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ENGINES

COMPLETE ENGINES

Revington TR is justifiably proud of the proven history of the engines they have built.

Our engines have powered many a TR enthusiast through thousands of miles of quick and smooth motoring. Our competition engines have a great many successes to their credit.

It is impossible to give a part number and price for all variations of these engines as each customers requirements tend to be different. We do however have basic specifications for balanced Standard units, Fast Road units and Race units. These can be sent to you on request and used as a basis for your bespoke specification.

The part numbers are as follows:

PLEASE NOTE THAT PRICES WHICH ARE FOUND ON OUR WEBSITE ARE GUIDE PRICES. THE ACTUAL PRICE OF YOUR ENGINE WILL DEPEND ON THE WORK REQUIRED ON YOUR OLD UNIT.

RTR1123	TR2-4A Short Engine; Balanced.
RTR1124	TR2-4A Complete Engine Standard components Balanced.
RTR1125	TR2-4A Complete Engine Rally, Fast Road 87mm including Rally Cylinder Head. Deck Height adjusted, Lightened, Balanced.
RTR1304	TR5-6CP Basic Full Engine.
RTR1305	TR6CR Basic Full engine.
RTR1126	TR5-6 Short Engine balanced
RTR1127	TR5-6 as for RTR1124.
RTR1128	TR5-6 as for RTR1125.
RTR1172	TR7 UK spec. 9.5CR full engine.
RTR1345	TR8 Basic full engine.

NOTE: All our engines are modified to run on lead free petrol

If you would care for us to prepare a personal specification for you. Please ring to discuss.

ENGINE BUILD KITS

These kits of parts allow customers to build complete engines to a variety of standards.

Stage 1 for fast road
 Stage 2 for fast road/ rally road
 Stage 3 for fast road, road rally and competition
 Stage 4 outright competitions. These kits are available to special order to customer requirements.

4 Cylinder Engine Kits TR2-4A

RTR1428K	TR2-4A stage 1
RTR1429K	TR2-4A stage 2
RTR1430K	TR2-4A stage 3
RTR1431K	TR2-4A stage 4

6 Cylinder Engine kits TR250, 5, 6

RTR1424K	TR5-6 Stage 1
RTR1425K	TR5-6 Stage 2
RTR1426K	TR5-6 Stage 3
RTR1427K	TR5-6 Stage 4

6 CYLINDER THRUST BEARING MODIFICATION

TR250, 5, 6, Vitesse, 2000 2-5PI. i.e. all 6 cylinder engines suffer from poor crank thrust location and at worst the thrust bearings can fall out. Revington TR have devised a modification process for improving this situation where by the back of the cap which locates the rear thrust bearing is machined to accommodate a second half thus halving the load on the original thrust bearing. The two halves are pinned in place to prevent them from spinning.

Revington TR can modify your engine to introduce this additional thrust bearing, but please note that this procedure can only be done in our workshops during the course of an engine rebuild as it is necessary to remove the crankshaft to enable the block and cap to be correctly machined. If the engine is not being rebuilt in our workshop, you will need to be provided with the necessary individual components.

In addition please see the notes on our website under the following part numbers.

RTR1007	Cost if cap only requires machining.
RTR1008	Same as RTR1007 but this cost is for machining both block and cap.

ENGINE BLOCK PARTS

046172	1" Welch plug used instead of 144687 on front of early TR5 engine block.
155660	Magnetic sump plug - catches all the iron filings as your engine slowly wears out. Can be used in gearbox and axle too.
RTR1068	TR2-4A modified dynamo bracket to accept an alternator.
RTR1281	TR2-4A blank when mechanical petrol pump not used.
RTR1026K	Crankshaft Gaco rear oil seal kit. Suitable for TR2-4A, Vanguard, Ensign Etc. The scroll is machined off the crankshaft down to 63.5mm and a Gaco seal is fitted. The end of oil leaks from the rear main bearing seal.
RTR1026S	Replacement seal for above kit.
RTR1135K	TR2-4A bolt set engine to gearbox with 8mm flange.
RTR1147K	TR2-4A as RTR1135 where gearbox has 14mm flange.
RTR1146K	TR5-6 bolt set engine to gearbox.

OIL PUMPS

RTR have never found it necessary to use anything other than standard oil pumps in TR2-6 in all applications including racing. However there are products on the market which offer high flow rates which may be useful in extreme circumstances, please enquire.

CRANKSHAFTS AND CONNECTING RODS

RTR1214	TR2-4A steel crankshaft, produced from EN40B steel, nitrided. Accepts standard type flywheels.
RTR1215	TR2-4A steel crankshaft with plain rear end, to enable easy fitment of Gaco type oil seal. 12 bolt fixing. A special flywheel is required with a smaller than standard register. Order RTR1468. The flywheel is attached with 12 Cap Head bolts. Order RTR1215B.
RTR1469	TR2-4A Steel Crankshaft. Dummy 5 bearing design. This is the ultimate steel crankshaft with 2 extra dummy main bearings. This design has reduced inertia resulting in freer revving.
RTR1216	TR2-4A beam connecting rods. Fit steel and standard cranks.
RTR1216L	As RTR1216 but with 171.45mm (6.75") Centres - 12.7mm(1/2") longer than standard. Use with RTR1221S or RTR1221SX pistons.
301815P	TR3-4A Plug in crank shaft.

CRANKSHAFT WASHERS AND FAN MOUNTS

RTR1027K	TR2-4A Crank washer and short bolt set used when original fan is removed.
RTR1028K	TR5-6/Saloon etc. Crank washer and short bolt set used when original fan is removed.

SPF0275K TR2-6 Uprated (harder) fan mounting bush made from polyurethane.

PISTONS AND 'PISTON AND LINER KITS'

TR2-4A PISTON AND LINER KITS

RTR1022 83mm standard piston and liner kit. Larger over sizes are available, please enquire.
 RTR1047STD 86mm standard size piston and liner. Set of 4.
 RTR104720 86mm piston and liner kit +0.020". Set of 4
 RTR104730 86mm piston and liner kit +0.030". Set of 4

The following two piston and liner kits are our recommendation for fast road use.

RTR1151 87mm piston and liner kit readily available and has proved reliable and capable of handling good power
 RTR1337 As RTR1151 but 87.5mm. Largest piston and liner set available before moving to special (expensive) race and rally products.
 RTR1151-89 89mm Piston and Liner Kit. This is the largest piston and liner combination that can be accommodated in the TR2-4A engine without the need to modify the block. This kit is the best option if 89mm cast or forged are outside the budget.

TR2-4A LINERS

105539 Liners 83mm. Please state size up to +40.
 122166 Liner 86mm. Please state size up to plus +60.
 RTR1223 High quality liner for 87mm pistons. Will need boring and honing to fit 87.2 and 87.5mm pistons
 RTR1222 High quality liner for 89mm pistons each, the body of the liner is 2mm wider than standard for added reliability.
 RTR1222-1 High quality liner for 89mm pistons. This liner has a spigot sticking out of the top to improve gasket sealing. The body of the liner is 2mm wider than standard for added reliability

PISTONS

Pistons are supplied with rings, gudgeon pins and circlips.

NOTE. The use of the prefix AE does not necessarily imply parts are of AE manufacture. The prefix and number system is used for reference only.

4 CYLINDER TR2- 4A

83mm Pistons

AE12655STD TR2-3B piston standard
 AE12655020 TR2-3B piston +0.020"
 AE12655030 TR2-3B piston +0.030"
 AE12655040 TR2-3B piston +0.040"

86mm Pistons

AE15765STD TR4-4A piston standard
 AE15765020 TR4-4A piston +0.020"
 AE15765030 TR4-4A piston +0.030"
 AE15765040 TR4-4A piston +0.040"
 AE15765060 TR4-4A piston +0.060"

For ultimate road performance with reliability, we can offer 87mm 87.2 and 89mm cast and forged pistons and very high quality liners.

RTR1221 Forged 89mm piston
 RTR1221S As RTR1221 but 12.7mm (1/2") shorter, to be used with long connecting rods RTR1216L
 RTR1221SX As RTR1221S but with an extra 12mm of crown material. This extra material enables the

machine shop to machine an intruder on top of the piston to increase the compression ratio where it would be undesirable to machine more material off the cylinder head.

RTR1221R Ring set for 4 pistons RTR1221 service

The following piston conforms to the FIA appendix K max over bore.

RTR1020-87.0 87.0 mm, cast piston high performance by Omega, each.
 RTR1020-89 89mm cast piston high performance by Omega, each
 RTR1226 Circlip for Omega piston.

6 CYLINDER TR250, 5, 6 AND 2.5PI

AE17753STD TR5-6 + 2.5PI piston standard.
 AE17753020 TR5-6 + 2.5PI piston +0.020".
 AE17753030 TR5-6 + 2.5PI piston +0.030".
 AE17753040 TR5-6 + 2.5PI piston +0.040".
 AE17753060S Plus 60 thou Hepolite copy sold in sets of 6 with rings, gudgeon pins and circlips.
 RTR1335 TR5-6 + 2.5PI Cast high performance piston in sizes +0.040", +0.060".
 RTR1336 TR5-6 + 2.5PI Forged high performance piston in sizes +0.040", +0.080", +0.110".

TR7

UKC8519STD TR7 Piston set standard high comp
 UKC8519/20 TR7 Piston set 0.020" Oversize high comp
 UKC8519/30 TR7 Piston set 0.030" Oversize high comp
 UKC8519/40 TR7 Piston set 0.040" Oversize high comp
 UKC1304STD TR7 Piston set standard low comp
 UKC1304/20 TR7 Piston set 0.020" Oversize low comp
 UKC1304/30 TR7 Piston set 0.030" Oversize low comp
 UKC1304/40 TR7 Piston set 0.040" Oversize low comp

PISTON RINGS

4 CYLINDER TR2-4A

We provide a full range of piston rings as listed below. '83' or '86' in the part number indicates bore size. The last 3 digits indicate the oversize dimension. These piston ring sets are complete car sets for 4 pistons.

83mm Piston Ring set with 3 rings

RTR1183000 standard
 RTR1183020 +0.020"
 RTR1183030 +0.030"
 RTR1183040 +0.040"

83mm Piston Ring set with 4 rings

RTR1183100 standard
 RTR1183120 +0.020"
 RTR1183130 +0.030"
 RTR1183140 +0.040"

86mm Piston Ring set with 3 rings

RTR1186000 standard
 RTR1186020 +0.020"
 RTR1186030 +0.030"
 RTR1186040 +0.040"
 RTR1186060 +0.060"

86mm Piston Ring set with 4 rings

RTR1186100 standard
 RTR1186120 +0.020"
 RTR1186130 +0.030"
 RTR1186140 +0.040"

Oversized Piston Ring Sets

RTR1131	TR2-4A 87.2mm Omega Ring set
RTR1485	89mm Ring set of 4 to suit RTR1151-89 pistons
RTR1133	TR2-4A 89mm Omega Ring set

6 CYLINDER TR5-6 AND 2.5P1

RA22626STD	TR5-6 + 2.5PI Ring Set standard
RA22626020	TRS-6 + 2.5PI Ring Set +0.020"
RA22626030	TR5-6 + 2.5PI Ring Set +0.030"
RA22626040	TR5-6 + 2.5PI Ring Set +0.040"
RTR137580	Ring Set for RTR1336 +0.080" pistons

TR7

RTC2425STD	TR7 Rings, set of 4 standard
RTC2425/20	TR7 Rings, set of 4 0.020" Oversize

ENGINE BEARINGS

MAIN BEARINGS

TR2-4A

AEM3196STD	Standard
AEM3196010	+0.010"
AEM3196020	+0.020"
AEM3196030	+0.030"
AEM3196040	+0.040"
AEM3196050	+0.050"
AEM3196060	+0.060"

TR250, 5, 6

AEM4229STD	Standard
AEM4229010	+0.010"
AEM4229020	+0.020"
AEM4229030	+0.030"
AEM4229040	+0.040"

BIG END BEARINGS

TR2-4A

AEB4331STD	Standard
AEB4331010	+0.010"
AEB4331020	+0.020"
AEB4331030	+0.030"
AEB4331040	+0.040"
AEB4331050	+0.050"
AEB4331060	+0.060"

TR5, 250, 6

AEB6433STD	Standard
AEB6433010	+0.010"
AEB6433020	+0.020"
AEB6433030	+0.030"
AEB6433040	+0.040"
AEB6433050	+0.050"

THRUST WASHERS

TR2-4A

AEW2004STD	Standard
AEW2004005	+0.005"
AEW2004008	+0.008"

TR5, 250, 6

AEW2171STD	Standard
AEW2171002	+0.0025"
AEW2171005	+0.005"
AEW2171015	+0.015"

TR7

RTC2836	Standard
RTC2837-005	+0.005"
RTC2837-010	+0.010"

TR7 bearings are ordered under Triumph part numbers.

CAMSHAFT BEARINGS

AEC3027	TR3-4A Cam bearing set
142647K	TR250, 5, 6 Cam bearing set. These cars do not have cam bearings as standard, but this bearing kit can be used to restore a cylinder block where the cam bearing faces have worn outside limits.

CAMSHAFTS

We have tried a variety of camshafts over the years for both 6 cylinder and 4 cylinder applications. Every company has their own theory as to what the best range of camshafts is.

We have found from experience that the TR2-4A Sprint camshafts listed will produce up to 125 BHP at the rear wheels and for similar purposes a standard TR5 camshaft will produce 140 BHP at the rear wheels. Our rally camshaft for TR2-4A engines will produce up to 140 BHP at the rear wheels via two 1 3/4" SU carburettors.

All of the above of course is dependent on all aspects of the engine operating in accord from the air filter to the exhaust tail pipe.

We are always testing new camshafts, therefore our opinion may change from time to time, please phone to discuss if you require more information.

For reference, the following 6 cylinder camshafts were fitted as standard: If you wish to order a standard camshaft, please order the part numbers listed below. All other cars please refer to the original part numbers for your car if ordering a standard camshaft

If you wish to order a standard camshaft, please order the part numbers listed below. All other cars please refer to the original part numbers for your car if ordering a standard camshaft

Camshafts are available exchange as long as your old unit is re-grindable, otherwise a new camshaft will need to be supplied.

STANDARD CAMSHAFTS

Standard 6 Cylinder Camshafts are detailed below along with their identification as there are many similar looking cams fitted to both 2ltr. And 2.5ltr engines.

Pt. no.	Application	Inlet	Exhaust	Lift	Identification
	2 Litre MK1	10-50	50-10	0.230"	Plain
	2 Litre MK2 & 2.5 Saloon.	24-64	64-24	0.230"	Groove
307621	TR250				
307689	TR5-6 PI CP	35-65	65-35	0.250"	2 Rings
311399	TR6 CR/CF	18-58	58-18	0.24"	3 Rings

NON STANDARD CAMSHAFTS

Revington TR's selections of cam profiles below have proved to provide excellent results in appropriate and well-built engines.

Whilst we identify a part number for new and exchange cams, more often than not only exchange cams are available, reground on original standard cams. In this case, if you have a ground cam or no cam at all, we will supply a reground cam on an original outright basis.

TR2-4A Morgan etc.

NEW		EXCHANGE
RTR1057K	Fast Road Cam	RTR1057EXK
RTR1058K	Sprint Cam	RTR1058EXK
RTR1059K	Rally Cam	RTR1059EXK
RTR1060K	Race Cam	RTR1060EXK

TR250, 5, 6, 2.5PI etc.

NEW		EXCHANGE
RTR1061K	Fast Road Cam	RTR1061EXK
RTR1062K	Sprint Cam	RTR1062EXK
RTR1063K	Rally Cam	RTR1063EXK
RTR1064K	Race Cam	RTR1064EXK

TR7 8 Valve

NEW		EXCHANGE
RTR1139K	Fast Road	RTR1139EXK

TR7 16 Valve

NEW		EXCHANGE
RTR1140K	Fast Road	RTR1140EXK
RTR1141K	Rally	RTR1141EXK

SPROCKETS, TIMING DISCS AND CAM LUBE

As the TR2-4A cam sprocket has 2 mounting positions and can be mounted back-to-front, an accuracy on installation of 1/4 of a tooth can be achieved. This is adequate for all road/rally/race cars, except the most advanced bespoke engines. Therefore Revington TR doesn't offer a Vernier cam sprocket for these engines.

The 6 cylinder TR engine however, has an offset cam sprocket that cannot be reversed, resulting in a 1/2 of a tooth accuracy. For this reason the RTR1202 Vernier cam sprocket below is offered.

RTR1202	TR5-6, 2.5, GT6 etc. Vernier cam sprocket. Allows accurate installation of competition cams.
RTR1202-1	Hardware. Set of six screws and collets for RTR1202 sprocket.
RTR1265	Timing disc
RTR5012	Assembly lubrication compound for all parts of the engine, 40gm
RTR5012-1	Assembly lubrication compound for all parts of the engine, 250ml

IS0016

CAMSHAFTS
TECHNICAL SPECIFICATIONS
TR2-4A

	Part No.	Inlet	Exhaust	(Duration)	Clearance		Cam	Installation	Cam
					Inlet	Exhaust			
FAST ROAD CAM	RTR1057K	32°-58°	67°-23°	270°	0.016"	0.018"	0.287"	103°	RTR224
	With a well built engine this cam will increase power through the range, thus not dropping mid range torque, but increasing top end power.								
SPRINT CAM	RTR1058K	37°-63°	73°-27°	280°	0.022"	0.024"	0.293"	103°	RTR234
	More power than RTR1057, suitable for Road or occasional competition, power comes in at 2000 and tails off at 6000. Will pull without fuss from 1200 RPM in 4th gear.								
RALLY CAM	RTR1059K	42°-68°	78°-32°	290°	0.022"	0.024"	0.309"	103°	RTRTH6
	More power again, but power starts at 2750 and continues to 7000. Engine produces good power but can be a little fussy in the mid range.								
RACE CAM	RTR1060K	47°-73°	83°-37°	300°	0.022"	0.024"	0.324"	103°	RTRTH7
	Not suitable for road cars as power starts at 4000 RPM and extends to 8000 RPM if you dare!								

TR5-6 AND 2.5PI

	Part No.	Inlet	Exhaust	(Duration)	Clearance		Cam	Installation	Cam
					Inlet	Exhaust			
FAST ROAD	RTR1061K	37°-63°	73°-27°	280°	0.022"	0.024"	0.290"	103°	RTR234
	Slight improvement on standard CP cam. With a well built engine this cam will increase power through the range, thus not dropping mid range torque, but increasing top end power.								
SPRINT CAM	RTR1062K	37°-73°	73°-37°	290°	0.012"	0.014"	0.264"	108°	RTRV62
	This profile can be ground onto non CP cams, producing good all round power and mid range torque.								
RALLY CAM	RTR1063K	42°-68°	78°-32°	290°	0.022"	0.024"	0.309"	103°	RTRTH6
	More power again, but power starts at 2750 and continues to 7000. Engine produces good power but can be a little fussy in the mid range.								
RACE	RTR1064K	52°-78°	88°-42°	310°	0.022"	0.024"	0.339"	108°	RTR264
	Not suitable for road cars as power starts at 4000 RPM and extends to 8000 RPM if you dare! Can be timed at 103° for extra top end power.								

TR7 8 VALVE

FAST ROAD	RTR1139K	34°-70°	70°-34°	284°	0.010"	0.010"	0.420"	108°	RTRDM1
	Power band 2000 - 6000.								

TR7 16 VALVE

FAST ROAD	RTR1140K	34°-70°	70°-34°	284°	0.014"	0.016"	0.377"	108°	RTRMDS1
	Power band 2000 - 6500								
RALLY	RTR1141K	46°-78°	78°-46°	304°	0.008"	0.010"	0.384"	106°	RTRDMS2
	Power band 2500 - 7000 best results with twin 45 DCOE Weber or Delorto's								

CAM FOLLOWERS

Generally, standard cam followers are satisfactory in TR2-6 engines. However, for high revving engines, or where the highest specification is required the following can be used.

RTR1024	TR2-4A Phosphated Cam Follower of standard length with an oil drain hole which reduces the amount of oil carried by the follower (and thus the weight) and helps lubricate the cam lobe.
RTR1298	TR5-6, 15 P1 Tuftrided Cam Followers with drain hole as above.

NOTE: When installing a high lift cam, trial fit the cam with your cam followers. Ensure that where a cam has been "back ground" to increase lift that the follower does not fall too far out of the block. Do not use shortened followers if there is any possibility of the follower locking over and jamming. As a guide 60% of the follower needs to be left in the block when the follower is at its lowest point.

PUSH RODS

Many gains in power and reliability in an engine can be achieved by careful building. When the rocker gear is installed, the rocker motion should result in the rocker being at 90° to the pedestal at half lift. To achieve this, the pedestal is either raised with shims, or the under-face machined off. This exercise will invariably result in the push rod ball pins being out of adjustment, requiring different length push rods. We therefore offer the following to correct this situation.

RTR1155	TR2-4A chrome molly rods length 253mm
RTR1190	TR2-4A tubular push rod length 257mm
RTR1189	TR2-4A tubular push rod standard length: 260mm
RTR1191	TR5-6 tubular push rod length 198mm.
RTR1192	TR5-6 tubular push rod length 204mm.
RTR1193	TR5-6 tubular push rod length 214mm.
RTR1194	TR5-6 chrome molly rods for high stress applications. These rods are uncut for customers to cut to length. They will suit all 6-cylinder engines both standard and modified.

NOTE: TR5-6 Carb standard length is 211mm. TR5-6PI standard length is 207mm.

SUMPS

301318	TR2-4A alloy sump.
301318RACE	TR2-4A alloy sump. Reduced height for race use.
RTR1291	TR2-4A sumps steel with inset cooling tubes. Can reduce oil temperature by up to 20% in arduous conditions. Exchange for your old sump.
RTR1292	TR5-6 As RTR1291 but for 6 cylinder cars. Exchange.

CYLINDER HEADS

For best results please specify what compression ratio you require, gasket type to be used, deck height and piston size. Or ring for advice.

TR2-4A NEW CYLINDER HEADS

Only TR4A style heads are produced new.

514748	TR4A. New cylinder head, cast iron unleaded, built up with valves, springs, caps etc.
514748A	TR4A as 514748 but in aluminium.
511695	TR4A New cylinder head, cast iron, with guides and inserts fitted, fully machined, ready to accept your valves, springs, caps and collets, standard 86mm specification.

511695A	TR4A New cylinder head, aluminium, with guides and inserts fitted, fully machined, ready to accept your valves, springs, caps and collets, standard 86mm specification.
511695NF	TR4A New cast iron cylinder head. This head is supplied bare, with guides and no seats fitted and without the combustion chamber machining, allowing for personalised modification.
511695ANF	TR4A New cylinder head in aluminium. This head is supplied bare, with no guides and no seats fitted and without the combustion chamber machining, allowing for personalised modification.

Revington TR will be happy to produce a bespoke head to customer's requirement, to the same standard as RTR1037EXK, RTR1115-1EXK or RTR1115-2EXK using an aluminium casting 511695ANF as a basis. The cost will be the addition of the two part numbers individual cost.

*NOTE: These new heads have been made to the TR4A pattern, but can easily be used on TR2-4 where a high port head is required. There is no intention to reproduce TR2 low port heads, which remain **only available on an exchange basis**. TR2 owners should use high port manifolds and H6 carburettors when installing a new TR4A style head.*

TR2-4A EXCHANGE ORIGINAL HEADS

PLEASE NOTE THAT PRICES ARE GUIDE PRICES ONLY, DEPENDING ON THE WORK REQUIRED ON YOUR UNIT.

RTR1145K	TR2-4A unleaded cylinder head conversion. This part number covers all head types. The work is done on your head where possible: Comes complete with new hard exhaust valves, new standard inlet valves, new springs, bronze guides but using original caps and collets.
RTR1037K	TR3A-4A unleaded fast road cylinder head with bronze guides; new stainless steel reshaped slightly larger valves, new springs but using existing caps and collets.
RTR1115-1K	TR3A-4A Road/Rally/Race cylinder head. Fully ported. Fitted with unleaded inserts. We use this head on our own Rally engines. New valves, largest size practical, phosphor bronze guides and alloy valve caps, new springs but using existing collets.
RTR1115-2K	TR3A-4A. Ultimate performance head to bespoke specification particular to individual high performance engine requirements. This head involves the insertion of offset guides and is intended primarily (but not exclusively) for use with 89mm engines.

TR250, 5, 6, 2-5 PI ETC. EXCHANGE HEADS

As with TR2-4A heads above, these part numbers cover all 6 cylinder heads, exchanged on a like for like basis.

RTR1181K	TR5-6 2.5 PI etc. standard head converted to unleaded use, bronze guides, all new valves and springs but retaining original valve caps and collets.
RTR1031K	TR5-6 and 2.5 PI etc. Fast Road cylinder head with bronze guides for unleaded use. All new improved valves and springs using existing caps and collets.
RTR1201K	TR5-6, 2-5PI etc. ultimate Road/Rally/Race fully flowed unleaded using larger valves with improved gas flow, new springs, ally caps and existing collets, bronze guides.

TR7 EXCHANGE HEADS

NOTE: As TR7 cylinder heads are aluminium, inserts are standard; therefore standard heads are suitable for unleaded use.

RTR1328	TR7 Cylinder head. Standard exchange.
RTR1329	TR7 Cylinder head, fast road modified.
RTR1330	TR7 Ultimate Road/Rally/Race fully flowed Cylinder head.

TR8 EXCHANGE HEADS

NOTE: As TR8 cylinder heads are aluminium, inserts are standard; therefore standard heads are suitable for unleaded use.

RTR1331	TR8 standard Cylinder head exchange.
RTR1332	TR8 fast road modified cylinder head.
RTR1333	TR8 fully ported Rally/Race/ultimate Road cylinder head.

CYLINDER HEAD COMPONENTS

VALVES

NOTE: All valves supplied are unleaded compatible.

RTR1118	TR2-4A Inlet valve. Gas flowed 214N stainless steel. 40.77mm head diameter. Plasma Nitride stem coating to suit any valve guide.
RTR1319	TR2-4A Inlet valve. As RTR1118 but 42mm head diameter for fully modified cylinder heads.
RTR1119	TR2-4A Exhaust. Gas flowed stainless steel. 36mm head diameter.
RTR1129	TR5-6 Inlet Gas flowed stainless steel. 36.53mm head diameter. Standard size.
RTR1129A	Higher flow version of RTR1129 with 38mm head diameter. 11% higher flow than comparative products when tested on the flow bench.
RTR1130	TR5-6 Exhaust Gas flowed stainless steel 32.39mm head diameter.

VALVE SPRINGS

STANDARD VALVE SPRINGS

These high quality spring sets are recommended for Road and Sprint cam applications when the engine will only be revved to 6000 RPM.

TR2-4A

RTR1173	TR2-4 standard valve springs supplied as a set. This set is supplied with auxiliary exhaust springs, part number 102564.
RTR1148	TR4A standard valve springs supplied as a set. This set has no auxiliary spring.

TR250, 5, 6

TR5/250/TR6 use a variety of valve springs, which for convenience are supplied in sets as follows.

RTR1174	TR250 and TR6carb. Up to engine number CC67893.
RTR1175	TR5 and TR6PI. Up to engine number CP54584.
RTR1176	TR6PI and TR6carb engine number CC7500 to 75737 and CP75001 to 77718.
RTR1177	TR6PI and TR6carb CR1 and CF1 onwards.

VALVE SPRINGS UPDATED

For high revving engines use the following:

RTR1116	TR2-4A Valve springs updated. (Triple exhaust spring type)
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RTR1117	TR4L-4A Valve springs updated.
RTR1197	TR5-6 Valve springs updated.
RTR1397	TR5-6 Valve spring set high lift. Note: No spacers are required under inner springs and fitted length at full lift must be checked to ensure springs do not become coil bound.
RTR1207	TR7 valve springs updated, set of 8.

VALVE SPRING SPACING WASHERS

These spacing washers are suitable for TR2-4A engines and fit under the valve springs and are used to adjust the spring pressure. They are 35mm O/D and 14mm I/D and available in various thicknesses as below.

RTR1165-__	Suffix with 0.8, 1.0, 1.2, 1.5, 2.0 denoting thickness in mm.
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VALVE CAPS

RTR1120	TR4A alloy valve caps - can be used for TR2-4 with RTR1148 and RTR1117 valve springs.
RTR1180	TR5-6 alloy valve caps.

VALVE SEAT INSERTS

146496U	TR5-6 unleaded valve seat insert inlet
146497U	TR5-6 unleaded valve seat insert exhaust

BRONZE GUIDES

RTR1015	TR2-4 Bronze guides. Per set.
RTR1049	TR2-4 Bronze guides conversion set 5/16" exhaust stems. Per set.
RTR1038	TR4 Late - TR4A Bronze guides. Per set.
RTR1039	TR6 Bronze guides. Per set.

SPECIAL HEAD NUTS

NP607162	TR5-6 Longer head nut 1/2" (12.7mm) tall (actually 12-88mm tall) standard is 11-11mm tall
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GASKETS AND SEALANT

HEAD GASKETS

SPECIAL HEAD GASKETS

202775	TR2-4A Steel head gasket 87mm.
RTR1010-__K	TR2-4A Solid copper head gasket Available in thickness' 1.2, 1.5, 2.0, 2.5mm. Can be reused after annealing. Various thicknesses allow for alteration to compression ratio where too much material has been removed from the head. Suitable for all engines of bore. 83-93mm.
RTR1055	TR5-6 77mm steel gasket. Can be cut to fit combustion chamber.
RTR1054	TR5-6 80mm composite gasket for larger bore engines.
AJM692	TR8 V8 exhaust-head manifold

HEAD GASKET SETS

505281	TR2-4 Cylinder head gasket set high port 1991cc (83mm). When using a low port head buy this gasket set plus 2 x 106937 inlet gaskets.
GEG178	TR3-4A Cylinder head gasket set High port 2138cc (86mm) engines.
GEG179	TR5-6 Head gasket set for flat top block. (non recessed)
AJM1227	Dolomite Sprint head gasket set.

ROCKER COVER GASKETS

Revington TR supply the excellent Wagner Silicone Rocker Cover (Valve Cover) Gasket Kits, which include stud sealing kits. The 6 cylinder kit also includes glue to hold the gasket on the cover.

RTR1484-A TR2-4A Silicone rocker cover gasket kit
RTR1484-B TR5, 250, 6 Silicone rocker cover gasket kit

BOTTOM GASKET SETS

GEG248 TR2-4A
GEG278 TR7

SPECIAL INLET/EXHAUST GASKETS

The following gaskets are made from thicker, stronger, more compliant material than the original gasket and are less likely to blow out.

Use these gaskets where sealing problems exist (or are likely to exist) between the head and manifolds, particularly where an extractor manifold is used, as these usually have a slightly uneven face due to the heat generated when the pipes are welded to the flange plate.

113122-1 TR3-4A High port
AJM682-1 TR5 TR6CP/CF Inlet/Exhaust Gasket. Wide spacing.
213641-1 TR250 TR6 CC Inlet/Exhaust Gasket. Narrow spacing.

SEALANT

TDC5001-125 Heldite universal gasket sealant. Preferred by Revington TR, 125ml Tin with Applicator
TDC5001-250 Heldite universal gasket sealant. Preferred by Revington TR, 250ml Tin with Applicator
TDC5001-500 Heldite universal gasket sealant. Preferred by Revington TR, 500ml lever lid tin
600569A Well seal. Gasket sealer as originally specified by Triumph (Stays fluid)

ROCKER ASSEMBLIES

ROCKER SHAFTS

RTR1103 TR2-4A standard rocker shaft with Tuftrided surface hardness treatment.
RTR1187 TR5-6 Tuftrided shaft as above.

ROCKER SHAFT ASSEMBLIES EXCHANGE

RSA41EXK TR2-4A Exchange rocker shaft assembly. Complete, with pedestals, re-bushed and refaced Rockers and a standard rocker shaft.
RSA42EXK TR2-4A Exchange rocker shaft assembly. Complete with pedestals, re-bushed and refaced Rockers and a Tuftrided rocker shaft.
RSA61EXK TR5-6 Exchange rocker shaft assembly. Complete with pedestals, second hand rockers and a standard shaft.
RSA61NEXK TR5-6 Exchange rocker shaft assembly complete, with pedestals, new rockers and a standard shaft.
RSA61TNEXK TR5-6 As RSA61NEXK, but with Tuftrided shaft.

ROCKER SHIMS

RTR1171 TR2-4A Shim under pedestals - used to adjust rocker geometry.

ROLLER ROCKER SETS

IMPORTANT NOTE:

Due to Roller Rockers being bulkier than standard, an original steel rocker cover will not fit. Choose an aluminium part from our range below. It is nevertheless still important to check each individual installation. Instructions are provided with our Roller Rocker Sets

RTR1195-1.55K TR2-4A roller rocker set. 1.55:1. Produced from aircraft specification aluminium. This kit includes a new shaft and 8 roller rockers, which you build into a rocker assembly using your existing pedestals and springs/spacers. No other modifications are required with the exception of the rocker cover. It will be necessary to use an aluminium rocker cover of the RTR1098 series or RTR1099 series as the rockers foul the standard tin over. Benefits include reduced valve gear wear and less power loss.

RTR1195-1.65K TR2-4A same as RTR1195-1.55 but with increased ratio for higher valve lift.

RTR1142-1.55K TR5-6 2.5PI etc. Same as RTR1195-1.55 for 6 cylinder cars. Standard ratio 1.55:1

RTR1142-1.65K TR5-6 2.5PI etc. Same as RTR1195-1.65 for 6 cylinder cars. Ratio of 1.65:1

ROCKER COVERS

TR2-4A

RTR1098ALLOY Non-vented (can be drilled and vented to suit your own requirements). Polished alloy Finish
RTR1098BLKCR Polished alloy, non-vented (can be drilled and vented to suit your own requirements). Black Crackle finish
RTR1098BLKSA Polished alloy, non-vented (can be drilled and vented to suit your own requirements). Black Satin finish
RTR1099ALLOY Vented. Polished alloy Finish
RTR1099BLKCR Vented. Black Crackle Finish
RTR1099BLKSA Vented. Black Satin Finish

TR250, 5, 6

RTR1075-1K Polished alloy Finish includes fitting kit and cap
RTR1075-2K Black Crackle Finish includes fitting kit and cap

FITTINGS, DECALS AND CAPS

RTR1075FK Fitting kit for alloy rocker covers. Consists of 3 chrome acorn nuts, 3 plain washers and 3 fibre washers. Enough for 6 cylinder engines and of course more than enough for 4 cylinder cars
RTR1098FK Fitting kit for TR2-4A alloy rocker covers. Consists of 2 chrome acorn nuts, 2 plain washers, 2 fibre washers and 2 studs. Enough for 4 Cylinder Engines.

CRTR210 TR2-4 decal on oil filler cap (gauze type cap)
RTR1241 Replacement Monza style cap and neck.
RTR1350 TR2-6 chrome cap replacement. Used on RTR1098/RTR1099.

THIN FAN BELT CONVERSIONS AND HARMONIC DAMPERS

RTR1208K TR2-4A Thin fan belt alloy pulley for crank. Part of set RTR1210K and alternator conversion RTR8130K. See Section 8 for details.

RTR1210K	TR2-4A Thin fan belt conversion using new alloy crank pulley.
RTR1210-1K	As RTR1210K but including a short crank bolt assembly where the engine fan is not being retained.
RTR1170	TR5-6 Aluminium harmonic damper.

OIL CATCH TANKS AND BREATHERS

CATCH TANK

Use these kits to collect oil mist and water vapour rather than deposit it on your driveway. A must for competition cars.

RTR1050FG	TR4-6 fibreglass oil catch tank. Fits beside battery. Can be used on other models. Suits RHD. This tank will only fit LHD cars beside the battery with the bonnet catch removed.
RTR1050ALL	TR2-8 aluminium oil catch tank. This tank fits beside the battery (to the right) on LHD TR4-6 cars, and on the inner wing on all TR2-3B and TR7-8's. The tank is complete with level sight, two entry spigots and drain plug. This tank can be fitted to LHD TR4-6 with the standard bonnet catch in place. However, as these tanks were originally designed to be fitted to race cars with no bonnet catch fitted. Note: Left Hand Drive TR4-6 with the original bonnet pull arrangement fitted, will find that the operating cable will strain over the top of the tank. This may make the operation too stiff. An alternative bonnet pull arrangement can easily be made. Revington TR can supply a drawing to make a suitable lever. Please ask for Drawing JNR343
RTR1050ALR	As RTR1050ALL for RHD. Can be used, in other applications, if the entry spigots are required to be on the opposite side of the tank.

All of the above are 3 litres capacity. The aluminium tanks have two inlets, 12mm and 28mm, both are used for TR2-4A engines, only the 12mm inlet is used for TR250, 5 & 6.

ENGINE BREATHING

RTR1356K	TR2-4A Complete kit of pipes to connect an oil breather pipe from the Rocker Cover and the Engine Block to an oil catch tank (typically an RTR1050 series oil catch tank) on the LH inner wing (TR2-3B) or beside the battery (TR4-4A). Catch tank is not included
RTR1300	TR4-6 breather, Piper Cross for 13/16/19mm pipe, where no catch tank is necessary.
RTR5367	TR2-6 Breather oil hose 90° bend 900mm x 80mm x 12mm I/D

OIL FILTERS AND OIL COOLERS

OIL COOLER ADAPTER AND HOSE KITS

Consider fitting an oil cooler where the use of sustained high power is anticipated or sustained high temperatures are encountered.

RTR1398	TR4-4A Oil Cooler, standard adaptor kit. Incorporating sandwich plate between block and oil filter housing plus two rubber ½" internal diameter hoses suitable to fit to oil coolers ARA221 or RTR1102. This kit should not be used on TR2-3B as it brings the oil filter housing perilously close to the bodywork.
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RTR1398SS	TR4-4A as RTR1398 but with stainless steel hoses.
RTR1100	TR2-4A. Oil cooler adaptor kit, with rubber hoses. This kit uses the type of adapter, which fits between the filter head and the original filter canister. This kit will not fit to very early TR2 bypass filters.
RTR1100SS	TR2-4A. Oil cooler adaptor kit, with Stainless Steel hoses. Comes with round combination oil cooler adaptor. This kit will not fit to very early TR2 bypass filters.
RTR1260	TR2-4A Spin-on oil filter adaptor and oil cooler take off kit of the type fitted where the original air filter canister was. No hoses are included in this kit.
RTR1381	TR2-4A. Spin on oil filter adaptor, ported for oil cooler, with rubber hoses.
RTR1381SS	TR2-4A. Spin on oil filter adaptor, ported for oil cooler, with stainless steel hoses.
RTR1466	TR2-4A New oil filter head incorporating unions for ½" BSP oil cooler fittings and spin on filter. Comes with a suitable adaptor to connect the oil pressure gauge to the oil gallery. The original oil pressure relief valve is reused.
RTR1043	TR5-6 same as RTR1042 (see below) but with ½" BSP screw in connections for oil cooler pipes.
RTR1044	TR5-6. Oil cooler pipe and installation kit. Rubber hoses. Includes RTR1043 spin on adapter.
RTR1073	TR5-6. Oil cooler pipe and installation kit. Stainless steel hoses including RTR1043 spin on adapter.
RTR1076	TR7 Pipe set, rubber, oil cooler.
RTR1079	TR7 Pipe set stainless braided hoses, oil cooler.

All the above installations have ½" internal diameter hoses which are adequate for most purposes. 5/8" hoses can be supplied to special order.

RTR1327	Spreader, holds 2 oil cooler hoses apart to prevent chaffing.
RTR1471-1	Oil cooler thermostat, push on 1/2" connections
RTR1471-2	Oil cooler thermostat, push on 5/8" connections
RTR1363	Remote spin on oil filter housing

We do not recommend the use of an oil cooler thermostat as an engine never expired for having its oil too cold - a thermostat is something else to go wrong! However we can supply these to special order, please enquire.

SPIN ON OIL FILTER ADAPTERS NON OIL COOLER TYPE

RTR1225	TR2-4A spin on oil filter adapter incorporating fine and coarse threaded securing unions for Purolator and TECALEMIT type filter housings.
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NOTE: As the whole oil filter assemblies are interchangeable, it is essential to verify which type is fitted to your car before attempting to fit the threaded securing union.

RTR1042	TR5-6 spin on oil filter adapter for improved start up protection. Suitable also for 2-5 PI etc. i.e. all 6-cylinder models.
RTR1042-1	TR5-6 Seal kit suits all our adaptor kits, with and without oil cooler take offs.

The following filter is recommend for use with spin on adapters

GFE23	Filter for spin on kits.
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OIL COOLER RADIATORS

ARA221	13-row oil cooler radiator standard size for most applications. ½" fittings.
RTR1102	16-row oil cooler radiator. ½" fittings.
RTR1102-1	As RTR1102 but with 5/8" fittings.

DISTRIBUTORS

See Section 8

FLYWHEELS, CLUTCHES AND RELEASE MECHANISMS

FLYWHEELS

TR2-4A

RTR1011	Aluminium flywheel for increased engine response and reliability. Superbly machined with steel clutch face, these weigh 4.2kg + 1.2kg ring gear. (Standard TR4 is 13.4kg including ring gear and early TR2 is 10.2kg)
RTR1011CM	Chrome molybdenum flywheel with integral ring gear 5.6kg
RTR1011CM7.25	Chrome molybdenum flywheel with integral ring gear 5.6kg. Intended for use with Tilton style 7 1/4" race clutch
RTR1212	As RTR1011 but machined to take Tilton clutch.
RTR1468	Flywheel, Steel with 12 bolt fixing. To suit steel crankshaft RTR1215. Order bolts RTR1215B to fasten to crankshaft.

TR250, 5, 6

RTR1012CP	Aluminium flywheel. Weight 4.2kg. (Standard TR5-6CP weight 9.6kg). With ring gear.
RTR1012CPG	As RTR1012CP but with ring gear fitted. Weight 5.4kg.
RTR1012CPX	Same as RTR1012CP with extra segments machined out for race use. Weight 3.8kg.
RTR1012CPXG	Same as RTR1012CP with extra segments machined out for race use. With ring gear Weight 5kg
RTR1012CR	Same as RTR1012CP for later crank. 4.2kg (Standard TR6 CR is 12kg with ring gear)
RTR1012CRG	As RTR1012CR but with ring gear fitted. 5.4kg
RTR1012CRX	As RTR1012CPX for use with CR crank 4kg

NOTE 1: RTR1011 & RTR1012 are supplied with standard crank drilling and are tapped and Helicoiled to take a standard 8½" TR6 type clutch and Standard ring gear (ring gear supplied separately except RTR1012CPG and RTR1012CRG).

FITTINGS AND RING GEARS

When attaching an aluminium flywheel to the crankshaft, it is important that washers or tab washers are used on 4 cylinder cars. The plate listed below should be used for 6 cylinder applications.

UKC6339SH	Plate for use with TR5-6 Aluminium flywheel's spreads the load of the attachment to crankshaft bolts.
202834	Bolt on ring gear for RTR1011.
201350	Ring gear for RTR1012.

CLUTCHES

RTR1113	TR2-4 uprated clutch plate for spring type clutch.
RTR1157	TR4A-6 standard 3 piece clutch kit

RTR1051	TR4A-6 uprated clutch cover. Suitable for all fast road applications. Borg and Beck type 8.5mm diameter, weight 4.8kg. (Standard TR2 weighs 6.2kg) see below.
GCP140	TR4A-6 clutch plate standard for use with TR/Saloon type gearboxes where a 1" spline input shaft is employed
RTR1051EX	As RTR1051 but exchange. Every bit as good as the out right product, but cheaper.
RTR1052	TR4A-6 uprated clutch plate, Borg and Beck, type 8.5" diameter. Weight 1.4kg. The combination of this plate and cover RTR1051 works well for fast road/hillclimb, sprint and rally with power up to 150 BHP at the wheels. Above this, a sintered bronze clutch should be considered. This clutch can also be used on TR2-4 with either an aluminium or re-drilled steel flywheel, in conjunction with a 147858PB carrier and GRB211HD TR4A-6 release bearing.
RTR1052EX	As RTR1052 but exchange. Every bit as good as the out right product, but cheaper.
RTR1349	As RTR1052 but with 1" spline.
RTR1287	Clutch kit TR4A-6 comprises 1 x RTR1051, 1 x RTR1052 and 1 release bearing GRB211HD.
RTR1287EX	As RTR1287 but Exchange, where the plate and cover will need to be returned for credit.
RTR1417	TR4A-6 High Grade diaphragm clutch cover for use with 8.5" plates RTR1418 and RTR1090 series plates, will transmit 287NM (213ftlb) torque.
RTR1418	TR4A-6 Organic Centre Plate 8.5" diameter capable of transmitting 241NM (180ftlb) of torque when used with RTR1417 suits 1.25" x 10 spline.
RTR1090-1.25	TR4A-6 Uprated clutch plate, 8.5" diameter with standard type sprung hub but with cerametallic clutch material. suits 1.25" x 10 spline. Weight 1.7kg. Capable of transmitting 287NM (213ftlb) of torque when used with RTR1417.
RTR1090-1.0	As RTR1090-1.25 but with 1.0" x 10 spline.
RTR1084	TR2-7 Tilton race clutch cover. This is the ultimate clutch for race or modified hillclimb cars. Very light and can take all the power these engines could ever produce. 7¼" diameter. Weighs 2.0kg.
RTR1085	TR8 same as RTR1084 but larger for TR8 full race applications 2.2kg.
RTR1086	TR2-6 paddle clutch plate sintered bronze for track use only 1-1.4" spline 0.6kg.
RTR1087	Same as RTR1086 with 1" spline 0.6kg.
RTR1088	Same as RTR1086 for TR7 0.7kg.
RTR1089	Same as RTR 1086 for TR8 0.8kg
RTR1107	TR2-7 rally clutch cover. Same as RTR1084. Suitable for Stage Rally. Driveable on the road - JUST!
RTR1108	TR2-7 paddle clutch plate 1 ¼" spline. Slightly softer ceramic/metallic material than RTR1086. Use with cover RTR1107. Weighs approx. 1.5kg (TR2-6 standard arrangement weighs 2.6kg).
RTR1237	As RTR1108 but with 1" spline.

RELEASE MECHANISMS

147858PB	TR4A-6 clutch release bearing carrier made from high quality phosphor bronze. The original TR4A part was made from phosphor bronze and is able to spin, resulting in the operating pins finding a new spot to rest at each operation. The TR250, 5 and 6 part whilst physically the same as the TR4A part, was made from steel and incorporated a small pin through the operating pin recess. The change
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of material would doubtless have taken place on cost grounds, the pin being introduced to stop aggressive wear.

The bad news is that the fact that the carrier does not spin means that the operating pins always stop in the same place, resulting in excessive wear in this one spot.

Our product is made from very high grade phosphor bronze, has no small pin preventing rotation and as a result no grooves are made by the operating pins.

Carriers were never a problem on TR2-4A's and they were all phosphor bronze!

GRB211HD

TR4A-6 Release bearing, heavy duty. The introduction of this bearing has been prompted by the recent poor quality of the original style bearing.

CLUTCH HYDRAULICS

RTR1204 TR2-6 Cross Shaft Bush Uprated replaces part number 036998 and part number 137651. These bushes are longer than standard and are manufactured from Sintered Bronze, reducing cross shaft wear. 2 required per car (except TR2-4 see below).

RTR1205 TR2-4 cross shaft bush slotted. Supersedes part number 036997 as above but with slot to accommodate location bolt.

TR6 owners, who experience a dragging clutch with new components fitted, can try fitting a 3/4" bore master cylinder or even a 7/8" master cylinder to push more fluid up the pipe. Please check push rod length. If in doubt order push rods PR2265041 RHD and 148607 LHD. Please bear in mind the larger the cylinder, the heavier the clutch will feel.

148531 TR5-6 3/4" bore clutch master cylinder.
GSY129 TR5-6 Clutch slave cylinder 7/8" Bore. Useful when all else fails with a new clutch which won't disengage. The standard part is 1" diameter.

125217 TR5-6 RHD clutch master cylinder gaiter.
146413 TR5-6 RHD clutch master cylinder bracket.

If this still is not enough order the following rod: -

RTR4357K TR5-6 RHD adjustable push rod for master cylinder where insufficient travel is available with the standard solid rod.

RTR4136 TR4-4A adjustable clutch master cylinder rod. 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.

RTR1111K TR5-6 Adjustable and spring loaded clutch slave cylinder operating rod. The clutch operating rod fitted to TR's 5 and 6 can be replaced with this kit for those who prefer to use the TR2-4 arrangement of having the fork pulled back by a spring, thus keeping the release bearing off the pressure plate. Neil has never worn out a clutch cover or release bearing in his TR2 and believes that positive return of the release bearing has contributed to this. TR4A owners should already have an adjustable rod and therefore need only order spring 027645 and plate 106347.

Kit Part Number RTR1111K is designed for TR5-6 owners who wish to ensure the clutch it positively disengaged by a return spring. Some earlier cars may have been fitted with a solid non-adjustable rod; in this case RTR1111K should be fitted. If you are hoping to use this kit to cure a problem clutch where the travel seems not enough to disengage the

clutch, then it is quite likely that the problem is a broken taper pin in the clutch cross shaft, part number 158777.

This can be determined by viewing the clutch operating lever side on. If the lever is pointing forward, all is well. If it is pointing backwards, then it is most likely that the pin is broken. This kit, RTR1111K may improve matters as a stopgap. As a repair requires gearbox removal, and replacement of almost all the cross shaft components, you might consider fitting a new clutch pressure plate, cover and bearing along with our phosphor bronze release bearing carrier 147858PB. See above

CLUTCH TOOLS

See section '9'

GEARBOXES AND OVERDRIVES

GEARBOXES

G/BOXEX This part number covers all TR2-6 gearboxes on an exchange basis like for like.

G/BOXEXUR1 This part number covers all TR3B-6 4-syncho gearboxes rebuilt as above on an exchange basis uprated as follows. Additional bearing added to the lay gear, 2nd and 3rd gear bushes replaced with steel items (where applicable). These gearboxes are ideal for competition, but provide an extra measure of reliability for road use.

G/BOXEXUR2 This gearbox is based on a Stag unit which has roller thrusts and is capable of withstanding much more torque than the standard TR gearbox. The units are offered on an exchange basis as long as you are able to provide a suitable Stag gearbox in return. If you wish to keep the unit on an outright basis then the total cost will be the unit cost plus the deposit.

RTR1065 TR2-6 Gearbox of non-overdrive type rebuilt and converted to accept an 'A' type overdrive. Supplied with pump drive cam, adapter plate and gasket for assembly of overdrive. Top cover drilled for inhibitor switches and switches fitted. Exchange.

RTR1066-1 As RTR1065 but gearbox improved as per part no. G/BOXEXUR1 above. Exchange.

RTR1066-2 As RTR1066/1 but with the addition of roller thrust bearings as per part no. G/BOXEXUR2.

RTR1284 Same as RTR1065 but outright purchase. Units are converted from Saloon units with all aspect correct for TR use.

RTR1284-1 Same as RTR1284 but with unit uprated as G/BOXEXURI.

RTR1284-2 As RTR1284U1 but with the addition of roller thrust bearings as per part no. G/BOXEXUR2.

NOTE: Rebuilt gearboxes do not include a rebuilt top cover or selector mechanism. The existing top cover is cleaned and checked but otherwise refitted as is. Should you require a rebuilt top cover, please order the number below, stating for which model the top cover is required, if overdrive is required, on what gears and if a reverse light switch is required. See 'Gearbox Top Covers' for Part Numbers.

RTR1003 TR2-6, 2.5PI etc. gasket set.

RTR1149 TR3B-6 modified lay gear providing extra bearing for extra support in this vulnerable area, provided with bearings, clips and lay shaft. Please state gearbox number and

- number of teeth on the lay gear. Exchange for your lay gear.
- RTR1325-2 TR2-3B. Main shaft uprating kit. This kit consists of one uprated 2nd gear bush and one uprated 3rd gear bush. This kit ensures that the main shaft bushes, prone to breaking up, will stay intact.
- RTR1325-4 TR4-6E. Main shaft uprating kit. This kit consists of one uprated 2nd gear bush and two uprated 1/3rd gear bush. This kit ensures that the main shaft bushes, prone to breaking up, will stay intact. Suits gear boxes CD20281-CD21768.
- RTR1325-6E TR6 Pre'73. Main shaft uprating kit. This kit consists of one uprated 2nd gear bush and two uprated 1st/3rd gear bush. This kit ensures that the main shaft bushes, prone to breaking up, will stay intact. Suits gear boxes CD21769-CR/CF25000.
- RTR1325-6L TR6 Post '73. Main shaft uprating kit. This kit consists of one uprated 2nd gear bush and two uprated 1st/3rd gear bush. This kit ensures that the main shaft bushes, prone to breaking up, will stay intact. Suits gear boxes CR/CF25000 on.
- 155660 Magnetic drain plug - catches the steel particles as the internals wear away! Fit one in the sump and axle too.
- RTR1302 TR4-6 cranked gear lever placing the gear knob further back more comfortable. Modified from standard S/H part. Exchange.

GEARBOX TOP COVERS

- RTR1422-1EX TR2-6 Exchange rebuilt top cover. Please state application, specifying particularly, method of gear lever retention, 3 synchro or 4 synchro and number of inhibitor switches required, i.e. overdrive on 2/3/4 or just 3/4 and reverse light.
- RTR1422-2EX TR2-6 Exchange rebuilt top cover intended for rally use with inhibitor switches allowing overdrive on 1/ 2/3/4 and reverse light. Please state application, specifying particularly, method of gear lever retention, 3 synchro or 4 synchro. Please note that this modification whilst used on the works TR4 rally cars, will put excessive strain on the whole transmission and especially the gearbox and overdrive unit. If you choose to use this modification, you do so at your own peril.

NOTE: TR 2-6 Exchange rebuilt top cover. Deposit pending the return of a top cover suitable for exchange.

FIVE SPEED GEARBOX CONVERSION

Revington TR offer 2 types of 5 Speed Conversion, one based on the Ford type 9 gearbox and the other based on the Toyota Celica Gearbox. Each has its advantages and disadvantages, but at least there is a choice!

If you are considering a 5 Speed Gearbox conversion and are unsure what conversion best suits your needs, please feel free to contact Revington TR to discuss the matter further –

Tel: 01823 698 294 Email: info@revingtontr.com

FORD TYPE 9 CONVERSION

The complete kit comprises of bell housing, clutch plate and release parts. Speedo output drive gear to change the ratio, output flange, propshaft and chassis mountings.

The gearbox sits slightly further rearward than standard, meaning the 'H' frame on TR4A-6 cars must be moved back 20mm. Conversion parts to do this are included.

- RTR1289-AK TR2-4A Ford based 5 speed conversion
 RTR1289-BK TR5-6CP Ford based 5 speed 'A' type chassis conversion
 RTR1289-CK TR6CR Ford based 5 speed 'J' type chassis conversion

TOYOTA CELICA CONVERSION

TR2-6 5-Speed gearbox conversion. RTR offer this reliable conversion, saves weight over an overdrive gearbox installation. Consists of used checked out Toyota gearbox, bell housing, clutch release kit, clutch plate, rear top casting, putting the speed change lever in the correct place, gear lever, rear mounting bracket to chassis for either early TR2-6 chassis or later TR6 chassis and speedo cable. Please specify type and year of car as specified below.

- RTR1275-AK TR2-3B
 RTR1275-BK TR4-6 CP/CF models
 RTR1275-CK TR6 CR/CF models

OVERDRIVES

All TR overdrives provide a 22% increase in ratio. This conveniently fits between 2nd, 3rd and 4th to give seven genuine gear ratios. For those using low ratio back axles and wishing to improve cruise speed, we can provide overdrives with a 28% ratio. The disadvantage being that in TR gearboxes with standard ratios, 3rd gear is now very close to 4th gear. A quote to include a 28% ratio can be given at the time of ordering.

- O/DEXA TR2-6 exchange 'A' type overdrive - like for like. Comes with solenoid fitted.
 O/DEXAUP As O/DEXA but modified for quick operation.
 O/DEXJ TR6 exchange J overdrive. Like for like. Comes without solenoid fitted.
 O/DEXJUP As O/DEXAUP but for J type.
 RTR1016 Saloon 'A' type overdrive converted to be suitable for fitment to a TR2-6. All aspects of the converted unit are correct except that the speedo drive will exit the overdrive slightly higher than standard. TR4A-6's with an angle drive fitted will have no problem with this. TR2-4 owners can either make a new exit hole in the tunnel, (ideal for rally use) or use an angle drive. Comes with springs and solenoid fitted. No exchange required.
 RTR1016C Additional charge to have the correct TR rear case incorporated so that the speedo cable exits correctly.
 RTR1016U Same as RTR1016 but uprated for quicker operation.
 RTR1283 As RTR1016 but exchange for your Saloon unit.
 RTR1283U Same as RTR1283 but uprated for quicker operation.

NOTE: The A type overdrives above are rebuilt and uprated where applicable like for like with whatever main case is supplied. For Race or Rally purposes, a main case with 1 3/4" accumulator piston and 1-3/8" operating pistons will be required, order part number RTR1276.

NOTE: Exchange 'A' type overdrives come with a solenoid fitted, but minus loose parts such as cam, springs, adaptor plate etc. When purchasing an overdrive outright for fitment to a prepared gearbox, these parts will need to be purchased separately. Please refer to your original Triumph parts catalogue for the necessary parts.

OVERDRIVE PARTS

RTR1136	Spring set U+Y 'A' type O/D uprated.
RTR1004	Gasket set 'A' type.
RTR1239	TR6 J type gasket kit.
RTR1134	TR6 J type. Gasket and seal kit.
RTR1185	Gasket between solenoid and bracket. A type.
RTR1277	Uprated 'A' type cone clutch.
RTR1104EX	Annulus A type Saloon converted to TR. As Parts for TR overdrives become rarer and there is still doubt about the quality of aftermarket parts, consider this part, which is a conversion of a saloon Annulus to a TR Annulus. The saloon part has a 5-start speedo drive whilst the TR part has 6 starts. They are otherwise the same. If your car has been fitted with a saloon overdrive, this is the part that will restore your speedo to reading correctly. This part is exchange. A small deposit will be applied until a serviceable saloon part is returned.
RTR1105EX	Casing rear A type Saloon converted to TR. As Parts for TR overdrives become rarer and there is still doubt about the quality of aftermarket parts, consider this part, which is a conversion of a saloon Rear Casing to a TR Rear Casing. The saloon part has a vertical mounting whilst the TR part has a horizontal mounting. They are otherwise the same. If your car has been fitted with a saloon overdrive, it is likely that the rear mounting will be a homemade affair which could give rise to Noise, Vibration and Harshness (NVH). This part will allow the correct rear mounting to be used thus restoring the integrity of the installation. This part is exchange. A small deposit will be applied until a serviceable saloon part is returned. Note: The speedometer drive exits this casing horizontally where as the standard TR rear casing has the speedometer exit pointing downwards. For a car with an angle drive this is no problem, and for a rally car where it is intended that the speedometer cable should run inside the car, it is a positive bonus!
503162	'O' ring 'A' type-operating piston. Replaces metal ring where these were fitted.
RTR1276BUSH	Top hat bush front casing, either side of central bore.
RTR8476-3K	TR2-6 Universal gearbox loom with single multi-plug connection to main loom comes with socket to fix to main loom provides wiring for overdrive on 2nd, 3rd and 4th, reverse switch and main feed to solenoid.

GEARBOXES AND OVERDRIVES COMBINED

RTR1077	This part number covers all gearboxes and overdrives rebuilt like for like as a whole unit with your solenoid and inhibitor switches fitted and adjusted.
RTR1078-1	Same as RTR1077 where the gearbox is modified as G/BOXEXUR1. The overdrive is modified for quick operation as RTR1016U.
RTR1078-2	TR2-6 4-synchro gearbox rebuilt into a stag casing with the addition of uprated bearings plus roller thrust bearings, exchange. An A type overdrive, uprated for quicker operation is provided assembled to the gearbox. The gearbox and overdrive as an assembly are exchange. A deposit is applied until a suitable rebuildable unit is returned.

This part number covers the rebuilt like for like as a whole unit of all TR3B-6 4-synchro gearboxes with your solenoid and inhibitor switches fitted and adjusted. The cost is based on the expectation that the unit you will be providing will be suitable for fitment to a TR2-6 but must already have a stag casing which provided the roller thrust bearings fundamental to this service.

Additional bearings are provided in the lay gear, 2nd and 3rd gear bushes are steel items. These gearboxes are ideal for competition, but provide an extra measure of reliability for road use having roller thrust bearings added to either end of the lay gear assembly.

The Overdrive is uprated for quicker operation within the limits of the type of overdrive provided. There are various types of overdrive that look very similar on the outside. We will advise if we feel the unit supplied is not up to the job you intend to put the gearbox and overdrive to.

Should you wish to purchase a unit outright, then please order this part number, we will charge the deposit as well as the rebuild price and these two prices together become the outright purchase price.

RTR1017 Conversion to 'A' type overdrive from a non-overdrive TR2-6 gearbox using a converted Saloon type overdrive. Both units fully rebuilt. See note reference RTR1016 above. Comes with solenoid. Price is exchange for a non-overdrive TR gearbox.

NOTE: Surcharge pending return of rebuildable non-overdrive gearbox. There is no surcharge for the overdrive as this is included in the price of RTR1017

RTR1080-1 Same as RTR1017 where the gearbox is modified as G/BOXEXUR1. The overdrive is modified for quick operation. As per RTR1016U.

RTR1080-2 As RTR1080/1 but with the addition of roller thrusts as G/BOXEXUR2.

RTR1081 Saloon 'A' type overdrive and gearbox converted to TR type with features as per RTR1017. Both units rebuilt. Exchange. See RTR1290 below which is the same unit, outright purchase.

RTR1067-1 As RTR1081 but both units uprated as RTR1080/1. See notes ref. RTR1016 above.

RTR1067-2 As RTR1067/1 but with the addition of roller thrusts as G/BOXEXUR2. RTR1290 As RTR1081 but outright purchase.

RTR1290 Saloon 'A' type overdrive and gearbox converted to TR2-6 type. Both units rebuilt. Outright purchase. The Gearbox is a converted Saloon type as is the Overdrive. The

4-synchro gearbox is rebuilt to standard specification with the correct 1-1/4" input shaft. The Saloon 'A' type Overdrive is rebuilt standard but with the correct solenoid carrier casting, correct output flange and the speedo drive corrected to account for 15" wheels.

The rear casing is modified to have the correct mounting but the speedo drive exits at a higher angle than the correct TR part. This can be corrected by specifying part number 500655 at extra cost.

RTR1290-1 As RTR1290 but gearbox uprated as G/BOXEXUR1 and overdrive uprated.

RTR1290-2	As RTR1029-1 but with the addition of roller thrusts as G/BOXEXUR2.
RTR1082	Same as RTR1081 where 1 inch input shaft is retained.

NOTE: All exchange gearbox and overdrive costs are based on the units supplied to us being re-conditionable. Not a box of shrapnel!

LOGIC OVERDRIVE DEVICE

This clever device allows for fast and sequential overdrive operation. The overdrive cannot be left engaged inadvertently, reducing strain on the overdrive and when changing gear with the overdrive engaged the overdrive drops out automatically.

This makes for swifter and more precise driving and reduces strain on the overdrive.

Two systems are available, a basic unit and a more complex version which dims a dash mounted indicator lamp when the sidelights are switched on. The lamp is not included in the kits but is recommended due to the operating switch being a momentary make type giving no clear indication of overdrive state.

RTR1001K	Basic logic overdrive switching device without dimming facility. This unit fits all electrically operated overdrives and suits both positive and negative earth.
RTR1296NK	Logic overdrive switching device with night dim facility. This extra facility dims the indicator lamp when side lamps are switched on. Negative earth cars.
RTR1296PK	Logic overdrive switching device with night dim facility. This extra facility dims the indicator lamp when side lamps are switched on. Positive earth cars.

A range of indicator lamps are listed below.

ACCESSORIES

A momentary operation switch rather than the standard on/off switch operates the logic device.

Revington TR have several solutions. TR4-6 owners can buy a modified column mounted switch, or we can modify a customer's unit.

We have a range of dash mounted momentary operation switches too which will suit TR2-3B and even TR4-6 should a dash mounted switch be acceptable.

RTR8207R	Modified 147280 RHD TR6 overdrive switch for logic device use.
RTR8207L	Modified 147281 LHD TR6 overdrive switch for logic device use.
RTR8436	Switch with 40mm arm for use with RTR1001 and RTR1296 series.
RTR8433	Switch, spring off - on 43mm chrome stem with Black flat finger pad.
RTR8434	Switch spring off - on 60mm chrome stem with Black flat finger pad.
RTR8012	Relay required only with J type overdrive, or if a relay is not currently operating the solenoid.
RTR8193_	Dash mounted indicator lamp to show state of overdrive. Choose Red(R), Amber(A), Green(G) or Blue(U) as a suffix to the part number.
RTR8476-3K	Universal gearbox loom with multi-plug.

ENGINE AND GEARBOX MOUNTINGS

ENGINE MOUNTINGS

The following engine mountings can be used for competition when torque loading is high. The shore rating of a rubber is its hardness. The standard units are 50 shore.

059180U	TR2-3B front engine mountings in 70 shore rubber.
143057U	TR4-4A front engine mounting in 70 shore rubber. Square type.
RTR1273	TR4-4A front engine mount square type 70 shore rubber with polyurethane reinforcing.
132669U	TR5-6 front engine mount square type 70 shore rubber.

GEARBOX MOUNTINGS

104086U	TR2-6CC/CP Uprated mounting using 70 shore rubber the standard part is 50/60 shore
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CONVERSION OVERDRIVE GEARBOX MOUNTING KITS

These kits allow late 'J' type Saloon Gearboxes to be fitted to 'A' type TR2-6 chassis and vice versa, as well as allowing Saloon overdrive gearboxes to be fitted to TR2-6 without modifying the chassis. All kits include mountings

RTR1366K	TR2-6 early kit. Allows Saloon 'A' type overdrive casing to fit the TR mounting rubber (part no. 104086) rear casing modifications are required.
RTR1355K	TR2-6 rear mounting kit to fit Saloon J type gearbox and overdrive to 'A' type TR2-6 chassis.
RTR1364K	TR6 rear mounting kit allows 'A' type TR overdrive gearbox assembly to fit to J type chassis.
RTR1365K	TR6 rear mounting kit allows J type 2000/2.5 Saloon overdrive gearbox to fit a J type TR6 chassis.

PROPSHAFTS AND DRIVESHAFTS

PROPSHAFTS

RTR1203	TR2-6 Modified Propshaft. These modified propshafts incorporates the same sliding member and heavy-duty universal joints as our modified drive shafts number RTR1371. The propshaft is balanced to ensure smooth running.
RTR1203X	TR2-6 Special propshaft for use with RTR1275 series 5 speed conversions, this propshaft has no sliding member and is 745mm long. The unit is balanced to ensure smooth running.
RTR1421	TR7 5 speed, modified propshaft using UJ's rather than the troublesome CV joints. Includes a larger PTFE coated sliding joint.

DRIVESHAFTS

RTR's improved range of drive shaft sliding members are based on standard splined shafts, with PTFE coated, larger than standard sliding members. The new parts are a must if there is any play at all in your drive shafts.

RTR1371	TR4A-6. Sliding heavy-duty member supplied with 2 heavy-duty UJ's and one driving flange, assembled to the shaft ready to be fitted to your hub.
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RTR1380	TR4A-6. As RTR1371 but with a drive flange at both ends for use with RTR1343.
RTR1372	TR4A-6. As RTR1371 but incorporating large UJ's in 2 driving flanges fitted for use with RTR1343 hub unit. Larger UJ requires hub aperture in the TA relieving.
RTR1384	2.5PI MK1 sliding member drive shaft. As RTR1371. Shaft extension ranging from 280→330mm.
RTR1383	2.5PI MK2 Sliding member drive shaft. As RTR1371. Shaft extension ranging from 306mm→ 356mm.
RTR1407	TR4AIRS-TR6 Complete Drive shaft assembly consisting of improved hub unit RTR1343 and driving shaft RTR1380.

DRIVESHAFT ACCESSORIES

GUJ116HD	TR2-6 heavy-duty universal joint. Direct replacement for standard UJ.
211137	TR4A-6 drive flange for standard drive shafts.

AXLES AND DIFFERENTIALS

DIFFERENTIALS

DIFFERENTIAL REBUILD SERVICE

Revington TR offers a rebuild service on all axles from TR2-8. The cost assumes the crown wheel and pinion is in good order and reusable and that the remainder of the unit is in reconditionable condition, i.e. not a box of shrapnel. A deposit is charged if your unit is exchanged, until RTR have stripped and checked your unit. In the event that your unit requires parts outside the scope of the exchange service, the cost of the parts will be deducted from the deposit before refund to you.

The rebuild service for solid axles is limited to the final drive unit. This means that the hubs and brakes are not included.

Revington TR will quote for these separately if required.

502153EX	TR2-3 Lockheed axle
503833EX	TR3-3A Girling axle
510922EX	TR4 3.7:1 Axle
510923EX	TR4 4.1:1 Axle
514754	TR4A 3.7:1 Live axle
514755	TR4A 4.1:1 Live axle
514752	TR4A 3.7:1 IRS axle
514753	TR4A 4.1:1 IRS axle
313129EX	TR250-6CARB 3.7:1
313130EX	TR5-6PI 3.45:1

DIFFERENTIAL COMPONENT PARTS

CROWN WHEEL & PINION SETS

The following crown wheel and pinion sets are available from time to time for TR2-6. When used with the appropriate bearings, TR2-4 will fit TR4AIRS-6 and vice versa.

516398	CWP 3.45:1 ratio TR5-6.
502127	CWP 3.7:1 ratio TR2-4.
UKC548	CWP 3.7:1 ratio TR4AIRS-6 use 502127
505014	CWP 4.1:1 ratio TR2-6.
502523	CWP 4.3:1 ratio TR6.
505013	CWP 4.55:1 ratio TR2-6.
515709	CWP 4.875:1 ratio TR6.
RTR1228	CWP 5.13:1 ratio TR2-6.
RTR1227	CWP 5.25:1 ratio TR2-6.
RTR1278	CWP 6.67:1 ratio TR2-6.

The following Ratios are available for TR7-8. When a TR7 has been converted to TR8, the CWP must be changed otherwise the

torque cannot be used without over-revving. The 3.08 ratio is recommended as the standard TR8 ratio when standard rolling radius tyres are used. If smaller wheels and tyres are used, fit 2.84, or if 14" or larger wheels are used, then the 3.45 ratio could be used.

TKC2946	CWP 3.45
TKC2945	CWP 3.08
TKC7375	CWP 2.84

ADJUSTMENT WASHERS

The Differential fitted to TR2-8, Dolomite 2.5PI etc. use a common arrangement of thrust washers in conjunction with pinion gears. A complete range of thicknesses is shown below allowing excessive wear to be eliminated by use of one or a combination of thrust washers.

138440	0.027"	139952	0.056"
147249	0.030"	139953	0.060"
138441	0.035"	139954	0.064"
148805	0.041"	160375	0.065-67"
056793	0.048"	139955	0.068"
139951	0.052"	139956	0.072"

REBUILD KITS

RTR1229-1	TR4AIRS-TR6 Kit of parts to rebuild differential. The kit includes all bearings, shims, seals and gaskets. For standard non LSD axles.
RTR1229-2	TR4AIRS-TR6 Kit of parts to rebuild differential. The kit includes all bearings, shims, seals and gaskets. For LSD axles.

MISCELLANEOUS PARTS

140337	TR4A-6A. Independent axle nose seal. Not shown in late TR6 parts book.
211793EX	TR4A-6 Repaired and strengthened diff nose support plate. These crack under stress from driving loads, usually aggravated by broken differential mountings in the chassis and worn rubber mountings. Our exchange units are strengthened to reduce the possibility of further cracking. When refitting the differential to the chassis, use Superpro Polyurethane mountings. Choose from the list below.
RTR1479	TR5, TR250 and TR6 Aluminium differential casing, finned for better cooling.

LIMITED SLIP DIFFERENTIALS

RTR1238	TR3-6 LSD of the Salisbury LSD type. Legal for FIA Motor sport.
RTR1238TB	Thrust Button for RTR1238 LSD
RTR1114	TR3-6, Dolomite etc. Torque sensing limited slip differential by Quaife.
RTR1399	TR7-8 5 Speed axle LSD

LSD PARTS

RTC2023	TR2-8 kit clutch repair. Salisbury LSD.
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DIFFERENTIAL MOUNTINGS

SPF0138AVK	TR4AIRS set of polyurethane bushes to mount diff. With voids for standard ride. Replaces 134235/6.
SPF0138AK	TR4AIRS set of polyurethane bushes to mount the differential without voids for firm ride. Replaces 134235/6.
SPF0138VK	TR5-6 Set of polyurethane bushes to mount the front differential plate. With voids for standard ride. Replaces 134235/6. Use in conjunction with SPF1992K.

SPF0138K	TR5-6 Set of polyurethane bushes to mount the front differential plate. Without voids for firmer ride. Replaces 134235/6. Use in conjunction with SPF1992K.
SPF1992K	TR5-6 Set of polyurethane bushes to mount the rear differential plate. Replaces 147783. Better differential control and increased life. Must use WP106381257 stainless steel washer, or 134234 original mild steel washer as the polyurethane bush relies on the washer for its support. Use in conjunction with SPF0138VK or SPF0138K.
WP106381572	Stainless steel washer, supporting diff mounting, replaces 134234.

AXLES AND REAR HUBS

LIVE AXLES

RTR1179	TR2-3 Lockheed. Half shaft. Manufactured from improved material. Reduces the possibility of half shaft failure.
203200COMP	TR3-3B Girling Half Shaft, manufactured from improved material
RTR1347	TR4-4A Live Axle Half shaft. Manufactured from heat-treated EN24. Reduces the possibility of half shaft failure.
RTR1388	TR2-4A Live Axle. Aluminium finned rear axle cover. This finned cover is similar to the type used at le Mans and significantly aids oil cooling.
RTR1432K	TR3G-4A Live Axle. Rear axle hub seal and bearing kit. One kit per axle.

HUBS

FRONT HUBS

Note 1: See section 3 – Front suspension for front hubs.

REAR HUBS & COMPONENTS

137496NEW	TR4A-6 new build standard rear hub assembly
137496EX	TR4A-6 rebuilt standard rear hub exchange.
RTR1343	TR4A-6 new design rear hub unit, much stronger than original part. Requires the flange listed below to effect fitment, except when used with uprated driveshaft RTR1380 as this has a suitable drive flange already fitted.
RTR1348	TR3A-4(and TR4A Live Axle) Rear hub with 7/16" wheel studs for steel/alloy wheels made from EN8B.
RTR1385	TR2-4(and TR4A Live Axle) Wheel stud rear axle, with oversize thread into the hub. This stud enables torn out threads to be repaired.
RTR1385+10	Stud as RTR1385 with extra 10mm thread.
RTR1379	Special tap used with stud RTR1385 and RTR1385+10.
211137	TR4A-6 drive flange for standard drive shafts.

WHEELS AND TYRES

TYRES

In addition to the new tyres listed below we recommend Maxsport tyres for both competition and road use. The following is a small selection of our most popular sizes. Please enquire for other sizes.

TR's 2-6 capable of travelling at 120+MPH should use at least 'H' rated tyres.

The Maxsports we supply are remoulds! You wouldn't know it if you hadn't been told and it wasn't written on the side of the tyre. Please specify use as we can supply a variety of compounds.

HANKOOK RANGE

RTR1467	K105 195/65/15 is a 'v' rated (i.e. faster than most TR's will go) and is an exceptional all round tyre.
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FULDA RANGE

RTR1481	As Colway are no longer available, Fulda Y2000/89V TL is our 185/70/15 replacement choice
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MAXSPORT RANGE

RTR1373	Maxsport 195/65/15 road tyre. Good all round road tyre.
RTR1374	Maxsport RB3D 175/70/15, with ribbed sidewall. This tyre is suitable for snow/tarmac use. Neil Revington used this tyre to come second overall in the 2000 Histo Monte Carlo Rally.

OTHER SUITABLE TYRES

RTR1402	Yokohama 195/60/15 H539
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TYRES FROM LIST IA MSA SECTION 'L' BLUE BOOK (CURRENT IN 2011)

RTR1436	Toyo T1R 205/55/15 good all weather and competition tyre.
RTR1437	Yokohama A539 205/55/15
RTR1438	Yokohama AVS sport V102 205/55/15

INNER TUBES

RTR1110	145 to 180 x 15" full profile. Plus 185/70
RTR1109	185/195/205 x 15" 60% profile.

TYRE VALVES

See Section 9 for personalised valve caps.

RTR1122	Rubber type for 2mm rim 11.5 hole.
RTR1258	Rubber type for 2mm rim 19mm hole.
RTR1233	Metal type up to 11mm rim 11.5 hole.
RTR1236	Bolt on. Brass for 16mm hole in wheel thickness up to 7mm.
RTR1234	Ferule 16mm hole to 11.5mm hole.
RTR1235	90° extension for awkward access, not to be left on the wheel whilst running.

WHEELS

In addition to standard steel wheels we offer both wire wheels and Minilite replica wheels. All these wheels will fit TR2-6, although you would have to be brain dead to fit 48 spoke wheels to a TR6!

WIRE WHEELS

Although the wider 5½" wire wheels will fit earlier cars the original wire wheel arrangements are:

TR2-3	4J x 48 spoke wire
TR3A-TR5/250	4½"J x 60 spoke wire
TR6	5½"J x 72 spoke wire

NOTE. TR2-3 owners with Lockheed rear axles should consider carefully if it is wise to fit wider than standard wheels as the extra strain could result in oil leaks from the weak axle hub/seal arrangement.

Our range includes:

WW450P	48 spoke wire wheel 4J x 15" painted. Inset 19mm.
WW450C	48 spoke wire wheel 4J x 15" chrome. Inset 19mm.
WW452P	60 spoke wire wheel 4½J x 15" painted. Inset 19mm.
WW452C	60 spoke wire wheel 4½J x 15" chrome. Inset 19mm.
WW457P	72 spoke wire wheel 5½J x 15" painted. Inset 13mm.
WW457C	72 spoke wire wheel 5½J x 15" chrome. Inset 13mm.

The following are AC Cobra wheels; centre laced and shows a bit more rim than the standard TR6 wheel. They are sold subject to the customer being sure they will fit their car as they protrude 29mm further than a TR2-5 wheel and 23mm further than a TR6 wheel.

WW5726P	70 spoke wire wheel 6J x 15" painted. Offset 10mm.
WW5726C	70 spoke wire wheel 6J x 15" chrome. Offset 10mm.

The following wheels conform to FIA specifications.

WW5743P	TR2-4A 72 spoke wire wheel 4½"J x 15" painted. Exactly the same offset as WW452P but with 72 spokes. Inset 19mm
WW459P	TR5 72 spoke wire wheel. 5K x 15" painted. This wheel moves the offset of the inbound edge of the wheel outboard by 6mm. Inset 6.4mm

WIRE WHEEL BALANCING

Beware when having wire wheels balanced. Many tyre-fitting shops will profess to be able to balance wire wheels; this is usually false. We know, as we have had to have special male and female cones made to accept wire wheels on our machine.

RTR1255	Charge to balance each wheel.
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WIRE WHEEL SPINNERS

Three types are supplied for the TR's as below. Watch out for the law in your country concerning sharp protruding bits!

AHA7373	TR2-6 2 eared spinner 8TPI RH.
AHA7374	TR2-6 2 eared spinner 8TPI LH.
88G606	TR6 late octagonal spinner 8TPI RH.
88G607	TR6 late octagonal spinner 8TPI LH.
107948-3	All cars where legal. 3 eared spinner 8TP1 RH.
107949-3	All cars where legal. 3 eared spinner 8TP1 LH.
RTR1230	TR2-3 for lockheed axles. Set wire wheel hubs and spinners second-hand parts as a kit. <i>Please note that we can only supply this kit whilst stock exists.</i>

WIRE WHEEL SPOKES AND SPOKE NUTS

Stainless Steel spokes are available to special order

17H1806	48 spoke short, bare metal
17H1806CP	48 spoke short, chrome plated
17H1805	48 spoke long, bare metal
17H1805CP	48 spoke long, chrome plated
17H8620	60 spoke short, bare metal
17H8620CP	60 spoke short, chrome plated
17H8619	60 spoke long, bare metal
17H8619CP	60 spoke long, chrome plated
27H8502	72 spoke short, bare metal
37H3649	72 spoke short, chrome plated
27H8503	72 spoke long, bare metal
37H3650	72 spoke long, chrome plated
7H1709	Nut, bare metal

37H3651	Nut, chrome plated
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WIRE WHEEL TOOLS

See section 9

ALUMINIUM WHEELS

COMPOMOTIVE RANGE

We offer the following Compomotive Minilite type wheels. This very high quality product, weighs approximately 1kg less per wheel than the equivalent other manufacturers products we have tested. The price of Compomotive wheels excludes the cost of the nuts but does include a centre cap. See wheel nuts and spacers below:

RTR1338	TR2-5 bolt on 5½"J silver finish.
RTR1339	TR6 bolt on 5½"J (8mm larger off set than RTR1338). Can also be used on TR2-5. Silver finish.
RTR1340	TR2-6 bolt on 6"J silver finish.
RTR1342	TR2-6 bolt on 7"J silver finish.
RTR1311	TR7-8 Bolt on 5½" x 13"
RTR1420	TR7-8 Bolt on 7" x 13" but CRX style rather than Minilite.
RTR1401	TR7-8 bolt on 6" X 15"
RTR1480	TR2-8 Compomotive 5 spoke MO style wheel. Supplied to special order only, this is a popular race wheel

Revington TR can supply additional widths and off sets as well as other Compomotive products to special order.

NOTE: When fitting the above wheels ensure no interference with suspension parts from lock to lock, up and down. If necessary fit spacer 217602S described below with suitable longer studs or larger than standard diameter lock stops. Order part no 156111-22

RTR1338C	Cap centre of Compomotive wheel. Suits 76mm hole and protrudes approximately 50mm.
RTR1434	Cap wheel centre for 62.5mm centre hole in wheel. Protrudes 25mm.

WHEEL NUTS AND SPACERS

217602S	TR3G-6 Accurately machined spacer, which fits behind a wire wheel adapter and enables the adapter and 4 adapter nuts to be flitted without shortening wheel studs. Allows reversion to steel wheels at any time.
RTR1259	Wheel nut in stainless steel for American racing inc. wheel.
RTR1338N	Compomotive wheels. Standard TR2-6 wheel nuts. Each
RTR1338LKN	TR2-6 standard steel wheels and all Compomotive wheels. Set of 4 locking wheel nuts 7/16" UNF
RTR1338LKN7	TR7-8 Locking wheel nut set standard and Compomotive wheels set of 4 locking wheel nuts M12 x1.5

WHEEL TRIMS

TR525K	TR6 brushed aluminium wheel trim. Set of 4.
TR525SS	TR6 stainless steel finish wheel trim. Set of 4.

ENGINE COOLING

RADIATORS

RECONDITIONED RADIATORS

All TR2-8 radiators are available new or exchange. For TR4A-6 please order original part number with suffix "EX". TR2-4 radiators are available with or without holes for starting handles. Holes are expensive, as the cores have to be specially made.

400412EX	TR2-3B with starting handle hole.
400412WOEX	TR2-3B without starting handle hole.
401869EX	TR4 with neck, with starting handle hole.
401869WOEX	TR4 with neck, without starting handle hole.
134456EX	TR4 without neck, with starting handle hole.
134456WOEX	TR4 without neck, without starting handle hole.
307309EX	TR4A
308850EX	TR5-6PI
PKC1359EX	TR7

ALUMINIUM RADIATORS

In addition we can offer aluminium versions of all TR2-6 radiators, please state application. These are 50% lighter and offer 1.5 times better efficiency than standard copper and brass cores.

RTR5167	TR2, 3, 3A, 3B, 4 with neck
RTR5250	TR4 without neck
RTR5251	TR4A
RTR5252	TR5-6 to CP75000
RTR5249	TR6 from CP75000
RTR5483-1	TR7 up to VIN 200000
RTR5483-2	TR7 from VIN 200001
RTR5484	TR8

ELECTRICAL RADIATOR FANS

Our preferred fan is the high power Revotec range, which we supply with a variable thermo switch to control the motor.

This controller is a small piece of pipe that is fixed into the top hose once cut to accommodate it.

The unit has a knob on it which allows the temperature at which the motor turns on to be varied. This is ideal if you wish to alter the fan start up temperature to suit summer and winter

RTR supply kits with fitting instructions, specific to the TR2-6 range as follows: -

REVOTEC FAN KITS

RTR1483-A	TR2-4 fan kit with sensor which is embedded in a tube that can be cut into the top hose.
RTR1483-B	TR4A fan kit with sensor which is embedded in a tube that can be cut into the top hose.
RTR1483-C	TR5, 250, 6 fan kit with sensor which is embedded in a tube that can be cut into the top hose.

TR7-8 cars require a larger fan and motor than TR2-6 cars. Order as follows: -

RTR1416K	TR7-8 14" blower fan, with variable thermo switch operated by a sensor mounted in the top radiator hose. Mounts in front of the radiator, directly onto the radiator core. The kit includes a relay, override switch, wiring and fitting instructions.
RTR1488	All Cars. Universal fan kit 12" with mounting frame, adaptor mounts 'fir tree' clamps to hold the fan to the radiator core and a thermostatic controller (bulls tyre). As this is a universal kit no instructions are provided.

FAN SWITCHES

RTR8430	Switch for electric fan. On at 82°C off at 68°C.
IM50090	Switch for electric fan. On at 86°C off at 81°C.
IM50250	Switch for electric fan. On at 86°C off at 76°C.
IM50120	Switch for electric fan. On at 88°C off at 79°C.
IM50200	Switch for electric fan. On at 92°C off at 87°C.
RTR9113SWITCH	Variable thermal control. Can be used with all electric fans for automatic switching on and off of fan motor. Has a sensor which slips inside the water hose
RTR1483-1A	TR2-4A Thermo switch kit built into a tube that fits into the radiator hose, which needs to be cut.
RTR1483-1B	TR250, 5, 6 Thermo switch kit built into a tube that fits into the radiator hose, which needs to be cut.
RTR1389/2-4A	TR2-4A kit including water pipe, relay and switch. Has a sensor that ships inside the water hose.
RTR1389/5-6	TR5-6 UK kit including water pipe, relay and switch.
RTR1389/6US	TR6 USA kit including water pipe, relay and switch.

HOSES AND WATER PIPES

RTR1474-2K	TR2-3B Engine hose set Excludes heater hoses
RTR1474-4K	TR4-4A Engine hose set Excludes heater hoses
RTR1474-5K	TR5-6PI Engine hose set Excludes heater hoses
RTR1474-6CARBK	TR6CARB, (USA) Engine hose set Excludes heater hoses
RTR1474-7K	TR7 Engine hose set Excludes heater hoses
130039SS	TR2-4A Radiator pipe in stainless steel.
130039SST	As above but with boss to accept electrical fan direct operation switch, IM50090 etc.
145398SS	TR5-6 All non-USA cars, radiator pipe stainless steel.
145398SST	TR5-6 All non-USA cars, radiator pipe stainless steel with boss to accept electrical fan direct operation switch, IM50090 etc.
158417SS	TR6 USA radiator pipe in stainless steel.
158417SST	As above with boss to accept electrical fan direct operation switch, IM50090 etc.

BELTS

RTR5034	TR2-4A fan belt longer than standard for use with an alternator. 925mm long.
RTR5034XX	As RTR5034 but 975mm long.
RTR5034X	As RTR5034 but 1000mm long.

WATER PUMPS

Of the uprated water pumps on the market, our experience has been twofold: Usually an uprated water pump is unnecessary if the engine is in good order and in proper tune and secondly, the uprated water pumps we have seen are unreliable. If for other reasons the water cooling system needs improving, consider using the electric water pump kit detailed below.

106969ALLY	TR2-4A Aluminium water pump significant weight reduction for race
105537PA	TR2-4A Aluminium push on thin belt pulley to be used in conjunction with 106969ALLY
057014AL	TR2-4A. Body, water pump, aluminium. Great weight saving.
RTR5122	TR2-4A alloy water pump pulley for thin belt conversion.

WATER PUMP REPAIR KITS

- 508954 TR2-4A Water pump repair kit - all you need to repair your original water pump.
- RTR5130K TR5-6 Water pump repair kit - all you need to repair your original water pump.
- RTR5130XK TR5-6 Water pump repair kit - all you need to repair your original water pump but excluding bearings.

ELECTRIC WATER PUMPS.

These electric water pump kits can be fitted to any car.

- RTR1392 All Cars. Water Pump Kit Electric. Comes with Adaptors and fittings. Capacity: Up to 80ltr/Min. Temp range: -20 Deg C to +130 Deg C The kit can be used instead of the standard pump allowing the removal of all the housing and thermostat details. Alternatively the electric pump can be used as an assistor for the original pump. When fitted in place of the standard water pump, with a heater fitted, flow to the heater may be poor when the main pump is idling. Fit booster pump RTR1405 to ensure maximum heater operation.
- RTR1393 Controller Water pump. Provides proportional control to ensure the water flow is optimum at all times.
- RTR1405 Pump booster, heater. See RTR1392. Can be fitted on standard system too.

HEATERS

STANDARD HEATERS & HEATER PARTS

- RTR5203 TR2-3A standard style heater matrix and fan kit. This kit is shallower than the original matrix, but comes with clips so that it can be assembled into your original heater. Heat output is similar to original.
- RTR5206 TR2-3A complete standard style heater assembly with outlet flaps and demist ducts.
- RTR5211EX TR4-4A single speed motor exchange.
- 812301M TR4-6 heater matrix
- 812301MTREX TR4-6 heater motor exchange. Please state single or twin speed.
- 812301MTR TR4-6 heater motor non-exchange single speed only.
- 812301X TR4-6 heater motor and fan kit non-exchange. Single speed. TR4-4A heater boxes need slight modification to accommodate the back of the motor, which is slightly longer. TR5-6 boxes have a hole cut to accommodate this.
- RTR5212 TR4-6 fan, heater.
- RTR1477 All cars. Heater fan speed reducing pack. This device consists of 2 resistors in series allowing single speed heater blower motors (or the lower of two speed motors) to be operated at 2 lower speeds. The unit is intended to be mounted in a heater unit, so careful insulation is required if it is used externally.

UPRATED HEATERS

Revington TR have developed in conjunction with CLAYTON HEATERS a range of much improved heaters for TR2-6.

- RTR1395K TR2-3B Heater kit, incorporating Clayton's 4kW heater unit. This heater unit has 2 swivel outlet vents, 2 screen demist outlets and a 2-speed

blower motor capable of delivering 200cubic meters/hour (115cfm).

In addition to the basic heater unit the kit consists of a mounting cradle, 2 speed switch, 2 water hoses and sufficient air hose to connect both screen demist vents. The screen demist vents are not included in the kit. Fitting instructions are provided to make installation as painless as possible.

- RTR1396-1K TR4-6 Heater improvement kit included 3 speed squirrel cage motor/blower, high output aluminium radiator, upper casing and 3 speed switch to be built into your existing heater main casing. The high-energy aluminium radiator used in this kit produces up to 30% more heat than the standard radiator, even though the finned surface area visible through the outlet flap is slightly smaller than a standard radiator. This increase is due to the design of the blower cage, which causes significantly more air to pass over the internal surfaces of the radiator, and at increased pressure giving better ability to overcome the air-flow restrictions in the heater box. In addition, the increased air-flow will achieve higher air temperatures

- RTR1396-2K TR4-6 Complete heater including all the parts of kit RTR1396-1 plus a new main case, built up, ready to fit. Comes with all outlets for TR6. TR4 owners use blanks provided for unused air outlets. The high-energy aluminium radiator used in this kit produces up to 30% more heat than the standard radiator, even though the finned surface area visible through the outlet flap is slightly smaller than a standard radiator. This increase is due to the design of the blower cage, which causes significantly more air to pass over the internal surfaces of the radiator, and at increased pressure giving better ability to overcome the air-flow restrictions in the heater box. In addition, the increased air-flow will achieve higher air temperatures

TR4 owners may also need to change their glove box pocket to TR6 type to allow space for the extra TR6 air outlets. Order Part No. 815747 (standard fibreboard part) or 815747SAP (plastic version) this part number fits both LHD and RHD.

- RTR8118 Rotary switch, 3-speed. This switch can be used to operate the 3-speed blower motor in our new heaters and will accept a TR4-6 standard heater knob. Limited availability as this switch comes from a 1957 tractor!

HEATER PIPES AND CONNECTORS

- RTR5423M TR2-3B Hose. Heater to duct
- 201947SS TR2-3A Heater water pipe on side of the engine block from water pump to bulkhead hose. Manufactured from stainless steel pipe
- 201947C TR2-3A as 201947SS in Copper.
- 208606C TR4-4A as 201947C, for TR4-4A application
- 208606SS TR4-4A as 208606C in SS.
- 214404C TR5-6 as 201947C but for TR5-6.
- 214404SS TR5-6 as 214404C in SS.
- 101302SS TR2-6, 2.5 etc. Nut stainless steel, securing heater pipes.

All the pipes listed above are usually supplied in stainless steel. Copper is supplied to special order only. Steel pipes are supplied under the original number without suffix.

- 601950SS TR2-3B bulkhead heater connection SS.
- 611043SS TR4-6 bulkhead heater connection SS.

HEATER VALVES

- RTR1486-1K TR2-3B Heater valve kit when an RTR Clayton heater is fitted. This kit introduces a smooth active progressive water valve into the inlet water hose. A pull cable on the dash operates the valve.
- RTR1486-2K TR4-6 Heater valve kit when a standard heater is fitted. This kit introduces a smooth active progressive water valve into the inlet water hose. In the case of TR4-6 the standard valve, which tends to be very stiff to operate is removed. The new valve is operated by a pull cable on the dash.
- RTR1486-3K Universal valve kit suitable for all vehicles including TR2-3B with a standard heater. This kit introduces a smooth active progressive water valve into the inlet water hose. Includes a selection of suitable fittings and Instructions.