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ANNULAR CLUTCH RELEASE BEARING ASSEMBLY

RTR1009

Triumph clutch operation of the type found in the 2000, 2.5PI Saloons and TR range suffer from a notoriously poor release mechanism.

When hydraulic pressure is applied at the slave cylinder, the slave cylinder piston moves backwards and via a cross shaft and linkage ultimately moves the finger of the clutch cover to release pressure on the clutch plate. This system suffers from worn cross shaft bearings, taper fork drive pins which break, and release bearing carriers which end up with deep wear grooves in them. All of this adds up to lost motion, which detracts from proper operation.

At Revington TR we have overcome these problems by developing a clutch release kit, which utilizes an annular clutch slave cylinder and release bearing assembly.

None of the original slave cylinder and linkage mechanism is required at all. The new system bolts to the front of the gearbox and works like this. The slave cylinder consists of an aluminum housing which fits over the snout of the gearbox. Inside this housing is a hollow sleeve with the clutch release bearing mounted on its forward face. The inner sleeve and housing have oil seals at both ends. Hydraulic oil enters through a port between the oil seals and forces the inner sleeve forward, moving the release bearing forward and operating the clutch.

The system is far more reliable than the original, having minimal moving parts and provides extremely quick gear changing. The kit cost is less than the cost of replacing all the worn out/broken parts of the original system. The new system can be used with our 7 ¼" race clutches or with standard clutches.

Available from REVINGTON TR

Please use the website www.revingtontr.com for current prices

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