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### SUPERPRO POLYURETHANE SUSPENSION PRODUCTS

Revington TR recommends *SuperPro* Polyurethane products where polyurethane is deemed appropriate.

*SuperPro* has been market leader in the manufacture of polyurethane suspension components for 30 years. As well as the TR range, *SuperPro* covers many makes of vehicles both old and new. If you have a none-TR requirement, with many thousands of applications to choose from, we may be able to help. Please email your car details and we will be pleased to see if the *SuperPro* range covers your application.

### SUPERPRO COMPLETE CAR BUSH KITS

Please see separate front and back suspension sections for separate front and back kits and discrete parts.

KIT0186K	TR2 <i>SuperPro</i> Suspension kit.
KIT0189K	TR3-3A <i>SuperPro</i> Suspension kit.
KIT0190K	TR4 <i>SuperPro</i> Suspension kit.
KIT0095K	TR4A Live axle <i>SuperPro</i> Suspension kit.
KIT0098K	TR4A IRS <i>SuperPro</i> Suspension kit.
KIT5212K	TR5, 250 <i>SuperPro</i> Suspension kit.

*Note: KIT5212K excludes anti-roll bar bushes if anti-roll bar bushes are required please order TR6 kit KIT0101K*

KIT0101K	TR6 <i>SuperPro</i> Suspension kit.
KIT0104K	TR7-8 <i>SuperPro</i> Suspension kit.

Individual bushes and sub kits within the *SuperPro* range can be found within the appropriate sections of this catalogue.

### INTEGRATED SUSPENSION PACKAGES

Revington TR worked in-conjunction with a top suspension designer to maximise the benefit available from the basic chassis/suspension design of the TR in a range of applications. Apart from being able to supply individual upgrading parts for the complete TR range, we have identified the following specific packages for TR's 2-4 and TR4A-6.

For TR7-8 models, please ring to discuss.

RTR3105PK	TR2-3B Fast Road / Rally configuration using <i>SuperPro</i> polyurethane suspension bushes. This set up is a derivative of RTR3105NK and is essentially the same kit but with the harsher nylon suspension bushes replaced with inherently softer <i>SuperPro</i> Polyurethane suspension bushes. The kit provides good ground clearance (155-165mm), reasonably soft springing, coupled with heavy anti-roll bars to assist the springing in roll. The system has proved very popular with drivers who use their cars for fast touring where ground clearance is important- or just enjoy driving their car with gusto! The anti-roll bar configuration incorporates <i>SuperPro</i> polyurethane links at the front and aircraft quality spherical bearing joints at the rear. Steering geometry is changed to incorporate toe-out on turns, and is positively located by a bushed idler block and solid track control
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RTR3105NK	pins. The kit includes all springs, dampers, <i>SuperPro</i> polyurethane suspension bushes, trunnions etc. In fact everything for a complete suspension rebuild and more! A deposit applies until certain exchange parts are returned. These being: Rear dampers, steering arms and Idler. Mere words cannot adequately describe the phenomenal benefits that this kit can provide. Please ask for information sheet IS0013, which includes more information and testimonials from winners. TR2-3B Fast Road / Rally configuration using Nylatron suspension bushes rather than polyurethane; suitable where ride comfort can be compromised in favour of performance. This set up was primary designed for forest stage rallies providing good ground clearance (155-165mm) reasonably soft springing commensurate with rough going, coupled with heavy anti-roll bars to assist the springing in roll. The system has proved so popular to drivers who use their cars for rallying and ordinary road use that we now offer this as a Fast road set up too, where ground clearance is important. The anti-roll bar configuration incorporates <i>SuperPro</i> polyurethane links at the front and aircraft quality spherical bearing joints at the rear. Steering geometry is changed to incorporate toe-out on turns, and is positively located by a bushed idler block and solid track control pins. The kit includes all springs, dampers, Nylatron suspension bushes, trunnions etc. In fact everything for a complete suspension rebuild and more! A deposit applies until certain exchange parts are returned. These being: Rear dampers, steering arms and Idler.
RTR3107K	TR2-3B Rally/Fast Road configuration. As RTR3105NK but with spherical bearing jointed roll bars front and rear. A deposit applies until certain exchange parts are returned. These being: Rear dampers, steering arms and Idler.
RTR3454	When ordering RTR3105K and RTR3107K along with rack conversion RTR3202K, some parts are not required, resulting in a price reduction. Part no. RTR3454 refers to this reduction.
RTR3405-1K	When fitting RTR3105K, RTR3107K and RTR3108K to a bare chassis, this kit provides the most usually needed extra parts required. Includes non adjustable rear damper links.
RTR3405-1AK	As RTR3405-1K but with adjustable rear damper links.
RTR3405-2K	As RTR3405-1K for fitting RTR3109K only, with non adjustable rear damper links.
RTR3405-2AK	As RTR3405-2K but with adjustable rear damper links.
RTR3108K	TR2-3B Road uprated configuration. Not as sophisticated as RTR3105NK/PK. Incorporating uprated springs, softer anti-roll bar at the front, no rear anti-roll bar and moderate steering / suspension location changes. For those who have tried keeping up with Neil Revington's TR2 - TKR49 - through the bends, this is what you have been chasing!
RTR3109K	TR2-3B Hill climb / Sprint / Mild-Race configuration. The principle here is a car, which could be very competitive in Hill

climbs / Sprints / Racing and can be driven to the venue. Don't expect to impress your girlfriend with the smoothness of the ride though.

This configuration uses many of the parts in kit RTR3107K including with spherical bearing jointed roll bars front and rear, but much stiffer springs and anti-roll bars. The ground clearance is 90mm.

**RTR3110K**

TR2-4Modified Race / Hillclimb / Sprint configuration. Not intended for the road, this kit includes modified parts incorporating spherical bearing jointed roll bars front and rear and front suspension articulation joints thus enabling full geometry adjustment.

*Please ring to discuss as the fine tuning of this set up means we need to know the weight of the car and driver, tyres used etc Revington TR only supply this kit for fitment at their workshops due to the complexity of the installation.*

All the comments above apply to the TR2-TR3A, however Revington TR have applied the same principle to the TR4 aided by our experience gained during the rebuild of the Ex-Works TR4, registered 4VC and 3VC and our use of 6VC (which Neil Revington owns) in modern rallies. This knowledge has now been extended to cover TR4A-6 and TR7-8. Revington TR have built a TR5 especially for use in the Targa Tasmania rally which has been used as the test bed for out Independent rear suspension car evaluation.

The Revington TR TR7-8 package has been developed with our own TR7 coupe and V8 drophead and with the benefit of experience gained whilst improving customers cars.

For TR4 order the appropriate part numbers below.

There are several kits available for the TR4, which in principle offer the same performance as the kits we supply for TR2-3B.

As early TR4 don't have 3° of caster but later cars do, it has been necessary to split the packages so as not to provide unnecessary components relevant to 3° Caster, when later cars would be fitted with this equipment as standard.

**RTR3631K**

Early TR4. This Fast Road full suspension package incorporates **SuperPro** Polyurethane suspension bushes and is supplied for fitment to Early TR4's with TR3A type front suspension. This package is suitable for road cars, which may take part in rallies where a reasonable level of comfort is required.

As early TR4's don't have 3° of caster but later cars do, this kit includes all the necessary components to introduce 3° Caster.

The kit also includes; 450lb/in front springs, 160 lb/in rear springs, a 1" front anti roll bar with conventional links and a 5/8" rear anti-roll bar with spherical bearing links.

**RTR3145PK**

Early TR4. This Fast Road/Rally full suspension package incorporates **SuperPro** Polyurethane suspension bushes and is supplied for fitment to Early TR4's with TR3A type front suspension. This package is suitable for Fast road cars, which also take part in rallies where comfort is slightly compromised for performance.

As early TR4's don't have 3° of caster but later cars do, this kit includes all the necessary components to introduce 3° Caster.

The kit is similar to the suspension package fitted to the works TR4 rally cars and

**RTR3145NK**

includes in addition to the above; 450lb/in front springs, 185 lb/in rear springs and a 1" front anti roll bar with conventional links. No rear anti-roll bar is fitted.

Early TR4. This Fast Road/Rally full suspension package incorporates Nylatron suspension bushes and is supplied for fitment to Early TR4 with TR3A type front suspension. This package is suitable for Fast road cars, which also take part in rallies where comfort is slightly compromised for performance.

As early TR4's don't have 3° of caster but later cars do, this kit includes all the necessary components to introduce 3° Caster.

The kit is similar to the suspension package fitted to the works TR4 rally cars and includes in addition to the above; 450lb/in front springs, 185 lb/in rear springs and a 1+ front anti roll bar with conventional links. No rear anti-roll bar is fitted.

**RTR3146K**

Early TR4. This Fast Road/Rally full suspension package incorporates Nylatron suspension bushes and is supplied for fitment to Early TR4 with TR3A type front suspension. This package is suitable for Fast road cars, which also take part in rallies where comfort is slightly compromised for performance.

As early TR4's don't have 3° of caster but later cars do, this kit includes all the necessary components to introduce 3° Caster.

The kit is similar to the suspension package fitted to the works TR4 rally cars and includes in addition to the above; 450lb/in front springs, 185 lb/in rear springs and a 1+ front anti roll bar with spherical bearing links which allow the front anti roll bar to work more effectively enhancing turn in. No rear anti-roll bar is fitted.

**RTR3632K**

Late TR4. This Fast Road full suspension package incorporates **SuperPro** Polyurethane suspension bushes and is supplied for fitment to Late TR4 with unequal length upper wishbones providing 3° of caster. This package is suitable for road cars, which may take part in rallies where a reasonable level of comfort is required.

The kit also includes; 450lb/in front springs, 160 lb/in rear springs, a 1+ front anti roll bar with conventional links and a 5/8+ rear anti-roll bar with spherical bearing links.

**RTR3147PK**

Late TR4. This Fast Road/Rally full suspension package incorporates **SuperPro** Polyurethane suspension bushes and is supplied for fitment to Late TR4 with unequal length upper wishbones providing 3° of caster. This package is suitable for Fast road cars, which also take part in rallies where comfort is slightly compromised for performance.

The kit is similar to the suspension package fitted to the works TR4 rally cars and

	includes in addition to the above; 450lb/in front springs, 185 lb/in rear springs and a 1+ front anti roll bar with conventional links. No rear anti-roll bar is fitted.		includes a 22mm(7/8") front anti-roll bar with <b>SuperPro</b> polyurethane links, and a rear 16mm (5/8") anti-roll bar with spherical bearing jointed links. The kit offers good ground clearance.
RTR3147NK	Late TR4. This Fast Road/Rally full suspension package incorporates Nylatron suspension bushes and is supplied for fitment to Late TR4 with unequal length upper wishbones providing 3° of caster. This package is suitable for Fast road cars, which also take part in rallies where comfort is slightly compromised for performance.  The kit is similar to the suspension package fitted to the works TR4 rally cars and includes in addition to the above; 450lb/in front springs, 185 lb/in rear springs and a 1+ front anti roll bar with conventional links. No rear anti-roll bar is fitted.		<i>NOTE. All TR4AIRS-6 rear anti-roll bar kits sit above the differential to ensure maximum ground clearance is maintained.</i>
RTR3148K	Late TR4. This Fast Road/Rally full suspension package incorporates Nylatron suspension bushes and is supplied for fitment to Late TR4 with unequal length upper wishbones providing 3° of caster. This package is suitable for Fast road cars, which also take part in rallies where comfort is slightly compromised for performance.  The kit is similar to the suspension package fitted to the works TR4 rally cars and includes in addition to the above; 450lb/in front springs, 185 lb/in rear springs and a 1+ front anti roll bar with spherical bearing links which allow the front anti roll bar to work more effectively enhancing turn in. No rear anti-roll bar is fitted.	RTR3288K	As RTR3256 series, but with spherical bearing jointed front roll bar.
RTR3150K	Early TR4. Hillclimb/Sprint/Mild Race. This kit is specified individually to meet specific customer requirements. Please call to discuss.	RTR3257PK	TR250, TR5 & 6 Fast road suspension package using <b>SuperPro</b> polyurethane upper and lower inner front suspension bushes and rack clamps. This kit includes a 7/8" diameter front anti roll bar with <b>SuperPro</b> polyurethane links and rear 5/8" diameter anti roll bar with spherical bearing jointed links. The Kit offers a ground clearance of 135-145mm. This kit consists of all the components you are likely to need to undertake a complete front and back suspension rebuild as it includes all bushes and uprated parts as well as springs, dampers and associated fittings. This kit gives a softer feel to the suspension and steering than its sister kit RTR3257NK, but trades a small amount of suspension performance. This kit would be chosen instead of RTR3257NK where performance is less important than ride quality. Please note the image shown against this product depicts Nylatron bearings whereas this kit is supplied with SuperPro Polyurethane bearings. Not all parts supplied, only the major components are shown in the picture.
RTR3180K	Late TR4. Hillclimb/Sprint/Mild Race. This kit is specified individually to meet specific customer requirements. Please call to discuss.	RTR3257NK	TR250, TR5 & 6 Fast road suspension package using nylatron upper and lower inner front suspension bushes and solid rack clamps. This kit includes a 7/8" diameter front anti roll bar with <b>SuperPro</b> links and rear 5/8" diameter anti roll bar with spherical bearing jointed links. The Kit offers a ground clearance of 135-145mm. This kit consists of all the components you are likely to need to undertake a complete front and back suspension rebuild as it includes all bushes and uprated parts as well as springs, dampers and associated fittings. This kit gives a sharper feel to the suspension and steering than its sister kit RTR3257PK, but trades a small amount of ride quality. This kit would be chosen instead of RTR3257PK where performance is more important than ride quality. Not all parts supplied, only the major components are shown in the picture.
RTR3151K	TR4 Modified Race/Hill climb / Sprint configuration. As RTR3110K. This kit is specified individually to meet specific customer requirements. Please call to discuss.	RTR3291K	TR250, 5 & 6 As RTR3257NK but with spherical bearing jointed front anti-roll bar.
The TR4AIRS to TR6 range, whilst having similar front suspension arrangements to the TR2-4, are obviously quite different at the back, having independent suspension. Revington TR have taken the lessons learnt with the earlier cars, rally experience and day to day use of Neil's TR5 and Carl's TR6, to produce a range of road holding packages for every need.  The most popular kits are listed below.		RTR3667PK	TR4A-6 Fast Road/Rally suspension packed to our 'argaq' setup where original rear dampers need to be retained.
RTR3256PK	TR4AIRS Fast Road configurations with <b>SuperPro</b> Polyurethane bushes in the front suspension articulation point. This kit includes a 22mm(7/8") front anti-roll bar with <b>SuperPro</b> polyurethane links, and a rear 16mm (5/8") anti-roll bar with spherical bearing jointed links. The kit offers good ground clearance.	RTR3289K	TR250-5 Cheaper version of RTR3257PK using TR6 11/16" anti-roll bar at the front.
RTR3256NK	TR4AIRS Fast Road configurations with nylon front suspension bushes and aluminium pack hold-down clamps in the front suspension articulation point. This kit	RTR3258PK	TR6 Road (cheaper version of RTR3257 series) retaining 17.5mm (11/16") front anti roll bar includes <b>SuperPro</b> polyurethane front suspension bushings.
		RTR3258NK	As RTR3258PK using Nylatron front suspension bushes.
		RTR3404K	TR4AIRS-6. Hill climb/Sprint/ Stage Rally/ Mild Race kit with ball jointed and <b>SuperPro</b> linked front anti-roll bar. This kit incorporates 540lb/in front springs and 600lb/in rear

giving a stiffer and more positive ride than road versions.

The above TR4IRS-6 kits include all bushes, springs, dampers for a complete suspension rebuild, including our own telescopic rear conversion RTR3003K series, as well as front and rear anti-roll bars as appropriate.

RTR3668K TR7-8 Fast Road/Rally Suspension package, including springs, dampers, **SuperPro** bushes for all suspension and sub frame. The original front and rear ARBs are retained.

## ANTI-ROLL BARS (ARB)

### ANTI-ROLL BAR KITS (ARB) FRONT

RTR3063K TR2-3B Front Anti-roll bar kit for rally or fast road use. 22mm (7/8") bar, 400lb/in at the wheel.

RTR3134K TR2-3B Front Anti-roll bar kit as RTR3063K but incorporating spherical bearing joint kit RTR3004K.

RTR3141K TR2-3B Front Anti-roll bar kit 25.4mm (1+) diameter tube fully spherical bearing jointed. For Hill climb/Sprint/Race use. 750lb/in rate at the wheel.

RTR3121K TR4 Front Anti-roll bar kit using 22mm (7/8") diameter ARB and **SuperPro** polyurethane/rubber links. Fits with and without bumper irons. Massive improvement to cornering.

RTR3149K As RTR3121K but using spherical bearing jointed links.

RTR3308K TR4 Front ARB 25.4mm (1+) diameter Road Rally bar **SuperPro** polyurethane/rubber links as used in our suspension kit.

RTR3309K TR4 Front ARB 25.4mm (1+) diameter Road Rally bar spherical bearing jointed links as used in our suspension kit.

RTR3226AK TR4 Front ARB 25mm (1+) diameter. For serious Rally or Race use. Adjustable, with spherical bearing Joints. Solid bar.

RTR3226BK As RTR3226AK but incorporating a tubular bar with solid link arms

RTR3239K TR4A Front Anti-roll bar using 22mm (7/8+) diameter ARB and **SuperPro** polyurethane/rubber links. Fits with and without bumper irons. Massive improvement to cornering.

RTR3242K TR4A Front Anti-roll bar kit using 22mm (7/8") diameter ARB with spherical bearing Joints. Fits with and without bumper irons. Massive improvement to cornering.

RTR3062K TR5 Front Anti-roll bar kit using TR6 17.5mm (11/16+) ARB.

RTR3285K TR5-6 22mm (7/8) front anti-roll bar kit for fast road use with **SuperPro** polyurethane links.

RTR3290K TR5-6 22mm (7/8) front anti-roll bar kit for fast road use with spherical bearing jointed links.

RTR3415K TR5-6 25.4mm (1) front anti-roll bar kit for Stage rally/ Hillclimb/ sprint/ race use with ball jointed and **SuperPro** polyurethane links.

### ANTI-ROLL BAR KITS (ARB) REAR

RTR3081K TR2-4 Rear anti-roll bar kit, spherical bearing jointed, fits above the chassis. 16mm (5/8+) diameter bar.

RTR3154K TR2-4 Rear anti-roll bar kit, spherical bearing jointed, fits above the chassis. 19mm (3/4+) diameter bar.

RTR3006K TR4A IRS-TR6, 16mm (5/8") diameter Rear Anti-Roll Bar (ARB) kit. This kit includes spherical bearing jointed links and is rate adjustable. The kit fits above the differential and therefore maintains ground clearance. This kit can only be fitted with our rear damper conversions RTR3003RJ1K, RTR3003RJ2K or RTR3003SPK as the anti-roll bar links fit where the original damper links fitted.

With one of the Revington TR damper conversions mentioned above fitted, the mounting position for the original damper link is now vacated. Our design conveniently uses this vacated mounting point for the lower link location point.

The anti-roll bar is mounted above the differential and articulates in the same plain as the trailing arm thus ensuring the roll bar rate is maintained accurately during full wheel movement from rebound to bump.

The bar is mounted to the chassis cross brace by polypropylene blocks and to the trailing arm by adjustable links with spherical bearings at either end.

These links can be slid up and down the bar to vary the rate, which should be adequate within its adjustment parameters for road cars through to race cars.

### COMPONENT PARTS FOR RTR ARB KITS

RTR3076K 12.7mm (1/2+) Lightweight polypropylene ARB bearer blocks per pair. Light duty only

RTR3077K 16mm (5/8+) as RTR3076K

RTR3078K 19mm (3/4+) as RTR3076K

RTR3079K 22mm (7/8+) as RTR3076K

RTR3080K 25mm (1+) as RTR3076K

RTR3461 TR2-4 Plate protecting front ARB clamps

KIT5176-\_\_K Heavy duty ARB clamp and **SuperPro** polyurethane kit of 2 bearer blocks. These heavy duty parts are available in increments of 1mm from 12mm right up to 30mm. The polyurethane bearer block has a 2.5mm thick steel casing held in place by a 8mm (5/16+) diameter 1/4 bolt making them virtually indestructible.

152143A TR6 Standard front ARB link with rubber ball joint to the wishbone. 2 rubber bushes connect the link to the ARB.

152143RK TR6 Repair kit for standard ARB link 152143A. Contains 2 bushes, two washers and one tube.

152143UP TR6 This version of the standard link 152143A, has a track rod end type ball joint to the wish bone. 2 **SuperPro** Polyurethane bushes connect the link to the ARB.

SPF0731-175K TR6 **SuperPro** Polyurethane replacement for standard ARB mounting rubber. Kit of 2

SPF2092B-4K TR6 ARB uprated drop link bush. **SuperPro** Polyurethane. Kit of 4

*NOTE: When fitting SPF2092B-4K, standard mounting washers 517983 and the inner tube are not required. Only the top and bottom washers are required.*

SPF0518-15K TR7-8 uprated anti-roll bar end bush.

SPF0111-19K TR7-8 uprated ARB mounting.

RTR3004K Spherical bearing jointed ARB link kit. The ultimate link arrangement for TR2-6 anti-roll bars, this kit consists of all attachments and

spherical bearing joints to join a TR6 type anti-roll bar to TR6 type wishbone brackets.

## STEERING

### STEERIN GENERAL

156111-22 TR2-6 Front Suspension larger diameter lock stop to overcome problems with wider wheels scraping the inside rim of the wheels on suspension components when on full lock. Measured on a TR4A, the turning circle was increased from 10m (33ft) to 12mm (39ft 4.5+).

### TR2-3B WORM AND PEG STEERING BOX SYSTEM

RTR3314K TR2-3B RHD Steering geometry improved kit. This kit consists of a pair of new tie rod levers, a pair of longer tie rods and the various fittings and these fitting instructions needed to complete the job.

TR $\phi$  were designed with very odd steering geometry insomuch as they have 9° negative Ackerman angle which means that the inside wheel describes a *larger* turning circle than the outer wheel (the opposite of what you would expect). The result is that the car displays understeer which is felt by the driver as the front wheels of the car not reacting to the steering input until rather more steering input is applied.

Our kit moves the outer ball joints outboard as much as is practical given the position of the brake disc resulting in +6° of Ackerman, thus improving the steering geometry significantly.

RTR3075RK TR2-3B RHD Improved steering box top cover. This cover incorporates a spring-loaded pin, which keeps the rocker pin firmly in contact with the scroll, thus removing unwanted 'slop' from the steering.

RTR3075LK TR2-3B LHD version of RTR3075RK.  
105063UK TR2-3B Track control pin - replacement for rubber original. Made from phosphor bronze with a stainless steel pin. The rubber units have usually degraded enough in 3000 miles to render the steering sloppy once again. These replacements will keep your front wheels pointing in the correct direction and outline the originals many times. Fitting instructions provided.

RTR3002EX TR2-3B Improved steering idler incorporating oilite bushes. These units remove all lost motion inherent in the standard unit. This is an exchange part and is subject to a deposit, pending the return to Revington TR of a steering idler (Part No. 501958) and idler lever assembly (Part No. 105728). Our Improved Idler assembly is manufactured from returned steering idler (and idler lever), all working parts are removed and replaced with an improved design. If you wish to return your old idler (and idler lever) then your deposit will be refunded.

508188X TR2-3B RHD steering box only. No tube.

508190X TR2-3B LHD steering box only. No tube.

RTR3366 TR2-3 tube only - steering box long. Non-adjustable.

RTR3375 TR3A tube only - steering box short.

RTR3382-1

RTR3381-1

RTR3376

RTR3492-1K

TR3A tube only - upper outer column.

TR3A tube assembly outer column with uprated bushes.

TR2-3A tube only - steering box adjustable.

TR2-3 Fixed column upper column nylon/polyurethane Bush Kit.

The felt bush at the top of TR2-3B steering column is always troublesome. This piece of felt wrapped around the steering column is expected to locate the inner column, a job which sadly it is not up to, either being too tight when newly fitted, or too loose when (quickly) worn! Revington TR's improved bush replaces the felt top bush affording much better location and longer life. 2 small holes must be drilled in the sides of the column to accommodate the location ears in a similar manner to the way the TR4-6 version is located. If it is inconvenient to disassemble the column to enable the two holes to be drilled, the two ears can be removed and the bush simply pressed in to the outer column with the inner and outer column still in situ in the car.

RTR3492K

TR3A Split column nylon/polyurethane Bush Kit.

The felt bush at the top of TR2-3B steering column is always troublesome. This piece of felt wrapped around the steering column is expected to locate the inner column, a job which sadly it is not up to, either being too tight when newly fitted, or too loose when (quickly) worn! Revington TR $\phi$  improved bush replaces the felt top bush affording much better location and longer life. 2 small holes must be drilled in the sides of the column to accommodate the location ears in a similar manner to the way the TR4-6 version is located. The kit also includes a similar bush for the bottom of the upper column and the top of the lower column. These are direct replacements for the original parts.

### STEERING RACK CONVERSION TR2-3B

Revington TR has developed an ingenious steering rack conversion. This kit, developed in conjunction with our famous suspension kits, provides very light steering and removes inherent bump steer.

Also due to a change in the steering arms, supplied with the kit on exchange, the new system provides toe-out on turns rather than toe in which the original system exhibits. This ensures the car 'turns in' to corners rather than ploughing straight on. A deposit is charged pending the return of your steering arms, the cost of which will be advised at the time of purchase should you not be able to send us your steering arms before purchase.

**Important:** The position of the steering rack, up or down effects bump steer, our steering rack is positioned so that bump steer is eliminated on a perfect chassis. With the rack so positioned, the nose protruding from the front of the engine must be removed, as the rack will need to occupy this space. An electric fan kit must therefore be used along with a bolt and washer set to hold the pulley to the crank, order:

RTR3202LK

TR3A steering rack conversion for split column LHD.

RTR3202RK

As RTR3202LK but for RHD.

RTR1483-A

Fan Kit

RTR1027K

Washer/Bolt Set

TR2-3 owners with non-split columns can use the above kit, but will need an upper column from a TR3A split column type. If you do not have one, we can provide an inner and outer set. Order:

RTR3315K Upper column set

This set is for rack use only as it does not have a hole up the middle to accommodate the original stator tube.

In addition it is necessary to utilize some of the TR3A column support parts, bolted to the bulkhead. To make life easier, we offer these as a kit as follows:

RTR3406LK Support kit LHD.  
RTR3406RK Support kit RHD.

There are electrical issues to consider too as the original turn signal and horn arrangement cannot be retained. See section 8 for suggestions on alternatives.

### STEERING RACKS

#### STEERING RACKS TR4-6

Three types of racks are used on TR4-6. The following information should help to identify the correct type for your car.

- 305647 TR4 LHD Ally clamp type to CT20265 vertical mounting. Total length 1023mm. Inner joint assembly 200mm. RHD is part no. 305648.
- 305929 TR4 LHD Rubber clamp type CT20266 on. Horizontal mounting. Total length 1023mm. Inner joint length 200mm. RHD is part no. 305930.
- 306830 TR4A-TR6. LHD Total length 1003mm. Inner joint assembly 190mm. RHD is part no. 306829
- RTR3022 This rack reduces the number of turns from lock to lock. The rack sits a little higher than standard, bump steer therefore needs checking and adjusting. This rack should only be fitted by competent mechanics who understand what bump steer is and how to eliminate it.
- RTR3022L As RTR3022 for Left hand drive.  
SPF1171K TR4-6 steering rack pinion thrust kit, *SuperPro* polyurethane.

#### STEERING RACKS TR7-8

New steering racks for TR7-8 are now available.

BAU5274 RHD  
BAU5275 LHD

#### STEERING RACK MOUNTINGS AND SHIMS

- RTR3007K Aluminium rack mounting kit replaces rubber type on late TR4 to TR6. Rubber type floats back and forth robbing the driver of precise feel. The down side of the solid mounting is a harsher feel transmitted to the steering wheel
- SPF0941K TR4 (late) to TR6. Rack mounting bush kit *SuperPro* polyurethane. A halfway house between standard and solid ally mounting.
- RTR3297-1 TR4 (late) to TR6 shim used to adjust rack height to remove bump steer. 1mm, Also available 2mm and 3mm thickness.

### STEERING COLUMN

#### STEERING SHAFT

RTR3634 TR4-6 replacement steering shaft with two universal joints. This shaft assembly does away with the complex and soggy lower steering shaft fitted to TR4-6. TR4-4A have two rubber joints that make for soggy steering and well as clamps at both ends that can when worn, be incapable of tightening onto the steering rack pinion at the lower and likewise the upper end. The TR250, 5 and 6 were slightly improved only having one rubber joint but until the very late TR6 still had poor clamps.

This shaft does away with all these issues as it is a one piece shaft (the TR4 is made up of 7 different pieces plus bots, washer and nuts!) consisting of two universal joints welded to a solid shaft.

#### COLUMN BUSHES

209423UPK TR4-6 Bush kit uprated for upper and lower end of upper column. Manufactured from modern plastic bearing material which can operate with much closer tolerances than the original bush could. Owners of TR's 4-6 will be aware of the scenario of having to change steering column bushes as a result of an MOT failure, only to find that when the new bushes have been fitted, matters have not improved much! Revington TR has once more come to the rescue with a replacement bush. The new bush is supported by polyurethane outer 'tyre' that locates in the outer column in the same way as the original bush.

See TR2-3B Worm and Peg Section on page 6 for improved TR2-3B column bushes.

### STEERING WHEELS

#### STANDARD STEERING WHEELS

Standard steering wheels are rarely available for any of the TR range. RevingtonTR offer a refurbishing service under the following part numbers.

300389EX TR2-3B none adjustable.  
301359EX TR2-3B Adjustable  
304988EX TR4-4A

#### NONE STANDARD STEERING WHEELS

We supply Motalita steering wheels as replacements for standard steering wheels. These wheels are a high quality product manufactured from one piece of aluminium, not from seven, like many cheap wheels. In choosing a steering wheel, the correct diameter is important. To ascertain the correct diameter for you, simply hold your arms out in front of you holding an imaginary steering wheel. Have someone measure the distance between your grips and this is the ideal wheel diameter for you. Our most popular types of wheel are listed below along with the replacement boss you will require to fit the wheel to the standard steering column. Other types of wheel are available to special order.

To specify the wheel diameter, simply add the diameter in inches to the end of the part number thus: MLW1113-14 is 14+leather rimmed polished spokes, dished wheel (The dish is approximately 25mm (1+). A further suffix of either HO or SL is applied for either holes in the spokes or slots, our standard range includes 13+, 14+ and 15+; other sizes are available to special order typical number would be MLW1113-13HO.

MLW1111-	TR2-8 steering wheel, leather rim, polished spokes, flat.
MLW1112-	TR2-8 steering wheel, leather rim, black spokes, flat.
MLW1113-	TR2-8 steering wheel leather rim, polished spokes, dished.
MLW1114-	TR2-8 steering wheel leather rim, black spokes dished.
MLW1115-	TR2-8 steering wheel wood rim, polished spokes, flat
MLW1116-	TR2-8 steering wheel wood rim, polished spokes, dished.

### Motalita Steering Wheel Bosses

MLW1117B22	TR2-3B Boss. Fixed column for use with original control head.
MLW1117B1H	TR2-3B Boss. Fixed column with Motalita horn push.
MLW1117B24	TR2-3B Boss adjustable column

*NOTE: MLW1117B24 will require modification to accept the original control head.*

MLW1117B25X	TR2-3B. RTR ITALIA, TRS, Where the larger TR2-3B shaft is used, but with the later central horn control requirement.
MLW1117B20	TR4-6 Boss
MLW1117B59	TR7-8 Boss

Other styles of wheels and special bosses are available to special order.

## FRONT SUSPENSION

KIT0184K	TR2 <b>SuperPro</b> polyurethane Front suspension bush kit.
FSK3-4K	TR2-4 standard front suspension bush kit Uprated.
RTR3001K	TR2-4 uprated bush kit Front suspension lower/inner utilising stainless steel sleeves and Nylatron bearings.
RTR3216K	TR2-4 Uprated complete bush kit comprising: 1 x RTR3001K, 1 x 102228U and 2 x 101557K
RTR3020-1K	TR2-4 full front suspension rebuild kit standard. Suitable for o° trunnions
RTR3020-2K	TR2-4 full front suspension rebuild kit with uprated bushes. Suitable for o° trunnions
RTR3112K	TR2-4 adjustable top fulcrum. Enables accurate setting of camber. This useful kit obviates the need to cut and shut wishbones. The kit allows the new style fulcrum to slide over the top of the turret allowing accurate camber setting. Once set, a top plate provided is welded in place to secure the assembly (extra top plates are available should future alteration be required). This kit uses late TR4 to TR6 type top wishbones and Top ball joint, and the late TR4 3 degree caster trunnion. TR2 to early TR4 owners will need to purchase some standard late TR4-6 components. See below.

	The wishbones are set wider than normal, spacers being provided to be selectively placed either side of the Top ball joint to ensure the vertical link is under no tension. The standard TR4-6 components required are: - 2 x 133504SHPC Top wishbone, second-hand powder coated. 2 x 133507SHPC Top wishbone, second-hand powder coated 2 x GSJ131GR Top ball joint. 1 x 133838 Lower trunnion RH. 1 x 133839 Lower trunnion LH.
106578EX	TR2-4 lower wishbones LH exchange. Not available new, these exchange units have been sleeved to take out any eccentricity and re-bushed with RTR3128 (see below) at the trunnion end.
106577EX 101557K	TR2-4 lower wishbones RH exchange TR2-4 Trunnion bush kit. 2 required per car. Now incorporating 4 off RTR3128 described below.
101539 RTR3128	Pin through trunnion 101557. TR2-4 bush oilite in outer wishbone. 2 of these replace one 101615. An oilite bush has a larger wear depth than the standard steel backed bush and is less prone to seizure as the bush retains oil from manufacture. As an added bonus, they do not require reaming after fitting.
102228UK	TR2-6 uprated bush kit Nylatron/Stainless Steel front suspension upper inner. This kit differs from RTR3001K in that it uses special inner sleeves, not TR3-4 standard lower sleeves, which are too large on the internal diameter.
SPF2496K	TR2-6 <b>SuperPro</b> polyurethane grease seal kit of 4 thin seal is used primarily on the trunion of TR2-4 and on the lower nylon bushes of TR3-4, it is also used on uprated bush upper and lower inner nylon/stainless steel bush kits from TR2-6.
SPF0288AK	TR2-6 <b>SuperPro</b> polyurethane Upper inner bush kit. Halfway house between standard 102228 bush and 102228U kit. One kit required per car. Can be used on TR2-4 lower inner too.
GHK1021	TR2-6 front wheel bearing kit, including 2 bearings and one seal for one side of the car.
RTR3463K	TR2-6 Front wheel bearing anti knock back kit. This kit strengthening the front stub axle helping to elevate brake pad knock back.
RTR3197K 114284AL	TR3G-4 front suspension nut and bolt kit. TR3-6 aluminium front hub. These hubs are much lighter than steel hubs, but just as strong.
KIT0187K	TR3-3A <b>SuperPro</b> polyurethane Front suspension bush kit.
KIT0190FK	TR4 <b>SuperPro</b> polyurethane Front suspension bush kit.
KIT0098FK	TR4A Live axle and IRS, Front suspension <b>SuperPro</b> polyurethane bush kit with mild-steel sleeves.
KIT0096K	TR4A IRS Front suspension <b>SuperPro</b> polyurethane bush kit with mild-steel sleeves.
KIT5212FK	TR5, 250 Front suspension <b>SuperPro</b> polyurethane bush kit with mild-steel sleeves. No Anti Roll Bar bushes.

*Note: KIT5212FK excludes anti-roll bar bushes if anti-roll bar bushes are required please order TR6 kit KIT0099K*

KIT0099K TR5-6 Front suspension **SuperPro** polyurethane bush kit with mild-steel sleeves.

The above four kits will improve your road holding by ensuring that

the front wheels go up and down in the manner intended by Triumph,

a situation not sustainable with rubber components.

141481UK TR4A-6 uprated bush kit. Nylatron/SS front suspension, lower inner.

SPF0288K TR4A-6 **SuperPro** polyurethane lower inner bush. Halfway between standard 141481 bush and 141481UK kit. One kit required per car.

FSK6TK TR4A-6 Kit of parts to bush one trunnion, incorporating Leyland parts.

FSK6TUK TR4-6 As FSK6T but with stainless steel sleeves.

SPF1844K TR4A-6 **SuperPro** Trunnion kit  
RTR3204 TR4A-6 Nylatron version of 139833 nylon trunnion bearing.

FSK4A-6 TR4A-6. All parts necessary to re-bush the front suspension.

RTR3260 TR4A-6 Full uprated front suspension bush kit comprising 2 x FSK6TU, 1 x 102228U, 1 x 141481U.

148691 TR4A-6 bracket lower fulcrum. This part has two attachment bolts. TR4A-6 had only one, which could result in the bracket pulling out of the chassis with fatal results. Replacement with this safer TR6 part on TR4A-6 is strongly recommended.

RTR3287 TR4A-6 As 148691 but with longer attachment screws fitted to enable negative camber to be set.

RTR3627K TR4A-6 Front Suspension Nut Bolt and Washer Kit. All the fasteners you will need to rebuild your front suspension.

RTR7065 TR4A-6 Packer 3mm. When introducing negative camber to these cars, use thin packer to gain initial negative camber before finally adjusting with standard shims.

RTR3174K TR4A-6 as RTR3112K suitable for later cars.

*NOTE: TR5-6 owners may need to modify their wheelarch to accommodate this kit.*

SPF2253K TR4-6 Trunnion to Vertical link seal. Longer lasting **SuperPro** polyurethane conical type. Also suitable for TR2-3A where after market trunnions are used with conical tops.

KIT0104FK TR7-8 Suspension kit **SuperPro** Polyurethane with mild-steel sleeves.

SPF0139K TR7 **SuperPro** polyurethane inner lower front suspension bush uprated. One kit per car.

SPF0189K TR7 **SuperPro** polyurethane front suspension bumps stops. Equivalent of UKC1101. One kit per car.

SPF0518-15K TR7. **SuperPro** polyurethane ARB to track control bush. Kit of 4 Bushes.

*NOTE: For TR7 front sub frame bushes please ask for SuperPro polyurethane product sheet.*

### **DAMPERS FRONT**

KONI is our best buy Damper. They have the build quality that Koni have been famous for and are now available internally or externally adjustable. We also supply AVO an economy option.

RTR3250-1K TR2-4 AVO. Externally adjustable. One only

RTR3250-2K TR2-4 AVO. Externally adjustable. Two off  
SPF0718-80K TR2- **SuperPro** replacement bottom bush kit for two dampers. One kit per car.

SPF0809-70K TR2-8 **SuperPro** Polyurethane replacement top bush kit for two dampers.

SPF0809K TR2-8 **SuperPro** polyurethane bush used for top of front Damper and TR4A-6 rear damper link. Harder version for fast road use.

RTR3138 TR2-4 Koni. Internally adjustable.  
RTR3138A TR2-4 Koni Externally adjustable  
RTR3251-1K TR4A-6 AVO. Externally adjustable. One only

RTR3251-2K TR4A-6 AVO. Externally adjustable. Pair

SPF0476K TR4A-6 **SuperPro** polyurethane replacement bottom eye bush kit for two dampers. One kit per car.  
SPF0809-70K TR4A-6 Super pro replacements top bush kit for two dampers.

RTR3008 TR4A-6 Koni front damper, internally adjustable and incorporating SuperPro bushes top and bottom.

RTR3008A TR4A-6 Koni externally adjustable  
RTR3633K TR4A-6 Pair of Nitron front Dampers. These are very high specifications gas dampers for those wanting the very best. These dampers are by far the easiest to adjust as the adjusting knob is at the top of the pin top enabling adjustment to be made simply by reaching into the wheel arch.

RTR3380 TR7-8 front insert KONI, internally adjustable.

RTR3380A TR7-8 front insert KONI, externally adjustable.

RTR3388 TR7-8 front insert AVO, adjustable.

### **REAR SUSPENSION**

KIT0188K TR2-4 **SuperPro** polyurethane Rear suspension bush kit. Consisting of 1 x SPF1927K, Rear Spring Bush Kit and 1 x SPF1957K, Bump Stop Kit.

*NOTE: A minor alteration is required for the smaller TR2 axle*

SPF1927K TR2-4A Live Axle **SuperPro** Polyurethane rear spring bush kit. This is the polyurethane version of original bushes 112503 and RTR3060K. One kit per car.

*NOTE: Due to the nature of the TR4A Live Axle chassis, a bump stop is not required, please use the above kit SPF1927K.*

RTR3060K TR2-4A Live Axle rear spring shackle nylon bushes. Set of 8. Fitting instruction provided.  
SPF1957K TR2-4. Bump stop kit **SuperPro** Polyurethane.

RTR3467-1K TR2-4 Complete rear suspension overhaul kit with rubber bushes

RTR3467-2K TR2-4 Complete rear suspension overhaul kit with **SuperPro** Polyurethane bushes

106231SS TR2-4 front eyebolt, stainless steel. When you eventually get the old ones out, don't chance them seizing again, replace them with this stainless steel item.

RTR3059K TR2-4 rear spring location kit comprises 4 special washers to prevent movement of the rear springs. Fitting instructions included.

KIT0098RK TR4A IRS **SuperPro** polyurethane Rear suspension bush kit.

KIT0100K TR5-6 IRS **SuperPro** polyurethane Rear suspension bush kit.

SPF0077K	TR4AIRS-TR6 <b>SuperPro</b> polyurethane Trailing arm uprated bush kit. These are easier to fit than standard or uprated rubber types, as the bush is inserted first and the steel sleeve second. These bushes will not degrade in contact with Oil.
RTR3046K	TR4A-6 trailing arm attachment bolt kit. All the parts required to hold the trailing arms to their brackets and the brackets to the chassis.
KIT0104RK	TR7-8 Rear <b>SuperPro</b> polyurethane suspension bush kit.
SPF0070K	TR7-8 <b>SuperPro</b> polyurethane trailing arm bush kit. 2 per arm. (Lower). One kit per car.
SPF0072K	TR7-8 <b>SuperPro</b> polyurethane radius rod bush kit. 2 per arm. (Upper). One kit per car.
SPF1425K	TR7-8 <b>SuperPro</b> polyurethane Rear anti-tramp stop. 26mm diameter.
SPF1612K	TR7-8 <b>SuperPro</b> polyurethane Rear anti-tramp stop. 35mm diameter.

### DAMPERS REAR

RTR3119LEX	TR2-4 uprated - lever arm LH.
RTR3119REX	TR2-4 uprated - lever arm RH.

RTR3119LEX and RTR3119REX are supplied exchange or outright. If Exchange a deposit applies.

TR2-4 Rear Dampers are notoriously difficult to tighten up. The following cap screws and washers help to keep the Dampers tight, and ease assembly and removal.

SC606101	Cap Screw (4 required)
WP10612075	Washer (4 required)
RTR3284L	TR2-4 uprated twin piston Dampers - one step up from standard uprated units LH
RTR3284R	TR2-4 as RTR3284 but for RH.
RTR3313L	TR2-4 DASI0 body as used by Works rally cars. Must use modified mount Order part no. RTR7043 (pair of mounts and strengtheners). In addition an extra long link is required. Part no. RTR3392K see below.
RTR3313R	TR2-4 as RTR3313L but for RH.
RTR3322L	As RTR3313L but adjustable.
RTR3322R	As RTR3313R but adjustable.
RTR3392K	TR2-4 Damper link kit. The damper links used on the rear of the TR2-4 are notorious for the rubber joints breaking up. This kit replaces the rubber ended links with a new design incorporating spherical bearings and rod ends. These links are adjustable in length to ensure the damper operates through the middle of its travel. This is particularly useful where rear springs with greater number of leaves than standard are being used in conjunction with non-standard dampers, typically found TR4 rally cars. The damper links used on the works TR4 rally cars were specially made and were longer than standard and are now no longer available. The basic kit provides all you need to change from rubber ended links to the new system. A cover kit is provided consisting of rubber boots for the rod ends allowing grease to be packed inside, and a heat shrink sleeve for the central adjustment rod. When fitted this cover kit preserves the visual integrity of the rear suspension

RTR3120LEX	Apart from the advantages outlined above, this kit should increase the damper effect, as they are direct acting, unlike the original links where the rubber must compress before the dampers act.
RTR3120REX	TR4A-6 uprated lever arm LH.
	TR4A-6 uprated lever arm RH.
	RTR3120LEX and RTR3120REX are supplied exchange or outright. If you wish to Exchange you old units the deposit is refunded when rebuildable units are received by RTR.
RTR3323L	As RTR3120L but adjustable.
RTR3323R	As RTR3120R but adjustable.
SPF0809-70K	<b>SuperPro</b> Polyurethane replacement top bush kit for two damper links, for road use.
SPF0809K	TR2-6 <b>SuperPro</b> polyurethane bush used for top of front Damper and TR4A-6 rear damper link. Harder version for fast road use.
RTR3003-1SPK	TR4AIRS Rear damper conversion, incorporating internally adjustable Koni dampers. This kit comprises 2 dampers with <b>SuperPro</b> polyurethane upper and lower joints and all brackets. This is the definitive kit - not to be confused with inferior set up's with brackets off the chassis or on the inner bodywork.
RTR3003SPK	TR4AIRS-6 Rear damper conversion. Uses Telescopic externally adjustable damper fitted inside the rear springs, where Triumph should have put them! This kit comprises 2 dampers with <b>SuperPro</b> polyurethane upper and lower joints and all brackets. This is the definitive kit - not to be confused with inferior set up's with brackets off the chassis or on the inner bodywork.
RTR3003RJ1K	This kit should be considered for cars used for track days or similar where NVH is not an issue. As RTR3003SP but with spherical bearing lower joints which can rattle.
RTR3003RJ2K	This kit should be considered for cars used occasionally for track days or similar where NVH is not an issue. As RTR3003RJ1K but with more sophisticated (and therefore more expensive!) spherical bearing lower joints which are much less prone to rattling.
SPF2495K	TR4AIRS-6 <b>SuperPro</b> Top Bush kit for rear damper conversion RTR3003 series. Services 2 dampers.
SPF2335K	TR4AIRS-6 <b>SuperPro</b> Bottom bush kit for RTR3003SP. Services 2 dampers.
RTR3556X	Replacement bearing for RTR3003RJ1.
RTR3556	Replacement lower spherical bearing joint for RTR3003RJ2K. Can be used to upgrade RTR3003RJ1K.
RTR3389	TR7-8 Koni rear damper, internally adjustable. Supplied with <b>SuperPro</b> Polyurethane bushes top and bottom.
RTR3389A	TR7-8 Koni rear damper, externally adjustable. Supplied with <b>SuperPro</b> Polyurethane bushes top and bottom.
RTR3390	TR7-8 AVO adjustable.

### ROAD SPRINGS

#### COIL SPRINGS

Revington TR offer a complete range of road springs from standard, through Fast Road and Rally to Full Race specification. We have recently enhanced our range by including specially commissioned high quality close tolerance springs,

which form part of our now legendary integrated suspension systems. Springs are colour coded for identification with single or multiple coloured stripes.

RTR3336	390lb/in 9.0+ free length, TR2-6 front 15% uprated. White/Blue stripe.
RTR3101F	450lb/in. 10½" free length. Application TR2-4 Front Road/Rally . gives 155-165mm ground clearance with standard weight car. Do not use ally spacer. Colour code Red
RTR3101R	450lb/in. 10½" free length TR4A-6 rear 20% uprated from standard with 135-145mm ground clearance. Colour code RY
RTR3192	400lb/in. 9-3/8" (238mm) free length. Application TR4A-6 Front 25% uprated ground clearance 120-130mm. Colour code RU
RTR3064	420lb/in. 235mm (9-1/4") free length. Application TR4A-6 front 30% uprated and lowered. Coded with one PURPLE and one BLUE stripe.
RTR3504	420lb/in. 10¼ free length. Suitable for TR4A-5, rear 15% uprated Colour code YY
RTR3665	540lb/in, 224mm (8.82+) free length. TR4A-6 front V fast road/ rally/ mild race. Matches RTR3666 to give Targa setup. Coded with 2 blue stripes
RTR3666	600lb/in, 257mm (10.12+) free length TR4A-6 Rear V fast road/ rally/ mild race. Matches RTR3665 to give Targa setup. Coded with one white, one blue stripe.
RTR3191	540lb/in. 10½" free length. (267mm) Application TR4A-6 Hillclimb/Sprint Colour code GYY Rear
RTR3264	570lb/in. 9-7/8+free length. (251mm) Application as RTR3191 but less ground clearance. Colour code RYY

RTR3140 series Race springs 650lb/in. We stock 5 lengths in ¼in. increments, from 7½" to 8½". Application: TR2-6 Front. Modified Hillclimb, very Fast Road and Race. These springs are offered in various lengths, as vehicle weight will influence ride height. If in doubt please phone. See part numbers below

RTR3140A	7½" (191mm)	YO
RTR3140B	7¾" (197mm)	UYU
RTR3140C	8" (203mm)	YU
RTR3140D	8¼" (210mm)	YG
RTR3140E	8½" (216mm)	YW
RTR3193	550lb/in. Free length 8 ¾+(222mm) Application TR4A-6 Rear very Fast Road, use. Code P/Y.	
RTR3533	TR7-8 Front mildly uprated road std. height 160lb/in. fitted height 180mm.	
RTR3609	TR7 Front spring dual rate 160/210lb free length 270mm fitted length (standard weight car) 190mm. Ground clearance with 292mm rolling radius wheel, 186mm measured at the sill.	
RTR3534	TR7-8 Rear Uprated Fast Road. Std. height 206 lb/in. fitted height 8+. Special Order Only	
RTR3195	200lb/in. Free length 10 5/8" (270mm). Application TR7-8 Rear. Fast Road, lowered. Fitted length 165mm (6 ½+).	
RTR3586	TR7-8 Front 200lb 1+lower	
RTR3587	TR7-8 Rear 190lb 1+ lower (short dampers or lengthened retainers needed to stop spring coming loose on full droop)	
RTR3164	TR7-8 Rear spring dual rate 180-200 236mm free length for fast road applications, will lower the car with 13+ wheels and	

maintain standard ride height when used with 15+ wheels.

**Note:** This is a specifically designed spring, which will not come loose on droop. Beware of none dual rate lowered springs which *will* come loose and may drop out altogether on full droop.

The above is only a small selection of our more popular springs from our vast range. If you cannot make a choice from the above, please ring, fax or E-mail for more choices.

*NOTE: Free lengths have been quoted for reference only rather than fitted lengths as fitted length is governed by the car weight.*

### COIL SPRING INSULATORS AND SPACERS

RTR3157	TR2-6 spring spacer 3mm to effect fine height adjustment.
SPF1028K	TR2-6 front spring insulator. <i>SuperPro</i> Polyurethane version of 100175 standard thickness. Kit of 2, 3 kits required for TR2-4, 2 kits for TR4A-6.
SPF1028-5K	TR2-6 same as SPF1028K but 5mm thicker. Kit of 2.
SPF2327K	TR4AIRS-6 rear spring insulator. <i>SuperPro</i> Polyurethane version of 138823. 2 kits per car required.
SPF2327-5K	TR4AIRS-6 As SPF0851K but 5mm thicker. 2 insulators per kit.
MM675-065	TR4-6 Rear spring spacer 16mm Aluminium. This part was fitted by Triumph from time to time to effect correct ride height, usually to correct a discrepancy between left and right.

### LEAF SPRINGS

RTR3070	TR2-4 Rally spec rear road springs. Our own design with double main leaf. Rated at 160lb/in. This spring forms part of our Road/Rally spec. Suspension kit.
RTR3021	TR2-4 Rally spec rear road springs made to the same specification which Triumph TR4 rally cars used, 185lb/in rate.
RTR3142	TR2-4 rear road springs 175lb/in. For Hillclimb/Sprint/Race use. Gives 90mm ground clearance with 1000kg car.
RTR3307	TR2-4A (live axle). Lowering block. Bolted to the top of the spring to lower ride height 4mm thick.