Triumph TR2-4A

keeping the great marques alive...
Welcome to our 2011 accessories & restoration parts catalogue for TR2-4A models. Although sharing many components the TR2-3A & TR4-4A have quite different styles. The TR2-3A side screen cars are very evocative of the British car scene of the 50s, with curvaceous lines and low cut doors. The Michelotti styled TR4 was a sharper design all together with a continental style all of its own.

Whichever of these great cars you own Moss is here to help. We are continually adding new products to our range, for the latest news visit our website at www.moss-europe.co.uk Don’t forget, if you spend over £550 (inc. VAT) with Moss Europe within 12 months, we will pay your next annual membership to the TR Register. Please contact us for further information.

Our industry leading catalogues are painstakingly researched to bring you the most accurate information currently available. Many customers find our detailed schematic diagrams a useful addition to the original workshop manuals. Catalogues also features our current pricing and availability information. Where you see ‘Call’ this denotes that the item is unavailable at the time of going to press. However, please contact us or visit our website at www.moss-europe.co.uk for the latest availability and pricing information.

To help with the restoration & maintenance of your TR2-4A pick up a copy of our Restoration Tools catalogue. Packed with tools, workshop equipment and specialist restoration products from the leading manufacturers, you can get the parts you need and the tools to do the job in one order.

We hope you find this catalogue useful, but most of all, you get to enjoy your TR2-4A in 2011, remember we are always here to help and look forward to being of service.

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TR2-4A-11A. Important notification of prices for 2011

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

For the latest prices, please visit our website www.moss-europe.co.uk. All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable). Please note EU countries may be charged at their local VAT rate, countries outside the EC will not be charged VAT. See our ordering information for further details. Prices are correct at the time of going to print, postage & packaging is not included. E&OE.

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We accept orders by mail, telephone, e-mail or fax. 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. We will be pleased to provide a full parts quotation, detailing price, availability and relevant shipping costs.
The Federation of British Historic Vehicle Clubs exists to uphold
Moss Europe Ltd are proud to support the FBHVC

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

London 020 8867 2020  Bradford 01274 539 999  Bristol 0117 923 2523  Manchester 0161 480 6402
Performance and tuning

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

When tuning your car to get more power, you need to get more air and fuel through the system in the right proportions. The first stage is to replace the restrictive standard exhaust system and air filter. The fuelling would then have to be adjusted to suit.

Beyond this you are looking at modifying the engine internals with a gas flowed big valve cylinder head, performance camshaft and possibly a bigger bore. Whilst you are in there you can fit lightened and/or strengthened internals. Again the fuelling would have to be adjusted to suit, possibly with Weber carburettors. Other routes to bigger power outputs include supercharging or nitrous injection.

Aluminium panels

The harder any vehicle is driven, the faster parts wear out. A reduction in all-up weight will slow this process. Let’s start the lightening where it doesn’t cost anything, by emptying the car of all unnecessary bric-a-brac back onto the garage shelves.

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

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>TR4-4A aluminium front wing LH</td>
<td>950109AL</td>
<td>£785.95</td>
</tr>
<tr>
<td>TR4-4A aluminium front wing RH</td>
<td>950110AL</td>
<td>£785.95</td>
</tr>
<tr>
<td>TR4-4A aluminium rear wing LH</td>
<td>850475AL</td>
<td>£490.96</td>
</tr>
<tr>
<td>TR4-4A aluminium rear wing RH</td>
<td>850476AL</td>
<td>£490.96</td>
</tr>
<tr>
<td>TR4-4A aluminium boot lid</td>
<td>813650A</td>
<td>£506.95</td>
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</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>GRP gearbox tunnel</td>
<td>713569FG</td>
<td>£57.16</td>
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<tr>
<td>Plastic gearbox tunnel</td>
<td>713569SA</td>
<td>£84.95</td>
</tr>
<tr>
<td>GRP transmission tunnel cover</td>
<td>809046FG</td>
<td>£51.95</td>
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<tr>
<td>Gearbox tunnel fitting kit</td>
<td>713569FK</td>
<td>£28.55</td>
</tr>
<tr>
<td>Gearbox tunnel seal kit</td>
<td>713569GS</td>
<td>£17.45</td>
</tr>
</tbody>
</table>

EBC brake pads

EBC brake products are renowned for their high quality and excellent performance. All grades of brake pad use Kevlar as the binding material rather than the traditional steel, this prevents the build up of corrosive brake dust that can damage alloy wheels. We stock the standard replacement Ultimax, upgraded Greenstuff and race Yellowstuff pads. Please see page 58 in the Restoration section to check your caliper type.

EBC Ultimax brake pads

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

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>TR4-4A type 16 imperial calipers</td>
<td>TT31501KV</td>
<td>£37.96</td>
</tr>
<tr>
<td>TR4-4A type 16 metric calipers</td>
<td>TT32501KV</td>
<td>£Call</td>
</tr>
</tbody>
</table>

EBC Greenstuff brake pads

EBC Greenstuff brake pads are a high efficiency upgrade pad which will increase your car’s stopping power by 20% over standard replacement pads. Tested in rally cars, these pads are high friction, fade resistant with immediate pedal response. The Kevlar based formulation is guaranteed to meet or exceed performance of all original equipment pads with strong progressive braking, reduction of dust on wheels and fantastic wear life.

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR4-4A type A and B calipers fast road/sport</td>
<td>GBP172Y</td>
<td>£84.95</td>
</tr>
<tr>
<td>TR4-4A type C imperial calipers fast road/sport</td>
<td>TT31501G</td>
<td>£50.95</td>
</tr>
<tr>
<td>TR4-4A type C metric calipers fast road/sport</td>
<td>TT32501G</td>
<td>£42.95</td>
</tr>
</tbody>
</table>

Where late metric TR6 calipers may have been used for conversion.

EBC Yellowstuff brake pads

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

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR4-4A type A and B calipers race</td>
<td>GBP172Y</td>
<td>£Call</td>
</tr>
<tr>
<td>TR4-4A type C imperial calipers race</td>
<td>TT31501Y</td>
<td>£52.96</td>
</tr>
<tr>
<td>TR4-4A type C metric calipers race</td>
<td>TT32501Y</td>
<td>£50.95</td>
</tr>
</tbody>
</table>

Where late metric TR6 calipers may have been used for conversion.

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.

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake hose front (pair)</td>
<td>TT3040</td>
<td>£49.96</td>
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<tr>
<td>Brake hose rear (each)</td>
<td>TT3042</td>
<td>£17.40</td>
</tr>
<tr>
<td>Clutch hose (each)</td>
<td>TT3041</td>
<td>£29.95</td>
</tr>
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</table>

TR2 Lockheed systems

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake hose front (each)</td>
<td>TT3142</td>
<td>£15.90</td>
</tr>
<tr>
<td>Brake hose rear (each)</td>
<td>TT3142</td>
<td>£15.90</td>
</tr>
<tr>
<td>Clutch hose (each)</td>
<td>TT3041A</td>
<td>£16.66</td>
</tr>
</tbody>
</table>

TR4A

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake hose front (pair)</td>
<td>TT3240</td>
<td>£27.80</td>
</tr>
<tr>
<td>Brake hose rear (pair)</td>
<td>TT3242</td>
<td>£27.80</td>
</tr>
<tr>
<td>Clutch hose (each)</td>
<td>TT3141</td>
<td>£21.95</td>
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</table>
**Uprated brake discs**

**Cross-drilled grooved brake discs**

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

TR4-4A cross-drilled grooved brake discs (pair) . . . . 209327XKG . . £78.95
(TR4 CT4690 on with wire wheels, CT 4388 on steel wheels).

**EBC turbo grooved brake discs**

EBC’s spotted and slotted brake discs keep pads clean, deglazed and degassed for maximum performance in all conditions. Use with EBC brake pads for best results.

TR4-4A EBC brake discs (pair) . . . . . . . 209327TG . . £167.95

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**In-line brake servo kit**

If you 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.

In-line brake servo kit OE quality . . . . . . . TT3949 . . £166.96
In-line brake servo kit aftermarket . . . . . . TT3949Z . . £146.95

---

**Alfin brake drums**

The TR3A-4A brake drums are reproductions of the rare factory option. Both will help to reduce brake fade under heavy braking and they also look good.

Alfin brake drum - 10” (each) . . . . . . . . . . 301590 . . £234.95
(TR2-3A to TS56376)

Alfin brake drum - 9” (each) . . . . . . . . . . 202267 . . £204.95
(TR3A from TS56377 TR4-4A)

Fitment note: On live axle cars part number 202267 is the only 9” drum available for TR2-4A and will require the four stud holes drilling to fit over the 9/16” shoulder of the wheel stud).

---

**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.

TR2-3 RHD (Lockheed) . . . . . . . . . . . . . . . . HGB1010 . . £59.95
TR2-3 LHD (Lockheed) . . . . . . . . . . . . . . . . HGB1010L . . £59.20
TR3-3A RHD (Girling) . . . . . . . . . . . . . . . . HGB1011 . . £62.15
TR3-3A LHD (Girling) . . . . . . . . . . . . . . . . HGB1011L . . £66.16
TR3B RHD . . . . . . . . . . . . . . . . . . . . . . HGB6242 . . £Call
TR3B LHD . . . . . . . . . . . . . . . . . . . . . . HGB6242L . . £Call
TR4 RHD . . . . . . . . . . . . . . . . . . . . . . HGB6227 . . £67.96
TR4 LHD . . . . . . . . . . . . . . . . . . . . . . HGB6227L . . £68.95
TR4A IRS RHD . . . . . . . . . . . . . . . . . . . . . HGB6228 . . £74.95
TR4A IRS LHD . . . . . . . . . . . . . . . . . . . . . HGB6228L . . £74.95

---

**4-pot vented caliper conversion kits**

These 4-pot calipers with vented discs will keep things cool - helping to avoid brake fade. Our 4-pot vented brake kit is supplied with 4-pot alloy calipers, adaptor plates, vented discs and fast road pads for maximum stopping power. Direct fit on cars with 16P or 16PB calipers, can be fitted to earlier cars by changing the caliper mounting bracket for the later type.

TR3-4A 4-pot vented caliper conversion kit . . . . . . . . SPB32521 . . £745.96
TR3-4A 4-pot vented caliper conv. kit (cross drilled) SPB32521X . . £791.95
(If fitting to TR3 and early TR4 later caliper mounting brackets are required. See page 57 in the Restoration section for details).

**Brake pads for 4-pot calipers**

Fast road and track pad set . . . . . . . . . . . . . . . RD1311 . . . . £58.96
Greenstuff pad set . . . . . . . . . . . . . . . . . . . . . . . . . . . . RD150-3668 . . . . £36.95

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**Anti-squeal strips**

Fit between brake pad and piston to eliminate vibrations.

Anti-squeal pad strip kit (set of 4) . . . . . . . . . . . . . . . . . . . . . . . GBP240ASK . . . . £6.55
Telescopic conversion bracket kits

If your car has lever arm dampers fitted you will need one of these bracket kits to enable the fitment of telescopic shock absorbers.

TR2-4 live axle
This kit gives improved action as well as locating the axle better. The top bracket is bolted to the shock absorber mounting and the axle bracket is bolted and welded to the axle.

TR2-4 live axle conversion kit ................. TT31181 ........ £176.95

TR4A IRS
For TR4A IRS models there is a choice depending on how you use the car and how you prefer the brackets to mount. These bracket kits fit at the same height as the rear tyre, check that there is adequate clearance through full suspension travel. If there is excessive negative camber present this may need to be reset.

Type 1
This is the simplest kit, the top brackets bolt to the inner wheel arch, requiring holes to be drilled. Road use only.

TR4A IRS type 1 conversion kit ................. TT3218 ........ £85.96

Type 2
These one piece brackets bolt to the lever arm mounting and fit around the outside of the inner wheel arch. Easy to fit, but if the body is not correctly aligned to the chassis certain wheel and tyre combinations may cause problems.

TR4A IRS type 2 conversion kit ................. TT325X ........ £91.96

Type 2A TUV approved
These are similar to the type 2 brackets but are of a heavier and stronger construction. They have an additional mounting point that locates directly to the wheel arch, which will need drilling.

TR4A IRS type 2A conversion kit ............... TT325TUV £157.96

Type 3
This bracket set consists of six stepped brackets that mount up through the bodywork and out through the inner wheel arch. These take a little longer to install but have the added advantage of strengthening and stiffening the rear body. Kit comes complete with fittings and instructions.

TR4A IRS type 3 conversion kit ............... TT3225 £143.95

Telescopic dampers

The next step to improving the handling of your car is to fit good quality adjustable dampers. Although supplied individually, dampers should always be replaced in pairs. All of the above adjustable dampers have a three year warranty, the zero setting is equivalent to the standard setting.

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

TR2-3A Koni front .................................. TT3002 ........ £96.95
TR2-3A Koni rear* ................................ TT3312 ........ £102.95
TR2-3A Spax front .................................. TT3001 ........ £63.95
TR2-3A Spax rear* ................................ TT3311 ........ £66.95
TR2-3A Gaz front .................................. TT3103 ........ £64.96

TR4 no spacers Koni front ........................ TT3002 ........ £96.95
TR4 no spacers Koni rear* ......................... TT3312 ........ £102.95
TR4 no spacers Spax front ........................ TT3001 ........ £63.95
TR4 no spacers Spax rear* ......................... TT3311 ........ £66.95
TR4 deep dish Koni front ........................ TT3103 ........ £64.96
TR4 deep dish Spax front ........................ TT3002 ........ £96.95
TR4 deep dish Koni rear* ......................... TT3311 ........ £81.95
TR4 deep dish Spax rear* ......................... TT3111 ........ £81.95

TR4A live axle Koni front ........................ TT3102 ........ £144.95
TR4A live axle Koni rear* ......................... TT3212 ........ £95.95
TR4A live axle Spax front ........................ TT3101 ........ £82.96
TR4A live axle Spax rear* ......................... TT3111 ........ £81.95
TR4A live axle Gaz front ........................ TT3203 ........ £64.96
TR4A IRS-5-6 Koni front ........................ TT3102 ........ £144.95
TR4A IRS-5-6 Spax front ........................ TT3101 ........ £82.96
TR4A IRS-5-6 Spax rear* ......................... TT3311 ........ £90.95
TR4A IRS-5-6 Gaz front ........................ TT3203 ........ £64.96
TR4A IRS-5-6 Gaz rear ........................ TT3213 ........ £64.96

(*These require the use of a conversion bracket set).

TR4A rear telescopic conversion kit

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

Spax rear telescopic conversion kit .................. SPC229 ........ £247.94

For the latest prices, please visit our website www.moss-europe.co.uk
Uprated polyurethane 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.

Uprated lever arm dampers

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

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

TR4A front/rear telescopic conversion kits

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

Koni front/rear telescopic conversion kit . . . . . . . .TTK3112H . . . . . . .546.95
Spax front/rear telescopic conversion kit . . . . . . .TTK3112S .413.95
Gaz front/rear telescopic conversion kit . . . . . . .TTK3112G .332.95

TR4A rear bump stops

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

TR4A short upper bump stop (each) . . . . . . .155719 . . . . . . .3.95

Superpro bush kits

Save money by buying a Superpro bush kit for your car, they contain all the bushes you need. Available as a complete car kit, front, rear or running gear kits. For vehicles with standard/original suspension layout. (Image shows a selection of Superpro bushes).

TR2 car bush kit . . . . . . . . . . . . . . . . . . . . . . . . . . .SPK210CK .145.96
TR2 front bush kit . . . . . . . . . . . . . . . . . . . . . . . . . .SPK210CF .107.95
TR2 rear bush kit . . . . . . . . . . . . . . . . . . . . . . . . . .SPK4LACR .46.96
TR3-3A car bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK10CK .171.95
TR3-3A front bush kit . . . . . . . . . . . . . . . . . . . . . . .SPK10CF .105.95
TR3-4 running bush kit . . . . . . . . . . . . . . . . . . . . . .SPK11RK .128.95
TR3-4 rear bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK11CR .67.96
TR4 car bush kit . . . . . . . . . . . . . . . . . . . . . . . . . .SPK11CK .177.95
TR4 front bush kit . . . . . . . . . . . . . . . . . . . . . . . . .SPK11CF .123.95
TR4A IRS car bush kit . . . . . . . . . . . . . . . . . . . . . .SPK4IRSC 264.95
TR4A IRS running bush kit . . . . . . . . . . . . . . . . . . . .SPK4IRSR .188.95
TR4A IRS front bush kit . . . . . . . . . . . . . . . . . . . . .SPK4IRSCF .121.96
TR4A IRS rear bush kit . . . . . . . . . . . . . . . . . . . . .SPK4IRSCR .136.96
TR4 live axle car bush kit . . . . . . . . . . . . . . . . . . . .SPK4LACK .165.95
TR4 live axle running bush kit . . . . . . . . . . . . . . . .SPK4LARK .101.95
TR4 live axle front bush kit . . . . . . . . . . . . . . . . . . .SPK4LACF .124.96
TR4 live axle rear bush kit . . . . . . . . . . . . . . . . . . . .SPK4LACR .46.96

Chassis strengthening brackets

The lower front inner wishbone brackets which are welded to the chassis are weak points of the front suspension. They are often found to be cracked or even broken away from the chassis.

We have followed a design from Triumph themselves and produced a strengthening kit which comprises of three plates which are welded to the inner wishbone bracket and the chassis.

TR4A chassis strengthening bracket set LH . . . . . . . . . . . . .TT3259L .20.95
TR4A chassis strengthening bracket set RH . . . . . . . . . . . . .TT3259R .20.95
Reinforcement plate washer (4 required) . . . . . . . . . . . . .139580R .5.95
TR4A suspension kits

If you want to modify the suspension of your TR4A a good step is to use one of our suspension PlusPacs. Developed over years of research and development, these spring and shock absorber kits will upgrade your car’s suspension for road, fast road and sprint use, tightening the overall feel of the car. Kits include uprated and lowered front and rear springs (with standard spring rubbers) and a choice of Koni, Spax or Gaz front and rear telescopic dampers to allow you to choose from our rear telescopic conversion kits. For maximum benefit these kits are best used with Superpro polyurethane suspension bushes.

PlusPac for road
Using slightly lowered springs and front dampers to improve overall handling, ideal for road use.
- PlusPac road Koni dampers ............................. TTK3130K  £632.95
- PlusPac road Spax dampers ............................ TTK3130S  £438.95
- PlusPac road Gaz dampers ............................. TTK3130G  £353.95

PlusPac for sprint lowered
These kits use lower and stiffer spring than the road kit to give greater stiffness and control of the suspension ideally suited to fast road and sprint driving.
- PlusPac sprint Koni dampers ............................. TTK3140K  £574.96
- PlusPac sprint Spax dampers ............................ TTK3140S  £398.95
- PlusPac sprint Gaz dampers ............................. TTK3140G  £372.95

Uprated front anti-roll bars and kits

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

TR2-3A front 3/4” anti-roll bar kit ......................... TT3081  £245.95
TR4 front 3/4” anti-roll bar kit .............................. TT3181  £125.95
(We recommend this is mounted with our radiator shield Part No: 301644).
TR4A front 7/8” anti-roll bar kit ............................. TT3282  £120.95

Replacement bushes and fittings
For more information on fittings and hardware see p.70 in the Restoration section.
- U-bolt for anti-roll bar (2 required) ..................... 155307  £2.45
- Bracket for anti-roll bar (2 required) .................... 155308  £4.12
- Poly bush for 7/8” anti-roll bar (2 required) ............ 155310SP  £5.75

Alloy front hub
Reduce unsprung weight, improve handling and give your suspension an easier time with a lightweight alloy hub.
Alloy front hub ............................................. 114284A  £157.96

TR2-4 negative camber vertical link
This vertical link is specially machined to give 1.5 degree of negative camber, as opposed to the 1 degree of positive camber early TR’s have from factory. Grip is improved as the tyre is more upright when the wheel is under load during cornering.
TR2-4 negative camber vertical link .................... TT3003  £148.94

TR4A rear hub assembly
Our remanufactured rear hubs are suitable for all IRS models. Ideal for replacing units that are damaged and not suitable for reconditioning.
TR4A hub assembly ........................................ 402347  £232.96

TR4 radiator shield
We have redesigned our radiator shield not only to protect the lower tank of the radiator but also to act as a stronger mounting position for the anti-roll bar centre mounts.
The radiator shield is pre-drilled for the anti roll bar mounts and can be used with or without the bumper irons, as preferred. It can also be used as a suitable mounting platform for an oil cooler.
TR4 radiator shield ....................................... 301644  £94.96

For the latest prices, please visit our website
www.moss-europe.co.uk
Uprated springs

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

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

TR2-4 uprated springs

We offer a selection of front coil & rear leaf springs to allow you to tune your TR's suspension to suit your requirements. Front road springs are available in a range of rates to give varying ride height and stiffness. Fast road leaf springs feature a standard spring rate but are lowered to reduce the roll centre and assist handling by keeping the axle movement pliable.

For race models we recommend fitting TT4016, this may need specialist de-chambering to suit competition car requirements and if the car is extensively lightened then we suggest removing packing leaves as required. TT4016 also works well for touring with heavy loads. We recommend that any of our uprated leaf springs are fitted with our telescopic damper conversion (Part No: TT31181, see page A06). We also advise you always fit leaf springs in pairs.

TR4A uprated springs

We offer a selection coil road springs to allow you to tune your TR's suspension to suit your requirements. As a general rule it is best to aim to keep an IRS TR level for the best balance and handling.

Spring spacers and insulators

We supply a selection of spring spacers or polyurethane spring insulators to replace the rubber ones fitted as standard. Maximum of two spacers recommended per side.

<table>
<thead>
<tr>
<th>TR2-4</th>
<th>TR4A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poly</td>
<td>Poly</td>
</tr>
<tr>
<td>Rear</td>
<td>Rear</td>
</tr>
</tbody>
</table>

TR4A fitment recommendations

<table>
<thead>
<tr>
<th>Application</th>
<th>Front spring type (colour code)</th>
<th>Spring rate</th>
<th>Fitted length</th>
<th>Rear spring type (colour code)</th>
<th>Spring rate</th>
<th>Fitted length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up-rated - slightly raised</td>
<td>TT4006PR (B)</td>
<td>390lbs</td>
<td>7.00&quot;</td>
<td>TT4211PR (WY)</td>
<td>390lbs</td>
<td>9.65&quot;</td>
</tr>
<tr>
<td>Up-rated - standard</td>
<td>TT4001PR (WB)</td>
<td>390lbs</td>
<td>6.70&quot;</td>
<td>TT4212PR (GY)</td>
<td>420lbs</td>
<td>8.85&quot;</td>
</tr>
<tr>
<td>Up-rated - lowered fast road</td>
<td>TT4201PR (PY)</td>
<td>420lbs</td>
<td>7.00&quot;</td>
<td>TT4215APR (RY)</td>
<td>420lbs</td>
<td>8.50&quot;</td>
</tr>
<tr>
<td>Race/sprint</td>
<td>TT4202PR (PY)</td>
<td>420lbs</td>
<td>6.00&quot;</td>
<td>TT4215APR (RY)</td>
<td>550lbs</td>
<td>7.30&quot;</td>
</tr>
</tbody>
</table>

Note: These recommendations are meant as a guide to setting up your TR, in general terms these combinations will work for most road/fast road & race applications. If you have particular race requirements please contact our technical department. Fitted lengths are detailed as a guide and may vary car-to-car.
TR4A quick steering racks

Our quick rack has a high ratio pinion giving you lock-to-lock in only 2.5 turns, compared to the standard 3.5. Made initially for competition use, racks have a stronger outer casing with a higher grade of steel rack for increased durability.

The kit also includes solid alloy mounts to reduce the amount of steering rack float. T rack rod ends not included. Customers with TR4 models please contact our Technical Department before ordering.

TR4A quick rack RHD . . . . . . . . . . . . . . . . . . . .306829X  . . . . £156.95
TR4A quick rack LHD . . . . . . . . . . . . . . . . . . . .306830X  . . . . £156.95

TR4-4A uprated rack mounts

The rubber steering rack mounts, whilst insulating the steering wheel from some of the road imperfections, lose some of the feel from new. This gets worse with age and ends up with rack float which if bad enough is an MOT failure. Solid rack mounts last many years and give more direct steering. The Superpro rack mounting bushes are direct replacements for the original rubber versions. They reduce rack float and have a longer life expectancy. Suitable for RHD TR4 from CT20266 and LHD TR4 from CT20264.

TR4-4A alloy rack mount kit . . . . . . . . TT3255  . . . . £41.80
TR4-4A Superpro poly rack mount (each) . . . TT3456  . . . . £5.26

TR4-4A extractor manifolds

Only for use with the high port cylinder head, found on chassis number TS9350 and onwards. Two piece manifold available in mild steel or stainless steel.

TR2-4A* mild steel 2 piece manifold . . . . . . . . . . . TT1100  . . . . £177.95
TR2-4A* stainless steel 2 piece manifold . . . . . . TT1100S  . . . . £226.94

(*For TR3 and 4 use Y piece TT5019S and link pipe TT5027S to fit exhaust system type A, for standard systems just use TT5019S. For TR4A use Y piece FSTH56 to fit either type A, B or standard exhaust systems).
Exhaust systems

These performance silencer systems are specifically designed for each model. To get the best out of them they should be used with one of our range of extractor manifolds, though they can be used with standard manifolds and downpipes with the appropriate adaptors where listed.

Not only do they help your car perform better, they also look and sound better. All of these systems come with fitting kits unless stated otherwise. For replacement parts or fitting kits please contact your nearest Moss branch.

TR2-4A GT exhaust systems (type A)
Single pipe system with 24” round silencer with polished acoustic tail pipe. Fits directly to standard downpipe, or use Moss extractor manifold with Y piece as appropriate.

TR2-4A stainless steel GT system . . . . . . . . . . . . .FS5001 . . . . £125.95
TR2-4 stainless steel GT system . . . . . . . . . . . . .FS5001 . . . . £132.95
TR4A stainless steel GT system . . . . . . . . . . . . .FS5101 . . . . £133.96

TR4A GT twin pipe exhaust system (type B)
This system is for TR4A models where you wish to retain the twin silencer system but with more efficient silencers. This system is only available as separate components in stainless steel, so you will need to buy the fitting kit as well. Fits directly to standard downpipe, or Moss extractor manifold with Y piece FSTH56.

TR4A stainless steel adaptor 1.875 x 1.75” (2 reqd.) TT5913SS . . . . £11.84
TR4A stainless steel GT twin silencer (2 reqd.) .FSTH73 . . . . £107.95
TR4A stainless steel rear Y piece . . . . . . . . . . . . .FSTH54 . . . . £57.35
Fitting kit . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .GFK6310X . . . . £41.95

Exhaust adaptors

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

Stainless steel sleeve 1.75” . . . . . . . . . . . . .TT5911S . . . . £5.05
Stainless steel adaptor 1.875 x 1.75” . . . . . . .TT5913SS . . . . £11.84
Stainless steel sleeve 1.625” . . . . . . . . . . . . .TT5918 . . . . £6.10
Mild steel adaptor 1.625 x 1.875” . . . . . . .TT5916 . . . . £Call
Mild steel adaptor 1.5 x 1.875” . . . . . . . . . . . . .TT5917 . . . . £7.25

Stainless steel standard exhaust systems

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

TR2-4 stainless steel system . . . . . . . . . . . . . . . . .FSTR24 . . . . £223.96
TR4A stainless steel cross box system . . . . . . . . .FSTR24AC . . . . £281.95
TR4A stainless steel twin box system . . . . . . . . .FSTR24AT . . . . £Call

Fitting kits for standard exhaust systems

These fitting kits are for Falcon stainless steel and standard mild steel systems.

TR4 system fitting kit . . . . . . . . . . . . . . . . . . . . . . . . . .GFK6210X . . . . £42.95
TR4A twin box system fitting kit . . . . . . . . . . . . .GFK6310X . . . . £41.95
TR4A cross box system fitting kit . . . . . . . . . . . . .GFK6320X . . . . £42.95