



TT2927

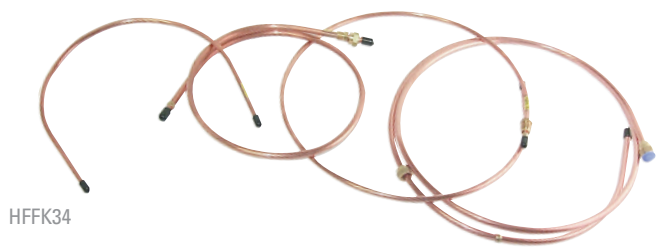


TT2925

## Fuel regulators

We recommend the fitment of a fuel regulator which allows fine adjustment to the fuel pressure to suit your requirements.

67mm deep glass filter/regulator 1/4" unions . . .	TT2927 . . . . .	£45.52
85mm deep glass filter/regulator 5/16" unions . .	TT2928 . . . . .	£54.00
Fuel pressure regulator 1/4" unions . . . . .	TT2925 . . . . .	£50.62
Fuel pressure regulator 5/16" unions . . . . .	TT2926 . . . . .	£48.37



HFFK34

## Copper fuel pipe kits

As with the fuel tank, rusty fuel pipes can also cause all sorts of problems. These copper fuel pipe kits come with all fittings and unions, are easy to fit and will not rust.

TR2-3A fuel pipe kit . . . . .	HFFK34 . . . . .	£65.95
TR4 fuel pipe kit . . . . .	HFFK35 . . . . .	£101.95
TR4A fuel pipe kit . . . . .	HFFK36 . . . . .	£100.96



## Fuel pump inertia switch

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

Fuel pump inertia switch kit . . . . .	C41220AX . . .	£45.20
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See page A26 for aluminium fuel tanks & braided fuel pipe kit.



## Fuel pump block off plate kit

If you are running a replacement electric fuel pump, this is the best way to close the mechanical pump mounting hole. Kit includes allen head mounting bolts. Gasket not included.

Fuel pump block off plate kit . . . . .	.832-550 . . . . .	£10.36
Gasket . . . . .	.139041 . . . . .	£1.30

## High capacity fuel pumps



For carburettor cars the standard fuel pump may not be able to maintain adequate fuel pressure at higher engine speeds, particularly with a tuned car. The Facet range of fuel pumps will suit all modified applications. Pumps should ideally be mounted below fuel tank level as they push fuel better than they draw fuel. Fitting an electric fuel pump will eliminate problems associated with vapour lock and give constant fuel pressure even at high temperatures. The pumps come in a variety of pressures according to requirements. Fine tuning of the fuel pressure can be easily achieved by the use of a fuel regulator, available with or without a filter. You will have to re-plumb the fuel system around the new pump using a combination of standard pipes and hoses. With safety in mind, we also supply a fuel pump inertia switch kit, so that in the event of an accident, fuel delivery is cut-off.



TMG2930K

### Cylindrical fuel pumps

Formerly known as interrupter type pumps, these heavy duty pumps can be fitted to the front or rear of the car and should not be mounted higher than 600mm from the bottom of the fuel tank. Kits come complete with unions and mountings.

Facet fuel pump kit cylindrical road Silver Top . .	TMG2930K . .	£97.96
(30 gal/hr flow rate, 4.0-5.50 psi, up to 150bhp).		
Facet fuel pump kit cylindrical fast road Silver Top .	MGS2930K . .	£96.95
(35 gal/hr flow rate, 6.0-7.0 psi, up to 200bhp).		
Facet fuel pump kit cylindrical competition Red Top .	MGS2932K . .	£94.96
(40 gal/hr flow rate, 6.0-8.0 psi, race, above 200bhp).		
Facet fuel pump cylindrical competition Red Top* . .	TT2930 . . . . .	£97.96
(40 gal/hr flow rate, 6.0-8.0 psi, above 200bhp).		
(*Note: TT2930 is a pump only. Supplied without fittings).		



MOC1841

TT29321

TMG2931K

### Cubed fuel pumps

Pumps should ideally be mounted at the rear of the car below fuel tank level as they push fuel better than they draw fuel. However they can be mounted up to 300mm above the bottom of the tank. Kits come complete with unions and mountings.

Facet fuel pump kit cube fast road . . . . .	TMG2931K . .	£57.95
(32 gal/hr flow rate 4.5-7 psi, up to 150bhp).		
Facet fuel pump only cube fast road . . . . .	MGS2931 . . .	£58.66
(34 gal/hr flow rate 7.0-10.0 psi, up to 180bhp).		

### Fuel pump unions

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

Straight union 1/4" (6mm) 1/8 npt . . . . .	FPA903B . . . . .	£1.99
Straight union 5/16" (8mm) 1/8 npt . . . . .	MOC1604 . . .	£3.25
Straight union 3/8" (10mm) 1/4 npt . . . . .	FPA904/B . . .	£3.06
90° union 5/16" (8mm) 1/8 npt . . . . .	MOC1841 . . .	£5.95
90° unions 5/16" (8mm) 1/4 npt (pair) . . . . .	TT2930A . . .	£10.99
90° unions 3/8" (8mm) 1/4 npt (pair) . . . . .	FPA902B . . .	£10.25

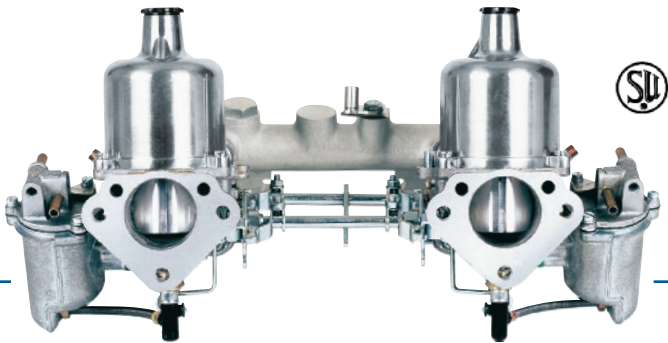
### Fuel filter union

Unions 1/4" (6mm) 1/8 npt (pair) . . . . .	TT29321 . . . . .	£7.94
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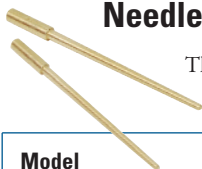
SU HS6 carburettors

Supplied as a pair of SU HS6 carburettors with standard jets and no needles, this allows you to choose appropriate biased needle, see table. They are available with angled or horizontal floats according to the application. Can be fitted to 4 cylinder TR's using adaptor plates.

- HS6 carburettors angled float chamber (pair) . . .TT1156 . . . £559.96
- HS6 carburettors horizontal float chamber (pair) .TT1256 . . . £573.95

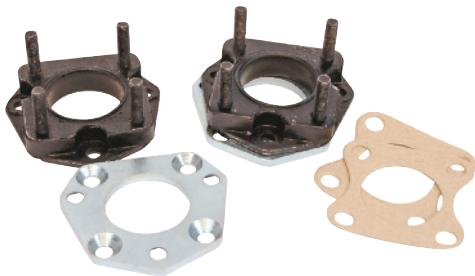


Needles & springs for HS6 carburettors



The table gives you a rough guide to the needle type required. Exact choice will depend on the range of modifications carried out and can only be done on a rolling road.

Model	Needles for: standard	Needles for: filter and exhaust	Needles for: plus head and cam	Needles for: Fully modified
4 cyl 83mm fixed (7)	'SM' . .AUD1328 .£6.76	'RH' . .AUD1291 £10.30	'RG' . .AUD1290£10.30	'RB' . . .AUD1286 .£Call
4 cyl 86/87mm fixed	'TW' .AUD1362 .£6.76	'SM' . .AUD1328 .£6.76	'SM' . .AUD1328 .£6.76	'RH' . .AUD1291 £10.30
4 cyl 86/87mm biased	'BAB' .CUD1101 £12.95	'BDQ' .NZX8015 £10.30	'BAE' .CUD1104£10.96	'BAM' .CUD1111£10.96



TT12561

HS6 conversion parts

Listed here are some of the parts you may need to fit your carburettors, including an adaptor plate kit should you wish to have your carburettors rubber mounted.

- Adaptor plate kit . . . . .TT12561 . . . . £99.95
- Heat shields (pair) . . . . .TMG1714 . . . £17.80



Library image

Parts needed for TR2-4A

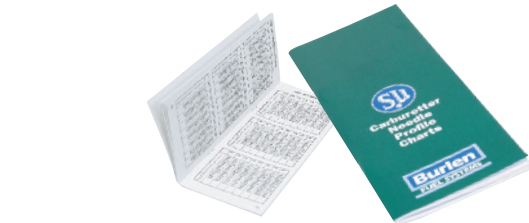
- Carburettor bell crank (1 required) . . . . .148960 . . . . £18.80
- Throttle rod short (1 required) . . . . .148496 . . . . £15.30
- Throttle rod long (1 required) . . . . .145077 . . . . £18.35
- Throttle support bracket (1 required) . . . . .218410 . . . . £22.40
- Throttle rod ball joint (2 required) . . . . .TT9941 . . . . £6.40
- Throttle/choke lever RH . . . . .AUE586 . . . . £2.35
- Throttle/choke lever LH . . . . .AUE587 . . . . £2.15
- Throttle/choke connecting spindle 12" (1 reqd.) .TT9911 . . . . £2.45

Grose jets



GAC9201X

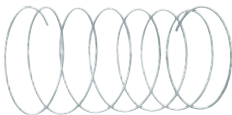
- Grose jets use a more modern ball valve so they won't stick open.
- Grose jets for SU H/HS carburettors . . . . . GAC9201X . . . £8.95
- Grose jets for Stromberg 150/175 carburettors . . GAC9200X . . . £9.95



SU carburettor needle chart

This needle chart gives a full range of needles and their dimensions to help guide you in your choice of needles.

- SU carburettor needle chart . . . . .ALT9501 . . . . £11.90



AUD4398

Damper springs

When fitting free flowing filters the carburettor damper springs should be changed for the heavier 8oz yellow springs.

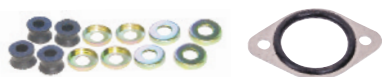
- 8oz yellow damper spring small (1" diameter) . . .AUC1167 . . . . £6.80
- 8oz yellow damper spring large (2" diameter) . . .AUD4398 . . . . £2.95



Dashpot covers for SU carburettors

- Dashpot covers are an ideal way to enhance and brighten the engine bay.
- Alloy dashpot cover for HS2 . . . . .SFR22 . . . . £10.75
- Alloy dashpot cover for HS4/HS6 . . . . .SFR23 . . . . £10.96
- Anodised blue dashpot cover for HS4/HS6 . . . .SFR23B . . . . £12.20
- Anodised red dashpot cover for HS4/HS6 . . . .SFR23R . . . . £12.20
- Chrome dashpot cover for HS4/HS6 . . . . .SFR150 . . . . £10.20
- Chrome dashpot cover short type for HS/HIF 4/6 . .SFR175 . . . . £8.30

## Weber mountings



These competition mounting rubbers and sealing plates with integral rubber o-rings help to dampen vibration giving more consistent idling and fuel supply.

Seal plate for 40-45DCOE (each) .....TT2937A .....£6.20  
Carburettor mounting bush kit (for one carb.) ...TT2939 .....£15.60



WZX1323

## Plain throttle discs for SU carburettors

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

Plain throttle disc for HS2.....WZX1320 ....£15.40  
Plain throttle disc for HS4.....WZX1323 ....£10.25  
Plain throttle disc for HS6.....WZX1321 ....£8.95



386-385

## Oversized shafts for SU carburettors

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

Oversize throttle shafts for HS4 .....WZX1177RP .£15.46  
Oversize throttle shafts for H6 .....AUC4284RP .£15.46  
Oversize throttle shafts for HS6 .....WZX1178RP .£15.46  
Carburettor reamer .....386-385 ....£161.95



## Anti-run on valve

This valve opens when you turn off the ignition dumping air into the inlet manifold preventing the engine running-on.

Anti-run on valve .....STN127Z. ....£Call



TT1150

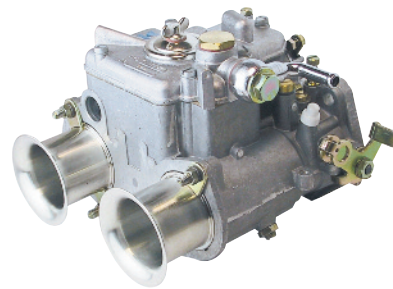
## Weber inlet manifolds

Designed for TR3-4A models these manifolds can also be fitted to earlier Triumphs if the high port head is used. This TriumphTune cast aluminium inlet manifold (pair) uses a long tract design for maximum all round power. Supplied with seal plates, studs, thackery washers and nyloc nuts.

TR3-4A TriumphTune inlet manifold (pair) ....TT1150 ....£113.95

TWM manifold kit, uses standard throttle linkage. Comes with bushed pivot shaft, rod end joints and all parts needed for easy installation.

TR3-4A TWM manifold kit .....TWM2041 ..£324.95



## Weber carburettor conversions



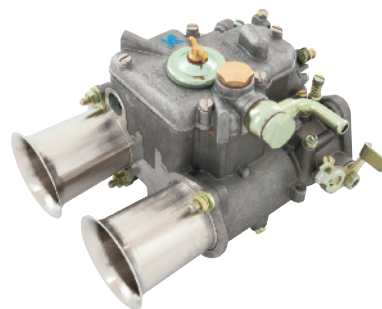
**Thinking of upgrading to Webers?**

Increasing the size and number of carburettors can unleash a lot more power if the right combination is chosen. For maximum power and performance Weber side-draught carburettors are the best option. The improvement in mid to top end breathing is considerable. The jetting may need some adjustment, depending on the engine specification, this is best achieved on a rolling road.

### Weber conversion kits

Our Weber conversion kits include: Inlet manifold, carburettors with suitable jets, throttle linkage and fittings. Alternative settings can be provided, please enquire when ordering.

TR3-4A twin 45DCOE carburettor kit .....TTK1159 ...£995.95  
(Fitted with fast road settings and TriumphTune inlet manifold, suitable for high port heads only).



## Weber carburettors

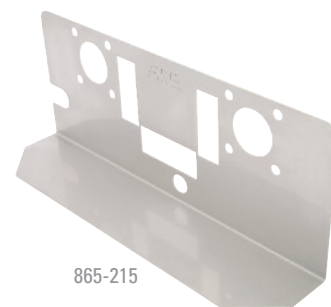


These are some of the Weber carburettors that we have available. We can supply different jet set ups according to your needs, please discuss this with us when placing your order.

TR2-4A 45DCOE for fast road .....TT2935361 .£406.96  
TR2-4A 45DCOE for sprint .....TT2935381 .£424.96



865-205



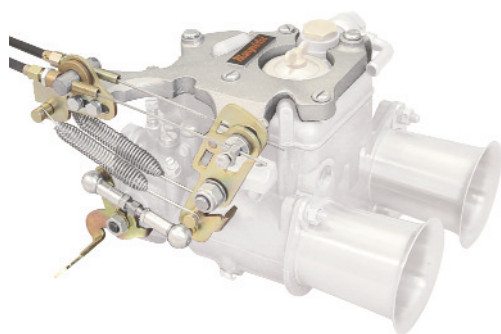
865-215

## Heat shields

Highly recommended for better performance where high temperatures are an operating issue. Heat shields may prevent fuel percolation, leading to hard starts or stalling. These stainless steel heat shields have a high heat deflection rate and enhance the appearance of your engine bay.

Heat shield SU H6 Carbs TR2-3A .....865-205 .....£44.95  
Heat shield SU HS6 Carbs TR4A .....865-215 .....£44.95  
Gasket (carb to manifold) .....112867 .....£0.46





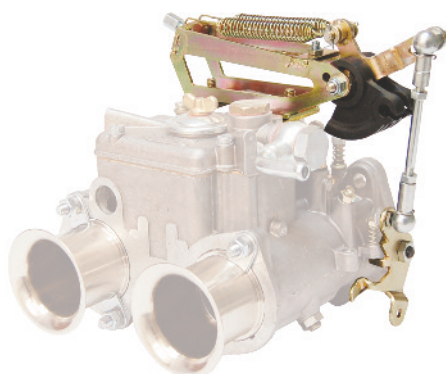
## Weber DCOE throttle linkages - Mangoletsi

Mangoletsi is a long established name in the performance tuning industry, and a leading manufacturer of competition inlet manifolds & throttle linkages. We now offer Mangoletsi's new range of DCOE 'sliding set-up' throttle linkages.

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

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

Throttle linkage DCOE - twin cable .....LP42451 .....£93.95  
Throttle linkage DCOE - single cable .....LP42411 .....£81.95



## Weber DCOE throttle linkages - Webcon

Webcon linkages have been designed to offer a variety of fitting layouts to give flexibility of installation.

The lightweight construction is manufactured from steel and zinc-plated to match existing components on the carburettor, giving an OEM look.

Available in top or bottom mount for single or twin cables. Cables can be routed from either side and the linkage offers adjustment for cable movement from 22-40mm. The outer cable is retained in the adjuster whilst the inner cable fits to a quadrant cam, featuring sintered bronze bearings, giving a smooth linear action. High quality 8mm ball joints, with an opposed threaded rod, are used on the linkage for ease of adjustment and set up.

Single cable kits use the existing throttle cable whilst the twin cable kits include a pair of nylon lined cables and an adaptor block to convert the throttle pedal.

T/linkage DCOE - top mount/single cable .....LP4100 .....£96.95  
T/linkage DCOE - top mount/twin cable .....LP4101 .....£102.95  
T/linkage DCOE - bottom mount/single cable .....LP4102 .....£96.95  
T/linkage DCOE - bottom mount/twin cable .....LP4103 .....£102.95



## Replacing the TR throttle linkage

TR2-4A models all use rod linkages between the pedal and the carburettors. The DCOE linkage kits above all require a cable to operate the linkage. To allow fitting of the cable we offer an aluminium clamping block that should be fitted on the 'zig-zag' part of the throttle pedal, as it bends around the clutch & brake pedals. A hole is also required to fit the outer cable to the top of the footwell.

Adaptor throttle pedal (RHD models only) ....TT9918 .....£36.95



Piper style



K&N style



Period style

## Ram pipes for SU carburettors

Ram pipes fitted inside the air filter help to smooth the air flow into the carburettor. If using with an air filter, a minimum clearance of 1 1/2" between the ram pipe and the filter case is recommended to ensure maximum air flow.

### Ram pipes for SU carburettors

K&N ram pipe for HS4 .....KN85-5039 ..£16.96

Piper 30mm ram pipe for HS2 .....SFR230 .....£24.46

Piper 30mm ram pipe for HS4 .....SFR430 .....£24.46

Piper 30mm ram pipe for HIF4 .....SFR4430 .....£24.46

Piper 50mm ram pipe for HS6 .....SFR650 .....£24.46

Period short ram pipe for HS2 .....SFR1 .....£14.20

Period short ram pipe for HS4 .....SFR2 .....£14.20

Period short ram pipe for HS6 .....SFR3 .....£14.20

Period long ram pipe for HS2 .....SFR4 .....£14.20

Period long ram pipe for HS4 .....SFR8 .....£14.20

Period long ram pipe for HS6 .....SFR9 .....£14.20



KNSS3945



KNSS2640



KNSS1645

### Ram pipes for Weber carburettors

These ram pipes are genuine Weber replacement products.

Ram pipe 40 DCOE 16mm .....KNSS1640 ..£28.55

Ram pipe 40 DCOE 26mm .....KNSS2640 ..£28.55

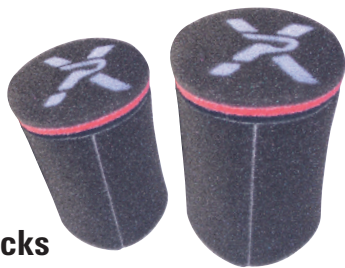
Ram pipe 40 DCOE 39mm .....KNSS3940 ..£34.96

Ram pipe 45 DCOE 16mm .....KNSS1645 ..£28.55

Ram pipe 45 DCOE 26mm .....KNSS2645 ..£28.55

Ram pipe 45 DCOE 39mm .....KNSS3945 ..£28.55

Ram pipe 45 DCOE 60mm .....KNSS6045 ..£31.80



## Piper air socks

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

Piper air socks (pair) .....PXC1050 .. £24.95



## Stelling & Hellings air filters

Stelling & Hellings air filters were a popular aftermarket air filter used on many American hot rods & sports cars. Their filters were supplied as original equipment on the 427 Cobra. These exact reproductions are chrome plated with a mesh filter. A smart accessory for your TR.

Stelling & Hellings air filter - SU 1 1/4" carbs (each) .223-100 .... £36.95

Stelling & Hellings air filter - SU 1 1/2" carbs (each) .223-200 .... £36.95

Stelling & Hellings air filter - SU 1 3/4" carbs (each) .621-500 .... £36.95



## SU logo air filter

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

SU logo air filters (each) .....GAC1078X .. £51.95



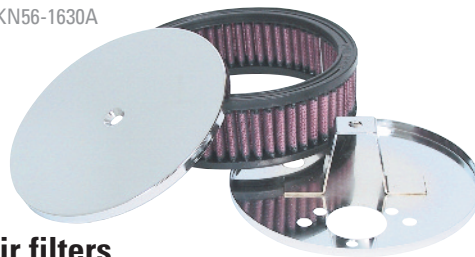
## K&N Performance Gold® oil filter

This K&N oil filter features a number of improvements over standard oil filters, like higher flow rates, improved filtration, anti-drain valve and a nut for ease of removal. Originally developed by K&N for race applications these high quality filters are becoming a favourite among consumers who want only the best products for their cars.

- Thicker canister wall
- Higher flow rates
- Improved filtration
- Nut for ease of removal
- Anti-drain valve

K&N Performance Gold® oil filter ..... 235-830 .... £10.96  
(For use with spin-on conversion only).

KN56-1630A



## K&N air filters

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

### K&N sports air filters for SU and Stromberg carburettors

HS2 centre mounting 1 3/4" deep .....KN56-9121 .. £79.96

HS2 offset mounting 1 3/4" deep .....KN56-1630A .. £87.95

HS4 centre mounting 1 3/4" deep .....KN56-1390A .. £60.95

HS4 centre mounting 3 1/4" deep .....KN56-9095 .. £74.95

HS4 offset mounting 1 3/4" deep .....KN56-9128 .. £79.96

KN56-9132



HS6 centre mounting 1 3/4" deep .....KN56-1400A .. £62.95  
(Also TR4A with 175 Strombergs).

HS6 centre mounting 3 1/4" deep .....KN56-9098 .. £79.96  
(Also TR4A with 175 Strombergs).

HS6 offset mounting 1 3/4" deep .....KN56-9132 .. £79.96  
(Also TR4A with 175 Strombergs).

150CD/S centre mounting 3 1/4" deep .....KN56-1610A .. £82.96

KN56-9104



### K&N sports air filters for Weber carburettors

DCOE fitting 45mm-1.3/4" deep .....KN56-9106 .. £84.95

DCOE fitting 63mm-2.1/2" deep .....KN56-9104 .. £87.95

DCOE fitting 83mm-3.1/4" deep .....KN56-9265 .. £84.95



### K&N crankcase breather filter

Breather filter 2" diameter 1/2" inlet ..... KN62-1330 .. £24.35

## K&N service products

The filter elements need cleaning when they clog up to give their best. Use K&N cleaning fluid then re-oil the filter to maintain optimum filtration levels.

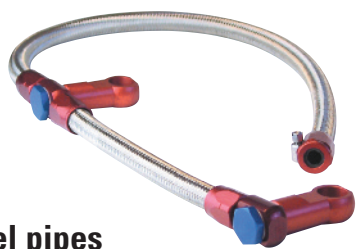
K&N cleaning and oil kit .....001-130 .... £15.50  
(250ml oil and 400ml cleaner).

K&N cleaning fluid 1 litre .....KN99-0621 .. £10.36

K&N filter oil aerosol 400ml .....KN99-0516 .. £7.50

K&N filter oil 250ml .....KN99-0533 .. £4.94

K&N filter oil sachet 57ml .....KN99-11312 .. £5.20



## Braided fuel pipes

Ready assembled stainless steel Aeroquip fuel pipe assemblies for safer fuel delivery and improved appearance. Supplied with lengths pre-set for easy installation, come with 18" inlet pipe for Weber carburettors.

TR2-4A braided stainless steel fuel pipe kit . . . . .TT1155 . . . .£194.95

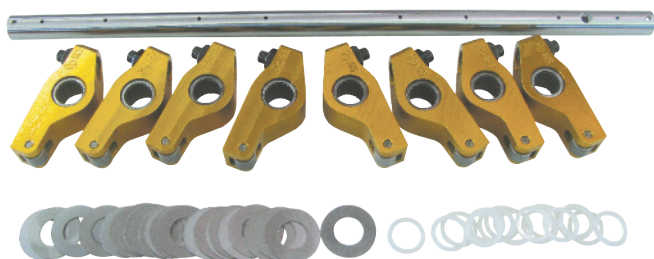


312359X

## Aluminium fuel tanks

Even if it's not obvious, bits of rust inside a steel fuel tank will cause all sorts of problems when sucked into your fuel system. Replace that rusty old steel fuel tank with a quality lightweight aluminium fuel tank.

TR2-3A (to TS60000) aluminium tank . . . . .302125AL . .£298.96  
 TR3A (TS60000 on) aluminium tank . . . . .303999AL . .£367.96  
 TR4-4A aluminium tank . . . . .312359X . .£329.95



TT1145

## Roller rocker kits

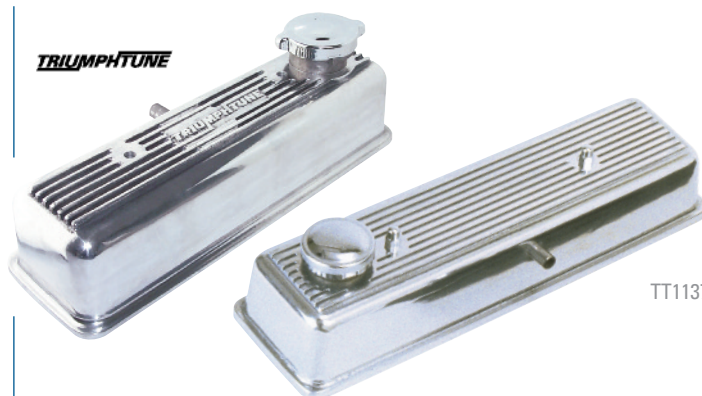
Roller rocker conversions offer the benefits of low friction operation coupled with good rigidity and more accurate valve operation, which combine to release several more bhp.

The standard rocker ratio is 1.55:1. Increasing this to 1.65:1 will give increased valve lift, which combined with a couple of other modifications, such as a decent exhaust and maybe a gas flowed head will give a very noticeable power increase, without the need to install a longer duration camshaft or increase the compression ratio.

If a more radical camshaft is installed or planned, it is necessary to stay close to the original ratio, to avoid excessive valve lift which will inevitably accelerate valve and guide wear.

**Note:** This kit includes rocker shaft and roller rockers only, use 112545X alloy pedestal set or existing pedestals.

Roller rocker kit 1.55:1 ratio . . . . .TT1145 . .£524.95  
 Roller rocker kit 1.65:1 ratio . . . . .TT1146 . .£524.95  
 Rocker pedestal set . . . . .112545X . .£156.95



TT1137

## Alloy rocker covers

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

TR2-4A polished non-vented . . . . .TT1037 . .£108.95  
 TR2-4A polished vented . . . . .TT1137 . .£98.95  
 TR2-4A polished vented with TriumphTune logo .TT1127 . .£95.95  
 TR2-4A black non-vented with TriumphTune logo .TT1020 . .£76.96

### Rocker cover fittings

You should always replace the gasket when replacing your rocker cover. Replacement chrome nuts and filler caps are also available.

TR2-4A rocker cover gasket . . . . .GEG437 . .£4.96  
 Chrome oil filler cap . . . . .TT9920 . .£13.66



TT1136

## Improved head gaskets

If running high compression engines these head gaskets will help improve reliability.

Head gasket - copper 86mm x 0.32" thick . . . . .TT1136 . .£105.95  
 (Can be modified with care to suit larger cylinder bores).  
 Head gasket - steel shim 89mm x 0.020" thick . .202775 . .£110.95  
 (Suitable for bore sizes from 83mm to 92mm, on smaller engine sizes the gasket may need reshaping around the inlet valve. See Triumph competition preparation manual on page A42).



## Rocker shafts and accessories

All cars will benefit from a tufridged rocker shaft, particularly tuned cars using higher revs. They are stronger, so will resist wear and breakage.

**Note:** The tufridged rocker shaft must be thoroughly cleaned of the salts used during the hardening process, as with all rocker shafts check the end plugs are in place before fitting.

The friction and side loads on the rockers can be reduced and the location improved by using a spacer set instead of the rocker shaft springs.

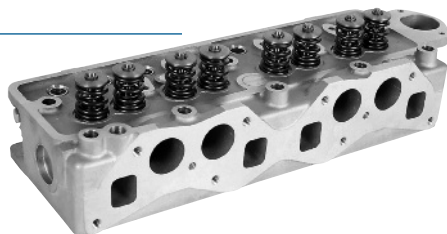
Pedestal shims are to be used with a skimmed or high compression cylinder head, enabling the correct rocker angles to be maintained. Nominal thickness 0.032" each.

### TR2-4A models

Aluminium pedestal set (supported) . . . . .112545X . .£156.95  
 Tufridged rocker shaft . . . . .TT1017 . .£53.95  
 Rocker spacer set . . . . .TT1018 . .£18.35  
 Rocker pedestal shim . . . . .TT1910 . .£1.94  
 Up rated rocker pedestal nut . . . . .51K1193B . .£1.66



514748A



## TR2-4A aluminium and iron cylinder heads

These brand new cylinder heads are designed to resemble the late TR4/4A units with the appearance being kept as near to the original as possible. Visibly, only the webs between the spark plug holes have been extended to remove the potential weak spot. Internally, several areas have been thickened to permit safer modifications. If higher compression ratios are required, up to 0.150" may be safely removed from the head face without weakening the structure. All fully machined cylinder heads are supplied with lead-free compatible valves & valve seats as appropriate all core plugs and push rod tubes are fitted. There are several specifications of standard heads to choose from (see below). **Note: We recommend that you use all new hardware, and use uprated components for uprated engines.**

### Plain cylinder heads

This is the plain specification for a bare cylinder head to allow maximum flexibility if serious modification are planned. The head is supplied with the basic machining work done, but without valve guides or valve seats. Push rod tubes are installed. Hardened steel valve spring seating washers are also supplied with alloy cylinder heads.

Cylinder head plain iron .....	511695X ..	£1149.95
Cylinder head plain alloy .....	511695AX	£1172.95

### Standard bare cylinder heads

This specification is for a machined cylinder head to suit standard size valves. Valve guides are fitted and reamed to take standard 5/16" stem valves, with valve seats cut ready to receive standard size valves, exhaust valve seats are lead-free compatible. This specification cannot be re-machined for larger valves. Push rod tubes are also installed. Hardened steel valve spring seating washers are also supplied with alloy cylinder heads. This specification requires final assembly. Valves, springs, spring caps, rocker gear and all other components are sold separately. Please see Restoration section for full details.

Cylinder head standard bare iron .....	511695	£1499.95
Cylinder head standard bare alloy .....	511695A	£1364.95

### Standard loaded cylinder heads

This specification is for a fully machined and assembled, ready to fit, cylinder head with standard size, lead free compatible valves. This specification does not include rocker gear or other associated parts, existing items can be re-used or replaced as necessary.

Cylinder head standard assembled iron .....	514748	£1609.96
Cylinder head standard assembled alloy .....	514748A	£1489.96

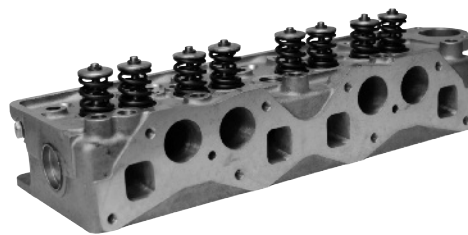
## Uprated valves, guides, springs and caps

Our slim gas flowed TriumphTune valves, manufactured from EN21/4N stainless steel, are essential to maximize the flow of gases through the head. These valves should be fitted with our bronze alloy valve guides for improved reliability and less friction, especially when running with unleaded petrol.

Our uprated valve springs are specially designed to our own requirements so they are suitable for all our performance cam profiles when used with standard rocker ratio. The standard bottom valve spring spacer should be discarded. All TriumphTune valves and guides for TR2-4A use a 5/16" valve stem as on late TR4-4A.

Exhaust valve standard size 1.30" (each) .....	TT1115	£33.95
Exhaust valve large size 1.42" (each) .....	TT1135	£30.95
Inlet valve large size 1.60" (each) .....	TT1134	£21.95

Moss favourite



TT1113NA

### Modified cylinder heads

Our range of modified cylinder heads are available to suit performance applications. We can either carry out the modifications to the customers own unit (COU) or we can supply one of our new cylinder head casting modified to the various specifications. All heads are supplied with stainless steel exhaust valves, bronze-alloy valve guides and lead-free compatible valve seats. These cylinder head specifications are based on a 9.5:1 compression ratio on an 87mm engine. Please advise us of the engine capacity and any planned changes when ordering.

### Stage II cylinder heads - uprated road

Modifications include gas flowed ports and reshaped combustion chambers for improved flow. New standard diameter inlet valves are reshaped and standard exhaust valves are fitted with new guides and 10% uprated valve springs. These valve springs are a mild upgrade to prevent valve bounce or float. It is not designed primarily to increase valve & cam loading. All our new cams & followers cope easily with this. Supplied with lead-free compatible valves & seats.

Cylinder head stage II (COU) .....	TT1112	£999.95
Cylinder head stage II new iron .....	TT1112N	£1845.00
Cylinder head stage II new alloy .....	TT1112NA	£1859.00

### Stage III cylinder heads - fast road/competition

Further modifications to the ports and combustion chambers to improve gas flow. Fitted with large (1.65" dia) stainless steel inlet valves and standard (1.30" dia) exhaust valves, bronze valve guides, uprated valve springs and alloy valve caps. Supplied with lead-free compatible valves & seats.

Cylinder head stage III (COU) .....	TT1113BUL	£879.95
Cylinder head stage III new iron .....	TT1113N	£1929.28
Cylinder head stage III new alloy .....	TT1113NA	£1925.00

### Stage IV cylinder heads - competition

Fully gas flowed and ported to competition specification. Fitted with large (1.65" dia) stainless steel inlet valves and large (1.42" dia) exhaust valves, bronze valve guides, uprated valve springs and alloy valve caps. This specification is only available on new castings and is not suitable for road cars. This specification is suitable for up to 89mm pistons & liners to fit in a standard block. Supplied with lead-free compatible valves & seats.

Cylinder head stage IV new iron .....	TT1124N	£1845.95
Cylinder head stage IV new alloy .....	TT1124NA	£1895.00



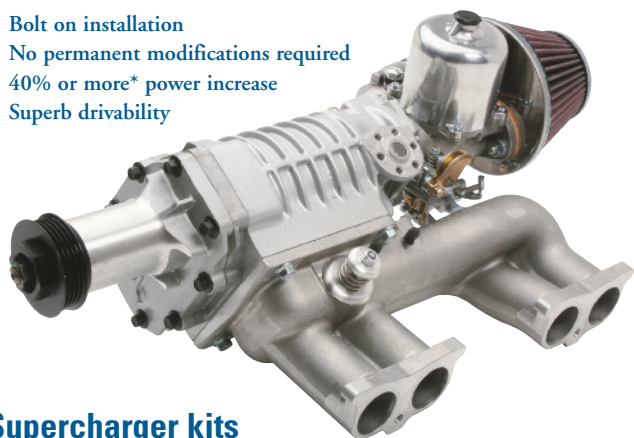
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TR2-TR4 (to CT21470) bronze valve guide set ..	TT1019	£60.79
TR4 (CT21471 on) - TR4A bronze valve guide set	TT1419	£63.85
TR2-TR4 (to CT21470) valve spring set .....	TT1007	£29.54
(Aux spring only required when 3/8" stem exhaust valves are used. Lower spacer not to be used with this spring set).		
TR4 (CT21471 on) - TR4A valve spring set ...	TT1107	£31.96

Alloy valve cap (each) .....	TT1116	£4.60
Washer - valve spring lower (each) .....	TT11161	£2.40
(Use on alloy cylinder heads to prevent valve spring damage to the casting).		

**Moss favourite**

- Bolt on installation
- No permanent modifications required
- 40% or more\* power increase
- Superb drivability

**Supercharger kits**

Using the same Eaton supercharger technology available on modern cars, Moss Europe's TR2-4A supercharger kit offers power increases of 40% or more\*. Supercharging gives your TR more low end torque, which makes overtaking easier and reduces the need to change down a gear when you want to go. Installed on a fresh stock engine, the supercharger kit increases power without unduly stressing the engine, and offers superb drivability. The vacuum operated bypass assembly ensures minimal impact on fuel mileage when cruising, but offers instant boost when the need arises. The Moss supercharger kit requires no permanent modifications to your classic. The kit includes everything necessary for the installation, including a new SU HD8 carburettor, water pump, serpentine belt pulleys, and alternator conversion kit. The alternator conversion is required owing to space considerations under the hood.

\*Power increases are dependent on engine condition and additional modifications. Fits all engines with 86mm pistons or larger and also high port head. These systems are designed to supplement an engine in good condition, not make up for lost power in a tired one. If your car has an old, tired engine you will need to overhaul it first.

Supercharger kit LHD TR2-3A .....150-128 ...**£3329.95**  
 Supercharger kit LHD TR4-4A .....150-138 ...**£3329.95**

**Timing gears**

A vernier cam gear allows the camshaft to be installed at exactly the right figure, maximising the benefit from the cam.

TR2-4A vernier cam gear .....TT1125 ....**£137.95**  
 TR2-4A heavy duty timing chain .....057151UR ...**£28.96**

**Piston and liner set**

Our 89mm piston and liner kit features 'omega' style cast pistons to give a capacity of 2290cc. Supplied as an engine set of liners, with pistons and rings.

Piston and liner set 89mm .....AE18510X ...**£453.95**

**Camshafts**

All the cams listed are ground from new blanks, eliminating problems resulting from regrinding worn old camshafts. If you increase the engine capacity of your car it will lower the effective rev range of your camshaft. Care must be taken when choosing your camshaft and other components to ensure you get the best out of them. For the more extreme camshafts you will need a flowed head with bigger valves and the fuelling will have to be modified to suit, either with Weber carburettors or appropriately modified fuel injection. If you want to minimise other modifications use a mild camshaft.

**Important note:** New cams will only be warranted if assembly lube is used and fitted with new followers.

TR3-4 road camshaft .....TT1104N ...**£231.95**  
 TR4 fast road camshaft .....TT1004N ...**£221.95**  
 TR3-4 race 97 camshaft .....TT1006N ....**£Call**  
 TR4 sprint 88 camshaft .....TT11051N ...**£219.95**  
 TR4 sprint camshaft .....TT1105N ...**£222.95**

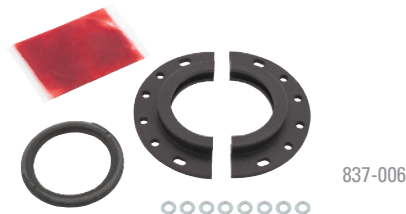
**Important note:** New cams will only be warranted if assembly lube is used and fitted with new followers.

TR3-4 road camshaft .....TT1104N ...**£231.95**  
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 TR3-4 race 97 camshaft .....TT1006N ....**£Call**  
 TR4 sprint 88 camshaft .....TT11051N ...**£219.95**  
 TR4 sprint camshaft .....TT1105N ...**£222.95**

**Cam followers and push rods**

Our lightened and surface hardened cam followers allow for high revs while reducing loads on the camshaft. Our lightweight tubular pushrods are stronger than the originals and are made to suit a high compression cylinder head. Supplied individually.

TR2-4A lightweight cam follower .....TT1009. ....**£12.60**  
 TR2-4A standard length push rod 10.15" .....TT1131. ....**£8.95**  
 TR2-4A high compression push rod 10.10" .....TT1133. ....**£8.63**

**Crankshaft oil seal conversion kit**

Our crankshaft oil seal conversion is recommended for all engines to cure the problem of oil leaking from the original scroll type crankshaft seal. The conversion uses a 2 piece alloy housing to retain a modern 'lip' type oil seal. It requires the scroll to be machined off the crankshaft and minor modifications to the rear main bearing cap. An alternative hard wearing Viton seal is also available.

Oil seal conversion kit with standard seal .....837-006 .....**£99.95**  
 Oil seal Viton replacement .....TT1032SX ...**£32.95**  
 Oil seal standard replacement .....TT1032S .....**£9.14**