

# The Roadster Factory



**TRIUMPH SPITFIRE 1500**

**SPARE PARTS CATALOGUE**

This introduction is a rewrite of the one for the previous edition of TRF's Triumph Spitfire 1500 Spare Parts Catalogue. My feelings for these great little cars have not changed, but I hope my writing is better...

The name Spitfire which Triumph applied to the feisty little sports car introduced in 1963 was an obvious reference to the Supermarine Spitfire Fighter Plane, an aircraft whose memory stirs the emotions of anyone who knows and loves England and its history. In the early years of "the second war," Spitfires and Hurricanes, the two best British fighter planes of the period, literally saved England from invasion while minimizing the ravages of Hitler's Luftwaffe, his air force, which bombed England night after night for months on end. Many planes were shot down, and many young men died in dogfights that could be watched from the ground. But the pilots who lived fought on, and the workers in cities like

Coventry put out fires and repaired bomb damage when they came to work each morning, and they kept the planes flying off the assembly lines and into the world's greatest air battle. It was to the pilots that Winston Churchill referred when he spoke his famous lines, "Never have so many owed so much to so few," but just as well, he might have been referring to the factory workers.

When I was young, I always had a romantic picture of pre-war sports cars parked outside R.A.F. airfields in rural English settings. The pilots would return from a day of fighting in the skies, and still wearing their leather jackets and silk scarves torn from used parachutes, they would drive to picturesque pubs where they would drink pints of warm English ale and make love to girls who bore strong resemblances to Hollywood actresses. Admittedly, this image of life in The Royal Air Force, conjured up by my youthful imagination with help from late-night movies bears little resemblance to the actual horrors of war, but I still associate open sports cars with brave men, beautiful women, and a glorious way of life. And yes, I worry about the effect it will have on our country if our young men grow up without the equivalents of Triumphs, MG's, Healeys, Jags, Spitfires, Sprites, Midgets, and Alpines.

Even now that I am middle aged, I still look back on The Battle of Britain as one of the most glorious events in modern history—although the idea of losing a child in a conflict between nations is a fearsome thought to me

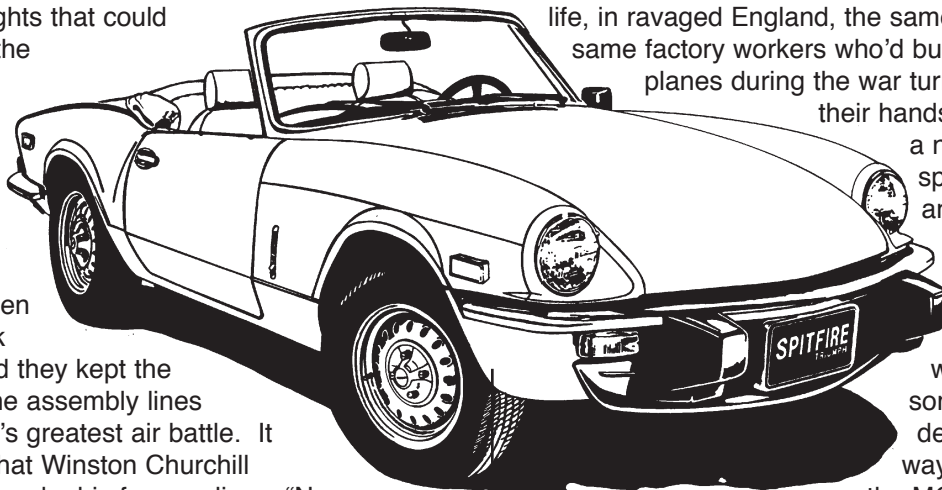
now that I am a father. Actually, since I have spent a good part of my adult life in the manufacturing and distribution of spare parts for cars made in the same city and in the same spirit as the Spitfire fighter planes, I identify more now with the engineers and the factory workers who designed and built the planes than with the pilots who flew them. These men designed and built the character into the planes, without which the adventure could not have been had, without which the battle could not have been won, without which the glory could never have existed.

This writer was not born until after the war, when my father and mother had returned to Western Pennsylvania, and I was a young child in the 1950's and a teenager in the 1960's. After the war and in the early years of my life, in ravaged England, the same engineers and the same factory workers who'd built Spitfire fighter planes during the war turned their minds and their hands to the production of

a new generation of sports cars, small, light, and agile, with much of the same character that they had built into the fighter aircraft during the war. MG started with some of its pre-war designs and worked its way toward the MGA and the MGB models. Jaguar

developed its XK engine for the XK120, the XK140, and the XK150 models and won LeMans five times in the 1950's with its marvelous C-types and D-types. Triumph cars spanned the gap between inexpensive and high-performance with the beginning of the TR series of sports cars which continued in development right into the 1980's.

I watched the development of the most glorious cars in history, quite uninformed but not without considerable interest, from a remote vantage point in rural Western Pennsylvania and from within a family which held a strong conviction that one did not consider owning something as frivolous as a sports car until one was "on one's own." It did not occur to me then, but it has occurred to me now that it is surprising that it took until the early 1960's for a car model to be named after the Spitfire fighter plane. Perhaps, it would have been considered in poor taste to use the name for a commercial purpose until some time had passed. The first use came in 1963 as the name of a diminutive Triumph sports model, and it was clear from the beginning that the car had been designed and built with the character of its namesake. The Triumph Spitfire



became one of the most popular sports cars ever produced with over 300,000 sold world-wide. It competed in and won many of the great international races and rallyes, including The Sebring and LeMans races, The Alpine Rallye, The Tour de France, and The Geneva Rallye. Triumph Spitfires also won a couple of SCCA National Championships here in the U.S.

I did not own my first sports car, a Triumph TR3, until I was twenty-two years old in 1969. It was very late, but I lived a whole new adolescence over the next few years, getting Triumphs so deeply into my blood, my consciousness, and my soul that it is a good thing that I am able to make my living out of them, since I probably wouldn't be fit for anything else! The U.S. laws that helped to destroy the British sports car were already in effect in 1968, a year before I owned my first car, and by 1976, these laws had killed the Triumph TR6. The Spitfire 1500 model became the last of the traditional Triumph sports cars, and soon it too was weighted down with huge rubber bumpers, and its engine was choked by more and more pollution devices at a time when no auto maker had discovered a way to have both clean air and good engine performance. By 1981, the last MGB and the last Triumph Spitfire had sputtered off the assembly lines with horsepower ratings that would have insulted the public ten years before, and the British sports car seemed to have become extinct.

In the late 1950's and early 1960's, one could buy a new Triumph TR3 or an MGA, drive it for a few years, and trade it for a new MGB or Triumph TR4. No one thought much about saving the old cars, and many of them were used up or very nearly used up, passing from hand to hand, falling into disrepair. Some ended up being wrecked, parted out, or crushed for scrap metal; some ended up being parked in fields to rot away; some were stored in old buildings under tarps, where they waited for a better time, and some are still waiting there for a lucky finder. By the late 1970's, however, that time had begun to arrive, and many of us began to realize that, if we wanted new British sports cars with the type of performance that we were used to, we would have to build them ourselves. Unfortunately, most of the old cars were pretty well shot, and parts, available only through the new car dealers whose main interest was in selling new cars, were in very short supply. Nevertheless, a large number of enthusiasts persisted, and gradually, the cars came back to life. Clubs were formed to preserve the various marques, and companies like The Roadster Factory were founded to provide comprehensive spare parts services. Although

there were no new models which fit the traditional definition of the term "sports car," it began to become clear that the British sports car was not, in fact, extinct as long as drivers continue to want something more than mere transportation out of an automobile and as long as they are willing to enjoy the idiosyncrasies of the breed.

We at The Roadster Factory have always been fond of the Spitfires, and their race-and-rallye-bred character has already made classics of the earlier models. Spitfire 1500 models are worthy of maintaining and developing of their performance potential. Some Spitfire 1500 owners may wish to maintain or restore their cars to showroom condition. Others may wish to develop their cars in other ways, and it is in these areas that the Spitfire 1500 model may provide the greatest satisfaction. All Spitfires make great cars for amateur racing at various levels, and road cars may be modified in many ways to restore performance to a degree that will provide exhilarating motoring. All of us at The Roadster Factory look forward to serving the parts needs of Spitfire 1500 enthusiasts in the future, and we believe that in your Triumph Spitfire you can know some of the undiluted glory experienced by the original Spitfire pilots as they protected their homeland in one of the most magical fighter aircraft ever produced.

Charles A. Runyan  
Proprietor

## **TRIUMPH SPITFIRE 1500**

### 2011 Edition Notes:

This catalogue is the web edition of The Roadster Factory's Spare Parts Catalogue for the Spitfire 1500 model variations. The first print edition was published in 1983. This edition is formatted for an online catalogue and has been updated and revised by TRF Publications, and the cover illustration was done by Michelle Turner. TRF maintains the world's most comprehensive inventory of Spitfire 1500 components, and the catalogue has grown over the years to reflect this. We hope that you find it easy to use, and we look forward to the opportunity to help you with your parts needs.

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Fifth Edition, Web Catalogue



## USING THIS CATALOGUE

This catalogue includes listings for nearly every part, large or small, which was used to assemble a Triumph Spitfire 1500 sports car. All changes are represented from the beginning of production right up to the last car to come off the line in 1980.

The catalogue illustrates the parts of the car by pictorial representation. To find a listing for a part that you may require, simply find the picture of the part. The part number of each part is printed on or near the picture of that part. If only one of a particular part is required to make up the assembly that is being pictured on a given page, then no quantity is given. If more than one is required, then the quantity required is given immediately after the part number in parentheses, as UKC3394(5), where UKC3394 is the part number, and 5 is the quantity required. If you need to know what the part is called, when it is not so obvious as "Piston," "Fender," or "Bolt," you may find a description of the part as well as its current price, by looking up the part number in our general price list which should accompany this catalogue. The general price list also contains a discussion of our ordering procedures and the general policies of our business.

To help you locate the page which pictures the part that you require, both a classified Table of Contents and an alphabetical Index are included in this catalogue. The Table

of Contents is identified by the color-edged pages at the front of the book, and the Index is identified by the color-edged pages at the back of the book.

Because many changes were made in the Spitfire 1500 model during the long period of its production, particularly in the areas affected by U.S. safety and pollution standards, be careful to read all headings and notes on the page that you are consulting, so that you are sure that you are ordering the correct part for your given car.

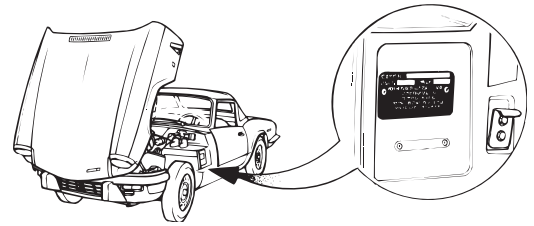
Users of the catalogue should familiarize themselves with the various abbreviations and symbols which are used throughout the catalogue to save space and simplify statements. For instance, arrows are used to designate left-hand or right-hand (Left-hand is always designated as the driver's left side as he or she sits in the driver's seat. This remains true even if the front fenders are illustrated from the front, and the left-hand fender is on the viewer's right, and the right-hand fender is on the viewer's left.)

We trust that not too much difficulty will be encountered in using the catalogue if the directions given above are followed, but as mentioned above, you may feel free to 'phone at any time with comments or questions.

# COMMISSION/SERIAL NUMBER GUIDE

## COMMISSION NUMBERS

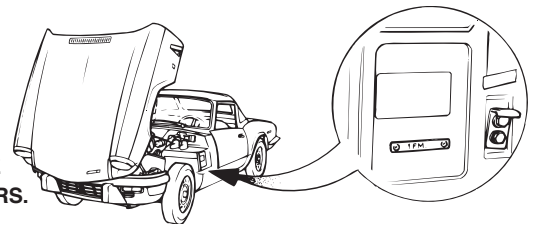
THE COMMISSION NUMBER OR VEHICLE IDENTIFICATION NUMBER IS RECORDED ON THE COMMISSION NUMBER PLATE, WHICH, ON THE SPITFIRE 1500, IS LOCATED ON THE BULKHEAD (FIREWALL) ON THE DRIVER'S SIDE UNDER THE BONNET. THE CHART BELOW SHOWS THE FIRST COMMISSION NUMBER USED AT THE START OF EACH MODEL YEAR. PLEASE NOTE THAT FROM OCTOBER 1979 (1980 MODEL YEAR), COMMISSION NUMBERS WERE REPLACED BY A VEHICLE NUMBERING SYSTEM AS SHOWN IN THE TABLE ON THE NEXT PAGE.



MODEL	1973	1974	1975	1976	1977	1977 <sup>1/2</sup>	1978	1979	*1980
USA FEDERAL	FM1U	FM10001U	FM28001U	FM40001U	FM60006U		FM70001U	FM95001U	*FM11000U
USA CALIF.	FM1U	FM10001U	FM28001UC	FM40001UC	FM60006UC	FM70001UC		FM95001	

## BODY NUMBERS

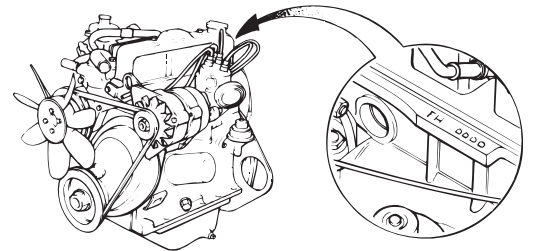
WE SELDOM HAVE OCCASION TO REFER TO BODY NUMBERS, BUT THEY ARE SOMETIMES USED TO NOTE CHANGE POINTS IN BODY AND TRIM ITEMS. THEY ARE FOUND ON A PLATE RIVETED TO THE BULKHEAD (FIREWALL) DIRECTLY BELOW THE COMMISSION NUMBER PLATE. FOR WHATEVER REASON, BODY NUMBERS WERE "TURNED AROUND." THE "FM" DESIGNATION WHICH WAS USED AS A PREFIX ON THE COMMISSION AND ENGINE NUMBERS WAS USED AS SUFFIXES ON THE BODY NUMBERS.



MODEL	1973	1974	1975	1976	1977	1977 <sup>1/2</sup>	1978	1979	1980
ALL USA	1FM	10000FM	28001FM	38001FM	FROM 1976		FROM 1977	FROM 1978	FROM 1979

## ENGINE NUMBERS

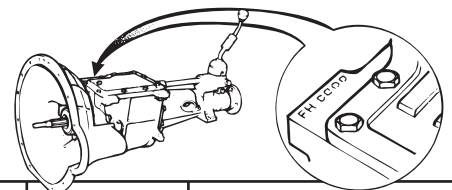
THESE NUMBERS ARE STAMPED ON A MACHINED FLANGE OR "TAG" THAT IS CAST AS AN INTEGRAL PART OF THE ENGINE BLOCK. THE NUMBER IS LOCATED AT THE LEFT-HAND SIDE AT THE REAR OF THE BLOCK JUST BELOW THE CYLINDER HEAD. IN MOST YEARS, TRIUMPH STARTED A NEW SERIES OF ENGINE NUMBERS WITH THE START OF THE MODEL YEAR, BUT AT TIMES THEY SIMPLY CONTINUED OVER FROM ONE YEAR INTO THE NEXT. WE HAVE NOT BEEN ABLE TO DISCOVER THE COMMENCING NUMBER FOR 1979 OR 1980, PERHAPS SOME SPITFIRE SCHOLAR OUT THERE WOULD LIKE TO SHARE THAT INFORMATION WITH THE REST OF US.



MODEL	1973	1974	1975	1976	1977	1977 <sup>1/2</sup>	1978	1979	1980
USA FEDERAL	FM1UE	FROM 1973	FM28001UE	FM40001EU	FM60006UE		FM109890UE	?	?
USA CALIF.	FM1UE	FROM 1973	FM28001UCE	FM40001UCE	FM60006UCE		FM109890UE	?	?

## GEARBOX NUMBERS

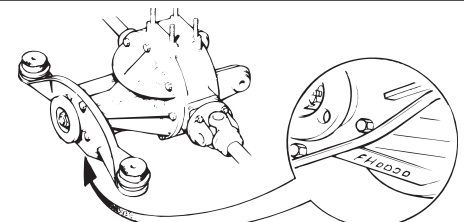
GEARBOX NUMBERS ARE STAMPED ON THE RIGHT-HAND SIDE OF THE CASING BEHIND THE BELL HOUSING. GEARBOX NUMBERS ARE PREFIXED BY THE LETTERS "FH" THROUGH 1974 AND BY THE LETTERS "FT" AFTER THAT POINT.



MODEL	1973	1974	1975	1976	1977	1977 <sup>1/2</sup>	1978	1979	1980
ALL USA	FH (FROM 1972)	FH (FROM 1973)	FT1	FT (FROM 1975)	FT (FROM 1976)		FT (FROM 1977)	FT (FROM 1978)	FT (FROM 1979)

## DIFFERENTIAL UNIT NUMBERS

DIFFERENTIAL UNIT SERIAL NUMBERS ARE LOCATED ON THE UNDERSIDE OF THE AXLE CASING DIRECTLY BEHIND THE POINT WHERE THE DRIVESHAFT ATTACHES TO THE DIFFERENTIAL. THE UNIT NUMBER IS READILY VISIBLE FROM UNDERNEATH THE CAR, ALTHOUGH YOU MAY HAVE TO WIPE OFF THE YEARS' ACCUMULATION OF GREASE AND DIRT.



MODEL	1973	1974	1975	1976	1977	1977 <sup>1/2</sup>	1978	1979	1980
ALL USA	FH 50001	FROM 1973	FROM 1974	FROM 1975	FROM 1976		FROM 1977	FROM 1978	FROM 1979

# V.I.N./PAINT & TRIM CODES

V

## VEHICLE IDENTIFICATION NUMBERING

FROM OCTOBER 1979, COMMISSION NUMBERS WERE REPLACED BY THE FOLLOWING SYSTEM COMMENCING AT VEHICLE IDENTIFICATION NUMBER (VN) 000.001 WITH AN EIGHT-DIGIT PREFIX.

V.I.N. PREFIX	CLASS	TRANSMISSION	STEERING
TFADW1AT	UNITED KINGDOM	MANUAL	RIGHT-HAND STEER
TFADW2AT	EUROPE	MANUAL	LEFT-HAND STEER
TFADW5AT	UNITED KINGDOM	MANUAL PLUS OVERDRIVE	RIGHT-HAND STEER
TFADW6AT	EUROPE	MANUAL PLUS OVERDRIVE	LEFT-HAND STEER
TFVDW2AT	NORTH AMERICA SPEC. 1980	MANUAL	LEFT-HAND STEER
TFVDW6AT	NORTH AMERICA SPEC. 1980	MANUAL PLUS OVERDRIVE	LEFT-HAND STEER
TFZDW2AT	CALIFORNIA, 1980	MANUAL	LEFT-HAND STEER
TFZDW6AT	CALIFORNIA, 1980	MANUAL PLUS OVERDRIVE	LEFT-HAND STEER
TFLDW2AT	CANADA, 1980	MANUAL	LEFT-HAND STEER
TFLDW6AT	CANADA, 1980	MANUAL PLUS OVERDRIVE	LEFT-HAND STEER

## EXTERIOR PAINT AND TRIM CODES

THE FOLLOWING CODING SYSTEM HAS BEEN DEvised TO COVER THE BASIC COLOURS AND THEIR VARYING SHADES. BASIC COLOURS: THERE ARE NINE BASIC COLOURS, AND THEIR NUMBERS ARE: 1. BLACK, 2. RED, 3. BROWN, 4. YELLOW, 5. GREEN, 6. BLUE, 7. PURPLE, 8. GREY, 9. WHITE. SHADES OF COLOUR: TO COVER SHADES OF THE ABOVE COLOURS A SECOND FIGURE COMMENCING AT "1" IS USED AS A PREFIX TO THE ABOVE NUMBERS. FROM OCTOBER 1979 BODY COLOUR PAINT CODES IN THE FORM OF A THREE-LETTER GROUP ARE USED (SEE SECOND CHART BELOW). THE RANGE OF CODES USED ON THE SPITFIRE 1500 IS AS FOLLOWS:

### PAINT CODES—FROM THE 1978 FACTORY PARTS BOOK

BASIC COLOUR	1ST SHADE	2ND SHADE	3RD SHADE	4TH SHADE	5TH SHADE
BLACK	11 BLACK				
RED	72 PIMENTO	82 CARMINE			
BROWN	83 MAPLE	93 RUSSET BROWN			
YELLOW	64 MIMOSA	74 BEIGE	84 TOPAZ	94 INCA YELLOW	
GREEN	75 B.R.G. (1975)	85 JAVA			
BLUE	126 FRENCH BLUE	136 DELFT	146 METEOR BLUE		
PURPLE					
GREY					
WHITE	19 WHITE				

### PAINT CODES—FROM THE FEBRUARY 1981 FACTORY PARTS BOOK

BASIC COLOUR	1ST SHADE	2ND SHADE	3RD SHADE	4TH SHADE	5TH SHADE
BLACK	11 BLACK	PAA BLACK	RAC BLACK/WHITE		
RED	72 PIMENTO	82 CARMINE	CAA CARMINE	CAD FLAMENCO	CAE VERMILLION
BROWN	83 MAPLE	93 RUSSET BROWN	AAE RUSSET		
YELLOW	64 MIMOSA	74 BEIGE	84 TOPAZ	94 INCA YELLOW	FAB INCA YELLOW
GREEN	75 B.R.G. (1975)	85 JAVA	HAB JAVA	HAE BROOKLANDS GR.	
BLUE	126 FRENCH BLUE	136 DELFT	146 TAHITI	JAE TAHITI	JAG PAGEANT
PURPLE					
GREY					
WHITE	19 WHITE	NAB WHITE	NAF LEYLAND WHITE	RAC WHITE/BLACK	

TRIM MATERIALS: PREFIX LETTERS ADDED TO THE COLOUR CODE INDICATE THE MAIN TRIM MATERIAL: LEATHERCLOTH—NO PREFIX LETTER, LEATHER—PREFIX LETTER "H", CLOTH—PREFIX LETTER "C".

RECORDING: THE PAINT AND TRIM COLOURS AND MATERIALS USED ARE RECORDED IN THE SPACES PROVIDED ON THE COMMISSION NUMBER PLATE OR VEHICLE IDENTIFICATION NUMBER PLATE.

MANUFACTURED BY  
TRIUMPH MOTORS  
BRITISH LEYLAND UK LTD  
COVENTRY, ENGLAND  
MANUFACTURER DATE \_\_\_\_\_

FRONT REAR  
GAWR 2360 GAWR 1160 1240  
THIS VEHICLE CONFORMS TO ALL  
APPLICABLE FEDERAL MOTOR VEHICLE  
SAFETY STANDARDS IN EFFECT ON  
THE DATE OF MANUFACTURE SHOWN ABOVE  
COMM. No. \_\_\_\_\_

TYPE **PASSANGER CAR**  
PAINT \_\_\_\_\_ TRIM \_\_\_\_\_

CNP96

# KEY BLANK REFERENCE CHART

VI

## CONVENTIONAL KEYS:

KEY SERIES	CODES	LOCK MANUFACTURER	KEY BLANK PART NO.
BC	301-360	LOWE & FLETCHER	CZK3438
FK	876-955	WILMOT BREEDEN	17H2475
FP	626-750	WILMOT BREEDEN	AKA463
FR	751-875	WILMOT BREEDEN	37H7189
FS	001-099, 876-956	WILMOT BREEDEN	17H2475
FT	101-255, 301-360	WILMOT BREEDEN	CZK3438
TS	300-369	STREBOR	37H4557
NP	0001-1000	NEIMAN	BAU1849

## STEERING LOCK TYPE KEYS:

KEY SERIES	CODES	LOCK MANUFACTURER	KEY BLANK PART NO.
B	001-1000	BRITAX	37H7194
B	001-1000	BRITAX	37H7195*
BL, RO, VV,VL	1001N-2000N	LOWE & FLETCHER	AAU8276
BP	001-1000	BRITAX	37H7194
BP	001-1000	BRITAX	37H7195*
D	1-64	BRITAX	RTC817B
FH (LONG TIP)	1-3948	WASO	37H7192
FH	1-3948	WASO	37H7193
FR	1-1080	WASO	37H7193
L & F	17001-18000	BRITAX	37H7197
L & F	86001-88000	BRITAX	37H7197
LR	001-1000	BRITAX	37H7194
LR	001-1000	BRITAX	37H7195*
NH	2001-3000	WILMOT BREEDEN	37H6108
NJ	001-1500	WILMOT BREEDEN	37H1494
TM	3001-4000	C. E. MARSHALL	37H8689
A	11225-53332	MAGNATEX	27H9391
NO SERIES LETTER	2001-3000	NEIMAN	37H7190
NO SERIES LETTER	7001-9000	NEIMAN	AAU1888
NO SERIES LETTER	7001-9000	NEIMAN	BAU1921

\*PRE-CUT NO.3 DEPTH FIRST CUT BLANK

Note: To check for availability and price of key blanks, look up the part number from the last column above in our general price list.

<b>ENGINE</b> .....	1-64	<b>BRAKES—CONTINUED</b>	
Short Engine .....	1	Brake Pipes and Hoses .....	124-125
Rebuilt Engine Units .....	1	Handbrake and Cables .....	126-127
Cylinder Block .....	2	<b>ACCELERATOR</b> .....	128-131
Engine Plates and Sump .....	3	Accelerator Cable and Pedals .....	128-131
Sump and Dipstick .....	4	<b>STEERING</b> .....	132-140
Cylinder Head .....	5	Steering Wheels and Columns .....	132-134
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Valves and Push Rods .....	7-8	Steering Wheels .....	136
Rockers and Rocker Shaft .....	9	Steering Rack and Pinion Assembly .....	137-139
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Cast Aluminium Valve Covers .....	11	<b>RADIATOR AND RADIATOR HOSES</b> .....	141-145
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Pistons and Rings .....	13	U.S.A. Models up to 1974, Stainless Steel .....	146
Connecting Rods, Rod Bearings .....	14	U.S.A. Models, Stainless Steel Exhaust Kits .....	147
Camshaft and Distributor Pedestal .....	15	Front Pipe and Air Box, U.S.A. Federal Models .....	148
Timing Cover, Timing Chain, Tensioner, Etc. ....	16	from 1975 Model Year to Comm. No.	
Water Pump, Fan, Fan Belt .....	17-20	FM60006, Mild Steel	
Electric Cooling Fan .....	21	Downpipe, Catalyst, Front Pipe, U.S.A. Federal .....	149
Oil Filter and Oil Pump .....	22	Models, from Comm. No. FM60006 to FM110,000	
Vacuum Pipes .....	23-27	Downpipe, Catalyst, Front Pipe, U.S.A. Federal .....	150
Air Pump .....	28	Models after Comm. No. FM110,000,	
Diverter Valve, E.G.R. Valve, Non Return .....	29-32	California Models after 1974 Model Year	
Valve, Air Manifold		Rear Pipes and Silencer Assembly, All U.S.A. ....	151
Emission Breathing Details .....	33-38	Federal and California Models After the	
Manifolds .....	39-45	1974 Model Year	
Heat Shield .....	46	Monza Free-Flow Exhaust System .....	152
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Carburettor Tuning Tools .....	62	Spark Plugs, Champion and NGK Brands .....	165
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Engine Gasket Sets (Upper and Lower) .....	64	Pertronix Ignitor Electronic Ignition Converter .....	167
<b>CLUTCH</b> .....	65-68	Pertronix Flame Thrower Ignition Coils .....	168
<b>GEARBOX (TRANSMISSION)</b> .....	69-99	Alternator .....	169-170
Early 'FH' Prefix Gearbox .....	69-76	Starter Motor .....	171
Later 'FT' Prefix Gearbox .....	77-84	Gear Reduction Starter Motor .....	172
Early 'D' Type Overdrive Assembly .....	85-88	Windscreen Wiper Motor and Wiper Blades .....	173-174
Later 'J' Type Overdrive Assembly .....	89-96	Windscreen Washer .....	175-176
Rear Engine (Gearbox) Mountings .....	97-99	Headlamps .....	177
<b>DIFFERENTIAL UNIT</b> .....	100-103	Tail Lamps .....	178
<b>PROPELLOR SHAFT (DRIVE SHAFT)</b> .....	104	Front Turn Signal Lamps .....	179
<b>ROAD WHEELS</b> .....	105-108	Side Marker lamps (Front and Rear) .....	180
Disc Wheels .....	105-106	Rear Number Plate (Licence Plate) Lamp .....	181
Wire Wheels .....	107	Trunk Lamp (Inside) .....	182
Panaspport Wheels .....	108	Dash Switches, Instruments .....	183-184
<b>CHASSIS FRAME</b> .....	109-110	Speedometer Cables/Service Interval Counters ..	185-187
<b>SUSPENSION</b> .....	111-117	Dash Warning Lights .....	188
Front Suspension .....	111-114	Steering Column Switches and Horn Push .....	189-190
Front Anti-Roll bar .....	115	Dash Switches, Choke Cable, Map Light, .....	191
Shock Absorbers, Front and Rear .....	116	Cigarette Lighter	
Rear Suspension .....	117-118	Horns .....	192
<b>BRAKING SYSTEM</b> .....	118-126	Flashers .....	193
Front Disc Brake Assembly .....	118	Small Electrical Components .....	194-195
Rear Brake Details .....	119	Battery, Battery Cables, and Battery Attachments ..	196
Brake Pedal .....	120	Wiring Harnesses .....	197-198
Brake Master Cylinder .....	121	Clips and Hangers .....	199



<b>BODY AND FITTINGS</b> .....	200-241	<b>ACCESSORIES</b> .....	268-269
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