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PETROL INJECTION

As well as providing a range of modifications and standard parts for the Lucas mechanical fuel injection, Revington TR now produce a range of Electronic Fuel Injection (EFI) sets which will ensure your TR5, TR250, TR6 (both Carburettor and PI models) will run smoothly and economically into the next century. Kits are also available for TR2-4A, Italia, The Revington TR TRS and TR7-8.

ELECTRONIC FUEL INJECTION

The Revington TR Electronic Fuel Injection kits are based on either Webcon or Omex basic components and are available now for all TRs from TR2-6 including the Italia and Revington TR TRS. Kits for TR7-8 are under development, please enquire. All fuel pulsing and ignition is controlled electronically, with engine and ambient air temperature and pressure sensors to ensure the engine runs at its best both for economy and performance under all conditions.

Please ask for information sheet no. IS0020.

The cost goes up, as the kits get more sophisticated. There are 2 categories as follows:

- Crank triggered, using the distributor to distribute the sparks - *Webcon or Omex available.*
- Crank triggered, using a wasted spark coil to distribute the sparks - *Webcon or Omex available.*

RTR4202	TR5, 250 & TR6 Lumenition: - using crank sensor (more accurate) but retaining the distributor to distribute the sparks.
RTR4203-1K	TR5, 250 & TR6 Omex: - using crank sensor and dispensing with the distributor altogether.
RTR4204	TR5, 250 & TR6 Alpha+: - using crank sensor but retaining the distributor to distribute the sparks. This kit has an air bleed valve.
RTR4205	TR5, 250 & TR6 Alpha+: - using crank sensor and dispensing with the distributor altogether. Also has the additional air bleed valve.
RTR4207	Lumenition: - for TR2-4A as RTR4202.
RTR4208	Lumenition: - for TR2-4A as RTR4203.
RTR4370	Alpha+: - for TR2-4A as RTR4204.
RTR4371	Alpha+: - for TR2-4A as RTR4205.
RTRI4371	As RTR4371 but specifically developed to fit the Triumph Italia 2000.
RTR4223	Lumenition: - for TR8 as RTR4203.
RTR4402	Roller Throttle Bodies from Lumenition. These throttle bodies do not have a throttle spindle or butterfly ensuring a smooth air passage at wide-open throttle. The best throttle bodies available, and particularly suitable for competition cars.

The following parts can be used for on board monitoring of air/fuel ratio and therefore correctness of mixture.

RTR4360 Lambda sensor.

Lambda sensors are heated to maintain accuracy.

Wire as follows: -

Black = signal

2 whites = heater ignition fed power plus an earth.

RTR4361	Air fuel ratio meter, indicator with 10 LED display by Lumenition.
RTR4362	Air fuel ratio meter, indicator with 19 LED display by Lumenition.

RTR4396	Air fuel ratio meter, indicator with 20 LED by Webcon.
RTR4268A	Port to mount a Lambda sensor into the exhaust.
RTR4268B	Blank for when lambda sensor is not fitted.
RTR7259	TR4-6. Under wing pump shield. See section 7 for full details.

LUCAS MECHANICAL PETROL INJECTION

THROTTLE MECHANISMS

This range of throttle systems has proved itself a major contributor to smooth running and maintainability of Lucas mechanical petrol injection systems.

The kits include a new cross shaft (except RTR4029K) and spring loaded links, easily adjusted as the kit sits on top of the inlet manifold; For more information please request Information Sheet IS0007.

RTR4211K	Single cable overhead throttle system CP TR cars.
RTR4211DK	Double operating cable version of RTR4211K for overhead throttle system CP TR5-6 cars. Primarily intended for competition use. An extra pick up point (not provided) will need to be welded to the throttle pedal. Please order one extra cable as required 149005 (RHD) or 149004 (LHD)
RTR4213K	Single cable operated overhead throttle system CR TR cars and late 2.5PI. The original throttle mechanism on CR cars uses a double cam mechanism to try and soften the action just off idle. This was necessary as the high vacuum generated by the CR cam would tend to hold the throttles shut resulting in an unpleasant throttle snap when coming off idle (with a CP type throttle mechanism). The bad news is that the double cam arrangement when worn caused so much friction that the throttle pedal would bend often resulting in as little as half throttle with the pedal to the floor. Our throttle mechanism converts the arrangement to a CP style where each pair of throttles is operated individually and will allow full throttle to be achieved. Please note that if you have a standard CR cam resulting in a very high vacuum and very worn throttle bodies, the snap action mentioned above may be unacceptable. If unsure of the suitability of this kit for your car please ring for advice.
RTR4213DK	Double cable version of RTR4213K
RTR4029K	Simplified version of above systems for CP TR5-6 replaces push rods with ball and socket ends but uses the original cross shaft. This kit includes 3 off P.T.F.E. bearing RTR4313 to replace the nylon bushes in the original cross shaft. It is necessary to split one side of one P.T.F.E. bush to facilitate fitting to the centre bearing position.
RTR4045K	Same as RTR4029K for early 2.5PI saloon cars.
RTR4046K	Same as RTR4211K for early 2.5 PI saloon cars.

Component parts for the above systems are all available as separate spare items. Please enquire by phone.

THROTTLE MECHANISM PARTS

SPF0982K	<i>SuperPro</i> Polyurethane version of RTR4313 5 in a kit.
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CHOKE CABLES

214888Z TR5-6 Twin choke cable but with a round knob. A cheap alternative to the square knob original item.

THROTTLE BODIES AND PARTS

148899SI TR5-6 + 2.5PI. The short balance pipes between the throttle bodies quickly deteriorate with heat, petrol and oil. The tube supplied under this part number is made from silicone rubber of 3-ply construction. It will not collapse under vacuum and is resistant to heat and oil. Blue in colour. 2 required CP cars, 4 required CR cars.

RTR4090SH Air-bleed valve assembly. Not shown separately in the original parts book. These are second hand components as new ones are unavailable.

SPF2196K TR5-6PI and 2-5PI Joiner: inlet manifold to plenum manufactured in polyurethane. These joiners are the same shape as the later TR6 type and are equally suitable for TR5 and early TR6. Being polyurethane they will last forever! Dark blue.

METERING UNITS AND INJECTORS

METERING UNITS

Standard metering units (MU) are not available new; however exchange units are supplied under the original part number with the suffix **EX**. Exchange units are supplied like for like, please check the colour of the springs under the donor top cap to identify your donor unit, using the list of spring packs below.

Where metering units with incorrect springs are returned for exchange, the cost of the required spring pack will be added to the exchange price.

308205EX	TR5 non-air bleed exchange MU
309154EX	TR5-6CP push on return exchange MU
312529EX	TR6CP screw on return exchange MU
RKC0220EX	TR6 CR screw on return exchange MU

Exchange MU attract a surcharge until reconditionable units are returned for credit

We can also supply units calibrated to suit an uprated engine. We recommend that final adjustment be made on a rolling road once the engine is thoroughly run in.

METERING UNIT PARTS

	Spring Pack	Application
RTR4097	2 Silver springs	TR5 non-air bleed
RTR4098	2 Red springs	CP TR5-6 150BHP.
RTR4099	3 Black springs	CR TR6 and 2.5PI MKII 125 BHP
RTR4100	2 Blue springs.	2.5PI MKI 132BHP.
519857	Vacuum diaphragm.	
519870	Fuel sealing diaphragm between the metering unit and fuel distributor.	
RTR4060	Screwed return adapter. Metering unit to bleed return pipe (screw on type).	
RTR4077	Bung seals in sleeve, sealing outlet unions. 6 required.	
518630	Banjo bolt No.s 2 and 5.	
RTR4327	Dowty seal no.s 1, 3, 4, 6, outlet	

519872 Filter in metering unit inlet union and long PRV.

INJECTORS

Injectors are available both new and exchange as follows: -

157913	TR5-6 Injector push in new
157913EX	TR5-6 Injector push in exchange
149512	TR5-6 Injector screw in new
149512EX	TR5-6 Injector screw in exchange

Exchange injectors attract a surcharge until reconditionable injectors are returned for credit

INJECTOR PARTS

RTR4345	Injector tip seals
RTR4096	Plate retaining injector; Stainless steel.
RTR4454	Filter inlet inside injector

CARBURETTORS

STANDARD CARBURETTORS: NEW & EXCHANGE

Revington TR can supply a range of standard carburettors for TR2-8. Most are supplied exchanged in pairs, either as carburettor assemblies only, or mounted on manifolds with linkages. In some cases old units are required first, however if supplied before old units are returned, a deposit is applicable until we receive your units. The deposit value will be advised at the time of purchase. New carburettors are now available too.

201996-7	TR2-3 H4 carbs per pair. New.
201996-7EX	TR2-3 H4 carbs per pair. Exchange.
201996-7MEX	TR2-3 H4 carbs per pair on manifold with linkage. Exchange.
205074-5	TR3A H6 carbs per pair banjo type, new.
205074-5EX	TR3A H6 carbs per pair banjo type. Exchange.
205074-5MEX	TR3A H6 carbs per pair banjo on manifold with linkage. Exchange.
207535-6	TR4 H6 carbs per pair, new.
207535-6EX	TR4 H6 carbs per pair push on type.
207535-6MEX	TR4 H6 carbs per pair push on type on manifold with linkage.
212746-7	TR4 late/TR4A CD175 carbs per pair. New
212746-7EX	TR4 late/TR4A CD175 carbs per pair. Exchange
212746-7MEX	TR4 late/TR4A CD175 carbs per pair on manifold with linkage. Exchange
213216-7	TR4A HS6 carbs per pair. New
213216-7EX	TR4A HS6 carbs per pair. Exchange.
213216-7MEX	TR4A HS6 carbs per pair on manifold with linkage. Exchange.

See section 9: tools - for jet adjusting tools.

CARBURETTOR PARTS

AUD1328	Needle SM TR3-4A SU. This is a commonly used needle. Revington TR carry a range, please enquire for details.
AUE2	TR2-4 Minor gasket pack H4 + H6 (for 2 carbs).
AUE801A	TR2-4 Major gasket pack H4 + H6 (for 1 carb).
GAC6102X	TR2 H4 rebuild kit.
GAC6103X	TR3-4 H6 rebuild kit.
AUE812A	TR4A HS6 gasket kit.
GAC6104X	TR4A HS6 rebuild kit.
CDSK15	TR4 LATE . TR44A service kit for one CD175 carb. Including jets, gaskets and diaphragm.
GP58	TR4LATE-4A CD175 gasket kit.

CDRK6	TR4LATE-4A CD175 rebuild kit. Comprising 2 x CDSK15 plus shafts and butterflies.
RTR5103-5	All cars. Spray carb cleaner. 500ml.
RTR4094	TR6 CD175CDSEVX full rebuild kit.
RTR4095	TR6 CD175CDSEVX service kit.
AUD3080	TR2-7 SU carb spindle bush (Repair part requiring body to be machined).

GROSE JETS

Grose-jets replace traditional needle valves in SU and Stromsburg carburettors and are less likely to stick open or over fuel on over run. Priced each.

GAC9201X	Grose-jet H/HS type SU carbs
GAC9200X	Grose-jet Stromsburg carbs

WEBER CONVERSIONS

BASIC WEBER 40/45DCOE CARBURETTORS

RTR4375	Weber 40DCOE basic jetting as supplied by the factory.
RTR4376	Weber 45DCOE basic jetting as supplied by the factory.

NOTE: Please note that the jets in all Weber conversions are only a starting point. It is imperative that you take your car to be set up on a rolling road to adjust the carburettors to suit the engine requirements correctly. RevingtonTR have a 800HP Rolling Road facility and will be delighted to carry out this work for you.

TWIN WEBER CONVERSION TR2-4A

To convert a TR2-4A to twin 40 or 45 DCOE carburettors, use the following parts

NOTE: - The following parts are intended for high port head use

RTR1137	Inlet manifold kit consisting of 2 inlet manifolds only. See below for suitable 'O' ring joiner kits for 40 and 45 DCOE carburettors.
RTR4086	Inlet manifold kit including throttle mechanism. More comprehensive kit than RTR1137. Does not include petrol pipes. LHD or RHD
RTR4087	Fuel pipe kit. Stainless braided hoses, banjos and 457mm (18+) long 8mm I/D inlet hose.
RTR4373AK	Weber 40 DCOE jetted for road use.
RTR4373BK	Weber 40 DCOE jetted for fast road use.
RTR4374AK	Weber 45 DCOE jetted for road use.
RTR4374BK	Weber 45 DCOE jetted for fast road use.
RTR4374CK	Weber 45 DCOE jetted for Sprint and Race use.

TRIPLE WEBER CONVERSION TR5-6

RTR4008	Manifold set, one piece complete with throttle mechanism. Suitable for Post 1972 USA carb model TR6 and all TR5 and TR6 PI with wide ported head.
RTR4008-1	Manifold set, one piece complete with throttle mechanism. Suitable for the TR250 and Pre 1972 USA carb model TR6 with narrow ported head.
RTR4003AK	TR5-6. Weber 40 DCOE with basic setting for Road use, 3 required.
RTR4003BK	TR5-6. Weber 40 DCOE for Fast Road use.
RTR4003CK	TR5-6. Weber 40 DCOE for Sprint and Race use.
RTR4054	Bracket to adapt the throttle mechanism of RTR4008 to accommodate cable operation.

RTR4004	Fuel pipe kit. Stainless steel braided hose and fittings, ready assembled. 457mm (18+) long 8mm I/D inlet hose.
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WEBER CARBURETTOR MOUNTINGS

RTR4145K	Rubber anti-vibration mounting and cup assembly for attaching 40/45 DCOE CARBS. 4 required per carburettor.
RTR4109-40	Weber sealing plate between carbs, and manifold. 2 per 40 DCOE. Has an Øqring bonded onto an aluminium plate.
RTR4109-45	Weber sealing plate between carbs, and manifold. 2 per 45 DCOE. Has an Øqring bonded onto an aluminium plate.
RTR4113-40K	Seal plate set for one 40 DCOE. Cheaper version of RTR4109 series. Plastic spacer with an 'o' ring either side. Kit includes 2 plastic spacers and 4 'O' rings.
RTR4113-45K	As RTR4113-40 but for 45 DCOE.
RTR4114-40TK	Fitting kit for one 40 DCOE. Includes 2 x RTR4113 plus studs, nuts and Thackeray washers to hold Carburettor to manifold.
RTR4114-45TK	Fitting kit for one 45 DCOE. Includes 2 x RTR4113 plus studs, nuts and Thackeray washers to hold Carburettor to manifold.
RTR4114-40RK	Fitting kit for one 40 DCOE. Includes 2 x RTR4109 plus studs, nuts and 4 of RTR4145K
RTR4114-45RK	Fitting kit for one 45 DCOE. Includes 2 x RTR4109 plus studs, nuts and 4 of RTR4145K

WEBER CARBURETTOR SPARES

RTR4477	Service kit 40 DCOE carburettor
RTR4478	Service kit 45 DCOE carburettor
RTR4159	40/45 DCOE top cover gasket
RTR4160	40/45 DCOE jet cover gasket
WF21220100	Washer fibre banjo inner
WF21620100	Washer fibre banjo outer
RTR4161	Plate holding trumpet
RTR4381	Tab washer throttle spindle
RTR4491	Gasket to filter 40/45 DCOE
RTR4519	Gasket bottom well
RTR4520	Ball valve
RTR4483-??	Jet. Air correction 40/45 DCOE
RTR4484-??	Jet. Main 40/45 DCOE
RTR4485-??	Jet. Idle 40/45 DCOE
RTR4486-??	Emulsion tube 40/45 DCOE
RTR4487-??	Jet. Pump 40/45 DCOE
RTR4436-40-??	Choke 40DCOE
RTR4436-45-??	Choke 45DCOE

CARBURETTOR THROTTLE MECHANISMS

RTR4054	All Cars. Bracket sitting on top of 40/45 DCOE which accommodates a cable, Used when a cross bar throttle mechanism needs a cable mount.
RTR4518	All Cars. Bracket sitting on top of 40/45 DCOE which accommodates an external spring to the throttle mechanism. Essential for competition cars. One per carburettor.
RTR4079	Webber Cable & Spring support. As RTR4518 but with the addition of a cable support.
RTR4377	All Cars. Single cable throttle mechanism designed to be mounted on the top 2 mounting screws of a 40/45 DCOE to its manifold. Will work with twin carburettor sets and 4 cylinder EFI where a 40/45 DCOE manifold is employed.

RTR4349	All cars. Throttle kit, double cable operation, mounted on top of 40/45 DCOE Carburettors.
RTR4426 106765N	Lever joining two 40/45 DCOE. TR3-6 carburettor models. Throttle nipple - part of control rod, which wears flat and can fall out. 7.5mm long thread.
106765NX	TR3-6 carburettor models. Throttle nipple - part of control rod, which wears flat and can fall out. 14mm long thread.
106765NS	TR2 As 106765N. Smaller ball as fitted to early TR2 ϕ .

THROTTLE CABLES

See section 5.

INLET MANIFOLDS: TR250-6 SU

Revington TR supplies a range of inlet manifolds to allow the fitment of triple carburettors (6 cylinder) and twin Weber carburettors (4 cylinder). This section lists those intended to take triple SU or Stromberg carburettors.

Please also see separate section on Weber's. The following 2 items are intended for fitting Triple Strombergs to TR250 and 6.

RTR4479NK	TR250-TR6 early carburettor. Inlet manifold designed to accept 3 Stromberg carburettors. Comes with throttle mechanism. 3 SU 1-3/4" carburettors can be used however care in choosing SU carburettors must be taken to ensure you chose the type with a spindle protruding from both sides and a base mounted float chamber. You will have to devise your own throttle mechanism. Note the 'N' in the part number refers to the narrow spacing of the inlet ports. (48mm centres).
RTR4479WK	TR6 late manifold to accept 3 Stromberg CD175 carburettors. Same as RTR4479NK but suits the wider 55mm inlet port spacing of the later TR6 carburettor cars.

AIR FILTERS

Revington TR keeps in stock a range of aftermarket air filters, in addition to the standard product. K & N, Piper Cross and Webcon are stocked. Webcon and K & N are generally more 'glitzy' having chrome ends. Piper Cross being all foam construction pass more air for a given size and are useful where there is a chance of the filter touching the bodywork.

These filters are very high quality products. They should not need replacement for many thousands of kilometres, as they are cleanable, usually not necessary until 12,000 kilometre intervals. Use the deepest filter possible for the space available.

THE K & N RANGE

KNSD38	TR2-3 suitable for 1 1/2" SU's 1 3/4" deep.
KN56-1400	TR3-4A suitable for 1 3/4" SU's and Stromsburg. 1 3/4" deep.
KN56-9098	TR3-4A suitable for 1 3/4" SU's and Stromsburg. 2 1/4" deep.
KN33-2522	TR7 and Sprint Element
KNSD289	Suitable for 2+SU's 3 1/4" deep.
KN56-9106	Suitable for 40/45 DCOE Weber 45mm (1 3/4") deep.

NOTE 1: This is the largest filter that can be fitted to TR5-6 The front filter may still touch the bodywork in some instances.

KN56-9104	Suitable for 40/45 DCOE Weber 63mm (2-1/2") deep.
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KN56-9265	Suitable for 40/45 DCOE Weber 85mm (3 3/4") deep.
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NOTE 2: To fit KN56-9265 to TR2-3B, use Nacelle RTR7265K, cut into the RH front inner wing. With some TR4-4A installations, a Nacelle may also be needed. Order Part no. RTR7258. See Section 7 for further details.

KNE9108	TR5-6PI & 2.5PI saloons. Replaces the original filter element retaining original case.
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THE PIPER CROSS RANGE

Bolt on Piper Cross filters use back plate for specific carburettors and universal foam filter elements which needs to be ordered separately. See below:

RTR4171	TR2-3 back plate for 1 1/2" SU.
RTR4172	TR3-4A back plate for 1 3/4" SU and 175CD Stromburg.
RTR4173	TR4-4A back plate for 175CDS Stromburg only.
RTR4506	All cars back plate for 45 DCOE Webers.
RTR4174	All cars. Foam element 55mm deep
RTR4175	All cars. Foam element 80mm deep.
RTR4156	TR2-8 pair of trumpet socks. 100mm long, 95mm diameter.
RTR4157	TR2-8 single ram pipe sock. 45mm long 110mm diameter, intended for RTR4153 ram pipe.
RTR4155	TR5-6 P1 replacement filter. Does not use the original canister.
RTR4151	Dual trumpet sock 50mm 40 DCOE
RTR4154	Dual trumpet sock 100mm 45 DCOE.
RTR4353	57mm foam filter by Piper Cross with a rubber neck.

THE WEBCON RANGE

RTR4352	50mm cone filter for TR5-6 Alpha+ EFI.
RTR4386	95mm deep twin for 40/45 DCOE
RTR4385	95mm deep twin for 40/45 DCOE, with air temp sensor included for Alpha+ EFI

FILTER CLEANER AND OIL

NH01	Cleaner and re-oiling pack from the world famous manufacturers of green cotton air filters.
RTR4057	ALL CARS K & N cleaning fluid. 1 ltr.
RTR4058	ALL CARS K & N oil for oiling K&N elements after cleaning. Sachet 50cc.
RTR4059	ALL CARS oil as RTR4058 in 250cc bottle.
RTR4152	Cleaner and dirt retention additive (DRA) kit containing 500ml of cleaner, 200ml of DRA.

TR4 EMISSION CONTROL AND AIR FILTERS (STANDARD TYPE)

TR2 to early TR4 ϕ had no means of feeding engine fumes into the air filters. Late TR4's from CT23594 and all TR4A's had a closed circuit allowing engine fumes to be ingested via the carbs and burnt. The TR4 catalogue does not show these parts, which are detailed below.

209269	TR4 late air cleaner, 2 required.
CRST256	TR4 late decal, 2 required.
BH605221	TR4 late bolt attachment, 2 required.
BH605241	TR4 late bolt attachment, 2 required.
WP10511075	TR4 late washer plain, 4 required.
WS105090351	TR4 late washer spring, 4 required.
NP605081	TR4 late nut plain, 4 required.
112892	TR4 late gasket, 2 required.
138073	TR4 late flame tap, 1 required.
149995	TR4 late hose to pipe, 2 required
138078	TR4 late pipe, 1 required.

BHH1238 TR4 late hose to air filter, 2 required

AIR BOXES

Revington TR have developed a range of air boxes which will fit a variety of applications from twin SU to electronic fuel injection throttle bodies. It is well known that cold air from the front of the car is better than sucking in hot air from the proximity of the engine. These air boxes provide the means to do this.

The range is as follows: -

Please note: These air boxes will require a Nacelle fitting to the inner wing of TR2-3B. Please order Part Number RTR7265K. In addition, the RH horn will need repositioning, as will the RH radiator stay. With the horn mounting position now vacant this can be used to attach the radiator stay.

TR4-4A will need a nacelle too. Order Part Number RTR7258K.

4 Cylinder

RTR4428	TR2-3B suitable for twin 40 or 45 DCOE
RTR4420-1	TR2-3B suitable for Webcon EFI
RTR4421	TR2-4A suitable for Lumenition EFI
RTR4418	TR4-4A suitable for twin 1-3/4" SU carbs
RTR4419	TR4-4A suitable for twin 40-45 DCOE carbs.
RTR4420	TR4-4A suitable for Webcon EFI

6 Cylinder

RTR4422	TR5-250-6 suitable for twin 1-3/4" SU carbs
RTR4423	TR5-250-6 suitable for triple 40-45 DCOE Weber conversions.
RTR4424	TR5-250-6 suitable for Webcon EFI
RTR4425	TR5-250-6 suitable for Lumenition EFI

RAM PIPES AND TRUMPETS

Ram pipes and trumpets, when fitted to the inlets of carburettors smooth the airflow. Generally the longer the better up to approximately 40mm depending on the application, but this is usually governed by the thickness of the air filter. Space must of course be left for the air to get between the mouth of the trumpet or ram pipe and the face of the air filter. 20mm should be considered as a general minimum.

KN85-5038	TR2-3 Stub stack 1 1/2" SU
KN85-5040	TR3-7 Stub stack 1 3/4" SU
SFR1	TR2-3 1 1/2" SU short ram pipe.
SFR4	TR2-3 1 1/2" SU long ram pipe.
SFR3	TR3-7 1 3/4" SU short ram pipe.
RTR4153	HS6 50mm bell mouthed ram pipe.
SFR9	TR3-7 1 3/4" SU long ram pipe
KNSS1640	ALL CARS Ram pipe 16mm long for 40 DCOE Webers.
KNSS1645	ALL CARS Ram pipe 16mm long for 45 DCOE Webers.
KNSS2640	ALL CARS Ram pipe 26mm long for 40 DCOE Webers.
KNSS2645	ALL CARS Ram pipe 26mm long for 45 DCOE Webers.
KNSS3940	ALL CARS Ram pipe 39mm long for 40 DCOE Webers.
KNSS3945	ALL CARS Ram pipe 39mm long for 45 DCOE Webers.
KNSS6245	ALL CARS Ram pipe 62mm long for 45 DCOE
RTR4235	ALL CARS 45 DHLA Delorto and Lumenition EFI Ram pipe 45mm long
RTR4189L	ALL CARS Air horn for 45mm throttle body Lumenition EFI, Delorto, etc. Length 40mm, 88mm O/D at the lip.

RTR4189W	ALL CARS Air horn for 45mm throttle body Alpha+ EFI, Dellorto etc. 40mm long 70mm O/D at the lip.
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FUEL TANKS AND ASSOCIATED FITTINGS

FUEL TANKS

All types of fuel tanks from TR2-6 are available in aluminium or stainless steel. Aluminium is favoured as a good balance of cost against non-corrosion properties. Stainless steel tanks can be made at extra cost to special order.

TR2-3B tanks are internally baffled as per the original and have the advantage over reproduction steel tanks in that they can't rust and are lighter.

301235AL	TR2 aluminium tank large capacity
302125AL	TR3-3A Aluminium petrol tank produced to the profile of the pre TS60,000 Commission No. steel tank. Smaller capacity than 301235. This tank will fit TR2's originally fitted with the larger 301235 tank.
302125ALEFI	TR3-3B pre 60K aluminium tank to be used when EFI is fitted to the car.
303999AL	TR3-3B Aluminium petrol tank produced to the profile of the post TS60,000 Commission No. steel tank.
303999ALEFI	TR3A post 60K onwards aluminium tank for EFI use.

The following tanks are of larger capacity suitable for TR4-6. The TR5-6PI tank has an anti-surge reservoir built in. This tank, exclusive to RevingtonTR has a capacity of 54 litres. The standard tank measures around 50 ltrs capacity varying between the TR4 and TR6 with the earlier cars having the larger capacity as the bottom of the tank was lifted on later cars to accommodate larger tyres. Triumph handbooks quote various capacities from 48.38 ltrs to 52.88. The extra capacity in our tanks has been achieved by maximising the use of the space available and for TR5-6 PI tanks leaving the RH side of the tank square rather than angled.

The tank fits behind the boot board as usual and is therefore unnoticed when fitted. A recent improvement is the addition of a recess in the rear upper RH face to accommodate the standard boot lamp fitted to TR6 cars.

Beware of seemingly similar products on the market, which have an ineffective anti-surge reservoir and are 4 ltrs less than standard capacity. (8 ltrs less than ours). Our TR4-4A-TR250, TR6 carb tank has a capacity of 61 ltrs achieved by leaving the LH side square too.

RTR4359K	TR4-4A-TR250-TR6 carb tank aluminium, 61-ltr capacity including fitting kit.
312359XALK	TR5-6PI aluminium tank, 54-ltr capacity including fitting kit. This tank includes all the correct internals for use with petrol injection (PI) both mechanical and electronic. The internal anti-surge reservoir is designed to ensure the car does not cough on left hand turns with as little as 3 ltrs of petrol in it. A small recess has now been introduced to the RH rear of the tank to accommodate the boot lamp fitted into the TR6 tank board.
RTR4342	TR4-4A long range fuel tank. This tank is a replica of the tanks used on the works rally TR4. The tank is manufactured from an original steel tank, which is extended backwards by 6+. This increases the capacity to 80 ltrs. This item is offered on an exchange basis for your own rusty standard TR4-5A.

See Section 5 for blanking plugs. TR6 uses RTR5263

The following tanks are listed for TR8, but are now rarely available. Please enquire to current position.

RKC3523	TR8 Carburettor model
RKC3556	TR8 PI model
RKC5178	TR8 PI model

FUEL CAPS AND FILLER HOSES, SEALANT

In addition to standard petrol caps we can offer the following:

571086	TR2-6 petrol cap locking, round.
GAC6001X	TR2-6 petrol cap locking, oval.
650247	TR4-6 grommet, which must be used when fitting the above caps to TR2-3B.
GAC6003X	TR7 1978 onwards petrol cap, locking.
RTR4073	TR2-4A seal in petrol cap.
RTR1242	TR2-6 Monza style cap 2.75+ Polished alloy.
RTR1242C	As RTR1242 but Chrome Plated
RTR1472	TR2-6 Aston style cap 2.75+Polished Alloy
RTR1472C	TR2-6 Aston style cap 2.75+Chrome Plated
RTR1473	Filler neck 2.75+ to suite RTR1242, RTR1242C, RTR1472 and RTR1472C.Fixes to the bodywork with 6 screws on a 3+PCD.
RTR1473-2.5	Filler neck 2.5+ to suite RTR1242, RTR1242C, RTR1472 and RTR1472C.Fixes to the bodywork with 6 screws on a 3+PCD.
RTR1473LOCK	Locking inset which fits inside RTR1473 and RTR1473-2.5
UKC9920	TR2-6 hose filler to tank. Standard rubber hose will allow unleaded petrol to permeate through its walls resulting in permanent petrol smells. This product is manufactured from Nitrile rubber which has good resistance to petrol but is susceptible to attack by ozone, so 30 % PVC has been added to the Nitrile to give it ozone resistance.
RTR4405K	TR2-3B Petrol tank breather kit: useful whilst the original breather is not available.
608591A	Petrol tank sealant. Useful as a stopgap cure for rusty petrol tanks. Not suitable for PI cars.
RTR4167	Tank sealing kit POR15.

FUEL PUMPS & VALVES

BOSCH FUEL INJECTION PUMP KITS TR5-6

COMPLETE KITS

RTR4050XK This kit replaces the Lucas fuel pump and filter system with a neat arrangement consisting of a Bosch high pressure pump, non-return valve, gauze filter, pressurized filter, 3 stainless steel braided hoses with aluminium aircraft quality fittings, clamps and rubber mountings. At the time of writing we have not heard of this system failing due to hot weather over heating. Now considered to be the Industry standard, Revington TR developed this kit after a series of unsatisfactory results with other Bosch conversions. This system was designed in conjunction with local Bosch experts and takes into account all the requirements of the Bosch pump, i.e. its position, feed rate, position in the fuel system and filtration needs. A more detailed information sheet is available on request No. IS0006.

The unit is mounted externally to limit the petrol vapour smells in the boot . always a problem with stainless braided rubber hoses. An on/off tap connected between the petrol tank and the first feed hose is included. As the filters require cleaning in the case of the glass filter and replacing, in the case of the high-pressure filter, this tap makes the job easier and less messy. It is not recommended to use this tap as an anti-theft device as running the pump inadvertently with the tap closed can damage the pump. Same as RTR4050XK but mounted internally. This arrangement may suit racers but beware of petrol smells permeating through the hoses giving rise to fuel smells in the boot area.

RTR4050K

NOTE 1: Our Bosch kits must have a good electrical supply capable of passing 13 amps. The original car wiring is not adequate, as the Lucas pump only requires 3.5 amps. We can supply a relay kit part number RTR4017. See below.

NOTE 2: TR5 and early TR6 cars did not have an anti-surge reservoir in the petrol tank. Cars fitted with this type of tank will experience fuel starvation on tight left hand corners with less than a quarter of a tank of fuel. Our replacement tank fitted with the correct anti surge reservoir, part number 312359XALK should be fitted to remove this annoying symptom. See Fuel Tank Section.

NOTE 3: Fitting RTR4050XK and RTR4050K should take about three hours.

NOTE 4: When fitting kit RTR4050XK outside the bodywork, the following shield may be useful.

RTR7259 Shield petrol pump . see section 7 for full details.

RTR4017K Relay kit The Bosch pump requires 13A supply. TR5-6 wiring is inadequate. This kit provides all wiring and relay to correct this situation.

RTR4048 Use this rubber hose to replace 215642 hose from the pump to Pressure Relief Valve (PRV) when resonance is experienced. The standard hose gets hard and resonates. This soft hose, which is slightly longer, usually removes the problem.

NOTE: We have found that stainless braided hose cannot be used in this position due to the hard nature of the outer sheath causing even more resonance. Unfortunately modern fuel will permeate through rubber hose, however fitting Pressure Relief Valve kit RTR4456K is a complete solution which will remove resonance and allow a fuel tight Teflon lined feed hose to be used. See the section titled 'FUEL FILTERS, REGULATORS, VALVES AND TAPS' below where the kit RTR4556K is fully explained.

RTR8346K Modern inertia switch kit much more reliable than the original TR6 item. A must for all electrically pumped fuel systems.

BOSCH FUEL PUMP KIT SERVICE COMPONENTS

RTR4012K Canister fitter. Replacement Filter kit consisting of 1 x RTR4012, 2 x WC21420202 sealing washer and 2 x WC21217142 sealing washer to aid fitment.

RTR4013E Gauze filter element
RTR4013OR Gauze filter 'O' ring.
RTR3324A Sleeve aluminium. Replaces glass sleeve in Pre filter (RTR4013) for security, once you are satisfied that the fuel supply is clean.

RTR4011	Bosch pump
RTR4039	Non return valve. Bosch pump outlet used in our kits. Can be fitted to your existing Bosch pump to reduce priming time and resonance in pipes.
RTR4072K	Tap kit (tap & end unions)

LUCAS P.I. PUMP COMPONENTS

RTR4024	Lucas PI pump lower bearing.
RTR4025	Lucas PI pump lower bearing retainer.
RTR4026	Lucas PI pump upper bearing.
RTR4027	Lucas PI pump upper bearing retainer.
157963	Cooling coil for Lucas pump. Round sections as Lucas supplied.

CARBURETTOR FUEL PUMPS

These electrical fuel pumps by Facet can be mounted in the boot or in the engine bay.

RTR4055K	Fuel pump kit for road use. Coded by having a silver top. 4 p.s.i, 81 litre/hour, including filter and unions.
RTR4055	Replacement pump for RTR4055K
RTR4056K	Fuel pump for competition use. Coded by having a red top. 6.5 p.s.i, 180 litre/hour, including filter and unions.
RTR4056	Replacement pump for RTR4056K
RTR4056F	Filter for RTR4056K
RTR4320	Fuel pump solid state 3.2 g.p.h. 5.5. p.s.i.
RTR4320K	As RTR4320, including filter and unions.
RTR1281	TR2-4A blank for block

FUEL FILTERS, REGULATORS, VALVES AND TAPS

RTR4445	Fuel regulator, adjustable up to 10 p.s.i.
RTR4321	Fuel regulator and filter competition type - keeps fuel pressure constant. 8mm pipe fittings.
RTR4321E	Replacement element for RTR4321 filter/regulator assembly
RTR4368	Regulator only, without the filter.
RTR4322	Fuel filter Purolator 5/16+lines in and out
RTR4013	Fuel filter Purolator 3/8" lines in and out
RTR4013E	Replacement element for RTR4322 and RTR4013
RTR4072	Replacement tap for Bosch fuel pump kit.
RTR4119	One-Way valve 8mm pipe, for use with twin pumps.
RTR4265	Tap set TR2-4A + TR250 & 6 Carburettor. Consists of 2 hoses from 5/16+fuel line to the petrol pump with a tap set between the 2 hoses.
RTR4265SS	Stainless braided hose version of RTR4265.
RTR4266	Tap set TR2-4A + TR250 & 6 Carburettor. Similar to RTR4265 but with the tap fitting directly onto the 5/16+fuel line.
RTR4266SS	Stainless steel braided hose version of RTR4266.
RTR8346K	Inertia switch kit . see section 8 for further information
RTR4452	Valve fuel cut off electricity operated. Suitable for 8mm pipe. This valve is useful as an anti-theft device and for safety purposes when used in conjunction with inertia switch kit RTR8346K and if required a hidden anti-theft switch.
RTR4556K	Pressure Relief Valve replacing original style TR5-6PI unit. This Pressure Relief Valve (PRV) kit replaces the original PRV found in TR5 and TR6 and as it is of a modern

diaphragm design, cures many problems inherent in the Lucas Mechanical Fuel Injection system, namely: -

The new style PRV is a diaphragm type (the original type operates on the spring loaded plunder on a seat principle) which is not susceptible to resonance; a big problem with the original type valve when used in conjunction with a Bosch fuel pump. The knock on benefit of this is that Teflon (PTFE) lined hose from the pump to PRV can be used. With the original type PRV installed a hard Teflon lined hose will cause considerable ear deafening resonance so a soft rubber hose must be used. The resonance will go away (hopefully) but as modern fuels will permeate through rubber hose, the boot will inevitably smell of petrol (not popular with the ladies). The use of a Teflon lined hose, through which fuel will not permeate, will radically reduce the smell of petrol in the boot.

To adjust the fuel pressure on the original PRV a fuel line must be removed as the adjuster is inside. This means that a real time pressure reading cannot be taken whilst making an adjustment as the fuel line needs to be refitted first. This new PRV has an external adjuster which means fuel pressure can be adjusted with the pump running and monitored at the same time.

Original style PRV are only available on an exchange basis which is inconvenient especially to overseas customers. As core units are very scarce we can no longer offer the original PRV for sale on an outright basis. As this this new PRV is sold on an outright basis all these problems are overcome.

STAINLESS STEEL BRAIDED HOSES

In addition to those listed we can supply a full range of hoses for all TR's of the stainless steel braided type for safety and good looks. In addition special hoses can be made to your requirements. A pattern may be required.

HOSES FOR USE WITH LUCAS PUMP SYSTEM

149607XSS	TR5-6 Hose assembly stainless steel between standard filter and Lucas pump.
149608XSS	TR5-6 Hose assembly, tank to filter.
214891SS	TR5 Hose assembly, stainless steel, pump to PRV.
215642SS	TR6 PI hose pump to PRV. When intending to use a cooling coil between PRV and filter on a TR5 use the following two hoses

PI INJECTOR HOSES

RTR4107	TR5-6 injector pipe set of 6 stainless steel braided hoses. Imagine the disaster should one of your plastic injector pipes decided to spit and squirt high-pressure fuel all over your hot engine and exhaust manifold.
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HOSES FOR USE WITH EITHER LUCAS OR BOSCH PUMP SYSTEM

214890SS	TR5-6PI Hose, stainless steel, feed pipe to metering unit
215642SS	Hose Braided Stainless Steel from petrol pump to Pressure Relief Valve (PRV) TR6 where the PRV is at the left hand side of the petrol tank (many TR5's will have been converted to this arrangement).
217841SS	TR6 Return Hose, stainless steel, screw type, metering unit to return solid pipe.

NOTE: Should you wish to use this safer screwed return pipe on push on type metering units, it will be necessary to drill and tap the metering unit body, fit the bleed adapter listed below, and use flared return pipe no. 217891.

RTR4060 Screwed adapter MU return.

BRAKE AND CLUTCH HOSES

RTR4061	TR2-3 Front brake hose, Lockheed. Per pair.
RTR4042	TR2-3 Clutch hose, Lockheed.
RTR4043	TR2-3 Rear brake hose, Lockheed.
RTR4076SSK	TR3-4 and TR2-3 when converted to discs. This kit of parts converts the hose exit from the callipers from vertical to horizontal as per TR4A-6 thus avoiding the possibility of the hoses chaffing on the upper wishbones. The kit includes stainless steel braided hoses, solid conversion pipes and brackets plus fitting instructions.
RTR4041	TR3-4 Brake hose, front and rear, Girling each
RTR4069	TR3-4 clutch hose
RTR4064	TR4A live axle Rear brake hose.
RTR4070	TR4A clutch hose.
RTR4062	TR4A-6 Front brake hose. Per pair.
RTR4063	TR4AIRS-6 Rear brake hose. Per pair.
RTR4051	TR5-6 Clutch hose.
RTR4065	TR7-8 Front brake hose. Per pair.
RTR4066	TR7-8 Rear brake hose.

MISCELLANEOUS HOSES

138308SS	TR4, 4A, 250, TR6 Carb. Oil line to gauge. Can also be used for TR2-3B replacing hose and solid line.
149867SS	TR5-6PI. Oil line to gauge.
2K4936	Washer, sealing. Oil line to gauge

HYDRAULICS: BRAKES AND CLUTCH

MASTER CYLINDERS

LK36944X	TR2-3 Lockheed. This kit of parts replaces the original twin master cylinder. Not quite the same but the casting is very similar. The difference being almost unnoticeable when fitted.
RTR4294	TR3-3B replacement for brake/clutch reservoir, part no. 114530, manufactured from aluminium. All fittings to be used from old unit.
RTR4295	TR3-3B as RTR4294, manufactured from stainless steel.
RTR4296	TR3-3B lid for RTR4294 and RTR4295, manufactured in aluminium with float switch for level built in.
RTR4297	TR3-3B as RTR4296 manufactured from stainless steel.

CRST148	TR3-3B decal, Girling warning notices on hydraulic reservoir.
GMC223	TR7-8 Larger bore master cylinder for use where a long pedal is experience and a shorter pedal travel is required. Notably when a 4pot calliper conversion has been fitted, which incorporates larger than standard effective piston area.
RTR4136	TR4-4A clutch master cylinder adjusting rod set. This kit allows the rod to be adjusted to give ideal clutch operation. Useful where a new clutch has been fitted and insufficient travel means disengagement is poor.

DUAL CIRCUIT MASTER CYLINDER KITS TR2-4A

The Triumph TRS raced at Le Mans with a system of dual circuit brakes, which was also installed on the Conrero and Zoom prototypes by Triumph. This system, which has now been reproduced by Revington TR, is in use on our Ex-Works TR4 rally cars 3VC and 6VC and whilst initially offered for the TR4-4A, can now be supplied for TR2-3B as well.

The kits are offered with two types of reservoir:

1. Metal canister as used on the TR3A with an internal divider to ensure fluid is separated between front and back systems. The reservoir is mounted on the side of the master cylinder support bracket. The metal canister cannot be used on TR4 . 4A.
2. Two clear plastic reservoirs mounted on the side of the master cylinder support bracket.

These kits include all pipes, cylinders for brakes and clutch brackets, balance bars and reservoir(s). Available for both left-hand and right-hand drive. The TR4-4A kits are a direct replacement fit. When fitted to a TR2-3B minor bulkhead alterations are needed to widen out the pocket aperture and a larger pocket required. In addition the pedal assembly needs to be exchanged for one with the top fulcrums modified to TR4-4A specification.

The relevant extra parts needed are listed after the kits.

The following kits are available for TR2-3B

RTR4369LAK	TR2-3 Dual Master cylinder kit. LHD (wiper motor on RH side, Lockheed axle, drum brakes). With Clear Plastic reservoirs.
RTR4369RAK	TR2-3 Dual Master cylinder kit RHD (wiper motor on RH side, Lockheed axle, drum brakes). With Clear Plastic reservoirs.
RTR4369LMK	TR2-3 Dual Master cylinder kit LHD (wiper motor on RH side, Lockheed axle, drum brakes). With Metal Reservoir.
RTR4369RMK	TR2-3 Dual Master cylinder kit RHD (wiper motor on RH side, Lockheed axle, drum brakes). With Metal Reservoir.
RTR4286LAK	TR3A Dual Master cylinder kit LHD (wiper motor on LH side Girling axle). With Clear Plastic reservoirs.
RTR4286LMK	TR3A Dual Master cylinder kit LHD (wiper motor on LH side Girling axle). With Metal Reservoir.
RTR4286RAK	TR3A RHD (wiper motor on LH side Girling axle) with 2 plastic reservoirs.
RTR4286RMK	With metal container internally separated.

When fitting to TR2-3B slight modification is required to the bulkhead and TR4 pedals must be used. Revington TR can exchange your pedals if required; Order Pedals as follows:

RTR4168LEXK	TR2-3B LHD Pedal set for dual circuit brakes.
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RTR4168REXK TR2-3B RHD Pedal set for dual circuit brakes.

A new wider pocket and back plate, to replace original Part

Number 750013 and 553128 are required. Order: -

RTR7180K TR2-3B Kit consisting of a larger Pocket, backing plate and instructions to accommodate the wider pedal box used in Revington TR Dual Master Cylinder kits.

The following kits are available for TR4-4A:

RTR4080LAK TR4 LHD Dual Circuit kit
 RTR4080RAK TR4 RHD Dual Circuit kit
 RTR4409LAK TR4A LHD Dual Circuit kit
 RTR4409RAK TR4A RHD Dual Circuit kit
 RTRI4283LAK Dual circuit kit for LHD Italia.
 RTRI4283RAK Dual circuit kit for RHD Italia.

When ordering please note that all part numbers above with the suffix **AKq** come with 2 plastic reservoirs and those with the suffix **MKq** come with a partitioned Metal Canister.

BRAKE & CLUTCH PEDAL BOXES EXCHANGE

Revington TR provides brake pedal box units on an exchange basis for TR2-6 cars. These units incorporate re-bushed levers have the clevis holes resized and are powder coated black.

RTR4141EX TR2-3L reconditioned Lockheed LHD
 RTR4131EX TR2-3L reconditioned Lockheed RHD
 RTR4328EX TR3G reconditioned pedal box LHD
 RTR4275EX TR3G reconditioned pedal box RHD.
 RTR4168LEXK TR2-3A pedal box converted to TR4 top levers. For use with RTR4080 series dual master cylinder system. LHD exchange

As RTR4168LEXK for RHD.
 RTR4168REXK TR4-4A reconditioned pedal box LHD.
 RTR4276EX TR4-4A reconditioned pedal box RHD.
 RTR4277EX TR2-4A brake pedal shaft manufactured in stainless steel. The standard steel shaft, which receives no maintenance, can allow the pedals to seize. This shaft helps to overcome this.

110016SS
 RTR4169 TR2-4A. Bracket which is screwed under the pedal box to allow fitment of a brake light switch acting directly on the brake pedal. Order switch no. 134529 and nut NP608091.

RTR4278EX TR250, 5-6 reconditioned pedal box LHD.
 RTR4279EX TR5-6 reconditioned pedal box RHD

SERVO UNITS

SERVO UNITS AND KITS

RTR4118 Dual circuit Servo for use with TR2-4A dual master cylinder kits. This is the basic unit with no fittings.

RTR4118-3LK TR2-3B Dual Servo kit, including all parts for a left hand drive car, assuming dual circuit brakes are already fitted.

RTR4118-3RK TR2-3B Dual Servo kit, including all parts for a right hand drive car, assuming dual circuit brakes are already fitted.

RTR4118-4LK Kit including all parts to fit dual servo to LHD TR4, assuming dual circuit brakes are already fitted.

RTR4118-4RK Kit including all parts to fit dual servo to RHD TR4 assuming dual circuit brakes are already fitted.

RTR4118-4ALK Kit including all parts to fit dual servo to LHD TR4A assuming dual circuit brakes are already fitted.

RTR4118-4ARK Kit including all parts to fit dual servo to RHD TR4A assuming dual circuit brakes are already fitted.

RTR4323 Single servo for standard systems.

RTR4323FK Fitting kit for simplified installation into TR4-4A. Please specify TR4, 4A, LHD, or RHD.

RTR4228 Rebuild service on your servo.

SERVO VALVES AND FITTINGS

See section 5 for individual fittings.

148479 Valve one way. Fits in the line between the servo and inlet manifold and removes annoying fluttering noises.

ADU1402 Valve one way. Screws straight into the inlet manifold and accepts the hose to the servo and removes annoying fluttering noises.

149487 Straight through screw in union 5/8+ thread 3/8+union (standard TR6 PI part)

FRONT BRAKES

STANDARD TR3-TR6 CALIPERS

Girling do not advise splitting these callipers (not single casting TR3 type). However, when you have split them and realized you shouldn't have, you will need an Øq ring to put them back together.

509044 TR3A seal inner to outer calliper body.

These seals are as close as we can get to the original, however, as Girling offer no information on them we cannot guarantee their fitness for purpose. In other words, use them at your own risk! Callipers are however available on an exchange basis, please use original numbers with suffix **EXq**

203543EX Original TR3 (From Comm. No. TS13046 to TS33646) Calliper LH non split type. Exchange

203544EX Original TR3 (From Comm. No. TS13046 to TS33646) Calliper RH non split type. Exchange.

205395EX Original TR3 (From Comm. No. TS33647 to TS56376 Wire Wheels and TS56383 Disc Wheels only.) Calliper LH non split type. Exchange.

205396EX Original TR3 (From Comm. No. TS33647 to TS56376 Wire Wheels and TS56383 Disc Wheels only.) Calliper RH non split type. Exchange.

206506EX Original TR3L-TR4E Calliper LH split type. Exchange.

206507EX Original TR3L-TR4E Calliper RH split type. Exchange.

307977EX Original TR4L-TR6E (up to CC29929 CP26075) Calliper LH.

307976EX Original TR4L-TR6E (up to CC29929 CP26075) Calliper RH.

311851EX Original TR6 (Comm. No. CC29930 CP26076 to CP76094 CC81078) Calliper LH

311852EX Original TR6 (Comm. No. CC29930 CP26076 to CP76094 CC81078) Calliper RH

159026EX Original TR6 (Comm. No. CC81079 CP76095 to end) Calliper LH.

159027EX Original TR6 (Comm. No. CC81079 CP76095 to end) Calliper RH.

RTR4389-1K TR3-3A Brake Overhaul kit. Chassis only. None split type calliper with 10+rear shoes.

CALIPER PISTONS

In addition to standard pistons, we can supply long lasting replacements made from stainless steel as follows.

510792SS TR3G-6 early. Stainless steel piston.
157685SS TR6 late. Stainless steel piston.

CONVERSION KIT TR2-3 DISC BRAKES (2 POT CALIPERS) FROM DRUMS

RTR3298PK Conversion kit. This kit includes all the parts required to convert your drum brake TR2-3 to TR3A type disc brakes. Including callipers, pipes, hoses and 280mm diameter plain disks and fittings.

RTR3298XDK Same as RTR3298PK incorporating cross-drilled discs, 280mm diameter.

RTR3298XDSLK Same as RTR3298PK incorporating cross-drilled discs and slots, 280mm diameter.

RTR3057PK As RTR3298PK but using TR6 plain callipers and 275mm diameter discs.

RTR3057XDK As RTR3057PK but incorporates cross-drilled discs, 275mm diameter.

RTR3057XDSLK Same as RTR3057PK incorporating cross-drilled discs and slots, 275mm diameter.

NOTE: Please see below for TR2-3L disc brake conversion with 4 pot callipers.

4 POT CALIPER CONVERSIONS

Revington TR have developed a range of 4 pot Calliper conversions with both steel and aluminium callipers to suit all TR ϕ from TR2-TR8 as below.

Our aluminium calliper kits feature HiSpec callipers.

See Information sheet IS0023, 25, 26 and 28 for more details on braking system technicalities and why big brakes are best.

RTR4508PK TR2-3L Conversion kit, front drums to discs. A complete kit incorporating aluminium HiSpec billet 4 pot callipers and plain 280mm diameter discs plus all fittings required to convert drums to discs, including: Hubs, hub bearings, calliper brackets, mounting brackets, wheel studs, brake pipes, brake light switch and wiring, and all fittings.

RTR4508SLK TR2-3L as RTR4508PK but with slotted discs.

RTR4508XDSLK TR2-3L as RTR4508SPK but with cross drilled and slotted discs.

RTR4461-AK TR3G-TR4early. Aluminium HiSpec 4pot calliper kit Fits TR3G to early TR4 with early combination of original calliper carrier and discs. Discs are not included. See below for kits with discs included.

RTR4461-BK TR4late-TR6. Aluminium HiSpec 4pot calliper kit Fits TR4 to TR6 with the later combination of original calliper carrier and discs. Discs are not included. See below for kits with discs included.

RTR4461P-AK TR3G-TR4early. Aluminium HiSpec 4pot calliper kit Fits TR3G to early TR4 with early original calliper carrier. Including 280mm diameter plain discs.

RTR4461P-BK TR4late-TR6. Aluminium HiSpec 4pot calliper kit Fits TR4 to TR6 with the later original calliper carrier. Including 280mm diameter plain discs.

RTR4461SL-AK TR3G-TR4early. Aluminium HiSpec 4pot calliper kit Fits TR3G to early TR4 with early original calliper carrier. Including 280mm diameter slotted discs.

RTR4461SL-BK TR4late-TR6. Aluminium HiSpec 4pot calliper kit Fits TR4 to TR6 with the later original calliper carrier. Including 280mm diameter slotted discs.

RTR4461XDSL-AK TR3G-TR4early. Aluminium HiSpec 4pot calliper kit Fits TR3G to early TR4 with early original calliper carrier. Including 280mm diameter cross drilled and slotted discs.

RTR4461XDSL-BK TR4late-TR6. Aluminium HiSpec 4pot calliper kit Fits TR4 to TR6 with the later original calliper carrier. Including 280mm diameter cross drilled and slotted discs.

RTR4458-1K TR3-earlyTR4 Aluminium Hi-Spec 4 pot calliper kit supplied with 284mm diameter vented discs, adaptors brackets, hoses, pads, hardware and full instructions.

RTR4458K LateTR4-6 Aluminium Hi-Spec 4 pot calliper kit supplied with 284mm diameter vented discs, adaptors brackets, hoses, pads, hardware and full instructions.

Note: - Kits RTR4461 series, RTR4458-1K and RTR4458K can be fitted to drum brake cars where either TR3 or TR6 calliper carriers and hubs are in use. In addition Revington TR will be happy to build these kits into RTR3299K instead of steel callipers. Please ask for a quote.

RTR4475K TR7-8. 4-pot calliper conversion using HiSpec Billet 4 callipers and your existing 240mm diameter, plain 10mm thick discs. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with standard 13+ wheels with a useable internal diameter of 275mm.

RTR4475PK TR7-8. 4-pot calliper conversion using HiSpec Billet 4 callipers and including 240mm diameter, plain 10mm thick discs. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with standard 13+ wheels with a useable internal diameter of 275mm.

RTR4476K TR7-8. 4-pot calliper conversion using HiSpec Billet 4 callipers and 260mm diameter vented discs, 24mm thick. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with after market 13+ wheels with a useable internal diameter over 300mm.

RTR4480K TR7-8. 4-pot calliper conversion using HiSpec Billet 4 callipers and 285mm diameter vented discs, 24mm thick. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with after market 14+ and 15+ wheels with a useable internal diameter over 324mm.

RTR4481K TR7-8. 4-pot calliper conversion using HiSpec Race series R114/4 callipers incorporating high temperature seals and supplied with 260mm diameter vented discs, 24mm thick and race performance pads with an approximate pad area of 38.5cm. Will fit with after market 13+ wheels with a useable internal diameter over 300mm.

RTR4482K TR7-8. 4-pot calliper conversion using HiSpec Race series R114/4 callipers incorporating high temperature seals and supplied with 285mm diameter vented discs, 24mm thick and race performance pads with an approximate pad area of 38.5cm. Will fit with after market 14+ and 15+ wheels with a useable internal diameter over 316mm.

RTR4493K TR7-8 HiSpec Monster 4q4 pot calliper kit. This kit included larger callipers than RTR4480K and is supplied with massive 300mm diameter, 28mm wide vented discs

and aluminium bells. Will only fit with after market wheels of 15+ diameter with a usable ID of over 334mm.

BRAKE PADS

Revington TR keep a range of pads and shoes for fast road and competition use in addition to standard pads. DS11 and VG95 were historically the main stay of competition pads and linings. These are no longer available now. We therefore offer the complete Mintex range along with the Kevlar range from EBC. As new pad materials are becoming available periodically, please enquire for latest offerings.

In addition we supply standard commercial grade pads plus pads for Hi-Spec, Wilwood and other specialist makes of callipers.

STANDARD COMERCIAL GRADE PADS

GBP172	TR3G-TR4E standard pad.
GBP114	TR4L-TR6E standard pad ¼+pins.
GBP216	TR6L standard pad 3/16+pins.
GBP281	TR7 standard pad
GBP245	TR8 standard pad

MINTEX RANGE

Mintex supply a comprehensive range of materials ranging from good quality road pads to out and out competition pads. Material M1109 is an excellent road pad, M1144 is suitable for Fast Road /Road Rally, M1155 for Stage Rally/Hillclimb/Mild Race, M1166 is high metallic content for full race use, and M1177 available to special order is high carbon content.

RTR4142-09	TR3G to TR4E: M1109 material
RTR4142-44	TR3G to TR4E: M1144 material
RTR4071-09	TR4L-6E, ¼" pins: M1109 material
RTR4071-44	TR4L-6E, ¼" pins: M1144 material
RTR4071-55	TR4L-6E, ¼" pins: M1155 material
RTR4071-66	TR4L-6E, ¼" pins: M1166 material
RTR4071-77	TR4L-6E, ¼" pins: M1177 material
RTR4092-09	TR6L, 3/16+pins: M1109 material
RTR4092-44	TR6L, 3/16+pins: M1144 material
RTR4092-55	TR6L, 3/16+pins: M1155 material
RTR4092-66	TR6L, 3/16+pins: M1166 material
GBP281-09	TR7 M1109 material
GBP281-44	TR7 M1144 material
GBP281-55	TR7 M1155 material
GBP281-66	TR7 M1166 material
GBP245-09	TR8 M1109 material
GBP245-44	TR8 M1144 material
GBP245-55	TR8 M1155 material
GBP245-66	TR8 M1166 material
RTR4494-09	TR2-8 M1109 for RTR 4 pot billet 4 range
RTR4494X09	TR4A-6 M1109 for RTR 4 pot billet 4 range where smaller TR4A-6 discs are used
RTR4494-44	TR2-8 M1144 for RTR 4 pot billet 4 range
RTR4494-55	TR2-8 M1155 for RTR 4 pot billet 4 range
RTR4494-66	TR2-8 M1166 for RTR 4 pot billet 4 range
GBP323	Standard replacement pads for RTR4410-1 and RTR4410-2 series Rear Calliper kit.
GBP323-44	Mintex M1144 pads for RTR4410-1 and RTR4410-2 series Rear Calliper kit.
GBP323-55	Mintex M1155 Pads for RTR4410-1 and RTR4410-2 series Rear Calliper kit.

KEVLAR RANGE

Testing has shown that these pads whilst popular can leave a resin residue on the disk and in some cases do not perform as well as their **Mintex** equivalent. Revington TR therefor recommend our Mintex range but will supply the Kevlar range to special order.

We have 4 grades of Kevlar pad suitable for the TR range as follows:

Black; replacing road pads.

Green; fast Road, Road Rally use.

Red; Stage Rally, Short Race.

Yellow; endurance racing.

Please see below for specific model requirements. Part numbers are suffixed KB for Kevlar black, KG Kevlar green, and KR for Kevlar Red pads and yes you guessed it KY for Kevlar Yellow pads.

RTR4142KG	TR3G-TR4E Kevlar green.
RTR4071KB	TR4-6E ¼+pins: Kevlar black.
RTR4071KG	TR4-6E ¼+pins: Kevlar Green.
GBP172KR	TR3G-TR4AE Kevlar Red

NOTE 1: TR4-6 cars with ¼" pins requiring red or yellow pads should purchase RTR4092 with relevant suffix and open out the 3/16" holes to ¼".

RTR4092KB	TR6L 3/16+pins: Kevlar black.
RTR4092KG	TR6L 3/16+pins: Kevlar green.
RTR4092KR	TR6L 3/16+pins: Kevlar red.
RTR4092KY	TR6L 3/16+pins: Kevlar yellow.

NOTE 2: RTR4092 pads have approximately 20% extra pad area than RTR4071type.

GBP281KG	TR7 Kevlar green.
GBP281KR	TR7 Kevlar red.
RTR4245KG	TR8 Kevlar green
RTR4494KG	TR2-8 Kevlar Green for RTR 4 pot billet 4 range

SPECIAL PADS

GBP203AF	Standard Pad set. Zeus 4-pot calliper conversion.
GBP203KG	As Above Kevlar green.
SPB5055AF	TR7-8 4 pot kit standard replacement pad.
RTR4464	Wilwood Midilite fast road.
MLB52KG	TR7-8 Steel 4 pot kit Kevlar green
MLB52KR	TR7-8 Steel 4 pot kit Kevlar red.
MLB52KY	TR7-8 Steel 4 pot kit Kevlar yellow.

BRAKE PAD ANTI-SQUEAL SHIM KITS & MISC

RTR4509	CERATEC Brake assembly grease, special formula which stops and prevents brake squeals.
GRPFK1	TR4 late to TR6 early shim kit ¼+pins.
GRPFK5	Shim kit 3/16" pins.
SMP100030	Bleed nipple cap.
RTR3463K	TR3G-6 Front wheel bearing spacer kit. This kit helps to stop pad knock-back resulting from stub axle flex. The kit is useful when original equipment callipers and discs are fitted, but even more relevant when 4 pot callipers larger discs are fitted.

BRAKE DISCS

203189	TR3G-4E Standard solid disc, high quality by DBA, each
203189RACE	TR3G-4E Solid discs heat-treated to help prevent warping during race use, each
RTR4144SL	TR3G-4E, High quality Discs slotted: LH, each
RTR4144SR	TR3G-4E, High quality Discs slotted: RH, each
RTR4144XDSL	TR3G-4E High quality discs slotted and drilled, each

209327	TR4L-6 Standard solid disc, high quality by DBA, each
209327RACE	TR4L-6 Solid discs heat-treated to help prevent warping during race use, each
RTR4143SL	As RTR4144SL for TR4L-6
RTR4143SR	As RTR4144SR for TR4L-6
RTR4143XDSL	As RTR4144SLXD for TR4L-6
GDB602	TR7-8 Standard solid disc, high quality by DBA
GDB602SL	As RTR4144SL for TR7-8
GDB602SR	As RTR4144SR for TR7-8
GDB602XDSL	As RTR4144XDSL for TR7-8

BRAKE CLEAN SPRAY

RTR5102-5	ALL CARS. Aerosol spray Brake dust control. Safely controls harmful brake dust and cleans components. 500ml
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REAR BRAKES

TR2-4 LIVE AXLE DISC BRAKE CONVERSION

RTR4410-1K	TR3G Rear Calliper conversion kit. Competition use only. This kit includes all parts to fit rear disc brakes including callipers, mounts, discs, and handbrake parts.
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Note: This kit can only be fitted to TR2 – 3 early when a later Girling axle is fitted. The kit will not fit to Lockheed axles. Also, this kit should only be considered if you are prepared to check body clearance and remove metal from the inner wheel arch lip. This applies to all TR2-3B variants.

RTR4410-2K	TR4 Rear Calliper conversion kit. Same as RTR4401-1K with longer handbrake cables to suit the wider TR4 axle. No Modifications To the body work is required.
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DRUMS

RTR4108	TR3-6 Alfin type brake drums 9+ X 1 3/4" Similar to the original design, but with transverse fins rather than the original radial fins. Cost is per pair. Please note that these drums are specifically intended for TR4AIRS to TR6. The stud holes will need opening out to 14.5mm for TR2/3/4.
301590	TR2-3 Alfin type brake drums 10+ x 2+ Suitable for front or rear.

BRAKE SHOES

RTR4067	TR2-3 Lockheed 10+ shoes. Front and rear M20 material.
RTR4068LOCK	TR2-3 Lockheed 9+ rear shoes Rear M20 material
RTR4115EX	TR3AG 10q rear shoes. M242 material. Exchange.
RTR4068	TR3-6 rear shoes Mintex M20 material
GBS813EBC	TR7-8 (9 x 1 3/4") with EBC Material

BRAKE SHOE HOLD DOWN SPRINGS

AAA4714	TR2-3 Lockheed. Hold down spring used on 10+ rear only. Shorter than original but can be used.
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HANDBRAKE TR2-4

RTR4394-1K	TR2-4 Tunnel Mounted Handbrake kit. This kit moves the handbrake to the centre of tunnel in between the seats. The kit
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includes a second-hand Triumph TR4A-6 type handbrake lever with new bracketry, cable and cable ends. Based on the design used on the Works Rally TR4, both fly off (RTR4394-1K) and conventional types (RTR4394-2K) are available. Please state if you have a preference. Customers are advised to Note: This kit is made up of some new, some second hand and some reconditioned parts. All will have been checked for adequacy of operation. In particular the lever and ratchet assembly are second hand.

RTR4394-2K	TR2-4 Tunnel mounted handbrake kit, non fly-off, see RTR4394-1K for details.
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RTR4468	TR2-4 Handbrake kit Hydraulic. Tunnel mounted. Check legality of a hydraulic handbrake for your intended use. In the UK, a hydraulic handbrake alone is not acceptable for an MOT test. The mechanical handbrake must therefore be left in place as well. Kit could be adapted to fit TR4A-8.
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602138	Plate gaiter to tunnel. Standard TR2-4.
602137	Plate gaiter to floor. Standard TR2-4.

BRAKE/CLUTCH PIPE AND KITS

STANDARD BRAKE AND CLUTCH PIPE KITS

The following range of pipe kits are all made with green plastic covered Bundy tubing and bright zinc plated end fittings (unless stated otherwise or if KuniFer pipe is specifically required). **All our kits are complete to the master cylinder and include the solid clutch pipe.** Individual pipes will be made to order. Should you wish us to supply copper brake pipe sets we can do this also, supplied with brass end fittings. Brass end fittings can also be incorporated into our KuniFer pipe kits to special order.

BPS23L	TR2-3 Lockheed LHD
BPS23R	TR2-3 Lockheed RHD
BPS23GDAL	TR2-3 with Lockheed master cylinder, Girling discs and Girling type axle LHD.
BPS23GDAR	TR2-3 with Lockheed master cylinder, Girling discs and Girling type axle RHD.
BPS23GDL	TR2-3 with Lockheed master cylinder and Girling discs but Lockheed axle LHD.
BPS23GDR	TR2-3 with Lockheed master cylinder and Girling discs but Lockheed axle RHD.
BPS23GAL	TR2-3 with Lockheed master cylinder, front drums and Girling rear axle fitted LHD.
BPS23GAR	TR2-3 with Lockheed master cylinder, front drums and Girling rear axle fitted RHD.
BPS3ALK	TR3A Girling LHD
BPS3ARK	TR3A Girling RHD
BPS3ACLK	TR3A Girling LHD with stop switch moved onto bulkhead out of proximity of exhaust pipe. As per Rally cars.
BPS3ACRK	TR3A Girling RHD. As for BPS3ACL but right hand drive.
RTR4076SSK	TR3-4 (also TR2-3 when fitted with TR3A-6 CALIPER). Pipe, bracket and stainless steel braided hose set to convert hose exit from the CALIPER from vertical to horizontal. Reduces the possibility of chaffing on wheel rims and suspension components. Kit includes enough parts for both front brakes.
BPS4L	TR4. LHD.
BPS4R	TR4. RHD.
BPS4AIRSL	TR4AIRS. LHD
BPS4AIRSR	TR4AIRS. RHD.
BPS56L	TR5-6 early. LHD with imperial threaded calliper.
BPS56R	TR5-6 early. RHD with imperial threaded calliper.

BPS6LR	TR6 late. RHD with metric threaded calliper.
BPS7	TR7. RHD.
BPS7M	TR7. RHD made with green plastic covered Bundy tubing.

RALLY BRAKE AND CLUTCH PIPE SETS

These sets are covered in black rubber tubing for maximum protection and come with fitting instructions to enable fitting the pipes through the interior of the car. As fitted to the works TR4 Rally cars.

RTR4110K	TR4 Rally brake set LHD
RTR4110DK	TR4 Rally brake set LHD. When dual circuit brakes fitted
RTR4111K	TR4 Rally brake set RHD
RTR4111DK	TR4 Rally brake set RHD. When dual circuit brakes fitted

In addition we can create similar sets for TR2-3B. All combinations of brakes (drum and calliper) and master cylinder arrangements can be accommodated.

For example:

RTR4121	TR2-3 Lockheed master cylinder to Girling brakes front and Girling back axle.
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BRAKE PIPE AND FITTINGS

BRAKE PIPES

Revington TR can make up brake pipes to any specification you require in either green plastic covered steel Bundy tubing (preferred as it is safest and very long lasting) or Kunifer pipe which is a copper/nickel alloy; much more expensive and more likely to fracture than steel Bundy tubing. We supply made up pipes under the following part number sequence where the four numbers after dash indicate the length in millimetres.

	Brake pipe O/D	END A	END B
RTR4212-????	3/16+	3/8UNF Male nut; Single Flair	3/8UNF Male nut; Single Flair
RTR4524-????	3/16+	3/8UNF Male nut; Single Flair	3/8UNF Male nut; Double Flair
RTR4214-????	3/16+	3/8UNF Male nut; Double Flair	3/8UNF Male nut; Double Flair
RTR4525-????	3/16+	3/8UNF Male nut; Single Flair	3/8UNF Female nut; Double Flair
RTR4523-????	3/16+	3/8UNF Male nut; Double Flair	3/8UNF Female nut; Double Flair
RTR4460????	3/16+	3/8UNF Female nut; Double Flair	3/8UNF Female nut; Double Flair

Please ask if you require a pipe made up with end fittings other than those listed above.

We also keep the following two brake pipes, manufactured from green plastic covered Bundy tubing under their original Unipart part numbers (the number in the part number (104 and 120) is the length in inches): -

	Brake pipe O/D	END A	END B
GPP104DL	3/16+	M10 Male nut; Single Flair	M10 Female nut; Double Flair
GPP120DL	3/16+	M10 Male nut; Single Flair	M103/8UNF Male nut; Double Flair

FITTINGS

624155	Universal double plastic clip. Original TR6 fitting for brake pipes.
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RTR4325	TR2-3 Bracket set for welding to a Lockheed type chassis when changing to disc brakes. Enables later type hoses to be fitted.
RTR4326	TR2-3 bracket for 4 or 5 way union on RH chassis rail used with RTR4325.

PETROL PIPE SETS

STANDARD PETROL PIPE SETS

PPS23A	TR2-3A Petrol pipe set from the tank to the petrol tap in Kunifer pipe. Including joiners.
PPS44A	TR4-4A Petrol pipe set from tank to petrol pump in Kunifer pipe. Including joiners.
PPS5	TR5 Petrol pipe set to and from the tank and metering unit hose in Kunifer pipe including rubber joiners and clips.
PPS6C	TR250 and TR6 Carburettor models.
PPS6E	TR6 PI early. Petrol pipe set to and from the tank and metering unit hose in Kunifer pipe including rubber joiners and clips. Suitable for cars with the PRV in the boot.
PPS6L	TR6 PI late. As for PPS6E but with slightly longer front pipe. (Triumph extended this pipe to move it out of the way of the oil filter housing).

RALLY PETROL PIPE SETS

RTR4123	TR2-3B rubber covered pipe set for fitment inside cockpit similar to TR4 Works Rally cars.
RTR4112K	As fitted to works TR4 Rally cars. This set is covered in rubber tubing and runs inside the cockpit. Comes with fitting instructions.

FLUIDS AND TEST EQUIPMENT

BRAKE FLUID AND HARDWARE

See section 5

TOOLS AND TEST EQUIPMENT

See section 9