
QUESTIONNAIRE

Information required enabling RTR to supply correct parts in the following kits: -

RTR1424K TR5-250-6 Fast Road engine Stage 1; kit of parts.

RTR1425K TR5-250-6 Fast Road / Rally engine Stage 2; kit of parts.

RTR1426K TR5-250-6 Fast Road / Rally/ Competition engine Stage 3; kit of parts.

RTR1427K TR5-250-6 Outright Competition engine Stage 4; kit of parts.

Please answer the following questions, which determine the type of engine you are rebuilding/upgrading. Remember that the car and its engine are circa 35 years old and unless you have had it from new, you cannot be certain that the engine components, presently fitted, match exactly the original specification for your engine number. It is therefore vitally important to physically check what is in your engine.

Please note that Revington TR cannot be responsible for the incorrect supply of parts where the information requested below is either incomplete or inaccurate.

1. What is your bore size? (74.7mm is standard)

2. What piston size do you require?

(+0.020", +0.030", +0.040", +0.060" pistons available for Stage 1 & 2 engines).

(+0.040", +0.060" pistons available for Stage 3 engines).

(+0.040", +0.060", +0.080", +0.110" pistons available for Stage 4 engines).

3. What Big End bearing size do you require?

(Standard, -0.010" -0.020", -0.030", -0.040", -0.050" bearings are available).

4. What Main bearing size do you require?

(Standard, -0.010" -0.020", -0.030", -0.040", -0.050" bearings are available).

Note: - Whilst a large range of undersize bearings is available, Revington TR strongly recommends the use of -0.040" and -0.050" bearings on Stage 1 engines only. Crankshafts are available new or second-hand if required).

5. What thrust washer size do you require?

(Standard, +0.005" +0.010", +0.015", +0.025" thrust washers are available).

6. Is the top of your block recessed?

For reference pre engine number CC/CP75, 000 would not be recessed and engine number CC/CP75, 001 onwards would be recessed. A later block may have been skimmed of course.

7. What crankshaft type do you have- Short back or Long back?

A Long back crank has a boss length of 1-5/8"(41mm) and a Short back crank has a boss length of 1"(25mm). Long back crankshafts were fitted to pre CC/CP50, 000 engines and short back crankshafts were fitted to CC/CP50, 001 onwards engines.

8. Which flywheel do you have?

The depth of the recess in the flywheel corresponds with the crankshaft. If the engine has been running prior to stripping, the flywheel/crankshaft combination is unlikely to be mismatched. If you have a box of bits-who knows! A long back crank uses a flywheel with a clutch face recess depth of 5/8"(16mm) and the short back crank uses a flywheel with a clutch face recess depth of 1"(25mm).

OTHER USEFUL INFORMATION

Stage 1 engines will work with standard exhaust, distributor, metering unit and carburettors as fitted to your car, with little alteration.

Stage 2 and beyond engines will need careful consideration of the specification of the components around the engine to ensure the best performance is achieved. The following list of options is not exhaustive but should be considered as a minimum.

1. Exhaust extractor manifold
2. Full flow exhaust system.
3. Mechanical fuel injection - Metering unit
4. Carburettors - SU or Webers. Webers are now very expensive. If these are considered, and new units are required, consider Electronic Fuel Injection, as the benefits are huge, with little extra expense.
5. Electronic Fuel Injection. Please see our website www.revingtontr.com or ask for our information sheet IS0020.
6. Inlet manifold
7. Air filter.
8. Electronic ignition including fully mapped ignition.
9. Distributor.
10. Fuel pump.

Revington TR have available all the equipment you will need to complement your engine.
Please call to discuss.