### Supplementary Parts Catalogue

#### Fuel Systems and Braking

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PETROL INJECTION

As well as providing a range of modifications and standard parts for the Lucas mechanical fuel injection, Revington TR now produce a range of Electronic Fuel Injection (EFI) sets which will ensure your TR5, TR250, TR6 (both Carburettor and PI models) will run smoothly and economically into the next century. Kits are also available for TR2-4A, Italia, The Revington TR TRS and TR-7.

ELECTRONIC FUEL INJECTION

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

Please ask for information sheet no. IS0020.

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

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

RTR4202 TR5, 250 & TR6 Lumenition: - using crank sensor (more accurate) but retaining the distributor to distribute the sparks.

RTR4203-1K TR5, 250 & TR6 Omex: - using crank sensor and dispensing with the distributor altogether.

RTR4204 TR5, 250 & TR6 Alpha+: - using crank sensor but retaining the distributor to distribute the sparks. This kit has an air bleed valve.

RTR4205 TR5, 250 & TR6 Alpha+: - using crank sensor and dispensing with the distributor altogether. Also has the additional air bleed valve.

RTR4207 Lumenition: - for TR2-4A as RTR4202.

RTR4208 Lumenition: - for TR2-4A as RTR4203.

RTR4370 Alpha+: - for TR2-4A as RTR4304.

RTR4371 Alpha+: - for TR2-4A as RTR4205.

RTR4371 As RTR4371 but specifically developed to fit the Triumph Italia 2000.

RTR4223 Lumenition: - for TR8 as RTR4203.

RTR4402 Roller Throttle Bodies from Lumenition. These throttle bodies do not have a throttle spindle or butterfly ensuring a smooth air passage at wide-open throttle. The best throttle bodies available, and particularly suitable for competition cars.

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

RTR4360 Lambda sensor.

Lambda sensors are heated to maintain accuracy.

Wire as follows: -

Black = signal
2 whites = heater ignition fed power plus an earth.

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

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

LUCAS MECHANICAL PETROL INJECTION

THROTTLE MECHANISMS

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

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

RTR4211K Single cable overhead throttle system CP TR cars.

RTR4211DK Double operating cable version of RTR4211K for overhead throttle system CP TR-6 cars. Primarily 6-intended for competition use. An extra pick up point (not provided) will need to be welded to the throttle pedal. Please order one extra cable as required 149005 (RHD) or 149004 (LHD)

RTR4213K Single cable operated overhead throttle system CP TR cars. Originally made for TR cars. Our throttle mechanism on CP cars uses a double cam mechanism to try and soften the action just off idle. This was necessary as the high vacuum generated by the CP cam would tend to hold the throttles shut resulting in an unpleasant throttle snap when coming off idle (with a CP type throttle mechanism). The bad news is that the double cam arrangement when worn caused so much friction that the throttle pedal would bend often resulting in as little as half throttle with the pedal to the floor. Our throttle mechanism converts the arrangement to a CP style where each pair of throttles is operated individually and will allow full throttle to be achieved. Please note that if you have a standard CR cam resulting in a very high vacuum and very worn throttle bodies, the snap action mentioned above may be unacceptable. If unsure of the suitability of this kit for your car please ring for advice.

RTR4213DK Double cable version of RTR4213K

RTR4029K Simplified version of above systems for CP TR-6 replaces push rods with ball and socket ends but uses the original cross shaft. This kit includes 3 off P.T.F.E. bearing RTR4313 to replace the nylon bushes in the original cross shaft. It is necessary to split one side of one P.T.F.E. bush to facilitate fitting to the centre bearing position.

RTR4045K Same as RTR4029K for early 2.5PI saloon cars.

RTR4046K Same as RTR4211K for early 2.5 PI saloon cars.

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

THROTTLE MECHANISM PARTS

SPF0982K SuperPro Polyurethane version of RTR4313 5 in a kit.
**CHOKE CABLES**

- 214888Z TR4-6 Twin choke cable but with a round knob. A cheap alternative to the square knob original item.

**THROTTLE BODIES AND PARTS**

- 148899SI TR5-6 + 2.5PI. The short balance pipes between the throttle bodies quickly deteriorate with heat, petrol and oil. The tube supplied under this part number is made from silicone rubber of 3-ply construction. It will not collapse under vacuum and is resistant to heat and oil. Blue in colour, 2 required CP cars, 4 required CR cars.
- RTR4090SH Air bleed valve assembly. Not shown separately in the original parts book. These are second hand components as new ones are unavailable.
- SPF2196K TR5-6PI and 2-5PI Joiner: inlet manifold to plenum manufactured in polyurethane. These joiners are the same shape as the later TR6 type and are equally suitable for TR5 and early TR6s. Being polyurethane they will last forever! Dark blue.

**METERING UNITS AND INJECTORS**

**METERING UNITS**

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

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

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

Exchange MUs attract a surcharge until reconditionable units are returned for credit.

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

**INJECTORS**

Injectors are available both new and exchange as follows: -

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<td>157913</td>
<td>TR5-6 Injector push in new</td>
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<tr>
<td>157913EX</td>
<td>TR5-6 Injector push in exchange</td>
</tr>
<tr>
<td>149512</td>
<td>TR5-6 Injector screw in new</td>
</tr>
<tr>
<td>149512EX</td>
<td>TR5-6 Injector screw in exchange</td>
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Exchange injectors attract a surcharge until reconditionable injectors are returned for credit.

**INJECTOR PARTS**

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

**CARBURETTORS**

**STANDARD CARBURETTORS: NEW & EXCHANGE**

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

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

See section 9: tools - for jet adjusting tools.

**CARBURETTOR PARTS**

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

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

WEBER CONVERSIONS

BASIC WEBER 40/45DCOE CARBURETTORS

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

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

TWIN WEBER CONVERSION TR2-4A

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

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

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

TRIPLE WEBER CONVERSION TR5-6

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

WEBER CARBURETTORE SPARES

RTR4477 Service kit 40 DCOE carburettor
RTR4478 Service kit 45 DCOE carburettor
RTR4459 40/45 DCOE top cover gasket
RTR4160 40/45 DCOE jet cover gasket
WF21220100 Washer fibre banjo inner
WF21620100 Washer fibre banjo outer
RTR4161 Plate holding trumpet
RTR4381 Tab washer throttle spindle
RTR4491 Gasket to filter 40/45 DCOE
RTR4519 Gasket bottom well
RTR4520 Ball valve
RTR4483-?? Jet. Air correction 40/45 DCOE
RTR4484-?? Jet. Main 40/45 DCOE
RTR4485-?? Jet. Idle 40/45 DCOE
RTR4486-?? Emulsion tube 40/45 DCOE
RTR4487-?? Jet. Pump 40/45 DCOE
RTR4436-40-?? Choke 40DCOE
RTR4436-45-?? Choke 45DCOE

CARBURETTORE THROTTLE MECHANISMS

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

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

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

**THE K & N RANGE**

- **KNS038**: TR2-3 suitable for 1½" SU’s 1¾"deep.
- **KNS6-1400**: TR3-4A suitable for 1¼" SU’s and Stromburg 1 ¾" deep.
- **KNS6-9098**: TR3-4A suitable for 1¾" SU’s and Stromburg 2½" deep.
- **KN33-2522**: TR7 and Sprint Element
- **KNS0289**: Suitable for 20SU’s 3¼” deep.
- **KNS6-9106**: Suitable for 40/45 DCOE Weber 45mm (1½") deep.

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

- **KNS6-9104**: Suitable for 40/45 DCOE Weber 63mm (2-1/2") deep.

**THE PIPER CROSS RANGE**

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

- **RTR4171**: TR2-3 back plate for 1½” SU.
- **RTR4172**: TR3-4A back plate for 1¼” SU and 175CD Stromburg.
- **RTR4173**: TR4-4A back plate for 175CDS Stromburg only.
- **RTR4506**: All cars back plate for 45 DCOE Webers.
- **RTR4174**: All cars. Foam element 55mm deep.
- **RTR4175**: All cars. Foam element 80mm deep.
- **RTR4156**: TR2-8 pair of trumpet socks. 100mm long. 95mm diameter.
- **RTR4157**: TR2-8 single ram pipe sock. 45mm long 110mm diameter, intended for RTR4153 ram pipe.
- **RTR4155**: TR5-6 P1 replacement filter. Does not use the original canister.
- **RTR4151**: Dual trumpet sock 50mm 40 DCOE
- **RTR4154**: Dual trumpet sock 100mm 45 DCOE.
- **RTR4353**: 57mm foam filter by Piper Cross with a rubber neck.

**THE WEBCON RANGE**

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

**FILTER CLEANER AND OIL**

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

**TR4 EMISSION CONTROL AND AIR FILTERS (STANDARD TYPE)**

TR2 to early TR4a had no means of feeding engine fumes into the air filters. Late TR4’s from CT23594 and all TR4A’s had a closed circuit allowing engine fumes to be ingested via the carbs and burnt. The TR4 catalogue does not show these parts, which are detailed below.

- **209269**: TR4 late air cleaner, 2 required.
- **CRST7256**: TR4 late decal, 2 required.
- **BH605221**: TR4 late bolt attachment, 2 required.
- **BH605241**: TR4 late bolt attachment, 2 required.
- **WP10511075**: TR4 late washer plain, 4 required.
- **WS105090351**: TR4 late washer spring, 4 required.
- **NP605081**: TR4 late nut plain, 4 required.
- **112982**: TR4 late gasket, 2 required.
- **138073**: TR4 late flame tap, 1 required.
- **149995**: TR4 late hose to pipe, 2 required
- **138078**: TR4 late pipe, 1 required.
AIR BOXES

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

The range is as follows:

Please note: These air boxes will require a Nacelle fitting to the inner wing of TR2-3B. Please order Part Number RTR7258K. In addition, the RH horn will need repositioning, as will the RH radiator stay. With the horn mounting position now vacant this can be used to attach the radiator stay.

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

RAM PIPES AND TRUMPETS

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

KN55-5038 TR2-3 Stub stack 1½” SU
KN55-5040 TR2-3 Stub stack 1½” SU
SFR1 TR2-3 1½”SU short ram pipe.
SFR2 TR2-3 1½”SU long ram pipe.
SFR3 TR2-3 1½”SU short ram pipe.
RTR4153 HS6 50mm bell mouth ram pipe.
SFR9 TR2-3 1½”SU long ram pipe

KNS1640 ALL CARS Ram pipe 16mm long for 40 DCOE Weber.
KNS1645 ALL CARS Ram pipe 16mm long for 45 DCOE Weber.
KNS2640 ALL CARS Ram pipe 26mm long for 40 DCOE Weber.
KNS2645 ALL CARS Ram pipe 26mm long for 45 DCOE Weber.
KNS3940 ALL CARS Ram pipe 39mm long for 40 DCOE Weber.
KNS3945 ALL CARS Ram pipe 39mm long for 45 DCOE Weber.
KNS6245 ALL CARS Ram pipe 62mm long for 45 DCOE
RTR4235 ALL CARS 45 DHLA Delorto and Lumenition EFI Ram pipe 45mm long.
RTR4189L ALL CARS Air horn for 45mm throttle body Lumenition EFI, Delorto, etc. Length 40mm, 88mm O/D at the lip.

FUEL TANKS AND ASSOCIATED FITTINGS

FUEL TANKS

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

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

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

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

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

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

RTR4359K TR4-4A-TR250-TR6 carb tank aluminium, 61-ltr capacity including fitting kit.
312359XALK TR5-6PI aluminium tank, 54-ltr capacity including fitting kit. This tank includes all the correct internals for use with petrol injection (PI) both mechanical and electronic. The internal anti-surge reservoir is designed to ensure the car does not cough on long hand turns with as little as 3 ltrs of petrol in it. A small recess has now been introduced to the RH rear of the tank to accommodate the boot lamp fitted into the TR6 tank board.
RTR4342TR TR4-4A long range fuel tank. This tank is a replica of the tanks used on the works rally TR4s. The tank is manufactured from an original steel tank, which is extended backwards by 60 This increases the capacity to 80lts. This item is offered on an exchange basis for your own rusty standard TR4-5A.
SECTION 4
Fuel Systems and Braking

See Section 5 for blanking plugs. TR6 uses RTR5263.

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

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

FUEL CAPS AND FILLER HOSES, SEALANT

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

571086 TR2-6 petrol cap locking, round.
GAC6001X TR2-6 petrol cap locking, oval.
650247 TR4-6 grommet, which must be used when fitting the above caps to TR2-3B.
GAC6003X TR7 1978 onwards petrol cap, locking.
RTR4073 TR2-4A seal in petrol cap.
RTR1242 TR2-6 Monza style cap 2.750 Polished alloy.
RTR1242C As RTR1242 but Chrome Plated
RTR1472 TR6 Aston style cap 2.750Polished Alloy
RTR1472C TR6 Aston style cap 2.750Chrome Plated
RTR1473 Filler neck 2.750 to suite RTR1242, RTR1242C, RTR1472 and RTR1472C.
RTR1473-2.5 Filler neck 2.50 to suite RTR1242, RTR1242C, RTR1472 and RTR1472C.
RTR1473LOCK Locking inset which fits inside RTR1472 and RTR1473-2.5
UK9920 TR2-6 hose filler to tank. Standard rubber hose will allow unleaded petrol to permeate through its walls resulting in permanent petrol smells. This product is manufactured from Nitrile rubber which has good resistance to petrol but is susceptible to attack by ozone, so 30 % PVC has been added to the Nitrile to give it ozone resistance.

RTR4050K TR2-3B Petrol tank breather kit: useful whilst the original breather is not available.
608591A Petrol tank sealant. Useful as a stopgap cure for rusty petrol tanks. Not suitable for PI cars.
RTR4167 Tank sealing kit POR15.

FUEL PUMPS & VALVES

BOSCH FUEL INJECTION PUMP KITS TR5-6

COMPLETE KITS

RTR4050XX This kit replaces the Lucas fuel pump and filter system with a neat arrangement consisting of a Bosch high pressure pump, non-return valve, gauze filter, pressurized filter, 3 stainless steel braided hoses with aluminium aircraft quality fittings, clamps and rubber mountings. At the time of writing we have not heard of this system failing due to hot weather over heating. Now considered to be the Industry standard, Revington TR developed this kit after a series of unsatisfactory results with other Bosch conversions. This system was designed in conjunction with local Bosch experts and takes into account all the requirements of the Bosch pump, i.e. its position, feed rate, position in the fuel system and filtration needs. A more detailed information sheet is available on request No. IS0006.

RTR4050K The unit is mounted externally to limit the petrol vapour smells in the boot i always a problem with stainless braided rubber hoses. An on/off tap connected between the petrol tank and the first feed hose is included. As the filters require cleaning in the case of the glass filter and replacing, in the case of the high-pressure filter, this tap makes the job easier and less messy. It is not recommended to use this tap as an anti-theft device as running the pump inadvertently with the tap closed can damage the pump.

Same as RTR4050XX but mounted internally.

This arrangement may suit racers but beware of petrol smells permeating through the hoses giving rise to dumbysmells in the boot area.

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

NOTE 2: TR5 and early TR6 cars did not have an anti-surge reservoir in the petrol tank. Cars fitted with this type of tank will experience fuel starvation on tight left hand corners with less than a quarter of a tank of fuel. Our replacement tank fitted with the correct anti surge reservoir, part number 312339KALX should be fitted to remove this annoying symptom. See Fuel Tank Section.

NOTE 3: Fitting RTR4050XXK and RTR4050K should take about three hours.

NOTE 4: When fitting kit RTR4050XXK outside the bodywork, the following shield may be useful.

RTR7259 Shield petrol pump i see section 7 for full details.
RTR4017K Relay kit The Bosch pump requires 13A supply. TR5-6 wiring is inadequate. This kit provides all wiring and relay to correct this situation.
RTR4048 Use this rubber hose to replace 215642 hose from the pump to Pressure Relief Valve (PRV) when resonance is experienced. The standard hose gets hard and resonates. This soft hose, which is slightly longer, usually removes the problem.

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

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

BOSCH FUEL PUMP KIT SERVICE COMPONENTS

RTR4012K Canister filter. Replacement Filter kit consisting of 1 x RTR4012. 2 x WC21426202 sealing washer and 2 x WC21217142 sealing washer to aid fitment.
RTR4013E Gauze filter element
RTR403OR Gauze filter O’ring
RTR3324A Sleeve aluminium. Replaces glass sleeve in Pre filter (RTR4013) for security, once you are satisfied that the fuel supply is clean.
RTR4011 Bosch pump
RTR4039 Non return valve. Bosch pump outlet used in our kits. Can be fitted to your existing Bosch pump to reduce priming time and resonance in pipes.
RTR4072K Tap kit (tap & end unions)

LUCAS P.I. PUMP COMPONENTS

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

CARBURETTOR FUEL PUMPS

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

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

FUEL FILTERS, REGULATORS, VALVES AND TAPS

RTR4445 Fuel regulator, adjustable up to 10 p.s.i.
RTR4321 Fuel regulator and filter competition type - keeps fuel pressure constant. 8mm pipe fittings.
RTR4321E Replacement element for RTR4321 filter/regulator assembly
RTR4368 Regulator only, without the filter.
RTR4322 Fuel filter Purolator 5/16" lines in and out
RTR4323 Fuel filter Purolator 3/8" lines in and out
RTR4013E Replacement element for RTR4322 and RTR4013
RTR4072 Replacement tap for Bosch fuel pump kit.
RTR4119 One-Way valve 8mm pipe, for use with twin pumps.
RTR4265 Tap set TR2-4A + TR250 & 6 Carburettor. Consists of 2 hoses from 5/16" fuel line to the petrol pump with a tap set between the 2 hoses.
RTR4265SS Stainless braided hose version of RTR4265.
RTR4266 Tap set TR2-4A + TR250 & 6 Carburettor. Similar to RTR4265 but with the tap fitting directly onto the 5/16" fuel line.
RTR4266SS Stainless steel braided hose version of RTR4266.
RTR8346K Inertia switch kit (see section 8 for further information)
RTR4452 Valve fuel cut off electrically operated. Suitable for 8mm pipe. This valve is useful as an anti-theft device and for safety purposes when used in conjunction with inertia switch kit RTR8346K and if required a hidden anti-theft switch.
RTR4556K Pressure Relief Valve replacing original style TR5-6PI unit.

This Pressure Relief Valve (PRV) kit replaces the original PRV found in TR5& TR6s and as it is of a modern diaphragm design, cures many problems inherent in the Lucas Mechanical Fuel Injection system, namely -

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

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

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

STAINLESS STEEL BRAIDED HOSES

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

HOSES FOR USE WITH LUCAS PUMP SYSTEM

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>149607XSS</td>
<td>TR5-6 Hose assembly stainless steel between standard filter and Lucas pump.</td>
</tr>
<tr>
<td>149608XSS</td>
<td>TR5-6 Hose assembly, tank to filter.</td>
</tr>
<tr>
<td>214891SS</td>
<td>TR5 Hose assembly, stainless steel, pump to PRV.</td>
</tr>
<tr>
<td>215642SS</td>
<td>TR6 PI hose pump to PRV.</td>
</tr>
</tbody>
</table>

When intending to use a cooling coil between PRV and filter on a TR5 use the following two hoses

PI INJECTOR HOSES

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

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

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

RTR4060 Screwed adapter MU return.

BRAKE AND CLUTCH HOSES

RTR4061 TR2-3 Front brake hose, Lockheed. Per pair.
RTR4042 TR2-3 Clutch hose, Lockheed.
RTR4043 TR2-3 Rear brake hose, Lockheed.
RTR4076SSK TR3-4 and TR2-3 when converted to discs. This kit of parts converts the hose exit from the calipers from vertical to horizontal as per TR4A-6 thus avoiding the possibility of the hoses chaffing on the upper wishbones. The kit includes stainless steel braided hoses, solid conversion pipes and brackets plus fitting instructions.
RTR4041 TR3-4 Brake hose, front and rear, Girling each
RTR4069 TR3-4 clutch hose
RTR4054 TR4A live axle Rear brake hose.
RTR4070 TR4A clutch hose.
RTR4062 TR4A-6 Front brake hose. Per pair.
RTR4063 TR4AIRS-6 Rear brake hose. Per pair.
RTR4051 TR5-6 Clutch hose.
RTR4065 TR7-8 Front brake hose. Per pair.
RTR4066 TR7-8 Rear brake hose.

MISCELLANEOUS HOSES

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

HYdraulics: Brakes and Clutch

MASTER CYLINDERS

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

CRS148 TR3-3B decal, Girling warning notices on hydraulic reservoir.
GMC223 TR7-8 Larger bore master cylinder for use where a long pedal is experience and a shorter pedal travel is required. Notably when a 4pot caliper conversion has been fitted, which incorporates larger than standard effective piston area.
RTR4136 TR4-4A clutch master cylinder adjusting rod set. This kit allows the rod to be adjusted to give ideal clutch operation. Useful where a new clutch has been fitted and insufficient travel means disengagement is poor.

DUAL CIRCUIT MASTER CYLINDER KITS TR2-4A

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

The kits are offered with two types of reservoir:

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

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

The relevant extra parts needed are listed after the kits.

The following kits are available for TR2-3B

RTR4369LAK TR2-3 Dual Master cylinder kit. LHD (wiper motor on RH side, Lockheed axle, drum brakes). With Clear Plastic reservoirs.
RTR4369RAK TR2-3 Dual Master cylinder kit RHD (wiper motor on RH side, Lockheed axle, drum brakes). With Clear Plastic reservoirs.
RTR4369LMK TR2-3 Dual Master cylinder kit LHD (wiper motor on RH side, Lockheed axle, drum brakes). With Metal Reservoir.
RTR4369RMK TR2-3 Dual Master cylinder kit RHD (wiper motor on RH side, Lockheed axle, drum brakes). With Metal Reservoir.
RTR4286LAK TR3A Dual Master cylinder kit LHD (wiper motor on LH side Girling axle). With Clear Plastic reservoirs.
RTR4286LMK TR3A Dual Master cylinder kit LHD (wiper motor on LH side Girling axle). With Metal Reservoir.
RTR4286RAK TR3A RHD (wiper motor on LH side Girling axle) with 2 plastic reservoirs.
RTR4286RMRK TR3A RHD (wiper motor on LH side Girling axle) with metal container internally separated.

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

RTR4168LEXK TR2-3B LHD Pedal set for dual circuit brakes.
WEB SITE www.revingtontr.com  TEL 01823 698437  FAX 01823 698109  EMAIL info@revingtontr.com
Thomgrove Barns Middlezoy Somerset TA7 0PD United Kingdom
Comprehensive parts Manufacturers and suppliers for the entire TR series. Visa, MasterCard, Delta and Switch accepted for instant service. World wide export service. Sole sponsors of the Revington/TR/ Register Sprint and Hillclimb Championship.

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23/05/16 Ver A

RTR4168REX Kit including all parts to fit dual servo to RHD TR4 assuming dual circuit brakes are already fitted.

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

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

RTR4323 Single servo for standard systems.

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

RTR4228 Rebuild service on your servo.

SERVO VALVES AND FITTINGS
See section 5 for individual fittings.

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

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

149487 Straight through screw in union 5/80 thread 3/80union (standard TR6 PI part)

FRONT BRAKES

STANDARD TR3-TR6 CALIPERS
Girling do not advise splitting these callipers (not single casting TR3 type). However, when you have split them and realized you shouldn't have, you will need an O ring to put them back together.

509044 TR3A seal inner to outer calliper body.

These seals are as close as we can get to the original, however, as Girling offer no information on them we cannot guarantee their fitness for purpose. In other words, use them at your own risk! Callipers are however available on an exchange basis, please use original numbers with suffix X6

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

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

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

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

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

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

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

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

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

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

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

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

RTR4389-1K TR5-3A Brake Overhaul kit. Chassis only. None split type calliper with 100rear shoes.

SECTION 4
Fuel Systems and Braking

RTR4168REX Kit including all parts to fit dual servo to LHD TR4 assuming dual circuit brakes are already fitted.

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

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

RTR4323 Single servo for standard systems.

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

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

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

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

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

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

RTR4389-1K TR5-3A Brake Overhaul kit. Chassis only. None split type calliper with 100rear shoes.
CALIPER PISTONS
In addition to standard pistons, we can supply long lasting replacements made from stainless steel as follows.

<table>
<thead>
<tr>
<th>Code</th>
<th>Piston Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>510792SS</td>
<td>TR3G-6 early. Stainless steel piston.</td>
</tr>
<tr>
<td>157685SS</td>
<td>TR6 late. Stainless steel piston.</td>
</tr>
</tbody>
</table>

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

- RTR3298PK: Conversion kit. This includes all the parts required to convert your drum brake TR2-3 to TR3A type disc brakes. Including calipers, pipes, hoses and 280mm diameter plain disks and fittings.
- RTR3298XDK: Same as RTR3298PK incorporating cross-drilled discs, 280mm diameter.
- RTR3298XDSLK: Same as RTR3298PK incorporating cross-drilled discs and slots, 280mm diameter.
- RTR3057PK: As RTR3298PK but using TR6 plain calipers and 275mm diameter discs.
- RTR3057XDK: As RTR3057PK but incorporates cross-drilled discs, 275mm diameter.
- RTR3057XDSLK: Same as RTR3057PK incorporating cross-drilled discs and slots, 275mm diameter.

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

4 POT CALIPER CONVERSIONS

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

Our aluminium calliper kits feature HiSpec calipers.

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

- RTR4508PK: TR2-3L Conversion kit, front drums to discs. A complete kit incorporating aluminium HiSpec billet 4 pot calipers and plain 280mm diameter discs plus all fittings required to convert drums to discs, including: Hubs, hub bearings, caliper brackets, mounting brackets, wheel studs, brake pipes, brake light switch and wiring, and all fittings.
- RTR4508SLK: TR2-3L as RTR4508PK but with slotted discs.
- RTR4508XDSLK: TR2-3L as RTR4508SPK but with cross drilled and slotted discs.
- RTR4461-AK: TR3G-TR4early. Aluminium HiSpec 4pot caliper kit fits TR3G to early TR4 with early combination of original caliper carrier and discs. Discs are not included. See below for kits with discs included.
- RTR4461-BK: TR4late-TR6. Aluminium HiSpec 4pot caliper kit fits TR4 to TR6 with the later combination of original caliper carrier and discs. Discs are not included. See below for kits with discs included.
- RTR4461-BK: TR4late-TR6. Aluminium HiSpec 4pot caliper kit fits TR4 to TR6 with the later original caliper carrier. Including 280mm diameter plain discs.
- RTR4461SL-BK: TR4late-TR6. Aluminium HiSpec 4pot caliper kit fits TR4 to TR6 with the later original caliper carrier. Including 280mm diameter slotted discs.
- RTR4461XDSL-AK: TR3G-TR4early. Aluminium HiSpec 4pot caliper kit fits TR3G to early TR4 with early original caliper carrier. Including 280mm diameter cross drilled and slotted discs.
- RTR4461XDSL-BK: TR4late-TR6. Aluminium HiSpec 4pot caliper kit fits TR4 to TR6 with the later original caliper carrier. Including 280mm diameter cross drilled and slotted discs.
- RTR4458-1K: TR3-earlyTR4 Aluminium HiSpec 4 pot caliper kit supplied with 284mm diameter vented discs, adaptors brackets, hoses, pads, hardware and full instructions.
- RTR4458K: LateTR4-6 Aluminium Hi-Spec 4 pot caliper kit supplied with 284mm diameter vented discs, adaptors brackets, hoses, pads, hardware and full instructions.

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

- RTR4475K: TR7-8. 4-pot caliper conversion using HiSpec Billet 4 calipers and your existing 240mm diameter, plain 10mm thick discs. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with standard 130 wheels with a useable internal diameter of 275mm.
- RTR4475PK: TR7-8. 4-pot caliper conversion using HiSpec Billet 4 calipers and including 240mm diameter, plain 10mm thick discs. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with standard 130 wheels with a useable internal diameter of 300mm.
- RTR4476K: TR7-8. 4-pot caliper conversion using HiSpec Billet 4 calipers and 260mm diameter vented discs, 24mm thick. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with after market 130 wheels with a useable internal diameter of 324mm.
- RTR4480K: TR7-8. 4-pot caliper conversion using HiSpec Billet 4 calipers and 285mm diameter vented discs, 24mm thick. Supplied with MINTEX M1109 pads, surface area approximately 42.5 cm. This kit will fit with after market 130 wheels with a useable internal diameter of 324mm.
- RTR4481K: TR7-8. 4-pot caliper conversion using HiSpec Billet 4 calipers and 285mm diameter vented discs, 24mm thick and race performance pads with an approximate pad area of 38.5cm. Will fit with after market 130 wheels with a useable internal diameter of 300mm.
- RTR4482K: TR7-8. 4-pot caliper conversion using HiSpec Race series R114/4 calipers incorporating high temperature seals and supplied with 260mm diameter vented discs, 24mm thick and race performance pads with an approximate pad area of 38.5cm. Will fit with after market 140 and 150 wheels with a useable internal diameter over 316mm.
- RTR4493K: TR7-8 HiSpec & Monster 4/4 pot caliper kit. This kit includes larger calipers than RTR4480K and is supplied with massive 300mm diameter, 28mm wide vented discs.
and aluminum bells. Will only fit with after market wheels of 150diameter with a usable ID of over 334mm.

**BRAKE PADS**

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

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

**STANDARD COMERCIAL GRADE PADS**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Material</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GBP172</td>
<td>TR3G-TR4E</td>
<td>Standard pad</td>
</tr>
<tr>
<td>GBP114</td>
<td>TR4L-TR6E</td>
<td>Standard pad ¾opins.</td>
</tr>
<tr>
<td>GBP216</td>
<td>TR6L standard</td>
<td>pads 3/16opins.</td>
</tr>
<tr>
<td>GBP281</td>
<td>TR7 standard</td>
<td>pads</td>
</tr>
<tr>
<td>GBP245</td>
<td>TR8 standard</td>
<td>pads</td>
</tr>
</tbody>
</table>

**MINTEX RANGE**

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

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

- Black: replacing road pads.
- Green: fast Road, Road Rally use.
- Red: Stage Rally, Short Race.
- Yellow: endurance racing.

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

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Material</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTR4142KG</td>
<td>TR3G-TR4E</td>
<td>Kevlar green</td>
</tr>
<tr>
<td>RTR4071KB</td>
<td>TR4-6E</td>
<td>¾opins: Kevlar black</td>
</tr>
<tr>
<td>RTR4071KG</td>
<td>TR4-6E</td>
<td>¾opins: Kevlar Green</td>
</tr>
<tr>
<td>GBP172KR</td>
<td>TR3G-TR4AE</td>
<td>Kevlar Red</td>
</tr>
</tbody>
</table>

**SPECIAL PADS**

- GBP203KG As Above Kevlar green.
- SPB5055AF TR7-8 4 pot kit standard replacement pad.
- RTR4464 Wilwood Midilite fast road.
- MLB52KG TR7-8 Steel 4 pot kit Kevlar green.
- MLB52KR TR7-8 Steel 4 pot kit Kevlar red.
- MLB52KY TR7-8 Steel 4 pot kit Kevlar yellow.

**BRAKE PADS ANTI-SQUEAL SHIM KITS & MISC**

- RTR4509 CERATEC Brake assembly grease, special formula which stops and prevents brake squeals.
- GRPFK1 TR4 late to TR6 early shim kit ¼opins.
- GRPFK5 Shim kit ¾16 pins.
- SPM10030 Bleed nipple cap.
- RTR3463K TR3G-6 Front wheel bearing spacer kit. This kit helps to stop pad knock-back resulting from stub axle flex. The kit is useful when original equipment callipers and discs are fitted, but even more relevant when 4 pot callipers larger discs are fitted.

**BRAKE DISCS**

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

Fuel Systems and Braking

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209327 TR4L-6 Standard solid disc, high quality by DBA, each.
209327RACE TR4L-6 Solid discs heat-treated to help prevent warping during race use, each.
RTR4143SL As RTR4144SL for TR4L-6
RTR4143SR As RTR4144SR for TR4L-6
RTR4143XDSL As RTR4144XSLX for TR4L-6
GBD602 TR7-8 Standard solid disc, high quality by DBA
GBD602SL As RTR4144SL for TR7-8
GBD602SR As RTR4144SR for TR7-8
GBD602XDSL As RTR4144XDSL for TR7-8

BRAKE CLEAN SPRAY

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

REAR BRAKES

TR2-4 LIVE AXLE DISC BRAKE CONVERSION

RTR4410-1K TR3G Rear Calliper conversion kit. Competition use only. This kit includes all parts to fit rear disc brakes including callipers, mounts, discs, and handbrake parts.

Note: This kit can only be fitted to TR2 – 3 early when a later Girling axle is fitted. The kit will not fit to Lockheed axles. Also, this kit should only be considered if you are prepared to check body clearance and remove metal from the inner wheel arch lip. This applies to all TR2-3B variants.

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

DRUMS

RTR4108 TR3-6 Alfin type brake drums 9b X 1½" Similar to the original design, but with transverse fins rather than the original radial fins. Cost is per pair. Please note that these drums are specifically intended for TR4AIRS to TR6. The stud holes will need opening out to 14.5mm for TR2/3/4.
301590 TR2-3 Alfin type brake drums 10ø x 2ø Suitable for front or rear.

BRAKE SHOES

RTR4067 TR2-3 Lockheed 10ø shoes. Front and rear M20 material.
RTR4068LOCK TR2-3 Lockheed 9b rear shoes Rear M20 material
RTR4068 GB3813EBC TR3-6 rear shoes Mintex M20 material
TR7-8 (9 x 1½") with EBC Material

BRAKE SHOE HOLD DOWN SPRINGS

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

HANDBRAKE TR2-4

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

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

BRAKE/CLUTCH PIPE AND KITS

STANDARD BRAKE AND CLUTCH PIPE KITS

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

BPS323L TR2-3 Lockheed LHD
BPS323R TR2-3 Lockheed RHD
BPS230DAL TR2-3 with Lockheed master cylinder, Girling discs and Girling type axle LHD.
BPS230DAR TR2-3 with Lockheed master cylinder, Girling discs and Girling type axle RHD.
BPS230DL TR2-3 with Lockheed master cylinder and Girling discs but Lockheed axle LHD.
BPS230DR TR2-3 with Lockheed master cylinder and Girling discs but Lockheed axle RHD.
BPS230GAL TR2-3 with Lockheed master cylinder, front drums and Girling rear axle fitted LHD.
BPS230GAR TR2-3 with Lockheed master cylinder, front drums and Girling rear axle fitted RHD.
BPS3ALK TR3A Girling LHD
BPS3ARK TR3A Girling RHD
BPS3ACLK TR3A Girling LHD with stop switch moved onto bulkhead out of proximity of exhaust pipe. As per Rally cars.
BPS3ACRK TR3A Girling RHD. As for BPS3ACLK but right hand drive.
RTR4076SSK TR3-4 (also TR2-3 when fitted with TR3A-6 CALIPER), Pipe, bracket and stainless steel braided hose set to convert hose exit from the CALIPER from vertical to horizontal. Reduces the possibility of chaffing on wheel rims and suspension components. Kit includes enough parts for both front brakes.
BPS4L TR4. LHD.
BPS4R TR4. RHD.
BPS4AIRSL TR4AIRS. LHD.
BPS4AIRSR TR4AIRS. RHD.
BPS55L TR5-6 early. LHD with Imperial threaded caliper.
BPS56R TR5-6 early. RHD with Imperial threaded caliper.

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Thorngrove Barns Middlezoy Somerset TA7 0PD United Kingdom
Comprehensive parts manufacturers and suppliers for the entire TR series. Visa, MasterCard, Delta and Switch accepted for instant service. World wide export service.
Solo sponsors of the Revington/TR/ TR Register Sprint and Hillclimb Championship.
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23/05/16 Ver A
**RALLY BRAKE AND CLUTCH PIPE SETS**

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

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

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

For example:

- **RTR4121** TR2-3 Lockheed master cylinder to Girling brakes front and Girling back axle.

**BRAKE PIPE AND FITTINGS**

**BRAKE PIPES**

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

<table>
<thead>
<tr>
<th>Brake pipe O/D</th>
<th>END A</th>
<th>END B</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTR4212-?????</td>
<td>3/16&quot;</td>
<td>3/8UNF Male nut; Single Flair</td>
</tr>
<tr>
<td>RTR4254-?????</td>
<td>3/16&quot;</td>
<td>3/8UNF Male nut; Single Flair</td>
</tr>
<tr>
<td>RTR4214-?????</td>
<td>3/16&quot;</td>
<td>3/8UNF Male nut; Double Flair</td>
</tr>
<tr>
<td>RTR4525-?????</td>
<td>3/16&quot;</td>
<td>3/8UNF Male nut; Double Flair</td>
</tr>
<tr>
<td>RTR4523-?????</td>
<td>3/16&quot;</td>
<td>3/8UNF Female nut; Double Flair</td>
</tr>
<tr>
<td>RTR4460?????</td>
<td>3/16&quot;</td>
<td>3/8UNF Female nut; Single Flair</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Brake pipe O/D</th>
<th>END A</th>
<th>END B</th>
</tr>
</thead>
<tbody>
<tr>
<td>GPP104DL</td>
<td>3/16&quot;</td>
<td>M10 Male nut; Single Flair</td>
</tr>
<tr>
<td>GPP120DL</td>
<td>3/16&quot;</td>
<td>M10 Female nut; Double Flair</td>
</tr>
</tbody>
</table>

**FITTINGS**

- 624155 Universal double plastic clip. Original TR6 fitting for brake pipes.

**PETROL PIPE SETS**

**STANDARD PETROL PIPE SETS**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PPS23A</td>
<td>TR2-3A Petrol pipe set from the tank to the petrol tap in Kunifer pipe. Including joiners.</td>
</tr>
<tr>
<td>PPS44A</td>
<td>TR4-4A Petrol pipe set from tank to petrol pump in Kunifer pipe. Including joiners.</td>
</tr>
<tr>
<td>PPS6</td>
<td>TR5 Petrol pipe set to and from the tank and metering unit hose in Kunifer pipe including rubber joiners and clips. Suitable for cars with the PRV in the boot.</td>
</tr>
<tr>
<td>PPS6C</td>
<td>TR250 and TR6 Carburettor models.</td>
</tr>
<tr>
<td>PPS6E</td>
<td>TR6 PI early. Petrol pipe set to and from the tank and metering unit hose in Kunifer pipe including rubber joiners and clips. Suitable for cars with the PRV in the boot.</td>
</tr>
<tr>
<td>PPS6L</td>
<td>TR6 PI late. For as PPS6E but with slightly longer front pipe. (Triumph extended this pipe to move it out of the way of the oil filter housing).</td>
</tr>
</tbody>
</table>

**RALLY PETROL PIPE SETS**

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

**FLUIDS AND TEST EQUIPMENT**

**BRAKE FLUID AND HARDWARE**

See section 5

**TOOLS AND TEST EQUIPMENT**

See section 9