
THE ADVANTAGES OF AN ADJUSTABLE UPPER FULCRUM

The handling of Triumph TR's 2-4 often improves dramatically when negative camber is introduced to the front suspension geometry. Negative camber helps to stabilise the car when cornering by keeping the loaded wheel nearer to vertical when the car leans over. When this kit is used as part of a Revington TR integrated suspension package up to 1.75 degrees negative camber is used. The Revington TR Adjustable Upper Fulcrum kit greatly simplifies the introduction of negative camber, and allows you to precisely determine your preferred suspension settings. This safety-critical component is manufactured to our usual exacting standards, and is easy to install. A small amount of welding is required. This product may also be used to correct minor chassis geometry errors caused by accident damage.

What is included?

The kit contains every thing you will need for fitment to later TR4's which have 3 degrees of caster built in (earlier cars had 0 degrees). Triumph achieved this by a change to the top wishbones, top ball joint and lower trunnion. The later upper wishbones are identifiable by the top ball joint being bolted to the arms with two 3/8"UNF bolts.

Earlier cars from TR2-TR4 with 0 degrees of caster will need to purchase some extra parts. See below.

What does it do?

Camber adjustment is achieved by sliding the fulcrum inboard and outboard under the 4 top plates shown in the photograph. These top plates are bolted to the chassis via the fulcrum.

The pin supporting the wishbones is positioned in the fulcrum so that when installed the pin is 12mm higher than standard. This corrects the virtual swing axle dimension when the car is being used for fast road/ rally use with a ground clearance in the range 130 to 165mm. The fulcrum can be installed the other way up too. This lowers the pin by 3mm, correcting the virtual swing axle dimension for race use with a ground clearance in the range 90 to 120mm.

In addition the wishbones are spaced further apart than standard. 10 spacers are supplied which are positioned either side of the top ball joint. As there is no camber adjustment on TR2-4 cars, you have to accept the camber the chassis offers. The spacer plates are positioned so as to ensure the vertical link is under no strain.

This kit can also be used on TR4A-TR6 chassis where alignment correction may be necessary to compensate for minor accident damage. The kit should be considered only when correct geometry cannot be achieved by shimming the lower wishbones in the normal way. Revington TR supply a special lower bracket for these cars with longer studs to assist negative camber adjustment. Order part number RTR3287.

Also please bear in mind that TR4A-6 the Upper Fulcrum kit may interfere with the bodywork.

Extra parts that might be required

133504	Upper wishbone front (two required per car)
133507	Upper wishbone rear (two required per car)
GSJ131	Top ball joint (two required per car)
133838	Lower trunnion right hand (one required per car)
133839	Lower trunnion left hand (one required per car)
SPF0288AK	SuperPro polyurethane upper inner fulcrum bush kit (one required per car)
102228UK	Nylatron and stainless steel upper inner fulcrum bush kit (one required per car)
101557K	Trunnion bush kit (one required per car)
SPF2253K	SuperPro polyurethane Trunnion to vertical link seal kit (one required per car)