

**S**

**A**

**H**

**S.A.H. ACCESSORIES LTD.**

**THE LEADING  
TRIUMPH  
CONVERSION SPECIALISTS**

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. . . Catalogue of . . .  
**SPEED EQUIPMENT**

***SPITFIRE***

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**LEIGHTON BUZZARD, BEDS., ENGLAND**

**TELEPHONE: 3022 & 2556**

Large Stocks of  
Genuine Triumph Spares  
always available for  
Immediate Delivery  
by return  
Postal C.O.D. Service

Everything available from  
the smallest nut or spring to  
a complete engine or chassis.

**S.A.H.**

**4-branch**

**Combined Exhaust/Inlet**

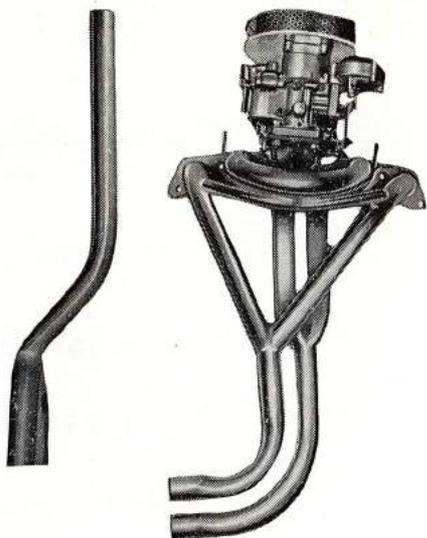
## **MANIFOLD**

**Conversion**

**for the Solex**

**Automatic Twin**

**Carburettor**



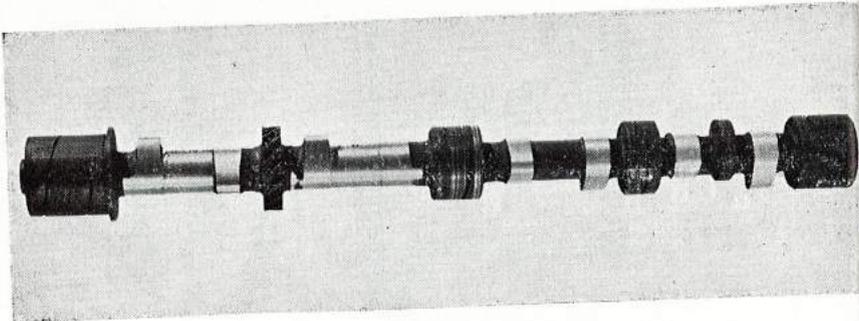
This high efficiency Manifold conversion kit has been developed, in collaboration with Messrs. Solex Ltd., to adapt their latest model performance carburettor for use with the Triumph Spitfire, all Herald models and the Bond Equipe G.T. This kit is **ONLY** available through S.A.H. Accessories Ltd. who have been appointed sole Distributors.

The Manifold used in conjunction with the "two-carburettors-in-one" Automatic Twin unit by Solex gives vastly improved flexibility, acceleration and "top-end" performance coupled with economy. It gives a power increase of 11 b.h.p. when fitted to the Triumph Herald.

The Manifold is supplied, in attractive heat-resisting Bright-Nickel Plated finish, with Y section for coupling the two downpipes to the existing standard tail-pipe/silencer. For maximum performance our Special Twin-Tail Pipe Silencer Unit is recommended.

The Carburettor is supplied ready for fitting with correct settings, linkage and controls, etc., and no alteration to the normal choke or throttle cable are necessary. A special "pancake" type Air-Filter is available (see price list).

Easily installed by any average owner/handyman—please state model when ordering—or fitted at our works by appointment.



## Special High-Lift CAMSHAFTS

for the Spitfire and Herald Engines

As used on the "S.A.H." fully modified Engine, which develops over 85 B.H.P. with the Stage I camshaft.

It is recommended that these Camshafts are used in conjunction with our specially modified High-compression and "Flowed" Cylinder Head and our Four-branch Extractor Exhaust Manifold in order to obtain maximum B.H.P. output.

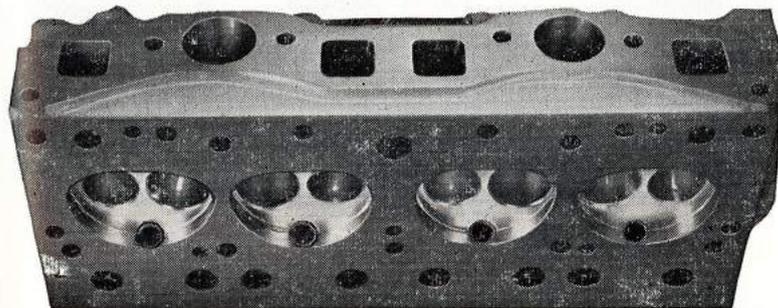
The STAGE I CAMSHAFT is recommended for normal road use. The STAGE II CAMSHAFT is designed for competition use and gives maximum power in the higher Rev. range.

### VALVE TIMING

S.A.H.	Inlet	Valve Opens 22 degrees B.T.D.C.	
MODIFIED	Inlet	Valve Closes 62 degrees A.B.D.C.	Lift .045"
CAMSHAFT	Exhaust	Valve Opens 62 degrees B.B.D.C.	Extra
(STAGE I)	Exhaust	Valve Closes 22 degrees A.T.D.C.	
S.A.H.	Inlet	Valve Opens 45 degrees B.T.D.C.	
MODIFIED	Inlet	Valve Closes 70 degrees A.B.D.C.	Lift .050"
CAMSHAFT	Exhaust	Valve Opens 70 degrees B.B.D.C.	Extra
(STAGE II)	Exhaust	Valve Closes 45 degrees A.T.D.C.	

Supplied in exchange for your old camshaft or can be bought outright.

## MORE POWER FOR THE TRIUMPH HERALD, SPITFIRE & VITESSE



### WITH THE **S.A.H. MODIFIED and 'FLOWED' HEAD**

Modifications include:—

- COMPRESSION RATIO raised (see chart).
- COMBUSTION CHAMBERS modified and polished and "balanced".
- EXHAUST PORTS enlarged to suit "S.A.H." Manifold.
- INLET PORTS enlarged and polished.
- INLET MANIFOLD modified and matched.

Our standard of workmanship and finish is second to none—resulting in a fine "mirror" polished surface to porting and accurately balanced combustion chambers—each Head being carefully modified to our "Master" profile.

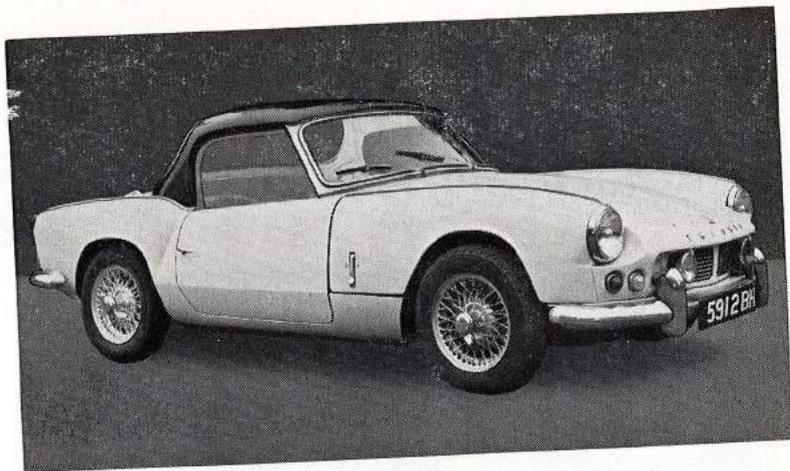
Modified Cylinder Heads using standard carburation and exhaust offer a power increase of approx. 15%, and even greater improvement can be obtained by using our Extractor Exhaust System.

We can also supply and fit larger (3/32") inlet valves which improve "breathing" particularly when used with special carburetors such as the Weber 40DCOE or Solex Twin-Choke. Highly recommended for achieving maximum performance and power output.

### COMPRESSION RATIOS

HERALD 1200		HERALD 12/50		SPITFIRE		VITESSE	
St'd	Modified	St'd	Modified	St'd	Modified	St'd	Modified
8 to 1	9 to 1	8.5 to 1	9.5 to 1	9 to 1	10 to 1 or 10.25 to 1	8.75 to 1	9.2 to 1

When a modified Head is sent in advance on exchange a deposit is charged, this deposit is refunded when we receive your old Head, etc. Only the bare Head, Valve Guides and standard Inlet Manifold are supplied.



## WIRE WHEEL KITS

**GIVE YOUR**  
**SPITFIRE/HERALD**  
**VITESSE/BOND EQUIPE**  
**PERSONALITY**

### Fit this

Specially designed Wire Wheel Conversion Kit to **YOUR** car and gain **Improved Road-holding, Extra Width in Track, Elegant Sporty Appearance.**

### Easy to Fit

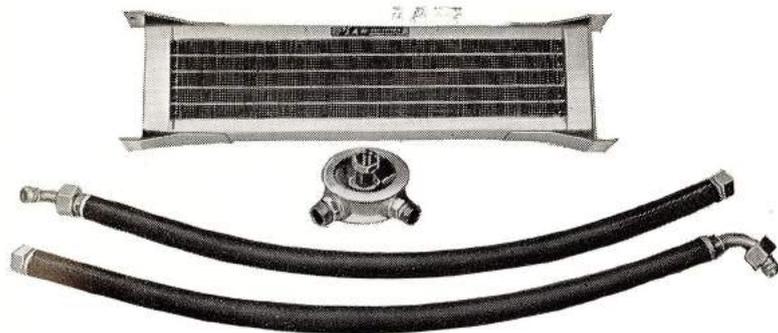
just remove existing Disc-wheels, bolt-on splined hubs, fit your own tyre's/tube's to wire wheels, and lock on to hubs by the Chromed "Knock-on" Caps—the job is completed.

### Result

Faster Cornering — Greatly Improved General Road-holding with Safety, Plus additional Brake-Cooling.

### These Kits consist of

5. 60-spoke Dunlop Wire Wheels.
4. Splined Wire Wheel Adaptor Hubs.
4. Chrome "Knock-on" Caps.
16. Specially designed Adaptor Lock-nuts.
5. Protection Rubber-bands.
1. Copper Mallet.



## OIL COOLER KITS

These special S.A.H. Oil Cooler Kits are available for all the modern Triumph range (except 948c.c. Herald) and are recommended by the manufacturers. They are also approved by Bond for their Equipe G.T. for which they are officially homologated.

These kits are an essential for any Triumph car which is used for high speed motoring, such as on Motorways or Autobahns. For competition motoring they are vital for the protection of the Con-Rod and Main Bearings. In a climate temperature of approximately 75/80° the sump oil in the Triumph engine, even if only used at medium touring speeds, can quite easily reach a temperature of 120° which causes a serious drop in oil pressure (down to 30-35 lbs.) and excessive wear on all bearing surfaces. When the S.A.H. Oil Cooler is used it cuts the oil temperature by some 35% and maintains a corresponding pressure of 60/62 lbs.

**Avoid that Big End Bearing failure NOW and save on repair bills by fitting an S.A.H. Oil Cooler Kit. Supplied complete with special Cooler Radiator, 2 High Pressure Hoses, Adaptor Filter Assembly and Gaskets.**

# SILENCERS



with Twin Chrome-Plated Tail Pipes

FOR THE

HERALD 948, 1200, 12/50

VITESSE, SPITFIRE or BOND EQUIPE G.T.

Special high efficiency "straight-through" type Silencer with heavily chrome-plated twin tail pipes which will improve the rear end appearance of your car and at the same time increase the efficiency of the exhaust system.

This highly attractive unit is finished in bright Red enamel and can be used as a replacement for the standard tail-end silencer fitted to the Herald 948, 1200 12/50; Vitesse; Spitfire or Bond Equipe G.T. It considerably reduces the back pressure that exists on the standard single tail pipe silencer.

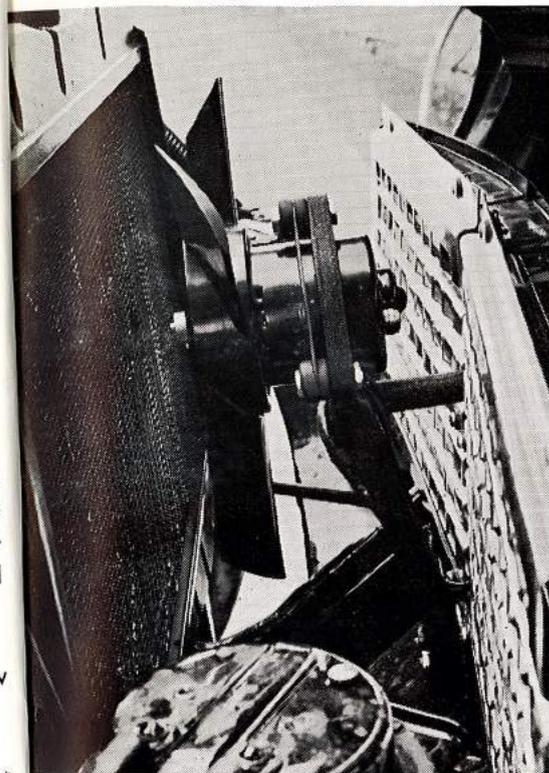
Easily fitted—simply remove the existing unit and bolt-on the new "S.A.H." high efficiency unit.

Particularly recommended when using our four-branch exhaust extractor Manifold.

## KENLOWE

### "THERMOMATIC" ENGINE COOLING FAN

- ★ ELIMINATES UNNECESSARY POWER LOSS WASTED BY DRIVING CONVENTIONAL FAN
- ★ REDUCES FUEL CONSUMPTION
- ★ FULLY AUTOMATIC
- ★ CUTS OUT FAN NOISE
- ★ REQUIRES NO MAINTENANCE
- ★ TEMPERATURE SETTING AVAILABLE FOR ALL OPERATING CONDITIONS
- ★ DOUBLES THE LIFE OF YOUR FAN BELT
- ★ 12 MONTHS WRITTEN GUARANTEE



EEF/4/TH.  
Triumph Herald 948cc.

EEF/4.  
Triumph Herald 1200cc.  
" " 1250cc.  
" TR/2.TR/3.TR/4.

EEF/3/TV.  
Triumph Vitesse.

EEF/4 Major.  
Triumph 2000.

**Complete Kits include:**  
Thermal Control Hose Adaptor.  
Dash Indicator Light and Manual Control.  
There is a Kenlowe Fan for every car in the world.

Kenlowe installation on a Triumph Herald  
with the fan arranged as a 'pusher'

## KENLOWE THERMOMATIC ENGINE FAN

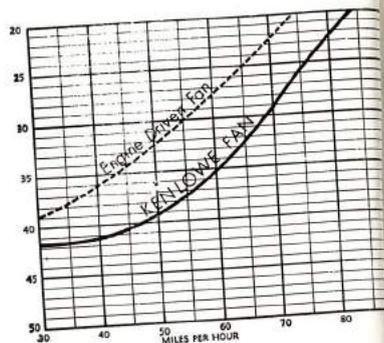
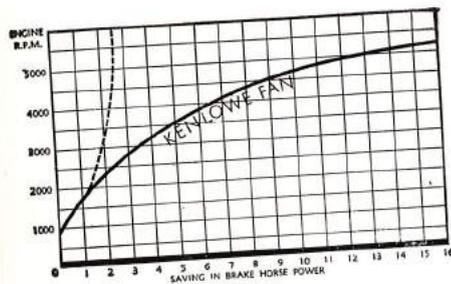
The advantages over the existing type of engine driven fan is namely that in traffic congestion the Kenlowe Fan is working at 2,300 r.p.m. and, therefore, giving full efficiency of air flow irrespective of engine revs, against the conventional fan which would be limited to the engine r.p.m. of approximately 500 at tickover condition.

It therefore follows that if the conventional engine driven fan is efficient at such a low r.p.m. it must consume large amounts of brake horse power at high engine r.p.m. of, say, 5,000. For example, the fan on a very well known make of sports car consumes not less than 18 b.h.p. at 5,000 r.p.m. This means that if we take an average car, which is using 30 b.h.p. to propel the vehicle and its load over average give and take conditions, up to 20% will be required to drive the fan when this unit is not required in any way owing to the ram effect caused by the forward motion of the vehicle. Therefore, the saving of 20% or 6 b.h.p. can be immediately introduced and this will, of course, bring about a saving in fuel used in the same proportion, i.e. a normal petrol consumption of 30 m.p.g. would decrease to 36 mile per gallon.

In addition to the obvious economic advantage, there must be taken into account the noise factor of the conventional fabricated metal fan and this is, of course, eliminated for a large percentage of motoring time. Tests over the last three years have shown that the Kenlowe Fan is in use for only about 5% of normal motoring.

This unit cancels out the need for a radiator blind and does, of course, provide the answer to the car that overheats during the summer months, in this country or abroad. It is completely automatic in operation and requires no maintenance during the life of the average vehicle, completely weatherproof by the use of zinc plated motor casing and nylon impellor etc.

This equipment was chosen for the Cambridge Libyan Expedition, 1961.



### DESCRIPTION

Balanced armature plus balanced nylon impellor means no vibration, minimum resonance. Zinc plated motor covers give 100% weather-proofing. The Thermal Control cuts fan in automatically on temperature rise to a cylinder head temperature of 87 deg. C. and cuts out automatically when the temperature is reduced to 84 deg. C. Normal time taken to reduce temperature to 84 deg. C. 1 minute. (Other settings to order.)

Installation of Thermal Control is by use of the mounting flange supplied with the standard kit, soldering into the radiator tank, or by the Hose Adaptor for carrying the Thermal Control in radiator hose. Charged extra at 19/6. (Use of Hose Adaptor saves 50% fitting time.) (We guarantee restriction of water flow.)

Approved by the World Motoring Press and tested by leading car manufacturers, the Kenlowe "Thermomatic" Engine Fan is a major step forward in engine cooling. Prior to this revolutionary equipment, car designer had to incorporate a fan that was of adequate efficiency when driven by an engine tick over at approximately 500 r.p.m., although it was realised that such a fan consumed a large amount of power at high road speeds where the ram effect caused by the forward motion of the vehicle was sufficient for engine cooling WITHOUT A FAN AT ALL.

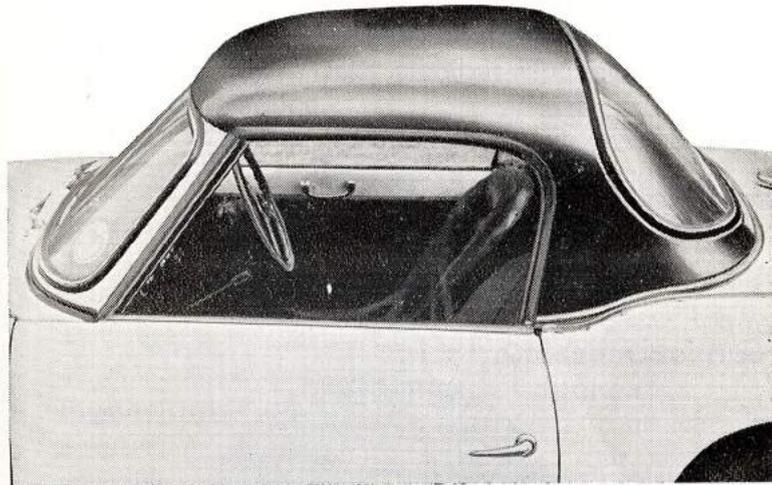
Reference to the graph will show that a considerable saving in power and fuel is gained with Kenlowe "Thermomatic" Fan. The graph also shows that the slip clutch fan only saves approximately 20% against the 100% of the Kenlowe Fan. Note dotted line on graph.

This point is emphasised when it is remembered that tests on several vehicles over 3 years have shown that the Kenlowe Fan only comes into use for approximately 5% of motoring time.

Kenlowe "Thermomatic" Fans are: Fitted as standard equipment on Bristol 407 and 408, Facel Vega, Vickers Hovercraft, Icelandic Survey Snow Cats, etc., etc.

# Light Weight Glass-Fibre HARD TOP for the SPITFIRE

Completely and Easily Detachable



Headroom increased by approx. 2 inches

**Non Rusting Anti-Drumming  
Elegant Appearance**

**EXTREMELY LARGE MOULDED PERSPEX  
WRAP-AROUND REAR WINDOW GIVING  
EXCELLENT ALL-ROUND VISIBILITY  
RAYON LUSTRE FIBRE (BEIGE COLOURED)  
INTERIOR LINING  
FITTED WITH INTERIOR ROOF LIGHT  
FIRM AND RIGID CONSTRUCTION**

**4 FIXING BOLTS ONLY, NO DRILLING REQUIRED**

*No alterations required to existing Hood, simply remove Hood and Frame from the car and bolt on the Hard Top.*

# "Minilite" Magnesium Wheels

Manufactured by: Tech Del Ltd.

Distributed by: S.A.H. Ltd.

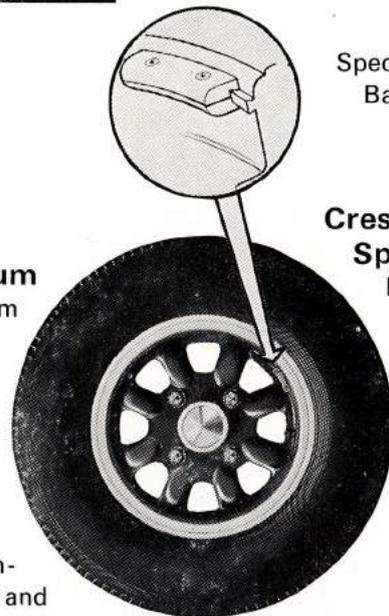
Reduce that "un-sprung weight" by fitting these High-Quality Engineered **Magnesium** Wheels, and at the same time give YOUR car that Elegant High-Bred Sports Car Appearance.

## Cast Magnesium

For maximum strength with minimum weight

## Unique Rim Design

For cornering control, Tyre rigidity and balance-weight retention



Special Safety "Minilite" Balance Weights

## Crescent Section Spokes

For optimum strength and elegant appearance

## Large Spoke Ducts

For increased Brake Cooling

## **Magnesium Alloy Wheels** give the advantage of :-

**Lightness:** One quarter the weight of steel. Two thirds the weight of aluminium.

**Strength:** High static and dynamic properties, superior to cheap aluminium wheels, pressed steel or wire-wheels. **Twice** the strength-to-weight ratio of mild steel and extremely resilient.

**Wide-Base :** Maximum road-holding improvements are obtained by use of wider-than-standard rim bases. Sizes from 4½" J section, 5" J 5½" J and up to 6" J (subject to suitable clearances on vehicle).

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Kits as priced in our catalogues consist of particular width wheel bases selected as being most popular for that given model of vehicle. These can of course be varied to individual requirements.

A fully detailed, illustrated technical catalogue giving fullest information, application charts, details on the 86 various assemblies, with different Wheel Spacers, Splined-Adapters, Peg-drive Adapters and Converters, special balance weights, and 15 different wheels, is available on request for a small charge.

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Place your confidence in  
**"Minilite" Magnesium**

by Tech Del Ltd. Distributed by S.A.H. Ltd



## S.A.H. COMPETITION BUCKET SEAT



available with  
10°, 17° or  
32° rake

*additional variation  
of angle can be  
obtained from the  
mounting frame.*

## LIGHT-WEIGHT GLASS FIBRE

(Approx. 10 lbs. lighter than the Standard TR seat)

A strongly made and well designed Competition Seat attractively trimmed in special high-flexing and hard-wearing Red or Black P.V.C.

(other colours to order)

Extremely comfortable, due to its luxuriously padded foam upholstery and good design, giving maximum support to the back and a firm grip on the hips.

Will fit direct to existing runners on most makes of car.

Special mounting frames are available for direct fitting to the T.R.2/3, T.R. 4, Spitfire, Herald or Vitesse.



## Laminated Wood Rim STEERING WHEELS

This laminated wood rim steering wheel is designed to give precise control allied with maximum driving comfort. It is attractively finished to blend with all car interiors.

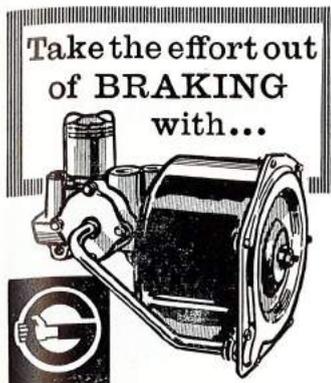
The wheel can be fitted to most makes of car in approximately fifteen minutes, using ordinary tools. The boss is designed to take all standard horn and trafficator fittings.

The highly-polished splinterproof mahogany rim is epoxy-resin bonded to a one-piece aluminium alloy frame.

Comfort is ensured by careful contouring of the rim section and by finger serrations around the lower edge of the rim.

Great strength is built into the wheel by using a one-piece aluminium alloy frame. This frame has all the edges fully rounded and has an attractive engine-turned finish.

The wheel is available with flat or dished spokes positioned to allow maximum instrument vision.



**POWERSTOP**  
DESIGNED BY  
**GIRLING**

## A BRAKE BOOSTER which has no effect on engine performance

The Powerstop has been produced in response to the demand for a Vacuum Servo unit with the same qualities as that fitted as original equipment to many thousands of cars, but designed to supply a suitable amount of power for the normal unassisted hydraulic brake system, without affecting the running of the engine in any way. After the position is determined, fitting the equipment is easy and straightforward; the arrangement of the output piston allows free flow of fluid through the unit when it is at rest; the unique hydraulic valve is actuated by the pressure from the master cylinder and reacts to the boosted pressure supplied to the brakes; the control pistons allow an exact proportion of power to be supplied at all times; because of the 'suspended vacuum' piston large amounts of air are not suddenly drawn into the engine.

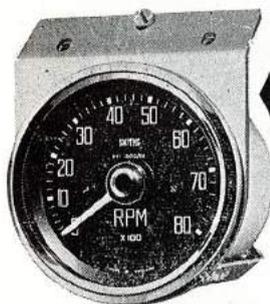
The unit is self contained and requires no maintenance except for occasional changing of the filter element. It is recommended that the filter element is changed when replacement brake shoes are fitted.

### KITS AVAILABLE FOR MOST MAKES OF CARS

Kit includes fitting instructions and all necessary parts.

**NOTE:** *The Powerstop is not recommended for hydro-mechanical braking systems.*

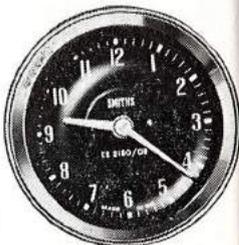
# ADDITIONAL INSTRUMENTS by Smiths



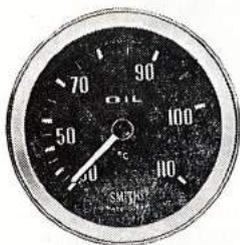
Electric  
TACHOMETER

2 in Diameter  
Electric or

Clockwork  
CLOCKS



Oil Temperature  
GAUGE



Oil Pressure  
GAUGE



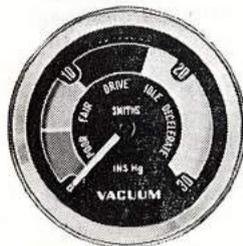
Ammeter Gauge  
KIT



Water  
Temperature  
GAUGE



Engine  
Performance  
Gauge KIT



Combined  
Oil Pressure  
& Water Temp.  
GAUGE



## 1147cc TRIUMPH ENGINE STAGE II CONVERSION

approx. 90-100 bhp

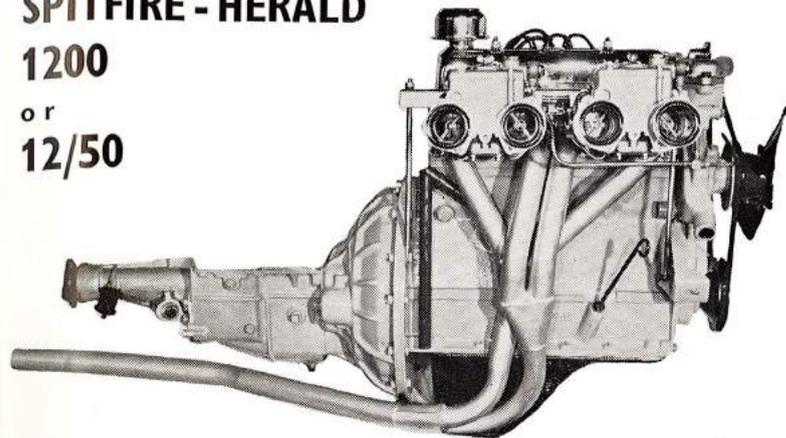
**Greater Power—Speed—Performance**  
for your

**SPITFIRE - HERALD**

**1200**

or

**12/50**



The above illustration is of the SPECIAL "SAH" 90 + 10 bhp Modified, Ready-Built-Up version - offered on an Exchange basis (Complete with Close-ratio Gearbox) against any old Spitfire, Herald 1200 or 12/50 Engine and Gearbox Assembly **irrespective of mileage** (subject only to damage to block and gearbox casing etc.) Detailed and Priced as per our Main Catalogue Price List. Item "F".

OR can be purchased in basic Kit Form for converting your own Engine and Gearbox as detailed/priced under item "C" in main catalogue price list.

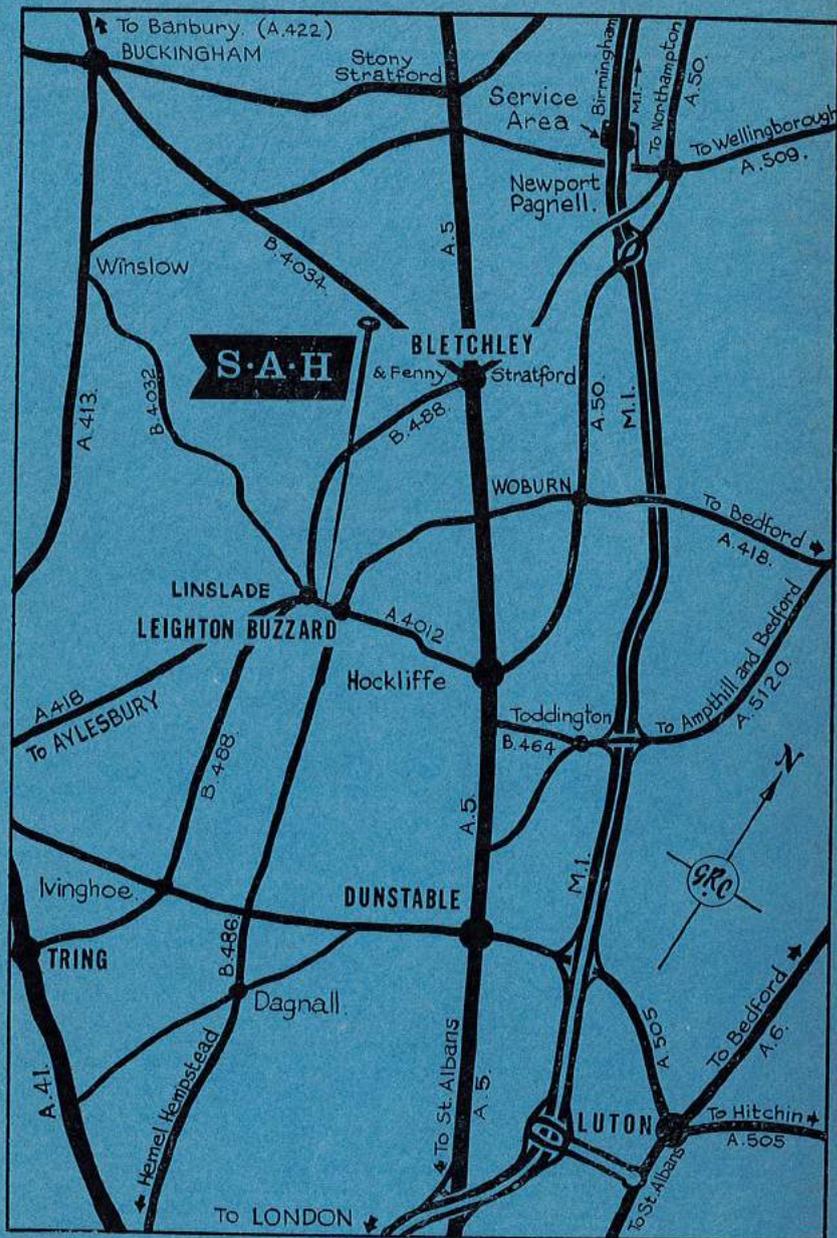
OR Basic Un-Modified parts built-up into an Exchange Engine and Gearbox form, see item "E" in main price list.

Both the above versions developing approx. 90 bhp as claimed by Messrs. Standard Triumph Ltd.

Smaller individual parts Kits are detailed on Main Price List.

All the above, carry normal Stanpart Warranty terms as issued by manufacturers.

SAH Accessories Ltd. have been officially appointed by Standard Triumph Ltd. as SOLE U.K. Distributors for these Stage II Kits which are available either direct from SAH Ltd. or via your local Standard Triumph Agent/Distributor.



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It pays

to patronise

those who

specialise

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SPITFIRE TUNING EQUIPMENT

	<u>ENGINE</u>	£	S	D
<u>CYLINDER HEADS</u>	Modified "Gas-flowed" high compression head 9.75 - 1 ratio (Std.9-1)incl. Enlarged and polished Inlet and Exhaust porting.			
Type 'A'	Modified and balanced Combustion chambers, Exchange ... ..	15	10.	0d.
	Deposit in lieu of Old Head	15	0.	0d.
Type 'B'	As above, but fitted with large diameter (3/32" larger) inlet valves. Recommended where engine is fully modified to gain max. breathing efficiency... ..	20	10.	0d.
	Deposit in lieu of Old Head	15	0.	0d.
<u>CAMSHAFTS</u>	Stage I (Mk I) SAH 26 Road Touring High-Lift camshaft, Exchange	10	0.	0d.
For Mk.I.	Deposit in lieu of Old Unit	5	10.	0d.
	Stage II (Mk I) SAH 46 Road/Racing Camshaft,Outright purchase only ...	5	10.	0d.
For Mk II	Stage I (Mk II) SAH 46 Road/Racing Camshaft,Outright purchase only ...	5	10.	0d.
	Stage II (Mk II) SAH 57 Racing only with full 'Works' Stage II Modified engine, outright purchase ... ..	15	10.	0d.
<u>VALVE SPRINGS</u>	Competition valve springs for all above Camshafts (except on Stage II engine) - per set ... ..	2	0.	0d.
<u>IGNITION COIL</u>	Lucas Sports Ignition Coil, giving higher voltage output - recommended on all modified engines ... ..	2	1.	6d.
<u>MANIFOLDS</u>	Four-branch extractor type high-efficiency bright nickel-plated, exhaust manifold, only ... .. (can be used in conjunction with existing SU carbs or DCOE Weber conversion)	12	0.	0d.
<u>SOLEX COMBINED KIT</u>	Special combined inlet/exhaust manifold system with Solex twin-choke compound downdraught PAIA carburettor, air cleaner, clip, return-spring and brackets, carb.gaskets and bolts ... .. See leaflet in main catalogue.	32	15.	0d.
<u>WEBERS</u>	Special cast aluminium Inlet Manifold for use with 40 or 42 DCOE Weber carb., Complete with.'O' sealing rings... ..	8	17.	6d.
	40 DCOE Horizontal Weber carburettor... ..	24	0.	0d.
	(Subject to current 10% surcharge) ...	2	8.	0d.
Note:-	It is <u>NOT</u> recommended that the above carburettor is used on an otherwise standard engine.			
<u>STROMBERGS</u>	125 CD Stromberg Side-draught carburettors - per pair ...			
	150 CD Stromberg Side-draught carburettors - per pair ...	21	0.	0d.
<u>RAM PIPES</u>	H2 ram pipes for use on existing standard SU carburettors ... per pair ...	2	12.	6d.
<u>REGULATOR FILTER</u>	Special Italian Combined fuel-line pressure regulator and filter assembly for mounting between pump and carburettor, provides constant pressure, eliminating surge at high-speed revolution, Prevents "flooding".Filter cures blocked nozzles/Jets. As fitted to Alfa Romeo and Maserati... ..	6	2.	0d.
<u>PUMPS</u>	SU Electric petrol pump ... ..	5	0.	0d.
	"Bendix" high-efficiency petrol pump ... ..	10	13.	0d.
	Surcharge		14.	6d.
<u>CLUTCH</u>	Special clutch pressure plate assembly for use on early models where power output is increased up to medium degree of tune,Ex	3	16.	8d.
	Deposit in lieu of Old Unit		12.	0d.
	DIAPHRAGM CLUTCH conversion kit for all Models Mk I Spitfire, inc., flywheel,diaphragm clutch covers,centre-plate,release bearings (no allowance on old parts)			
	contd.....			

CLUTCH  
contd.....

Recommended where extensive power increase is required ...

14 16. 10d.

ENGINE  
MODIFICATION

Special high-performance 85 BHP gross engine conversion type 'A' carried out to basic standard Spitfire (Mk I or II) retaining existing "Siamesed Port Head", crankshaft, con-rods, and pistons. Ideal for normal fast road use. Still retaining excellent torque and flexibility. Acceleration and maximum performance vastly improved.

Conversion includes:-

Type 'A'  
85 BHP  
Engine

Modified cylinder head, type 'B' with large valves  
Stage I Camshaft and comp. valve springs,  
Competition clutch pressure plate (not diaphragm unless Mk II engine)  
Combined 4-branch exhaust/inlet and Solex carb. kit,  
Oil cooler kit,  
Lucas Sports Coil,  
Laystall balanced engine unit,  
Modifications to block and pistons,  
All gaskets, new bearings etc.,  
Including all labour charges involved in removal of engine, dismantling, carrying out above modifications, re-assembly and re-fitting engine into chassis. ... ..

138 0. 0d.

Type 'B'  
88 BHP  
Engine

Engine conversion type 'B' - as above, but incl., four-branch exhaust manifold 40 DCOE Weber carburettor and inlet manifold in place of Solex type, giving a further approx 3-4 BHP ...

151 10. 0d.

Standard factory Stanpart exchange engine ... .. 45 0. 0d.  
Four spark plugs ... .. 1 0. 0d.

See separate Stage II Price List for further higher performance engine conversion.

SPECIAL  
OIL FILTER

New design special Tecalemit "non-return" oil filter unit. Replaces existing filter, gives advantage of quicker supply of oil to bearings on initial starting, as a restrictor, prevents draining-back of oil (as in normal standard type) ... ..

1 5. 0d.

OIL COOLER

Special Oil Cooler Kit - complete with light alloy radiator, high-pressure hoses, unions, adaptor block and fitting instructions.

each... 14 10. 0d.

GASKETS

Decarbonising set of gaskets ... ..

each... 1 3. 9d.

FAN

Kenlowe Electric thermostatically controlled fan kit incl., of all parts, switches, wiring instructions. (as per leaflet)ea.

12 9. 6d.

ALTERNATORS

"Prestolite" alternators 35 amp output comp. kit ... ..

35 0. 6d.

"PrestoLite" alternators 40 amp output comp. kit ... ..

39 0. 6d.

TRANSMISSION/FINAL DRIVE

Alternative CROWN WHEEL & PINIONS available as follows:-

4.11 - 1 ratio ... .. per set ... .. 7 10. 0d.  
4.5 - 1 ratio ... .. per set ... .. 7 10. 0d.  
\* 4.875- 1 ratio ... .. per set ... .. 10 0. 0d.

Note:- With This \* Crown wheel & Pinion, when being used on Spitfire diff., units it is essential that a new cage assembly be used also as follows:-

Special differential cage assembly for use with 4.875 ratio ... 3 2. 6d.  
Crown wheel & pinion ... .. 3.89 - 1 ratio ... To be announced.

AXLE  
ASSEMBLIES

Factory Service Exchange Diff., unit assemblies, exchange ... 22 10. 0d.  
Outright purchase ... 39 0. 0d.  
(With any of the above ratios fitted) contd.....

<u>OVERDRIVE KITS</u>	Complete Laycock electrically operated overdrive installation kit inc., overdrive unit, new propshaft, switches, relay and wiring etc., giving a ratio of 0.802 and an overall ratio (with 4.11 rear axle ratio of 3.65) ... ..	57 10. Od.
<u>EX. UNIT</u>	Normal Stanpart <u>exchange</u> rebuilt overdrive <u>unit only</u> ...	25 0. Od.

SUSPENSION

<u>REAR SPRING</u>	Special "SAH" modified rear spring, to give approx. 3-5 degrees <u>negative</u> camber (as compared with existing <u>positive</u> degree camber angle) Vastly improves road-holding, still permits normal loading recommended as first suspension modification, combining competition and normal driving. (Note: This is a special re-set and re-tempered spring.) - on an exchange basis ... ..	5 0. Od.
	Deposit in lieu of Old Spring	5 0. Od.
	Fitting charge ... ..	3 10. Od.
	Competition circuit racing rear spring (not on exchange), suitable only where driver only is carried .... ..	7 13. Od.
<u>FRONT SPRING</u>	Competition type front springs for circuit racing to be used with above rear spring, per pair ... ..	10 0. Od.
	Rally type front springs giving harder ride with slightly raised ground clearance ... .. per pair	4 0. Od.
<u>ADAPTORS</u>	Adaptors for raising front suspension to give improved ground clearance for rally use, can be used with either standard or rally front springs ... .. per pair ...	13. Od.
<u>SHOCK ABSORBERS</u>	Armstrong adjustable front shock absorbers can be manually adjusted when in position on car ... .. per pair	12 0. Od.
	Armstrong adjustable rear shock absorbers as above per pair	9 18. Od.
	Armstrong adjustable 'Selectaride' type electrically controlled from dashboard facia switch to give varying control to suit all requirements suitable for rear only - complete kit	12 10. Od.
<u>KONI</u>	Koni type adjustable front shock absorbers - (cannot be adjusted in position) ... .. per pair	12 0. Od.
	Koni rears as above ... .. per pair	11 15. Od.
<u>WHEELS STEEL</u>	Standard steel disc wheels of 4½"J section giving wider base than existing 3½"J type ... .. each	4 5. Od.
<u>WHEELS WIRE</u>	SAH.G.T. Complete kit of 5. 60-spoke wire wheels and bolt-on splined adaptors, 16 attachment nuts, 1 copper hammer and 4 "Knock-on" caps etc., (4"J) ... .. (no allowance on existing wheels)	45 0. Od.
	Stanpart kit similar to above, (but no increase in track width)	50 0. Od.
<u>WHEELS MAGNESIUM</u>	4½"J Kit (SAH G.T.) similar to 4"J Kit ... ..	55 0. Od.
	Minilite Magnesium alloy wide-base wheel kit:-	
	Kit 'A' incl., 4 x 4½"J section wheels and attachment nuts (Bolt-on) giving 1" greater wheel rim width ... ..	59 11. 8d.
	Kit 'B' as above but comprising of:-	
	2 x 4½"J section wheels for front, 2 x 5"J section wheels for rear ... ..	60 19. Od.
	Spare 4½"J section wheels ... .. each	13 9.11d.
	Spare 5"J section wheels ... .. each	14 3. 7d.
	Knock-on spline conversion kit for adapting above Minilite wheels on to existing wire wheel hubs ... .. per set	22 13. Od.
	Chrome-plated centre hubs for Minilite wheels - per set of four	1 6.10d.

BRAKES

<u>BRAKE BOOSTER</u>	Girling 'Powerstop' servo vacuum brake booster kit ... ..	13 0. Od.
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BRAKES contd.....

£ S D

<u>REAR CONVERSION</u>	Large (8") rear brake conversion assemblies complete incl., back-plates, drums, shoes, and linings, wheel cylinders, springs etc., for replacing existing 7" ... .. per pair	9 15. 6d.
<u>DISC PADS</u>	Mintex comp. disc brake pads ... .. per set of four	2 15. 6d.

INSTRUMENTS

<u>SMITHS</u>	Smiths 2" Oil Pressure gauge kit (incl., piping unions etc.,)	3 5. 0d.
	" " " Temperature gauge kit incl., all parts ...	3 5. 0d.
	" " Engine Performance gauge kit ... ..	3 3. 0d.
	" " Dual oil temp.,/pressure gauge kit ... ..	6 0. 0d.
	" " Ammeter gauge kit ... ..	1 10. 0d.
	" " Electric clock... ..	5 6. 11d.
	Ammeter black dial with white lettering ... ..	1 1. 0d.
	Smiths mounting sub panels deluxe double instrument ...	1 13. 6d.
	" " brackets single instrument ... ..	3. 6d.
	" " " double " ... ..	5. 0d.
	" " " triple " ... ..	6. 6d.
	" " panel for tachometer plus 2 x 2" instruments, black grained, plastic finish ... ..	15. 0d.
	0-8000 electronic tachometer Smiths ... ..	9 15. 0d.

<u>MOTOMETER INSTRUMENTS</u>	Water or oil temp., gauge with special capillary tubing 40-120°C	3 4. 8d.
	Oil pressure gauge kit 0-100 lbs, complete kit ... ..	3 7. 9d.
<u>All 2" illum dials</u>	Electric clocks ... ..	5 11. 9d.
	Mototherm inside/outside temp., gauge ... ..	4 14. 6d.

<u>SPEEDO</u>	Exchange <u>re-calibrated</u> speedo head reading up to 120 mph (state axle ratio and tyre size) ... ..	5 12. 6d.
	Deposit in lieu of old Speedo	5 0. 0d.
	Exchange reconditioned and overhauled standard speedo, exchange	3 15. 0d.
	Deposit in lieu of old Speedo	5 0. 0d.

<u>COMPASS</u>	Facia/Dashboard mounting compass - compensatable ... ..	1 12. 6d.
<u>TACHOMETER</u>	Special 0-8000 rev., counter, fits in place of existing instrument ( not exchange ) ... .. mechanical type ...	6 10. 0d.
<u>TYRE GAUGES</u>	"Pressograph" tyre pressure gauge in pouch. Round dial type. Accurate	1 2. 0d.
	"Vesta" 3" large round clear dial, extremely accurate, as used by most competition teams ... ..	1 18. 0d.

GENERAL ACCESSORIES

<u>RAD. BLIND</u>	Radiator blinds ... ..	4 5. 0d.
<u>SILENCERS</u>	Special "SAH" twin-tail pipe silencer "straight-through" replaces existing silencer ... ..	3 10. 0d.
<u>EXHAUST TRIMS</u>	Heavy chrome-plated exhaust pipe trim for fitting onto existing pipe ... ..	10. 6d.
<u>UNDERSHIELD</u>	Steel rally undershield for underside of engine/chassis frontal area only ... ..	2 5. 6d.
<u>SEATS</u>	"SAH" competition fibre-glass/trimmed seats (see leaflet)	11 0. 0d.
	Special adaptor mounting frames for above - per seat ...	1 2. 6d.
<u>HARDTOP</u>	"SAH" fibre-glass hardtop ready assembled for fitting, unsprayed as per leaflet ... ..	28 0. 0d.
<u>HARDTOP METAL</u>	'STANPART' hardtop (dismantled in kit form) unsprayed ...	33 16. 8d.
	Cellulose spraying of above hardtops in any Triumph colour	
	<u>TO ORDER</u> (NOT recommended unless being collected) ... ..extra	5 10. 0d.
<u>"FASTBACK" DESIGN HARDTOP</u>	Fibreglass hardtop of "Fastback" shape includes boot-space, with hinged rear boot space section, kit includes petrol filler extension, side rubber etc., mottled paint honey coloured interior self-coloured (grey) exterior, <u>NOT</u> designed for easy detachment	60 0. 0d.
<u>FIBRE-GLASS BONNET ASSY.,</u>	Light-weight (approx., 40lbs weight saving) bonnet/hood assembly, supplied unsprayed with faired-in recessed headlamps (less lamps) incl., perspex moulded covers. ... .. To be announced.	

contd.....

GENERAL ACCESSORIES contd.....

		£	S	D
<u>"HALDA"</u>	Halda speed pilot standard model 22-70 mph	19	19.	0d.
	Halda sports model 12½ - 90 mph.	26	17.	6d.
	Both subject to 10% current surcharge (Import)			
<u>STEERING WHEELS</u>	"Formula" wood-rim wheels semi-dished 15" ... ..	7	10.	0d.
	"Les Leston" wood-rim wheels semi-dished 15" ... ..	7	9.	6d.
	"Clifford" top-quality deluxe dished 2-spoke wood-rim steering wheel solid walnut with stainless steel rim and spokes ... ..	9	10.	0d.
	Leather lace-on steering wheel gloves ... ..	1	15.	0d.
<u>ANTI-THEFT DEVICES</u>	"Selmar" burglar alarm kit. Protects the whole car (as approved by most Ins., Comps.,) .... ..	5	5.	0d.
	Personal key switch .... ..		15.	
	"WASO" steering lock kit. Model 873 ... ..	7	0.	0d.
	Bonnet lock conversions kit. Stanpart item .... .. per pair	1	15.	0d.
	"TRANS-LOK" Gear lever anti-theft device. One bolt fixing, locks gear-lever in any desired position ... ..	1	17.	6d.
<u>CRASH-BARS</u>	Safety anti-roll over crash bar. Designed for fitment at rear of seats bolted to chassis and central floor, three positions with four bolts at each. Very strong 2" diameter steel tube. Attractive non-reflecting black crackle plate finish. Can be used with both soft-top and hard-top ... ..	15	0.	0d.
<u>HORNS</u>	Maserati standard two horn model with plastic trumpets ... ..	5	19.	6d.
	Maserati with chrome trumpets ... ..	6	19.	6d.
	Maserati T3 triple horn type with plastic trumpets ... ..	8	19.	6d.
	Maserati TC3 triple horn type with chrome trumpets ... ..	10	9.	6d.
<u>SILL GUARDS</u>	Cosmic aluminium door-sill kick-guards - per pair ... ..	1	5.	0d.
<u>SUN VIZORS</u>	Sun vizors - Stanpart item ... .. each		12.	9d.
<u>RACKS</u>	Luggage rack chrome/plastic covered tubular steel clip-on style fully adjustable boot rack ... ..	7	10.	0d.
	Heavy chrome-plated strongly constructed, best quality, "bolt-on" type boot-mounting luggage rack 15½" x 39½" ... ..	11	11.	0d.
	Stainless steel frame luggage rack (boot-li mounting) with polished beechwood slats, very attractive, high quality model, bolt-on type	13	2.	6d.
<u>WIPER</u>	2-speed windscreen wiper conversion kit (exchange) incl., new motor unit, rack, switch ... ..	8	0.	0d.
	Deposit in lieu of Old Motor Unit	4	0.	0d.
<u>CIGAR LIGHTER</u>	"TRICO" 12 volt "Hold-In" type cigarette lighter ... ..		12.	6d.
	"TEX" 12 volt "Detachable" "Pull-Out" type cig., lighter ... ..	1	9.	11d.
<u>BATTERY</u>	Light-weight Varley battery for comp. use ... ..	14	0.	0d.
<u>MANUAL</u>	Official Standard/Triumph Workshop Service manual ... ..	3	3.	0d.
<u>HANDLES</u>	Chrome-plated swivel door interior handles ... .. each		7.	
<u>KEY RINGS</u>	Real leather key fobs/rings with Triumph Medallion ... ..		7.	
<u>FIRE EXTINGUISHER</u>	FM20 powder type fire extinguisher ... ..	19.		6d.
<u>GEARSHIFT KNOBS</u>	Finely grained polished wood gear lever knobs ... ..	10.		6d.
	Heavy chromed on brass gear lever knob with embossed medallion "Triumph" under perspex cover seal ... ..	19.		6d.
<u>DRIVING GLASSES</u>	"Nighthawk" tinted driving glasses for night driving 3 types, ladies, gents or the clip-on style ... .. ea.		11.	6d.
<u>CARPETS</u>	Black or Dark Blue interior carpets (By Kumficar) ... .. per set	11	2.	6d.
	"Stanpart" set Mottled Grey, Royal Blue or Black ... .. "	17	12.	1d.

contd.....

SPITFIRE TUNING EQUIPMENT contd.....

		£	S	D
<u>SAFETY BELTS</u>	BRITAX attractive and simple to use, fitted with "Lyfe-Lock" buckle and two point fixing, each ... ..	4	4.	0d.
	Ditto - rally type three point fixing ... .. each	4	14.	6d.
	BRITAX reel-type three point fixing ... .. each	6	6.	6d.
	BROOKS reel-type ... .. each	5	19.	6d.
<u>TONNEAU COVER</u>	Full-length tonneau covers in Black or White with centre zip. In top-grade P.V.C. Best Quality with all fasteners. ...	9	0.	0d.
<u>TOWING BAR</u>	Special Towing attachment bracket kit "Witter" type up to August 1963 model S22 ... ..	3	0.	0d.
	For models after August 1963 type S22P ... ..	3	5.	0d.
	"Dixon-Bates" type towing attachment, type 4284 ...	5	0.	0d.
<u>SILENT TRAVEL</u>	Interior Silent Travel treatment kit containing all ready-cut sections and adhesive ... ..	6	10.	0d.
<u>MUD FLAPS</u>	Rubber moulded mud flaps for rear in Black with White "Triumph" lettering, ... .. per pair	1	7.	6d.
<u>NUMBERS</u>	Plastic adhesive number plates, black oblong backgrounds, each White adhesive/letters/numbers ... .. each	5.	3d.	7d.
	Racing number backgrounds, Black on White	3.	6d.	
	Complete set racing adhesive stick-on re-useable black grounds and letters ... .. per set	3	5.	0d.
<u>PLAQUES</u>	Self-adhesive plastic "Passenger Warning Liability" dashboard "sticker" plaques ... .. each	2.	6d.	
<u>CHROME ACCESSORIES</u>	Chrome-plated rocker cover and filler caps ... .. exchange Deposit in lieu of Old Parts (undamaged)	2	0.	0d.
	Chrome-plated water header-tank and cap, exchange ... .. Deposit in lieu of Old Unit (Undamaged/leak-proof)	1	10.	0d.
	Charge for repairing leaking tanks... ..	2	15.	0d.
		3	0.	0d.
		1	10.	0d.
<u>BADGE BARS</u>	Best quality heavy chrome-plated badge bars with 2 badge clips	2	10.	0d.

Note: It is NOT practical for lamp-carrying badge bars to be used on the Spitfire.

LAMPS

<u>Eversure</u>	Special 'Eversure' sealed-beam fog and spot lamps for direct fitment to front grille by means of special brackets included. As recommended by Standard-Triumph ... .. each	3	19.	6d.
<u>Butlers</u>	'Butlers' highway rear mounting (for fixing direct to grille) matched for and spot 48 watt. Overall depth only 2 $\frac{5}{8}$ ". Lens adjustment by two screws in rim. ... .. each	2	9.	6d.
<u>Hella</u>	Quartz-Iodine slimline fog (amber) and spot/driving lamps. Most powerful and strongly recommended ... .. each	6	19.	6d.
<u>Helphos</u>	Rally lamp. Swivel windscreen mounting type ... ..	3	17.	0d.
<u>Lucas</u>	Roof-mounting (for hardtops) swivel rally lamps ... ..	12	12.	0d.
<u>Johnsons</u>	Swedish make. Roof mounted rally lamp. Excellent value ...	7	19.	6d.
<u>Flexilight</u>	Butlers Flexilight for navigators. Dashboard fascia mounting maplight with switch, lamp etc., A must for the rally ...	2	10.	0d.
	A selection of all other lamp makes, Marchal etc., are in Stock			
<u>LAMP GUARDS</u>	Heavy chrome-plated headlamp stoneguards each ... ..	1	0.	0d.
	Fog and spot lamp mesh stoneguards also available for most popular makes and models from 20/- to 29/-. State details.			

MIRRORS

All streamlined, anti-vibration, modern styling speed mirrors:-

<u>Walpress</u>	"Racemaster" matt-finish aluminium, flat glass ... ..	1	15.	0d.
	"Continental" chrome-finish, flat glass ... ..	1	10.	0d.

contd.....

## SPITFIRE TUNING EQUIPMENT contd.....

## MIRRORS contd.....

<u>Walpress</u>	"Pluslite" continental, combined mirror and parking light, chrome,		
<u>contd....</u>	Large size ... .. each	2	2. 6d.
	Ditto ... .. Small size, each	1	19. 6d.
<u>Solar</u>	Chrome-plated VFMI ... ..	1	7. 6d.
	Polished aluminium VFMI ... ..	1	7. 6d.
<u>Styla</u>	Large size chrome-plated SMI - flat glass ... ..	1	10. 0d.
	Small size " " SM2 " " ... ..	1	7. 6d.
	Large size " " SM1C convex glass ... ..	1	12. 6d.
	" " " , combined parking light SMPL 1 ... ..	2	10. 0d.
	Small size " " " " SMPL 2 ... ..	2	8. 0d.
<u>Raydyot</u>	10" x 2 $\frac{1}{2}$ " panoramic convex 'Clip-On' mirror, ideal for clipping onto existing saloon interior mirror, giving fantastic width vision ... ..		15. 0d.
	8" x 2 $\frac{1}{2}$ " as above ... ..		13. 9d.

Amended Stanpart "Interim" Tuning Kit for MK 11 Model  
 Spitfire ONLY

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Consisting of :-

Twin Choke Compound Solex Carburettors,  
 Cast Aluminium Inlet Manifold for above,  
 Special Air Filter & Clip,  
 Carburettor Gaskets and Insulator Block,  
 "Hot-spot" Aluminium block for Inlet Manifold,  
 Carburettor mounting studs, Nuts and Washers,  
 Suction pipe-distributor/Carburettor,  
 Petrol Pipe, Rubber connecting piece,  
 Manifold Drain Pipe

The above Kit can be used with existing MK 11 Exhaust Manifold etc., replacing standard S.U. Carburettors (see Interim Tuning Kit List for further details) NO Allowance can be made on old parts removed.

Price of the above amended Kit :- 25. 0. 0d

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If you are in any doubt as to the exact degree of Conversion/Tune, that would be most suitable for your particular application and model. Write giving fullest details of your approximate requirements, year and model of Triumph and at the same time indicate your price range, we will then advise on our recommendations most suitable for your needs. Or telephone this information to our Workshop Manager - Mr. G. Read, who will be only too pleased to help with your Tuning requirements etc.

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Please Note : Any fitting, servicing or repairs can ONLY be carried out BY APPOINTMENT. We regret that CHEQUES (other Travellers Cheques) Can NOT be accepted in payment of Spares and/or Repairs.

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A SELF-DRIVE CAR HIRE Service is available for customers who wish to leave their own car for repairs etc.

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LEIGHTON-BUZZARD is on a direct line by British Railways to London (Euston) and to Birmingham.

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Customer's cars can be collected by arrangement from any part of the British Isles

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# S.A.H. ACCESSORIES LTD.

AGENTS

TRIUMPH SPORTS CAR SPECIALISTS



DISTRIBUTORS

Manufacturers of "S.A.H." SPEED EQUIPMENT, CONVERSIONS AND GLASS-FIBRE BODY PARTS

## LINSLADE · LEIGHTON BUZZARD · BEDS.

TELEPHONE: LEIGHTON BUZZARD 3022

STANDARD TRIUMPH LTD. / S.A.H. ACCESSORIES LTD.

SPITFIRE STAGE II TUNING KIT

(ALSO SUITABLE FOR HERALD 1200 AND 12/50)

- 4-Port CYLINDER HEAD Kit only - consisting of 4 Inlet Port cylinder head with all essential components, including Weber Carburettors, Inlet Manifolds, Exhaust Manifold, inlet/exhaust valves, springs, cotters and collars, throttle levers, steady brackets, rods, breather pipe and fuel pipes etc., 99 1.8d.
- (A)
- ROCKER GEAR - Special heavy duty valve rocker shaft gear, including pedestals, shaft, arms etc., recommended for use with above HEAD conversion. 9 5.5d.
- (B)
- Complete STANDARD Stage II Kit - including special crankshaft conrods, pistons, 4-port head kit, diaphragm clutch and close ratio gear kits, special distributor and camshaft etc., enabling standard engine to be converted into Stage II tune 194 14.6d.
- (C)
- NOTE: It is essential to state existing piston size F.G. or H. when ordering - existing piston size can be found marked in machined recess running length of block at top, on dipstick side of engine.
- Complete STANDARD Stage II Kit as above - but EXCLUDING Recommended extras such as special pistons, conrods, crankshaft, rocker gear, bearings. 155 4.6d.
- (D)
- EXCHANGE Stage II (STANDARD) Engine & Gearbox - as a complete built-up assembly against existing standard Spitfire, Herald 1200 or 12/50 unit, (subject to condition of old units.) Exchange price only - incl., close ratio gearbox. 224 4.6d.
- (E)
- EXCHANGE Stage II (MODIFIED) Engine & Gearbox - complete exchange engine and gearbox assembly, including all components as under specification (C) & (E), but including additional "S.A.H." equipment and modification, such as "Gas-Flowed" modified cylinder head and matched manifolds, oil cooler kit. Lucas Sports Coil, engine balancing, modifications to block and pistons giving a further increase of 10 bhp. 274 4.6d.
- (F)
- Stage II (MODIFIED) Engine & Gearbox - as detailed above, but supplied on outright purchase basis. 341 14.6d.
- (G)
- Labour charges for removal/installation of above converted engine and gearbox assembly in actual vehicle, incl., final tuning and road-testing. 15 10.0d.
- (H)
- Close ratio Gear Parts (NOT including ant standard parts, gaskets, bearings, that MAY need replacing, depending on condition of existing gearbox. 23 10.8d.
- (I)
- EXCHANGE re-built Close Ratio gearbox only - for Spitfire, Herald 1200 or 12/50, (Including ALL new bearings, thrust washers and other parts as required) - NOT including fitting charge into actual vehicle. 36 19.0d.
- (J)

contd .....

SPITFIRE STAGE II TUNING KIT DETAILS - cont:

(K) <u>Diaphragm Clutch Kit only</u> - including flywheel, clutch cover and centre plate assembly, release bearings. Can be used with any standard or modified engine	14 16.10d
0-8,000 R.P.M. Rev-counter (no allowance on existing tachometer)	6 10.0d.
<u>"Minilite" Light-weight Magnesium Alloy Wheel Kit, incl.,</u> four 4½J wheels and chrome-finish wheel-nut pack, complete	59 11.8d.
As above - but with two 4½J Wheels for front and two 5"J wheels for rear only, for even further improved road-holding complete kit	60 19.0d.
Spare 4½J wheels for above kits	13 9.11d
Spare 5J wheels for above kits	14 3.7d.

NOTES:

Engine Breather: A sealed breathing system must not be retained when undertaking Stage II tune. Therefore, all Spitfires incorporating sealed breathing should be modified. This involves removing the 'sealed breather rocker cover' and replacing it with the cover Part No. 134654, and filler cap, Part No. 113569, fitted to earlier Spitfire 4's.

In addition to above, remove the existing breather pipe assembly from the crankcase or, if sealed breathing system is fitted, remove the blanking plug from a hole in the side of the crankcase and fit the manifold breather pipe.

A current 10% surcharge on List price of Weber Carburettors amounting to the sum of £5.2.0d. total is in force until further notice. This surcharge applies to the Four-port Cylinder Head Kit, Basic Stage II Kit, and both forms of Exchange Engines. This figure is nett.

Any old or new Herald 1200 or 12/50, or Standard Spitfire engine and gearbox assembly can be used under the exchange schemes.

DEPOSITS: When the fully modified Stage II engine and gearbox assemblies are required in advance then a deposit of £60 must be lodge with us in lieu of the old units being returned. This deposit is then refunded when we receive the old engine and gearbox in good condition. A surcharge will be made and deducted from deposit, if after inspection of the old returned units excessive wear (particularly re cylinder bore) is evident, necessitating additional operations and/or replacement. For exchange of cloe ratio gearbox assembly, these can be supplied in advance (less top-cover/selector assembly, Clutch-housing and rear extension) against a deposit of £28 - which is refunded on receipt of old existing Gearbox returned carriage paid in good undamaged condition.

All prices EX WORKS - Packing and carriage costs chargeable extra.

All returned units must be complete as per new unit supplied.

Where exchange Engines are supplied as under Schemes E & F, the gearbox is supplied LESS top-cover and selector assembly, (your own existing cover assembly being utilised). Clutch housing and rear extension are supplied with the gearbox ready mounted on to engine assembly.

Under scheme 'G' fully modified Stage II engine/gearbox assembly on OUTRIGHT PURCHASE, the the gearbox is supplied and included LESS - top-cover/Selector assembly, clutch-bell housing and rear extension - these parts are utilised from existing standard engine.

The same engine conversions can be undertaken to your own particular Engine and Gearbox if you wish - the same charges and terms apply, but a delay of approx. 10 days would be involved for undertaking this conversion to your own units - by appointment.

WARRANTY: The normal Stanpart Warranty can only be given where the FULL Stage II kit is supplied, NOT where only individual sections, parts etc., derived from complete kit are used, such as a four-port cylinder head kit.

SPITFIRE STAGE II TUNING KIT DETAILS contd:

Fitting of any conversions, together with other items selected from our own main Catalogue of Spitfire/Herald tuning equipment and accessories, can be carried out at our Works by prior appointment. Quotations - without obligation - on request.

CRYPTON ROLLING-ROAD TEST BED facilities available - Details on request.

Advice and recommendations readily given on preparing your Triumph vehicle for circuit racing, rallying or just normal everyday motoring.

STAGE II CONVERSION DATA.

Compression Ratio :- 10.5 - 1  
Power Output :- 90 BHP (standard Stage II) 100 BHP (SAH modified)  
Maximum Speed :- 107 m.p.h. (Standard Stage II)  
Accel., 0-60mph :- 10.6 seconds.  
Max., permissible  
    r.p.m. :- 7,000 r.p.m.  
Spark Plugs :- Lodge 2 HN  
Spark Plugs Gap :- .030" (with Lucas H.A. 12 Coil)  
Ignition setting  
    Static :- 2 degrees B.T.D.C.  
Valve Clearances  
    Cold :- 0.010" Inlet/Exhaust running  
          0.015" " " for setting up  
Camschaft :- Inlet opens 45 degrees B.T.D.C.  
              Exhaust closes 45 degrees A.T.D.C.  
              Inlet closes 65 degrees A.B.D.C.  
              Exhaust opens 65 degrees B.B.D.C.  
Maximum Lift :- 0.368"

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Ratios with new Gear Details:-

Ratios :- Top (4th) 1. 3rd. 1.15. 2nd. 1.78. 1st & Rev 2.93.  
Overall Ratios with 4.11 Axle:- 4.11 (4th) 5.16 (3rd) 7.31. (2nd)  
                                  12.06 (1st).

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GENERATOR

Normal power losses can be reduced fractionally by fitting a larger generator-pulley and special fan-belt, to lower the speed of the generator :- prices on request. For long distance races and rally work a larger Vent-Fan can be fitted to the generator to assist cooling.

TRIUMPH



AGENTS

# S.A.H. ACCESSORIES LTD.

TRIUMPH SPORTS CAR SPECIALISTS - BOND EQUIPE DISTRIBUTORS



DISTRIBUTORS

Manufacturers of "S.A.H." SPEED EQUIPMENT, CONVERSIONS AND GLASS-FIBRE BODY PARTS

LINSLADE · LEIGHTON BUZZARD · BEDS.

TELEPHONE: LEIGHTON BUZZARD 3022 & 2556

*Spitfire "Interim" Tuning Kit*

*Manufactured by Messrs. Standard-Triumph Ltd.,  
Sole U.K. Distributors - Messrs. S.A.H. Accessories Ltd.*

*Designed for the Spitfire owner seeking that little extra horse-power, to give an approximate increase up to 70 b.h.p. coupled with a performance of around 96 m.p.h. maximum speed, a 0-60 m.p.h. acceleration of 13.5 seconds, and a standing quarter mile in approximately 19.2 seconds.*

*This medium Stage of Tuning in the form of an "Interim Kit" is now available for immediate delivery, either via your local Standard-Triumph Agent or direct from Messrs. S.A.H. Accessories Ltd., at a realistic price of only*

£46. 10. 0d

*Briefly the Kit consists of:-*

- Solex twin-choke compound downdraught Carburettor*
- Special Cast-Aluminium Inlet Manifold*
- Fabricated four-branch extractor Exhaust Manifold*
- Special Intermediate Exhaust pipe and twin tail-pipe silencer unit*
- All necessary Gaskets, Nuts, Bolts, Washers etc.,  
Studs, suction and petrol pipes.*
- New engine breather pipe detail*
- All parts required to undertake complete installation*

*Note: The basic exchange Cylinder-Head is machined only to give a raised compression ratio of 9.75-1*

*S.A.H. offer a special modified raised compression and "Gas-flowed" cylinder head under a similar exchange scheme, at a price of £12.15.0d extra making a total for the complete kit of*

£59. 5. 0d

*Under both the above schemes there is a deposit required of £15. 0. 0d in lieu of the old existing cylinder head.*

*A complete catalogue of all Spitfire or Herald Tuning equipment, conversions and accessories, and a full range of other engine/suspension modifications - including the extensive Stage 11 Standard-Triumph tuning kit - is available from S.A.H. Accessories Ltd.,*

## TERMS

Strictly Cash with Order/C.O.D./or Pro-Forma Invoice only.

Allow 3 - 5 days for Bank clearance on Cheques.

All prices are EX-WORKS - packing and carriage charges can be supplied on request. If urgently required, allow sufficient with remittance to cover Post/Freight/Packing costs to avoid delay - surplus will be refunded or credited.

All prices quoted are subject to alteration without notice.

Fitting of any conversion, normal routine servicing and repairs can be carried out at our Works by prior appointment ONLY.

Quotations - without obligation on request.

CRYPTON HEENAN FROUDE DYNOMETER ROLLING ROAD TEST BED facilities available, details on request.

Sun Electronic tuning test equipment used for engine fault diagnosis and tuning.

## H.P. TERMS

One-Third deposit balance payable over two years. These special terms are available for the purchase and/or fitting of any tuning equipment Spares/Replacements etc., amounting to a minimum total value of £150, to approved Home Market customers only.

## NEW CARS

We specialise in supplying any new Triumph Model in either Standard form or specially prepared and modified to customers own specification.

## EXPORT

Special quantity Trade Terms available for Export markets

Our workshops are available (by prior appointment ONLY) for normal Servicing, Mechanical and Body Repairs. Re-Spraying, Accident and Crash Repairs, as well as our more normal Specialised Conversion & Tuning Preparation, by Factory Trained Mechanics.

With regard to the above - contact our Service Manager,  
Mr. Geoff Road - Telephone Leighton Buzzard 3022 & 2556.

