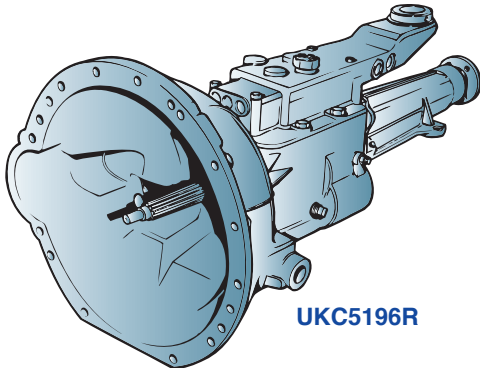


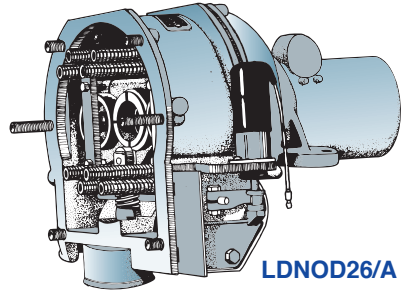
GEARBOX

REBUILT GEARBOXES AND OVERDRIVES

Gearboxes and Overdrives are rebuilt at C.A.R. Components. Many customers prefer to ship their own units to us for rebuilding.



UKC5196R



LDNOD26/A

Part No.	Description	No. Off	Current Prices on Website
UKC5196R	Gearbox Unit , rebuilt, non-overdrive	1	
UKC816R	Gearbox Unit , rebuilt, A-type overdrive type; does not include overdrive unit	1	
LDNOD26/A	Overdrive Unit , A-type, without adaptor plate; available on exchange basis only	1	

Call us at 800 234-1104, ext. 3010 to discuss having your gearbox and overdrive rebuilt. C.A.R. Components is currently closed, but we will revise this page when it reopens.

GEARBOX MOUNTING DETAILS



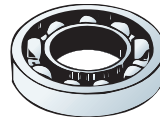
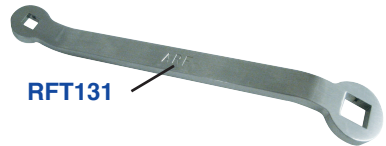
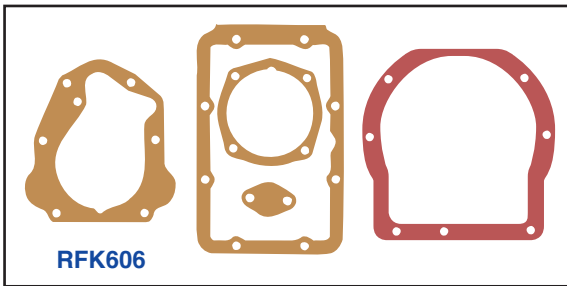
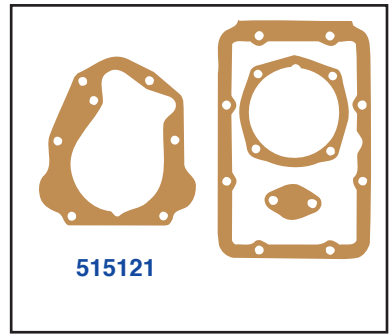
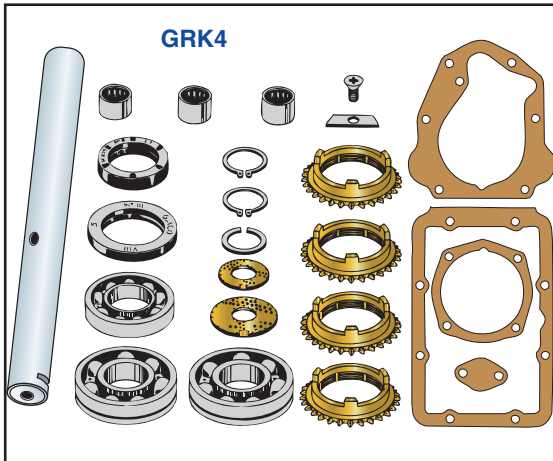
112445/SS

Part No.	Description	No. Off	Current Prices on Website
	HARDWARE , gearbox to engine		
HB860	Bolt	6	
WL208	Washer , lock	6	
HN2008	Nut , hex	3	
WL208	Washer , lock	3	
112445/SS	Cover , clutch housing, stainless steel; closes off lower portion of gearbox housing under rear of engine	1	
	HARDWARE , cover to gearbox		
HU806	Screw , set	2	
HU808	Screw , set	2	
HU810	Screw , set	2	
HN2008	Nut , hex	4	
WL208	Washer , lock	4	

GEARBOX

GEARBOX REBUILDING COMPONENTS

This section lists many of the more popular gearbox components, including a gearbox overhaul kit, which includes everything you should replace on a routine basis.



Part No.	Description	No. Off	Current Prices on Website
GRK4	Gearbox Overhaul Kit ; includes gaskets, bearings, synchro cups, countershaft, seals, and misc. parts	1	
515121	Gasket Kit , non-overdrive	1	
RFK606	Gasket Kit , overdrive	1	
141756	Seal , front cover	1	
146129	Seal , rear extension or rear of overdrive	1	
58391	Bearing , front and center	2	
SP75G	Bearing , rear extension and rear of overdrive	1	
128105	Countershaft , better quality	1	
113431	Synchro Cup	4	
114774	Oil Drain Plug , original square-headed type	1	
155660	Oil Drain Plug , magnetic	1	
RFT131	Wrench , oil drain plug (and brake adjuster)	1	

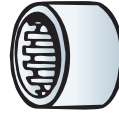
GEARBOX

GEARBOX COUNTERSHAFT GEARS

An updated first and reverse countershaft gear has become available for the TR4 and TR4A gearboxes. The updated gear is a new gear that has been modified to accept two rear bearings to increase the load carrying capacity of the original gear for longer life. New bearings are included and pre-fitted to the updated gears. Both the updated and standard gears are listed below.



128107



126862/S



126862/L



147749

Part No.	Description	No. Off	Current Prices on Website
128107/UP	Gear , first and reverse countershaft, updated; fitted with three bearings	1	
128107	Gear , first and reverse, standard; bearings not included	1	
	NEEDLE BEARINGS , countershaft gear, press-fit type as original		
126862/S	Needle Bearing Assembly , .869 inch length, as original	2	
126862/L	Needle Bearing Assembly , .995 inch length, longer type for better load carrying capacity	2	
147749	Circlip , retaining needle bearings; use these to insure that the needle bearings stay in	2	

GEARBOX COUNTERSHAFT

Over the years we have found that readily available countershafts were not made as hard as they should be and that they are often not machined correctly. We at TRF have solved the problem of knowing whether we are selling good countershafts by having our own shafts made at a U.S. manufacturer with high standards of quality. While this adds to the cost of the part, we find that most customers are willing to pay a little more for a critical part they can trust.



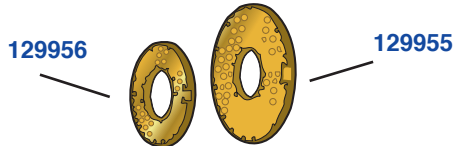
128105

Part No.	Description	No. Off	Current Prices on Website
128105	Countershaft , gearbox	1	

GEARBOX

COUNTERSHAFT THRUST WASHERS

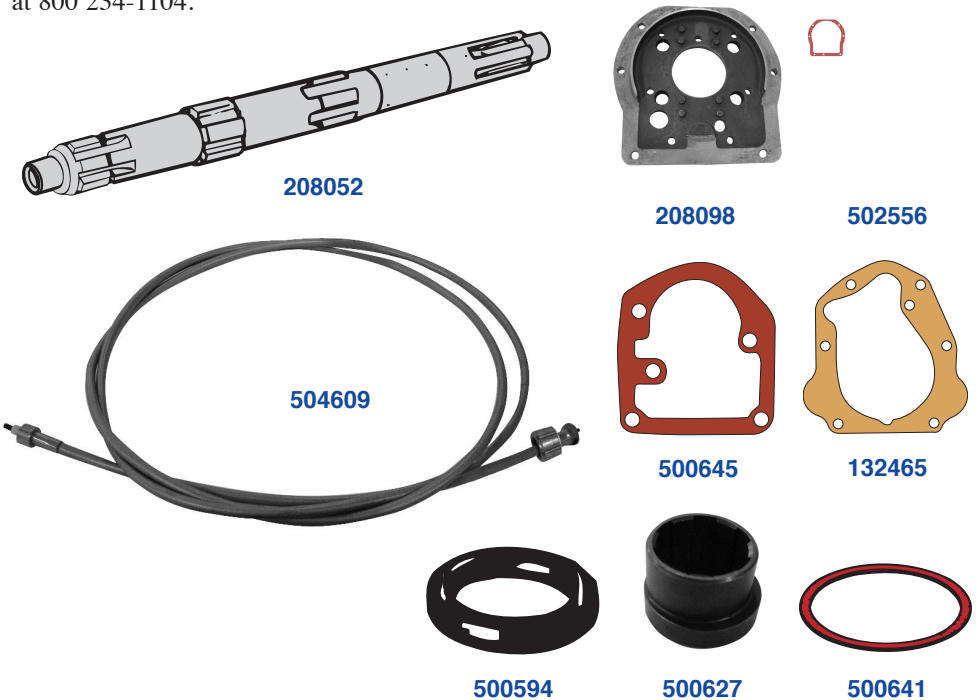
High quality countershaft thrust washers are once again available after being absent from the market for several years. New countershaft thrust washers are included in the gearbox rebuilding kits listed on page 47.



Part No.	Description	No. Off	Current Prices on Website
129955	Thrust Washer , front of countershaft	1	
129956	Thrust Washer , rear of countershaft	1	

OVERDRIVE REBUILDING

In this section you will find many of the more popular parts needed when rebuilding an A-type overdrive. For additional parts needed, please call Level 2 Sales at 800 234-1104.

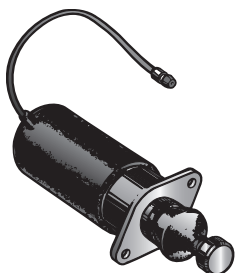


Part No.	Description	No. Off	Current Prices on Website
208052	Mainshaft	1	
132465	Gasket , overdrive to gearbox	1	
208098	Plate , adaptor	1	
502556	Gasket , adaptor plate to main case	1	
504609	Cable , speedometer	1	
500645	Gasket , side cover	1	
500594	Seal , oil, valve operating shaft	2	
500627	Cam , oil pump	1	
500641	Washer , drain plug	1	

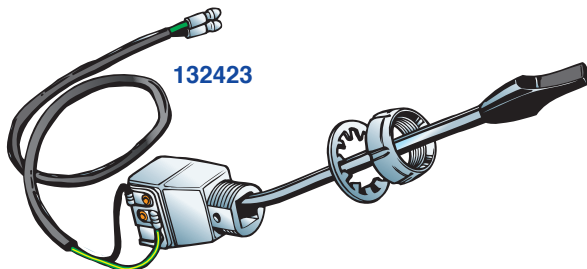
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GEARBOX

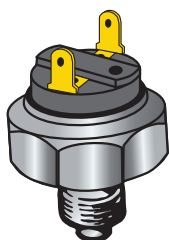
OVERDRIVE REBUILDING—Continued



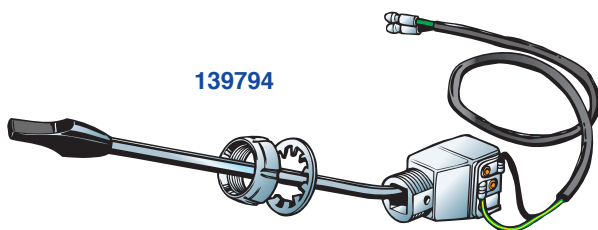
LU76515



132423



LU39890



139794



609792



LUSRB111

Part No.	Description	No. Off	Current Prices on Website
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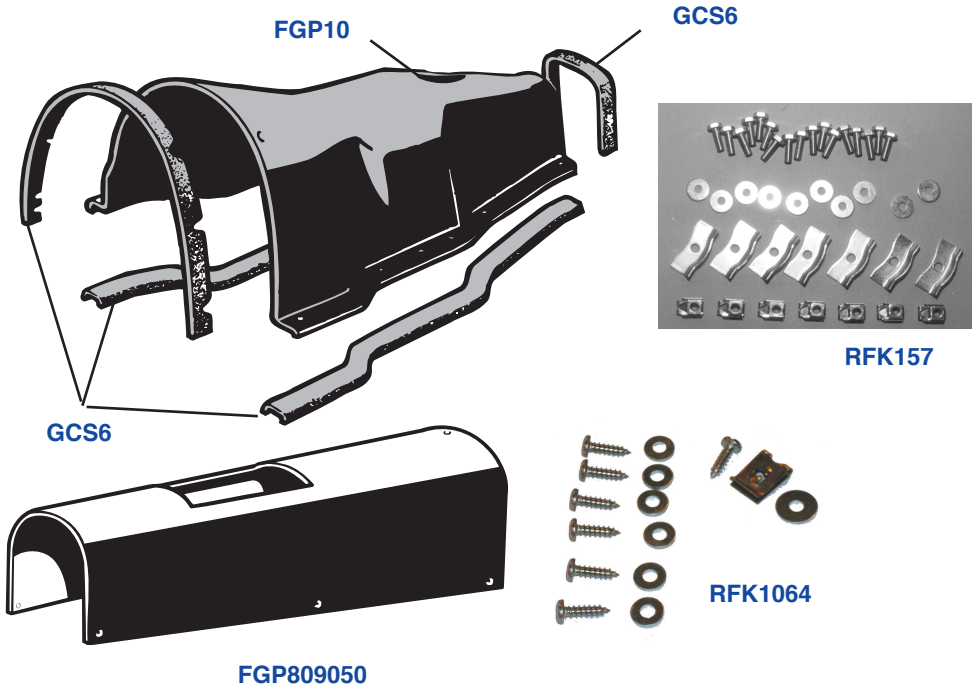
ELECTRICAL COMPONENTS

131338	Harness , switch to relay	1	
131339	Harness , relay to gearbox	1	
LUSRB111	Relay	1	
LU76515	Solenoid	1	
LU39890	Switch , interrupter, on top cover	2	
132423	Switch , overdrive, chromed handle, TR4 only; fitted to R.H. side of steering column	1	
139794	Switch , overdrive, chromed handle, TR4A only; fitted to L.H. side of steering column	1	
609792	Bezel , chromed, overdrive switch; included with switches listed above	1	

GEARBOX

GEARBOX COVERS

“Replace Your Rotten, Oil-soaked Cardboard Gearbox Cover with Space Age Plastic”



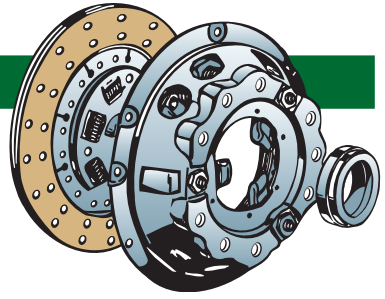
Part No.	Description	No. Off	Current Prices on Website
RFK779	GEARBOX COVER AND INSTALLATION KIT; includes plastic gearbox cover, rubber seal kit, and correct mounting hardware	1	
FGP10	Gearbox Cover, heavy duty moulded plastic	1	
GCS6	Rubber Seal Kit, to seal cover to floor and bulkhead; cement seals to cover	1	
RFK157	Hardware Kit, securing cover to floor and bulkhead; includes all the correct hardware to do the job	1	
FGP809050	Drive Shaft Tunnel, heavy duty moulded plastic, TR4A only	1	
RFK1064	Hardware Kit, for installing cover to prop shaft tunnel	1	

CLUTCH

CLUTCH KITS, TR4 ONLY

*“New Original Equipment Clutches
Still Available...”*

At TRF we are pleased to be able to offer original equipment clutch pressure plates and clutch driven discs. These are new components, not rebuilt, and they are the best you can buy. The three-piece kit listed below includes an uprated throw-out bearing.



RFK225

KB33-19

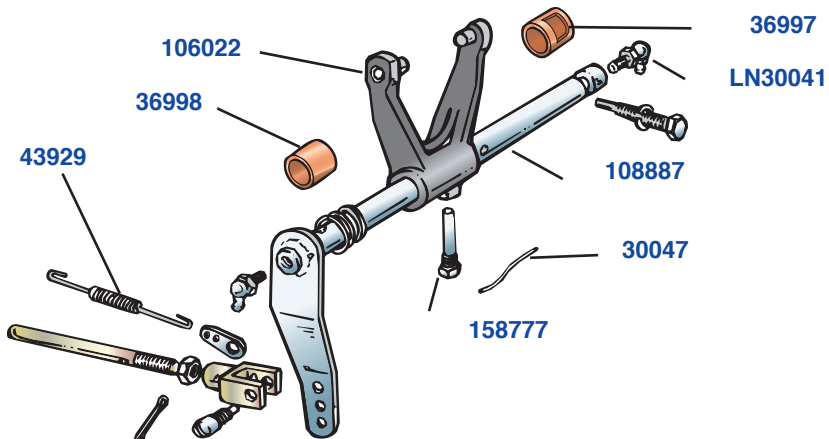


Part No.	Description	No. Off	Current Prices on Website
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CLUTCH KITS AND COMPONENTS, TR4

RFK225	CLUTCH KIT , three-piece, OEM components	1	
70380	Pressure Plate	1	
116638	Driven Plate , disc	1	
HP222	Throw-out Bearing , uprated	1	
KB33-19	Clutch Alignment Tool	1	

CLUTCH MECHANICALS, TR4 ONLY



Part No.	Description	No. Off	Current Prices on Website
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100159	Sleeve , throw-out bearing, TR4 only	1	
108887	Cross-shaft , with lever and provision for grease fitting, TR4	1	
LN30041	Grease Fitting , cross-shaft	2	
WF507	Fibre Washer , under grease fitting	2	
36997	Bush , cross-shaft, slotted	1	
36998	Bush , cross-shaft, plain	1	
106022	Fork , throw-out bearing, TR4, TR4A	1	
158777	Taper Pin , securing fork to cross-shaft; do not over tighten, use lock wire	1	
30047	Lock Wire	1	
43929	Spring , return, mounted beside slave cylinder	1	

CLUTCH

MAGIC CLUTCH KITS, TR4A ONLY

“TRF’S OWN UPATED MAGIC CLUTCH KITS FOR TR4A”

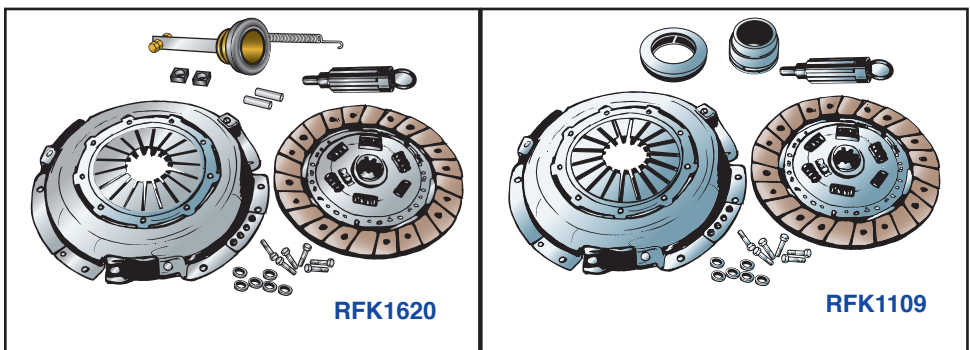
The Roadster factory began listing its own uprated clutch kit ten years ago, and hundreds have been sold to satisfied customers over that time. The Magic Clutch kit was developed by Dave Hagenbuch from ideas provided by J.K. Jackson of Tallahassee, Florida and by Dean Houston of British Sportscar Works in Port St. Lucie, Florida. The new kit was developed to solve long-term clutch problems experienced by many TR250 and TR6 owners, and as the components of the kit are the same, these kits work well for TR4A.

Two kits are now available, one with a long-life conventional throw-out bearing and the other with a high-performance Gunst throw-out bearing. Both kits are now supplied with precision bronze throw-out sleeves.

Magic Clutch Kits have proven to be very reliable. Several cars owned by TRF employees are fitted with Magic Clutch Kits.

Our Warranty: We will replace this clutch free of charge if it should fail during the first eighteen months from invoice date with your choice of either of the other two available clutch brands, OEM or LUK. To qualify for the extended warranty, you must replace the additional mechanical components listed below.

Important Note: Always be sure that a new throw-out sleeve will slide easily on the gearbox front shaft after the bearing is installed. Check the shaft for rough spots and smear a little of TRF’s bear grease on the shaft on which the sleeve slides. If there is too much friction at this point, the clutch will hang up. Note that instances have occurred where the clearance between the sleeve and the shaft were too great and the sleeve cocked on the shaft. The point being made here is that you need to pay particular attention to this area during reassembly.

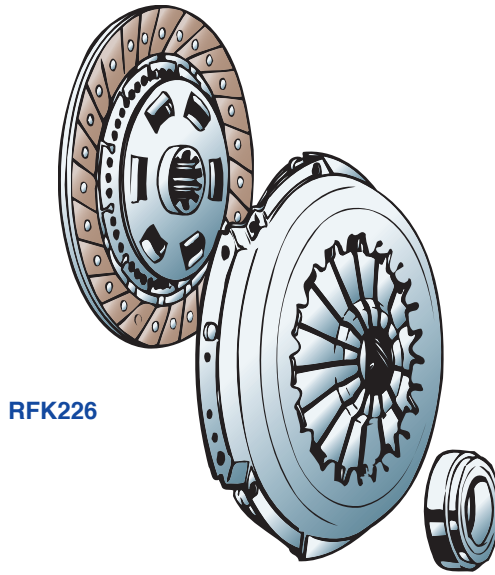


Part No.	Description	No. Off	Current Prices on Website
RFK1109	MAGIC CLUTCH KIT; expected to give long and trouble-free service; includes pressure plate, driven plate, and Koyo-brand throw-out bearing installed on a new bronze throw-out sleeve, TR4A only	1	
RFK1620	MAGIC CLUTCH KIT, as above but with Gunst throw-out bearing as listed on page 57, TR4A only	1	

Continued on Next Page

CLUTCH

ORIGINAL EQUIPMENT CLUTCH KITS



RFK226

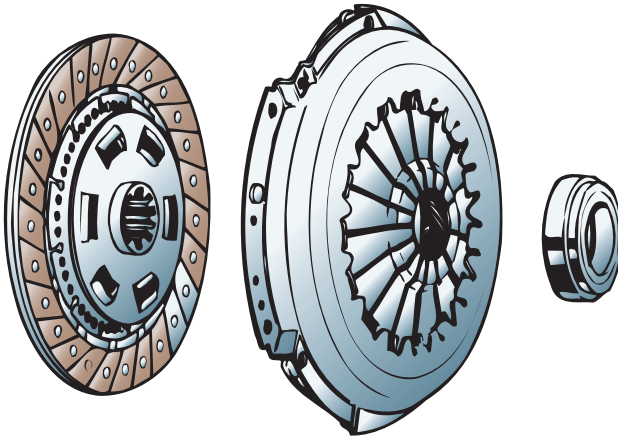
Part No.	Description	No. Off	Current Prices on Website
RFK226	CLUTCH KIT , three-piece, OEM TR4A	1	
214321	Pressure Plate	1	
148146	Driven Plate	1	
GRB211	Throw-out Bearing	1	
RFK1396	CLUTCH KIT , three-pieces, as above but with a high-performance Koyo-brand throw-out bearing	1	
214321	Pressure Plate	1	
148146	Driven Plate	1	
HP122	Throw-out Bearing , long life, high-performance Koyo brand	1	
KB33-19	Clutch Alignment Tool	1	

CLUTCH

LUK CLUTCH KITS

“Recommended by Joachim Gunst...”

LUK is an important European manufacturer of clutch components, and LUK clutches are original-equipment on some of the most expensive and best-built cars in the world. Clutch kits come with pressure plates, driven plates, and throw-out bearings. As with other kits, TRF give you a choice of standard and high-performance, long life throw-out bearings. Note that LUK clutches are the ones recommended by Joachim Gunst of Heidelberg, Germany to go with his high-tech bearing kits.

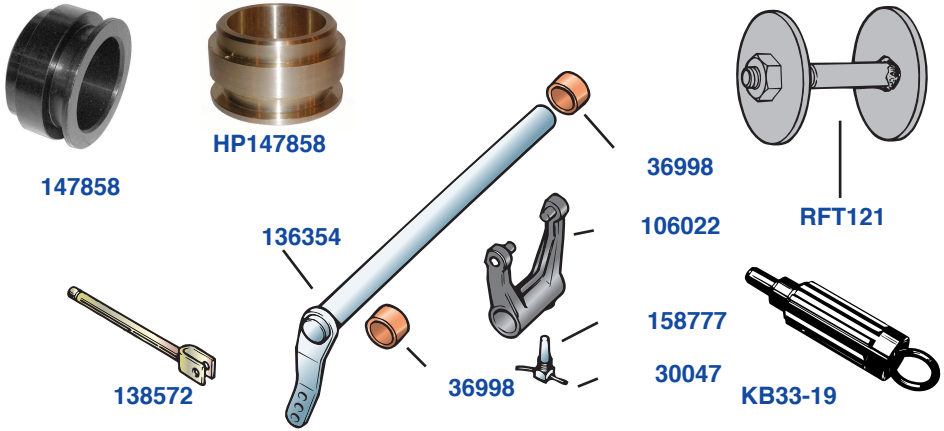


RFK747

Part No.	Description	No. Off	Current Prices on Website
RFK747	LUK-brand Clutch Kit; includes pressure plate, driven plate, and original throw-out bearing	1	
RFK747/K	LUK-brand Clutch Kit; includes pressure plate, driven plate, and high-performance, long-life Koyo-brand throw-out bearing	1	
RFK1628	LUK-brand Clutch Kit; includes pressure plate, driven plate, and high-tech Gunst throw-out bearing as listed on page 57.	1	
KB33-19	Clutch Alignment Tool	1	

CLUTCH

CLUTCH MECHANICALS TR4A ONLY



Part No.	Description	No. Off	Current Prices on Website
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CLUTCH MECHANICALS, TR4A

HP147858	Sleeve , throw-out bearing, bronze	1
147858	Sleeve , throw-out bearing	1
RFK1249	ADDITIONAL COMPONENTS KIT	1
136354	Cross-shaft , with lever	1
106022	Fork , throw-out bearing	1
158777	Taper pin , securing fork to shaft	1
30047	Lock Wire	1
36998	Bush , gearbox case	2
138572	Push Rod , slave cylinder to cross-shaft lever	1
	HARDWARE SECURING PUSH ROD TO LEVER	
PJ8808	Joint Pin	1
WP8	Plain Washer	1
PC9	Cotter Pin	1
43929	Spring , return, slave cylinder	1
RFT121	Tool , throw-out bearing installation	1
KB33-19	Clutch Alignment Tool	1

IMPORTANT NOTES ON CLUTCH INSTALLATION

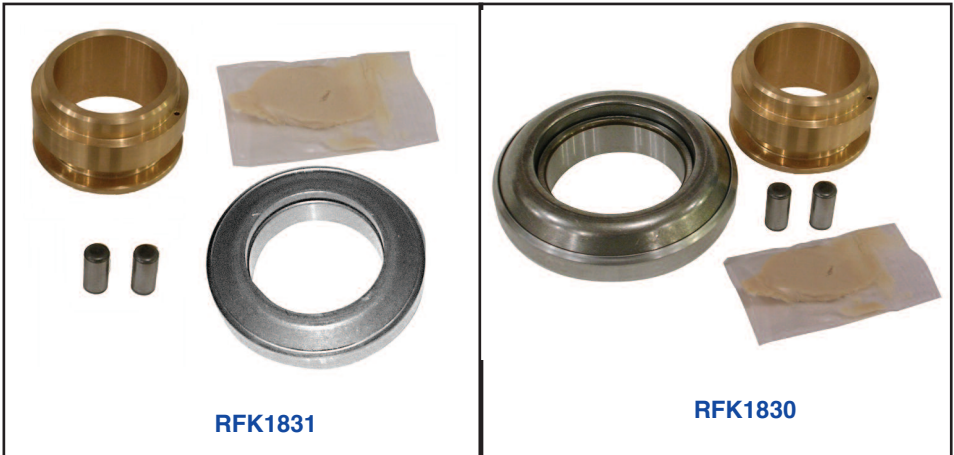
Your flywheel must be flat and square if a new clutch is to operate correctly. You can check run-out according to a shop manual with a dial indicator, or you can have the friction face of your flywheel trued by a good automotive machine shop. This is a standard operation, and the shop can balance your flywheel at the same time.

It is also important to insure that the car's hydraulic system is in proper working order.

CLUTCH

THROW-OUT BEARING AND SLEEVE ASSEMBLIES, TR4A ONLY

“TRF offers several alternative throw-out bearing and sleeve kits for the TR4A...”

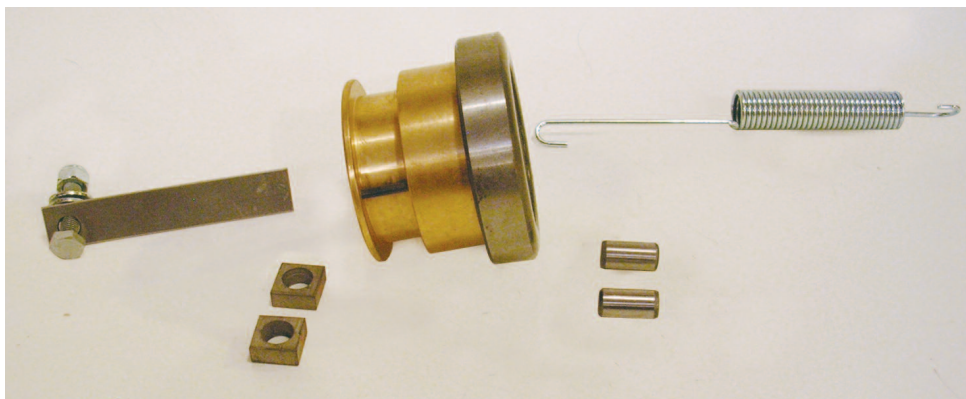


Part No.	Description	No. Off	Current Prices on Website
RFK1072	Bearing and Sleeve Assembly, TR4A; includes stock throw-out bearing fitted to a stock steel sleeve	1	
RFK1831	Bearing and Sleeve Assembly, TR4A; includes stock throw-out bearing fitted to a high-performance bronze sleeve	1	
RFK1830	Bearing and Sleeve Assembly, TR4A; includes a Koyo throw-out bearing fitted to a high-performance bronze sleeve	1	

CLUTCH

GUNST THROW-OUT BEARINGS, TR4A

A German Triumph enthusiast who works on Triumphs as a business in Heidelberg has developed a super high-tech throw-out bearing for the TR4A, TR250, and TR6. The Gunst bearing, as it is known, is a very high-quality bearings made especially for these models. It comes installed on a bronze carrier sleeve, and it is meant to run all the time by always pressing against the “fingers” of the clutch pressure plate. The Gunst bearing has been endorsed by a number of influential Triumph enthusiasts in the U.S., and it has been imported by several different clubs. A pseudo-Gunst bearing has also appeared, but the one sold by The Roadster Factory is the genuine Gunst bearing. The bearing kit comes with special steel dowels to locate the gearbox more positively on the rear engine plate and with a spring to pre-load the bearing lightly against the clutch fingers. Full instruction in English are provided. Note that Joachim Gunst recommends that his bearing works best with a LUK clutch, but other experts believe it will also work well with other clutches, particularly TRF’s Magic Clutch kit listed previously.

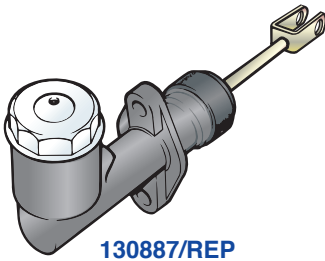


HPGN1

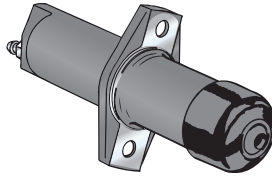
Part No.	Description	No. Off	Current Prices on Website
HPGN1	Throw-out Bearing Kit; includes high-tech bearings mounted on bronze sleeve; comes with dowels, trunnion blocks, pre-load spring, and German bear grease	1	

CLUTCH

CLUTCH HYDRAULICS



130887/REP



114531/REP



GILMA



SBF32



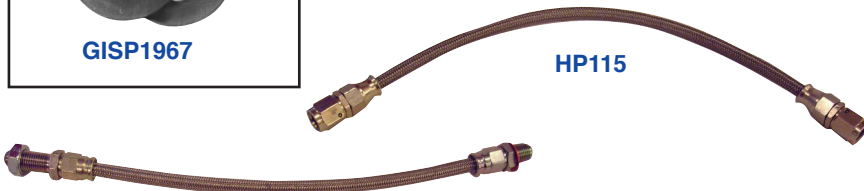
GISP1967



HK2487



GIGHP82



HP115



HP117

143354

Part No.	Description	No. Off	Current Prices on Website
130887/CG	Master Cylinder , clutch, reproduction, TR4, TR4A	1	
130887/REP	Master Cylinder , clutch, less-expensive reproduction, TR4, TR4A	1	
GISP1967	Repair Kit , clutch master cylinder, Girling brand, TR4	1	
HK1967	Repair Kit , clutch master cylinder, after-market brand, TR4	1	
114531/CG	Slave Cylinder , reproduction, TR4A	1	
114531/REP	Slave Cylinder , less expensive reproduction, TR4A	1	
208531	Pipe , clutch master cylinder to clutch hose, TR4	1	
GIGHP82	Clutch Hose , rubber, TR4	1	
HP117	Clutch Hose , stainless steel, TR4	1	
212418	Pipe , clutch master cylinder to clutch hose, TR4A	1	
143354	Clutch Hose , plastic, red, TR4A	1	
HP115	Clutch Hose , stainless steel, TR4A	1	
HK2487	Repair Kit , slave cylinder, after-market brand	1	
GILMA	Hydraulic Fluid , Castrol, one-pint bottle	A/R	
SBF32	Hydraulic Fluid , silicone, one-quart bottle	A/R	

DRIVE TRAIN

UNIVERSAL JOINTS

“Original Hardy Spicer Universal Joints with Grease Fittings”

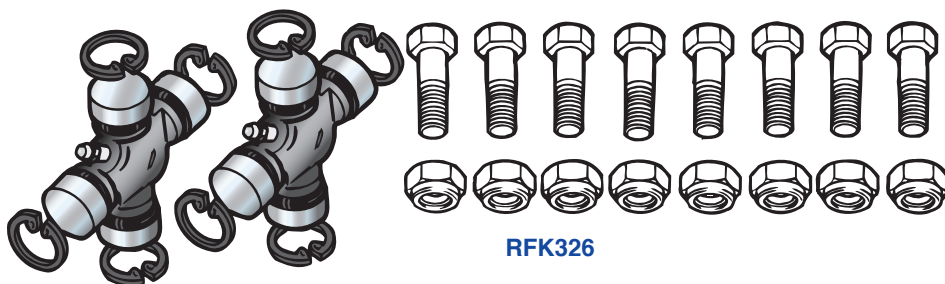


52406

Part No.	Description	No. Off	Current Prices on Website
52406	Universal Joint , original Hardy Spicer brand, drive shaft, TR4, TR4A	2	
52406	Universal Joint , original Hardy Spicer brand, axle shafts, TR4A IRS	4	
107960	Bolt , drive shaft flanges	8 to 16	
TN3209	Nut , nyloc, securing bolts	8 to 16	
GHF243	Nut , cleve-loc type, holds even better than nyloc	8 to 16	

UNIVERSAL JOINT SERVICE KITS

“Handy Kits Make Ordering Easier”

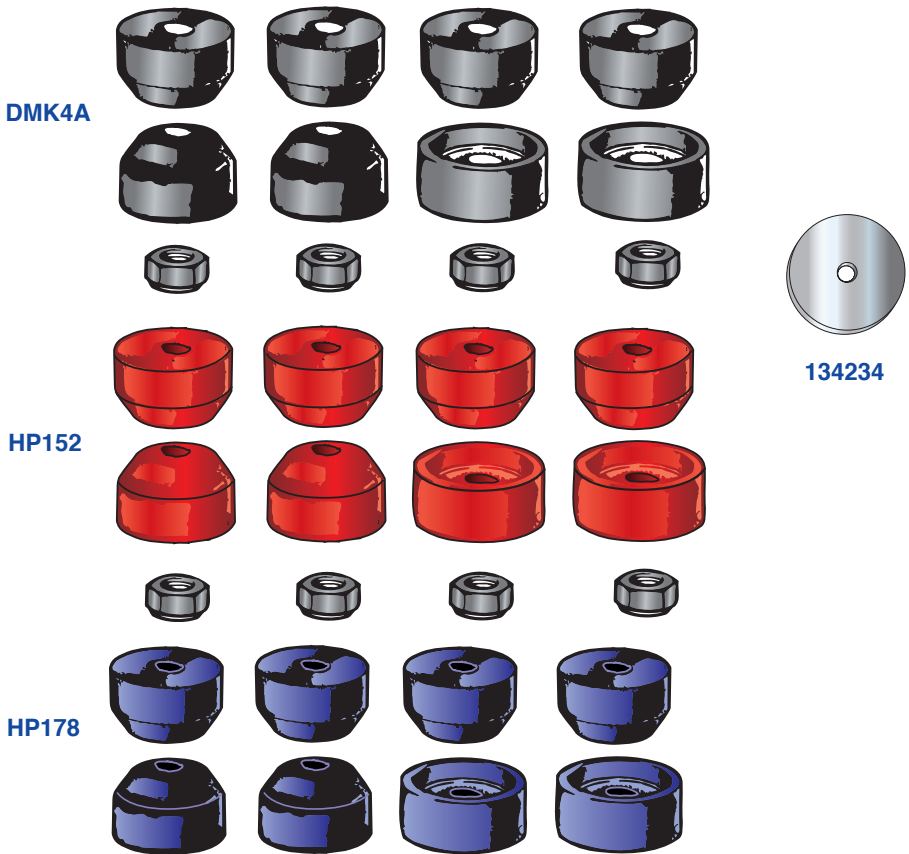


RFK326

Part No.	Description	No. Off	Current Prices on Website
RFK326	Drive Shaft Kit ; includes two U-joints, bolts, and nuts flange hardware, TR4, TR4A	1	
RFK327	Rear Axle Shaft Kit ; includes two U-joints, bolts, and nuts to install on axle shaft, TR4A IRS only	2	
RFK328	Deluxe Complete Car Kit ; includes six U-joints, all bolts and nuts to install drive shaft and two axle shafts plus Loctite Threadlocker, TR4A IRS only	1	

DIFFERENTIAL

DIFFERENTIAL MOUNTS, TR4A IRS



Part No.	Description	No. Off	Current Prices on Website
DMK4A	DIFFERENTIAL MOUNTING KIT; stock grade rubber mounts; includes mounts and required nyloc nuts	1	
134235	Diff Mount , rubber, front and rear	6	
134236	Diff Mount , rubber, lower front	2	
TN3209	Nut , nyloc	4	
134234	Washer , large, diff mounting; not included in diff mounting kit listed above	4	
HP152	URETHANE DIFFERENTIAL MOUNTING KIT , TR4A IRS; includes full set of urethane mounts and nyloc nuts	1	
134234	Washer , large, diff mounting; not included in diff mounting kit listed above	4	
	RACE-QUALITY PURPLE URETHANE DIFF MOUNTS , highest quality diff mounts from Australia		
HP178	Diff Mount Kit , purple urethane, standard ride; includes eight mounts	1	
HP179	Diff Mount Kit , purple urethane, firm ride; includes eight mounts	1	

DIFFERENTIAL

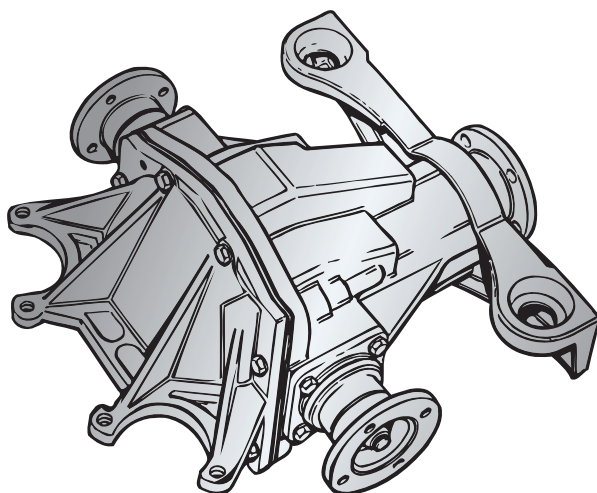
REBUILT DIFFERENTIALS

“You don’t want anybody but C.A.R. Components to rebuild your diff”

C.A.R. Components is located in a shop in the back of TRF’s building. Generally customers like to have their own differential units rebuilt and returned to them. This avoids having to pay a core charge. To make arrangements to have your differential rebuilt or to determine if we have a core unit at TRF to rebuild for you, call us at 800 234-1104, ext. 3010.

Rebuilt differentials include brand new matched crown wheel and pinion sets, new bearings, and we set them up to exact factory specifications. High-quality Timken bearings are used on all differentials rebuilt by C.A.R. Components as well as Chicago Rawhide brand seals which we have found to be superior to other seals on the market.

C.A.R. Components is currently closed, but we will edit this page when it reopens.



312060R

Part No.	Description	No. Off Current Prices on Website
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REBUILT DIFFERENTIALS, solid axle;

includes the rebuilding of the differential unit and the rear hubs, 3.7:1 ratio

510922R	Rebuilt Differential , solid axle, TR4	1
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CORE200	Core charge on the above	1
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514752R	Rebuilt Differential , solid axle, TR4A	1
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CORE200	Core charge on the above	1
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REBUILT DIFFERENTIALS, TR4A IRS;

includes the rebuilding of the differential unit only

312060R	Rebuilt Differential , TR4A IRS	1
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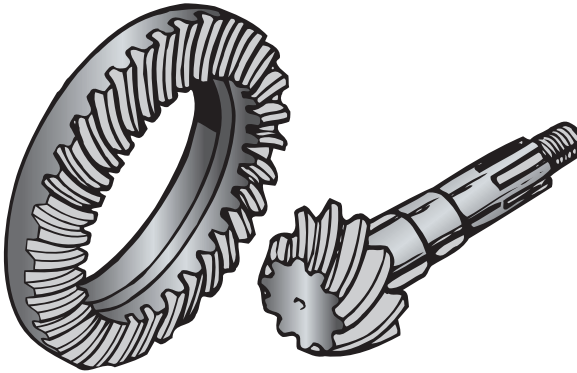
CORE200	Core charge on the above	1
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DIFFERENTIAL

CROWN WHEEL AND PINION SETS, TR4A IRS

“TRF Sells the Best Available...”

After studying the various crown wheel and pinion sets that are available in the market, we have found a manufacturer in Germany who we feel produces the best crown wheel and pinion sets. We use these sets in all the differentials rebuilt by C.A.R. Components, and he can tell that there is a difference in the quality of the German-made sets. Using these components along with the Timken bearings listed in the following sections will give you a differential that will be quiet and trouble-free for a long time.



502127

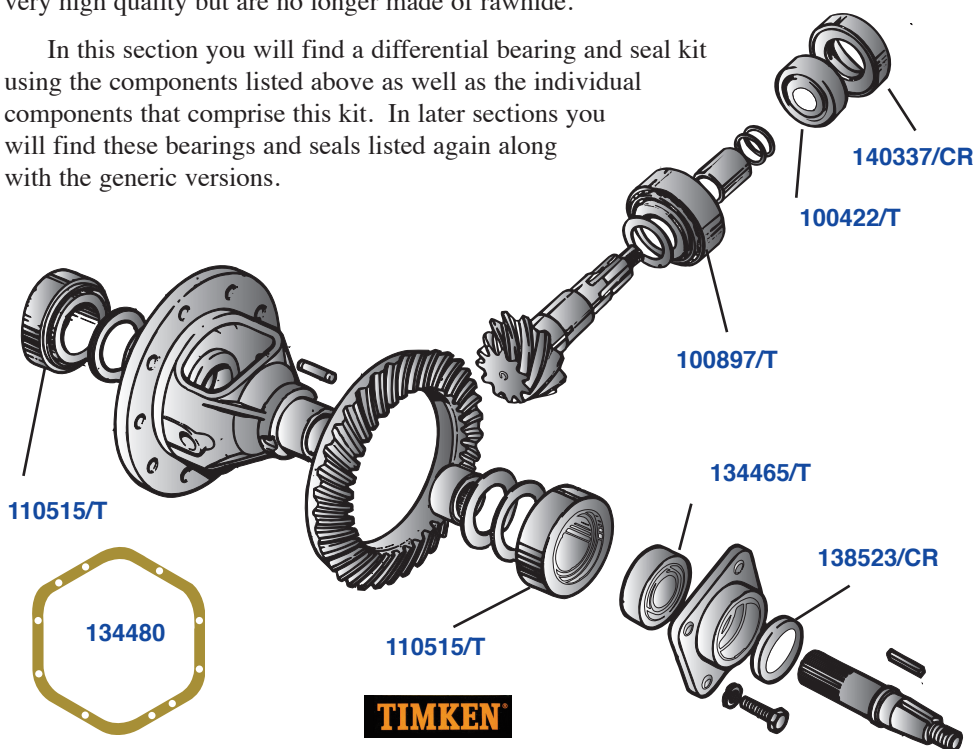
Part No.	Description	No. Off	Current Prices on Website
502127	Crown Wheel and Pinion Set, 3.7:1 ratio, German-made; this is the standard ratio for the TR4A	1	
505014	Crown Wheel and Pinion Set, 4.1 to 1 ratio, German-made; optional ratio which will produce faster pickup but will limit top speed	1	

DIFFERENTIAL

NAME BRAND DIFFERENTIAL BEARINGS AND SEALS

When C.A.R. Components rebuilds a differential, we want to know that we are using the best bearings, and when it comes to taper roller bearings, we like Timken bearings which were originally used by Triumph. Timken does not make inner axle shaft bearings, and we use NTN or SKF bearings for these. We never use no-name bearings made in third-world countries, as we have tired them and we have been unimpressed. If you want the best bearings, TRF sells them by name, which may not be the case with other vendors, as Timken bearings are not cheap. Note that Chicago Rawhide, now owned by SKF, is an old seal company and Chicago Rawhide seals are very high quality but are no longer made of rawhide.

In this section you will find a differential bearing and seal kit using the components listed above as well as the individual components that comprise this kit. In later sections you will find these bearings and seals listed again along with the generic versions.



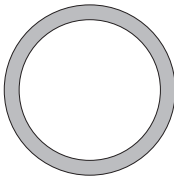
Part No.	Description	No. Off	Current Prices on Website
TRFCD292	DIFFERENTIAL BEARING AND SEAL KIT; includes only name brand products indented here...	1	
100897/T	Bearing pinion head; the one closest to the pinion gear; always Timken brand	1	
100422/T	Bearing, pinion shank; the one furthest from the gear; always Timken brand	1	
140337/CR	Oil Seal, pinion; always Chicago Rawhide brand	1	
110515/T	Side Bearing, differential carrier; always Timken brand	2	
134465/SKF	Axle Bearing, inner axle shafts;	2	
138523/CR	Oil Seal, inner axle shafts, located on sides of diff housing	2	
134480	Gasket, rear cover; we include two gaskets in this kit because we like to use two with gasket cement on both sides of both gaskets	2	

DIFFERENTIAL

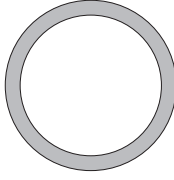
DIFFERENTIAL BEARINGS AND POPULAR INTERNAL COMPONENTS



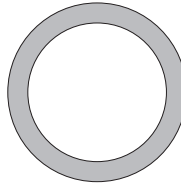
100897A



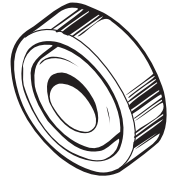
100965



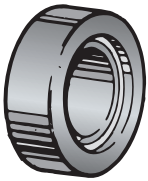
100966



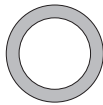
100967



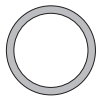
100422



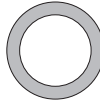
110515



100562



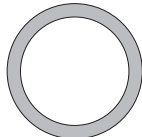
100563



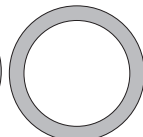
100564



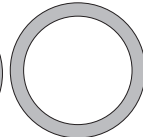
134465



100562



100563



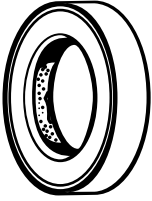
100564

Part No.	Description	No. Off	Current Prices on Website
BEARINGS AND SHIMS			
100897T	Bearing , pinion head, high-quality Timken brand	1	
100897A	Bearing , pinion head	1	
	SHIMS , pinion head bearing adjustment		
100965	Shim , .003-inch	A/R	
100966	Shim , .0050inch	A/R	
100967	Shim , .010-inch	A/R	
100422/T	Bearing , pinion shank, high-quality Timken brand	1	
100422	Bearing , pinion shank	1	
	SHIMS , pinion shank bearing		
100562	Shim , .003-inch	A/R	
100563	Shim , .005-inch	A/R	
100564	Shim , .010-inch	A/R	
110515/T	Bearing , side; between differential unit and casing, high-quality Timken brand	2	
110515	Bearing , side; between differential unit and casing	2	
	SHIMS , side bearings		
100894	Shim , .003-inch	A/R	
100895	Shim , .005-inch	A/R	
100896	Shim , .010-inch	A/R	
134465/SKF	Bearing , inner axle shaft, SKF brand, TR4A IRS only	2	
134465	Bearing , inner axle shaft, TR4A IRS only	2	

Section Continues On Next Page

DIFFERENTIAL

DIFFERENTIAL BEARINGS AND POPULAR INTERNAL COMPONENTS—Continued



140337



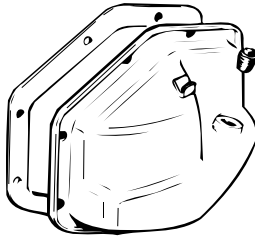
GHS185



100898



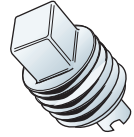
138523



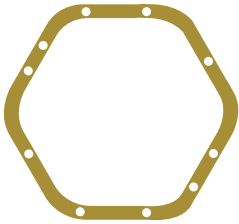
101359



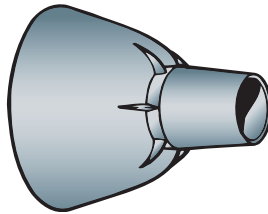
114774



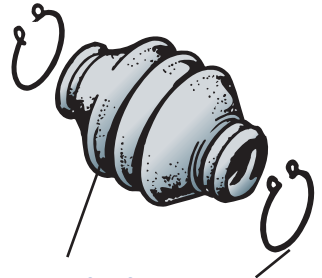
155660



134480



213844



140753

140606

Part No.	Description	No. Off	Current Prices on Website
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SOLID AXLE COMPONENTS

100898	Pinion Seal , TR4	1	
140337/CR	Pinion Seal , heavy duty, TR4A	1	
140337	Pinion Seal , TR4A	1	
GHS185	Oil Seal , in axle tubes	2	
101359	Gasket , rear cover	1	
114774	Plug , oil drain and oil filler	2	
155660	Plug , oil drain, magnetic	2	

IRS AXLE COMPONENTS

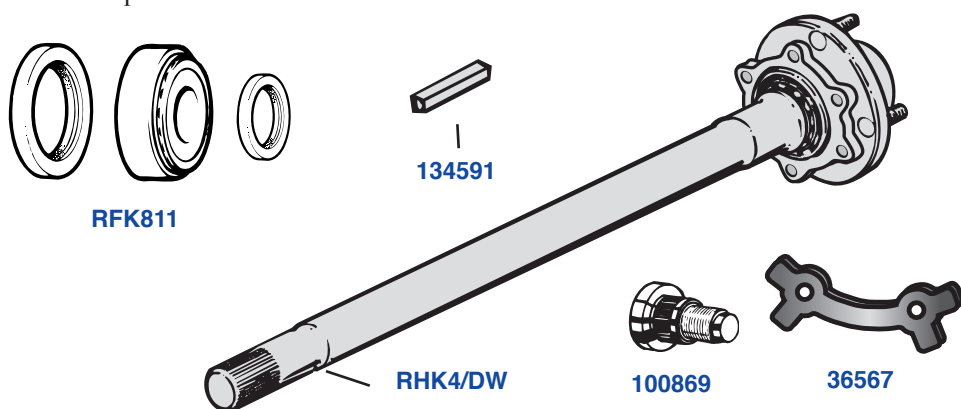
140337/CR	Pinion Seal , heavy duty	1	
140337	Pinion Seal	1	
138523/CR	Oil Seal , diff side, heavy duty	2	
138523	Oil Seal , diff side	2	
134480	Gasket , rear cover	1	
114774	Plug , oil drain and oil fill	2	
213844	Rubber Boot , protecting inner U-joint	2	
140753	Rubber Boot , rear axle slip joint	2	
140606	Wire Tie , securing rubber boots	4	

DIFFERENTIAL

REAR HUBS, TR4, TR4A Solid Axle

“Send Your Hubs to C.A.R. Components to be Rebuilt Before Attempting to Remove the Hub Flange Yourself”

A special tool is required to remove the rear hub flange from the stub axle, and the right expertise is needed to properly reassemble the hub. C.A.R. Components has both the correct tool and the level of expertise to do the job right. Trying to remove the hub flange with the wrong tools can result in a bent flange, making the hub core unrebuildable. Too many customers have learned this the hard way. Many customers prefer to send their hubs in first, rather than paying a core charge. Turnaround time for rebuilding hubs is very quick. Call us at 800 234-1104, ext. 3010 to discuss having your hubs rebuilt. C.A.R. Components is currently closed, but we will revise this page when it reopens.



Part No.	Description	No. Off	Current Prices on Website
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REBUILT REAR HUB AND AXLE

ASSEMBLIES, TR4, TR4A solid axle

RHK4/DW	Rebuilt Rear Hub and Axle	2	
	Assembly, cars with steel wheels		
CORE150	Core charge on the above	2	
RHK4/WW	Rebuilt Rear Hub and Axle	2	
	Assembly, cars with wire wheels		
CORE150	Core charge on the above	2	

Note: Axle shaft end float must be set to between .004 and .006" by fitting and removing shims while checking end float with a dial indicator. Please refer to your shop manual for specific instructions.

Adjusting shims are listed on page 83.

REAR HUB REBUILDING COMPONENTS

RFK811	REAR HUB REBUILD KIT; includes	2	
	bearing, and inner and outer seals		
GHB166	Bearing, rear hub	2	
GHS185	Seal, grease, inner rear hub	2	
GHS162	Seal, grease, outer rear hub	2	
	SHIMS, for setting up rear hubs		
36583	Shim, .006-inch	A/R	
38264	Shim, .008-inch	A/R	
36582	Shim, 1/64-inch	A/R	
36581	Shim, 1/32-inch	A/R	

Section Continues on Next Page

DIFFERENTIAL

REAR HUBS, TR4, TR4A Solid Axle—Continued

Part No.	Description	No. Off	Current Prices on Website
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REAR HUB REBUILDING COMPONENTS—Continued

HARDWARE, bearing housing and
brake back plate to casing

112653

Bolt12

36567

Lock Tab

6

WHEEL STUDS

100869

Stud, cars with steel wheels

8

110365

Stud, cars with wire wheels

8

HARDWARE, rear hub to axle shaft

134591

Key2

58784

Nut, slotted

2

WP26

Washer, plain

2

PC13

Cotter Pin

2

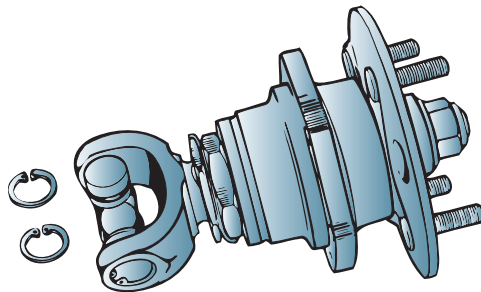
REAR HUBS, TR4A IRS

“C.A.R. Components Builds Rear Hubs with Better Bearings and Seals”

Without knowledge, experience, and special tools, you or your local mechanic may bend your rear hub flanges or destroy other components if you try to rebuild your own hubs or try to use a local shop without experience of this work. A hub with a bent drive flange is worthless, so you throw it away and pay the core charge. Rear hubs rebuilt by C.A.R. Components are loaded with quality. More new parts are used, and we rebuild every hub to original factory tolerances. Send your old hubs for fast and reliable service. C.A.R. Components has the right tools for disassembling your old hub, and we always use Timken bearings, better seals, new lock tabs, new wheel studs, new center nut, and a new Hardy Spicer U-joint on each rebuilt hub. You can't even buy these components from other British parts sources. Used components are checked for correct dimensions, straightness, and integrity. Warranty for one year or twelve-thousand miles, whichever comes first.

Call us at 800 234 1104, ext. 3010 to discuss having your hubs rebuilt and visit C.A.R. Components is currently closed, but we will revise this page when it reopens.

RHK6/DW



Part No.	Description	No. Off	Current Prices on Website
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RHK6/DW

Rebuilt Rear Hub, with universal joint,
disc wheel studs

2

CORE150

Refundable Core Charge, on the above

2

RHK6/WW

Rebuilt Rear Hub, with universal joint,
wire wheel studs

2

CORE150

Refundable Core Charge, on the above

2

DIFFERENTIAL

REAR HUB BEARINGS, TR4A IRS

“TRF’S Kits Include High-Quality Timken Bearings”

As discussed above, we don’t use cheap or questionable bearings when we rebuild rear hubs at C.A.R. Components, and we don’t sell them to you either. Rebuilding rear hubs is difficult and time-consuming work best done with original tools. If you doubt your ability to do the job properly, you are better off to ship your old hubs to C.A.R. Components for rebuilding. If you do decide to rebuild your own hubs, you can buy the same bearings and seals that we use at C.A.R. Components.



RFK1442

CAWB1

Part No.	Description	No. Off	Current Prices on Website
RFK1442	BEARING KIT , rear hub, Timken bearings, high-quality seals, collapsible spacer	2	
HP610	Bearing , inner, Timken brand	2	
HP611	Bearing , outer, Timken brand	2	
HP608	Seal , inner, Chicago Rawhide brand	2	
GHS133	Seal , outer	2	
138272	Spacer , bearing, collapsible	2	
PC13	Pin , cotter	2	
WHEEL BEARING GREASE			
CAWB1	Castrol Wheel Bearing Grease , 28 oz. resealable tub	A/R	

P.S. Never reuse a collapsible spacer once it has been collapsed. If you find that you have made a mistake during reassembly, if the spacer has already been collapsed, stop and get another one. Your safety and that of those who ride in your car depends on this...

DIFFERENTIAL

REAR AXLE SHAFTS—TR4A IRS



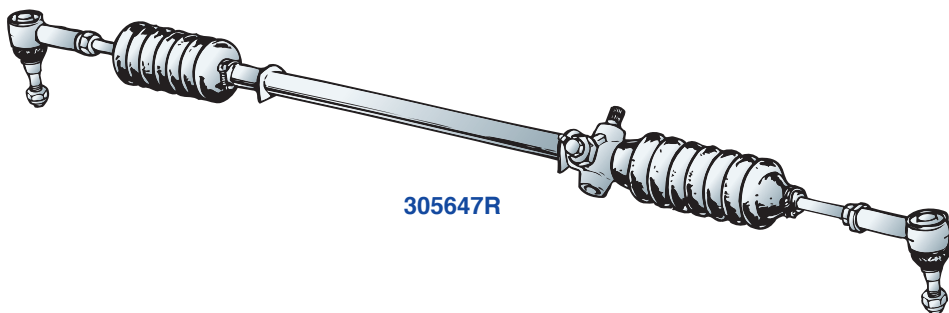
Part No.	Description	No. Off	Current Prices on Website
SLP189	Axle Shaft Assembly; sliding axle shafts, modern type with grease fittings, will accept stock universal joints	2	
140753	Boot, rubber, sliding axle shafts	2	
140606	Wire, securing boots to axle shafts	2	

STEERING

STEERING RACK REBUILT BY CAR COMPONENTS

“The Next Best Thing to a Brand New Original Steering Rack...”

Call us at 800 234-1104, ext. 3010 to discuss having your steering rack rebuilt. C.A.R. Components is currently closed, but we will revise this page when it reopens.



Part No.	Description	No. Off	Current Prices on Website
	STEERING RACKS, rebuilt by C.A.R. Components		
305647R	Rebuilt Steering Rack, early TR4, with solid mountings	1	
CORE100	Core charge on the above	1	
305929R	Rebuilt Steering Rack, later TR4, with rubber mountings	1	
CORE100	Core charge on the above	1	
306830R	Rebuilt Steering Rack, TR4A	1	
CORE100	Core charge on the above	1	

Section Continues On Next Page