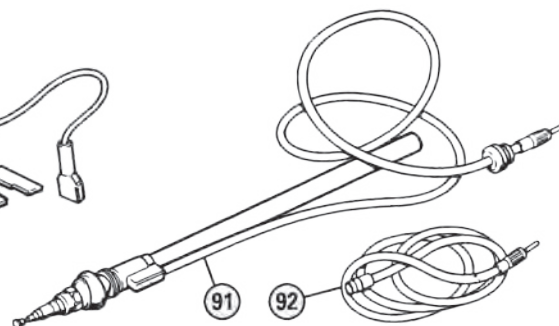
Night Dimming Relay



Courtesy Light Switches



Road Suppressor & Aerial



iii. 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	£42.60	HORN, high note, metal	1	
2	GGE165	£10.40	HORN, low note, plastic	1	
	BHA4514	£42.60	HORN, low note, metal	1	
3	GGE164/5	£15.90	HORN SET, high/low note (pair)	1	aftermarket
4	156275	£10.50	BRACKET, LH	1	Lucas or Clearhooter horns only
	156275SS	£10.50	BRACKET, LH, stainless steel	1	
	156276	£10.50	BRACKET, RH	1	
	156276SS	£10.50	BRACKET, RH, stainless steel	1	
	ULC1719	NCA	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	£6.00	RELAY, 26RA, horn	1	MkI-IV
	142169A	£25.80	RELAY, 6RA, overdrive	1	MkI-IV, 'D' type only
11	CHM68SQ	£6.00	RELAY, 26RA, horn	1	1500 to (c) FH100020
12	125957	£0.60	LOOP CABLE, relay power	1	
13	510503	NCA	SCREW, relay	a/r	
14	PWZ203	£0.19	WASHER, plain	a/r	
15	WL700101	£0.25	WASHER, spring	a/r	
16	HN2005	£0.16	NUT	a/r	

Starter Solenoid

20	121269	NCA	SOLENOID, starter, round	1	MkI-III
	BCA4501	£31.80	SOLENOID, starter, round	1	
21	13H5952	£12.70	SOLENOID, starter, square	1	MkIV-1500
	13H5952LU	£20.00	SOLENOID, starter, square	1	Lucas
22	SE910201	£0.66	SCREW, solenoid	2	
23	WL700101	£0.25	WASHER, spring	2	
24	WM55	£0.30	WASHER, plain	2	

Fuse Box

30	606253A	£12.60	FUSE BOX, Lucar type	1	
31	505158A	£4.70	LID, fuse box	1	
32	SE910201	£0.66	SCREW, pan head	1	MkI-II
	GHF426	£0.22	SCREW, self tapping	1	
33	WL700101	£0.25	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	£45.40	FUSE BOX, repair/replacement	1	
35	607201A	£11.10	LID, fuse box	1	MkIII-1500
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
40	C28520	£10.00	HAZARD RELAY	1	MkIII US from FDU31254
	GFU2204	£5.10	HAZARD RELAY	1	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
41	GFU2124	£5.10	HAZARD RELAY	1	MkIV from (c) FH50001 Germany only & 1500 LHD D, B, DK, F, NL, I, CH, A only
42	PMZ206	£1.00	SCREW	1	
43	WL700101	£0.25	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

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

47	BHA4780	£3.40	CLIP, relay	1/2	alternatives to
48	AB608031	£0.22	SCREW, clip	a/r	items 42-45
49	RU608123	£0.47	RIVET	a/r	

Water Temperature Transmitter Unit

50	GTR108	£6.50	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	£0.50	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	£0.50	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	£4.80	SWITCH, brake light, plastic	1	
	13H3735X	£7.40	SWITCH, brake light, metal, uprated	1	improved quality metal body
66	GHF325	£0.50	WASHER, shakeproof	1	
67	FNZ208	£0.77	NUT	1	

Voltage Stabiliser

70	128484	£19.40	VOLTAGE STABILISER, positive earth	1	MkI-III
	148876A	£17.20	VOLTAGE STABILISER, negative earth	1	MkIV-1500
71	AB604023	£0.53	SCREW, stabiliser	1	

Handbrake Warning Light Switch (1500 Models Only)

72	TKC3894	NCA	SWITCH, handbrake warning	1	
73	AB604023	£0.53	SCREW, switch to brake lever	1	

Seat Belt Warning Switch (1500 Models Only)

75	158534	NCA	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	NCA	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	NCA	SWITCH, courtesy light (Earthed through screw).	a/r	1 Lucar spade terminal
87	627733	NCA	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	NCA	SWITCH, boot lamp	1	1500 only
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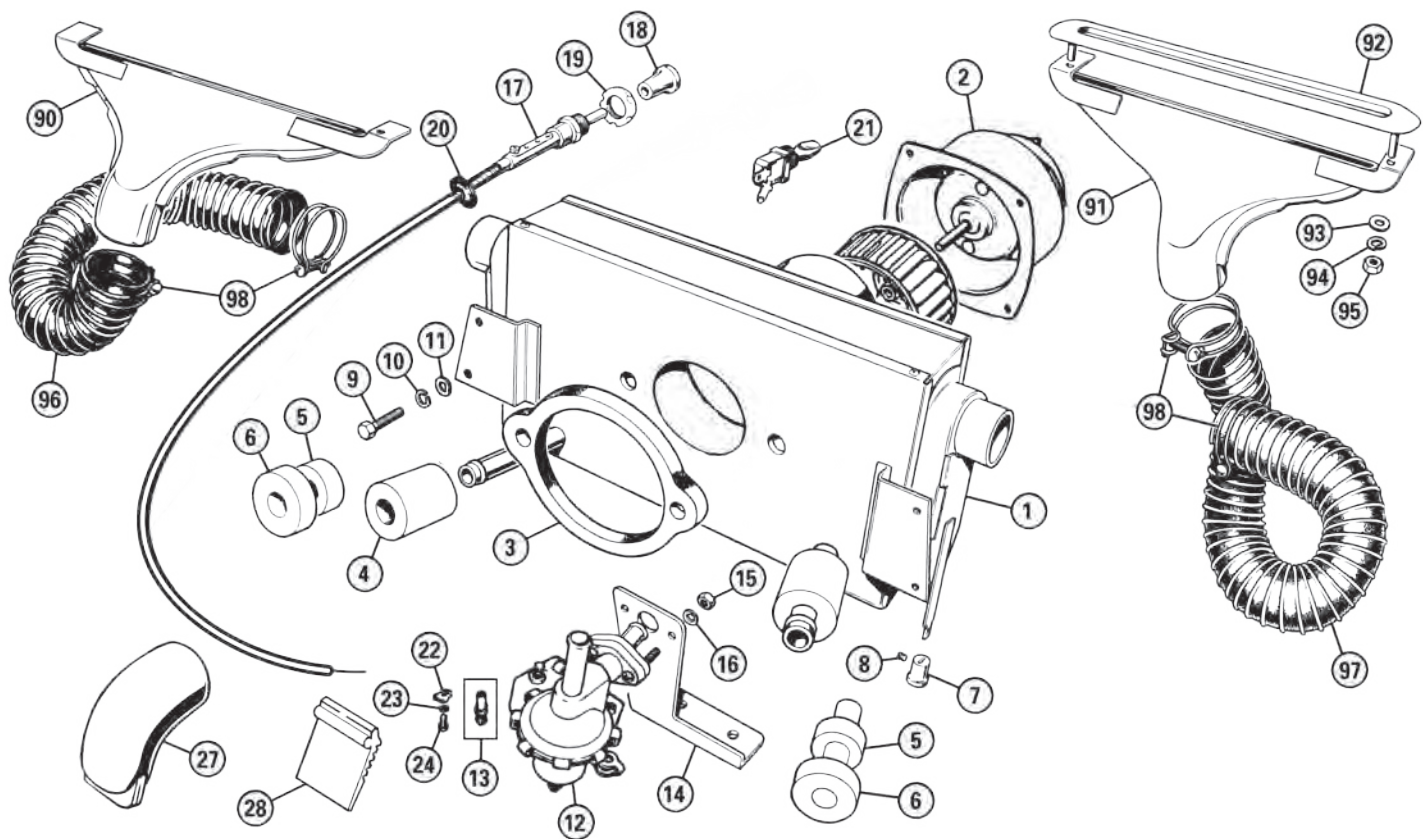
Suppressors

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.

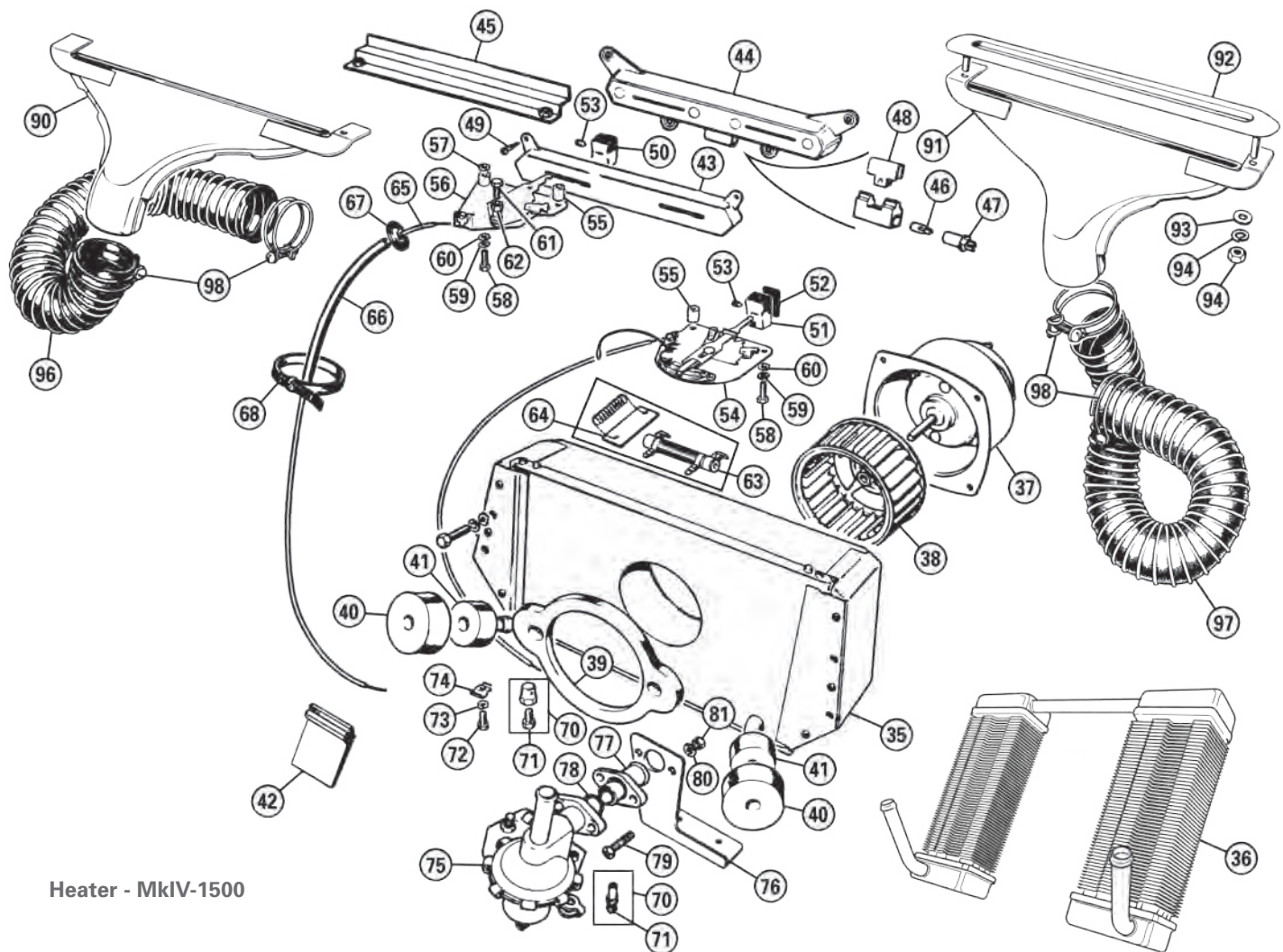
90	DZB5567	NCA	SUPPRESSOR, radio	a/r	coil/alternator
	579356A	NCA	SUPPRESSOR, radio	a/r	alternator

Aerial & Extension Lead

91	MRA001	£11.10	AERIAL, retractable	1	
92	ZKC533	£15.00	EXTENSION LEAD, aerial	1	



Heater - Mki-III



Heater - MkIV-1500

iii.	Part Number	Price Eea.	Description	Req.	Details
Heaters & Ventilation					
Heaters - Mki-III					
1	904140		NCA HEATER ASSEMBLY	1	
2	514088		NCA MOTOR, heater	1	
3	614125		NCA GASKET, matrix to plenum	1	
4	613648		NCA SEAL, small, inlet & outlet pipes	4	] to (b) FC27857 LHD & (b) FC30686 RHD
5	613648		NCA SEAL, small, inlet & outlet pipes	2	
6	616627		NCA SEAL, large, inlet & outlet pipes	2	] from (b) FC27858 LHD & (b) FC30687 RHD
7	17H490	£4.50	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	£28.20	HEATER TAP	1	
13	24G1482K	£1.50	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	£6.80	KNOB, heater control	1	
19	613314		NCA BEZEL, push/pull control	1	
20	061917	£0.67	GROMMET, fitted in dash	1	
21	RTC430A	£4.90	SWITCH, toggle, heater	1	
22	2H400	£1.80	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
NI	AB608031	£0.22	SCREW, plate attaching	4	heater not fitted
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	] MkIII USA only
NI	128089		NCA WASHER, wavy, heater switch	1	
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.

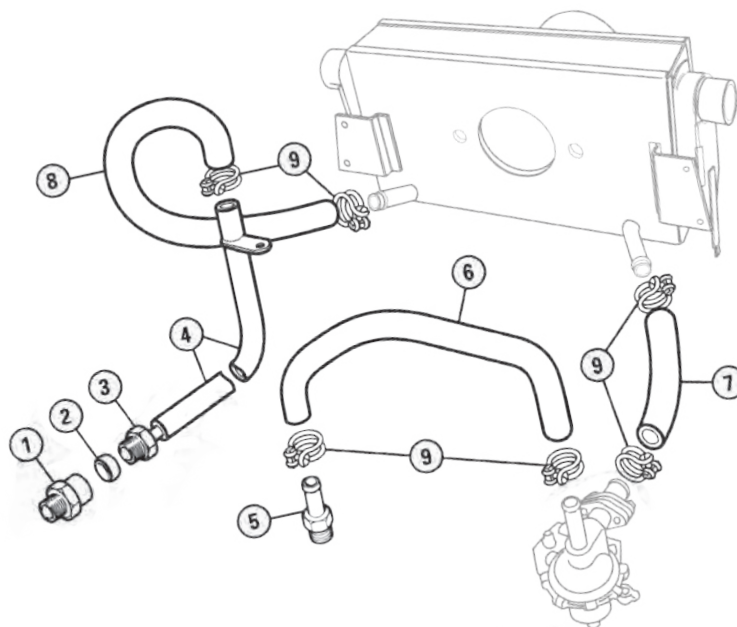
36	910501M	£188.86	HEATER MATRIX	1	(Both heaters & matrices are very difficult to find, manufacture, or recondition for Spitfires due to the unusual design (that hole in the middle). Check our website for availability).
37	518480		NCA MOTOR, heater	1	
38	515825	£11.10	FAN, heater, metal	1	
39	614125		NCA GASKET, matrix to plenum	1	
40	616627		NCA SEAL, large, inlet & outlet pipes	2	
41	613648		NCA 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		NCA ESCUTCHEON, fascia panel	1	From (c) FH50001
45	622220		NCA BRACKET, heater vent control	1	
46	GLB286	£0.41	BULB, 1.2W	1	] fits 726870 fascia panel
47	13H8690		NCA BULB HOLDER	1	
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
56	622237		NCA CONTROL, water valve	1	to fascia
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	£1.50	TRUNNION KIT, cable securing	2	
63	2H6926		NCA RESISTOR	1	MkIV-1500 to mid 1976
64	AAU9680		NCA RESISTOR	1	1500 from mid 1976
65	625687	£9.40	CABLE, water valve	1	cut to fit
66	UKC6256		NCA TUBE, PVC water valve cable	1	LHD

iii.	Part Number	Price Eea.	Description	Req.	Details
67	061917	£0.67	GROMMET, bulkhead	1	
68	GHF1266	£0.28	CABLE TIE, ratchet type, cable	1	
69	624193	£10.00	CABLE, ventilator	1	
70	24G1482K	£1.50	TRUNNION KIT, cable	2	
71	53K1016	£0.64	SCREW, cable	2	
72	511765		NCA SCREW, ventilator outer cable	1	
73	WL700101	£0.25	WASHER, spring	1	
74	2H400	£1.80	CLIP, retaining	1	
75	724021	£23.65	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	
	635-268	£17.00	FLANGE, adaptor kit	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	£0.25	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	£0.25	WASHER, spring	2	
81	HN2005	£0.16	NUT	2	No. 10 UNF thread

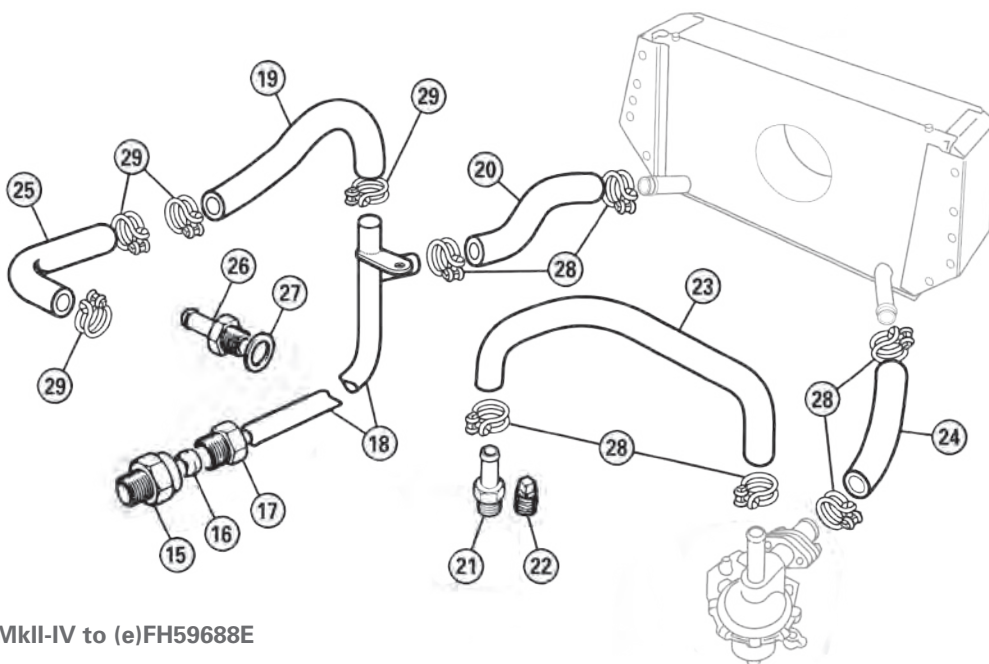
Demister System - All Models

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.

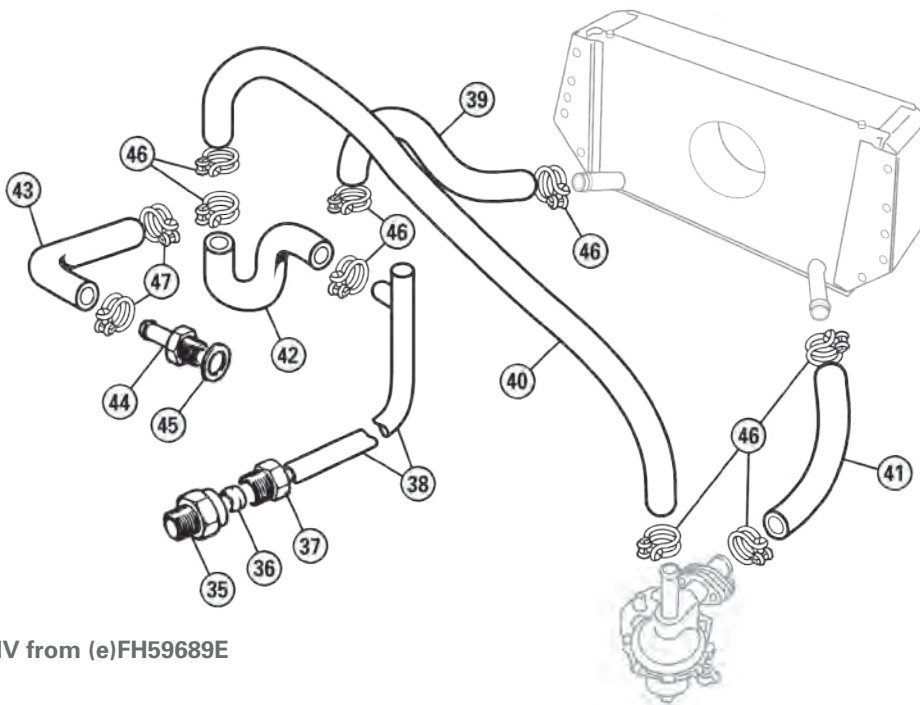
90	706728		NCA VENT, demister, RH	2	MkI-III
	714434		NCA VENT, demister, RH	1	MkIV-1500 to mid 1976
	YKC2640		NCA VENT, demister, RH	1	1500 from mid 1976
91	706728		NCA VENT, demister, LH	2	MkI-III
	714434		NCA VENT, demister, LH	1	MkIV-1500 to mid 1976
	YKC2639		NCA VENT, demister, LH	1	1500 from mid 1976
92	610181		NCA CAPPING, demister vent	2	MkI-III
	622812		NCA CAPPING, demister vent	2	MkIV-1500
93	PWZ203	£0.19	WASHER, plain	4	] all
94	WL700101	£0.25	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	£2.00	CLIP, hose clamping, wire type	4	] alternatives
	GHC11055	£3.20	CLIP, hose clamping, jubilee type	4	



Heater Hoses - MkI



Heater Hoses - MkII-IV to (e)FH59688E



Heater Hoses - MkIV from (e)FH59689E

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

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 (Water return tube to water pump housing).	1
2	TL11	£1.52	OLIVE, sealing tube	1
3	101302	£2.45	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	NCA	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	£1.20	CLIP, hose clamping, wire type	6 } alternatives
	GHC11020	£2.05	CLIP, hose clamping, jubilee type	6 }

Heater Hoses - MkII - IV to (e) FH59688E

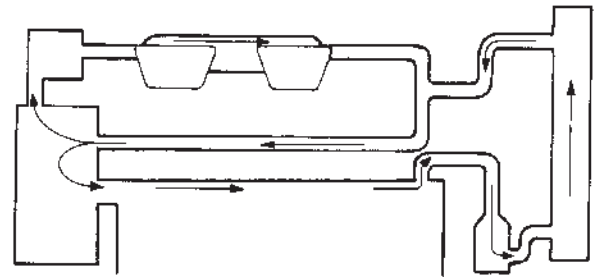
15	101343	£6.50	ADAPTOR (Water return tube to water pump housing).	1
16	TL11	£1.52	OLIVE, sealing tube	1
17	101302	£2.45	NUT, tube, pipe to adaptor	1
	101302SS	£12.30	NUT, tube, pipe to adaptor, s/steel	1
18	212416	NCA	TUBE, water return	1 } except Sweden
	212416SS	£43.04	TUBE, water return, s/steel	1 }
	212935	£20.00	TUBE, water return	1 } Sweden
	212935SS	£20.30	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	£3.00	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	£4.70	HOSE, water valve to heater	1
	GZA1336X	£14.70	HOSE, water valve to heater	1 silicone
25	GZA2052Z	NCA	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	£0.50	WASHER, sealing, fibre	1
28	CS4012	£1.20	CLIP, hose clamping, wire type	6 } alternatives
	GHC11020	£2.05	CLIP, hose clamping, jubilee type	6 }
29	CS4013	£1.20	CLIP, hose clamping, wire type	4 } alternatives
	GHC11022	£2.30	CLIP, hose clamping, jubilee type	4 }

Heater Hoses - MkIV from (e) FH59689E

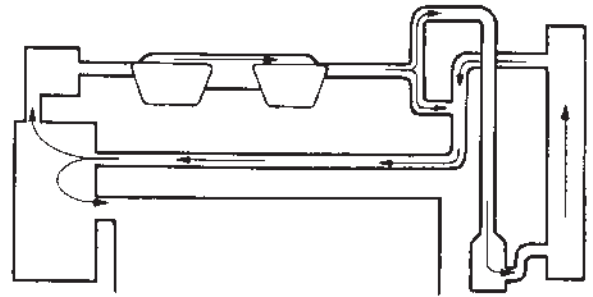
35	101343	£6.50	ADAPTOR (Water return tube to water pump housing).	1
36	TL11	£1.52	OLIVE, sealing tube	1

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

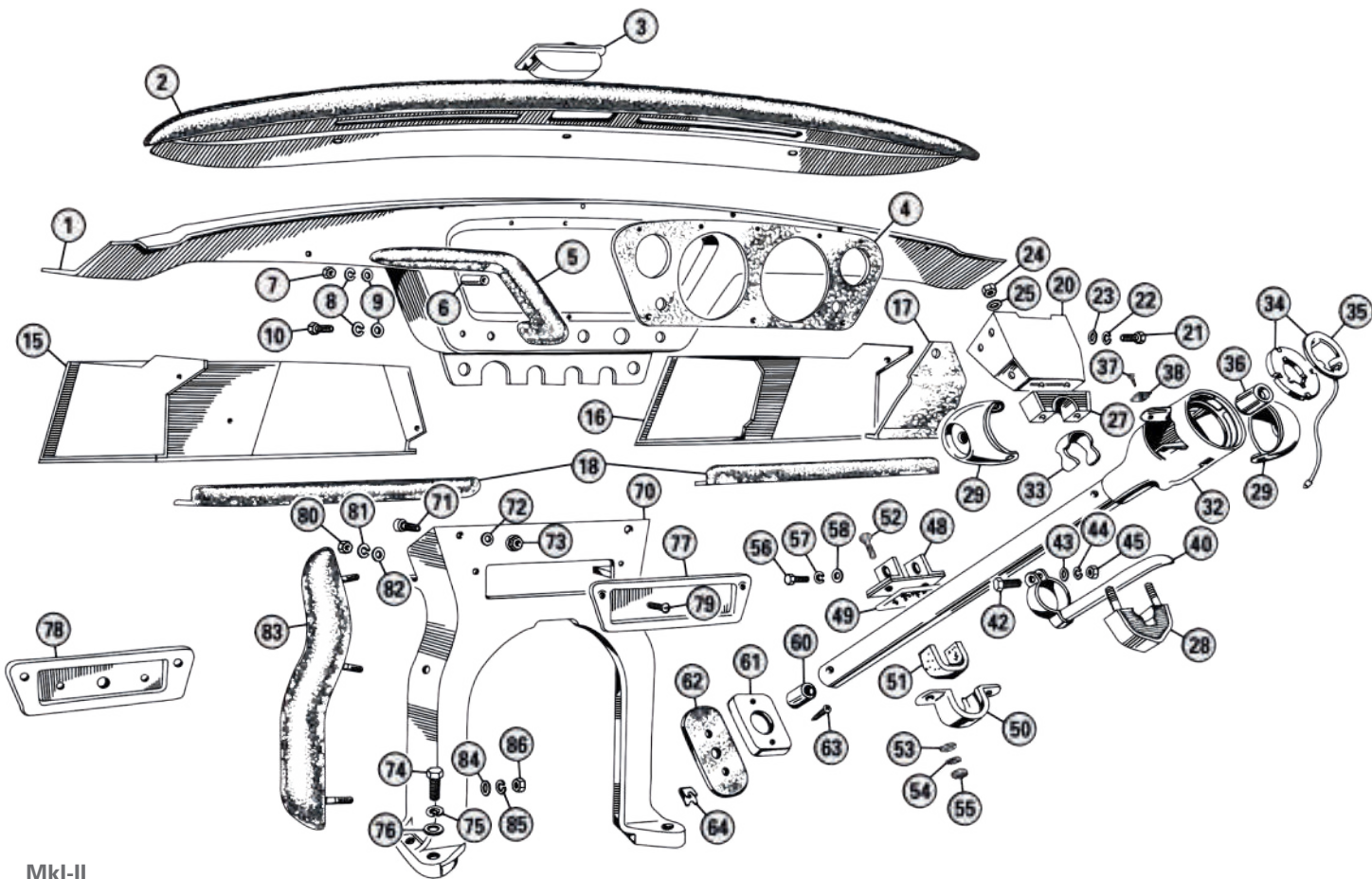
37	101302	£2.45	NUT, tube, pipe to adaptor	1
	101302SS	£12.30	NUT, tube, pipe to adaptor, stainless	1
38	212935	£20.00	TUBE, water return	1
	212935SS	£20.30	TUBE, water return, stainless	1
39	152523	£4.30	HOSE, heater to water return tube	1
40	GZA983	£7.90	HOSE, inlet manifold to heater valve	1
41	GZA1336	£4.70	HOSE, water valve to heater	1
	GZA1336X	£14.70	HOSE, water valve to heater	1 silicone
42	154149	£20.40	HOSE, inlet manifold to return pipe	1
43	GZA2052Z	NCA	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	£0.50	WASHER, sealing, fibre	1
46	CS4012	£1.20	CLIP, hose clamping, wire type	8 } alternatives
	GHC11020	£2.05	CLIP, hose clamping, jubilee type	8 }
47	CS4013	£1.20	CLIP, hose clamping, wire type	2 } alternatives
	GHC11022	£2.30	CLIP, hose clamping, jubilee type	2 }



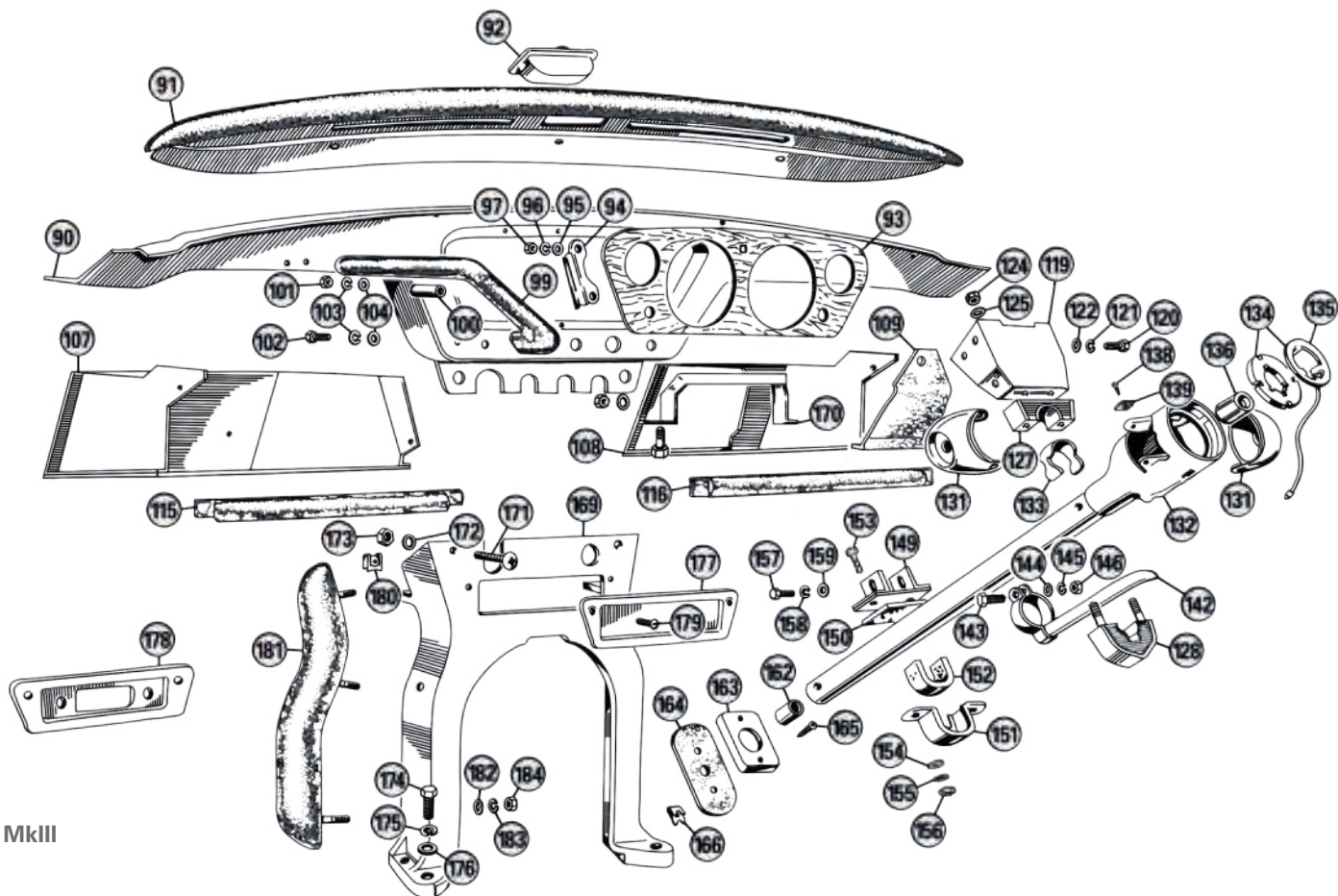
MkII to MkIV FH59688E



MkIV from FH59689E

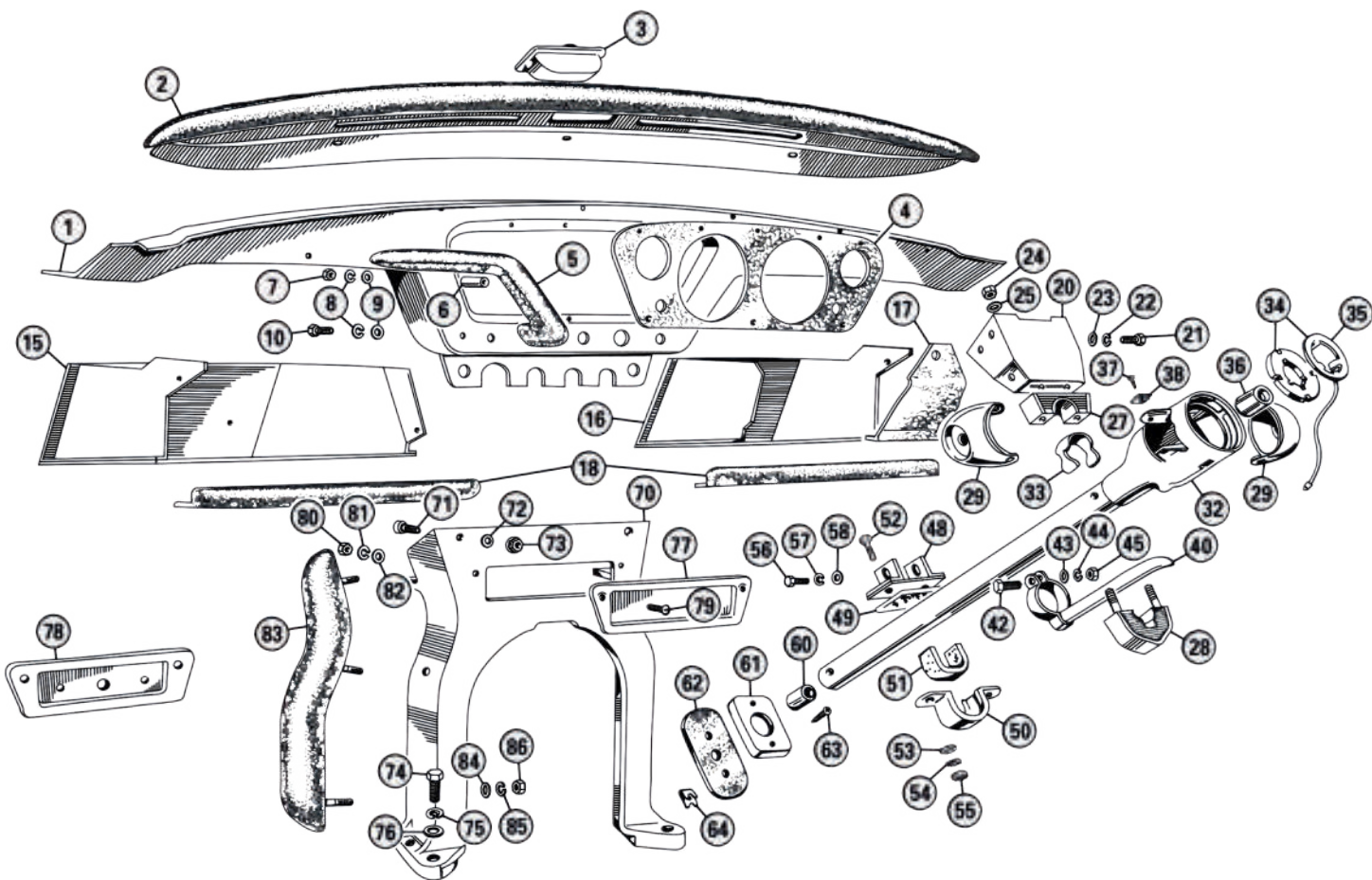


MkII

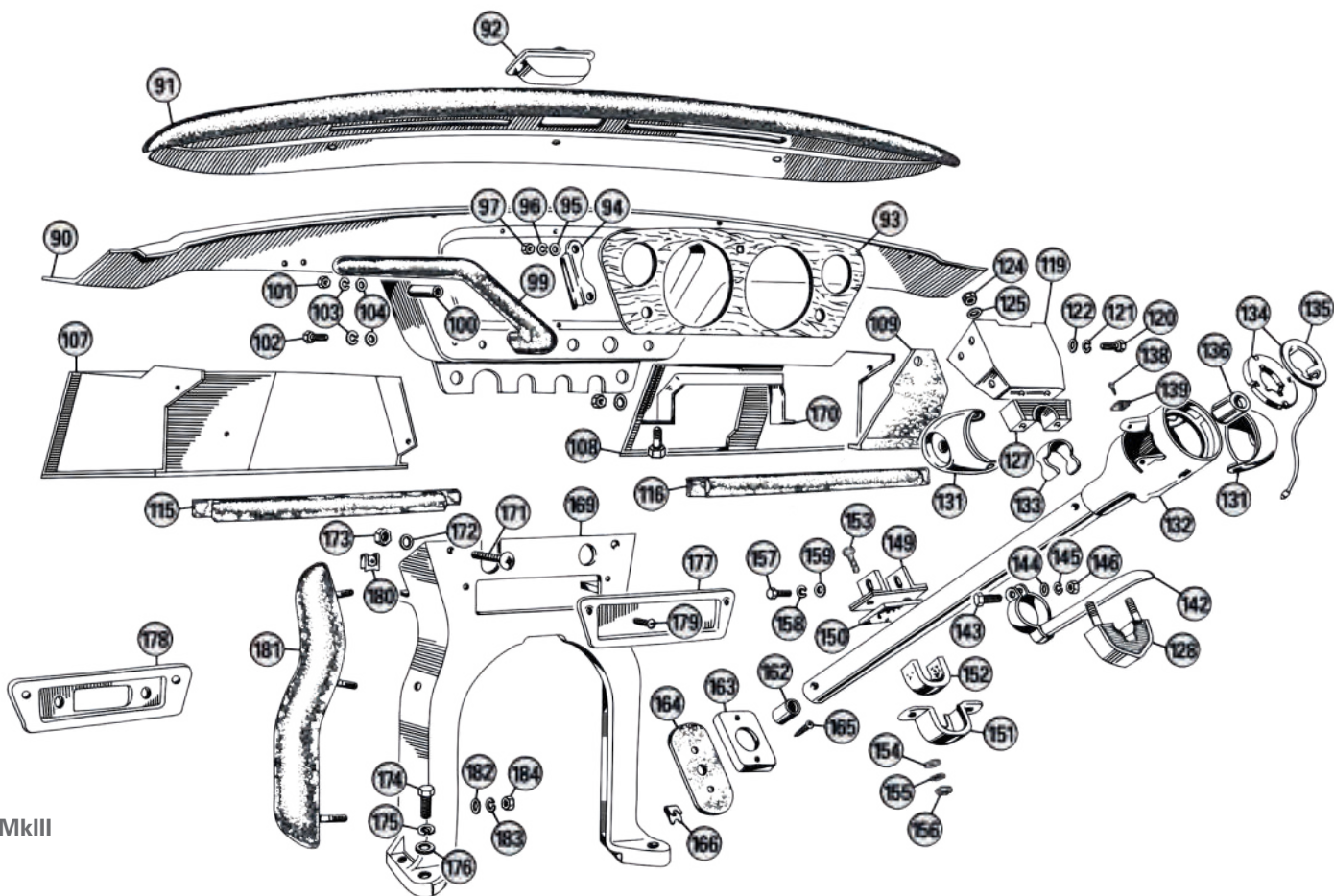


MkIII

iii.	Part Number	Price £ea.	Description	Req.	Details	iii.	Part Number	Price £ea.	Description	Req.	Details
Dash Fascia - Mki-III											
Mki-II											
1	706805		NCA ASSEMBLY, fascia panel, RHD	1		25	GHF331	£0.38	WASHER, spring	2	
	706804		NCA ASSEMBLY, fascia panel, LHD	1		27	611368	NCA	CLAMP, steering column, upper half	1	
NI	612825		NCA BRACKET ASSEMBLY	1	Fascia to steer column clamp	28	611367	NCA	CLAMP, steering column, lower half	1	
NI	603559	£1.04	CLIP, wiring	4		29	708479	£11.00	ESCUTCHEON	2	
NI	617037		NCA COVER, fascia panel, black	1	fitted from (c) FC50001	32	611364	NCA	ASSEMBLY	1	
NI	ANK5046A	£0.25	CLIP, trim, cover to fascia panel	9	and future		614122	NCA	ASSEMBLY, RHD	1	Germany & special orders only
2	706569		NCA ASSEMBLY, crash pad, fascia	1			611952	NCA	ASSEMBLY, LHD	1	
	706569Z	£63.50	ASSEMBLY, crash pad, fascia	1	aftermarket		608136	NCA	CHANNEL	1	
NI	HN2005	£0.16	NUT	5	crash pad assembly	33	609639	£3.40	SPRING	1	
NI	PWZ203	£0.19	WASHER, plain	5	to Fascia	34	608462	£15.00	ASSEMBLY	1	
NI	WL700101	£0.25	WASHER, spring	5		35	608356	NCA	CABLE ASSEMBLY	1	
3	613186	£12.70	ASHTRAY	1		36	209423	£5.60	BUSH, steering column, upper	1	
4	209744		NCA PANEL, instrument, RHD	1			209423X	£25.20	BUSH, steering column, upper	1	polyurethane
	209745		NCA PANEL, instrument, LHD	1	fitted up to (c)	37	508051	NCA	SCREW, self tapping, chrome	2	alternative to 510273
NI	209746		NCA PANEL, instrument, (U.S.A. & Canada only)	1	FC50000 only		510273	NCA	SCREW, self tapping, anodised	2	alternative to 508051
NI	708801		NCA PANEL, instrument, RHD	1		38	FC2803	£0.95	NUT, spire	2	
NI	708802		NCA PANEL, instrument, LHD	1	fitted from (c) FC50001	40	611369	£19.00	COVER, harness assembly	1	
NI	708803		NCA PANEL, instrument, (U.S.A. & Canada only)	1	and future	42	TP0504	NCA	SCREW	1	
NI	511696	£0.30	SCREW, set	6	securing instrument panel	43	PWZ203	£0.19	WASHER, plain	1	
NI	GHF712	£0.30	NUT, spire	6	to Fascia	44	WL700101	£0.25	WASHER, spring	1	
5	706912		NCA HANDLE, grab assembly	1	fitted up to (c)	45	HN2005	£0.16	NUT	1	
					FC50000 only	48	612900	NCA	ASSEMBLY, support bracket,	1	
	708633		NCA HANDLE, grab assembly	1	fitted from (c) FC50001	49	608222	£2.30	STRIP, felt, body	1	
					and future	50	608185	NCA	CLAMP, support bracket	1	
6	613599		NCA TUBE, spacer	1		51	608223	£2.70	STRIP, felt, clamp	1	
7	GHF200	£0.22	NUT	1		52	HB0704	NCA	BOLT	2	lower
8	GHF331	£0.38	WASHER, spring	3		53	GHF314	£0.22	WASHER	2	lower
9	GHF300	£0.22	WASHER, plain	2	grab handle attachment	54	GHF331	£0.38	WASHER	2	lower
	613941		NCA WASHER, special	2		55	GHF200	£0.22	NUT	2	
10	SH604041	£0.41	SCREW, set	2		56	SH604051	£0.30	SCREW	2	
15	807004		NCA TRAY, parcel, LH, RHD	1		57	GHF331	£0.38	WASHER, spring	2	
16	807072	£54.60	TRAY, parcel, RH, RHD	1		58	GHF300	£0.22	WASHER, plain	2	
	807005		NCA TRAY, parcel, RH, LHD	1		60	209423	£5.60	BUSH, steering column, lower	1	polyurethane
	807073	£54.60	TRAY, parcel, LH, LHD	1			209423X	£25.20	BUSH, steering column, lower	1	polyurethane
17	706771		NCA PANEL, filler, RHD	1		61	601597	NCA	PLATE, retaining	1	
NI	706772		NCA PANEL, filler, LHD	1		62	613466	£3.10	PAD, sealing, rubber	1	
NI	HU704X		NCA SCREW, set	1		63	YF7464	NCA	SCREW, sealing pad attachment	2	self tapping
NI	GHF331	£0.38	WASHER, spring	1		64	GHF701	£0.28	NUT, spire	2	
NI	GHF314	£0.22	WASHER, plain	1			621332	NCA	BRACKET	1	required when locking steering column is fitted. Germany and special orders only
NI	GHF200	£0.22	NUT	1		70	806869	NCA	BRACKET	1	fitted up to body FC3686
NI	SH604051	£0.30	SCREW, set	1			807533	NCA	BRACKET	1	fitted from body FC3687
NI	GHF200	£0.22	NUT	1			614114	NCA	BRACKET	1	and future
NI	GHF331	£0.38	WASHER, spring	1		71	511479	NCA	SCREW, set	2	
NI	WM57	£0.24	WASHER, plain	2		72	WM57	£0.24	WASHER, plain	2	
NI	SH604051	£0.30	SCREW, set	1		73	GHF221	£0.41	NUT, nyloc	2	
NI	GHF200	£0.22	NUT	1		74	511930	NCA	SCREW, set	4	
NI	GHF331	£0.38	WASHER, spring	1		75	512106	NCA	WASHER, spring	4	
NI	GHF300	£0.22	WASHER, plain	2		76	500172	NCA	WASHER, plain	4	
18	709693		NCA SUPPORT ASSEMBLY, RHD	1	fine grain, alternative to	77	613595	NCA	COVER PLATE, radio aperture	1	
NI	709692		NCA SUPPORT ASSEMBLY, LHD	1	706925 & 706924	78	613594	NCA	COVER PLATE, radio aperture	1	for U.S.A. and Canada up to
NI	706925		NCA SUPPORT ASSEMBLY, RHD	1	coarse grain, alternative		CD17769	NCA	PLUG, rubber	2	(c) FC15212 only
NI	706924		NCA SUPPORT ASSEMBLY, LHD	1	to 709693 & 709692		CD25672	NCA	PLUG, rubber	1	
NI	509356		NCA SCREW, self tapping	4	securing tray to dash front		CFP625	£0.64	PLUG, plastic	1	alternative to CD25672
NI	WP4	£0.30	WASHER, plain	4	securing tray to dash front		614599	NCA	PLATE, radio, front mounting	1	for U.S.A. and Canada up to
NI	FU25648		NCA NUT, spire, securing tray to dash front	4							(c) FC15213 and future
NI	509161		NCA SCREW, self tapping	2	securing tray to Fascia support	79	511664	NCA	SCREW, set, securing cover plate	2	
NI	WP4	£0.30	WASHER, plain	2	securing tray to Fascia support	80	HN2005	£0.16	NUT, securing cover plate	2	FC15212 only
NI	GHF701/9		NCA NUT, spire	2	securing tray to Fascia support	81	WL700101	£0.25	WASHER, spring	2	fitted up to (c)
NI	HU505	£0.83	SCREW, set	1		82	WP5	£0.25	WASHER, plain	2	
NI	53K126	£0.60	SCREW, set	3	alternative to fixings below		FZ64044	NCA	NUT, retainer	2	fitted from (c) FC15213 and future
NI	WP5	£0.25	WASHER, plain	8	rail and Fascia support	83	706920	NCA	ASSEMBLY	2	
NI	WL700101	£0.25	WASHER, spring	4	rail and Fascia support	84	HN2005	£0.16	NUT	6	
NI	HN2005	£0.16	NUT	4		85	505307	NCA	WASHER, spring	6	
NI	509161		NCA SCREW	3		86	GHF306	£0.30	WASHER, plain	6	
NI	WP4	£0.30	WASHER, plain	3		MkIII					
NI	FU2544/9		NCA NUT, spire	3		90	706805	NCA	ASSEMBLY, RHD	1	
NI	HU506	£0.66	SCREW, set	2			706804	NCA	ASSEMBLY, LHD	1	
NI	HU505	£0.83	SCREW, set	3			612825	NCA	ASSEMBLY, bracket	1	
NI	WP5	£0.25	WASHER, plain	10	alternative to fixings above		603559	£1.04	CLIP, wiring	4	
NI	WL700101	£0.25	WASHER, spring	5			908124	NCA	ASSEMBLY, LHD	1	
NI	HN2005	£0.16	NUT	5			622220	NCA	ASSEMBLY, bracket	1	U.S.A. only fitted from
NI	563032	£0.66	BACKPLATE	3	(support)		603559	£1.04	CLIP, wiring	4	(c) FDU31254
NI	565756	£0.41	CAP	3	(support)		617037	NCA	COVER, black	1	
NI	509356		NCA SCREW	3	self tapping		709691	NCA	BRACKET	1	
NI	WP4	£0.30	WASHER, plain	3			608522	NCA	CLIP, trim	9	
NI	FU2544/9		NCA NUT, spire	3		91	706569	NCA	ASSEMBLY	1	fitted up to (c) FD23511 approx. LHD & FD16481 RHD
20	612704		NCA ASSEMBLY, mounting bracket	1							fitted from (c) FD23512 approx.
21	SH604051	£0.30	SCREW, set	4			714482	NCA	ASSEMBLY	1	LHD & FD16482 RHD
22	GHF331	£0.38	WASHER, spring	4			714482Z	£63.50	ASSEMBLY, aftermarket	1	
23	GHF314	£0.22	WASHER, plain	4							
24	GHF200	£0.22	NUT	2							

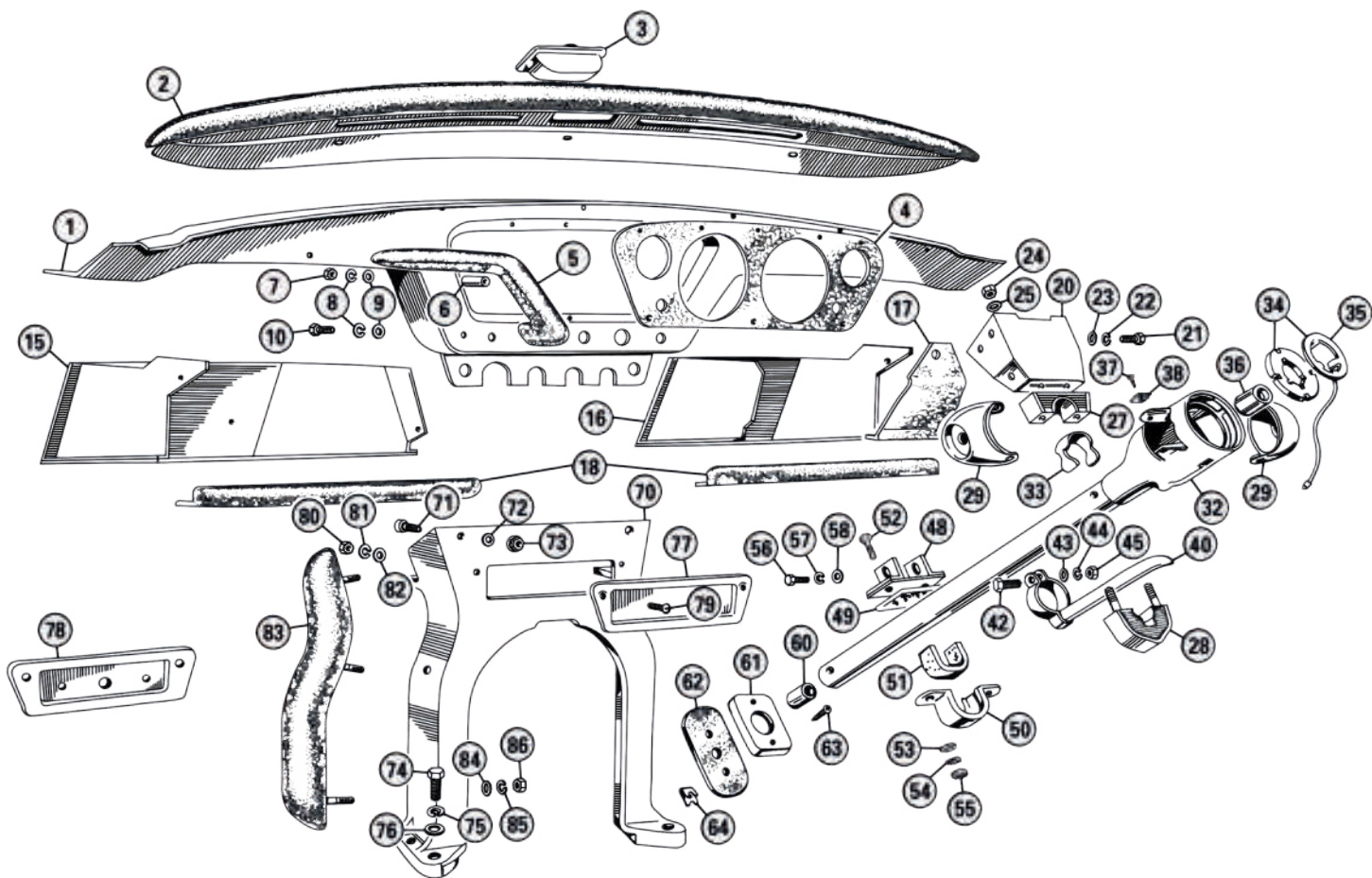


MkII

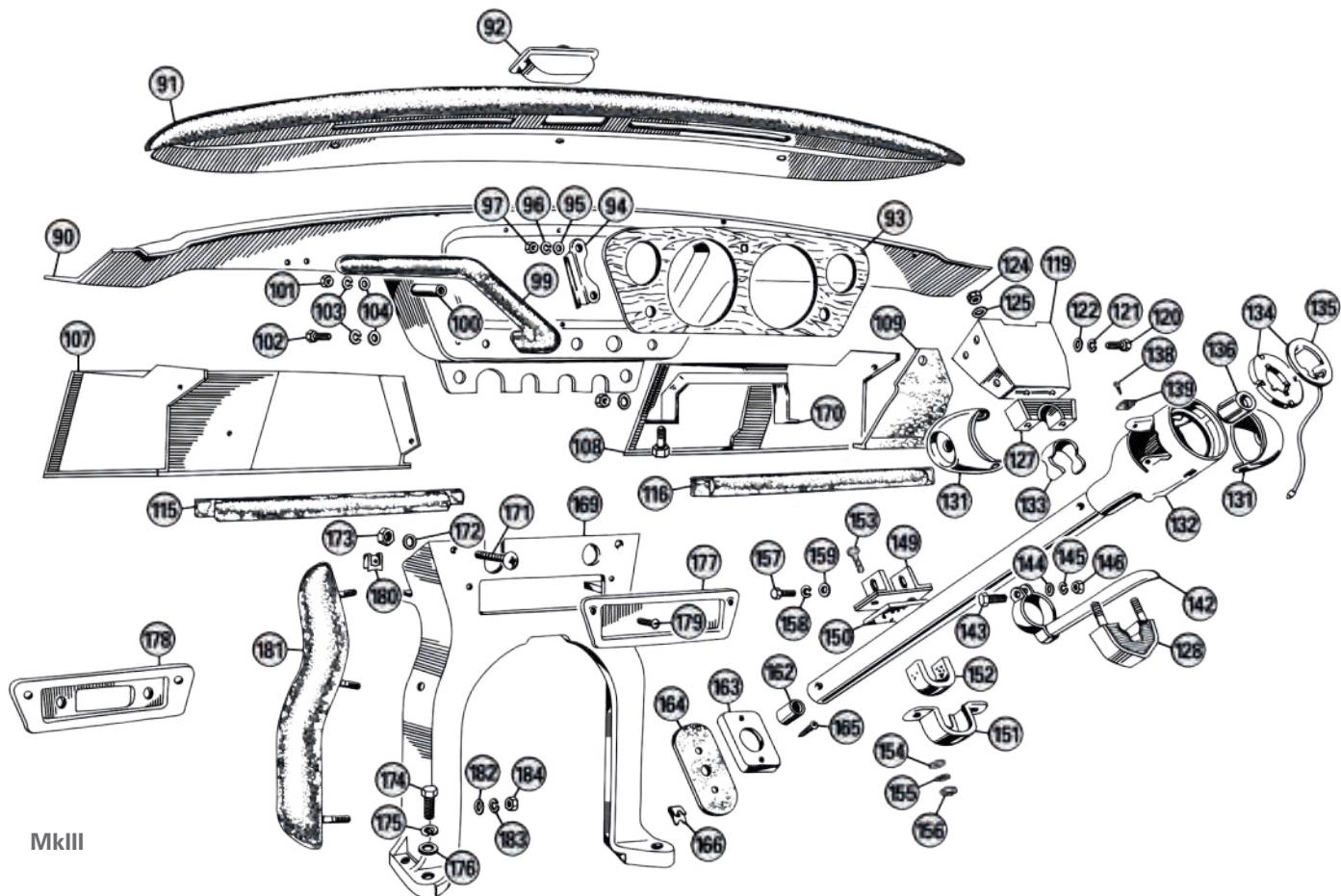


MkIII

ill.	Part Number	Price Eea.	Description	Req.	Details	ill.	Part Number	Price Eea.	Description	Req.	Details
NI	HN2005	£0.16	NUT, crash pad assembly to Fascia	5		NI	FU25648	NCA	NUT, spire	4	
NI	PWZ203	£0.19	WASHER, plain	5		NI	509161	NCA	SCREW, self tapping	1	
NI	WL700101	£0.25	WASHER, spring	5		NI	WP4	£0.30	WASHER, plain	1	
NI	813351	£173.00	ASSEMBLY	1	U.S.A. only. fitted from	NI	FU25648	NCA	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	£0.25	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	£12.70	ASHTRAY	1							
93	712830	£111.60	PANEL	1		622725	NCA	ASSEMBLY, mounting bracket, LHD	1	fitted to LHD vehicles from (c) FD9284 and future Germany only	
94	621472	NCA	BRACKET	2							
95	GHF306	£0.30	WASHER, plain	4		628413	NCA	ASSEMBLY, mounting bracket, LHD			
96	WL700101	£0.25	WASHER, spring	4		120	SH604051	£0.30	SCREW, set	4	
97	HN2005	£0.16	NUT	4		121	GHF331	£0.38	WASHER, spring	4	
NI	910361	NCA	ASSEMBLY, facing, Fascia, RH	1		122	GHF314	£0.22	WASHER, plain	4	
NI	618505	NCA	ASSEMBLY, stud plate	1	U.S.A. only. fitted from	124	GHF200	£0.22	NUT, upper and lower clamp halves to mounting bracket	2	U.S.A. not required from (c) FDU31254
NI	618487	NCA	PLATE, attachment, facing, RH	1	(c) FDU31254	125	GHF331	£0.38	WASHER, spring	2	not required in all other markets when locking steering column fitted from (c) FD75001
NI	516762	NCA	WOODSCREW, round head	4							
NI	TW602	NCA	WOODSCREW, flat countersunk	2							
NI	910351	NCA	ASSEMBLY, facing	1		NI	GHF221	£0.41	NUT	2	required when locking steering column fitted from (c) FD75001 (all markets except U.S.A.)
NI	622222	NCA	PLATE	1		NI	GHF300	£0.22	WASHER, plain	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	154181	NCA	SHROUD, nut, over nyloc nut	2	
NI	629181	NCA	ASSEMBLY, facing, Fascia, LH	1	U.S.A. only. fitted from (c) FDU75001	NI	BH604201	£0.72	BOLT	2	U.S.A. only fitted from (c) FDU31254 up to (c) FDU75000
NI	618505	NCA	ASSEMBLY, stud plate	1		NI	GHF331	£0.38	WASHER	2	U.S.A. only fitted from (c) FDU75001, alternative to 155086
NI	622223	NCA	WASHER, plate, screen washer	1		NI	518635	NCA	SCREW	2	U.S.A. only fitted from (c) FDU75001, alternative to 155086
NI	622230	NCA	PLATE, retaining, hazard switch	1		NI	155086	NCA	SCREW, socket	2	U.S.A. only fitted from (c) FDU75001, alternative to 1518635
NI	618486	NCA	PLATE, attachemtn, facing, LH	1							Note: Used in pairs, 155086 should be supplied for all replacements
NI	516762	NCA	WOODSCREW, round head	4		NI	GHF300	£0.22	WASHER, plain	2	U.S.A. only fitted from (c) FDU75001
NI	TW602	NCA	WOODSCREW, flat countersunk	4	U.S.A. only. fitted from (c) FDU31254	NI	620547	NCA	PLATE, tapped	1	U.S.A. only fitted from (c) FDU31254
NI	HN2005	£0.16	NUT, side panels	3		127	611368	NCA	CLAMP, steering column, upper half	1	
NI	WL700101	£0.25	WASHER, spring, side panels,	3		128	611367	NCA	CLAMP, steering column, lower half	1	
NI	PWZ203	£0.19	WASHER, plain, side panels	3		131	708479	£11.00	ESCUTCHEON, flasher & lighting switch	2	
NI	53K126	£0.60	SET SCREW, side panels	3		132	611364	NCA	ASSEMBLY, steering column cowl	1	fitted up to (c) FD/FDU75000
NI	625549	NCA	WASHER, cup	4							
NI	509556	NCA	SCREW, self tapping	4		154177	NCA	ASSEMBLY, steering column cowl	1	fitted from (c) FD/FDU75001	
NI	FU2585	£0.47	NUT, spire	4							Note: 154177 may be used instead of 611364 for all replacements
NI	627633	NCA	PLATE, fixing, choke control	1	U.S.A. only. fitted from (c) FDU75001	614122	NCA	ASSEMBLY, locking, RHD	1	Germany & when locking steering device is fitted up to comm no. FD/FDU75000	
NI	812991	NCA	ASSEMBLY, padding, lower Fascia, RH	1		611952	NCA	ASSEMBLY, locking, LHD	1		
NI	813281	NCA	ASSEMBLY, padding, lower Fascia, LH	1		134	608462	£15.00	ASSEMBLY, slip ring & insulator	1	
NI	GHF701	£0.28	NUT, spire, RHD	4		135	608356	NCA	ASSEMBLY, cable, slip ring	1	
NI	AB606031	£0.36	SCREW, self tapping, RHD	4		NI	608139	NCA	INSULATOR, slip ring	1	no longer available individually
NI	WP4	£0.30	WASHER, plain, RHD	4		136	209423	£5.60	BUSH, steering column, upper	1	
NI	516762	NCA	WOODSCREW, RHD	3			209423X	£25.20	BUSH, steering column, upper	1	polyurethane
NI	627318	NCA	BRACKET, interior lamp	1	U.S.A. only from (c) FDU75001	138	510273	NCA	SCREW, self tapping	2	
99	708633	NCA	ASSEMBLY, handle, grab	1		139	FC2803/9	NCA	NUT, spire	2	not required when locking steering device is fitted
100	613599	NCA	TUBE, spacer	1		142	611369	£19.00	ASSEMBLY, harness cover	1	
101	SH604041	£0.41	SCREW, set	2		NI	609629	NCA	CLIP, harness cover	1	
102	GHF200	£0.22	NUT	1		NI	608183	NCA	COVER, harness	1	Germany and when locking steering device is fitted up to (c) FD/FDU75000
103	GHF331	£0.38	WASHER, spring	3		NI	154833	£12.30	COVER, harness	1	when locking steering column fitted from (c) FD/FDU75001
104	GHF300	£0.22	WASHER, plain	1		143	TP0504	NCA	SCREW, set	1	
	613941	NCA	WASHER, special	2		144	PWZ203	£0.19	WASHER, plain	1	
107	807004	NCA	TRAY, parcel shelf, LH, RHD	1		145	WL700101	£0.25	WASHER, spring	1	
108	807072	£54.60	TRAY, parcel shelf, RH, RHD	1		146	HN2005	£0.16	NUT	1	
	807005	NCA	TRAY, parcel shelf, LH, LHD	1		NI	621332	NCA	BRACKET	1	
	807073	£54.60	TRAY, parcel shelf, RH, LHD	1		NI	609269	NCA	CLIP	2	only required when locking steering device is fitted up to (c) FD/FDU75000
	809918	NCA	TRAY, parcel shelf, LH, LHD	1	U.S.A. only from comm no. FDU31254	NI	TP0504	NCA	SCREW, set	2	
109	706771	NCA	PANEL, filler, RHD	1		NI	WL700101	£0.25	WASHER, spring	2	
NI	706772	NCA	PANEL, filler, LHD	1		NI	PWZ203	£0.19	WASHER, plain	2	
NI	SH604041	£0.41	SCREW, set	1		NI	HN2005	£0.16	NUT, harness cover attachment	2	
NI	GHF331	£0.38	WASHER, spring	1		NI	149698	NCA	TUBE, distance, black, PVC	1	
NI	GHF314	£0.22	WASHER, plain	1		NI	147912	NCA	STRAP, anti torque	1	
NI	GHF200	£0.22	NUT	1		NI	147951	NCA	BOLT	1	
NI	SH604051	£0.30	SCREW	1		NI	WM816	NCA	WASHER, plain	2	
NI	GHF331	£0.38	WASHER, spring	1		NI	154173	NCA	STRAP, anti torque assembly	1	U.S.A. only. fitted from comm no. FDU75001 up to FDU
NI	WM57	£0.24	WASHER, plain	2		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, filler panel mounting bracket	1							
NI	SH604051	£0.30	SCREW, set	1							
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							



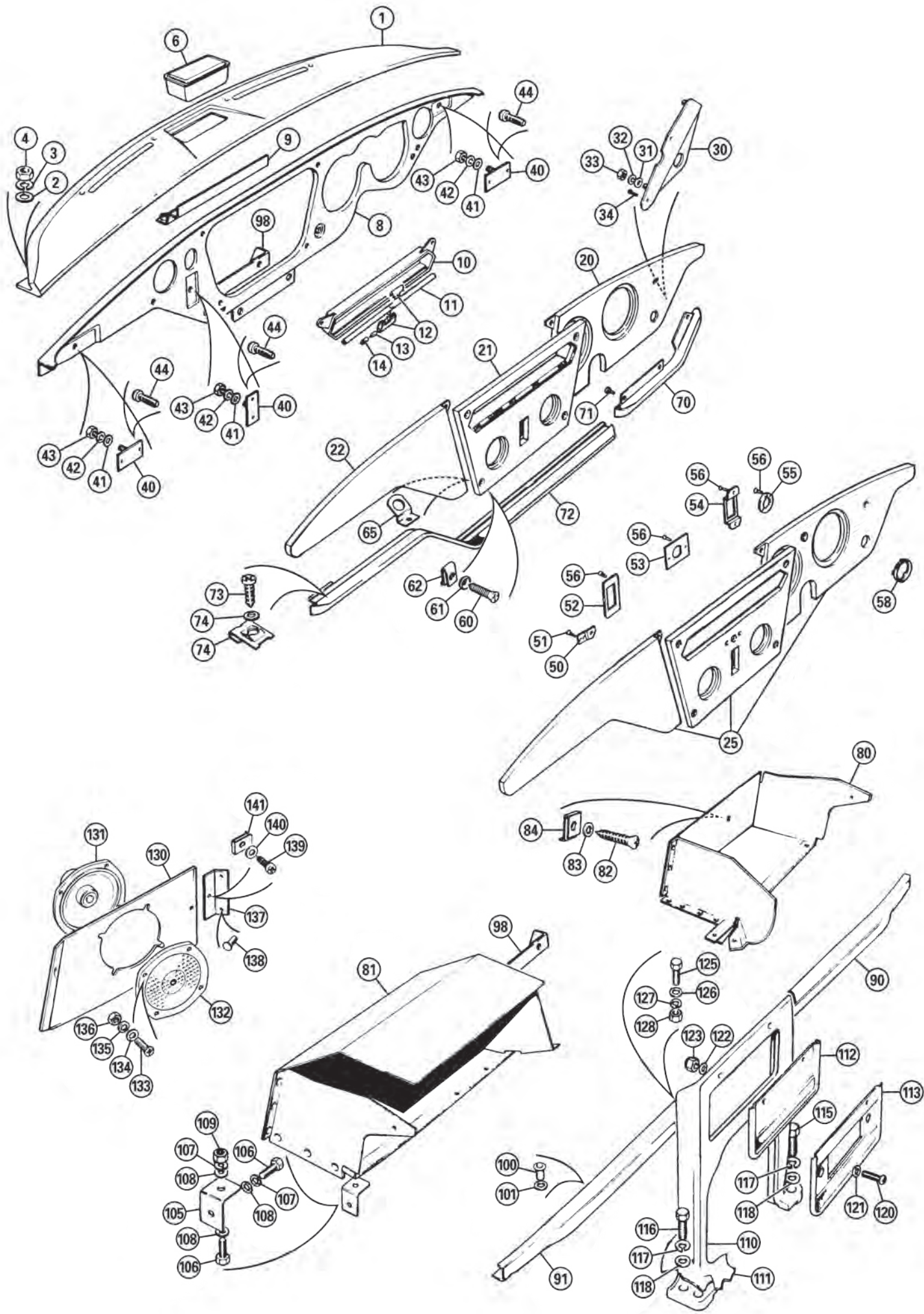
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ill.	Part Number	Price £ea.	Description	Req.	Details
NI	154977		NCA TUBE, anti torque assembly	1	U.S.A. only. fitted from comm no. FDU
NI	54980		NCA TUBE, anti torque assembly	1	req. when locking steering device is fitted from (c) all markets except U.S.A.
NI	154180		NCA COVER, ignition key	1	req. when locking steering device is fitted from (c) FD/ FDU75001
149	612900		NCA ASSEMBLY, lower	1	not req. for locking steering column from (c) FD/FDU75001
	628402		NCA ASSEMBLY, lower	1	req. when locking steering column fitted from (c) FD/FDU75001
150	608222	£2.30	STRIP, felt	1	
151	608185		NCA CLAMP, lower	1	
152	608223	£2.70	STRIP, felt	1	
	628409		NCA STRIP, felt, support bracket, clamp	1	req. when locking steering column fitted from (c) FD7501. all markets except U.S.A.
	623490		NCA STRIP, felt	1	U.S.A. only. fitted from
	623491		NCA STRIP, felt	1	(c) FDU31254
153	GHF117	£0.30	BOLT, lower	2	
154	GHF314	£0.22	WASHER, plain, lower	2	
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	BUSH, steering column, lower	1	
	209423X	£25.20	BUSH, steering column, lower	1	polyurethane
163	601597		NCA PLATE	1	
164	613466	£3.10	PAD, sealing, rubber, steering column	1	
165	YF7464		NCA SCREW, self tapping	2	
166	GHF701/9		NCA NUT, spire	2	
NI	154246		NCA TUBE, distance	1	France and Sweden only. fitted from (c) FD75001
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
NI	GHF300	£0.22	WASHER, plain	2	(c) FDU31254
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	
178	614599		NCA PLATE, front, radio mounting	1	U.S.A. & Canada
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
	503627		NCA NUT	6	alternative to HN2005DDD

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



iii. Part Number Price Eea. Description Req. Details

Dash & Fascia Panels - MkIV-1500

Crash Panel & Fascia Panels

1	815281Z	£54.00	CRASH PAD, dash top	1	
2	WP124	£0.60	WASHER, plain	6	
3	WL700101	£0.25	WASHER, spring	6	
4	HN2005	£0.16	NUT	6	
6	613186	£12.70	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	NCA	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	NCA	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	NCA	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	NCA	DASHBOARD, crown matt	1	RHD
	918230BG	NCA	DASHBOARD, burr gloss	1	
	824540	NCA	DASHBOARD	1	RHD, BAOR
	918210	NCA	DASHBOARD, crown matt	1	LHD
	918210BG	NCA	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	NCA	DASHBOARD, veneered, burr gloss	1	
	WKC3390	£281.00	DASHBOARD, crown matt	1	from (c) FH100021
	WKC3390BG	NCA	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	NCA	DASHBOARD, burr gloss	1	or seat belt warning
	WKC3410	NCA	DASHBOARD, crown matt	1	from (c) FH100020
	WKC3410BG	NCA	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	£0.25	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	NCA	PLATE, hazard switch retaining*	1	RHD
53	632987	NCA	PLATE, hazard light retaining*	1	RHD, BAOR only

iii. Part Number Price Eea. 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

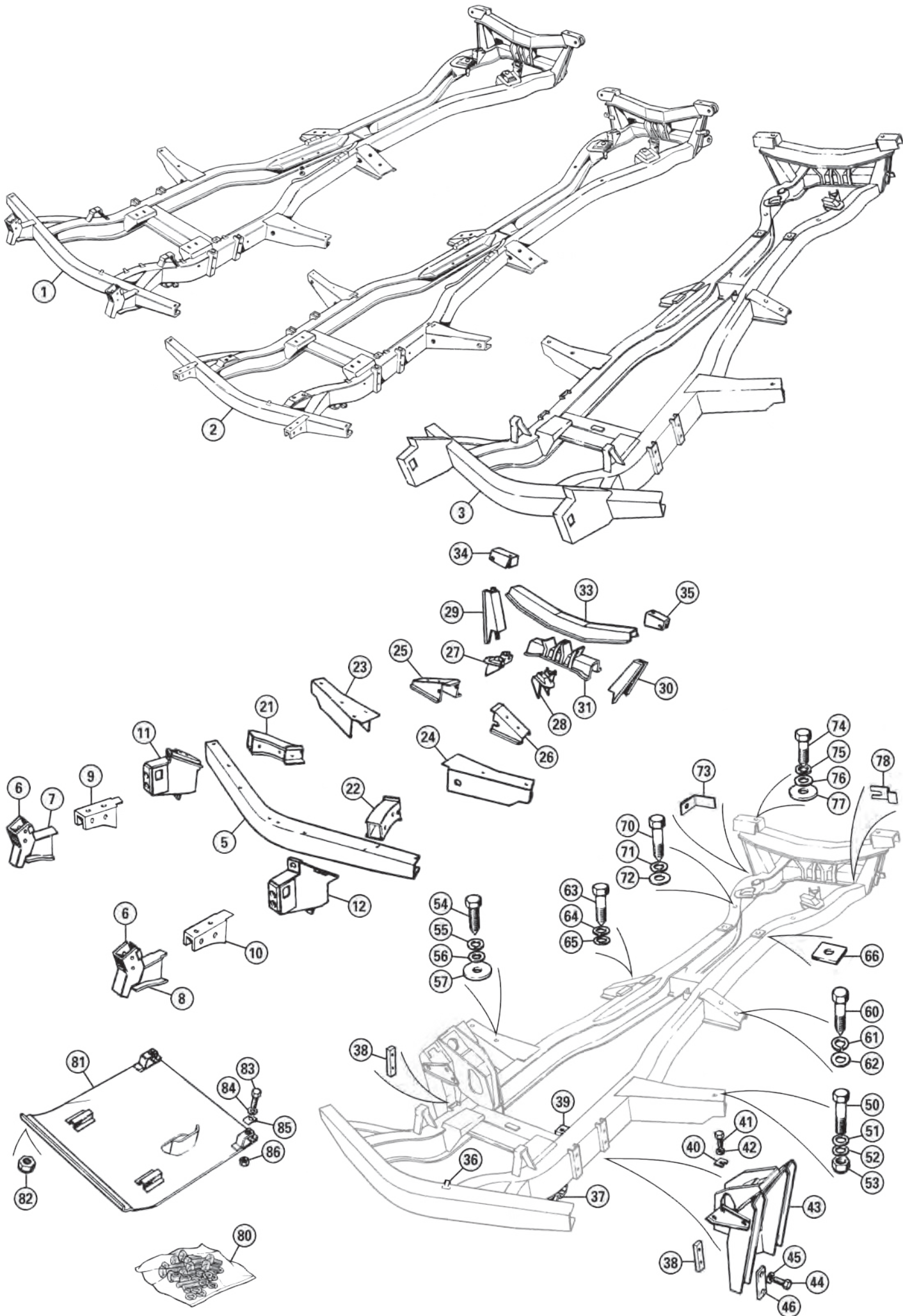
70	813271	£45.00	CRASH PAD, lower fascia, RH	1	RHD
	813281	NCA	CRASH PAD, lower fascia, LH	1	LHD
71	YB1142	NCA	SCREW, padding securing	3	
72	812981	£89.10	CRASH PAD, lower fascia, LH	1	RHD
	812991	NCA	CRASH PAD, lower fascia, RH	1	LHD
73	GHF421	£0.14	SCREW, padding securing	4	
74	WP4	£0.30	WASHER, plain	4	
75	GHF701	£0.28	SPIRE NUT	4	

Parcel Trays & Centre Console

80	813745	£21.40	GLOVE BOX, driver's side, RH	1	RHD
	813746	£21.40	GLOVE BOX, driver's side, LH	1	LHD
81	813753	£21.40	GLVOE BOX, passenger's side, LH	1	RHD
	813754	£21.40	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	NCA	SPIRE NUT	4	
90	709693	NCA	SUPPORT, RH	1	black dash
	728641	£65.80	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	£65.80	SUPPORT, LH	1	veneered dash to (c) FH113677
	YKC3327PA	NCA	SUPPORT, LH	1	veneered dash from (c) FH113678
98	709691	NCA	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	£0.25	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	£11.20	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 (alternatives)
	SH605091	£0.89	SCREW, standard head	2	
116	511930	NCA	SCREW, domed head	2	console to floor, rear (alternatives)
	SH605101	£0.89	SCREW, standard head	2	
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, nylac	2	
125	HU506	£0.66	SCREW, support bracket	2	
126	PWZ203	£0.19	WASHER, plain	4	
127	WL700101	£0.25	WASHER, spring	2	
128	HN2005	£0.16	NUT	2	speaker fittings
130	YKC2488	NCA	SPEAKER SHELF, RHD	1	for fitting one speaker
	YKC288	NCA	SPEAKER SHELF, LHD	1	in glove box only
131	YKC2845	NCA	SPEAKER	a/r	
132	ZKC412	NCA	GRILLE, speaker	a/r	
133	RMP2312	£1.20	SCREW, speaker securing	4	
134	PWZ203	£0.19	WASHER, plain	4	
135	WL700101	£0.25	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	NCA	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.

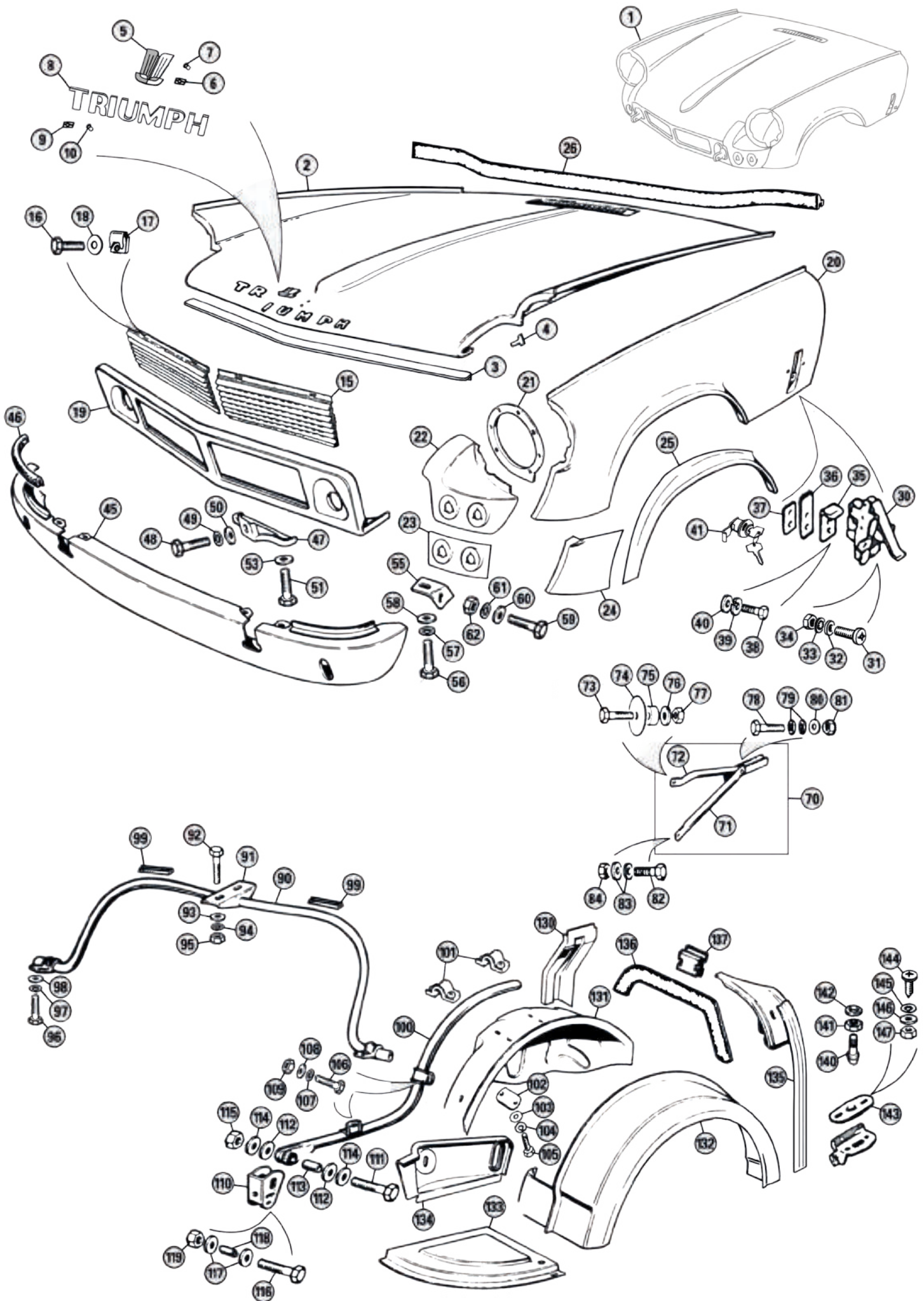


ill.	Part Number	Price Eea.	Description	Req.	Details
Chassis Frame					
1	401981		NCA CHASSIS FRAME	1	MkI-II
2	402611		NCA CHASSIS FRAME	1	MkIII
3	403066		NCA CHASSIS FRAME	1	MkIV to (c) FH60000
	PKC58		NCA CHASSIS FRAME	1	MkIV from (c) FH60001 to (c) FH75000
	PKC117		NCA CHASSIS FRAME	1	1500 from (c) FH75001
5	TS26	£89.60	CROSSMEMBER, front	1	
6	134295		NCA LINK, pivot, bonnet	2	
7	133868		NCA SUPPORT, pivot bracket, RH	1	MkI-II
8	133869		NCA SUPPORT, pivot bracket, LH	1	
9	147788		NCA SUPPORT, pivot bracket, RH	1	MkIII
10	147789		NCA 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		NCA GUSSET, front chassis, RH	1	MkI to early MkIV
22	209440		NCA 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).

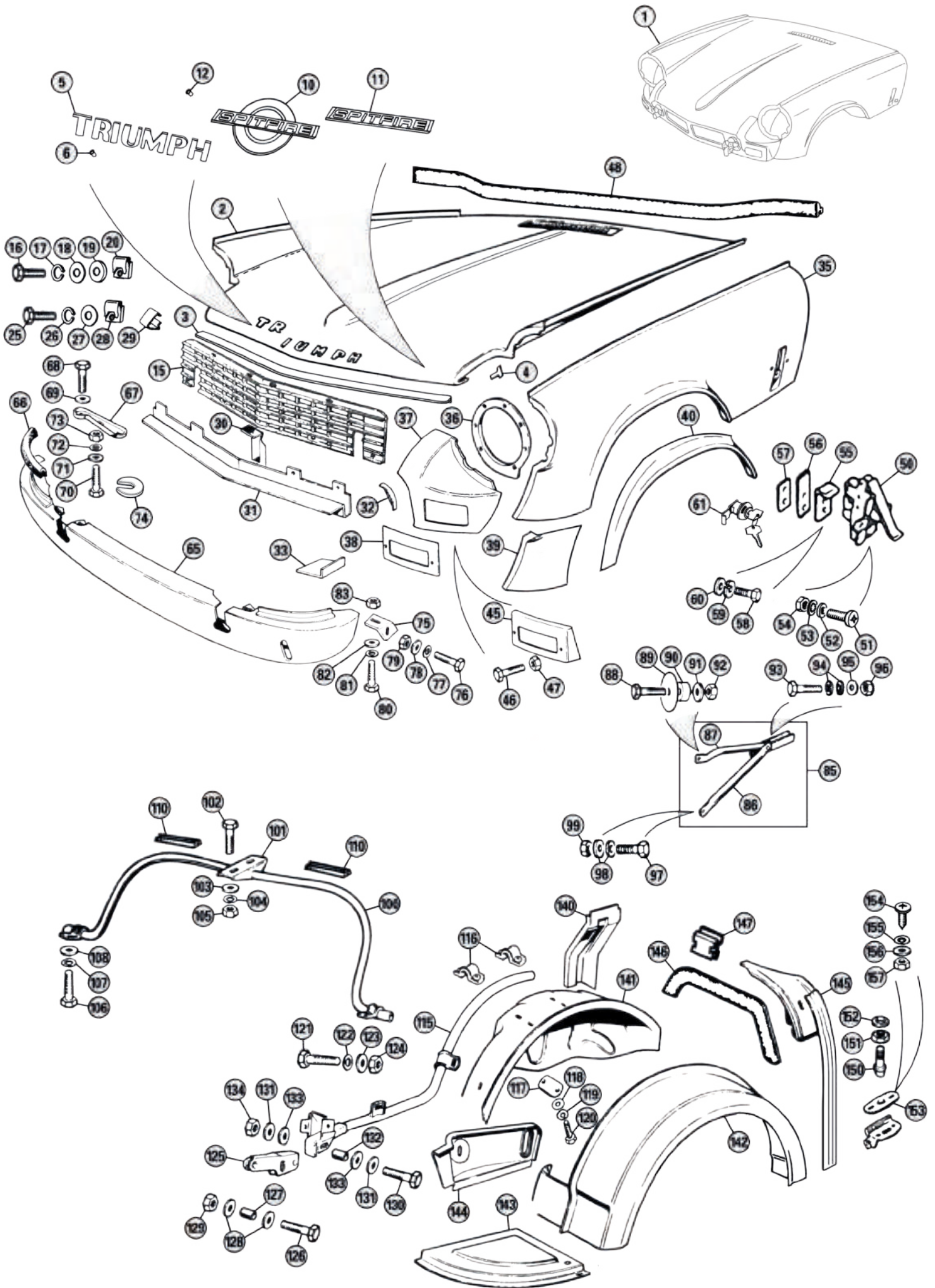
23	TS45R	£76.50	OUTRIGGER, front, RH	1	
24	TS45L	£76.50	OUTRIGGER, front, LH	1	
25	134399		NCA OUTRIGGER, intermediate, RH	1	
26	134400		NCA OUTRIGGER, intermediate, LH	1	
27	209466		NCA BRACKET, RH	1	
			(Rear axle mounting to hand brake guide).		MkI-III
28	209465		NCA BRACKET, LH	1	
			(Rear axle mounting to hand brake guide).		
27	219153		NCA BRACKET, RH	1	
			(Rear axle mounting to hand brake guide).		MkIV-1500
28	219152		NCA BRACKET, LH	1	
			(Rear axle mounting to hand brake guide).		
29	208935		NCA BRACKET, shock absorber, RH	1	MkI-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		NCA BRACKET, RH	1	rear body & shock abs
35	132819		NCA BRACKET, LH	1	mountings (fitted to rear)
36	122747		NCA CLAMP, for wiring	7	only 4 required for MkI-II
37	134580		NCA BRACKET, anti-roll bar mounting	2	MkI-III
	155309		NCA BRACKET, anti-roll bar mounting	2	MkIV-1500
38	129650		NCA PLATE, tapped	2	suspension turret mounting
39	132104		NCA BRACKET RH	1	inner suspension
	132105		NCA BRACKET, LH	1	support
40	128356		NCA SHIM, camber adjustment	a/r	
41	SH606091	£1.26	SCREW, mounting bracket to frame	2	
42	WP20X	£0.30	WASHER, plain	2	
43	305746		NCA SUSPENSION TURRET, LH	1	
43	305747		NCA SUSPENSION TURRET, RH	1	
44	GHF105	£0.41	SCREW, brackets to frame	8	MkI-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	£0.55	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	MkI-III
	149649		NCA BRACKET, rear brake hose mounting, LH	1	
	159733		NCA BRACKET, rear brake hose mounting	2	MkIV-1500

ill.	Part Number	Price Eea.	Description	Req.	Details
74	GHF106	£0.53	SCREW, rear body mounting	2	
75	GHF333	£0.30	WASHER, spring	2	
76	WM59	£0.40	WASHER, plain	2	
77	613178	£2.05	SPACER, aluminium	2	
78	152602		NCA MOUNTING, three way brake pipe union	1	
80	574245	£25.00	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	£4.50	CLAMP, plate to chassis	2	
86	GHF202	£0.22	NUT	2	



Ill.	Part Number	Price Eea.	Description	Req.	Details
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	£25.60	LETTER SET, smooth, 'TRIUMPH'	1	
	703862	NCA	LETTER, T	1	
	703863	£3.14	LETTER, R	1	
	703864	£3.14	LETTER, I	1	
	703865	£3.14	LETTER, U	1	
	703866	£3.14	LETTER, M	1	
	703867	£3.14	LETTER, P	1	
	703868	£3.14	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	£189.00	WING, front, LH	1	
	903089	£189.00	WING, front, RH	1	
21	612873	NCA	BRACKET, headlamp mounting, LH	1	reinforcement
	612874	NCA	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	NCA	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	£9.40	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	£240.00	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
	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	NCA	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 Eea.	Description	Req.	Details
Bonnet Stay Assembly					
70	SBP154SS	£54.60	BONNET STAY KIT, upper & lower	1	stainless steel
71	613751	NCA	BONNET STAY, lower link	1	
72	613045	NCA	BONNET STAY, upper link	1	
73	GHF101	£0.30	SCREW, stay to wheel arch	1	
74	GHF314	£0.22	WASHER, plain, large	1	attaching upper
75	AHH6939	£0.90	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	NCA	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	NCA	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	£33.00	BRACKET, anchor	4	rear bonnet hinge tube
102	607711	£9.60	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	£0.70	WASHER, plain	4	
115	GHF273	£0.55	NUT, nyloc	2	
116	BH605181	£1.10	BOLT	4	bonnet hinge
117	WM58	£0.30	WASHER, plain	4	bracket to chassis
118	612963	NCA	SPACER	8	
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	
	706548RP	£147.80	WHEEL ARCH, inner, LH, repair panel	1	
	706549	NCA	WHEEL ARCH, inner, LH	1	
	706549RP	£147.80	WHEEL ARCH, inner, RH	1	
132	903137	NCA	WHEEL ARCH, outer, LH	1	
	903138	NCA	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	£3.80	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	£0.25	WASHER, spring	4	locating bracket
147	UCN116L	£0.84	NUT	4	



Ill.	Part Number	Price Eea.	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	USA only fitted
2	621666		NCA TOP ASSEMBLY, bonnet	1	fitted up to (c) FD/FDU75000
	627332		NCA TOP ASSEMBLY, bonnet	1	fitted from (c) FD/FDU75001
3	706453		NCA REINFORCEMENT, front edge	1	
4	603559	£1.04	TAG, wiring loom	a/r	
5	703862SET	£25.60	LETTER SET, smooth, 'TRIUMPH'	1	
	703862		NCA LETTER, T	1	
	703863	£3.14	LETTER, R	1	
	703864	£3.14	LETTER, I	1	
	703865	£3.14	LETTER, U	1	fitted up to (c) FD/FDU75000
	703866	£3.14	LETTER, M	1	
	703867	£3.14	LETTER, P	1	
	703868	£3.14	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) FD/FDU75001
11	627170		NCA NAMEPLATE, 'Spitfire', bonnet (USA only)	1	fitted from (c) FD/FDU75001
12	GHF1532	£0.26	BUSH, friction, nameplate to bonnet	2	fitted from (c) 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 up to FD/FDU80520 only
	817252		NCA GRILLE ASSEMBLY, radiator, black plastic	1	fitted from (c) FD/FDU80521 on
16	RMP312	£1.40	SCREW, set	6	
	515328		NCA SCREW, set	2	radiator grille attachment
17	WL700101	£0.25	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	4	
25	576156		NCA SCREW, set, short	4	
	576155		NCA SCREW, set, long	2	radiator grille attachment
26	WL700101	£0.25	WASHER, spring	6	fitted from (c) FD/FDU80521
27	518419		NCA WASHER, fibre	6	on only, for attaching plastic grille 817252 only
28	FZ34044	£1.45	NUT, retainer	6	
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	£189.00	WING, front, LH	1	
	903089	£189.00	WING, front, RH	1	
	817920		NCA WING, front, LH	1	USA only fitted
	817921		NCA WING, front, RH	1	from (c) FDU75001
36	612873		NCA BRACKET, reinforcement, LH	1	headlamp mounting
	612874		NCA 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		NCA REPAIR PANEL, nose panel, side lamps, RH	1	
	911720RP		NCA REPAIR PANEL, nose panel, side lamps, LH	1	fitted from (c) FD/FDU75001
	911721RP		NCA 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.

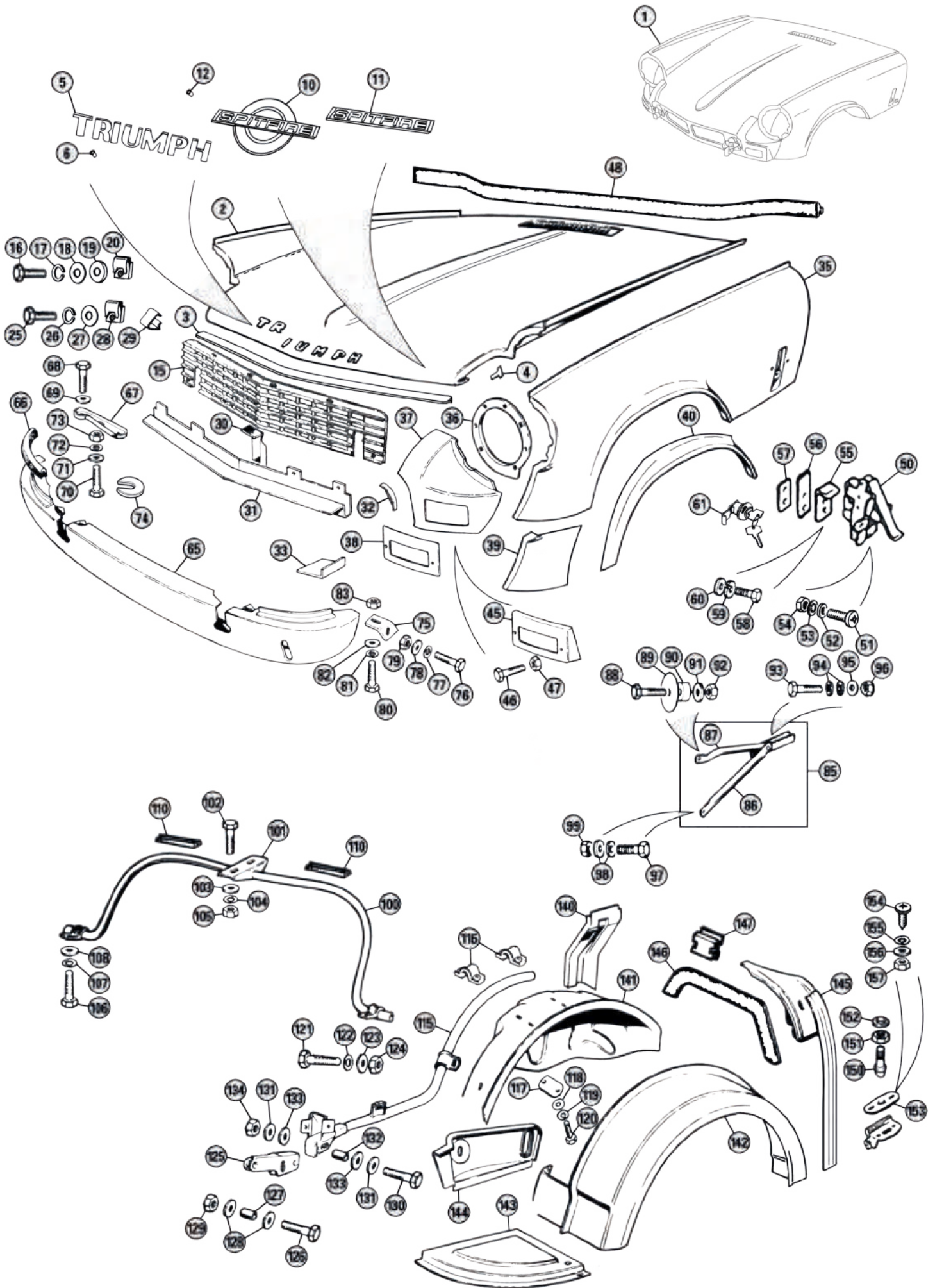
46	SE105141	£0.98	SCREW, plinth to nose panel	4	
47	FZ34044	£1.45	NUT, retainer, plinth to nose panel	4	
48	610675	£9.30	SEAL, bonnet to bulkhead	1	

Ill.	Part Number	Price Eea.	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 attachment
53	WF703081	£0.90	WASHER, shakeproof	6	
54	UCN116L	£0.84	NUT	6	
55	607664	£9.40	PLATE, catch, bonnet lock, dash sde	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	

Ill.	Part Number	Price Eea.	Description	Req.	Details
Front Valance Assembly					
65	811676	£240.00	FRONT VALANCE ASSEMBLY	1	
66	610676	£3.90	SEAL, front valance to bonnet	2	
67	712567		NCA BRACKET, support, front valance, inner	1	LH
	712568		NCA BRACKET, support, front valance, inner	1	RH
68	HU706P	£1.06	SCREW, set, pointed	4	support bracket to front valance
	GHF117	£0.30	SCREW, set (alternative)	4	
	GHF300	£0.22	WASHER, plain	4	
	GHF101	£0.30	SCREW, set	2	
	GHF331	£0.38	WASHER, spring	2	front valance support bracket to chassis
	GHF300	£0.22	WASHER, plain	2	
	GHF200	£0.22	NUT, hex	2	
	CD26326	£2.40	PAD, mounting,	a/r	front valance attachment
	612829		NCA BRACKET, support, outer, LH	1	front valance
	612830		NCA BRACKET, support, outer, RH	1	front valance
	HU706P	£1.06	SCREW, set, pointed	2	
	GHF117	£0.30	SCREW, set (alternative)	2	
	GHF331	£0.38	WASHER, spring	2	support bracket to valance
	GHF314	£0.22	WASHER, plain	2	
	GHF200	£0.22	NUT	2	
	HU706P	£1.06	SCREW, set, pointed	2	alternative to HU706P
	GHF117	£0.30	SCREW, set	2	attaching support brackets,
	GHF331	£0.22	WASHER, plain	4	front valance outer to chassis frame
	GHF331	£0.38	WASHER, spring	2	
	GHF200	£0.22	NUT, hex	2	

Ill.	Part Number	Price Eea.	Description	Req.	Details
Bonnet Stay Assembly					
85	SBP154SS	£54.60	BONNET STAY KIT, upper & lower	1	stainless steel
86	613751		NCA BONNET STAY, lower link	1	
87	613045		NCA 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 link to wheelarch
90	AHH6939	£0.90	SPACER	1	
91	GHF300	£0.22	WASHER, plain	1	
92	GHF221	£0.41	NUT, nylon	1	
93	BH604101	£0.47	BOLT, pivot	1	
94	WP42		NCA WASHER, plain	2	upper link to lower link pivot
95	GHF300	£0.22	WASHER, plain	1	
96	GHF221	£0.41	NUT, nylon	1	
97	GHF101	£0.30	BOLT	1	
98	GHF300	£0.22	WASHER, plain	1	attaching lower link to chassis
99	GHF221	£0.41	NUT, nylon	1	

Ill.	Part Number	Price Eea.	Description	Req.	Details
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	
	GHF117	£0.30	SCREW, bonnet tube to bonnet top	4	
	GHF314	£0.22	WASHER, plain	2	
	GHF331	£0.38	WASHER, spring	2	
	GHF200	£0.22	NUT	2	
	GHF117	£0.30	SCREW, bonnet tube to wheelarch	4	
	GHF314	£0.22	WASHER, plain	4	
	GHF331	£0.38	WASHER, spring	4	
	608643		NCA PACKING, sponge rubber	2	
	811679		NCA TUBE ASSEMBLY, bonnet hinge, LH	1	
	811680		NCA TUBE ASSEMBLY, bonnet hinge, RH	1	
	607869	£33.00	BRACKET, anchor	4	rear bonnet hinge tube assembly
	607711	£9.60	PLATE, backing	4	
	GHF300	£0.22	WASHER, plain	8	anchor brackets
	GHF331	£0.38	WASHER, spring	8	to wheelarch
	GHF117	£0.30	SCREW	8	
	GHF117	£0.30	SCREW, set	4	bonnet tube to closing panel
	GHF314	£0.22	WASHER, plain	4	

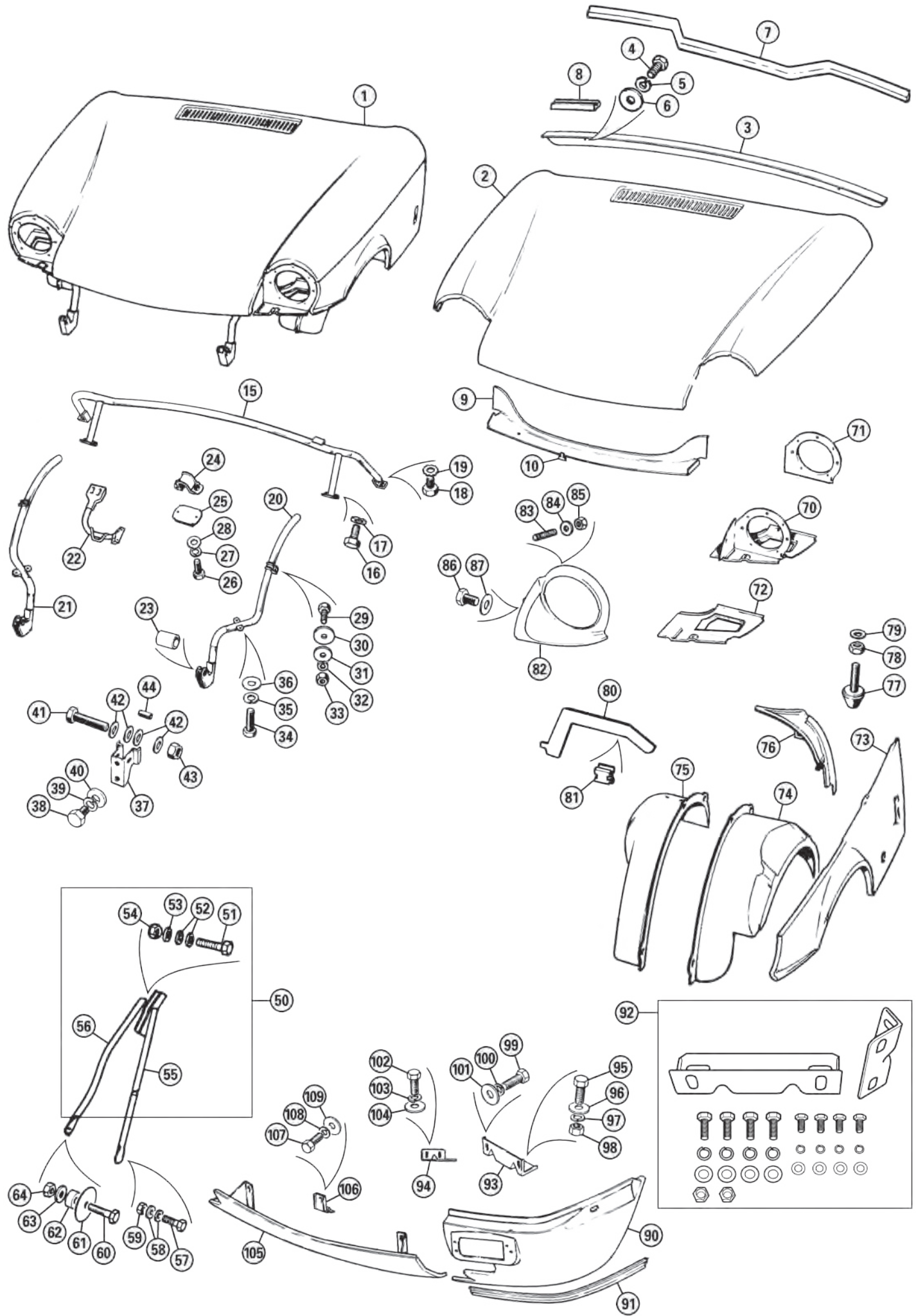


ill.	Part Number	Price £ea.	Description	Req.	Details
Front Panels MkIII (Continued)					
123	GHF331	£0.38	WASHER, spring	4	} and wheelarch
124	GHF200	£0.22	NUT, plain	4	
125	712726		NCA BRACKET, hinge, assembly	2	} bonnet lower
126	BH605181	£1.10	BOLT	4	
127	621418		NCA SPACER	4	} bonnet hinge bracket to frame
128	WM58	£0.30	WASHER, plain	8	
129	GHF272	£0.66	NUT, nyloc	4	} bonnet hinge tube
130	BH606191	£1.50	BOLT, pivot	2	
131	WP9	£1.04	WASHER, plain	4	} to bonnet hinge pivot bracket
132	621419		NCA SPACER	2	
133	WP48	£0.70	WASHER, plain	4	} bonnet hinge tube
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		NCA 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	
144	613598		NCA BRACKET, wheel arch to grille surround	1	} LH
	613597		NCA BRACKET, wheel arch to grille surround	1	
145	807102		NCA REINFORCEMENT ASSEMBLY	1	} LH, front wing
	807103		NCA REINFORCEMENT ASSEMBLY	1	
146	613666	£3.58	SEAL, rear, front wheelarch to dash	2	}
147	608520	£0.41	CLIP, seal attachment	18	

Bonnet Locating Peg

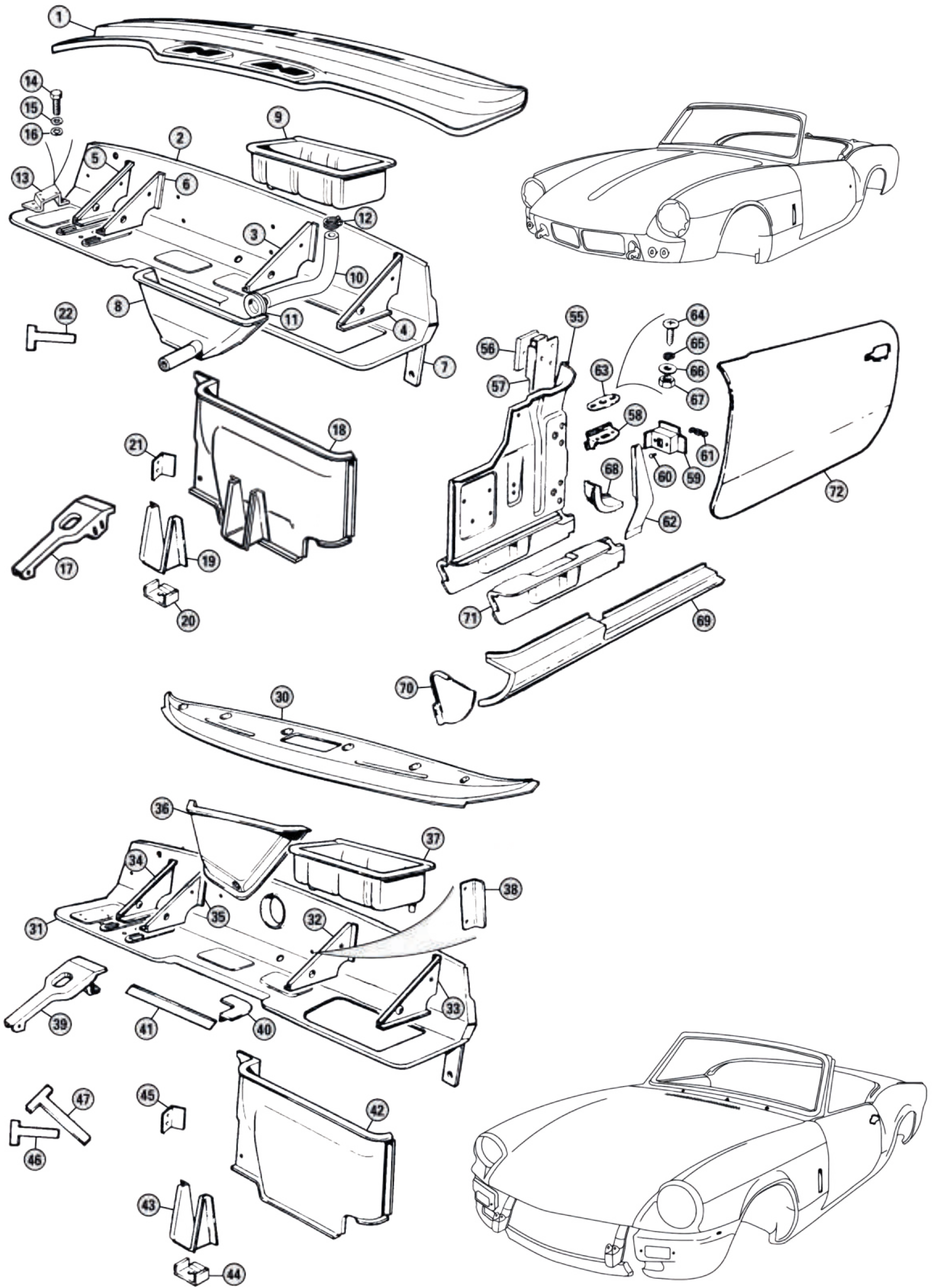
150	612962	£3.80	PEG, bonnet location	2	}
151	NT605041	£0.30	NUT, jam	2	
152	GHF301	£0.24	WASHER, plain	2	} on footwell
153	612617		NCA PLATE, bonnet peg locating	2	
154	PX454	£0.66	SCREW, set	4	} locating plate to
155	WM54	£0.53	WASHER, plain	8	
156	WL700101	£0.25	WASHER, spring	4	} locating bracket
157	UCN116L	£0.84	NUT	4	

ill.	Part Number	Price £ea.	Description	Req.	Details
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Ill.	Part Number	Price Eea.	Description	Req.	Details
Front Panels - MkIV-1500					
1	WKC3450	£1,656.00	BONNET ASSEMBLY	1	
			(Supplied with bonnet irons, but not headlamp covers).		
	XKC3747	£1,656.00	BONNET ASSEMBLY	1	US spec
			(Supplied with support tubes, but not headlamp covers. Includes front wing side repeater holes).		
2	WKC1653	NCA	BONNET SKIN, centre panel	1	
3	722631	NCA	BONNET SUPPORT, rear	1	
4	GHF117	£0.30	SCREW	2	to mid 1977
5	GHF331	£0.38	WASHER, spring	2	(change point not known)
6	WM57	£0.24	WASHER, plain	2	
7	610675	£9.30	SEAL, bulkhead to bonnet	1	
8	608643	NCA	PACKING, short, sponge	2	to mid 1977
	ZKC3664	NCA	PACKING, long, sponge	1	from mid 1977
9	815010	£60.00	FRONT REINFORCEMENT PANEL	1	
10	603559	£1.04	CLIP, wiring	4	across front return panel
15	WKC3414	£162.00	BONNET SUPPORT, rear	1	
			(This also has additional pick up points for supports which are only used on USA spec cars).		
16	SH604041	£0.41	SCREW, support to wheel arch	4	
17	GHF331	£0.38	WASHER, spring	4	
18	SH604041	£0.41	SCREW, support to wing lip	4	
19	WE600041	£0.47	WASHER, shakeproof	4	
20	911107	£99.00	SUPPORT TUBE, bonnet, LH	1	
21	911108	£99.00	SUPPORT TUBE, bonnet, RH	1	
22	XKC2676	£57.60	SUPPORT TUBE, bonnet, LH	1	US spec
	XKC2677	£57.60	SUPPORT TUBE, bonnet, RH	1	
23	624508	NCA	SLEEVE, pivot	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).		
24	607869	£33.00	CLAMP, bonnet support	4	
25	607711	£9.60	PLATE, bonnet support clamp	4	
26	GHF117	£0.30	SCREW, clamp plate	8	
27	GHF331	£0.38	WASHER, spring	8	
28	GHF301	£0.24	WASHER, plain	8	
29	GHF117	£0.30	SCREW, bonnet iron to arch	2	
30	GHF314	£0.22	WASHER, plain	2	1" external diameter
31	WM57	£0.24	WASHER, plain	2	0.75" external diameter
32	GHF331	£0.38	WASHER, spring	2	
33	GHF200	£0.22	NUT, plain	2	
34	GHF117	£0.30	SCREW, front mounting	4	
35	GHF331	£0.38	WASHER, spring	4	
36	WM57	£0.24	WASHER, plain	4	
37	715805	NCA	BRACKET, adjusting pivot	2	
38	SH605071	£0.64	SCREW, pivot bracket to support	4	
39	GHF332	£0.40	WASHER, spring	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	£0.55	NUT, nyloc, thin	2	
44	624509	£4.85	BUSH, pivot tube mounting	2	
50	SBP154SS	£54.60	STAY KIT, bonnet, stainless steel	1	
			(Includes upper and lower stay and pivot bolt).		
51	BH604101	£0.47	BOLT, pivot	1	
52	WP42	NCA	WASHER, spacing on pivot bolt	2	
53	GHF300	£0.22	WASHER, plain	1	
54	GHF221	£0.41	NUT, nyloc	1	
55	613751	NCA	STAY, bonnet, lower	1	
56	613045	NCA	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	£0.90	SPACER	1	
63	GHF300	£0.22	WASHER, plain	1	
64	GHF221	£0.41	NUT, nyloc	1	
70	818871	£84.00	MOUNTING PANEL & SUPPORT, LH	1	original, headlamp,
	818872	£84.00	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	NCA	MOUNTING PANEL, headlamp, LH	1	
	818872A	NCA	MOUNTING PANEL, headlamp, RH	1	
72	TS39L	£44.00	SUPPORT PANEL, lower, LH	1	
	TS39R	£44.00	SUPPORT PANEL, lower, RH	1	
73	909663	£126.00	WING, front, LH	1	original
	909664	£126.00	WING, front, RH	1	
	TS32L	£96.00	WING, front, LH	1	aftermarket
	TS32R	£96.00	WING, front, RH	1	
74	909351	£90.00	WHEEL ARCH, front, outer, LH	1	original
	909352	£90.00	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 Eea.	Description	Req.	Details	
	75	909797	£90.00	WHEEL ARCH, front, inner, LH	1	
		909798	£90.00	WHEEL ARCH, front, inner, RH	1	
	76	WKC4815	NCA	MOUNTING, bonnet locator, LH	1	
		WKC4816	NCA	MOUNTING, bonnet locator, RH	1	
	77	612962	£3.80	PIN, bonnet locating	2	
	78	NT605041	£0.30	NUT, thin jam	2	
	79	GHF315	£0.22	WASHER, plain	2	
	80	613666	£3.58	SEAL, inner wheel arch rear edge	2	
	81	606389	£0.90	CLIP, retaining seal	18	
	82	911101	£96.00	COWL, headlamp, diecast, LH	1	primed
		911102	£96.00	COWL, headlamp, diecast, RH	1	finish
	83	106765R	£3.70	STUD, headlamp cover securing	2	cut to fit
	84	WM57	£0.24	WASHER, spacer	2	
	85	GHF200	£0.22	NUT	2	
	86	SH604031	£1.10	SCREW, headlamp cover	4	
	87	GHF300	£0.22	WASHER, plain	4	
	90	815391	£162.00	QUARTER VALANCE, front, LH	1	original
		815392	£162.00	QUARTER VALANCE, front, RH	1	
		TS31L	£128.00	QUARTER VALANCE, front, LH	1	aftermarket
		TS31R	£128.00	QUARTER VALANCE, front, RH	1	
		TT7403	£97.10	QUARTER VALANCE, front, LH	1	fibreglass
		TT7404	£97.10	QUARTER VALANCE, front, RH	1	
	91	716200	£5.70	SEAL, quarter valance to bonnet	2	
	92	TS49	£14.30	BRACKET KIT, quarter valance	2	one of each items 84 & 85
	93	TS47	£10.10	BRACKET, valance, large	2	
				(Quarter valance to front chassis crossmember).		
	94	TS48	£10.50	BRACKET, valance, small	2	
				(Quarter valance to bonnet pivot bracket).		
	95	SH605051	£1.00	SCREW, bracket to chassis	4	
	96	GHF315	£0.22	WASHER, plain	8	above & below chassis member
	97	GHF332	£0.40	WASHER, spring	4	
	98	GHF201	£0.17	NUT	4	
	99	SH605051	£1.00	SCREW, bracket to quarter valance	4	
	100	GHF332	£0.40	WASHER, spring	4	
	101	GHF315	£0.22	WASHER, plain	4	
	102	GHF117	£0.30	SCREW, bracket to quarter valance	8	
	103	GHF331	£0.38	WASHER, spring	8	
	104	WM57	£0.24	WASHER, spacer	8	
	105	715889	£95.10	VALANCE, front, centre	1	
	106	624601	NCA	BRACKET, front valance centre	1	not applicable
	107	SH604051	£0.30	SCREW, front valance mounting	4	when spoiler
	108	GHF331	£0.38	WASHER, spring	4	is fitted
	109	WM57	£0.24	WASHER, spacer	4	



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

Centre Body Panels

Bulkhead Panels - Mki-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	NCA	BRACKET, outer, RHD	1	
	TS74L	NCA	BRACKET, outer, LHD	1	
6	TS74L	NCA	BRACKET, inner, RHD	1	
	TS73R	NCA	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		] from (b) 5965FC
9	806707	£46.00	BATTERY BOX, RHD	1	
	807030	£45.70	BATTERY BOX, LHD	1	
10	612970	NCA	HOSE, drain tube, battery box	1	
	AH5437	£3.46	HOSE, drain tube, battery box	1	] use as alternative
11	613025	NCA	GROMMET, drain tube	1	
12	CS4012	£1.20	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	NCA	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 - MkiV-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	NCA	BRACKET, outer, RHD	1	] to (c) FH80000
	TS74L	NCA	BRACKET, outer, LHD	1	
35	TS74L	NCA	BRACKET, inner, RHD	1	] LHD
	TS73R	NCA	BRACKET, inner, LHD	1	
36	813946	NCA	PLENUM CHAMBER, heater entry	1	
37	806707	£46.00	BATTERY BOX, RHD	1	
	807030	£45.70	BATTERY BOX, LHD	1	
38	621686	NCA	BRACKET, overdrive relay	1	] by battery box, (if fitted)
39	809785	NCA	SUPPORT, steering column	1		] RHD
	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	NCA	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

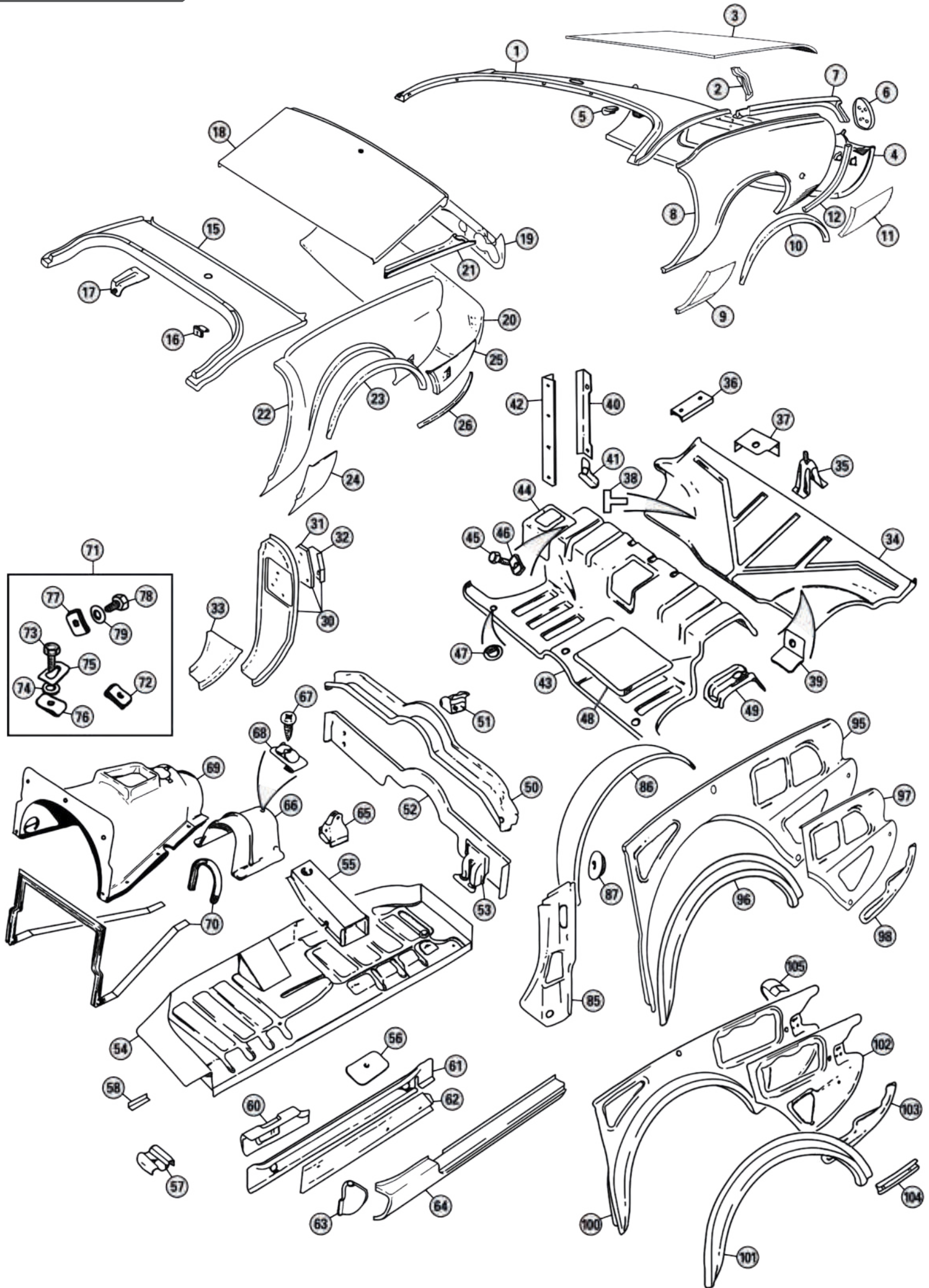
55	912980	NCA	A POST, upper, RH	1	] RHD; includes items
	912979	NCA	A POST, upper, LH	1		] 56, 57, 58, 59, 62
	TS52AR	£81.90	A POST, upper, RH	1	] LHD
	TS52AL	£81.90	A POST, upper, LH	1	
56	607610	NCA	MOUNTING PLATE, hinge, tapped	4	
57	716150	NCA	SUPPORT PLATE, hinge, RH	1	
	716149	NCA	SUPPORT PLATE, 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	

iii. 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	] locating plate
65	WL700081	£1.30	WASHER, spring	4] to locating bracket
66	WM54	£0.53	WASHER, plain	4		
67	UCN116L	£0.84	NUT	4		
68	TS10R	£32.90	A POST, lower corner, RH	1		
	TS10L	£32.90	A POST, lower corner, LH	1		
69	903098	£108.00	SILL PANEL, outer, RH	1	] original
	903097	£108.00	SILL PANEL, outer, LH	1		
	TS16R	£70.00	SILL PANEL, outer, RH*	1	] aftermarket
	TS16L	£70.00	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	£15.30	END CAP, sill, RH	1	] Mki-III without holes
	TS13L	£15.30	END CAP, sill, LH	1	
71	TS52R	£72.00	REPAIR PANEL, A post, lower, RH	1	] MkiV-1500
	TS52L	£72.00	REPAIR PANEL, A post, lower, LH	1	
72	TS11AR	£99.40	DOOR SKIN, RH	1	] Mki-III with holes
	TS11AL	£99.40	DOOR SKIN, LH	1	
	TS11R	£83.70	DOOR SKIN, RH	1	] Mki-III without holes
	TS11L	£83.70	DOOR SKIN, LH	1	
	TS12R	£95.00	DOOR SKIN, RH	1	] MkiV-1500
	TS12L	£95.00	DOOR SKIN, LH	1	



ill.	Part Number	Price Eea.	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	£452.00	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	£276.00	PANEL, outer, rear wing, RH	1	
	576408	£276.00	PANEL, outer, rear wing, LH	1	
9	TS20L	£30.00	REAR WING REPAIR PANEL, front lower	1	LH
	TS20R	£30.00	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	£19.80	FINISHER, lower rear wing joint	2	

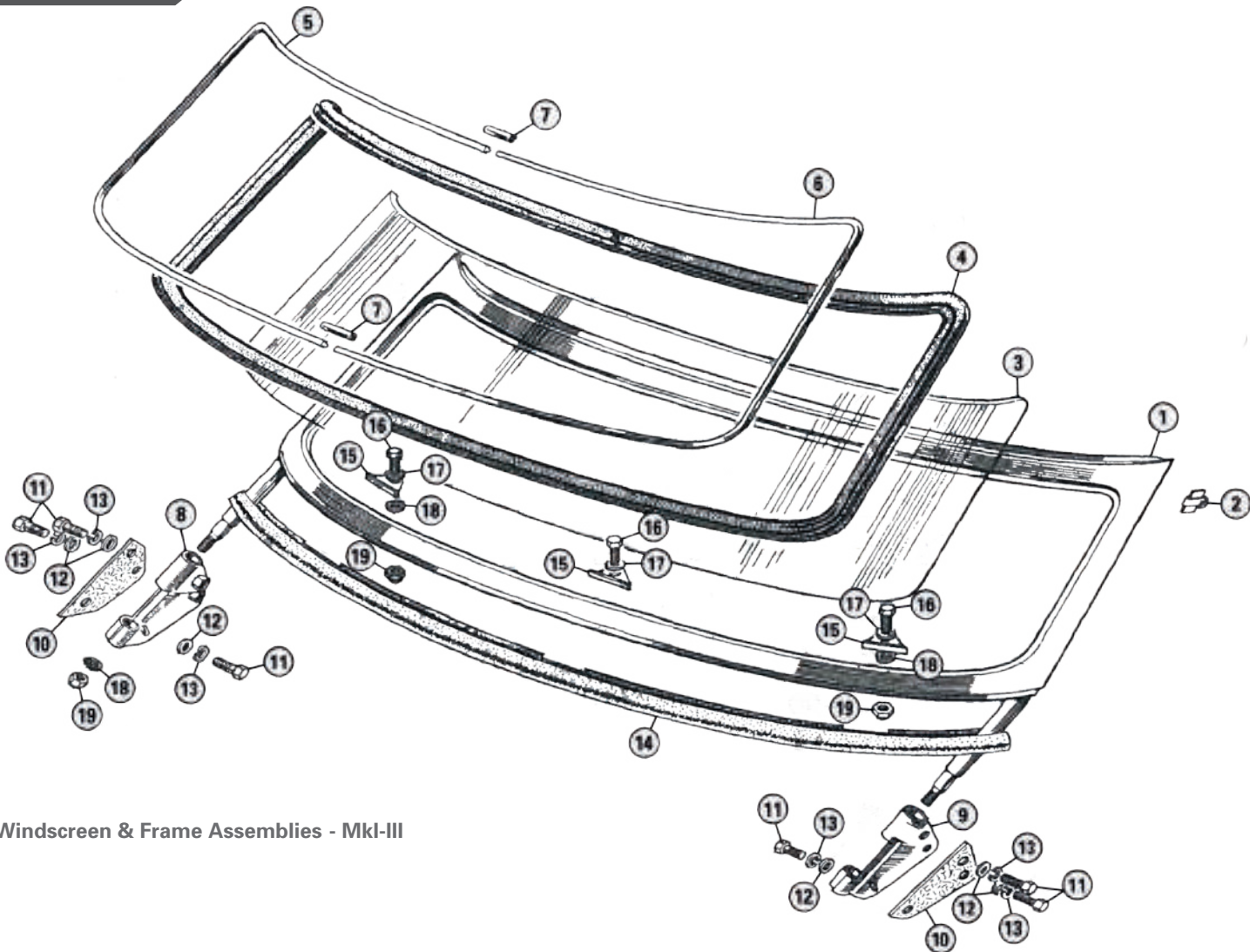
Rear Body Panels - MkIV-1500

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	£718.00	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	£276.00	REAR WING, LH	1	genuine
	WKC2467	£276.00	REAR WING, RH	1	
	TS33L	£239.00	REAR WING, LH	1	aftermarket
	TS33R	£239.00	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	£30.00	REPAIR PANEL, sill extension, LH	1	
	TS20R	£30.00	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	£13.00	BEADING, rear lower wing	2	(Weld to flange between wing and rear lower panel).

Floor & Body Panels - All Models

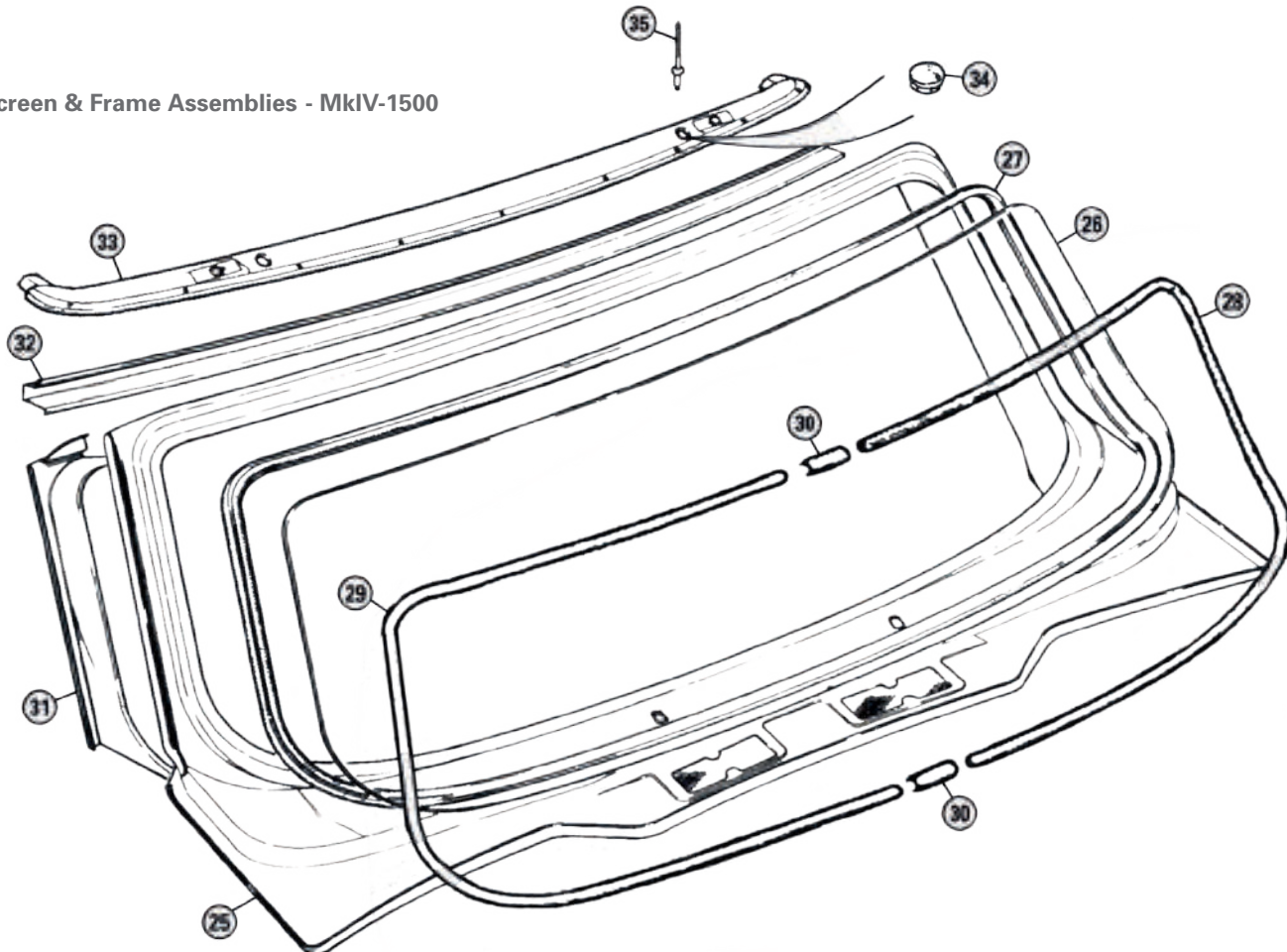
30	TS46L	£89.10	'B' POST, LH	1	
	TS46R	£89.10	'B' POST, RH	1	
31	619099		NCA TAPPED PLATE, 'B' post, LH	1	
	619100		NCA TAPPED PLATE, 'B' post, RH	1	
32	618274		NCA RETAINER, for tapped plate, LH	1	
	618275		NCA RETAINER, for tapped plate, RH	1	
33	SBP152	£65.50	'B' POST LOWER REPAIR, LH	1	
	SBP153	£65.50	'B' POST LOWER REPAIR, RH	1	
34	TS30	£217.30	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		NCA 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		NCA 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	£7.20	PAD, sound deadening	1	one per car
49	706159		NCA REINFORCEMENT, LH	1	body
	706160		NCA REINFORCEMENT, RH	1	mounting
50	TS62		NCA SUPPORT PANEL, heel-board	1	

ill.	Part Number	Price Eea.	Description	Req.	Details
51	631592		NCA 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	£44.00	CROSS MEMBER, floor	2	
56	TT7968	£11.00	ANCHOR NUT, seat belt	2	
57	TS53L	£34.00	STRENGTHENER, front floor, LH	1	
	TS53R	£34.00	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	£39.00	INNER SILL PANEL, LH	1	
	TS18R	£39.00	INNER SILL PANEL, RH	1	
62	TS17L	£13.90	BAFFLE PLATE, LH	1	
	TS17R	£13.90	BAFFLE PLATE, RH	1	
63	TS13L	£15.30	END PLATE, sill LH	1	
	TS13R	£15.30	END PLATE, sill, RH	1	
64	903097	£108.00	OUTER SILL, genuine, LH	1	
	903098	£108.00	OUTER SILL, genuine, RH	1	
	TS16L	£70.00	OUTER SILL, aftermarket, LH	1	
	TS16R	£70.00	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	£85.30	GEARBOX COVER, plastic	1	
	TT7325	£86.45	GEARBOX COVER, fibreglass	1	aftermarket
70	713569GS	£12.50	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	£2.40	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	£11.00	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



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

Windscreen & Frame Assemblies

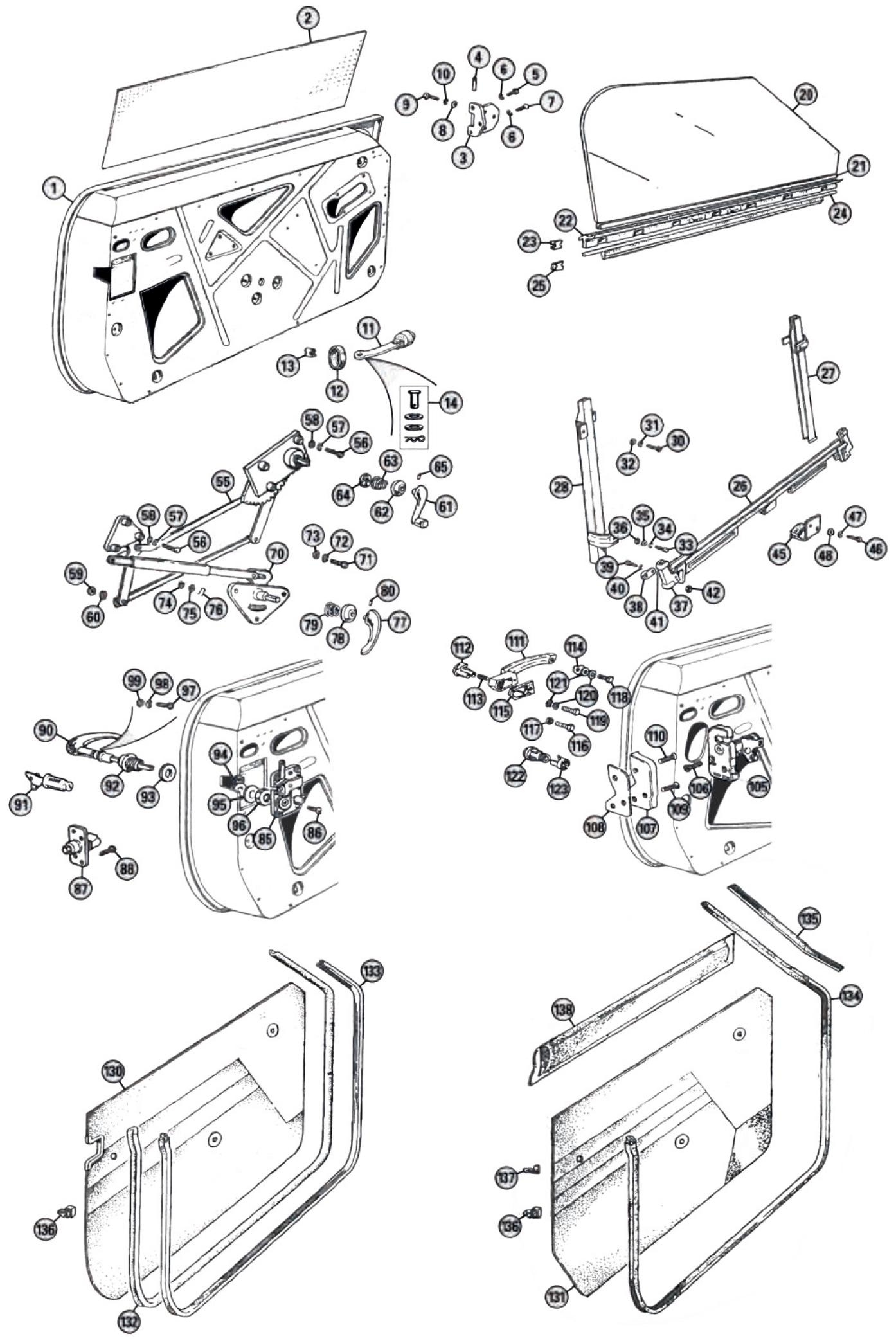
MkI-III

1	950119	NCA	FRAME ASSEMBLY, windscreen	1	
2	611895	£7.70	BRACKET, windscreen to soft top	2	
3	906707	£96.50	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	NCA	BRACKET ASSEMBLY, mounting, RH	1	
9	750157	NCA	BRACKET ASSEMBLY, mounting, LH	1	
10	650313	£2.20	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	£22.70	RUBBER, sealing	1	windscreen to scuttle panel
15	611669	£6.60	COVER, screen attachment plate	3	] windscreen assembly to body
16	611640	£3.16	BOLT	3	
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	£128.00	GLASS, windscreen, laminated	1	
26	917669	£195.00	GLASS, windscreen, laminated, tinted	1	
27	909029	£28.50	SEAL, rubber, glazing	1	
28	917248	£19.00	BEADING, plastic, LH	1	
29	917249	£19.00	BEADING, plastic, RH	1	
30	ZKC2099	£1.96	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	£63.00	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	£1.50	PLUG, rubber, screen capping	2	req. when hardtop not fitted
35	RU608123	£0.47	RIVET, capping to screen	9	

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



iii. Part Number Price Eea. 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	} Mkl-III from (b) 56579FC
	905692	NCA	DOOR ASSEMBLY, LH	1	
	TS11AL	£99.40	DOOR SKIN, with holes, LH	1	} Mkl-III
	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	£7.20	SOUND DEADENING PAD, single	2	
3	607824	£29.50	HINGE, door	4	
4	607823	£5.00	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	
11	613024	£15.60	CHECK STRAP, door	2	
12	602821	£2.80	SEAL, check strap	2	
13	613169	£1.10	CLIP, seal to hinge pillar	4	from (c) FC63500 approx
14	613239	£2.80	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	£36.30	GLASS, door	2	
21	617166	£2.80	MOULDING, door glass, rubber	2	
22	612792	£9.50	WEATHER STRIP, outer	2	
23	613169	£1.10	CLIP, securing weather strip	14	
24	612806	£6.10	WEATHER STRIP, inner	2	
25	GHF1582	£0.53	CLIP, securing weather strip	14/10	qty. of 10 from (c) FC50000
26	TS57R	£152.20	CHANNEL, door window, bottom, RH	1	
	TS57L	£152.20	CHANNEL, door window, bottom, LH	1	
27	706782	NCA	CHANNEL, door window, front, RH	1	
	706781	NCA	CHANNEL, door window, front, LH	1	
28	706786	NCA	CHANNEL, door window, rear, RH	1	} to (b) 56578FC
	706785	NCA	CHANNEL, door window, rear, LH	1	
	709388	NCA	CHANNEL, door window, rear, RH	1	} from (b) 56579FC
	709387	NCA	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	£0.25	WASHER, spring	4	
48	WP5	£0.25	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	£0.80	WASHER, leather	8	
61	613017	£18.44	HANDLE, window winder	2	
62	650261	£1.20	ESCUTCHEON, handle	2	
63	603382	£3.76	SPRING, escutcheon	2	
64	609649	£1.20	WASHER, sponge	2	
65	ALH1527	£1.20	PIN, door handle	2	

iii. Part Number Price Eea. 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	} from (b) 56579FC to LHD (c) FD20000 & RHD (b) 24043FD
	714651	NCA	REMOTE CONTROL & LINK, RH	1	
	714650	£14.20	REMOTE CONTROL & LINK, LH	1	} LHD from (c) FD20000 & RHD from (b) 24043FD
71	HU503	£0.83	SCREW, remote control	6	
72	WL700101	£0.25	WASHER, spring	6	
73	WP5	£0.25	WASHER, plain	6	
74	GHF300	£0.22	WASHER, plain	4	
75	550924	NCA	WASHER, wavy	2	
76	608703	NCA	CLIP, remote control link to lock	2	
77	608454	NCA	HANDLE, door, interior	2	
	608454Z	£20.10	HANDLE, door, interior, aftermarket	2	
78	650261	£1.20	ESCUTCHEON, door handle	2	
79	603382	£3.76	SPRING, escutcheon	2	
80	ALH1527	£1.20	PIN, door handle	2	

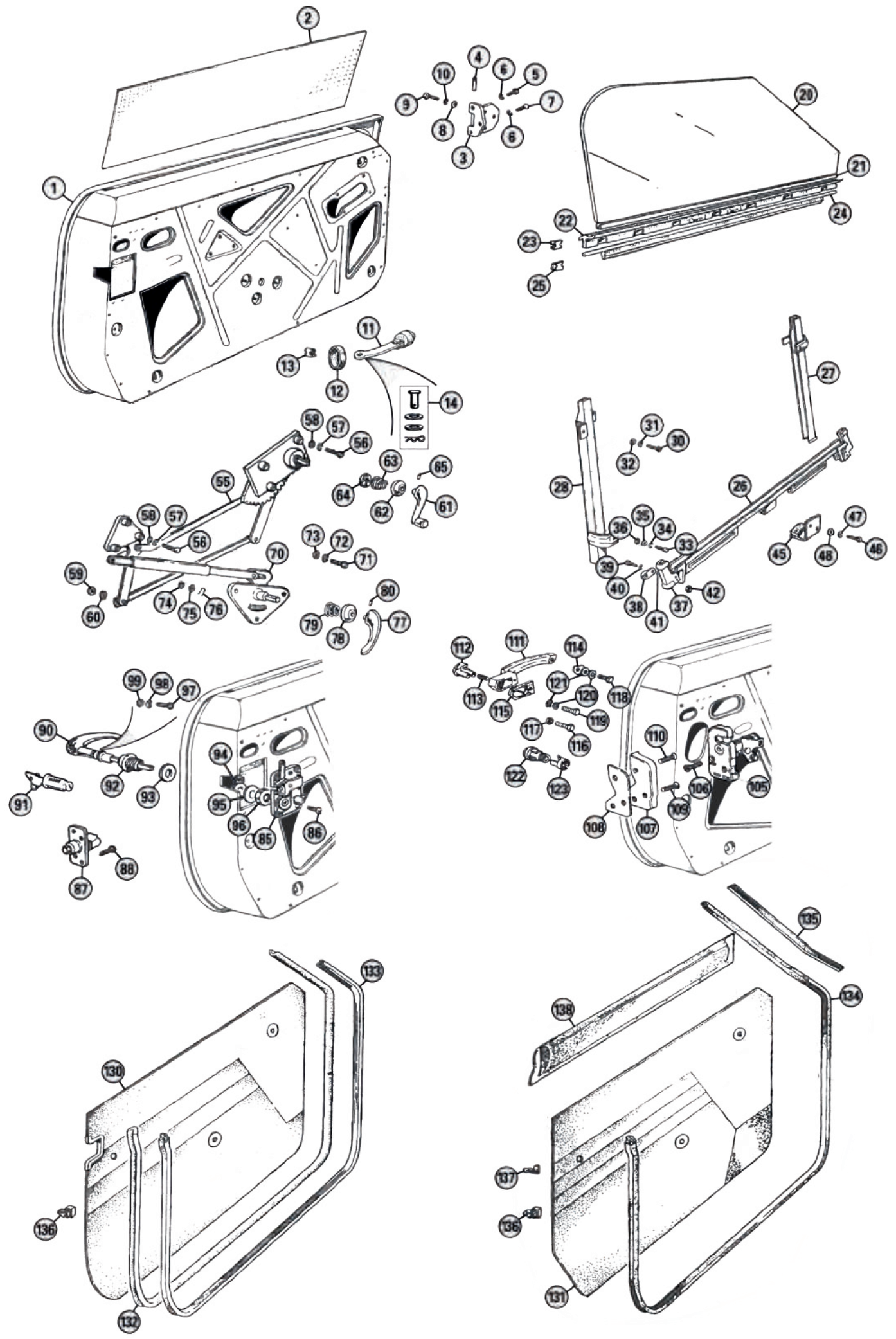
Door Locks & Handles - Mkl-II To (b) 56578FC

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	£34.00	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	} LHD
	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	£1.00	SCREW, handle attachment	2	
98	WL230	NCA	WASHER, spring	2	
99	WK7605	NCA	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	NCA	LOCK, door, RH	1	
	810291	NCA	LOCK, door, LH	1	
	LBS109	£94.92	LOCK, set	1	4 lock set, doors, ignition, boot
106	516158	£1.43	SCREW, lock to door	6	from (b) 56579FC to LHD (c) FD20000 & RHD (b) 24043FD
107	AHA7035	NCA	STRIKER, door, RH	1	
	AHA7036	NCA	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	£20.76	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	push button
112	571286	NCA	PUSH BUTTON	2	
113	571201	NCA	SPRING, push button	2	
114	617402	£0.53	GASKET, handle to door, small	2	
115	617403	£0.53	GASKET, handle rear to door, large	2	
116	571289	NCA	SCREW, lock actuating	2	
117	HN2005	£0.16	NUT	2	from (b) 56579FC
118	HU503	£0.83	SCREW, handle to door	2	
119	53K126	£0.60	SCREW, handle to door	2	
120	WL700101	£0.25	WASHER, spring	4	
121	WP5	£0.25	WASHER, plain	4	
122	621773	NCA	LOCK ASSEMBLY, door, with 2 keys	2	



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

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.

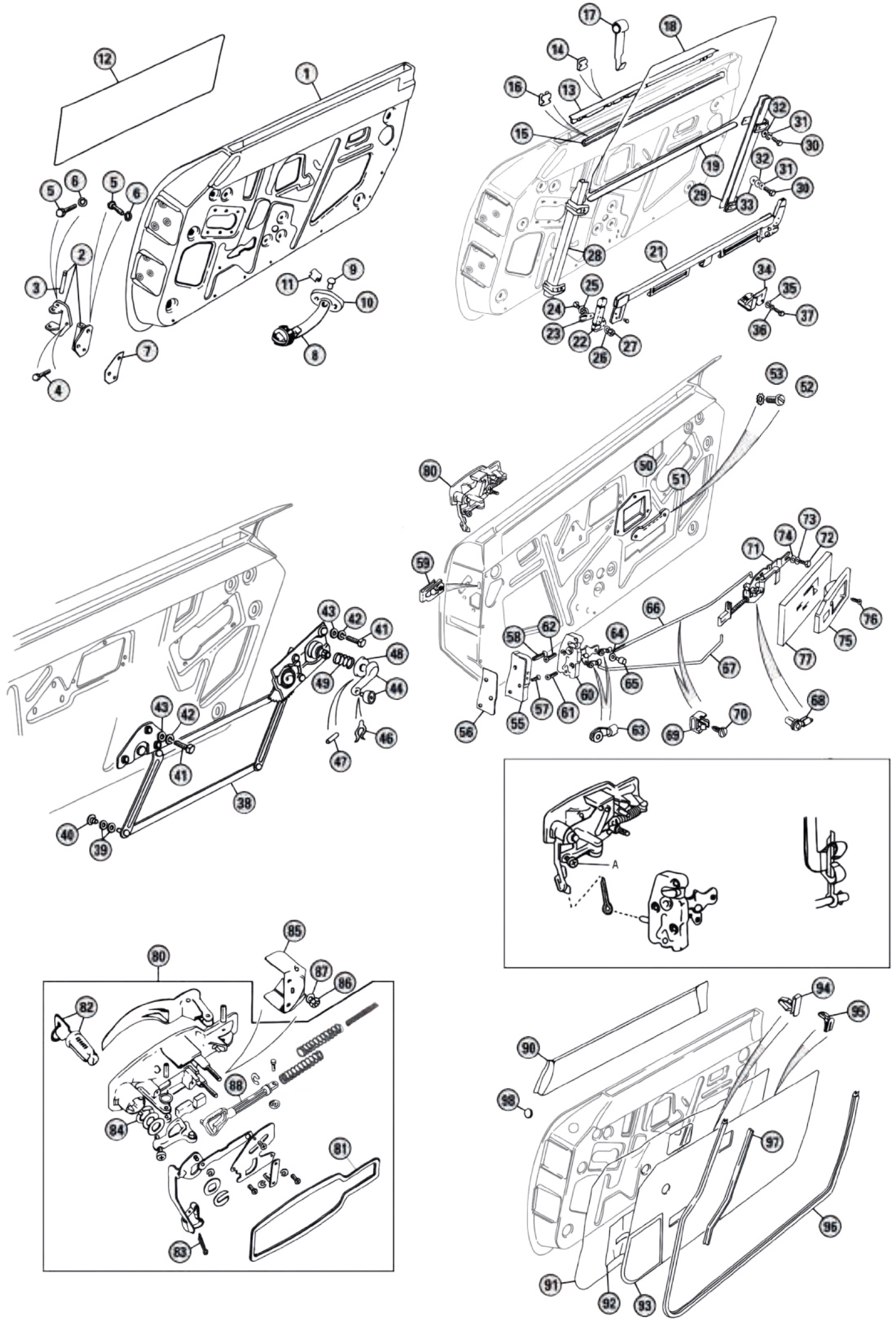
123 37H3387	NCA	CLIP, spring, private lock	2
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Door Trim & Seal - Mkl-III

All door panels are sold in pairs.

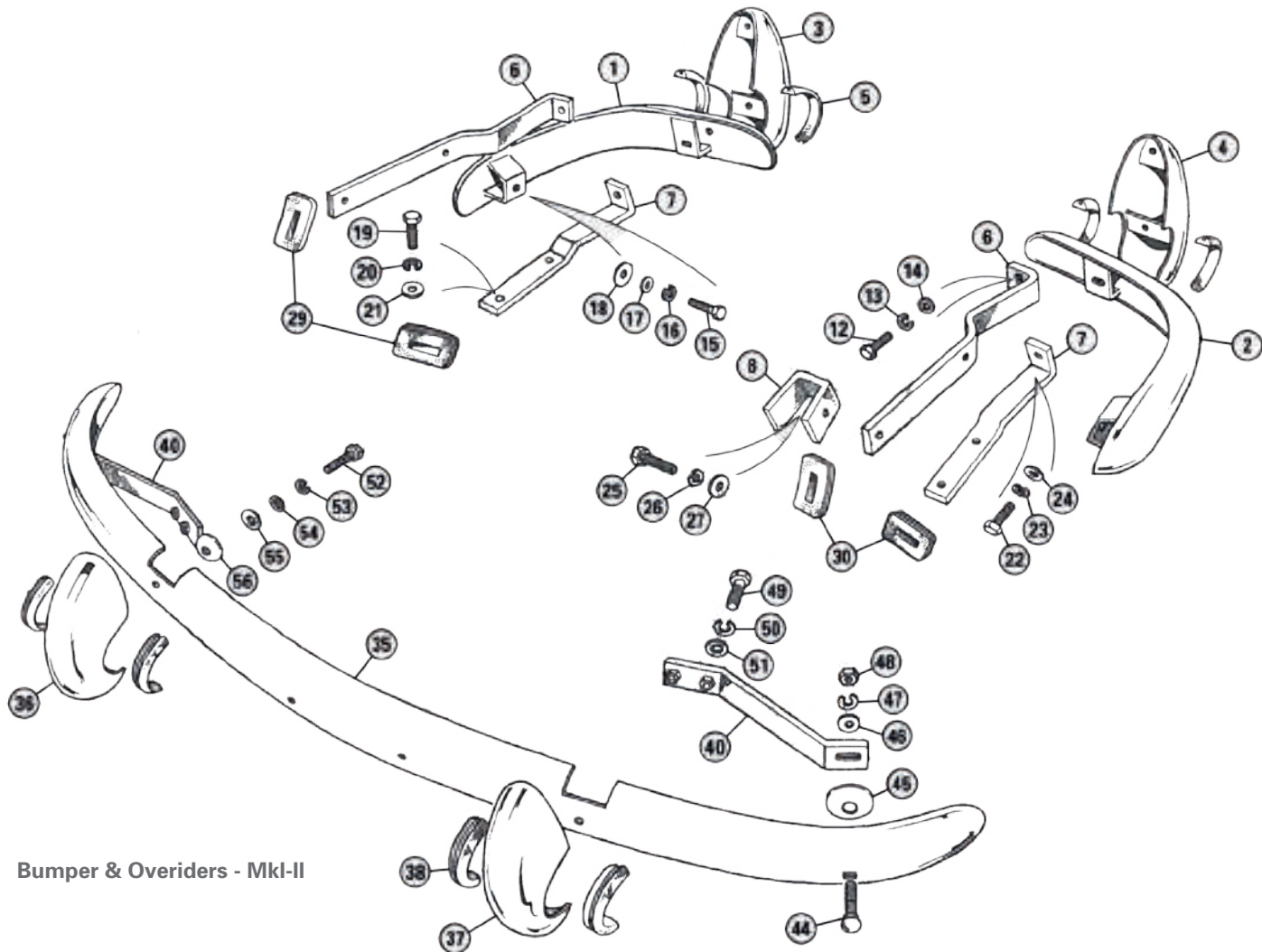
130 TKP71210	£135.10	DOOR PANELS, black (pair)	1	} Mkl
TKP71220	£135.10	DOOR PANELS, red (pair)	1	
TKP71270	£135.10	DOOR PANELS, midnight blue (pair)	1	
131 TKP72210	£138.20	DOOR PANELS, black (pair)	1	} Mkl-III
TKP72220	£138.20	DOOR PANELS, red (pair)	1	
TKP72232	£138.20	DOOR PANELS, light tan (pair)	1	
TKP72234	£138.20	DOOR PANELS, new tan (pair)	1	
TKP72270	£138.20	DOOR PANELS, midnight blue (pair)	1	
TKP72271	£138.20	DOOR PANELS, shadow blue (pair)	1	
132 613028	NCA	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	
134 631321	£14.40	SEAL, door, felt/rubber	2	} Mkl-III from (b) 8779FC
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	£35.50	MOULDED COVER, waist rail, black, RH	1	
727581	£35.50	MOULDED COVER, waist rail, black, LH	1	

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

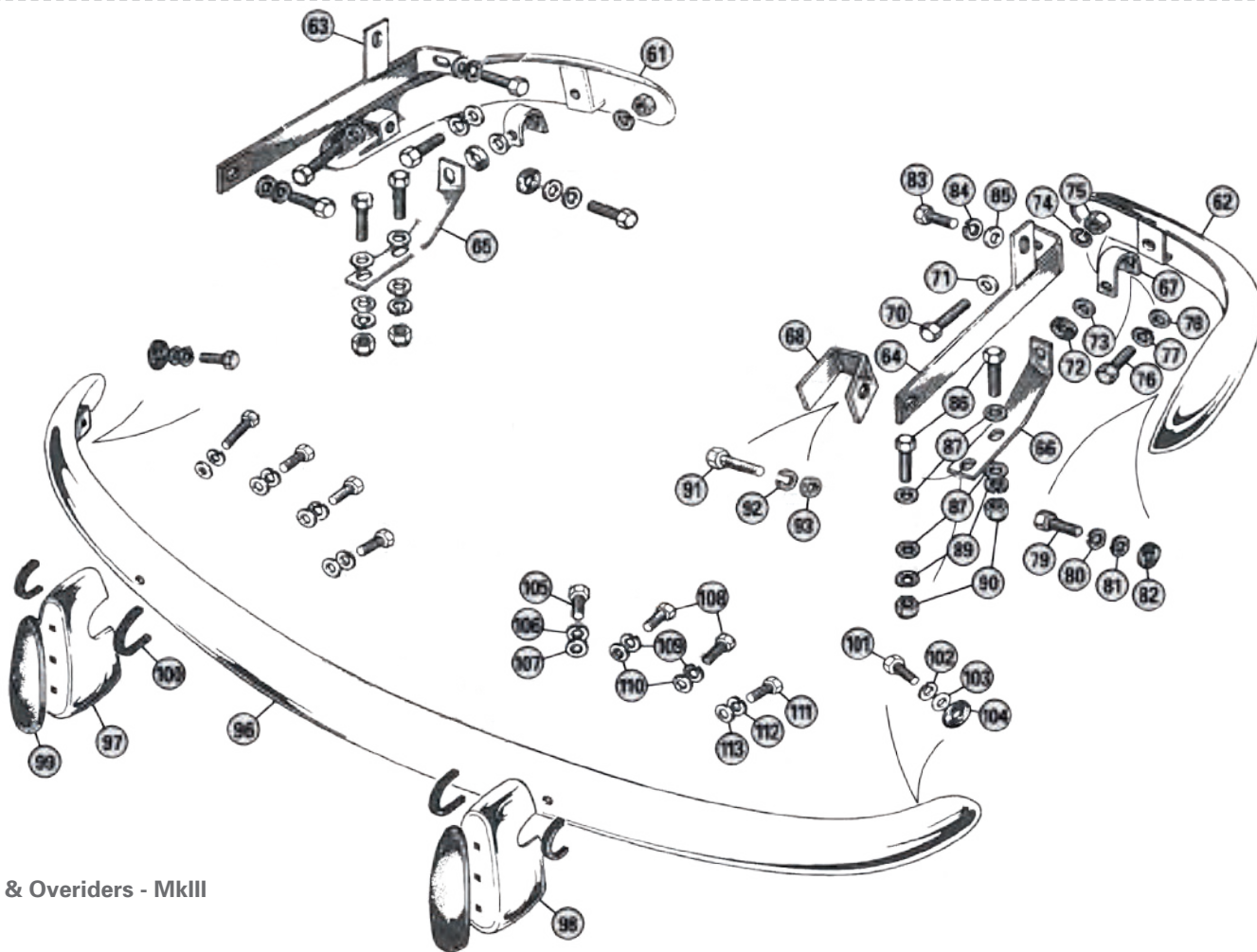


iii.	Part Number	Price £ea.	Description	Req.	Details
Doors & Fittings - MkIV-1500					
1	915361	NCA	DOOR SHELL, LH	1	
	915362	NCA	DOOR SHELL, RH	1	
	TS12L	£95.00	DOOR SKIN, LH	1	
	TS12R	£95.00	DOOR SKIN, RH	1	
2	607824	£29.50	HINGE, door	4	with pin
3	607823	£5.00	PIN, hinge	4	
4	SF605061	£0.85	SCREW, 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	£2.80	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	£2.80	SEAL, check strap	2	
11	613169	£1.10	CLIP, seal to A post	4	
12	CHM228	£7.20	PAD, sound deadening	2	
13	612792	£9.50	WEATHER STRIP, outer	2	door glass
14	613169	£1.10	CLIP, outer	14	weather strip to door
15	612806	£6.10	WEATHER STRIP, inner	2	door glass
16	GHF1582	£0.53	CLIP, inner	10	weather strip to door
17	GAC9994X	£30.60	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	£36.30	GLASS, door, clear	2	
	WKC4647T	£56.10	GLASS, door, green tint	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	NCA	CHANNEL, window, front, RH	1	
29	709387	NCA	CHANNEL, window, rear, LH	1	
	709388	NCA	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	£0.25	WASHER, spring	4	
37	HU505	£0.83	SCREW, attaching stop bracket	4	
38	911271	NCA	REGULATOR, window winder, LH	1	
	911272	NCA	REGULATOR, window winder, RH	1	
39	607902	£0.80	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	£15.00	HANDLE, window winder	2	
46	NKC513	NCA	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	£20.76	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	NCA	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	£1.85	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).		

iii.	Part Number	Price £ea.	Description	Req.	Details
66	819809	NCA	ROD, lock operating, adjustable	2	
67	819807	NCA	ROD, remote control, LH	1	lock mechanism
	819808	NCA	ROD, remote control, RH	1	
68	937609	NCA	CLIP & BUSH, rod securing	2	
69	364480	NCA	ROD GUIDE	4	
70	577064	NCA	SCREW, guide securing	4	
71	819801	£46.00	HANDLE, door, interior, LH	1	
	819802	£46.00	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	NCA	BEZEL, interior handle, LH	1	
	819804	£16.80	BEZEL, interior handle, RH	1	
76	509278	NCA	SCREW, bezel securing	2	
77	632104	NCA	PACKING, foam	2	
80	915633	NCA	HANDLE, exterior, chrome, LH	1	To (c) FH100020
	915634	NCA	HANDLE, exterior, chrome, RH	1	
	915633/4	£310.32	HANDLE SET, exterior, chrome (pair)	2	
	YKC2837	NCA	HANDLE, exterior, black, LH	1	From (c) FH100021
	YKC2838	NCA	HANDLE, exterior, black, RH	1	
	YKC2837/8	£252.12	HANDLE SET, exterior, black (pair)	1	
<p>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.</p>					
<p>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.</p>					
81	577473A	£3.00	GASKET, handle to door	1	
82	576469	£24.00	BARREL LOCK, door	2	single, with two keys
	576469P	NCA	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	£0.25	WASHER, spring	4	
88	520260	NCA	ROD, operating LH	1	
	520261	NCA	ROD, operating RH	1	
90	727581	£35.50	MOULDED COVER, waist rail, LH	1	black
	727591	£35.50	MOULDED COVER, waist rail, RH	1	black
91	822559	NCA	WATER CURTAIN, large	2	
92	632200	NCA	WATER CURTAIN, inner handle	2	
93	TKP741210	£135.10	DOOR PANELS, black (pair)	1	MkIV
	TKP741220	£135.10	DOOR PANELS, red (pair)	1	
	TKP741233	£135.10	DOOR PANELS, beige (pair)	1	(1970-73)
	TKP741234	£135.10	DOOR PANELS, new tan (pair)	1	
	TKP741271	£135.10	DOOR PANELS, shadow blue (pair)	1	
	TKP742210	£135.10	DOOR PANELS, black (pair)	1	MkIV
	TKP742233	£135.10	DOOR PANELS, beige (pair)	1	
	TKP742234	£135.10	DOOR PANELS, new tan (pair)	1	(1973-75)
	TKP742235	£135.10	DOOR PANELS, chestnut (pair)	1	
	TKP742260	NCA	DOOR PANELS, grey, pair	1	
	TKP742271	£135.10	DOOR PANELS, shadow blue (pair)	1	
	TKP741210	£135.10	DOOR PANELS, black (pair)	1	1500
	TKP741220	£135.10	DOOR PANELS, red (pair)	1	
	TKP742233	£135.10	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
<p>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.</p>					
	DER5001M	NCA	SEAL, felt/rubber, red	a/r	per metre
	DEL3220M	£11.30	SEAL, woven/rubber, blue	a/r	
	KGf817M	NCA	SEAL, plastic/rubber, grey	a/r	
97	620403	£6.30	SEAL	2	
			(Front edge of door glass fitted to windscreen frame).		



Bumper & Overiders - MkI-II



Bumper & Overiders - MkIII

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

Bumpers & Overiders - MkI-III

Rear Bumper & Overiders - MkI-II

1	806901	NCA	ASSEMBLY, rear corner bumper, RH	1	
2	806900	NCA	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)
7	612712	NCA	BAR, spring, rear overider, lower	2	} FC14196 only
	615825	NCA	BAR, spring, rear overider, upper	2	} fitted from (b)
	617813	NCA	BAR, spring, rear overider, lower	2	} FC14197 on
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)
13	GHF332	£0.40	WASHER, lock	2	} FC14196 only
14	WM58	£0.30	WASHER, plain	2	}
	BH605321	£2.05	SCREW, set	2	} fitted from (b)
	PWZ205	£0.30	WASHER, plain	2	} FC14197 on
	615710	NCA	TUBE, spacer	2	}
15	SH605061	£0.22	SCREW, rear bumper side attachment	2	set
16	GHF332	£0.40	WASHER, rear bumper side attachment	2	spring
17	WP139	£0.66	WASHER, rear bumper side attachment	2	plain
18	608854	NCA	WASHER, rear bumper side attachment	2	rubber
19	GHF105	£0.41	BOLT, rear spring bars to body	8	} fitted to (b)
20	WL0209	NCA	WASHER, spring, rear spring bar to body	8	} FC14196 only
21	WM59	£0.40	WASHER, plain, rear spring bars to body	8	}
	GHF105	£0.41	SCREW, set, lower spring bar to body	4	} fitted from (b)
	GHF333	£0.30	WASHER, spring, lower spring bar to body	4	} FC14197 on
	WP0155	NCA	WASHER, plain, lower spring bar to body	4	}
	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	}
22	BH605201	£1.26	BOLT	2	
23	GHF332	£0.40	WASHER, spring	2	
24	WM58	£0.30	WASHER, plain	2	
25	GHF105	£0.41	BOLT, rear spring bars to body	8	} fitted to (b)
26	GHF333	£0.30	WASHER, spring, rear spring bar to body	8	} FC14196 only
27	WM59	£0.40	WASHER, plain, rear spring bars to body	8	}
	GHF105	£0.41	SCREW, set, lower spring bar to body	4	} fitted from (b)
	GHF333	£0.30	WASHER, spring, lower spring bar to body	4	} FC14197 on
	WP0155	NCA	WASHER, plain, lower spring bar to body	4	}
	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	}
29	612621	NCA	GROMMET, rubber, RH	2	} fitted to (b)
30	612620	NCA	GROMMET, rubber, LH	2	} FC14196 only
	602037	£1.60	GROMMET, rubber	2	} fitted from (b) FC14197 on

Front Bumper & Overiders - MkI-II

35	806956	NCA	BAR, bumper, front	1	
36	706606	£90.00	ASSEMBLY, overider, front, RH	1	
37	706605	£90.00	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	£2.20	PACKING, support bracket to bumper	2	
46	GHF316	£0.77	WASHER, support bracket to bumper	2	plain
47	GHF333	£0.30	WASHER, support bracket to bumper	2	spring
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 &
52	GHF101	£0.30	BOLT	2	bumper to
53	GHF332	£0.40	WASHER, spring	2	chassis bracket
54	WM58	£0.30	WASHER, plain	2	
55	511475	NCA	SPACER	2	
56	607085	£2.20	PACKING	2	

Rear Bumper & Overiders - MkIII

61	811477	£143.70	ASSEMBLY, rear corner bumper, RH	1	
62	811476	£143.70	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	

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

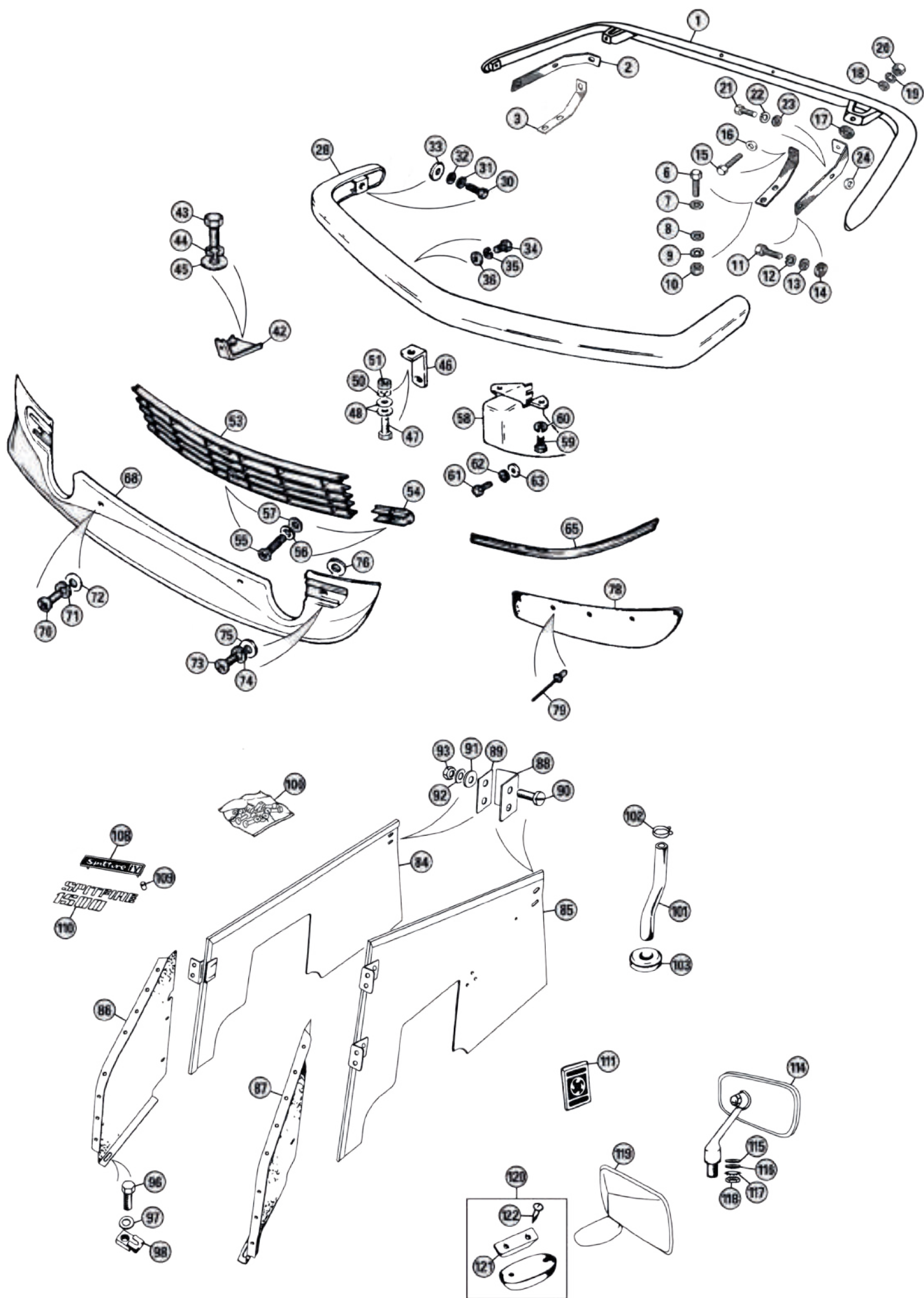
68	706835	NCA	BRACKET, jack stowage	1	
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Note: The jack stowage bracket is fitted to the rear bumper spring bar upper support, LH.

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	

Front Bumper & Overiders - MkIII

96	811660	NCA	BAR, bumper, front	1	
	811660	NCA	BAR, bumper, front	1	aftermarket
97	712706	NCA	ASSEMBLY, overider, front, RH	1	
98	712705	NCA	ASSEMBLY, overider, front, LH	1	
99	BHH157	£5.70	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	

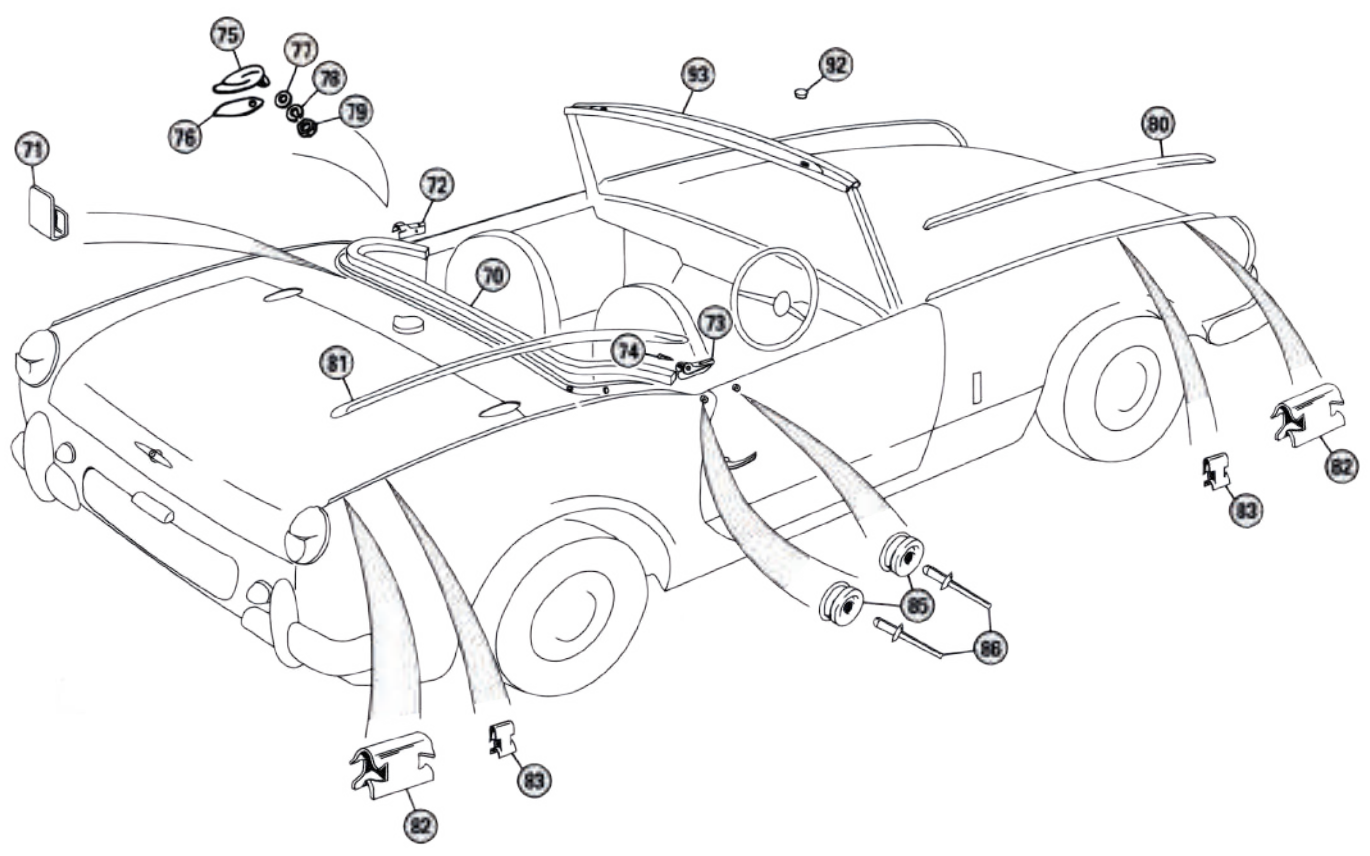
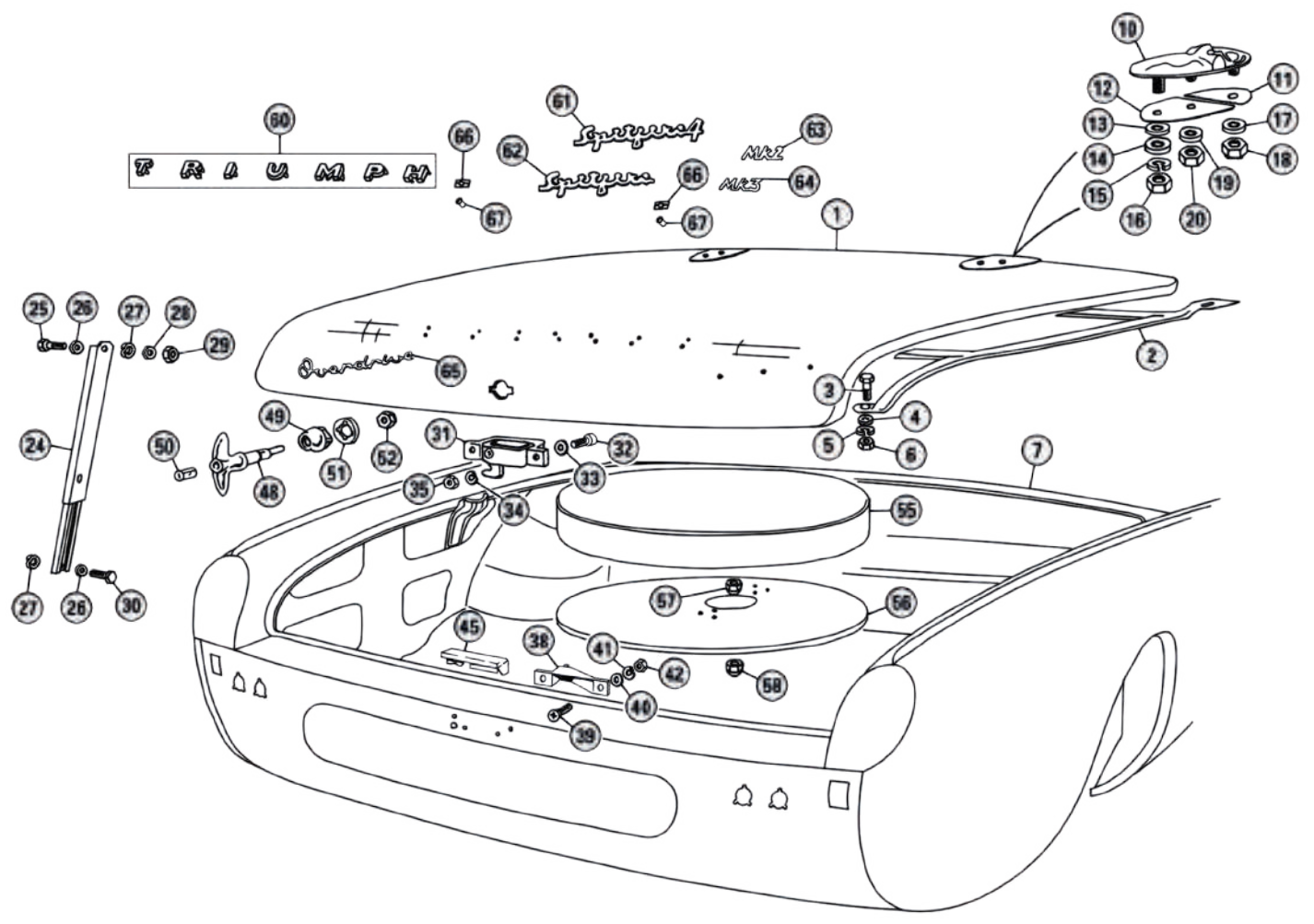


Ill.	Part Number	Price Eea.	Description	Req.	Details
Bumpers & Exterior Trim - MkIV-1500					
1	914698Z	NCA	BUMPER BAR (Chrome plinth number plate lamp).	1	to approx. FH116000
	WKC3954Z	NCA	BUMPER BAR (Two separate number plate lamps).	1	from approx. FH116001
2	715706	NCA	BRACKET, side strengthner	2	
3	715702	NCA	BRACKET, lower strengthner, RH	1	
	715701	£7.48	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	NCA	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	£1.00	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	£49.10	GRILLE, outer section, (pair)	1	
55	PMZ312	£0.76	SCREW, grille to mounting	3/1	only one of each required when spoiler is fitted
56	WL700101	£0.25	WASHER, spring	3/1	
57	PWZ203	£0.19	WASHER, plain	3/1	
58	815277/8	£107.10	UNDERRIDERS, pair	1	OE quality
	815277FG	£53.00	UNDERRIDER, LH, fibreglass	1	
	815278FG	£53.00	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	£114.00	SPOILER, front, ABS plastic	1	
	GLZ608FG	£95.00	SPOILER, front, fibreglass	1	
70	PMZ312	£0.76	SCREW, front spoiler to chassis	2	
71	WL700101	£0.25	WASHER, spring	2	
72	WM91	£0.66	WASHER, plain	2	
73	SE604061	£0.66	SCREW, spoiler outer	2	
74	WL700101	£0.25	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	NCA	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	£90.60	SIDE VALANCE, engine, RH	1	MkIII-1500
85	808104	NCA	SIDE VALANCE, engine, LH	1	MkI-II
	569924Z	£90.60	SIDE VALANCE, engine, LH	1	MkIII-1500 (Side valance panels come with front brackets, loose).
86	706844	£23.50	DEFLECTOR BOARD, radiator, plastic, RH	1	all models
87	706843	£23.50	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 Eea.	Description	Req.	Details
91	PWZ203	£0.19	WASHER, plain	4	
92	WL700101	£0.25	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	£1.20	CLAMP, hose securing	1	wire type
103	613025	NCA	GROMMET	1	drain tube to floor
108	624730	£34.00	BADGE, 'Spitfire IV'	1	MkIV models
109	GHF1532	£0.26	BUSH, badge fixing	2	
110	YKC1454	£9.00	DECAL, black	1	1500
	YKC1455	£9.00	DECAL, aluminium	1	
111	725525	£10.90	HOUSE BADGE, 'BL' (Self adhesive, silver on blue).	2	
	CZH2717	£7.10	HOUSE BADGE, 'BL', plastic (Self adhesive, blue on silver).	2	alternatives
	CZH2717X	£9.40	HOUSE BADGE, 'BL', metal	2	
114	560632	NCA	MIRROR, wing, 'D' type	a/r	
	612306	NCA	MIRROR, wing (For a greater selection of wing mirrors please see our accessories section.)	a/r	Switzerland only
115			WASHER, plain	a/r	
116			SPACER	a/r	
117			WASHER, star	a/r	
118			NUT	a/r	
119	GAM258X	£32.00	MIRROR, flat, clear, RH, polished	1	MkIV-1500
	GAM259X	£32.00	MIRROR, flat, clear, LH, polished	1	
	GAM261X	£28.80	MIRROR, flat, clear, RH, black	1	
	GAM262X	£28.80	MIRROR, flat, clear, LH, black	1	
	GAM215A	£34.00	MIRROR, convex glass, RH, polished	1	
	GAM216A	£34.00	MIRROR, convex glass, LH, polished	1	

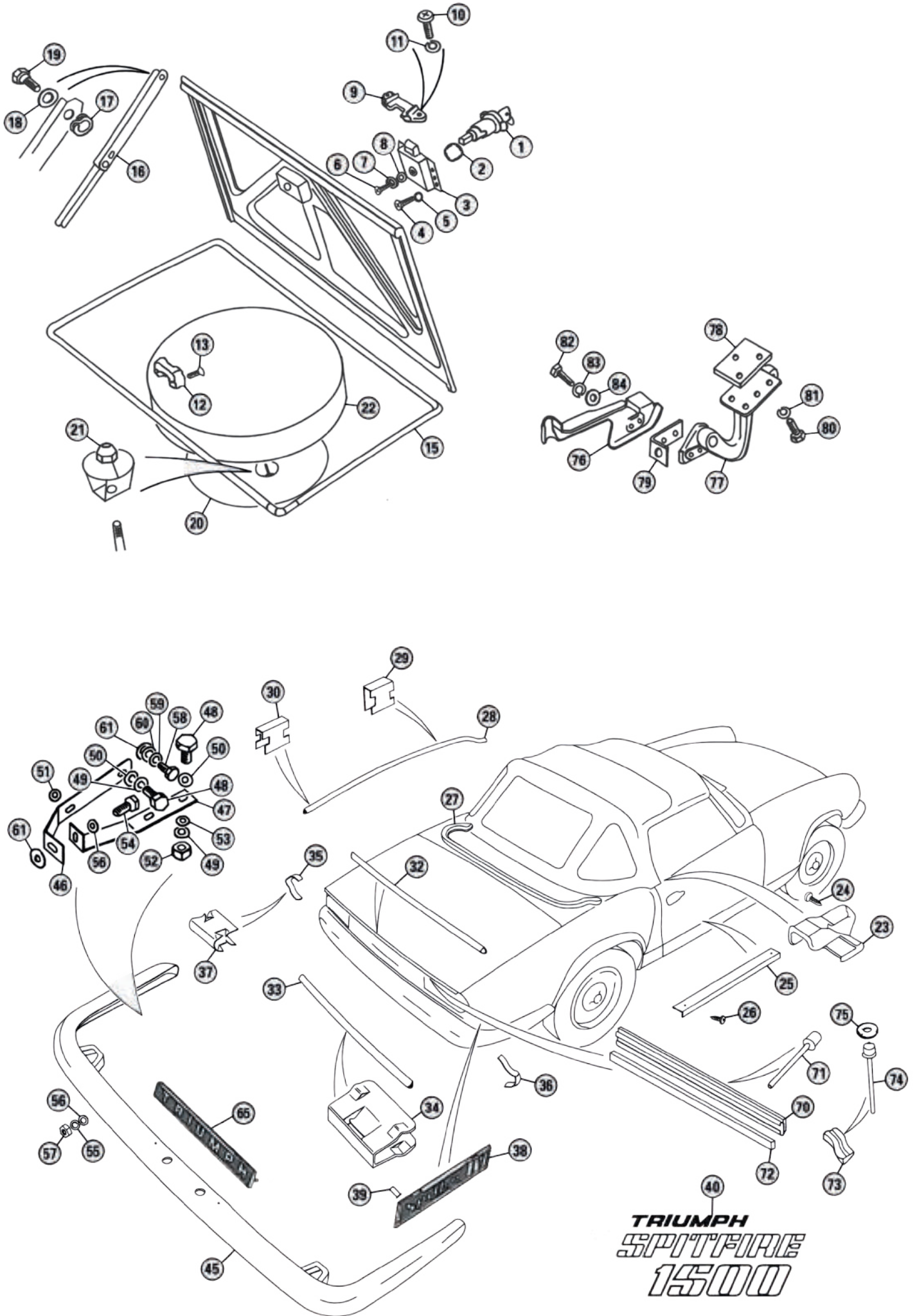
Note: These mirrors are all supplied with mounting plate, wedge and screws. Up to FH80000, mirrors were always installed by a PDI (pre-delivery inspection) team at each local Triumph dealership. This allowed the new owner and option regarding which mirrors should be fitted. From FH80001 onwards, only black mirrors were offered as these were factory fitted at the factory.

120	CZA7164K	£3.00	MOUNTING KIT, mirror	2	inc. pad, wedge & screws
121	DZB5208A	NCA	WEDGE, mirror mounting	2	
122	AAU4809	NCA	SCREW, mirror mounting	4	
	YKC1097	NCA	SCREW, plated	2	



iii.	Part Number	Price	£ea.	Description	Req.	Details
Rear Body Trim & Fittings - MkI-III						
Boot Trim & Fittings						
1	TS65	£452.00		ASSEMBLY, boot lid	1	
2	806831	NCA		ASSEMBLY, reinforcement	1	boot lid tube
NI	613859	NCA		REINFORCEMENT, lower centre tube	1	boot lid
NI	608643	NCA		PACKING, sponge rubber	6	
NI	510503	NCA		SCREW, set	1	
NI	509761	NCA		WASHER, plain	1	
NI	WL700101	£0.25		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	£21.00		SEAL, boot lid	1	
10	604917/8	£39.00		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	£0.55		NUT, nyloc	2	
19	GHF300	£0.22		WASHER, plain	2	hinge to boot lid front
20	GHF200	£0.22		NUT	2	
24	612473	£24.00		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	£0.25		WASHER, spring	2	
35	HN2005	£0.16		NUT	2	
38	611135	£3.90		ASSEMBLY, catch plate	1	
39	PMZ308	£0.30		SCREW	2	
40	WP5	£0.25		WASHER, plain	2	catch plate to spare wheel
41	WL700101	£0.25		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	£60.50		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	£25.60		SET, letters	1	
	703862	NCA		LETTER, T	1	
	703863	£3.14		LETTER, R	1	
	703864	£3.14		LETTER, I	1	
	703865	£3.14		LETTER, U	1	
	703866	£3.14		LETTER, M	1	
	703867	£3.14		LETTER, P	1	
	703868	£3.14		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

iii.	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	£0.25		WASHER, spring	2	
79	HN2005	£0.16		NUT, hex	2	
80	706556	£48.20		FINISHER, front wing panel joint	2	
81	706557	NCA		FINISHER, rear wing, upper	2	to body 5463FC
	707319	£48.50		FINISHER, rear wing, upper	2	from body 5464FC
82	613886	£1.04		CLIP, wing finisher	8	ends of finishers
83	613766	£1.06		CLIP, wing finisher	32	
85	610624	£0.62		STUD, 'B post' finisher	a/r	
86	GHF600	£0.16		RIVET, blind	a/r	
92	CD27769	£1.60		PLUG, screen capping	2	to FC50000
	612976	£1.50		PLUG, screen capping	2	from FC50001
93	806189	£67.20		CAPPING, windscreen	1	
NI	552522	£0.64		RIVET, capping attachment	11	



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

Rear/Side Body Trim & Fittings - MkIV-1500

1	729530	£42.00	LOCK & BARREL	1	
	729530/B	NCA	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	£31.80	LOCK ASSEMBLY (latch)	1	
4	CMZ310	£0.30	SCREW, countersunk, lock	4	
5	WK7605	NCA	WASHER, shakeproof	4	
6	576156	NCA	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	£0.25	WASHER, locking	2	
12	619383	£6.90	CATCH/STRIKER	1	
13	CX2508	NCA	SCREW	2	
15	ZKC3442	£16.50	SEAL, boot lid aperture	1	
16	612473	£24.00	BOOT STAY	1	
17	WS600061	£1.96	WASHER, thackery	2	
18	WB110061	£0.77	WASHER, plain	2	
19	612475	NCA	BOLT, shouldered, boot stay	2	
20	706807	£60.50	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	£72.70	COVER, spare wheel	1	
23	815137	£18.00	'B' POST CAPPING, LH	1	
	815138	£18.00	'B' POST CAPPING, RH	1	
24	AD608053	£0.47	SCREW, capping, retaining	2	
25	GAC6066X	£40.70	PLATE, threshold	2	ribbed alloy
	TT7346	£25.00	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	£48.80	SEAM MOULDING, black	2	rear wing top edge
	715693C	£48.80	SEAM MOULDING, s/steel	2	
29	613766	£1.06	CLIP, seam moulding	18	
30	613886	£1.04	CLIP, seam moulding, rear	4	
32	715695	£60.00	MOULDING, boot edge, stainless	1	MkIV
	YKC3778	£50.70	MOULDING, boot edge, black	1	1500
NI	ZKC3735	£2.10	END CAP	2	1500
33	715697	£58.00	MOULDING, stainless	1	MkIV
			(Lower edge of rear light panel).		
	YKC1325	£48.20	MOULDING, black	1	1500
			(Lower edge of rear light panel).		
34	GHF1154	£1.25	CLIP, rear mouldings	14	
35	815041	£46.30	MOULDING, corner, light panel, LH	1	MkIV chrome
	XKC1502	£78.00	MOULDING, corner, light panel, LH	1	1500 black
36	815042	£46.30	MOULDING, corner, light panel, RH	1	MkIV chrome
	XKC1503	£74.40	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.

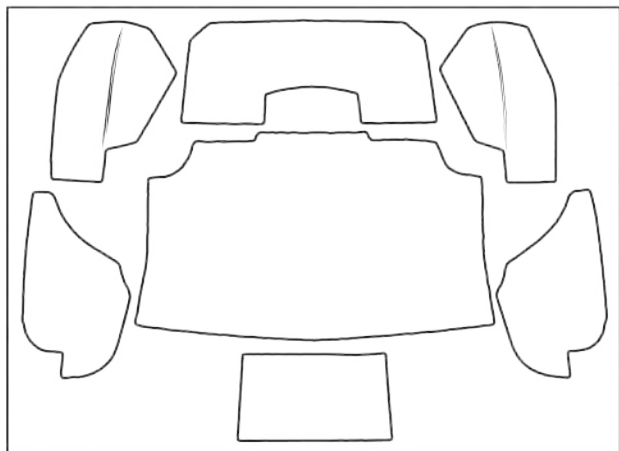
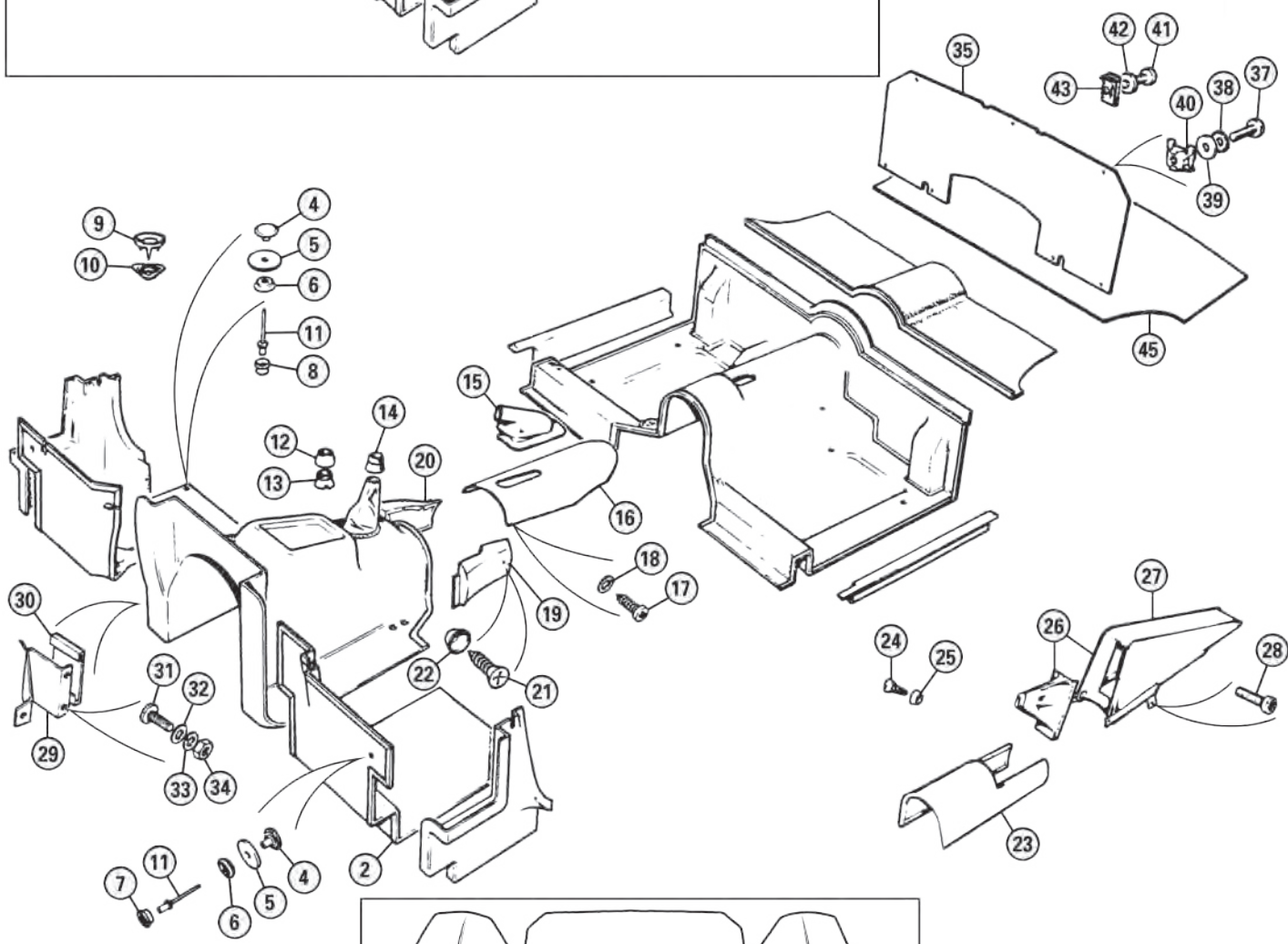
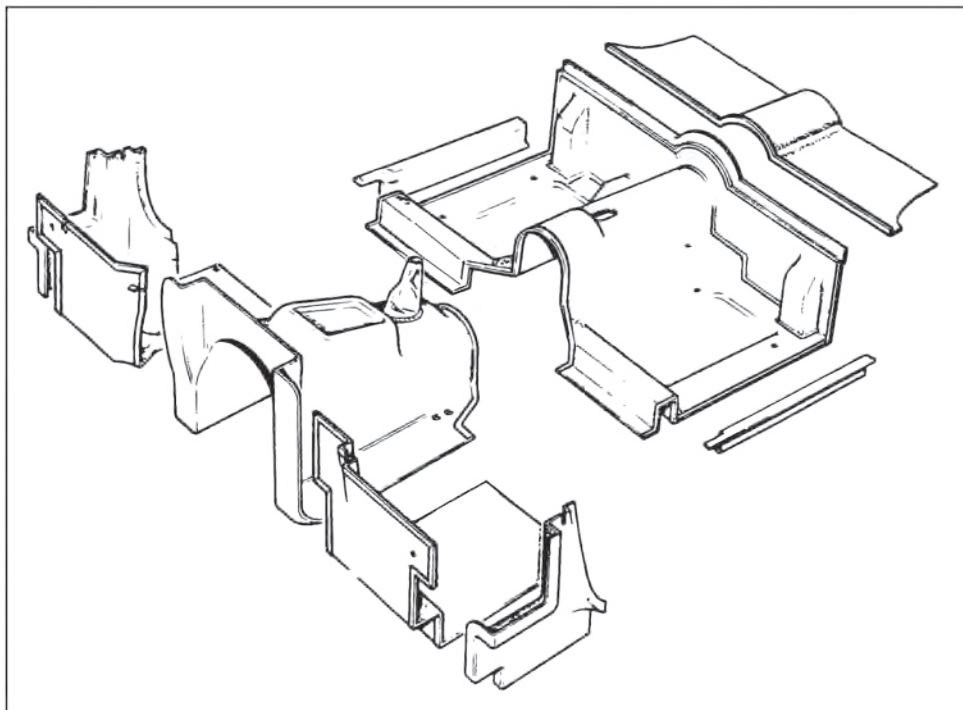
38	624733	£21.30	BADGE, 'Spitfire IV'	2	rear wing
39	GHF1532	£0.26	BUSH, badge	4	
40	YKC1456	£9.00	DECAL, 'Spitfire 1500', (boot lid)	1	black
	YKC1457	£9.80	DECAL, 'Spitfire 1500', (boot lid)	1	silver
45	914698Z	NCA	BUMPER BAR	1	to approx. FH116000
			(Chrome plinth number plate lamp).		
	WKC3954Z	NCA	BUMPER BAR	1	from approx. FH116001
			(Two separate number plate lamps).		
46	715706	NCA	BRACKET, side strengthener	2	
47	715701	£7.48	BRACKET, lower strengthener, LH	1	
	715702	NCA	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

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

52	GHF202	£0.22	NUT, bracket of boot floor	4	
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	£51.00	BADGE, 'Triumph'	1	to approx. FH115600
			(Fitted to number plate lamp plinth).		
70	630578	NCA	RETAINER, protection moulding	1	
71	RU608123	£0.47	RIVET, attaching retainer	13	
72	627900	NCA	PROTECTION MOULDING, rubber	1	
73	724028	NCA	MOULDING, corner protector, LH	1	Germany only
	724029	NCA	MOULDING, corner protector, RH	1	
74	569313	£0.73	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	NCA	HINGE, LH	1	
	715526	NCA	HINGE, RH	1	
78	630767	NCA	PACKING, hinge to boot lid	a/r	
79	ZKC1267	NCA	BRACKET, boot lamp switch	1	
80	SH605051	£1.00	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

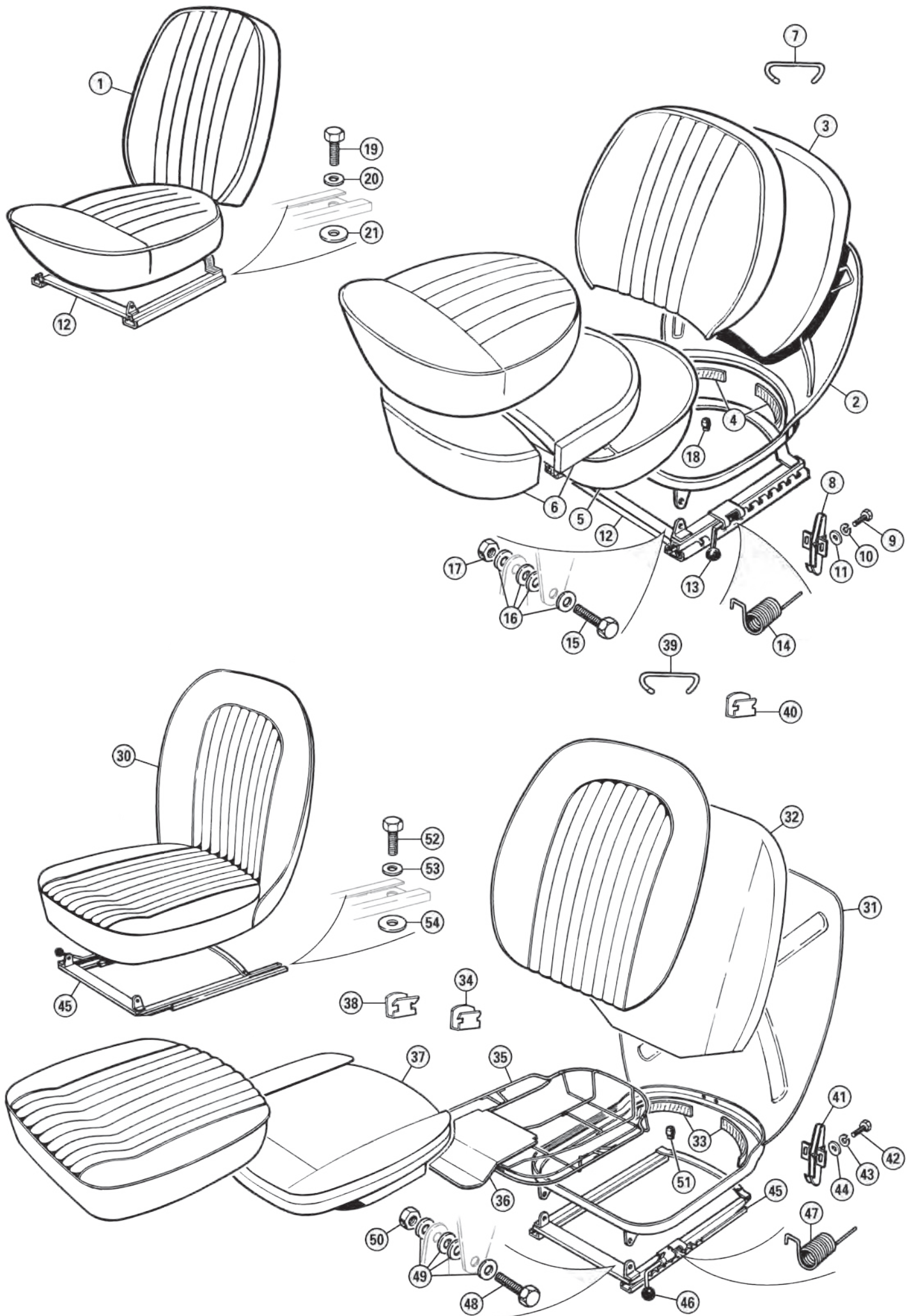


ill.	Part Number	Price £ea.	Description	Req.	Details
Carpet Sets & Boot Trim					
Spitfire carpets have always posed a problem for 'aftermarket' suppliers. The severely contoured floor of the cockpit necessitates a moulded carpet and to produce such a thing you need a mould, and quite a large one at 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	£407.50	CARPET SET, black	1	moulded
	CSA71120	£407.50	CARPET SET, red	1	
	CSA71131	£407.50	CARPET SET, biscuit	1	
	CSA71160	£407.50	CARPET SET, grey	1	
	CSA71170	£407.50	CARPET SET, blue	1	
	644-310	£253.80	CARPET SET, black	1	
	644-312	£253.80	CARPET SET, red	1	
	644-311	£253.80	CARPET SET, grey	1	
	644-313	£253.80	CARPET SET, autumn leaf	1	
	644-314	£253.80	CARPET SET, honey tan	1	
	644-315	£253.80	CARPET SET, blue	1	
	644-315	£253.80	CARPET SET, blue	1	
	644-315	£253.80	CARPET SET, blue	1	
	644-315	£253.80	CARPET SET, blue	1	
2	GAC6611X	£75.20	FOOTWELL CARPETS, front, moulded	1	Triumph laurel
4	569254	NCA	BUTTON, durable dot	6	
5	WP126	NCA	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	£3.55	STUD, veltex, long	4	footwell and cross member carpets to floor
9	14G8736	£0.30	SPIKE RING	a/r	invisible, alternative
10	CD23803	£1.13	SOCKET	a/r	to items 4, 5 & 6
11	RU608123	£0.47	RIVET, retaining stud	8	
12	618944	£1.36	FERRULE, gaiter, chrome	1	MkI-IV
13	619812	NCA	INSERT, threaded	1	MkIII-IV non-overdrive, may be used for MkI-II
	618945	NCA	INSERT, threaded	1	MkIV overdrive
14	ZKC301	£0.94	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	£43.30	KNEE PAD, black, LH	1	fine grain
	TKP742710	£43.30	KNEE PAD, black, LH	1	coarse grain
	TKP742735	£43.30	KNEE PAD, chestnut, LH	1	
	TKP742720	£43.30	KNEE PAD, matador red, LH	1	MkIV-1500
	TKP742734	£43.30	KNEE PAD, new tan, LH	1	
	TKP742771	£43.30	KNEE PAD, shadow blue, LH	1	
	TKP742733	£43.30	KNEE PAD, beige, LH	1	
20	TKP741711	£43.30	KNEE PAD, black, RH	1	fine grain
	TKP741710	£43.30	KNEE PAD, black, RH	1	coarse grain
	TKP741735	£43.30	KNEE PAD, chestnut, RH	1	
	TKP741720	£43.30	KNEE PAD, matador red, RH	1	MkIV-1500
	TKP741734	£43.30	KNEE PAD, new tan, RH	1	
	TKP741771	£43.30	KNEE PAD, shadow blue, RH	1	
	TKP741733	£43.30	KNEE PAD, beige, RH	1	
21	AD608063	£0.47	SCREW, retaining knee pad	2	
22	CD24153	£0.30	WASHER, cup	2	
23	TTC102A	NCA	COVER, tunnel, black	1	1500 from (c) FH80000 to (c) FH113678
	WKC3626PA	NCA	COVER, tunnel, black	1	1500 from (c) FH113679
24	AD610053	£0.72	SCREW, centre cover	4	
25	517711	£0.64	WASHER, cup, black	4	
26	TKP74511	£80.90	ARMREST ASSEMBLY, vinyl, black	1	fine grain
	TKP74510	£80.90	ARMREST ASSEMBLY, vinyl, black	1	coarse grain
	TKP74533	£80.90	ARMREST ASSEMBLY, vinyl, beige	1	
	TKP74535	£80.90	ARMREST ASSEMBLY, vinyl, chestnut	1	MkIV-1500
	TKP74520	£80.90	ARMREST ASSEMBLY, vinyl, red	1	
	TKP74534	£80.90	ARMREST ASSEMBLY, vinyl, new tan	1	
	TKP74571	£80.90	ARMREST ASSEMBLY, vinyl, blue	1	
27	TKP74511	£80.90	COVER, armrest, vinyl, black	1	fine grain
	TKP74510	£80.90	COVER, armrest, vinyl, black	1	coarse grain
	TKP74533	£80.90	COVER, armrest, vinyl, beige	1	
	TKP74535	£80.90	COVER, armrest, vinyl, chestnut	1	MkIV-1500
	TKP74520	£80.90	COVER, armrest, vinyl, red	1	
	TKP74534	£80.90	COVER, armrest, vinyl, new tan	1	
	TKP74571	£80.90	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	
30	611822	NCA	PAD, foot rest, rubber	1	positioned on driver's
31	PMZ308	£0.30	SCREW	3	side of gearbox
32	PWZ203	£0.19	WASHER, plain	3	tunnel, RHD
33	WL700101	£0.25	WASHER, spring	3	only
34	HN2005	£0.16	NUT	3	
35	806981	£55.70	BOARD, boot trim, fuel tank cover	1	MkI-III
	YKC1431	£35.00	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
39	PWZ203	£0.19	WASHER, plain	7	usually fitted to MkI to MkIV
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	£1.20	SPIRE NUT	7	usually fitted to 1500
45	809716	£28.60	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	£243.60	BOOT CARPET SET, black	1	
	CSA71250	£243.60	BOOT CARPET SET, green	1	
	CSA71270	£243.60	BOOT CARPET SET, blue	1	MkI-III
	CSA71220	£243.60	BOOT CARPET SET, red	1	
	CSA71231	£243.60	BOOT CARPET SET, biscuit	1	
	CSA74210	£243.60	BOOT CARPET SET, black	1	
	CSA74250	£243.60	BOOT CARPET SET, green	1	
	CSA74270	£243.60	BOOT CARPET SET, blue	1	MkIV-1500
	CSA74220	£243.60	BOOT CARPET SET, red	1	
	CSA74260	£243.60	BOOT CARPET SET, grey	1	
	CSA74231	£243.60	BOOT CARPET SET, biscuit	1	



iii. Part Number Price Eea. 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	£336.90	SEAT COVER SET, vinyl , black/white	1	Mkl
	SCA7101120	£336.90	SEAT COVER SET, vinyl , red/white	1	
	SCA7101170	£336.90	SEAT COVER SET, vinyl , midnight blue/white	1	
	SCL7101110	£927.80	SEAT COVER SET, leather, black/white	1	
	SCL7101120	£927.80	SEAT COVER SET, leather, red/white	1	
	SCL7101170	£927.80	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 MkIII 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	£42.40	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	£0.25	WASHER, spring	4	
11	WP5	£0.25	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	£0.55	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	£0.70	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.

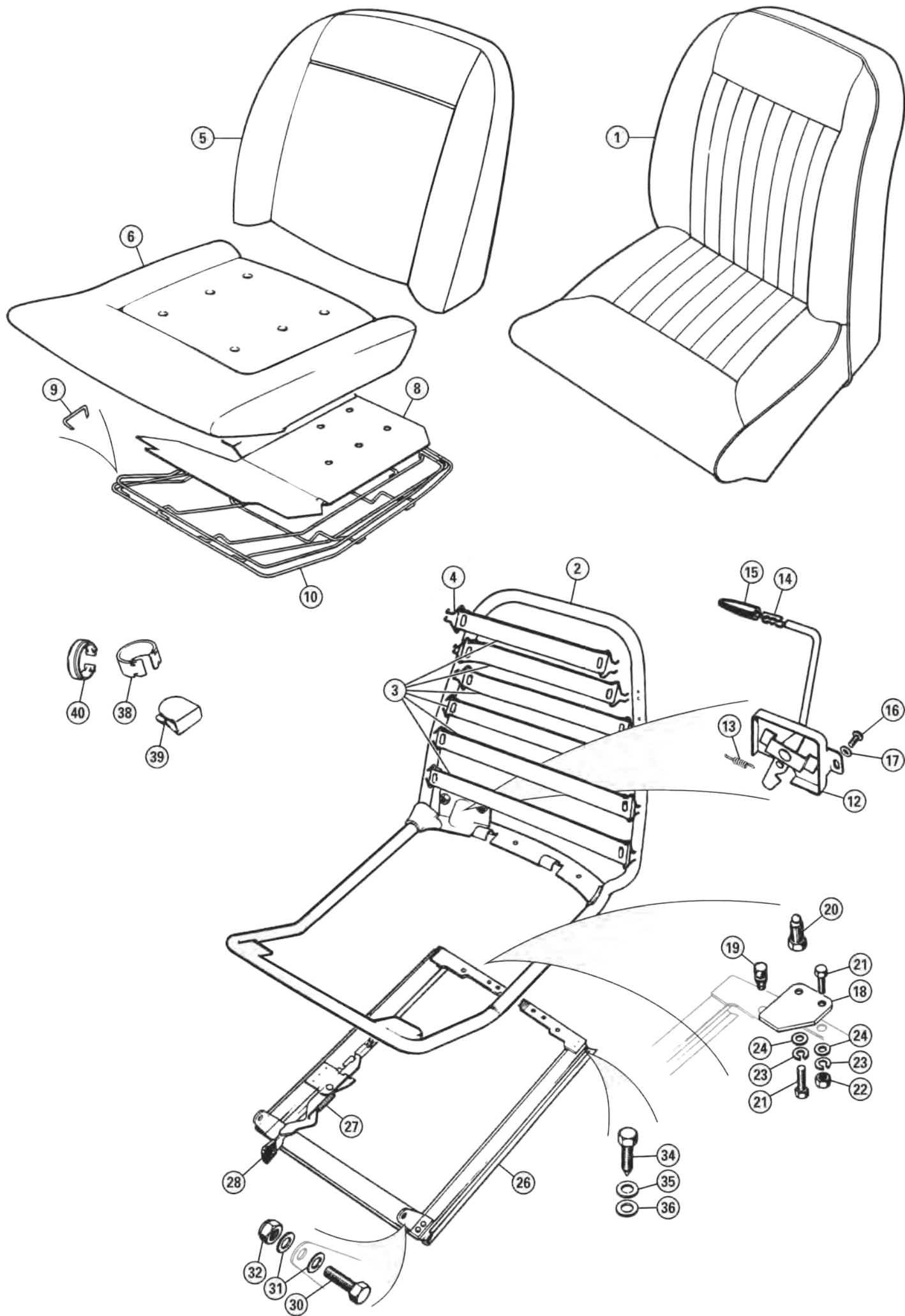
30	SCA7201110	£336.90	SEAT COVER SET, vinyl , black/white	1	MkII-III
	SCA7201120	£336.90	SEAT COVER SET, vinyl , red/white	1	
	SCA7201132	£336.90	SEAT COVER SET, vinyl, light tan/light tan	1	
	SCA7201134	£336.90	SEAT COVER SET, vinyl, new tan/white	1	
	SCA7201170	£336.90	SEAT COVER SET, vinyl, midnight blue/white	1	
	SCA7201171	£336.90	SEAT COVER SET, vinyl, shadow blue/white	1	
	SCL7201110	£927.80	SEAT COVER SET, leather, black/white	1	
	SCL7201120	£927.80	SEAT COVER SET, leather, red/white	1	
	SCL7201170	£927.80	SEAT COVER SET, leather, midnight blue/white	1	
	SCA7323210	£536.50	SEAT COVER SET, vinyl, black	1	
	SCA7323220	£536.50	SEAT COVER SET, vinyl, red	1	
	SCA7323232	£536.50	SEAT COVER SET, vinyl, light tan	1	MkIII (1968)
	SCA7323234	£536.50	SEAT COVER SET, vinyl, new tan	1	
	SCA7323270	£536.50	SEAT COVER SET, vinyl, midnight blue	1	low back
	SCL7323210	£1,009.80	SEAT COVER SET, leather, black	1	USA only
	SCL7323220	£1,009.80	SEAT COVER SET, leather, red	1	
	SCA7324210	£536.50	SEAT COVER SET, vinyl, black	1	
	SCA7324220	£536.50	SEAT COVER SET, vinyl , red	1	
	SCA7324232	£536.50	SEAT COVER SET, vinyl, light tan	1	MkIII (1969-70)
	SCA7324270	£536.50	SEAT COVER SET, vinyl, midnight blue	1	
	SCL7324210	£1,104.60	SEAT COVER SET, leather , black	1	high back
	SCL7324220	£1,104.60	SEAT COVER SET, leather , red	1	USA only
	SCL7324232	£1,104.60	SEAT COVER SET, leather , light tan	1	
	SCL7324270	£1,104.60	SEAT COVER SET, leather , midnight blue	1	
31	903893	NCA	SEAT FRAME ASSEMBLY, RH	1	
	903892	NCA	SEAT FRAME ASSEMBLY, LH	1	
32	TSF203	£42.40	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	£118.80	SEAT FOAM, base	2	
38	619822	NCA	CLIP, trim, cushion to seat frame	8	

iii. Part Number Price Eea. 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	£0.25	WASHER, spring	4	
44	WP5	£0.25	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	£0.55	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	£0.70	WASHER, plain	4	

(Between seat slide and carpet, required when carpet fitted).

For seat belts please refer to the Accessories section.



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

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	£336.90	SEAT COVER SET, vinyl, black	1	} MkIV (1970-73)
	SCA7401120	£336.90	SEAT COVER SET, vinyl, matador red	1	
	SCA7401134	£336.90	SEAT COVER SET, vinyl, new tan	1	
	SCA7401160	NCA	SEAT COVER SET, vinyl, grey	1	
	SCA7401170	£336.90	SEAT COVER SET, vinyl, shadow blue	1	
	SCL7401110	£927.80	SEAT COVER SET, leather, black	1	
	SCL7401120	£927.80	SEAT COVER SET, leather, matador red	1	
	SCL7401134	£927.80	SEAT COVER SET, leather, new tan	1	
	SCL7401160	NCA	SEAT COVER SET, leather, grey	1	
	SCL7401170	£927.80	SEAT COVER SET, leather, shadow blue	1	
	SCA7424210	£536.50	SEAT COVER SET, vinyl, black	1	
	SCA7424232	£536.50	SEAT COVER SET, vinyl, light tan	1	
	SCA7424220	£536.50	SEAT COVER SET, vinyl, red	1	
	SCA7424234	£536.50	SEAT COVER SET, vinyl, new tan	1	
	SCA7424270	£536.50	SEAT COVER SET, vinyl, shadow blue	1	
	SCL7424210	£1,104.60	SEAT COVER SET, leather, black	1	
	SCL7424220	£1,104.60	SEAT COVER SET, leather, red	1	
	SCL7424234	£1,104.60	SEAT COVER SET, leather, new tan	1	
	SCL7424270	£1,104.60	SEAT COVER SET, leather, shadow blue	1	
	SCP7424210	£536.50	SEAT COVER SET, perforated vinyl, black	1	
	SCP7424233	£536.50	SEAT COVER SET, perforated vinyl, black	1	
	SCP7424235	£536.50	SEAT COVER SET, perforated vinyl, black	1	

Note: Seat covers are sold in pairs.

Seat Components

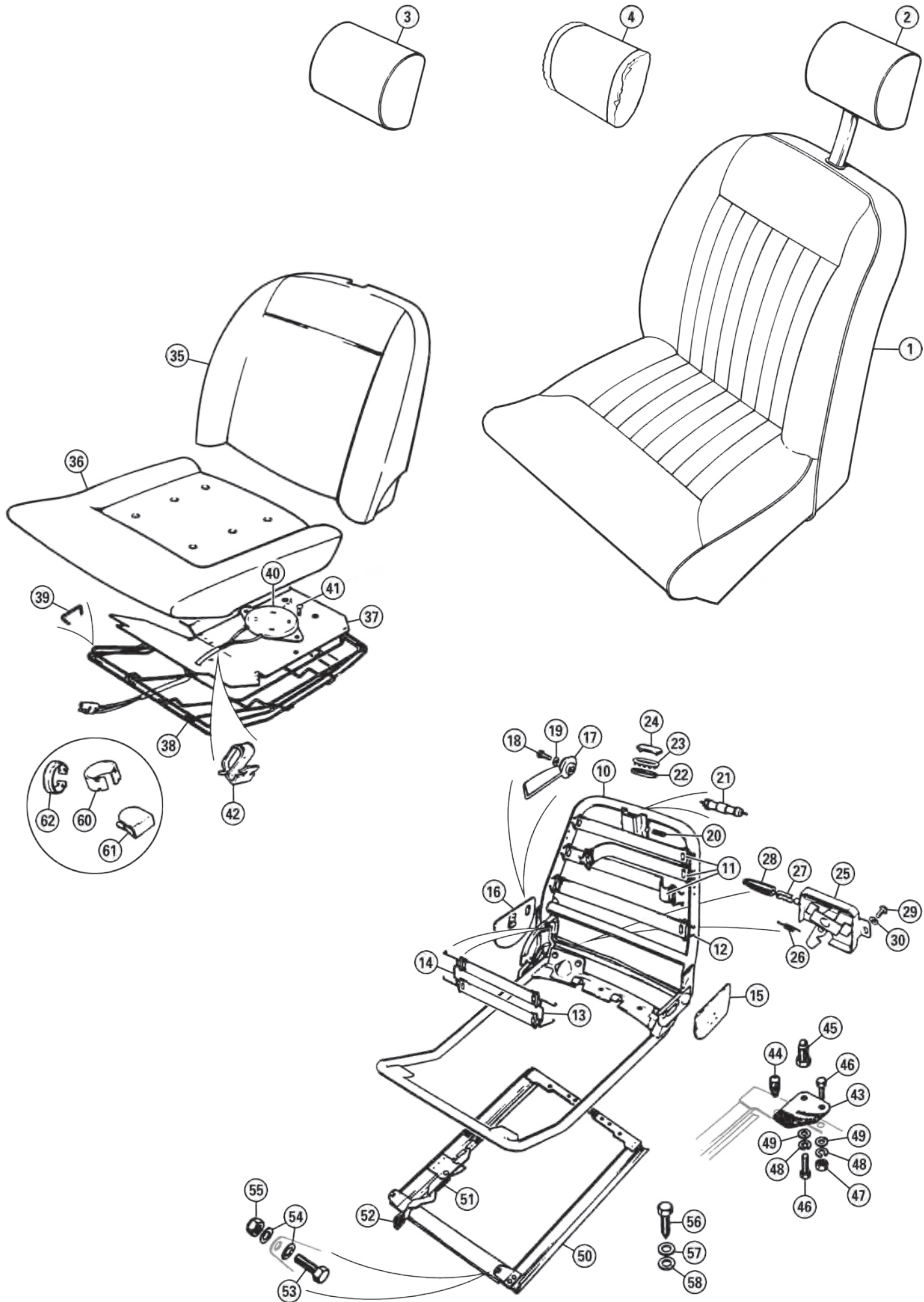
2	913711	NCA	SEAT FRAME ASSEMBLY, LH	1	
	913712	NCA	SEAT FRAME ASSEMBLY, RH	1	
3	GAC6121X	£67.00	SEAT WEBBING KIT, one seat	2	
4	621340	NCA	CLIP, web to frame	24	
5	913767	£121.30	SEAT FOAM, squab, LH	1	
	913768	£121.30	SEAT FOAM, squab, RH	1	
6	913847	£92.90	SEAT FOAM, base, LH	1	} including board (item 8)
	913848	£92.90	SEAT FOAM, base, RH	1	
8	818951	£18.20	BOARD, cushion base, LH	1	
	818961	£18.20	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	£0.50	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	£0.25	WASHER, spring	4	
18	630801	NCA	STRIKER PLATE	2	restraint lever
19	624828	NCA	BUFFER, rubber	4	
20	630803	NCA	PEG, striker locating	2	replacement type
21	HU506	£0.66	SCREW, striker plate	2/4	
22	HN2005	£0.16	NUT, striker plate	2/4	
23	WL700101	£0.25	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, Sleight & Cheston (HSC), and are completely interchangeable as assemblies.

26	820535	NCA	SEAT SLIDE, LH, (AWC)	1	
	818943	NCA	SEAT SLIDE, LH, (HSC)	1	
	820536	NCA	SEAT SLIDE, RH, (AWC)	1	
	818944	NCA	SEAT SLIDE, RH, (HSC)	1	
27	626373	NCA	LEVER SPRING	2	AWC type only
	623200	NCA	LEVER SPRING	2	HSC type only
28	626370	NCA	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	£0.55	NUT, nyloc	4	
34	GHF101	£0.30	SCREW,	8	slide & seat to floor
35	GHF300	£0.22	WASHER, plain	8	
36	WP48	£0.70	WASHER, backing	8	3/8" internal diameter
38	AHH9303	£0.94	CLIP, circular	8	3/4" diameter

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

39	GHF1500	£0.19	CLIP, edge	12
40	BD21962	£2.05	CLIP, tubular	4



iii. 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.

Part Number	Price £ea.	Description	Req.	Details	
1 SCA7402210	£336.90	SEAT COVER SET, vinyl, black	1	MkIV (1973-75)	
SCA7402220	£336.90	SEAT COVER SET, vinyl, matador red	1		
SCA7402233	£336.90	SEAT COVER SET, vinyl, beige	1		
SCA7402234	£336.90	SEAT COVER SET, vinyl, new tan	1		
SCA7402235	£336.90	SEAT COVER SET, vinyl, chestnut	1		
SCA7402260	NCA	SEAT COVER SET, vinyl, grey	1		
SCA7402270	£336.90	SEAT COVER SET, vinyl, shadow blue	1		
SCL7402210	£638.60	SEAT COVER SET, leather, black	1		
SCL7402220	£596.06	SEAT COVER SET, leather, matador red	1		
SCL7402233	£638.60	SEAT COVER SET, leather, beige	1		
SCL7402234	£638.60	SEAT COVER SET, leather, new tan	1		
SCL7402235	£638.60	SEAT COVER SET, leather, chestnut	1		
SCL7402260	NCA	SEAT COVER SET, leather, grey	1		
SCL7402270	£638.60	SEAT COVER SET, leather, shadow blue	1		
SCA7501210	£336.90	SEAT COVER SET, vinyl, black	1		1500
SCA7501235	£336.90	SEAT COVER SET, vinyl, chestnut	1		
SCA7501232	£336.90	SEAT COVER SET, vinyl, light tan	1		
SCA7501231	£336.90	SEAT COVER SET, vinyl, biscuit	1		
SCA7501233	£336.90	SEAT COVER SET, vinyl, beige	1		
SCL7502210	£638.60	SEAT COVER SET, leather, black	1		
SCL7502233	£638.60	SEAT COVER SET, leather, beige	1		
SCA75022101	£413.30	SEAT COVER SET, Houndstooth black/white	1	with	
SCA75022331	£413.30	SEAT COVER SET, Houndstooth beige	1	headrest	
SCA75012101	£336.90	SEAT COVER SET, Houndstooth black/white	1	without	
SCA75012331	£336.90	SEAT COVER SET, Houndstooth beige	1	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.

Part Number	Price £ea.	Description	Req.	Details
2 919070	£83.60	HEADREST ASSY, vinyl, black	2	fine grain
919071	£83.60	HEADREST ASSY, vinyl, black	2	course grain
919072	£83.60	HEADREST ASSY, vinyl, matador red	2	
919073	NCA	HEADREST ASSY, vinyl, chestnut	2	
919074	£83.60	HEADREST ASSY, vinyl, beige	2	
919077	NCA	HEADREST ASSY, vinyl, shadow blue	2	
919078	NCA	HEADREST ASSY, vinyl, grey	2	
919083	£83.60	HEADREST ASSY, vinyl, new tan	2	
919071L	£106.10	HEADREST ASSY, leather, black	2	
919072L	£106.10	HEADREST ASSY, leather, matador red	2	
919077L	£106.10	HEADREST ASSY, leather, shadow blue	2	
919083L	£106.10	HEADREST ASSY, leather, new tan	2	
3 919070C	£38.30	COVER, headrest, vinyl, black	2	fine grain
919071C	£38.30	COVER, headrest, vinyl, black	2	course grain
919072C	NCA	COVER, headrest, vinyl, matador red	2	
919073C	NCA	COVER, headrest, vinyl, chestnut	2	
919074C	£38.30	COVER, headrest, vinyl, beige	2	
919077C	NCA	COVER, headrest, vinyl, shadow blue	2	
919078C	NCA	COVER, headrest, vinyl, grey	2	
919083C	£38.30	COVER, headrest, vinyl, new tan	2	
919071CL	£77.50	COVER, headrest, leather, black	2	
919072CL	£77.50	COVER, headrest, leather, matador red	2	
919073CL	£77.50	COVER, headrest, leather, chestnut	2	
919074CL	£77.50	COVER, headrest, leather, beige	2	
919077CL	£77.50	COVER, headrest, leather, shadow blue	2	
919083CL	£77.50	COVER, headrest, leather, new tan	2	
4 722937	£46.30	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	£67.00	SEAT WEBBING KIT, one seat	2	1 kit for one seat
12 621340	NCA	CLIP, web to frame	24	

iii. 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	£0.25	WASHER, spring	2	
20 CZA7413	NCA	ROLLER, friction metal type	2	rollers are not interchangeable
21 ZKC1271	NCA	ROLLER, friction nylon type	2	head restraint stalk eyelet
22 CZA4263	£1.26	WASHER, reinforcing	2	inc. washer
23 CZA4500S	£3.90	EYELET, head restraint stalk	2	when head restraint not fitted
24 BD36610A	£1.60	PLUG, blanking, black	a/r	
25 716143	NCA	CATCH, seat tilt restraining, LH	1	
716144	NCA	CATCH, seat tilt restraining, RH	1	
26 624618	NCA	SPRING	2	
27 621776	£0.50	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	£0.25	WASHER, spring	4	
35 912983	£109.10	SEAT FOAM, squab	2	Germany only to FH50000
917599	£86.30	SEAT FOAM, squab	2	all markets from FH50000
36 913847	£92.90	SEAT FOAM, base, LH	1	Germany only
913848	£92.90	SEAT FOAM, base, RH	1	to FH50000
913847	£92.90	SEAT FOAM, base, LH	1	all markets
913848	£92.90	SEAT FOAM, base, RH	1	from FH50001

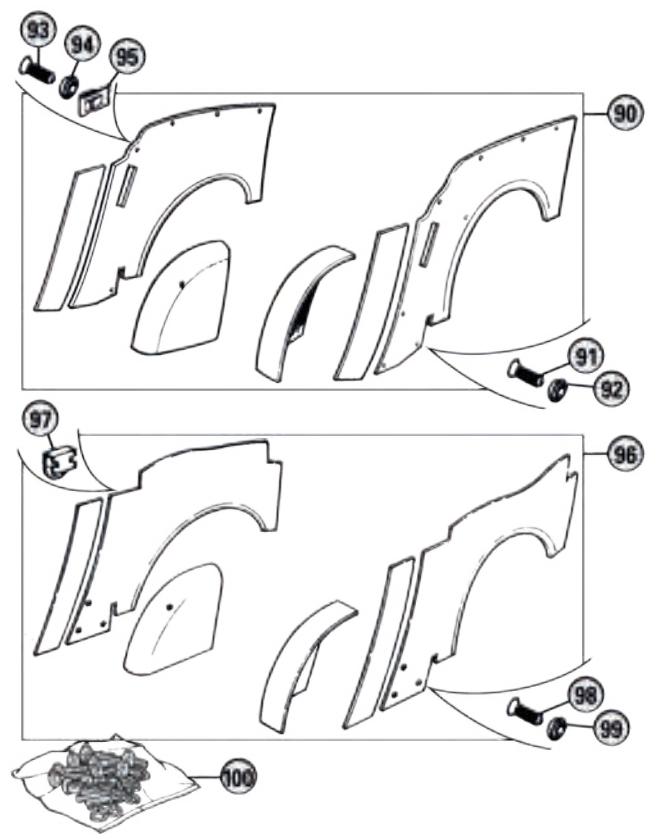
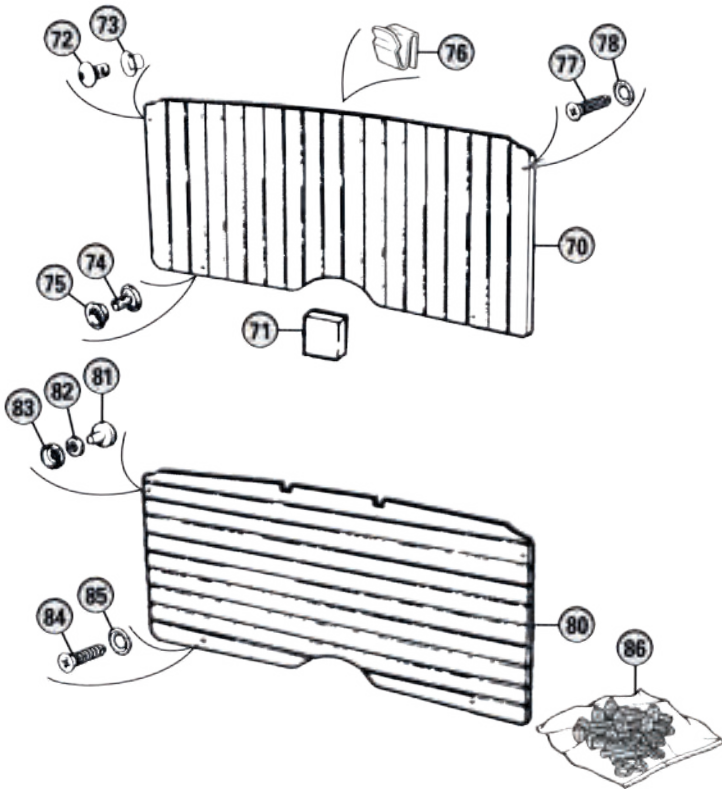
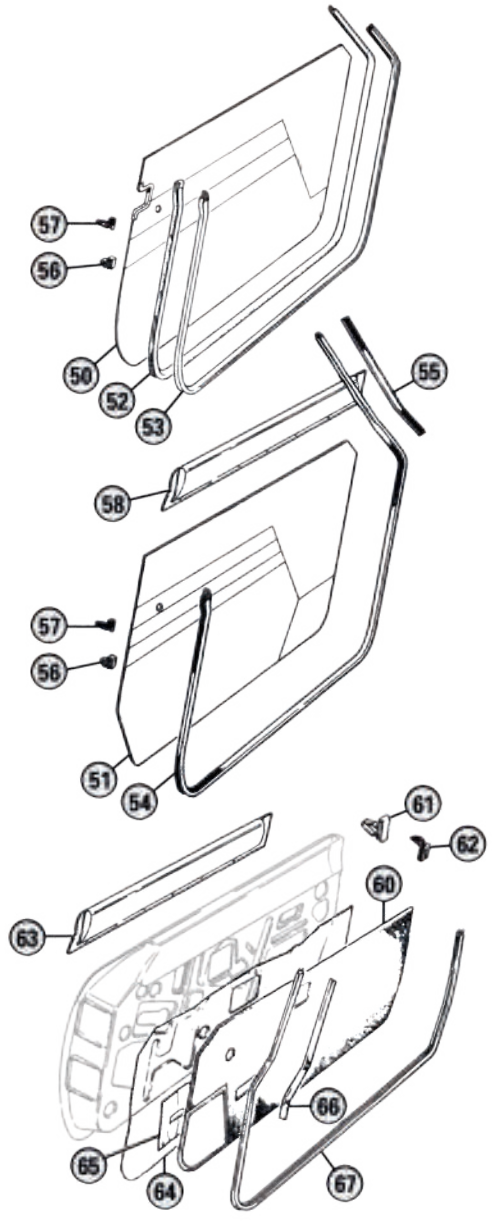
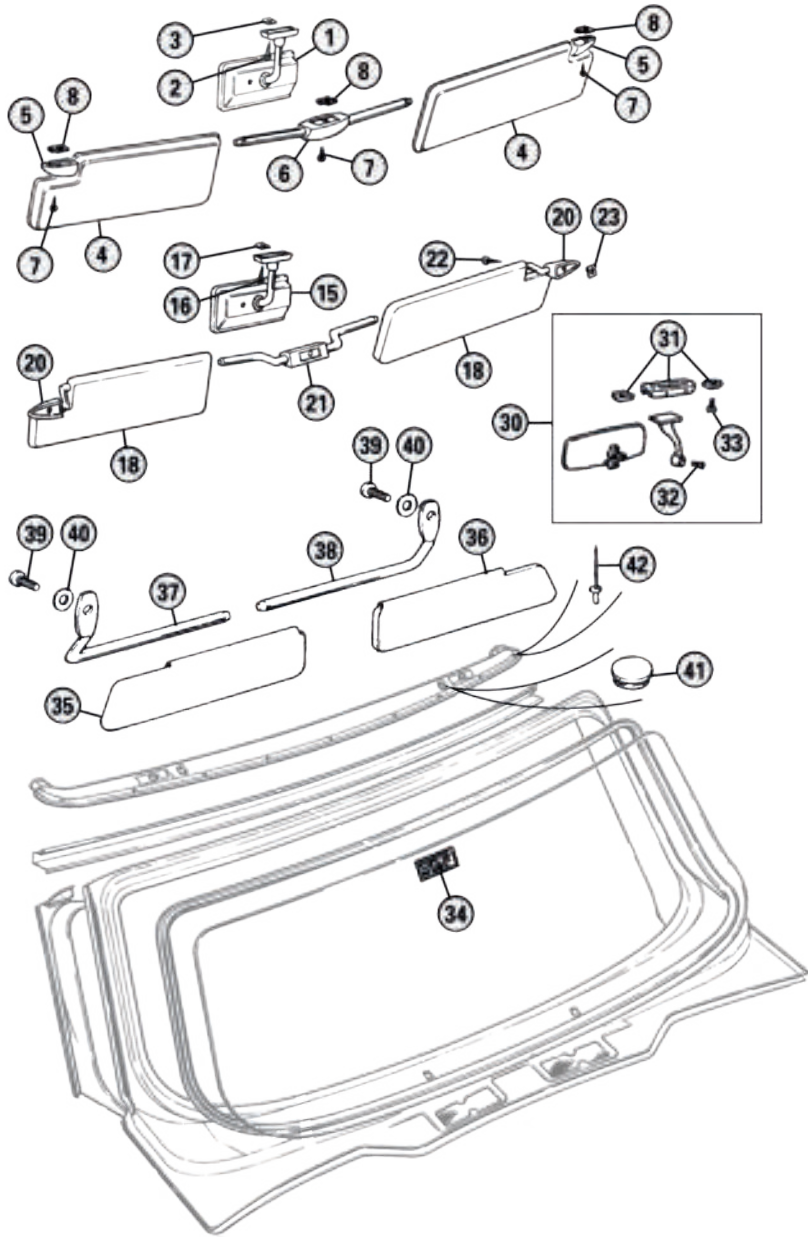
(Base foams include board - item 37).

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	£18.20	BOARD, cushion base, LH	1	
818961	£18.20	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	NCA	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	NCA	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	£0.25	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	NCA	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	£0.55	NUT, nylon	4	
56 GHF101	£0.30	SCREW, slide & seat to floor	8	
57 GHF300	£0.22	WASHER, plain	8	
58 WP48	£0.70	WASHER, backing	8	3/8" internal diameter
60 AH9303	£0.94	CLIP, circular	8	3/4" diameter
61 GHF1500	£0.19	CLIP, edge	12	
62 BD21962	£2.05	CLIP, retainer, tubular	4	



iii. Part Number Price Eea. Description Req. Details

Interior Mirror, Sunvisors & Trim Panels

Rear View Mirror & Sun Visor - MkI-II

1	614090	£33.90	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	£33.90	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	
18	708289	NCA	SUN VISOR, padded, RH	1	drivers
	708288	NCA	SUN VISOR, padded, LH	1	
20	616318	NCA	MOUNTING, sun visor, outer	2	passenger
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	£4.90	MOUNTING, mirror retainer	1
32	632095S	£1.10	SCREW, mirror head to stem	1
33	RMP2312	£1.20	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	£42.60	SUN VISOR, driver side, black	1	MkIV-1500	
36	812741	£45.50	SUN VISOR, passenger side, black, RHD	1		
	812751	£45.50	SUN VISOR, passenger side, black, LHD	1		
37	630932	£7.70	MOUNTING, sun visor, LH	1		
38	630933	£7.70	MOUNTING, sun visor, RH	1		
39	PT505	£0.73	SCREW, visor mounting	4		
40	PWZ203	£0.19	WASHER, plain	4		
41	612976	£1.50	PLUG, screen capping, rubber	2		required when hardtop not fitted
42	RU608123	£0.47	RIVET, capping to screen	9		

Door Trim & Seal - MkI-III

All door panels are sold in pairs.

50	TKP71210	£135.10	DOOR PANELS, black, pair	1	MkI
	TKP71220	£135.10	DOOR PANELS, red, pair	1	
	TKP71270	£135.10	DOOR PANELS, midnight blue, pair	1	
	TKP72210	£138.20	DOOR PANELS, black, pair	1	
51	TKP72210	£138.20	DOOR PANELS, black, pair	1	MkII-III
	TKP72220	£138.20	DOOR PANELS, red, pair	1	
	TKP72232	£138.20	DOOR PANELS, light tan, pair	1	
	TKP72234	£138.20	DOOR PANELS, new tan, pair	1	
	TKP72270	£138.20	DOOR PANELS, midnight blue, pair	1	
	TKP72271	£138.20	DOOR PANELS, shadow blue, pair	1	
52	613028	NCA	SEAL, door aperture, rubber	2	
53	611600	NCA	DRAUGHT EXCLUDER, red	2		MkI to (b) 8778FC
	611601	NCA	DRAUGHT EXCLUDER, black	2	
	611602	NCA	DRAUGHT EXCLUDER, blue	2	
54	631321	£14.40	SEAL, door, felt/rubber	2	MkI-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	£35.50	MOULDED COVER, waist rail, black, RH	1	
	727581	£35.50	MOULDED COVER, waist rail, black, LH	1	

Door Trim & Seal - MkIV-1500

All door panels are sold in pairs.

60	TKP741210	£135.10	DOOR PANELS, black, pair	1	MkIV
	TKP741220	£135.10	DOOR PANELS, red, pair	1	
	TKP741233	£135.10	DOOR PANELS, beige, pair	1	(1970-73)
	TKP741234	£135.10	DOOR PANELS, new tan, pair	1	
	TKP741271	£135.10	DOOR PANELS, shadow blue, pair	1	MkIV
	TKP742210	£135.10	DOOR PANELS, black, pair	1	
	TKP742233	£135.10	DOOR PANELS, beige, pair	1	
	TKP742234	£135.10	DOOR PANELS, new tan, pair	1	
	TKP742235	£135.10	DOOR PANELS, chestnut, pair	1	
	TKP742260	NCA	DOOR PANELS, grey, pair	1	

iii. Part Number Price Eea. Description Req. Details

	TKP742271	£135.10	DOOR PANELS, shadow blue, pair	1	1500
	TKP741210	£135.10	DOOR PANELS, black, pair	1	
	TKP741220	£135.10	DOOR PANELS, red, pair	1	
	TKP742233	£135.10	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	£35.50	MOULDED COVER, waist rail, black, LH	1	
	727591	£35.50	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 original
	620403	£6.30	SEAL, upper A post, thin, rubber	2	

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.

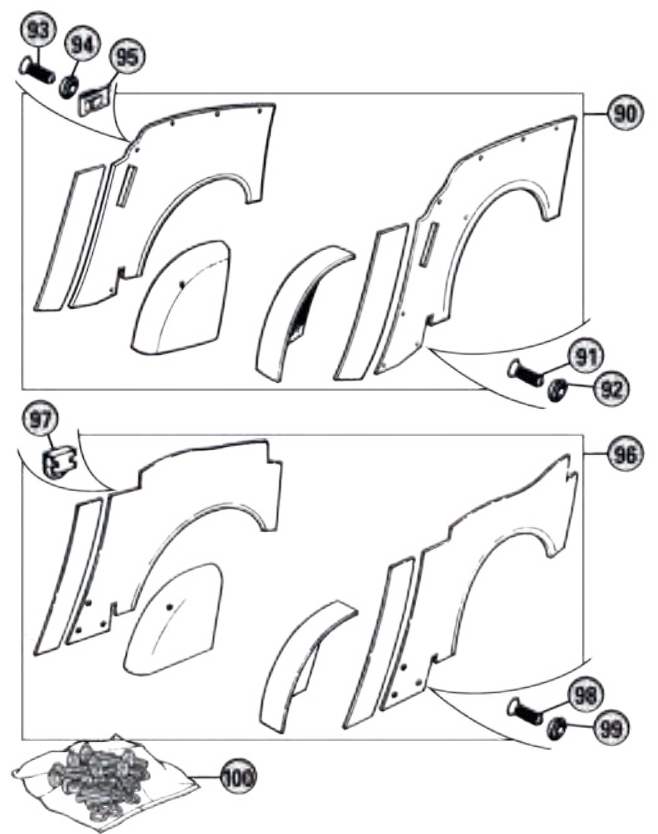
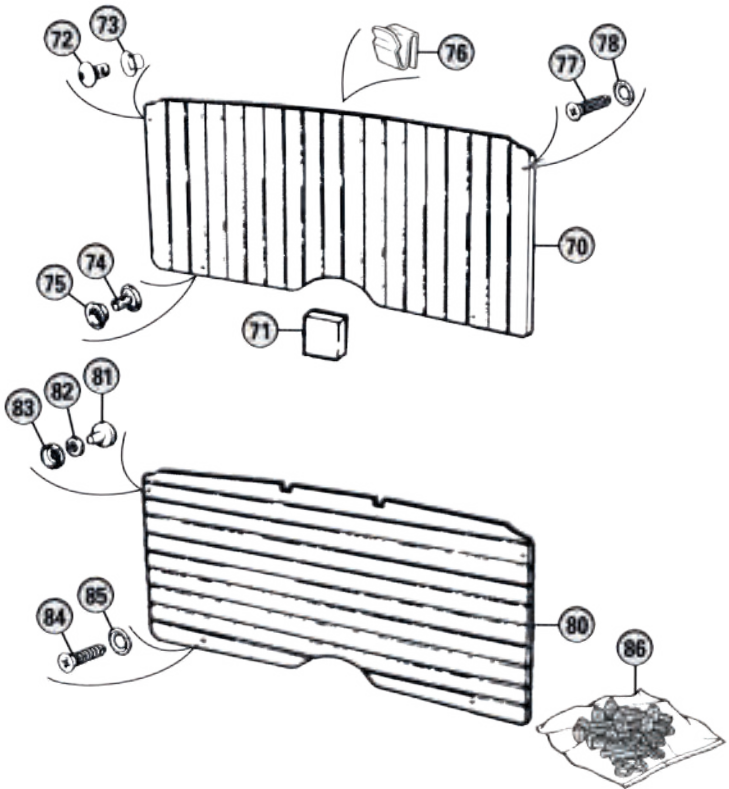
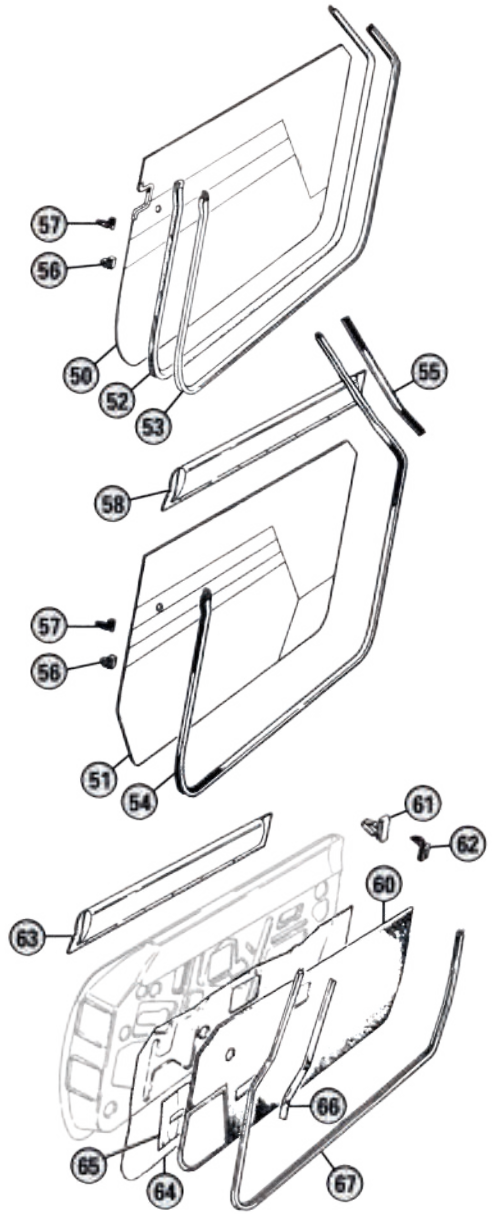
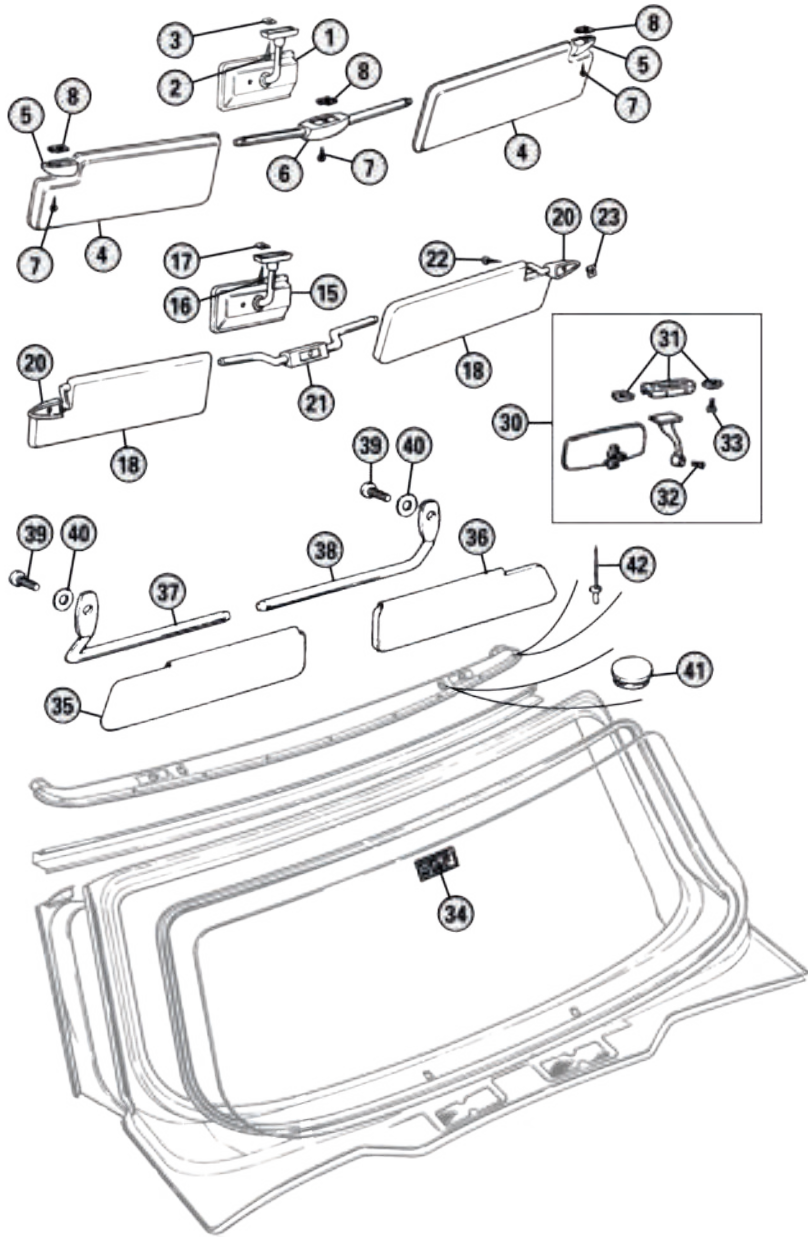
67	631321	£14.40	SEAL, door aperture, felt/rubber, black	2
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Rear Cockpit Trim - MkI-III

70	TKP71610	£91.40	COCKPIT PANEL, vinyl, black	1	MkI-II
	TKP71620	£91.40	COCKPIT PANEL, vinyl, matador red	1	
	TKP71670	£91.40	COCKPIT PANEL, vinyl, midnight blue	1	MkIII
	TKP73610	£91.40	COCKPIT PANEL, vinyl, black	1	
	TKP73620	£91.40	COCKPIT PANEL, vinyl, matador red	1	
	TKP73632	£91.40	COCKPIT PANEL, vinyl, light tan	1	
	TKP73633	£91.40	COCKPIT PANEL, vinyl, beige	1	
	TKP73634	£91.40	COCKPIT PANEL, vinyl, new tan	1	
	TKP73670	£91.40	COCKPIT PANEL, vinyl, midnight blue	1	
	TKP73671	£91.40	COCKPIT PANEL, vinyl, shadow blue	1	
71	568808	NCA	PAD, foam, trim board lower	2	
72	568543	NCA	FASTENER, dzus	2	MkI-II
73	568537	NCA	GROMMET, dzus fastener	2	
74	565760	NCA	EYELET	3	
75	610624	£0.62	FASTENER, dot	3	
76	613770	£1.80	CLIP, trim	4	
77	AD606063	£0.47	SCREW, self tapping	4	MkIII
78	CD24152	£0.53	WASHER, cup	4	

Rear Cockpit Trim - MkIV-1500

80	TKP741610	£91.40	COCKPIT PANEL, vinyl, black	1	MkIV
	TKP741620	£91.40	COCKPIT PANEL, vinyl, matador red	1	
	TKP741634	£91.40	COCKPIT PANEL, vinyl, midnight blue	1	(1970-73)
	TKP741671	£91.40	COCKPIT PANEL, vinyl, shadow blue	1	
	TKP742610	£91.40	COCKPIT PANEL, vinyl, black	1	MkIV
	TKP742635	£91.40	COCKPIT PANEL, vinyl, chestnut	1	
	TKP742634	£91.40	COCKPIT PANEL, vinyl, new tan	1	(1973-75)
	TKP742671	£91.40	COCKPIT PANEL, vinyl, shadow blue	1	
	TKP73610	£91.40	COCKPIT PANEL, vinyl, black	1	1500
	TKP73633	£91.40	COCKPIT PANEL, vinyl, beige	1	
81	7H9868	£0.24	SOCKET, durable dot	2	stud to rear cockpit board
82	509563	£0.46	WASHER	2	
83	713511	£0.41	STUD, plastic, black	2	'durable dot'
	713519	NCA	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	



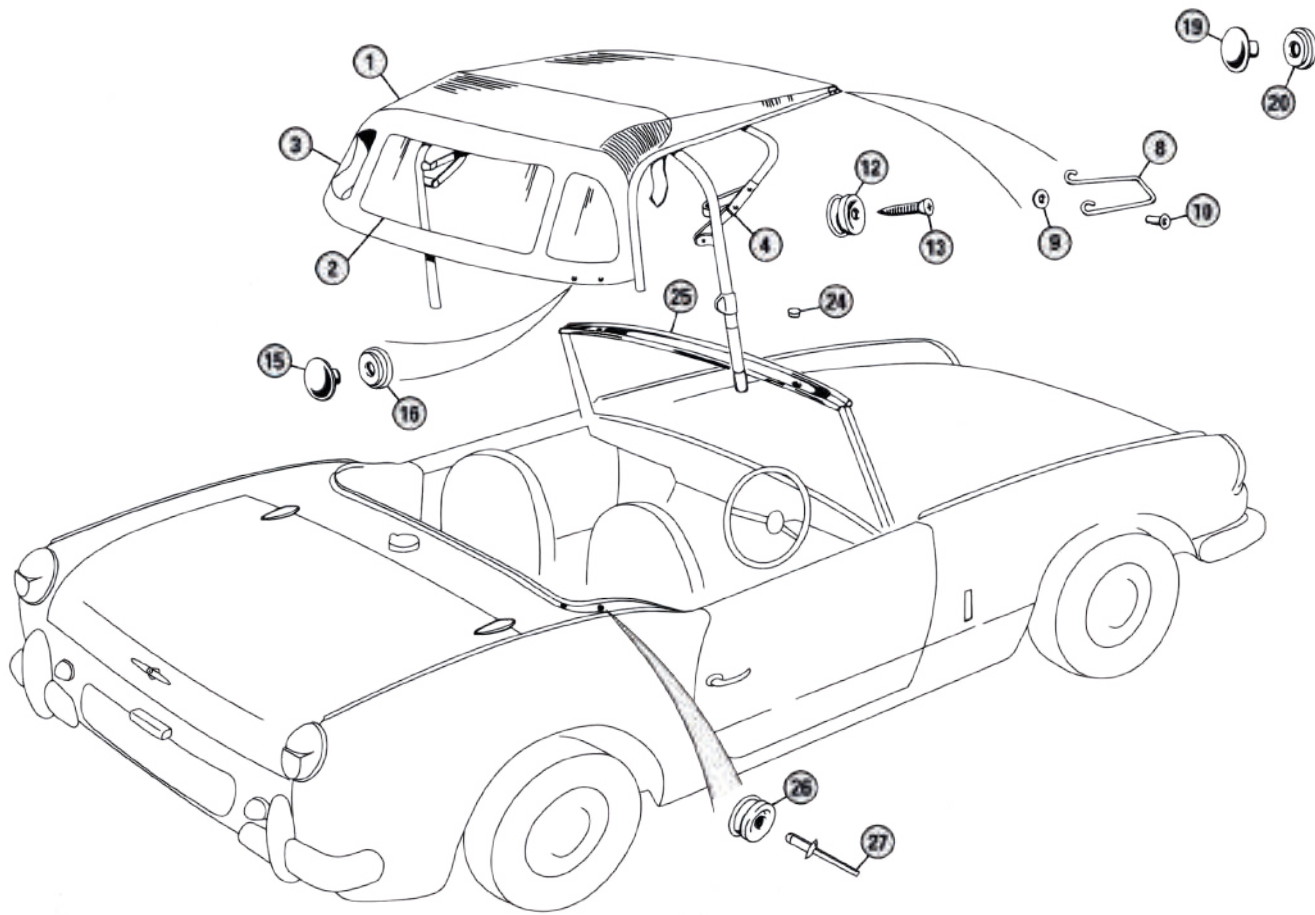
iii. Part Number Price £ea. Description Req. Details

Rear Quarter Trim - All Models

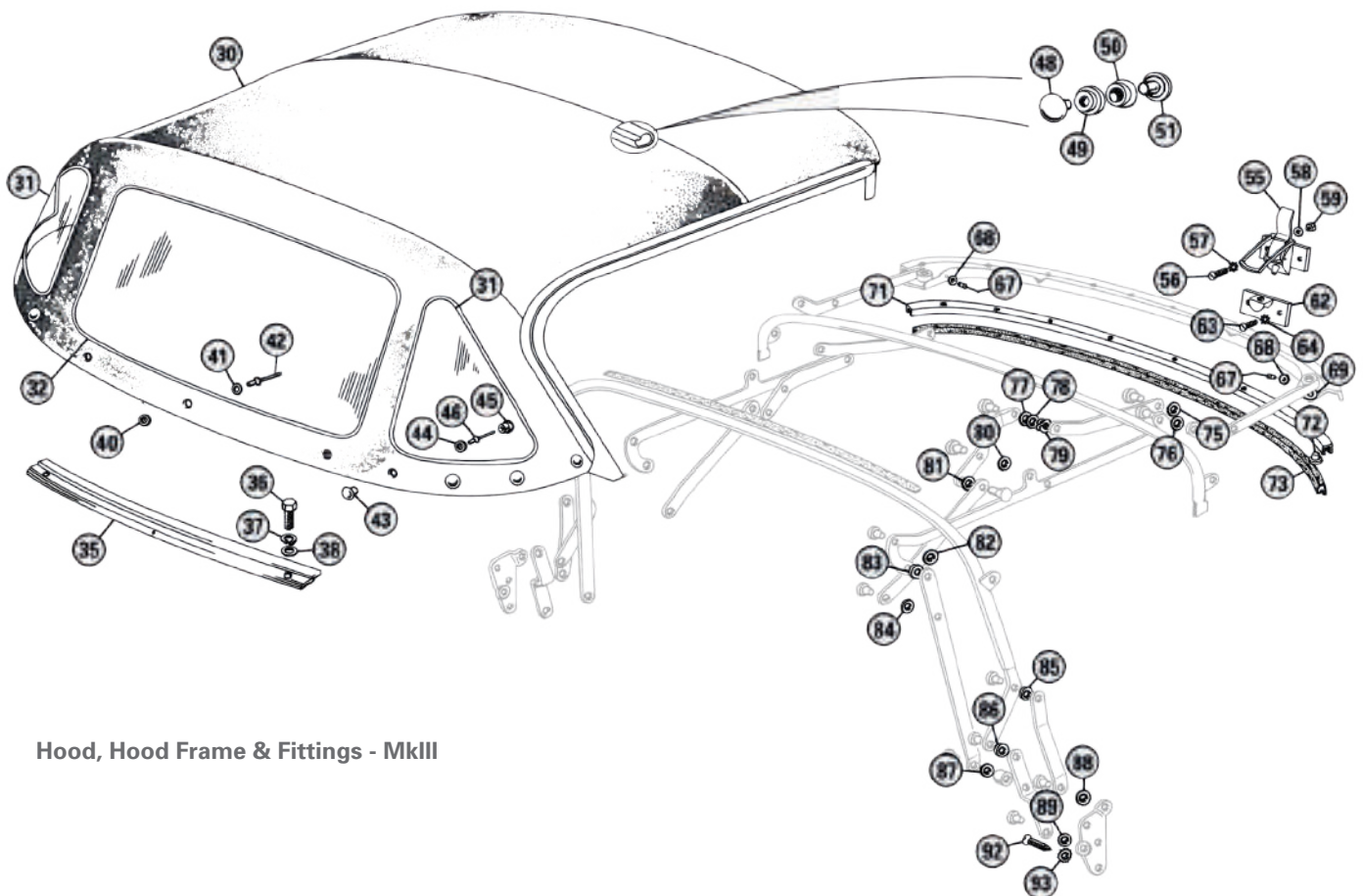
The rear wheel arch & quarter panel kit for the MkI-II will only fit the early models (with the cut out in the panel for the hood mechanism). From MkIII models onwards the panel kit is the same with colours listed to suit the various marques. Please note that originally only black and beige colours were 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	£134.70	WHEEL ARCH PANEL SET, vinyl, black	1	MkI-II
	TKP71820	£134.70	WHEEL ARCH PANEL SET, vinyl, matador red	1	
	TKP71870	£134.70	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	
94	CD24152	£0.53	WASHER, cup	8	
95	GHF711	£0.28	SPIRE NUT	8	
96	TKP73810	£134.70	WHEEL ARCH PANEL SET, vinyl, black	1	MkIII-IV (1967-73)
	TKP73820	£134.70	WHEEL ARCH PANEL SET, vinyl, matador red	1	
	TKP73832	£134.70	WHEEL ARCH PANEL SET, vinyl, light tan	1	
	TKP73833	£134.70	WHEEL ARCH PANEL SET, vinyl, beige	1	
	TKP73834	£134.70	WHEEL ARCH PANEL SET, vinyl, new tan	1	
	TKP73870	£134.70	WHEEL ARCH PANEL SET, vinyl, midnight blue	1	
	TKP73871	£134.70	WHEEL ARCH PANEL SET, vinyl, shadow blue	1	
	TKP74810	£134.70	WHEEL ARCH PANEL SET, vinyl, black	1	MkIV (1973-75)
	TKP74833	£134.70	WHEEL ARCH PANEL SET, vinyl, beige	1	
	TKP74834	£134.70	WHEEL ARCH PANEL SET, vinyl, new tan	1	
	TKP74835	£134.70	WHEEL ARCH PANEL SET, vinyl, chestnut	1	
	TKP74871	£134.70	WHEEL ARCH PANEL SET, vinyl, shadow blue	1	
	TKP73810	£134.70	WHEEL ARCH PANEL SET, vinyl, black	1	1500
	TKP73820	£134.70	WHEEL ARCH PANEL SET, vinyl, matador red	1	
	TKP73832	£134.70	WHEEL ARCH PANEL SET, vinyl, light tan	1	
	TKP73833	£134.70	WHEEL ARCH PANEL SET, vinyl, beige	1	
	TKP73834	£134.70	WHEEL ARCH PANEL SET, vinyl, new tan	1	
	TKP73870	£134.70	WHEEL ARCH PANEL SET, vinyl, midnight blue	1	
	TKP73871	£134.70	WHEEL ARCH PANEL SET, vinyl, shadow blue	1	
97	610520	£0.83	CLIP, securing	4	
98	AD606063	£0.47	SCREW, securing quarter panel	6	MkIII-1500
99	CD24152	£0.53	WASHER, cup	6	
100	TSK401	£7.50	SCREW KIT, trim panels	1	

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



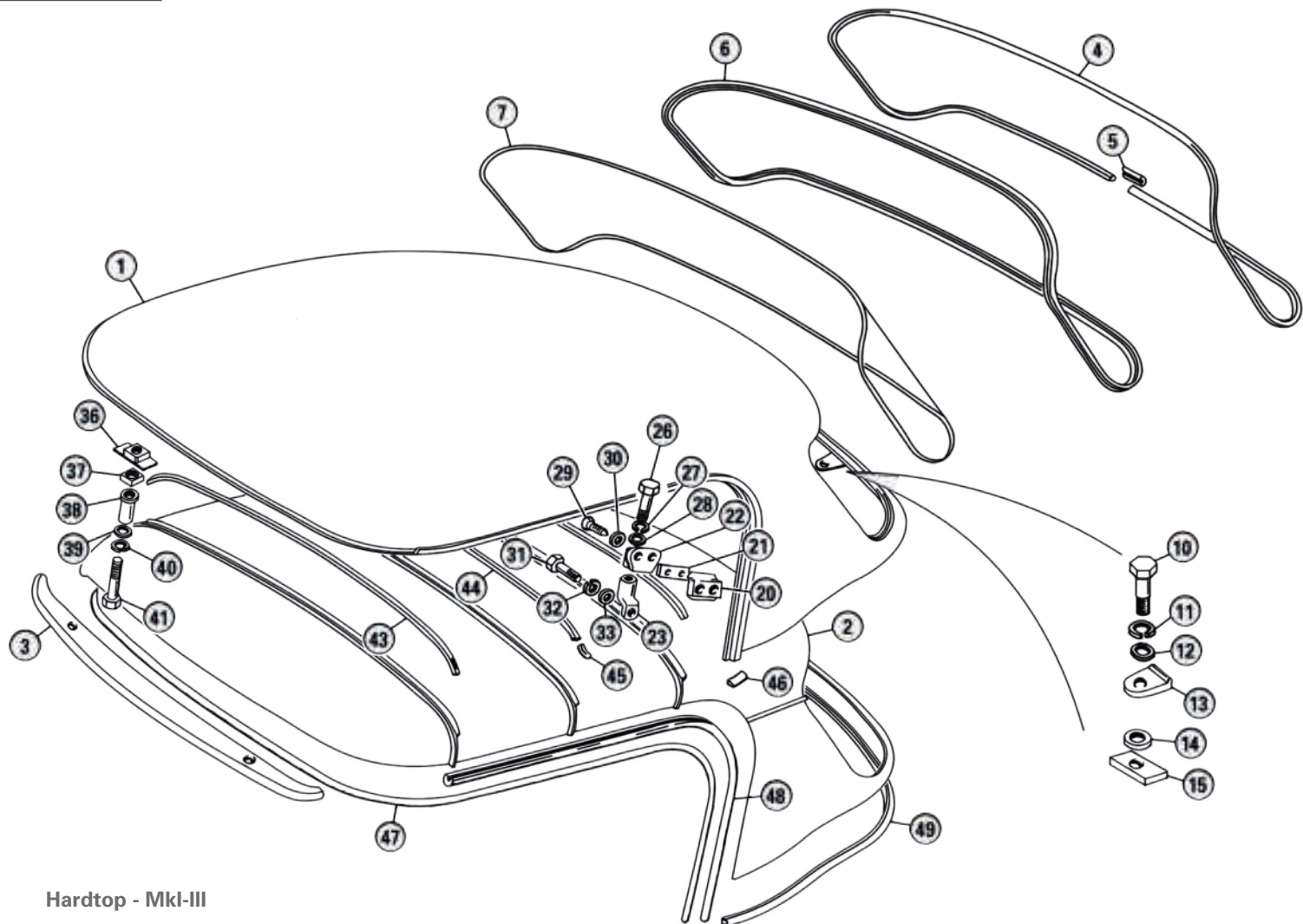
Hood, Hood Frame & Fittings - MkI-II



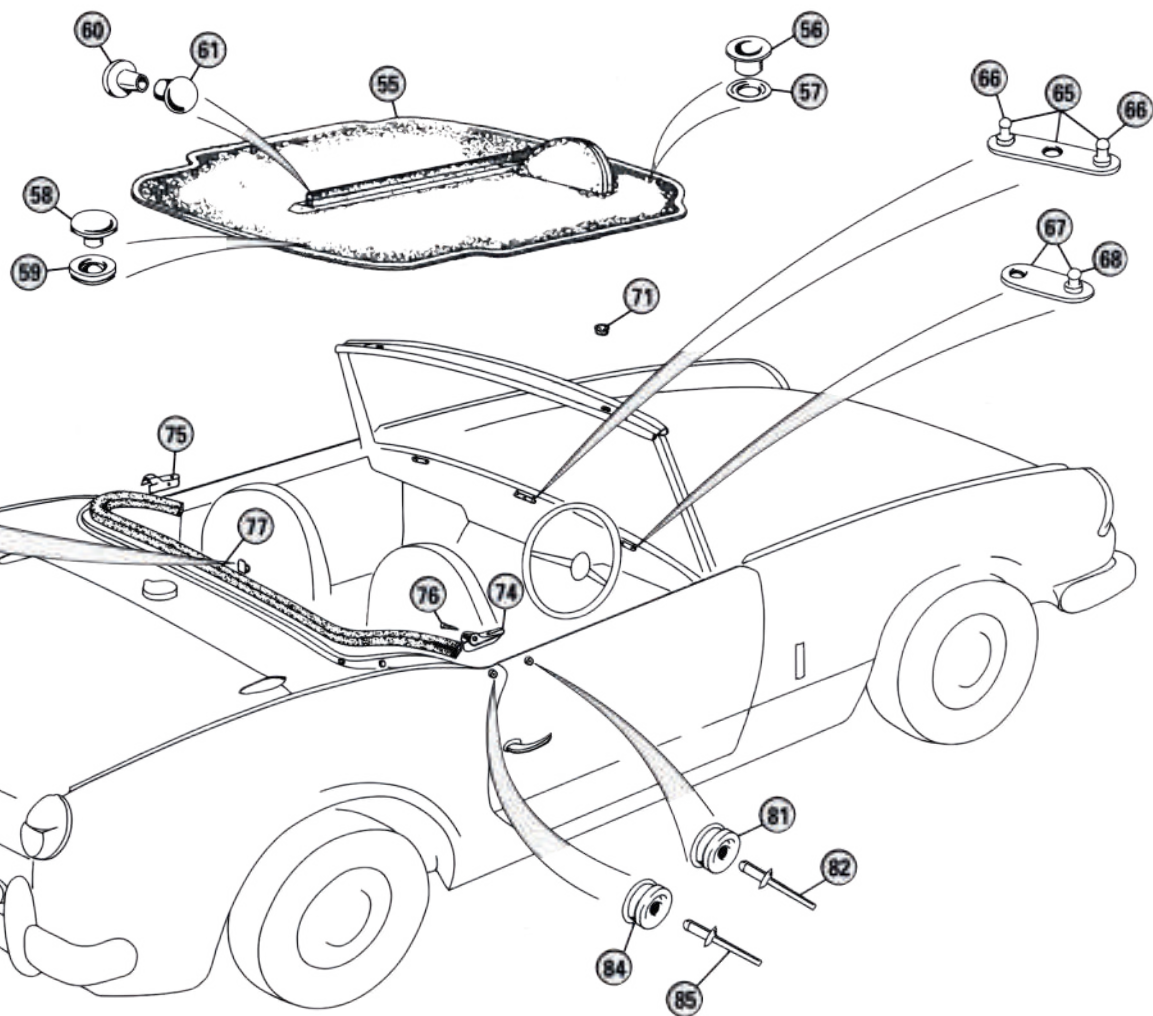
Hood, Hood Frame & Fittings - MkIII

iii.	Part Number	Price Eea.	Description	Req.	Details
Hood, Hood Frame & Fittings - Mki-III					
Mki-II					
1	807125	£348.00	HOOD, fixed window, vinyl, white	1	
	807124	£296.00	HOOD, fixed window, vinyl, black	1	
	807124MH	£552.00	HOOD, fixed window, mohair, 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	£290.00	ASSEMBLY, hood frame	1	alternative to 903463
8	613767	£3.16	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
16	567642	NCA	SOCKET	a/r	attachment
19	565747	NCA	BUTTON	a/r	hood to windscreen
20	567642	NCA	SOCKET	a/r	
24	CD27769	£1.60	PLUG, windscreen capping	2	not required when hard top is fitted up to FC50000 only
	612976	£1.50	PLUG, rubber, windscreen capping	2	not required when hard top is fitted from FC50001 on
25	806189	£67.20	CAPPING, windscreen	1	
	554407	NCA	RIVET, capping attachment	11	
26	610624	£0.62	STUD, 'B' post finished	2	
27	561210	NCA	RIVET, Imex	2	
MkIII					
30	811639	£363.00	HOOD, fixed window, vinyl, white	1	
	811638	£362.00	HOOD, fixed window, vinyl, black	1	MkIII to FD75000
	811638MH	£552.00	HOOD, fixed window, mohair, black	1	
	817889	£369.00	HOOD, zip out window, vinyl, white	1	
	817881	£345.00	HOOD, zip out window, vinyl, black	1	MkIII from FD75001
	817881MH	£558.00	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	£0.46	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	£86.50	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	£0.25	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	

iii.	Part Number	Price Eea.	Description	Req.	Details
	621755	NCA	ASSEMBLY, handle, LH	1	
	621756	NCA	ASSEMBLY, handle, RH	1	
	621757	£10.70	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	£10.40	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	£10.70	HANDLE, hood closing	2	LHD and approx FD16501 RHD
	078686	£1.04	SET SCREW, locking handle to header rail	2	
	621759	£10.40	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	£32.00	ASSEMBLY, head catch, windscreen	2	
63	SP87K5	£3.10	SCREW, set, head catch to windscreen	4	
64	WL700101	£0.25	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	£0.46	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	£6.65	RETAINER, centre	1	
	713037	£6.40	RETAINER, LH, header rail sealing strip	1	
	713038	£6.40	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



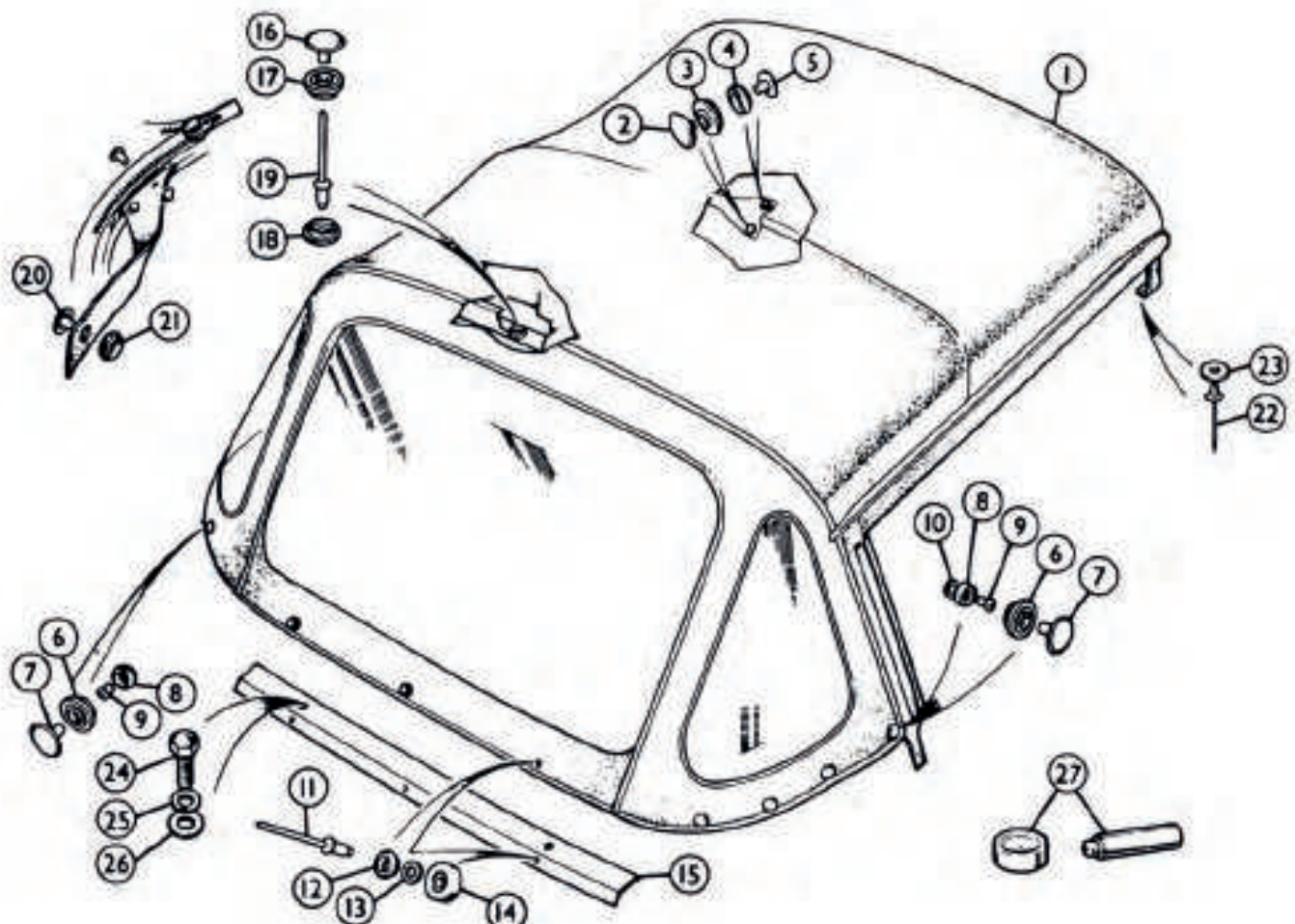
Tonneau Cover - MkI-III

iii.	Part Number	Price Eea.	Description	Req.	Details
Hardtop - Mkl-III					
1	575435	NCA	HARDTOP, white	1	
	575620	NCA	HARDTOP, black	1	
2	707348	£91.20	HEADLINING ASSEMBLY, white	1	Mkl-III
	717451	£91.20	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	NCA	GLASS, backlight	1	
10	624817	£3.00	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	NCA	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	NCA	SET SCREW, bracket to roof	4	
30	510397	NCA	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	£9.50	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	£0.80	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	

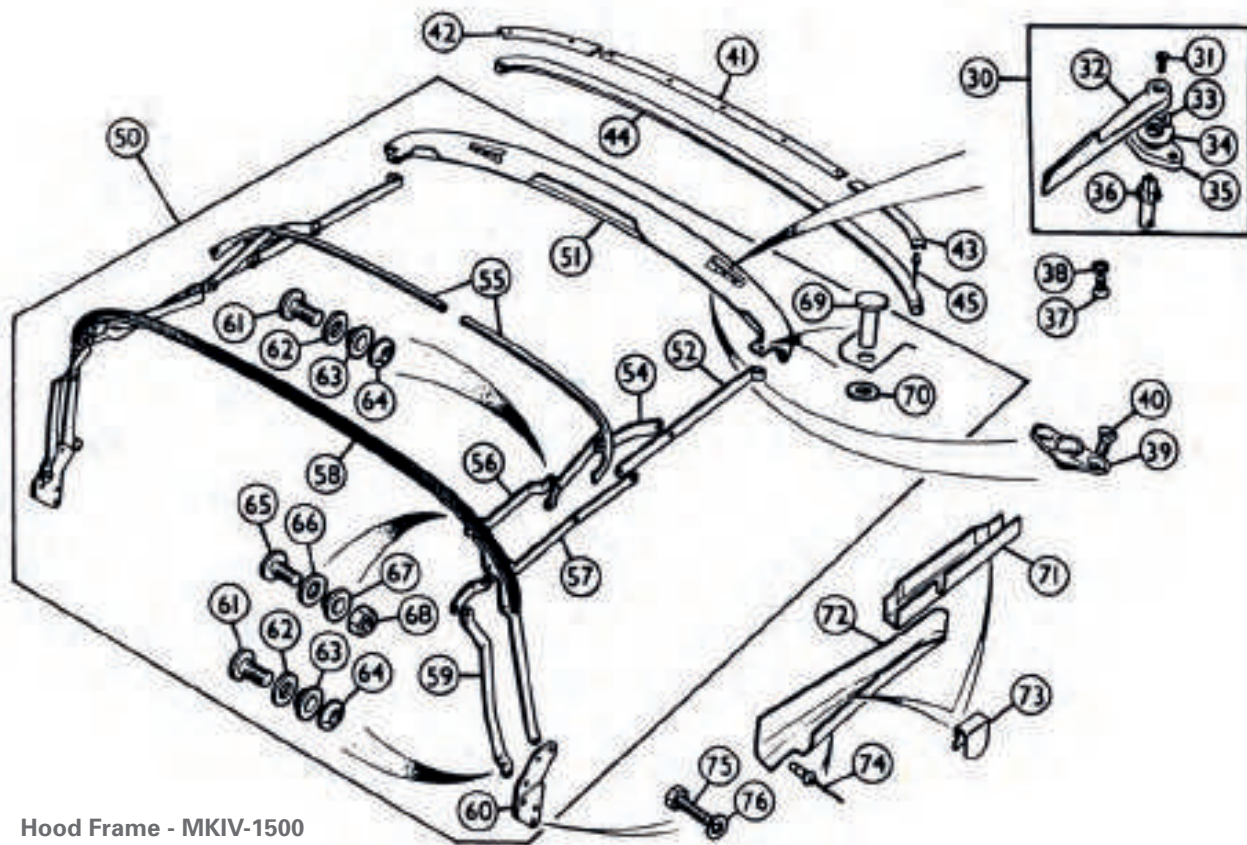
Tonneau Cover - Mkl-III

55	706822	£270.00	COVER, tonneau, white, RHD	1	Mkl-II up to (c)
	706820	£253.80	COVER, tonneau, black, RHD	1	
	706821	£253.80	COVER, tonneau, white, LHD	1	FC50000 only
	706819	£266.50	COVER, tonneau, black, LHD	1	
	708887	NCA	COVER, tonneau, white, RHD	1	Mkl-II from (c)
	708885	NCA	COVER, tonneau, black, RHD	1	
	708886	NCA	COVER, tonneau, white, LHD	1	FC50001 only
	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	£0.41	RING, sail eyelet	4	& MkII

iii.	Part Number	Price Eea.	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	MkII-III from (c) FC50001
66	564829	NCA	STUD, tonneau cover attachment	2	Mkl-II up to (c) FC50000
	617296	NCA	STUD, tonneau cover attachment	2	MkII-III from (c) FC50001
67	611709	£8.80	ASSEMBLY, bracket, outer	2	Mkl-II up to (c) FC50000
	617298	£8.60	ASSEMBLY, bracket, outer	2	MkII-III 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	MkII-III from (c) FC50001
71	612976	£1.50	PLUG, rubber, windscreen capping (Not required when hard top is fitted).	2	
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	£0.46	WASHER, chrome	2	
85	GHF600	£0.16	RIVET, imex, stud attachment	2	



Hoods - MKIV-1500



Hood Frame - MKIV-1500

iii. 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	£391.00	HOOD, vinyl, black, aftermarket*	1	
	XKC1781DD	NCA	HOOD, double duck, black	1	
	XKC1781MH	£537.50	HOOD, mohair, black*	1	
	XKC1781H	NCA	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] rear window retaining strap
	713519	NCA	PLASTIC STUD, white, 'durable dot'	3	
9	RU608253	£0.28	RIVET	8] attaches rear retainer plate
10	509563	£0.46	WASHER, plain, fitted to 'B' post cap	2	
11	GHF600	£0.16	POP RIVET	3] rear window retaining strap
12	713511	£0.41	PLASTIC STUD, black, 'durable dot'	3	
	713519	NCA	PLASTIC STUD, white, 'durable dot'	3] attaches rear retainer plate
13	509563	£0.46	WASHER, plain, spacing	3	
14	631771	£1.50	PAD, protection	3] attaches rear retainer plate
15	715842	£24.60	RETAINER PLATE, rear	1	
16	ZKC751	£0.41	BUTTON, black, 'durable dot'	5] rear window retaining strap
17	713501	£0.66	PLASTIC SOCKET, 'durable dot'	5	
18	713511	£0.41	PLASTIC STUD, black, 'durable dot'	5] rear window retaining strap
	713519	NCA	PLASTIC STUD, white, 'durable dot'	5	
19	GHF600	£0.16	POP RIVET	5] attaches rear retainer plate
20	ZKC751	£0.41	BUTTON, black, 'durable dot'	2	
21	713501	£0.66	PLASTIC SOCKET, 'durable dot'	2] attaches rear retainer plate
22	GHF600	£0.16	POP RIVET, restrainer to header rail	2	
23	509563	£0.46	WASHER, plain, spacing	2] attaches rear retainer plate
24	624818	£2.90	BOLT, chrome, dome headed	2	
25	GHF332	£0.40	WASHER, locking	2] attaches rear retainer plate
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	£5.90	DURABLE DOT TOOL, 2 piece	1
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iii. Part Number Price £ea. Description Req. Details

Hood Frame

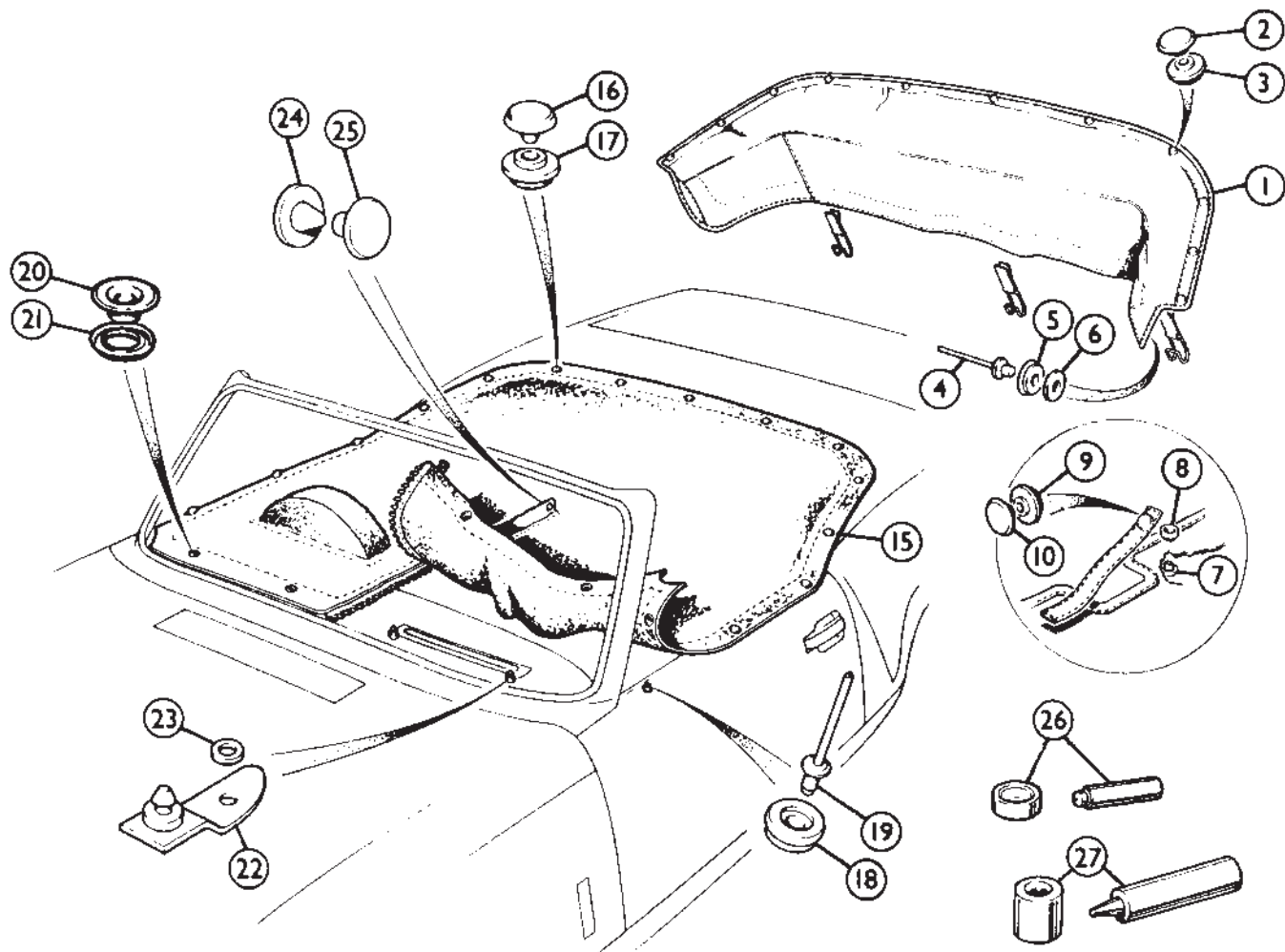
30	623470	NCA	HANDLE, closing, RH	1] fitted to screen frame
	623469	NCA	HANDLE, closing, LH	1	
31	SF104123	£0.77	SCREW, countersunk	2	] fitted to screen frame
32	621757	£10.70	TURN HANDLE	2	
33	AWZ106	£1.04	WASHER, tensioning	2	] fitted to screen frame
34	GHF304	£0.34	WASHER, plain	2	
35	624392	£11.20	MOUNTING PLATE	2	] fitted to screen frame
36	624360	NCA	LOCKING PIN	2	
37	RMP308	£0.48	SCREW, countersunk	4	] fitted to screen frame
38	WK7605	NCA	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	] fitted to screen frame
41	713036	£6.65	RETAINER, header rail seal, centre	1	
42	713037	£6.40	RETAINER, header rail seal, LH	1	] fitted to screen frame
43	713038	£6.40	RETAINER, header rail seal, RH	1	
44	629584	£11.70	SEAL, header rail	1	] fitted to screen frame
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	] between header rail & frame
52	715874	NCA	CONTROL LINK, front, RH†	1	
	715873	NCA	CONTROL LINK, front, LH†	1	] to 1976†
54	624586	NCA	UPPER LINK, front	2	
55	815273	NCA	HOOD BOW, front	1	] rear upper links to rear hood bow only
56	624600	NCA	UPPER LINK, rear, RH	1	
	624599	NCA	UPPER LINK, rear, LH	1	] rear upper links to rear hood bow only
57	715870	NCA	LOWER LINK, rear, RH	1	
	715869	NCA	LOWER LINK, rear, LH	1	] rear upper links to rear hood bow only
58	815274	NCA	HOOD BOW, rear	1	
59	715872	NCA	VERTICAL LINK, RH	1	] rear upper links to rear hood bow only
	715871	NCA	VERTICAL LINK, LH	1	
60	715868	NCA	HINGE PLATE, RH	1	] rear upper links to rear hood bow only
	715867	NCA	HINGE PLATE, LH	1	
61	624569	£2.26	SCREW, domed head	18	] rear upper links to rear hood bow only
62	624583	£0.64	WASHER, plain, nylon	18	
63	624580	£0.70	BUSH & SPACER, nylon	18	] rear upper links to rear hood bow only
64	624584	£1.50	DOVE NUT, locking	18	
65	624569	£2.26	SCREW, domed head	2	] rear upper links to rear hood bow only
66	624583	£0.64	WASHER, plain, nylon	2	
67	624580	£0.70	BUSH & SPACER, nylon	2	] rear upper links to rear hood bow only
68	JN2107	£0.43	HALF NUT	2	
69	621465	NCA	RIVET, header rail to frame	2	] between header rail & frame
70	WC106041	£0.47	WASHER, plain,	2	
71	823224	NCA	COVER, hood linkage, RH, front	1	] to 1976†
	823223	NCA	COVER, hood linkage, LH, front	1	
	YKC1712	NCA	COVER, hood linkage, RH, front	1	] from 1976†
	YKC1711	NCA	COVER, hood linkage, LH, front	1	
72	818841	NCA	COVER, hood linkage, RH, rear	1	] to 1976†
	818831	NCA	COVER, hood linkage, LH, rear	1	
	XKC1832	NCA	COVER, hood linkage, RH, rear	1	] from 1976)†
	XKC1831	NCA	COVER, hood linkage, LH, rear	1	
73	619859	NCA	CLIP, retaining cover	8	] to 1976†
74	RA612253	NCA	RIVET	8	

†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	NCA	WASHER, locking	6



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

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	£160.00	COVER, hood stowage, black	1	aftermarket	
	822404		NCA COVER, hood stowage, beige	1		
	822404Z	£298.00	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		NCA 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		NCA 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 } tonneau only
21	618178	£0.41	SAIL EYELET RING	4	
22	630513		NCA BRACKET, outer	2	} to hold sail eyelets
	630512		NCA 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:

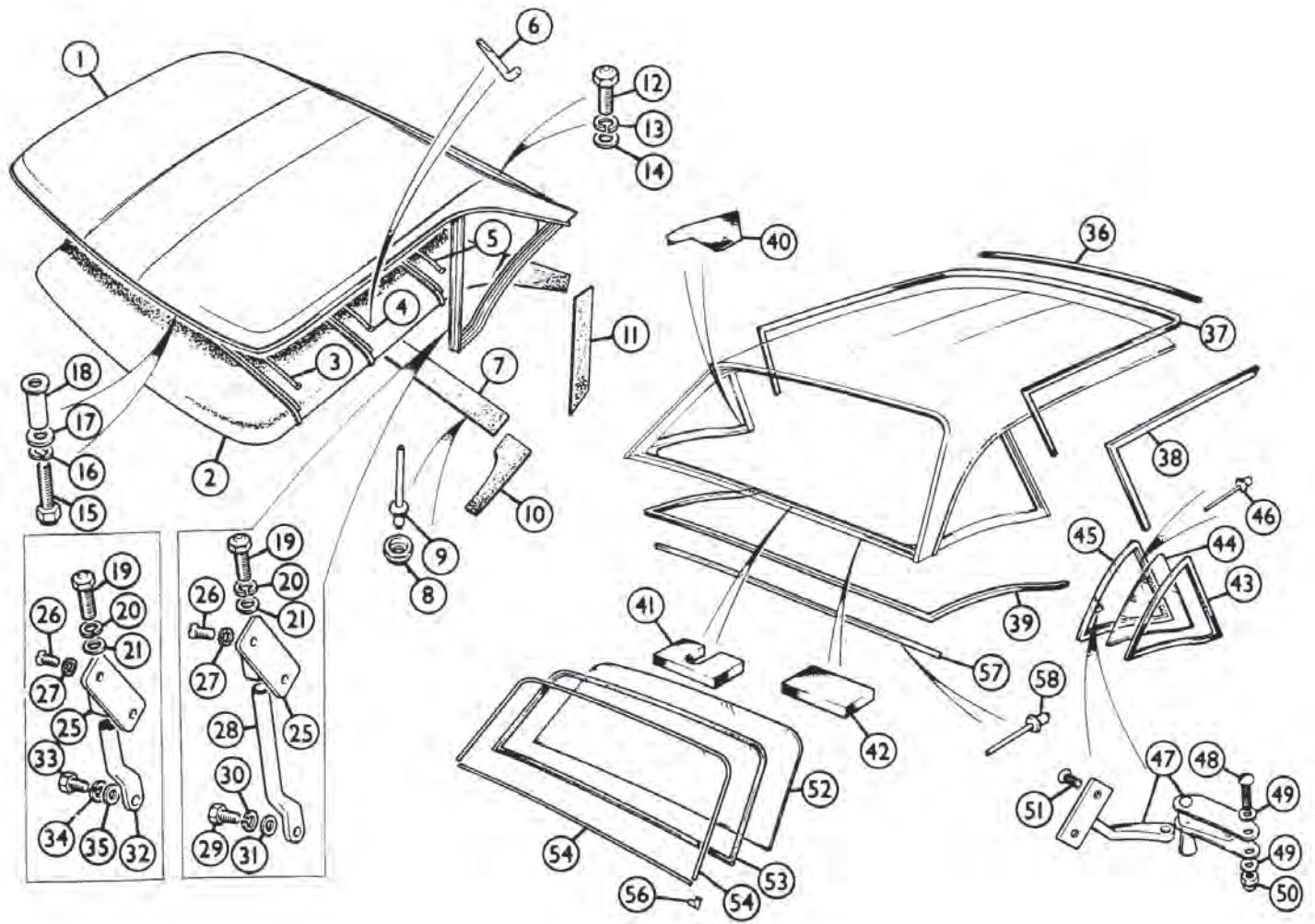
26	GAC5060X	£5.90	DURABLE DOT TOOL, 2 piece	1
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We also have a tool for attaching sail eyelets to the tonneau.

27	GAC5062X	NCA	SAIL EYELET TOOL, 2 piece	1
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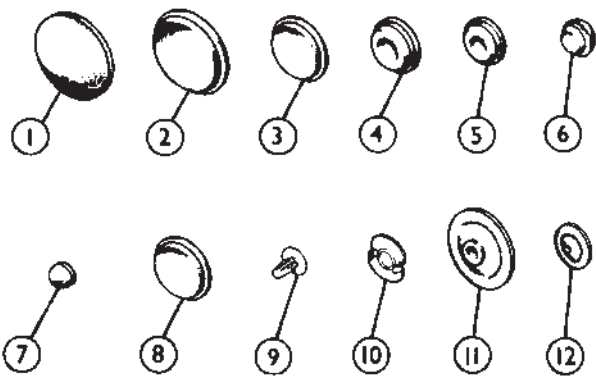
Note: Please see page A25 in the Accessories section for details of tonneau and hood stowage covers.

iii. 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	£96.40	HEADLINING KIT, white	1	Mkl-III
	726549Z	£145.40	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	£6.30	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	£34.96	BRACKET, hardtop to hood frame	2	when hood frame is
33	624817	£3.00	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	

Ill.	Part Number	Price £ea.	Description	Req.	Details
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Body Plugs & Grommets

ill.	Part Number	NCA	Description	Req.	Details
1	RFN218	£1.43	PLUG, 1 1/8"	2	seat pan
2	600399	£2.10	PLUG, 1"	3	main floor
	600399	£2.10	PLUG, 1"	4	boot floor
	600399	£2.10	PLUG, 1"	3	rear wheel arch outer
	600399	£2.10	PLUG, 1"	2	heelboard x-member
	600399	£2.10	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	£1.60	PLUG, 3/8"	4	heel-board
7	ADA803	£1.60	BUFFER, 5/16"	1	fascia shelf panel
8	ZKC1234	NCA	PLUG, radio aerial hole	1	rear wing
9	631018	NCA	BUTTON, snap fixing (Italy only).	2	rear bumper holes
10	CFP1000	NCA	PLUG, metal & plastic	1	floor
11	602037	£1.60	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		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	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	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	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	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	Set Screw	
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

1/2" UNF

Hexagon Headed 3/4" A.F. Spanner Size

Bolt	Set Screw	
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
BH608141	1 3/4"	SH608141
BH608161	2"	
BH608181	2 1/4"	
BH608201	2 1/2"	SH608201
BH608241	3"	

1/4" UNC

Hexagon Headed 7/16" A.F. Spanner Size

Bolt	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	Set Screw	
	3/8"	SH505031
	1/2"	SH505041
	5/8"	SH505051
	3/4"	SH505061
	7/8"	SH505071
	1"	SH505081
	1 1/8"	SH505091
	1 1/4"	SH505101
BH505101	1 3/8"	SH505111
BH505111	1 1/2"	SH505121
BH505121	1 3/4"	SH505141
BH505141	2"	
BH505161	2 1/4"	
BH505181	2 1/2"	SH505201
BH505201	2 3/4"	
BH505241	3"	

3/8" UNC

Hexagon Headed 9/16" A.F. Spanner Size

	Bolt		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 Headed	Size	Length	Countersunk Headed
AB604021	No. 4		1/4"
AC604021			
AB606021	No. 6		1/4"
AB606031	No. 6		3/8"
AB606041	No. 6		1/2"
AC606041			
AB606061	No. 6		1/2"
AC606061			
AB606081	No. 6		1/2"
AC606081			
AB608041	No. 8		1/2"
AC608041			
AB608061	No. 8		1/2"
AC608061			
AB608081	No. 8		1"
AB610041	No. 10		1/2"
AC610041			
AB610061	No. 10		1/2"
AC610061			
AB610081	No. 10		1/2"
AC610081			
AB612041	No. 12		1/2"
AC612041			
AB612061	No. 12		3/4"
AB612081	No. 12		1/2"
AC612081			
AB614061	No. 14		3/4"
AC614061			
AB614081	No. 14		3/4"
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 Headed	Size	Length	Countersunk Headed
PMZ204	No. 6 UNC		1/4"
CMZ204			
PMZ208	No. 6 UNC		1/4"
CMZ208			
PMZ304	No. 10 UNF		1/4"
CMZ304			
PMZ305	No. 10 UNF		1/4"
CMZ305			
PMZ306	No. 10 UNF		1/4"
CMZ306			
PMZ307	No. 10 UNF		1/4"
CMZ307			
PMZ308	No. 10 UNF		1/4"
CMZ308			
PMZ310	No. 10 UNF		1/4"
CMZ310			
PMZ312	No. 10 UNF		1/4"
CMZ312			
PMZ314	No. 10 UNF		7/8"
CMZ314			
PMZ316	No. 10 UNF		1/4"
CMZ316			
SE604041	1/4" UNF		1/2"
SF604041			

SE604051	1/4" UNF	1/2"
SF604051		
SE604061	1/4" UNF	1/2"
SF604061		
SE604071	1/4" UNF	1/2"
SF604071		
SE604081	1/4" UNF	1/2"
SF604081		
SE604121	1/4" UNF	1/2"
SF604121		
CMZ428	1/4" UNF	1/2"
SE605061	5/16" UNF	3/4"
SF605061		
SE605081	5/16" UNF	3/4"
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	1/2"	NJ2107
HN2008	5/16" UNF	3/4"	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	1/2"	GHF271
YN2908	5/16" UNF	3/4"	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	Spanner	Size
GHF261	5/16" UNF	1/2"	
GHF262	3		

Spring/Spire Nut

Flat Type	'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	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	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"	1/4"	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"	7/16"	DP610	3/8"	5/8"
DP410	1/4"	7/16"	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"	1/8"	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"	3/16"	CLZ514	7/8"	5/16"
	7/16"	3/16"	CLZ515	15/16"	5/16"
CLZ408	1/2"	1/8"	CLZ516	1"	5/16"
CLZ409	9/16"	3/16"	CLZ517	1 1/16"	5/16"
CLZ410	5/8"	3/16"	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"	1/16"	GHF505	2 1/4"	9/64"
GHF502	1 1/2"	1/16"	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	NCA	3/16"
	BCA4370	NCA	1/4"
AEHU7	BHA4706	£1.70	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/

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 Overall	Part No.	Cable Dia.	Hole size
PCR207	1/8"	1/4"	PCR807	1/2"	7/32"
PCR307	3/16"	3/8"	PCR809	1/2"	9/32"
PCR309	3/16"	3/8"	PCR811	1/2"	11/32"
PCR311	3/16"	3/8"	PCR813	1/2"	13/32"
PCR407	1/4"	7/16"	PCR1007	5/8"	7/32"
PCR409	1/4"	7/16"	PCR1009	5/8"	9/32"
PCR411	1/4"	7/16"	PCR1011	5/8"	11/32"
PCR507	5/16"	7/32"	PCR1207	3/4"	7/32"
PCR509	5/16"	7/32"	PCR1209	3/4"	9/32"
PCR511	5/16"	7/32"	PCR1211	3/4"	11/32"
PCR607	3/8"	3/16"	PCR1407	7/8"	7/32"
PCR609	3/8"	3/16"	PCR1409	7/8"	9/32"
PCR611	3/8"	3/16"	PCR1411	7/8"	11/32"
PCR707	7/16"	3/16"	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 moss-europe.co.uk. All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable) and are correct at the time of going to print. Postage and packaging is not included. E&OE. Where the price is replaced with NCA this part is Not Currently Available. Please visit our website moss-europe.co.uk or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

Product supersessions

Moss Europe's policy is to detail the most up to date part information in our catalogues. Where possible parts are kept to original specification. However, in some instances we have to supersede to the most viable alternative product to maintain supply and keep cars on the road. Every effort is made to ensure high quality products.

UK ordering

We accept orders by mail, telephone, e-mail, fax and on-line at moss-europe.co.uk. If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your customer number, as this will speed up the processing of your order.

Overseas ordering

We accept orders by mail, telephone, e-mail, fax and on-line at moss-europe.co.uk. If you visit the U.K. please come and visit one of our branches. When ordering, please ensure that you enclose full details of your name, address and customer number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note: Overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay, will be included with your shipment. If you have any special requirements, please contact us to discuss them. Delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation.

Parts back-order system

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within 6 months, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or does not become available within 6 months the back-order will be cancelled. If you are unsure when you placed a back-order contact your local branch.

Dispatch & delivery methods

Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us or visit our website for the best delivery option for your order and the latest delivery prices. For delivery outside the UK we offer the following services.

- Economy delivery (by road): 2 to 5 days (approximately).
- Express delivery (by air): 1 to 2 days (Guaranteed) - next day service to most countries.
- We also offer an Airmail packet service but this is limited to low value orders, delivery times vary from 5-14 days depending on your location.

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

Windscreen delivery information

We always suggest that windscreens should be collected from one of our branches to ensure you are able to transport your glass with the utmost of care. However, we understand that this is not always possible. To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (Ex VAT), non-refundable and is not included in the price of the product. The crate's dimensions will also increase shipping costs, particularly in EU countries. The crate dimensions are 150cm x 33cm x 74cm. The maximum volumetric weight is 92kgs. For more information please contact your nearest Moss branch.

Hazardous goods delivery information

At the time of going to print, Moss Europe Ltd. Conforms to international shipping regulations regarding packaging and transportation of Hazardous Goods by road and sea freight (only). Due to these international shipping regulations and licencing rules all goods deemed as Hazardous are currently available for shipping to the UK and Europe only. If you place an order containing Hazardous goods and your shipping address is not in the UK or Europe, we will not be able to ship this item to you. Please contact your local branch or visit our website moss-europe.co.uk for the latest delivery information of Hazardous goods.

Quotations & payment methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, Sterling Traveller's Cheques and credit or debit card including: Mastercard, Visa, Delta. If you intend to make payment by Cheque or Bankers Draft when

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

Value added tax (VAT)

Value Added Tax (VAT) at the current UK rate of 20% will be levied on all orders being dispatched to countries within the UK, including Northern Ireland. Shipments to countries outside the UK, including all EU countries, will not be charged VAT.

Our UK website will only take payment in GB pounds (£).

Exchange units

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

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

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

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

'Old unit' returns

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

Warranty

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

Warranty returns

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

Non-warranty returns

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

Customer service

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

British Motor Heritage

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:

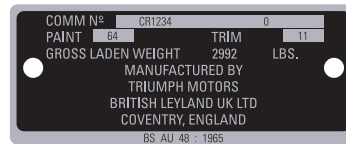
1 = Black, 2 = Red, 3 = Brown, 4 = Yellow, 5 = Green, 6 = Blue, 7 = Purple, 8 = Grey, 9 = White.

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

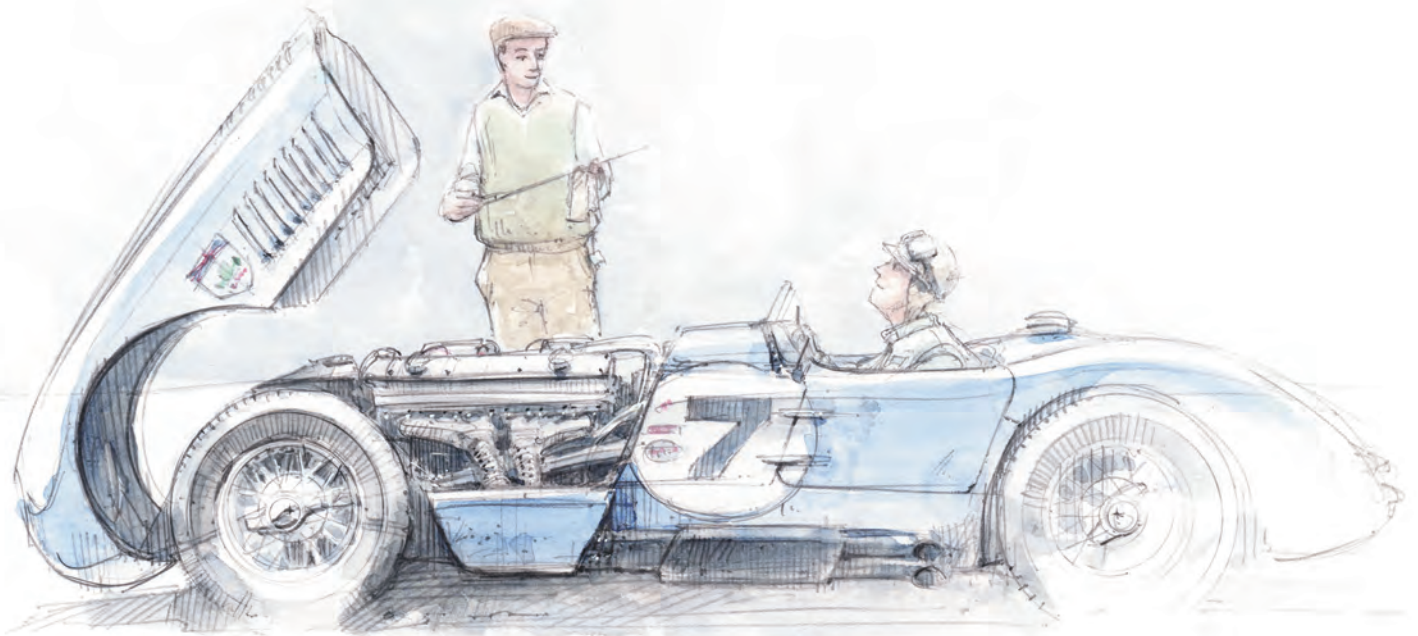
	PAA = Black
	AAA = Beige
	RAC = Black & White
	C74 = Beige & White

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 process, and should be used as a guide only.

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