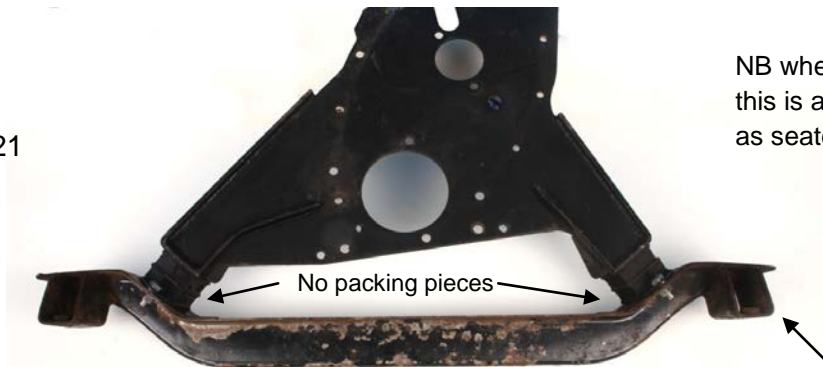


Front engine mounting options

When the Mk1 2000 was launched, there were no packing pieces under the engine mounts. The need for packing pieces was brought about by the long stroke 2.5 engine having a deeper sump. Packing pieces were added to allow the sump to clear the steering rack. In 1971 Triumph engineers realised that the spacers had altered the propshaft running angle, so the later diff bracket was applied at ME42722 2000 & MG21067 2.5 PI. From then on, the 2000 also used spacers under the engine mounts. - See Register service notes page 2.403

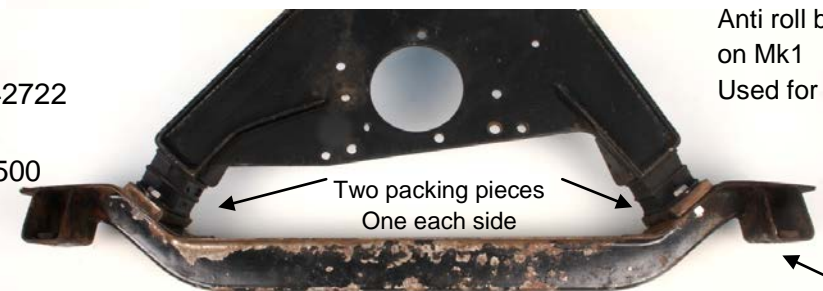
Next the 75 models were fitted SUHS6 carburettors with their longer inlet manifold. To allow airbox to strut turret clearance the engine was moved to the left approximately 1/2". having 2 packing pieces on the right and none on the left. This also led to the need for the slimmer '015' battery option, for alternator clearance.

Mk1 2000
Mk2 2000 to ME42721



NB when referring to left or right, this is as viewed from the rear or as seated in the car.

Mk2 2000 From ME42722
All 2.5 PI
All SUHS4 2000 & 2500



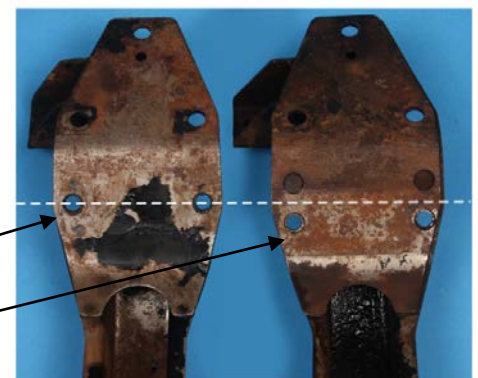
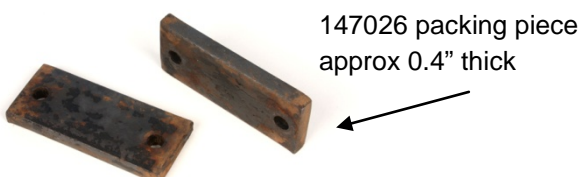
Anti roll bar mount was not standard on Mk1
Used for photographic purposes only

All SUHS6 Carb models
2000TC
2500TC
2.5S



Most Mk2 estates & 'S' Saloon used anti roll bars

Bolt lengths with Nyloc nut:-
No packing piece 5/16" UNF x 3/4"
One packing piece 5/16" UNF x 1 1/8"
Two packing pieces 5/16" UNF x 1 1/2"



Early (central)
SUHS6 (offset)

Right hand side of car

Holes are also offset to the left of the centre line on the left hand side of the car