ORDERING FROM MOSS

WARRANTY
It’s simple, if you change your mind for any reason, all unused 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 material 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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Orders for delivery in the UK may be dispatched by regular post (for small/lightweight items), or through a Next Day courier. Please contact us for the best delivery option for your order and the latest delivery prices.

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PEACE OF MIND... WARRANTY
Free Delivery
Is your order over £600 (ex vat)? If so, we will deliver it to a Mainland UK address free of charge!

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

Please note EU countries may be charged at their local VAT rate, countries outside the EU will not be charged VAT. See the ordering information or our website for further details. Prices are correct at the time of going to print, postage & packaging is not included. E&OE.

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

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Favourites

Moss favourite

Moss favourite

Moss favourite

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

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Moss favourite

Moss favourite

Moss favourite

The Federation of British Historic Vehicle Clubs are proud to support the FBHVC
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.

EBC brake pads

EBC brake products are renowned for their high quality and excellent performance. All grades of brake pad use Kevlar as the binding material rather than the traditional steel, this prevents the build up of corrosive brake dust that can damage alloy wheels. We stock the standard replacement Ultimax, uprated Greenstuff and race Yellowstuff pads. 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>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</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>£42.95</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>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR3-4 type A and B calipers fast road/sport</td>
<td>GBP172G</td>
<td>£84.95</td>
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<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>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR4-4A type C imperial calipers race</td>
<td>TT31501Y</td>
<td>£54.95</td>
</tr>
<tr>
<td>TR4-4A type C metric calipers race</td>
<td>TT32501Y</td>
<td>£52.96</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>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake hose front (pair)</td>
<td>TT3040</td>
<td>£54.95</td>
</tr>
<tr>
<td>Brake hose rear (each)</td>
<td>TT3042</td>
<td>£22.96</td>
</tr>
<tr>
<td>Clutch hose (each)</td>
<td>TT3041</td>
<td>£36.95</td>
</tr>
</tbody>
</table>

TR2 Lockheed systems

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake hose front (each)</td>
<td>TT3142</td>
<td>£17.35</td>
</tr>
<tr>
<td>Brake hose rear (each)</td>
<td>TT3142</td>
<td>£17.35</td>
</tr>
<tr>
<td>Clutch hose (each)</td>
<td>TT3041A</td>
<td>£19.96</td>
</tr>
</tbody>
</table>

TR3-4 Girling system

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake hose front (each)</td>
<td>TT3240</td>
<td>£31.96</td>
</tr>
<tr>
<td>Brake hose rear (pair)</td>
<td>TT3242</td>
<td>£33.95</td>
</tr>
<tr>
<td>Clutch hose (each)</td>
<td>TT3141</td>
<td>£26.95</td>
</tr>
</tbody>
</table>

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>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR4-4A aluminium front wing LH</td>
<td>950109AL</td>
<td>£669.95</td>
</tr>
<tr>
<td>TR4-4A aluminium front wing RH</td>
<td>950110AL</td>
<td>£669.95</td>
</tr>
<tr>
<td>TR4-4A aluminium rear wing LH</td>
<td>850475AL</td>
<td>£609.95</td>
</tr>
<tr>
<td>TR4-4A aluminium rear wing RH</td>
<td>850476AL</td>
<td>£609.95</td>
</tr>
<tr>
<td>TR4-4A aluminium boot lid</td>
<td>813650A</td>
<td>£559.96</td>
</tr>
</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>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>GRP gearbox tunnel</td>
<td>713569FG</td>
<td>£56.95</td>
</tr>
<tr>
<td>Plastic gearbox tunnel</td>
<td>713569SAP</td>
<td>£87.95</td>
</tr>
<tr>
<td>GRP transmission tunnel cover</td>
<td>809046FG</td>
<td>£53.95</td>
</tr>
<tr>
<td>Gearbox tunnel fitting kit</td>
<td>713569FK</td>
<td>£30.55</td>
</tr>
<tr>
<td>Gearbox tunnel seal kit</td>
<td>713569GS</td>
<td>£9.40</td>
</tr>
</tbody>
</table>
TR3A-4A uprated brake shoes

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

TR3A-4A uprated brake shoes . . . . . . . . . . . . . . . TT31524 . . . . . . . . £88.96
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.

Available with...

TR2-3A Koni front ............... TT3002 ........ £99.95
TR2-3A Koni rear* ............. TT3312 ........ £104.95
TR2-3A Spax front ............. TT3001 ........ £74.95
TR2-3A Spax rear* ............. TT3311 ........ £77.95
TR4 no spacers Koni front .... TT3002 ........ £99.95
TR4 no spacers Koni rear* .... TT3312 ........ £104.95
TR4 no spacers Spax front .... TT3001 ........ £74.95
TR4 no spacers Spax rear* .... TT3311 ........ £77.95
TR4 deep dish Koni front ...... TT3103 ........ £68.95
TR4 deep dish Koni rear* ..... TT3103 ........ £68.95
TR4 deep dish Spax front ...... TT3001 ........ £92.95
TR4 deep dish Spax rear* ..... TT3311 ........ £92.95
TR4A live axle Spax front .... TT3001 ........ £92.95
TR4A live axle Spax rear* ... TT3311 ........ £92.95
TR4A live axle Koni front .... TT3102 ........ £144.95
TR4A live axle Koni rear* .... TT3212 ........ £102.95
TR4A live axle Gaz front ...... TT3203 ........ £68.95
TR4A IRS-5-6 Koni front ...... TT3102 ........ £144.95
TR4A IRS-5-6 Spax front ...... TT3101 ........ £92.95
TR4A IRS-5-6 Spax rear* .... TT3211 ........ £93.95
TR4A IRS-5-6 Gaz front ...... TT3203 ........ £68.95
TR4A IRS-5-6 Gaz rear* ...... TT3213 ........ £68.95

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

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 ........TT3118 ........ £199.96

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 ........ £89.95

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 ..........TT3225X ........ £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 ........TT3225TUV £159.95

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 ........ £146.95

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 ........ SPCK29 ........ £247.94
When changing the ride height of the car, especially when TR4A rear bump stops

This upper fulcrum kit allows easy upper fulcrum kit

Adjustable front upper fulcrum kit

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 . . . . £416.95
Gaz front/rear telescopic conversion kit . . . . . . . . TTK3112G . . . . £348.95

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 upgrade 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.

TR2-4 new 25% uprated shock LH . . . . . . . . . . . .TT3014LH . . . . £91.96
TR2-4 new 25% uprated shock RH . . . . . . . . . . . .TT3014RH . . . . £96.95
TR4A new 25% uprated shock LH . . . . . . . . . . . .TT3214LH . . . . £107.95
TR4A new 25% uprated shock RH . . . . . . . . . . . .TT3214RH . . . . £107.95
TR4A new 50% uprated shock LH . . . . . . . . . . . .TT3215LH . . . . £107.95
TR4A new 50% uprated shock RH . . . . . . . . . . . .TT3215RH . . . . £107.95
25% uprated replacement shock valve . . . . . . . . . .AHH7218 . . . . £26.95
No.1 (road use) Penrite shock oil 500ml . . . . . . GGL9038X . . . . £6.35
No.2 (competition) Penrite shock oil 500ml . . . . GGL9039X . . . . £6.44

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.

TR4A IRS car bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK4IRSCK . . . . . . £168.43
TR4A IRS running bush kit . . . . . . . . . . . . . . . . . .SPK4IRSRC . . . . . . £106.21
TR4A IRS front bush kit . . . . . . . . . . . . . . . . . . . .SPK4IRSFCK . . . . . . £163.81
TR4A IRS rear bush kit . . . . . . . . . . . . . . . . . . . .SPK4IRSRCR . . . . . . £163.81
TR4A live axle car bush kit . . . . . . . . . . . . . . . . . .SPK4LACK . . . . . . £187.90
TR4A live axle running bush kit . . . . . . . . . . . .SPK4LARK . . . . . . £93.85
TR4A live axle front bush kit . . . . . . . . . . . . . . . . . .SPK4LACF . . . . . . £163.81
TR4A live axle rear bush kit . . . . . . . . . . . . . . . . . .SPK4LACR . . . . . . £27.68

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 . . . . . . £153.55
TR2 front bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK210CF . . . . . . £108.88
TR2 rear bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK210CR . . . . . . £106.01
TR3-3A-3B car bush kit . . . . . . . . . . . . . . . . . . . .SPK110CK . . . . . . £147.08
TR3-3A-3B running bush kit . . . . . . . . . . . . . . . .SPK110RK . . . . . . £106.01
TR3-3A-3B front bush kit . . . . . . . . . . . . . . . . . . .SPK110CF . . . . . . £94.49
TR3-3A-3B rear bush kit . . . . . . . . . . . . . . . . . . .SPK110CR . . . . . . £52.60
TR4 car bush kit . . . . . . . . . . . . . . . . . . . . . . . . .SPK111CK . . . . . . £158.82
TR4 running bush kit . . . . . . . . . . . . . . . . . . . . . .SPK111RK . . . . . . £106.01
TR4 front bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK111CF . . . . . . £106.21
TR4 rear bush kit . . . . . . . . . . . . . . . . . . . . . . . .SPK111CR . . . . . . £52.60
TR4A IRS car bush kit . . . . . . . . . . . . . . . . . . . . .SPK4IRSCK . . . . . . £332.26
TR4A IRS running bush kit . . . . . . . . . . . . . . . .SPK4IRSRK . . . . . . £222.85
TR4A IRS front bush kit . . . . . . . . . . . . . . . . . . . .SPK4IRSFCK . . . . . . £163.81
TR4A IRS rear bush kit . . . . . . . . . . . . . . . . . . . .SPK4IRSRCR . . . . . . £163.81
TR4A live axle car bush kit . . . . . . . . . . . . . . . . . .SPK4LACK . . . . . . £187.90
TR4A live axle running bush kit . . . . . . . . . . . .SPK4LARK . . . . . . £93.85
TR4A live axle front bush kit . . . . . . . . . . . . . . . . . .SPK4LACF . . . . . . £163.81
TR4A live axle rear bush kit . . . . . . . . . . . . . . . . . .SPK4LACR . . . . . . £27.68

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 . . . . . . . . . . . . . . . . . . . . . . . . . . . . . TT3259LH . . . . . . £20.95
TR4A chassis strengthening bracket set RH . . . . . . . . . . . . . . . . . . . . . . . . . . . . . TT3259RH . . . . . . £20.95
Reinforcement plate washer (4 required) . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 139580R . . . . . . £6.44

Adjustable front upper fulcrum kit

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

Adjustable front upper fulcrum kit . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 200659X . . . . . . £146.95

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
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 . . £629.95
PlusPac road Spax dampers ................. TTK3130S . . £448.94
PlusPac road Gaz dampers ................. TTK3130G . . £378.95

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 . . £594.95
PlusPac sprint Spax dampers ................. TTK3140S . . £418.96
PlusPac sprint Gaz dampers ................. TTK3140G . . £412.96

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.

TR2-4 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

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
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 and 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.

TR4A uprated springs

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

<table>
<thead>
<tr>
<th>Springer</th>
<th>Spring type</th>
<th>Rate</th>
<th>Recommended spring</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR2-4A</td>
<td>poly front spring insulator 3mm</td>
<td>100751SP</td>
<td>£6.67</td>
</tr>
<tr>
<td>TR2-4A</td>
<td>poly front spring insulator 5mm</td>
<td>100751TSP</td>
<td>£10.15</td>
</tr>
<tr>
<td>TR2-4</td>
<td>front alloy spring spacer 2&quot;</td>
<td>107682</td>
<td>£21.56</td>
</tr>
<tr>
<td>TR4A</td>
<td>poly rear spring insulator 3mm</td>
<td>138823SP</td>
<td>£7.54</td>
</tr>
<tr>
<td>TR4A</td>
<td>poly rear spring insulator 5mm</td>
<td>138823TSP</td>
<td>£10.08</td>
</tr>
<tr>
<td>TR2-4A</td>
<td>front spring spacer 3mm</td>
<td>MGS40904</td>
<td>£9.16</td>
</tr>
</tbody>
</table>

Spring spacers and insulators

For race models we recommend fitting TT4016, this may need specialist de-cambering 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.

Application Front Rear

<table>
<thead>
<tr>
<th>Application</th>
<th>Front spring type (colour code)</th>
<th>Spring rate</th>
<th>Fitted length</th>
<th>Recommended rear spring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road/rally - slightly raised</td>
<td>TT4006PR (B)</td>
<td>390lbs</td>
<td>7.10&quot;</td>
<td>TT4016</td>
</tr>
<tr>
<td>Fast road - standard (TR2-4)</td>
<td>TT4001PR (WB)</td>
<td>390lbs</td>
<td>6.70&quot;</td>
<td>TT4020 (flat type)</td>
</tr>
<tr>
<td>Fast road - standard (late TR4)</td>
<td>TT4001PR (WB)</td>
<td>390lbs</td>
<td>6.70&quot;</td>
<td>TT4021 (dished type)</td>
</tr>
<tr>
<td>Race- lowered</td>
<td>TT4102PR (PY)</td>
<td>420lbs</td>
<td>7.00&quot;</td>
<td>TT4016</td>
</tr>
<tr>
<td>Full race - lowered/stronger</td>
<td>TT4207PR (OB)</td>
<td>450lbs</td>
<td>6.50&quot;</td>
<td>TT4016</td>
</tr>
</tbody>
</table>

Note: These recommendations are made 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.

Application Front Rear

<table>
<thead>
<tr>
<th>Application</th>
<th>Front spring type (colour code)</th>
<th>Spring rate</th>
<th>Fitted length</th>
<th>Rear spring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear leaf springs</td>
<td>Road spring rear - fast road/lowered flat (TR2-4)</td>
<td>TT4020</td>
<td>£94.96</td>
<td></td>
</tr>
<tr>
<td>Rear leaf springs</td>
<td>Road spring rear - fast road/lowered dished (late TR4)</td>
<td>TT4021</td>
<td>£112.96</td>
<td></td>
</tr>
<tr>
<td>Rear leaf springs</td>
<td>Road spring rear - competition/rally flat</td>
<td>TT4016</td>
<td>£93.95</td>
<td></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.

Front road springs

<table>
<thead>
<tr>
<th>Application</th>
<th>Front spring type (colour code)</th>
<th>Spring rate</th>
<th>Fitted length</th>
<th>Rear spring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road spring set front - road/rally (pair)</td>
<td>TT4006PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road spring set front - standard (pair)</td>
<td>TT4001PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road spring set front - race lowered (pair)</td>
<td>TT4102PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road spring set front - race/sprint (pair)</td>
<td>TT4102PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Rear road springs

<table>
<thead>
<tr>
<th>Application</th>
<th>Front spring type (colour code)</th>
<th>Spring rate</th>
<th>Fitted length</th>
<th>Rear spring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road spring set rear - road/rally (pair)</td>
<td>TT4211PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road spring set rear - standard (pair)</td>
<td>TT4212PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road spring set rear - fast road/sprint (pair)</td>
<td>TT4216PR</td>
<td>£61.96</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road spring set rear - race/sprint (pair)</td>
<td>TT4215APR</td>
<td>£82.96</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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. Track rod ends not included. Customers with TR4 models please contact our Technical Department before ordering.

TR4A quick rack RHD . . . . . . . . . . . . . . . . . . . .306829X  . . . . £164.95
TR4A quick rack LHD . . . . . . . . . . . . . . . . . . . .306830X  . . . . £164.95

TR4-4A 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 bush uses the standard mounting brackets and hardware but give a good compromise between isolation and rack location. We recommend these for all road modified cars. Suitable for RHD TR4 from CT20266 and LHD TR4 from CT20264.

TR4-4A alloy rack mount kit . . . . . . . . . . . . . . . . . . . TT3255  . . . . £29.95
TR4-4A Superpro poly rack mount (each) . . . . . . . . . . . . TT3456  . . . . £6.74

Uprated steering pivot bush

This kit replaces the troublesome ‘Silent-bloc and pin’ bushes in either end of the steering linkage centre tie rod with precision machined steel and Delrin assemblies. Delrin is a lightweight but durable low wear, low friction plastic, ideally suited to this application. These bushes were originally designed for racing use, but have proved to be very effective in road cars.

Uprated steering pivot bush (pair) . . . . . . . . . . . .105063X  . . . . £83.95

Exhaust manifolds

Extractor manifolds improve gas flow allowing the engine to breathe more efficiently. Our tubular manifolds are produced using mandrel bending equipment to give full diameter pipe bends. Moss TriumphTune extractor manifolds are designed to be used with Moss TriumphTune performance exhaust systems.

TR2-4A 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  . . . . £206.95
TR2-4A* stainless steel 2 piece manifold . . . . . . . . . . . TT1100S  . . . . £229.96

(*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).