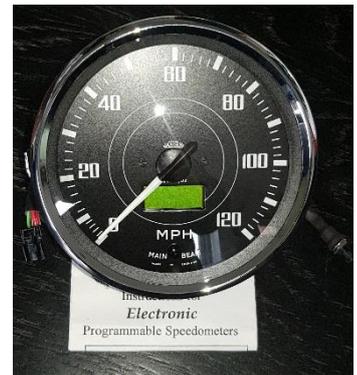


Notes on the TR2-6 range of Smiths instruments and fitting notes for our Electronic speedometer instruments.

Background: -

TR's 2-6 instrument became unavailable as soon as the cars were more than a few years out of production, a system of reconditioning has since been in place. Instruments to use as 'core' to enable the exchange system to work have become increasingly difficult to find. This problem has now completely evaporated as Revington TR have commissioned the manufacture of ALL instruments, both the small 2" diameter sets and the two larger instruments, the Speedometer and the Tachometer.

The small instruments can be ordered under their original part numbers, any variations in the way these are sold are noted under the original part numbers. However the mechanical internal parts to enable a speedometer and tachometer to be reproduced as a completely new item are simply not available and are very unlikely to ever be remanufactured. We have made the decision to have these instruments remanufactured as electronic units which visually look the same as the original instruments (save for the Trip/odometer display on speedometers which is an electronic display). The speedometers and sensors are listed and most importantly we have given some fitting notes that will help with correct installation.



Parts Concerned: -

Part Number	Application
RTR8558-A	TR2-3B Speedometer Electronic MPH
RTR8558-A-1	TR2-3B Speedometer Electronic KPH
RTR8558-B	TR4 Domed Glass Speedometer Electronic MPH
RTR8558-B-1	TR4 Domed Glass Speedometer Electronic KPH
RTR8558-C	TR4-4A flat Glass Speedometer Electronic MPH
RTR8558-C-1	TR4-4A flat Glass Speedometer Electronic KPH
RTR8558-D	TR250, 5, 6CC, CP Speedometer Electronic MPH
RTR8558-D-1	TR250, 5, 6CC, CP Speedometer Electronic KPH
RTR8558-E	TR6CR, CF Speedometer Electronic MPH
RTR8558-E-1	TR6CR, CF Speedometer Electronic KPH
RTR8558-1	Sensor screwed to Speedometer drive

WEB SITE www.revingtontr.com TEL 01823 698437 FAX 01823 698109 EMAIL info@revingtontr.com

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. Worldwide export service.

Sole sponsors of the RevingtonTR/TR Register Sprint and Hillclimb Championship.

Issue 2 20/12/18

RTR8558-2 Sensor Bolt counting

RTR8558-3 Sensor Speedometer drive, 5 Speed Toyota Conversions

All other instruments with regard to condensation notes

Fitting Notes: -

Electronic Speedometers.

Instruments come with fitting instructions from the manufacturers which assume some electrical knowledge. These manufacturer's instructions are also relevant to a whole range of instruments, not just our TR range.

These notes are intended to help interpret the manufacturer's instructions and get the best out of your installation.

Referring to the instruction sheet that comes with the instrument headed 'Harness Connections'

1. Green : Fused ignition 12volt positive feed
2. Brown/Slate (Grey) : This is an alternative trip reset connection. It operates when connected to earth via a switch. As the instrument already has a trip reset harness and switch built in we have never needed to use this additional facility. We recommend taping the end up to insulate it and tie the wire out of the way to ensure it cannot earth out inadvertently as this would reset the trip unexpectedly.
3. Red : Not required for our Speedo drive sensors RTR8558-1, RTR8558-2 and RTR8558-3.
4. Red/White : self-expletory. Make a connection to the cars instrument lighting circuit (also red/white)
5. Black : Self-explanatory. Earth to the chassis/body/battery -ve.
6. White/Black : connect to the Green/Yellow wire from sensors RTR8558-1 and RTR8558-3.
7. Red/Blue : Generally reserved for 2 wire sensors however the manufacturers advise us that this input can be used if the system has a lot of external background noise in which case it is sometimes beneficial to connect the sensor signal wire to this input rather than the Black/White wire as it has more filtering built in. We have not found it necessary to use this wire on a TR yet.
8. Light Green/Purple. Not required on our instruments. Insulate and tie out of the way

Sensor wires RTR8558-1 and RTR8558-3 units

1. Green/Yellow : Connect to White/Black instrument wire
2. Brown : Connect to a constant feed from the battery, as close to battery as possible to reduce interference and voltage spikes.
3. Blue : Connect to Earth. Chassis/body/battery -ve.

Additional information

1. The instrument instructions suggest that the needle will do a full sweep of the dial when switched on. This is not the case with our TR instruments, it only happens with modern looking instruments.

2. When calibrating a KPH speedometer you can use a measured kilometre instead of a measured mile.

Condensation

Condensation or misting on the inside of the glass of instruments is usually a sign that they have moisture trapped inside them. The most common cause is instruments being left open (bulb holder removed) in cold/damp weather, which could be during delivery (especially by air) or infrequent use when installed in the car.

The instruments do have adequate ventilation, but it can take a few hours fully warmed up to cure the problem or to prevent it happening if the instruments are uninstalled. It makes sense therefore to warm the instruments, with bulb holders removed in a dry environment for a few hours before installation.

To cure the issue when the instruments are in the car, warm up the car with the sidelights on so that the gauges are lit, this will warm the instruments (not so with LED replacement bulbs when an external heat source such as a hair dryer will be needed), then remove all of the lamp holders. Allow time for the moisture to escape/evaporate, then reinsert the lamps. The misting should now be gone, but if not repeat the procedure.

The RevingtonTR Team