



FS5001

TRIUMPH TUNE

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.

TR2-4 mild steel GT system	TT5001	£129.95
TR2-4 stainless steel GT system	FS5001	£132.95
TR4A stainless steel GT system	FS5101	£133.96

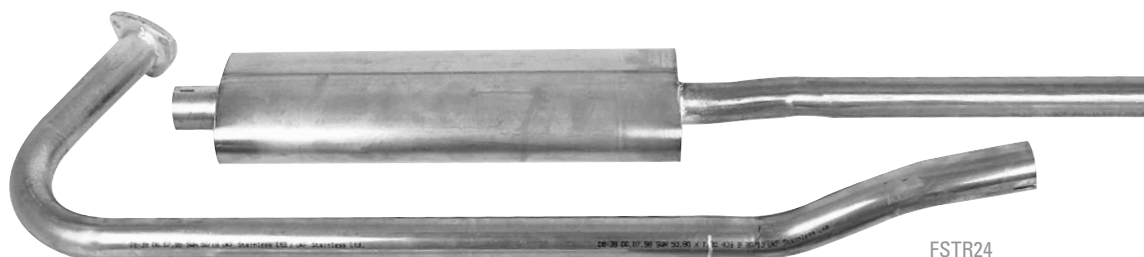


FSTH73

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	£12.20
TR4A stainless steel GT twin silencer (2 reqd.)	FSTH73	£118.96
TR4A stainless steel rear Y piece	FSTH54	£62.95
Fitting kit	GFK6310X	£44.95



FSTR24

FALCON



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	£246.95
TR4A stainless steel cross box system	FSTR4AC	£309.95
TR4A stainless steel twin box system	FSTR4AT	£422.95



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	£13.96
Stainless steel adaptor 1.875 x 1.75"	TT5913SS	£12.20
Stainless steel sleeve 1.625"	TT5918	£6.10
Mild steel adaptor 1.5 x 1.875"	TT5917	£12.95



Fitting kits for standard exhaust systems

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

TR4 system fitting kit	GFK6210X	£45.95
TR4A twin box system fitting kit	GFK6310X	£44.95
TR4A cross box system fitting kit	GFK6320X	£44.95

Phoenix performance exhausts

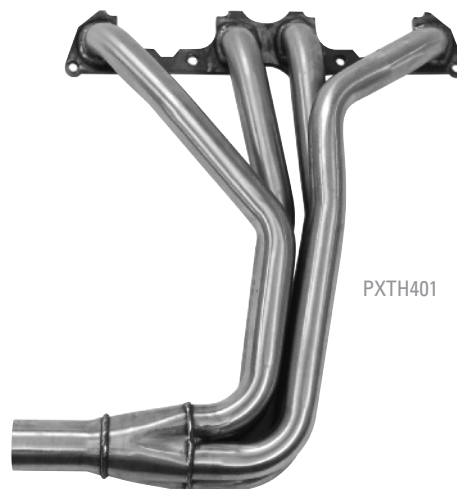


Phoenix performance exhausts are renowned in the Triumph world as producing high quality exhausts systems. We stock a range of their Fast Road manifolds and systems to cater for owners looking for high quality performance products.

All manifolds and systems are manufactured from high grade (type 304) stainless steel throughout their construction, including the internal baffle plates. The pipes are all mandrel bent to maintain tube shape and all assembly is done on jigs to ensure accuracy and quality of fit.

Phoenix extractor manifolds

These manifolds are designed for high port heads and feature large diameter pipes and a 4-1 pipe configuration. This configuration gives maximum gas flow across a wide power band, and the one piece flange ensures the manifold accurately aligns to the cylinder head. Both manifolds are designed to be compatible with all the Phoenix exhaust systems listed.



PXT401

TR2-3 extractor manifold bomb starterPXT400 . . .£403.96
TR3A-4A extractor manifold small starterPXT401 . . .£397.96
(PXT401 is TUV approved).



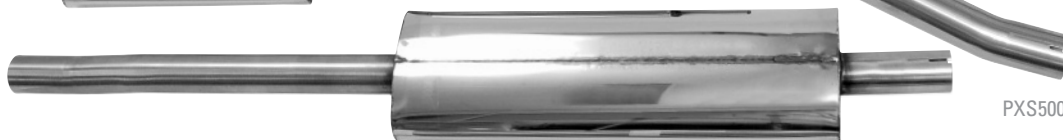
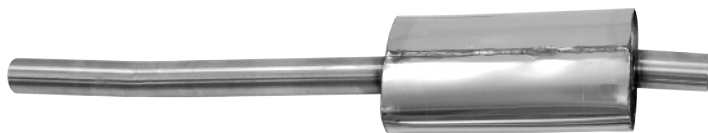
PXS5001

Phoenix exhaust system

TR2-4 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!

TR2-4 big bore system single boxPXS5001 . . .£258.95
(PXS5001 is TUV approved).
Exhaust fitting kit for PXS5001PXS5001FK . .£12.95



PXS5002

TR2-4 standard system

This standard style system is a must for the TR owner who wants a high quality exhaust for their car. To fit with Phoenix manifold.

TR2-4 standard systemPXS5002 . . .£249.95
Exhaust fitting kit for PXS5002GFK6130X . .£39.95



PXS5106

TR4A exhaust system

We offer two types of Phoenix exhaust system for the TR4A. Each type is available to suit either the Phoenix extractor manifold (type 1) or the standard Triumph cast iron manifold (type 2).

TR4A 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!

TR4A big bore single box system (type 1)PXS5101 . . .£257.95
Exhaust fitting kit for PXS5101PXS5101FK . .£7.15
TR4A big bore single box system (type 2)PXS5106 . . .£408.95
Exhaust fitting kit for PXS5106PXS5106FK . .£14.95

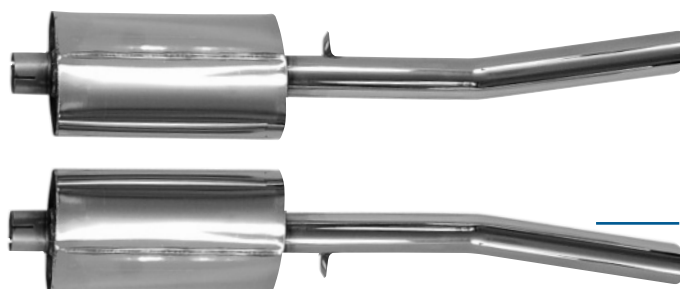


PXS5105

TR4A twin box system

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

TR4A twin box system (type 1)	.....PXS5102	...£394.96
Exhaust fitting kit for PXS5102	.....PXS5102FK	..£13.96
TR4A twin box system (type 2)	.....PXS5105	...£537.95
Exhaust fitting kit for PXS5105	.....PXS5105FK	..£21.95



PXS5103

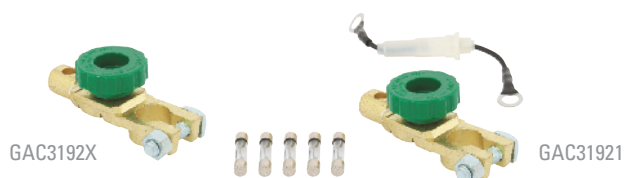
TR4A super sport cross box system

This cross box design has been developed to give the look of a standard system with a performance twist. The system uses a large bore silencer inlet, with twin polished tail pipes exiting on the LH side of the car. This gives a standard look with a great exhaust note!

TR4A super sport cross box system (type 1)	...PXS5103	...£344.95
Exhaust fitting kit for PXS5103	.....PXS5103FK	..£16.96
TR4A super sport cross box system (type 2)	...PXS5104	...£469.96
Exhaust fitting kit for PXS5104	.....PXS5104FK	..£24.95

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	...£9.40
Battery mounted cut-off switch with bypass fuse	.....GAC31921	...£Call



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. A bypass fuse can also be used to allow operation of clocks, alarms, etc if required.

Period battery cut-off switch	.....1B2804	...£35.95
Battery cut-off switch	.....TT7964	...£16.15
Battery cut-off switch race spec FIA approved	...TT7962	...£28.10
Remote cable 6 foot	.....TT79621	...£22.40
Spare key for switches TT7964 and TT7962	...TT79641	...£4.36
Terminal kit for battery cable	.....TT7964TK	...£8.95
Bypass fuse kit - not for TT7962	.....GAC9984X	...£Call

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

Moss favourite

CSD1014671

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 wide range of CSI-Ignition distributors for a variety of 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. Search for CSI Ignition Distributor.

Distributors for TR2-3A

Optimised 25D4 positive earth	.....CSD1014571	£250.61
Tuned 25D4 positive earth	.....CSD1023571	£250.61
Optimised 25D4 negative earth	.....CSD1014581	£250.61
Tuned 25D4 negative earth	.....CSD1023581	£250.61
Optimised with immobiliser 25D4 positive earth	.....CSD1014671	£370.92
Tuned with immobiliser 25D4 positive earth	.....CSD1023671	£370.92
Optimised with immobiliser 25D4 negative earth	.....CSD1014681	£370.92
Tuned with immobiliser 25D4 negative earth	.....CSD1023681	£370.92

Distributors for TR4-4A

Optimised 25D4 positive earth	.....CSD1114571	£250.61
Tuned 25D4 positive earth	.....CSD1123571	£250.61
Optimised 25D4 negative earth	.....CSD1114581	£250.61
Tuned 25D4 negative earth	.....CSD1123581	£250.61
Optimised with immobiliser 25D4 positive earth	.....CSD1114671	£370.92
Tuned with immobiliser 25D4 positive earth	.....CSD1123671	£370.92
Optimised with immobiliser 25D4 negative earth	.....CSD1114681	£370.92
Tuned with immobiliser 25D4 negative earth	.....CSD1123681	£370.92

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£22.94
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CEK150

Lumenition ignition

Lumenition electronic ignition kits are well known as being among the finest aftermarket 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

Lumenition performance ignition kit	.....CEK150	...£254.95
Coil replacement for CEK150	.....CEC	.....£59.95

Power modules and mounting bracket

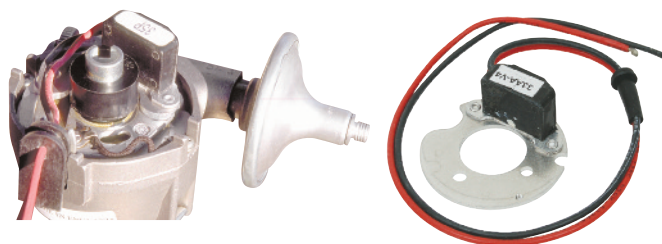
All models power module	.....PMA50	.....£175.96
Mounting bracket for power module	.....MK006	.....£10.15

Fitting kits

Lucas 22D 25D fitting kit	.....LTK116	.....£15.95
Lucas DM2P4 fitting kit	.....LTK125	.....£15.95

Performance ignition coil

All models performance ignition coilLMS4£41.70
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PERTRONIX

Pertronix ignition

These completely self contained electronic ignition units offer a simple alternative to traditional points and condenser arrangement. Designed to fit entirely within the distributor cap they are easy to install with no external control boxes to mount and only two wires to connect, no permanent modifications are involved.

The unit uses a sealed Hall Effect sensor that is impervious to dirt, dust, moisture, or vibration and retains standard advance curve. Unaffected by distributor shaft wear, maintains firing accuracy to within 1/4°, reduces spark scatter over the full rpm range. One year warranty.

Pertronix ignition Lucas 25D4222-405	...£115.96
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Cobalt silicone HT lead sets

Get the spark from your coil with silicone HT leads that are designed to perform. These Cobalt leads use a high performance conductor to transmit greater energy to the spark plug creating a stronger spark and improved combustion. They also feature multi-layer reinforcing and insulation with protective silicone outer sleeve and terminal boots for improved reliability.

Cobalt HT lead set with capTT1172**£34.96**
(Use to replace original screw-in distributor cap).

Cobalt HT lead set without cap571-005**£31.96**
(Use if push-in distributor cap already fitted).



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**£7.25**
HT lead (per metre) - blackAAA5981M**£2.76**



Ignition lead numbering set

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

4 cylinder ignition lead numbering setCRST255**£3.95**
6 cylinder ignition lead numbering set171-640**£9.70**



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**£3.46**
1147cc (4 cylinder) fast road plug (each)BP7HS**£3.46**
4-6 cylinder* standard plug (each)BP6ES**£3.25**
4-6 cylinder* fast road plug (each)BP7ES**£3.40**
4-6 cylinder* platinum competition plug (each) . .BPR7EIX**£Call**
(*1300-1500cc 4 cylinder and all 6 cylinder).

Plug caps and ignition lead terminals

Waterproof NGK plug caps in a choice of three different angles to suit various applications and a HT terminal kit to fit push-in coils and distributor caps.

Straight plug cap (each)NSB5**£3.10**
60° angled plug cap (each)NYB5**£3.10**
90° angled plug cap (each)NLB5**£4.96**
Ignition lead end kit (each)GCL1110**£1.25**

GCL1110



TT2981



Sports coil

Sports coils are designed to improve ignition performance. They give more reliable starting power and greater performance at high revs thanks to the 40,000 volt output.

Don't forget to renew your plugs and leads to optimise the power. Your HT lead into the coil will need to be the push-in type, use GCL1110 to convert the lead.

Sports coil non-ballast typeTT2981**£22.94**
Ignition lead end kit.GCL1110**£1.25**



GAC8470X



GAC8470CC

Coil not included

Stainless steel coil clamp and cover

Brighten up your engine bay with our coil clamp and covers for standard coils only.

Stainless steel coil clamp onlyGAC8470X**£7.10**
Stainless steel coil clamp and coil cover setGAC8470CC**£10.96**

Advance spring set



This set of 5 specially selected distributor advance springs will allow you to adjust your own unit to suit your engines requirements. For Lucas distributors only. We suggest you start with the heaviest two springs.

Advance spring set - Lucas distributorsTT1903**£9.65**



RL5



TT2987

SmoothCut 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.

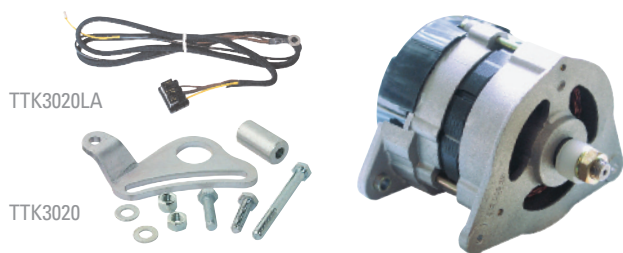
SmoothCut rev limiter 4 cylinder preset 6000rpm .TT2987**£89.95**
SmoothCut rev limiter adjustable limitRL5**£134.95**

Battery tray/liners

This clever and functional item, hides all but the most terminal symptoms of battery box plague. Ribbed for extra strength, this battery tray not only protects against corrosion, but also makes cleaning much easier around the battery.



Battery liner hard plastic TR2-3AAM7300**£35.95**
Battery liner hard plastic TR4-4AAM7301**£35.95**



TR2-4A alternator conversion

There are three problems associated with dynamos. Firstly: They barely put out any charge below about 2,000rpm. Secondly: If you try to run them faster they tend to disintegrate. Thirdly: Even when running at a significant speed they don't put out much charge. The solution is to fit an alternator which will supply sufficient power to run all your cars electrical systems and any accessories you may have added over the years.

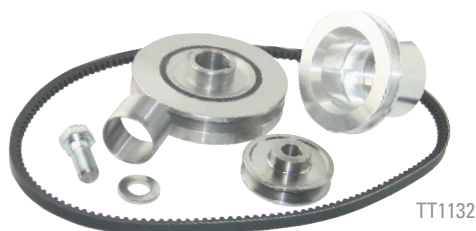
TR2-4A alternator conversion kit..... TTK3020 **£41.95**
 TR2-4 (to CT14913) alternator loom TTK3020LA.. **£33.95**
 TR4-4A (CT14914 on) alternator loom..... TTK3020LB.. **£33.95**
 New 18 ACR alternator (modified) GEU2206M .. **£91.96**
 Alternator fan..... AAU3956A **£9.95**
 Alloy alternator pulley 147530A..... **£39.95**
 Modified dynamo pedestal* 059015Q1.... **£10.75**
 (*Included in TTK3020).



Alternator pulleys

Most cars use a 2.75" alternator pulley as standard. These pulleys can be used to alter the running speed of the alternator depending on use of the car. The theory is that a road car will primarily run at lower engine revs than a race car. Therefore the road car can use a smaller diameter pulley to speed up the alternator, particularly useful in traffic situations. The race car can run the alternator at lower speeds, using a larger pulley, to prolong unit life.

Alternator pulley 2.5" road use AEU1238 **£10.85**
 Alternator pulley 4.5" competition use CAEA535 **£67.94**



Narrow belt conversion kit

The fitting of a narrow belt conversion allows the use of a crank pulley with a harmonic damper. This all but eliminates the inherent resonance that can cause the crankshaft to break. This kit includes crank harmonic damper, spacer, bolt, washer, alternator pulley, aluminium water pump pulley and fan belt. The crank damper necessitates the use of an electric fan and the removal of the fan and fan hub.

For those determined to keep the original, rather agricultural fan, we can now supply an un-damped narrow belt kit. As you have probably realised the crank pulley is solid and does not have the harmonic damper. The undamped kit is not suitable for competition use or sustained high revs. Replacement parts for the narrow belt kits are available.

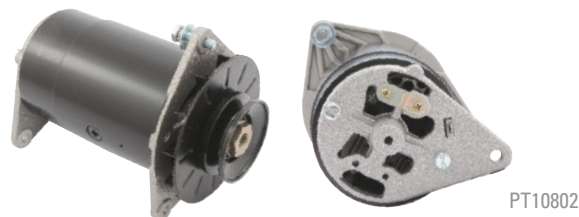
1/2" damped pulley kit TT1132 **£147.95**
 1/2" undamped pulley kit TT1132A .. **£161.95**
 Fan belt for TT1132/TT1132A GCB10975 **£7.30**



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.

TR2-3A (to TS50000) shrink on ring gear201906X ... **£187.96**
 TR2-3A with TR6 ring gear (201350)201906XSP .. **£187.96**
 TR3A-4A (TS50001 on) bolt-on ring gearGEU4412X .. **£187.96**



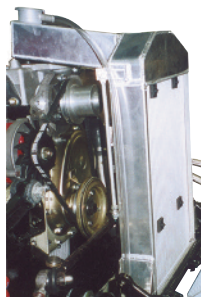
Dynalite charging system

For owners wishing to fit an alternator but prefer to keep the original appearance for aesthetic reasons, or for competition scrutineering rules, the Dynalite is the answer. Basically, it's an alternator in a dynamo casing, and comes complete ready to fit, available for positive and negative earth. Instructions provided.

Negative earth electronic tacho PT10802 **£379.96**
 Positive earth electronic tacho PT10802P .. **£464.95**
 (For use with our narrow belt conversions).
 Negative earth electronic tacho PT10802TR .. **£474.95**
 Positive earth electronic tacho PT10802TRP **£594.95**
 (For use with the original wide belt).



Alloy radiators



Our range of high quality alloy radiators is a must for competition and fast road use. Designed to fit original mounting positions they are a direct replacement for the original radiator, and manufactured to exact standards from the highest quality materials.

Using an alloy radiator gives approximately a 40% improvement in cooling efficiency making them ideal for competition, track day and fast road use where the engine is working hard for extended periods. The radiators are fitted with an M22 x 1.5 threaded boss to allow easy installation of electric fan controllers and switches, a blanking plug is supplied with the radiator.

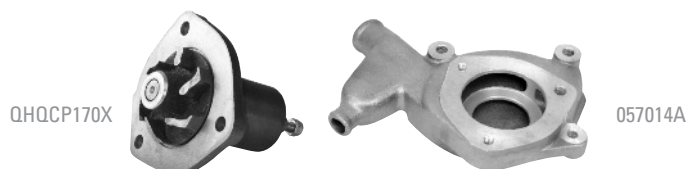
TR2-4 alloy radiator - with neck 400412AL ... **£542.95**
 TR4 alloy radiator - no neck 402001AL .. **£524.95**
 TR4A alloy radiator 307309AL .. **£515.95**



Klingsil 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.

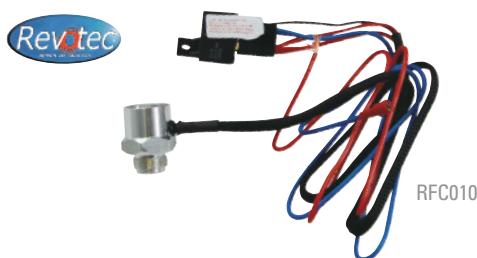
Gasket thermostat housing uprated115467X£0.95



Uprated water pumps and housing

Our uprated water pumps will appeal to those of you with uprated engines or cars where the cooling is marginal. 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.

TR2-4A water pump and pulley501488X£87.95
 TR2-4A water pumpQHQP170X£63.95
 Alloy pulley (for narrow belt kits TT1132(A) ...105537A£51.95
 TR2-4A alloy water pump housing057014A£138.95



Water pipes and fan control switches

Our water pipe features an M22 x 1.5 threaded boss for use with threaded thermal switches or fan controllers. All these switches can be retro fitted to an existing electric fan to give precise switching of the cooling fan.

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.

EFC M22 x 1.5 for threaded bossRFC010£68.95
 (Use with threaded boss soldered in to radiator header tank).
 Threaded boss - brassRFC012£9.60

Thermostatic switches

These switches offer simple on/off fan switching.

Water pipe with boss130039SST ...£24.95
 Thermostatic switch (on 82°C off 68°C)IM50100£14.60
 Thermostatic switch (on 86°C off 81°C)IM50090£11.05
 Thermostatic switch (on 86°C off 76°C)IM50250£11.75
 Thermostatic switch (on 88°C off 79°C)IM50120£11.05
 Thermostatic switch (on 92°C off 87°C)IM50200£10.30



Revotec fan kits

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

Unlike other fan kits that use a universal mounting system through the radiator core, these Revotec kits have bespoke laser cut brackets that mount directly to the radiator mountings. The brackets are bright passivated to give a smart appearance and prevent corrosion. The kits also use a precise electronic controller to enable easy adjustment to suit your car. The standard crank mounted fan and extension will need to be removed and replaced with the new bolt, spacer and lock washer included in the kit. This bolt, spacer and lock washer is also available separately as a kit (Part No: 108498SK) if required. **Negative earth only.**

TR2-4 Revotec fan kit RFK10£182.95
 TR4A Revotec fan kit. RFK11£179.95
 Crank bolt and spacer kit 108498SK£11.26

Kenlowe fan kits

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



TR2-3A 10" Kenlowe fan kit TT29402 ...£119.95
 (Secondary cooling fan in addition to original fan).
 TR2-4A 12" Kenlowe fan kit (suction) TT29403 ...£137.95
 (Primary cooling fan in addition to original fan).
 TR4-4A 12" Kenlowe fan kit (blower) TT29422 ...£136.96
 (Secondary cooling fan in addition to original fan).
 TR4-6 12" Kenlowe fan kit TT29422 ...£136.96

Spares for Kenlowe fans

The manual override switch allows you to manually override when the fan comes on. The thermostatic switch and seal are replacements to the ones supplied with the fan, the seal should be replaced if used more than twice.



Manual override switchTT2948£10.80
 Thermostatic variable control switch capillary typeTT2952£53.95
 Thermostatic variable control switch electronic typeTT29521£47.95
 Replacement seal for TT2952TT2947X£1.80



Oil cooler radiators

The oil should be allowed to operate at its optimum temperature, not too hot and not too cold. Choose the one that best suits your purposes. A 13 row cooler is recommended for road use.

10 row oil cooler radiator for road use	.....	ARO9807	...£65.95
13 row oil cooler radiator for fast road	.....	ARA221	...£47.95
16 row oil cooler radiator for fast road/sprint	..	ARO9875	...£89.95
19 row oil cooler radiator for race	.....	ARO9888	...£89.95



Oil cooler kits

In modern traffic conditions, especially on motorways, 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. Our oil cooler installation kits are available separately, allowing you to choose your oil cooler radiator size, depending upon requirements, and include rubber or braided stainless steel ready assembled hoses.

TR2-4 standard filter non-thermo rubber hoses	..TT1165	...£103.96
TR2-4 standard filter non-thermo s/s braided hoses	..TT1167	...£136.96
TR4A standard filter non-thermo rubber hoses*	..TT1168	.....£Call
TR4A standard filter non-thermo s/s braided hoses*	..TT1168S	...£112.96
(*Can be used on earlier models for improved oil control).		
TR4A standard filter thermostatic s/s braided hoses	..TT1175S	...£202.96
TR4 remote filter & adaptor pipes thermostatic rubber hoses	..TT1178	...£177.95
TR4 remote filter & adaptor pipes thermostatic s/s braided hoses	..TT1178S	...£188.95
TR2-4 spin-on filter, non-thermo, rubber hoses	..TT1068A	...£159.95
TR2-4 spin-on filter non-thermo s/s braided hoses	..TT1068S	...£185.95
TR2-4 spin-on filter thermostatic rubber hoses	..TT1069A	...£159.95
TR2-4 spin-on filter thermostatic s/s braided hoses	..TT1069S	...£194.95



Silicone hoses

These silicone water hoses are capable of withstanding higher pressures and temperatures than standard rubber hoses and do not degrade in the way rubber does.

TR2-4A bottom hose	.....	GRH389X	...£13.96
TR2-4A top hose	.....	GRH453X	...£28.96
TR2-4A bypass hose	.....	105598X	...£23.95
TR2-3A heater hose - black	.....	602057X	...£28.96
TR4-4A heater hose - green	.....	602057XG	...£26.95
TR4-4A straight heater feed hose - green	.....	627310X	...£12.25
TR4-4A L shaped heater return hose - green	...	627311X	...£12.25

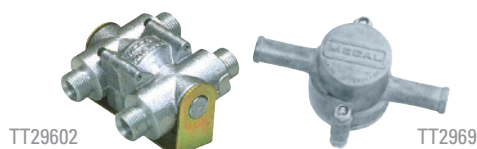


Oil catch tanks

If you modify the breather or induction systems of your car for either road or track use collection of oil should be considered. An oil catch tank is a must for competition use to prevent oil spillage on the track.

Manufactured from high grade aluminium and anodised for a smart, durable finish they feature 2 x 1/2" OD connectors for the breather hoses, level indicator, breather cap and drain plug. Available in 1 litre or 2 litre sizes. Mount using the rear flange to a suitable vertical panel in the engine bay.

Oil catch tank 1lt	.....	TT2900	...£139.96
Oil catch tank 2lt	.....	TT2901	...£155.95
Breather hose - 1/2" ID (per metre)	.....	BAU5065M	...£10.20
Hose clip (each)	.....	GHC11016	...£1.70



Oil thermostats and gauge 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. Again you can choose between push-on connections for rubber hoses or screw in connections for stainless hoses.

Standard oil push-on thermostat	.....	TT2960	...£43.96
Full flow oil screw-on thermostat	.....	TT29602	...£132.95
Straight unions 1/2" (pair)	.....	TT9961	...£9.30
Temperature adaptor push-on	.....	TT2969	...£44.95
Temperature adaptor screw-on	.....	TT29691	...£75.95



Spin-on oil filters and conversions

Oil filter adaptors

Fitting a spin-on filter adaptor makes changing the oil a much easier and cleaner task, it also prevents the oil draining out of the filter giving better oil pressure on start up.

TR3-4A spin-on oil filter adaptor	.....	TT10861	...£43.96
(From TS12649E onwards).			

Oil filters

Oil filters for use with the above filter conversions.

TR2-4 oil filter kit	GFE166	...£2.75
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Up-rated oil pressure switch

This 20lb oil pressure switch will give you earlier warning of any oil pressure problems.

Up-rated oil pressure switch 20lb	TT2998	...£25.96
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143105X

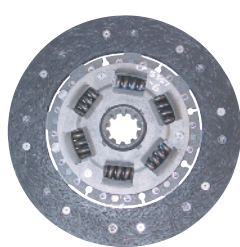
Lightweight flywheels

Reducing the rotational mass of the engine gives improved engine response; it can pick up or lose revs quicker, meaning quicker acceleration and more engine braking.

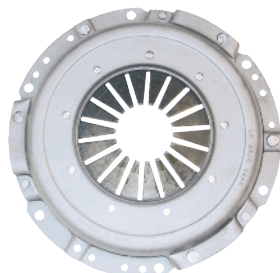
In the past weight was removed from the standard flywheel. Years of clutch abuse, heat and revs may push this into an unsafe condition. The answer is to use a new steel flywheel. A standard cast iron flywheel weighs 10-16kg, our steel versions weigh about 4kg.

Our flywheel fits all TR2-4A models. It must be used with a diaphragm type clutch, see uprated clutches below, and late type or high torque starter motors, see page A16.

Lightweight flywheel143105X£295.96
Ring gear - bolt-on type202834£35.95



TT2201



TT2202

Up-rated clutches

These clutch components are built specially for fast road and competition use. They can be used on TR2-4 but you must use the TR4A clutch release bearing and sleeve and redrill flywheel. For other clutch parts please refer to the relevant restoration manual. For clutch alignment tools please see our website or Restoration Tools catalogue.

TR4A clutch cover 8.5"TT2201£227.95
TR4A clutch plate 8.5" (10 x 1.25" spline)TT2202£175.66

TR4A bronze bearing carrier147858X£44.95
TR4A clutch release bearingGRB211£20.95



301318

Alloy sumps

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 fitting of an oil temperature gauge.

TR2-4A alloy sump301318£359.95
TR2-4A fitting kit for 301318301318FK£14.95
TR2-4A sump gasket211123£4.55
Replacement sump plug301318PLUG ..£9.00



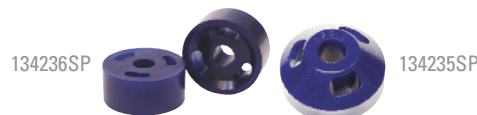
TT2221

Limited slip differentials

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.

The plate type is a traditional Salisbury type differential, it has a set of clutch plates inside the housing that divert power to the wheel with the most grip.

TR3-3A (Girling axle) TR4-4A Quaife diff.TT2220£968.95
TR3-3A (Girling axle) TR4-4 plate type diff.TT2221£863.95
(We offer a range of reconditioned axles and differentials, including units rebuilt with LSDs. Please see Restoration section page 79 for live axle models and 80 for IRS models).



134236SP

134235SP

Poly differential 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.

Differential mounting cone134235SP£14.87
Differential mounting cup134236SP£12.59



211361X

Overdrive conversion brackets

This bracket kit allows J type overdrive to fit to A type chassis, TR2 to TR4A, without modification. Comes complete with mounting.

J type bracket and fitting kit211361X....£107.95
Replacement mounting130985X.....£6.74

(This bracket kit allows a saloon A type overdrive casing to fit the TR mounting (104086), minor rear casing alterations are required).

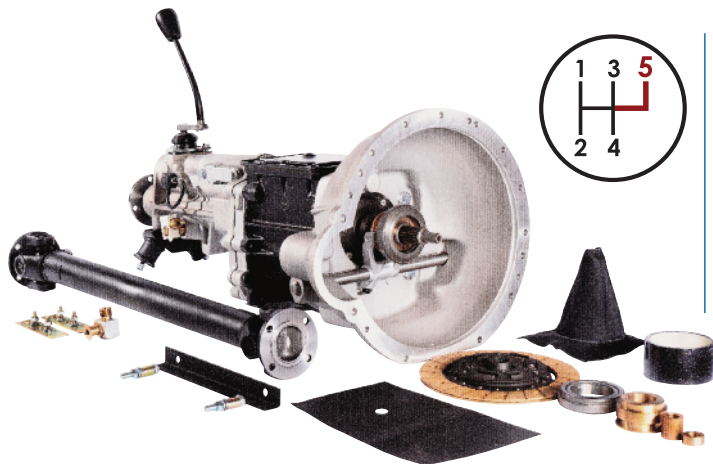
A type bracket and fitting kit104086ADP ..£48.00



Rocker feed kit

Oil supply to the rocker gear is a known weak spot on Triumph push rod engines. This stainless steel braided hose connects to a plug already in the back of the cylinder head to supply oil where it is needed. This kit must be used when using roller rockers.

TR2-4A rocker feed kitTT1026£48.95



5 speed gearbox conversion

Our range of five speed conversions for the TR is a complete replacement kit with everything you need to achieve modern day driver comfort and performance. An ideal alternative to non-overdrive cars, where second hand overdrive gearboxes are becoming scarce.

The conversion is based on a heavy duty version of the ultra-smooth Ford Type 9 all synchromesh gearbox. The gearbox is fully reconditioned and modified to take up to 240bhp and 200lb/ft of torque, making it suitable for most TRs, even those with engine modifications. To allow fitting in the TR, a special bell housing has been cast that utilises the original type of

clutch cross shaft operating mechanism. A special tail housing has also been manufactured to provide a simple rear mounting that is compatible with both A and J type chassis.

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 ratio gives a comfortable reduction in engine RPM providing relaxed cruising.

The conversion involves minimal cosmetic or structural changes. The conversion does require that the dash support is moved rearward by 20mm, but no permanent modifications are required. The specially modified gear change puts the gear lever close to the original position, with no modifications required to the upper area of the gearbox cover. The original clutch hydraulic system is retained. The speedometer drive features a special right angle drive and is pre-calibrated - no calibration of the speedometer is required.

The kits includes:

- Fully reconditioned gearbox
- Replacement bell housing
- Clutch mechanism
- Chassis bracketry
- Speedo drive
- Hardware and instructions

TR2-3A spring clutch	TTK2010	£3301.96
TR2-3A diaphragm clutch	TTK20101	£3301.96
TR4 spring clutch	TTK2011	£3301.96
TR4 diaphragm clutch	TTK20111	£3301.96
TR4A	TTK2012	£3301.96



Uprated laygears

Since its introduction in 1961, the achilles heel of the 4 speed synchromesh gearbox - as fitted to TR4/6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Failure of the bearing(s) causes destruction of the layshaft and the bore(s) of the laygear, the resulting debris often destroys many other expensive components. During the mid 1980's, with racing TRs in particular suffering repeated gearbox failures, due to the additional power being transmitted. Many reconditioners modified laygears to take an extra bearing, which cured the fault. But they assumed there would always be a reclaimable laygear to salvage - not always the case!

The solution is to produce laygears with the maximum bearing configuration in the first place, to extend the life of the gearbox almost indefinitely and cope with just about any amount of power. Moss' uprated laygears come with bearings pre-fitted, ready to install and with no modifications needed. For full details please contact your nearest Moss branch.

Uprated laygear* (16 teeth) includes bearings . . .UKC662UR . £204.95

Uprated laygear* (17 teeth) includes bearings . . .UKC662UR . £199.80

(*Must be matched with correct first gear, refer to Restoration section).



Uprated driveshafts

Due to mileage build up over the years your hubs will require attention and then, predictably, the actual driveshafts themselves. Whilst the hubs can be rebuilt, the driveshaft wear cannot be economically corrected. Throughout the years, there would be a more or less continuous replacement of universal joints, with clunks which are universal joint sourced being easily and cheaply eradicated. However driveshaft sourced ones, albeit easily removed, are at a



Close ratio gear set

Suitable for TR2-4A and gearboxes, now using a 1" x 23 spline input shaft to allow use of a wider range of clutches. It includes 3rd and 4th gear pairs and an adaptor enabling fitment to the 'big nose' or imperial spigoted mainshaft. Suits a low axle ratio e.g. 4.1:1. Earlier sets produced before 1999 used a 10 spline input shaft.

Close ratio gears (set of 4)	TT2210	£477.00
Constant pinion gear	TT2210A	£146.95
Spigot bearing sleeve	145008X	£10.15
Laygear (28 teeth)	STR548	£119.40
3rd gear (29 teeth)	STR549	£169.96
Constant gear (31 teeth)	STR552	£126.60

Gear ratios	1st	2nd	3rd	4th	overdrive
TR2-4A	3.14	2.10	1.33	1.00	0.78
Close ratios	2.19	1.57	1.23	1.00	N/A

much greater cost. The problem of spline lock-up has always remained and this manifests itself embarrassingly and often dangerously, when the splines unlock and the rear of the car leaps sideways.

There are now 2 possible solutions to driveshaft problems. The first is an uprated driveshaft with non-stick Rilsan coated splines with 50% more engagement area for smoother operation with increased strength. Fitted with 2 heavy duty UJ's and the inner flange. Tested up to 250bhp. The other option replaces the UJ's with modern CV joints and ball bearing sliding shafts and comes complete with a new inner flange and outer hub. Tested up to 300bhp.

Uprated driveshaft . . .TKC853UR . £259.96

CV driveshaft with hub . . .TKC853XR . £784.96