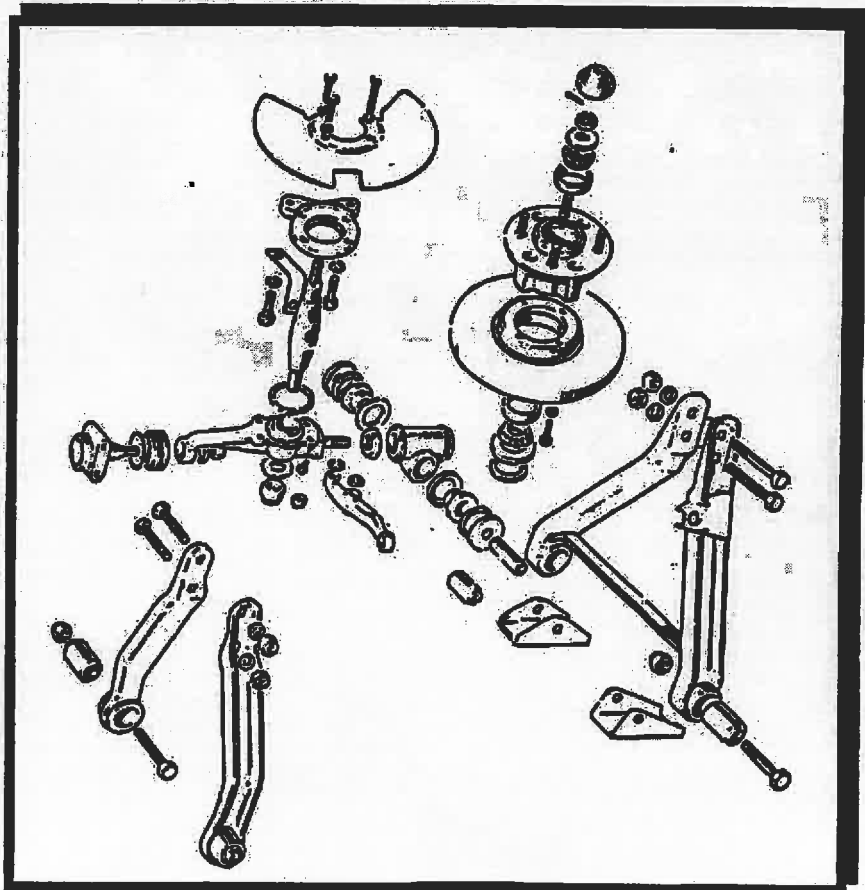


# **TRIUMPHANT!**

Ok, so most of you realise what parts of your Marcos come from various donor vehicles. However for those of you who don't I will try to explain which parts of your Marcos are from the Triumph Herald/Spitfire/Vitesse and GT6 range. Basically the Triumph sourced parts can be split into two distinct groups:

## **1. Front Suspension**

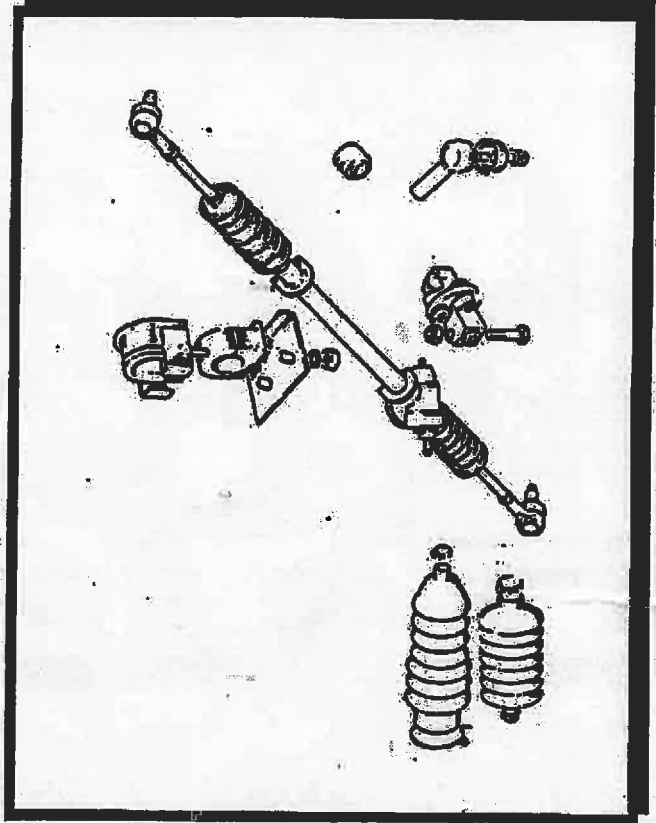


## **2. Steering Components**

The Steering Rack, Column and lower steering coupling are all from the Herald/Spitfire/Vitesse & GT6 range of cars. The steering racks only differ in the number of turns required for full lock, however all steering racks should be fitted with a spacer within the assembly to limit the full lock capabilities which would otherwise result in wheel scrub against the headlamp pods (especially on short bonnet cars). Triumph produced three types of steering column for the Herald/Spitfire/Vitesse and GT6. These all retain the same physical dimensions but differ in the switches fitted.

All Herald, Vitesse, GT6 and Spitfire MK 1, 2 & 3 were fitted with the standard column found in most Marcos (see below). The differences appeared in the Spitfire Mk 4 and 1500 cars.

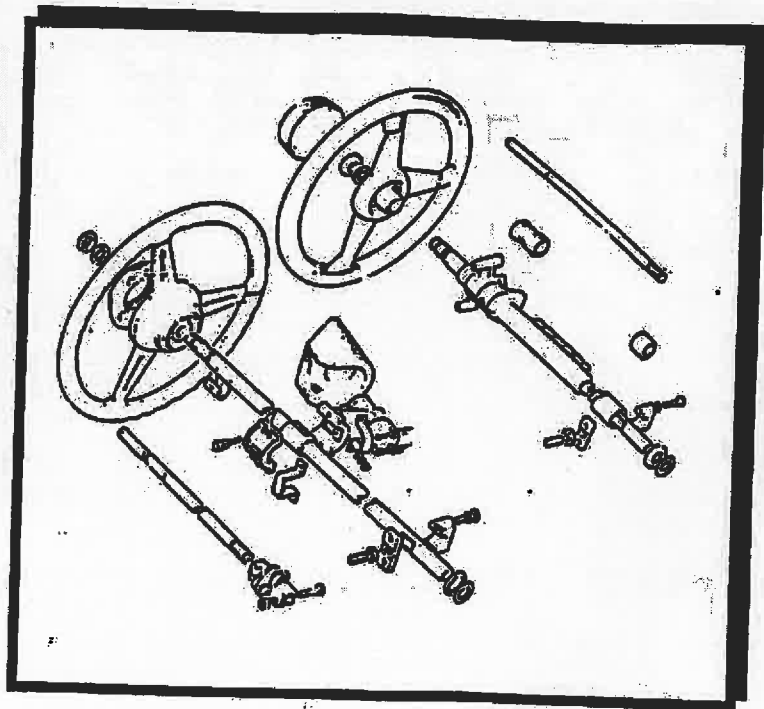
The Spitfire Mk4 and pre-1977 1500's had a steering column lock fitted with integral ignition key. The basic column and switching is the



same the only difference being a 'flat' machined on the inner shaft and a hole in the column for the lock to fit over.

The post 1977 1500 Spitfire had a totally different column which was required due to a different set of column switches. These switches gave not only lights and indicator functions but also included push button horn, windscreen wipers and washer. A different pair of switch covers was also used.

It should be remembered that the linkage between the inner steering column and the rack coupling is in fact unique to Marcos and differs depending on whether your car is a wooden chassis'd model or steel.



Most of the front suspension is common throughout the Herald/Spitfire/Vitesse & GT6 range however the differences can be summarised as follows:

The vertical links (upright) and stub axle differ for the Herald/Spitfire which uses smaller brake callipers. The vertical links have the brake mounting points within the one piece upright. GT6/Vitesse have separate caliper mounting brackets which bolt to the back of the upright.

Vitesse MK1 used the GT6/Vitesse upright/stub axle but had a smaller caliper mounting bracket and used the early Spitfire callipers.

Some pre-1967 Marcos will have had this set-up (Mine included). To upgrade to the later GT6 callipers you simply need the larger mounting plates and the GT6 discs.

The GT6/Vitesse hubs are bigger than the Herald/Spitfire and cannot be interchanged without using the corresponding upright/stub axle assembly.

The front anti rollbar (not illustrated) differs in thickness depending on the model/year of the Triumph car involved, some late 60's Marcos appear to have left the factory without rollbars (the chassis's having no attachment points). A breakdown of the available rollbars follows:

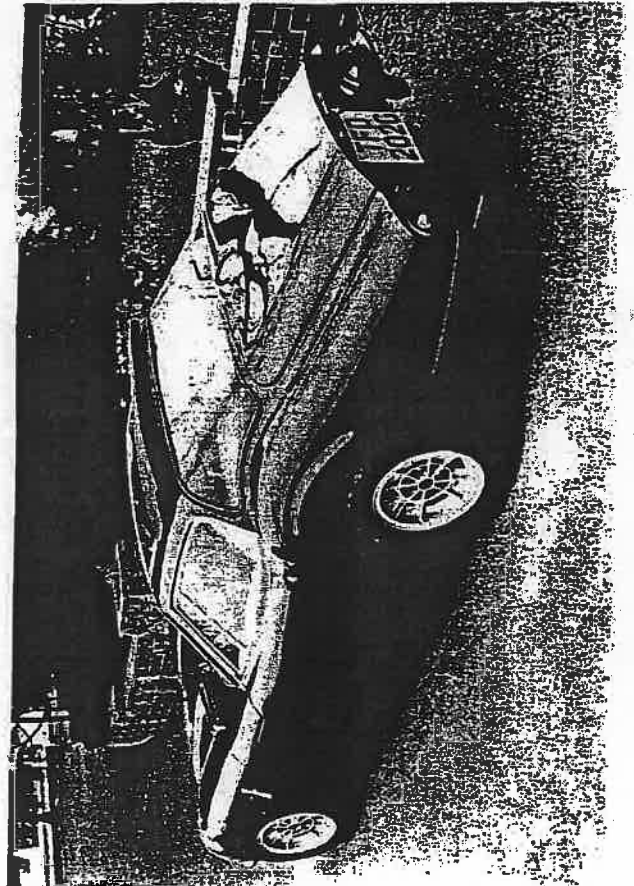
Spitfire MK 1,2,3,4/Herald/Vitesse used a 0.875 inch bar:  
part no 207093.

Spitfire 1500 & GT6 used a 1.00 inch bar:  
part no 217033

All other anti rollbar components (links etc) are the same for all models.



1600 Coupe - Glynn Kerr, Devon



The following is a breakdown of components and their associated part numbers together with a guide to cost as of December 1992. Some suppliers will recognise the parts against their own numbering system, it is therefore best to give a description and where applicable left or right hand, as well as the quoted part number.

Front Suspension		Price
514191	Trunion overhaul kit	3.00
140919	Trunion right hand	12.00
140920	Trunion left hand	12.00
122126	Trunion to vertical link seal	1.00
119142	Trunion nut & bolt	1.00
206685	Lower wishbone RH	48.00
206686	Lower wishbone LH	48.00
119451	Bush - all wishbones	0.75
145007	Front hub - GT6	75.00
112429	Wheel stud	1.30
132065	Stub axle - GT6	20.00
	Front wheel bearing kit	10.00
132665	Front bearing grease cap	2.30
132666	Front bearing D washer	1.15
	Front hub caulsated	0.50
209072	Vertical link RH - GT6	36.00
209073	Vertical link LH - GT6	36.00
205504	Steering arm RH - GT6	16.50
205505	Steering arm LH - GT6	16.50
145106	Caliper Mounting plate RH - GT6	S/hand
145107	Caliper mounting plate LH - GT6	S/hand
119272	Top wishbone	15.50
	Top ball joint	8.00
	Nut & Bolt - top ball joint	0.50
122022	Camber adjustment shims	1.00

Anti Rollbar	Price
207093	15.00
217033	35.00
123998	0.60
155310	0.90
123502	1.40
155308	1.00
139126	0.75
155307	0.75
125074	1.25
125481	9.00
125482	9.00
<b>Steering</b>	
307830	30.00
156024	8.50
139385	1.45
	5.00
209423	8.00
142140	3.75
	14.00
152616	0.40
158966	S/hand
142534	21.00
159761	8.50
	8.50

Finally there are several very reputable Triumph specialists which stock all the parts you might require and offer a next day delivery service. Four of the top ones (according to the Triumph Sports Six Club) are currently:

John Hill's Ltd  
Arthur Street,  
Lakeside,  
Redditch.  
Tele : 0527 20880

Rimmer Brothers Ltd,  
Triumph House,  
115 Lincoln Rd,  
Branston,  
Lincoln.  
Tele : 0522 791965

Triumph Tune  
22-28 Manor Rd,  
Richmond,  
Surrey.  
Tele : 081-948-6668

John Kipping  
Parrots Grove  
421 Aldermans Green Rd,  
Coventry.  
Tele : 0203 645333

I have personally used all of the above companies who will also supply second hand spares when available. All take over the phone orders via the major credit cards and are very helpful if you have any problems.

Andy Derrick.

MODEL SPECIFICATION CHART

MODEL	ENGINE	GEAR BOX	REAR AXLE	FRONT SUSPENSION	STEERING RACK	FRONT BRAKES	REAR BRAKES	FRONT WHEEL TYRE ASSY.	REAR WHEEL TYRE ASSY.
MARCOS MANTULA	Rover SDI 3500 - 1977 On Rover SDI Rover 3500 S 1969-76	5-speed Rover SDI	Ford Capri 3-litre Mark I II III 1969-on	Triumph Vitesse Mark II GT6 1968-on	Triumph Spitfire Vitesse GT6 1965-on	Marcos Ventilated Triumph Vitesse Mark II GT6	Ford Capri 3-litre Mark I II III 1969-on.	195 x 60 VR 14 tyre. Max. load 1136 lb. @ 44 PSI. 6" wide rim.	205 x 60 VR 14 tyre. Max. load 1230 lb. @ 36 PSI 6" wide rim.
MARCOS 3-LITRE	Ford Capri 3-litre 1969 ON Mark I II III	Ford Capri 3-litre 1969-on (Single rail box preferred)	Ford Capri 3-litre Mark I	Triumph Vitesse Mark II GT6 1968-on	Triumph Spitfire Vitesse GT6 1965-on	Triumph Vitesse Mark II GT6	Ford Capri 3-litre Mark I	185 x 70 HR 13 tyre. Max. load 1140 lb. @ 36 PSI. 6" wide rim.	185 x 70 HR 13 tyre. Max. load 1140 lb. @ 36 PSI. 6" wide rim.
MARCOS 2-LITRE	Ford Cortina 3-litre OHC Ford Capri 2-litre OHC	Ford Cortina 2-litre Ford Capri 2-litre	Ford Capri 3-litre Mark I	Triumph Spitfire Vitesse GT6	Triumph Spitfire Vitesse GT6	Triumph Spitfire Vitesse GT6	Ford Capri 3-litre Mark I	185 x 70 HR 13 tyre. Max. load 1140 lb. @ 36 SPI. 6" wide rim.	185 x 70 HR 13 tyre. Max. load 1140 lb. @ 36 PSI. 6" wide rim.
MARCOS 1600	Ford Cortina 1600 OHN Ford Capri 1600 OHC	Ford Cortina 1600 OHC Ford Capri 1600 OHC	Ford Capri 3-litre Mark I	Triumph Spitfire Vitesse GT6	Triumph Spitfire Vitesse GT6	Triumph Spitfire Vitesse GT6	Ford Capri 3-litre Mark I	185 x 70 HR 13 tyre. Max. load 1140 lb. @ 36 PSI. 6" wide rim.	185 x 70 HR 13 tyre. Max. load 1140 lb. @ 36 PSI. 6" wide rim.