

IMPORTANT POINTS



WELCOME TO THE ROADSTER FACTORY

It is the mission of The Roadster Factory to supply its customers with high-quality repair and restoration parts for Triumph and MGB sports cars along with accurate information which will help to preserve the originality and value of the models we service. We take this mission very seriously, and we work every day to keep parts in stock and to add to the list of available components. We research specifications of parts, materials, patterns, and designs in an effort to preserve an accurate record for enthusiasts new and old who wish to maintain the integrity of their project cars. We attempt always to offer competitive pricing but never at the expense of quality. We love our own cars, and our rule is never to sell a part to a customer that we would not want to install on one of our own.

FIND THIS CATALOGUE ON OUR WEB SITE

You will find this catalogue, page for page, on the TRF web site, and you can sit down with your paper catalogue and easily refer back and forth between the web site and the paper catalogue. Detailed indexes are found in the backs of both the paper catalogue and the web catalogue, and the web catalogue also includes a drop-down index at the top of each page. Using the indexes, you should be able to locate a listing for any part quickly, and using the web catalogue, you can construct an order by using the shopping cart. Telephone orders and fax orders are also appreciated. Many web customers build orders over a period of time by using the Wish List function. You can start an order using the Wish List and finish it later, and you can also save items in your Wish List for purchase at a later time when there is a sale or a weekend deal.

IMPORTANT POINTS—Continued

PRICES MAY CHANGE WITHOUT NOTICE

We regret that prices listed in this catalogue cannot be guaranteed, but we will make an effort not to raise them before the end of 2015, unless unforeseen market conditions require this. The issues involved are rising costs from manufacturers, increased costs for transportation, and increased costs of materials for parts manufactured in-house. With the price of oil down at the time of writing, some of these factors are somewhat alleviated, but companies in the supply chain always find a reason for raising cost prices even if it is just that a certain amount of time has passed. Any price changes will be made immediately in the online catalogue found on the TRF web site.

EXPLANATION OF “NO. OFF”

“No. Off.” is an expression used by British engineers to designate the quantity of each part number required to build the assembly for which a given listing is provided, and this is what “No. Off” means in this catalogue. TRF Sales Staff have asked me to describe the meaning of this usage, as customers sometimes think it means they will receive this quantity when a specific part number is ordered. Generally, however, the quantity of a part number supplied is one, unless otherwise indicated, and it is necessary to order the specific quantity desired.



TRF WILL PAY YOUR VTR DUES...

Just spend \$850.00 in any calendar year at TRF, and we will pay your VTR dues, either a renewal or a new membership. The Roadster Factory believes in the standards fostered by club membership and concours judging, and our relationship with the Triumph clubs is older than our business. When your purchases for the year add up to \$850.00, just give us a call, and we will take it from there. This service is just a tiny bit of what you receive for your money when you buy your parts from The Roadster Factory.



INTRODUCTION BY CHARLES



In the introduction to the first edition of this catalogue—this is the third edition—I stated, more than ten years ago, that it was an exciting time to own a TR250 or TR6 sports car. After giving it some thought, I believe that this statement is still true today, but my reasons for thinking so may have been modified during the years that have passed, these including the bleakest recession of my lifetime and probably that of most customers. During the darkest period, I was thankful for the joy I received from my car and from running a business that is generally considered to be “recession proof” although that did not always prove to be the case. I think that most British car enthusiasts have been somewhat chastened financially over the past six or seven years, and I hope that time is finally ending so that all of us may return to the true joy that our hobby has provided to us in times gone by.

It has now been thirty-five years since I purchased my first TR6 and almost that long that I have owned a TR250 and a TR5. I can remember a cold evening in December 1979, soon after I had purchased a pristine 1976 TR6. The car was parked in the drive at the farm where my parents lived then. The sun was going down, and the air was very crisp and cold. I came out of the farm shed, where I was building an engine for my TR3A, and walked up the drive toward the car, noticing how beautifully the lines of the car showed in the slanting sunshine. I have always thought the cars are beautiful, but there has always been something more about them that is not so easily defined.

When I completed TRF’s first TR6 catalogue in the late autumn of 1980, almost every part was still available from Triumph through Unipart. Everything from complete hard top kits to trunk lamp switches. And carburettors, fenders, trunnions, handbrake levers, wiring harnesses, seats, wishbones, tachometers, choke cables, spoilers, rear valances, wheels, rear axles, differentials, camshafts, convertible top frames, pre-bent brake pipes, wood dash panels, lenses, distributors, fuel gauges, gearshift knobs, seat belts,

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INTRODUCTION BY CHARLES—Continued

tonneau covers, fuzzy door seals, floors, trunk trim panels, door glass channels, gearbox shafts, engine valves, cylinder blocks, crown wheel and pinion sets, shock absorbers, thermostats, green water hoses, brake shoes, and hundreds of other components, plus every clip, screw, washer, bolt, and bracket required to put them all together to make a car.

In those early days, it was easy to purchase parts and sell them again, and we at TRF rarely had to consider how the parts had been designed and manufactured. When I mailed out that first catalogue, the U.S. enthusiasts beat a path to TRF's door, buying parts to keep cars on the road, many of those cars used every day for transportation to school or work. Thirty-five years later, things are very different. Virtually no parts are available from the original manufacturer, and in fact, the original manufacturer has long since gone out of business. Thankfully, British Motor Heritage remains and continues to manufacture major body panels on original tooling and various other components. Some other parts also remain available from original-equipment manufacturers, but companies like Lucas, Girling, Lockheed, Armstrong, Vandervell, Borg & Beck, and Laycock have been bought and sold so many times in the past thirty years that current employees hardly realize that their companies once manufactured parts for Triumph and MG sports cars. Workers who might remember those times fondly have long since retired.

Customers have changed too since the 1980's. Few customers use their cars now for daily transportation, although a few still say they do. But most cars are now valued more highly by their owners for what is special about them, and car values have escalated although annual mileage has declined. Most customers still want the best parts, but they also want demonstrated value for their money. Some customers are still working to improve the performance and safety of their cars, and others are performing "frame-up" restorations in an attempt to build a perfect car that they may drive only for events, shows, and family outings.

The Roadster Factory has gradually changed too, from a company that purchased repair parts from the Triumph Factory for customers trying to keep their cars on the road in the 1980's to a company which manufactures parts itself and looks for parts sources worldwide. As original parts have become unavailable, the question arose of whether reproduction parts should be made to original standards or if it is all right for a reproduction part merely to perform the function of the original part. Manufacturers approach parts reproduction from both directions and from directions in between. At The Roadster Factory, we always try to make our parts look and function as nearly as possible to original. Another manufacturer might be all right with a generic part that performs the same function as the original part.

Sometimes, a manufacturer starts with the Triumph factory drawing for a part being considered for manufacture, although drawings are very hard to come by now. Other times, a new or used original part is used as a pattern for the reproduction part, and further down the scale, a manufacturer might use another company's reproduction part as a pattern. At The Roadster Factory, we like to have a drawing and a new or used original part, but often we have to

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INTRODUCTION BY CHARLES—Continued

settle for a new or used original part for the pattern. Obviously, The Roadster Factory cannot manufacture every part we sell, and we must also purchase parts from many other sources. We have always accepted the mission of offering only the best components on the market to our customers, and we constantly buy in samples from other vendors to compare quality. We always test new parts and install them on cars to ensure their function.

As The Roadster Factory has become more and more of a manufacturer in its own right, we learn more and more about how the cars were made, and because they were made very much by hand by the men and women working in English factories, we have come to realize that the cars are works of art in a very special way, no car being exactly like another, their final form being the product of human hands unaided by the robots and computers of high technology. Products of the human craftsmanship have more character, most of us will agree, than the high-tech vehicles of our time, however perfect a current model might be. For instance, TR250 and TR6 seats were hand sewn, brackets were stick-welded to the chassis frame, and body panels were pounded with hammers to make them fit. Every car is different, every car is the product of hundreds of human hands, every car has flaws, every car has character, and all of this is what creates the MAGIC understood intuitively by every Triumph aficionado.

This writer and others on the staff of The Roadster Factory have spent the productive years of our adult lives in finding, selling, and making parts, learning all there is to know about how the cars were designed and built in England more than forty years ago, writing catalogues to list parts and to aid customers in building their own cars, working on our own cars and on customers' cars. Working hard and long, staying up all night, working seven days in a row, working fifteen days in a row. Working, learning, struggling, losing ground and gaining ground. All of this effort has not been wasted, I think, as we have built an ethic around the cars we love and the way we run our business of supplying parts to maintain and restore them.

The story of The Roadster Factory is a story of life. Of gaining ground and losing ground and gaining it back again. And the TR250, TR6 models are a

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INTRODUCTION BY CHARLES—Continued

thread that runs all the way through the story of our company. Our first TR250, TR6 catalogue in 1980 got our company off to a wonderful start. The “Stanpart” catalogue and the “Silver Bullet” catalogues of the mid-1980’s kept us going, and the big “engineering lists” of the early 1990’s set us apart as the most serious company in the British parts trade. Then the two glove box catalogues of 2004-2005 and 2007, of which the present publication is the third edition, launched us into a new era. The glove box catalogues are both innovative and useful as printed catalogues. The thousands of coloured drawings make it beautiful, and the many small parts sections work wonderfully as a web site format.

The Roadster Factory had only dabbled in the internet prior to the publication of the TR250, TR6 glove box catalogues, but in the ten years since the first one was published, we have managed to harness a great deal of power in a quiet way. This is thanks in large measure to Don Erickson, our Web Wizard, who made the TR250, TR6 Glove Box Catalogues come alive on the web site, providing a parts listing that was simple and easy to use for our customers and cost-effective for a little company to afford. In the ten years since the first TR250, TR6 Glove Box Catalogue was posted on the internet, orders received online have risen to 85% of the total, and 2014 was the biggest year of internet sales so far. The single day of most internet orders so far came toward the end of March 2014.

The new edition of the TR250, TR6 Glove Box Catalogue in which you are reading this introduction is improved in many ways over the previous edition. Many more parts are listed in many more sections, mistakes have been corrected, the drawings have been vastly improved, and a good deal of colour has been added. I continue to write most every word in this edition, but many others have worked in other ways to make this catalogue as good as it can be. Karen Border is responsible for all of the page design, art, layout, and typesetting. John Swauger and Dave Hagenbuch have contributed many hours of parts research, proofreading, and checking to insure that everything works. Albert Runyan and John Swauger worked on parts sourcing and computer documentation. Dolly LaRock worked with me on pricing and updating the TRF mainframe computer, while Will Jones prepared the pricing for the internet. Thanks to all TRF staff members for helping to make this catalogue possible, and thanks to The Roadster Factory’s many friends, customers, and suppliers who make it possible for this company to exist as a successful business.

Everyone at TRF is happy to have produced the third edition of our Triumph TR250, TR6 Glove Box Companion early enough in the year for it to be available to customers during the busiest months ahead. You may be assured that we are at our stations and ready to serve you as you own, drive, maintain, and restore your magical Triumph sports car.

Charles A. Runyan
The Roadster Factory
April 19, 2015

THE CAST OF CHARACTERS

The restoration of cars owned by staff members of The Roadster Factory provides us with many learning experiences, with original samples of all components, and with photographs of details and of entire cars. The first-hand knowledge gained by working on these cars and driving them is the basis of our company and of the information we are able to pass on to our customers through catalogues, e-mails, and conversations. It seems fair to acknowledge our debt to each of these cars in turn and to introduce them to our readers and to our customers.



TRF's TR250 Rallye Car



Charles's TR5



Deb's Mallard TR6



Albert's Project Car



Dolly's TR6



Beki's TR6



TRF's Very Late TR6



John's TR6



Randy's TR6

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THE CAST OF CHARACTERS

1968 TR250 Rallye Car, Comm. No. CD1733L, Owned by TRF, Triumph Racing Green

Charles purchased this car through an advertisement placed by the former owner in the Pittsburgh Press newspaper in 1983. It was painted white then, and it sported a red bonnet stripe. Various junky accessories had been installed, and these were immediately removed. Charles drove the car for a couple of years, and then a frame-up restoration was performed, starting in autumn 1985, with the idea of entering it in One Lap of America, an 8,000-mile rallye that ran literally a lap around the country. The car was entered in “One Lap” three times in all. In 1986, Ken McPhail, was the co-driver; in 1987, it was Larry Rigo, a college friend of Charles’s; and in 1988, it was Bill Sohl, a long-time friend and a VTR President.

The TR250 was rebuilt several times for the “One Lap” over three years, and it provided many adventures for Charles and for the co-drivers. It was also driven cross country to attend various VTR conventions and Triumphests. For 1988, it was fitted with a Surrey top, and the wheels and bonnet stripe were painted in orange with Triumph Racing Green as the body colour. A magazine of the time stated that this colour scheme gave the car an agricultural look. The TR250 rallye car is currently in storage at The Roadster Factory, resting and awaiting another exciting chapter.



Charles Leaving TRF to Start One Lap of America



Rallye Car Vanity Plate

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THE CAST OF CHARACTERS

1968 TR250 Rallye Car—Continued



TR250 Rallye Car Arrives in California



Rallye Car at Pike's Peak



TR250 Stops for Fuel

THE CAST OF CHARACTERS

**1971 TR6, Comm. No. CC58751L, Owned by Deb Gawlas,
Director of Operations, Mallard, With New Tan Interior**

This car was found in an old corn crib on a farm in a little town here in Indiana County called Brush Valley just minutes away from The Roadster Factory in Armagh. Since I was the first one in to work that day, I pulled the note that was taped to the front door of The Roadster Factory that said there was a parts car for sale. After taking a look at the car in the corn crib, the labor of love began. And my first purchase was a shop manual for the early TR6.

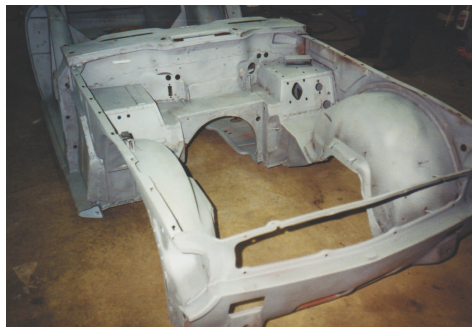
My vision of this car was to restore it to concours original. Because it was a 1971, there were a number of unusual features that were not standard on other TR6 models. After towing it home, the adventure began. The car was torn down and prepared for sandblasting. I feared that it would return to me as shavings in buckets...and this wasn't far from the truth. We described many of the body panels as a finely embroidered lace. Of course, this led the purchase of just about every body panel available.



Deb's Body Shell When It Came Off the Frame



Bill Jones Installs the Vanity Plate



Lots of Work Completed

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THE CAST OF CHARACTERS

Deb Gawlas's Car—Continued

The task of restoring the body, which was in two pieces after sandblasting, to a single unit was daunting. Many hours were spent fitting panels and tweaking gaps. Many of the concours details became known to me through photos taken at numerous car shows and through conversations with customers, including Darrell Floyd, Chief Judge of the Vintage Triumph Register, who also owns a 1971 TR6. As the restoration continued, it was always amazing to me how the availability of parts allowed for this junkyard piece to transform into a concours beauty with 6 appeal!

Years were spent researching the model year and purchasing and installing precisely the correct parts for concours. Every part that was needed was available through The Roadster Factory except for the rear lamp assemblies. I found good used lamps at a swap meet then, but now, those same lamps are available again at TRF.

Nearing the end of the restoration at 3:00 a.m. in the backyard garage, my sister, my brother-in-law, and I were standing back looking at the car, totally exhausted. My brother-in-law said, "It needs one more thing." He reached for the rear wing "TR6" decals, applied them quickly, and then said, "There, perfect!"

During the restoration of my TR6, I realized what a wonderful family project it had become. It created a very special bond with family members that lives on. If anyone wants to gain closeness with family, have a few laughs, work together, and play together, owning and working on a British car can certainly show the way.

Deb Gawlas
Director of Operations
The Roadster Factory
January 2014

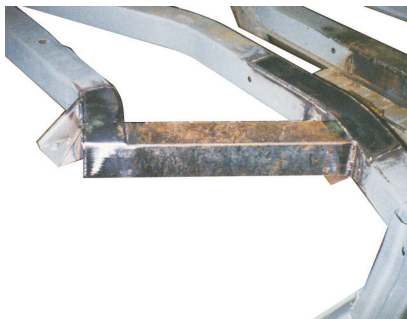


The Body Starts to Take Shape...

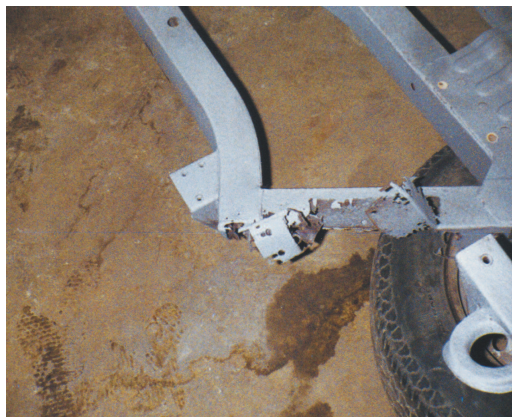
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THE CAST OF CHARACTERS

Deb Gawlas's Car—Continued



Typical Frame Rust and Repair



"6 Appeal" on Display at Summer Party...



The Result of Years of Hard Work!

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THE CAST OF CHARACTERS

1972 TR6, Comm. No. CC85221U, Owned by Dolly LaRock and Her Husband Dan (Tanker) Coughenour, Sapphire Blue

After searching for and looking at numerous TR6's throughout the Tri-State Area, Dan and I found the perfect TR6 in the Summer of 1989. It was a good running car with faded paint, covered in dents but with a perfect frame. Looking back, I enjoyed the car more in that condition, driving it when and where I wanted. The frame-off restoration began on Thanksgiving Day, 1989 and lasted only seven months.

After Thanksgiving dinner, we went out to the garage and began the restoration—taking care to make a note book and, of course, taking lots of reference pictures along the way. We were not alone in the project. Friend and mechanic, Bob Hoke, spent many of the evenings during the winter with us.

Special thanks goes to Joey Griffith, another friend, who did the body work and paint, but we were always there for sanding and helping with what we could do on the exterior work. All of the parts and components for the restoration were readily available from TRF, and all upholstery was done by Larry Learn in his well-known shop. Larry also fitted the convertible top and even made a roll-bar cover for me.

We joined the Western Pennsylvania Triumph Association, and we made so many new friends and great memories with that group. Having the opportunity to meet people and their British cars from California to Florida, going to shows, and partying like rock stars (some twenty-odd years ago). You out there know what I mean, and being part of such a special family of people has made for a very good life.

Of course, now my favourite memory is from 1993 when Tanker and I were on our way to Waynesboro, Virginia to attend a car show. Out of the blue, I asked Tanker to marry me, and he said yes! We stopped short of Waynesboro in Winchester, Virginia, a popular city for weddings, before arriving at the car show as husband and wife!

The car has sat for several years without much use (by the way not good for it). In late 2013, we got her out and put on new tires, replaced hoses, rebuilt the braking system, tuned her up, and got her out for rides. With winter and cold weather here now, we have a few more small projects to complete to be ready for the spring of 2014. Looking forward to being back behind the wheel...

Dolly LaRock
Order Processing
The Roadster Factory
January 2014



This photograph of Dolly LaRock's TR6 was taken along Route 381 between Ligonier and Rector. Western Pennsylvania is famous for its beautiful fall foliage.

THE CAST OF CHARACTERS

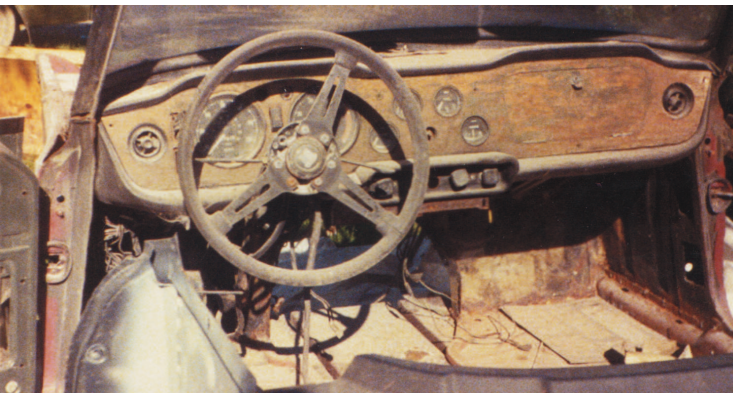
**1971 TR6, Comm. No CC57601L, Owned by Beki Jones,
TRF Accounting, Black with Gold Factory Stripes**

This car was purchased in the autumn of 1984 in Mars, Pennsylvania. It needed a full body-off restoration, starting with frame repairs. It was originally brown but had been painted red. It came with a 1969 interior, including seats with fold-down headrests. Shortly after purchasing the TR6, the long restoration began in the small back yard garage with most of the work being done by family. The frame and body were sandblasted. Over the course of several years, almost every available body panel was purchased to replace the rusty floors, sills, inner and outer fenders, valance panels, trunk floor panels, deck panels, doors, trunk lid, and bonnet...should I continue? The frame was repaired where the trailing arms are mounted, and it was primed with epoxy primer.

Looking to make it unique, the engine was completely rebuilt, modified with cam and forty-over pistons. A Monza free-flow double-pipe exhaust system was used to give it a little extra HP and a deeper sound. The suspension included competition springs and gold Panasport racing wheels (The wheels were a gift from Big Sis)...Not to mention every other bush, link, shim, bolt, washer, and nut! Actually, there was very little salvageable from the original car. The only parts that were reused were the ones that were unavailable at the time. Besides my first-born, what wouldn't I have given for new seat tracks and new window channels to name a few?! The good news is that



If You Can Name It, It Probably Needed Replaced



Lots of Work Needed Here

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THE CAST OF CHARACTERS

Beki Jones's Car—Continued

these and so many more parts are available again through the work done at The Roadster Factory to source and remanufacture parts. And The Roadster Factory did end up getting my first born; he is now a member of the family here at TRF.

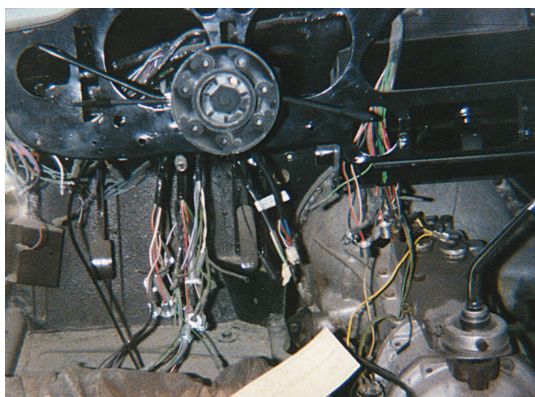
As the restoration process progressed, all new glass was installed. The bonnet was louvered (That was scary!). Other parts were chromed for fun. The TR6 was painted in black metal-flake with a gold TR6 stripe kit to match the vision dreamed up many years before. A street roll bar was painted gold and installed. A brand new wiring harness was bought. The 1969 model interior was kept. A new black interior trim panel kit and seat rebuilding kits were used. All crash pads and door tops were replaced and the dash support was recovered. A new TRF dash was used. A custom wool carpet set from The Magic Carpet Factory was installed. A black Robbins top with reflective stripe was used. A new tonneau cover was modified to fit around the roll bar and installed.

Actually, when thinking about it, if you can name it, it was probably replaced! The restored 1971 TR6 first saw the light of day during the Summer Party of 1991. And although it might not be your typical classic TR6, it is the perfect manifestation of the owner's dream come true...I love my car!!

Rebecca L. Jones
TRF Accounting
January 2014



The Perfect Manifestation of the Owner's Dream Car Come True



Careful Disassembly...

THE CAST OF CHARACTERS

**1970 TR6, Comm. No. CC50224U, Owned by John Swauger,
Employee at Large (Now Retired), Ferrari Red**

My current TR6 is the second I have owned. I bought my first TR6 in 1984. It was a low-mileage 1974 model with overdrive. Carmine red with a New Tan interior. My wife and I drove that car for a number of years before taking it off the road for a full restoration. As a part of the restoration process, we chose to paint the car British Racing Green, but we retained the New Tan interior as it is one of my favourite Triumph interior colours. Following the restoration, we enjoyed many years and miles of driving the car all around the country. My ownership of that car came to a screeching halt while on my way to the 6-Pack Trials one year. I was stopped to make a left-hand turn when a little pickup truck plowed into the back of my TR6. A futile attempt was made to repair the car, but in the end, finding a better car to restore made more sense.

I purchased my current TR6 from one of our local Triumph club members. It is a 1970 model, and it was advertised as a totally rust-free car. The car originally came out of Mississippi, and it had just 55,000 miles on the odometer. Three attempts had been made to restore it by previous owners. The car was advertised as being a complete, rust-free TR6 for the price of a new body shell. The frame had already been sandblasted and painted, the suspension had been rebuilt, and all of the parts were there to put it back together, along with new parts valued at \$1,500.00. Due to a lack of time, money, or interest, none of the previous three owners managed to get the job done, and it was my turn to try.



John Swauger's Restored TR6 in Ferarri Red



John Purchased an Unrusted Project Car

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THE CAST OF CHARACTERS

John Swauger's Car—Continued

The car was originally painted in Jasmine (yellow), and it had a black interior. I have always liked red cars, so the decision was made to paint it red, in this case a Ferrari red that is a brighter red than Triumph Signal Red. A new interior in New Tan was fitted with New Tan wool carpets. I had purchased a used hard top for my previous TR6, and fortunately, it had not been on the car at the time of the accident. We stripped the hard top of its green paint and repainted it in the Ferrari red. I really enjoy a TR6 with a hard top. The car looks great with the hard top fitted, and it feels like a different car, a real weather-tight coupe with a more rigid body/frame assembly.

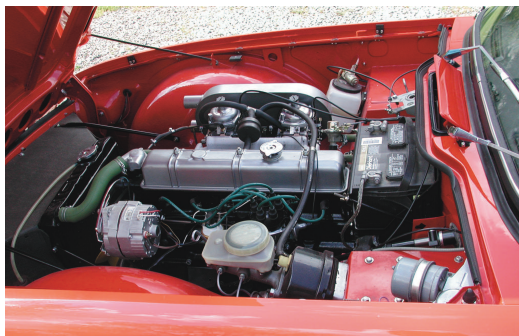
As a part of the rebuilding process, the entire drive train was rebuilt, engine, gearbox, and differential, and overdrive was added. Overdrive makes such a big difference in the enjoyment of a British sports car. The restoration also included a Falcon stainless steel exhaust system, a new wiring harness, a new TRF Magic Clutch, new brake and clutch hydraulics, a gear reduction starter, an Everflex convertible top and tonneau cover, and much more. The original steel wheels were replaced with Dayton chromed wire wheels, as British sports cars should have wire wheels, and wire wheels were still an option in 1970.

The result of all this work is a brand new 1970 TR6 that can be driven anywhere with confidence while providing many years of driving pleasure.

John C. Swauger
Employee at Large
The Roadster Factory
January 2014



John's TR6 from the Front



John's Engine Compartment

THE CAST OF CHARACTERS

1968 TR5, Comm. No. CP2408LO, Owned by TRF, Signal Red

If you own a TR250, you also want to own a TR5 with 150 bhp. The models are quite identical with the exception that a TR250 was fitted with carburetors, and the TR5 was fitted with Lucas Mk.II fuel injection and a camshaft to match. The P.I. system is a completely mechanical set-up based on the MK.I fuel injection fitted to many grand prix cars in the 1960's. A few TR5 models came into the U.S. as personal cars of members of the armed services, and that is probably how Charles's car came eventually into the hands of Allan Moskowitz, a VTR member in Florida. It then went to a teacher who resided in Wooster, Ohio, where Charles tracked down the car and phoned the owner to see if the TR5 could be purchased. As it turned out, the new owner was hoping to pass it on to a good home, and he gave Charles a price on the phone. The trip to Wooster was a family outing on a Sunday in Autumn, 1985, the exciting ending of which found the car barely making it back to Pennsylvania as the result of a very common TR5 problem, vapor lock caused by an overworked electric fuel pump.

The first thing Charles did upon getting the car home was to disassemble the entire fuel system from the tank to the injectors and the intake manifolds. Early the following spring, the car was reassembled with new and rebuilt components. It was powerful and fun to drive, but the vapor lock problem persisted. In warm weather, the fuel pump would overheat, and the car would stop running. For a time, Charles solved this problem by strapping an ice bag to the fuel pump. The spare tire was removed, and the water from the melting ice ran out through the drain hole in the bottom of the spare tire compartment.



TR5 Parked Outside The Roadster Factory

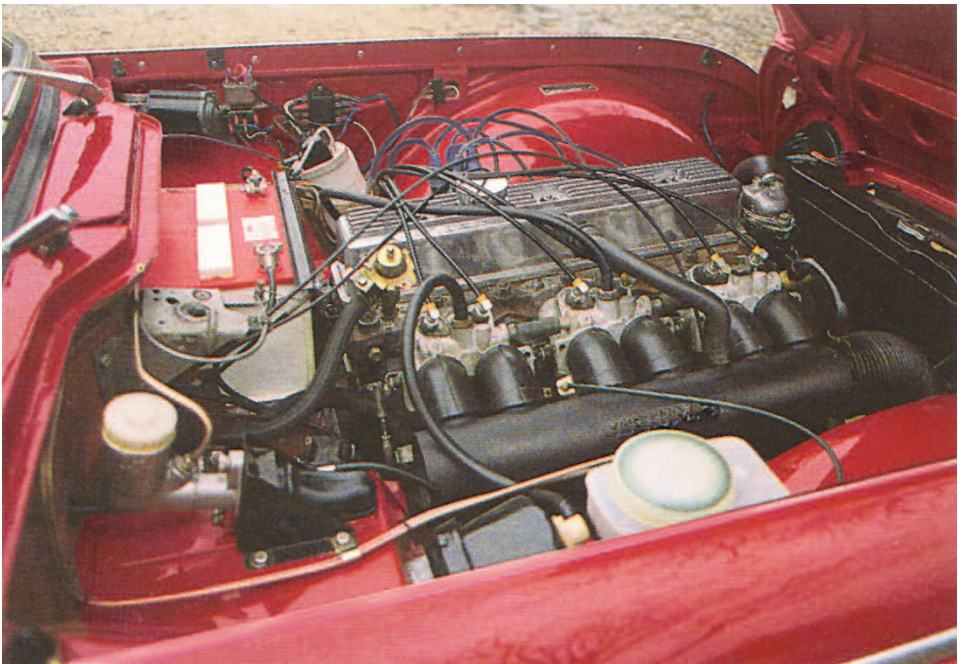
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THE CAST OF CHARACTERS

1968 TR5, Comm. No. CP2408LO—Continued

Eventually, a better solution was found, that of fitting a Bosch fuel pump which did not overheat. With this configuration Charles and John Swauger drove the TR5 all over the U.S., making many trips to shows in California, Florida, Georgia, Washington, and even into Canada. Over the years, the TR5 was restored partially and then completely. After that, Charles drove it for a couple of years in the late 1990's as his only vehicle. The end of this phase came in 2003 when the car was loaned to a young TRF employee for his wedding day. He crashed it on his wedding night, running it into the bank at a T-intersection with his new bride in the passenger's seat. Thankfully, no one was seriously injured, but the frame of the car was destroyed, the floors were ripped loose, and the factory steering wheel was bent into a pretzel by the driver in his anguish. The TR5 then went into the barn at Runyan's farm for an extended rest.

It came back out in 2009 for complete disassembly and a frame-up restoration on a restored frame that had been removed from the same car years before. Everything was done this time with assembly and body work by Randy Phillippi and a new drive train built by Tom Spadafora using Carrillo rods and forged pistons. The body colour remains signal red, and the interior is still black. Charles's TR5 is better than new now, and he drives it conservatively with the idea of preserving it for the future. It is a really wonderful car and Charles's favourite after his 1960 TR3A, the car that founded The Roadster Factory.



TR5 Engine Compartment

THE CAST OF CHARACTERS

**1972 TR6 P.I., Comm. No. 1CP51935LP, Left-Hand Steering,
Assembled in Belgium and Originally Sold in France, Owned by
Albert Runyan, Sales Manager and Purchasing Director**

I'm not sure I ever planned on working at TRF, at least not since I was a youngster. Charles started the company in our apartment the same year I was born, and he always jokes that he and I stayed home to learn the British Parts business while my mom taught high school Spanish. But the company expanded into my grandparents' barn by the time I was a couple of years old and on into the current location a couple of years after that. And while I helped out at car shows and cut the grass on the farm, I wasn't really involved with the business or the cars, and I grew more and more distant through my teenage years.

When I was in my mid-twenties and nearing the end of my second stint in college, I felt the need to take a semester off, and Charles offered me a job in Purchasing at TRF. I think it was about a year later, when it became obvious I wasn't going back to college, he decided I had better have a TR and a TR6 was pulled out of storage in a local garage. It had been sold in Europe originally, so it is "petrol injected." It is also a "CKD" car assembled in Belgium which makes it all the more interesting.

The rear brakes were locked up, but we soon had it pushed into the "1-09" warehouse, and the decision had to be made on whether to just get it running or to do a frame-off restoration. In hindsight, I wish I'd got to drive it around for a bit, but I was keen to learn how a car was put together, and I wanted to take it all apart. It was soon down to the frame, which was fairly rotten in the usual places. Tom Spadafora was working in the shop at that time, and he came in Saturday mornings for a couple of months to help repair it. The trailing arm cross-members were replaced, and he beefed up the differential cross-members, and then we got it powder coated.



Albert's Chassis Frame Ready for More Work...

Continued on Next Page ►►

THE CAST OF CHARACTERS

Albert Runyan's Car—Continued

At this point, I'm sorry to say the project stalled. Tom moved on to reopen his old shop and over time my plate at TRF began to overflow a bit. While continuing to try to stay on top of purchasing, I also now try to manage the sales office, and when John Swauger became semi-retired, I took up trying to answer all of the emails.

I was a little surprised when Charles asked me to write this, considering the progress I've made on the project recently. Perhaps, he is trying to shame me into getting it done. Or perhaps he is reminding me why TRF is a different sort of company than that which is run by most of our competitors. Either way, he has me thinking about the project again, and I hope to have some pictures of the finished restoration for the next edition of the TR6 Glove Box Catalogue.

Cheers,
Albert Runyan
Sales Manager and Purchasing Director
The Roadster Factory
January 2014



Albert's Body Shell in Primer

THE CAST OF CHARACTERS

1976 TR6, Comm. No. CF52942U, Owned by TRF, Originally Topaz Yellow, Now 1975 Racing Green

This car was purchased in 1985 with only ten-thousand original miles from an old Leyland dealer in Central Pennsylvania. Charles and John Swauger drove to Carlisle, Pennsylvania in the TR5 in early autumn to purchase the car. It was quite perfect, and Charles came to love the yellow/orange colour. It was used for fun and for events for a number of years and then one winter, Charles had to drive it home on a Saturday in a snowstorm. Regrettably, the car skidded on slush, hit a guard rail with the right front, and went on around to hit it again with the right rear. The grille and front valance were destroyed along with the bonnet and two fenders. The car went into a rented garage to rest for a number of years before it came out again for restoration.

In the end, the 1976 TR6 received the same treatment as Charles's TR5, a complete body off, frame-up restoration. Everything was taken down to bare metal and primed with epoxy primer. Charles had always loved the Racing Green used on 1975 and 1976 Triumphs, and he decided to change the body colour on this one. A new set of carpet was made, but the interior panels and seats were reused. Shortly after the car went back on the road, however, it became clear that the seats needed new foams inside. The old ones had turned to powder which leaked out onto the carpet, and the seats seemed to shrivel like a dried apple. Larry Learn carefully removed the original seat covers and fitted new foams and diaphragms before refitting the covers, keeping the seats as original as possible under the circumstances. Tom Spadafora rebuilt the drive train, keeping all of the mechanicals original this time. The 1976 TR6 appears for all intents and purposes to be an unrestored car complete with air pump and emission system intact.



THE CAST OF CHARACTERS

1976 TR6, Comm. No. CF52942U—Continued



Restored TR6 Parked at The Roadster Factory



1976 TR6 Engine Compartment is Completely Stock

Continued on Next Page ►►

XXIV The Roadster Factory

THE CAST OF CHARACTERS

1969 TR6, Comm. No. CC29449LO, Owned by Randy and Marilyn Phillippi, TRF Friend and Car Restorer, White

I wanted to include Randy's car among our "Cast of Characters," as it is a different type of example than any of the others. All of the others have been restored, and two of them have been brought back from the dead. Randy found his car last year in excellent condition within eighty miles of his home and for sale at a reasonable price, considering its fine original condition.

Randy is a long-term British car enthusiast, having owned a variety of sports cars and other British cars over many years. He has restored several TR6's for himself, and he has helped with a number for others, including my own 1976 TR6 as well as my TR5 (three times over twenty years). He drives a new Mini, and he built a V-8 MGB-GT for his wife Marilyn. He knew he wanted a nice TR6, and he had the knowledge to realize when he had found a good deal. He checked Hemmings and other on-line sites and followed up other leads. The car he found had been picked up in England originally and brought back to Florida. It had had several owners, it had never been driven very much, and it had ended up in Pennsylvania. It currently shows around 16,000 miles on the odometer, and various evidence shows that this is probably accurate, although it has been repainted.



Randy and Marilyn Phillippi's TR6 in Original Condition



Interior View of the TR6

THE CAST OF CHARACTERS

Randy and Marilyn's Car—Continued

Randy's TR6 is a very original car with overdrive from new, as indicated by the "O" in the commission number. It came with original wheels and fake mag hub caps, it still retains the original fibreboard gearbox cover and the cardboard glove box. The original wool carpet is still serviceable, as is all of the interior trim which has never been replaced. The car came with a traditional Triumph tool kit similar to the ones supplied all of the way back to the TR3A in the same black vinyl tool roll. It came with an original lifting jack painted green. It still has one Lucas headlamp, and it still works. Even the little vacuum valve under the carbs, which is part of the emission gear, still works. The only defects beyond service items include a small rust hole in the driver's side floor, and a little oil leaks from the engine, although it burns no oil. The convertible top had been replaced, and the car also came with a factory hard top. Marilyn, who is an artist, painted the yellow stripes on a set of new black water hoses for Randy's acquisition.

When asked if he thought his thorough search for a car had provided this wonderful specimen, he stated that in spite of his thorough search, the result was "Dumb Luck." He is being modest, of course, as you will not find a car like this one by following up on only one or two leads. Are there more out there, hidden safely in dry barns and garages? Possibly, but it takes a lot of effort to find them, and it doesn't hurt to have dumb luck on your side. Certainly, any of us can find a restorable car at a fair price if we take the time to look for it.



The Engine Compartment of Randy and Marilyn's TR6

JOIN TRF CAR CLUB



- **Support The Roadster Factory So That We Can Arrange to Have More Parts Manufactured**
- **Ten Percent Discount on Parts Purchases Except During Sales.**
- **Receive \$25.00 Coupon Every Month—Good as Cash on Any Order Valued at \$75.00. Even During Sales.**
- **Monthly Specials with Amazing Prices on Popular Products.**
- **Belong to a Club with a Striking Logo for T-shirts**

It costs \$100.00 to join TRF Car Club, but when you renew for the second year, you automatically receive a parts credit in the amount of \$100.00. This credit for dues continues year after year as long as you continue to renew on time. Who doesn't spend \$100.00 on parts each year on his or her sports car?

In case you didn't do the math, you will receive \$300.00 in monthly coupons in return for your \$100.00 investment during the first year of your membership. During the second year and each succeeding year, you will receive a permanent parts credit of \$100.00 plus \$300.00 in monthly coupons in return for your investment of \$100.00.

The real benefit of TRF Car Club to The Roadster Factory is the promotion of customer loyalty. The Roadster Factory works very hard to continue the availability of TR250 and TR6 components by contracting to manufacture every item that looks like a valid project. Looking at this effort as a mutual enterprise involving both the company and its customers creates a powerful partnership for getting things done. You get a lot of benefit from joining TRF Car Club, but the best benefit of all is helping to support the future of the car models you love.

You can join TRF Car Club by phone, by fax, by mail, or on-line. When joining on-line, order part no. TRFCCMEMBER at a cost of \$100.00. The shipping charge that is automatically added to all orders by the our system will be disregarded when your membership is processed.



RFN909



RFN901



LP18



RFN2011

TRF Car Club Regalia

The regalia items listed here are available only to TRF Car Club members...

Part No.	Description	List Price	Your Price
RFN909	Drink Mug; 12 oz. clear glass mug with TRF Car Club logo in red, white, and blue	19.95	16.99
RFN2011	Coffee or Tea Mug, TRF Car Club logo, blue and red on white	14.95	12.49
RFN901	T-Shirt; all cotton heavy-weight T-shirt with car club logo in red and blue on white; please state size required, S, M, L, XL, XXL, XXL	17.95	14.99
LP18	License Plate, TRF Car Club	10.95	8.99

XXVIII The Roadster Factory

COMMISSION NUMBERS OF TR250 AND TR6 MODELS

It is important to know the commission number and model year of your car, as change points of many components are identified by commission number. Note that the letter prefixes CD for TR250, CC for early TR6, and CF for later TR6 are significant, as serial numbers may repeat in each of the three sequences. TR250 started with commission no. CD1 and went to CD8594. Early TR6 started with CC25001 for the 1969 model year and ended with CC85737 at the end of the 1972 model year. Late TR6, the U.S. Federal models, started with commission no. CF1 at the beginning of the 1973 model year and went to CF58328, the last TR6 produced in the 1976 model year.

PRODUCTION DATA & COMMISSION NUMBER REFERENCES, TR250 AND TR6 CARBURETTOR MODELS

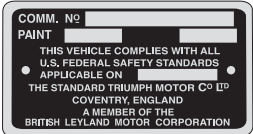
Model Year	First Comm. No.	Production Date	Last Comm No..	Production Date
TR250 MODELS				
1968	CD1	8/67	CD8594	12/68
EARLY TR6 MODELS WITH CARBURETTORS				
1969	CC25001	09/68	CC32142	11/69
1970	CC50001	11/69	?	?
1971	??	CC67893	08/71	
1972	CC75001	08/71	CC85737	08/72
LATE TR6 U.S.A. FEDERAL MODELS				
1973	CF1	08/72	?	08/73
1974	CF12501	09/73	?	08/74
1975	CF27001	08/74	?	01/75
1975	CF35001	01/75	CF39991	08/75
1976	CF50001	08/75	CF58328	07/76

COMMISSION NUMBER PLATES, TR250, TR6

TRF stocks a full range of commission number plates and information labels and plates. Only the commission number plates are listed here. They are replicas of original plates printed on metal.



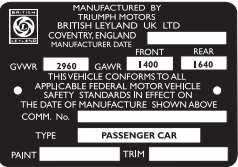
CNP42



CNP73



CNP61



CNP74



CNP62

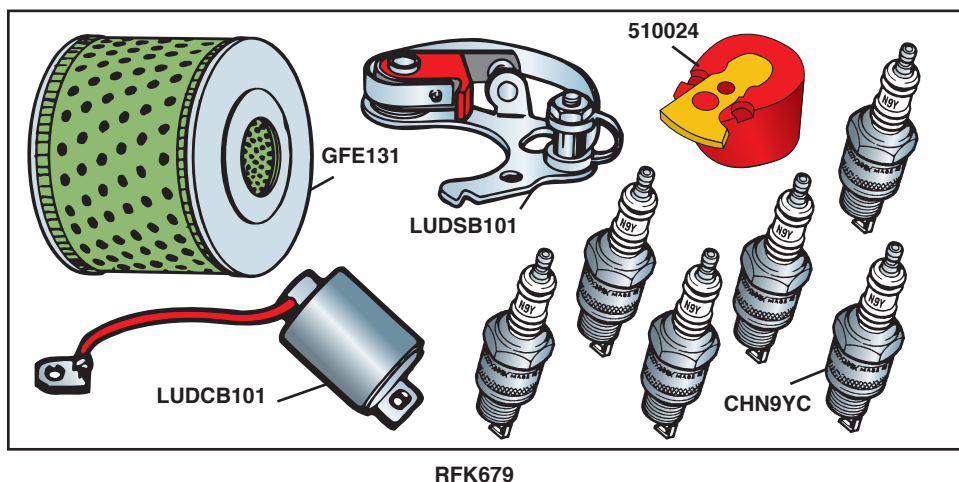
Part No.	Description	No.Off	List Price	Your Price
CNP42	Commission Number Plate , TR250; mounted on LH front wheel arch	1		
CNP73	Commission Number Plate , TR6, 1969, maybe some 1970; mounted on LH front wheel arch	1		
CNP61	Commission Number Plate , TR6, 1970-72; mounted on LH front wheel arch	1		
CNP74	Commission Number Plate , TR6, 1973-75; mounted on LH rear door post	1		
CNP62	Commission Number Plate , TR6, 1976; mounted on LH rear door post	1		

TUNE-UP

TRF TUNE-UP KITS, TR250, TR6

“A Super Price on a Basic Tune-up”

TRF Tune-up Kits include plugs, points, condenser, TRF's improved “red” rotor, and oil filter, all under one part number at a super price. Red rotors are an important innovation, and you can read about them in a later section. Along with the parts included, you may wish to order air filters, ignition cables, distributor cap, an ignition coil, a fan belt, or a thermostat. Kits include Lucas ignition components, Champion Spark plugs, and high-quality oil filters. We want you to feel good about the parts you purchase from The Roadster Factory.

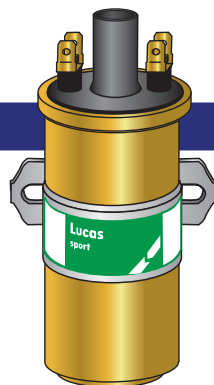


Part No.	Description	No. Off	List Price	Your Price
RFK679	TRF Tune-up Kit , all TR250, TR6; includes plugs, points, condenser, rotor, and oil filter	1		
RFK1229	TRF Tune-up Kit , all TR250, TR6 with spin-on oil filter adaptor; includes plugs, points, condenser, rotor, and spin-on oil filter	1		

LUCAS “SPORT” IGNITION COILS, TR250, TR6

“Traditionally Used on British Racing Cars”

These coils have been known as “Sport” coils for a long, long time, much longer than the use of the word in advertising for everything from deodorant scents to ladies underwear, for more than a half century, in fact. They provided a hotter spark for British Grand Prix cars in the 1960's, and they still do the same for us now.



LUDELB105B

Part No.	Description	No. Off	List Price	Your Price
LUDELB105B	Lucas “Sport” Ignition Coil , all TR250, TR6, 1968-72	1		
LUDELB110	Lucas “Sport” Ignition Coil , TR6, 1973-76	1		

TUNE-UP

INDIVIDUAL TUNE-UP COMPONENTS, TR250, TR6

“Brand Name Components, Lucas, Champion, NGK, Upgraded as Required...”

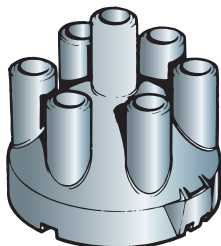
TRF still stocks Lucas components in Lucas boxes, along with better distributor caps with brass contacts, and upgraded “red” rotors.



CHN9YC



NGKBP6ES



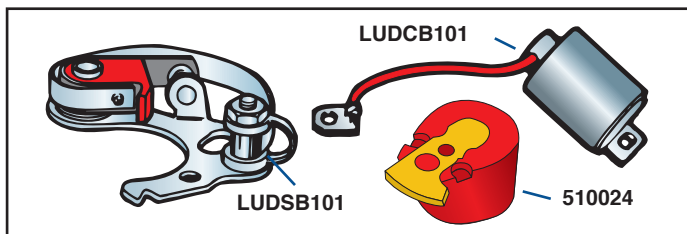
HPDDB117



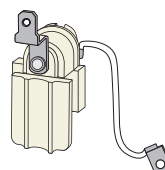
510024



LUDLB102



RFK1292



LU54413549

Part No.	Description	No. Off	List Price	Your Price
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DISTRIBUTOR TUNE-UP

LUDSB101	Points Set, Lucas brand	1		
LUDCB101	Condenser, Lucas brand	1		
510024	Rotor Arm, better quality “red” rotor	1		
LU54413549	Terminal Assembly, with wiring lead	1		
HPDDB117	Distributor Cap, better cap with brass contacts	1		
RFK1292	Mini Tune-up Kit; points, condenser, “red” rotor	1		

SPARK PLUGS, Champion brand

CHN9YC	Champion Spark Plug, standard	6		
CHN12YC	Champion Spark Plug, hotter plug may prevent fouling in later engines with emission controls	6		

SPARK PLUGS, NGK brand

NGKBP6ES	NGK Spark Plug, standard	6		
NGKBP5ES	NGK Spark Plug, hotter plug	6		
NGKBP7ES	NGK Spark Plug, cooler plug	6		

IGNITION COILS

LUDLB101	Ignition Coil, stock type, Lucas brand, 1968-72	1		
LUDLB102	Ignition Coil, stock type, Lucas brand, 1973-76	1		

TUNE-UP

UPGRADED DISTRIBUTOR ROTORS—“RED ROTORS,”
TR250, TR6

“Metal Rivet Was Not Included in ‘Red’ Rotor Design to Eliminate Shorting”

Commonly available rotors in the recent past were poorly-designed, including some in Lucas packaging. The design included a metal rivet which occasionally “shorted out,” stopping the car. Enthusiasts purchased all of the old stock rotors that could be found, and then they scoured junk yards for old style rotors. Clearly, better new parts were required, and they are now available. Our new rotors are moulded in special red plastic to differentiate them from others on the market.



510024

Part No.	Description	No.Off	List Price	Your Price
510024	Rotor Arm , better-quality “red” rotor, fits all TR250, TR6	1		

PERTRONIX ELECTRONIC IGNITION CONVERSIONS,
TR250, TR6

“Reliable Electronic Ignition, All Hidden Under Your Original Distributor Cap”

Pertronix “Ignitor” conversions are popular among TR250 and TR6 enthusiasts because they are simple to install, and nothing “shows” after you snap your original distributor cap back into place. This Pertronix system will improve the performance of your Lucas distributor, particularly if it is getting a little worn. Besides, there are no points to change. But you can easily go back to points-type ignition if you want to at some future date for any reason.



Part No.	Description	No.Off	List Price	Your Price
PTR104	Pertronix “Ignitor” Electronic ignition; converts Lucas model 22D6 distributors to reliable electronic ignition; fits all TR250, TR6 original distributors	1		

PERTRONIX IGNITION COILS MATCH
“IGNITOR” SYSTEMS

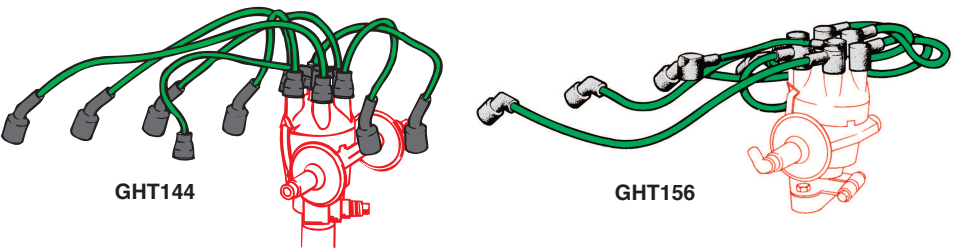
PTR203	Ignition Coil , chromed housing, TR250, TR6, 1968-72	1		
PTR201	Ignition Coil , black housing, TR250, TR6, 1968-72	1		
PTR204	Ignition Coil , chromed housing, TR6, 1973-76	1		
PTR202	Ignition Coil , black housing, TR6, 1973-76	1		

TUNE-UP

GREEN IGNITION WIRES FOR TR250, TR6

“TRF Replicas Match Original Lucas Wires Fitted to TR6 Models”

Most TR6 models came from the factory with green ignition wires, part of an attempt by Triumph to add a level of exclusivity to its cars. The green cables were discontinued by Unipart many years ago and by the Lucas subsidiary which made them a few years later. TRF arranged to manufacture correct green cable, rubber boots, and fittings. Therefore, correct green cables are still in stock every day...

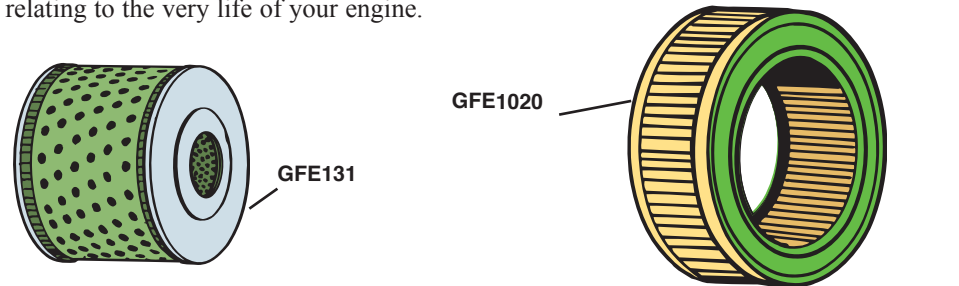


Part No.	Description	No. Off	List Price	Your Price
GHT144	Green Ignition Cable Kit; includes seven cables with end fittings and rubber boots installed, TR250, TR6 1968-73	1		
GHT156	Green Ignition Cable Kit; includes seven cables with end fittings and rubber boots installed, TR6 1974-76	1		

OIL FILTERS AND AIR FILTERS, TR250, TR6

“Use of High-Quality Filters Relates to Longer Engine Life”

TRF stocks brand-name filters whenever possible because we know that our customers want to trust these minor components which perform a major function relating to the very life of your engine.



Part No.	Description	No. Off	List Price	Your Price
ORIGINAL-STYLE OIL FILTERS				
GFE131	Oil Filter Element, for original canister	1		
GFE131/3	Oil Filter Element, multi-pack of three	A/R		
ORIGINAL-STYLE AIR FILTERS				
GFE1020	Air Filter Element, for original air cleaner	2		
GFE1020/4	Air Filter Element, multi-pack of four	A/R		

TUNE-UP

HIGH-PERFORMANCE AIR FILTERS, TR250, TR6

“K & N Filters Fit Stock Air Cleaner Canister and Last One-Million Miles”

Just wash K & N filters with special cleaner and re-oil with K & N filter oil. Then put the same filters back on the car. Guys write in club magazines about how these filters actually increase car performance, and nothing looks different under your bonnet...”



Part No.	Description	No. Off	List Price	Your Price
TRFCD214	Filter Element , air filter, K & N brand; fits stock air cleaner canister	2		
TRFCD20	Cleaner , for washing filter elements; 32 oz. plastic bottle	A/R		
TRFCD10	Filter Oil , for re-oiling K & N filter elements after washing; 6.5 oz. aerosol can	A/R		

GREY SPEEDOMETER CABLES, ANGLE DRIVES, AND TACHOMETER CABLES, TR250, TR6

“Grey Cables Were Original on TR250 and TR6 Models...”

The grey cables which TRF supplies for TR250 and TR6 customers are identical to the ones originally fitted to these models by Triumph. In fact, our manufacturer is a descendent of the original company. Perfect for concours enthusiasts...



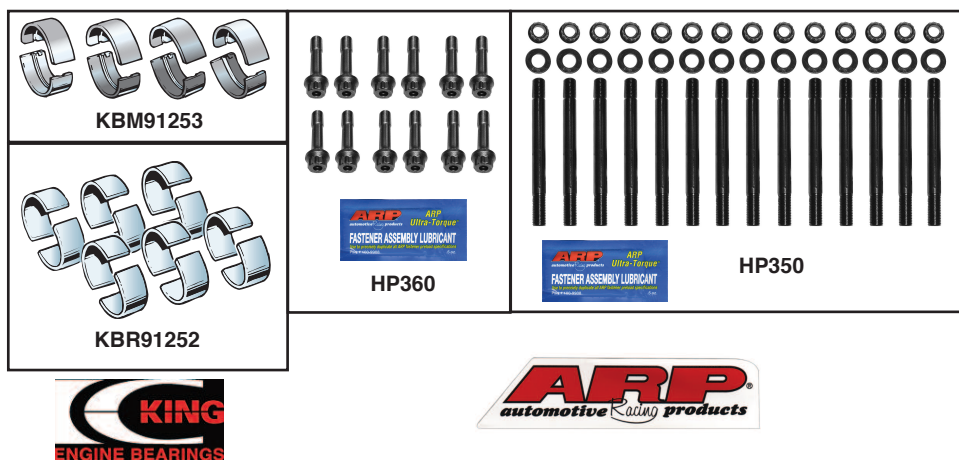
Part No.	Description	No. Off	List Price	Your Price
GSD169	Speedometer Cable , grey, TR250, TR6, 1968-74; fits all TR6 models if a one-piece cable is desired	1		
UKC5364	Speedometer Cable , grey, TR6, 1975-76; this is the short section from the speedometer to the service mileage counter on original cars	1		
UKC5369	Speedometer Cable , grey, TR6, 1975-76; this is the long section from the service mileage counter to the gearbox on original cars	1		
120694	Angle Drive , speedometer cable to gearbox, TR250, TR6	1		
134733	Tachometer Cable , grey, all TR250, TR6	1		

ENGINE REBUILDING COMPONENTS

ENGINE BEARINGS, PISTONS, GASKETS, SEALS, TR250, TR6

“TRF Chooses the Best Parts Available for Engine Rebuilding”

Our cars were high-performance sports cars meant for racing and hard driving, and many owners still drive them in a sporting manner. TRF selects the best parts available for sale to our customers because that is what we want to put into our own engines. The cost of the parts is only one factor involved in an expensive and arduous process. Too much is at stake to put anything less than the best you can afford into your engine project.

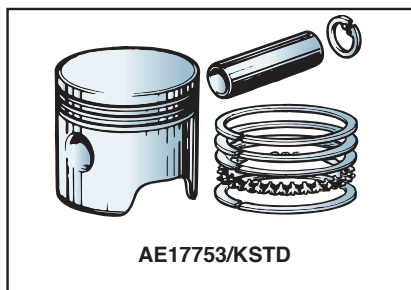
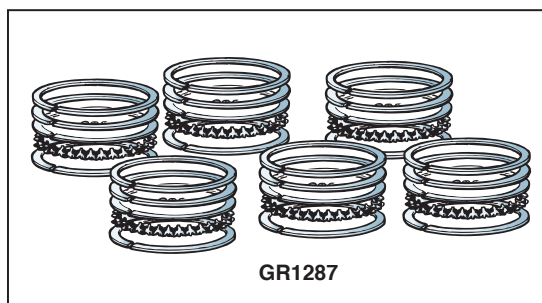
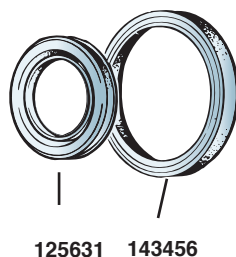
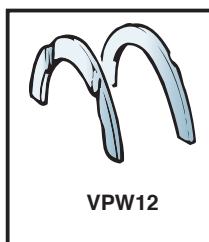
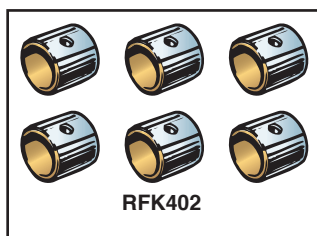


Part No.	Description	No.Off	List Price	Your Price
MAIN BEARING SETS, King brand; choice of bi-metal or tri-metal bearings				
KBM91253BM	Main Bearing Set , bi-metal; please specify size required, standard or undersizes, .010-inch, .020-inch or .030-inch	1		
KBM91253TM	Main Bearing Set , tri-metal; please specify size required, standard or undersizes, .010-inch, or .020-inch,	1		
CONNECTING ROD BEARING SETS, King brand; choice of bi-metal or tri-metal bearings				
KBR91252BM	Rod Bearing Set , bi-metal; please specify size required, standard or undersizes, .010-inch, .020-inch, or .030-inch	1		
KBR91252TM	Rod Bearing Set , tri-metal; please specify size required, standard or undersizes, .010-inch, or .020-inch	1		
RACE-QUALITY HARDWARE, for engine building by ARP Automotive Racing Products				
HP360	Bolt Kit , connecting rods, includes connecting rod bolts and thread lubricant for building one engine	1		
HP350	Hardware Kit , securing cylinder head, includes studs, washers, nuts, and thread lubricant, complete for one engine	1		

Section Continues ►►

ENGINE REBUILDING COMPONENTS

BEARINGS, PISTONS, GASKETS, SEALS—Continued



Part No.	Description	No. Off	List Price	Your Price
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CRANKSHAFT THRUST WASHER SETS

VPW12/STD	Thrust Washer Set, standard size	1
AEW2171/S005	Thrust Washer Set, .005-inch oversize	1
AEW2171/S015	Thrust Washer Set, .015-inch oversize	1
AEW2171/S030	Thrust Washer Set, .030-inch oversize	1

SMALL-END BUSHES, Vandervell brand

RFK402	Small-End Bush Kit; set of six	1
119813	Bush, small end	6

PILOT BUSHES, fitted in rear of crankshaft

47246	Pilot Bush, long type, 1968-70	1
151213	Pilot Bush, short type, 1970-76,	1

PISTONS, AE brand

AE17753/KSTD	Piston, standard size	6
AE17753/K020	Piston, .020-inch oversize	6

PISTON RINGS, Grant brand

GR1287/STD	Piston Ring Set, standard size	1
GR1287/020	Piston Ring Set, .020-inch oversize	1

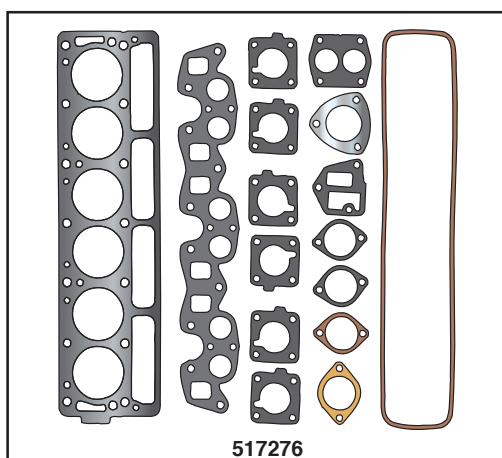
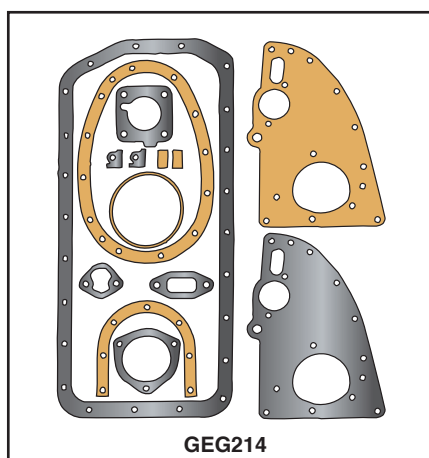
OIL SEALS

125631	Front Seal, in timing cover	1
143456	Rear Seal, fitted in housing around crankshaft	1

Section Continues ►►

ENGINE REBUILDING COMPONENTS

BEARINGS, PISTONS, GASKETS, SEALS—Continued



Part No.	Description	No. Off	List Price	Your Price
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COMPARE TWO LEVELS OF ENGINE GASKET SETS BEFORE DECIDING WHICH ONE TO PURCHASE

GASKET SETS, Payen brand, or OEM

quality equivalent

517276	Gasket Set , upper engine, TR250, TR6, 1968-71; matched to engine blocks with no grooves around cylinder bores	1
520884	Gasket Set , upper engine, TR6, 1972-76; matched to engine blocks with grooves around cylinder bores	1
GEG214	Gasket Set , lower engine, all TR250, TR6	1

GASKET SETS, aftermarket brand

gaskets of reasonable quality

REG517276	Gasket Set , upper engine, TR250, TR6, 1968-71; matched to engine blocks with no grooves around cylinder bores	1
REG520884	Gasket Set , upper engine, TR6, 1972-76; matched to engine blocks with grooves around cylinder bores	1
REG214	Gasket Set , lower engine, all TR250, TR6	1

INDIVIDUAL ENGINE GASKETS

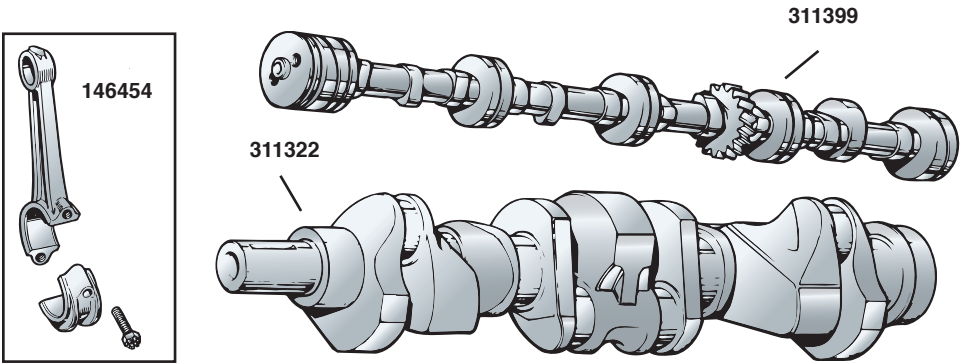
GEG413	Gasket , valve cover	1
GEG413/HP	Gasket , valve cover, silicon	1
213641	Gasket , manifold, 1968-71	1
GEG682	Gasket , manifold, 1972-76	1
211126	Gasket , timing cover	1
GEG515	Gasket , oil pan	1
105321	Gasket , rear crankshaft seal housing	1

ENGINE REBUILDING COMPONENTS

MAJOR ENGINE COMPONENTS, TR250, TR6

“Cranks, Connecting Rods, and Camshafts”

TRF has a hoard of original crankshafts purchased from Unipart years ago. Regrettably, they had been improperly stored, and many had corrosion damage. We need to analyze our stocks, and then have the best ones evaluated by a machine shop. This will be done as time goes on, so please contact us if you find yourself in a desperate situation. Note that we also have a large number of used crankshafts. Camshafts listed are aftermarket versions which customers have been using for standard street use. Also consider the Brand New High-Performance Street Cams listed on page 15. Connecting rods are brand new Triumph factory products, with brand new small-end bushes and perfect big ends.



Part No.	Description	No. Off	List Price	Your Price
311322/STD	Crankshaft , brand new, standard size, 1970-76	1		
311322/010	Crankshaft , brand new, .010-inch undersize, 1970-76	1		
146454	Connecting Rod , brand new, with small-end bush	6		
307621	Camshaft , original part no., 1968-72	1		Use 311399
311399	Camshaft , reproduction, brand new, 1973-76	1		



TR250/TR5 Engine Without Intake Manifold

ENGINE REBUILDING COMPONENTS

ALLOY FRONT AND REAR ENGINE PLATES, TR250, TR6

“Save Weight and Replace Damaged Components at the Same Time”

These new high-performance alloy engine plates save weight and provide a perfectly flat surface. These beautiful components come from Joe Alexander at Alexander Racing Enterprises.



Part No.	Description	No. Off	List Price	Your Price
HP272	Engine Plate , rear, high-performance alloy material, all TR250, TR6	1		
HP270	Engine Plate , front, high-performance alloy material, all TR250, TR6, up to comm. no. CF35000, 1968-74	1		
HP271	Engine Plate , front, high-performance alloy material, TR6, after comm. no. CF35000, 1975-76	1		

HIGH-PERFORMANCE ENGINE COMPONENTS, TR250, TR6

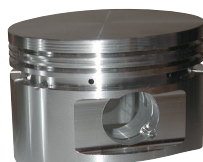
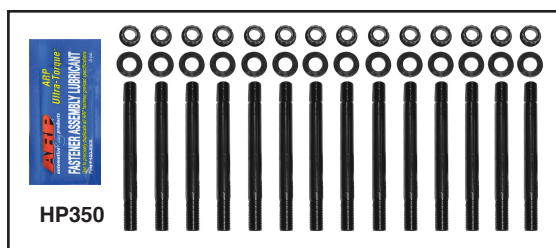
“Carrillo Rods, Wiseco Forged Pistons, Grant Piston Rings, Alloy Flywheels”

Customers building high-performance engines often require upgraded components, and we at TRF know that we can rely on the ones listed here. We used them for building the engine for Charles Runyan’s Triumph TR5 P.I. Carrillo rods are made to amazing standards, and you can read about Kas Kastner’s visit to the Carrillo factory in his second book, entitled “Kas Kastner’s Historical and Technical Guide for Triumph Cars.” The manufacturing process for Carrillo rods is described in Kastner’s book, and it makes interesting reading for anyone interested in building a high-performance engine.

Most stock pistons are cast into shape from molten metal, usually under pressure. Cast pistons are fine for most stock applications, but if you will highly stress your engine, you may want something more, i.e. “forged pistons.” Forged metal is pounded into shape, rather than cast, and the pounding adds properties to the metal which make it stronger and better for high stress applications. Wiseco is a manufacturer of high-quality forged pistons for high-performance applications. Wiseco designed the pistons listed here specifically for TRF to sell for Triumph TR250 and TR6 applications. These pistons maintain stock ring land dimensions, and TRF recommends the use of Grant Piston Rings.

Section Continues ►►

ENGINE REBUILDING COMPONENTS

HIGH-PERFORMANCE ENGINE COMPONENTS, TR250, TR6
—ContinuedWISECO
FORGED
PISTONSCARRILLO
RODS

HP350



HP360



Part No.	Description	No. Off	List Price	Your Price
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CARRILLO CONNECTING RODS;

blocks must be notched to allow clearance for Carrillo rods

TRFCD189	Connecting Rod , TR250, TR6,	6		
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WISECO FORGED PISTONS; purchase

rings separately, TR250, TR6

WBPS148118/STD	Piston Set , standard size	1		
WBPS148118/020	Piston Set , .020-inch oversize	1		
WBPS148118/030	Piston Set , .030-inch oversize	1		
WBPS148118/040	Piston Set , .040-inch oversize	1		

GRANT PISTON RINGS, to fit stock

pistons and Wiseco pistons, TR250, TR6

GR1287/STD	Piston Ring Set , standard size	1		
GR1287/020	Piston Ring Set , .020-inch oversize	1		
GR1287/030	Piston Ring Set , .030-inch oversize	1		
GR1287/040	Piston Ring Set , .040-inch oversize	1		

LIGHTWEIGHT ALLOY FLYWHEELS

HP214	Flywheel , fitted to TR250, TR6, up to eng. no. CC50000	1		
HP215	Flywheel , fitted to TR6, after eng. no. CC50000	1		

RACE-QUALITY HARDWARE, for engine

building by ARP Automotive Racing Products

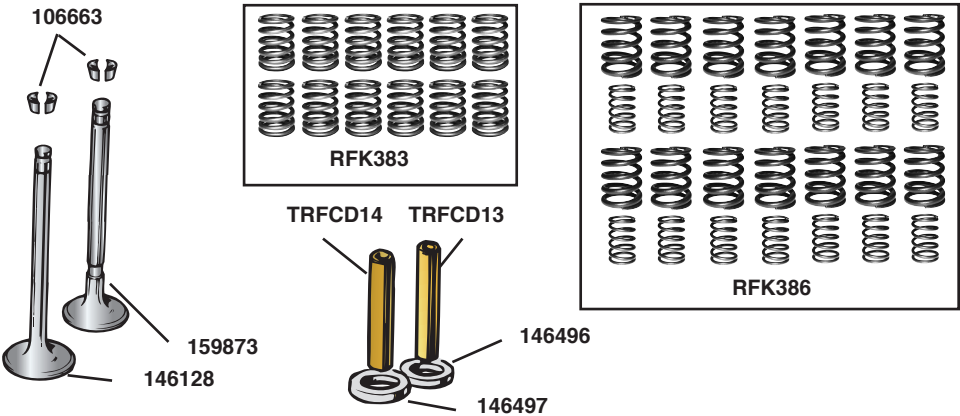
HP360	Bolt Kit , connecting rods, includes connecting rod bolts and thread lubricant for building one engine	1		
HP350	Hardware Kit , securing cylinder head, includes studs, washers, nuts, and thread lubricant, complete for one engine	1		

ENGINE REBUILDING COMPONENTS

VALVE GEAR, INCLUDING HIGH-PERFORMANCE COMPONENTS, TR250, TR6

“All Components Listed Are Best We Can Find—Some High-Performance Options Are Available”

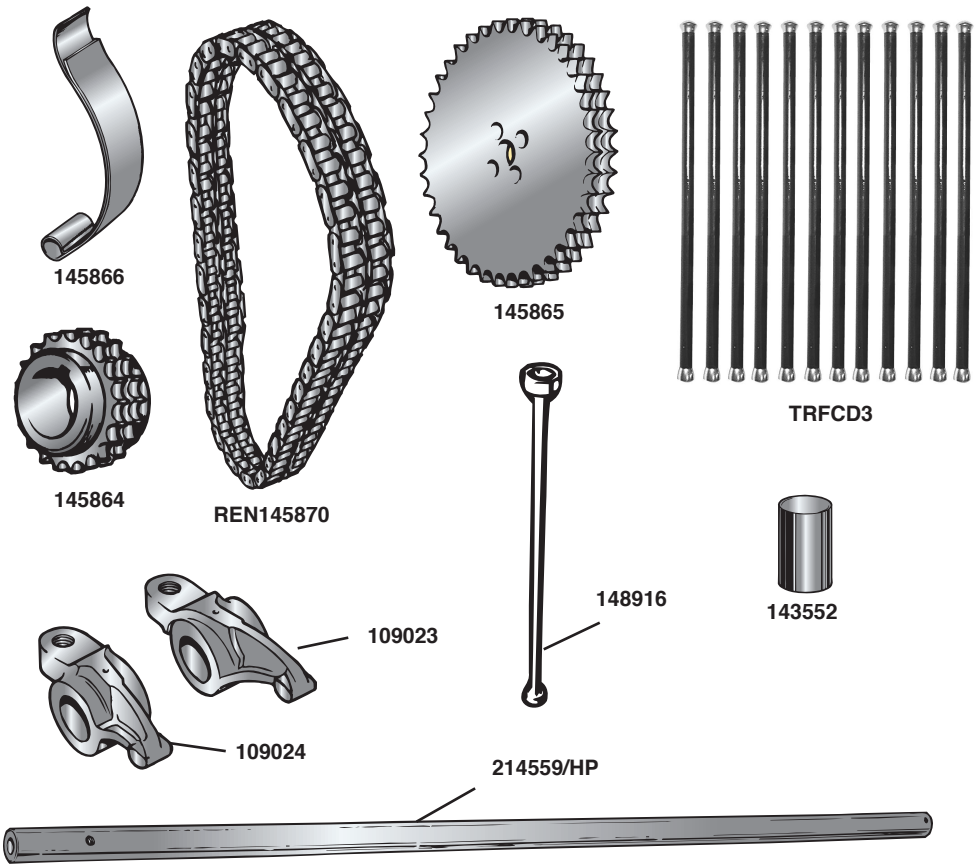
All valves, seats, and guides are the ones we suggest for upgrading cylinder heads to the constraints demanded by fuels with lowered octane, no lead, and added ethanol. We suggest Renold brand timing chains, as we have never heard of one breaking, and they are designed for minimum stretch, even after a hundred-thousand miles. Other high-performance components include hardened valve tappets, tubular push rods, and roller rocker arm kits. These are the same components we use to rebuild our own engines which we test on long trips and fast motoring.



Part No.	Description	No. Off	List Price	Your Price
VALVES				
146128	Valve, intake, hardened, 1968-76	6		
149658	Valve, exhaust, hardened, 1968-72	6		
159873	Valve, exhaust, hardened, 1973-76	6		
VALVE SEATS; for use with unleaded fuel				
146496	Seat, valve, intake, hardened	6		
146497	Seat, valve, exhaust, hardened, 1968-72	6		
159904	Seat, valve, exhaust, hardened, 1973-76	6		
VALVE GUIDES; bronze type				
TRFCD13	Valve Guide, intake valves	6		
TRFCD14	Valve Guide, exhaust valves	6		
HP250	Valve Guide Set, machined to take valve stem seals; full set with seals	1		
VALVE SPRING SETS				
RFK383	Valve Spring Set, 1968-71; single springs	1		
RFK385	Valve Spring Set, 1972; single springs	1		
RFK386	Valve Spring Set, 1973-76; double springs	1		
VALVE KEEPERS				
106663	Keeper, valve springs; 12 pairs; price is for one pair	12		

ENGINE REBUILDING COMPONENTS

VALVE GEAR, INCLUDING HIGH-PERFORMANCE COMPONENTS, TR250, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
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TIMING GEARS AND CHAINS; double-row components

145864	Gear , timing, crankshaft	1		
145865	Gear , timing, camshaft	1		
REN145870	Chain , timing, original Reynold brand	1		
145866	Tensioner , timing chain	1		

VALVE OPERATING COMPONENTS; all original quality or better

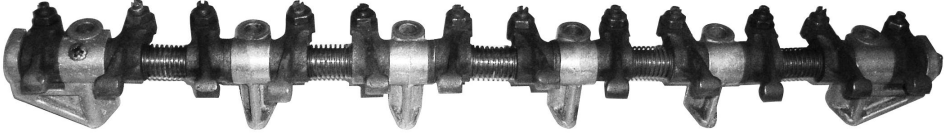
143552	Valve Tappet	12		
148916	Push Rod , original solid type	12		
TRFCD3	Push Rod Set , tubular, chrome moly steel	1		
214559/HP	Rocker Shaft , tufrided; better than stock	1		

Note: Also see **Rocker Assemblies** listed on the following page...

137811	End Plug , rocker shaft	2		
109024	Rocker , nos. 1, 3, 5, 7, 9, 11	6		
109023	Rocker , nos. 2, 4, 6, 8, 10, 12	6		

ENGINE REBUILDING COMPONENTS

VALVE GEAR, INCLUDING HIGH-PERFORMANCE COMPONENTS—Continued



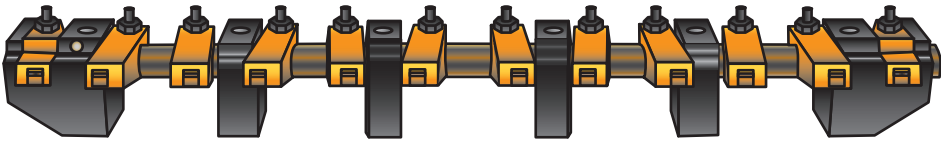
TRFCD222

Part No.	Description	No.	OffList Price	Your Price
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ROCKER ASSEMBLIES; rebuilt and upgraded stock components; shafts are hard chromed and resized; rockers are bored and rebushed; ready-to-use assembly; send old assembly with order, or pay refundable core charge

TRFCD222	Rocker Shaft Assembly, rebuilt and upgraded	1		
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CORE50	Refundable Core Charge on the above	1		
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HP138

ROLLER ROCKER ASSEMBLIES

HP138	Roller Rocker Assembly, 1.55 : 1 ratio	1		
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HP139	Roller Rocker Assembly, 1.65 : 1 ratio	1		
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P.S. Roller rockers run with needle bearings on a hardened rocker shaft. The rocker contacts the valve stem via a roller bearing on the rocker tip, reducing side loads which wear valve stems and guides. Stock rockers have a ratio of 1.43 : 1, and the higher ratio of the roller rockers listed above improves engine performance by opening valves faster and farther. This increases air and fuel flow into the cylinders to provide a net horsepower increase of as much as 10%.

PLUGS FOR ENGINE BLOCK AND CYLINDER HEAD

RFK1271	Core Plug Kit; eleven freeze plugs plus one plug at rear of camshaft	1		
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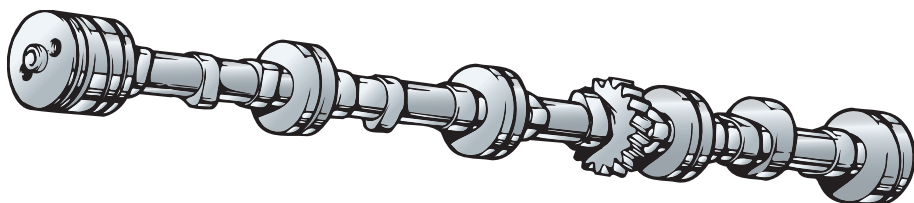
RFK1535	Plug Kit, oil gallery and oil passage in cylinder head; includes ten plugs, one set screw and one copper washer	1		
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ENGINE REBUILDING COMPONENTS

BRAND NEW HIGH-PERFORMANCE CAMSHAFTS, TR250, TR6

“Exciting Camshafts Are High-Quality as Well as High-Performance”

These camshafts are brand new chilled iron camshafts that last a lot longer than commonly available cams with cheaper metallurgy. Original cams were chilled iron, and they were very high quality too. It is possible that cheaper cams may be all right in engines that may not be used very much, but if you have an engine that you plan to run hard and fast and often, you are far better off to invest in a real camshaft.



Part No.	Description	No. Off	List Price	Your Price
HPGP2	Camshaft , brand new, chilled iron high performance street cam; power band from 2000-5500 RPM; GP2 profile	1		
HPGP3	Camshaft , brand new, chilled iron high performance street cam; power band from 2500-6000 RPM; GP3 profile	1		
	SPECIFICATION SHEETS ; available to help you decide which cam; can be faxed			
RFPGP2	Specification Sheet , GP2 cam; comes with cam; includes specs and installation info	1		
RFPGP3	Specification Sheet , GP3 cam; comes with cam; includes specs and installation info	1		

GP2 Camshaft Specifications

	DURATION @.010 TAPPET LIFT	DURATION @.050 TAPPET LIFT	CAM LIFT	VALVE LIFT	VALVE CLEARANCE	CENTER LINE
INT	278	227	.258"	.362"	.015	110 ATDC
EXH	278	227	.258"	.360"	.017	110 BTDC

GP3 Camshaft Specifications

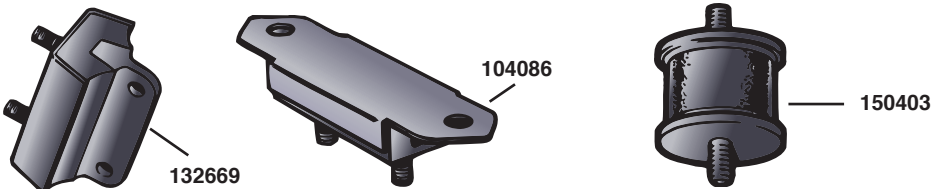
	DURATION @.010 TAPPET LIFT	DURATION @.050 TAPPET LIFT	CAM LIFT	VALVE LIFT	VALVE CLEARANCE	CENTER LINE
INT	281	232	.282"	.395"	.017	110 ATDC
EXH	281	232	.282"	.393"	.019	110 BTDC

ENGINE REBUILDING COMPONENTS

BETTER ENGINE AND GEARBOX MOUNTINGS, TR250, TR6

“You Can Feel the Quality of These Mounts Just by Holding Them in Your Hand”

TRF manufactures its own engine mounts. Cheaper ones are available from various competitors, but we didn’t like how they performed. Sometimes, they sagged before we took a car out of the shop. Ours are truly a lot better, and you can really tell just by holding one in your hand, especially if you have another brand to compare.



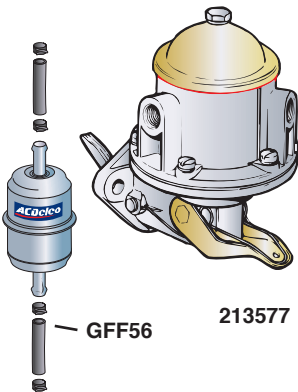
Part No.	Description	No. Off	List Price	Your Price
132669	Engine Mounting , front, fitted to both sides of engine block; better quality stock mount	2		
HP613	Engine Mounting , front, competition grade mount holds engine in place	2		
104086	Gearbox Mounting , rear, TR250, TR6 1968-72	1		
150403	Gearbox Mounting , rear, TR6, 1973-76	2		

FUEL/EMISSIONS SYSTEM

FUEL PUMPS, REBUILD KITS, FUEL FILTERS, TR250, TR6

“You Will Find None of These at Competing Vendors”

Yes, there are cheap repro fuel pumps on the market. Some have no priming lever, and some have left our customers and friends stranded. TRF’s pumps come from Italy, and they are replicas of original AC pumps. When the time comes, you can also rebuild them with original rebuild components. TRF’s rebuild kits have the correct diaphragms, not ones that are made upside down. We include higher quality valves too, and the oil seals that keep fuel out of your crankcase. TRF’s fuel filters are genuine AC filters with metal cases. That is why they cost just a little more. Before I forget to say it, please never throw away an original AC fuel pump. Someone will want it, even just for some of the parts.



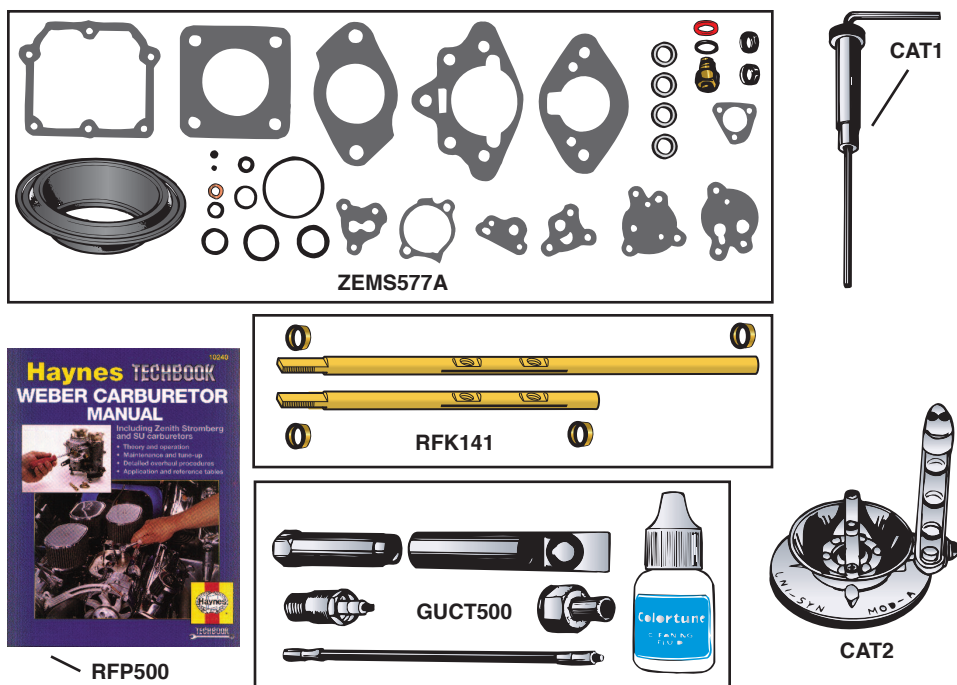
Part No.	Description	No. Off	List Price	Your Price
213577	Fuel Pump Assembly , identical to original AC pump, with priming lever	1		
RFK1401	Repair Kit , for original pump or for TRF’s replica pump	1		
GFF56	Fuel Filter , AC brand, metal case	1		

FUEL/EMISSIONS SYSTEM

CARBURETTOR REBUILDING AT HOME, TR250, TR6

“You Can Do It Yourself if You Take a Little Time to Learn How...”

Once you know, you will be able to solve problems on your own too. There are people who earn a good living and travel the world because they have the skills required to tune carburetors on vintage race cars. Seriously though, if you read your shop manual, purchase the Haynes manual, and spend a few hours reading and tinkering, you will be able to do it yourself. You should be able to manage with the parts, the Haynes manual, and a few of the tools listed here.



Part No.	Description	No. Off	List Price	Your Price
ZEMS577A	Carb Rebuild Kit; includes diaphragms, gaskets, seals, and needle valves, all TR250, TR6	2		
RFK141	Throttle Shaft Kit; includes one pair of throttle shafts and four seals	1		
ZEB18032	Seal Assembly, throttle shafts, including metal shell and inner neoprene portion	4		
517003/N	Seal, throttle shafts; inner neoprene seal only	4		
TOOLS AND WORKSHOP MANUAL, for working on TR250, TR6 carbs				
CAT1	Tool, jet adjusting, all TR250, TR6	1		
CAT2	Air Flow Meter, Unisyn; for synchronizing throttles of twin carbs	1		
GUCT500	Colortune Kit; tune your carbs by the colour of the combustion inside your engine; sounds like magic, but it works	1		
RFP500	Haynes Manual, carb rebuilding; Zenith Stromberg, SU, Weber; 300+ pages.	A/R		

FUEL/EMISSIONS SYSTEM

ADJUSTABLE CARBURETTOR JETS FOR ALL TR6 MODELS

“Retro-Fit for all 175CD Carbs with Non-Adjustable Jets”

Use of adjustable jets may allow you to better adapt your carbs to current fuels or to “bigger” cams. Essentially, this modification returns your carbs to the specification of early TR250 carbs or TR4A carbs fitted originally with jets very much like these. These are not inexpensive, but they are things of considerable beauty.

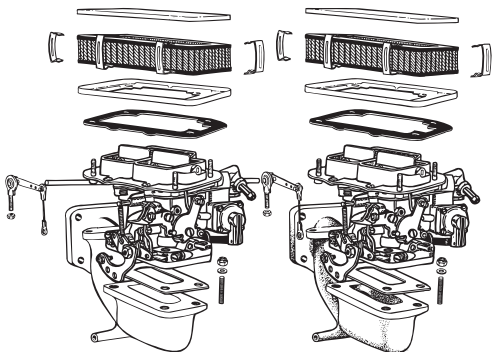


Part No.	Description	No.Off	List Price	Sale Price
ZEB20174ADJ	Jet Assembly , carburettor, adjustable, fit these to return your carbs to pre-emission specs, fits TR6, etc. with so-called non-adjustable jets	2		

WEBER DOWN-DRAUGHT CARBURETTORS, TR250, TR6

“Easy Installation Provides Reliable Performance Without Engine Modifications”

Reliable street performance is being offered here. Consider these if you do not like your original carbs or you don’t want to rebuild them. Downdraught Weber Kits come with a pair of Weber carbs, manifolds, linkage, air cleaners, and hardware. Everything you need, Installation is straightforward, and gas mileage remains fairly economical. Instructions included.



Part No.	Description	No.Off	List Price	Your Price
WEK155	Weber Down-Draught Carburettor Kit , includes twin carbs, manifolds, linkage, and air cleaners	1		

FUEL/EMISSIONS SYSTEM

CARBURETTOR HEAT SHIELDS, TR250, TR6

“Shield Your Carbs from Exhaust Manifold Heat to Improve Performance”

Triumph racers of old used shields similar to these to protect carbs from exhaust manifold heat, and Joe Alexander of Alexander Racing has reproduced them for you to use on your street car or race car today. Racers go to great lengths to keep both carbs and the air going into them as cool as possible so that fuel does not vaporize before it should. These are especially useful if you live in a hot climate.



HP190



HP192

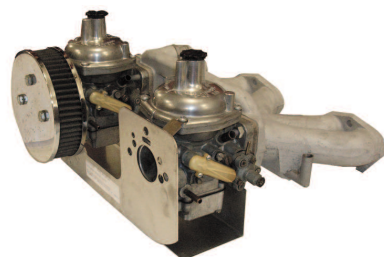


Photo of Heat Shield (Pt. No. HP190) installed on carburetors along with an aftermarket air cleaner on one carb. Note that the stock air cleaner also fits perfectly with a heat shield.



Part No.	Description	No. Off	List Price	Your Price
HP190	Heat Shield , for use with Zenith Stromberg carbs, all TR250, TR6	1		
BHH1992	Gasket , air cleaner to carburetors; fit to both sides of heat shield	4		
HP192	Heat Shield , for use with Weber side-draught carbs, all TR250, TR6; one heat shield required for each carb	3		

VELOCITY STACKS INCREASE HORSEPOWER, TR250, TR6

“An Increase of Four to Six Horsepower Is Possible”

These velocity stacks were popular when our cars were in production and many of them were raced for fun in weekend events. They are available again because Joe Alexander of Alexander Racing Enterprises likes to make parts for vintage racers. They are listed here because we at TRF like to offer interesting stuff to our customers. These fit all 1.75-inch SU and Zenith-Stromberg carbs.



HP198

HP191

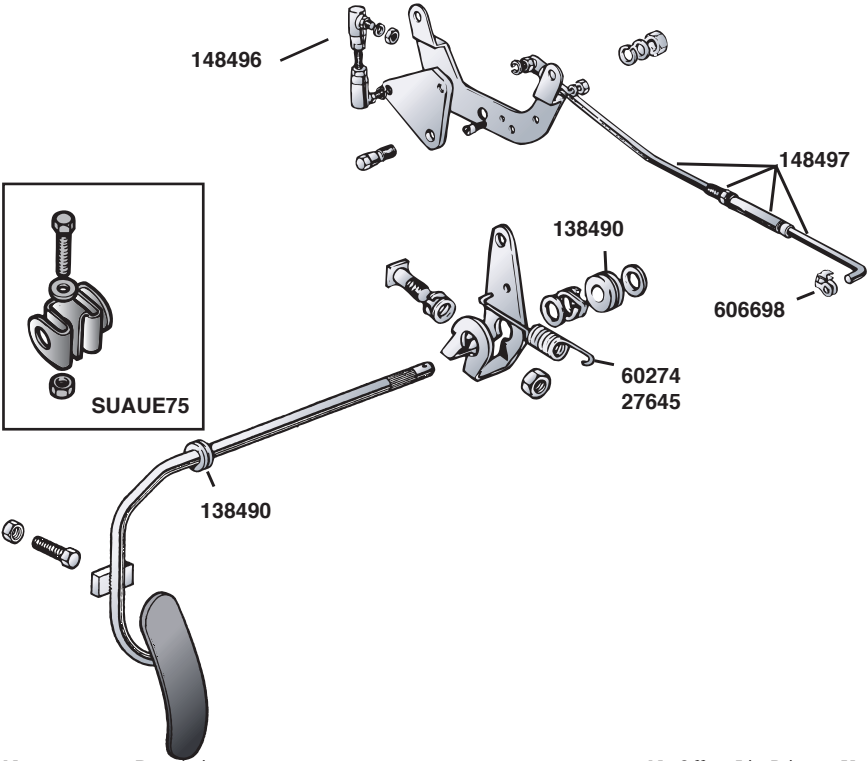
Part No.	Description	No. Off	List Price	Your Price
HP191	Velocity Stack Kit ; these fit 1.75-inch SU and Zenith-Stromberg carbs; kit includes one pair	1		
HP198	Air Cleaner , wire mesh; not included in velocity stack kit	2		

FUEL/EMISSIONS SYSTEM

THROTTLE LINKAGE, TR250, TR6

“Renew Worn Parts Before Your Linkage Pops Apart on the Road...”

It happens that worn ball joints can pull apart when you put your right foot down hard. Worn joints also add a lot of play to your linkage and take away from the positive feel you should have when you drive a real sports car. TRF stocks every part necessary to renew the linkage on your TR250 or TR6 sports car. We have all of this stuff because we continue to drive these cars ourselves, and we never want to stop!



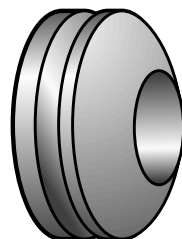
Part No.	Description	No.Off	List Price	Your Price
RFK1290	THROTTLE LINKAGE KIT	1		
138490	Bearing , nylon, accelerator cross-shaft, fitted to holes in bulkhead	2		
27645	Spring , return, accelerator cross-shaft lever, 1968-72	1		
60274	Spring , return, accelerator cross-shaft lever, 1973-76	1		
148497	Link Rod , adjustable, horizontal, with end joint, from cross-shaft lever to bell-crank lever	1		
606698	Clip , securing adjustable link rod to cross-shaft lever	1		
148960	Lever , bell-crank	1		
148496	Link Rod , short, vertical, with end joints, from bell-crank lever to carb throttles	1		
	RELATED PART			
SUAUE75	Coupling Kit , throttle shaft; includes folded coupling and hardware	2		

FUEL/EMISSIONS SYSTEM

ACCELERATOR CROSS-SHAFT BUSHES, TR250, TR6

“Latest Material Specification Lasts a Long Time...”

We gave this part a section of its own because it is a Very Important Part. Old parts have often disintegrated so that the accelerator cross-shaft is loose in its holes in the bulkhead (firewall). This adds a lot of slop when you want to accelerate, so it is worth making the repair. New bearings are made of a space-age material which does not disintegrate. But they are hard to install. In the past, enthusiasts have boiled these in soapy water to make them easier to force into their holes. Usually, they can be fitted by lubricating them with soap or hand cleaner and then forcing them into their holes.

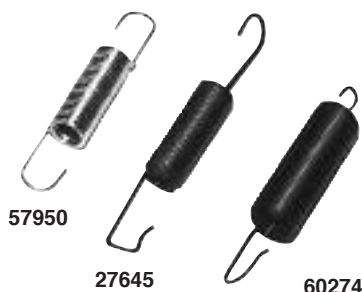


Part No.	Description	No. Off	List Price	Your Price
138490	Bearing , accelerator cross-shaft; late Triumph material does not disintegrate	2		

RETURN SPRING—QUICK-REFERENCE LIST, TR250, TR6

“Keep One of Each in Your Tool Box to Have the Correct Spring When You Need It...”

BOING...! You’ve had the experience. A spring breaks, and you’re off the road or using a makeshift replacement until you can get the right part. TRF stocks all of the springs all of the time, and it makes sense to have a couple of spares in your glovebox. A small investment can save a lot of inconvenience.



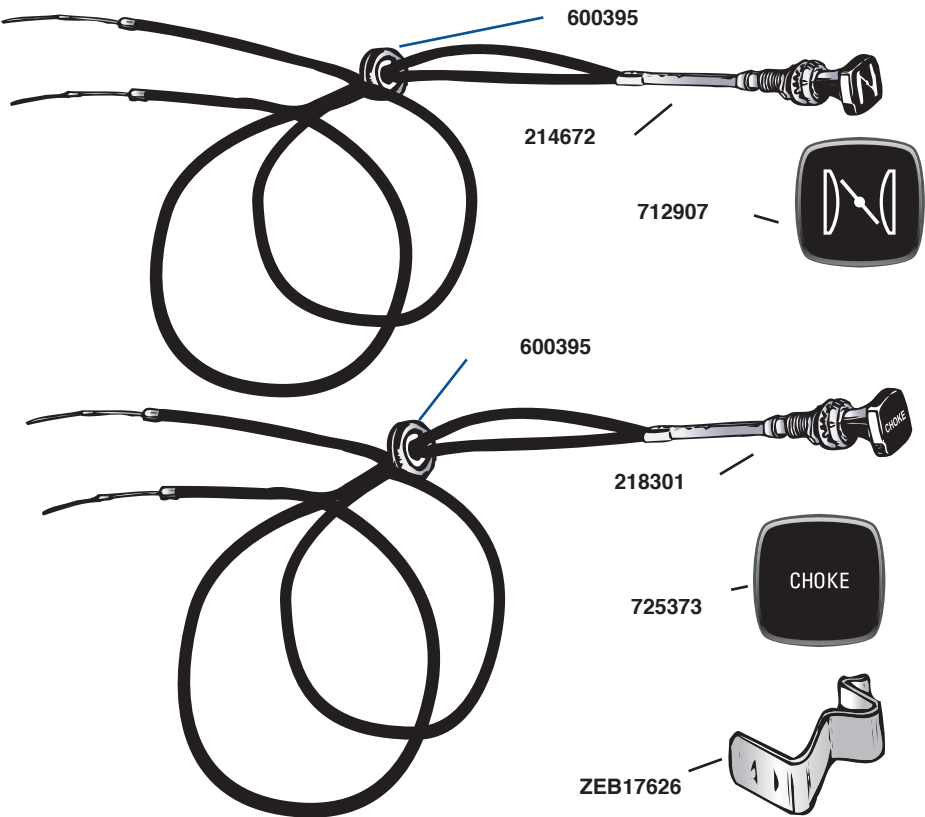
Part No.	Description	No. Off	List Price	Your Price
57950	Return Spring , clutch and brake pedals, mounted under dash	2		
27645	Return Spring , accelerator linkage, TR250, TR6 up to comm. no. CF1, 1968-72; mounted under bonnet	1		
60274	Return Spring , accelerator linkage, TR6 after comm. no. CF1, 1973-76; mounted under bonnet	1		

FUEL/EMISSIONS SYSTEM

CHOKE CABLES FOR ALL TR250 AND TR6

“Correct Cables and Perfect Knobs Which Match TRF’s Dash Knob Sets”

The Roadster Factory has manufactured new choke cables to original specifications. All cables come with knobs, and it is not possible to tell our replicas from original equipment. This is what we mean when we speak or write of “replica parts” as opposed to “repros.”



Part No.	Description	No. Off	List Price	Your Price
214672	Choke Cable Assembly , flexible cables, knob with choke symbol, TR250, TR6 1968-71	1		
218301	Choke Cable Assembly , flexible cables, knob with word CHOKE, TR6 1972-73	1		
UKC2121	Choke Cable Assembly , solid cables, knob with word CHOKE, TR6 1974-76	1		
ZEB17626	Clip , securing choke cable to brackets on carb bodies	2		
600395	Grommet , rubber, sealing choke cables to holes in bulkhead	1		
CHOKE KNOBS				
712907	Knob , choke control, symbol identification, TR250, TR6, 1968-71	1		
725373	Knob , choke control, word identification, TR6, 1972-76	1		

FUEL/EMISSIONS SYSTEM

BLACK NYLON VACUUM TUBING, RUBBER FITTINGS, AND RELATED ITEMS, TR250, TR6

“TRF Manages to Maintain Stocks of All Items Most of the Time”

As components have disappeared from other sources, TRF has arranged for manufacture of rubber fittings and related items. All lengths of black nylon tubing are kept available at all times and we can cut special lengths upon request.



UKC2130



UKC2668



138892



156607



UKC2109



215936

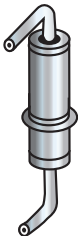
Part No.	Description	No.Off	List Price	Your Price
VACUUM TUBES, black				
151105	Vacuum Tube , 2-1/4 inch length		A/R	
UKC2115	Vacuum Tube , 4 inch length		A/R	
UKC2116	Vacuum Tube , 5-1/2 inch length		A/R	
UKC2118	Vacuum Tube , 6 inch length		A/R	
UKC2109	Vacuum Tube , 7 inch length		A/R	
UKC2615	Vacuum Tube , 13 inch length		A/R	
UKC2111	Vacuum Tube , 14 inch length		A/R	
151107	Vacuum Tube , 17 inch length		A/R	
151102	Vacuum Tube , 28 inch length		A/R	
151109	Vacuum Tube , 30 inch length		A/R	
305452	Vacuum Tube , 34 inch length		A/R	
151104	Vacuum Tube , 51 inch length		A/R	
151103	Vacuum Tube , 28 inch length		A/R	
UKC2114	Vacuum Tube , 30 inch length		A/R	
149387	Vacuum Tube , 36 inch length		A/R	
VACUUM TUBES, green, larger diameter than black				
215921	Vacuum Tube , 4-1/2 inch length		A/R	
215936	Vacuum Tube , 7-1/2 inch length		A/R	
215934	Vacuum Tube , 12-1/2 inch length		A/R	
RELATED ITEMS				
UKC2130	T-Fitting , vacuum tubes		A/R	
UKC2668	Y-Fitting , vacuum tubes		A/R	
138892	Clip , vacuum tubing to fuel lines		A/R	
156607	Fuel Trap , aka “Flame Trap”		A/R	

FUEL/EMISSIONS SYSTEM

EMISSIONS SYSTEM FUEL TRAPS, LATE TR6 MODELS

“Perfect Replacement Parts Available When You Need Them...”

Refer to the drawings below for exact applications. The correct fuel traps became unavailable years ago, and TRF did not want to use the MG replacement supplied by other vendors, as it was not quite the right part. Therefore, we made them from scratch, and they have been fairly good sellers.



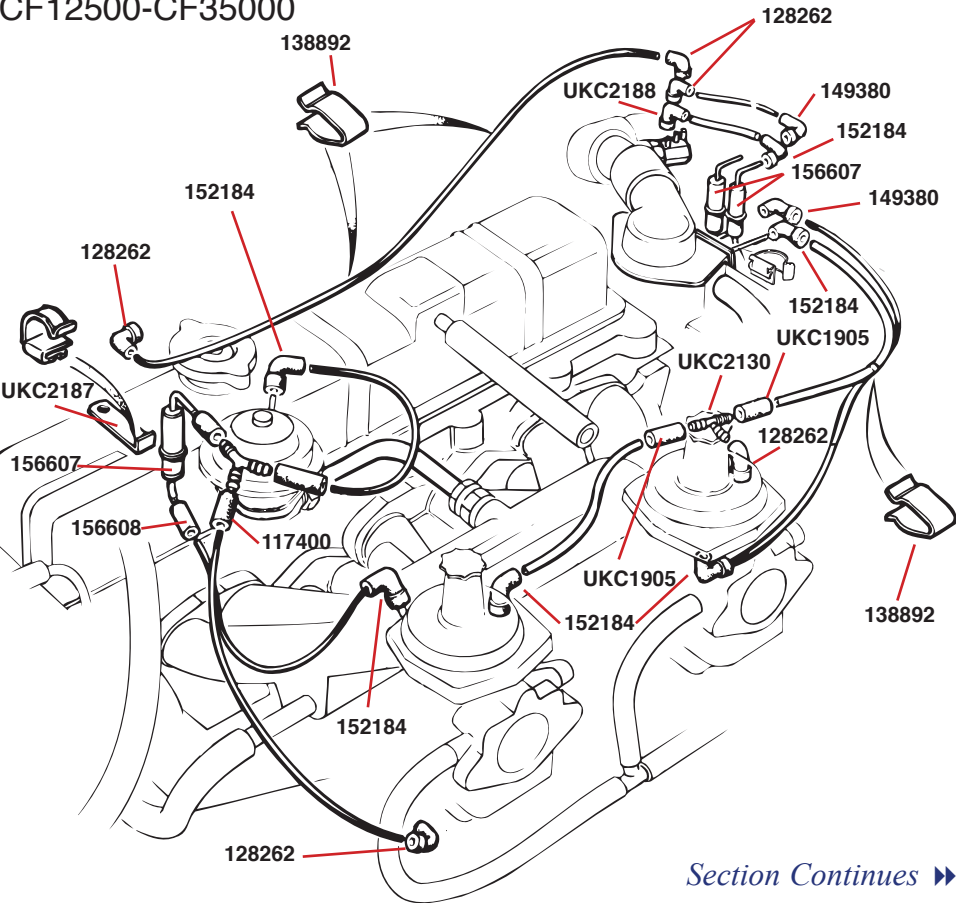
Part No.	Description	No.Off	List Price	Your Price
156607	Fuel Trap, aka “Flame Trap,” used on TR6 emissions systems	A/R		

VACUUM FITTINGS AND RELATED COMPONENTS, TR250, TR6

“Nearly All Components Are Available as Original from TRF”

Use TRF’s big catalogues for illustrated listings of vacuum systems on all model variations. A paper catalogue (Red) is available for TR250, and TR6 listings are found in Volume 1 (Blue) which is posted on the web site. All components are new old stock or exact replicas of original parts.

Triumph TR6 1974-75 From Comm. Nos.
CF12500-CF35000

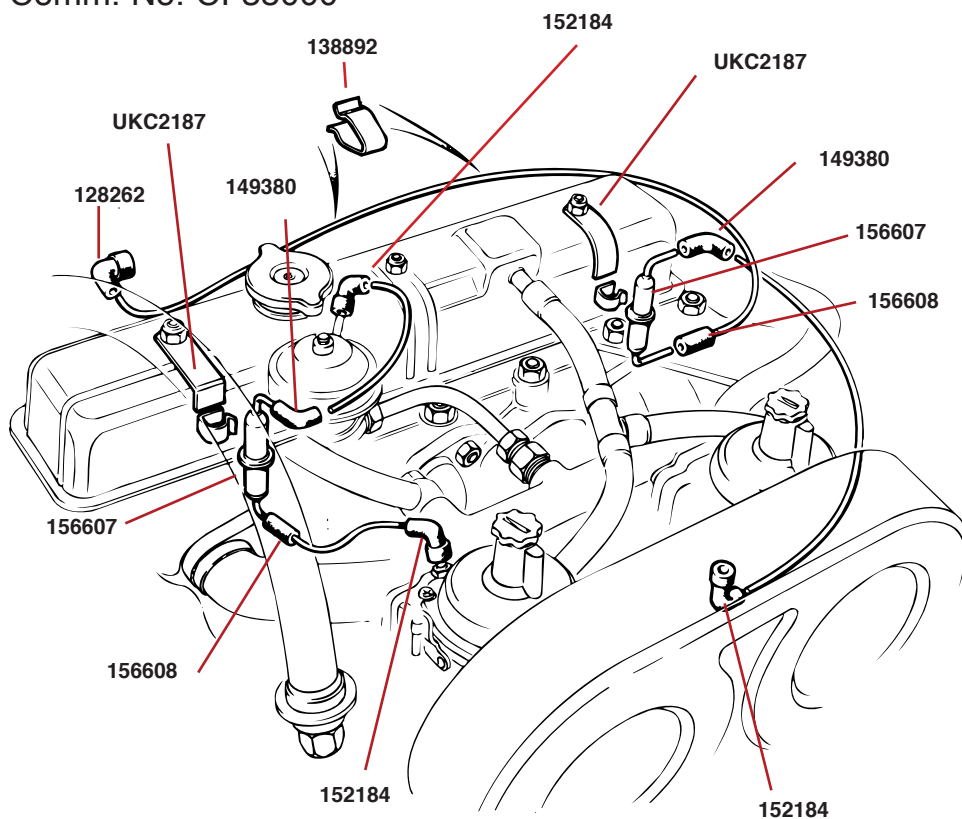


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FUEL/EMISSIONS SYSTEM

VACUUM FITTINGS AND RELATED COMPONENTS, TR250,
TR6—Continued

Triumph TR6 1975-76, After
Comm. No. CF35000



Part No.	Description	No. Off	List Price	Your Price
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SMALL RUBBER CONNECTORS, for

nylon tubing

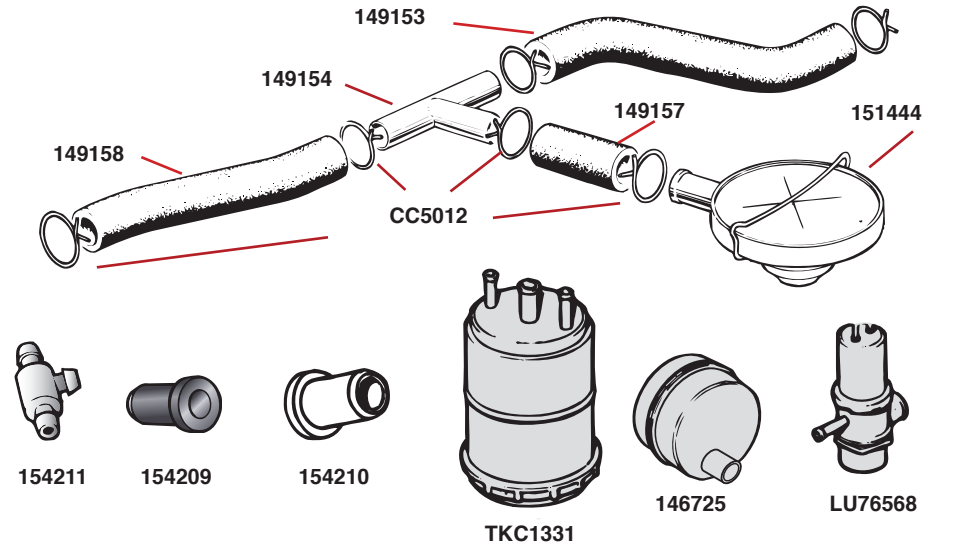
117400	Connector , rubber, straight	A/R
128262	Connector , rubber, elbow; smaller hole and very small hole	A/R
149380	Connector , rubber, elbow; both smaller holes	A/R
152184	Connector , rubber, elbow; bigger hole and very small hole	A/R
154124	Connector , rubber, elbow	A/R
156608	Connector , rubber, straight	A/R
UKC1905	Connector , rubber, straight adaptor, bigger hole and smaller hole	A/R
UKC2188	Connector , rubber, elbow; bigger hole and smaller hole	A/R

FUEL/EMISSIONS SYSTEM

EMISSION BREATHER SYSTEMS, TR250, TR6

“We Will List A Few Available Items”

Check for additional requirements in TR6 Spare Parts Catalogue, Volume One, found on the web site.



Part No.	Description	No.Off	List Price	Your Price
151444	BREATHER VALVE , TR250, TR6, 1968-69	1		
RFK1075	REPAIR KIT , breather valve	1		
149342	Plunger , sub-assembly	1		
27H7758	Diaphragm	1		
149344	Top Cover	1		
149154	T-Fitting , connecting breather hoses	1		
RFK2041	BREATHER HOSE KIT , TR250, TR6, 1968-69	1		
149158	Hose , from T-fitting to air cleaner	1		
149153	Hose , from T-fitting to valve cover	1		
149157	Hose , from T-fitting to breather valve	1		
CC5012	Clip , Corbin type, securing hoses	6		
	MISCELLANEOUS FITTINGS , later TR6 breather systems			
154211	T-fitting , breather hoses	A/R		
154210	Adaptor , plastic, larger, breather hoses to carburetors	A/R		
154209	Adaptor , plastic, smaller, breather hoses to carbon canister	1		
146725	Breather , 1970-71	1		
TKC1331	Charcoal Canister	1		
LU76568	Valve and Switch Assembly , anti run-on	1		

FUEL/EMISSIONS SYSTEM

E.G.R. PIPES, TR6, 1974-76

“Stainless Steel Pipes Last a Lot Longer”

Original steel pipes rusted out in a few years, but these new ones in stainless steel should last the life of your car.



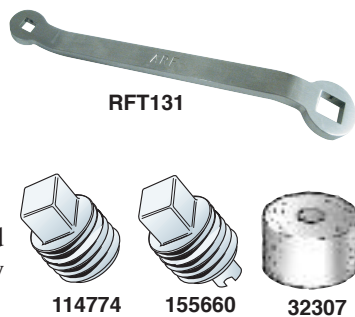
Part No.	Description	No. Off	List Price	Your Price
RFK331	PIPE KIT , E.G.R. Valve	1		
UKC2316	Pipe , connecting E.G.R. valve to intake manifold	1		
UKC1413	Tubing Nut , both ends of pipe	2		
TL11	Compression Sleeve , both ends of pipe	2		
UKC2313	Adaptor , pipe to intake manifold; not included in kit	1		

ENGINE LUBRICATION

SMALL BUT IMPORTANT PARTS, TR250, TR6

“New Dipstick Felts Seals and Oil Drain Plugs Make Life Easier at a Very Low Cost”

Disintegrated dipstick felts result in oil being blown out onto the underside of your bonnet, adding to clean-up time. Rounded off oil drain plugs make it harder every time you do an oil change. New drain plugs make the job a lot easier, especially if you have the combination tool with a square hole just the right size for removing oil drain plugs. Note that the same drain plug is also used as a filler plug on gearboxes and differential. Use of the magnetic plug may remove tiny metal bits from lubricating oils before they cause damage to bearings and machined parts.



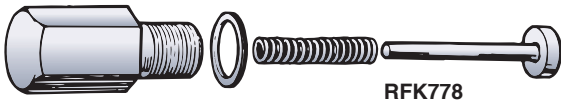
Part No.	Description	No. Off	List Price	Your Price
114774	Drain Plug , engine oil; also fits gearbox and diff drain and filler holes	A/R		
155660	Drain Plug , engine oil; also fits gearbox drain hole, magnetic	A/R		
32307	Felt Seal , oil dipstick	1		
RFT131	Combination Wrench , with square hole for removing oil drain plugs	A/R		

ENGINE LUBRICATION

OIL PRESSURE RELIEF VALVES, TR250, TR6

“Correct Oil Pressure Is Controlled by This Simple Valve”

Your oil pressure depends on this valve, and if the spring wears thin or if other components malfunction, your oil pressure will be affected even on a brand new engine. Check it over at rebuild time, or if you have any reason to question your oil pressure.

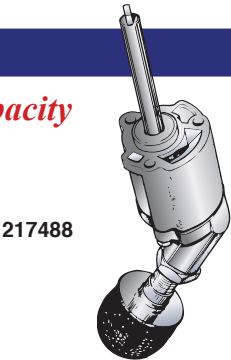


Part No.	Description	No. Off	List Price	Your Price
RFK778	RELIEF VALVE KIT, TR250, TR6	1		
107246	Body, relief valve	1		
132107	Piston, relief valve	1		
131535	Spring, relief valve	1		
6K433	Washer, fibre, sealing body to engine block	1		

OIL PUMPS, ALL TR250, TR6

“Use This Late TR6 Oil Pump with Larger Capacity for All Replacements”

Kastner mentions using the late pump in his Competition Preparation Manual, and customers often want to know which one to use. This is it, and it comes with a new screen filter.

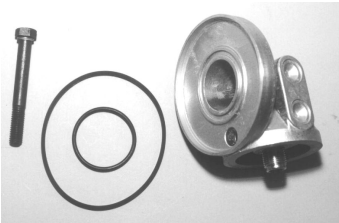


Part No.	Description	No.Off	List Price	Your Price
217488	Oil Pump, later type with increased capacity, fits all TR250, TR6	1		

SPIN-ON OIL FILTER CONVERSIONS, TR250, TR6

“After All These Years, You May Be Tired of Accidentally Dumping Oil in Your Driveway!”

It really is difficult to change the original oil filter on a LH steering TR250 or TR6. As you know, it is necessary to unbolt the steering column if you want to take the original filter canister out for a thorough cleaning. If you fit a spin-on adaptor, you can easily remove the old filter and install a new one from under the car.



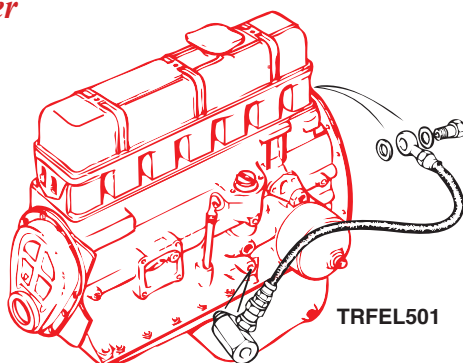
Part No.	Description	No.Off	List Price	Your Price
TRFEL403	Spin-on Adaptor, comes with seals	1		
GFE148	Oil Filter, spin-on type	1		
GFE148/3	Oil Filter, multi-pack of three	A/R		

ENGINE LUBRICATION

EXTERNAL ENGINE OIL FEED KITS, TR250, TR6

“Delivers More Oil to Your Rocker Shaft and Valve Gear”

These kits were originated by racers to provide better oiling to the valve gear at the top of the engine. This is accomplished by running an external oil line from the oil gallery in the engine block to an existing access point at the rear of the cylinder head—no machining required. Better oiling will prolong life of rocker shafts and help to quiet valve noise. Kit includes external line, all required fittings, and instruction sheet.

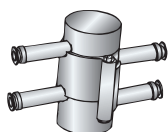


Part No.	Description	No.Off	List Price	Your Price
TRFEL501	Oil Feed Kit , all TR250, TR6	1		

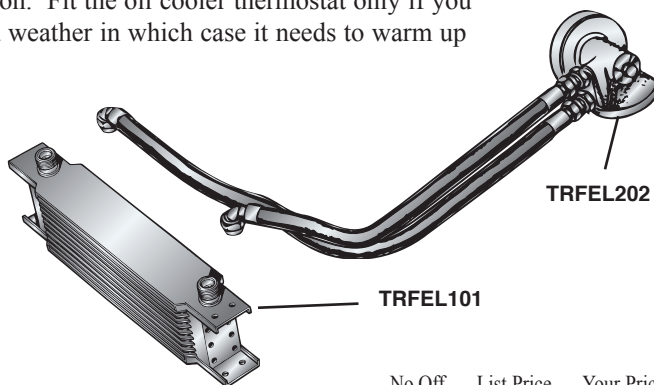
OIL COOLER COMPONENTS, TR250, TR6

“Fit an Oil Cooler if You Race or Drive Hard in a Hot Climate”

Most enthusiasts do not realize that TR250 and TR6 models were designed with oil coolers in mind. The radiator protection shield which bolts across the front of the frame, down low, has holes already drilled and weld nuts in place for the oil cooler mounting bolts. In addition, TR250 has a rectangular hole in the lower valance under the bumper to function as the air intake for the oil cooler. TR6 models have twin holes to perform the same function. Fit the oil cooler thermostat only if you drive your car in very cold weather in which case it needs to warm up to operating temperature.



TRFEL301



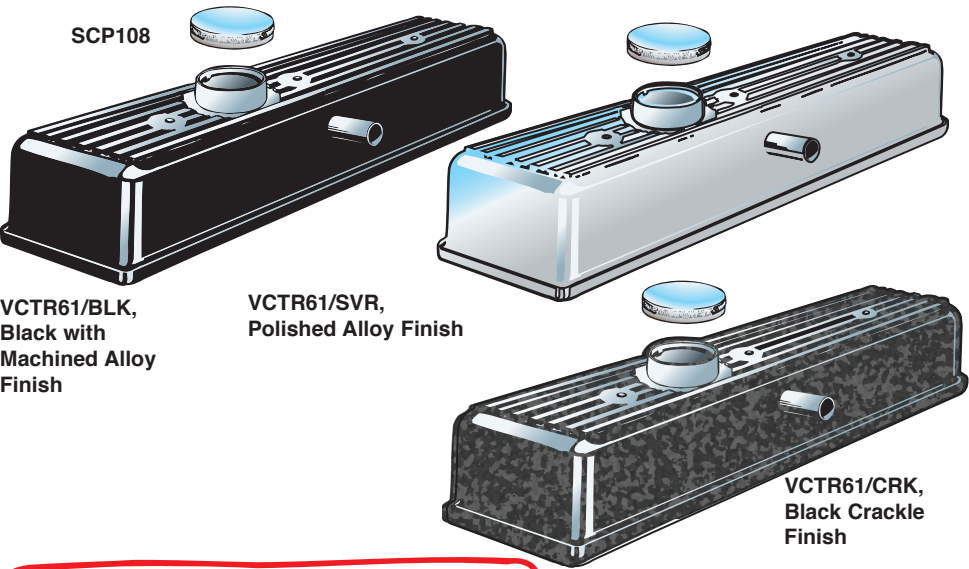
Part No.	Description	No.Off	List Price	Your Price
TRFEL101	Radiator , oil cooler, thirteen rows; sufficient for most uses	1		
TRFEL102	Radiator , oil cooler, sixteen rows; for use in very hot climates or for very hard racing	1		
TRFEL202	Hose and Adaptor Kit , oil cooler, with rubber connecting hoses	1		
TRFEL207	Hose and Adaptor Kit , oil cooler, with braided stainless steel connecting hoses	1		
TRFEL301	Thermostat , oil cooler, opens at 176 deg. F., fitted in connecting hoses	1		

ENGINE LUBRICATION

HIGH-PERFORMANCE ALLOY VALVE COVERS, TR250, TR6

“Quiets Valve Noise, Dissipates Heat, Provides a Racy Appearance”

What makes a valve cover a high-performance item besides the racy appearance? Perhaps a little better heat dissipation! Also, it doesn’t crush down when you tighten the nuts which secure it to the cylinder head. So, what’s wrong with the racy appearance being the most important factor?



HP311 SILICON VALVE COVER GASKET;
DESIGNED FOR ALLOY VALVE COVER

GEG413 VALVE COVER GASKET;
STOCK GASKET



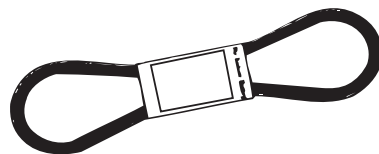
Part No.	Description	No. Off	List Price	Your Price
VCTR61/SVR	Alloy Valve Cover , polished aluminium finish; fits TR250, TR6; may interfere with EGR valve on later TR6	1		
VCTR61/BLK	Alloy Valve Cover , black finish with machined aluminium details; fits TR250, TR6; may interfere with EGR valve on later TR6	1		
VCTR61/CRK	Alloy Valve Cover , black crackle finish; fits TR250, TR6; may interfere with EGR valve on later TR6	1		
SCP108	Cap , chromed; spares for alloy valve covers	A/R		
GEG413	Gasket , valve cover; not included with alloy valve cover	1		
HP311	Gasket , valve cover, silicon; not included with alloy valve cover	1		
TRFC126	Gasket Adhesive , red Permatex; use to attach HP311 gasket	A/R		

COOLING SYSTEM

FAN BELTS, ALL TR250, TR6

“High-Quality Non-Cogged Belts”

Buy one to install if your old belt has been on for a while. Or, buy one for the trunk to install anytime you need it. Note that all TRF belts now come from the same source so that they all match to upgrade your engine compartment...



GFB11088

Part No.	Description	No. Off	List Price	Your Price
GFB11088	Fan Belt , 3/8-inch width, TR250, some very early TR6 models	1		
217391	Fan Belt , 1/2-inch width, TR6 up to comm. no. CF35000	1		
TKC2165	Fan Belt , alternator drive, TR6 after comm. no. CF35000	1		
TKC2166	Fan Belt , air pump drive, TR6 after comm. no. CF3500	1		

WATER PUMPS, ALL TR250, TR6

“Read Listings Carefully, Noting the New Listing for Late TR6 Models”

TR250 and very early TR6 models used a pump with a single pulley and a 3/8-inch belt, while later U.S. models used a pump with a double pulley and a 1/2-inch belt long before the second pulley was required for an air pump. Now, however, TRF is stocking a pump with a single pulley for all later models having the 1/2-inch belt. You may use the late single-pulley pump for any car currently fitted with a double pulley, but of course, there will then be no pulley for an air pump, an item which has rather gone out of style for most enthusiasts. For whatever reason, however, I have kept the air pump on my 1976 TR6 along with all of the related emissions controls. Nevertheless, it still runs well...



QHQP749



TKC2106



GWP189

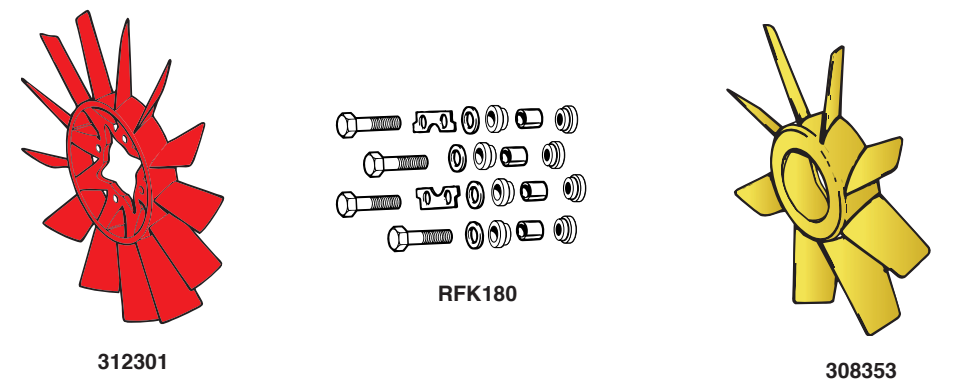
Part No.	Description	No. Off	List Price	Your Price
QHQP749	Water Pump , with single pulley, takes 3/8-inch belt and fits TR250 and very early TR6	1		
TKC2106	Water Pump , with double pulley, takes 1/2-inch belt and fits all later TR6 models with 1/2-inch fan belt	1		
GWP189	Water Pump , with single pulley, takes 1/2-inch belt and fits all later TR6 models not being fitted with air pumps	1		

COOLING SYSTEM

ENGINE COOLING FANS, TR250, TR6

“Two Fans Stocked by TRF Provide Suitable Replacements for All TR250, TR6 Models”

The eight-blade yellow fans are back in stock again. Note that this fan will fit any TR250 or TR6, 1969-71 perfectly. Also available again is the thirteen-blade red fan used on TR6 models, 1972-76. Note that complete kits of original hardware are also listed.



Part No.	Description	No. Off	List Price	Your Price
COOLING FANS				
311868	Cooling Fan, yellow plastic, seven blades, fitted up to 1971; eight-blade fan will replace this fan perfectly	1		Use 308353
308353	Cooling Fan, yellow plastic, eight blades, fitted up to 1971; alternative to 311868	1		
312301	Cooling Fan, red plastic, thirteen blades, fitted 1972-76; requires steel adaptor for installation	1		
FAN INSTALLATION KITS				
RFK180	Hardware Kit, fan installation; applicable to either of the yellow plastic fans; includes rubber bushes, metal sleeves, plain washers, bolts, and tab washers	1		
RFK1520	Hardware Kit, fan installation; applicable to thirteen-blade red plastic fan; includes eight bolts and eight plain washers; does not include the fan adaptor	1		
157876	Adaptor, required for fitting the thirteen-blade fan	1		

COOLING SYSTEM

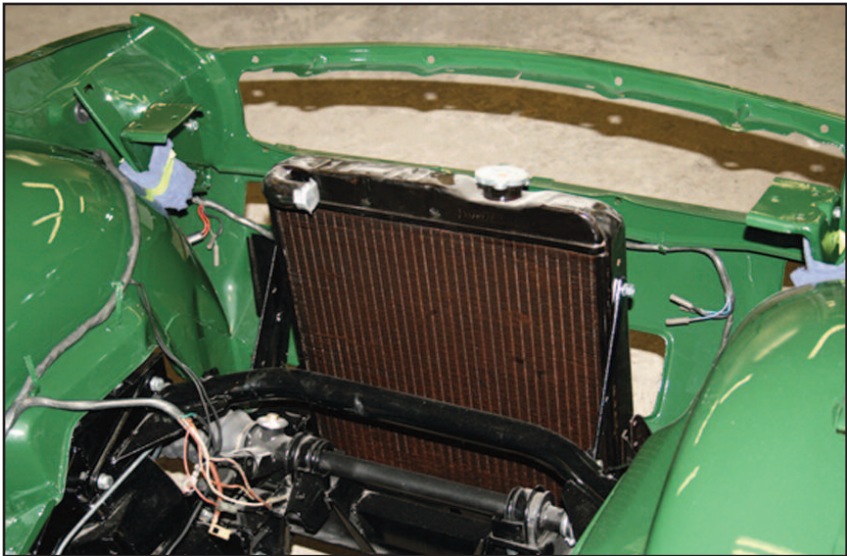
REPLACEMENT COOLING RADIATORS, TR250, TR6

“New Radiators with Stock Appearance and Capacity Remain Available for All TR250, TR6 Models”

TRF does not manufacture these radiators, but we purchase them from various English sources. There have been no complaints about the quality, but I doubt that they are quite as good as Triumph originals. What they are is available and at reasonable prices.



Part No.	Description	No.Off	List Price	Your Price
308850	Radiator, replacement, TR250, TR6, 1968-74	1		Use 312347
312347	Radiator, replacement, TR6, 1972-74	1		
RKC1735	Radiator, replacement, TR6, 1975-76	1		



New Radiator Fitted During TR6 Restoration

COOLING SYSTEM

HIGH-PERFORMANCE ALLOY RADIATORS, TR250, TR6

“Available With or Without Electric Cooling Fans”

Alloy radiators look like something out of a Formula I racing car. They combine lighter weight with better heat conductivity, and beautiful fabrication. Weight of a radiator without electric cooling fan option is about ten pounds. The radiators fitted with electric cooling fans are designed with fan mounts welded to the radiator, temperature sensor, welded-in bung for sensor, wiring harness, and fuse holder. TRF sells about one-hundred radiators each year to satisfied customers.



Part No.	Description	No.Off	List Price	Your Price
RADIATORS WITHOUT COOLING FANS				
HP650/E	Radiator, cooling, high-performance alloy radiator, fits TR250, TR6, 1968-74	1		
HP650/L	Radiator, cooling, high-performance alloy radiator, fits TR6, 1975-76	1		
RADIATORS WITH ELECTRIC COOLING FANS				
HP650/E-FAN	Radiator, cooling, high-performance alloy radiator, fitted with electric fan and related components, TR250, TR6, 1968-74	1		
HP650/L-FAN	Radiator, cooling, high-performance alloy radiator, fitted with electric cooling fan and related components, TR6, 1975-76	1		

COOLING SYSTEM

THERMOSTATS AND RADIATOR CAPS, TR250, TR6

“Replace as Required to Maintain Cooling System Efficiency”

I loved the way parts used to be available from Triumph and from Unipart which handled actual parts sales. Before the new millennium, all of the parts came from one vendor, perfectly packaged and ready for concours judging. Now, we purchase quality parts where we can, but overall, there is no problem with quality. Rather, it is a matter of style.

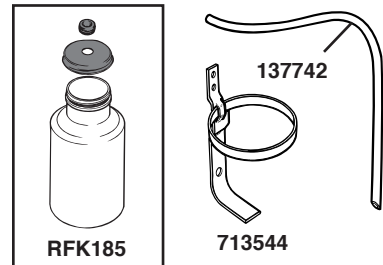


Part No.	Description	No. Off	List Price	Your Price
THERMOSTATS				
GTS102	Thermostat , summer, 165 deg. F.	1		
GTS104	Thermostat , standard, 180 deg. F.	1		
GTG103	Gasket , thermostat	1		
THERMOSTAT COVERS				
156333	Thermostat Cover , TR250, TR6 1968-72	1		
UKC5342	Thermostat Cover , TR6 1973-76	1		
RADIATOR CAPS				
GRC112	Radiator Cap , 7 lb. TR250, TR6 1968-72	1		
GRC114	Radiator Cap , 13 lb., TR6 1973-76	1		
TEMPERATURE SENDING UNIT; mounted in thermostat housing				
GTR110	Sending Unit , water temperature	1		

RADIATOR OVERFLOW BOTTLES, ALL TR250, TR6

“Buy the Kit or Any Component Part”

The Roadster Factory manufactures all of the components listed here, and each of them fits together perfectly, but you can also use individual parts along with your original ones, as each one is a perfect match for original Triumph components.



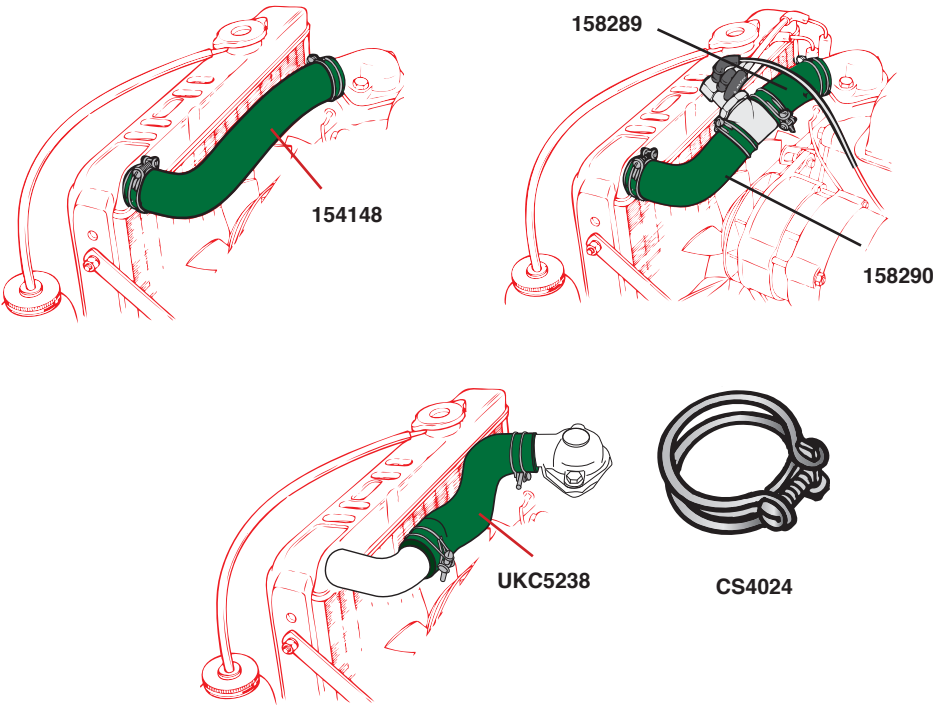
Part No.	Description	No. Off	List Price	Your Price
RFK185	BOTTLE KIT , radiator overflow	1		
137632	Bottle , plastic	1		
137743	Cap , black, on bottle	1		
616925	Grommet , fitted in bottle cap	1		
713544	Bracket , mounted to inner fender to hold bottle	1		
137742	Pipe , overflow, radiator to bottle	1		

COOLING SYSTEM

GREEN RADIATOR HOSES AND WATER HOSES—INDIVIDUAL LISTINGS, TR250, TR6

“Look Ahead to Find Listings of Complete Hose Kits with Clips”

TR250 and TR6 models were fitted first with barber-striped yellow and black hoses and later with green hoses. This was simply part of Triumph’s creative attempt to place these models upmarket from their competitors. It was comparatively easy for a car company like Triumph to order special items like green hoses. Not so easy for a small aftermarket parts company like The Roadster Factory, as the original manufacturer has moved on to different technologies. We were given all the rubber recipes and advice, but we had to find someone who wanted to work with the technology. Our rep in Taiwan was willing to do this, and he made heroic efforts over a long period to produce green radiator and water hoses.

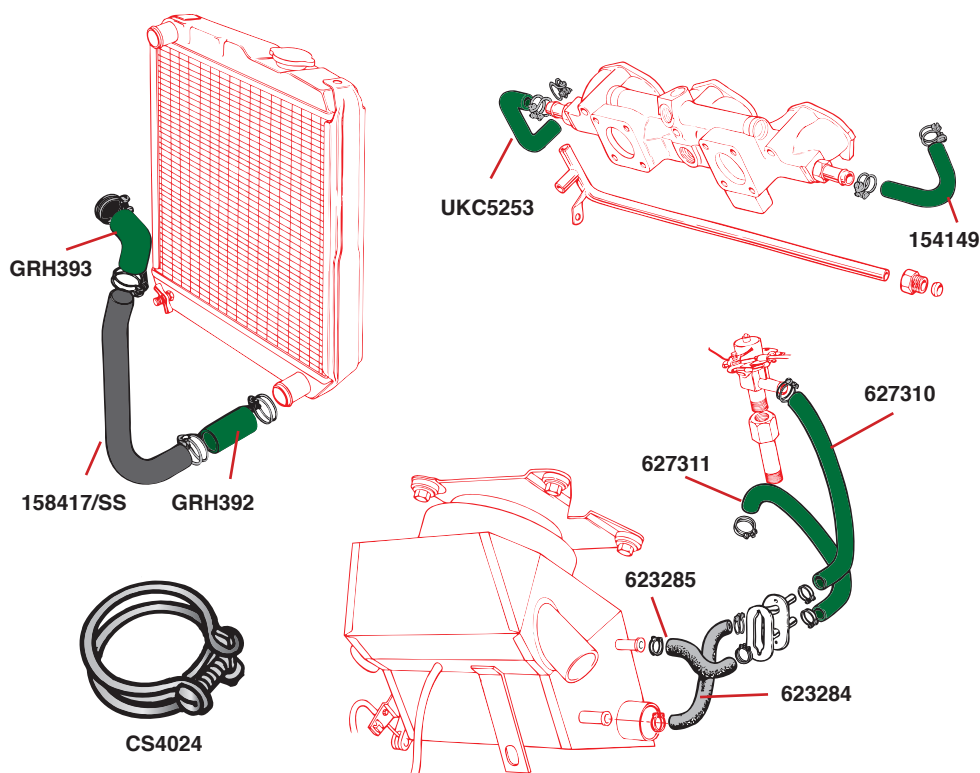


Part No.	Description	No. Off	List Price	Your Price
GREEN RADIATOR TOP HOSES				
154148	Hose, radiator top, TR250, TR6, 1968-71	1		
158289	Hose, radiator top, straight section, TR6, 1972-74	1		
158290	Hose, radiator top, elbow section, TR6, 1972-74	1		
154148	Hose, radiator top, replacement for two-piece hose and vacuum switch, TR6, 1972-74	1		
UKC5238	Hose, radiator top, TR6, 1975-76	1		
CS4024	Hose Clip, radiator top hoses (2-4 req.)	2-4		

Section Continues ►►

COOLING SYSTEM

GREEN RADIATOR HOSES AND WATER HOSES—INDIVIDUAL LISTINGS, TR250, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
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GREEN RADIATOR BOTTOM HOSES

GRH392	Hose, radiator bottom (lower)	1		
GRH393	Hose, radiator bottom (upper)	1		
158417/SS	Pipe, stainless steel, connecting bottom hoses	1		
CS4024	Hose Clip, radiator bottom hoses	4		

GREEN MANIFOLD HOSES

154149	Hose, manifold, front, TR250, TR6, 1968-71	1		
157688	Hose, manifold, front, TR6, 1972-76	1		
UKC5253	Hose, manifold, rear, to return pipe, all TR250, TR6	1		
CS4012	Hose Clip, manifold hoses	4		

GREEN HEATER HOSES; under-dash hoses are black as original

627310	Hose, water valve to bulkhead connection	1		
623284	Hose, black, bulkhead connection to heater	1		
623285	Hose, black, heater to bulkhead connection	1		
627311	Hose, bulkhead connection to return pipe	1		
CS4012	Hose Clip, heater hoses	8		

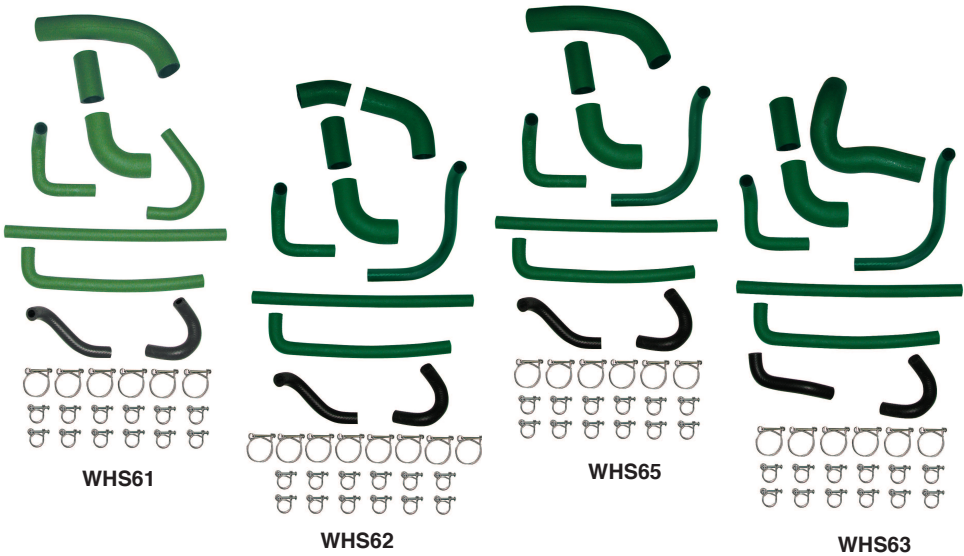
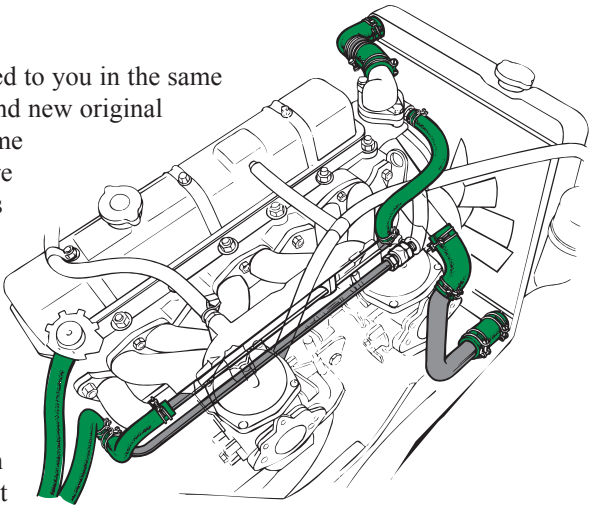
Please Note: TRF supplies the smallest possible clips to fit each hose. This reduces the length of extra screw thread after the clip has been tightened. You may have to work at it, but our clips will work on every hose...

COOLING SYSTEM

DELUXE GREEN WATER HOSE KITS, TR250, TR6

“Complete Sets of High-Quality Hoses with Correct Attachment Clips”

TRF’s green hoses are shipped to you in the same bright green colour found on brand new original hoses. Factory hoses often became darker as they aged, but they were bright when they were new. This appeared at the time to be a photochemical reaction, and some of our pre-production samples reacted in the same way. Production hoses have generally kept their bright colour even after several years on a car. Read model applications for each of the four kits listed in order that you will receive the right hose kit for your model year.



Part No.	Description	No. Off	List Price	Your Price
WHS61	Hose Kit, TR250, TR6 1968-71	1		
WHS62	Hose Kit, TR6 1972-74, for cars with thermostatic vacuum switch	1		
WHS65	Hose Kit, TR6 1972-74, for cars whose thermostatic vacuum switch has been removed	1		
WHS63	Hose Kit, TR6 1975-76	1		

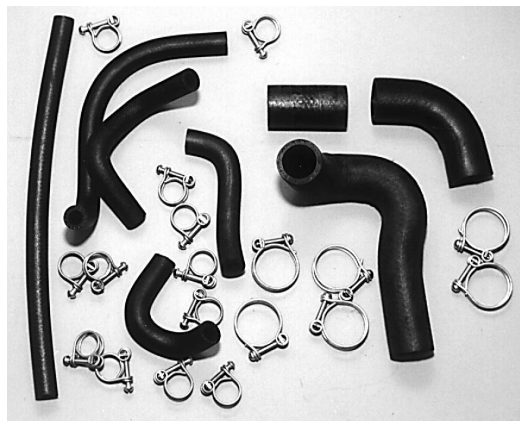
P.S. Hose kits include nine to ten hoses and eighteen to twenty hose clips.

COOLING SYSTEM

BLACK RADIATOR HOSES AND WATER HOSES—INDIVIDUAL LISTINGS, TR250, TR6

“Less-Expensive Than Green Hoses, But Made on the Same Tooling”

At TRF, we have noticed that competitors offer inexpensive black hoses for TR250 and TR6 models. Not wanting to lose sales, we have made our own black hoses. All of these match, and they are shaped on the same mandrels as our green hoses. The result is that we have the complete range of hoses available in black with all hoses matching, and correct hose clips available for all applications.



Part No.	Description	No. Off	List Price	Your Price
BLACK RADIATOR TOP HOSES				
REP327	Hose , radiator top, TR250, TR6, 1968-71	1		
REP334	Hose , radiator top, straight section, TR6, 1972-74	1		
REP335	Hose , radiator top, elbow section, TR6, 1972-74	1		
REP327	Hose , radiator top, replacement for two-piece hose and vacuum switch, TR6, 1972-74	1		
REP337	Hose , radiator top, TR6, 1975-76	1		
CS4024	Hose Clip , radiator top hoses (2-4 req.)	2-4		
BLACK RADIATOR BOTTOM HOSES				
REP328	Hose , radiator bottom (lower)	1		
REP329	Hose , radiator bottom (upper)	1		
158417/SS	Pipe , stainless steel, connecting bottom hoses	1		
CS4024	Hose Clip , radiator bottom hoses	4		
BLACK MANIFOLD HOSES				
REP330	Hose , manifold, front, TR250, TR6, 1968-71	1		
REP336	Hose , manifold, front, TR6, 1972-76	1		
REP331	Hose , manifold, rear, to return pipe, all TR250, TR6	1		
CS4012	Hose Clip , manifold hoses	4		
BLACK HEATER HOSES				
REP332	Hose , water valve to bulkhead connection	1		
623284	Hose , bulkhead connection to heater	1		
623285	Hose , heater to bulkhead connection	1		
REP333	Hose , bulkhead connection to return pipe	1		
CS4012	Hose Clip , heater hoses	8		

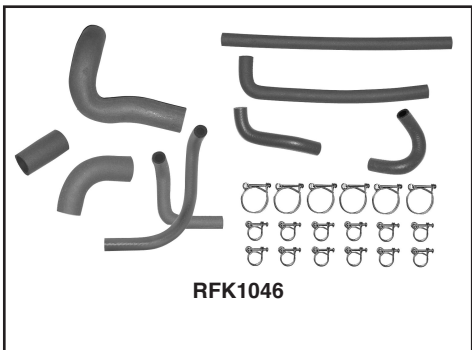
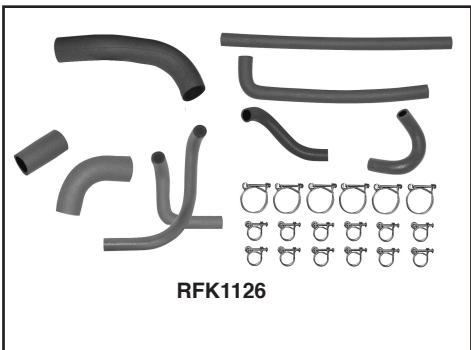
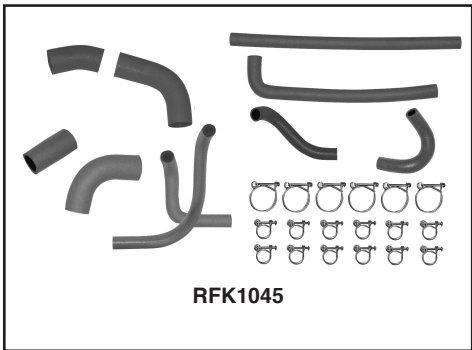
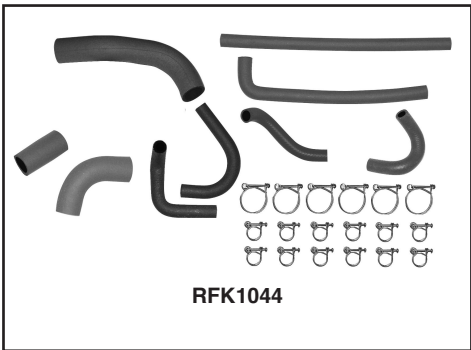
Please Note: TRF supplies the smallest possible clips to fit each hose. This reduces the length of extra screw thread after the clip has been tightened. You may have to work at it, but our clips will work on every hose...

COOLING SYSTEM

DELUXE BLACK WATER HOSE KITS, TR250, TR6

“Matching Hoses Supplied with Correct British Hose Clips”

TRF kits allow easy ordering of a range of parts under one part number and with one price. Kits give you everything you need so that you are not running around to the auto parts store during the limited time you have to work on your car. Black hose kits are just as nice as green hose kits, the major difference being that black hoses are internally reinforced while green hoses exemplify an older and more laborious technology where canvas is vulcanized onto the outside of the hose. The old way worked fine as attested by mid-1970’s TR6’s still running original green hoses. Not a good idea, but you see it from time to time. Green hoses have their place, and so do the black ones listed here.



Part No.	Description	No. Off	List Price	Your Price
RFK1044	Hose Kit, TR250, TR6 1968-71	1		
RFK1045	Hose Kit, TR6, 1972-74, for cars with thermostatic vacuum switch	1		
RFK1126	Hose Kit, TR6, 1972-74, for cars whose thermostatic vacuum switches have been removed	1		
RFK1046	Hose Kit, TR6, 1975-76	1		

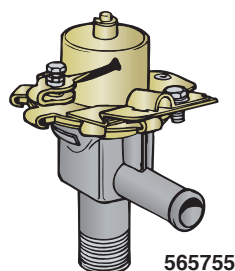
P.S. Hose kits include nine to ten hoses and eighteen to twenty hose clips.

COOLING SYSTEM

HEATER WATER VALVES, TR250, TR6

“It Is Worth Keeping One of These in Your Garage or Shop in Case of Sudden Failure”

If you’ve been driving a TR250 or TR6 for years, you know that failure of the heater valve leaves you stranded alongside the road, as all of your cooling water is dumped. Another way, is to fit a new one anytime you are replacing water hoses or related components. The replacements now stocked are likely better than originals...



Part No.	Description	No.Off	List Price	Your Price
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565755	Heater Water Valve , all TR250, TR6	1		
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RELATED COMPONENTS

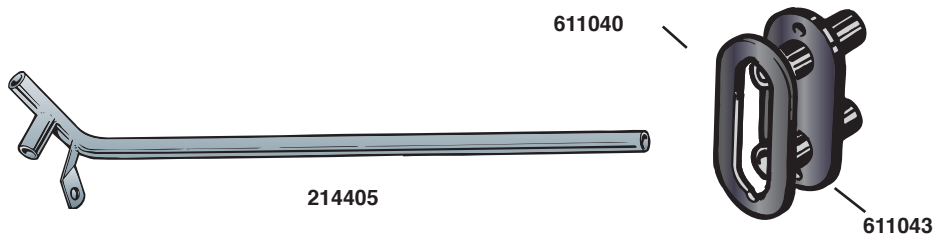
148435	Adaptor , water valve to cylinder head	1		
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RFK836	Trunnion Fitting , with screw for securing control cable to heater valve	1		
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HEATER WATER PIPES, TR250, TR6

“Check These for Rusting When Replacing Heater Hoses”

These pipes tend to rust out over the years, developing pin holes that result in coolant loss and messes to clean up, even ruined floor carpets. Preventive maintenance when the car is apart for other repairs is the key to alleviating this problem.



Part No.	Description	No.Off	List Price	Your Price
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BULKHEAD HEATER CONNECTIONS

611043	Pipe Connection , mounted to bulkhead	1		
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611040	Gasket , rubber, sealing bulkhead around pipe connection	1		
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WATER RETURN PIPES, running along the RH side of the engine behind the manifolds

214405	Water Return Pipe , all stock U.S. models	1		
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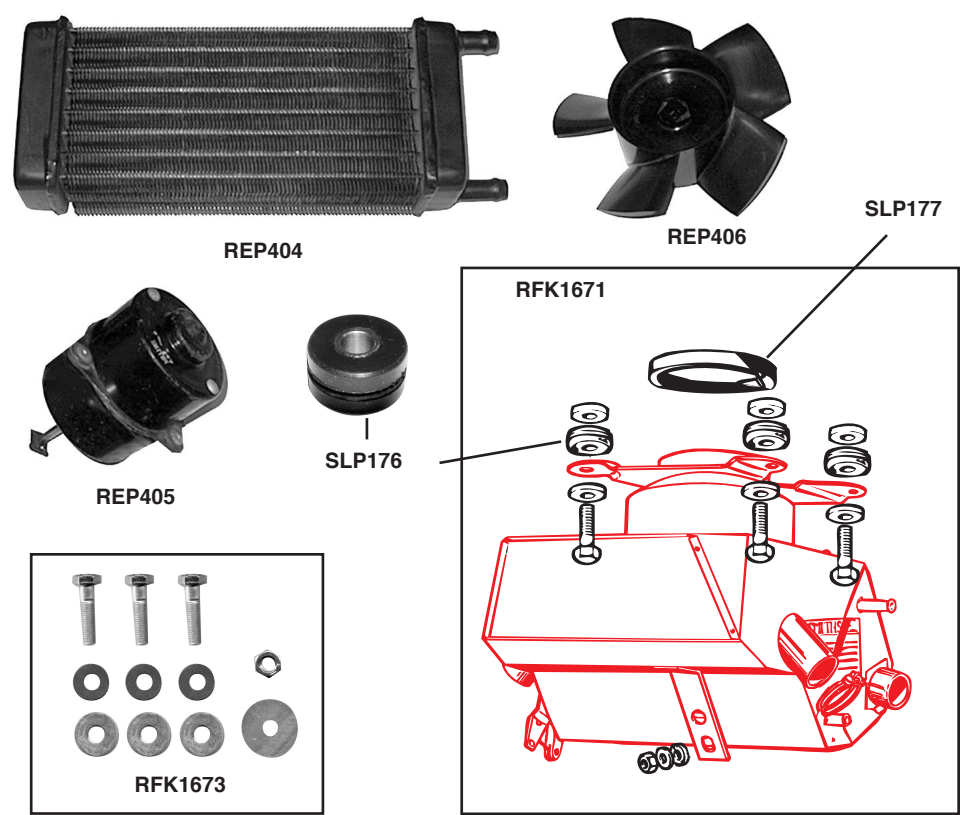
214404	Water Return Pipe , P.I. models; also useful for carb conversions which use non-stock manifolds	1		
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COOLING SYSTEM

HEATER COMPONENTS, TR250, TR6

“Rebuilding Your TR250 or TR6 Heater at Home”

Heaters are fairly simple, and you can rebuild yours at home if you take a little care not to destroy any irreplaceable parts. The plastic fan is the thing to watch, for it is easily broken if you try to remove it from the old motor. We used to have a source for these, but it isn’t there anymore. The one I was involved with, we completely disassembled the unit, bead blasted the housing, and then reassembled it with a new fan and a new heater core. We did break the fan, but we had new ones available then, so it was not the end of the world.



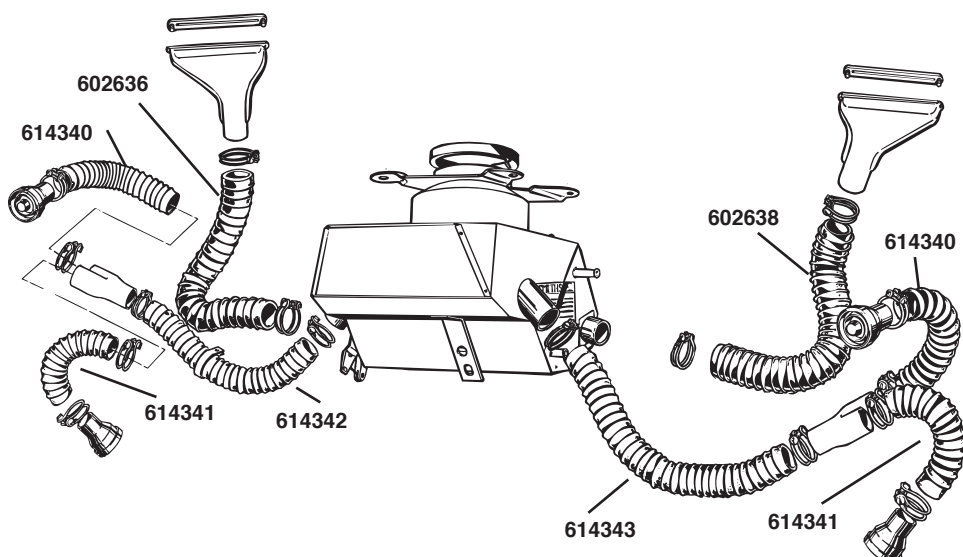
Part No.	Description	No.Off	List Price	Your Price
REBUILDING COMPONENTS, TR250, TR6				
REP404	Heater Core Assembly; aka radiator	1		
REP405	Heater Motor	1		
REP406	Fan, heater motor	1		
RFK1671	HEATER FITTING KIT, for installing the heater to the body shell	1		
SLP176	Mounting, rubber, heater assembly to bulkhead	1		
SLP177	Rubber Seal, heater assembly to bulkhead	1		
612241	Washer, rubber, heater to bulkhead	1		
RFK1673	Hardware Kit, includes all bolts, washers, and nuts required to fit the heater to the bulkhead and plenum	1		

COOLING SYSTEM

HEATER AIR HOSES, TR250, TR6

“Replace Old Hoses with Clean New Ones”

This hose replaces original hose perfectly. Note that we supersede all lengths to bulk hose, which we supply in 18-inch lengths. Thus, you can sometimes get more than one hose out of a bulk length. Note that demister hoses are 1.5-inch diameter, and others are 1.75-inch. Correct clamps are supplied to match originals.



Part No.	Description	No. Off	List Price	Your Price
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AIR HOSES, all TR250, TR6; note that all hoses are supplied in 18-inch lengths; correct dimensions are given below as an aid to fitting them; knowing that you will receive 18-inch lengths, you can sometimes cut two hoses from one length

602636	Hose , plastic, demister, LH side; 1.5-inch diameter, 11.5-inch length	1		
602638	Hose , plastic, demister, RH side; 1.5-inch diameter, 13.5-inch length	1		
614342	Hose , to 3-way, LH side; 1.75-inch diameter, 14-inch length	1		
614343	Hose , to 3-way, RH side; 1.75-inch diameter, 18-inch length	1		
614340	Hose , 3-way to dash louvers, 1.75-inch diameter, 7.5-inch length	2		
614341	Hose , 3-way to foot-level louvers, 1.75 inch diameter, 11.5-inch length	2		
CS4024	Clip , hose, securing 1.5-inch hose	4		
CS4027	Clip , hose, securing 1.75-inch hose	12		

BULK AIR HOSE

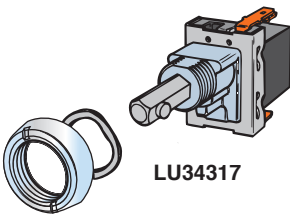
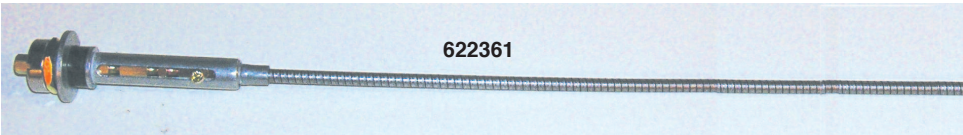
GHH175/18	Hose , heater air, 1.75-inch diameter, 18-inch length	A/R		
GHH150/18	Hose , heater air, 1.5-inch diameter, 18-inch length	A/R		

COOLING SYSTEM

HEATER CONTROLS, ALL TR250, TR6

“All Control Cables Manufactured by TRF”

In an attempt to provide high-quality heater control cables, TRF has manufactured its own versions to replace other repros on the market. Our cables take our knobs which are better quality than original knobs without looking unoriginal.



LU34317



RFK836



712903



712909



712911



725372



725370



725371

Part No.	Description	No. Off	List Price	Your Price
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CONTROL CABLES AND SWITCHES

622361	Control Cable , long, operating heater water valve	1		
622362	Control Cable , short, operating heater air distribution	1		
LU34317	Switch , heater blower	1		

HEATER KNOBS, TR250, TR6, up to 1971; knobs identified pictorially

712903	Knob , water valve control	1		
712909	Knob , heater air distribution	1		
712911	Knob , heater blower	1		

HEATER KNOBS, TR6, after 1971; knobs identified with worded descriptions

725372	Knob , water valve control	1		
725370	Knob , heater air distribution	1		
725371	Knob , heater blower	1		

RELATED PART

RFK836	Trunnion Fitting , with screw, securing control cables to water valve and to heater flap	2		
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EXHAUST COMPONENTS

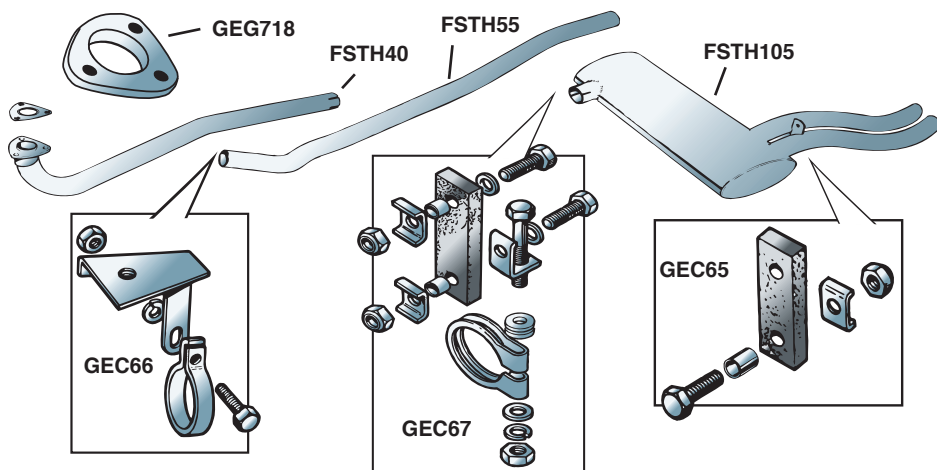
EXHAUST SYSTEM COMPONENTS—INTRODUCTION

TRF's English-made stainless steel exhaust components are likely to last as long as you own your car, and they have other advantages over mild steel components. One of these is availability, as few mild steel components are available, they are poor quality when they can be found, and they are almost as expensive as stainless steel. Other nice things about stainless steel are that it cleans easily, and it comes apart easily when required for applicable repairs. TRF offers stainless steel components individually and two levels of complete systems are listed. Systems may be purchased with or without hangers, clamps, and mounting hardware. Original hardware applies throughout to stainless steel systems, and TRF stocks everything that you will need for installation, whether or not you buy a complete system with mounting hardware.

INDIVIDUAL STAINLESS STEEL EXHAUST COMPONENTS —SINGLE-PIPE SYSTEM, TR250, TR6, 1968-71

“Individual Components Listed as Replacements for Mild Steel or as Spare Parts for Repairs of Accidental Damage Not Covered by the Warranty”

As all of the components are listed here, hangers, clamps, and hardware are listed here too. You may want to refer back to these listings later if you purchase a complete system.



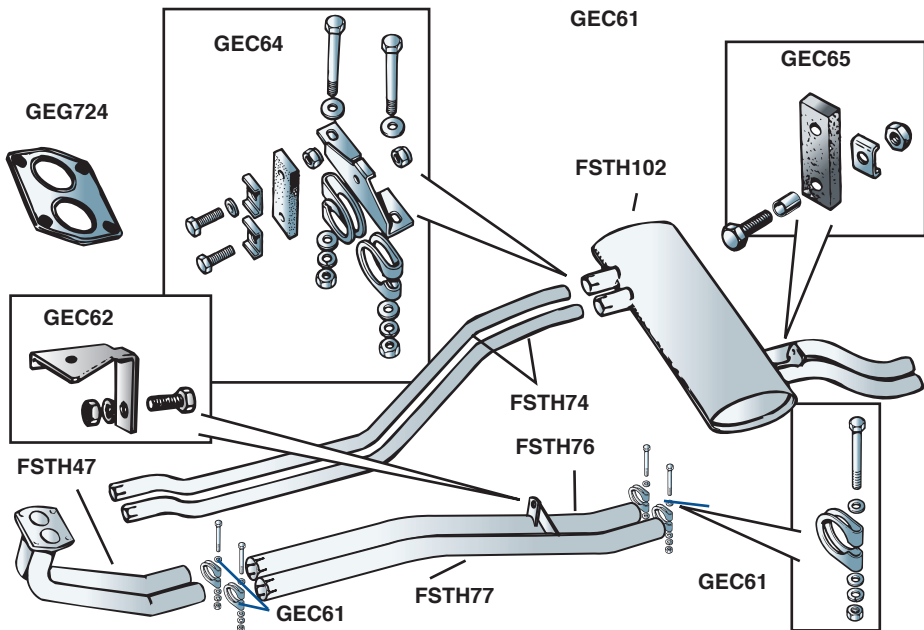
Part No.	Description	No. Off	List Price	Your Price
GEG718	Gasket , front pipe flange to manifold	1		
FSTH40	Front Exhaust Pipe ; downpipe	1		
FSTH55	Connecting Pipe	1		
FSTH105	Rear Muffler Assembly , with twin tail pipes	1		
HANGERS, BRACKETS, AND CLAMPS				
RFK770	Hardware Kit , front pipe to manifold flange; includes studs, washers, and nuts	1		
GEC66	Hanger Kit , securing exhaust to gearbox mount; includes bracket, clip, and hardware	1		
GEC67	Hanger and Clip Kit , rear muffler, RH	1		
GEC65	Hanger and Clip Kit , rear muffler, LH	1		

EXHAUST COMPONENTS

INDIVIDUAL STAINLESS STEEL EXHAUST COMPONENTS —DOUBLE-PIPE SYSTEM, TR6, 1972 MODELS

“Individual Components for Those Who Need Them...”

The earlier configuration of the double-pipe system is listed and illustrated here. This was the last year for A-type overdrive, and the reason for the minor changes to the system which began in 1973 was the new gearbox mounting bracket required for J-type overdrive. In addition to the exhaust pipes and muffler, all of the hangers, clamps, and hardware are also listed here, and you may want to refer to this section again later for the listings of these components. Look ahead to find listings for complete exhaust systems with or without mounting hardware.



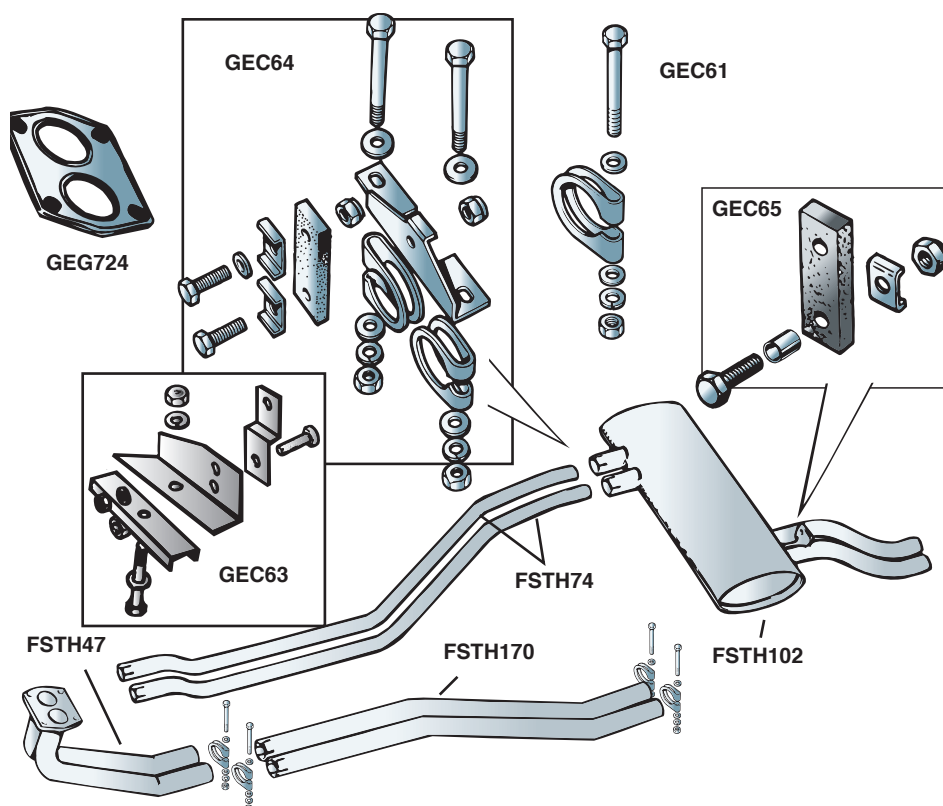
Part No.	Description	No. Off	List Price	Your Price
GEG724	Gasket , front pipe flange to manifold	1		
FSTH47	Front Pipe Assembly ; double downpipe	1		
FSTH77	Front Connecting Pipe , LH	1		
FSTH76	Front Connecting Pipe , RH	1		
FSTH74	Rear Connecting Pipe	2		
FSTH102	Rear Muffler Assembly , with twin tail pipes	1		
HANGERS, BRACKETS, CLAMPS				
RFK782	Hardware Kit , front pipe to manifold flange; includes studs, washers, and nuts	1		
GEC61	Clip Kit , securing front pipe to front connecting pipes and front connecting pipes to rear pipes	4		
GEC62	Bracket Kit , securing exhaust to gearbox mount; includes bracket and hardware	1		
GEC64	Hanger and Clip Kit , rear muffler, RH	1		
GEC65	Hanger and Clip Kit , rear muffler, LH	1		

EXHAUST COMPONENTS

INDIVIDUAL STAINLESS STEEL EXHAUST COMPONENTS —DOUBLE-PIPE SYSTEM, TR6, 1973-76

“Look Ahead for Listings of Complete Exhaust Systems”

As mentioned in the previous section the variation in design listed in this section was required because of the new gearbox mounting system introduced in 1973 along with J-type overdrive. The system listed here is much like the previous one, except for the mountings related to the gearbox mounting bracket. Look ahead to find listings for complete exhaust kits with or without mounting components.



Part No.	Description	No. Off	List Price	Your Price
GEG724	Gasket , front pipe flange to manifold	1		
FSTH47	Front Pipe Assembly ; double downpipe	1		
FSTH170	Front Connecting Pipe	2		
FSTH74	Rear Connecting Pipe	2		
FSTH102	Rear Muffler Assembly , with twin tail pipes	1		
HANGERS, BRACKETS, CLAMPS				
RFK782	Hardware Kit , front pipe to manifold flange; includes studs, washers, and nuts	1		
GEC61	Clip Kit , securing front pipe to front connecting pipes and front connecting pipes to rear pipes	4		
GEC63	Bracket/Hanger Assembly , securing exhaust under gearbox, with hardware	1		
GEC64	Hanger and Clip Kit , rear muffler, RH	1		
GEC65	Hanger and Clip Kit , rear muffler, LH	1		

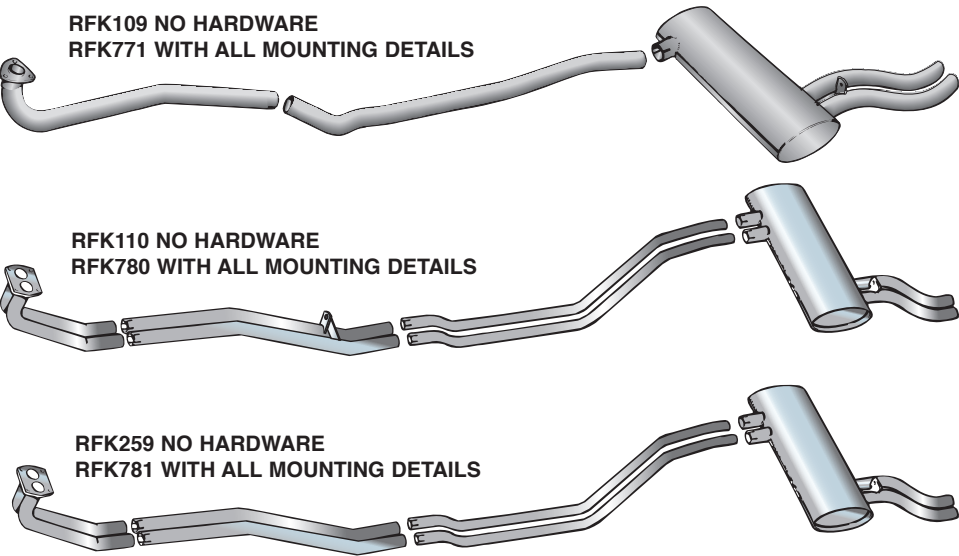
EXHAUST COMPONENTS

STAINLESS STEEL EXHAUST SYSTEMS, WITHOUT
HANGERS, CLAMPS, AND HARDWARE, TR250, TR6

“This Is the Level Supplied by Other Vendors—See Below for Complete Systems with Mounting Hardware”

The stainless steel exhaust systems listed here include all pipes and mufflers listed above. We include all components in kits for easy ordering. No hardware is included with listings in this section. If you want a complete kit that includes hangers, brackets, clamps, and hardware, see the next section...

Part No.	Description	No. Off	List Price	Your Price
RFK109	Exhaust System , single-pipe, TR250, TR6, 1968-71	1		
RFK110	Exhaust System , double-pipe, TR6 1972, with earlier gearbox mount	1		
RFK259	Exhaust System , double-pipe, TR6 1973-76, with later gearbox mounting system	1		



STAINLESS STEEL EXHAUST SYSTEMS, WITH HANGERS, CLAMPS, AND HARDWARE, TR250, TR6

“These Kits Provide the Most Value for Money, as They Include Installation Components”

When you consider the value of having a complete set of original mounting components along with your new stainless pipes and mufflers, you will quickly see that the kits listed here are the best ones to purchase.

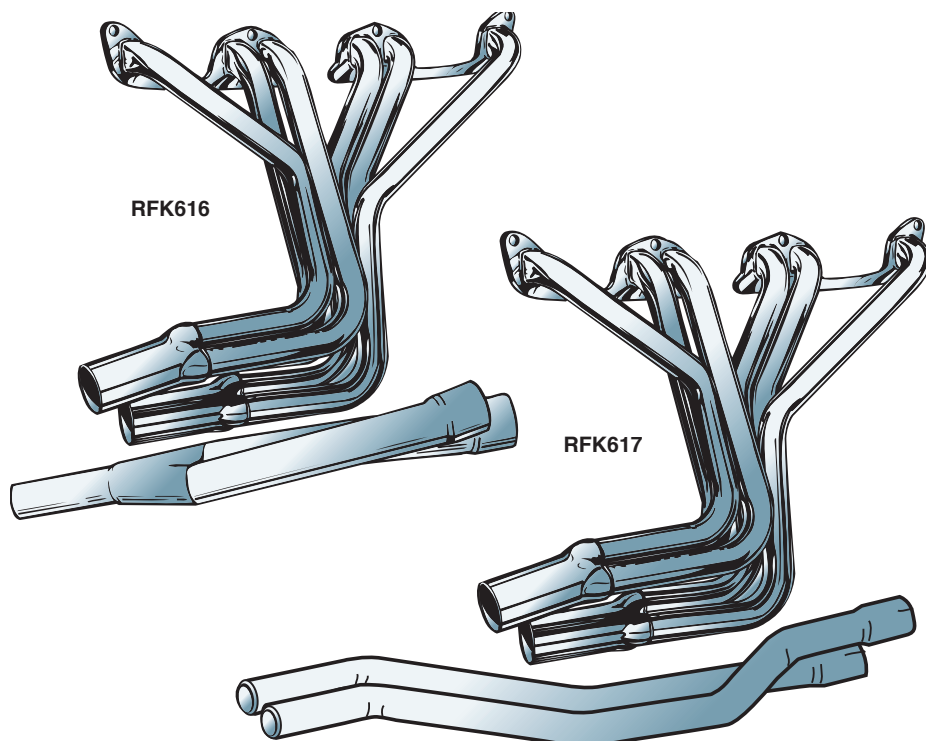
Part No.	Description	No. Off	List Price	Your Price
RFK771	Exhaust System , single-pipe, TR250, TR6, 1968-71	1		
RFK780	Exhaust System , double-pipe, TR6 1972, with earlier gearbox mount	1		
RFK781	Exhaust System , double-pipe, TR6 1973-76, with later gearbox mounting system	1		

EXHAUST COMPONENTS

HIGH-PERFORMANCE EXHAUST HEADERS, TR250, TR6

“Stainless Steel Replicas of Headers Supplied by BL Competition Department”

These headers are manufactured for The Roadster Factory to the pattern of the original headers designed by the British Leyland Competition Department for Group 44 race cars. Headers are manufactured in high-quality stainless steel to deliver high-performance for years to come.



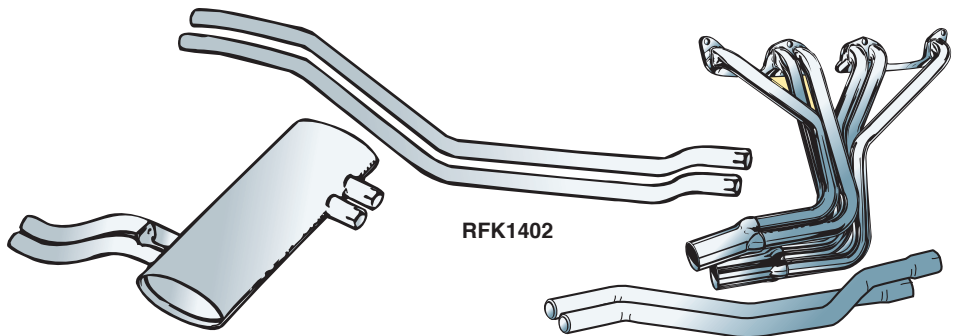
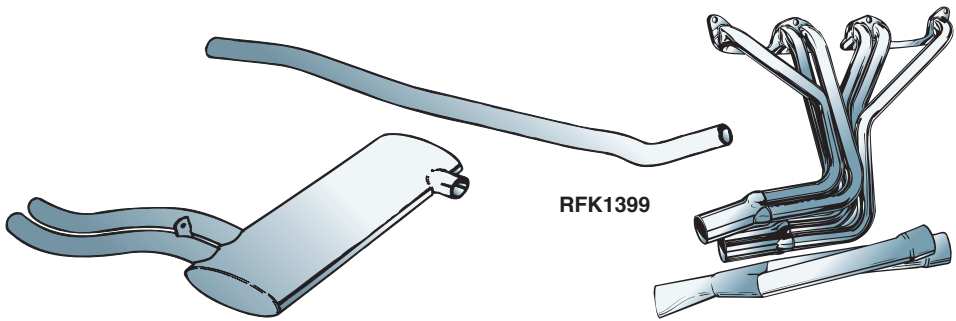
Part No.	Description	No. Off	List Price	Your Price
RFK616	HEADER KIT , single-pipe exhaust system, 1968-71	1		
FSTH601	Header , front section	1		
FSTH602	Header , rear section	1		
FSTH605	Collector Pipe Assembly	1		
RFK617	HEADER KIT , double-pipe exhaust system, 1972-76	1		
FSTH601	Header , front section	1		
FSTH602	Header , rear section	1		
FSTH603	Front Connecting Pipe , LH	1		
FSTH604	Front Connecting Pipe , RH	1		

EXHAUST COMPONENTS

STAINLESS STEEL EXHAUST SYSTEMS WITH HEADERS,
ALL TR250, TR6

“Renew Your Exhaust System and Increase Performance at the Same Time”

These systems include the same high-quality components listed in the sections above, including headers with stock rear pipes and mufflers. Your car will look the same, but you will gain a couple of horsepower from better engine breathing through the new header. No hardware is included with these systems, but in most cases, you can use what is listed on pages 45, 46, and 47. If you have any questions about hardware, please ask Albert or Dave in the TRF Sales Department.



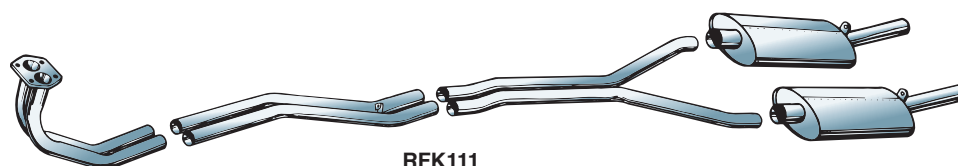
Part No.	Description	No. Off	List Price	Your Price
RFK1399	EXHAUST SYSTEM WITH HEADER, TR250, TR6, 1968-71	1		
FSTH601	Header, front section	1		
FSTH602	Header, rear section	1		
FSTH605	Collector Pipe Assembly	1		
FSTH55	Rear Connecting Pipe	1		
FSTH105	Rear Muffler Assembly, with twin tail pipes	1		
RFK1402	EXHAUST SYSTEM WITH HEADER, TR6, 1972-76	1		
FSTH601	Header, front section	1		
FSTH602	Header, rear section	1		
FSTH603	Front Connecting Pipe, LH	1		
FSTH604	Front Connecting Pipe, RH	1		
FSTH74	Rear Connecting Pipe	2		
FSTH102	Rear Muffler Assembly, with twin tail pipes	1		

EXHAUST COMPONENTS

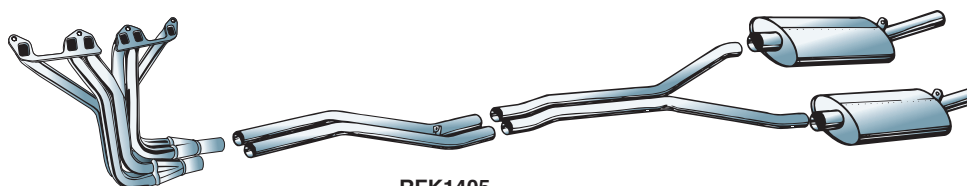
FREE-FLOW EXHAUST SYSTEMS IN STAINLESS STEEL

“The Best System for Increasing Horsepower Through Reduced Back-Pressure”

This free-flow exhaust system is manufactured in England by Falcon Exhausts and based on a design of Sidney Albert Hurrell, whose initials, S.A.H. were famous among Triumph racers of the 1960's and 1970's, as he ran a famous tuning shop licensed by Triumph for race preparation components. Two variations are available. The first may be used with the cast iron manifolds fitted from 1972-76. The second includes a high-performance header, and the entire system may be fitted to any TR250 or TR6. You are on your own regarding hangers, clamps, and hardware, although you will find that some of the original mounting components will be useful.



RFK111



RFK1405

Part No.	Description	No. Off	List Price	Your Price
RFK111	FREE-FLOW STAINLESS STEEL EXHAUST SYSTEM; for use with original cast-iron manifold	1		
FSTH47	Front Pipes Assembly; double downpipe	1		
FSTH77S	Front Connecting Pipe, LH	1		
FSTH76S	Front Connecting Pipe, RH	1		
FSTH71	Rear Connecting Pipe, LH	1		
FSTH72	Rear Connecting Pipe, RH	1		
FSTH73	Rear Muffler Assembly, LH or RH	2		
RFK1405	FREE-FLOW STAINLESS STEEL EXHAUST SYSTEM; includes high-performance stainless steel header	1		
FSTH601	Header, front section	1		
FSTH602	Header, rear section	1		
FSTH603	Front Connecting Pipe, LH	1		
FSTH604	Front Connecting Pipe, RH	1		
FSTH71	Rear Connecting Pipe, LH	1		
FSTH72	Rear Connecting Pipe, RH	1		
FSTH73	Rear Muffler Assembly, LH or RH	2		

P.S. Ask your salesperson for hangers and clamps.

EXHAUST COMPONENTS

NEW POLISHED STAINLESS EXHAUSTS, TR250, TR6

“The Perfect Chrome-like Finish Is Similar to Motorcycle Exhausts”

These polished stainless steel exhaust systems from Tourist Trophy are beautiful, and they appear to be very well made. All surfaces, including welds, are polished to look like chrome. Sound is throaty under acceleration but less obtrusive at driving speeds. Material is 304 stainless steel. Original installation hardware may be used throughout. Five-year warranty from the manufacturer.

The single-pipe system is not yet available, and the double-pipe system illustrated here may be used for all 1972-76 TR6 carb models or for TR5 P.I. and TR6 P.I. Note that the brackets are welded to the front connecting pipes for connection to the gearbox mount. This is correct for 1972 TR6 carb models, and the brackets may be removed when the system is fitted to 1973-76 TR6 models.



Part No.	Description	No.Off	List Price	Your Price
TOURIST TROPHY EXHAUST SYSTEM, polished stainless steel, single-pipe configuration, TR250, TR6, 1968-71				
RFK2062	Exhaust System, includes pipes and muffler, but no mounting hardware	1		
RFK2063	Exhaust System, as above but including all mounting hardware, hangers, and clamps	1		
TOURIST TROPHY EXHAUST SYSTEM, polished stainless steel, double-pipe configuration, TR6 carb models, 1972				
RFK2064	Exhaust System, including pipes and muffler, but no mounting hardware	1		
RFK2065	Exhaust System, as above, but including all mounting hardware, hangers, and clamps	1		
TOURIST TROPHY EXHAUST SYSTEM, polished stainless steel, double-pipe configuration, TR6 carb models, 1973-76				
RFK2066	Exhaust System, including pipes and muffler, but no mounting hardware	1		Use RFK2064*
RFK2067*	Exhaust System, as above, but including all mounting hardware, hangers, and clamps	1		

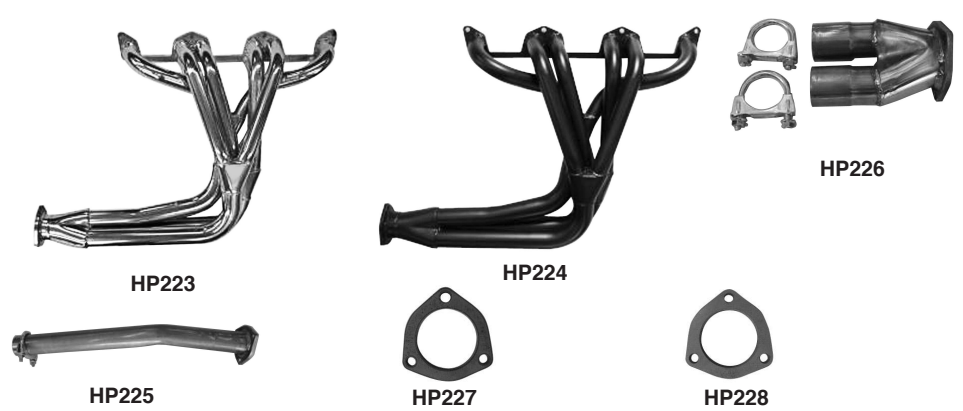
* Brackets welded to front connecting pipes should be removed when the system is fitted to 1973-76 models.

EXHAUST COMPONENTS

TUNED EXHAUST HEADERS, TR250, TR6

“Equal Length Pipes for Each Cylinder Provide Optimum Performance for Racing and High-Performance Driving”

The headers listed here are something different, as they are designed for high-performance and race applications. The term “tuned exhaust header” means that pipes are manufactured in the specific lengths which best extract exhaust gases from the engine cylinders, and these lengths are matched for each cylinder. That is the reason for the voluptuous curves of racing headers. These headers are made of mild steel which is coated inside and out with a ceramic coating designed to protect the pipes and to allow exhaust gases to pass through the header with less resistance. Headers are available in either silver or black satin finish, and connectors are listed for fitting to both types of stock exhaust systems as well as for fitting to a custom exhaust system that you may have designed for your race car.



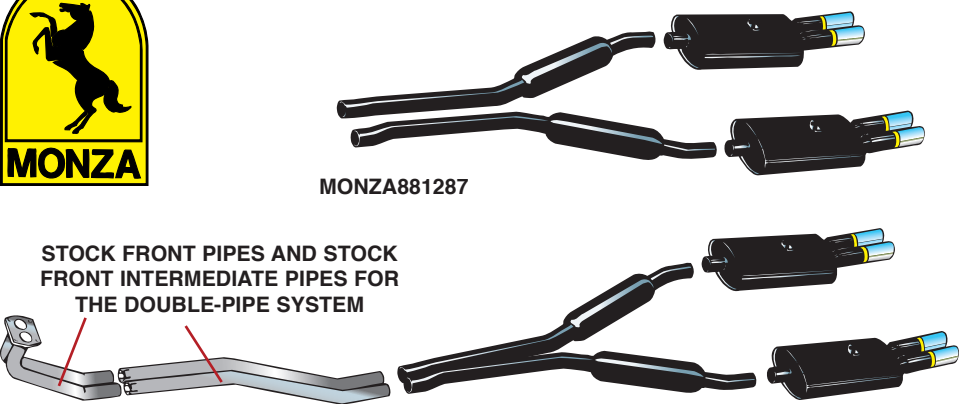
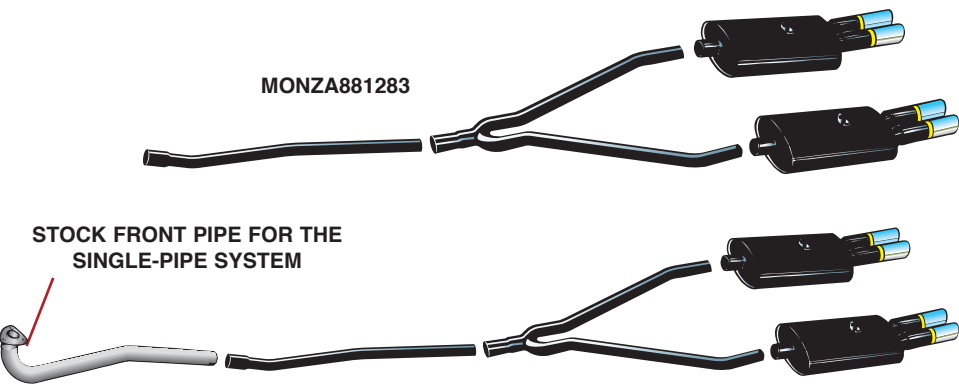
Part No.	Description	No.Off	List Price	Your Price
HIGH-PERFORMANCE HEADERS; come with outlet flange gasket and bolts; order correct manifold gasket separately				
HP223	Exhaust Header, silver finish	1		
HP224	Exhaust Header, black satin finish	1		
ADAPTOR, for single-pipe exhaust system, TR250, TR6, 1968-71				
HP225	Adaptor, with flange and clamp	1		
ADAPTOR, for double-pipe exhaust system, TR6, 1972-76; note that front connecting pipes must be shortened to fit				
HP226	Adaptor, header to front connecting pipes, with flange and clamps	1		
EXHAUST FLANGES; use these to adapt a custom exhaust system to the header				
HP227	Exhaust Flange, for 2.5-inch pipe, welds to custom exhaust system, mild steel material	1		
HP228	Exhaust Flange, for 2.5-inch pipe, welds to custom exhaust system, stainless steel material	1		

EXHAUST COMPONENTS

MONZA FREE-FLOW EXHAUST SYSTEMS, TR250, TR6

“An Easy Way to Add Power with Minimal Modification and Investment”

Monza free-flow exhaust systems are the most popular free-flow system currently available. It seems to me that they have become a little too expensive for what you get, but there aren’t many easy alternatives. If you are used to a stock exhaust system, you will like the instant throttle response provided by lowered back pressure from the exhaust system. This alone may give you your money’s worth! Note that Monza systems require the use of the stock front pipe for the single-pipe system and the stock front and intermediate pipes for the double-pipe system.



Part No.	Description	No. Off	List Price	Your Price
MONZA881283	Monza Free-Flow Exhaust, single-pipe system, TR250, TR6 1968-71	1		
MONZA881287	Monza Free-Flow Exhaust, double-pipe system, TR6 1972-76	1		

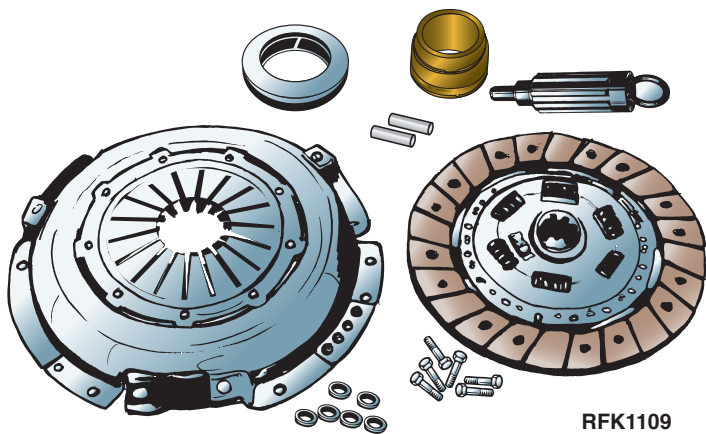
Please Note: Monza Free-flow exhaust systems require the use of the stock front pipe for the single-pipe system and the stock front pipes and front intermediate pipes for the double-pipe system.

CLUTCH

TRF MAGIC CLUTCH FOR TR250, TR6

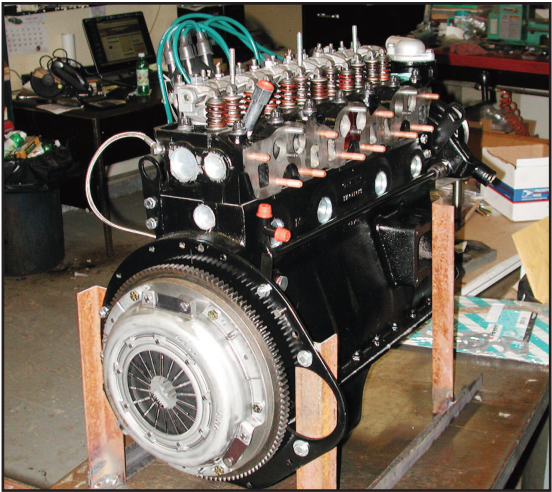
“If You Have Experienced Chronic Clutch Problems, Please Read This Page Carefully”

The Roadster Factory began listing its own uprated clutch more than a decade ago, and we sell a hundred of them every year on average. Our 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 Boca Raton. The Magic Clutch was developed to solve long-term clutch problems experienced repeatedly by TR6 enthusiasts. The new clutch operates easily, and it includes a long-life throw-out bearing. We have not experienced clutch failures with the Magic Clutch even with customers who had repeated failures in the past.



Part No.	Description	No.	Off	List Price	Your Price
RFK1109	Magic Clutch Kit , expected to give long and trouble-free service; includes pressure plate, driven plate, bronze sleeve with uprated throw-out bearing, hardware, dowel pins, bear grease, and a clutch alignment tool	1			

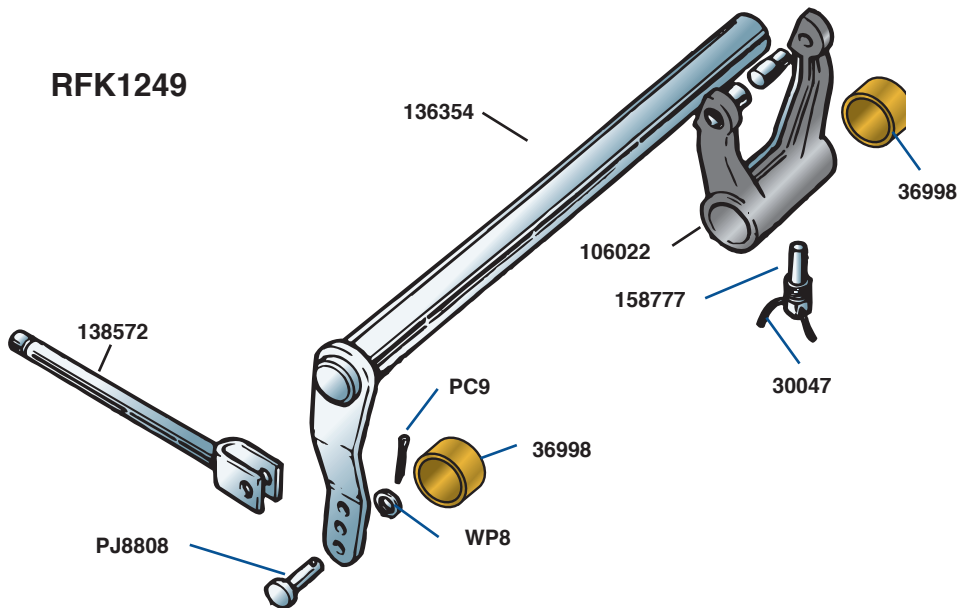
Section Continues ➤



Magic clutch Fitted to New TR5 Engine

CLUTCH

TRF MAGIC CLUTCH FOR TR250, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
RFK1249	ADDITIONAL COMPONENTS KIT; replace these components along with your new Magic Clutch	1		
136354	Clutch Cross-Shaft , with lever	1		
36998	Bearing , cross-shaft	2		
106022	Fork , throw-out bearing	1		
158777	Taper Pin , locking fork to cross-shaft; do not over-tighten, and secure with lock wire	1		
30047	Wire , securing taper pin	1		
138572	Push Rod , clutch slave cylinder	1		
PJ8808	Pin , joint, push rod clevis to cross-shaft lever	1		
WP8	Washer , lock, on joint pin	1		
PC9	Pin , cotter, securing joint pin	1		

IMPORTANT NOTES

Make sure that your flywheel is straight and flat. Have it trued by a machine shop, and have it balanced at the same time.

Always be sure that a new throw-out sleeve slides easily on the gearbox shaft. It must not bind or dig in, nor can it be too loose or it could cock. Use TRF's bronze sleeve as supplied with the Magic Clutch for best results. Lubricate the gearbox shaft with a bit of Mike Gassman's bear grease which is included in your Magic Kit.

Be sure that your gearbox is centered on your engine, as this will perfectly align your gearbox shaft in the crankshaft pilot bush. Originally, your gearbox was centered through the use of 3/8-inch dowel bolts at the two o'clock and the eight o'clock positions on the gearbox flange. These have often been lost, and 5/16-inch bolts substituted. This little mistake is a major cause of clutch failure. To replace lost dowel bolts, TRF supplies two dowel pins in the Magic Clutch Kit. Use them if your dowel bolts are gone!

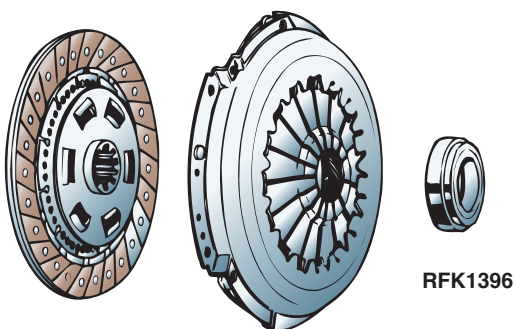
CLUTCH

OEM CLUTCH KITS, TR250, TR6

“What Is an OEM Clutch Kit?”

That is a good question! TR250 and TR6 models were built originally with either Borg & Beck clutches or Laycock clutches. Laycock clutches were generally preferred by enthusiasts, but Laycock was sold off to LUK, a major European clutch manufacturer, a long time ago. At that point, Borg & Beck clutches were the OEM clutch of choice, as it was the only one left. Borg & Beck clutches were manufactured by Automotive Products which also manufactured Lockheed brakes. This company was sold to Delphi Diesel, and then it was sold again, I think. That company is still manufacturing clutches, but the Borg & Beck name was sold separately. The new owner of the name does not allow the products of the original manufacturer to be sold as Borg & Beck anymore. I am not sure what happens if an old stock clutch in a Borg & Beck box is sold as Borg & Beck. Who knows?

My recommendation to customers is to avoid this controversy altogether. If you purchase a TRF Magic Clutch listed in the previous section you will probably have a better clutch than any originally fitted to a TR250 or TR6 sports car at the factory. Nevertheless, I am going to include the clutches still manufactured on Tachbrook Road in Leamington Spa where we always purchased Borg & Beck clutches in the past. For any customer crazy enough to purchase an original throw-out bearing, I am also listing clutch kits with original RHP throw-out bearings in addition to the ones having our own Koyo bearing. If you could see an RHP bearing torn apart and displayed along with a Koyo bearing, you would never buy the RHP. The Koyo bearing will last and last, and the RHP will not last. I rest my case, but you can buy what you like. In case I wasn't clear enough above, I will say it again, buy a TRF Magic Clutch, and you can forget about clutch problems for years to come.



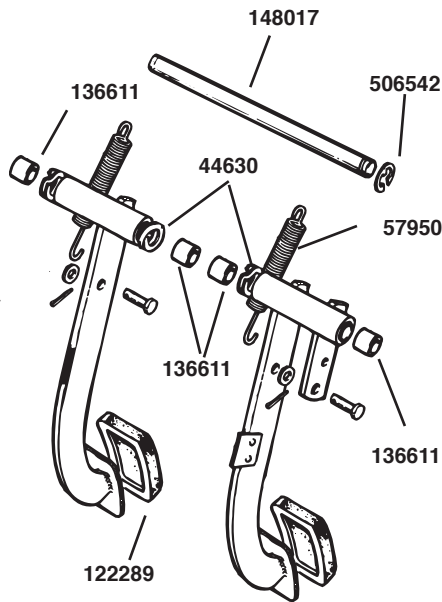
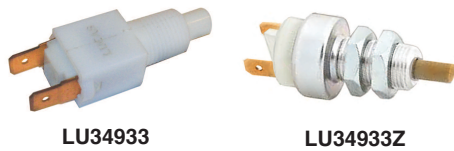
Part No.	Description	No. Off	List Price	Your Price
RFK226	CLUTCH KIT , original-equipment, with original throw-out bearing and attachment hardware	1	219.95	184.99
214321	Pressure Plate	1	91.95	77.49
148146	Driven Plate	1	94.95	78.49
GRB211	Throw-out Bearing	1	58.95	49.99
HP124	Screw , set, securing clutch to flywheel	6	1.25	1.09
WL208	Washer , lock, securing set screws	6	.45	.39
DP612	Dowel Pin , locating gearbox on rear engine plate	2	1.85	1.59
RFK1396	CLUTCH KIT , as above but with the substitution of a long-life Koyo bearing	1	239.95	199.99
HP122	Throw-out Bearing , long-life Koyo brand	1	71.95	59.99

CLUTCH

CLUTCH AND BRAKE PEDAL DETAILS, TR250, TR6

“Parts Now Available to Repair
Wobbly Pedals”

Pedal shafts and bushes are wear items, and after lots of use, play will develop, allowing the pedals, particularly the clutch pedal, to wobble. Virtually all of the wearing items are now available, and the work is not too hard. A good time to do it is when you are replacing a master cylinder or doing other major work.

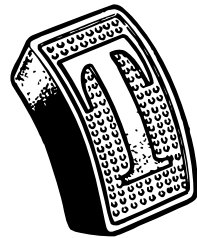


Part No.	Description	No.Off	List Price	Your Price
122289	Pad , brake and clutch pedals	2		
57950	Spring , pedal return	2		
LU34933	Switch , brake lights, cheap plastic part in Lucas box	1		
LU34933Z	Switch , brake lights, better quality replacement, metal switch may require some ingenuity for fitting	1		
PEDAL SHAFT COMPONENTS				
148017	Shaft , brake and clutch pedals	1		
136611	Bush , fitted in pedal pivots	4		
44630	Washer , double-coil, fitted between pedals	2		
506542	Circlip , ends of pedal shaft	2		

CLUTCH AND BRAKE PEDAL PADS, TR250, TR6

“TRF Has the Best Pedal Pads”

Not to brag, but it is true. We retooled for our own clutch and brake pedal pads when the ones off the original tooling became hard to recognize as pedal pads. Shortly, thereafter, they were discontinued, and TRF has become the pedal pad supplier to the world. We deserve this, however, as you will see if you purchase a pair of pedal pads. Ours are very crisp mouldings, and they have just the right firmness of rubber. We researched pedal pad firmness, and we have really got it right. Your car will love a new pair of pedal pads...



122289

Part No.	Description	No. Off	List Price	Your Price
122289	Pedal Pad , clutch or brake pedals	2		

CLUTCH

THROW-OUT BEARINGS AND SLEEVES, TR250, TR6

“Purchase the Koyo Bearing Mounted on the Bronze Sleeve for Longest Service”

Original RHP throw-out bearings are still desired by some enthusiasts just because they were original. However, they are clearly deficient when compared to the long-life Koyo bearing offered by The Roadster Factory. Bronze sleeves were used on TR2 through TR4A models, but they were changed to steel on TR250 and TR6. Cost had to be the reason for this change. We strongly suggest using the bronze sleeve. For this configuration, TRF assembles the bearing to the sleeve, and we sell it as a unit. Buying a bearing and sleeve assembly eliminates the chance that you might damage your new bearing during installation.



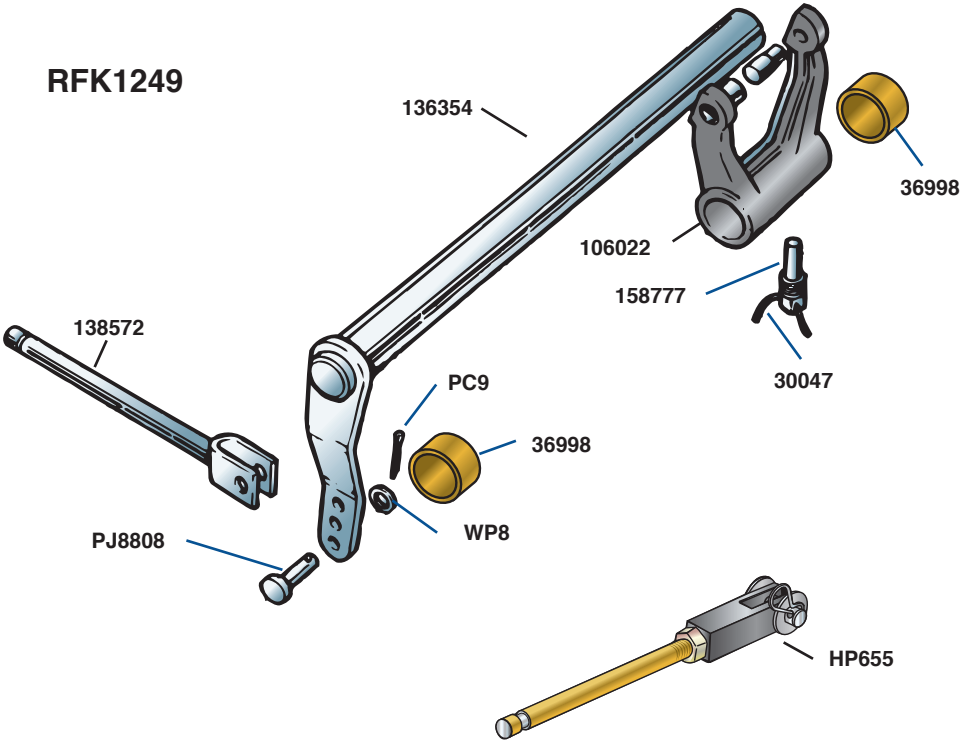
Part No.	Description	No. Off	List Price	Your Price
THROW-OUT BEARINGS, without sleeves				
GRB211	Throw-out Bearing , original-equipment	1	58.95	49.99
HP122	Throw-out bearing , long-life Koyo bearing	1	71.95	59.99
SLEEVES, without throw-out bearings				
147858	Sleeve ; original-equipment steel sleeve	1	34.95	28.49
HP147858	Sleeve ; uprated sleeve manufactured from 660 bronze	1	84.95	69.99
BEARING AND SLEEVE ASSEMBLIES				
RFK1830	Bearing and Sleeve Assembly , long-life Koyo bearing mounted on bronze sleeve, supplied with bear grease and dowel pins	1	149.95	128.99

CLUTCH

CLUTCH MECHANICALS, TR250, TR6

“Replace These Parts Every Time You Replace Your Clutch”

The TR250 and TR6 clutch mechanisms are very sensitive to wear. Replace everything that could add play to the system to be sure of a good result before you perform all of the work required to install your gearbox. The alternative may be having to take it all apart again without a good idea of where you might find the problem. The TRF Magic Clutch is the best choice for a successful clutch job.



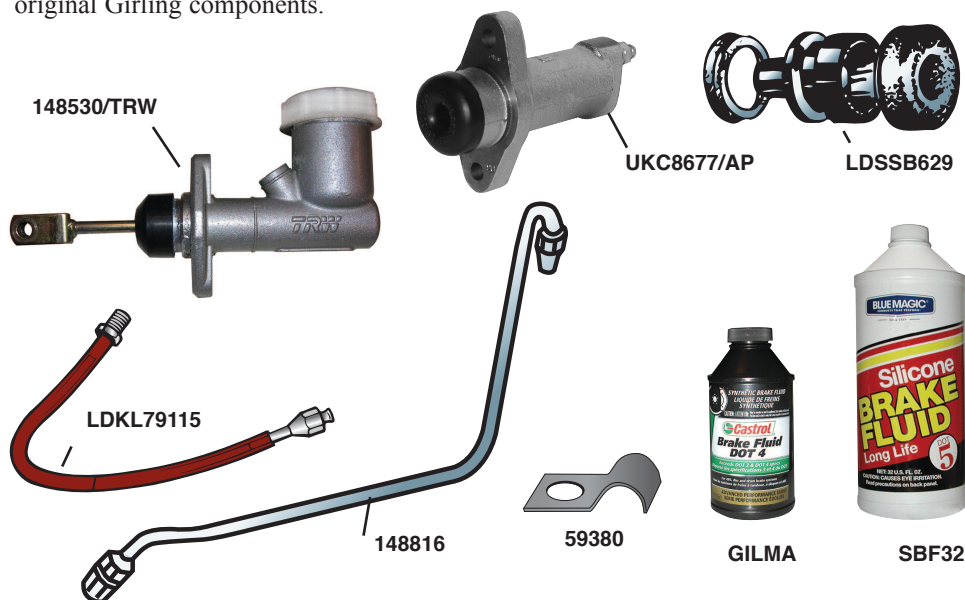
Part No.	Description	No. Off	List Price	Your Price
RFK1249	ADDITIONAL COMPONENTS KIT; replace these components along with your new Magic Clutch	1		
136354	Clutch Cross-Shaft, with lever	1		
36998	Bearing, cross-shaft	2		
106022	Fork, throw-out bearing	1		
158777	Taper Pin, locking fork to cross-shaft; do not over-tighten, and secure with lock wire	1		
30047	Wire, securing taper pin	1		
138572	Push Rod, clutch slave cylinder	1		
PJ8808	Pin, joint, push rod clevis to cross-shaft lever	1		
WP8	Washer, lock, on joint pin	1		
PC9	Pin, cotter, securing joint pin	1		
HP655	Adjustable Push Rod Kit, clutch slave cylinder; allows adjustment of clearance between throw-out bearing and clutch fingers for stock bearings and Koyo bearings; comes with instruction sheet; see Kastner’s second book, page 84	1		

CLUTCH

CLUTCH HYDRAULICS

“Solve Any Clutch Hydraulic Problem with Components from This List...”

When the last edition of this catalogue was published in 2008, it was still possible to purchase brand new Girling master cylinders, although TRW already owned Girling at that time. TRW is now producing clutch master cylinders for TR250, TR6 under its own name, and they are Girling quality or better, and they are similar in appearance to original Girling components.




Part No.	Description	No. Off	List Price	Your Price
148530/TRW	Master Cylinder , clutch, .75-inch bore, TR250, TR6, 1968-69	1		
GISP1967	Repair Kit , for the above	1		
154933/TRW	Master Cylinder , clutch, .7-inch bore, TR6, 1970-76	1		
GISP2102	Repair Kit , for the above	1		
UKC8677/AP	Slave Cylinder , clutch, Lockheed or TRW brand, all TR250, TR6	1		
LDSSB629	Repair Kit , for the above	1		
148816	Pipe , steel, clutch master cylinder to slave cylinder hose; pre-shaped pipe with correct end fittings	1		
59380	Clip , anchoring steel pipe to inner front fender	1		
YA583	Screw , securing clip to inner front fender	1		
LDKL79115	Hose , nylon, from steel pipe to slave cylinder	1		
GILMA	Castrol Brake Fluid , DOT4, 12 oz. container	A/R		
SBF32	Blue Magic Silicone Brake Fluid , preferred by many enthusiasts as it does not remove paint; not recommended by some hydraulic manufacturers, 32 oz. container, Blue Magic brand	A/R		

GEARBOX COMPONENTS



GEARBOX DRAIN AND FILL PLUGS, TR250, TR6

“Choose Magnetic Drain Plugs to Clean Metal Bits from Gearbox Oil”

The magnetic plug was specified as a drain plug for gearbox oil. The standard plug is used as an oil filler in the gearbox and oil drain in the engine and the rear axle. New plugs save frustration at oil change time.



RFT131



114774 155660

Part No.	Description	No. Off	List Price	Your Price
155660	Plug , oil drain, magnetic, gearbox drain	1		
114774	Plug , oil drain, standard; gearbox fill and drain, engine drain, diff fill and drain	5		
RFT131	Combination Wrench , with square hole for removing oil drain plugs	A/R		

GL4 GEAR LUBES, TR250, TR6

“The Correct Grade for Classic Gearboxes with Yellow Metal Components”

Commonly available gear lube from auto parts stores is GL5 which actually contains additives harmful to yellow metal components such as bronze bushes, gearbox synchros, thrust washers, etc. Some time ago, Castrol discontinued its version of GL4, and we had nothing to sell for classic car owners for a while. GL4 has now been reintroduced by American Refining Group, Inc., the makers of Brad Penn oils. This company now occupies the old Kendall refinery in Bradford, Pennsylvania, where Kendall, Amalie, and Wolf’s Head oils were produced, and we thank them for making this product available for British car enthusiasts.



BPGL4

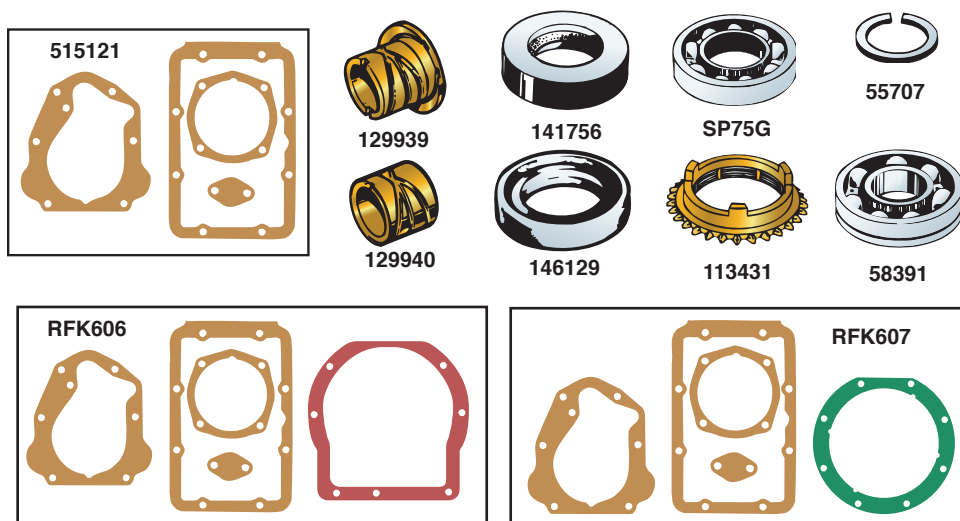
Part No.	Description	No.Off	List Price	Your Price
BPGL4	Brad Penn GL4 Gear Lube , SAE 80W-90, “The Green Oil,” supplied in quart containers with “needle” spouts	A/R		

GEARBOX COMPONENTS

GEARBOX—INDIVIDUAL COMPONENTS, ALL TR250, TR6

“The Best Components We Can Find for Gearbox Rebuilding at Home”

Listed here are individual components, many of which are also supplied in TRF's Gearbox Rebuild Kits. We heartily applaud those who maintain the British character of their cars by keeping original Triumph gearboxes. We believe that these folks are also preserving the driving skills which came with owning such a sports car, particularly when the car is also fitted with electric overdrive. If you want to keep your British gearbox forever, you should keep it in top condition all the time rather than waiting for something to break. Keeping bearings, bushes, and synchros in good condition while maintaining proper clearances will preserve your valuable gears for a long time.



Part No.	Description	No. Off	List Price	Your Price
GASKET SETS AND OIL SEALS				
515121	Gasket Set , non-overdrive gearboxes	1		
RFK606	Gasket Set , A-type overdrive gearboxes, 1968-72	1		
RFK607	Gasket Set , J-type overdrive gearboxes, 1973-76	1		
141756	Seal , oil, fitted in front end cover	1		
146129	Seal , oil, fitted in rear extension	1		
MAINSHAFT PARTS				
113431	Synchronizer Cup , gearbox	4		
129940	Bush , bronze, inside 1st and 3rd gears, 1968-73 approx.	2		
129939	Bush , bronze, top hat, inside 2nd gear, 1968-73 approx.	1		
153238	Bush , steel, inside 1st and 3rd gears, 1974-76 approx.	2		
UKC956	Bush , steel, top hat, inside 2nd gear, 1974-76 approx.	1		
58391	Bearing , mainshaft front and center, original RHP brand—this is the best one to use	2		
58391Z	Bearing , mainshaft front and center, cheaper replacement bearing—this should not be your first choice	2		
SP75G	Bearing , mainshaft rear; non-overdrive only	1		
55707	Circlip , retaining third gear on mainshaft	1		

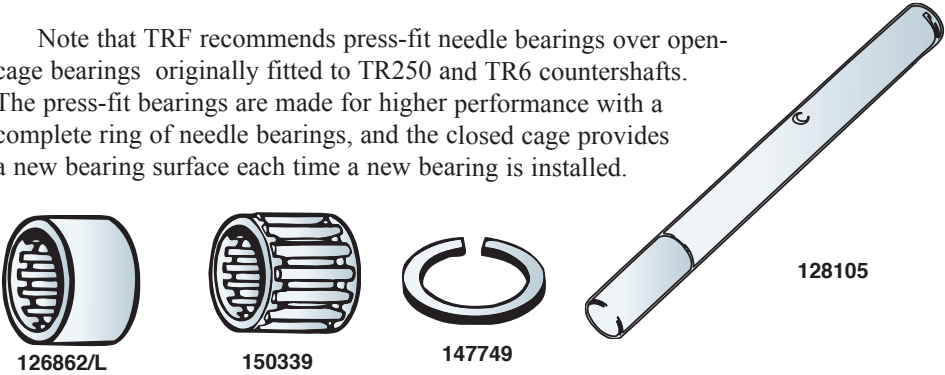
GEARBOX COMPONENTS

COUNTERSHAFT AND BEARINGS, TR250, TR6

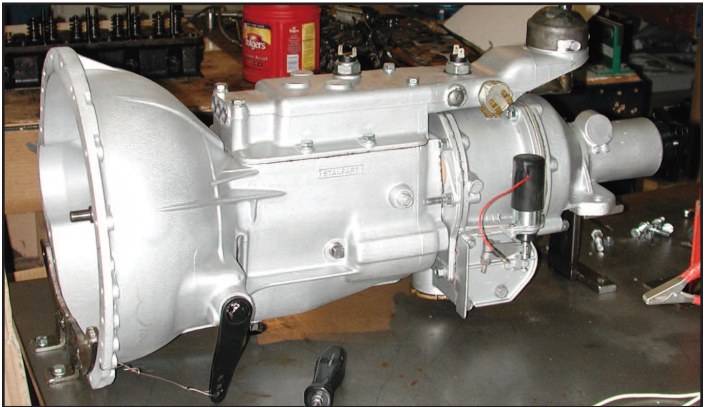
“Better Countershafts”

The Roadster Factory has found that readily available countershafts are not made as hard as they should be and that they are often not even machined correctly. We at TRF have solved the problem of knowing whether or not we are selling good countershafts by having our own shafts manufactured correctly at a U.S. manufacturer with high standards of quality. Regrettably, this adds some cost to the part, but we find that most customers are willing to pay a higher price for a critical part they can trust.

Note that TRF recommends press-fit needle bearings over open-cage bearings originally fitted to TR250 and TR6 countershafts. The press-fit bearings are made for higher performance with a complete ring of needle bearings, and the closed cage provides a new bearing surface each time a new bearing is installed.



Part No.	Description	No. Off	List Price	Your Price
128105	Countershaft , gearbox	1		
	BEARINGS , countershaft, original slide-in type			
150339	Bearing , needle, open cage type	2		
154396	Washer , bevel, behind needle bearings; to be fitted with bevel away from bearing	2		
147749	Circlip , retaining needle bearings in gear	2		
	BEARINGS , countershaft, press-fit type; we recommend these over original type and we recommend fitting circlips as well, since press-fit bearings can come out in use			
126862/L	Needle Bearing Assembly , press-fit type	2		
147749	Circlip , retaining needle bearings	2		



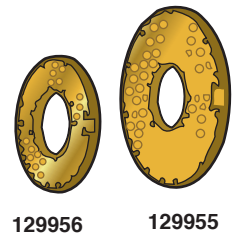
TR6 Gearbox with Overdrive

GEARBOX COMPONENTS

COUNTERSHAFT THRUST WASHERS, TR250, TR6

“Critical Parts for Countershaft Clearances”

There was a time recently when acceptable replacements were unavailable for these critical components, and TRF had suggested that used components were the best way to go. However, better components are on the market again, and we are happy to be able to sell them.

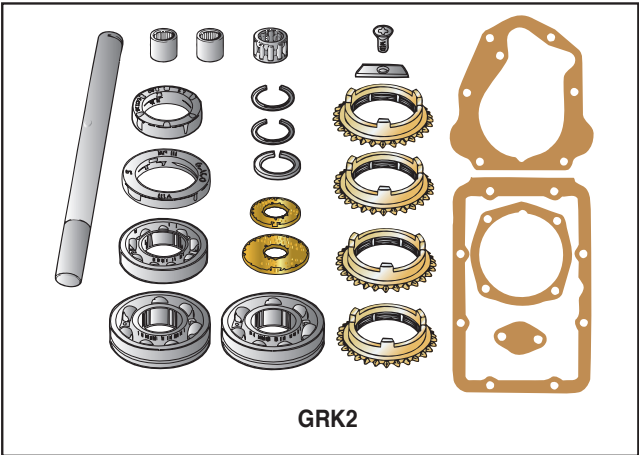


Part No.	Description	No.Off	List Price	Your Price
129955	Thrust Washer, front of countershaft	1		
129956	Thrust Washer, rear of countershaft	1		

GEARBOX REBUILD KITS, TR250, TR6

“Supplied with TRF’s Own Harder Countershafts and Much More...”

What do you replace every time you do a gearbox rebuild? We used to get this question every day at TRF. Then, we made up kits of components which include the things we would definitely replace every time. Countershaft, bearings, synchros, gaskets, critical circlips. In editing this catalogue, I’ve added a few more small components to make the kits even better. Take care to rebuild your gearbox when it needs it rather than after it has self-destructed, and it will serve you well for a long time to come.



Part No.	Description	No.Off	List Price	Your Price
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GEARBOX OVERHAUL KITS, including gaskets, mainshaft bearings, seals, synchros, countershaft bearings and thrust washers, critical circlips

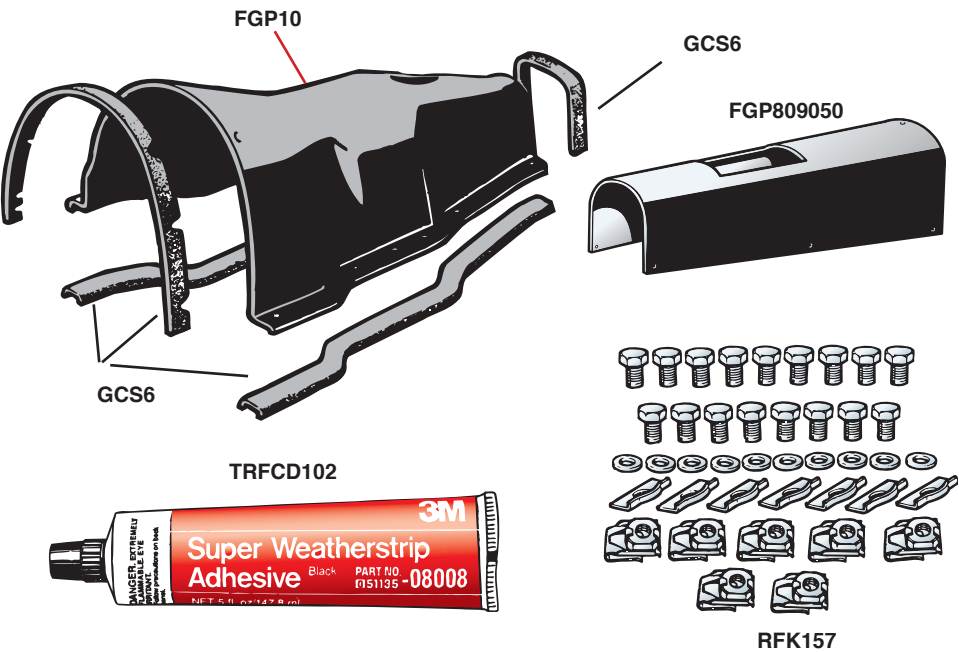
GRK1	Gearbox Kit , TR250 and TR6 up to gearbox no. CD20281; has press-in needle bearing in constant pinion gear	1		
GRK2	Gearbox Kit , TR6 after gearbox no. CD20281; needle bearing slides right into center of constant pinion gear	1		

GEARBOX COMPONENTS

PLASTIC GEARBOX COVERS, TR250, TR6

“Permanent Replacements for Cardboard Originals”

TRF’s plastic gearbox cover is precision-made from the same material as industrial hard hats, as this combines high-strength with light weight. We developed these from several generations of fibreglass gearbox covers back in the mid-1980’s. Other companies have copied our cover, but they have not beaten its high quality or its reasonable price. Beware, very nasty fibreglass gearbox covers available from one other vendor.



Part No.	Description	No. Off	List Price	Your Price
RFK779	SPACE-AGE PLASTIC GEARBOX COVER AND INSTALLATION KIT; fits all TR250, TR6; includes everything indented here...	1		
FGP10	Gearbox Cover, precision moulded plastic	1		
GCS6	Rubber Seal Kit; cement four seals to gearbox cover with weatherstrip adhesive	1		
RFK157	Hardware Kit, securing gearbox cover; forty-one pieces of correct hardware	1		
TRFC102	Weatherstrip Adhesive, 3M brand; use this to cement rubber seals to gearbox cover	A/R		
RELATED COMPONENTS				
FGP809050	Drive Shaft Cover, fitted over driveshaft tunnel and under carpet; precision made of black plastic to match gearbox cover, all TR250, TR6	1		
RFK1064	Hardware Kit, securing cover to driveshaft tunnel	1		

DRIVE TRAIN

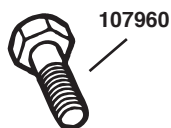
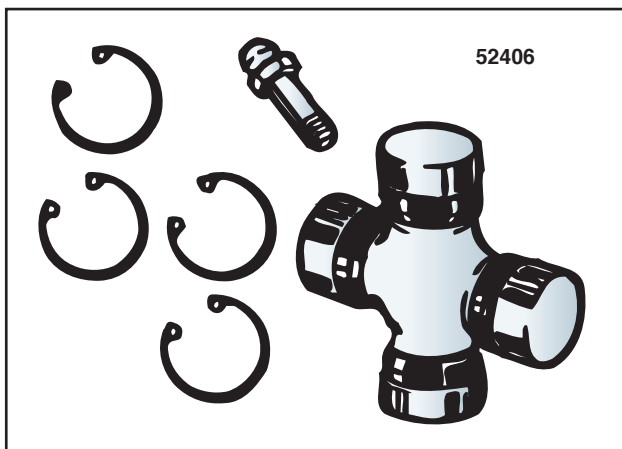
UNIVERSAL JOINTS

“Genuine Hardy Spicer U-Joints Come with Grease Fittings”

TRF's universal joints include grease fittings to enable you to add as much life as possible to your drive line. Note that it is a good idea to replace hardware when you change U-joints, as this eliminates the slop from worn hardware which adds stress to new joints.



TRFC103



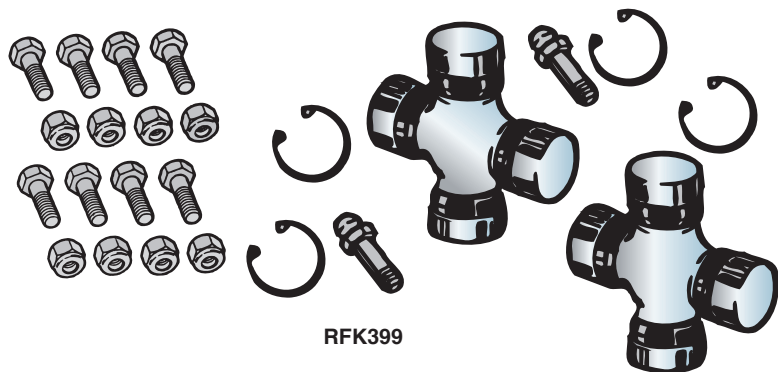
Part No.	Description	No. Off	List Price	Your Price
	UNIVERSAL JOINTS, with grease fittings			
52406	Universal Joint , drive shaft	2		
52406	Universal Joint , rear axle shafts	4		
	CORRECT HARDWARE			
107960	Special Bolt , securing drive shaft flanges	8		
107960	Special Bolt , securing rear axle shaft flanges to diff flanges	8		
TN3209	Nyloc Nut , securing special bolts	16		
GHF243	Cleaveloc Nut , alternative metal locking nut for even better locking	16		
YN2908	Nyloc Nut , securing rear hub flanges to studs on trailing arms	12		
TRFC103	Loctite Threadlocker ; drive shaft flange bolts come loose even with new nyloc nuts; Loctite helps to keep them tight	A/R		

DRIVE TRAIN

TRF MAGIC KITS—UNIVERSAL JOINTS, TR250, TR6

“You Get Everything You Need Under One Part Number”

TRF universal joint kits save you a little money, they make ordering easy, and you get everything you need by ordering just one part number. All hardware is the correct grade and the correct design, and all TRF universal joints come with grease fittings...

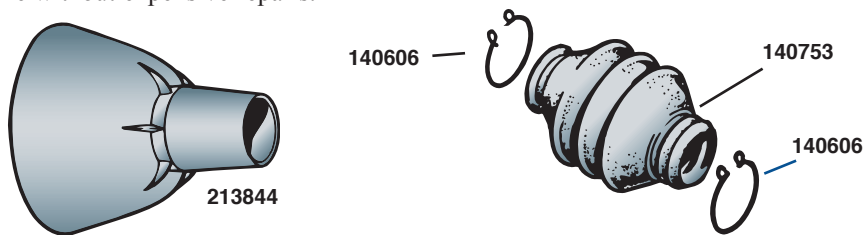


Part No.	Description	No. Off	List Price	Your Price
RFK328	Complete Kit; includes six universal joints for drive shaft and both rear axle shafts, plus new flange bolts, nyloc nuts, and Loctite threadlocker	1		
RFK399	Drive Shaft Kit; includes two universal joints, flange bolts and nyloc nuts	1		
RFK327	Rear Axle Shaft Kit; includes two universal joints, flange bolts and nyloc nuts for bolts and for hub flange	2		

AXLE SHAFT RUBBER BOOTS, TR250, TR6

“New Boots Protect your Universal Joints and Your Precious Slip Joints”

Keep boots in good condition to protect your investment in more valuable parts. Don’t forget to pull axles apart to lubricate the splines of the slip joints anytime you are replacing universal joints. This kind of work will keep your car working well for a long time without expensive repairs.



Part No.	Description	No. Off	List Price	Your Price
213844	Rubber Boot; protects inner U-joints	2		
140753	Rubber Boot, sealing slip joints	2		
140606	Wire, securing rubber boots	4		

DRIVE TRAIN

REAR HUB BEARINGS—TIMKEN BRAND, TR250, TR6

“Rear Hubs Are Safety Critical and Require Careful Work During Rebuilding”

You can rebuild your own hubs, but the work requires great attention to detail. Begin by reading everything you can on the subject. The final bearing clearance is critical, and you want to aim for almost no movement as long as the hub continues to roll smoothly. Too much play at the hub makes a lot of play on the wheel rims. Never reuse a collapsible spacer once it has been collapsed. If you think you have made a mistake during assembly, disassemble and start over again with a new spacer. Your safety and the safety of your passengers depends on this job being done well.



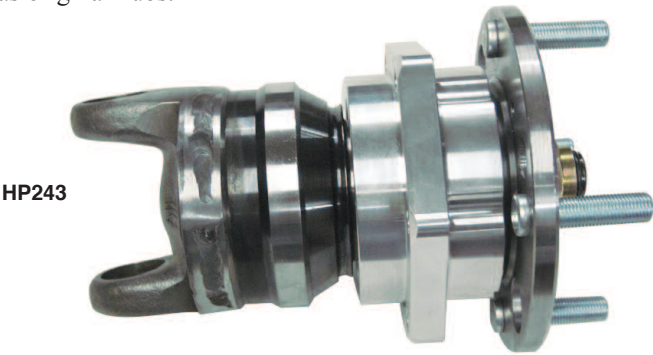
Part No.	Description	No. Off	List Price	Your Price
RFK1442	BEARING KIT , rear hub, Timken bearings, high-quality seals, collapsible spacer, cotter pin; fits all TR250, TR6	2		
HP610	Bearing , inner, Timken brand	2		
HP611	Bearing , outer, Timken brand	2		
HP608	Seal , inner, Chicago Rawhide brand	2		
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		

DRIVE TRAIN

BETTER REAR HUBS, TR250, TR6

“Uprated Design, Uprated Materials, and Modern Hub Bearings”

Rear hubs have always been a problem on the IRS TR’s. Flex of the stock axle can result in eventual failure with the possibility of disastrous results in the worst-case scenario. In the best-case scenario, bearing clearances are difficult to set, and wobbly wheels are very common with stock hubs unless they are built by an experienced craftsman. The hubs listed here are a much stronger design which transfers the side forces directly from the hub to the large bearing. Sealed, double-row hub bearings are modern, large diameter type with angular contact. Hubs listed here may be used with original axles, and they are completely built up and ready to assemble to your car in the same way as original hubs.



Part No.	Description	No.Off	List Price	Your Price
HEAVY-DUTY REAR HUBS; each hub comes with a Hardy Spicer greaseable universal joint for installation on a stock axle				
HP243	Hub Assembly, fitted with wheel studs for stock wheels	2		
HP244	Hub Assembly, fitted with wheel studs for wire wheels	2		
HP245	Hub Assembly, fitted with wheel studs for use with alloy wheels	2		



Rear View of Chassis Ready for Installation of Differential

DRIVE TRAIN

BETTER REAR AXLE AND HUB ASSEMBLIES, TR250, TR6

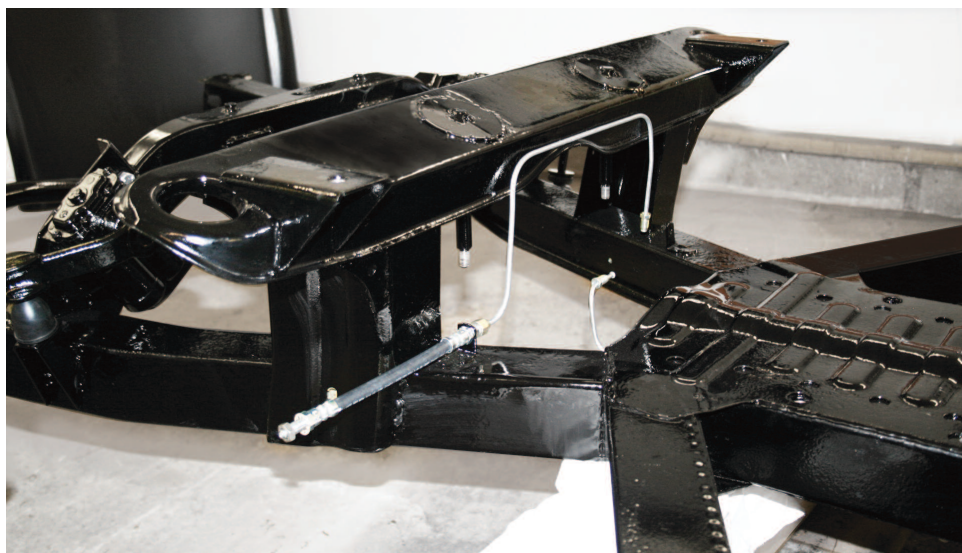
“Stronger Design and Better Materials, Including Hubs Described on Page 70.”

New axle shafts include heavy-duty greaseable universal joints and heavy-duty hubs as listed in the previous section. These assemblies install in the same way as stock units through the trailing arms, and they bolt right up to the stock flanges on the differential.



HP246

Part No.	Description	No.Off	List Price	Your Price
REAR AXLE AND HUB ASSEMBLIES, bolt right up to stock differential and stock trailing arms				
HP246	Axle and Hub Assembly, fitted with wheel studs for stock wheels	2		
HP247	Axle and Hub Assembly, fitted with wheel studs for wire wheels	2		
HP248	Axle and Hub Assembly, fitted with wheel studs for alloy wheels	2		



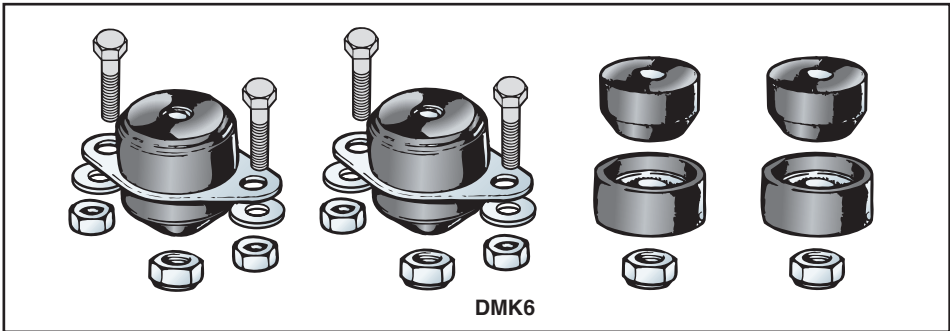
TR6 Chassis Ready for Rear Suspension

DRIVE TRAIN

DIFFERENTIAL MOUNTINGS—ORIGINAL RUBBER TYPE,
ALL TR250, TR6

“Consider Using the Rubber Mounts with the Stability Cups Listed in the Following Section”

You must keep your diff mountings in good condition to prevent frame damage. If your frame brackets are cracked or broken or if the bolts welded to the frame have come loose, have them welded at a frame shop while the diff is out of the car. Racers in England have been using the original rubber mounts recently with the stability cups listed in the following section. Other possibilities include urethane mountings, but I fear that some of the inexpensive ones currently available are much too hard.



Part No.	Description	No.Off	List Price	Your Price
DMK6	TRF DIFF MOUNTING KIT; high quality rubber mountings and essential hardware	1		
134235	Diff Mounting, rubber, front, upper	2		
134236	Diff Mounting, rubber, front, lower	2		
147783	Diff Mounting Assembly, rear	1		
134234	Washer, special, large and heavy, fitted on all four diff mountings, front and rear; special washers not included in kit listed above	4		
BPGL4	Brad Penn GL4 Gear Lube, SAE 80W-90; “The Green Oil,” supplied in quart containers with “needle” spouts	A/R		

DRIVE TRAIN

DIFFERENTIAL MOUNTINGS—STABILITY CUPS, ALL TR250, TR6

“The Latest Diff Mount Technology for Fast Road and Full Race”

The English racing gurus are now saying that original rubber diff mounts with new machined aluminium stability cups work better in fast road and racing conditions than urethane mounts. Precision machined aluminium cups take the place of the large washers under the rear mounts only to limit flexing of the mounts during stress from hard cornering and acceleration. The gurus say that the axle shafts stay better positioned using this technology, and there is some indication that frame bolts are less stressed when the cups are fitted. This is what the gurus are saying, and U.S. vintage racers seem to agree. That is why Joe Alexander of Alexander Racing Enterprises (ARE) has produced a run of beautifully-machined aluminium cups for TRF customers.



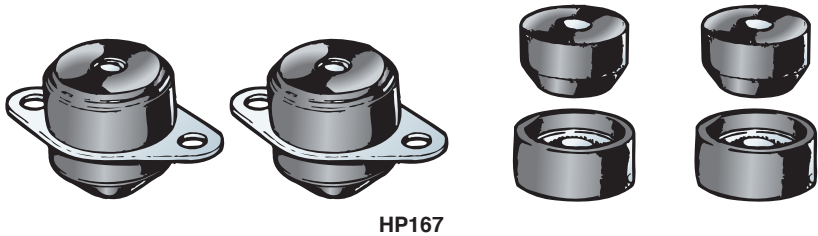
Part No.	Description	No.Off	List Price	Your Price
HP238	Stability Cups; one pair of precision machined aluminium cups to stabilize rear diff mounts only	1		

DRIVE TRAIN

DIFFERENTIAL MOUNTINGS—URETHANE VERSIONS,
ALL TR250, TR6

“Several Versions Available in Several Price Ranges”

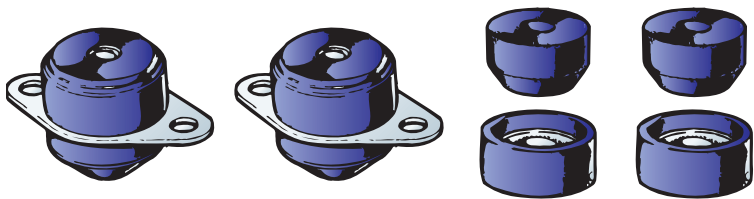
Commonly available urethane diff mounts offered by several vendors appear to be too hard to me. I think they would transmit too much shock to the chassis frame that could lead to damage to which the chassis mountings are susceptible anyway. Nevertheless, they are very popular. I don’t have better ones available now at a reasonable price, although I had worked with an English manufacturer on this several years ago. I am going to list them anyway, and I will try again to see what I can find. When a price shows up in the online version of this catalogue, that means they are in stock. Also available are very expensive race-quality versions which I shall list as well. All diff mounting kits include two upper front mounts, two lower front mounts, and two rear mount assemblies.



HP167



RFK1057



HP180

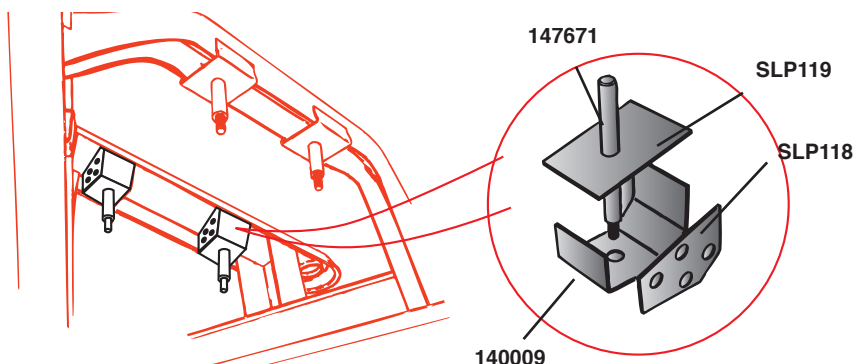
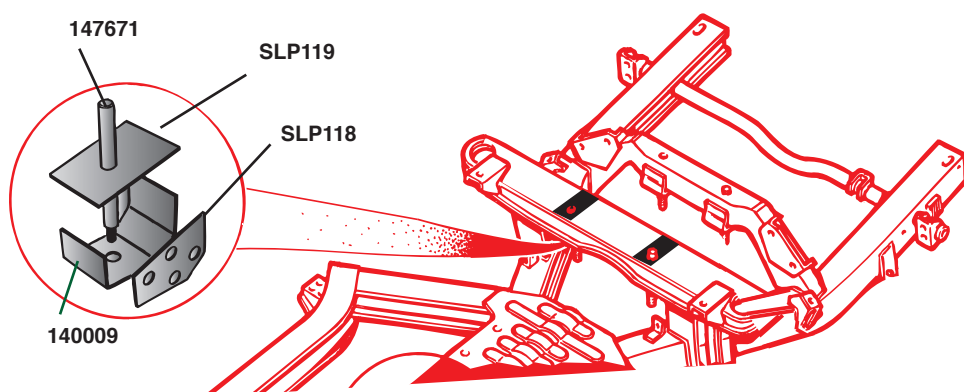
Part No.	Description	No.Off	List Price	Your Price
HP167	Diff Mounting Kit , urethane; these are the mounts that I think are too hard	1		
RFK1057	Diff Mounting Kit , urethane; these are the mounts that I shall recommend when they are available	1		
HP180	Diff Mounting Kit , purple urethane by Super Pro, “Standard Ride”	1		
HP183	Diff Mounting Kit , purple urethane by Super Pro, “Firm Ride”	1		

DRIVE TRAIN

DIFFERENTIAL MOUNTINGS—CHASSIS FRAME REPAIRS, ALL TR250, TR6

“The Parts You Need for a Permanent Fix”

As mentioned above, you may find some chassis frame damage when you remove your differential. Generally, this is confined to the bolts on the crossmember closest to the front of the car and often just to the RH side. If you are making a repair, however, it makes a sense to do both sides. Listed here are the parts you will need to completely replace and reinforce the front mounting brackets.

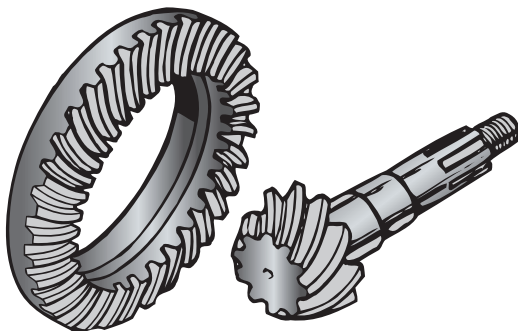


View from underneath

Part No.	Description	No.Off	List Price	Your Price
147671	Bolt , diff mounting; welded to chassis	2		
140009	Bracket , supporting bolts; welded to chassis	2		
SLP118	Reinforcement , for boxing in support brackets; welded to brackets	4		
SLP119	Reinforcement , reinforcing weld for bolt to crossmember; welded to top of crossmember	2		

DRIVE TRAIN**CROWN WHEELS AND PINIONS, TR250, TR6*****“The Heart of the Differential”***

I am not going to list many rebuild components for differentials in this Glove Box Catalogue. In fact, you can find a complete listing with illustrations on Plates CZ and DA in Volume 1 (Blue) of TRF's TR6 catalogue which is posted online. Similar coverage is found in the red paper TR250 catalogue on Plate BJ. This section is listing crown wheel and pinion sets only. There are several qualities of this product in the market place, and TRF offers ones which are made in Germany. These may cost a little more, but we have found them to be the best. The diffs we have built with the German crown wheels and pinions have been quiet and long-lasting. Various axle ratios were originally offered by Triumph, and the stock ratios are the most readily available. These are 3.7 : 1 for models with carburettors and 3.45 : 1 for P.I. models. Often used with A-type overdrive, 4.1 : 1 is also available, and another ratio has reached the market just as I am writing—it is 4.3 : 1. I am not sure what the application would be for this one, perhaps a drag car with overdrive! If any other ratios become available, we will add them to the online version of this catalogue, and we will include them in the next paper edition.

**502127**

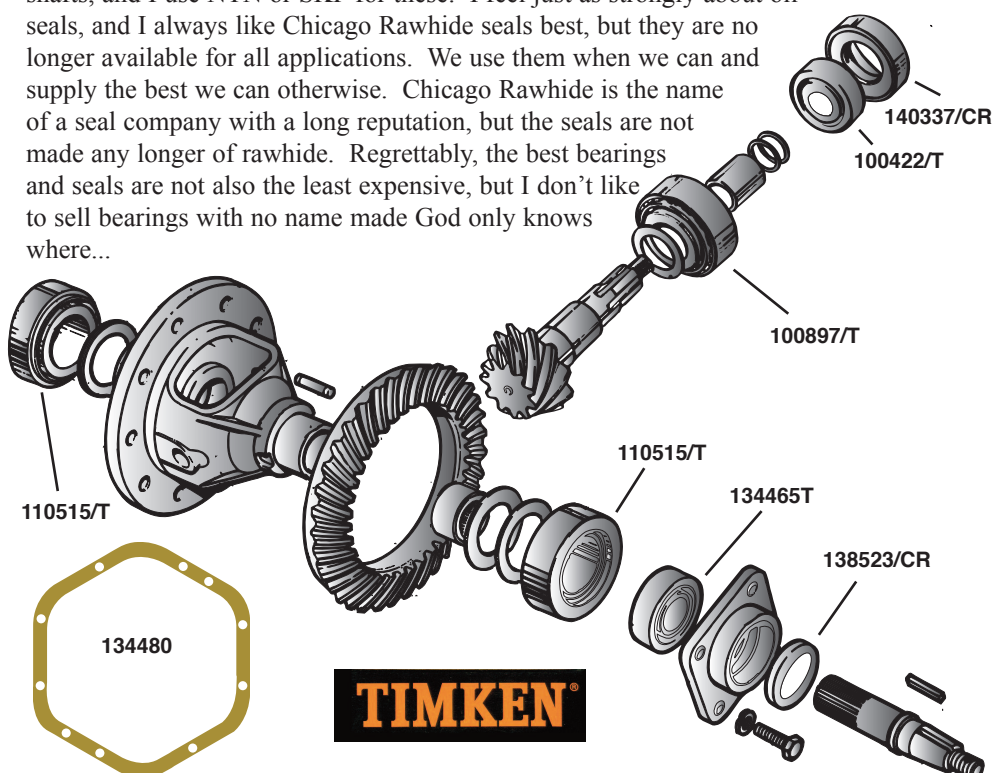
Part No.	Description	No.Off	List Price	Your Price
502127	Crown Wheel and Pinion Set, 3.7 : 1 ratio, correct for TR250, TR6 models with carburettors	1		
516398	Crown Wheel and Pinion Set, 3.45 : 1 ratio, correct for TR5, TR6 models with P.I.	1		
505014	Crown Wheel and Pinion Set, 4.1 : 1 ratio, often used with A-type overdrive	1		
	NEWLY AVAILABLE			
502523	Crown Wheel and Pinion Set, 4.3 : 1 ratio (Drag car with overdrive?)	1		

DRIVE TRAIN

DIFFERENTIAL BEARINGS AND OIL SEALS, TR250, TR6

“TRF Stocks and Sells the Best Bearings by Name”

When I build expensive mechanical units, engines, gearboxes, differentials, or whole sports cars for that matter, I always use the best components I can find. Bearings are products on which I never like to scrimp, and I choose brand-name bearings whenever I can. When it comes to diff building, and I built another one this year for my TR3A, I generally use Timken bearings which are available for both pinion bearings and for the diff carrier. Timken bearings are not available for the inner axle shafts, and I use NTN or SKF for these. I feel just as strongly about oil seals, and I always like Chicago Rawhide seals best, but they are no longer available for all applications. We use them when we can and supply the best we can otherwise. Chicago Rawhide is the name of a seal company with a long reputation, but the seals are not made any longer of rawhide. Regrettably, the best bearings and seals are not also the least expensive, but I don't like to sell bearings with no name made God only knows where...



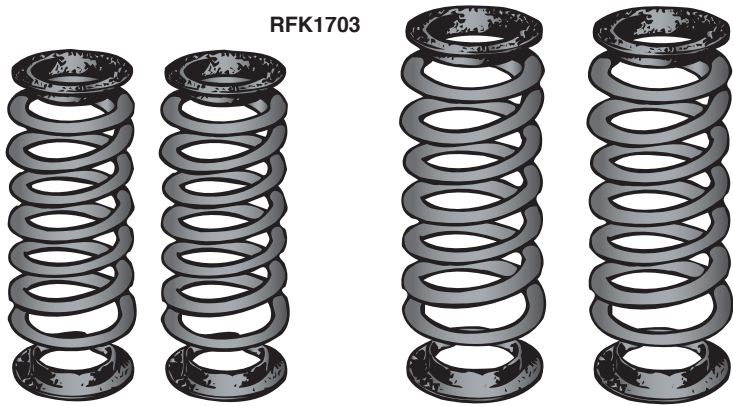
Part No.	Description	No. Off	List Price	Your Price
TRFCD292	DIFF BEARING AND SEAL KIT; includes only brand name products indented here...	1		
100897/T	Bearing, pinion head; the one closest to the gear; always Timken brand	1		
100422/T	Bearing, pinion shank; the one furthest from the gear; always Timken brand	1		
140337/CR	Oil Seal, pinion; always Chicago Rawhide brand	1		
110515/T	Side Bearing, differential carrier; always Timken brand	2		
134465/T	Axle Bearing; inner axle shafts; always NTN brand or SKF brand	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		

SUSPENSION

STOCK ROAD SPRINGS, FRONT AND REAR, ALL TR250, TR6

Keeping It Original Is Not a Bad Choice”

There are arguments for sticking with the stock road springs, although the original stock springs were known for sagging, particularly in the rear, and the cars were known for “squatting” on hard acceleration. Depending on the uses to which you put your car, these problems may not concern you very much. Rear springs, particularly, are very easy to change if you do not like how yours perform. The kits listed here provide a choice of rubber or urethane spring packings, and you can purchase components individually if you like.



Part No.	Description	No.Off	List Price	Your Price
RFK1703	STOCK SPRING KIT; includes a set of front and rear road springs along with rubber spring packings; fits all TR250, TR6	1		
213165	Front Road Spring, stock grade	2		
100751	Packing, rubber, front springs	4		
216275	Rear Road Spring, stock grade	2		
138823	Packing, rubber, rear springs	4		
RFK1704	STOCK SPRING KIT; includes a set of front and rear road springs along with urethane spring packings; fits all TR250, TR6	1		
213165	Front Road Spring, stock grade	2		
100751/U	Packing, urethane, front springs	4		
216275	Rear Road Spring, stock grade	2		
138823/U	Packing, urethane, rear springs	4		

SUSPENSION

UPDATED ROAD SPRINGS, TR250, TR6

“The Best Option Currently Available”

The spring kit listed here provides an increase in spring rate of about 20%. The kit may also lower your car slightly, but you can adjust ride height easily if you wish with stackable spring spacers. Note that, in our experience, it rarely takes more than one 1/2 inch spacer on each spring and sometimes none at all to achieve a perfect ride height. We recommend fitting the adjustable trailing arm mounting brackets along with the uprated springs. Rear wheel camber adjustment to original specifications is facilitated by this arrangement. You can use any of the available pivot bushes with the adjustable brackets.



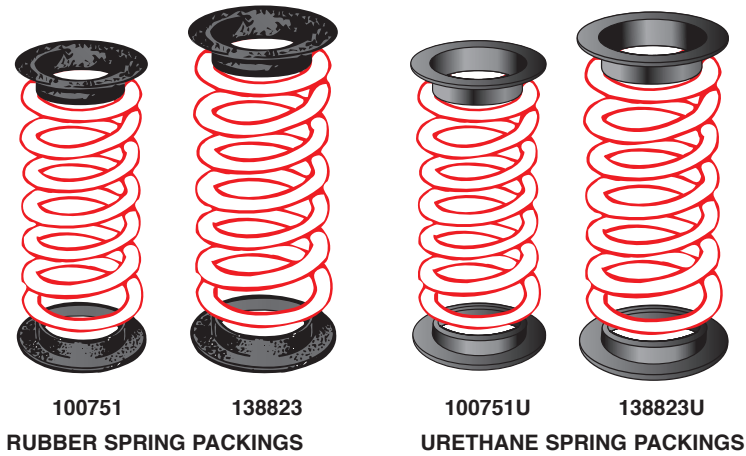
Part No.	Description	No.Off	List Price	Your Price
HP132	Uprated Spring Kit; includes a matched set of front and rear road springs as described above, plus a set of urethane spring packings	1		
STACKABLE SPRING SPACERS FOR FRONT SPRINGS; use these to adjust ride height, the 1/2-inch spacer kit is the most common one for stock applications; priced per pair				
HP173	Spacer Kit, 1/2-inch thickness; raises ride height about 3/4-inch	A/R		
HP174	Spacer Kit, 3/4-inch thickness; raises ride height about 1-inch	A/R		
HP175	Spacer Kit, 1-inch thickness; raises ride height about 1-1/2 inch	A/R		
STACKABLE SPRING SPACERS FOR REAR SPRINGS; use these to adjust ride height, the 1/2-inch spacer kit is the most common one for stock applications; priced per pair				
HP133	Spacer Kit, 1/2-inch thickness; raises ride height about 3/4-inch	A/R		
HP134	Spacer Kit, 3/4-inch thickness; raises ride height about 1-inch	A/R		
HP135	Spacer Kit, 1-inch thickness; raises ride height about 1-1/2 inch	A/R		
HP252	Adjustable Mounting Kit, trailing arms; facilitates adjustment of rear wheel alignment; includes attachment hardware and pivot bolts	1		

SUSPENSION

SPRING PACKINGS, TR250, TR6

“Choose Original Rubber or High-Performance Urethane Packings”

Replacement of packings during suspension work prevents metal-to-metal contact and keeps your suspension quiet. Note that TRF offers high-performance urethane packings in addition to stock rubber packings. Urethane is more resistant to both heat and abrasion than original rubber packings...



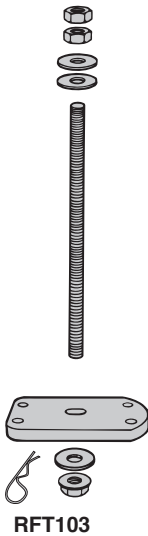
Part No.	Description	No. Off	List Price	Your Price
FRONT SPRING PACKINGS				
100751	Spring Packing, rubber	4		
100751/U	Spring Packing, high-performance urethane	4		
REAR SPRING PACKINGS				
138823	Spring Packing, rubber	4		
138823/U	Spring Packing, high-performance urethane	4		

SPRING COMPRESSOR TOOL, TR250, TR6

“TRF Tool Allows Safe Disassembly of the Front Suspension”

The TRF tool works on the same principles as the tool used in the past by Triumph dealer mechanics. It has been thought out to provide complete safety, and many hundreds have been sold to TRF customers. If you also own earlier TR models, you may want to purchase the version of the tool which comes with both early and late adaptor plates.

Part No.	Description	No. Off	List Price	Your Price
RFT103	Spring Compressor Tool, TR4A, TR250, TR6 models; includes one adaptor plate, threaded rod, and hardware	1		
RFT104	Spring Compressor Tool, TR2, TR3, TR4 TR4A, TR250, TR6 models; includes early and late adaptor plates, threaded rod, and hardware	1		



SUSPENSION

FRONT SHOCK ABSORBERS, TR250, TR6

“Choose Stock Shocks or Koni Brand Adjustable Shocks”

Stock shocks are adequate for street driving and road touring, although they have no name and they are made God only knows where, but they are reasonable in price. Koni shocks, however, are brand name shocks of the highest quality. Konis are also adjustable for harder or softer ride, and they last a long, long time.



KONI80A-1784



HP146



RFK738

AR62-1395

Part No.	Description	No. Off	List Price	Your Price
SHOCK ABSORBERS				
AR62-1395	Shock Absorber , stock type tube shock	2		
KONI80A-1784	Shock Absorber , Koni brand high performance adjustable tube shock	2		
HIGH-PERFORMANCE URETHANE UPPER SHOCK MOUNTS ; shocks come with rubber mounts; urethane will give you more control and longer life				
HP146	Shock Mount Kit	1		
LOWER SHOCK MOUNTING BRACKETS ; replace these with new if they are rusted solid or bent out of alignment				
RFK738	BRACKET KIT ; includes two brackets, fulcrum bolt, nyloc nut, and hardware for securing brackets to lower spring pan	2		
106843	Bracket , lower shock mounting	4		

SUSPENSION

REAR LEVER SHOCK ABSORBERS AND LINKS, TR250, TR6

“Choose Brand New or Factory-Rebuilt Lever Shocks”

The Roadster Factory offers brand new lever shocks and ones rebuilt by a national level specialist. New shocks are expensive, but that is what I would use. You can make your own choice. TRF offers new stock links, and we also make available new links with urethane mounts.



AR8686LH



ARSF2



141464

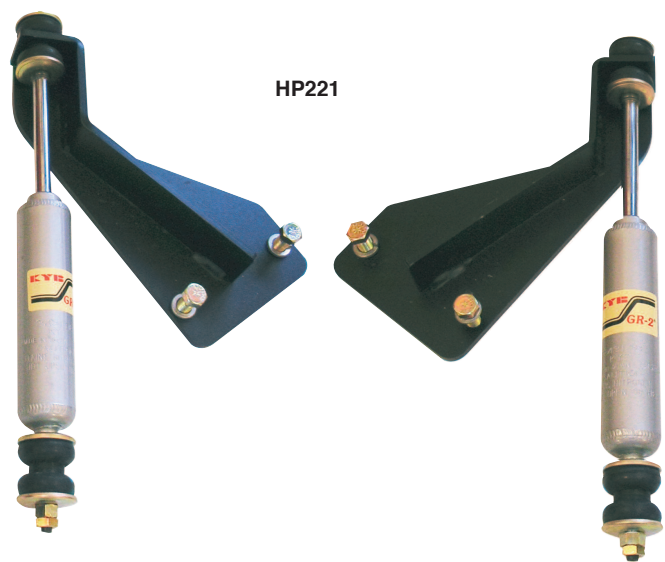
Part No.	Description	No. Off	List Price	Your Price
BRAND NEW SHOCKS , rear suspension				
AR8686LH	Shock Absorber , Armstrong, lever type, LH	1		
AR8686RH	Shock Absorber , Armstrong, lever type, RH	1		
FACTORY-REBUILT SHOCKS , rear suspension				
211936R	Shock Absorber , lever-type, rebuilt, LH	1		
211937R	Shock Absorber , lever-type, rebuilt, RH	1		
CORE45	Core Charge on above	2		
REAR SHOCK LINKS				
141464	Link Assembly , rear shock absorber; comes with rubber mounts	2		
141464/U	Link Assembly , rear shock absorber; comes with urethane mounts	2		
516038	Rubber Mount , rear shock links	4		
HP146	Urethane Mounting Kit , rear shock links	1		
ARSF2	Fluid , for filling lever shocks, half liter container (about 16 oz.)	A/R		

SUSPENSION

REAR TUBE-SHOCK CONVERSION—“EASY-MOUNT”
TYPE FOR ALL TR250, TR6

“Compare with “Structural Type” Found in the Following Section”

There are several tube shock conversions on the market. The one listed in this section is billed as “Easy-to-Mount,” and certainly this is true, as the upper brackets simply bolt to the frame brackets in which the lever shocks are originally mounted. My only fear about this arrangement is that leverage may be placed against the chassis frame in ways for which it was not designed. I do, in fact, know of one person who ripped the rear suspension cross member loose from his frame using this conversion. Truth to say, however, his frame was very rusty to begin with. Obviously, making sure that components are in good shape to begin with should be the basis of any type of high-performance modification.



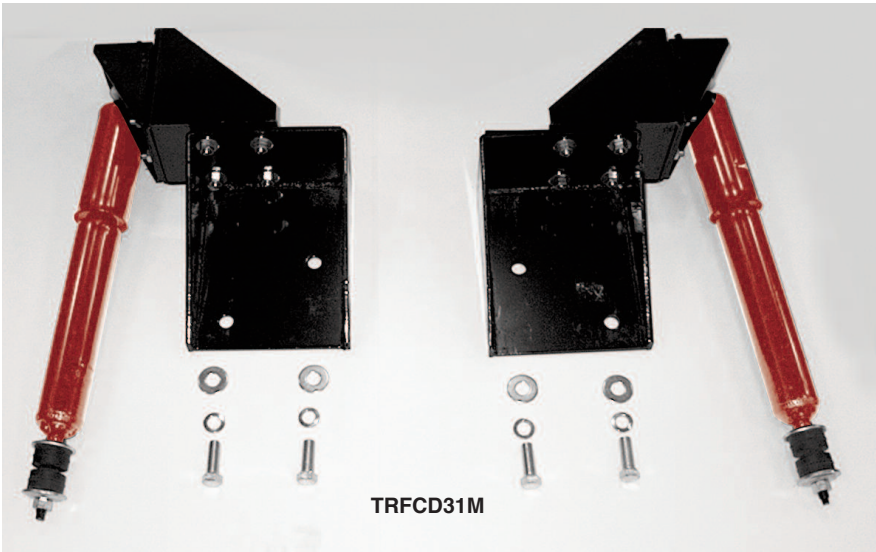
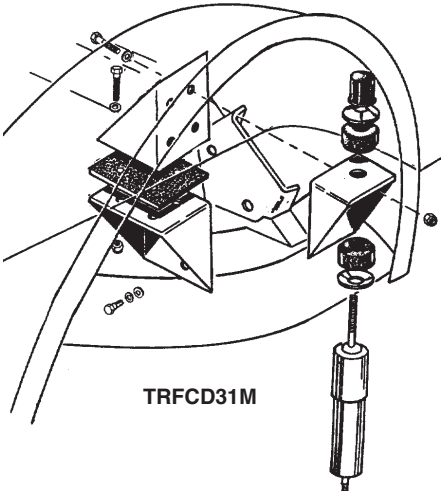
Part No.	Description	No. Off	List Price	Your Price
EASY-MOUNT TUBE-SHOCK CONVERSION				
HP221	Tube-Shock Conversion Kit; comes with mounting brackets, KYB gas shocks, grade eight mounting hardware, and instruction sheet	1		
HP121	Tube-Shock Conversion Kit; same as previous except that it includes SPAX adjustable tube-shocks	1		

SUSPENSION

REAR TUBE SHOCK CONVERSION—STRUCTURAL TYPE FOR ALL TR250, TR6

“Please Compare What You Get and the Cost Thereof With the Previous Listing”

This tube shock conversion is more time-consuming to install, and you may require some help to do a neat job if you are not very mechanically inclined. The difference between this conversion and the one previously listed is that with this one, a structure is built up with three heavy steel triangulated components on each side along with the chassis frame and the body shell. Kits include all components, hardware, and instructions. Choose either Monroe shocks or Koni adjustable shocks.



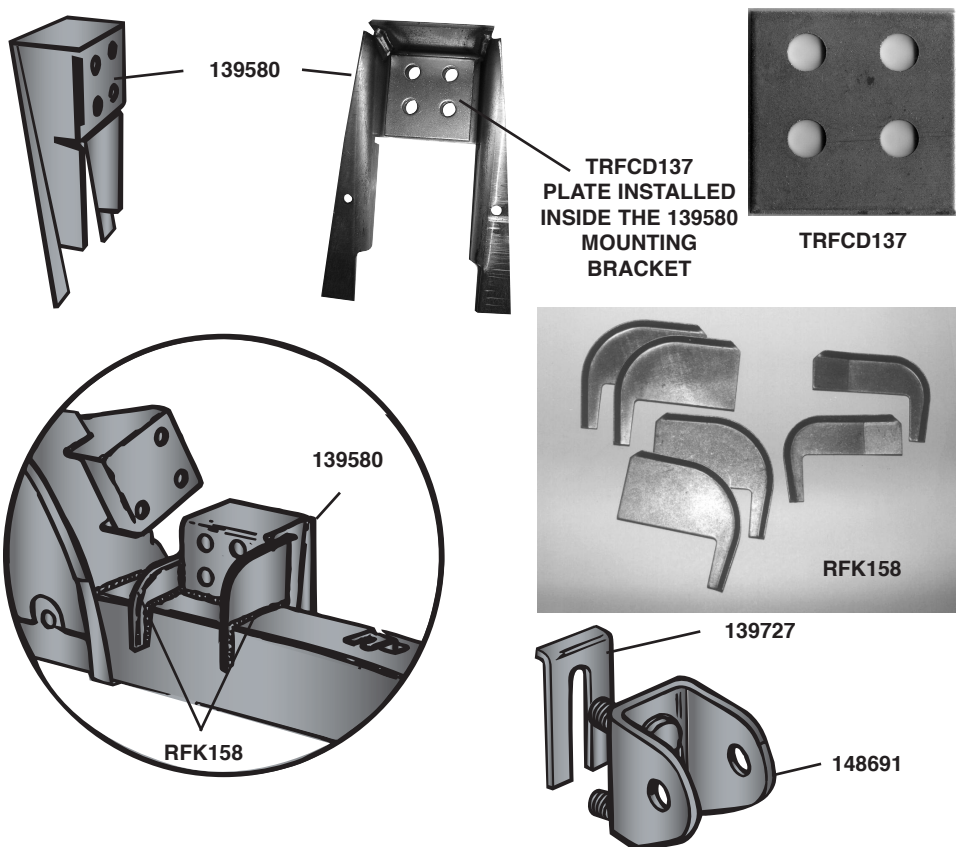
Part No.	Description	No. Off	List Price	Your Price
STRUCTURAL TUBE-SHOCK CONVERSION				
TRFCD31M	Tube-Shock Conversion Kit; comes with brackets, hardware, Monroe shocks, and instruction sheet	1		
TRFCD31K	Tube-Shock Conversion Kit; comes with brackets, hardware, Koni adjustable shocks, and instruction sheet	1		

SUSPENSION

FRONT SUSPENSION TO CHASSIS MOUNTINGS, TR250, TR6

“Upgrade Your Chassis Frame to Provide Better Support”

Whether you are undertaking a frame-up rebuild or just a front suspension overhaul, you will want to carefully check the chassis frame brackets to which the suspension is mounted. Often these are in a bad way, particularly on earlier models. Later TR6 models generally fair better, as additional gussets were added to reinforce the main brackets after comm. no. CF1 at the beginning of 1973. On all of the cars that I have built, I have replaced all four of the main brackets and then reinforced them with the late TR6 gusset kit. You will need an experienced welder or a frame shop to perform this work. An additional trick suggested by Mr. Kastner in his TR250 and TR6 competition preparation manual is a square plate with four holes mounted inside the main brackets and attached with the same hardware which mounts the front suspension pivot brackets. The pivot brackets and alignment shims are also listed in this section.



Part No.	Description	No. Off	List Price	Your Price
139580	Mounting Bracket , front suspension; welded to frame	4		
TRFCD137	Plate Washer , reinforcing mounting brackets	4		
RFK158	Gusset Kit ; late TR6; applicable to all TR250 and TR6; includes a complete set of six gussets for both sides	1		
148691	Pivot Bracket , lower front suspension	4		
139727	Alignment Shim ; placed between pivot brackets and mounting brackets for front wheel alignment	A/R		

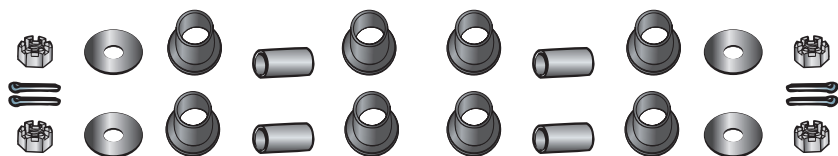
SUSPENSION

RACE-QUALITY NYLATRON FRONT SUSPENSION RE-BUSHING KITS, ALL TR250, TR6

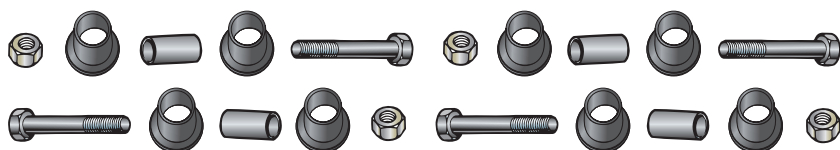
“Now Upgraded to Include a Complete Set of Hardware and Trunion Seals”

The reasons for fitting upgraded suspension bushes are two. You want less “play” between parts under stress caused by hard cornering to keep your tires in better contract with the road surface, or you might just want to have a very long-lasting rebuild. Nylatron goes far beyond urethane in providing both of these benefits. All of the components included are precision-machined from the highest quality materials. If you take the time to fit this kit to your car and upgrade other components as you go, your car will be the best that it can be. By the way, these kits also replace the lower outer stock bushes with nylatron bushes and steel sleeves. No other kit in the market place includes so many high-quality components.

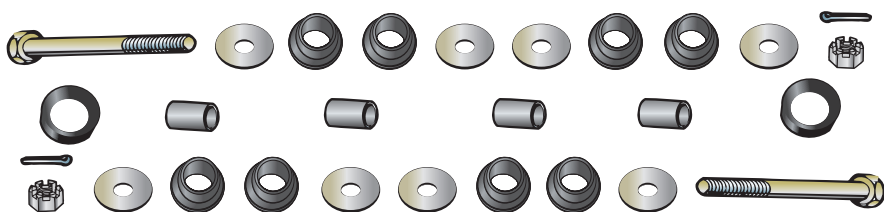
Upper Inner Bushes, Washers, Sleeves, and Hardware



Lower Inner Bushes, Sleeves, and Hardware



Trunion Bushes, Washers, Sleeves, Seals, and Pivot Bolts



HP129

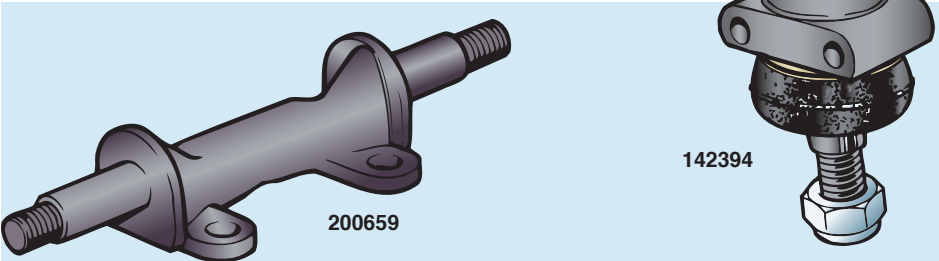
Part No.	Description	No. Off	List Price	Your Price
HP129	Re-Bushing Kit , front suspension; includes high-performance nylatron bushes with steel sleeves for all suspension pivots, new pivot bolts, hardware, and trunion seals	1		

SUSPENSION

FRONT SUSPENSION—BALL JOINTS AND FULCRUM PINS, ALL TR250, TR6

“High-Quality Parts Identical to Original Designs”

Both of the items listed here are now made exclusively for The Roadster Factory by a modern suspension components factory in Taiwan. Both items have been made to exact factory specifications, and both have been extensively tested before production. For those who compete in concours, TRF’s ball joints are exact replicas of A & A brand components used originally, right down to the little nylon washer under the grease fitting. Just as much care has also been taken with the fulcrum pins.

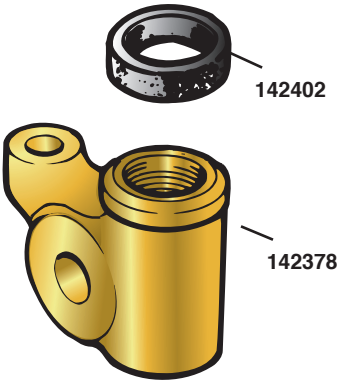


Part No.	Description	No. Off	List Price	Your Price
200659	Upper Fulcrum Pin, front suspension	2		
142394	Ball Joint, upper front suspension, with grease fitting	2		

FRONT SUSPENSION—LOWER TRUNNIONS, ALL TR250, TR6

“Machined from Bronze Forgings...”

TRF’s trunnions are manufactured especially for us from bronze forgings. Forgings are far stronger than low-pressure castings or sand castings which may be full of air pockets. In fact, trunnions sold by competitors often show air bubbles on machined surfaces. We can truthfully state that TRF’s trunnions are similar in quality to Stanpart originals, and original Triumph quality was extremely good...



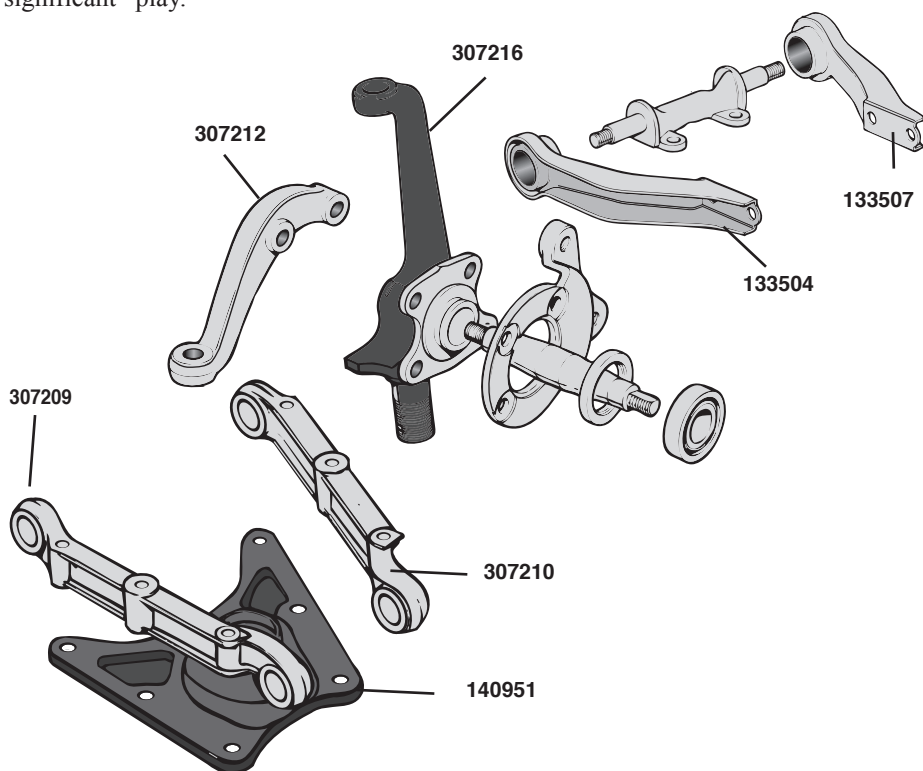
Part No.	Description	No. Off	List Price	Your Price
142378	Trunnion, lower front suspension, LH	1		
142377	Trunnion, lower front suspension, RH	1		
142402	Seal, rubber, trunnions to vertical links; included in re-bushing kits	2		

SUSPENSION

FRONT SUSPENSION—VERTICAL LINKS, WISHBONES, SPRING PANS, STEERING ARMS, ALL TR250, TR6

“Most of These Components Remain Available for Purchase”

Actually, all of them were available as new old stock when the previous edition of this catalogue was published, but most became unavailable in the mean time. As a result of new product sourcing, however, everything but the spring pans is now available. It may not be necessary to purchase new parts, however, as old ones can often be reused, and clean-up is not difficult in these days when many enthusiasts have their own bead blasters at home. Powder coating or finishing suspension parts in black enamel makes for a professional result. Check that bearing surfaces in wishbones have not gone egg-shaped and that a new trunnion fits the threads on the vertical link without significant “play.”



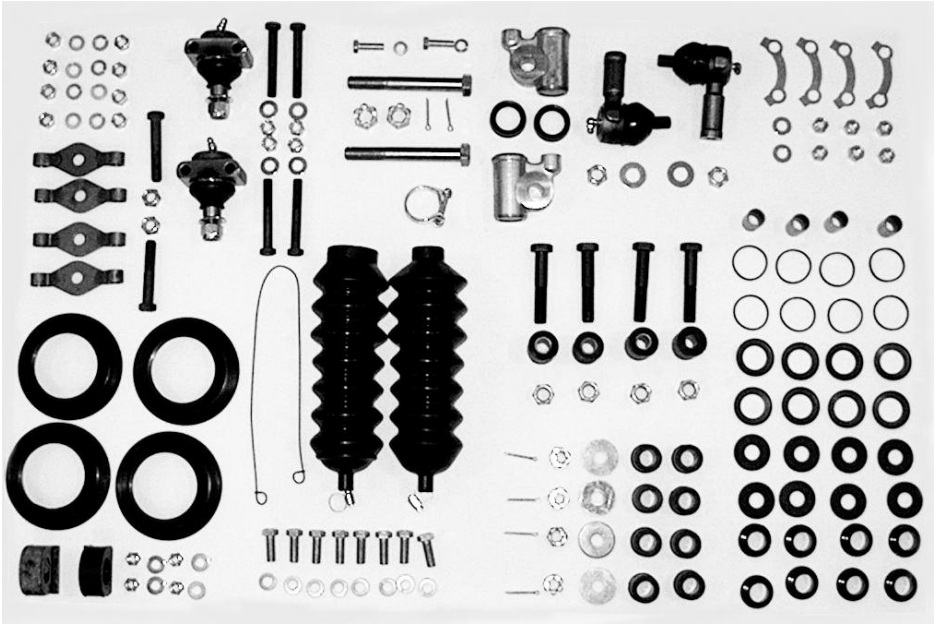
Part No.	Description	No. Off	List Price	Your Price
307216	Vertical Link , LH; does not include stub axle	1		
307215	Vertical Link , RH; does not include stub axle	1		
133504	Wishbone Arm , upper, front	2		
133507	Wishbone Arm , upper, rear	2		
307209	Wishbone Arm , lower, front, LH	1		
307210	Wishbone Arm , lower, front, RH	1		
307210	Wishbone Arm , lower, rear, LH	1		
307209	Wishbone Arm , lower, rear, RH	1		
140951	Spring Pan , lower, bolts to underside of lower wishbones	2		
307212	Lever , steering, LH.	1		
307211	Lever , steering, RH	1		

SUSPENSION

FRONT SUSPENSION AND STEERING MAGIC KITS, TR250, TR6

“The Value Received for Money Spent Is Really Amazing...”

You can only see the quantity of parts included in these Magic Kits from the little illustration, and you will have to take my word on the high level of quality until you unpack the kit onto your workbench. The value you will receive for the money you spend is nothing short of amazing. Kits are made up of the components described separately in other sections of this catalogue, and the contents are well-thought-out to give you a lot of what you will need for your front-end rebuild. Included are upper ball joints, lower trunnions, re-bushing components in a choice of original rubber or urethane, spring packings, shock absorber mountings, steering rack mounts, tie-rod ends, steering rack boots, and a large amount of required hardware, including a new set of pivot bolts. You will want to consider road springs, shock absorbers, and wheel bearings separately. A Magic Kit will give you a lot of happy time, working on the front end of your sports car.



RFK1316

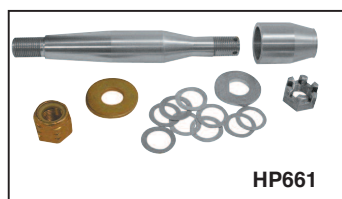
Part No.	Description	No. Off	List Price	Your Price
RFK1316	Magic Kit , front suspension and steering, as illustrated and described above; comes with original rubber bushes, all TR250, TR6	1		
RFK1330	Magic Kit , front suspension and steering, as illustrated and described above; comes with high performance urethane bushes, all TR250, TR6	1		

SUSPENSION

FRONT HUBS—STRONGER AXLES AND BEARING SPACERS, TR250, TR6

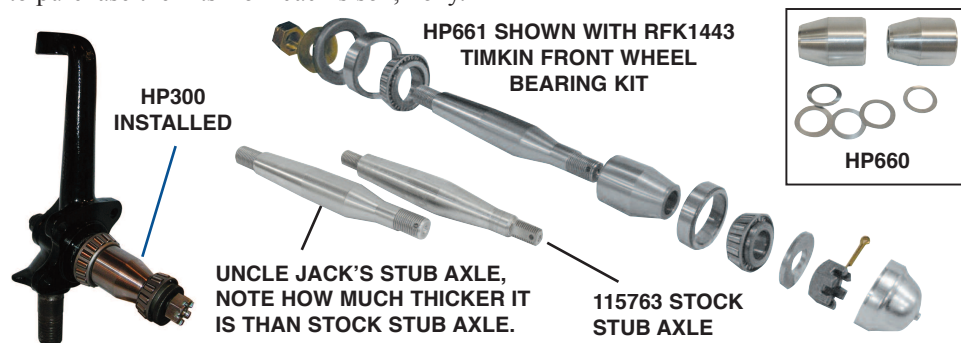
“Race Car Solution Helps Your Street Car to Stop Better”

Triumph racers have long suffered from a baffling brake problem. Their cars might be in perfect condition with great brakes, but when they are driving very hard, particularly on rough surfaces, the brake pedal sometimes goes right to the floor when they really need to slow down. The reason for this problem has been diagnosed, and a cure has been found.



Triumph front stub axles are a bit flimsy. If you don't believe me, remove one of your front hubs, and then you will see what I mean. Picture these axles when the car is running at speed on curvy roads, especially ones with rough surfaces. Those little axles flex like crazy under such conditions. When the axles flex, the brake discs wobble around between the two sides of the brake calipers, pushing the caliper pistons back into their bores. Once the pistons have been pushed back into their bores, it takes a whole master cylinder full of hydraulic fluid to get them back out again, and the pedal goes to the floor. Then, a second pump slows the car. But, what if you don't have time to pump twice?

The problem was solved on BMC cars—BMC made MG, Austin-Healey, etc.—at the factory by fitting spacers between the inner and outer front wheel bearings to stiffen the stub axles, but the Triumph factory just didn't address this problem. A few years ago, the problem was addressed, however, by Jack Drews, a Triumph race parts supplier who has now passed away. Jack Drews offered spacer kits to solve the Triumph problem in the same way that it was solved on BMC cars. He also produces a wonderful kit which includes heavier, stronger stub axles along with spacers. It is interesting that Jack Drews originally thought there might be a market for only about fifty of his axle and spacer kits. TRF has now sold about two-hundred, and we continue to purchase the kits from Jack's son, Tony.



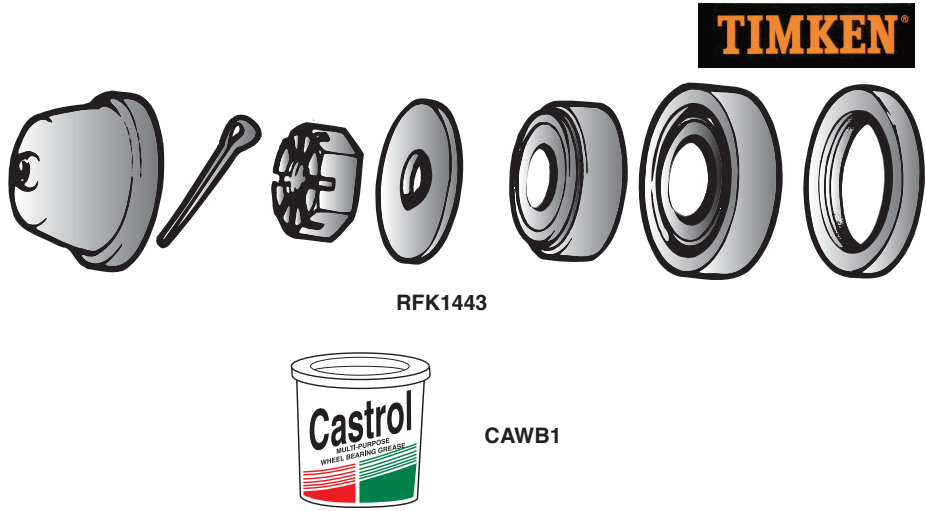
Part No.	Description	No. Off	List Price	Your Price
115763	Stub Axle , stock replacement	2		
HP660	Uncle Jack's Spacer Kit , for stock axle shafts; includes spacers, shims, and instructions	1		
HP300	Spacer Kit , similar to the previous but less expensive	1		
HP661	Uncle Jack's Stub Axle Kit ; includes one pair of uprated stub axles, spacers, shims, hardware, and instructions	1		
RFK1443	Timken Wheel Bearing Kit , includes Timken wheel bearings, grease seal, dust cap, hardware	2		

SUSPENSION

FRONT WHEEL BEARING KITS, TR250, TR6

“TRF Sells the Best Wheel Bearings by Name, Timken”

We at TRF became confused a few years ago, because of the large number of no-name bearings on the market, some from third-world countries and some from God only knows where. They came in plain white boxes when we ordered bearings from our regular sources, and we tried them out. Regrettably, we didn’t like them. Our customers didn’t like them either. When they disassembled their cars, they took out Timken bearings, just as I have done several times myself over the years with various TR’s that I have owned. They took Timken out, and they wanted to put Timken back in. TRF purchased Timken bearings, and we added parts to make a complete kit. The result was not the inexpensive way to go. In fact, it is the most expensive way to go, but our customers purchase more wheel bearing now than ever before...



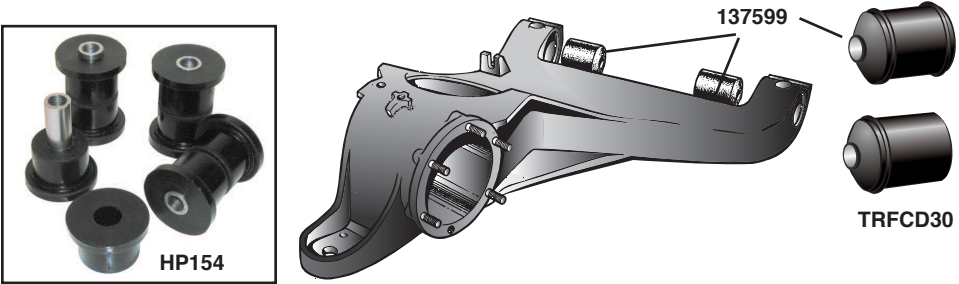
Part No.	Description	No. Off	List Price	Your Price
RFK1443	BEARING KIT , front hub; Timken bearings; fits all TR250, TR6	2		
TRFCD239	Bearing , inner, Timken	2		
TRFCD240	Bearing , outer, Timken	2		
GHS110	Seal , front hub	2		
102690	D-Washer	2		
LN2211	Nut , slotted	2		
PC20	Pin , cotter	2		
102689	Cap , grease	2		
	WHEEL BEARING GREASE ; TRF has always stocked this special Castrol grease			
CAWB1	Castrol Wheel Bearing Grease , 28 oz. resealable tub	A/R		

SUSPENSION

TRAILING ARM PIVOT BUSHES, TR250, TR6

“Choose Stock Rubber, Uprated Rubber, or High-Performance Urethane...”

TRF manufactures the stock rubber bushes and the uprated rubber bushes ourselves, and we purchase the urethane bushes from another vendor. I personally prefer the uprated rubber bushes, as they are hard enough to provide less deflection under hard cornering loads but soft enough to retain original ride quality. They are also used by other knowledgeable enthusiasts for the same reason. Make your own choice based on how you drive your car.

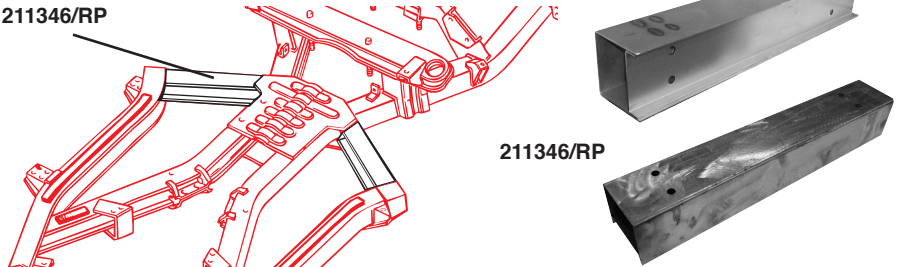


Part No.	Description	No. Off	List Price	Your Price
137599	Pivot Bush , rear suspension, stock hardnesss	4		
TRFCD30	Pivot Bush , rear suspension, uprated version produced in hard rubber	4		
HP154	Pivot Bush Kit , rear suspension; urethane bushes with steel sleeves	1		

CHASSIS FRAME REPAIR—REAR SUSPENSION MOUNTING, TR250, TR6

“Repair Sections Available for Replacing Rotten Crossmembers”

These repair sections virtually replace either of the frame members to which the trailing arms are mounted. This job requires welding and the ability to maintain alignments which will adversely effect suspension geometry if not done correctly. A good frame shop should be able to do this work for you. It is best done off the car, but it can be done with the body on by cutting out a neat rectangle of floor section which is replaced after the frame repair is completed.



Part No.	Description	No.Off	List Price	Your Price
211346/RP	Repair Section Assembly , chassis frame; replaces the trailing arm crossmember; fits LH or RH	2		

SUSPENSION

TRAILING ARM PIVOT BUSHES—NYLATRON, TR250, TR6

“These Are Something Completely Different”

Completely different from the rubber bushes and urethane bushes listed in the previous section. Flanged nylatron bushes with steel sleeves will virtually remove deflection of the trailing arms under cornering loads. The result is more precise control of the action of the rear suspension. Making your rear suspension this tight may reduce the comfort level of the car’s ride for street driving. Make your own choice based on how you will use your car and how you want it to perform. These parts are perfect if your goal is related to fast road driving or autocrossing.



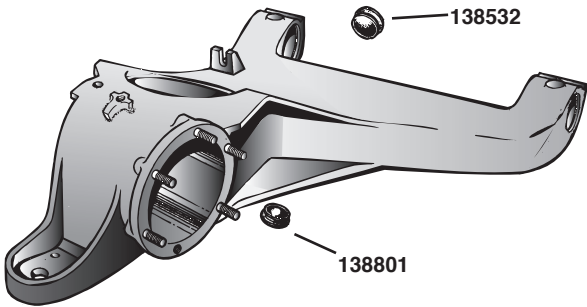
HP130

Part No.	Description	No. Off	List Price	Your Price
HP130	Trailing Arm Bush Kit; includes a car set of flanged nylatron bushes with steel sleeves, plus special shim washers and full instructions for setting up your rear suspension for minimal deflection under high cornering loads	1		

TRAILING ARMS—RUBBER CASTING PLUGS, TR250, TR6

“Don’t Forget These Small Parts During Your Rebuild”

These are as popular as any rubber parts stocked by TRF. They are used to plug the holes in the trailing arms which are the big aluminium castings which form the largest parts of the rear suspensions of Triumph IRS models.



Part No.	Description	No. Off	List Price	Your Price
138801	Rubber Plug, 7/8-inch diameter, fitted to holes in trailing arm castings	4		
138532	Rubber Plug, 1-1/8inch diameter, fitted to holes in trailing arm castings	4		

SUSPENSION

REAR SUSPENSION—BUMP CONES, ALL TR250, TR6

“TRF Supplies Both Early and Late Bump Cones”

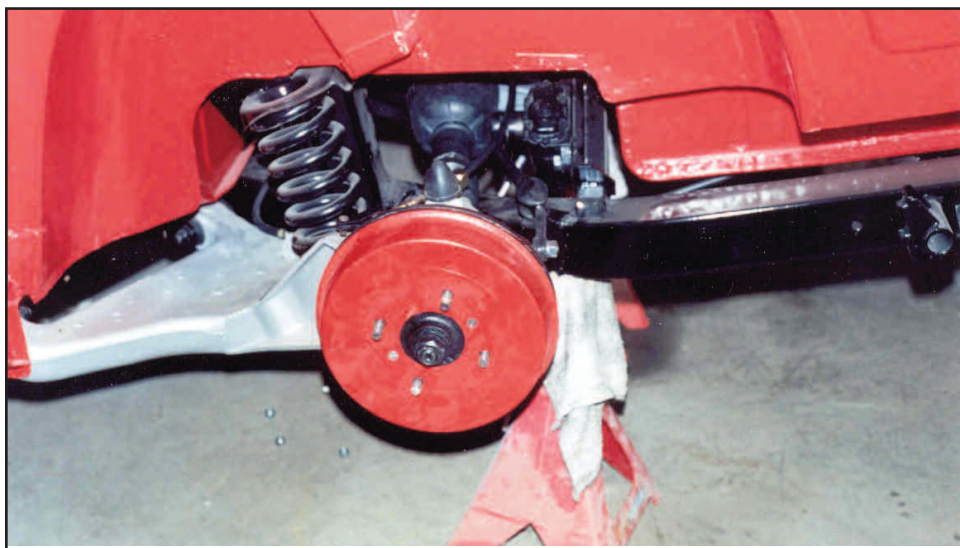
The Roadster Factory has arranged for manufacture of replica bump cones in both early and late configurations in order to maintain availability, high quality, and reasonable prices.

136758



155719

Part No.	Description	No. Off	List Price	Your Price
RFK787	BUMPER CONE KIT , TR250, TR6 up to comm. no. CC61570	1		
136758	Bumper Cone , mounted on trailing arms	2		
136758	Bumper Cone , mounted under shock arms	2		
RFK788	BUMPER CONE KIT , TR6 after comm. no. CC61570	1		
136758	Bumper Cone , mounted on trailing arms	2		
155719	Bumper Cone , mounted under shock arms	2		



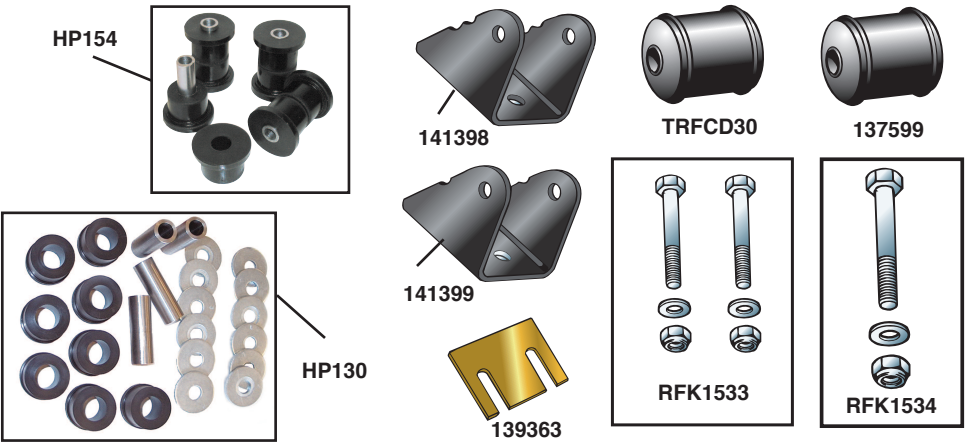
TR6 Rear Suspension

SUSPENSION

STOCK TRAILING ARM MOUNTING BRACKETS, TR250, TR6, 1968-71

“This Is The Earlier Configuration...”

Triumph changed the trailing arm mounting brackets, the rear road springs, and the rear suspension bump stops after the 1971 model year in an attempt to solve the problem of negative camber and the problem of rear-end squat during hard acceleration. Parts for both configurations are available with the exception of the road springs, and I have experimented with installing the late configuration on my TR5 to see if it improved the common problems, and my results were inconclusive. My recommendation, therefore, is to fit either the original configuration for your car or, better, to fit the adjustable mounting brackets listed on page 98. Choose the bushes which best fit your driving style—I use the uprated rubber ones with good success. This section lists the earlier stock bracket configuration. The later one is listed in the next section.



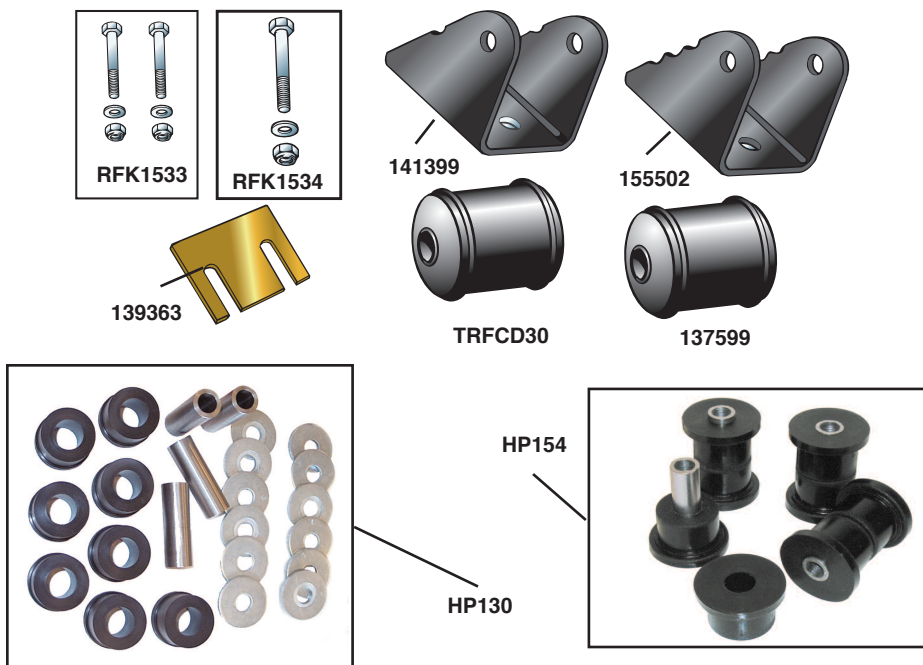
Part No.	Description	No. Off	List Price	Your Price
141399	Bracket , mounting, trailing arm, inner; identified by one “notch”	2		
141398	Bracket , mounting, trailing arm, outer; identified by two “notches”	2		
RFK1533	HARDWARE KIT , securing mounting brackets to chassis frame	4		
HB926	Bolt	8		
WP9	Washer , plain	8		
YN2909	Nut , nyloc, thick	8		
RFK1534	PIVOT BOLT KIT , trailing arms	4		
HB1030	Bolt , pivot	4		
WM803	Washer , plain, medium	4		
TN3210	Nut , nyloc, thin	4		
139363	Shim , wheel alignment	A/R		
TRAILING ARM BUSHES				
137599	Bush , trailing arm, stock, rubber	4		
TRFCD30	Bush , trailing arm, uprated rubber	4		
HP154	Bush Kit , urethane trailing arm bushes with steel sleeves	1		
HP130	Bush Kit , nylatron with steel sleeves, special shims, instructions; see page 94	1		

REAR SUSPENSION

STOCK TRAILING ARM MOUNTING BRACKETS, TR6, 1972-76

“This Is The Later Configuration...”

Please read the introduction to the previous section. This section lists the later configuration, and the previous section lists the earlier one. The adjustable mounting brackets are listed in the next section.



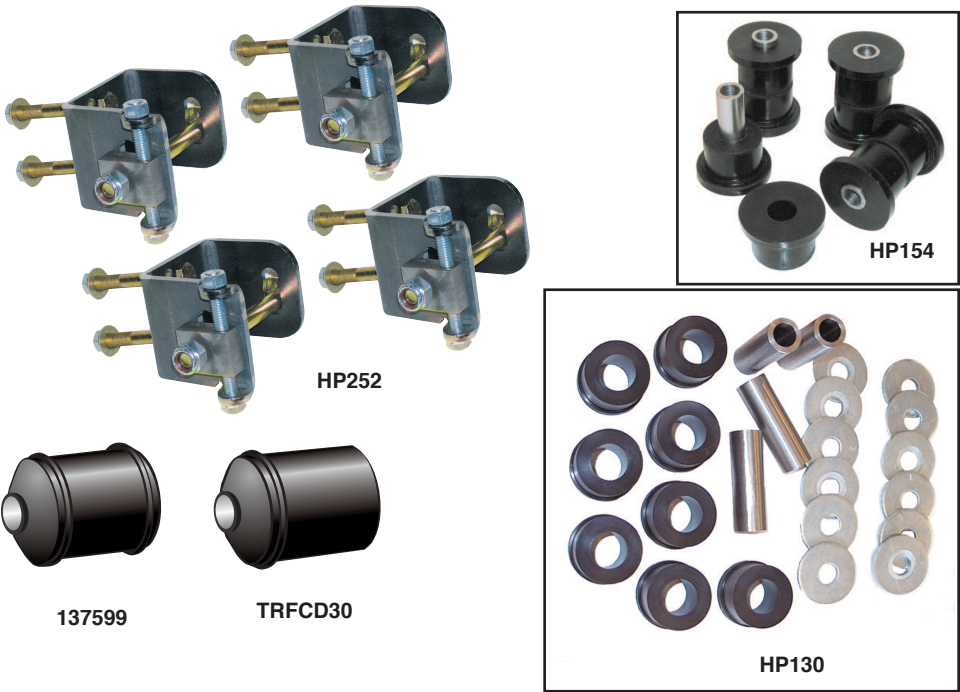
Part No.	Description	No.Off	List Price	Your Price
155502	Bracket , mounting, trailing arm, inner; identified by three “notches”	2		
141399	Bracket , mounting, trailing arm, outer; identified by one “notch”	2		
RFK1533	HARDWARE KIT , securing mounting brackets to chassis frame	4		
HB926	Bolt	8		
WP9	Washer , plain	8		
YN2909	Nut , nyloc, thick	8		
RFK1534	PIVOT BOLT KIT , trailing arms	4		
HB1030	Bolt , pivot	4		
WM803	Washer , plain, medium	4		
TN3210	Nut , nyloc, thin	4		
139363	Shim , wheel alignment	A/R		
TRAILING ARM BUSHES				
137599	Bush , trailing arm, stock, rubber	4		
TRFCD30	Bush , trailing arm, uprated rubber	4		
HP154	Bush Kit , urethane trailing arm bushes with steel sleeves	1		
HP130	Bush Kit , nylatron with steel sleeves, special shims, instructions; see page 94	1		

SUSPENSION

ADJUSTABLE TRAILING ARM MOUNTING BRACKETS,
TR250, TR6

“The Best Arrangement Currently Available”

These brackets are designed after the ones fitted to the Group 44 racing cars, one of which won an SCCA National Championship for Group 44 in the hands of John McComb in 1975 and again in the hands of Paul Newman in 1976. Slotted holes for pivot bolts with adjusting screws allow your wheel alignment shop to change suspension geometry without removing the trailing arms from the car. Kits come complete with all mounting hardware, including pivot bolts. Instructions suggest starting with your old wheel alignment shims. If you want new ones, please order separately, along with your choice of pivot bushes. Personally, I have had good luck with the uprated rubber bushes. Note that I am including an article on our experience with springs, wheels, and trailing arm mounting brackets on page 99.



Part No.	Description	No. Off	List Price	Your Price
HP252	Adjustable Mounting Kit , trailing arms; includes a set of four brackets as described above with all required hardware and installation instructions	1		
139363	Shim , wheel alignment	A/R		
TRAILING ARM BUSHES				
137599	Bush , trailing arm, stock, rubber	4		
TRFCD30	Bush , trailing arm, uprated rubber	4		
HP154	Bush Kit , urethane trailing arm bushes with steel sleeves	1		
HP130	Bush Kit , nylatron with steel sleeves, special shims, instructions; see page 94	1		

SUSPENSION

WIRE WHEELS, SPRINGS, AND TRAILING ARM MOUNTINGS, TR5, TR250, TR6

“Information Shared from Our Experience Here at TRF”

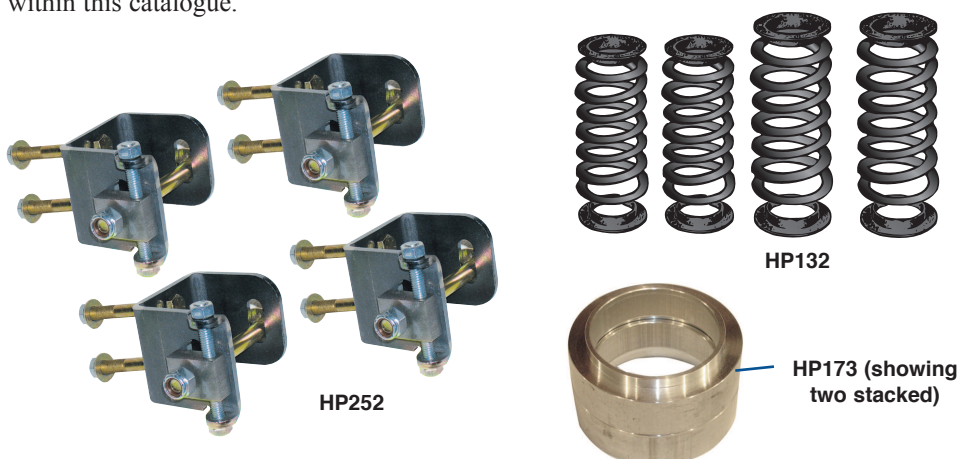
Over the past couple of years, several cars have been built by Charles Runyan and John Swauger with advice from Randy Phillippi, an accomplished mechanic, body man, and car enthusiast who lives in our area and helps us with many of our projects. The first car built was John Swauger’s 1970 TR6, the second was a 1976 TR6 built for Charles’s wife, and the third car was Charles’s own TR5 whose details are almost identical to the TR250.

There were some problems noted when the 1976 TR6 was put back on the road. Some of these related to a bent trailing arm which was later replaced, and others related to the fact that the rear suspension sat on the bump stops. Eventually, it was determined that this problem was caused by the use of commonly available rear springs that are just too long and strong for the car. It was then noticed that John Swauger’s 1970 TR6 was suffering from the same phenomenon.

Care was taken not to recreate the same problem when building the TR5, and more checks were made during the building phase. An ideal ride height was determined, and the upper and lower limits of suspension travel were simulated. Up till that time, it had been planned that six-inch wide Dayton wire wheels with 72-spokes would be used along with redline tires. When these were fitted up to the rear suspension with no spring in position, it was determined that the tire could conceivably rub inside the rear fender at the top of suspension travel, although it was probably unlikely. Nevertheless, several alternatives were explored, and it was decided to use five-inch wide wire wheels with 72-spokes, as used on MGC models, along with the redline tires.

To get the suspension off the bump stops, the “lowered” competition springs (see page 79) were fitted. On the TR5, no spacer was fitted with the rear springs, but half-inch spacers were used on the front to level the car front-to-rear once it was back on its wheels. To align rear wheels to specifications with this arrangement, it was necessary to use the adjustable trailing arm mounting brackets listed on page 98.

Later, these same modifications were made to the 1976 TR6 and to the 1970 TR6, including the use of the adjustable trailing arm brackets. Spacers (see page 79) were used with the springs on these cars to adjust ride height and to level the car front to rear, but I think you will be able to get by with no spacers or with just 1/2-inch spacers where they are needed. The six-inch wide Dayton wire wheels with 72-spokes were fine on the 1970 TR6, and the 1976 model has stock wheels with its original trim rings and redline tires. The parts discussed in this section are found in various locations within this catalogue.

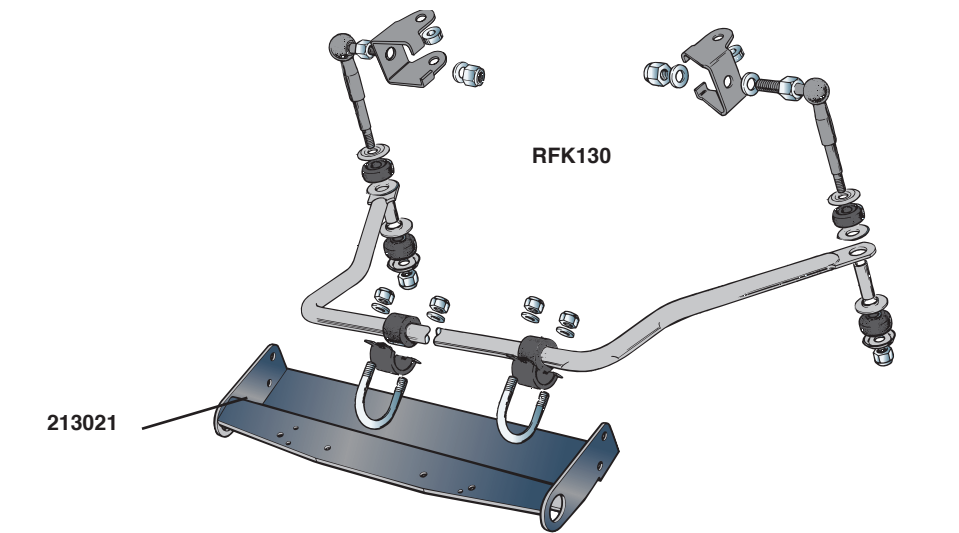


SUSPENSION

STOCK FRONT SWAY BARS, TR250, TR6

“Choose Rubber or Urethane Mounts”

The stock front sway bar helps the TR6 to handle well. Keep it in good condition to maximize its effectiveness. The TR6 front sway bar, or anti-roll bar as it was called by Triumph, also fits the TR250 model perfectly. I use it on my TR5, and my car benefits from this installation.



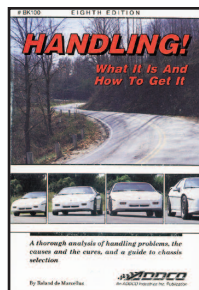
Part No.	Description	No.Off	List Price	Your Price
RFK130	COMPLETE KIT , bar, links, mountings, and hardware, fits all TR250, TR6; includes all items illustrated above except for radiator protection shield	1		
RFK130/U	COMPLETE KIT , as above but with urethane mounts and link bushes	1		
215647	Sway Bar , original TR6, new old stock	1		
152143	Link , sway bar, stock link with rubber mounts; included in kit no. RFK130	2		
152143/U	Link , sway bar, modified link with urethane mounts; included in kit no. RFK130/U	2		
	MOUNTING DETAILS ; frame bushes, clamps, U-bolts, hardware			
123998	Bush , stock, rubber; included in kit no. RFK130	2		
123998/U	Bush , urethane; included in kit no. RFK130/U	2		
123502	Bracket , clamp, securing sway bar to radiator protection shield	2		
123694	U-Bolt , securing clamp brackets to radiator protection shield	2		
WP17	Washer , plain, on U-Bolts	4		
YN2908	Nut , nyloc, securing U-Bolts	4		
213021	Radiator Protection Shield , TR250, early TR6 type; not included in kits	1		

SUSPENSION

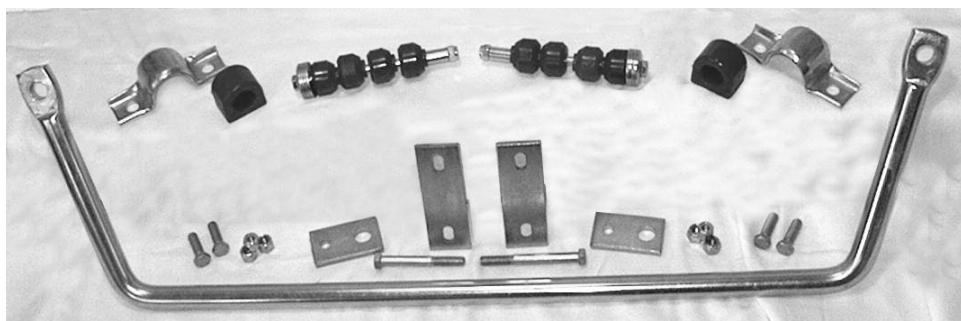
ADDCO SWAY BARS, TR250, TR6

“A Less-Expensive Handling Solution”

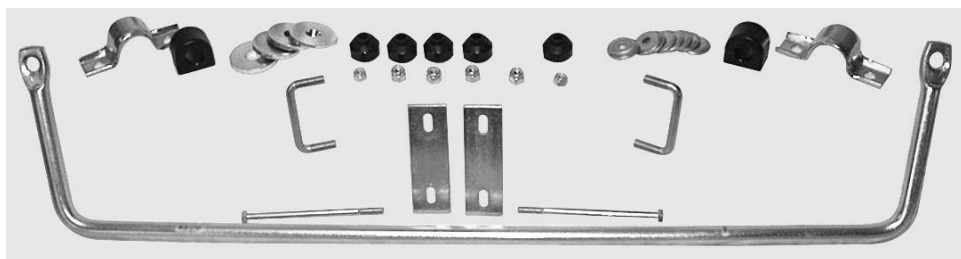
These kits are well-matched, front to rear, and that is very important, as unmatched components can introduce dangerous handling characteristics. Installation of these kit is guaranteed to lower your times in autocross events. If you want to know more about handling, purchase the little book by Roland de Marcellus of Addco.



ADCBK100



ADDCO129



ADDCO929

Part No.	Description	No. Off	List Price	Your Price
ADDCO129	Complete Front Bar Kit , with 7/8-inch bar, hardware, fittings, and instructions; fits all TR250, TR6	1		
ADDCO929	Complete Rear Bar Kit , with 3/4-inch bar, hardware, fittings, and instructions; fits all TR250, TR6	1		
BOOK ON HANDLING				
ADCBK100	“Handling! What It Is and How to Get It,” by Roland de Marcellus. 88 pages, soft cover.	1		

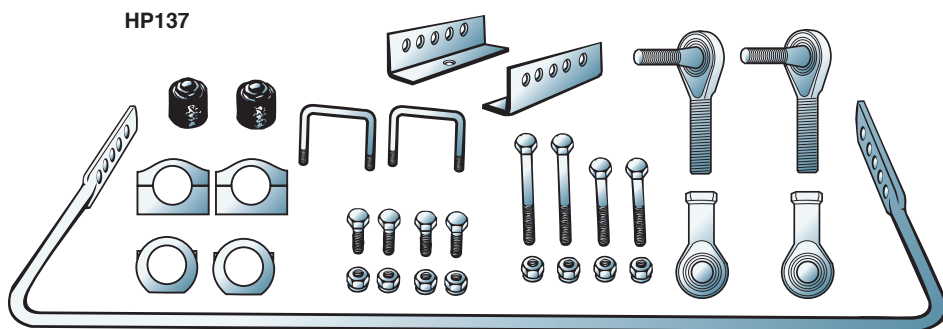
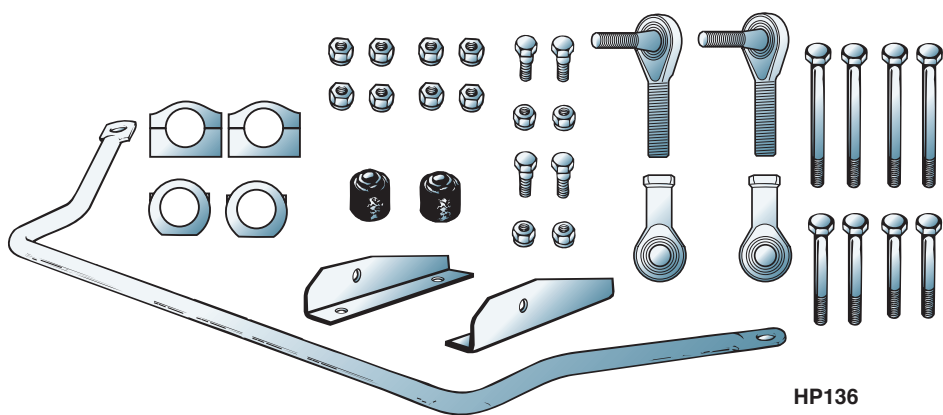
SUSPENSION

ADJUSTABLE SWAY BAR KITS, TR250, TR6

“Guys Save Up All Year to Buy These Kits!”

Matched designs and quality components are the keys to making your TR250 or TR6 sports car handle better than stock. The front and rear sway bar kits listed here are designed to provide balance of the front and rear suspensions through the use of adjustable bars. Adjustments allow handling variations from moderate understeer to oversteer with most drivers being most comfortable with a very mild degree of understeer. High-tensile steel bars pivot in self-lubricating nylatron bushes set in machined aluminum mounting blocks. Links are located to the chassis on substantial brackets.

Safety Note: Fit these bars as a matched set, as fitting the rear bar alone with a stock front bar will induce excessive and dangerous oversteer which could result in an accident. Again, “balance” is the word, and fitting matched components is the way to go. If you have been waiting for something special in the way of sway bars for your TR250 or TR6, this is it...



Part No.	Description	No. Off	List Price	Your Price
HP136	Front Sway Bar Kit; competition grade, 7/8-inch bar; complete kit	1		
HP137	Rear Sway Bar Kit; competition grade, 7/8-inch bar; complete kit	1		

STEERING

MOTO-LITA STEERING WHEELS, TR250, TR6

“Choose a Wood Racing Wheel or a Leather Covered Wheel for Your Sports Car”

Wood wheels add the look of a classic racing car, while leather covered wheels are quite like the steering wheels originally fitted to TR6 models. Original TR250 and TR6 wheels are not an option, as they are no longer available, but Moto-Lita wheels can fill your need for a new steering wheel. A current trend among British car owners is to upgrade their cars in ways that make them more personally satisfying to the individual owner. This can mean major changes to the car or just subtle ones like adding electronic ignition or a Moto-Lita steering wheel. To fit a Moto-Lita steering wheel, you will require the wheel and a hub kit to adapt the steering wheel to your Triumph steering column. Both steering wheels and hub kits are listed here...



ML100



ML201



ML301



TRFCD47

Part No.	Description	No. Off	List Price	Your Price
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WOOD-RIMMED STEERING

WHEELS; Moto-Lita Mk.3; laminated marine timber with three polished alloy spokes with thin slots

ML100	Steering Wheel , 14-inch, flat	1		
ML103	Steering Wheel , 15-inch, flat	1		

LEATHER-RIMMED STEERING

WHEELS; Moto-Lita Mk.4; leather covered rim with three polished alloy spokes with thin slots

ML201	Steering Wheel , 14-inch, flat	1		
ML203	Steering Wheel , 15-inch, flat	1		

LEATHER-RIMMED STEERING

WHEELS; Moto-Lita Mk.4; leather covered rim with three black alloy spokes with thin slots

ML301	Steering Wheel , 14-inch, flat	1		
ML303	Steering Wheel , 15-inch, flat	1		

HUB KIT, required for mounting Moto-Lita steering wheels on Triumph steering columns, black wrinkle finish, Triumph emblem, horn push

TRFCD47	Hub Kit , all TR250, TR6 models	1		
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STEERING

STEERING WHEEL CENTER PAD AND SPOKE COVER KITS, TR250

“Restore Your Original Steering Wheel...”

TR250 steering wheels and center pads are unavailable, although we at TRF can remember when we had brand new Triumph steering wheels in stock. One restoration part does remain available, however. This is the outer skin or cover of the steering wheel center pad. Original covers are often badly cracked or missing altogether. Using this pad cover, you can restore an acceptable appearance to your original steering wheel. Remove the pad from the steering wheel, and carefully peel off the old vinyl cover skin. Then install the new cover with contact cement. These are made by our crash pad supplier. It’s worth trying...

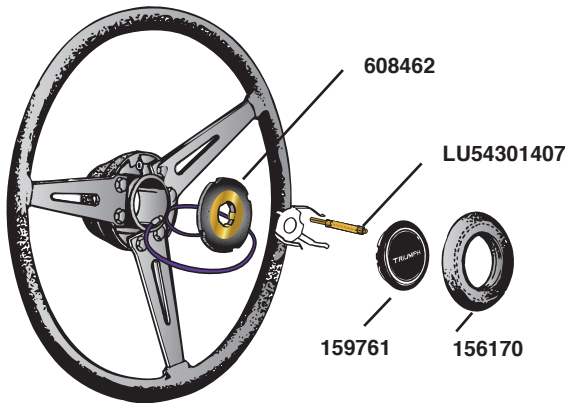


Part No.	Description	No. Off	List Price	Your Price
REP320	Center Pad Cover Kit, steering wheel, TR250	1		

STEERING WHEEL CENTER PADS, LATER TR6

“Perfect Replacements for Damaged Originals...”

TRF manufactured these a long time ago, and we have good stocks. I feel sure that your steering wheel would look better with a new center pad! These are very nice replacements, and I doubt that you could tell them from original...



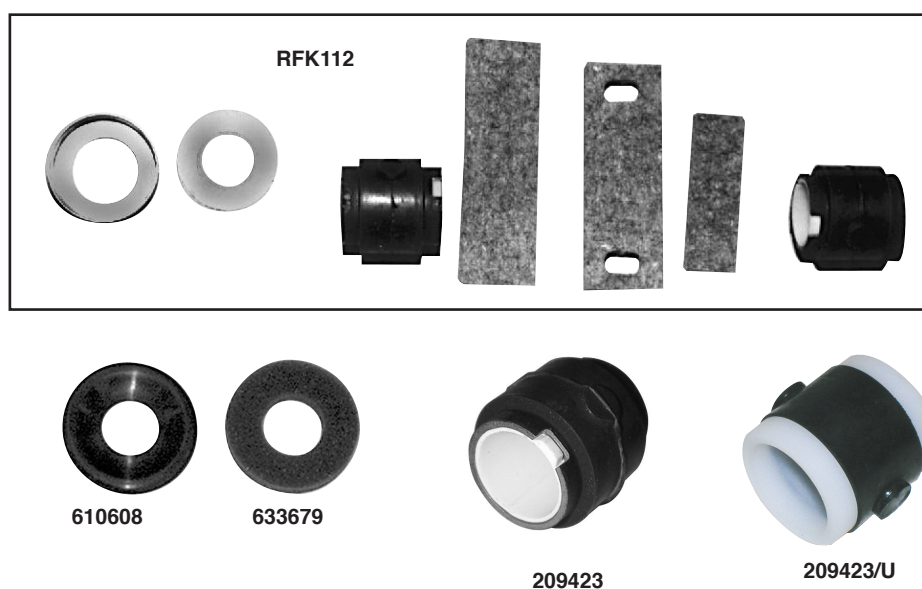
Part No.	Description	No. Off	List Price	Your Price
156170	Center Pad, steering wheel, TR6, 1973-76, may also be correct for 1972; compare illustration with what you have	1		
159761	Horn Button, TR6, 1973-76	1		
LU54301407	Contact Tube, horn button, 1-5/8 inches TR250, TR6, 1970-76	1		
143760	Contact Tube, horn button, 2-1/2 inches, TR6, 1969 only	1		
608462	Contact Plate, horn button, fitted in top of steering column	1		

STEERING

STEERING COLUMN MOUNTS AND BUSHES, TR250, TR6

“Fix Your Wobbly Steering Column”

The kits listed here include new felt mountings for the outer steering column and new bushes for the inner column, plus related parts. If your steering column has side-to-side movement or up-and-down play, you can fix these problems with these components. Note that kits with either the original bushes or uprated urethane bushes are available. The original rubber bushes with Delrin inserts are more than adequate. Consider fitting the urethane bushes if you live in a hot climate or drive your car under race conditions. Note that TRF never supplies the repro inner column bushes that came out a few years ago, as we would not use them on our own cars.



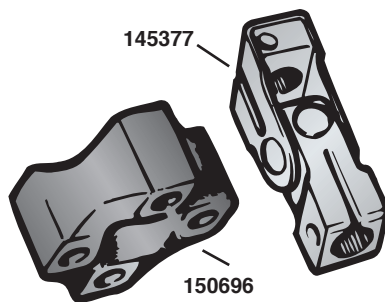
Part No.	Description	No. Off	List Price	Your Price
RFK112	Re-bushing Kit , steering column, all TR250, TR6; includes stock rubber inner column bushes with Delrin inserts	1		
RFK112/U	Re-bushing Kit , steering column, all TR250, TR6; as above except that nylon bushes are substituted for original inner column bushes	1		
209423	Bush, inner column , original rubber bush with Delrin insert	2		
209423/U	Bush , urethane with nylon insert	2		
610608	Rubber Grommet , steering column hole in firewall, TR250, TR6 1968-72; not included in kits listed above	1		
633679	Foam Seal , sealing steering column hole in bulkhead, TR6, 1973-76; not included in kits listed above	2		

STEERING

STEERING COLUMN JOINTS, TR250, TR6

“Check These Joints Carefully Several Times Each Year”

If you re-bush your steering column with the kit listed in the previous section, it will be well to replace these at the same time. The rubber joint can crack and get positively dangerous. The lower joint wears out and develops excessive play over time. Note that racers often replace the flexible rubber joint with another metal universal joint. This will transmit more road vibration into the steering column, but that may be all right, depending on how you use your car.



Part No.	Description	No.Off	List Price	Your Price
150696	Steering Joint , rubber, upper, all TR250, TR6	1		
145377	Universal Joint , lower steering column, all TR250, TR6	1		

P.S. The rubber joint has to be flexed during installation. To do this, you can tighten a large worm gear hose clamp around it to bring the bolt holes into alignment with the ones in the steering column flanges.

STEERING RACKS, TR250, TR6

“Brand New Reproduction Racks Are Now Available, and TRF Can Rebuild Original Racks”

Replica racks come from a reputable English source, but they are manufactured in Argentina. Appearance is similar but not identical to original. Rubber boots are not identical to Triumph originals, and reproductions do not come with outer tie-rod ends—these should be purchased separately if required. TRF rebuilds original racks to a high standard, but we prefer to rebuild customers’ own units, as the supply of used racks for rebuilding is getting low. Rebuilt racks include new bushes and good used rack gears and pinion gears. Inner tie-rod ends are rebuilt with new components, and original Triumph boots and outer tie-rod ends are included. Rack bodies are sandblasted, and rebuilt racks are set up to original specifications and repainted in black enamel.



Part No.	Description	No.Off	List Price	Your Price
REP306830	Reproduction Steering Rack , brand new unit; similar appearance to original; order outer tie-rod ends separately	1		
306830R	Rebuilt Steering Rack , as described above; please arrange to send your old unit for rebuilding	1		

STEERING

INNER AND OUTER TIE-ROD ENDS, ALL TR250, TR6

“TRF Supplies Replica Outer Tie-Rod Ends with Grease Fittings”

It has been a good many years since new inner tie-rod ends were available from Unipart. But, the good news is that TRF rebuilds inner tie-rod ends to brand new condition. Virtually all of the components are new, as we manufacture more and more of them all the time, and you will not be able to tell our rebuilt ones from brand new either by appearance or by performance. We prefer to rebuild your old ones in order to keep the process moving, but if you purchase an exchange unit, please do not neglect to send your old ones in, as the service cannot exist without old parts for rebuilding. We manufacture our own brand-new outer tie-rod ends as well. These are replicas of original parts, and they come with grease fittings and rubber boots.



142687R



130904

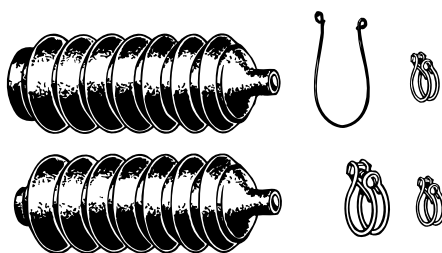
Part No.	Description	No. Off	List Price	Your Price
142687R	Inner Tie-Rod End Assembly , factory rebuilt	2		
CORE60	Include refundable core charge , or send your old parts with your order	2		
130904	Outer Tie-Rod End , exact replica of original; comes with grease fitting and rubber boot	2		

P.S. Core charge has been raised, as we are not receiving old units back to continue the rebuilding service.

STEERING RACK BOOTS, TR250, TR6

“TRF Rack Boots Include Original Hardware”

TRF makes up its own kits, and we include rubber bellows made to the original design and original metal hardware rather than generic boots and nylon cable ties as found in aftermarket kits sold by other vendors. Look at the illustrations in other catalogues; you can see what you will get. The reason for hose clamps on rack boots is that steering racks are supposed to be lubricated with #90 gear oil, not with multi-purpose grease. Gear oil sloshes around inside and lubricates the entire steering rack and pinion mechanism. Grease stays in one place and lubricates only a few inches of the rack. That is the reason that you should replace torn or perished rack bellows before the oil leaks out...



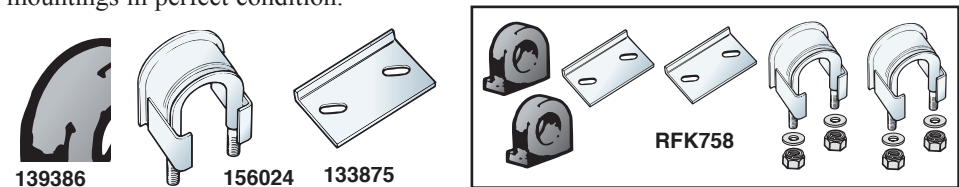
Part No.	Description	No. Off	List Price	Your Price
RFK135	Bellows Kit , steering rack; includes two bellows and original style hardware	1		

STEERING

ORIGINAL STEERING RACK MOUNTINGS, TR250, TR6

“Kits Include Everything You Need Under One Part Number”

The stock mountings are effective for normal driving, even spirited road touring. Urethane mounts may last longer in hot climates, but they are hard to install and properly adjust. If you are really looking for high-performance mounts, then the alloy mounts listed in the next section are the ones for you. Certainly, the alloy mounts are a must for any racing application. This section lists all items required to keep your stock mountings in perfect condition.

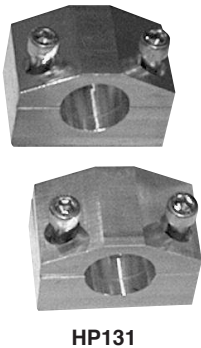


Part No.	Description	No. Off	List Price	Your Price
139386	Mounting , stock rubber type, steering rack to chassis frame	2		
139386/U	Mounting , high-performance urethane type, steering rack to chassis frame	2		
156024	Clamp , securing rubber mountings	2		
133875	Locating Plate , installed beneath bracket on chassis frame	2		
WP8	Washer , fitted to clamp threads	4		
YN2908	Nut , nyloc, securing clamps	4		
	COMPLETE MOUNTING KITS ; include everything listed above...			
RFK758	Steering Rack Mounting Kit , with original rubber rack mounts	1		
RFK758/U	Steering Rack Mounting Kit , with urethane mounts	1		

ALLOY STEERING RACK MOUNTS, FIT TR250, TR6

“High-Performance Mounts Eliminate Side-to-Side Movement of the Steering Rack”

These specially-designed alloy mounts secure your steering rack solidly to the chassis frame to eliminate play caused by side-to-side movement of the steering rack in its stock rubber mountings during hard cornering. Note that Triumph used solid mounts on the TR4 and went to the rubber ones to avoid transmitting too much road vibration to the steering wheel. You should choose the solid mounts because you need or want more performance during hard cornering, but you also need to realize that you may also experience a harsher road feel...



Part No.	Description	No. Off	List Price	Your Price
HP131	Mounting Kit , steering rack, high-performance alloy components provide a solid mount, includes hardware, instructions, all TR250, TR6	1		

BRAKES

BRAKE MASTER CYLINDERS AND SERVOS, TR250, TR6

“Original Brands No Longer Available—Choose Carefully...”

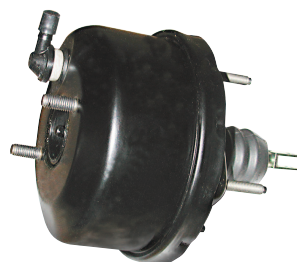
In the last edition of this catalogue, I mentioned that we were lucky to maintain availability of genuine Girling master cylinders and servo units. Regrettably, that is not true as I write this time. The good news is that the products we currently have available to replace the Girling components appear to be of good quality. Master cylinders are provided by TRW which purchased Lucas and Girling a few years ago. The new master cylinders do not look identical to the old ones, and the illustrations for this section include what you will get if you order now. The available servos appear to be good replicas of Girling originals, better replicas than ones I saw a couple of years ago. I do not know for sure if the rebuild kits for original components will be applicable to rebuilding the replacement units. Even Girling master cylinders and servos did not respond very well to rebuilding, however. We at TRF will always provide the best master cylinders and servos that we can find in the market place.



218069/TRW



GISP2490



218072/REP



HK2495

Part No.	Description	No.Off	List Price	Your Price
218069/TRW	Master Cylinder , brake, TRW replacement for unavailable Girling original, all TR250, TR6	1		
218072/REP	Servo Assembly , brake, aftermarket with original appearance, all TR250, TR6	1		
	REBUILD KITS , for original Girling master cylinders and servos			
GISP2490	Rebuild Kit , brake master cylinder; kit is TRW brand	1		
HK2495	Rebuild Kit , brake servo; kit is an aftermarket brand	1		

BRAKES

HYDRAULIC REPAIR KITS, TR250, TR6

“TRF Strives Always to Provide the Best Available Components, and the Listings in This Section May Change as Time Goes On —Refer to the Corresponding Web Page”

Included here is a listing of the best kits available at the time of writing. Kit availability changes as time passes. Actually, better kits have become available since the last edition of this catalogue was printed in paper, as TRW has added kits that were previously deleted from the availability list. Kit part numbers prefixed with the letters “GI” are currently supplied by TRW. Kit part numbers prefixed with the letters “LD” are currently supplied by AP Lockheed, and kit part numbers prefixed with the letters “HK” are generic hydraulic kits supplied by aftermarket vendors. Sometimes, we are thankful for aftermarket vendors, as nothing would be available otherwise.



Part No.	Description	No. Off	List Price	Your Price
BRAKE HYDRAULICS				
GISP2490	Repair Kit , brake master cylinder; kit is TRW brand	1		
HK2495	Repair Kit , brake servo unit; kit is aftermarket brand	1		
GISP2501	Repair Kit , brake caliper, TR250, TR6, up to comm. no. CC29929, 1968-69; kit is TRW brand	1		
GISP2589	Repair Kit , brake caliper, TR6, after comm. no. CC29929, 1970-76; kit is TRW brand	1		
HK2083	Repair Kit , rear wheel cylinder, 0.7 inch bore, TR250, TR6, 1968-75; kit is aftermarket brand	1		
HK2770	Repair Kit , rear wheel cylinder, 0.75 inch bore, TR6, 1976 only; kit is aftermarket brand	1		

Section Continues ►►

BRAKES

HYDRAULIC REPAIR KITS, TR250, TR6—Continued



GISP1967



GISP2102



LDSSB629

GILMA



SBF32

Part No.	Description	No. Off	List Price	Your Price
CLUTCH HYDRAULICS				
GISP1967	Repair Kit , clutch master cylinder, 0.75-inch bore, TR250, early TR6; kit is TRW brand	1		
GISP2102	Repair Kit , clutch master cylinder, 0.7-inch bore, most TR6; kit is TRW brand	1		
LDSSB629	Repair Kit , clutch slave cylinder; kit is AP Lockheed brand	1		
GILMA	Castrol Brake Fluid , DOT4, 12 oz. container	A/R		
SBF32	Blue Magic Silicone Brake Fluid , preferred by many enthusiasts as it does not remove paint; not recommended by some hydraulic manufacturers, 32 oz. container, Blue Magic brand	A/R		

STAINLESS STEEL BRAKE CALIPER PISTONS, TR250, TR6

“These Pistons Will Last the Life of Your Car”

TRF's stainless steel caliper pistons are beautiful, and polished stainless steel will not pit or rust. Restore your calipers now, and you will not have to replace the pistons next time.



HP126/E



HP127

Part No.	Description	No. Off	List Price	Your Price
HP126/E	Piston , front brake caliper, stainless steel, 1/16-inch groove around piston, TR250, TR6, up to comm. no. CC29929	4		
HP127	Piston , front brake caliper, stainless steel, 5/32-inch groove around piston, TR6 after comm. CC29929	4		

BRAKES

FRONT BRAKE PADS, TR250, TR6

“Conventional Pads and Semi-Metallic Pads Are Listed Here”

The Roadster Factory does not sell brake pads containing asbestos, but we do have some conventional pads from time to time. Generally, we also stock semi-metallic pads. Compare conventional and semi-metallic pads with EBC Green Stuff pads listed in the next section.



Part No.	Description	No.Off	List Price	Your Price
CONVENTIONAL BRAKE PADS				
GIGP81	Brake Pad Set; both sides, used with 1/4-inch retaining pins, TR250, TR6, 1968-72	1		
GIGP283	Brake Pad Set; both sides, used with 3/16-inch retaining pins, TR6, 1972-76	1		
SEMI-METALLIC BRAKE PADS				
TRFCD152	Brake Pad Set; both sides, used with 1/4-inch retaining pins, TR250, TR6, 1968-72	1		
HP453	Brake Pad Set; both sides, used with 3/16-inch retaining pins, TR6, 1972-76	1		

RETAINING PINS—FRONT BRAKE PADS, TR250, TR6

“Don’t Forget the Small Parts...”

Retaining pins are available and inexpensive—replace them, and be sure that brake pads are not rattling around on worn pins in your brake calipers.



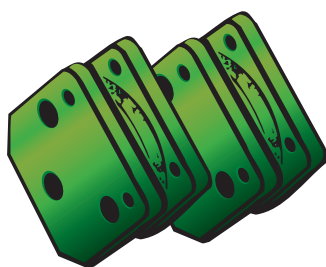
Part No.	Description	No. Off	List Price	Your Price
RFK605	Retaining Pin Kit; includes pins and clips, TR250 and TR6, 1969-72, with 1/4-inch pins	1		
RFK939	Retaining Pin Kit; includes pins and clips, 1972-76, with 3/16-inch pins	1		

BRAKES

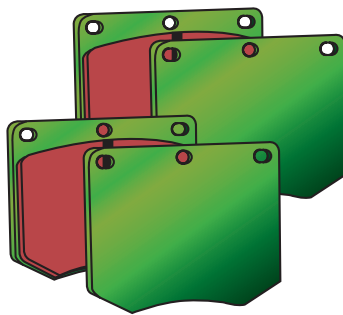
EBC "GREEN STUFF" KEVLAR BRAKE PADS, TR250, TR6

"Improve Your Braking Up to 20% Just by Changing Your Pads..."

Kevlar is a superior braking material for fast road and mild racing applications. Racers have been using Kevlar pads for a number of years, but EBC, an English company, has made it very popular for road going cars. Kevlar has been very expensive in the past, but EBC "Green Stuff" pads are more reasonably priced. Kevlar pads have a significantly higher friction factor than conventional street pads, and they make no dust to foul your pretty wheels. All of us here at TRF have been using "Green Stuff" pads on Triumphs, MG's, and even Hondas for some years. We were even able to find them for the Triumph TRS LeMans car that we have been restoring this year.



EBC152/GS



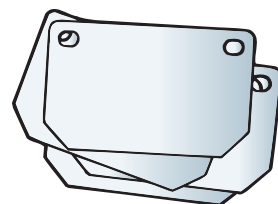
EBC153/GS

Part No.	Description	No.Off	List Price	Your Price
EBC "GREEN STUFF" BRAKE PADS				
EBC152/GS	Brake Pad Set; both sides, used with 1/4-inch retaining pins, TR250, TR6, 1968-72	1		
EBC153/GS	Brake Pad Set; both sides, used with 3/16-inch retaining pins, TR6, 1972-76	1		

DISC BRAKE ANTI-SQUEAL KITS, TR250, TR6

"Eliminate Embarrassing Squeal from Disc Brakes"

I remember attending a wedding one time in my TR3A. I was part of the wedding party and I was paired with the bride's sister. It must have been caused by the humidity that day, but everywhere we went my car screeched like a banshee. That still happens to me sometimes, but it is greatly reduced when the anti-squeal kit has been fitted. Kits for both styles of brake pads fitted to TR250 and TR6 are always in stock at TRF.



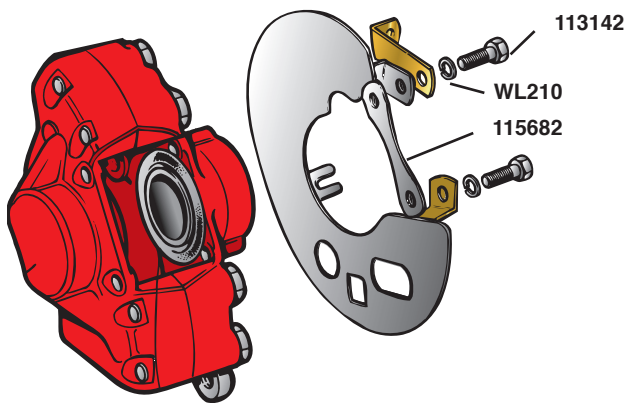
Part No.	Description	No.Off	List Price	Your Price
GISP2750	Anti-Squeal Kit, both sides; fits TR250, TR6 up to comm. no. CC81072 with 1/4-inch pad retaining pins, 1968-72	1		
GISP2751	Anti-Squeal Kit, both sides; fits TR6, after comm. no. CC81072 with 3/16 inch pad retaining pins, 1973-76	1		

BRAKES

BRAKE CALIPER MOUNTING BOLTS, TR250, TR6

“Be Sure That the Bolts Match the Calipers You Use”

TRF stocks and lists the mounting bolts for several reasons. One is that stock calipers may be switched from one car to another when repairs are made or restorations undertaken with the use of donor cars. The other reason for stocking the bolts is that enthusiasts often fit calipers from Japanese or European cars in an attempt to find better brakes, and many of the original cars to which these calipers were fitted require metric bolts. Note that English or Imperial threads were used on all TR250, TR6 caliper mounting bolts, but the diameter of the bolt changed to a metric size to fit the mounting bolt holes in Girling calipers starting in 1972.



Part No.	Description	No. Off	List Price	Your Price
HARDWARE, for English calipers, 1968-72				
115682	Shim , centering caliper on disc	A/R		
113142	Bolt , caliper mounting	4		
WL210	Washer , lock, securing bolts	4		
HARDWARE, for Metric calipers, 1972-76				
115682	Shim , centering caliper on disc	A/R		
158668	Bolt , caliper mounting	4		
WL211	Washer , lock, securing bolts	4		



TR6 Chassis Frame Fitted With Slotted Brake Discs

BRAKES

FRONT BRAKE DISCS (ROTORS), TR250, TR6

“Stock Brake Discs Available in Two Quality Levels and Two Price Ranges”

Replace brake discs with brand new when you perform major brake work. You will know that you got it right when your car stops straight and true. I am listing the cheaper brake discs which come in white boxes and branded ones from Brembo, a major brake components company. Both appear to be nicely machined, and it is hard to determine a country of origin on either of them. Take your choice. I'd probably take Brembo, but I pay less for parts than you do.

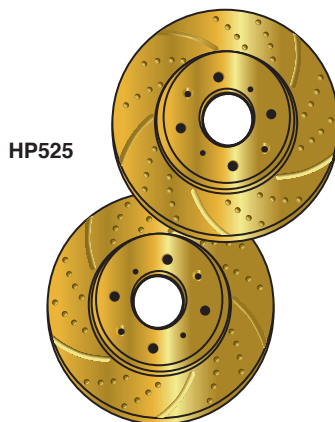


Part No.	Description	No.Off	List Price	Your Price
209327	Front Brake Disc , supplied in white box	2		
209327/B	Front Brake Disc , Brembo branded disc	2		
113150	Bolt , securing brake discs to front hubs	8		
WL208	Washer , lock, securing bolts	8		

SLOTTED FRONT BRAKE DISCS, TR250, TR6

“Slots Cool Your Brakes, and Spot Drillings Increase Braking Power Without Weakening Discs”

High-performance brake discs are slotted and spot drilled. Slots draw cool air across the pad surface, keeping pads and discs cooler. Spot drillings, as opposed to holes drilled right through the discs, break down surface gases when braking from high speed, but they do not weaken the cross-section of the disc which can lead to cracking of metal over time. The discs listed here will fit your stock hubs, and they will work well with your original calipers.



PPart No.	Description	No.Off	List Price	Your Price
HP525	Brake Disc Kit , includes one pair of high-performance brake discs, as described above; fits stock calipers and brake pads without modification	1		
113150	Bolt , securing brake discs to hubs	8		
WL208	Washer , lock, securing bolts	8		

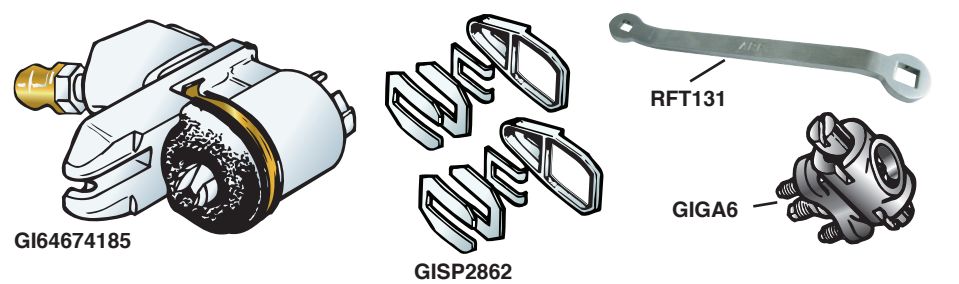
P.S. Note that machined slots make high-performance brake discs right and left, and they are marked as such.

BRAKES

REAR WHEEL CYLINDERS AND REAR BRAKE ADJUSTERS, TR250, TR6

“Everything Inside Your Rear Brake Drums Can Be Replaced”

Wheel cylinders are comparatively inexpensive and worth replacing. Just as the catalogue is going to press, TRF has received a shipment of five-hundred brand new TRW-brand wheel cylinders, and we are pleased that TRW is continuing to replace genuine Girling products which had been discontinued after TRW purchased Lucas and Girling. This removes all questions about the quality of available hydraulic components, as there are many repros of various quality levels on the market. Currently available wheel cylinders are 0.7-inch bore which is suitable for all replacements, including very late U.S. models which came with 0.75-inch cylinders. When replacing wheel cylinders, it makes sense to replace the attachment plates and gaskets which may be the worse for wear. Adjusters should be checked for easy movement and kept or replaced accordingly.



Part No.	Description	No. Off	List Price	Your Price
GI64674185	Rear Wheel Cylinder , TRW brand, all TR250, TR6, 1968-76	2		
GISP2862	Fitting Kit , rear wheel cylinders; includes two rubber gaskets, six spring plates, and special grease for servicing two rear wheel cylinders	1		
GIGA6	Adjuster Assembly , rear brakes	2		
RFT131	Combination Wrench , with square hole for operating brake adjuster; other end removes oil drain plugs	A/R		

REAR BRAKE SHOES, TR250, TR6

“TRF Offers Brand New Shoes with Brand New Linings”

Competitors provide a hodge-podge of brands and relined shoes even when they don’t require core return. TRF’s shoes are brand new throughout. Contact points are not worn, and shoes are produced to precision standards. Our shoes are made exclusively for us, and you can count on us to have them in stock from now on.



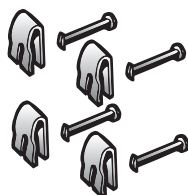
Part No.	Description	No. Off	List Price	Your Price
GBS778	Rear Brake Shoe Set ; does both sides	1		
V5435	Screw , securing brake drums	4		

BRAKES

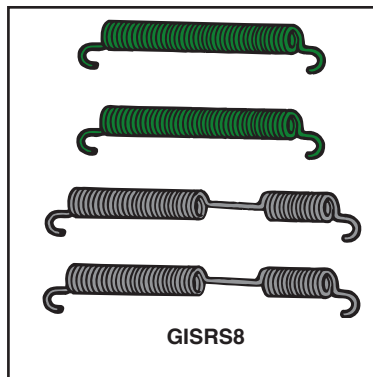
REAR BRAKE SHOES—INSTALLATION KITS, TR250, TR6

“Replace Small Parts to Avoid Failures in Service”

Install new hardware and springs when you install new brake shoes. This will help to insure that parts do not wear out, breaking and possibly destroying a brake drum and shoes by going around inside as you drive. The parts listed here are what you need...



GISP1012



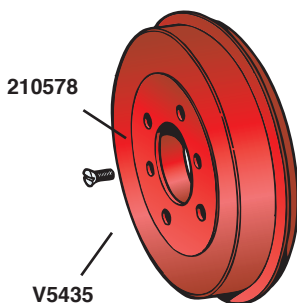
GISRS8

Part No.	Description	No. Off	List Price	Your Price
GISP1012	Brake Shoe Hold-Down Kit; includes four pins and four springs to service both sides	1		
GISRS8	Brake Shoe Return Spring Kit; includes four return springs to service both sides	1		
V5435	Screw, securing brake drums	4		

REAR BRAKE DRUMS—STOCK DRUMS AND FINNED BRAKE DRUMS, TR250, TR6

“Finned Iron Drums Have Just Become Available, But We Are Still Looking for Finned Alloy Drums”

Replace badly rusted drums or drums worn out of round with brand new. The finned iron drums which have just become available look very nice, but they are heavier than stock drums. We are still looking for finned alloy drums.

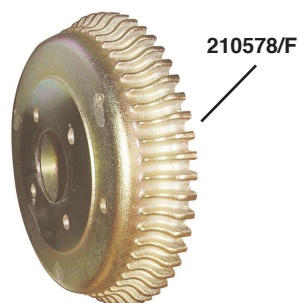


210578

V5435



TRFCD63



210578/F

Part No.	Description	No. Off	List Price	Your Price
210578	Rear Brake Drum, original-equipment type	2		
TRFCD63	Rear Brake Drum, finned alloy type, with hard steel friction insert	2		
210578/F	Rear Brake Drum, finned iron type	2		
V5435	Screw, securing brake drums	4		

BRAKES

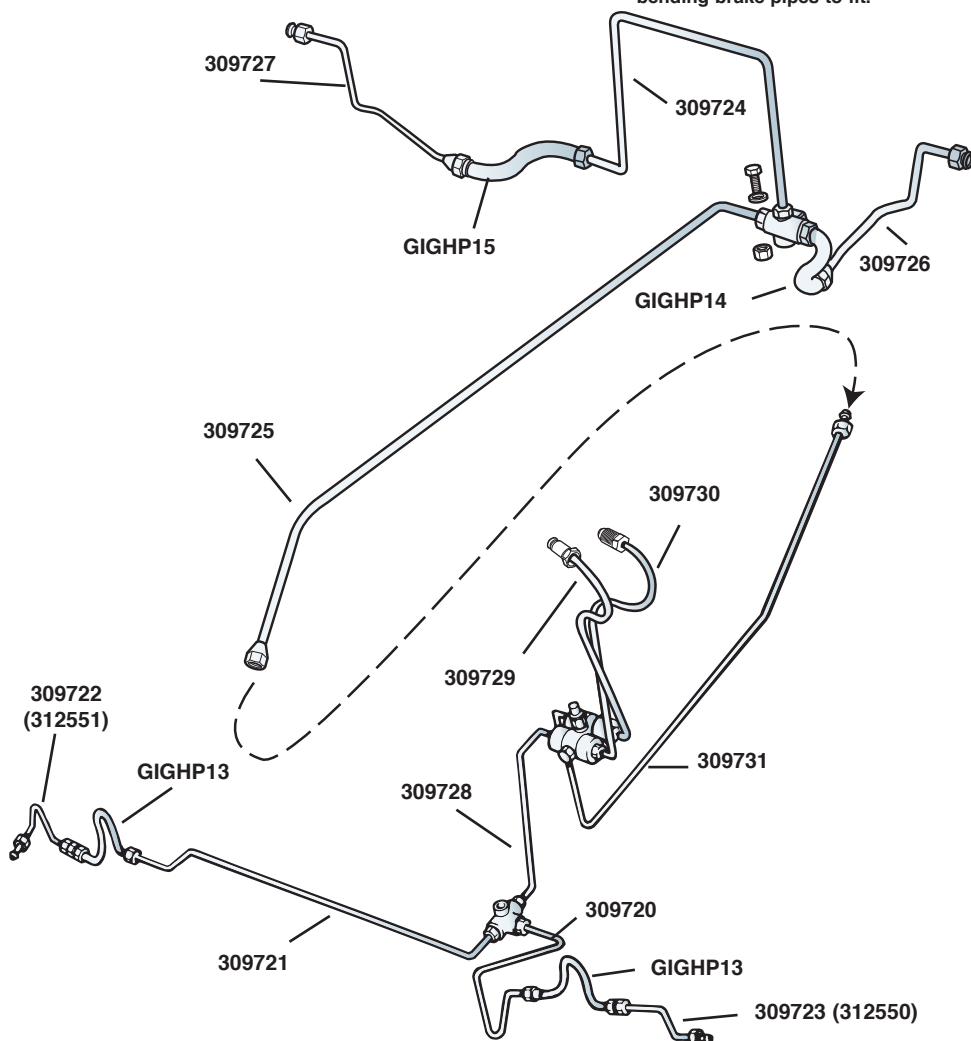
STEEL BRAKE PIPE ASSEMBLIES, TR250, TR6

*“Correct Lengths, Flares, and Fittings
—Have Them Pre-Bent If You Like...”*

The Roadster Factory has always supplied steel brake pipes. Originally from Triumph. When original pipes were available, they came bent to correct shapes. These were wonderful but hard to pack and ship. Later, we had an English supplier of easy-to-bend alloy pipes, but that supplier was sold out, and the new owners began fitting universal flares to the pipes. Not good enough for us. Now, we have our pipes made exclusively for us, and they are great, but not pre-bent. If you are careful, you can bend our pipes by hand without special tools to match the original configurations of the pipes from your car. If you do not have a pattern, we can bend the pipes for you at a charge of \$6.50 per pipe. We sell hundreds and hundreds of these. You will like them...



Uncle Dave concentrates on bending brake pipes to fit.



Section Continues ►►

BRAKES

TR250, TR6 STEEL BRAKE PIPES —Continued

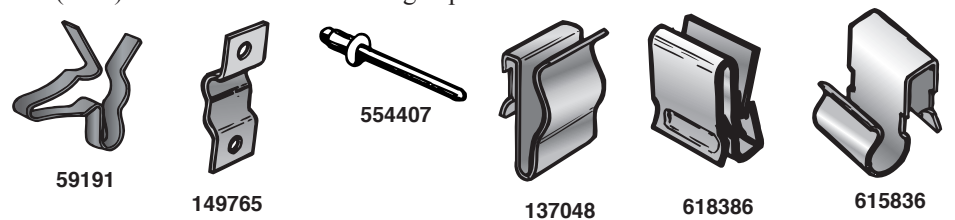
Part No.	Description	No. Off	List Price	Your Price
PIPES AND HOSES FOR FRONT BRAKES;				
	all pipes come with end fittings and correct single or double flares for each application			
309730	Steel Pipe Assembly; from master cylinder to pressure differential valve	1		
309728	Steel Pipe Assembly; from pressure differential valve to 3-way fitting on chassis frame LH front sidemember	1		
309720	Steel Pipe Assembly; from 3-way fitting to LH front brake hose	1		
GIGHP13	Hydraulic Hose, LH front	1		
309723	Steel Pipe Assembly; from LH front hydraulic hose to LH front brake caliper; fits all TR250 and TR6 up to comm. no. CC81078; for earlier brake calipers with standard threads	1		
312550	Steel Pipe Assembly; same as previous but for later TR6 calipers with metric threads	1		
309721	Steel Pipe Assembly; from 3-way fitting to RH front brake hose	1		
GIGHP13	Hydraulic Hose, RH front	1		
309722	Steel Pipe Assembly; from RH front hydraulic hose to RH front brake caliper; fits all TR250 and TR6 up to comm. no. CC81078; for earlier brake calipers with standard threads	1		
312551	Steel Pipe Assembly; same as previous but for later TR6 calipers with metric threads	1		
PIPES AND HOSES FOR REAR BRAKES;				
	all pipes come with end fittings and correct single and double flares for each application			
309729	Steel Pipe Assembly; from master cylinder to pressure differential valve	1		
309731	Steel Pipe Assembly; from pressure differential valve to 2-way fitting on chassis sidemember	1		
309725	Steel Pipe Assembly; from 2-way fitting to 3-way fitting on LH chassis sidemember	1		
GIGHP14	Hydraulic Hose, LH rear	1		
309726	Steel Pipe Assembly; from LH rear brake hose to LH rear wheel cylinder	1		
309724	Steel Pipe Assembly; from 3-way fitting to RH rear brake hose	1		
GIGHP15	Hydraulic Hose, RH rear	1		
309727	Steel Pipe Assembly; from RH rear brake hose to RH rear wheel cylinder	1		

BRAKES

SPECIALTY CLIPS FOR HYDRAULIC BRAKE PIPES,
TR250, TR6

“Most Original Clips Remain Available for a Workmanlike Installation”

TRF goes to lengths to provide the right hardware for serious enthusiasts. We have manufactured two of the clips listed here, and we purchased huge stocks of some of the others. For a good illustration, see Plate DM in TR6 Spare Parts Catalogue, Volume One (Blue). You will find this catalogue posted on the web site.

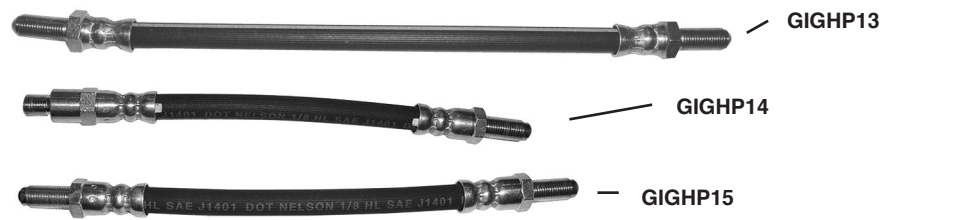


Part No.	Description	No. Off	List Price	Your Price
59191	Clip , spring, anchors pipes to holes drilled into the chassis frame	A/R		
149765	Clip , riveted to chassis frame side members	A/R		
554407	Pop Rivet , securing clips to chassis frame; two rivets per chip	A/R		
137048	Clip , securing RH front brake pipe to suspension turret	1		
618386	Clip , spring, securing brake pipe to rear suspension crossmember	1		
615836	Clip , spring, securing brake pipes to rear suspension trailing arm castings	2		

BRAKE HYDRAULIC HOSES—ORIGINAL RUBBER TYPE,
TR250, TR6

“Replace Hydraulic Hoses Every Few Years for Safety’s Sake”

Replace hydraulic hoses at least every 30,000 miles or every couple of years for safety’s sake. Check hoses for cracking, chafing, and other problems any time you are under the car.



Part No.	Description	No. Off	List Price	Your Price
GIGHP13	Hydraulic Hose , front brakes	2		
GIGHP15	Hydraulic Hose , rear brakes, RH	1		
GIGHP14	Hydraulic Hose , rear brakes, LH	1		

BRAKES

BRAKE HYDRAULIC HOSES—BRAIDED METAL HOSES, TR250, TR6

“Braided Metal Hoses Are a Must for Racing and Extra Insurance for Street Cars”

Racers always use braided metal hoses. Braided metal hoses provide a harder brake pedal, as the walls of the hoses do not flex. Braided metal hoses are extra insurance against chafing or accidental damage from road debris.



HPK102

Part No.	Description	No. Off	List Price	Your Price
HPK102	Hydraulic Hose Kit, braided metal hoses; complete set of four hoses	1		



TR6 Chassis Frame with Front and Rear Suspension and Brakes

BRAKES

BRAKE BLEEDER BOTTLE, TR250, TR6

“New Version Allows One-Man or One-Woman Brake Bleeding”

The original brake bleeder bottle handled by TRF for several years solves many problems. You don’t have to find a clean bottle and a clean piece of tubing of the correct size, and a handy lanyard keeps the bottle from tipping over. The tube goes right to the bottom of the bottle, so you don’t need to worry about it coming out of the fluid at the wrong time. There is even an extra nipple on the top of the bottle so that you can “park” the tube and not drip fluid all around at the end of the job.

Now, a second type of bleeder bottle is also available. It includes a one-way check valve in the cap. This allows easier brake bleeding that can be done by one person. If you’ve ever been in the position of having no one else around at brake bleeding time, you will appreciate this feature. I can remember a number of times when I was a kid wanting to bleed the brakes on my TR3A, and no one was around but my mom. She was in her late sixties then, but she never complained about coming out to the shed where we kept the cars to sit in that little car and pump the brakes for twenty minutes. The bleeder bottle would have saved her the trouble, but I am glad we had that time together.



Back of RFN1426 Bleeder Bottle showing magnet

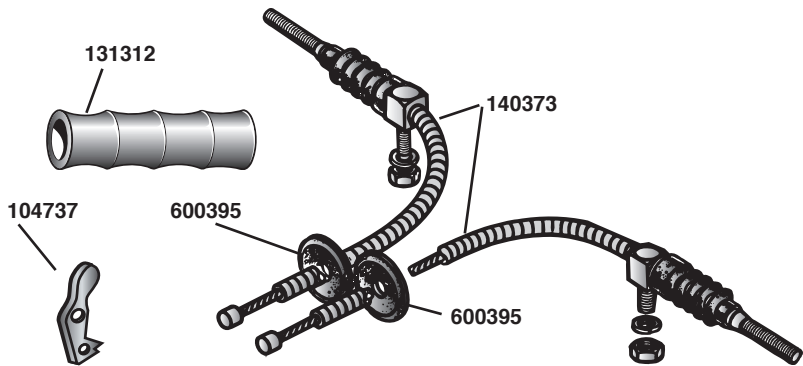
Part No.	Description	No.Off	List Price	Your Price
RFN1425	Bottle Assembly , for bleeding clutch and brake hydraulic systems; includes lanyard cable for anchoring the bottle	A/R		
RFN1426	Bottle Assembly , similar to previous but includes check valve in cap to allow bleeding by one person; also includes magnet on side for anchoring bottle	A/R		

BRAKES

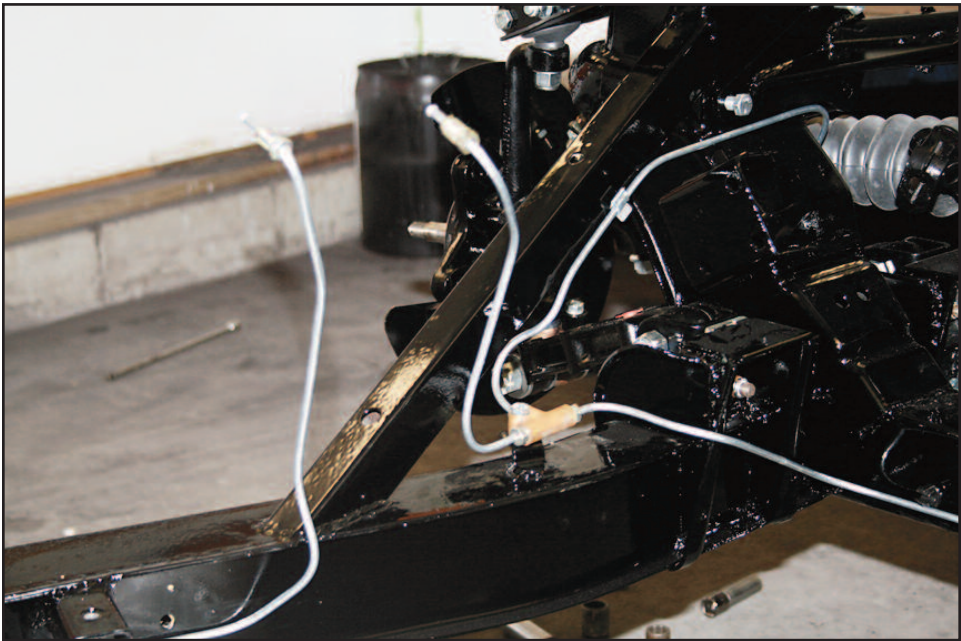
HANDBRAKE DETAILS, TR250, TR6

“Service Items Available, Cables, Grips, Grommets...”

New handbrake levers are not available at this time. Cables are the earlier type without the plastic shielding used on later models, but there is no problem with fitting the available cables to any TR250 or TR6.



Part No.	Description	No. Off	List Price	Your Price
131312	Grip , rubber, handbrake lever	1		
140373	Cable Assembly , handbrake	2		
600395	Grommet , rubber, handbrake cable holes in rear heelboard	2		
104737	Pawl , wearing part of handbrake mechanism	1		



Fitting New Hydraulic Pipes to TR6 Chassis Frame

BRAKES

BRAKE AND CLUTCH PEDAL DETAILS, TR250, TR6

“Parts Now Available to Repair
Wobbly Pedals”

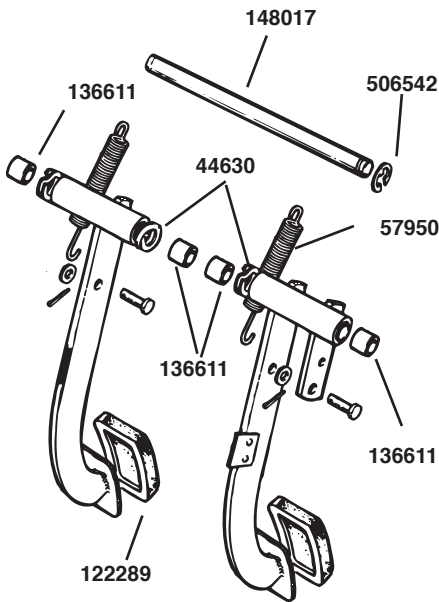
Pedal shafts and bushes are wear items, and after lots of use, play will develop, allowing the pedals, particularly the clutch pedal, to wobble. Virtually all of the wearing items are now available, and the work is not too hard. A good time to do it is when you are replacing a master cylinder or doing other major work.



LU34933



LU34933Z



Part No.	Description	No.Off	List Price	Your Price
122289	Pad , brake and clutch pedals	2		
57950	Spring , pedal return	2		
LU34933	Switch , brake lights, cheap plastic part in Lucas box	1		
LU34933Z	Switch , brake lights, better quality replacement, metal switch may require some ingenuity for fitting	1		

PEDAL SHAFT COMPONENTS

148017	Shaft , brake and clutch pedals	1		
136611	Bush , fitted in pedal pivots	4		
44630	Washer , double-coil, fitted between pedals	2		
506542	Circlip , ends of pedal shaft	2		

BRAKE AND CLUTCH PEDAL PADS, TR250, TR6

“TRF Has the Best Pedal Pads”

Not to brag, but it is true. We retooled for our own clutch and brake pedal pads when the ones off the original tooling became hard to recognize as pedal pads. Shortly, thereafter, they were discontinued, and TRF has become the pedal pad supplier to the world. We deserve this, however, as you will see if you purchase a pair of pedal pads. Ours are very crisp mouldings, and they have just the right firmness of rubber. We researched pedal pad firmness, and we have really got it right. Your car will love a new pair of pedal pads...



122289

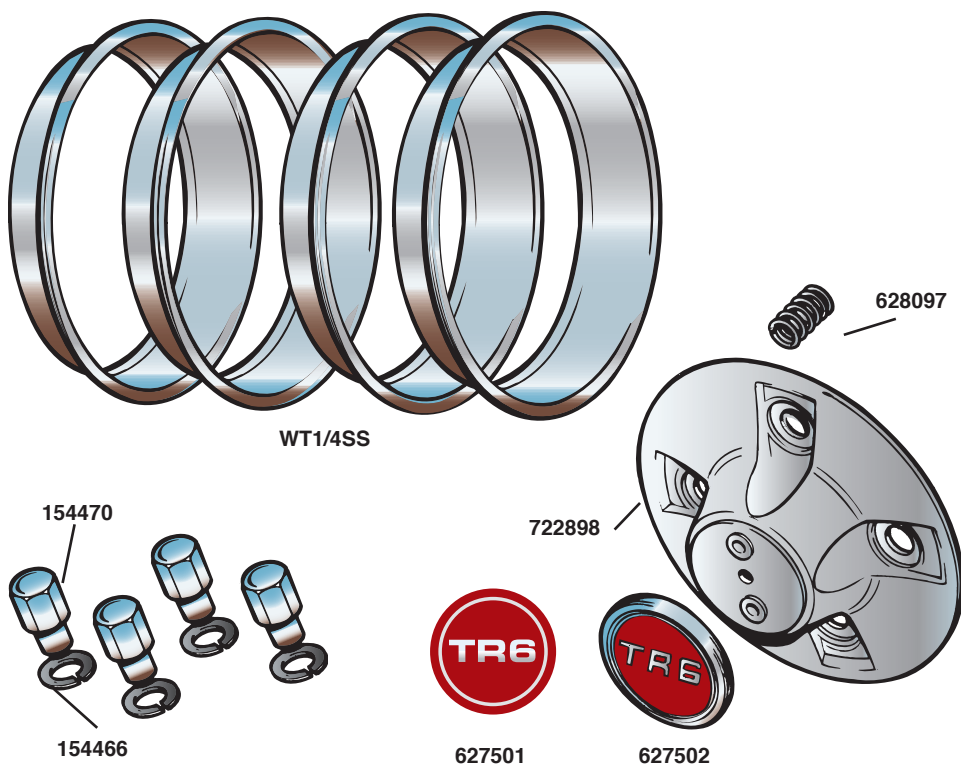
Part No.	Description	No. Off	List Price	Your Price
122289	Pedal Pad , clutch or brake pedals	2		

WHEELS AND WHEEL TRIMS

STOCK ROAD WHEELS AND TRIM, LATER TR6 MODELS

“Does Anyone Still Want the Original Aluminium Trim Rings Fitted to Late TR6 in the U.S. Market?”

We have a source that could make these, but most enthusiasts without the originals have fitted the chrome-like replacements made in polished stainless steel. The green TR6 we restored a couple of years ago still has its original aluminium trim rings, and I think they look great. The stainless steel versions have become very expensive in recent years, and I think the aluminium ones could come in at a lower amount. That is not the only factor, however, as the aluminium ones were original. Besides, they somehow look right to my eye. Most other parts besides the wheels themselves remain available. TRF’s wheel nuts look more original than others, and our chrome is better.



Part No.	Description	No. Off	List Price	Your Price
WT1/4SS	Wheel Trim Ring Kit; polished stainless steel looks like chrome, lasts like stainless steel; includes set of four	1		
718295	Wheel Center Trim, black, 1970-72	4		
722898	Wheel Center Trim, silver, 1973-76	4		
628097	Spring, fitted behind wheel center rims	16		
627502	Wheel Badge Assembly, with emblem	4		
627501	Emblem, self-adhesive, wheel badges; comes with wheel badge	4		
154470	Chromed Nut, securing road wheels	16		
154466	Washer, plastic, fitted under chromed nuts	16		

WHEELS AND WHEEL TRIMS

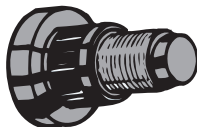
WHEEL STUDS AND LUG NUTS, TR250, TR6

“Studs and Nuts for Both Disc Wheels and Wire Wheels Listed Here...”

TRF has all of its wheel studs manufactured by the same manufacturer, and we have them made exclusively for ourselves. This allows us to always have in stock very high-quality studs while maintaining very reasonable pricing. We go to extra trouble on the nuts too, and our chromed nuts as used on TR6, 1970-76 have the most original appearance and the best chrome in the market place.



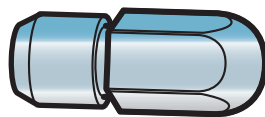
132317



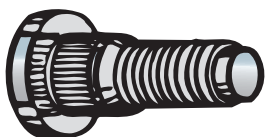
114282



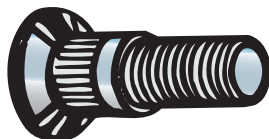
154466



154470



114281



142799



110366

Part No.	Description	No. Off	List Price	Your Price
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STUDS FOR CARS WITH DISC WHEELS,

all TR250, TR6

114282	Stud , front wheels	8		
132317	Stud , rear wheels	8		
109586	Nut , securing road wheels, TR250, TR6, 1968-69	16		
154470	Chromed Nut , securing road wheels, TR6, 1970-76	16		
154466	Washer , plastic, fitted under chromed nuts	16		

STUDS FOR CARS WITH WIRE WHEELS;

these secure the hub extensions to the hubs,

all TR250, TR6

114281	Stud , front hubs	8		
142799	Stud , rear hubs	8		
110366	Special Nut , securing hub adaptors to hubs	16		

WHEELS AND WHEEL TRIMS

DAYTON BRAND WIRE WHEELS, TR250, TR6

“TRF Recommends the Wheel Sizes Listed Here for TR250 and TR6”

Our research and experience have shown that the 5-inch wheels are better for TR250 and the 6-inch wheels better for TR6, and you can find an article on this research as related to road spring choices and trailing arm mountings on page 99 of this catalogue.

The Roadster Factory handles only Dayton Brand Wire Wheels for Triumph TR250 and TR6 sports cars. We handle Dayton wheels rather than the other brand of wheels which is made in India because we believe that Dayton Wire Wheels are clearly better. Rims are rounder, spokes are high tensile steel, spokes are tighter, chrome is better, chromed wheels have polished stainless steel spokes, wheels are so good that they rarely require retreating, even after long use. Other wheels often require retreating before they can be balanced! This is one of those times when it pays good dividends to pay a little more to have the best...



Part No.	Description	No. Off	List Price	Your Price
DAYTON WIRE WHEELS, TR250,				
	15-inches x 5-inches, 72-spokes			
WWHD457F-P	Wire Wheel , painted finish, for use with tubes	4-5		
WWH457F-P	Wire Wheel , painted finish, for use with tubeless tires	4-5		
WWHD457F-C	Wire Wheel , chromed finish with stainless steel spokes, for use with tubes	4-5		
WWH457F-C	Wire Wheel , chromed finish with stainless steel spokes, for use with tubeless tires	4-5		
DAYTON WIRE WHEELS, TR6,				
	15-inches x 6-inches, 72-spokes			
WWH72151	Wire Wheel , painted finish, for use with tubes	4-5		
WWH72151/TBLS	Wire Wheel , painted finish, for use with tubeless tires	4-5		
WWH72152	Wire Wheel , chromed finish with stainless steel spokes, for use with tubes	4-5		
WWH72152/TBLS	Wire Wheel , chromed finish with stainless steel spokes, for use with tubeless tires	4-5		

Wire Wheel Shipping—TRF ships sets of four or five wheels for just \$60.00.

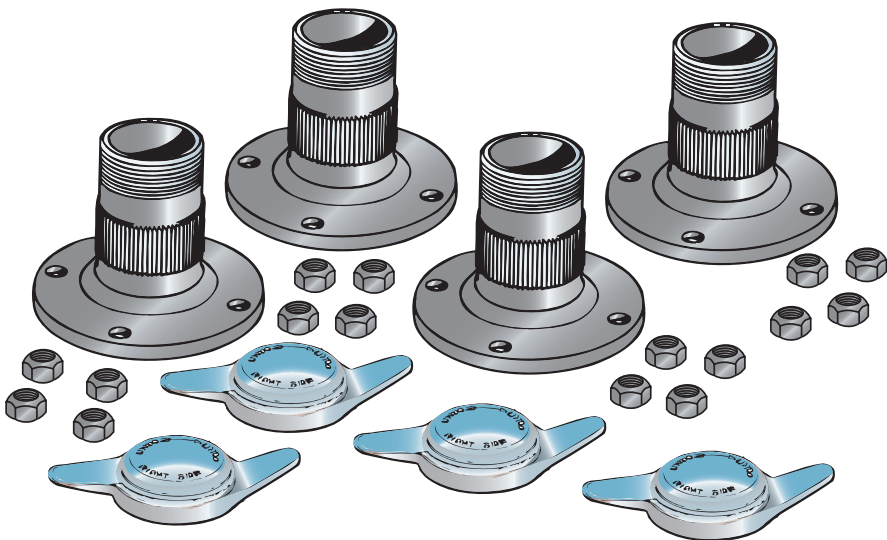
WHEELS AND WHEEL TRIMS

WIRE WHEELS—INSTALLATION KITS, TR250, TR6

“Buy the Whole Kit or Only the Parts You Need...”

The Roadster Factory puts hub adaptors, knock-offs, and special nuts into handy kits. Buy one of these kits if you are adding wire wheels to a car that did not have them originally or if you are buying new wire wheels and you do not trust your old adaptor hubs and knock-off nuts. Note that it is a very good idea to replace splined adaptors when installing new wheels, as you risk damaging the new wheels with worn splines.

TRF has now sold several thousand of its own wire wheel hub adaptors for TR250 and TR6 with no returns. Our hub adaptors are precision-machined all over from steel forgings. Strong, sharp, perfect fitting. Stamped LH and RH for easy identification—Remember LH is Driver’s Side and RH is Passenger’s Side. Our center-lock nuts are still made in England from bronze forgings with chrome that stands up to knock-off hammers as it was intended. Octagon knock-off nuts were original on TR250 and U.S. TR6 models. Apparently, that scene in the James Bond movie, “Goldfinger,” where Bond chews the side off a Mustang put a scare into U.S. lawmakers. There seems to be no problem in retrofitting the eared nuts, however, and you can have them if you wish.

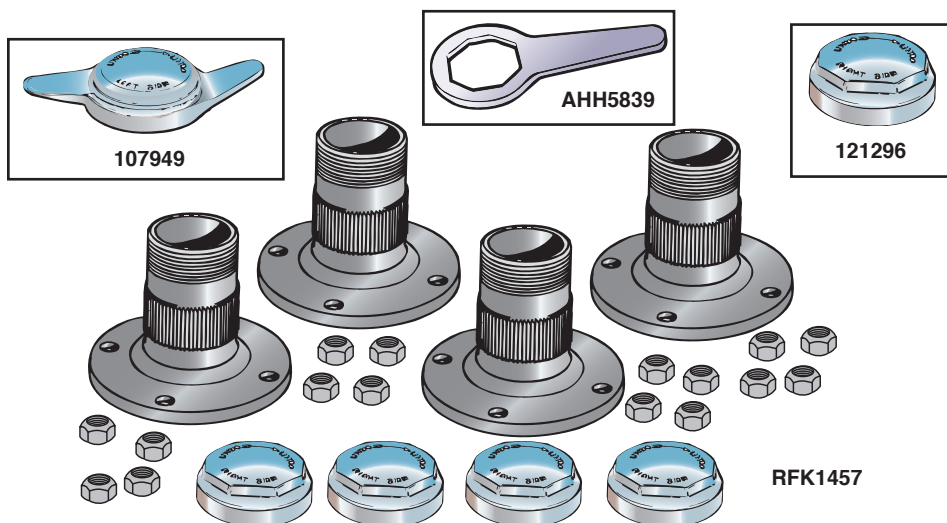


Part No.	Description	No. Off	List Price	Your Price
RFK1456	INSTALLATION KIT, wire wheels; includes a set of four hub adaptors, a set of four two-eared knock-off nuts, and sixteen special nuts for installing splined adaptors to existing hubs	1		
RFK1457	INSTALLATION KIT, wire wheels; includes a set of four hub adaptors, a set of four octagonal knock-off nuts, and sixteen special nuts for installing splined adaptors to existing hubs	1		

Section Continues ➤➤

WHEELS AND WHEEL TRIMS

WIRE WHEEL INSTALLATION KITS—Continued



Part No.	Description	No. Off	List Price	Your Price
INDIVIDUAL COMPONENTS, all TR250, TR6				
217603	Hub Adaptor , wire wheels, LH	2		
217602	Hub Adaptor , wire wheels, RH	2		
107949	Chromed Nut , knock-off, two-eared type, LH	2		
107948	Chromed Nut , knock-off, two-eared type, RH	2		
121296	Chromed Nut , knock-off, octagonal type, LH	2		
121295	Chromed Nut , knock-off, octagonal type, RH	2		
110366	Special Nut , secures hub adaptors to wheel studs	16		
AHH5839	Knock-off Wrench , for knocking off octagonal knock-off nuts	1		

P.S. When fitting wire wheels to a car originally fitted with disc wheels, you must either shorten the existing wheel studs or you must fit shorter studs made for use with wire wheels. Failure to observe this detail will ruin your new wheels before they ever go on the road. If you have questions, please phone TRF's Technical Research Department at 814-446-4491.

TIRE PRESSURE GAUGE—"ACCU-GAUGE"

"Still Our Favourite Tire Pressure Gauge"

This gauge boasts an easy-to-read analog gauge and a nice long hose so you don't have to stand on your head. Our old favourite was the Drager gauge of my youth. Remember it? This one is the best I've seen since Drager disappeared a long time ago.



Part No.	Description	No. Off	List Price	Your Price
RFT127	Tire Pressure Gauge , by Accu-Gauge	A/R		

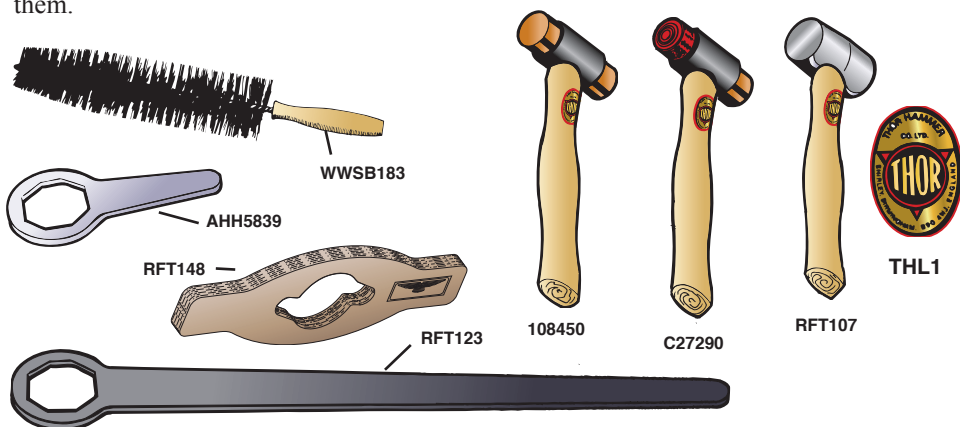
WHEELS AND WHEEL TRIMS

TOOLS FOR USE WITH WIRE WHEELS

“Genuine Thor Knock-off Hammers, and Special Wrenches for Those Who Want to Avoid Hitting Their Nuts with a Hammer”

The manufacturer has recently made the decision to keep genuine Thor hammers available for the couple of dealers who want them worldwide. Needless to say TRF is one of these, as we do not forget that Thor hammers were sacred implements of our youth with British cars. To keep branded Thor hammers available, however, the manufacturer has set a new higher price. This is fair, as an old machine was resurrected to perform the job which is only a small part of the product line of a company which manufactures soft hammers for industrial uses.

For those looking for a gentler way of removing center-lock nuts, we have some long handled wrenches which provide enough leverage to make the nuts tight enough and then to loosen them again as required. For a little less money, you can have a laminated wood wrench with ears to pound on. I haven’t tried this one myself, as I am an old school hammer guy, but customers have purchased them, and they seem to like them.



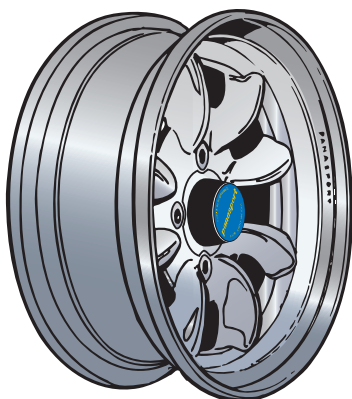
Part No.	Description	No. Off	List Price	Your Price
THOR BRAND KNOCK-OFF HAMMERS				
108450	Hammer , standard size, both faces copper	1		
C27290	Hammer , larger size, one copper face, one hide face	1		
RFT107	Hammer , standard size, lead hammer head	1		
THL1	Label , to replace missing Labels on original Thor hammers; note that new hammers come with labels	A/R		
AHH5839	Spanner ; knock-off wrench for octagonal wheel nuts	1		
LONG-HANDLED WRENCHES ; provide enough leverage to tighten nuts without pounding				
RFT122	Long-Handled Wrench , two-eared nuts	1		
RFT123	Long-Handled Wrench , octagonal nuts	1		
LAMINATED WOOD WRENCH				
RFT148	Knock-off Wrench , for eared knock offs; made of laminated wood to protect your chromed nuts; works well	1		
SPOKE CLEANING BRUSH				
WWSB183	Brush , cleaning, wire wheels	1		

WHEELS AND WHEEL TRIMS

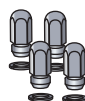
PANASPORT ALLOY WHEELS, TR250, TR6

“Several Choices of Wheel Sized Available”

Panasport Wheels are Grand Prix quality alloy wheels made in Japan. They are lighter, stronger, rounder, and better balanced than most anything you can buy. Panasport Wheels are very popular among TR250 and TR6 enthusiasts who want beautiful and high-quality wheels for their British sports cars. In the past, most enthusiasts have used six-inch wide wheels on both TR250 and TR6, but TRF research indicates that 5-1/2 inch wheels may be better for TR250. The article on page 99 might be worth reading if you are making a decision on wheel width. Wheels are available in both the standard wheel diameter of 15-inches or in “Plus-One” 16-inch diameter for use with lower profile tires—Plus-One wheels are seven inches wide. If you are planning to use Panasport Wheels on a race car, you should insure that they are approved by your governing body before purchase.



PANFS1506/SVR



Part No.	Description	No.Off	List Price	Your Price
PANFS1555/SVR	Alloy Wheel , 15-inches x 5.5-inches, may be the best choice for TR250; comes with wheel nuts and wheel centers; silver wheels with polished alloy rims	4-5		
PANFS1506/SVR	Alloy Wheel , 15-inches x 6-inches, commonly used on both TR250 and TR6; comes with wheel nuts and wheel centers; silver wheels with polished alloy rims	4-5		
PANFS1607/SVR	Alloy Wheel , 16-inches x 7-inches, have been used on both TR250 and TR6 by those wanting to use low profile tires; comes with wheel nuts and wheel centers; silver wheels with polished alloy rims	4-5		

P.S. Please add \$75.00 per wheel to listed prices for colours other than silver. Colours available at the time of writing are: Anthracite, Gloss Black, Flat Black, Green, Panasport Red, and Wimbledon White.

Wheel Shipping: TRF ships set of four or five wheels for just \$60.00.

WHEELS AND WHEEL TRIMS

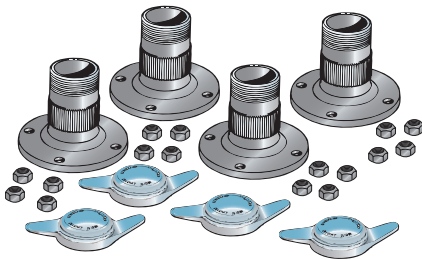
KNOCK-OFF ALLOY WHEELS FIT TR250, TR6

“Quick-Change Alloy Wheels Will Make Your Car Fairly Unique”

KN alloy wheels from England are offered with a knock-off option which works much like wire wheels. In fact, the knock-off alloy wheels are fitted with all of the same components as knock-off wire wheels. These are very cute, but adding a splined adaptor, a splined hub integral to the wheel, and a center-lock nut kind of defeats the purpose of alloy wheels as it is usually considered—to lower unsprung weight. I expect that this arrangement weighs just about the same amount as a wire wheel with its associated parts. Still, a set of quick-change alloy wheels might be just the thing you are looking for. If so, please order in plenty of time to allow them to come from England.



KNK1555/ANC



RFK1456

Part No.	Description	No. Off	List Price	Your Price
ALLOY ROAD WHEELS , knock-off type; fit standard wire wheel hub splines				
KNK1555/SVR	Road Wheel , alloy, knock-off type, 15-inches x 5.5-inches; silver finish	4-5		
KNK1555/ANC	Road Wheel , alloy, knock-off type, 15-inches x 5.5-inches; anthracite (dark grey) finish	4-5		
RELATED PARTS ; please read safety note provided below...				
RFK1456	HUB ADAPTOR KIT , for knock-off wheels; includes a set of four hub adaptors, a set of four two-eared knock-off nuts, and sixteen special nuts for installing splined adaptors to existing hub	1		
RFK1457	HUB ADAPTOR KIT , for knock-off wheels; includes a set of four hub adaptors, a set of four octagonal knock-off nuts, and sixteen special nuts for installing splined adaptors to existing hubs	1		

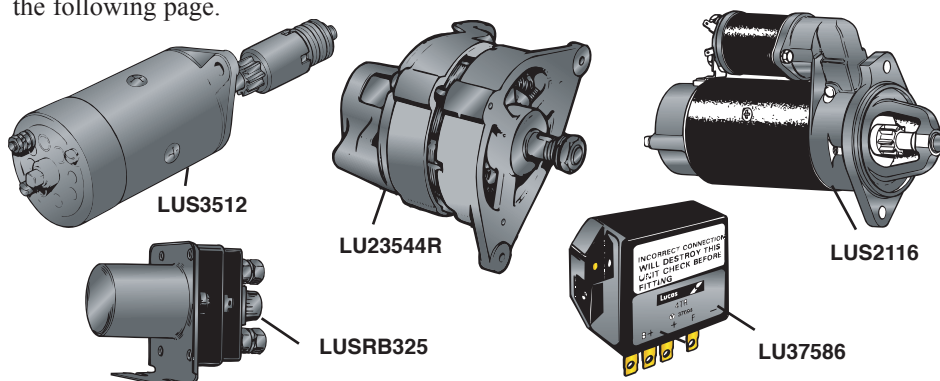
Safety Note: When splined hub adaptors are fitted to hubs originally set up for disc wheels, it is necessary to shorten the studs or to fit special wheel studs designed for wire wheels. If you have any questions on this subject, please phone TRF’s Tech Line at 814 446-4491. Failure to deal with this problem will destroy your new wheels...

ELECTRICAL SYSTEM

REBUILT LUCAS STARTERS AND ALTERNATORS, TR250, TR6

“Also Remote Solenoid and Voltage Regulator for TR250”

Rebuilt units are reconditioned by a large national supplier which provides such components to TRF, to some of our competitors, and to auto parts stores nationwide. The quality is generally all right, but I do not consider it anything to brag about. What it is is a quick-and-easy way to get a working component back into your car. This is not what I do myself, as I have my old units rebuilt by an old Lucas shop which still exists here in our area. I get to keep my old unit, and I can specify that I want a long-lasting rebuild, albeit at a higher cost. If this interests you, please see the sections on the following page.



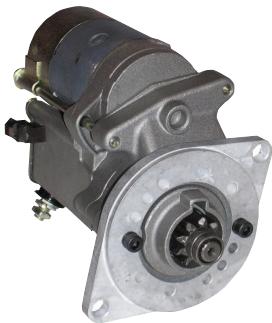
Part No.	Description	No. Off	List Price	Your Price
STARTER MOTORS AND SOLENOIDS				
LUS3512	Starter Motor , TR250 models with remote solenoid; add \$50.00 core charge	1		
LUSRB325	Solenoid , remote type; brand new unit may vary in appearance from original part, TR250 only	1		
LUS2116	Starter Motor , TR6; comes with integral solenoid; add \$125.00 core charge	1		
ALTERNATORS				
LU23544R	Alternator ; requires remote alternator, TR250; must send old unit for rebuilding; add \$50.00 core charge	1		See Page 134
LU37586	Regulator , remote type; new old stock, limited stock	1		
LUA1611*	Alternator , with internal regulator, TR250; requires minor wiring modifications; add \$50.00 core charge	1		
LUA1511	Alternator , TR6, 1969-70; add \$50.00 core charge	1		
LUA1611*	Alternator , TR6, 1971-72; add \$50.00 core charge	1		
LUA1811	Alternator , TR6, 1973-78; add \$50.00 core charge	1		
LUA1817	Alternator , TR6, 1975-76; add \$50.00 core charge	1		
LUA1611N*	Alternator , TR6, 1971-72; brand new unit, alternative to rebuilt units listed above	1		

ELECTRICAL SYSTEM

GEAR REDUCTION STARTER MOTORS, TR250, TR6

“Modern Starters Have More Power to Crank Classic Engines”

Solve your starter motor problems permanently with a light weight, high-torque aftermarket starter motor with more power to crank your classic engine. Gear reduction starters come with integral solenoids, requiring a minor wiring modification on TR250 models. You will be happier with your car if you fit one of these starters...



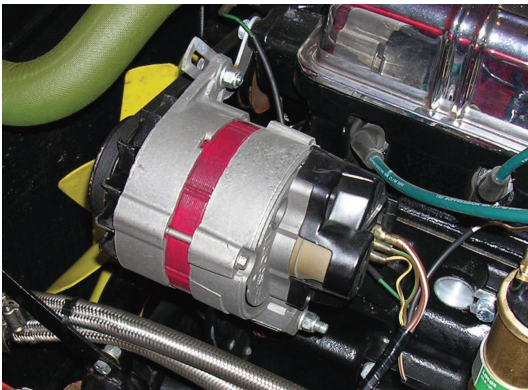
GRS104

Part No.	Description	No.Off	List Price	Your Price
GRS104	Starter Motor , gear reduction type, TR250, TR5, TR6	1		

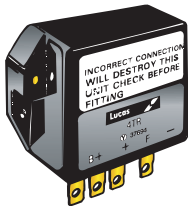
UPDATED ALTERNATOR WITH REMOTE REGULATOR, TR250

“We Made One of These for TRF’s TR5—Maybe You’d Like One Too...”

The battery kept going dead in the TR5 when it came out of winter storage last spring. The problem ended up being an alternator without enough output to run the headlamps and the electric fuel pump used on P.I. models. We solved the problem at our local electrical shop, an old Lucas rebuild company. A special alternator was built with more output and the same appearance that also used the remote regulator. I wanted to keep my car original, and these things mean a lot to me. We can build one for you too if you want, but we will need your old unit to start.



HP23544



LU37586

Part No.	Description	No.Off	List Price	Your Price
HP23544	Upgraded Alternator , has stock appearance and uses original regulator, output is 48 amps, TR250	1		
LU37586	Regulator , remote type, new old stock unit; limited stock, TR250	1		

ELECTRICAL SYSTEM

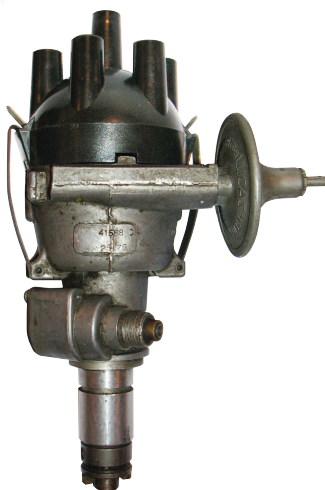
FACTORY REBUILT DISTRIBUTORS, TR250, TR6

“High-Quality Rebuilds Provide Reliable Service”

Things that go wrong with distributors include wobbly shafts, non-functioning mechanical advance, and non-functioning vacuum advance. These are in addition to more-easily corrected problems with caps, points, condensers, and rotors. All of these problems are solved by purchasing a rebuilt distributor. Add a refundable core charge of \$125.00 unless old unit is sent along with order. As it is hard to keep rebuilt distributors in stock, please phone ahead to insure that one will be available for your order. Note that the three later TR6 distributors are interchangeable, and ordering one that is currently available will eliminate the possibility of delay.



308460R



TKC517R



218100R

Part No.	Description	No. Off	List Price	Your Price
308460R	Distributor , TR250, early TR6, with two vacuum units; add \$125.00 Core Charge	1		
217521R	Distributor , TR6, from comm. no. CC58297 up to CC75,000, 1971 models with vacuum retard only; add \$125.00 Core Charge	1		
218100R	Distributor , TR6, from comm. no. 75000 up to CF12500, 1972-73 models with vacuum retard only; add \$125.00 Core Charge	1		
TKC517R	Distributor , TR6, after comm. no. CF12500, 1974-76 models with vacuum retard only; add \$125.00 Core Charge	1		

ELECTRICAL SYSTEM

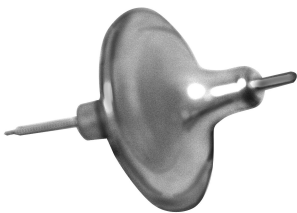
VACUUM UNITS FOR LUCAS DISTRIBUTORS, TR250, TR6

“High-Quality Replicas of Original Components”

Brand new vacuum units are now available for all TR250 and TR6 applications. These are very high-quality units manufactured as exact replicas of original components. Each unit is carefully calibrated by the manufacturer to perform in the applications listed.



LU54415212 VACUUM ADVANCE UNIT WITH
CONNECTING SPRING; PUSH-ON FITTING



LU54424200 VACUUM RETARD
UNIT, WITH CONNECTING
SPRING; PUSH-ON FITTING

Part No.	Description	No.Off	List Price	Your Price
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VACUUM UNITS FOR LUCAS MODEL 22D6
DISTRIBUTORS, TR250, TR6, 1968-70;
DUAL VACUUM UNIT TYPE

LU54415212	Vacuum Unit , advance, code is 3-7-8, fits distributors with Lucas part no. 41306; vacuum unit has connecting spring; push-on fitting	1		
LU54420219	Vacuum Unit , retard, code is 3-10-8R, fits distributors with Lucas part no. 41306; vacuum unit has connecting spring; push-on fitting	1		

VACUUM UNITS FOR LUCAS MODEL 22D6
DISTRIBUTORS, TR6, 1971-76;
SINGLE VACUUM RETARD TYPE

LU54400201	Vacuum Unit , retard; code is 3-10-7R, fits distributors with Lucas part no. 41385; vacuum unit has connecting spring; push-on fitting	1		
LU54424200	Vacuum Unit , retard; code is 3-10-7R, fits distributors with Lucas part no. 41558A-D; vacuum unit has connecting spring; push-on fitting	1		
LU54429013	Vacuum Unit , retard; code is 3-10-7R, fits distributors with Lucas part no. 41558E; vacuum unit has connecting spring; push-on fitting	1		

ELECTRICAL SYSTEM

VACUUM ADVANCE UNITS FOR TR6, 1971-76

“New Advance Unit Replaces Original Retard Unit for Better Performance, Power, and Economy”

TRF has been selling these components for about one year now with great success. Original vacuum RETARD did not make the cars run better. Instead it was part of a design to keep the cars from running as well as they might have in order to meet emission specifications. TRF has been selling HP282 since last year, and it will work well on your car. The other units provide other degrees of advance, and Dave Hagenbuch on the TRF Tech Line can advise you on which one to choose. Installation instructions are included with the parts themselves as well.



HP282

Part No.	Description	No.Off	List Price	Your Price
	VACUUM UNITS —Convert vacuum retard to vacuum advance, TR6, 1971-76; installation instructions included			
HP282	Vacuum Advance Unit , code 6-18-10	1		
HP283	Vacuum Advance Unit , code 3-7-8	1		
HP284	Vacuum Advance Unit , code 5-13-10	1		

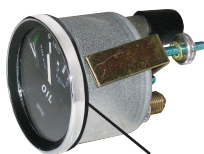
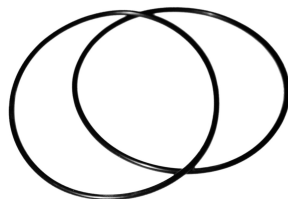
REPLACEMENT RUBBER SEALS—GAUGES TO DASH PANEL, TR250, TR6

“You’ll Want to Replace These If You Remove Your Gauges for Any Reason...”

TRF’s replacement gauge gaskets are made of a modern material which will last a long time and keep its elasticity. Original gaskets are often missing, or they may just fall into pieces when a gauge is removed. If they were never replaced, they have been in there for more than thirty years which is pretty good service.



SLP170 GASKET INSTALLED ON SPEEDOMETER

SLP171 GASKET
INSTALLED ON OIL
PRESSURE GAUGE

RFK632

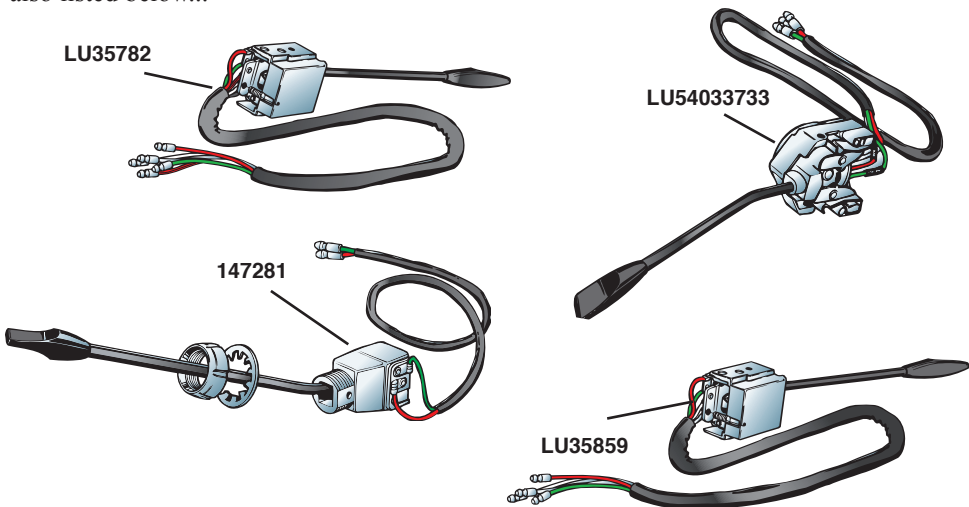
Part No.	Description	No.Off	List Price	Your Price
RFK632	GASKET KIT , for dash gauges, includes two large and four small gaskets for speedo, tach, temp gauge, fuel gauge, oil pressure gauge, and ammeter or voltmeter	1		
SLP170	Gasket , large, for speedo and tach	2		
SLP171	Gasket , small, for temp gauge, fuel gauge, oil pressure gauge, and ammeter or voltmeter	4		

ELECTRICAL SYSTEM

STEERING COLUMN SWITCHES, TR250, TR6

“Most of These Now Manufactured by TRF”

With the exception of the turn signal switch, TRF manufactures all of the switches listed in this section. The signal switch is still supplied in a Lucas box, but TRF switches are made to very high standards. Beware of cheap switches showing up on the market, some with incorrect wiring colours and shoddy manufacture. Note that TRF also had the corresponding RH steering switches manufactured for us and that these are also listed below...



Part No.	Description	No.Off	List Price	Your Price
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STEERING COLUMN SWITCHES,
models with LH steering such as U.S.

LU54033733	Switch , turn signal, all TR250, TR6	1		
LU35782	Switch , lighting, three-position switch mounted on RH side of steering column, TR250, TR6, 1968-72	1		
LU35859	Switch , headlamp dimmer, mounted on RH side of steering column, TR6, 1973-76	1		
147281	Switch , overdrive, mounted on LH side of steering column along with turn signal switch, all TR250, TR6	1		

STEERING COLUMN SWITCHES,
models with RH steering

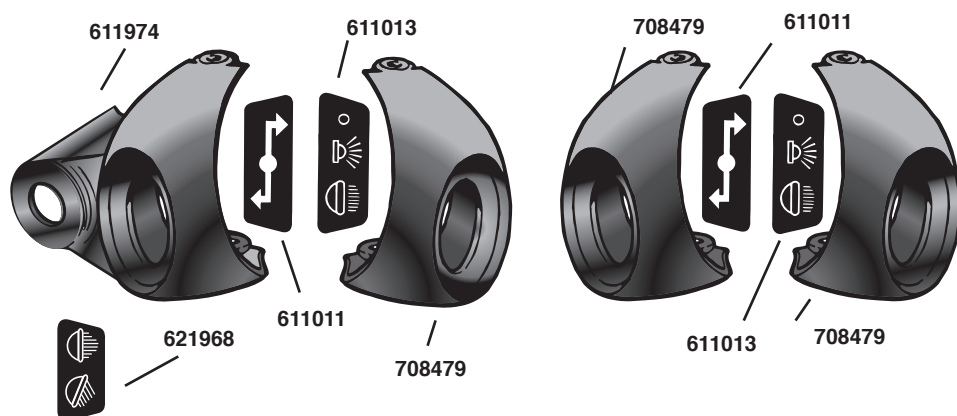
LU54033733	Switch , turn signal, all TR5, TR6	1		
LU35783	Switch , lighting, three-position switch mounted on RH side of steering column, TR5, TR6, 1968-72	1		
LU39242	Switch , headlamp dimmer, mounted on RH side of steering column, TR6, 1973-76	1		
147280	Switch , overdrive, mounted on RH side of steering column along with turn signal switch, all TR5, TR6	1		

ELECTRICAL SYSTEM

PLASTIC ESCUTCHEONS FOR STEERING COLUMN SWITCHES, TR250, TR6

“Freshen Up with New Escutcheons and New Decals”

The Roadster Factory manufactures everything listed here to enable you to replace cracked and sun-faded components with brand new. New escutcheons and new decals really make a difference, especially when you also remove and repaint the outer steering column and cowl assembly.



Part No.	Description	No. Off	List Price	Your Price
708479	Escutcheon , LH; not overdrive	1		
611974	Escutcheon , LH; with overdrive	1		
708479	Escutcheon , RH; all models	1		
508051	Screw , securing escutcheons to steering column cowl	2		
611011	Decal Label , turn signal switch	1		
611013	Decal Label , three-position light switch, 1968-72	1		
621968	Decal Label , dimmer switch, 1973-76	1		

SWITCH ESCUTCHEON KITS, TR250, TR6

“Handy Kits Make Ordering Quick and Easy”

Save time by ordering one part number to receive everything you need. The Roadster Factory supplies many kits of this kind, more than fifteen-hundred at present. Our kits are designed to save you time in ordering and in looking for the parts you need when you have time to work on your Triumph sports car.

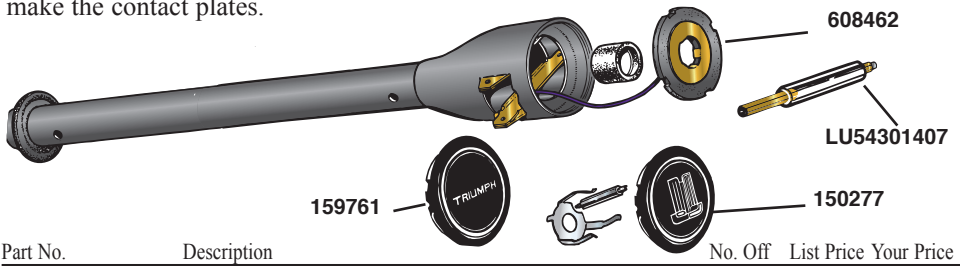
Part No.	Description	No. Off	List Price	Your Price
	ESCUTCHEON KITS ; including escutcheons, decals, hardware			
RFK639	Escutcheon Kit ; not overdrive	1		
RFK641	Escutcheon Kit ; with overdrive	1		

ELECTRICAL SYSTEM

HORN BUTTONS AND CONTACTS, TR250, TR6

“New Parts to Make Your Horns Work Properly...”

These parts allow the electrical current to travel down your steering column to operate your horns. It looks to be a simple system—I’m not sure why it is so hard to keep it working. Horn buttons are made by one of our English colleagues, and we make the contact plates.

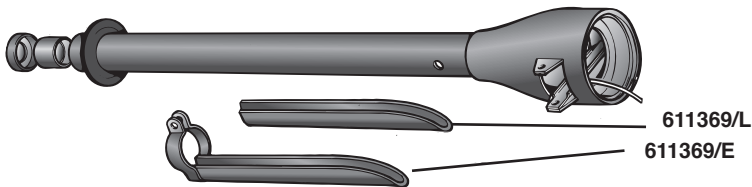


Part No.	Description	No. Off	List Price	Your Price
150277	Horn Button , Triumph shield emblem, 1968-72	1		
204741	Clip , securing early horn button	1		
159761	Horn Button , with word TRIUMPH, instead of shield emblem, 1973-776	1		
613766	Clip , securing later horn button	1		
LU54301407	Contact Tube , horn button, 1-5/8 inches TR250, TR6, 1970-76	1		
143760	Contact Tube , horn button, 2-1/2 inches, TR6, 1969 only	1		
608462	Contact Plate , with wire lead, fitted in top of steering column	1		

WIRING COVERS FITTED UNDER STEERING COLUMN, TR250, TR6

“Early and Late Types Available”

TRF has manufactured these, as we noticed that the little tabs break off after twenty or thirty years of use, and we find that they are popular parts. The part changed when the steering column lock was fitted in 1970, as it no longer required the clamp around the steering column to hold it in place. If you are disassembling the entire steering column, you will need the mounts and inner column bushes found on page 105.



Part No.	Description	No. Off	List Price	Your Price
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WIRING COVERS; fitted under steering column to hide wires from signal switch and other switches mounted on the steering column

611369/E	Wiring Cover , with clamp, TR250, TR6, 1968-69; models without locking steering columns	1		
611369/L	Wiring Cover , no clamp, TR6, 1970-76; models with steering column locks	1		

ELECTRICAL SYSTEM

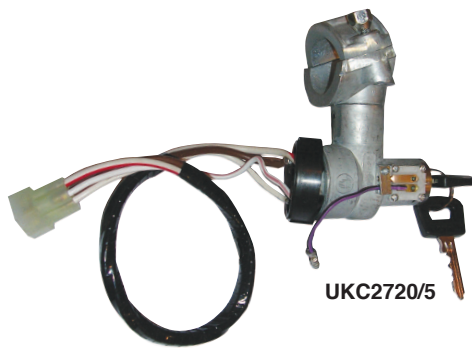
NEW STEERING COLUMN LOCKS WITH IGNITION SWITCHES, TR6, 1970-76

“We Are Still Receiving Parts to Service Your Needs Fairly Well...”

We are not as happy with the currently available components as we were with the steering column locks available when we wrote the previous edition of this catalogue. The ones we were getting then were made by a company which has now gone out of business. We now stock basically two varieties, but even within the two types, there is some variation. Sometimes, they come with shear bolts, sometimes not, and sometimes they come with keys with plastic heads and sometimes, they come with all metal keys. Of the two basic types, one comes with a switch fitted with a pigtail of colour-coded wires, and the other comes with a switch fitted with plug terminals and no wires. I will use the type of wiring to differentiate the two steering column locks in the listings below. If you have specific features which you desire in your new steering column lock with ignition switch, please discuss your needs with Albert Runyan in TRF Sales, and he will let you know what we can do. Please realize that the electrical switches which come with the lock and switch assemblies may not match what was on your car originally. If your old switch component is still working, this will not be a problem.



UKC2720/4



UKC2720/5

Part No.	Description	No.Off	List Price	Your Price
UKC2720/4	Steering Lock Assembly , with generic electrical component and two keys; electrical component is made with plug connectors	1		
UKC2720/5	Steering Lock Assembly , with generic electrical components and two keys; electrical component is made with a colour coded wiring pigtail	1		

ELECTRICAL SWITCH COMPONENTS;

original parts supplied under the part numbers listed; when necessary these will be superseded to reproduction part numbers

LU30399	Electrical Switch Component	1		
LU30563	Electrical Switch Component	1		
LU34680	Electrical Switch Component	1		
LU39415	Electrical Switch Component	1		
LU39911	Electrical Switch Component , new old stock	1		

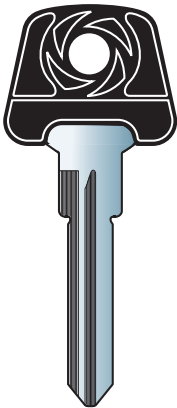
P.S. You can generally find the Lucas part number of your original electrical component on the component itself after you have removed it from the lock assembly. First remove a small screw on the right-hand side of the lock assembly, and the electrical components, aka ignition switch, will come out.

ELECTRICAL SYSTEM

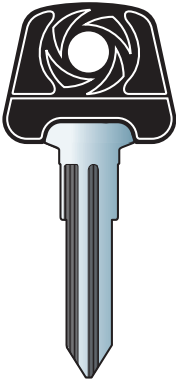
IGNITION KEY BLANKS, TR6, 1970-76

“These Keys Have Plastic Heads as Original”

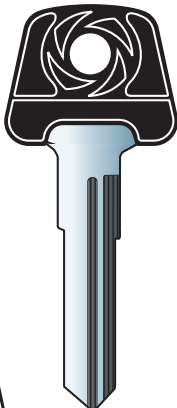
Selling key blanks by catalogue has its problems, but generally, we are able to match you up with the key you need by reference to the key illustrations and cross section drawings provided here. Note that, if the key fits in your lock, it is correct. Check it before you have it “cut” at your local locksmith, and if it is incorrect, just send it back for a replacement. Key cutting is done at locksmiths quite inexpensively, like a buck or two, maybe three where you live. I only paid a buck last time...



TRFKB103



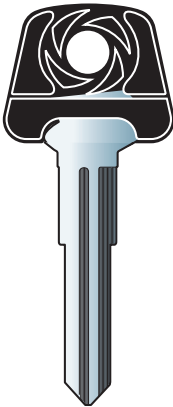
TRFKB106



TRFKB108



TRFKB104



TRFKB107

Part No.	Description	No. Off	List Price	Your Price
KEY BLANKS; most likely choices for TR6				
TRFKB103	Key Blank, British Leyland type	A/R		
TRFKB104	Key Blank, British Leyland series W2	A/R		
KEY BLANKS; other possibilities				
TRFKB106	Key Blank, British Leyland; usually found on late MGB	A/R		
TRFKB107	Key Blank, British Leyland series RV; usually found on late MG's	A/R		
TRFKB108	Key Blank, another British Leyland type	A/R		

ELECTRICAL SYSTEM

MASTER LIGHTING ROCKER SWITCHES, TR6, 1973-76 —CLEAR HOOTERS BRAND

“Some of These Still Available...”

Many enthusiasts love these switches, although they were recalled by BL dealers and replaced with Lucas switches, and TRF has an ongoing source at least for the time being. Note that if your switch was replaced by a Lucas switch through the recall, the metal plate to which the switch attaches on the back side of the dash will have been modified to accommodate the Lucas switch which is larger where it doesn't show, although it perfectly fits the rectangular hole in the wood dash panel.

520058



LU30731



Part No.	Description	No. Off	List Price	Your Price
520058	Switch , master lighting; original Clear Hooters brand rocker switch with escutcheon	1		
LU30731	Switch , master lighting; Lucas replacement for Clear Hooters switch, requires enlargement of metal dash backing	1		

P.S. The name Clear Hooters comes from the fact that the manufacturer of these switches was originally a manufacturer of horns, known as “hooters” in England at that time.



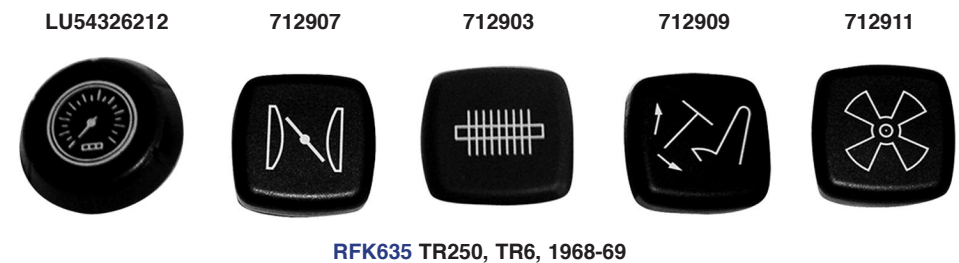
TR5 Dash with New Rocker Switches

ELECTRICAL SYSTEM

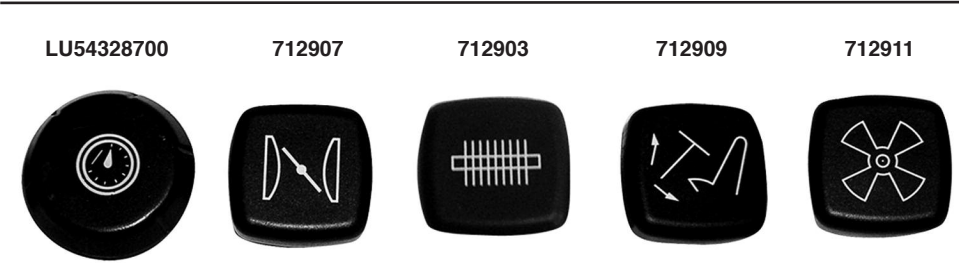
DASH KNOBS, TR250, TR6

“Better Knobs Fit Better and Look Better...”

TRF tooled up for these knobs in 2008, and I wish we had done it much sooner, as our knobs are far better than any others on the market. There is no question. I am asking for better photos this time, but it is hard to show how nice the knobs actually are in a photo. The lettering and symbols are crisp, white, and properly centered. The knobs themselves match each other perfectly with a flat black finish and good mouldings. The holes which lock them into place on the switches are on the correct side of the knob too. Believe it or not, we have seen knobs with the holes in the wrong sides so that the writing was sideways upon installation. You’ll love our knobs—I know I do.



RFK635 TR250, TR6, 1968-69



RFK636 TR6, 1970-71

Part No.	Description	No. Off	List Price	Your Price
RFK635	DASH KNOB SET, TR250, TR6, 1968-69	1		
712909	Knob, heater control, air distribution	1		
712911	Knob, heater control, heater blower	1		
712903	Knob, heater control, heater water valve	1		
712907	Knob, choke control	1		
LU54326212	Knob, panel lamp switch	1		
RFK636	DASH KNOB SET, TR6, 1970-71 models	1		
712909	Knob, heater control, air distribution	1		
712911	Knob, heater control, heater blower	1		
712903	Knob, heater control, heater water valve	1		
712907	Knob, choke control	1		
LU54328700	Knob, panel lamp switch	1		

Section Continues ►►

ELECTRICAL SYSTEM

DASH KNOBS, TR250, TR6—Continued

LU54328700



725373



725372



725370



725371



RFK637 TR6, 1972

LU54328700



725373



725372



725370



725371



712905



725374



RFK634 TR6, 1973-76

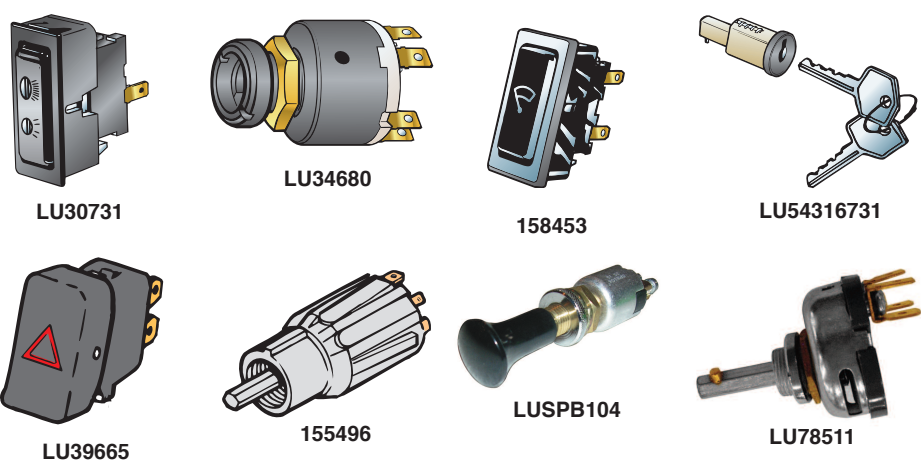
Part No.	Description	No. Off	List Price	Your Price
RFK637	DASH KNOB SET, TR6, 1972 models	1		
725370	Knob, heater control, air distribution	1		
725371	Knob, heater control, heater blower	1		
725372	Knob, heater control, heater water valve	1		
725373	Knob, choke control	1		
LU54328700	Knob, panel lamps switch	1		
RFK634	DASH KNOB SET, TR6, 1973-76 models	1		
725370	Knob, heater control, air distribution	1		
725371	Knob, heater control, heater blower	1		
725372	Knob, heater control, heater water valve	1		
725373	Knob, choke control	1		
LU54328700	Knob, panel lamps switch	1		
725374	Knob, windscreen wiper/washer switch	1		
712905	Knob, interior lamp switch, mounted on padded dash support	1		

ELECTRICAL SYSTEM

DASH-MOUNTED ELECTRICAL SWITCHES, TR250, TR6

*“Unavailable Switches May Become Available at Any Time
—Please Check the Web Site...”*

New parts show up every month, and items not currently available may become available in time. Therefore, I am listing some switches not included the last time. Note that current production of the Lucas rocker switches for wipers and washers have “chromed” bezels. This silver finish can be rubbed off with chrome polish if you prefer the original black bezels.



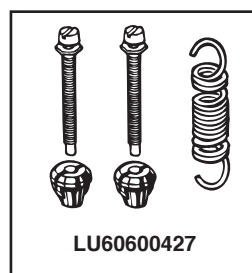
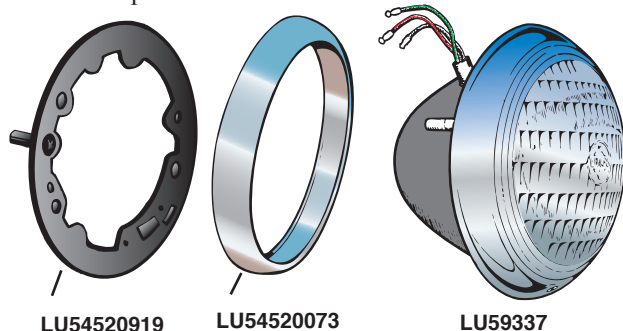
Part No.	Description	No.Off	List Price	Your Price
ROCKER SWITCHES				
LU30731	Switch, master lighting, 1973-76	1		
158453	Switch, windscreen wipers, 1968-72	1		
158452	Switch, windscreen washer, 1968-72	1		
LU35857	Switch, hazard warning, 1968-71	1		
LU39665	Switch, hazard warning, 1972	1		
OTHER SWITCHES				
LU78511	Switch, rheostat, panel lamps	1		
155496	Switch, wiper and washer, 1973-76	1		
155496/REPRO	Switch, wiper and washer; replacement for previous; fitting will require ingenuity; takes original knob	1		
LU39976	Switch, hazard warning, 1973-76	1		
REP39976	Switch, hazard warning, 1973-76, replacement switch with black knob and funky connections	1		
LUSPB104	Switch, interior lamps, mounted on padded dash support, 1973-76	1		
IGNITION LOCK AND SWITCH,				
	mounted on center dash pad, 1968-69			
LU34680	Ignition Switch; requires lock and key set	1		
LU54316731	Lock and Key Set, for ignition switch	1		
TRFKB109	Key Blank, uncut replacement, ignition lock, FT series	1		

ELECTRICAL SYSTEM

HEADLAMP ASSEMBLIES, TR250, TR6

“Steel Components Provide Replacements for Deteriorated Originals”

New headlamps include steel buckets, inner rims, outer rims, rubber gaskets, wiring leads, and sealed beam light units. Note that, as many Lucas components are now supplied by aftermarket suppliers, some fine points of original fit and quality are lost. I am not saying these are bad products, and I have used them myself on several restorations. They just don't go together quite as nicely as the ones made at the time the cars were produced.



501478

Part No.	Description	No.Off	List Price	Your Price
LU59337	HEADLAMP ASSEMBLY , complete assembly as described above	2		
SLP146	Headlamp Bucket , steel, with clip	2		
LU54520073	Outer Rim , chromed	2		
LU54528191	Plate , lamp retaining, inner	2		
LU54521913	Plate , lamp retaining, outer	2		
AB606021	Screw , securing outer retaining rim to inner rim	6		
LU60600427	Headlamp Trimmer Kit ; includes screws and plastic nuts for headlamp adjustment plus spring to anchor inner retaining plate to lamp bucket	2		
GLB700	Lamp Unit , sealed beam	2		
501478	Wiring Lead , comes with plug	2		
LU54520919	Gasket , rubber, headlamp to fender	2		

ELECTRICAL SYSTEM

LUCAS PL700 TRIPOD HEADLAMPS

“Replica Parts with Lucas Name Embossed in Glass”

This writer has a pair of genuine Lucas PL700 Tripod Headlamps on his Triumph TR3A sports car. These were purchased many years ago and carefully hoarded for use on my car. I fitted these with modern halogen bulbs, and they light up the road like modern halogen lamps, maybe better. They also look fantastic on my car. The only way to find original Lucas PL700 Tripod Headlamps now is to buy them at high prices on e-bay or from other sources of NOS classic car components.

Soon to be available again, however, are replica Tripod Headlamps made on a base with an H4 configuration. These will take H4/P43t(9003) bulbs which you can find anywhere, I am told. The lamps will be made in the Far East, but they are made under license from Lucas, and they have “Lucas, Made in England” markings like original lamps. We had purchased a previous version of these lamps from the same U.S. parts wholesaler, and we are told that the new run will be even better. If you want PL700 Tripod Headlamps on your TR250, TR6 or other British car, please keep an eye on this section in the web version of this catalogue, and a price will appear as soon as they have become available again.



HP700



TR3A Fitted with
Original Lucas PL700
Tripod Headlamps

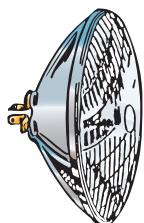
Part No.	Description	No.Off	List Price	Your Price
HP700	Headlamp Kit , replica; includes two PL700 Tripod Headlamps; comes with H4 halogen bulbs and rubber dust boots	1		
HLB55/60	Replacement Bulb , as supplied in the lamp kit listed above, 55/60 watts	A/R		
HLB55/100	Replacement Bulb , to fit lamp kit listed above, 55/100 watts; very bright high beam for off-road or rallye usage	A/R		

ELECTRICAL SYSTEM

HEADLAMP LIGHT UNITS, TR250, TR6

“Several Choices Available from Sealed Beams to Off-Road Halogens”

You will want check your state regulations, as some bright halogens are legal only in off-road situations in various localities. I have dropped several listings from this section this time, and I have kept the ones which seem to please customers the most.



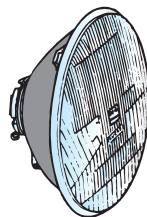
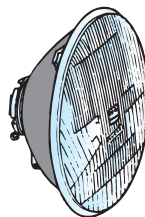
GLB700



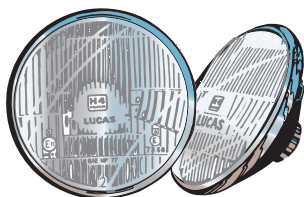
HLB55/60



HLB55/100



RFK1480



RFK1488



RFK1489

Part No.	Description	No. Off	List Price	Your Price
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SEALED BEAM LIGHT UNITS

GLB700	Light Unit; Wagner brand originally supplied by Lucas is no longer available	2		
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STREET-LEGAL HALOGEN LAMP KITS

RFK1480	Headlamp Kit, halogen lamps, requiring separate bulbs, round face; kit includes lamps and bulbs	1		
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OFF-ROAD HALOGEN LAMP KITS

RFK1488	Headlamp Kit, Lucas H4 halogen lamps, requiring separate bulbs, round face with “H4” embossed on the glass; includes lamps and bulbs	1		
RFK1489	Headlamp Kit, Lucas European H4 halogen lamps, requiring separate bulbs, round face with “Lucas European” embossed on the glass; includes lamps and bulbs	1		

REPLACEMENT HALOGEN BULBS

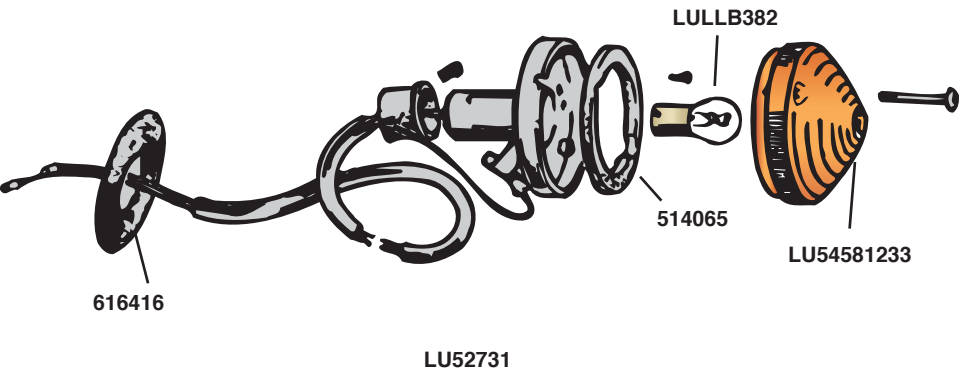
HLB55/60	Halogen Bulb, 55/60 watts, as supplied in all halogen lamp kits listed above	2		
HLB55/100	Halogen Bulb, 55/100 watts, for off-road or rallye use; very bright high beam	2		

ELECTRICAL SYSTEM

FRONT SIGNAL LAMPS, TR250

“Buy Some Parts, or Replace Your Lamps”

Complete lamps are available as well as a number of components.



Part No.	Description	No.Off	List Price	Your Price
LU52731	FRONT SIGNAL LAMP ASSEMBLY, with amber lens	2		
LU54581233	Lens, amber	2		
514065	Gasket, lens to lamp	2		
616416	Gasket, lamp to grille	2		
LULLB382	Bulb, front signal lamps	2		

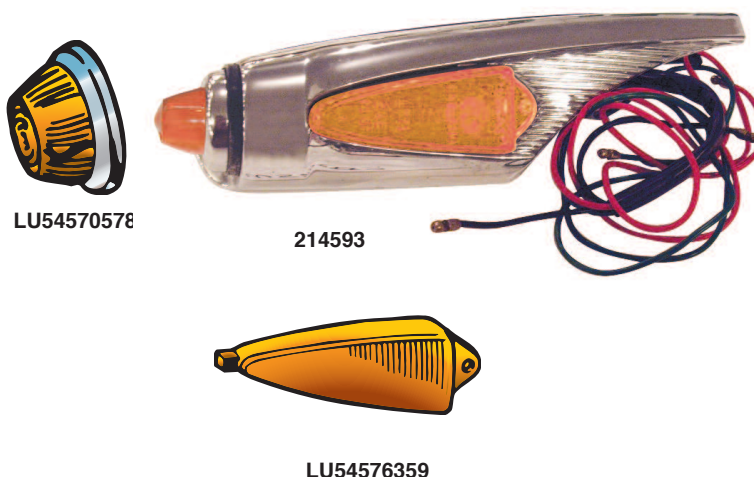


ELECTRICAL SYSTEM

FRONT SIDEMARKER LAMPS, TR250

“Very High-Quality Replacement Lamps Supplied in Lucas Boxes”

Lamps come complete with wiring, gaskets, lenses, hardware, and very high-quality castings with excellent chrome plating. If you’ve been struggling with deteriorated originals with pitted castings, this is good news. These parts were carefully manufactured to insure an even better fit than brand-new originals, and they have been very well-received in England. These lamps are expensive, but they are as near to perfect as it is possible to achieve...



Part No.	Description	No. Off	List Price	Your Price
SIDEMARKER AND PARKING LAMPS,				
	TR250, with amber sidemarker lens and amber parking lens			
214593	Lamp Assembly, LH	1		
214592	Lamp Assembly, RH	1		
REPLACEMENT LENSES				
LU54576359	Lens, front sidemarker, amber	2		
LU54570578	Lens, front parking, amber, with chromed ring	2		
REPLACEMENT BULBS				
LULLB989	Bulb, front parking lamps	2		
LULLB501	Bulb, front sidemarker lamps	2		

Note: Photo on facing page shows TR5 with clear parking lens. This was original for various TR5 model variations.

ELECTRICAL SYSTEM

TAIL LAMPS AND REAR SIDEMARKER LAMPS, TR250

“Repair Your Old Lamps If You Can, or Purchase New Lamp Assemblies if Necessary...”

It is nice to keep old parts when you can, as reproduction parts are never quite as nice as original parts were when they were new. But reproduction parts may look nicer and work better than original parts that have seen forty years of service. At TRF, we work hard to provide you with parts you will be happy to add to your car.



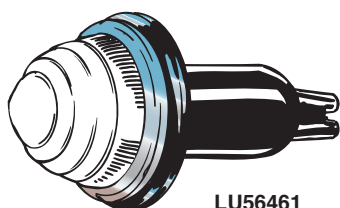
Part No.	Description	No.Off	List Price	Your Price
LU54548	TAIL LAMP ASSEMBLY , with red stop lamp lens and red signal lens	2		
LU54547	TAIL LAMP ASSEMBLY , with red stop lamp lens and amber signal lens	2		
LU54578034	Lens , red/red	2		
LU54578033	Lens , red/amber	2		
510906	Gasket , lenses to lamps	2		
133364	Gasket , lamps to fenders	4		
LULLB380	Bulb , stop lamps	2		
LULLB382	Bulb , turn signal	2		
LU54538	REAR SIDEMARKER LAMP , red lens	2		
LU54578654	Lens , red	2		
517336	Gasket , lenses to lamps	2		
142925	Gasket , lamps to rear fenders	2		
LULLB504	Bulb , rear sidemarker lamps	2		

ELECTRICAL SYSTEM

BACK-UP LAMPS AND LICENSE PLATE LAMPS, TR250

“Most Parts Still Available to Restore These Lamps...”

Triumph with its usual genius added back-up lamps to the TR250 by taking a stock Lucas parking lamp and fitting it onto the curves of the TR250 body by utilizing angled rubber plinths or mounting bases. All of these parts are still available in original quality. I am not so proud of the license lamps at present, but they will work if your old ones are missing or completely unserviceable.



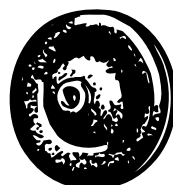
LU56461



148929



LU53941



600395

Part No.	Description	No.Off	List Price	Your Price
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BACK-UP LAMPS

LU56461	LAMP ASSEMBLY , back-up, clear lens	2		
LU576105	Lamp Body , rubber	2		
LU54581622	Lens , clear glass	2		
LU572734	Rim , chromed	2		
LULLB382	Bulb	2		
148929	Plinth , back-up lamp, LH, TR250	1		
148928	Plinth , back-up lamp, RH, TR250	1		

LICENSE PLATE LAMPS, fitted in rear bumper over-riders

LU53941	LAMP ASSEMBLY , rear number plate	2		
LULLB207	Bulb , rear number plate lamp	2		

RELATED DETAILS

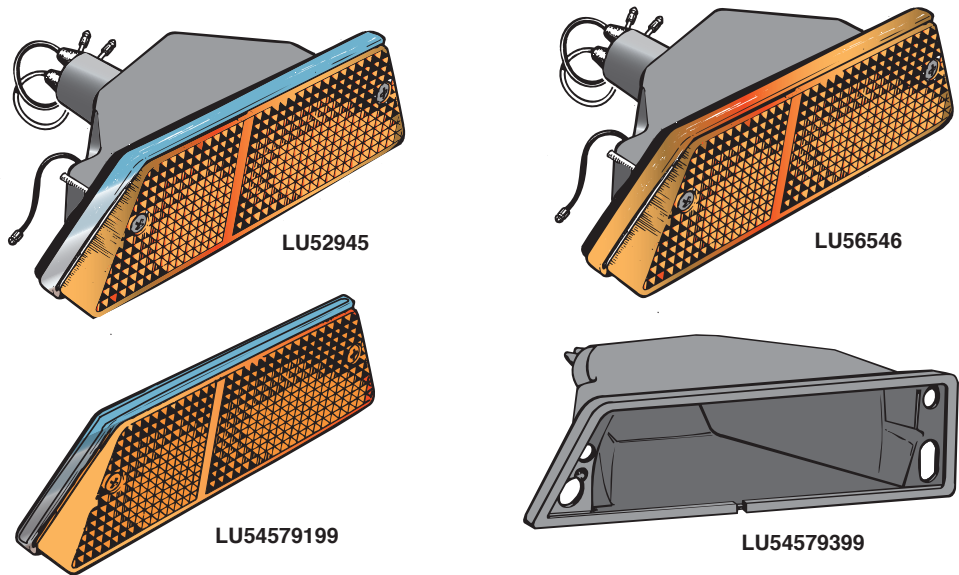
611406	Clip , wiring to bumper brackets	2		
600395	Grommet , rubber, holes in trunk sides	2		
509355	Screw , securing lamps to over-riders	4		
613023	Nut , spire, fitted to over-riders	4		

ELECTRICAL SYSTEM

FRONT SIGNAL LAMPS, TR6, 1969-74

“High-Quality Lenses Manufactured by The Roadster Factory”

Complete lamp assemblies are available for the RH side of the car with either early or late lenses. All lenses are available, and the rubber lamp bodies have become available recently. I always meant to manufacture these, but the ones we have come from an English source.



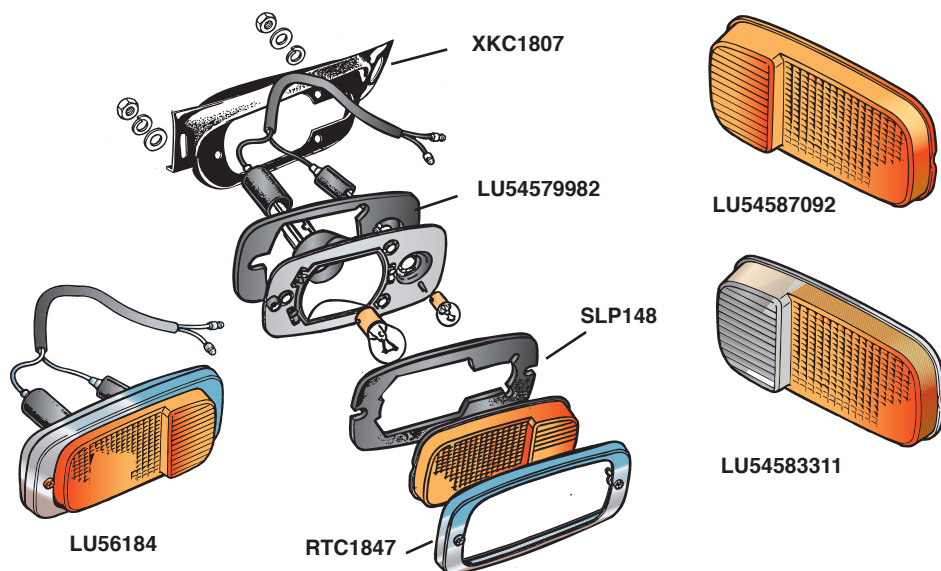
Part No.	Description	No.Off	List Price	Your Price
LAMP ASSEMBLIES				
LU52946	Lamp Assembly, front signal, LH, 1969-72; lens has chromed edge	1		
LU52945	Lamp Assembly, front signal, RH, 1969-72; lens has chromed edge	1		
LU56546	Lamp Assembly, front signal, LH, 1973-74; lens has plain edge	1		
LU56545	Lamp Assembly, front signal, RH, 1973-74; lens has plain edge	1		
LENSES				
LU54579199	Lens, with chromed edge, LH, 1969-72	1		
LU54579198	Lens, with chromed edge, RH, 1969-72	1		
LU54585030	Lens, with plain edge, LH, 1973-74	1		
LU54585029	Lens, with plain edge, RH, 1973-74	1		
RUBBER LAMP BODIES				
LU54579399	Body, lamp, rubber, LH, 1969-74	1		
LU54579395	Body, lamp, rubber, RH, 1969-74	1		
BULBS				
LULLB380	Bulb, front signal lamp	2		

ELECTRICAL SYSTEM

FRONT SIGNAL LAMPS, TR6, 1975-76

“Original Old-Stock Lucas Lenses Are the Best”

When Lucas still maintained a headquarters in Troy, Michigan, and Charlie Coleman was the National Accounts Manager, Lucas did some wonderful things for The Roadster Factory. Among these things was manufacturing thousands of lenses for us on the original tooling. Among the lenses we purchased at that time were the late TR6 signal lenses. We still have lots of stock, and we will have for years to come. No repros necessary on these parts...



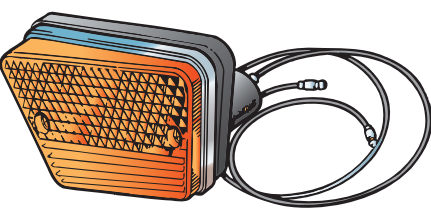
Part No.	Description	No. Off	List Price	Your Price
LAMP ASSEMBLIES , 1975-76, fitted to brackets bolted under the front bumpers				
LU56184	Lamp Assembly , front signal and parking; fits LH or RH, 1975 models	2		
LU56844	Lamp Assembly , front signal and parking; fits LH or RH, 1976 models	2		
MOUNTING BRACKETS , fitted under front bumpers				
XKC1807	Bracket , mounting signal lamp, LH	1		
XKC1808	Bracket , mounting signal lamp, RH	1		
LENSES , new old stock Lucas in old boxes				
LU54583311	Lens , amber and clear, 1975 models	2		
LU54587092	Lens , amber and amber, 1976 models	2		
RTC1847	Rim , lamp, chromed, retaining lenses	2		
SLP149	Screw , securing rims and lenses	4		
GASKETS				
SLP148	Gasket , lenses to lamps	2		
LU54579982	Gasket , lamps to mounting brackets	2		
BULBS				
LULLB382	Bulb , signal lamps	2		
LULLB989	Bulb , parking lamps	2		

ELECTRICAL SYSTEM

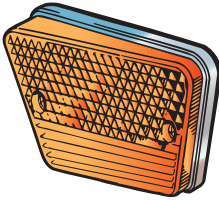
FRONT SIDEMARKER LAMPS, TR6

“TRF Lenses Are Made with Correct SAE Reflective Jewels for U.S.A. Driving”

Sidemarker lenses for the English market were plain, without the reflective jewels which are very expensive to reproduce. Some U.S. vendors sell the English lenses which may not be legal and could cause insurance problems in case of an accident. You can get the right lenses here at TRF.



LU52942



LU54579801

Part No.	Description	No.Off	List Price	Your Price
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SIDEMARKER LAMP ASSEMBLIES;

include rubber body, metal base, wiring, and lens

LU52942	Front Sidemarker Lamp, LH, 1969-76	1		
LU52941	Front Sidemarker Lamp, RH, 1969-76	1		

SIDEMARKER LENSES

LU54579801	Lens, front sidemarker, LH, 1969-76	1		
LU54579800	Lens, front sidemarker, RH, 1969-76	1		

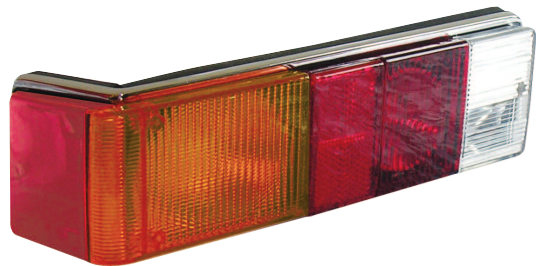
BULBS, front sidemarker lamps

LULLB989	Bulb	2		
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TAIL LAMPS, TR6

“Complete Lamps Now Available as a Set, But Not Inexpensive! Lots of Parts Too...”

Everything you could need is listed here, whether you are rebuilding your old tail lamps or completely replacing them. TRF manufactures some of the lenses listed here, and we are planning to make some more.



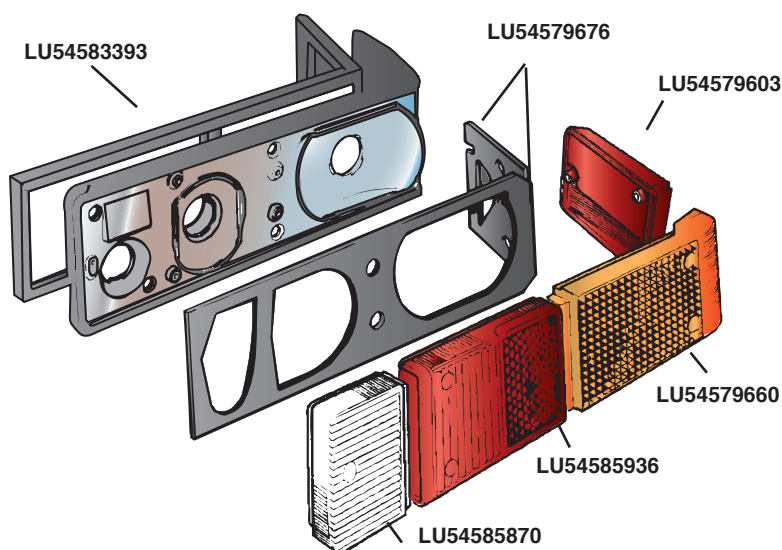
RFK1715

Part No.	Description	No.Off	List Price	Your Price
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RFK1715	TAIL LAMP KIT; includes one pair of lamp assemblies, comprising chromed bases, lenses, and gaskets; order bulbs and bulbholders separately	1		
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ELECTRICAL SYSTEM

TAIL LAMPS, TR6—Continued



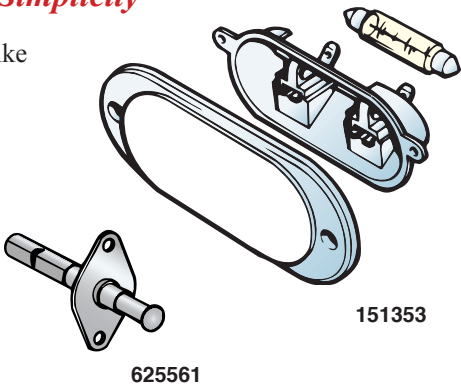
Part No.	Description	No.Off	List Price	Your Price
TAIL LAMP LENSES, LH side, 1969-76				
LU54585937	Lens, stop lamp and tail lamp, with reflector, red, LH	1		
LU54579659	Lens, rear signal, amber, LH	1		
LU54585869	Lens, back-up, clear, LH	1		
LU54579601	Lens, rear sidemarker, red, LH	1		
TAIL LAMP LENSES, RH side, 1969-76				
LU54585936	Lens, stop lamp and tail lamp, with reflector, red, RH	1		
LU54579660	Lens, rear signal, amber, RH	1		
LU54585870	Lens, back-up, clear, RH	1		
LU54579603	Lens, rear sidemarker, red, RH	1		
BULBHOLDERS				
LU54523326	Bulbholder, sidemarker lamps	2		
LU54577578	Bulbholder, signal and back-up lamps	4		
LU54577579	Bulbholder, stop/tail lamps	2		
BULBS				
LULLB989	Bulb, sidemarker lamps	2		
LULLB382	Bulb, turn signal and back-up lamps	4		
LULLB380	Bulb, stop/tail lamps	2		
RFK149	GASKET SET, tail lamps; including all parts indented	1		
LU54583393	Gasket, tail lamp to car, LH	1		
LU54584607	Gasket, tail lamp to car, RH	1		
LU54579676	Gasket Set, lenses to lamps	2		
RFK622	HARDWARE KIT, securing tail lamps to car; includes thirty-six pieces	1		

ELECTRICAL SYSTEM

TRUNK LAMP, TR6

“A Design That Is Elegant in Its Simplicity”

I don’t know if this is a Lucas product like most Triumph electricals. The late license plate lamps are Lucas products, and the thinking on the two parts is very much the same. Whoever made it, I have always appreciated its simplicity of design.

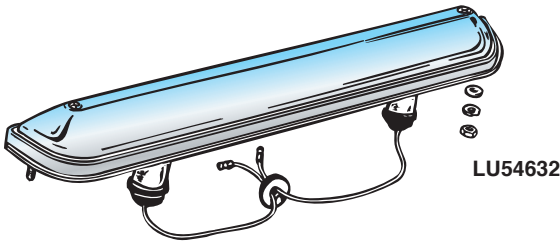


Part No.	Description	No.Off	List Price	Your Price
151353	LAMP KIT , trunk interior	1		
LULLB256	Bulb , trunk lamp	1		
	HARDWARE , securing trunk lamp to bulkhead board			
YX5363	Screw , self-tapping	2		
FU2543/9	Nut , spire	2		
625561	Switch , trunk lamp	1		
YX5363	Screw , securing trunk lamp	2		

REAR LICENSE PLATE LAMP, TR6, 1969-72

“A Beautiful Chromed Part to Light Your Number Plate”

These lamps have been manufactured in England, and the quality is excellent. It is interesting to compare this elegant but fairly high-cost way of lighting the number plate with Triumph’s later method which has an elegance of its own in the simplicity of its design.



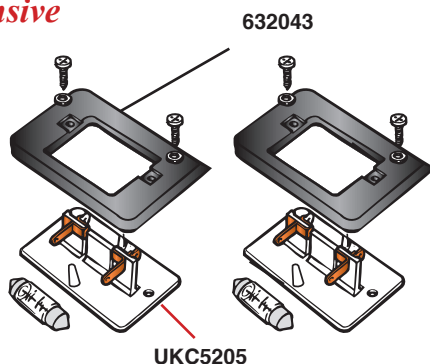
Part No.	Description	No.Off	List Price	Your Price
LU54632	LAMP ASSEMBLY , lighting rear number plate, TR6, 1969-72	1		
LU54579264	Lens , plastic, number plate lamp, LH	1		
LU54579265	Lens , plastic, number plate lamp, RH	1		
LULLB207	Bulb , number plate lamp	2		

ELECTRICAL SYSTEM

REAR LICENSE PLATE LAMPS, TR6, 1973-76

“Triumph Thought of a Less-Expensive Way to Do the Job”

I love the way these little lamps saved weight and production cost on the later TR6 models. I always wonder if the designer who thought them up got a little bonus in his monthly pay check. I don't know if the designer worked for Triumph or for Lucas. Certainly, the part was manufactured by Lucas.

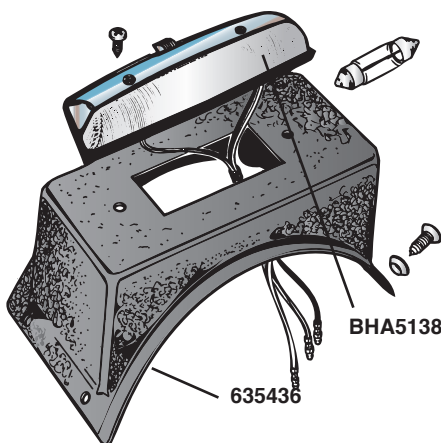


Part No.	Description	No.Off	List Price	Your Price
RFK453	REAR LICENSE LAMP KIT ; includes two lamps, two bases, and new hardware	1		
UKC5205	Lamp , rear license plate, clear plastic, with contacts and bulb	2		
632043	Lamp Base , black plastic	2		
LULLB239	Bulb , for license plate lamp	2		

COURTESY LAMP, EARLY TR6

“Makes a Great Retro-Fit for TR250 or Late TR6”

These great little lamps were fitted to plinths that straddled the prop shaft tunnel behind the seats on TR6 models, 1969-72. These are really handy lamps with a switch right on the lamp itself, and I regret that it was not fitted to later cars. As a retro, it can be centered and mounted right on the rear shelf behind the prop shaft tunnel, or you can purchase a new mounting plinth.



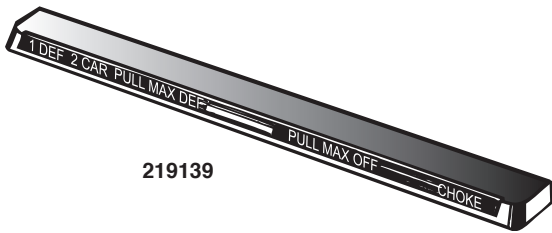
Part No.	Description	No.Off	List Price	Your Price
BHA5138	Courtesy Lamp Assembly , with chromed cover; original for TR6 models, 1969-72	1		
635436	Plinth , steel, mounting courtesy lamp to prop shaft tunnel; cover this to match your interior or paint it	1		

ELECTRICAL SYSTEM

HEATER CONTROLS LAMP, TR6, 1973-76

“TRF May Manufacture These Now”

We had purchased some from a small Triumph shop on the west coast a couple of years back. That company’s run seems to be sold out now, and there seem to be no plans to make more. They were severely overpriced anyway. We sold a hundred or so based on the high cost we paid, and I think we can make them for a lot less. We will have to make one-thousand though. I will keep you posted if you read my weekly e-mail newsletter.



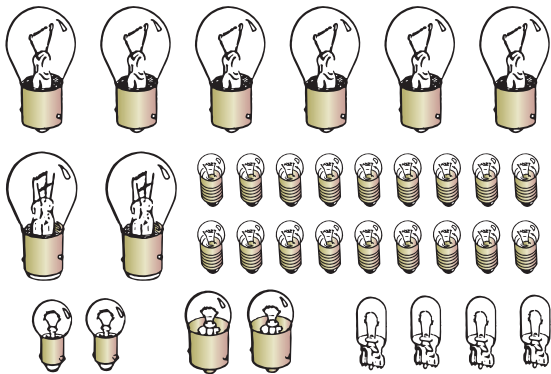
219139

Part No.	Description	No.Off	List Price	Your Price
219139	Lamp, heater controls, TR6, 1973-76	1		

COMPLETE BULB KITS, TR250, TR6

“Replace All Your Bulbs at Restoration Time...”

When you are doing a major overhaul or a frame-up restoration, you may want to replace every bulb to get a fresh start. Or, you may want to have a complete assortment of required bulbs on hand for spares. Either way, The Roadster Factory provides handy kits of bulbs, always genuine Lucas brand supplied in Lucas boxes...



RFK1608



Part No.	Description	No. Off	List Price	Your Price
RFK1608	Complete Bulb Kit, TR250, 1968: 34 bulbs	1		
RFK730	Complete Bulb Kit, TR6, 1969-72; 42 bulbs	1		
RFK731	Complete Bulb Kit, TR6, 1973-74; 40 bulbs	1		
RFK732	Complete Bulb Kit, TR6, 1975-76; 43 bulbs	1		

ELECTRICAL SYSTEM

LIGHT BULBS FOR ALL APPLICATIONS, TR250, TR6

“Genuine Lucas Bulbs for Every Lamp”

TRF maintains availability of genuine Lucas bulbs for all TR250 and TR6 applications...



LULLB207



LULLB239



LULLB256



LULLB989



LULLB281



LULLB286



LULLB380



LULLB382



LULLB501



LULLB504



LULLB987



Light bulbs
supplied in
Lucas boxes

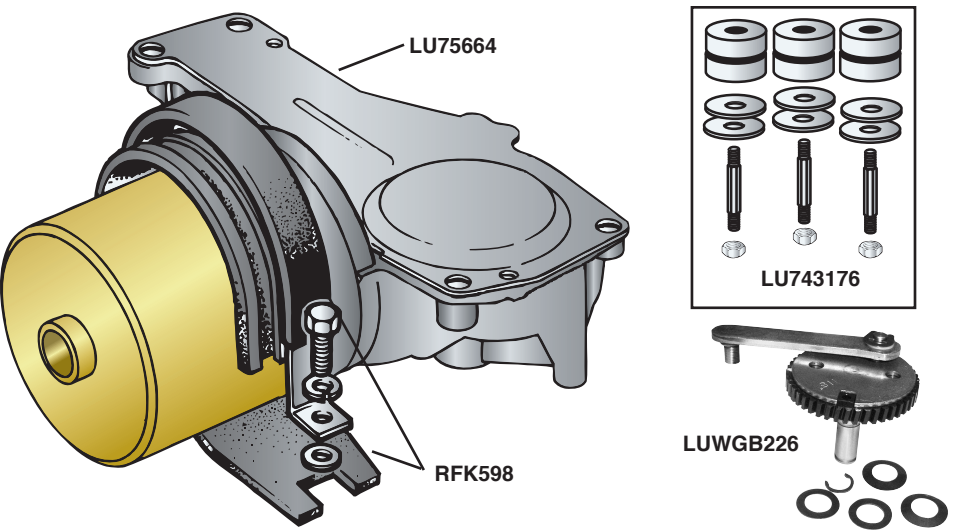
Part No.	Description	No. Off	List Price	Your Price
LIGHT BULBS, TR250 models				
LULLB382	Bulb , front signal lamps	2		
LULLB989	Bulb , front parking lamps	2		
LULLB501	Bulb , front sidemarker lamps	2		
LULLB504	Bulb , rear sidemarker lamps	2		
LULLB380	Bulb , tail lamps/rear brake lamps	2		
LULLB382	Bulb , rear signal lamps	2		
LULLB207	Bulb , rear license plate lamps	2		
LULLB987	Bulb , instrument and warning lamps	12		
LIGHT BULBS, TR6 models				
LULLB382	Bulb , front signal lamps, 1975-76	2		
LULLB382	Bulb , rear signal lamps	2		
LULLB382	Bulb , back-up lamps	2		
LULLB380	Bulb , front signal lamps, 1969-74	2		
LULLB380	Bulb , tail lamps, rear brake lamps	2		
LULLB989	Bulb , front parking lamps, 1975-76	2		
LULLB989	Bulb , front sidemarker lamps	2		
LULLB989	Bulb , rear sidemarker lamps	2		
LULLB207	Bulb , rear license plate lamp, 1969-72	2		
LULLB239	Bulb , rear license plate lamps, 1973-76	2		
LULLB256	Bulb , trunk lamp	1		
LULLB239	Bulb , tunnel lamp; courtesy lamp, 1969-72	1		
LULLB987	Bulb , instrument panel and gauge lamps; screw-in type	12		
LULLB987	Bulb , warning lamps in speedo and tach	4		
LULLB987	Bulb , brake and hazard warning lamps, 1969-72	2		
LULLB987	Bulb , glove box illumination	1		
LULLB281	Bulb , inside hazard knob	1		
LULLB281	Bulb , warning tags, 1972-76	1-5		
LULLB281	Bulb , courtesy lamps, under dash, 1973-76	2		
LULLB286	Bulb , heater controls lamp, 1973-76	1		

ELECTRICAL SYSTEM

WINDSCREEN WIPER MOTORS, TR250, TR6

“Wiper Motors and Mountings Are Listed Here...”

At the time of writing, we are still getting brand new TR6 wiper motors, but new TR250 motors are unavailable. However, we offer a rebuild service on TR250 motors, and the quality of these is excellent. Note that a good retro fit is to switch to a TR6 wiper motor on your TR250, something I did on my TR250 rallye car. At the same time, you should switch to TR6 wheelboxes, and you can also switch to TR6 blades and arms, all of which are heavier and more stable than the TR250 versions. All you need to do is to fit a TR6 wiper motor mounting bracket to the bulkhead shelf of your TR250 and then to substitute the additional components. On the TR6, the bracket was welded to the bulkhead shelf, but it can be bolted into place if you prefer on your TR250 without looking much like a modification.

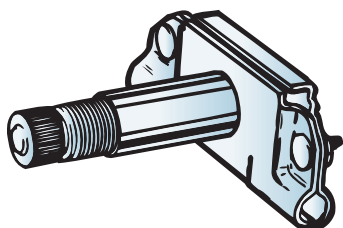


Part No.	Description	No. Off	List Price	Your Place
LU75568R	Wiper Motor , rebuilt unit, TR250; original two-speed motor; send old unit with order	1		
LU75664	Wiper Motor , brand new unit, TR6; supplied without gear	1		
LUWGB226	Gear Assembly , wiper drive, LHS, TR6	1		
WIPER MOTOR MOUNTING COMPONENTS				
LU743176	MOUNTING KIT , wiper motor; fits TR250 models with original motors; includes studs, washers, rubber mounts, and hardware	1		
RFK598	MOUNTING KIT , wiper motor; fits TR6 models; includes rubber pad, steel strap with rubber sleeve, and new hardware	1		
150844A	Pad , rubber, under motor; included in kit	1		
	BRACKET , TR6 wiper motor; use for conversion on TR250 models			
625533/Z	Bracket , TR6 wiper motor mounting, welded to bulkhead	1		

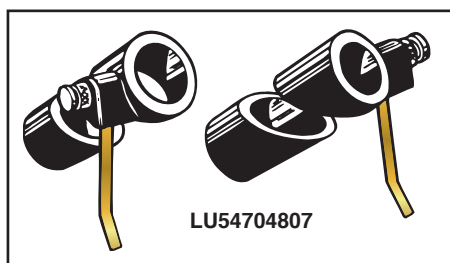
ELECTRICAL SYSTEM

WINDSCREEN WIPER WHEELBOXES AND FITTING KITS,
TR250, TR6***“TRF Wheelbox Bezels Don’t Break...”***

TRF has now manufactured the TR6 wheelboxes to go with the fitting kits we had made years ago. People write about the bezels breaking. I don’t think ours break easily, and I’ll put my money where my mouth is... If you buy from us, I’ll guarantee the bezels against breaking for two full years. I believe in the stuff we make...



LU72879



LU54704807



GWN256

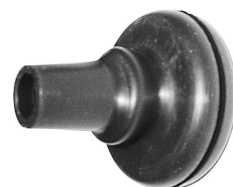
Part No.	Description	No. Off	List Price	Your Price
LU72850	Wheelbox Assembly , TR250 only	2		
LU72879	Wheelbox Assembly , TR6 models, not TR250	2		
LU54704807	Wheelbox Fitting Kit ; includes angled bushes and black outer bezels with washer jets and tubes; one kit fits both wheelboxes	1		
GWN259	Nut , chromed, securing wheelboxes, TR250	2		
GWN256	Nut , chromed, securing wheelboxes, TR6	2		

P.S. Access to wheel boxes is under the dash. After you remove instruments, glove box, demister hoses, etc. You will find two steel plates, usually painted black, secured to the plenum with screws. You can just work through the holes behind the plates to remove back plates from wheelboxes, releasing the wiper drive tubes. On the outside of the car, remove wiper blades and chromed nuts. This will free the wheelboxes so that you can remove them from under the dash. This is tedious work, and you won’t want to do it more than once, so be sure you do it right the first time.

WINDSCREEN WIPER DRIVE GROMMETS, TR250, TR6

“Original-Design Long-Nipple Grommets”

TRF had to make these especially, but they are just right for the job.



SLP222

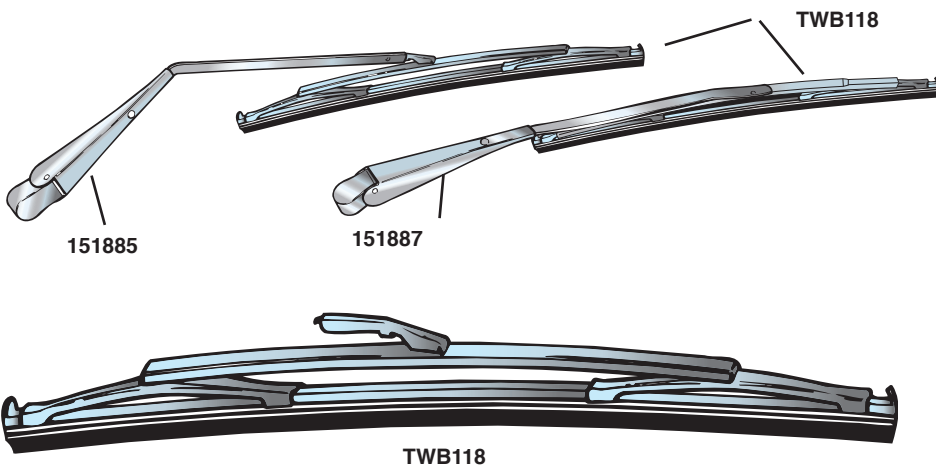
Part No.	Description	No. Off	List Price	Your Price
SLP222	Rubber Grommet , nipple type; wiper drive to bulkhead	1		

ELECTRICAL SYSTEM

WINDSCREEN WIPER ARMS AND BLADES, TR250, TR6

“TRF Sells Genuine Tex-Brand Wiper Blades from England”

Arms are replicas of original parts with correct angles and correct dimensions. The TR6 arms are made by Tex in England, an original-equipment supplier. The TR250 arms are replicas manufactured by a third party. The blades we sell are Tex brand replacements for Trico originals which have not been available for about twenty years. We know that we can trust Tex brand blades. Regrettably, they are a little more expensive than others on the market, but how often must you purchase wiper blades? Doesn't it make sense to have ones that keep the windscreen clear in a storm?



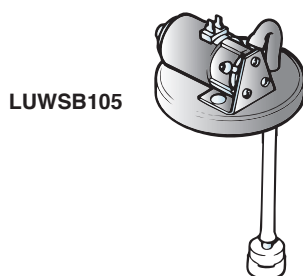
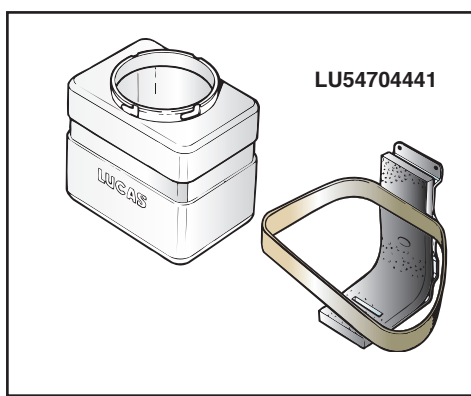
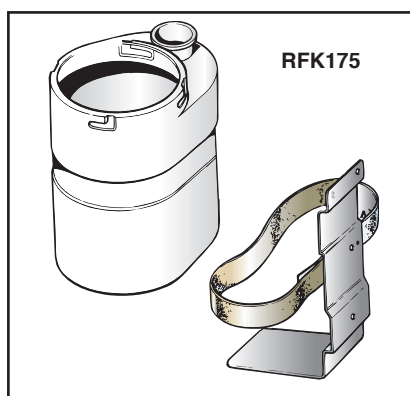
Part No.	Description	No. Of	List Price	Your Price
WIPER ARMS AND BLADES, TR250				
148574	Wiper Arm, LH	1		
148573	Wiper Arm, RH	1		
TWB219	Wiper Blade Assembly	2		
SILVER ARMS AND BLADES, TR6 1969-72				
151887	Wiper Arm, LH	1		
151885	Wiper Arm, RH	1		
TWB118	Wiper Blade Assembly	2		
BLACK ARMS AND BLADES, TR6 1973-76				
159685	Wiper Arm, LH	1		
159684	Wiper Arm, RH	1		
TWB180	Wiper Blade Assembly	2		

ELECTRICAL SYSTEM

WINDSCREEN WASHER EQUIPMENT, TR250, TR6

“Still Looking for TR250 Washer Motors and Pumps”

Illustrated and listed are available items for the TR250, TR6 windscreen washer systems. The motor and pump listed will work fine on both TR250 and TR6, but it is not original for TR250 which had a vintage looking version. I have heard of these being available, and we will keep an eye out for them. Note that the washer jets are included in the wheelbox fitting kits listed in a section above.



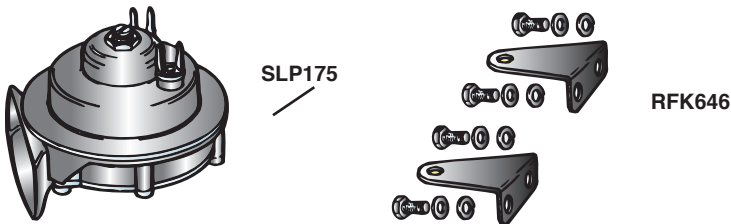
Part No.	Description	No. Off	List Price	Your Price
RFK175	Bottle and Bracket Kit, early oval bottle	1		
LU54704441	Bottle and Bracket Kit, later square bottle	1		
LUWSB105	Motor, Pump, and Bottle Cap Kit, later style; can be used with any TR250 or TR6 washer bottle	1		
RFK1354	Hardware Kit, securing bottle bracket to inner front fender; includes Rawl nuts, screws, and washers (9 pieces)	1		

ELECTRICAL SYSTEM

HORN REPLACEMENTS AND MOUNTING BRACKETS, TR250, TR6

“Acceptable Replacements for Non-functioning Lucas Horns or Clear Hooters”

These horns are manufactured in the Far East, and we are thankful to have them available, as they are in the right spirit and look okay on the cars. They also mount using the original brackets. Although we do not manufacture these, we have sold a lot of them over a number of years, and I have used them on cars of my own.



Part No.	Description	No. Off	List Price	Your Price
SLP174	Horn , high note, TR250, TR6	1		
SLP175	Horn , low note, TR250, TR6	1		
RFK646	HORN MOUNTING KIT ; brackets and hardware to mount two horns	1		
148624	Bracket , horn mounting	2		
	HARDWARE , securing brackets to front bumper brackets			
HU704	Screw , set	4		
WL207	Washer , lock	4		
WP7	Washer , plain	4		

OIL PRESSURE SWITCHES AND OIL PRESSURE GAUGE PIPES, TR250, TR6

“Critical Components Not Listed Elsewhere...”



Part No.	Description	No.Off	List Price	Your Price
GPS117	Oil Pressure Switch , one terminal, TR250, TR6, 1968-72	1		
GPS113	Oil Pressure Switch , three terminals, TR6, 1973-76	1		
149867	Pipe , nylon, with end fittings, from engine to oil pressure gauge, all TR250, TR6 models with carbs	1		

ELECTRICAL SYSTEM

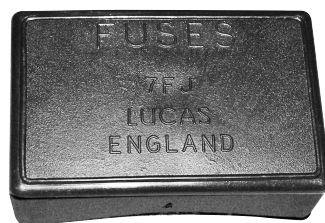
FUSE BOXES AND FUSES, TR250, TR6

“TRF Stocks Genuine English Fuses Which Are Rated Differently from American Fuses”

Electrical problems can often be traced to poor contacts between corroded fuses and fuse box terminals. I have temporarily solved this problem on the road by sanding the contacts with emery paper or scraping them with my pocket knife. Once I have my car back home again, the best fix is to fit a brand new fuse box with new fuses. I've had very good experiences with this fix. It is easy and satisfying, and the car works much better. Note that all stock fuses in a TR250 or TR6 are 35 amps. The others are listed in case you have a use for them.



LU37420



LU54382845

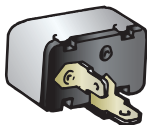
Part No.	Description	No. Off	List Price	Your Price
LU37420	Fuse Box , with cover, all TR250 and TR6 models	1		
LU54382845	Cover , plastic, fuse box; comes with a new fuse box	1		
ENGLISH FUSES				
LUF10	Fuse , 10 amp		A/R	
LUF15	Fuse , 15 amp		A/R	
LUF25	Fuse , 25 amp		A/R	
LUF35	Fuse , 35 amp, original for all stock applications on TR250, TR6; fuse box holds four plus two spares		A/R	
LUF50	Fuse , 50 amp		A/R	

ELECTRICAL SYSTEM

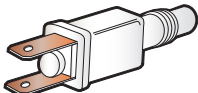
FLASHER UNITS AND RELAYS, ETC., TR250, TR6

“Nearly All Remain Available”

The appearance of some relays has changed since the cars were in production, but all items listed will function in their respective applications.



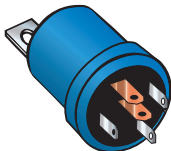
LUSFB114



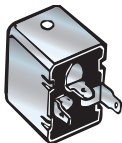
LU34933



LUSRB301



LUSRB400



LU54362147

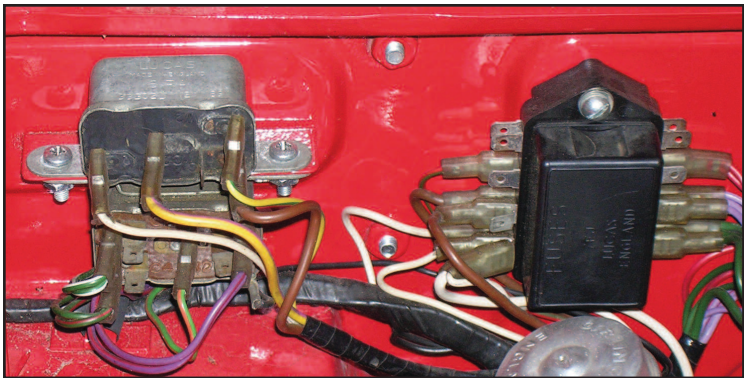


LUSRB111



LU34790

Part No.	Description	No. Off	List Price	Your Price
LUSFB114	Flasher , turn signal, 1968-76; genuine Lucas	1		
LU54362147	Flasher , hazard , 1968-71, new old stock	1		
LUSFB130	Flasher , hazard, 1972-76	1		
LUSRB400	Relay , hazard, fitted up to comm. no. CF1	1		
LUSRB111	Relay , horn, fitted after comm. no. CF1 or possibly as early as CC75000	1		
LUSRB301	Relay , starter, 1974-76	1		
LUSRB111	Relay , A-type overdrive, 1968-72	1		
MISCELLANEOUS SWITCHES				
LU34933	Switch , brake light, operated by brake pedal	1		
LU34790	Switch , headlamp dimmer, foot operated, 1968-72; see page 138 for column mounted dimmer switches for later cars	1		



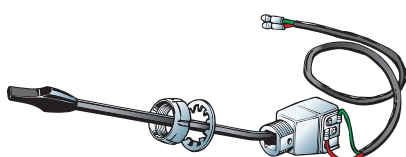
Relays and Fuse Box, TR5

ELECTRICAL SYSTEM

OVERDRIVE ELECTRICALS, TR250, TR6

“Most Overdrive Problems Are Electrical!”

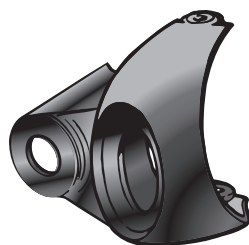
Switches, relays, and solenoids are listed here. Overdrive wiring leads are listed along with other wiring harnesses on page 173...



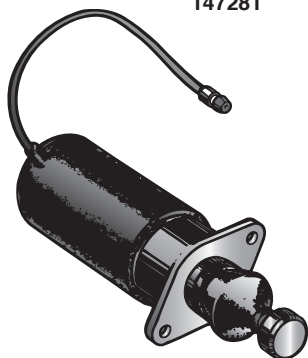
147281



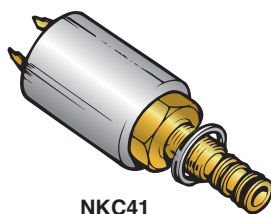
611011



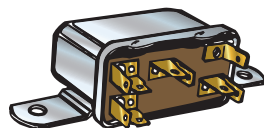
611974



LU76515



NKC41



LUSRB111



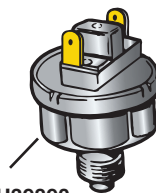
609792



NKC108



NKC107



LU39890

Part No.	Description	No. Off	List Price	Your Price
147281	Switch , overdrive, mounted on steering column, LH steering models	1		
147280	Switch , overdrive, mounted on steering column, RH steering models	1		
611974	Switch Cover , plastic, overdrive and turn signal switches	1		
611011	Decal Label , turn signal switch	1		
609792	Bezel Nut , chromed, securing switch to switch cover; comes with switch	1		
WN712	Washer , shakeproof, securing bezel nut	1		
LUSRB111	Relay , fitted to models with A-type overdrive, 1968-72	1		
LU76515	Solenoid , A-type overdrive, 1968-72 SOLENOID DETAILS , J-type overdrive, TR6, 1973-76	1		
NKC41	Solenoid , J-type overdrive	1		
NKC108	Washer , copper	1		
NKC107	Seal , rubber; “O” ring	1		
LU39890	Switch , interrupter, mounted in gearbox top cover, both A-type and J-type	1-2		

ELECTRICAL SYSTEM

WIRING HARNESSES AND SUPPLEMENTARY WIRING DETAILS, TR250, TR6

“Replacing a Tatty Harness with Brand New Will Solve 90% of All Electrical Problems”

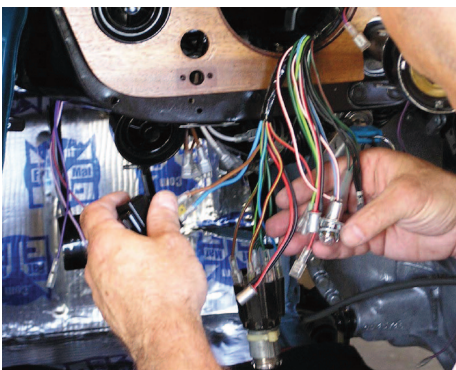
The Roadster Factory sells the best wiring harnesses. Look for correct terminals and correct colour coding. Our harnesses are made in England and stocked in the U.S.A., so delivery is only a few days away, even when we are out of stock. A new harness will solve 90% of all electrical problems, so it makes a very good investment when doing a restoration...

TR250 and TR6 models are fitted with main wiring harnesses, which wire the dash and the front of the car, and with body harnesses, which wire the rear of the car. The two harnesses join at a terminal block in the left-hand front door post. In addition to the main harness and the body harness, supplementary harnesses and wires were fitted for headlamps, gearbox, and optional overdrive. Virtually all of this wiring is available from The Roadster Factory correctly colour-coded and with correct terminal fittings...

Note that good wiring diagrams are found in the owner's handbooks, although coverage in the owner's handbook is not as good for 1969-72 TR6. Better diagrams and a wealth of information about the TR250, TR6 electrical system are found in Dan Masters book, "Triumph TR250-TR6 Electrical Maintenance Handbook." This book is listed on page 174.



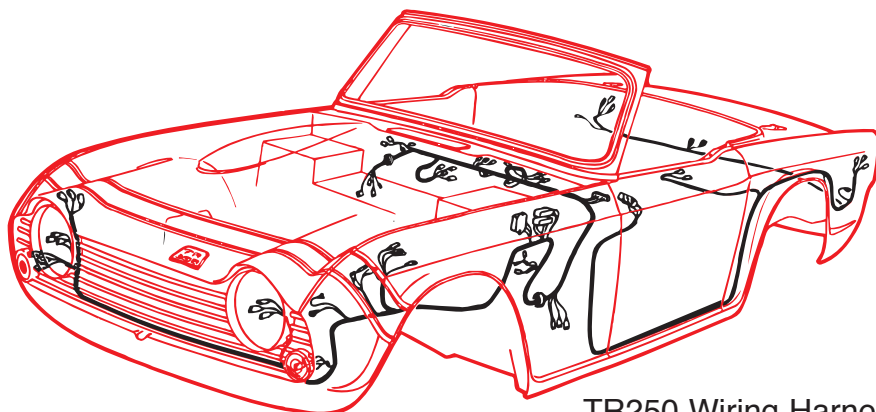
Ralph Bertanzetti's TR250



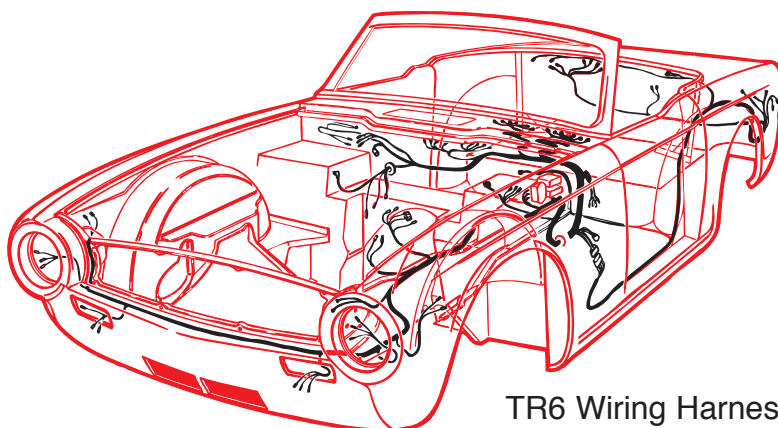
Tony Cofer's TR6



ELECTRICAL SYSTEM

WIRING HARNESSES AND SUPPLEMENTARY WIRING
DETAILS, TR250, TR6—Continued

TR250 Wiring Harnesses



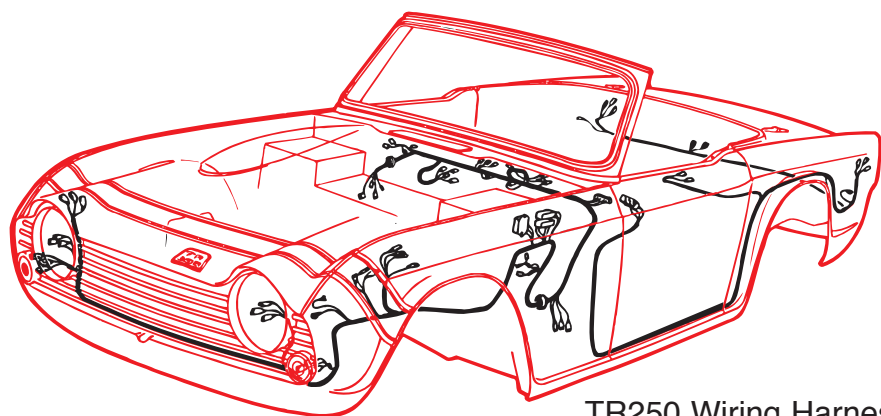
TR6 Wiring Harnesses

Part No.	Description	No. Off	List Price	Your Price
	MAIN WIRING HARNESSES , including the wiring for the dash and the front of the car			
308276	Main Harness , TR250	1		
308795	Main Harness , TR6, up to comm. no. CC50000; this is the 1969 model year	1		
311261	Main Harness , TR6, from comm. no. CC50000 up to CC75000; this is 1970 and 1971 model years	1		
312295	Main Harness , TR6, from comm. no. CC75000 up to CF1; this is the 1972 model year	1		
313183	Main Harness , TR6, from comm. no. CF1 up to CF12500; this is the 1973 model year	1		
RKC960	Main Harness , TR6, from comm. no. CF12500 up to CF35000; this covers 1974 and early 1975 models	1		
RKC1768	Main Harness , TR6, from comm. no. CF35000 up to CF50000; this covers the later 1975 models	1		
RKC2881	Main Harness , TR6, after comm. no. CF50000; this is the 1976 model range	1		

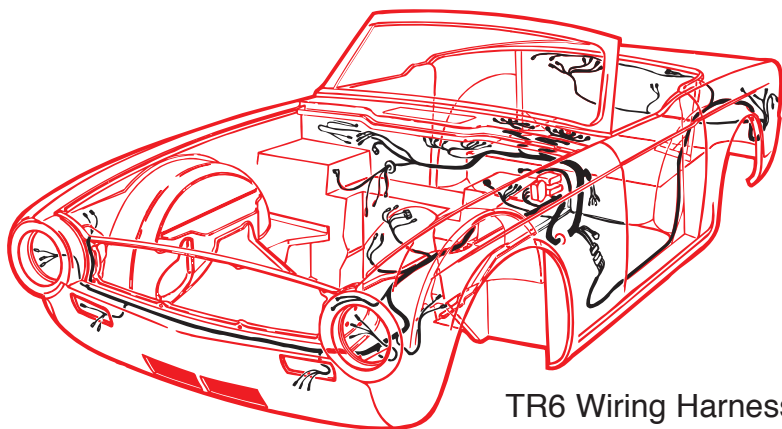
Section Continues ►►

ELECTRICAL SYSTEM

WIRING HARNESSES AND SUPPLEMENTARY WIRING DETAILS, TR250, TR6—Continued



TR250 Wiring Harnesses



TR6 Wiring Harnesses

Part No.	Description	No. Off	List Price	Your Price
BODY WIRING HARNESSES; including the wiring for the rear of the car, from the LH front door post back				
214462	Body Harness, TR250	1		
215412	Body Harness, TR6, up to comm. no. CC75000; this range covers 1969 through 1971 models	1		
218321	Body Harness, TR6, from comm. no. CC75000 up to CF1; this is the 1972 model year	1		
218950	Body Harness, TR6, from comm.no. CF1 up to CF12500; this is the 1973 model year	1		
TKC859	Body Harness, TR6, from comm. no. CF12500 up to CF50000; this range covers the 1974 and 1975 model years	1		
TKC2901	Body Harness, TR6, after comm. no. CF50000; this is the 1976 model year	1		

Section Continues ►►

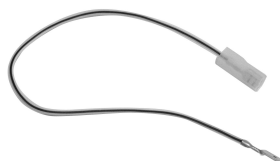
ELECTRICAL SYSTEM

WIRING HARNESSES AND SUPPLEMENTARY WIRING
DETAILS, TR250, TR6—Continued

501478



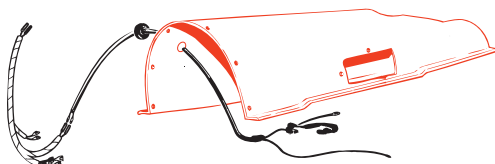
125957



518688



147777



148696

131339

Part No.	Description	No. Off	List Price	Your Price
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SUPPLEMENTARY WIRING DETAILS

501478	Harness Extension , headlamps; comes with plug	2		
125957	Wire Assembly , distributor to coil, white with black tracer, TR250, TR6, 1968-72	1		
518688	Wire Assembly , distributor to coil, white with black tracer, TR6, 1973-76	1		
147777	Sub-Harness , back-up lamp switch on non-overdrive gearbox, TR250, TR6, 1968-72	1		
158338	Sub-Harness , non-overdrive gearbox, 1973-75	1		
UKC7120	Sub-Harness , non-overdrive gearbox, 1976	1		

OVERDRIVE WIRING DETAILS

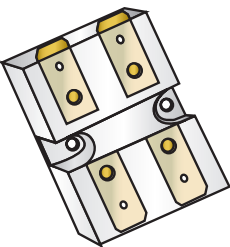
148696	Sub-Harness , A-type overdrive, column switch and relay, TR250, TR6, 1968-72	1		
131339	Sub-Harness , A-type overdrive, gearbox switches and solenoid, TR250, TR6, 1968-72	1		
UKC345	Sub-Harness , J-type overdrive, column switch and upper connections, TR6, 1973-76	1		
UKC344	Sub-Harness , J-type overdrive, gearbox switches and solenoid, TR6, 1973-76	1		

ELECTRICAL SYSTEM

ELECTRICAL SYSTEM—TERMINAL BLOCK, TR6

“This Part Was Left Out of Our Two-Volume Catalogue...”

I think this is the only part that was not included in the two-volume catalogue. If you find anything else, please let me know. This is a junction block used to connect various wires, and it is located on the RH side of the bulkhead near the fuse box if you have one.



Part No.	Description	No.Off	List Price	Your Price
150640	Terminal Block , TR6, fitted up to 1971	1		

ELECTRICAL WORKSHOP MANUAL, TR250, TR6

“The Best Source We Have Seen on British Car Electricals”

We use this book every day at TRF to answer customer questions on the phone. If you would prefer to have your own reference always on hand, you will want to purchase a copy for your library to keep along with your workshop manuals and your parts catalogues. This book includes thirty-four chapters which cover all aspects of the TR250 and TR6 electrical system with full chapters in easy-to-read language on the individual electrical units. The fold-out diagrams alone are well worth the price of the book if you plan to install a new wiring harness. If you are doing any job involving your car’s electrical system, you will have more success if you have this book as a reference...



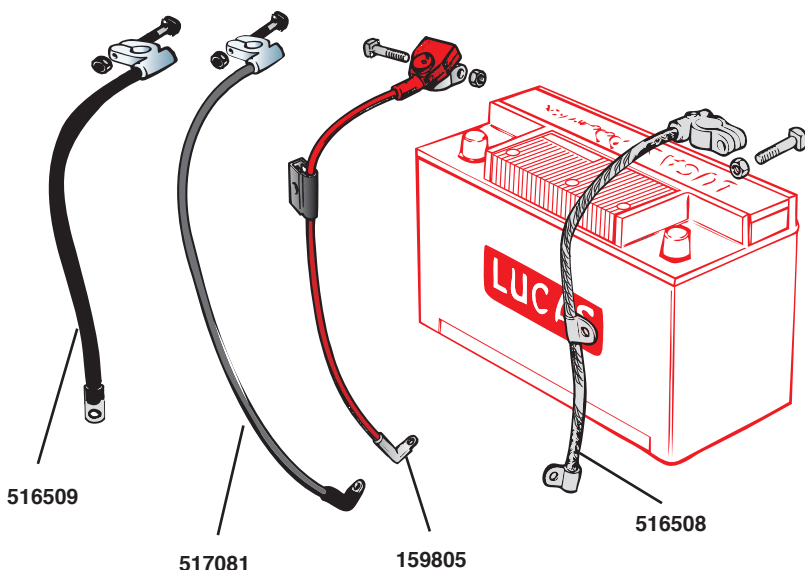
Part No	Description	No. Off	List Price	Your Price
RFP605	Book Entitled “Triumph TR250-TR6 Electrical Maintenance Handbook,” by Dan Masters. 182 pages, hundreds of photos, diagrams, etc. Soft cover.	A/R		

ELECTRICAL SYSTEM

BATTERY CABLES, TR250, TR6

“Correct Cables for Concours Judging and Proper Function”

The Roadster Factory now supplies correct battery cables for all TR250 and TR6 models. Some of these were made for us in England by the Lucas subsidiary that made them originally for Triumph. One of them was made from scratch by one of our manufacturers in Taiwan, as Lucas no longer had components available.



CLOSE-UP VIEW
OF THE BRAIDED
CABLE ON PART
NO. 516508

Part No.	Description	No. Off	List Price	Your Price
516508	Battery Cable , negative terminal to ground, all TR250, TR6; correct braided cable with correct terminals	1		
516509	Battery Cable , positive terminal to remote solenoid, TR250; includes correct rubber boot at solenoid end	1		
517081	Battery Cable , positive terminal to solenoid, TR6 1969-72; earlier black cable with correct end fittings	1		
159805	Battery Cable , positive terminal to solenoid, TR6, 1973-76; later red cable with red rubber boot over battery terminal	1		

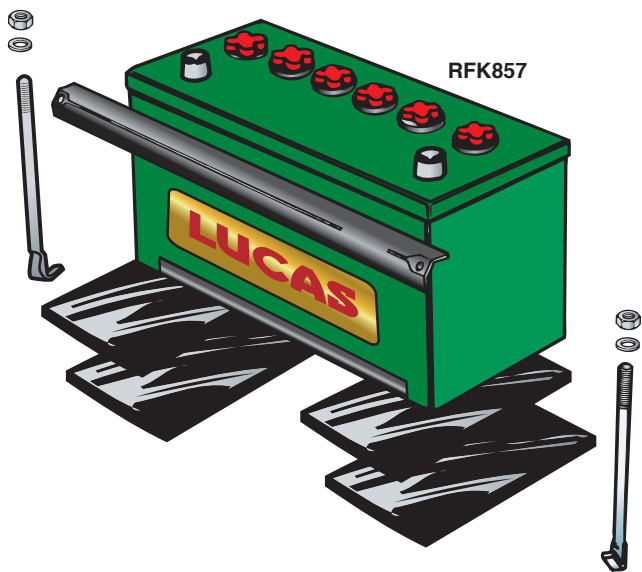
ELECTRICAL SYSTEM

BATTERY HOLD-DOWN COMPONENTS, TR250, TR6

“Original Components Secure Your Battery to Prevent Sparking and Spilled Acid...”

At any club show that I attend, where there is an autocross or any form of racing, a number of cars fail to pass the tech inspection because the batteries are not properly secured. What is safe for racing is also safe for the road. You just don’t want your battery shifting in its box on hard cornering or hard braking, possibly breaking wiring connections, sparking, or spilling acid. Triumph provided the cars with proper battery hold-downs, and we are listing them here. If you are missing components, here is a good chance to purchase them for a couple of bucks. Note that I have omitted the hold-downs for the small battery which was original equipment in very late TR6 models, as I doubt that anyone replaces the small battery with a small battery. Otherwise, the hold-downs listed are good for most any battery.

Note that the early and late hold-down kits are interchangeable. The design of the steel angle was changed, apparently at the beginning of 1972.



Part No.	Description	No. Off	List Price	Your Price
RFK857	BATTERY HOLD-DOWN KIT; correct for all TR250 and TR6, up to 1971	1		
601898	Angle, battery retaining	1		
610798	J-Rod, battery retaining	2		
WP127	Washer, plain, on J-rods	2		
YN2907	Nyloc Nut	2		
602945	Pad, rubber, battery shelf; two stacks of two	4		
RFK859	BATTERY HOLD-DOWN KIT; correct for all TR6 models after 1971	1		
157740	Angle, battery retaining	1		
610798	J-Rod, battery retaining	2		
WP127	Washer, plain, on J-rods	2		
YN2907	Nyloc Nut	2		
602945	Pad, rubber, battery shelf; two stacks of two	4		

ELECTRICAL SYSTEM

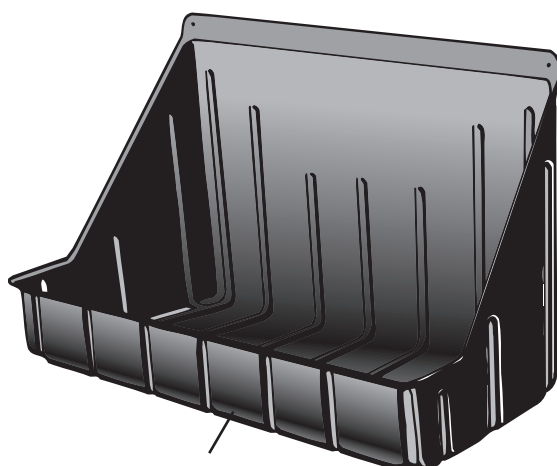
BATTERY HOLD-DOWN COMPONENTS, TR250, TR6

—Continued

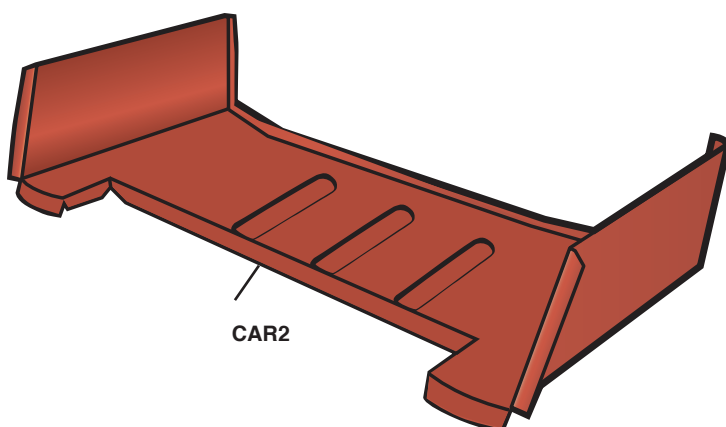


602945

CNP1564



TRF7301



CAR2

Part No.	Description	No. Off	List Price	Your Price
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RELATED COMPONENTS; fitting the rubber pads under the battery is a good idea whether or not you use a plastic liner

602945	Pad , rubber, battery shelf; two stacks of two	4		
TRF7301	Battery Box Liner , plastic	1		
CNP1564	Battery Label , Lucas; now any battery can become a Lucas battery	1		

BATTERY SHELF REPLACEMENT; fits all TR250, TR6

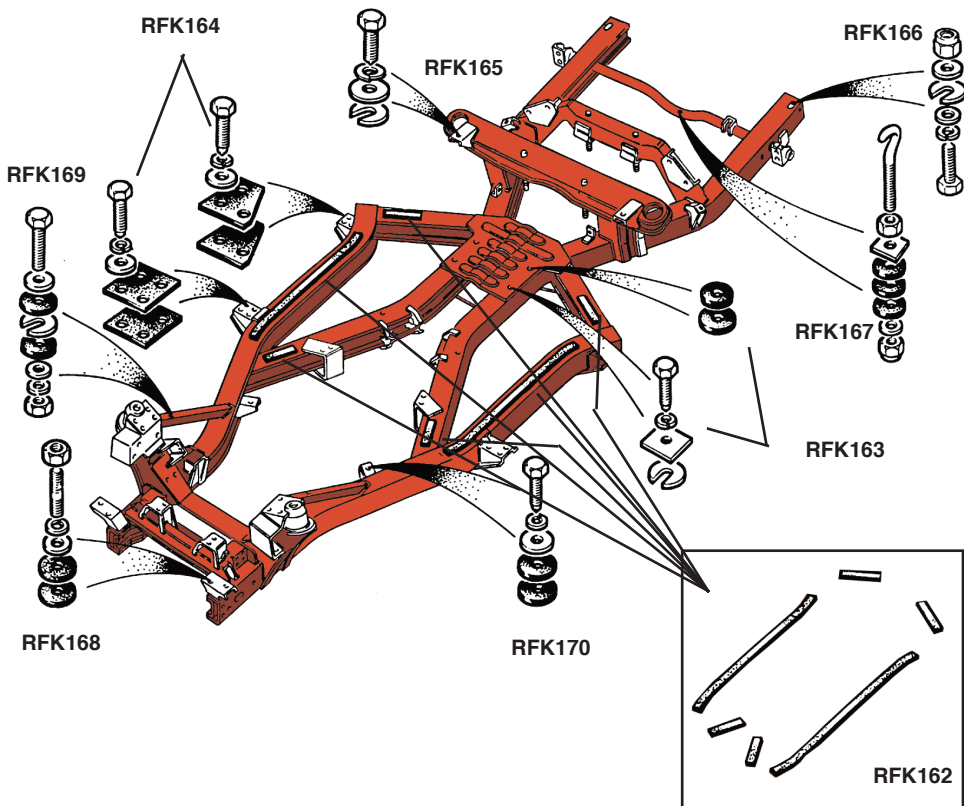
CAR2	Steel Panel , battery shelf section; includes part of center bulkhead under battery from gutter on left to gutter on right; cut out old section, and weld new section into place	1		
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BODY SHEET METAL

BODY MOUNTING KITS, TR250, TR6

“Sub-Kits Are Packaged to Help You with Installation...”

The Roadster Factory promotes frame-up restorations, and we always have because a good frame-up restoration will give you the equivalent of a new car. The Roadster Factory’s Charles Runyan, John Swauger, Deb Gawlas, Beki Jones, and Dolly LaRock have all completed frame-up restorations on cars that have become concours winners or that have provided outstanding service over long periods. Yes, The Roadster Factory promotes frame-up rebuilds, and we do our best to support customers doing such work by offering complete kits of parts like Body Mounting Kits. In fact, TRF lists more than one-thousand kits of hardware and other components to make ordering easy and to give customers everything they need for a specific job in one box. Making up kits and providing lists of parts or instructions is a lot of extra work for our staff, but most of our kits are very good sellers, and selling a hundred or more Body Mounting Kits every year is a nice reward for our work.



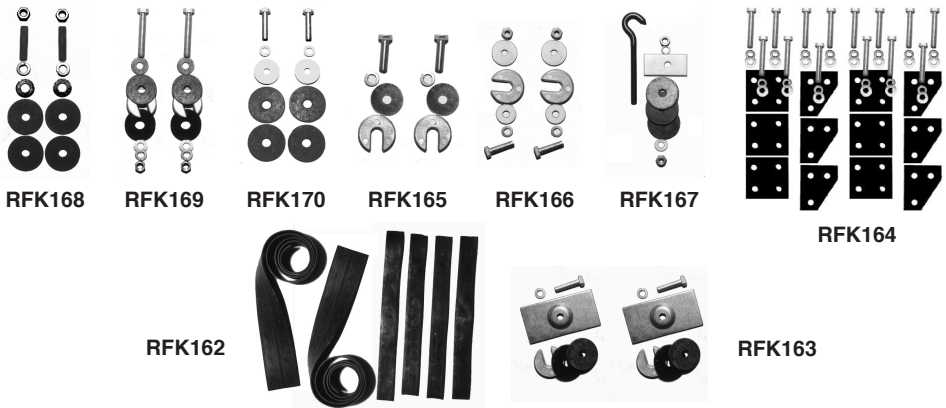
Part No.	Description	No. Off	List Price	Your Price
574244	Body Mounting Kit; including all pads, mounts, strips, bolts, screws, nuts, washers, and lock washers; everything bagged in sub-kits to make your work easier	1		

P.S. To simplify the above drawing, only one-half of some kits is illustrated. If you are confused, please see the sub-kit photos at the top of page 179

Section Continues ►►

BODY SHEET METAL

BODY MOUNTING KITS, TR250, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
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SUB-KITS; TRF body mounting kits are

packaged in sub-kits as illustrated above

RFK168	Front Kit , body to brackets at front of chassis frame	1		
RFK169	Side Brace Kit , body to struts on chassis frame behind front fenders	1		
RFK170	Sidemember Kit , body floor to brackets on insides of front sidemembers	1		
RFK164	Sill Bracket Kit , four brackets on insides of sills to corresponding brackets on sides of chassis frame	1		
RFK162	Protection Strip Kit ; includes six rubber protection strips that go on chassis members under floors	1		
RFK163	Cruciform Plate Kit ; includes the two steel plates behind the seats holding the body floors to the “breast” plate area of the chassis frame	1		
RFK165	Rear Suspension Crossmember Kit ; mounts the rear shelf area of the body to the brackets on the crossmember which holds the upper ends of the rear road springs	1		
RFK166	Rear Body Mounting Kit ; mounts the brackets on the rear inner fenders to the ends of the rear sidemembers of the chassis frame	1		
RFK167	Spare Wheel Pan Kit ; mounts the spare wheel pan to the rear chassis cross tube	1		

POPULAR COMPONENTS

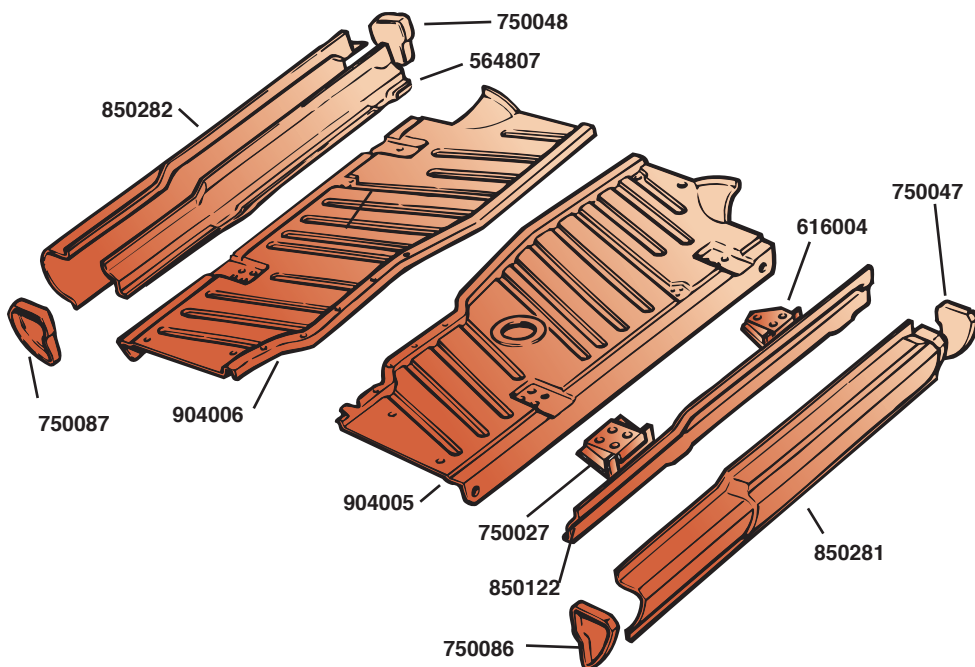
601994	Pad , body mounting, round, thin, rubber	A/R		
608836	Pad , body mounting, round, thick, rubber	A/R		
CD26326	Pad , body mounting, round, aluminium	A/R		
611732	Pad , body mounting, square, rubber	A/R		
619395	Shim , square, steel; used on front sill mountings to adjust body alignment	A/R		
616613	Pad , body mounting, trapezoidal, rubber	A/R		
619396	Shim , trapezoidal, steel; used on rear sill mountings to adjust body alignment	A/R		

BODY SHEET METAL

BASIC BODY STRUCTURE—FLOORS, SILLS, TR250, TR6

“Most of These Listings Manufactured by British Motor Heritage”

All of these parts, except the rear door posts and the sills, are made by British Motor Heritage on original factory tooling for a perfect fit. At Triumph, sills and floors were assembled as units on jigs to form the basis of a new body shell. All of the items in this section fit both TR250 and TR6.



Part No.	Description	No. Off	List Price	Your Price
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MAIN FLOOR PANELS

904005	Floor Panel, L.H	1		
904006	Floor Panel, R.H	1		

BUILDING SILL ASSEMBLIES (ROCKERS)

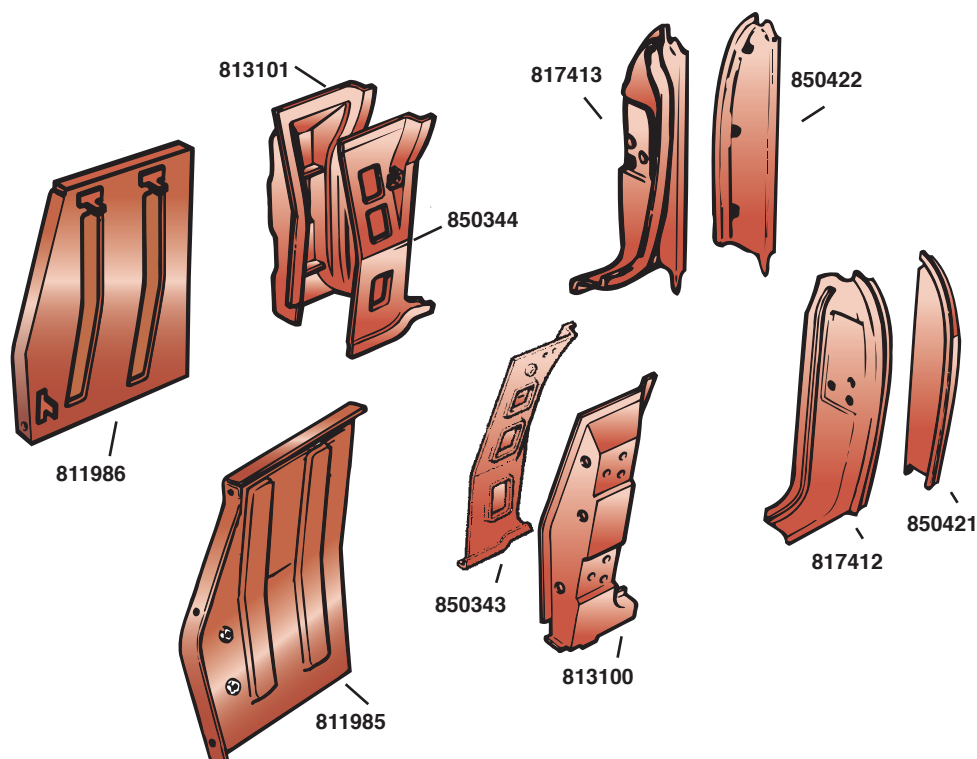
850281	Outer Sill Panel, LH	1		
850282	Outer Sill Panel, R.H	1		
850122	Inner Sill Panel, L.H	1		
564807	Inner Sill Panel, R.H	1		
750086	Cap, sill end, front, L.H	1		
750087	Cap, sill end, front, R.H	1		
750047	Cap, sill end, rear, L.H	1		
750048	Cap, sill end, rear, R.H	1		

BODY MOUNTING BRACKETS; welded to inner sills

750027	Bracket, sill mounting, front, LH or RH	2		
616004	Bracket, sill mounting, rear, LH	1		
616005	Bracket, sill mounting, rear, RH	1		

BODY SHEET METAL

BASIC BODY STRUCTURE—DOOR POSTS, All TR250, TR6



Part No.	Description	No. Off	List Price	Your Price
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REAR DOOR POSTS

817412	DOOR POST , rear, LH	1		
850421	Repair Section ; rear half of rear door post, LH	1		
817413	DOOR POST , rear, RH	1		
850422	Repair Section ; rear half of rear door post, RH	1		

FRONT DOOR POSTS

813100	Front Door Post , outer part, LH	1		
813101	Front Door Post , outer part, RH	1		
850343	Front Door Post , inner part, LH	1		
850344	Front Door Post , inner part, RH	1		

FILLER PANELS, bulkhead ends; these go just in front of the front door posts, above the sills

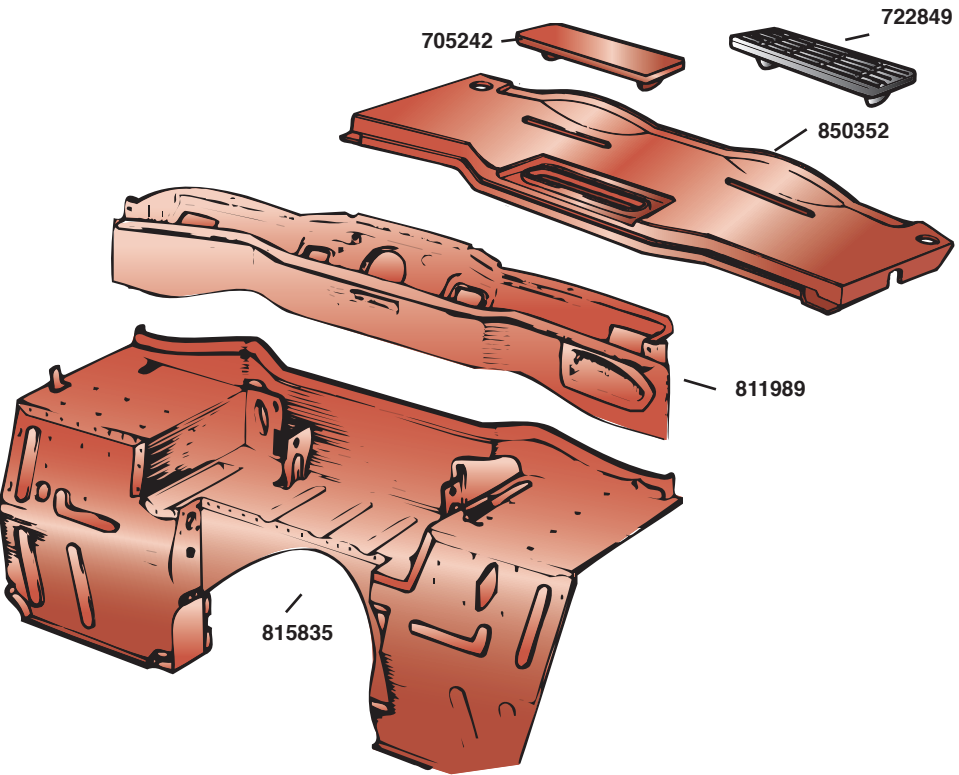
811985	Bulkhead End Panel , L.H	1		
811986	Bulkhead End Panel , R.H	1		

BODY SHEET METAL

BULKHEADS, PLENUMS, AND SCUTTLES, TR250, TR6

“We Wish That Plenums and Bulkheads Were Still Available...”

Some of these parts were made over again for the TR6 body shell project back in the 1990’s on soft tooling which has worn out again in the mean time. The parts are currently unavailable, and the likelihood of the body shell project resuming is doubtful. Fixing what you have is the only option for the foreseeable future. Sorry...



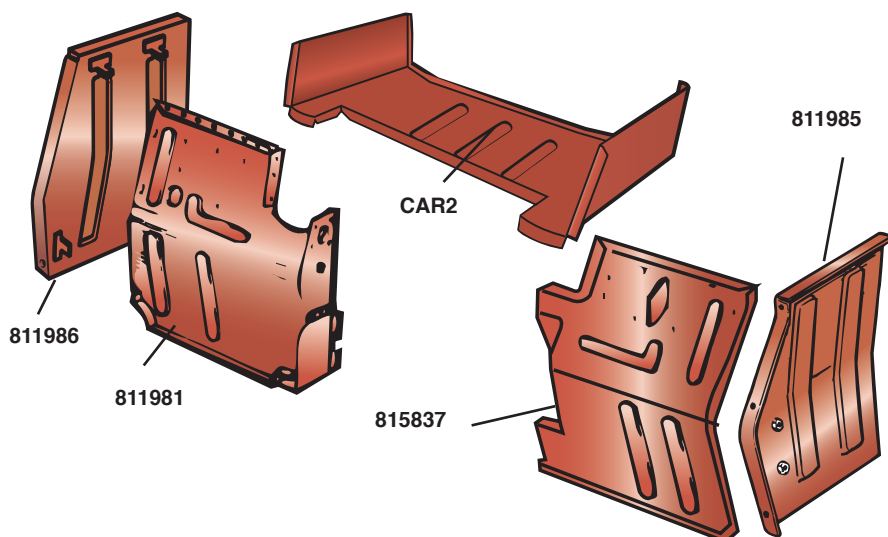
Part No.	Description	No. Off	List Price	Your Price
BULKHEAD, PLENUM, AND SCUTTLE				
ASSEMBLY, TR250, TR6, 1968-72				
821044	Bulkhead Assembly	1		
811989	Plenum Assembly	1		
850352	Scuttle Assembly; in stock again	1		
705242	Lid Assembly, scuttle vent	1		
BULKHEAD, PLENUM, AND SCUTTLE				
ASSEMBLY, TR6, 1973-76				
815835	Bulkhead Assembly, TR6, 1973-76	1		
811989	Plenum Assembly	1		
820499	Scuttle Assembly	1		
722849	Plastic Grille, scuttle vent	1		

BODY SHEET METAL

BULKHEAD REPAIR SECTIONS, TR250, TR6

“Repair Your Rusted Bulkhead!”

Regrettably, that is your only option if your bulkhead is badly rusted. Both toe-boards were available until recently, and I am not sure as I write if we will have the LH ones again. If British Motor Heritage cannot supply them, perhaps they can be done elsewhere. The battery box panel, for instance, is made by hand in a family-run shop in rural England, where AC Cobra bodies are also manufactured, also by hand.



Part No.	Description	No. Off	List Price	Your Price
815837	Toe-Board Panel, LH	1		
811981	Toe-Board Panel, RH	1		
CAR2	Battery Box Panel; center bulkhead section from gutter to gutter	1		
811985	Side Panel, bulkhead, LH	1		
811986	Side Panel, bulkhead, RH	1		



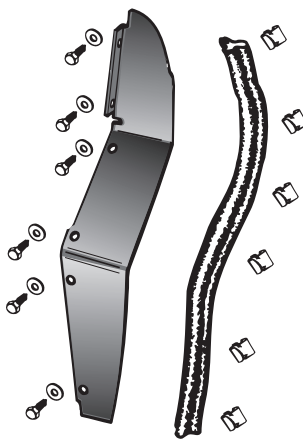
Painting a TR6 Body Shell, Section-by-Section

BODY SHEET METAL

TRF'S OWN SPLASH PANEL KITS, TR250, TR6

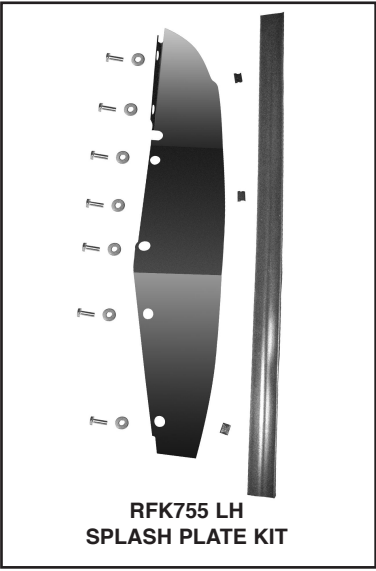
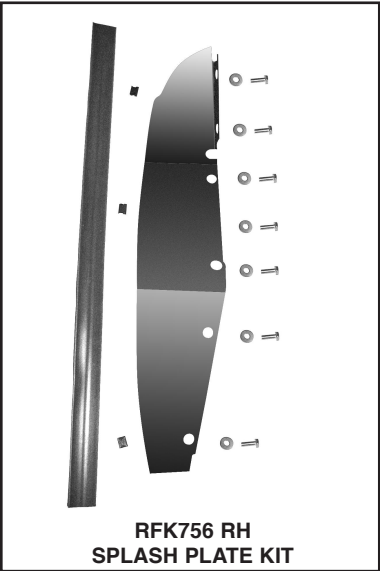
“These Better Parts Come Powder Coated and Ready to Install”

Our competitors have continually lowered the price on splash plates until no one can afford to sell anything but rubbish. Some time ago, TRF decided to improve this situation, and we had our own splash plates made by a company here in Western Pennsylvania. In the end, we decided to spend even more money to have our splash plates powder coated. As the plates were painted black originally and fitted after the body was painted, this seems like a good option for our customers. Our splash plates are extremely beautiful, and our kits come complete with rubber seals and correct hardware. In the final analysis, our splash plates cost a couple of dollars more, but the quality is truly excellent, and they are completely finished and ready to install when you take them out of the box. The good news for us is that our customers seem to like our decision to make better splash plates, as we sell more than ever before



RFK755

Part No.	Description	No. Off	List Price	Your Price
	SPLASH PANEL KITS; include everything listed below, plus correct mounting hardware			
RFK755	SPLASH PANEL KIT, LH side	1		
RFK756	SPLASH PANEL KIT, RH side	1		
750150	Splash Panel, behind front wheel, LH, powder-coated in black	1		
750151	Splash Panel, behind front wheel, RH, powder-coated in black	1		
650172	Rubber Seal, between splash panels and front fenders	2		
606389	Clip, securing rubber seals to splash panels	6		

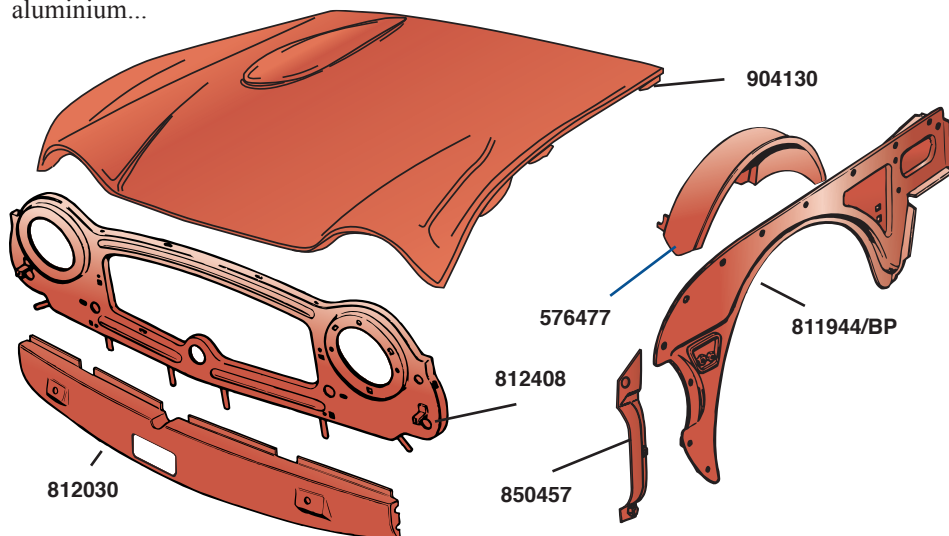


BODY SHEET METAL

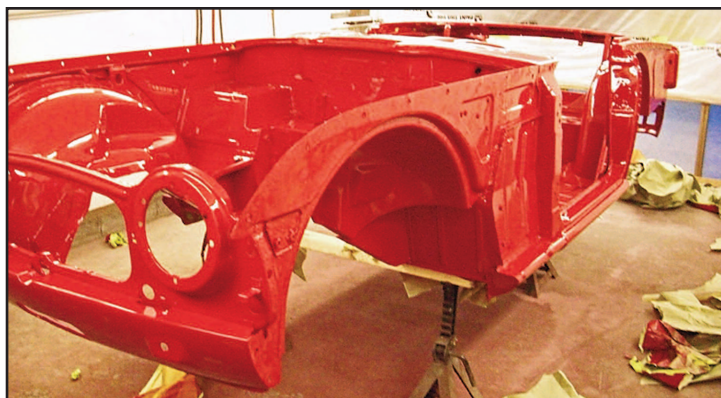
INNER FRONT FENDERS, FRONT VALANCE, BONNET, TR250

“Replica Inner Fenders Are Now Made to OEM Standards”

The wheel arches and valance panels are still made by British Motor Heritage. The inner fenders are manufactured by a German company on new tooling meant to replicate original Triumph quality. Bonnets will soon be available as well, and a price will be provided here when that time comes. Front fenders are also available in aluminium...



Part No.	Description	No. Off	List Price	Your Price
811944/BP	Inner Front Fender, LH; flat part only	1		
811945/BP	Inner Front Fender, RH; flat part only	1		
850457	Filler Panel, front fender, LH	1		
850458	Filler Panel, front fender, RH	1		
576477	Wheel Arch Assembly, LH, original	1		
576478	Wheel Arch Assembly, RH, original	1		
812408	Front Valance Panel, upper	1		
812030	Front Valance Panel, lower, with hole for air intake to oil cooler	1		
904130	Bonnet Assembly, steel, replica	1		



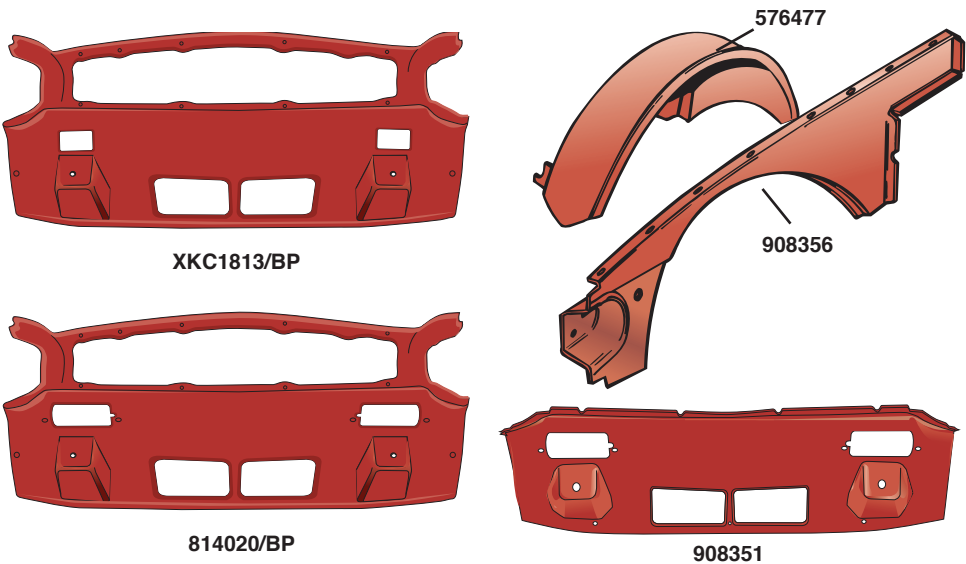
TR5 Body Shell in New Signal Red Paint

BODY SHEET METAL

INNER FRONT FENDERS, FRONT VALANCES, TR6

“Read About These Panels Before Purchasing”

Actually, the news is quite good. British Motor Heritage had been struggling for years to produce good front valances, and recently some key tooling has broken and found to be irreplaceable. Fortunately, a European company is now supplying front valance panels which look and fit like originals, and TRF customers have very successfully fitted these new components to their cars. The panels themselves are more expensive, but immense savings will be available from the ease of installing a panel which fits. The inner front fenders are still handmade, and they have some issues, but they can be used, while the wheel arches are still manufactured by British Motor Heritage on original Triumph tooling, and they present no difficulties beyond the cost. In short, the front body section of nearly any car can be restored to a high standard in spite of rust or accidental damage.



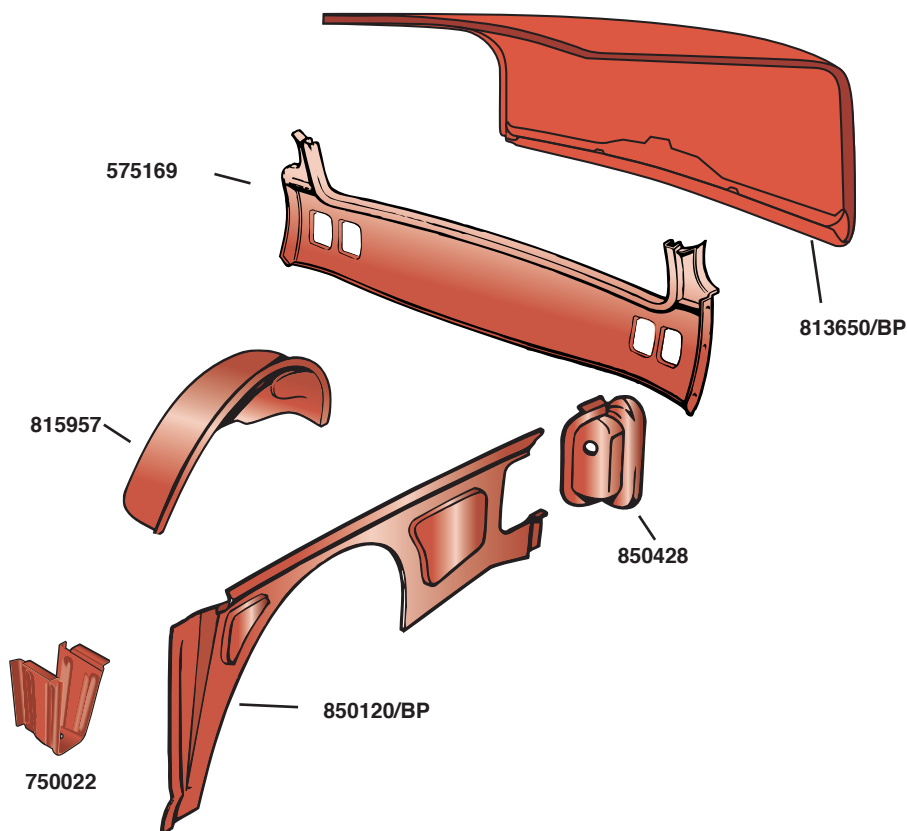
Part No.	Description	No. Off	List Price	Your Price
908356	Inner Front Fender, LH; flat part only	1		
908357	Inner Front Fender, RH; flat part only	1		
576477	Wheel Arch Assembly, LH, original	1		
576478	Wheel Arch Assembly, RH, original	1		
814020	Front Valance Panel, 1969-74, made by British Motor Heritage on soft tooling; fitting problems	1		Use 814020/BP
814020/BP	Front Valance Panel, 1969-74, made on better tooling	1		
XKC1813	Front Valance Panel, 1975-76, made by British Motor Heritage on soft tooling; fitting problems	1		Use XKC1813/BP
XKC1813/BP	Front Valance Panel, 1975-76, made on better tooling	1		
908351	Front Valance Panel, lower section only, 1969-74 configuration; may be modified for use on 1975-76	1		

BODY SHEET METAL

REAR BODY SECTION—INNER REAR FENDERS, REAR VALANCE, TRUNK LID, TR250

“Some New High-Quality Replicas Now Available”

Inner rear fenders are now available in a high-quality replica that duplicates factory original components. The same is true of tail lamp housings, and rear valance panels are of acceptable quality, and we would expect even better components as time goes by.



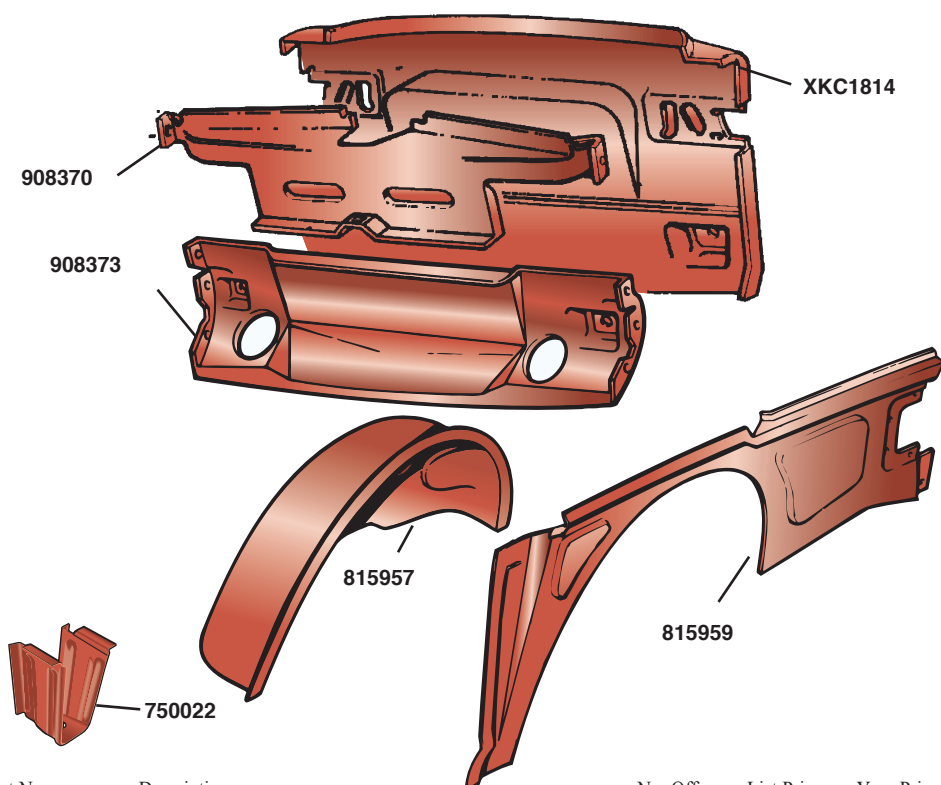
Part No.	Description	No. Off	List Price	Your Price
850120/BP	Inner Rear Fender, LH; flat part only	1		
850121/BP	Inner Rear Fender, RH; flat part only	1		
850428	Tail Lamp Housing, LH; welds to inner fender	1		
850429	Tail Lamp Housing, RH; welds to inner fender	1		
815957	Wheel Arch Assembly, LH, with bump bracket	1		
815958	Wheel Arch Assembly, RH, with bump bracket	1		
575169	Rear Valance Panel, new and better replica part	1		
750022	Bracket, body mounting, rear	2		
813650/BP	Trunk Lid Assembly, high-quality steel replica	1		

BODY SHEET METAL

REAR BODY STRUCTURE—INNER FENDERS, REAR VALANCE, TR6

“All of the Most Important Parts Come Off Triumph Factory Tooling”

All of these parts are original, except for the upper inner valance and possibly the wheel arches. Note that the factory tooling was modified for the RH rear inner fender, and all parts now come with an indentation for holding an emission tank used on 1970-71 models. In the final analysis, most of these parts are a joy, particularly the outer rear valance which is the only part that actually shows on the outside of the car. This panel is still made on the Triumph factory tooling made by Karmann in 1968.



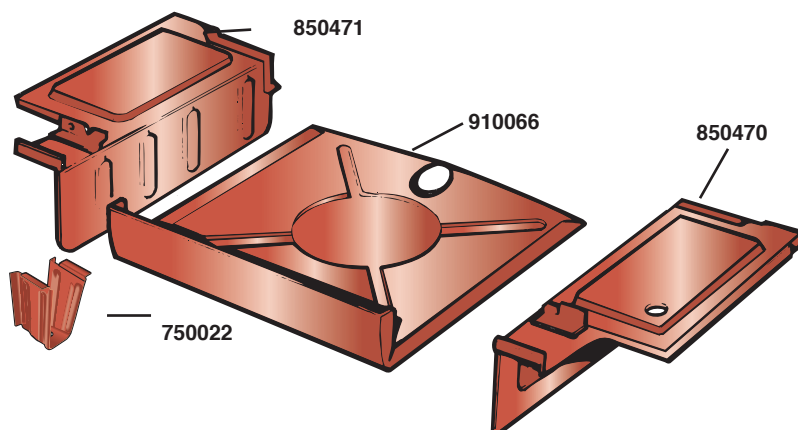
Part No.	Description	No. Off	List Price	Your Price
815959	Inner Rear Fender, LH; flat part only, original	1		
817564	Inner Rear Fender, RH; flat part only, original	1		
815957	Wheel Arch Assembly, LH, with bump bracket	1		
815958	Wheel Arch Assembly, RH, with bump bracket	1		
908373	Inner Rear Valance, lower	1		
908370	Inner Rear Valance, upper	1		
813980	Outer Rear Valance, 1969-72 models with license lamp on bumper	1		
XKC1814	Outer Rear Valance, 1973-76 models with license lamps on valance	1		
750022	Bracket, body mounting, rear	2		

BODY SHEET METAL

TRUNK FLOORS, TR250

“If You Want to Repair Your Trunk Floors...”

The TR250 and TR6 trunk floors were very much alike. In fact, the center panel is the same in both cases. These panels are readily available, and they fit well too. If you really want to repair your trunk floors, the parts will not be a problem.

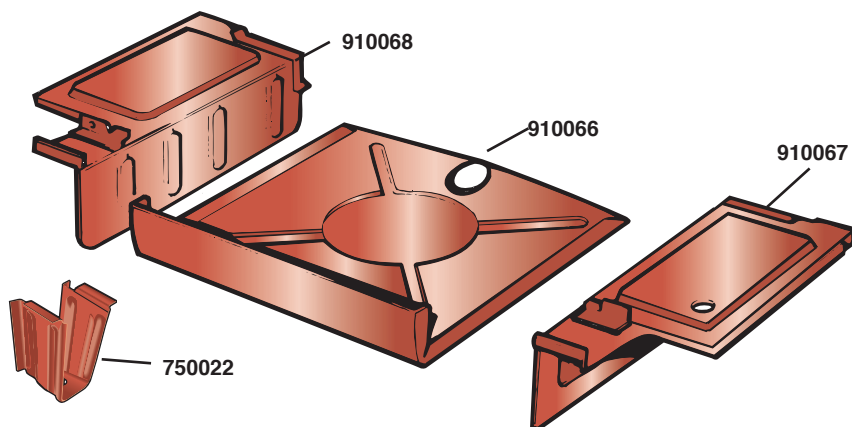


Part No.	Description	No. Off	List Price	Your Price
850470	Trunk Floor , LH side	1		
910066	Trunk Floor , center	1		
850471	Trunk Floor , RH side	1		
750022	Bracket , body mounting	2		

TRUNK FLOORS, TR6

“Parts Are Available to Repair a Badly Rusted Body Shell...”

All of these parts are made on factory tooling by British Motor Heritage, and you should be successful in making perfect repairs if you undertake this job.



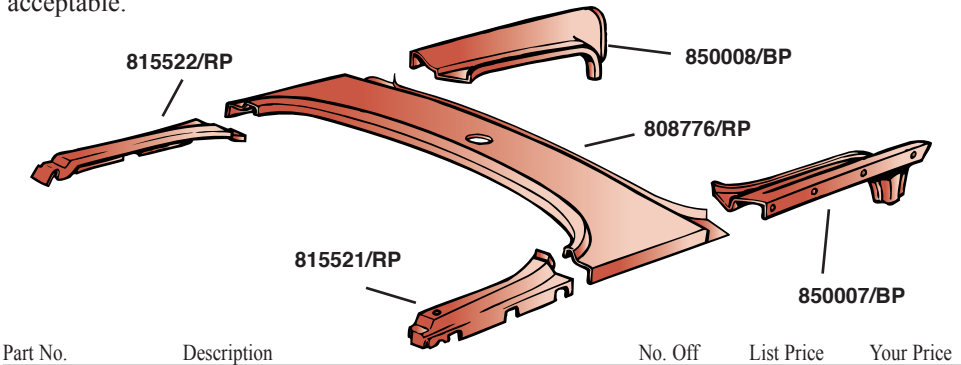
Part No.	Description	No. Off	List Price	Your Price
910067	Trunk Floor , LH side	1		
910066	Trunk Floor , center	1		
910068	Trunk Floor , RH side	1		
750022	Bracket , body mounting	2		

BODY SHEET METAL

REAR DECK DETAILS, TR250

“Replica Panels Available for Complete Re-Skinning”

The first three listings are now made on new tooling, and the quality should approach the factory standard. Note that the “fuel filler panel” is only the outer skin, and you will want to preserve the inner reinforcements. The “cockpit sides” may be replaced eventually as well, but for now the ones off the old tooling are quite acceptable.

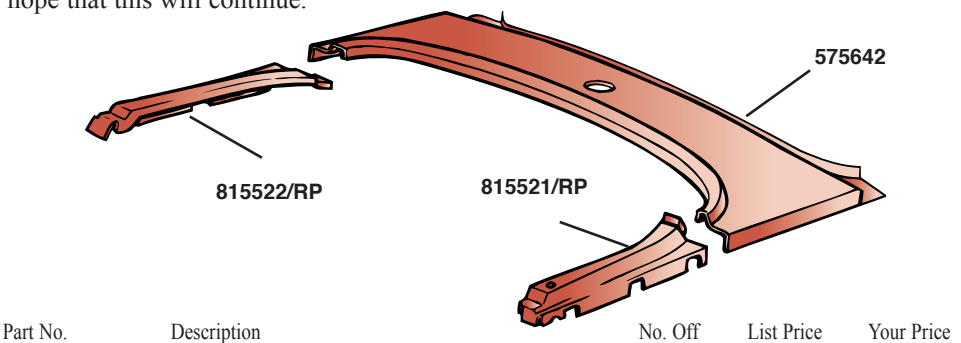


Part No.	Description	No. Off	List Price	Your Price
808776/RP	Rear Deck Panel , center section with fuel filler hole; outer skin only	1		
850007/BP	Rear Section , LH; beside trunk lid	1		
850008/BP	Rear Section , RH; beside trunk lid	1		
815521/RP	Front Section , LH; cockpit side	1		
815522/RP	Front Section , RH; cockpit side	1		

REAR DECK DETAILS, TR6

“Buy Complete Assembly or Any Component”

The “fuel cap panel” is still made on Triumph factory tooling by British Motor Heritage, but the forward sections are replicas. All of these components have been used on many cars. At the time of writing, we can still get the complete deck assemblies. I hope that this will continue.



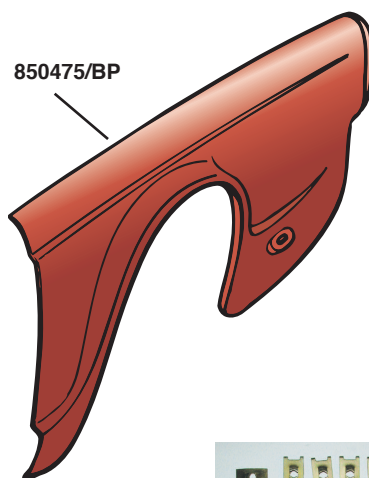
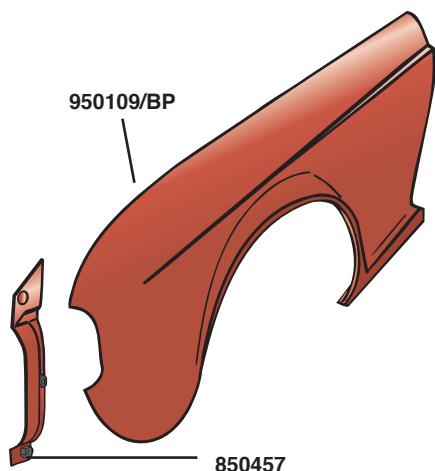
Part No.	Description	No. Off	List Price	Your Price
813959	REAR DECK ASSEMBLY ; includes everything listed below, plus inner reinforcements, all assembled and ready to weld to your car	1		
575642	Rear Deck Panel , center section with fuel filler hole; outer skin only	1		
815521/RP	Front Section , LH; cockpit side	1		
815522/RP	Front Section , RH; cockpit side	1		

BODY SHEET METAL

REPLICA FENDERS AND FENDER MOUNTING KITS, TR250

“New Replica Fenders Fit Like Factory Originals”

The parts listed here are manufactured by a German company, and they have no connection to the cruder versions listed in the past. These fenders are made and finished on tools like original Triumph parts, and their higher cost should be repaid by savings at the body shop. All four fenders are available now in steel, and front fenders are also available in a very strong and light aluminium alloy. Note that these parts may not be discounted, due to high cost prices.



RFK160



RFK150

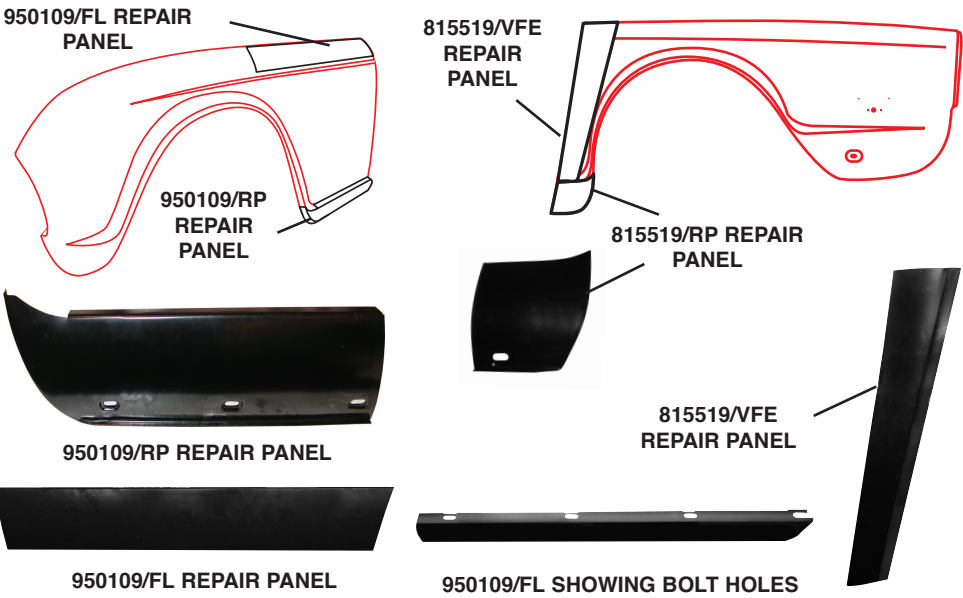
Part No.	Description	No. Off	List Price	Your Price
950109/BP	Front Fender , LH; steel reproduction	1		
950109/AL	Fender , front, LH, aluminium; very light and strong alloy	1		
950110/BP	Front Fender , RH; steel reproduction	1		
950110/AL	Fender , front, RH, aluminium; very light and strong alloy	1		
850457	Filler Panel , front fender, LH	1		
850458	Filler Panel , front fender, RH	1		
850475/BP	Fender , rear, LH, primed steel	1		
850475/AL	Fender , rear, LH, aluminium	1		
850476/BP	Fender , rear, RH, primed steel	1		
850476/AL	Fender , rear, RH, aluminium	1		
RFK150	Hardware Kit , deluxe, front fender mounting; 44 pieces	2		
RFK160	Hardware Kit , deluxe, rear fender mounting; 62 pieces	2		

BODY SHEET METAL

FENDER REPAIR PANELS, TR250

“Maybe You Can Save That Old Fender After All with Really Good Repair Panels”

Some new repair panels for Triumph fenders have shown up on the market recently. These are actually manufactured by a small company in the U.S. heartland, and the quality is better than anything I have ever seen in the line of repair panels. These are not bolt-on components, but a skilled body man can cut out rusted sections and weld in repair panels with excellent results. I am listing all of the panels available now. Please check the web version of this catalogue for listings of new components as they are introduced.



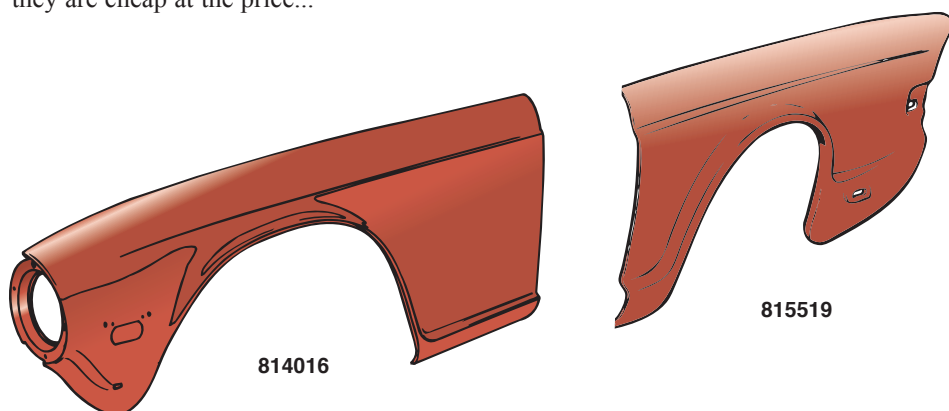
Part No.	Description	No.Off	List Price	Your Price
REPAIR PANELS, front fenders, TR250				
950109/RP	Repair Panel, LH front fender, lower rear section, includes bolt holes	1		
950109/FL	Repair Panel, LH front fender, upper rear flange in front of door; includes bolt holes	1		
950110/RP	Repair Panel, RH front fender, lower rear section, includes bolt holes	1		
950110/FL	Repair Panel, RH front fender, upper rear flange in front of door; includes bolt holes	1		
REPAIR PANELS, rear fenders, TR250				
815519/RP	Repair Panel, LH rear fender, lower front section; includes bolt hole	1		
815519/VFE	Repair Panel, LH rear fender, vertical front edge	1		
815520/RP	Repair Panel, RH rear fender, lower front section; includes bolt hole	1		
815520/VFE	Repair Panel, RH rear fender, vertical front edge	1		

BODY SHEET METAL

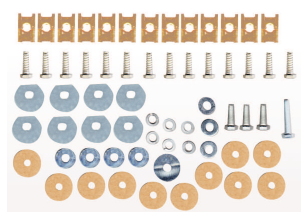
FENDERS AND FENDER MOUNTING KITS, TR6

“British Motor Heritage Is Still Pressing New Fenders on the Triumph Factory Tooling”

People say the fenders aren't quite as nice as they used to be. No doubt, the tooling is worn after more than forty years of use. Certainly, it has been refurbished from time to time to make it as good as it can be. If the fenders aren't quite as crisp as they were twenty or thirty years ago, they are still a lot better than the repro fenders available for other models, and they still bolt right onto the cars as they should. TRF's 1976 TR6 has two new fenders fitted three or four years ago, and they look perfect. The price creeps up on Heritage fenders as the years pass, but it is still very reasonable. Compare it, for instance, to the price of a TR250 fender which is a repro! In the end, it is easy to conclude that the fenders listed here are an important asset to the TR6 enthusiast, and they are cheap at the price...



RFK134



RFK133

Part No.	Description	No. Off	List Price	Your Price
814016	Front Fender , LH, 1969-74	1		
814017	Front Fender , RH, 1969-74	1		
XKC1811	Front Fender , LH, 1975-76	1		
XKC1812	Front Fender , RH, 1975-76	1		
815519	Rear Fender , LH	1		
815520	Rear Fender , RH	1		
RFK133	Hardware Kit , deluxe, front fender mounting; 67 pieces	2		
RFK134	Hardware Kit , deluxe, rear fender mounting; 88 pieces	2		

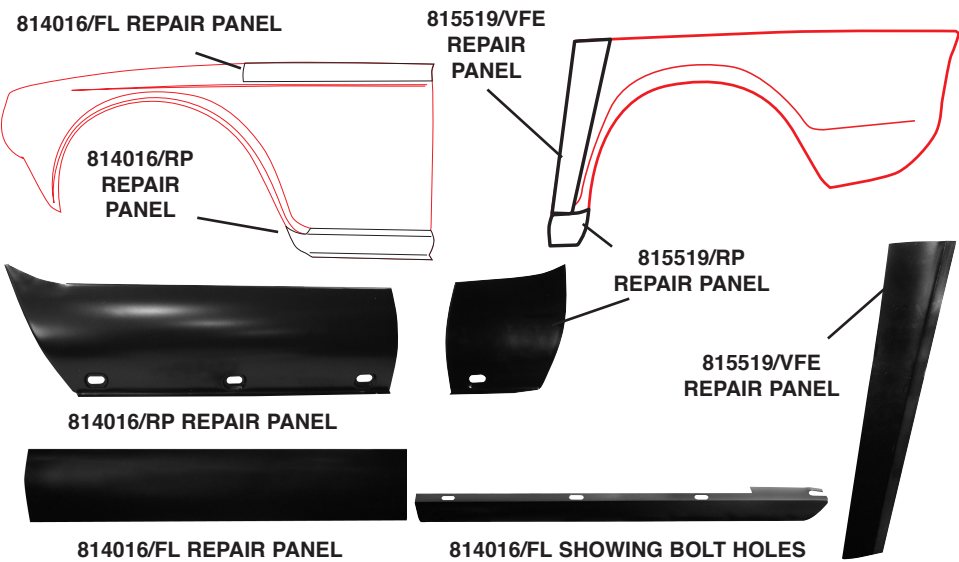
P.S. Request a free hardware kit when you purchase a TR6 fender.

BODY SHEET METAL

FENDER REPAIR PANELS, TR6

“Useful Repair Panels Might Save a Rusted Fender—You Will Want to Compare the Cost Including Bodywork to That of New Fenders”

These panels are made by a small manufacturing company in America’s heartland. They are very professionally made and finished. In fact, they are the most nicely presented repair panels I have seen anywhere. Realize that these are not parts to bolt on or to attach with pop rivets. They need to be welded into place by an accomplished body man. If done properly, the finished job can reach a very high standard. Note that additional repair panels may become available in time. Check out the online version of this catalogue for new listings.



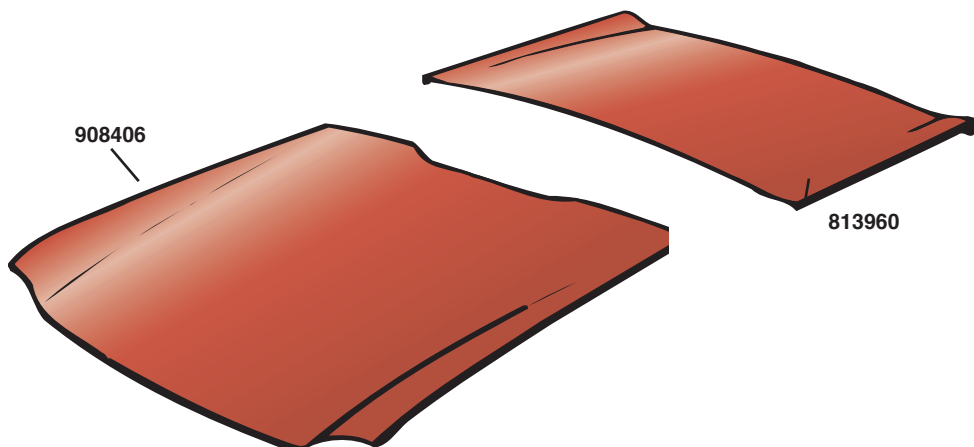
Part No.	Description	No.Off	List Price	Your Price
REPAIR PANELS, front fenders, TR6				
814016/RP	Repair Panel, LH front fender, lower rear section, includes bolt holes	1		
814016/FL	Repair Panel, LH front fender, upper rear flange in front of door; includes bolt holes	1		
814017/RP	Repair Panel, RH front fender, lower rear section, includes bolt holes	1		
814017/FL	Repair Panel, RH front fender, upper rear flange in front of door; includes bolt holes	1		
REPAIR PANELS, rear fenders, TR6				
815519/RP	Repair Panel, LH rear fender, lower front section; includes bolt hole	1		
815519/VFE	Repair Panel, LH rear fender, vertical front edge	1		
815520/RP	Repair Panel, RH rear fender, lower front section; includes bolt hole	1		
815520/VFE	Repair Panel, RH rear fender, vertical front edge	1		

BODY SHEET METAL

BONNETS AND TRUNK LIDS, TR6

“Made on Original Triumph Tooling by British Motor Heritage”

Straight, original-equipment bonnets and trunk lids can make the difference between a good body restoration and a mediocre one on a car like the TR6 which has such crisp body lines. Dings and dents don't work on these parts...



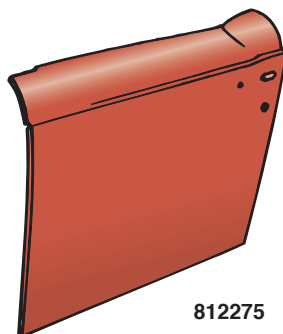
Part No.	Description	No. Off	List Price	Your Price
908406	Bonnet Assembly , factory original; price does not include a reasonable crating charge	1		
813960	Trunk Lid Assembly , factory original; price does not include a reasonable crating charge	1		

DOOR SKINS AND DOOR SHELLS, TR250, TR6

“You Can Restore Your Old Doors or Purchase Brand New Ones”

Replacing door skins is common work in body shops, and you can rebuild your old doors for a fraction of the price of new ones. Note that there is a good article on door skin installation in Roger Williams book titled “How to Restore Triumph TR5/TR250 & TR6.” The doors and how they fit are keys to a good body restoration...

812776/BE



Part No.	Description	No. Off	List Price	Your Price
812775	Door Skin, LH	1		
812775/BE	Repair Panel , bottom edge of door, LH	1		
812776/BE	Repair Panel , bottom edge of door, RH	1		
812776	Door Skin, RH	1		
634829	Door Shell Assembly, LH	1		
634830	Door Shell Assembly, RH	1		
RFP600	Book: “How to Restore, Triumph TR5, TR250, and TR6,” by Roger Williams	A/R		

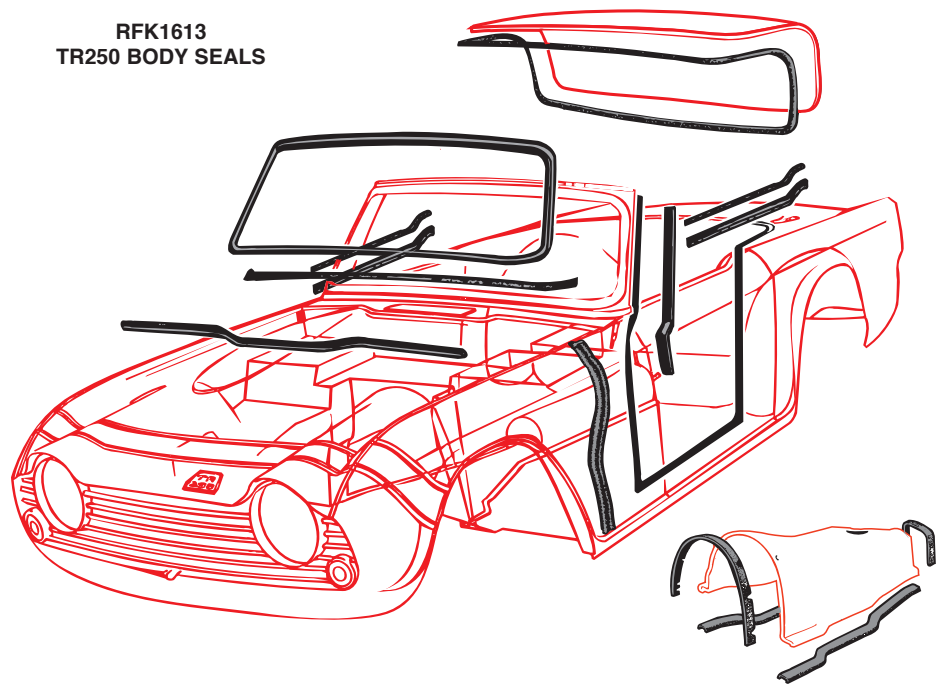
RUBBER BODY SEALS

RUBBER BODY SEALING KITS, TR250

“Good Rubber Makes a Lot of Difference”

The kits listed in this section include rear bonnet seals, windscreen seals, bulkhead plate seals, fuzzy door seals, all six door window seals, gearbox cover seals, and trunk lid seals. If you are doing a paint job or a complete body restoration, you might as well save a few dollars and buy the kit.

RFK1613
TR250 BODY SEALS



Part No.	Description	No. Off	List Price	Your Price
BODY SEALING KITS, TR250				
RFK1613	Body Seal Kit, including black fuzzy door seals, plus other components described above	1		
RFK1614	Body Seal Kit, including red fuzzy door seals, plus other components described above	1		
RFK2017	Body Seal Kit, including dark tan fuzzy door seals, plus other components described above	1		
RFK1615	Body Seal Kit, including light tan fuzzy door seals, plus other components described above	1		
RFK1616	Body Seal Kit, including blue fuzzy door seals, plus other components described above	1		

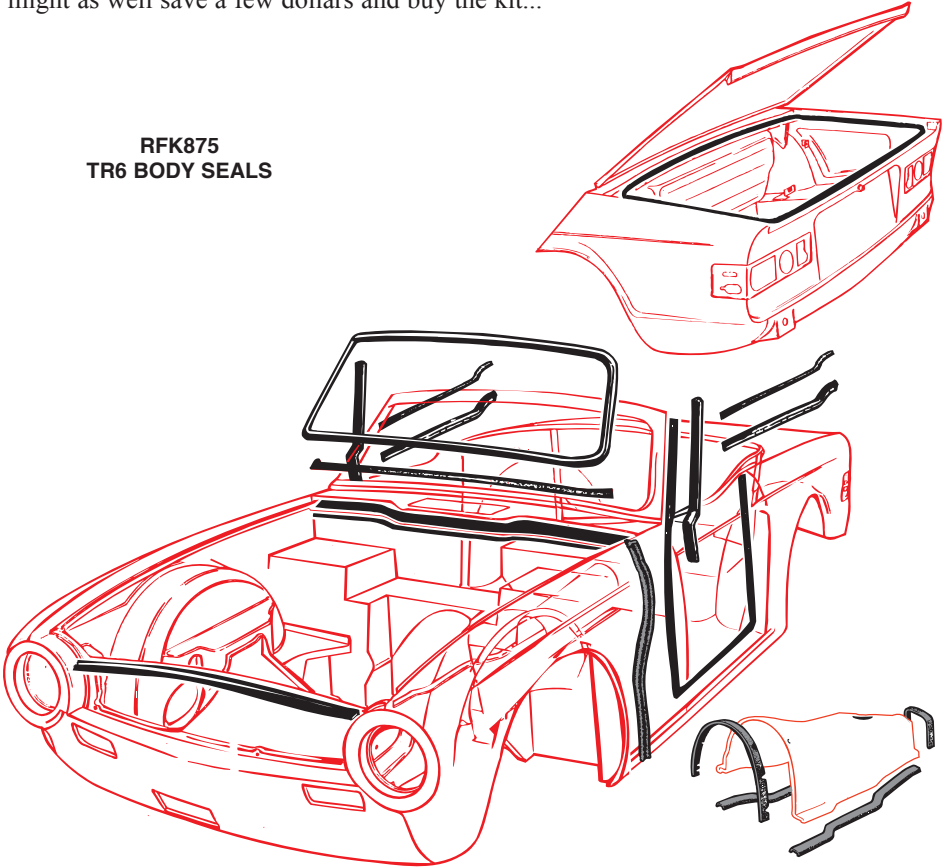
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RUBBER BODY SEALS

RUBBER BODY SEALING KITS, TR6

“Freshen Up with All New Rubber Seals...”

The kits listed in this section include front and rear bonnet seals, windscreen seals, bulkhead plate seals, fuzzy door seals, all six door window seals, gearbox cover seals, and trunk lid seals. If you are doing a paint job or a complete body restoration, you might as well save a few dollars and buy the kit...



RFK875
TR6 BODY SEALS

Part No.	Description	No. Off	List Price	Your Price
BODY SEALING KITS, TR6				
RFK875	Body Seal Kit , including black fuzzy door seals, plus other components described above	1		
RFK876	Body Seal Kit , including red fuzzy door seals, plus other components described above	1		
RFK877	Body Seal Kit , including dark tan fuzzy door seals, plus other components described above	1		
RFK1043	Body Seal Kit , including light tan fuzzy door seals, plus other components described above	1		
RFK878	Body Seal Kit , including shadow blue fuzzy door seals, plus other components described above	1		

RUBBER BODY SEALS

RUBBER SEALS—DOOR WINDOW TO WINDSCREEN
FRAME, TR250, TR6

“Do You Need the Thicker Seal or the Thinner One”

Triumph used two different seals for this application. A thicker seal if the gap between the door window and the windscreen is larger and a thinner seal if the gap is smaller. You can do the same thing with your car to use the parts to the best possible effect.



620403

620913



Part No.	Description	No.Off	List Price	Your Price
620913	Rubber Seal, thicker type; 5/8-inch	2		
620403	Rubber Seal, thinner type; 5/16-inch	2		

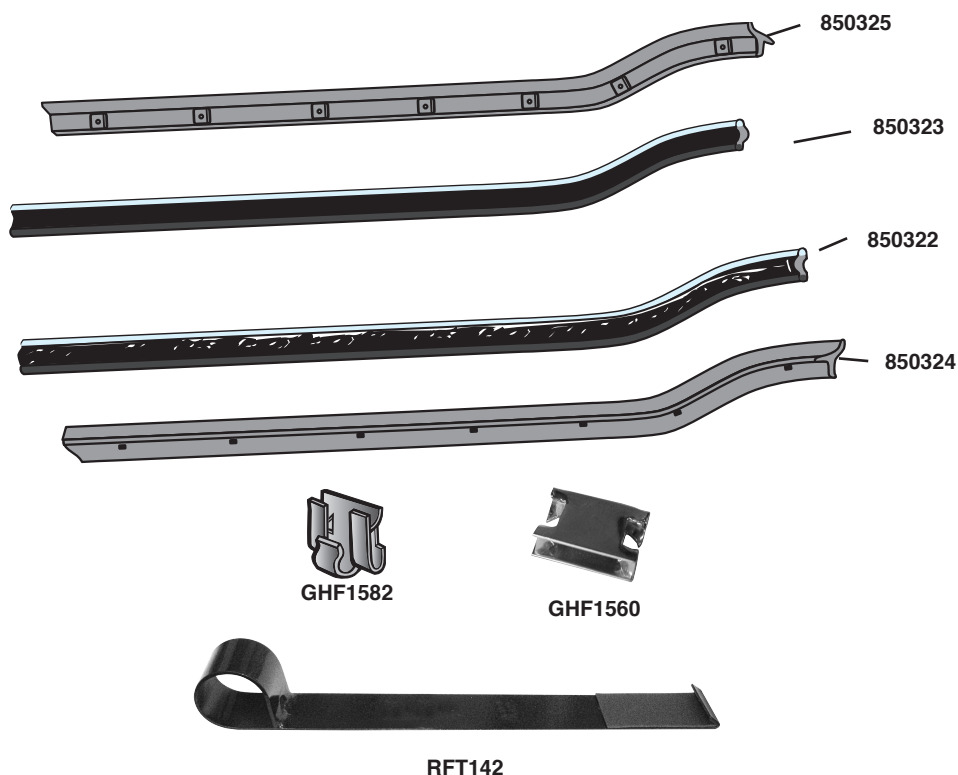


RUBBER BODY SEALS

DOOR WINDOW SCRAPER SEALS, TR250, TR6

“TRF Seals Are Engineered to Be Better”

TRF has never sold anyone else's repro seals. We had originals for a long, long time, as we had purchased five-thousand sets from Unipart when they were still available. Original outer door waist seals, as they were called, were a little too short, and they tended to kink a little. Our new outer seals are longer so they can be trimmed to the perfect length for your doors, they are made of slightly harder rubber too to keep them from kinking, and they are flocked where they touch the glass to keep them from sticking. Our inner seals are better too. Original seals had a shiny silver upper edge bead. Ours do too, but others are black. We know that the door waist seals are critical to the appearance of your car, and we have tried our best to engineer them well.



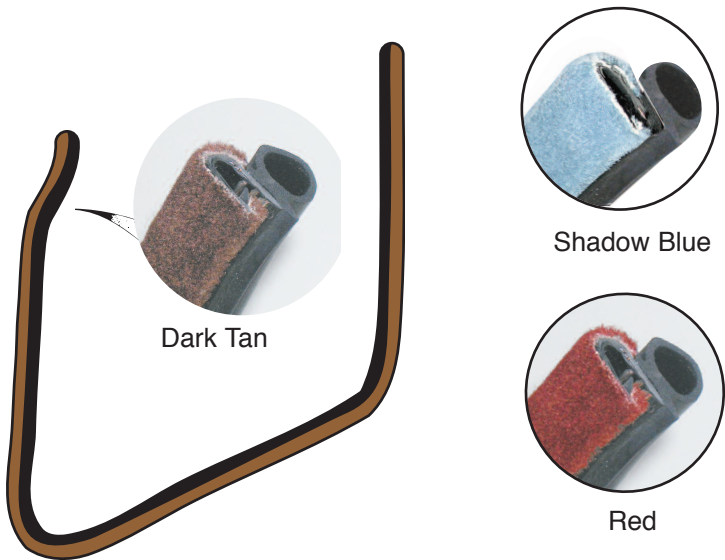
Part No.	Description	No. Off	List Price	Your Price
RFK1228	SEAL KIT , inner and outer door waist seals and clips	1		
850322	Seal , inner door waist, LH	1		
850323	Seal , inner door waist, RH	1		
GHF1582	Clip , securing inner seals to doors	14		
850324	Seal , outer door waist, LH	1		
850325	Seal , outer door waist, RH	1		
GHF1560	Clip , securing outer seals to doors	14		
RFT142	Tool , for use in installing window scraper seals	1		
RFP331	Instruction Sheet , shows how to install inner and outer scraper seals	1		

RUBBER BODY SEALS

WOOL MOQUETTE FUZZY DOOR SEALS, TR250, TR6

“Luxurious Cloth-Covered Seals from England”

These wool moquette seals are made of the same wool material used on the door seals of most British cars of the 1950’s, 1960’s, and 1970’s. The cross-section is a teeny bit large, but the rubber edge seal is pliable, and we do not see any problem with doors closing, etc. In fact, I have tried them on TR250 doors, TR6 doors, and MGB doors, as well as on other applications. These seals may be a little more difficult to install than the Bristleflex seals listed in the following section, but wool moquette has a more luxurious look. The wool moquette seals have been my own choice on the last three cars that I have restored.



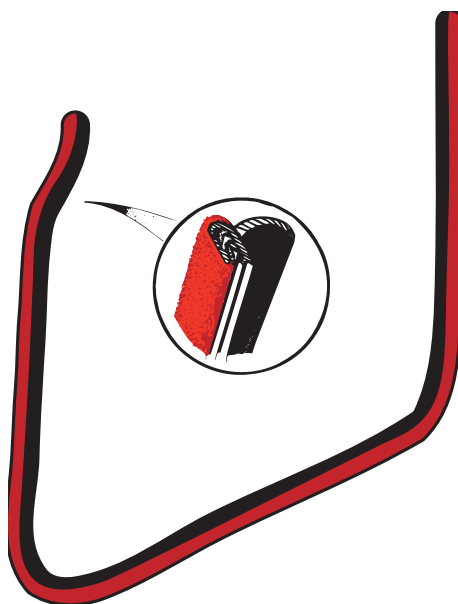
Part No.	Description	No.Off	List Price	Your Price
FUZZY DOOR SEALS, “wool moquette type,”				
	TR250, TR6; 91-inches			
WMS101/91	Fuzzy Door Seal, black	2		
WMS102/91	Fuzzy Door Seal, bright red	2		
WMS107/91	Fuzzy Door Seal, shadow blue	2		
WMS103/91	Fuzzy Door Seal, dark tan	2		
WMS1031/91	Fuzzy Door Seal, light tan	2		

RUBBER BODY SEALS

“BRISTLEFLEX” FUZZY DOOR SEALS, TR250, TR6

“These Modern Seals Have Several Advantages”

Advantages of the Bristleflex seals include the fact that the cross-section is a perfect match for original Triumph seals. In addition, I prefer the woven wire base of the Bristleflex seals to the type of base used on the wool moquette seals. The colour of the Bristleflex seals looks like cloth, but it is actually moulded onto the seal. This looks wonderful when the seals are new, but it tends to rub off on locations which make contact when someone is getting in and out of the car. Weigh the advantages and disadvantages of the seals available before you make your choice.



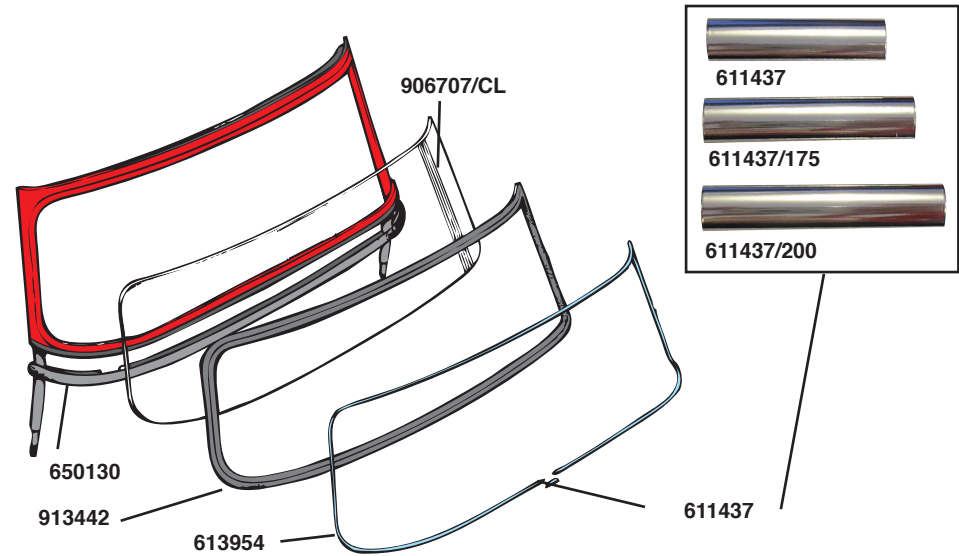
Part No.	Description	No.Off	List Price	Your Price
FUZZY DOOR SEALS, “Bristleflex type,”				
	TR250, TR6; 91-inches			
BF101/91	Fuzzy Door Seal, black	2		
BF102/91	Fuzzy Door Seal, bright red	2		
BF1025/91	Fuzzy Door Seal, dark red	2		
BF107/91	Fuzzy Door Seal, shadow blue	2		
BF103/91	Fuzzy Door Seal, dark tan	2		
BF1031/91	Fuzzy Door Seal, light tan	2		

RUBBER BODY SEALS

WINDSCREEN SEALS, GLASS, AND RELATED PARTS,
TR250, TR6

“Chromed Metal Trim Clips Available Again in Three Sizes”

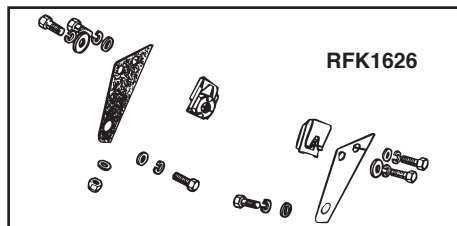
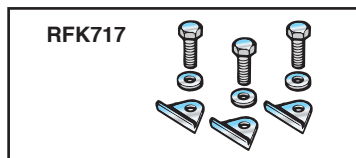
Replacing the windscreen is tedious but not too hard. If you doubt your ability, it is best to take it to a glass shop for actual removal or installation of the glass. You can remove the frame from the car yourself, have the glass removed, restore and paint the frame, and then take it back to the glass shop for installation of the glass, finally putting the assembly back on the car at home. Good rubber makes your car look better, and it keeps your interior dry. It is a good idea to caulk around the glass seal, both between the seal and the glass and between the seal and the windscreen frame. Glass shops stock the correct caulk. The crating charge on windscreens is \$35.00, but they almost never get broken...



Part No.	Description	No. Off	List Price	Your Price
WINDSCREEN GLASS; add crating charge				
906707/CL	Windscreen Glass , clear	1		
906707/TI	Windscreen Glass , lightly tinted	1		
CRATE35	Crating Charge on the above	1		
RUBBER SEALS AND TRIM STRIP				
913442	Rubber Seal , around glass	1		
613954	Trim Strip , chromed plastic, fitted to rubber seal	1		
611437	Joint Clip , chromed metal, for trim strip 1-1/2 inch length, original size	1		
611437/175	Joint Clip , chromed metal, for trim strip 1-3/4 inch length	1		
611437/200	Joint Clip , chromed metal, for trim strip 2-inch length	1		
650130	Rubber Seal , bottom, between windscreen frame and body shell	1		
616187	Rubber Seal , soft top frame to top of windscreen frame	1		
806144	Rubber Seal , moulded, between hard top and top of windscreen frame	1		

RUBBER BODY SEALS

WINDSCREEN SEALS, GLASS, AND RELATED PARTS, TR250, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
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INSTALLATION COMPONENTS

RFK1626	HARDWARE KIT , securing windscreen frame to side brackets and side brackets to front door posts; includes gaskets; 26 pieces	1		
RFK717	HARDWARE KIT , securing windscreen to dash; includes chromed cover plates, domed bolts, and washers, TR250; 9 pieces	1		
RFK658	HARDWARE KIT , securing windscreen to dash; includes black cover plates, domed bolts, and washers, TR6 and possibly some TR250; 9 pieces	1		

MOULDED PLASTIC TRIMS, inside windscreen frame

RFK1501	TRIM KIT ; includes four moulded plastic trims for inside of windscreen frame	1		
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BONNET SEALS, TR250, TR6

We list a rear bonnet seal for TR250 and TR6 and a front bonnet seal for TR6. It appears that Triumph wanted to give the TR6 a more solid feel by reducing bonnet shake and vibration...



Part No.	Description	No. Off	List Price	Your Price
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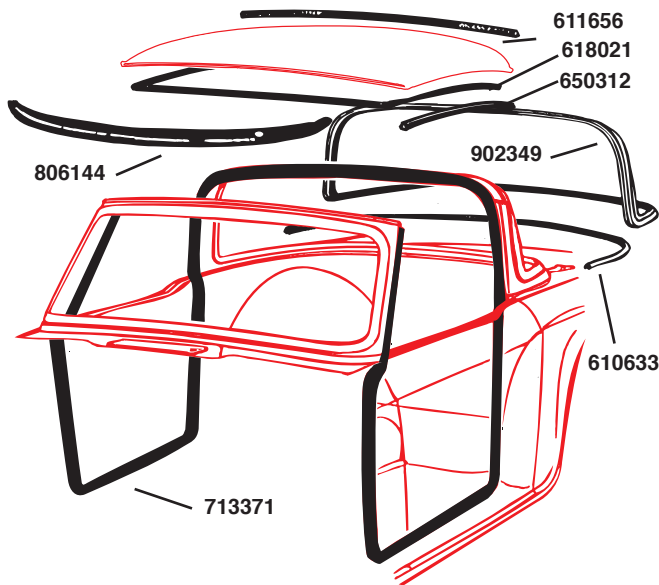
610675	Rubber Seal , rear of bonnet; mounted along scuttle flange above battery, all TR250, TR6	1		
627075	Rubber Seal , front of bonnet; mounted on top of front valance above radiator air deflector, TR6 only	1		

RUBBER BODY SEALS

HARD TOP RUBBER SEALS, TR250

“The Hard Top Is Commonly Called a Surrey Top, Although This Is Not Correct”

Originally, the name “Surrey Top” applied only to the soft top section which could be used instead of the hard top center section. Whatever you call it, however, TRF can supply virtually any seal you might require for your TR250 hard top.



Part No.	Description	No. Off	List Price	Your Price
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SEALS ON REAR WINDOW FRAME

610633	Seal, rubber, rear window frame to rear deck	1		
902349	Seal, rubber, around rear window glass	1		
613958	Trim Strip, chromed plastic, fitted around rear window glass	1		
	JOINT CLIPS, chromed metal, fitted to trim strip; your choice of size			
611437	Joint Clip, 1-1/2 inch length	1		
611437/175	Joint Clip, 1-3/4 inch length	1		
611437/200	Joint Clip, 2-inch length	1		

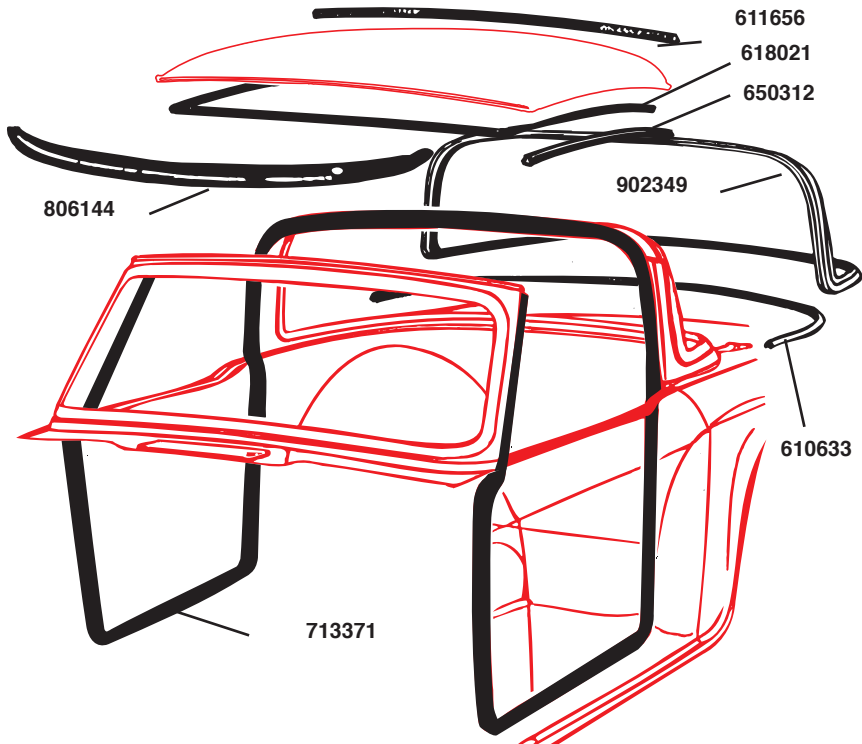
SEALS AROUND DOOR OPENINGS; these seals are made of three pieces; two pieces are like standard door seals but longer; they run from the top of the windscreen to the top of the rear edge of the door glass; the third section crosses the top of the rear window hoop; it is a fuzzy snap-on seal without rubber.

713371	Door Seal Kit, black	1		
713372	Door Seal Kit, red	1		
713377	Door Seal Kit, blue	1		
713373	Door Seal Kit, tan	1		

Section Continues ►►

RUBBER BODY SEALS

HARD TOP RUBBER SEALS, TR250—Continued



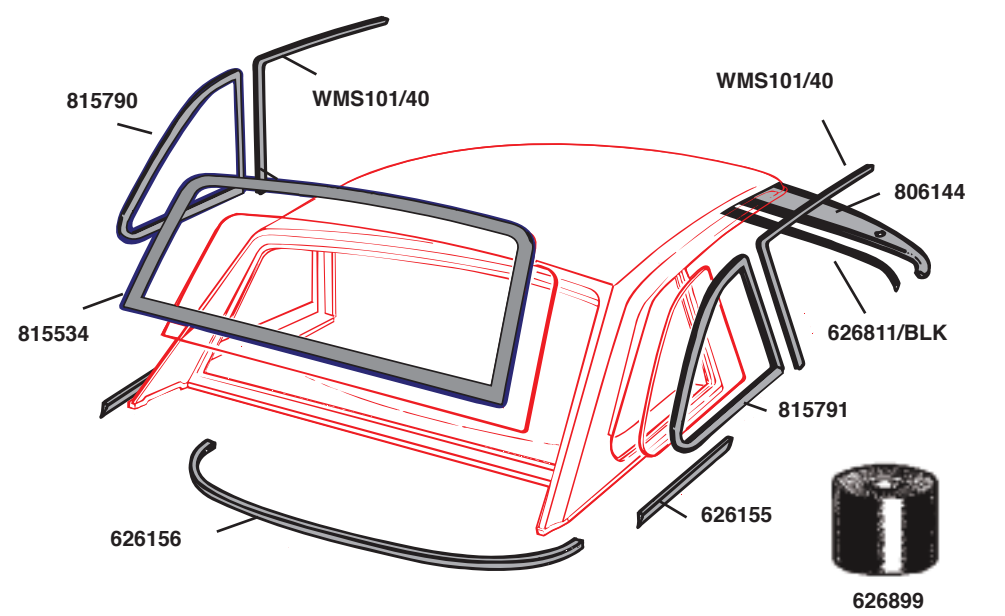
Part No.	Description	No. Off	List Price	Your Price
SEALS ON HARD TOP SECTION				
806144	Seal , moulded, front of hard top to top of windscreen; black was standard	1		
	FUZZY SEAL , around sides and front of hard top section, 87-inches			
618021	Fuzzy Seal , black	1		
618022	Fuzzy Seal , red	1		
618027	Fuzzy Seal , blue	1		
618023	Fuzzy Seal , tan	1		
650312	Seal , sides of hard top section to tops of door windows	2		
611656	Seal , rear of hard top section to rear window frame; mounted on hard top section	1		

RUBBER BODY SEALS

HARD TOP RUBBER SEALS, TR6

“Every Seal Is Kept in Stock at TRF”

We at The Roadster Factory have always loved the TR6 hard top, as it completely transforms a TR6 roadster into a TR6 coupe, making it an entirely different car for cold-weather use. John Swauger, a TRF’s employee of thirty-three years, now retired, owns a lovely Ferrari red TR6 on which he installs a hard top every autumn. This allows him to enjoy his car on nice days all through the winter, and he has often remarked that is car has a much more rigid feel when the hard top is bolted into position. As stated above, TRF has all of the seals available for hard top restoration, and we have most other parts as well...



Part No.	Description	No. Off	List Price	Your Price
806144	Moulded Rubber Seal , front of hard top to top of windscreen, also fits TR250	1		
815534	Rubber Seal , around rear window glass	1		
815790	Rubber Seal , quarter window, LH	1		
815791	Rubber Seal , quarter window, RH	1		
626155	Rubber Seal , hard top to body, rear side	2		
626156	Rubber Seal , hard top to body, rear	1		
626899	Rubber Buffer , hard top rear corner to body	2		
WMS101/40	Fuzzy Seal , around door window aperture, black	2		
626811/BLK	Fuzzy Seal , header rail, black	1		

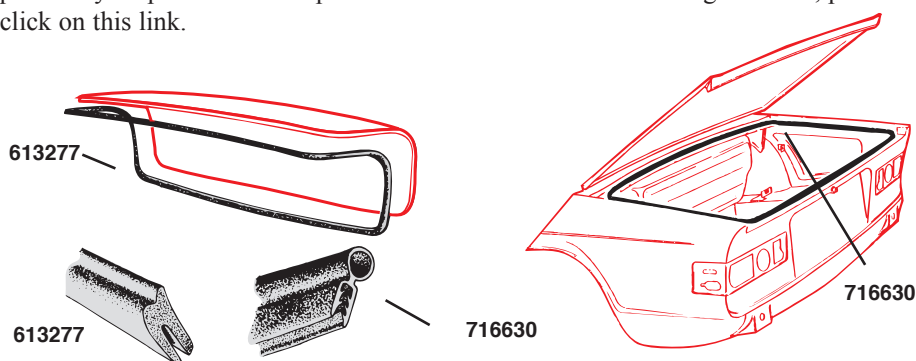
Note: If you want to match fuzzy hard top seals to other interior colours, this may be possible. Please call The Roadster Factory sales department for help.

RUBBER BODY SEALS

TRUNK LID SEALS, TR250, TR6

“Read About TR250 Trunk Lid Seals”

The Roadster Factory has manufactured its own TR250 trunk lid seal. I had always thought that this seal had been taken from another Triumph application for use on the TR250 model and that it just couldn't be made to work. Then I saw an original car with an original seal, and I decided that TRF needed to manufacture its own seal. Our new seal is made to just the right rubber hardness, and it does work well. If you had trouble with TR250 trunk lid seals in the past, please give ours a try. You will be pleasantly surprised... To see photos of the TR250 trunk seal being installed, please click on this link.

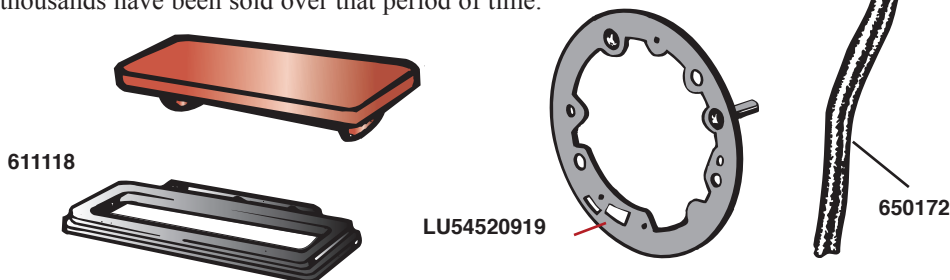


Part No.	Description	No. Off	List Price	Your Price
716630	Trunk Lid Seal, TR6	1		
613277	Trunk Lid Seal, TR250; original cross section	1		
TRFC102	Weatherstrip Adhesive; 3M black adhesive is the best product for installing trunk lid seals	A/R		

MISCELLANEOUS RUBBER SEALS, TR250, TR6

“Even the Smallest Parts Make a Big Difference”

These popular parts were some of the first rubber mouldings manufactured by The Roadster Factory more than thirty years ago, and thousands have been sold over that period of time.



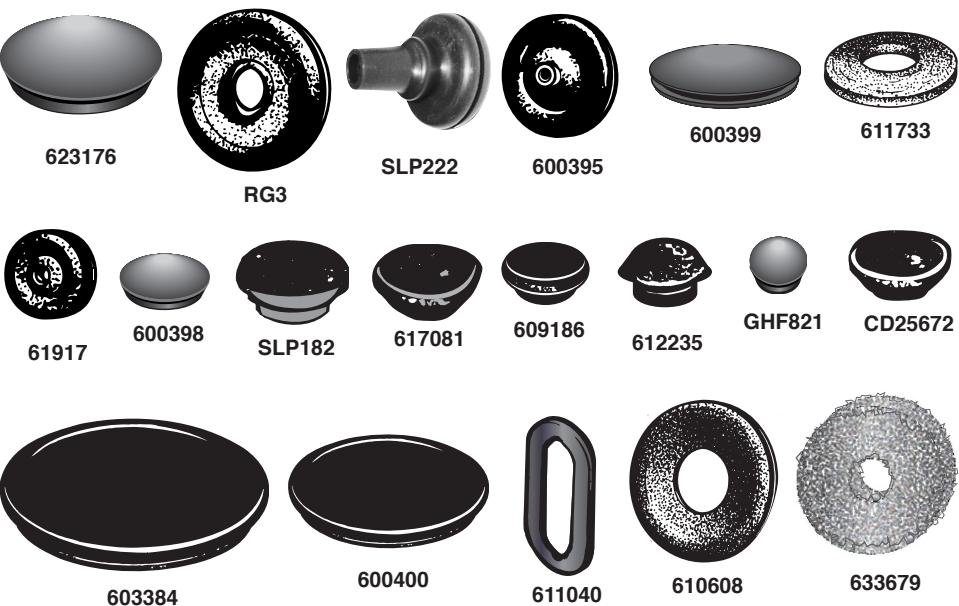
Part No.	Description	No. Off	List Price	Your Price
611118	Rubber Seal, scuttle vent lid, 1968-72	1		
LU54520919	Rubber Seal, headlamps to fenders	2		
650172	Rubber Seal, between splash plates and front fenders	2		

RUBBER BODY SEALS

RUBBER GROMMETS AND PLUGS, TR6

“Buy Grommets and Plugs Individually or in Handy Kits”

An illustration locating most grommets and plugs may be found in TRF’s “Triumph TR6 Sports Car Spare Parts Catalogue,” Volume 2 (Green), PLATE GS. This catalogue is posted on our web site at <http://trf.zeni.net/TR6greenbook/>. All of the TR6 grommets and plugs were researched and sourced when that publication was written in 1993.

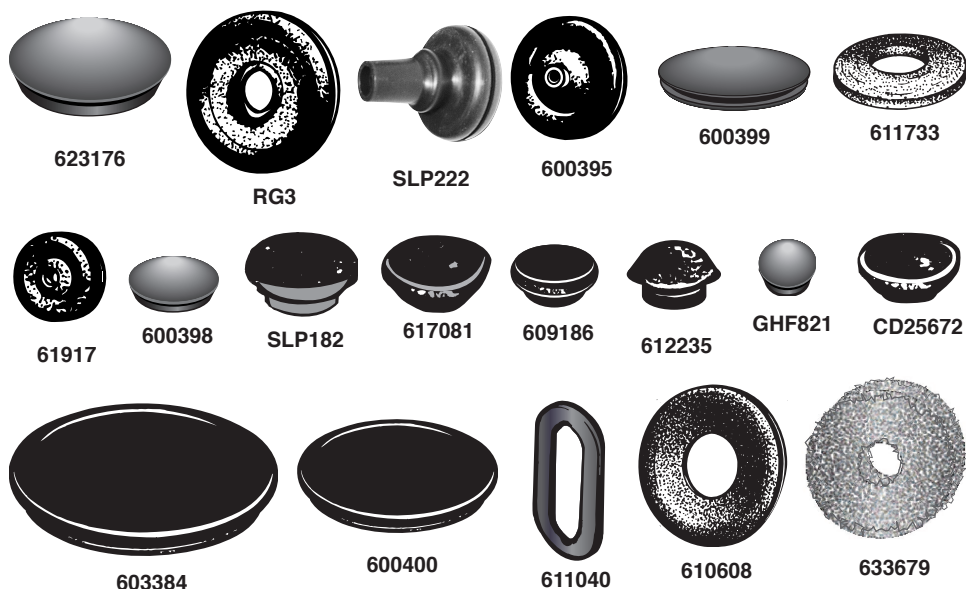


Part No.	Description	No. Off	List Price	Your Price
RFK868	COMPLETE GROMMET AND PLUG KIT, TR6; complete car set for U.S. models; will provide 99% of all needs...	1		
RFK869	SUB KIT—Bulkhead, Engine Bay, and Front of Car	1		
610608	Grommet, rubber, steering column tube, 1969-72	1		
633679	Seal, foam, sealing steering column tube, 1973-76	2		
RG3	Grommet, rubber, main wiring harness, larger grommet on LH side	1		
SLP222	Grommet, windscreen wiper drive tube	1		
600395	Grommet, rubber, 1-inch holes in bulkhead, inner fenders, and bulkhead ends	9		
61917	Grommet, rubber, 1/2-inch holes in bulkhead and plenum	5		
611040	Pad, rubber, heater connection in bulkhead	1		
SLP182	Plug, rubber, holes in bulkhead	2		
GHF821	Plug, rubber, small hole in bulkhead shelf above accelerator cable on U.S. models	1		

Section Continues ►►

RUBBER BODY SEALS

RUBBER GROMMETS AND PLUGS, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
RFK870	SUB-KIT—Cockpit Area		1	
603384	Plug , rubber, large, blanking vestigial jack holes in floors		2	
600399	Plug , rubber, 1-inch holes in main floors behind seats		2	
609186	Plug , rubber, 5/8-inch holes in main floors behind seats		2	
600395	Grommet , 1-inch holes in heelboard for handbrake cables		2	
600395	Grommet , 1-inch holes in gearbox cover for leads to gearbox switches		1	
612235	Plug , extra holes in windscreen capping		2	
RFK871	SUB-KIT—Trunk Area and Rear of Car		1	
611733	Seal , sponge, fuel tank drain hole and fuel outlet hole in floor		2	
623176	Plug , rubber, blanking fuel tank drain hole, later models without fuel tank drain		1	
600399	Plug , rubber, 1-inch holes in trunk floor, spare wheel pan, and inner rear valance		5	
61917	Grommet , rubber, 1/2-inch, wiring lead to license plate lamp		1	
600395	Grommet , fuel vapor tube, hold on LH side of fuel tank		1	

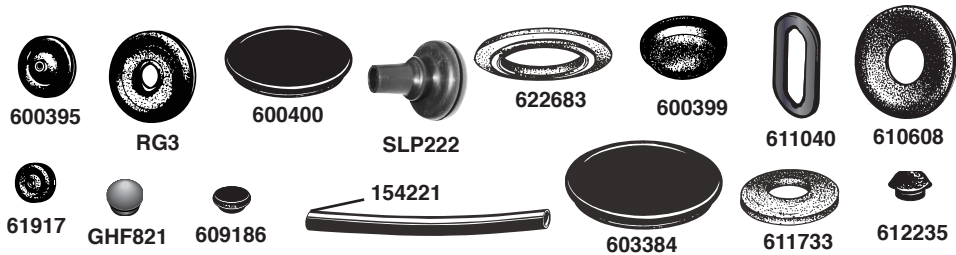
TR250 Grommets and Plugs Listed in Following Section...

RUBBER BODY SEALS

RUBBER GROMMETS AND PLUGS, TR250

“Having the Right Parts Makes the Job a Lot Easier...”

The Roadster Factory manufactures every part listed here to original standards. By grommets and plugs individually or in handy kits.



Part No.	Description	No. Off	List Price	Your Price
RFK1987	BULKHEAD RUBBER GROMMET KIT	1		
610608	Grommet , rubber, steering column tube	1		
RG3	Grommet , rubber, main wiring harness; larger grommet on LH side	1		
SLP222	Grommet , rubber, wiper drive tube	1		
600395	Grommet , rubber main wiring harness; smaller grommet on RH side	1		
600395	Grommet , oil pressure pipe	1		
600395	Grommet , rubber, speedometer cable	2		
600395	Grommet , rubber, tachometer cable	1		
600395	Grommet , rubber, heater valve control cable and choke cable	1		
61917	Grommet , rubber, windscreen washer delivery tube	2		
61917	Grommet , rubber, windscreen washer wiring lead	1		
61917	Grommet , rubber, bonnet release cable	1		
61917	Grommet , rubber, scuttle vent control rod	1		
611040	Sealing pad , heater water connection	1		
RFK1988	RUBBER BODY PLUG KIT	1		
603384	Plug , rubber 3.72-inch, main floor panel	2		
600399	Plug , rubber, 1-inch, main floor	4		
600399	Plug , rubber, 1-inch, rear shelf, behind bulkhead trim supports	2		
600399	Plug , rubber, 1-inch, spare wheel pan	2		
609186	Plug , rubber, 5/8-inch, main floor	2		
GHF821	Plug , rubber, 5/16-inch, bulkhead shelf	1		
600400	Plug , rubber, 1.75-inch	A/R		
	MISCELLANEOUS SMALL RUBBER			
154221	Tube , draining scuttle vent	2		
622683	Grommet , rubber, fuel cap to rear deck	1		
611733	Grommet , under fuel tank, seals outlet holes	2		
600395	Grommet , rubber, handbrake cables to rear heelboard	2		
612235	Plug , rubber, extra holes in windscreen capping	2		

BODY TRIM AND FITTINGS

RADIATOR GRILLES AND AIR DEFLECTORS, TR250

“New Grilles May Be Available Again in 2015”

TR250 grilles are identical to TR4A grilles, except for the blackened grille bars on TR250 models. Excellent reproduction grilles were available in the past, but nothing is available as I write. Making TR250 grilles available is a current goal at The Roadster Factory, and we are currently looking at several possible sources for this product.



812300



714536

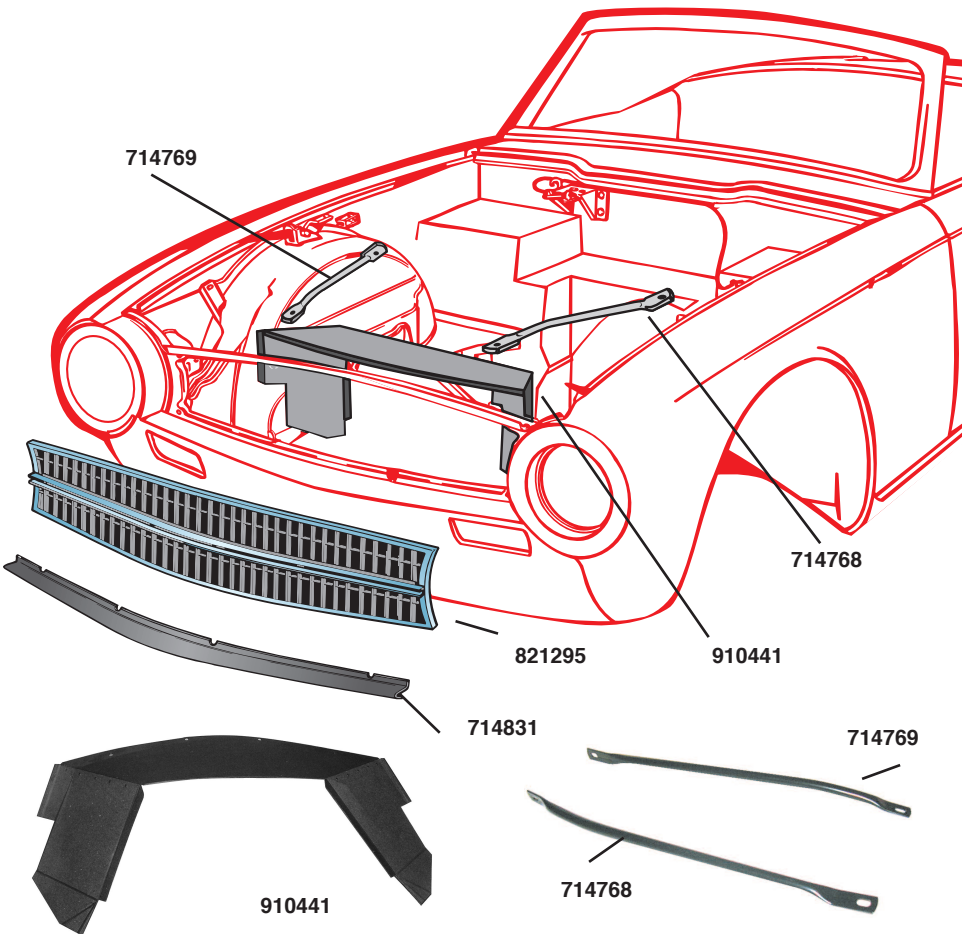
Part No.	Description	No. Off	List Price	Your Price
812300	Grille Assembly , as original with anodized finish and blacked-out details, as correct for TR250	1		
RFK1366	Hardware Kit , securing grille to valance panel; eighteen pieces	1		
RELATED ITEM				
714536	Air Deflector , radiator, fibreboard	2		
ZKC1942	Clip , securing air deflectors to radiator sides	8		

BODY TRIM AND FITTINGS

RADIATOR GRILLES AND RELATED PARTS, TR6

“TRF Stocks Grilles and All Related Components”

The available grille is the later version with stainless steel trim pieces. These may be removed if desired for application to an earlier model. Listed here are various related parts including original air deflectors, apron finishers, and valance support rods, along with applicable hardware.



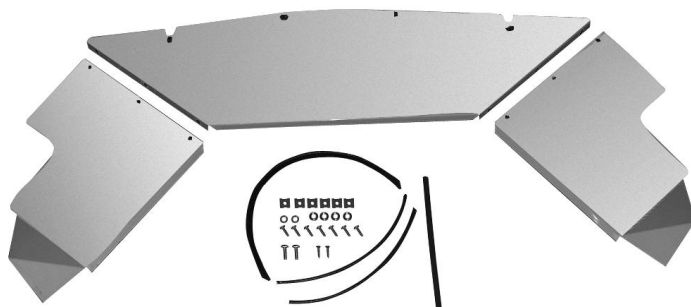
Part No.	Description	No.Off	List Price	Your Price
821295	Radiator Grille , with chromed mouldings	1		
RFK1387	Hardware Kit , securing grille; includes twenty-four pieces	1		
910441	Air Deflector , radiator, original fibreboard type	1		
714768	Rod , support, front valance, LH, finished in black powder-coat	1		
714769	Rod , support, front valance, RH, finished in black powder-coat	1		
RFK1134	Hardware Kit , securing air deflector and stay rods to front valance and to front wheel arches; includes eighteen pieces	1		
714831	Finisher , front apron	1		

P.S. Note that you will find grille badges listed on page 232.

BODY TRIM AND FITTINGS**AFTERMARKET RADIATOR AIR DEFLECTORS, TR6**

“Look at These If You Do Not Like Your Fibreboard Original”

Note that the polished stainless steel air deflector will stay shiny longer than the aluminium version.



HP298 UNPOLISHED ALUMINIUM



910441/SS STAINLESS STEEL

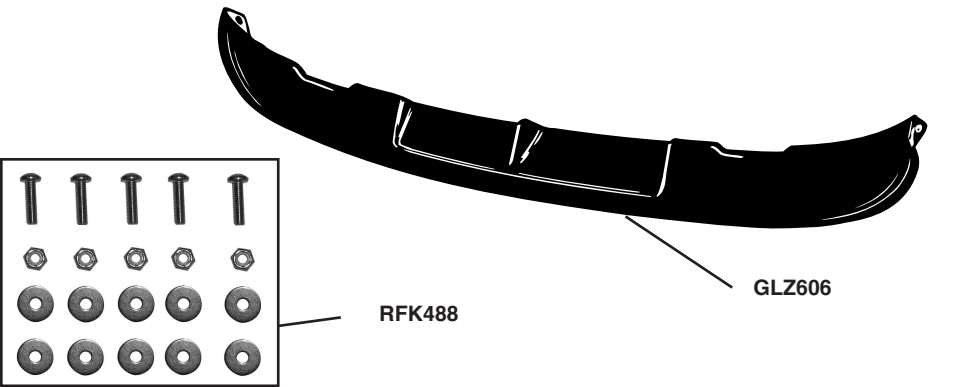
Part No.	Description	No.Off	List Price	Your Price
HP298	Air Deflector , radiator, unpolished aluminium	1		
910441/SS	Air Deflector , radiator, polished stainless steel	1		

BODY TRIM AND FITTINGS

FRONT SPOILERS, TR6, 1973-76

“Not as Inexpensive But Still Available”

TRF has sold thousands of spoilers over the years, many of them original for about \$29.95! Regrettably, that price is gone for all time. More recently, a friend was manufacturing them for us one-hundred at a time, and we were selling them for about \$100.00. Regrettably, the tool wore out, and now we are buying them from a more expensive source. Quality is pretty good, however. I don’t think it makes sense to tool up again right now. Maybe later. Anyway, they are available...

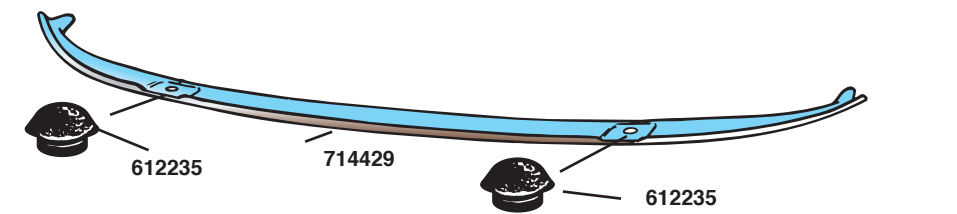


Part No.	Description	No. Off	List Price	Your Price
GLZ606	Spoiler , front, as original, TR6, 1973-76	1		
RFK488	Hardware Kit , securing spoiler to front apron; includes five screws, five nyloc nuts, and ten plain washers	1		

CHROMED WINDSCREEN CAPPINGS, TR250, TR6

“Shiny New Parts to Replace Your Hammered Original”

Thankfully, all of the required types have been manufactured by an English colleague, good parts at reasonable prices.



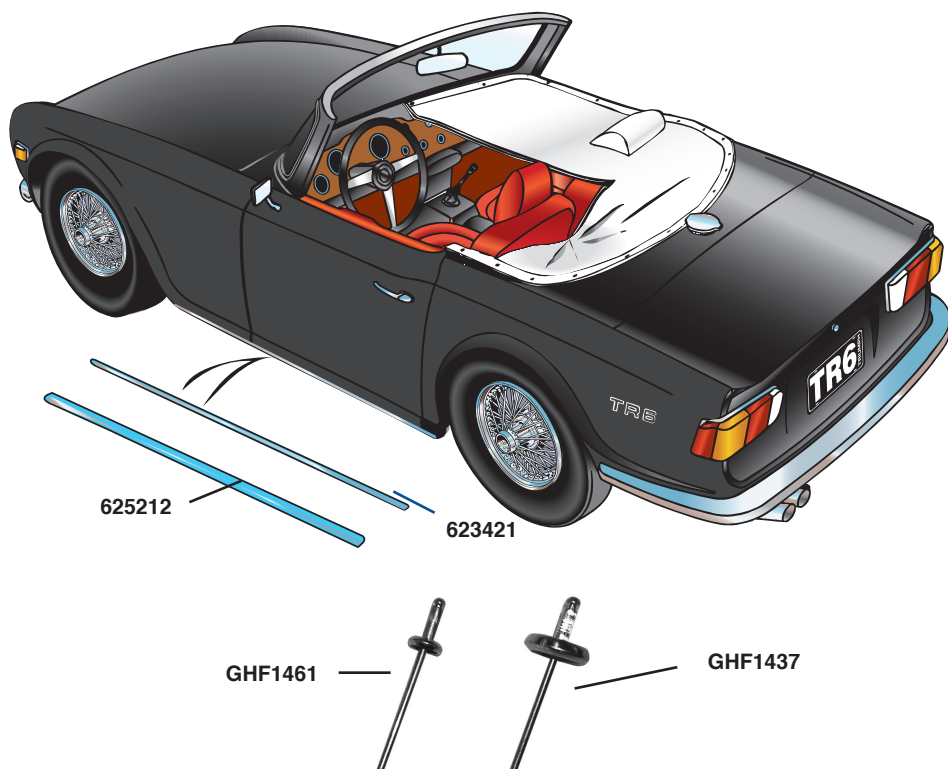
Part No.	Description	No. Off	List Price	Your Price
812400	Capping , chromed, windscreen top, TR250 models with standard soft tops	1		
806189	Capping , chromed, windscreen top, TR250 models with Surrey tops	1		
714429	Capping , chromed, windscreen top, all TR6	1		
554407	Pop Rivet , securing chromed capping to top of windscreen frame	9		
612235	Rubber Plug , blanking extra holes in windscreen capping	2		

BODY TRIM AND FITTINGS

ROCKER PANEL TRIM STRIPS, TR250, TR6

“High-Quality Components Now Available from a Less-Expensive Source”

Narrow trim strips were used on TR250 and earlier TR6 up to 1972. Wider strips were fitted thereafter. We found a new source for the trim strips some time ago, and we have manufactured our own rivet clips.



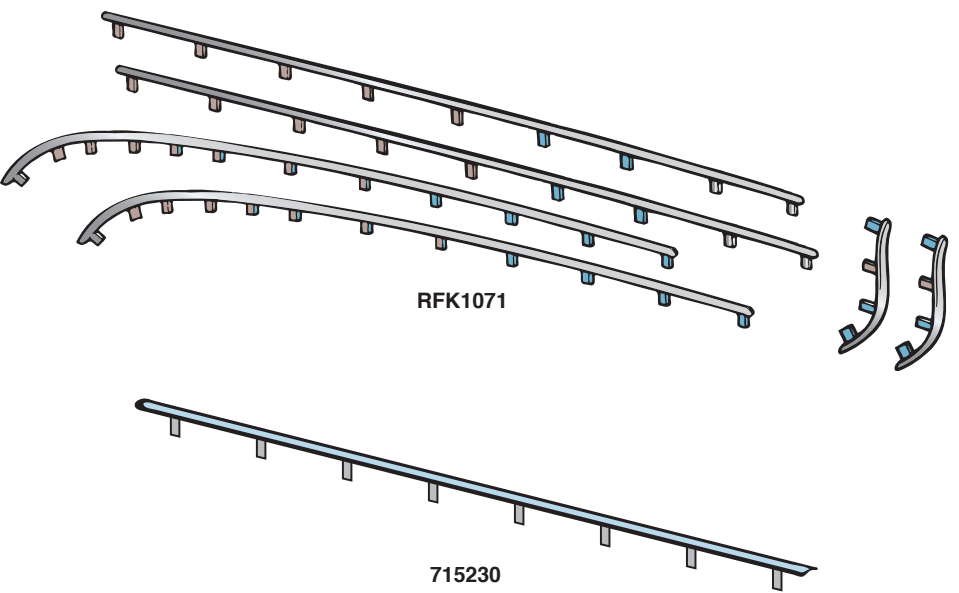
Part No.	Description	No. Off	List Price	Your Price
623421	Chromed Strip , rocker panel, 1968-72; narrow strip	2		
625212	Chromed Strip , rocker panel, 1973-76; wider strip	2		
GHF1461	Rivet Clip , securing narrow strip	12		
GHF1437	Rivet Clip , securing wider strip	12		

BODY TRIM AND FITTINGS

FENDER BEAD STRIPS, TR250, VERY EARLY TR6

“Original Stainless Steel Beads Still Available, Pre-Bent to Proper Curves”

TR250 beads are identical to the ones fitted to TR4 and TR4A models, but they were painted in body colour on the TR250 and TR5 models. This was just a part of Triumph’s attempt to modernize the look of the interim model offered in 1968 while the TR6 body tools were manufactured. A vestige of the fender beads remained on the tops of the rear fenders during early TR6 production, but they were soon dropped.



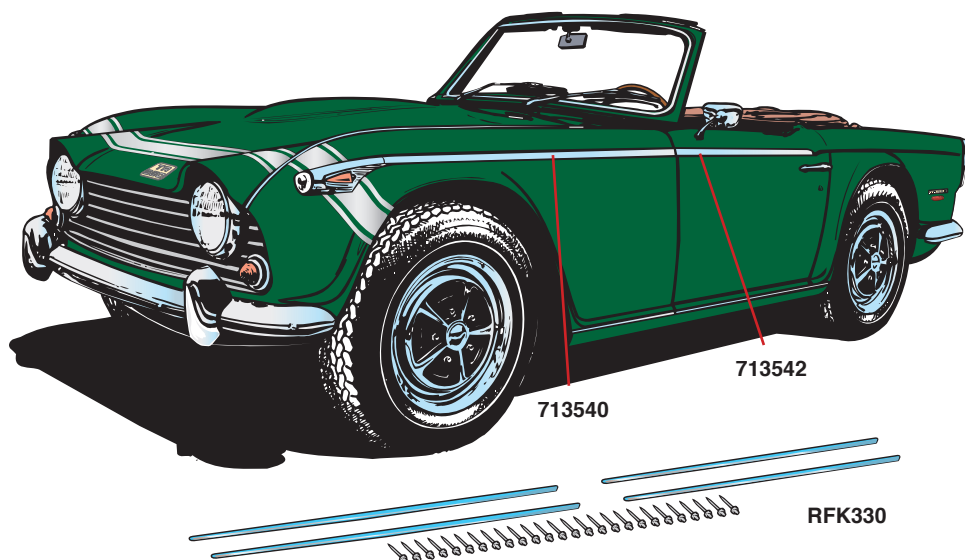
Part No.	Description	No. Off	List Price	Your Price
RFK1071	FENDER BEAD KIT , includes all six pieces, pre-bent to shape and fitted with fixing tabs, TR250	1		
850479	Fender Bead , front, with clips, TR250	2		
750126	Fender Bead , rear, top, with clips, TR250	2		
750187	Fender Bead , rear, short, LH, with clips, TR250	1		
750188	Fender Bead , rear, short, RH, with clips, TR250	1		
	FENDER BEADS , very early TR6			
715230	Fender Bead , rear fender to rear deck, includes fixing tabs	2		

BODY TRIM AND FITTINGS

BODY SIDE MOULDINGS, TR250

“TRF Has Shiny New Parts in Stock”

A run of original components was made years ago, but we lost part of a shipment during a customs check somehow. Regrettably, the original parts went out of production, and we were never able to replace them until we found a way to manufacture all four components ourselves. The new ones are indistinguishable from the originals, except that they sell for a little less...

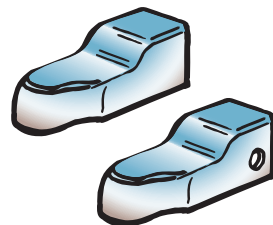


Part No.	Description	No. Off	List Price	Your Price
RFK330	BODY SIDE MOULDING KIT; includes four mouldings and twenty-six rivet clips	1		
713540	Moulding, front fender side, LH	1		
713541	Moulding, front fender side, RH	1		
713542	Moulding, door side, LH	1		
713543	Moulding, door side, RH	1		
GHF1437	Rivet Clip, securing mouldings	26		

CHROMED CAPPINGS FOR REAR DOOR POSTS, TR250, TR6

“Actually These Are Anodized Aluminium, But They Look Like Chrome...”

These are more small parts that add a finishing touch to your restoration.



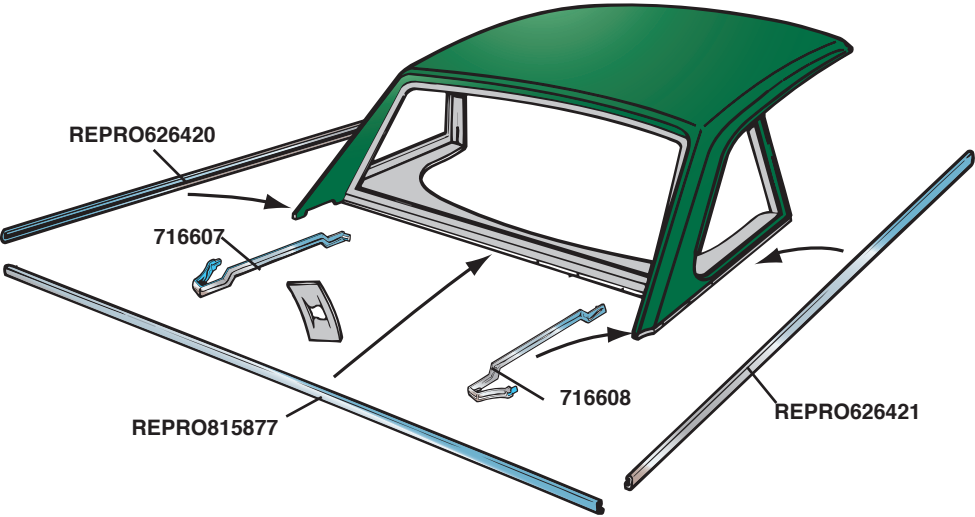
Part No.	Description	No. Off	List Price	Your Price
622747	Capping, chromed, rear door post, LH	1		
622748	Capping, chromed, rear door post, RH	1		

BODY TRIM AND FITTINGS

HARD TOP TRIM STRIPS, TR6

“TRF Has Made These from Sill Trim Strips for Many Years”

These stainless trim strips are often missing from used hard tops, and the long one across the back has not been available since the late 1970’s. The cross-section is a little more square on original hard top mouldings, but we make these by cutting sill trim strips to length, and hundreds of customers have used them on factory hard tops over the years.

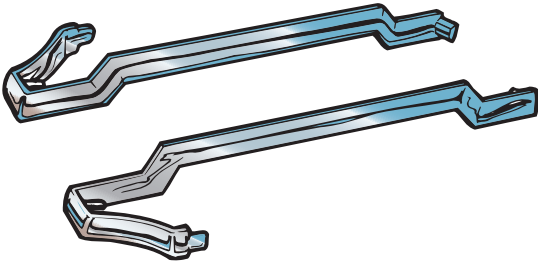


Part No.	Description	No. Off	List Price	Your Price
REPRO626420	Trim Strip, hard top, LH side	1		
REPRO626421	Trim Strip, hard top, RH side	1		
REPRO815877	Trim Strip, hardtop, under rear window	1		
GHF1461	Rivet Clip, securing trim strips	14		

HARD TOP CORNER MOULDINGS, TR6

“Often Damaged or Missing from Original Hard Tops”

New runs of these components were received toward the end of 2014, and with one-thousand of each in stock, it is unlikely that we shall every run out again. Parts in stock are perfect replicas of Triumph factory parts...



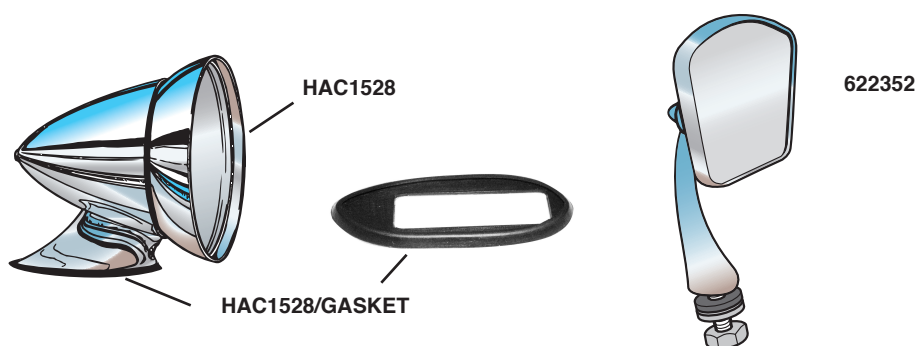
Part No.	Description	No. Off	List Price	Your Price
716607	Hard Top Rear Corner Finisher, LH	1		
716608	Hard Top Rear Corner Finisher, RH	1		
BHA4553	Fix Nut, securing finishers	2		

BODY TRIM AND FITTINGS

DOOR MIRRORS, TR250, TR6

“Choice of Two Original Mirrors for the Driver’s Side”

Most U.S. models were fitted with the bullet racing mirror by the dealers before sale in the U.S. In fact, the bullet mirror was manufactured here by British Leyland. The trapezoidal mirror was original on many TR250's and early TR6 models, and it was manufactured in England. Both mirrors provide a good view of the road behind and to the side of the car, and I expect that the bullet mirror became the mirror of choice for U.S. distribution because it fit Bruce McWilliams' market image for the cars better than the earlier mirror. Both mirrors are high-quality reproductions of original mirrors. By the way, either mirror is effective on the driver's side of the car, but neither provides a good view for the driver if it is mounted on the passenger's side, although some customers like to fit two mirrors for the sake of symmetry...



Part No.	Description	No. Off	List Price	Your Price
HAC1528	Door Mirror; replica of bullet door mirror provided by U.S. dealers; comes with gasket	1		
HAC1528/GASKET	Gasket, rubber, bullet door mirror; comes with mirror	1		
622352	Door Mirror, early trapezoidal style; requires one large hole in door	1		



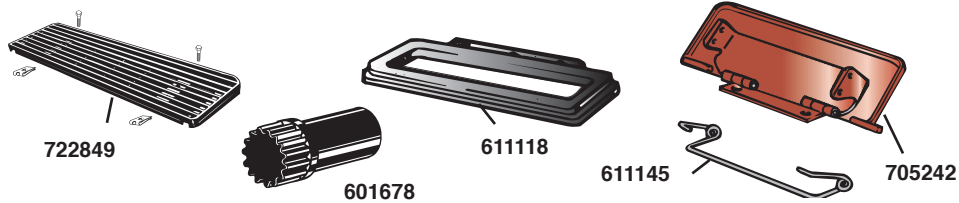
HAC1528 Door Mirror Looks Great on TR250 and TR6, While the Large Lens Gives a Good View of the Road Behind

BODY TRIM AND FITTINGS

SCUTTLE VENTS, TR250, TR6

“Both Early and Late Types Available”

I love the early scuttle vent with a lid that pops up. It reminds me of something you would find on a Spitfire or another World War II fighter plane. Both types are effective, however, and parts for both types are always available at TRF.



Part No.	Description	No.Off	List Price	Your Price
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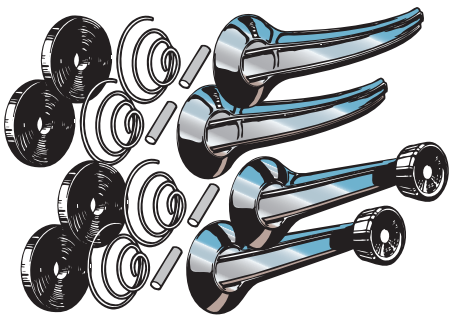
SCUTTLE VENT DETAILS, TR250,
TR6, 1968-72

705242	Vent Lid Assembly	1		
611145	Spring, scuttle vent lid	1		
611118	Seal, rubber, scuttle vent lid	1		
601678	Knob, vent control, under dash	1		
722849	Plastic Grille, scuttle vent, TR6, 1973-76	1		

INSIDE DOOR HANDLES AND WINDOW CRANKS, TR250, TR6

“All Parts Listed Are Now Manufactured by TRF”

When we set out to make door handles and window cranks, we knew that we wanted to make the best ones on the market. We had been purchasing them from the original manufacturer, but that company had gone out of business. Several other repros had become available in the meantime, but the knobs on the window cranks looked different, and the overall quality was less that we had been used to purchasing from the original



manufacturer. Therefore, we knew what we didn’t want, and we gave our manufacturer our specifications. Crisper castings, better chrome, and correct knobs on the window cranks. Suffice it to say that we have not been disappointed with the products we received in response to our order. They are price competitive with parts available from other vendors, and they are better products all around.

Part No.	Description	No. Off	List Price	Your Price
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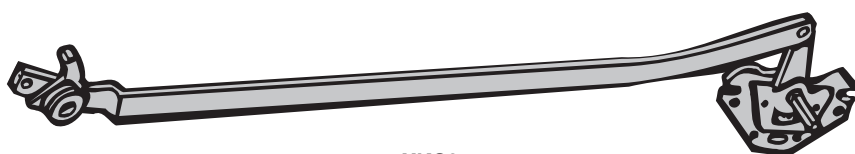
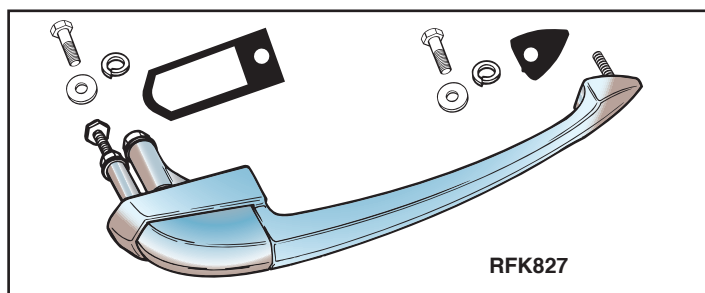
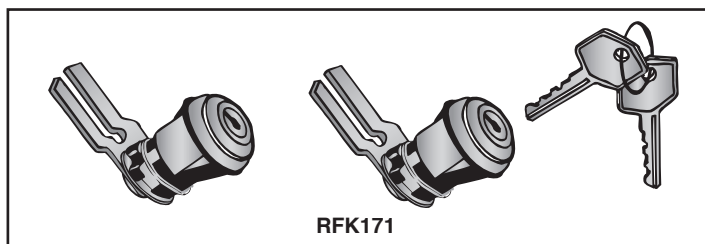
DHS56	INSIDE DOOR HANDLE KIT; includes door handles and window cranks for both doors plus all mounting components, black plastic discs, pins, and springs	1		
621770	Inside Door Handle	2		
621811	Window Crank Handle	2		
621221	Disc, black plastic, behind handles	4		
603382	Spring, behind door panels	4		
600832	Pin, retaining handles to handle shafts	4		

BODY TRIM AND FITTINGS

OUTSIDE DOOR HANDLES AND DOOR LOCKS, TR250, TR6

“Choice of Individual Components or Kits”

These parts are still made in England on the original Wilmot Breedon tools used for Triumph production. They fit perfectly and provide exact replacements for original components which may no longer function well or look nice. TRF supplies these components individually or in handy kits.



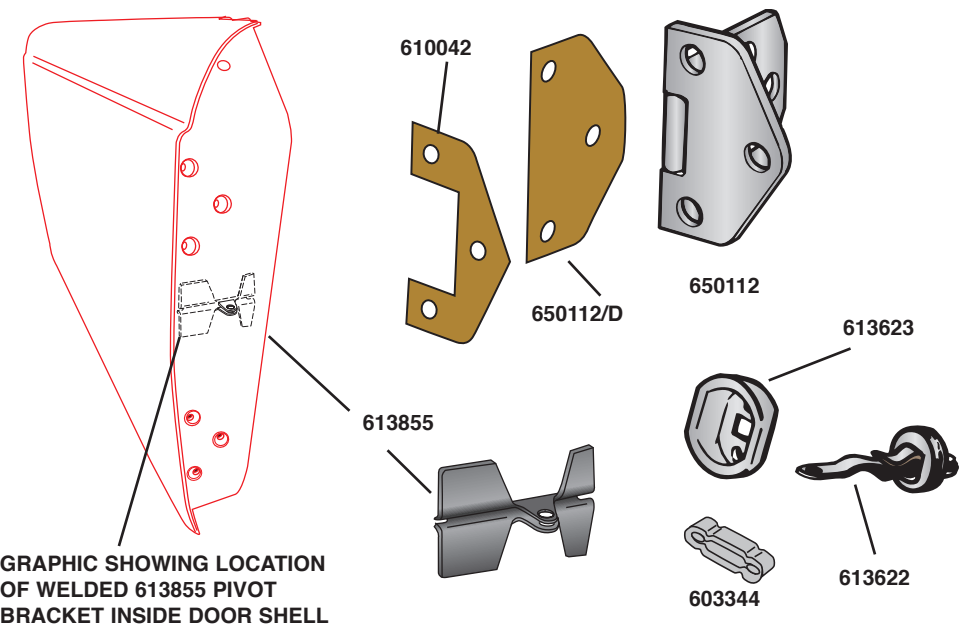
Part No.	Description	No. Off	List Price	Your Price
RFK827	DOOR HANDLE KIT; includes handle, gaskets, and correct hardware	2		
712837	Handle, door, outside	2		
RFK171	DOOR LOCK KIT; includes two door locks, gaskets, mounting clips, and matching keys	1		
621773	Lock, door; includes lock, gasket, mounting clip, and two keys	2		
	REMOTE CONTROL ASSEMBLIES, door latches			
XKC91	Remote Control Mechanism and Link Assembly, LH, fitted to TR6, after comm. no. CF1	1		
XKC92	Remote Control Mechanism and Link Assembly, RH, fitted to TR6, after comm. no. CF1	1		

BODY TRIM AND FITTINGS

DOOR HINGES AND DOOR CHECK STRAPS, TR250, TR6

“Sagging Doors Are Easy to Fix with New Hinges...”

Everything listed in this section is manufactured especially for TRF to TRF standards, indistinguishable from factory original parts.



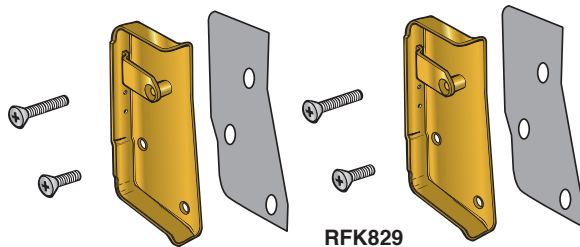
Part No.	Description	No.Off	List Price	Your Price
DOOR HINGES				
650112	Hinge Assembly, door	4		
RFK744	Hardware Kit, door hinge; includes everything required to fit one door hinge; fifteen pieces	4		
DOOR HINGE GASKETS; use these to facilitate alignment and to adjust door gaps				
650112/D	Gasket, shim, between hinge and door	A/R		
610042	Gasket, shim, between hinge and front door post	A/R		
DOOR CHECK STRAPS				
613622	Check Strap Assembly	2		
613855	Bracket, pivot, welded to door	2		
610707	Rivet, securing check straps to doors	2		
603344	Guide Spring, door check strap, fitted to front door posts	2		
556141	Rivet, securing guide springs to front door posts	4		
613623	Rubber Seal, door check strap	2		
YA303	Screw, securing rubber seals	4		
WP5	Washer, plain, securing rubber seals	4		

BODY TRIM AND FITTINGS

DOOR LATCH DOVETAILS, TR250, TR6

“Even the Correct Screws Are Available for Early and Late Applications”

Buy individual dovetails or dovetail kits which include a pair of dovetails and correct hardware for early and late applications. Individual hardware components are listed in TRF’s complete spare parts catalogues. Dovetails are still made on original tooling in England.



Part No.	Description	No. Off	List Price	Your Price
RFK828	Dovetail Kit , with one pair of dovetails, and slotted mounting screws, as fitted to TR250 and TR6, 1968-72	1		
RFK829	Dovetail Kit , with one pair of dovetails, and Phillips mounting screws, as fitted to TR6, 1973-76	1		
INDIVIDUAL DOVETAILS				
CZA3311	Dovetail , door latch, LH	1		
CZA3310	Dovetail , door latch, RH	1		
621714	Gasket , shim, door latch dovetails to door posts; use as required to fit doors.	A/R		
RFK2055	Hardware Kit , dovetails, six slotted countersunk screws, as fitted, 1968-72;	1		
RFK2056	Hardware Kit , dovetails, six Phillips countersunk screws, as fitted 1973-76	1		



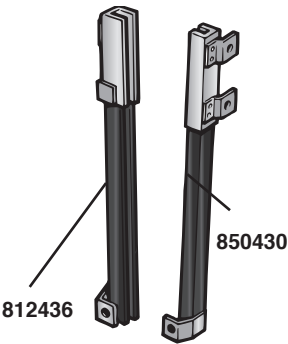
TR6, Showing Rear Door Post with Dovetail Fitted

BODY TRIM AND FITTINGS

DOOR WINDOW CHANNELS, TR250, TR6

“TRF Channels Come with All Mounting Brackets Installed”

The Roadster Factory is the manufacturer of these glass channels, and replacing them is a fairly easy job that should not occupy more than one Saturday afternoon. By the way, you can also replace your window lift mechanisms at the same time without adding very much work. If you do, your windows will be in good working order again. TRF sells individual window channels or kits of window channels for each door which come with all new hardware. Fix those rattling door windows next Saturday...

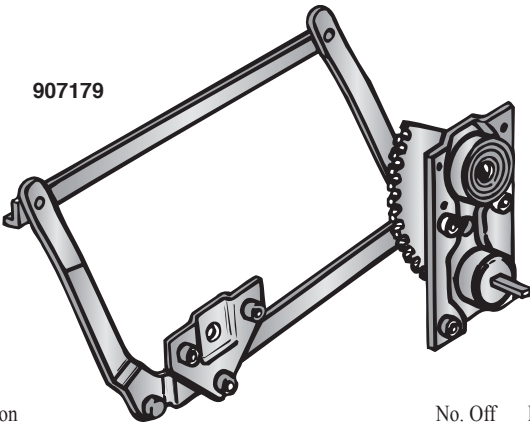


Part No.	Description	No. Off	List Price	Your Price
RFK733	GLASS CHANNEL KIT , LH door; includes both channels and new hardware	1		
850430	Glass Channel , front, LH door	1		
812436	Glass Channel , rear, LH door	1		
RFK734	GLASS CHANNEL KIT , RH door; includes both channels and new hardware	1		
850431	Glass Channel , front, RH door	1		
812437	Glass Channel , rear, RH door	1		

WINDOW LIFT MECHANISMS, TR250, TR6

“Triumph Called These Parts Window Regulators”

TRF manufactured these parts years ago, and we have sold several thousand with not a single return. These are inexpensive parts that make a real difference in how you enjoy your car.



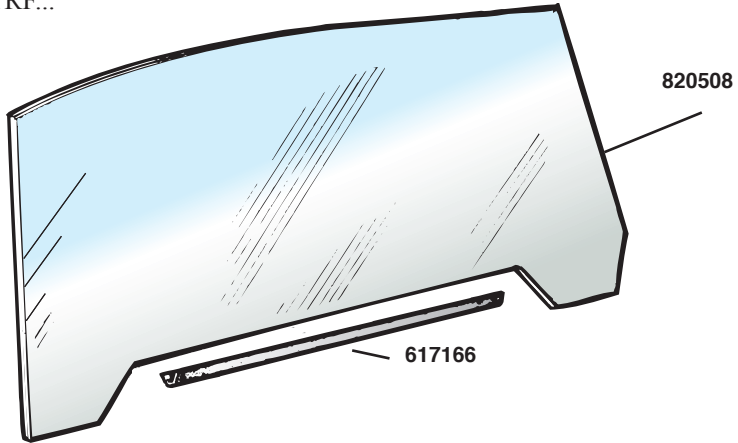
Part No.	Description	No. Off	List Price	Your Price
907179	Window Mechanism , LH door	1		
907180	Window Mechanism , RH door	1		
RFK1070	Hardware Kit , mounting window mechanisms to door shells	2		

BODY TRIM AND FITTINGS

DOOR GLASS, TR250, TR6

“Replace Scratched and Damaged Glass with Brand New”

Nice new glass is available for your TR250 or TR6. Made in England and in stock every day at TRF...

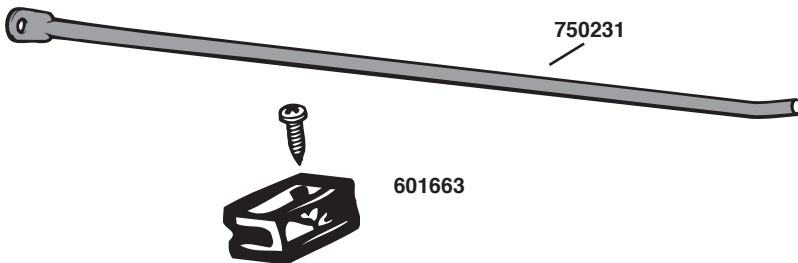


Part No.	Description	No. Off	List Price	Your Price
820508	Door Glass , all TR250, TR6	2		
617166	Strip , rubber, between glass and lower glass channel	2		

BONNET PROP RODS, TR250, TR6

“Replace Your Battered Prop Rod with a New One”

TRF has perfectly-made prop rods in stock manufactured to original factory drawings. The little rubber buffer is mounted on the prop rod bracket to keep it from rattling.



Part No.	Description	No. Off	List Price	Your Price
RFK835	PROP ROD KIT ; includes prop rod, buffer, and new hardware	1		
750231	Bonnet Prop Rod	1		
601663	Buffer , rubber, prop rod; screwed to bracket	1		

BODY TRIM AND FITTINGS

BONNET SIDE BUFFERS AND BONNET LOCATING CONES, TR250, TR6

“TRF Locating Cones Don’t Break, and Side Buffers Come with Mounting Holes”

These components were among the first ones that TRF manufactured years ago, and they remain among our best selling parts today. The last time we checked, other vendors were still selling side buffers without mounting holes. Are they still? We don’t know, but our own parts are made to original Triumph factory standards. If cones break within two years, we will replace them for free.



RFK748

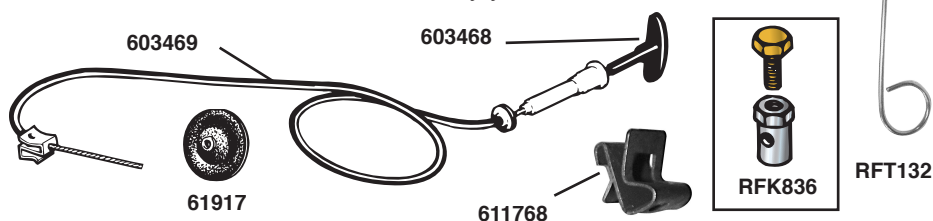
Part No.	Description	No. Off	List Price	Your Price
RFK748	BONNET BUFFER KIT; includes cones, wedges, prop rod buffer, and all new hardware, TR250, TR6 1968-72	1		
RFK749	BONNET BUFFER KIT; includes cones, wedges, prop rod buffer, and all new hardware, TR6 1973-76	1		
612962	Locating Cone and Bolt Assembly	2		
611842	Side Buffer Wedge, rubber, TR250, TR6, 1968-72	4		
626152	Side Buffer Wedge, rubber, TR6 1973-76	4		
601663	Rubber Buffer, prop rod; keeps rod from rattling; screwed to bracket on inner fender	1		

BODY TRIM AND FITTINGS

BONNET RELEASE CABLES, TR250, TR6

“Back-up Bonnet Release Kits Are Popular Too...”

Don't wait till a frayed cable breaks as some have done... The next step after the cable breaks is to take a can opener to the bonnet to get it open! Actually, it is not necessary to damage the bonnet to get it open, but getting it open again after a cable breaks can be difficult. Fitting the little trunnion to the end of the cable is one insurance policy. Another is to fit the back-up bonnet release kit, which is a very popular solution, as TRF sells several hundred of these kits every year.

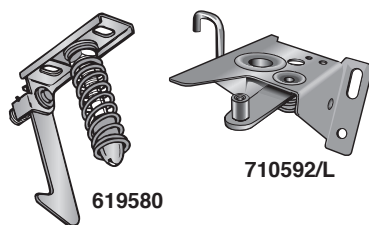


Part No.	Description	No. Off	List Price	Your Price
603468	Bonnet Release Cable , inner, with handle	1		
603469	Bonnet Release Cable , outer, with bezel	1		
61917	Grommet , rubber, sealing bonnet release cable	1		
RFK836	Trunnion Fitting , with clamp screw, for securing cable	1		
611768	Clip , bonnet cable to bonnet catch	1		
RFT132	Back-up Bonnet Release Kit , if the worst thing happens	1		

BONNET LATCHES, TR250, TR6

“TRF Manufactures Both the Latch and the Catch Plate”

The Roadster Factory has manufactured its own bonnet latches which have a reinforced safety hook designed to last longer than original components. We also manufacture the catch plate as well, and we supply little kits which contain the correct hardware for installation. These parts are always in stock, as we make one-thousand each time.



Part No.	Description	No. Off	List Price	Your Price
619580	Bonnet Latch Assembly , with safety hook; this is the part on the bonnet	1		
710592/L	Catch Plate , bonnet latch; this is the part on the bulkhead	1		
RFK1411	HARDWARE KIT , securing latch to bonnet	1		
HU706	Screw , set	2		
WL207	Washer , lock	2		
WP167	Washer , plain	2		
RFK1412	HARDWARE KIT , securing catch plate to bulkhead	1		
HU704	Screw , set	4		
WL207	Washer , lock	4		
WP7	Washer , plain	4		

BODY TRIM AND FITTINGS

TRUNK LID PROP RODS, TR250, TR6

“TR250 and TR6 Use the Same Components”

Although the trunk lids are quite different, both models use the same sliding stay prop rod. Even the hardware is nearly the same, although the TR250 requires a longer shouldered bolt to go through one of the reinforcement tubes on the trunk lid. This bolt was unavailable when we published the last edition of this catalogue, but it is now in stock.

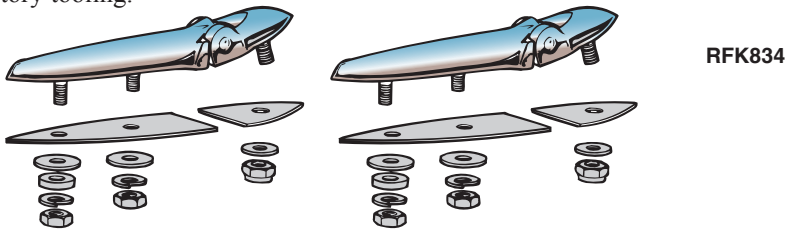


Part No.	Description	No.Off	List Price	Your Price
612473	Prop Rod , sliding stay type, trunk lid, correct for both TR250 and TR6	1		
RFK2057	HARDWARE KIT , securing prop rod to car, TR250	1		
RFK1410	HARDWARE KIT , securing prop rod to car, TR6	1		
612474	Bolt , shouldered, TR250	1		
612475	Bolt , shouldered, TR250	1		
612475	Bolt , shouldered, TR6	2		
WD159	Washer , double coil	2		
WP20	Washer , plain	2		
WP7	Washer , plain	2		
YN2907	Nut , nyloc, TR250	1		

CHROMED TRUNK LID HINGES, TR250

“New Chrome Makes a Lot of Difference”

These hinges are still made in England by a body hardware company on the original factory tooling.



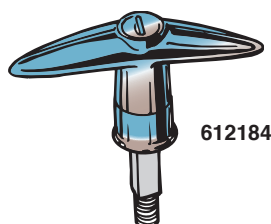
Part No.	Description	No. Off	List Price	Your Price
TRUNK LID HINGES, TR250				
RFK834	TRUNK HINGE KIT ; includes one pair of chromed hinges, shim gaskets, studs, washers, and nuts	1		
604917/8	Hinge , trunk lid, chromed; one pair	1		
603212	Gasket , shim, long end	A/R		
603213	Gasket , shim, short end	A/R		

BODY TRIM AND FITTINGS

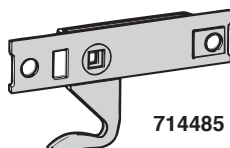
TRUNK LID LOCKING HANDLES AND LATCHES, TR250

“All Parts Remain Available from Various Sources”

I expanded this section for the new edition of the catalogue by adding the hardware, as I know that TRF customers like to purchase our hardware kits. All parts are original or as original.



612184



714485



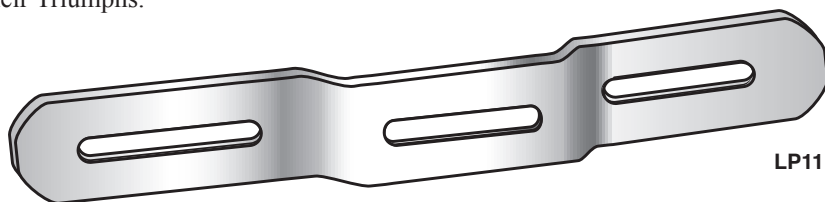
611135

Part No.	Description	No.Off	List Price	Your Price
612184	Locking Handle Assembly , with keys, trunk lid	1		
600949	Gasket , handle to trunk lid	1		
714485	Latch and Hook Assembly , inside trunk lid	1		
611135	Catch Plate , mounted to inside of rear valance	1		
RFK2058	HARDWARE KIT , latch and hook to trunk lid, catch plate to rear valance, and handle to latch and hook	1		
PMZ308	Screw	4		
WP5	Washer , plain	4		
WL205	Washer , lock	4		
HN2005	Nut , hex	2		
TN3207	Nut , nyloc	1		

REAR LICENSE PLATE BRACKETS, TR250, TR6

“Not Listed as a Factory Part, But Found on Many Cars”

This may have been supplied by British Leyland to its dealers here, but it does not show up in the Triumph factory parts catalogues, which do sometimes list brackets for English number plates. These are definitely made for U.S. style plates, and we have taken them off of many cars. We couldn't find a source for it, and we tooled up to have it made as a service to our customers who want a specific way to fit license plates to their Triumphs.



LP11

Part No.	Description	No.Off	List Price	Your Price
LP11	Bracket , rear license plate, bright zinc plating	1		

BADGES AND EMBLEMS

BADGES, TR250

“TRF Offers the Best Badges Available for Your Triumph TR250 Sports Car”

The Roadster Factory shows its continuing devotion to the TR250 by stocking genuine cloisonne badges made to the Triumph factory drawings by the original manufacturer in Birmingham. We would be ashamed to sell some of the badges offered by other vendors, and we once recalled some of them which had been ordered by mistake and shipped to customers. In addition to the cloisonne badges, we have also tooled up to make the rear fender badges and the overdrive badge to matching standards. Your TR250 deserves correct badges, and TRF is the only source. Note that we are offering a complete set of badges under one part number for the first time in this catalogue.



Part No.	Description	No.Off	List Price	Your Price
RFK908	BADGE SET , with overdrive badge and a choice of fix nuts	1		
RFK907	BADGE SET , without overdrive badge but with a choice of fix nuts	1		
622278	Badge , bonnet, “TR250,” cloisonne	1		
622260	Badge , trunk lid, “TRIUMPH,” cloisonne	1		
622262	Badge , trunk lid, “TR250,” cloisonne	1		
621866	Badge , rear fenders, “TR250,” as original	2		
622152/CRM	Badge , “OVERDRIVE,” trunk lid, as original; mounts with TRIUMPH badge	1		
FP1012/9	Nut , spire, securing all badges	11		
GHF1532	Bush , friction, nylon, securing all badges	11		

P.S. The spire nuts will hold your badges in place. Friction bushes may have been original on some or all cars, but you need to know how to use them. They are placed in the holes from the outside, and the badges are pressed into them. Putting them on from behind like spire nuts is not a secure method of fitting these valuable badges.

BADGES AND EMBLEMS

BONNET STRIPE MEASUREMENTS, TR250

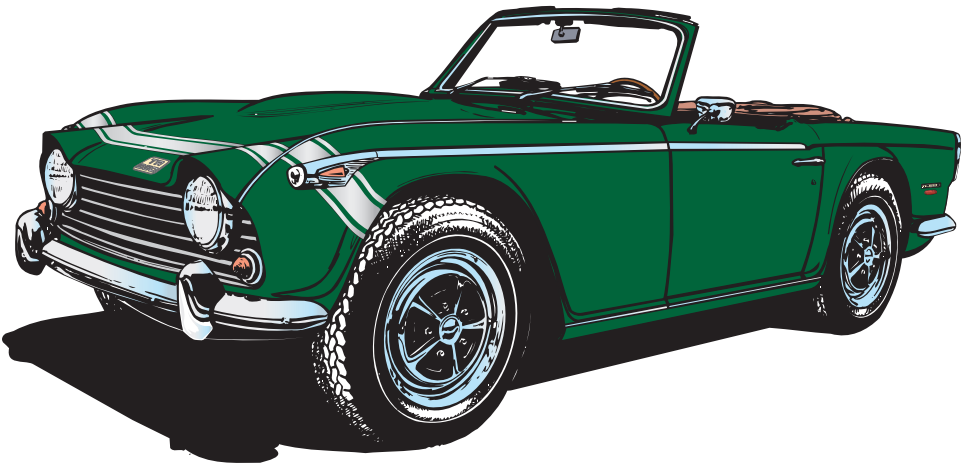
“These Measurements Taken Years Ago from Original Cars”

These measurements were taken years ago by TRF’s artist of the time, Rob Brownlee. Rob also painted the orange bonnet stripe and other graphics on my TR250 rallye car with which we ran the One Lap of America rallye in 1986, 1987, and 1988. Dave Hagenbuch of TRF’s Tech Department has provided these measurements to many other enthusiasts over the years. For listing here, we have redesigned the information sheet, but we have kept the tried-and-true measurements.



TR250 IN THE PAINT BOOTH—CAR OWNED BY DOUG BOHS OF FORT WAYNE, INDIANA

Part No.	Description	No.Off	List Price	Your Price
RFP356	TRF Tech Bulletin—TR250 Bonnet Stripe; Measurements Taken from Original Cars	A/R		



BADGES AND EMBLEMS

GRILLE BADGES, TR6

“TRF Manufactures Both the Cloisonne Badge and the Label Badge”

The Roadster Factory manufactures both the early and the late TR6 grille badges to original specifications. There can be little doubt for Triumph’s decision to change from the cloisonne badge after 1974. They saved a number of English pounds on every car they made. Nevertheless, the cloisonne badge is much more beautiful, and I have fitted it to TRF’s restored 1976 TR6. The Roadster Factory also manufactures the chromed base used on both badges, and we are able to offer a very attractive price on the late badge with the label emblem. Like Triumph, however, we have to pay a large amount for the handmade cloisonne badge originally fitted to all TR6’s up to 1974.



717060



ZKC1224



ZKC1223

Part No.	Description	No.Off	List Price	Your Price
717060	Front Badge Assembly , early style cloisonne badge and base assembly, TR6, 1969-74	1		
ZKC1224	Front Badge Assembly , later style badge with stick-on emblem, TR6, 1975-76	1		
ZKC1223	Emblem ,stick-on type, TR6, 1975-76	1		

BADGES AND EMBLEMS

REAR APRON BADGES, TR6

“Very Early Cloisonne Badge Is Now Available Along with Better-Quality Late Badges”

A cloisonne enamel badge was used on very early TR6 models, a badge which would have been a very nice match for the cloisonne front badge fitted up till 1974. However, the cloisonne rear badge seems to have been fitted only up to 1970. We have manufactured the cloisonne badge through our badge source in Birmingham, and it is beautiful. We have also manufactured the later badge which is made with a foil emblem. We made this, as the only available products were rubbish, and we were ashamed to sell them. The Roadster Factory is a successful company because of our commitment to maintaining original quality in all of the parts we provide.



625430



627563



624236



GHF1532

Part No.	Description	No. Off	List Price	Your Price
625430	Rear Apron Badge , “TRIUMPH,” with cloisonne emblem, fitted up to comm. no. CC51615 in 1970	1		
627563	Rear Apron Badge , “TRIUMPH,” later type with stick on emblem, fitted after comm. no. CC51615	1		
624236	Badge , “OVERDRIVE,” fitted with rear apron badge	1		
GHF1532	Bush , friction, nylon, securing all badges	2		

BADGES AND EMBLEMS

REAR BUMPER NAME PLATES, TR6, 1975-76

“Now Available Because Charles Was Rear-Ended in 1979...”

In 1979, this writer purchased his first TR6, a nearly new 1976 model. Three days after I purchased it, I was hit from behind at a red light, and the rear bumper name plate was broken. Even at that early date, this item had been discontinued at Triumph in England, and I searched the U.S. dealers to find one. Actually, I found two, and I put one away to use later as a tooling sample if it were ever required. We got it out again in 1999 and we started the process of retooling to produce the item for sale. The Roadster Factory now has perfect replica badge assemblies in stock. Thanks to being rear-ended in 1979!



YKC1668



626861

Part No.	Description	No. Off	List Price	Your Price
YKC1668	Rear Bumper Name Plate , with self-adhesive emblem	1		
626861	Emblem , self-adhesive, TRIUMPH; included with nameplate assembly	1		



BADGES AND EMBLEMS

WHEEL BADGES, TR6, 1970-76

“Both Chromed Base and Stick-on Emblem Manufactured by TRF”

TR6 wheel badges are very simple and attractive. In fact, it was a long time before I realized that the wheel badge has a stick-on emblem. TRF now manufactures both the self-adhesive emblem and the chromed badge to very nice standards to maintain availability and to control prices.

627502



627501

Part No.	Description	No. Off	List Price	Your Price
627502	Wheel Badge , with emblem, 1970-76	4		
627501	Emblem , self-adhesive, for wheel badge	4		
	HARDWARE , securing badges to hub caps			
WL205	Washer , lock	4		
HN2005	Nut , hex	4		

BRITISH LEYLAND “HOUSE” BADGES, TR6

“Some Were Metal and Some Plastic—Ours Are Metal...”

These are the little blue and silver badges which appeared on the front fenders of all British Leyland cars during the 1970's. There are several versions of this badge available, and several different ones were used on the cars during the years of production. In fact, this writer has seen three or more different original badges including plastic ones. TRF has its own version which I believe to be the most beautiful. The blue is very dark on our badge, which has a chromed metal base. It is really very nice...



725525

Part No.	Description	No. Off	List Price	Your Price
725525	Badge , BRITISH LEYLAND; fitted on rear lower portion of front fender; most cars seem to have had badges on both front fenders but some seem to have had a badge only on one side	2		

BADGES AND EMBLEMS

REAR FENDER TRANSFERS, TR6, 1969-72

“All Three Colours in Stock, White, Red, Black...”

The clean look of the TR6 grille badge lettering has a crisp appearance on the rear fenders of early TR6 models. The Roadster Factory insures quality and continued availability by ordering these from the original-equipment supplier.



625666



625667



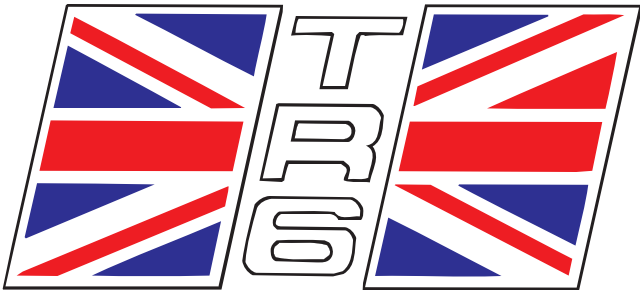
625668

Part No.	Description	No. Off	List Price	Your Price
REAR FENDER TRANSFERS, 1969-72				
625667	Transfer Emblem, “TR6,” white as used on most paint colours	2		
625666	Transfer Emblem, “TR6,” red as used on white paint	2		
625668	Transfer Emblem, “TR6,” black as used on yellow paint	2		

UNION JACK REAR FENDER TRANSFERS, TR6, 1973-76

“Original Parts Still Look Best...”

There have been several versions of these transfers on the market over the years, including one really awful one printed on clear vinyl. TRF’s Union Jacks are made exactly as original by the original supplier. Why settle for less, when the item is this important to the image of your car? Ours are original, but they are not overpriced...



726830

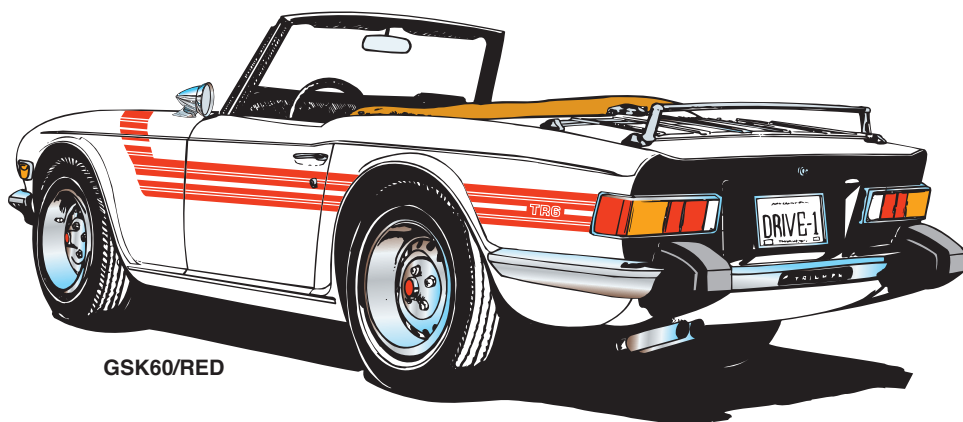
Part No.	Description	No. Off	List Price	Your Price
726830	Transfer, Union Jack, original-equipment, LH	1		
726831	Transfer, Union Jack, original-equipment, RH	1		

BADGES AND EMBLEMS

ORIGINAL BODY STRIPING KITS, TR6

“Authentic British Leyland Designs for TR6...”

These stripes were developed in the U.S. by the British Leyland marketing department under Bruce McWilliams, and many TR6's were supplied new with body stripes. TRF worked with 3-M, the original source, to revive the stripe pattern from one half of an original stripe kit found in an old dealer and from original cars with stripes. TRF kits are manufactured by the original source using original materials, and they make perfect replacements for original stripes when a car body requires repainting. The stripes are also a nice addition to a car not originally fitted with stripes. The Roadster Factory has added red to the list of original colours, and it looks very nice on certain paint colours, notably black and white. Picture red stripes on a car with red interior!



GSK60/RED



GSK60/GLD

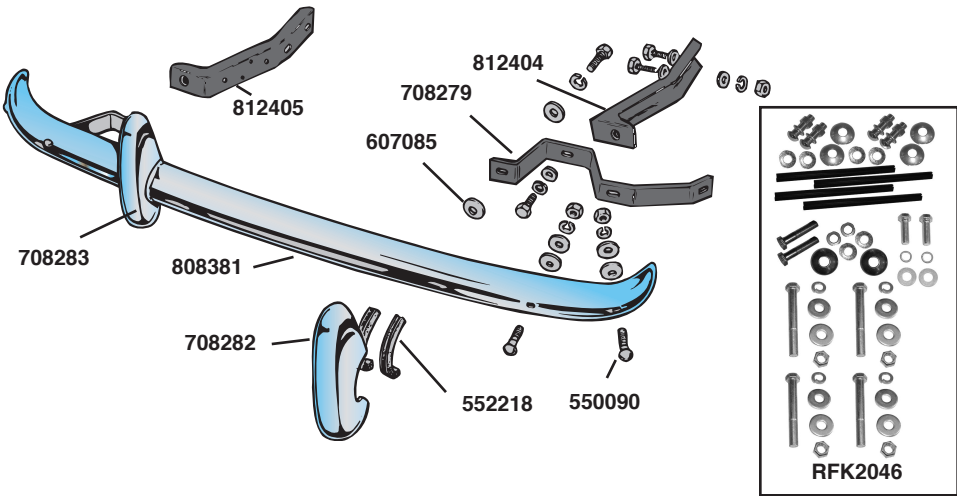
Part No.	Description	No. Off	List Price	Your Price
GSK60/BLK	Body Striping Kit , black	1		
GSK60/SVR	Body Striping Kit , silver	1		
GSK60/GLD	Body Striping Kit , gold	1		
GSK60/RED	Body Striping Kit , red	1		

BUMPER COMPONENTS

FRONT BUMPER COMPONENTS, TR250

“When Bumpers Were Simpler than Today...”

Vintage British bumpers are simple, easy to understand, and quick to replace. Nice looking too, but not as inexpensive as they used to be. Pretty much everything is available, except for the chassis frame brackets. Chromed parts are good with the over-riders being better than the bumper bars, but the bumper bars are acceptable for most purposes. Note that having your old bumper bar rechromed may be the best option if you want a really perfect car. The hardware kit listed at the end of this section includes English hardware where possible, and it is divided into sub-kits identified on a parts list, included to make it easy to find the correct parts for each application.



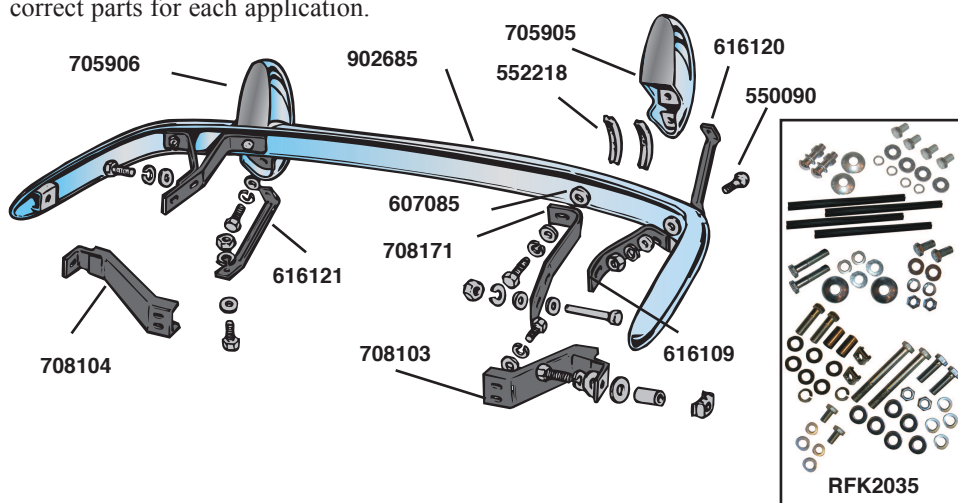
Part No.	Description	No.Off	List Price	Your Price
808381	Front Bumper Bar	1		
708282	Over-rider, front bumper, LH	1		
708283	Over-rider, front bumper, RH	1		
552218	Plastic Moulding, between over-riders and bumper bar; included in complete hardware kit listed below	4		
550090	Bumper Bolt, chromed, with nut and lock washer; included in complete hardware kit listed below	4		
607085	Packing Piece, between bumper bar and support brackets; original domed piece; included in complete hardware kit listed below	6		
708279	Bracket, support, between bumper and front valance	2		
812404	Bracket, LH, securing front bumper to chassis frame	1		
812405	Bracket, RH, securing front bumper to chassis frame	1		
RFK2046	Hardware Kit, complete; includes all hardware components required to fit brackets to frame, support brackets to frame brackets, and bumper bar and over-riders to support brackets; includes fifty pieces of original hardware and a printed parts list, RFP364	1		

BUMPER COMPONENTS

REAR BUMPER COMPONENTS, TR250

“All Parts of Deluxe Quality—Nice Chrome Parts and Powder-Coated Brackets”

The components listed here are the same ones used on the rebuild of my TR5, which has the same bumpers as TR250. Chrome parts are well-made and high-quality. Steel brackets are made to match original samples and powder-coated for lasting beauty. The hardware kit includes original English hardware when possible, and it is divided into sub-kits identified on a parts list included to make it easy to find the correct parts for each application.



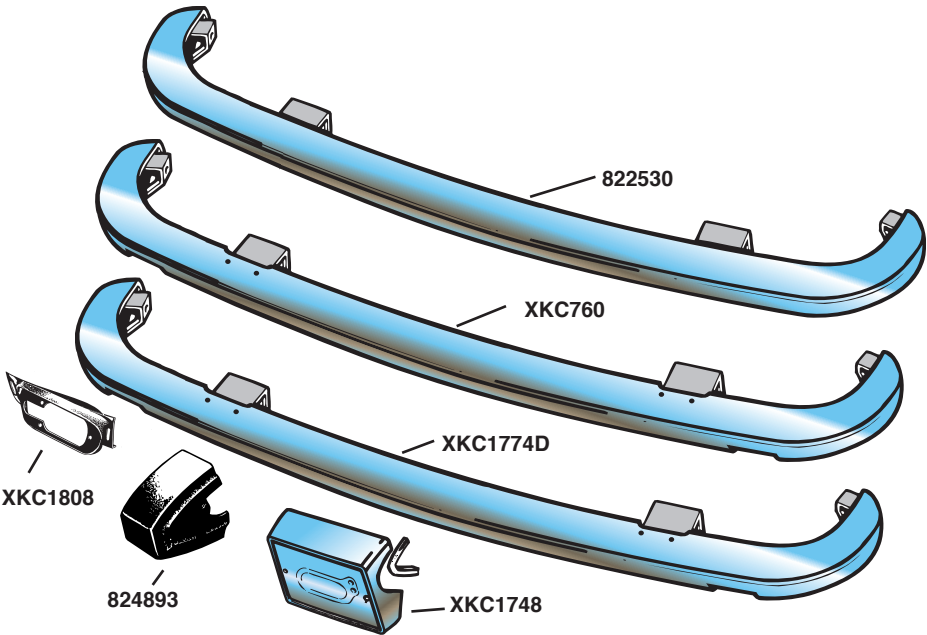
Part No.	Description	No. Off	List Price	Your Price
902685	Rear Bumper Bar	1		
705905	Over-rider , rear bumper, LH	1		
705906	Over-rider , rear bumper, RH	1		
552218	Plastic Moulding , between over-riders and bumper bar; included in complete hardware kit listed below	4		
550090	Bumper Bolt , chromed, with nut and lock washer; included in complete hardware kit listed below	2		
607085	Packing Piece , between bumper bar and mounting brackets	4		
OUTRIGGER BRACKETS				
708103	Outrigger , LH	1		
708104	Outrigger , RH	1		
RFK2036	MOUNTING BRACKET KIT , rear bumper	1		
616109	Bracket , mounting, outer	2		
708171	Bracket , mounting, inner	2		
616120	Stay , over-rider support, LH	1		
616121	Stay , over-rider support, RH	1		
RFK2035	Hardware Kit , complete; includes all hardware components required to fit rear bumper components to the car; includes 76 pieces of hardware	1		

BUMPER COMPONENTS

BUMPER COMPONENTS, TR6

“Some Bumpers and Many Fittings Available...”

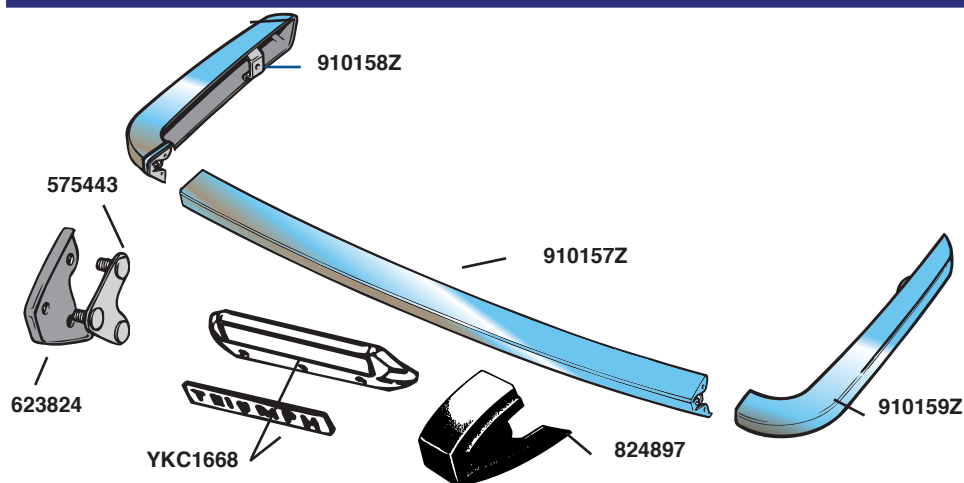
Because of the many production changes regarding bumpers made during the years of production, the TR6 bumper listings are quite complicated, and a full listing is beyond the scope of this Glove Box Catalogue. For complete listings, please see Plates FJ, FK, FL, FM, FN, FP, FQ, and FR in TRF’s TR6 Spare Parts Catalogue, Vol. 2 (Green) posted on the TRF web site.



Part No.	Description	No. Off	List Price	Your Price
FRONT BUMPERS				
822530	Bumper Bar, chrome plated, 1969-72; reproduction of reasonable quality	1		
XKC760	Bumper Bar, chrome plated, 1974 models	1		
XKC1774D	Bumper Bar, 1975-76; new old stock; likely to have scratches and peeling chrome; listed for those who are looking for a good bumper to rechrome	1		
RUBBER OVER-RIDERS, front bumpers, 1974-76; little or no stock available				
824892	Over-rider, rubber, front, LH	1		
824893	Over-rider, rubber, front, RH	1		
LICENSE PLATE BRACKET, front bumpers, 1975-76				
XKC1748	Bracket, license plate, chromed	1		
552218	Plastic Gasket, license plate bracket	2		
TURN SIGNAL BRACKETS, front bumpers, 1975-76				
XKC1807	Bracket, mounting, signal lamp, LH	1		
XKC1808	Bracket, mounting, signal lamp, RH	1		

BUMPER COMPONENTS

BUMPER COMPONENTS, TR6—Continued



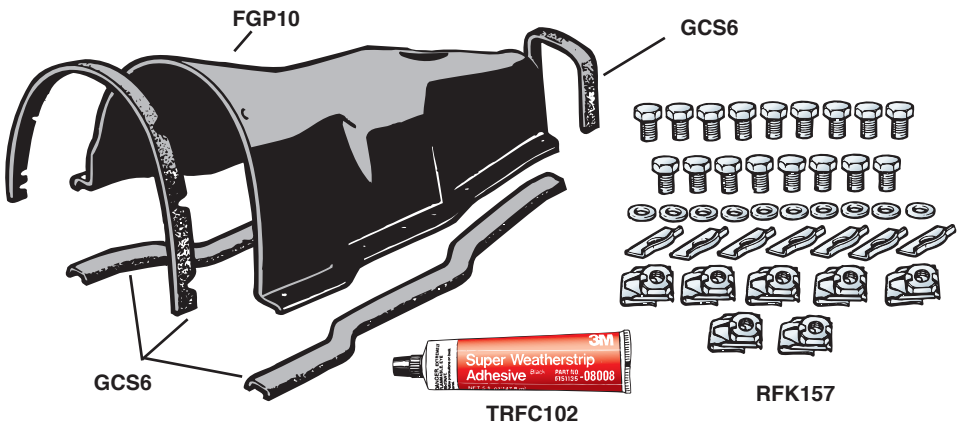
Part No.	Description	No. Off	List Price	Your Price
REAR BUMPERS				
910157Z	Bumper Bar , center, 1969-72 models with holes for mounting early license lamp; good quality reproduction	1		
920048Z	Bumper Bar , center, 1973 models with license lamps on rear valance; i.e. no holes for lamps in bumper; reproduction part of good quality	1		
WKC2446	Bumper Bar , center, 1974 models with rubber over-riders	1		
WKC2445	Bumper Bar , center, 1975-76 models with raised bumper	1		
910158	Bumper Corner , LH; new old stock; may not be in perfect condition, 1969-74	1		
910158Z	Bumper Corner , LH; good quality reproduction	1		
910159Z	Bumper Corner , RH; good quality reproduction	1		
WKC2443	Bumper Corner , LH, 1975-76 models with raised bumper	1		
WKC2444	Bumper Corner , RH, 1975-76 models with raised bumper	1		
ASSEMBLY HARDWARE , rear bumpers, all TR6				
575443	Joint Plate , securing corner bars to center bar, 1969-76.	1		
HARDWARE , securing joint plates to bumpers				
WP8	Washer , plain	6		
WL208	Washer , lock	6		
HN2008	Nut , hex	6		
623824	Moulding , plastic, bumper joints, corner bars to center bar, 1969-74; can be used for 1975-76	2		
RUBBER OVER-RIDERS , Rear bumpers, 1974-76				
824896	Over-rider , rubber, rear, LH	1		
824897	Over-rider , rubber, rear, RH	1		
REAR BUMPER NAMEPLATE , 1975-76				
YKC1668	Nameplate Assembly , TRIUMPH	1		

INTERIOR COMPONENTS

PLASTIC GEARBOX COVERS, TR250, TR6

“Popular and Well-Made Components Developed for TRF by Bill Lynn and Bill Colaric at Canley Spares a Long Time Ago...”

These components were made originally of moulded fibreboard which did not hold up well. Triumph probably used it because it was cheap, but making moulded components from fibreboard is not cheap today. In fact, it is a lost art. Therefore, The Roadster Factory has reproduced these components in moulded plastic. They fit well, and they last a long time.

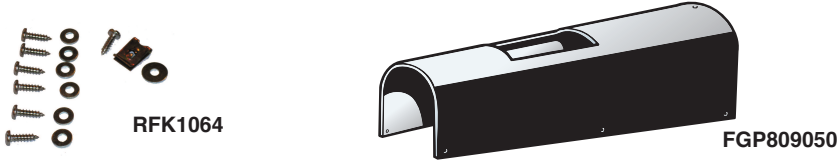


Part No.	Description	No. Off	List Price	Your Price
RFK779	COMPLETE KIT; includes gearbox cover, seal kit, and hardware kit	1		
FGP10	Gearbox Cover, space-age plastic; precision fit	1		
GCS6	Rubber Seal Kit; four seals to cement to the flanges of your gearbox cover with weatherstrip adhesive	1		
RFK157	Hardware Kit, securing gearbox cover to floors and bulkhead; forty-one pieces of original hardware	1		
TRFC102	Weatherstrip Adhesive, black	A/R		

DRIVE SHAFT TUNNEL COVERS, TR250, TR6

“Made of Same Plastic as Industrial Hard Hats—These Will Never Crush or Crack”

These also were fibreboard originally, and they crushed and cracked if you had someone sitting on the tunnel, as we all did when we were younger. Probably still do... TRF’s space-age plastic tunnel covers won’t crack or crush under your carpet.



Part No.	Description	No. Off	List Price	Your Price
FGP809050	Drive Shaft Tunnel Cover, space-age plastic	1		
RFK1064	Hardware Kit, securing tunnel cover	1		

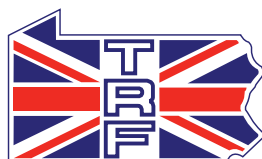
INTERIOR COMPONENTS

WILTON WOOL AND TUFTED NYLON CARPET SETS, TR250, TR6

“Manufactured by The Magic Carpet Factory Exclusively for TRF—Simply the Best!”

CARPET MATERIALS

The Roadster Factory offers carpet sets for TR250 and TR6 in materials to match those in which Triumph manufactured the carpet sets when the cars were new. TR250 and early TR6 models were originally carpeted in Wilton wool, the same carpet used in Jaguar, Aston Martin, and other fine British cars of the period. Later TR6 models were originally carpeted in tufted nylon material, a less-expensive material than Wilton wool. Aside from the material, both carpet sets are identical in pattern and workmanship. This means that either Wilton wool or tufted nylon carpet sets could be fitted to any TR250 or TR6, giving an enthusiast two material choices and therefore two price levels of carpet sets from which to choose when buying a new carpet set for his or her classic British sports car.



The
Magic Carpet
Factory

WORKMANSHIP

Many interior shops across the country have commented about how much they like carpet sets from The Magic Carpet Factory and how easy they are to fit to cars. There are good reasons for this. Patterns were carefully developed from original carpet pieces taken from original cars. Care was taken to insure that every detail, indeed every stitch, of the original carpet sets was accounted for in the patterns. New carpet sets were then manufactured and refitted to the original cars, and the pieces were adapted to insure that the fit was perfect. Fibreboard backing boards were manufactured for kick panel carpets, as were half-moon rubber protection pads and rubber heel mats. Handbrake boots and handbrake boot grommets were duplicated, and they are hand-tailored into every carpet set manufactured. In the final analysis, carpet sets from The Magic Carpet Factory include more original details than you can get at virtually any interior shop.

COLOUR CHOICES

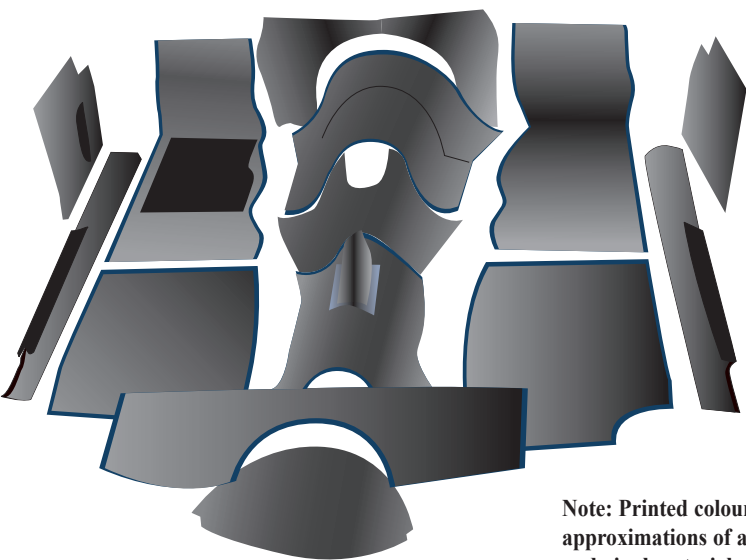
Custom colour choices are available to match any original interior colour scheme, and because every carpet set is made especially for every order within a week or two of the time the order is received, virtually any binding colour can be used on any carpet colour. We have several colour choices for many interior vinyl colours, and customers have specified colour choices of their own, such as red binding on black carpet, black binding on red carpet, light grey binding on charcoal grey carpet, and many more. Carpet sets manufactured by The Magic Carpet Factory offer customers the choices they would have at a fine custom trim shop at off-the-shelf prices.

INTERIOR COMPONENTS

WILTON WOOL CARPET LISTINGS, TR250, TR6

“Carpet Materials Made in England in Colours to Match Upholstery Vinyls”

Wilton wool is a plushy, tightly woven carpet material still manufactured by a small company in England, and we are still able to find colours to match all TR250 and TR6 interiors. Wilton wool carpets were originally fitted to Triumph TR250 and early TR6, 1968-72, but TRF carpet sets will fit perfectly any TR6 model. Note the various tan and brown choices which you can match to your interior colour. Samples of carpet materials and bindings are available for free upon request. When contacting TRF Sales for material samples, please specify the colour or colours which you wish to consider.



CT61/BLK BLACK
WOOL CARPET

Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.

Part No.	Description	No. Off	List Price	Your Price
CT61/BLK	Carpet Set , Wilton wool, black	1		
CT61/BRD	Carpet Set , Wilton wool, bright red with bright red binding, original for TR250	1		
CT61/MRD	Carpet Set , Wilton wool, darker red with matador red binding	1		
CT61/MBL	Carpet Set , Wilton wool, blue with midnight blue binding to match original dark greenish blue interior colour, TR250	1		
CT61/SBL	Carpet Set , Wilton wool, blue with shadow blue binding, TR250, TR6	1		
CT61/GRY	Carpet Set , Wilton wool, grey; not an original colour; please specify binding colour desired	1		
CT61/NVY	Carpet Set , Wilton wool, navy blue; not an original colour; please specify binding colour desired	1		

P.S. Binding choices offered on interior carpets include perfect matches to vinyls used in TRF interior kits.

Section Continues ►►

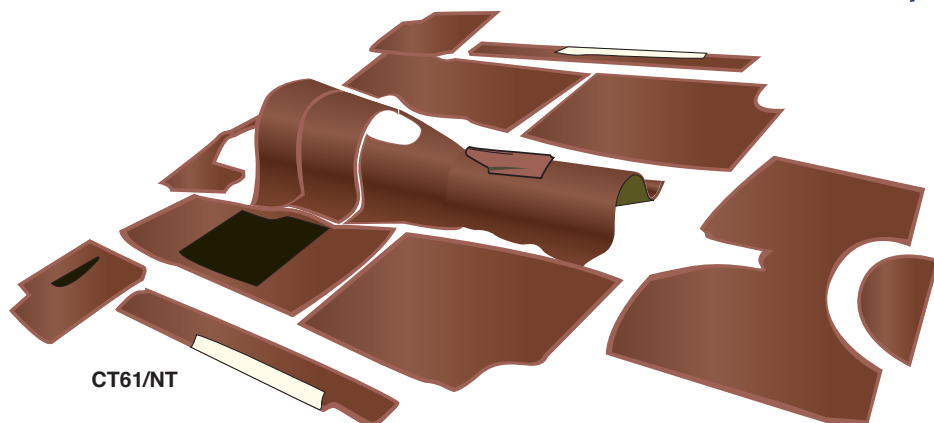
INTERIOR COMPONENTS

WILTON WOOL CARPET SETS, TR250, TR6—Continued

Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.



The
Magic Carpet
Factory



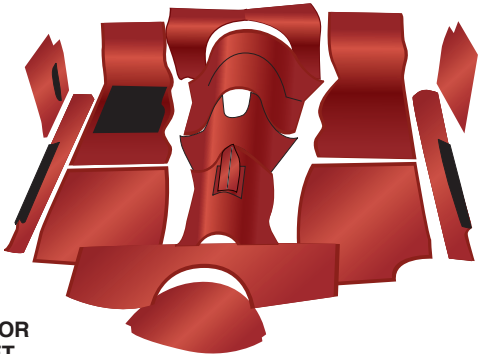
Part No.	Description	No.Off	List Price	Your Price
TAN/BROWN COLOUR CHOICES; please read carefully; colours are slightly different from the past, as one of our suppliers has gone out of business; ask for free material samples				
CT61/ST	Carpet Set , Wilton wool, “stone” (light tan, browner than before, nice with light tan and beige interiors, maybe new tan and even chestnut too); specify binding colour	1		
CT61/LT	Carpet Set , Wilton wool, “light tan” (more caramel coloured than before, nice with light tan, new tan, and beige interiors); specify binding colour	1		
CT61/NT	Carpet Set , Wilton wool, “dark tan” (very nice with light tan, new tan, chestnut, and beige interiors); specify binding colour	1		

INTERIOR COMPONENTS

TUFTED NYLON CARPET KITS, ORIGINAL FOR TR6, 1973-76

“Comes in Original Colours and Fits Any TR250 or TR6”

Tufted nylon carpets were originally fitted to later TR6 models, 1973-76, but tufted nylon carpet sets from The Magic Carpet Factory will fit perfectly any TR250 or TR6 model. Triumph went to tufted nylon carpet material, no doubt, because it is less expensive than Wilton wool. Nevertheless, it still makes a nice carpet set, and it will not look out of place in any TR250 or TR6 sports car. Samples of carpet and binding materials are available for free upon request. Please specify the colours desired when requesting samples...



CT62/MTR MATADOR
RED CARPET SET

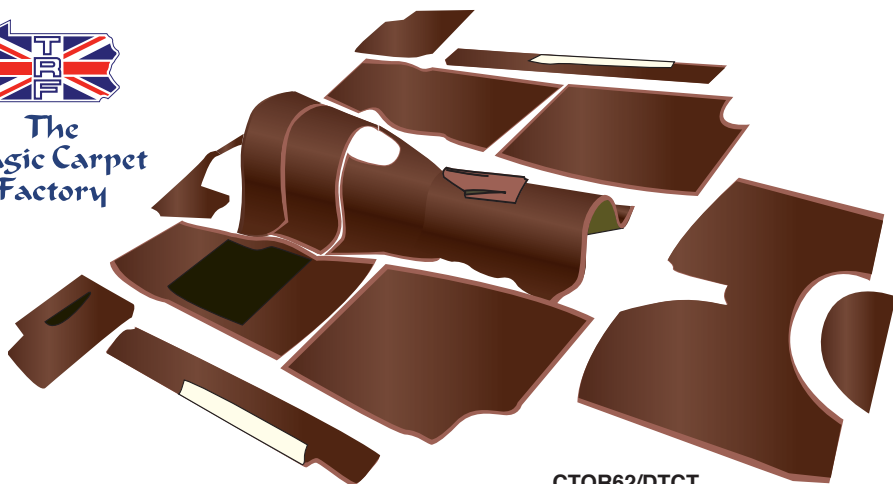
Part No.	Description	No. Off	List Price	Your Price
CT62/BLK	Carpet Set , tufted nylon, black	1		
CT62/BRD	Carpet Set , tufted nylon, bright red, with bright red, matador red, or other binding	1		
CT62/MRD	Carpet Set , tufted nylon, matador red	1		
CT62/MBL	Carpet Set , tufted nylon, blue with midnight blue binding to match the original dark greenish blue interior colour, TR250	1		
CT62/SBL	Carpet Set , tufted nylon, blue with shadow blue binding, TR250, TR6	1		
CT62/NVY	Carpet Set , tufted nylon, navy blue; not an original colour; please specify binding colour desired	1		
CT62/GRY	Carpet Set , tufted nylon, grey; not an original colour; please specify binding colour desired	1		
TAN COLOUR CHOICES...				
CT62/LT	Carpet Set , tufted nylon, light tan; please specify binding colour desired, new tan, light tan, chestnut, beige, or other	1		
CT62/MT	Carpet Set , tufted nylon, medium tan; please specify binding colour desired, new tan, light tan, chestnut, beige, or other	1		
CT62/DT	Carpet Set , tufted nylon, dark tan; please specify binding colour desired, new tan, light tan, chestnut, beige, or other	1		
CT62/DTCTBG	Carpet Set , tufted nylon, dark tan with chestnut binding and beige brake boot; this is the original combination used with beige interiors, TR6, 1975-76	1		

INTERIOR COMPONENTS

ORIGINAL FACTORY CARPET MATERIALS (NOS), TR250, TR6

“Very Limited Quantities of Blue Wilton Wool and Dark Tan Tufted Nylon Materials”

Do you have a special late TR6 concours car with a new tan, chestnut, or beige interior? If so, you may be interested in a carpet set in original tufted nylon material. One large roll of material was found in the Bolivian warehouse, and we will use it until it is gone to make carpet sets for late TR6 models, 1973-76. Sorry, this material was expensive. No discounts on this item during sales. Free material and binding samples available. Please specify binding colour. Also, found in England was one small roll of original shadow blue carpet in Wilton wool. Such carpet would have been original on TR250 with shadow blue or midnight blue interiors and on TR6 with shadow blue interiors up to 1972. This is your chance to get as close as possible to an original carpet set for your very special sports car...



Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.

**CTOR62/DTCT
DARK TAN WITH
CHESTNUT BINDING**

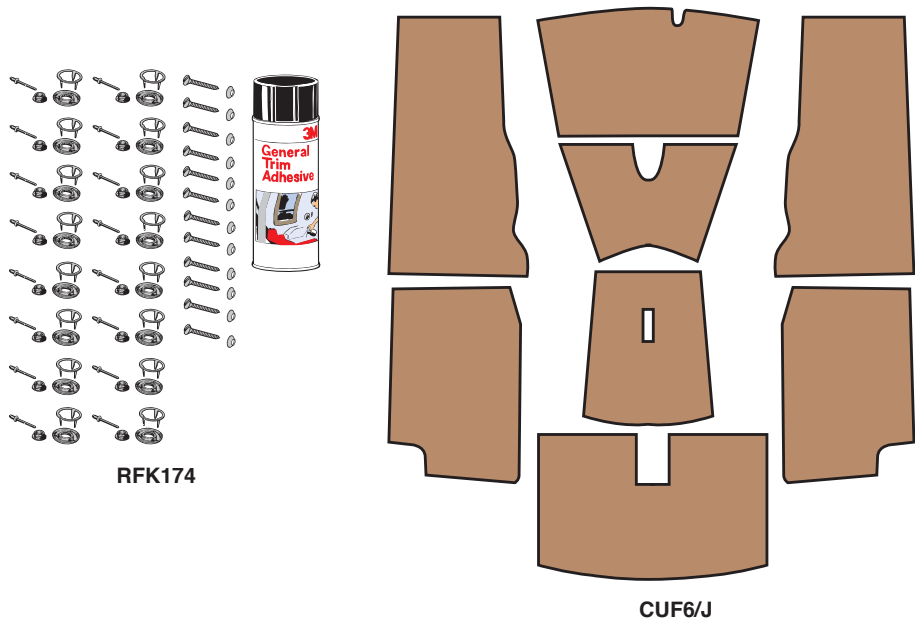
Part No.	Description	No. Off	List Price	Your Price
DARK TAN CARPET COMBINATIONS...				
CTOR62/DTNT	Carpet Set , original tufted nylon material, dark tan with new tan binding	1		
CTOR62/DTCT	Carpet Set , original tufted nylon material, dark tan with chestnut binding	1		
CTOR62/DTCTBG	Carpet Set , original tufted nylon material, dark tan with chestnut binding and beige brake boot; original combination for beige interiors, TR6, 1975-76	1		
BLUE WOOL CARPET COMBINATIONS...				
CTOR61/MBL	Carpet Set , original Wilton wool, midnight blue, TR4A, TR250	1		
CTOR61/SBL	Carpet Set , original Wilton wool, shadow blue, TR250, TR6, 1968-72	1		

INTERIOR COMPONENTS

CARPET UNDERFELT AND CARPET INSTALLATION
KITS, TR250, TR6

“Original Components to Fit Your New Carpet Set Just as Carpets Were Fitted at the Factory”

The items listed in this section fulfill the needs of most enthusiasts fitting carpet sets from The Magic Carpet Factory to their TR250 or TR6 sports cars. Note that we now offer a choice of real jute underfelt or synthetic jute material. This writer prefers the real jute on principal and because I consider that it might be an important element in that famous British car smell. Certainly, all of my restored cars acquire it after a very short time. Free underfelt samples available upon request...



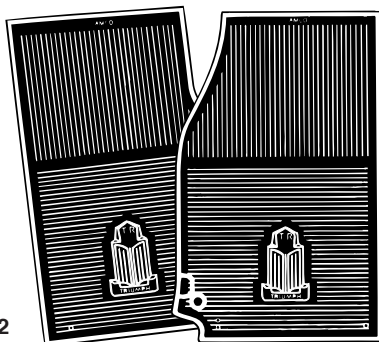
Part No.	Description	No. Off	List Price	Your Price
CUF6/J	Underfelt Kit , cut to original patterns; real jute underfelt	1		
CUF6/S	Underfelt Kit , cut to original patterns; synthetic underfelt	1		
RFK174	Installation Kit ; includes trim adhesive, original snaps, rivets, etc., and instructions sheet; cannot be shipped to California or to Canada (See following listing)	1		
RFK1108	Installation Kit ; same as previous but without trim adhesive; may be shipped to California and to Canada	1		

INTERIOR COMPONENTS

ACCESSORY RUBBER FLOOR MATS, TR250, TR6

“These Amco-Style Rubber Mats with Moulded Triumph Logos Were Offered by Triumph Dealers Way Back When...”

I don't think that AMCO is still making floor mats, but TRF mats are styled after the black rubber mats with moulded Triumph logos sold by Triumph dealers during the years of TR250 and TR6 production. It is hard to believe how many of these we have sold over the years, as the quality is good, and one would think that one or two sets of mats would be enough to last for a lifetime!



TRF6819-2

Part No.	Description	No. Off	List Price	Your Price
TRF6819-2	Rubber Floor Mat Set , one pair of black rubber mats with Triumph “shield” logos	1		

GEARSHIFT BOOTS, TR250, TR6

“Choose Early or Late Vinyl Grain to Match Your Original Part”

TR250 and TR6 models have a lower rubber boot that is cemented into a hole in the gearbox cover. An upper rubber boot with a sewn vinyl cover then snaps into the lower boot. TRF is the only company which makes the correct boot in both early and late vinyl grains...



TRFC102



709329



622381

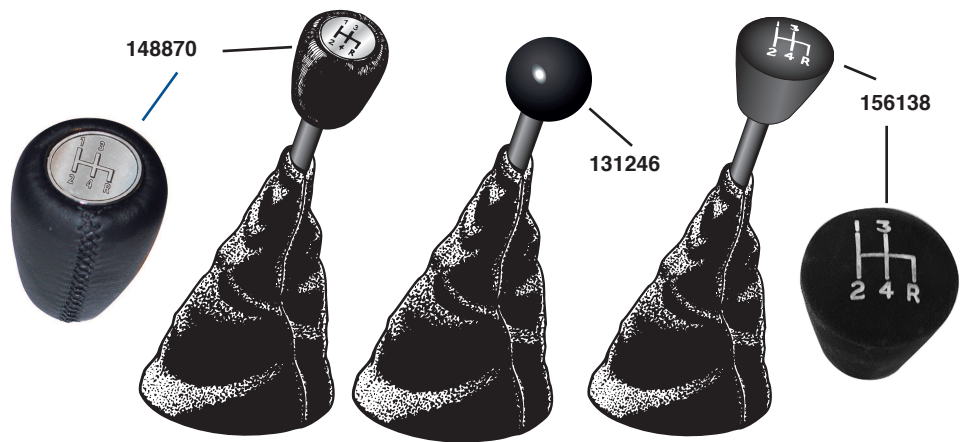
Part No.	Description	No. Off	List Price	Your Price
709329	Rubber Boot , lower	1		
622381	Upper Gearshift Boot , sewn vinyl, 1968-72; stag grain vinyl as original	1		
631881	Upper Gearshift Boot , sewn vinyl, 1973-76; longhorn grain vinyl as original	1		
TRFC102	Weatherstrip Adhesive , useful for cementing the boot into the gearbox cover and the upper boot to the lower boot; many other uses too	1		

INTERIOR COMPONENTS

ORIGINAL GEARSHIFT KNOBS, TR250, TR6

“TRF Manufactures the Leather Covered Knob Specified for U.S. Models”

The black leather gearshift knobs have been important parts at The Roadster Factory for many years, although they were discontinued by Unipart in the 1970’s. The Roadster Factory located the original English supplier, and it made thousands of knobs for us over a fifteen year period. But technologies changed, and the original knob was no longer produced at the original manufacturing company. We showed the knob to our rep from Taiwan when he visited us. No problem he said. Since that time, thousands more have been sold!



Part No.	Description	No. Off	List Price	Your Price
148870	Gearshift Knob , black leather, with shift pattern emblem; original for all TR250 and TR6 models sold in the U.S.	1		
ALTERNATIVE PART NUMBERS				
131246	Gearshift Knob , spherical, black, TR5, TR6 models, not sold in the U.S., 1968-72	1		
156138	Gearshift Knob , black with white gearshift pattern, TR6 models, not sold in the U.S., 1973-76	1		



INTERIOR COMPONENTS

ACCESSORY GEARSHIFT KNOBS, TR250, TR6

“These Are a Current Project at TRF”

I’m showing illustrations of two accessory gearshift knobs for TR250, TR6. The wooden one was walnut, and it was produced by AMCO. The black knob was vinyl covered, and it includes the emblem produced for years by E & E Enterprises, although AMCO had also produced a black vinyl knob earlier, and E & E also did a wooden one. TRF is working on components right now, and our knobs will be manufactured in our dash shop. For more information watch my newsletters and this section of the internet catalogue. When the parts are available, a price will appear. The emblem is likely to be more like the AMCO, and we may be able to do custom woods. Certainly, we can match the wood dashes...

148870/WBW



148870/WRB



Part No.	Description	No.Off	List Price	Your Price
148870/WBW	Knob , gearshift lever, walnut, with Triumph shield emblem in blue and white	1		39.00
148870/WRB	Knob , gearshift lever, walnut, with Triumph shield emblem in red and black	1		NYA

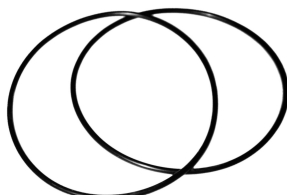
REPLACEMENT RUBBER SEALS—GAUGES TO DASH PANEL, TR250, TR6

“You’ll Want to Replace These If You Remove Your Gauges for Any Reason...”

TRF’s replacement gauge gaskets are made of a modern material which will last a long time and keep its elasticity. Original gaskets are often missing, or they may just fall into pieces when a gauge is removed. If they were never replaced, they have been in there for more than thirty years which is pretty good service.



SLP171 GASKET
INSTALLED ON OIL
PRESSURE GAUGE



RFK632

SLP170 GASKET INSTALLED ON SPEEDOMETER

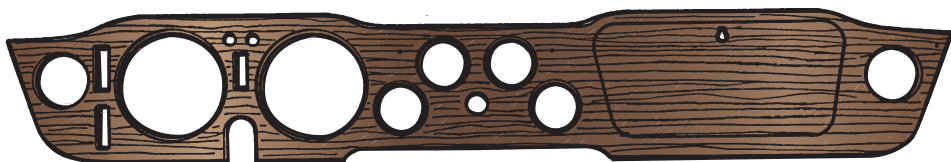
Part No.	Description	No.Off	List Price	Your Price
RFK632	GASKET KIT , for dash gauges, includes two large and four small gaskets for speedo, tach, temp gauge, fuel gauge, oil pressure gauge, and ammeter or voltmeter	1		
SLP170	Gasket , large, for speedo and tach	2		
SLP171	Gasket , small, for temp gauge, fuel gauge, oil pressure gauge, and ammeter or voltmeter	4		

INTERIOR COMPONENTS

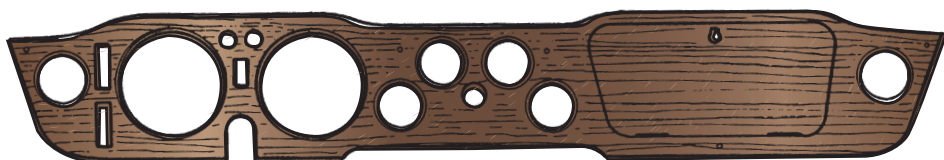
WOOD DASH PANELS, TR250, TR6

“Don’t Be Fooled By Our Low Price—TRF Dashes Are Loaded with Quality”

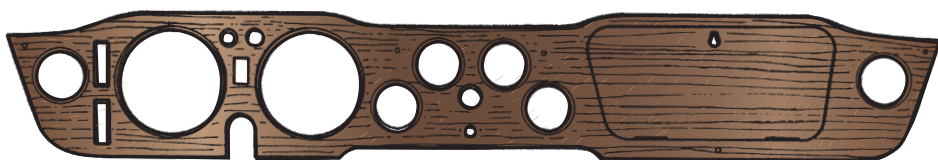
The Roadster Factory has had its own wood dash shop for many years. We founded our shop to make better dashes than any found in the market place in the 1980’s. We were successful in achieving this goal then, and we are still achieving it today. TRF’s dashes are loaded with hand-made quality, and they appear more like original than any other dashes available today. You will note many details, such as high-density plywood backing which is sealed with brown paint to match that used on factory dashes. French walnut veneer is carefully selected to provide an original appearance and a beautiful wood grain. All shapes are cut with precision, using master templates made from Triumph factory drawings. All switch and lamp labels are screened on TRF dashes as original, and glove box doors are installed and aligned using chrome or black hinges that are replicas of those used on original factory dashes. All of this work is done at The Roadster Factory in Armagh by Wood Chuck Findley, our master wood craftsman.



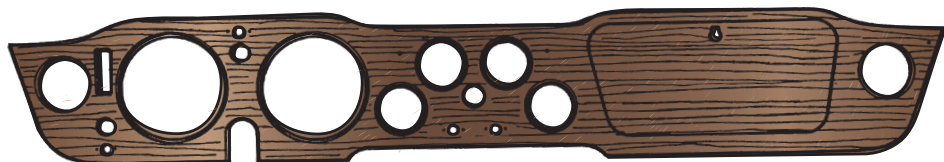
WDP50



WDP60



WDP62



WDP63



WDP64

Section Continues ►►

INTERIOR COMPONENTS

WOOD DASH PANELS, TR250, TR6—Continued

Part No.	Description	No. Off	List Price	Your Price
WDP50	Wood Dash Panel , TR250, with chromed hinges	1		
WDP60	Wood Dash Panel , TR6 1969-71; same as previous but with black hinges	1		
WDP61	Wood Dash Panel , TR6 early 1972; same as previous but with wider hole for hazard switch	1		
WDP62	Wood Dash Panel , TR6 later 1972; one hole for seat belt warning lamp under center gauge cluster	1		
WDP63	Wood Dash Panel , TR6 1973-75; two holes for warning lamps under center gauge cluster	1		
WDP64	Wood Dash Panel , TR6 1975-76; three holes for warning lamps under center gauge cluster	1		
	HARDWARE KITS , securing wood dash panels; include five special screws and five cup washers			
RFK227	Hardware Kit , chromed screws and cup washers, TR250, very early TR6	1		
RFK228	Hardware Kit , black screws and cup washers, TR6, 1970-76	1		



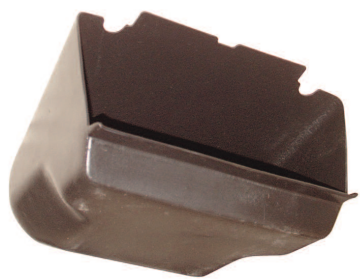
TRF Wood Dash Panel Fitted to Charles Runyan's TR5. Note Original TR5/TR250 Steering Wheel.

INTERIOR COMPONENTS


PLASTIC GLOVE BOXES, TR250, TR6

“Made from the Same Material as Industrial Hard Hats for Security and Cleanliness”

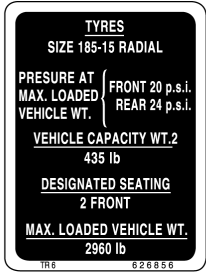
The moulded cardboard glove boxes that came in the cars were cute, but they crumbled the first time they came out of the car, they were dusty inside, and they were not very secure in spite of the lock on the glove box door. TRF’s glove boxes were invented by Bill Lynn and Bill Colaric a long time ago, and they are manufactured from a durable plastic which lasts the life of your car. The Roadster Factory’s glove boxes fit, they are easy to keep clean inside, and they are much more secure than cardboard originals...



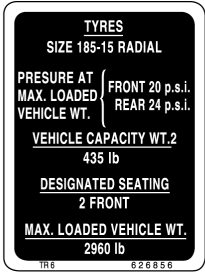
FGP805135



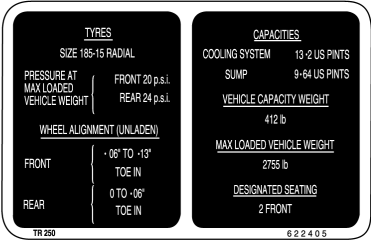
611584



625964



626856



622405

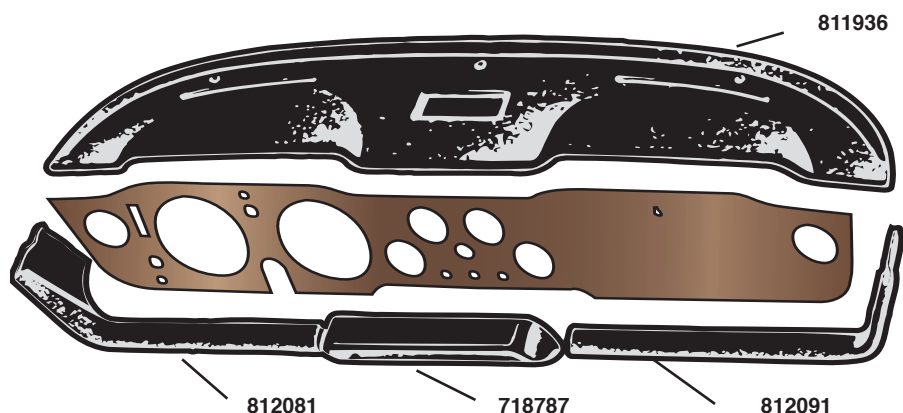
Part No.	Description	No. Off	List Price	Your Price
FGP805135	Glove Box Assembly , unbreakable plastic; fits all TR250, TR6 with LH steering	1		
RFK430	Hardware Kit , securing glove box to dash; includes six screws and six fix nuts	1		
611584	Lock , glove box lid, silver finish; comes with keys, 1968-71	1		
631404	Lock , glove box lid, black finish; comes with keys, 1972-76	1		
622405	Information Label , tire pressures, etc., TR250; mounted on glove box lid	1		
625964	Information Label , tire pressures, etc., TR6, 1969 only; mounted on glove box lid	1		
626856	Information Label , tire pressures, etc, TR6, TR6, 1970-76; mounted on glove box lid	1		

INTERIOR COMPONENTS

DASH CRASH PADS, TR250, TR6

“Very Thankfully, Excellent Components Remain Available, Although They Are Products of an Obsolete Technology”

One small company makes these crash pads for TRF very well, using an old-fashioned technology. There have been attempts to make the pads by modern methods, but these attempts have been dismal failures. Several years ago, I supplied a pair of door tops to an English friend for a TR5, as he was at a loss of how to install the ones he had purchased from a company in London. All of TRF's pads are made by one company in one material which looks just like original. The grain in ours is a little deeper, and the colour is a little blacker than pads from other vendors. Our pads really set off your interior, and you don't want to settle for anything less on something that is so important to the success of your restoration.



Part No.	Description	No. Off	List Price	Your Price
811936	Crash Pad , dash top	1		
812081	Crash Pad , under dash, LH, TR250, TR6, 1968-69	1		
818401	Crash Pad , under dash, LH, TR6 with locking steering, 1970-76	1		
812091	Crash Pad , under dash, RH	1		
574723	Center Switch Pad , five holes, TR250, TR6, 1968-69	1		
718787	Center Switch Pad , four holes, TR6, 1970-76	1		

INTERIOR COMPONENTS

DOOR TOP CRASH PADS, TR250, TR6

“Better Than Original Parts—Read This Story”

Everyone believes that Triumph changed the door tops in 1974, because they had so many problems with the “finger-grips” on the earlier style pads. I have been using TRF’s Finger-Grip Door Top Pads for about thirty years, ever since I restored my TR250 the first time. I have driven some of the cars I restored for five years or more, hundreds of thousands of miles, and I never babied my finger-grips. If Triumph had trouble with its finger-grips, which I know it did, it was because the quality of the vinyl was not as good as what The Roadster Factory sells today. TRF also stocks the later door top trims which are made of the same high-quality vinyl as the earlier style. Door top pads match all of the other crash pads sold at The Roadster Factory.



Part No.	Description	No. Off	List Price	Your Price
EARLY DOOR TOP PADS, with fingergrips, 1968-73				
812311	Door Top Pad, LH	1		
812321	Door Top Pad, RH	1		
LATER DOOR TOP TRIMS, unpadded, 1974-76				
824901	Door Top Trim, LH	1		
824911	Door Top Trim, RH	1		



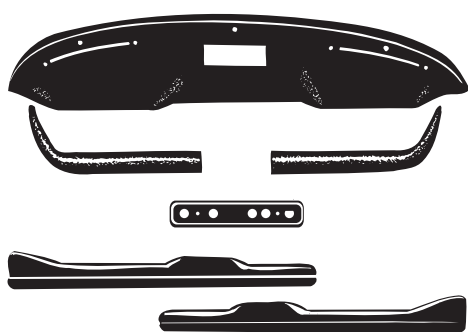
TRF’s “Finger-Grip” Door-Top Crash Pads Last a Long Time

INTERIOR COMPONENTS

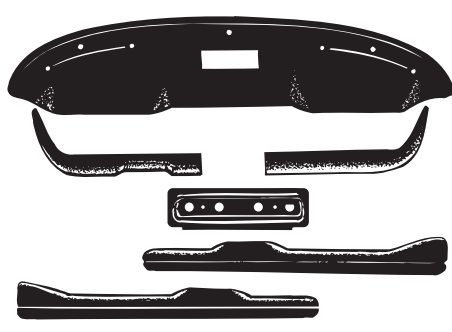
CRASH PAD KITS, TR250, TR6

“Order One Part Number, and Receive All of the Crash Pads for Your Car”

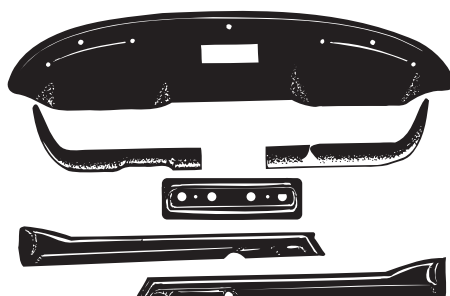
Actually, kits do not include the dash supports which are listed in a later section since we supply dash supports in two forms, and including them would complicate our kit listings. All of the other pads are included, however, and every component is what we describe in the sections above. Ordering a kit allows you to get everything under one part number, and we cut you a little break on the price.



RFK176



RFK177



RFK178

Part No.	Description	No. Off	List Price	Your Price
RFK176	Crash Pad Kit , complete; includes all four dash pads and fingergrip door tops; fits all TR250 and 1969 TR6	1		
RFK177	Crash Pad Kit , complete; includes all four dash pads and fingergrip door tops; fits 1970-73 TR6 with locking steering column	1		
RFK178	Crash Pad Kit , complete; includes all four dash pads and unpadded door tops; fits 1974-76 TR6	1		

INTERIOR COMPONENTS

ASH TRAYS, TR250, TR6

“A Nice Clean Ash Tray Provides a Good Place to Keep Change for Parking and Tolls...”

This is the reason that I have always changed out the ash trays in the used sports cars that I have purchased. In my younger days they were always dirty and rusty inside. The Roadster Factory supplies nice clean ash trays that are just like factory originals.



613186

Part No.	Description	No.Off	List Price	Your Price
613186	Ash Tray, fitted in dash top; comes with crash pad bezel	1		

DASH SUPPORT ASSEMBLIES, TR250, TR6

“Ready to Install for Those Without the Time to Do-it-yourself”

You may lack time or inclination to remove your old dash support, to scrape off the old cover and padding, and to recover it with a new padding kit. Anyway you look at it, you will be working for hours on a messy job, and because you don’t do this work every day, you may not be completely satisfied with the result. The Roadster Factory has manufactured the alloy dash supports that you find when you remove the cover and padding from your old unit, and The Magic Carpet Factory now offers the recovering service for us. That means you are now able to purchase a brand new dash support, ready to bolt into your car. If your time is limited, and the extra cost is not a factor, this is a very good way to satisfy your need for a new dash support...



REP428



REP429



REP430

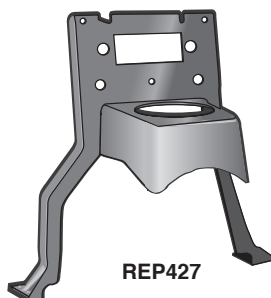
Part No.	Description	No.Off	List Price	Your Price
DASH SUPPORT ASSEMBLIES;				
	vinyl cover with padding installed on a brand new alloy base			
REP428	Dash Support Assembly, TR250	1		
REP429	Dash Support Assembly, TR6, 1969-72	1		
REP430	Dash Support Assembly, TR6, 1973-76, with hole for interior light switch	1		

INTERIOR COMPONENTS

DASH SUPPORT RECOVERING KITS, TR250, TR6

“If You Prefer to Do the Work Yourself...”

You can save money by recovering your old dash support. Just strip off all of the old covering and foam padding right down to the bare aluminium. Then install the new covering with contact cement or trim adhesive. The new covering is moulded to shape and filled with moulded foam padding...



Part No.	Description	No. Off	List Price	Your Price
REP322	Recovering Kit, TR250	1		
REP323	Recovering Kit, TR6 1969-72	1		
REP324	Recovering Kit, TR6 1973-76, with hole for interior light switch	1		
REP427	Base Unit, alloy, dash support; brand new unit; if you buy one of these, you can avoid the job of removing the cover and foam from your old unit	1		



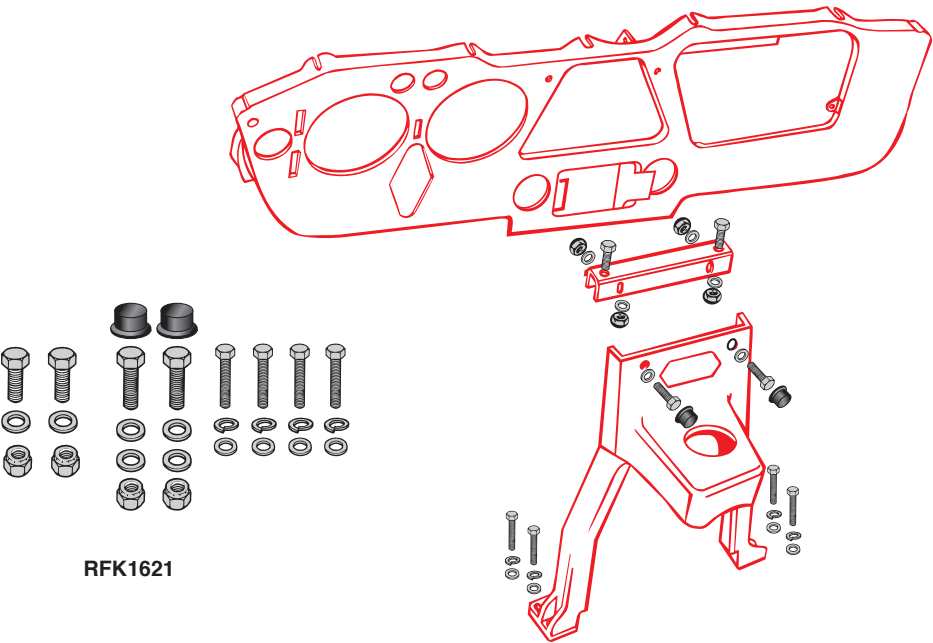
TR5 Getting a New Interior

INTERIOR COMPONENTS

DASH SUPPORT INSTALLATION HARDWARE, TR250, TR6

“Having the Right Hardware Makes the Job Much Easier...”

Order all of the hardware for your dash support installation under one part number, and receive twenty-eight pieces of hardware, all divided into three sub-kits to make it easy to find the hardware required for each segment of the job.



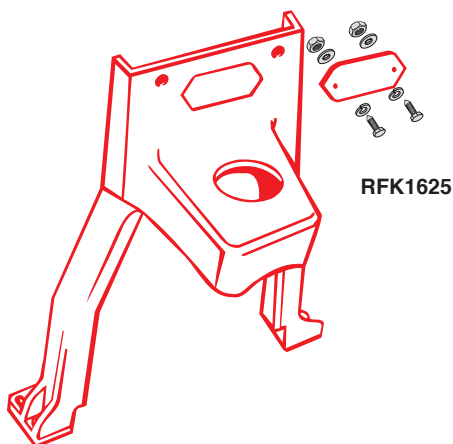
Part No.	Description	No.Off	List Price	Your Price
RFK1621	HARDWARE KIT , mounting dash support; includes three sub-kits	1		
RFK1622	Hardware Sub-Kit , securing filler bracket to metal dash panel; six pieces	1		
RFK1623	HARDWARE SUB-KIT , securing dash support to filler bracket; ten pieces	1		
623201	Cap , black plastic, hiding screw heads	2		
RFK1624	Hardware Sub-Kit , securing feet of dash support through floors to chassis frame; twelve pieces	1		

INTERIOR COMPONENTS

RADIO BLANKING PLATES, TR250, TR6

“Choose Correct Vinyl Grain to Match Your Car’s Interior”

TRF’s dash support assemblies and dash support recovering kits are made with a moulded shape that you would cut out if you were going to install a radio. On original parts, the radio aperture was cut out, and a blanking plate was fitted if a radio was not included. If you are really into originality, you may want to fit a blanking plate, even if the aperture has not been cut out. The Roadster Factory keeps these parts in stock for you.



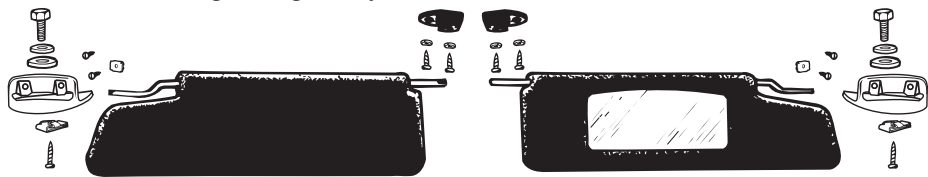
Part No.	Description	No.Off	List Price	Your Price
617069	Plate , radio blanking, covered with stag-grained vinyl, 1968-72	1		
633891	Plate , radio blanking, covered with longhorn-grained vinyl, 1973-76	1		
RFK1625	Hardware Kit , securing blanking plate; eight pieces	1		

INTERIOR COMPONENTS

SUN VISORS, TR250, TR6

“New TRF Kits Are Supplied in Both Early and Late Vinyl Grains”

The Roadster Factory’s own sun visors are available in both early “Stag Grain” vinyl and later “Longhorn Grain” vinyl. Visors are available individually or in kits which include a complete set of mounting components with all hardware, some of which is not listed here. Mounting components are also available individually, and these are also manufactured by The Roadster Factory to an excellent standard, as all components are powder coated for long-lasting beauty.



STAG GRAIN VINYL

ACTUAL VINYL
IS NOT BLACK AND
WHITE OF COURSE...



LONGHORN
GRAIN
VINYL

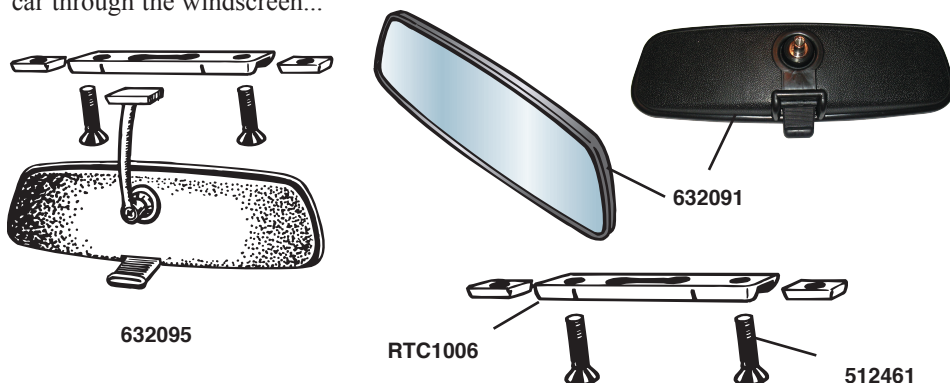
Part No.	Description	No. Off	List Price	Your Price
RFK406/E	SUN VISOR KIT , TR250, TR6, 1968-72, including one pair of visors in early “Stag Grain” vinyl, plus all mounting components, including new hardware	1		
RFK406/L	SUN VISOR KIT , TR6, 1973-76, including one pair of visors in later “Longhorn Grain” vinyl, plus all mounting components, including new hardware	1		
INDIVIDUAL SUN VISORS				
812711	Sun Visor , early Stag Grain vinyl, driver’s side, 1968-72	1		
812751	Sun Visor , early Stag Grain vinyl, passenger’s side, 1968-72	1		
823421	Sun Visor , later Longhorn Grain vinyl, driver’s side, 1973-76	1		
823471	Sun Visor , later Longhorn Grain vinyl, passenger’s side, 1973-76	1		
MOUNTING COMPONENTS				
812761	Mounting bar , outer, LH	1		
812762	Mounting bar , outer, RH	1		
812760	Mounting bar , inner	2		
622431	Rubber Retainer , center bars; original Triumph part looks a bit crude	2		
622431Z	Rubber Retainer , center bars; replacement part is more neatly made, but not quite the same design	2		
812684	Mounting Bracket , LH, secures to windscreen frame	1		
812685	Mounting Bracket , RH, secures to windscreen frame	1		

INTERIOR COMPONENTS

INTERIOR MIRRORS, TR250, TR6

“Complete Assemblies or Mirror Heads Available”

TR250 and TR6 interior mirrors were very nice day/night mirrors mounted on breakaway brackets to keep you from being injured by the mirror if you try to exit the car through the windscreen...



Part No.	Description	No. Off	List Price	Your Price
632095	INTERIOR MIRROR ASSEMBLY , original type; comes with stem and breakaway bracket, plus mounting screws	1		
632091	Mirror Head , without stem or bracket	1		
RTC1006	Bracket Assembly , breakaway, black plastic	1		
512461	Screw , black, securing mirror assembly to windscreen frame	2		



Interior Mirror and Sun Visors Fitted to Triumph TR5

INTERIOR COMPONENTS

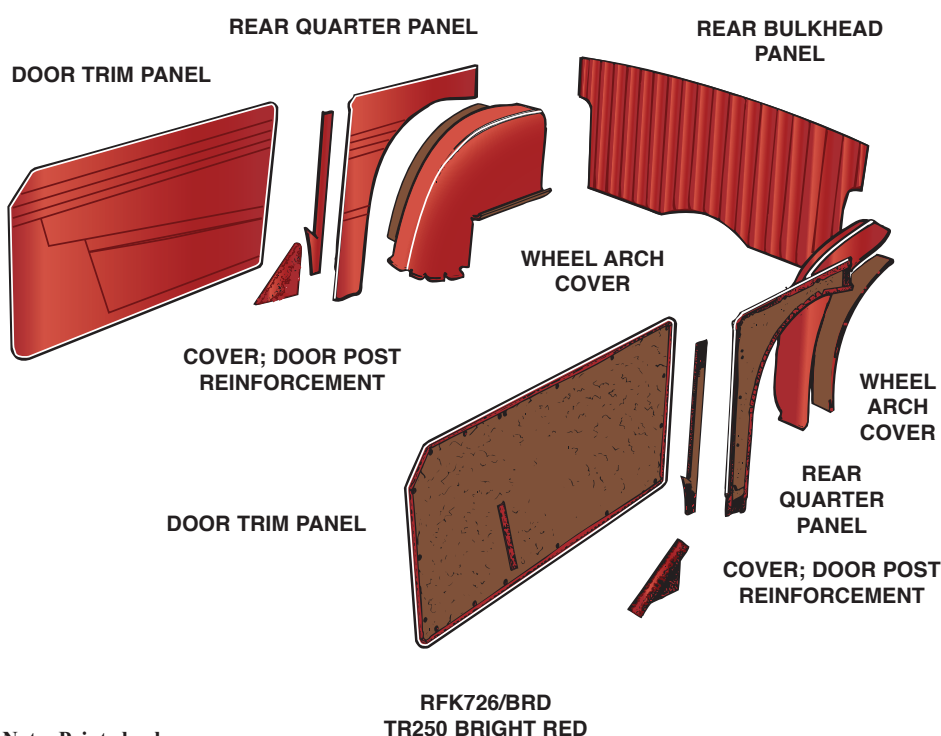
INTERIOR PANEL KITS, TR250, TR6

“We Can Truly Say That TRF Trim Panel Kits Are the Best on the Market...”

The contents of Trim Panel Kits are listed below. TRF's panel kits are made in England to original patterns. **TR250 panels have white piping, unless something else is specified. Note that it appears that light tan panels for TR250 originally had light tan piping.** TR6 panels have matching piping, unless something else is specified. Panel board is as original, early and late vinyl grains are duplicated, and all original colours are offered. All heat-formed seams are duplicated as original. TRF was deeply involved with patterning these components from original parts, and we can truly say that they are the best on the market. Material samples are available for free upon request; please specify colours desired...

Trim Panel Kits Include the Following:

- Door Panels (one pair)
- Rear Quarter Panels; doglegs (one pair)
- Rear Wheel Arch Covers, with foam underpads (one pair)
- Rear Door Post Reinforcement Covers; small triangles with backing boards (one pair)
- Matching Vinyl Strips, for front edges of rear door posts (one pair)
- Bulkhead Board, aka Rear Seat Back



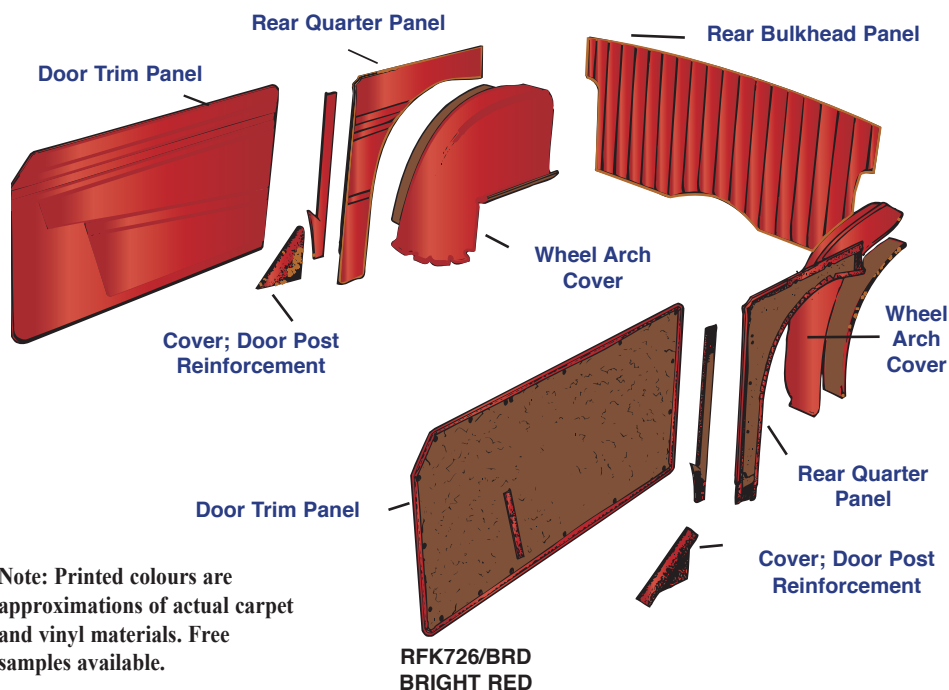
Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.

Section Continues ►►

INTERIOR COMPONENTS

INTERIOR PANEL KITS, TR250, TR6, 1968-69

“Early Panel Design with Stag Grain Vinyl”



Part No.	Description	No.Off	List Price	Sale Price
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TRIM PANEL KITS, TR250; white piping is used with all colours except light tan unless matching piping or another colour is requested as a special order

RFK725	Trim Panel Kit , black with white piping	1		
RFK726/BRD	Trim Panel Kit , bright red with white piping	1		
RFK726	Trim Panel Kit , matador red with white piping	1		
RFK728	Trim Panel Kit , midnight blue with white piping	1		
RFK729	Trim Panel Kit , shadow blue with white piping	1		
RFK522	Trim Panel Kit , light tan with light tan piping	1		

TRIM PANEL KITS, TR6, 1969 models only; matching piping is used with all colours unless another colour is requested as a special order

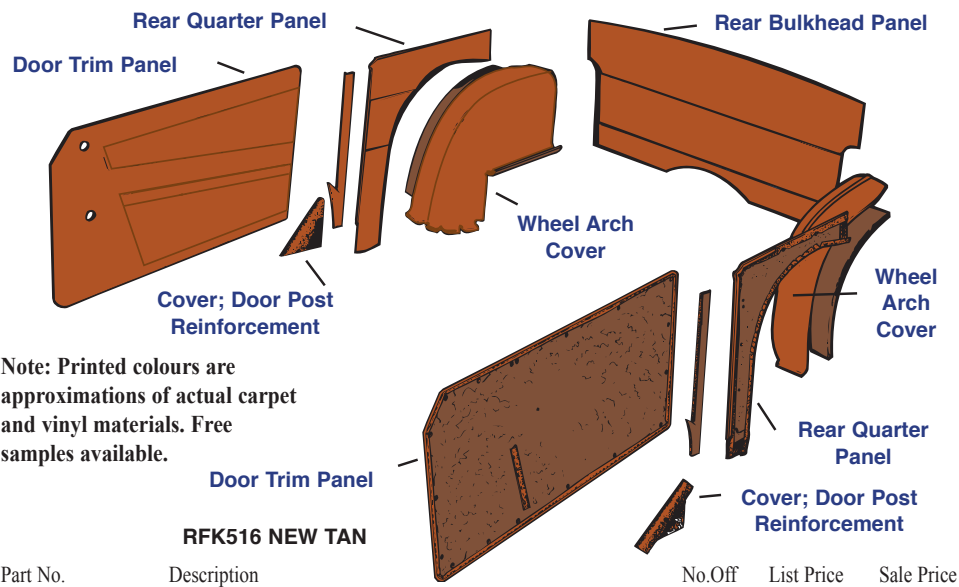
RFK520	Trim Panel Kit , black	1		
RFK521/BRD	Trim Panel Kit , bright red	1		
RFK521	Trim Panel Kit , matador red	1		
RFK523	Trim Panel Kit , shadow blue	1		
RFK522	Trim Panel Kit , light tan	1		

INTERIOR COMPONENTS

INTERIOR PANEL KITS, TR6, 1970-73

“Late Panel Design, But Look for a Vinyl Grain Change in 1973”

A new panel design appeared in 1970, determined by the heat welded seams in the vinyl on the panels. Most British manufacturers stopped using stag grain vinyl in 1972, and they began using longhorn grain in 1973. Note that some colours have a choice of only one vinyl grain. Please read descriptions carefully. A popular new colour, “New Tan,” was introduced in 1970, and “Chestnut” appeared in 1973.



TRIM PANEL KITS, TR6, 1970-72 models;
new panel design, stag grain vinyl; matching piping is used with all colours unless another colour is requested as a special order

RFK513	Trim Panel Kit, black	1
RFK514/BRD	Trim Panel Kit, bright red	1
RFK514	Trim Panel Kit, matador red	1
RFK517	Trim Panel Kit, shadow blue	1
RFK579	Trim Panel Kit, light tan	1
RFK516	Trim Panel Kit, new tan	1

TRIM PANEL KITS, TR6, 1973 models;
same panel design as previous listing but now with longhorn grain vinyl except bright red and matador red which have stag grain; matching piping is used with all colours unless another colour is requested as a special order

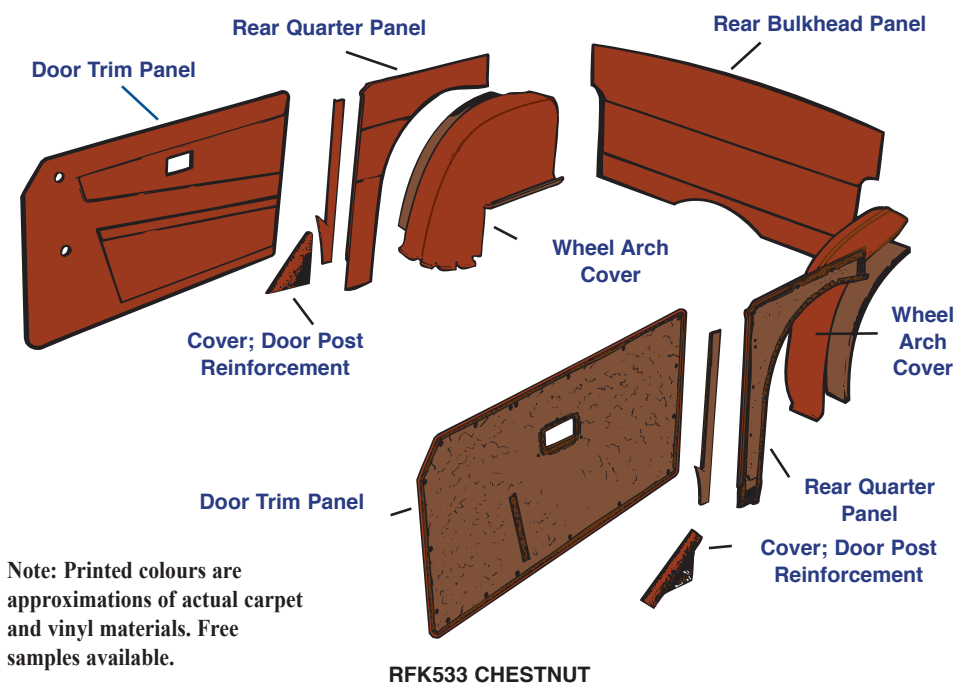
RFK524	Trim Panel Kit, black	1
RFK514/BRD	Trim Panel Kit, bright red, stag grain vinyl	1
RFK514	Trim Panel Kit, matador red, stag grain vinyl	1
RFK526	Trim Panel Kit, shadow blue	1
RFK525	Trim Panel Kit, new tan	1
RFK527	Trim Panel Kit, chestnut	1

INTERIOR COMPONENTS

INTERIOR PANEL KITS, TR6, 1974-76

“Finger-Grip Door Tops Disappeared, and a Hole Appeared in the Door Panel for Pulling the Door Closed”

Actually Bright Red, and Matador Red had disappeared by 1974, but TRF can provide late TR6 panels in these colours. In 1975, a new colour, “Beige” was added. It is a mottled light tan with darker highlights, a difficult colour to reproduce well. Please ask for material samples, specifying colours desired. For 1975 and 1976, the TR6 was originally offered only with black and beige interiors.



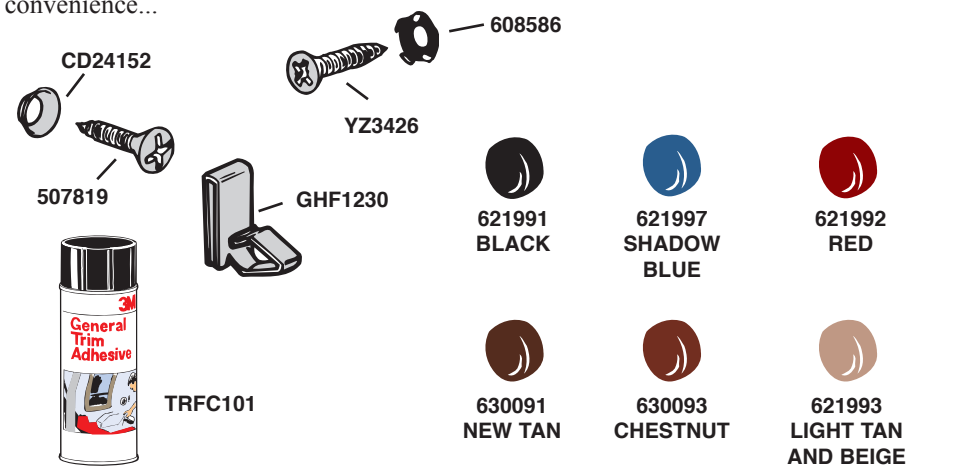
Part No.	Description	No.Off	List Price	Sale Price
TRIM PANEL KITS, TR6, 1974-76				
	models; same panel design as previous listing except door trim panels now have a rectangular hole for door closing; longhorn grain vinyl except bright red and matador red which have stag grain vinyl; matching piping is used with all colours unless another colour is requested as a special order			
RFK530	Trim Panel Kit , black	1		
RFK727/BRD	Trim Panel Kit , bright red, stag grain vinyl	1		
RFK727	Trim Panel Kit , matador red	1		
RFK534	Trim Panel Kit , shadow blue	1		
RFK531	Trim Panel Kit , new tan	1		
RFK533	Trim Panel Kit , chestnut	1		
RFK532	Trim Panel Kit , beige	1		

INTERIOR COMPONENTS

TRIM PANEL INSTALLATION HARDWARE, TR250, TR6

“All Components Available as Originally Installed by the Triumph Factory”

The Roadster Factory’s John Swauger, our resident interior trim expert, got tired of making up individual lists of trim panel installation hardware for dozens and dozens of individual customers each year. Instead, he made up a kit which includes trim screws, cup washers, clips, etc. for installing a full set of trim panels to the car. The only things not included in his kit which is listed here are the coloured buttons which hide the screw heads on the door panel pockets. These are listed separately for your convenience...



Part No.	Description	No. Off	List Price	Your Price
RFK1104	Hardware Kit , for installing a full set of interior trim panels; includes everything required except for the coloured screw caps listed below; contains 96 pieces	1		
	COLOURED SCREW CAPS , hiding screws on door panel pockets; not included in hardware kit listed above			
621991	Cap , hiding screws, black	4		
621992	Cap , hiding screws, red	4		
621993	Cap , hiding screws, light tan and beige	4		
630091	Cap , hiding screws, new tan	4		
630093	Cap , hiding screws, chestnut	4		
621997	Cap , hiding screws, shadow blue	4		
	POPULAR COMPONENTS ; all included in the hardware kit listed above			
GHF1230	Clip , securing trim panels	A/R		
507819	Screw , trim, stainless steel	A/R		
CD24152	Cup Washer , for trim screws	A/R		
YZ3426	Screw , securing corners of door panel pockets	4		
608586	Clip Washer , fitted with screws on corners of door pockets to secure coloured caps	4		
	TRIM ADHESIVE , not included in kit			
TRFC101	Trim Adhesive , 3-M brand, aerosol can; 16 oz.	A/R		

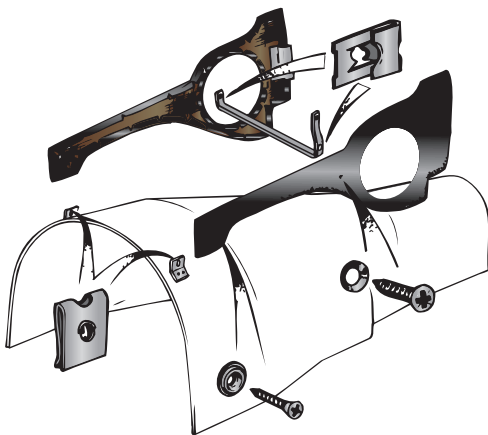
INTERIOR COMPONENTS

UNDER-DASH PANELS, AKA SPEAKER PANELS, TR6

“May Be Retrofitted to TR250 Models”

Under-dash panels were fitted to all TR6 models, and you can retrofit them to TR250 if you also retrofit a TR6 dash support. This writer has done this with his TR5 which is just like a TR250. The result is very neat looking and satisfactory. If a radio was fitted, the under-dash panels were made with holes for mounting speakers. If no radio was fitted the car came with solid under-dash panels. The speaker panels or under dash panels on earlier TR6 models, 1969-72, were covered with stag-grain vinyl, and longhorn grain

vinyl was used on later models. All speaker panels and under-dash panels were black to match the dash supports. The Roadster Factory supplies correct replacement speaker panels and under-dash panels for all TR6 models. We also supply all hardware for mounting the panels correctly.



Part No.	Description	No. Off	List Price	Your Price
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COMPLETE PANEL KITS; including panels and all hardware and fittings for correctly mounting the panels

RFK518	Speaker Panel Kit , stag grain, 1969-72	1		
RFK519	Under-Dash Panel Kit , stag grain, no speaker holes, 1969-72	1		
RFK528	Speaker Panel Kit , longhorn grain, 1973-76	1		
RFK529	Under-Dash Kit , longhorn grain, no speaker holes, 1973-76	1		

INDIVIDUAL COMPONENTS

SPEAKER PANELS, with holes

XKC371/S	Speaker Panel , LH, stag grain, 1969-72	1		
XKC351/S	Speaker Panel , RH, stag grain, 1969-72	1		
XKC371/L	Speaker Panel , LH, longhorn grain, 1973-76	1		
XKC351/L	Speaker Panel , RH, longhorn grain, 1973-76	1		

UNDER-DASH PANELS, no holes

822251/S	Under-Dash Panel , LH, stag grain, 1969-72	1		
822261/S	Under-Dash Panel , RH, stag grain, 1969-72	1		
822251/L	Under-Dash Panel , LH, longhorn grain, 1973-76	1		
822261/L	Under-Dash Panel , RH, longhorn grain, 1973-76	1		

RFK512	INSTALLATION KIT , for speaker panels and under-dash panels; complete with everything required to fit the panels to the car; included in the complete kits listed above; 20 pieces	1		
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INTERIOR COMPONENTS

TRUNK TRIM BOARDS, TR250

“Only a Bulkhead Board Was Fitted to Hide the Fuel Tank”

TR250 models included a spartan trunk with only the fuel tank bulkhead and the spare tire cover listed on page 271. No trunk carpet was fitted.

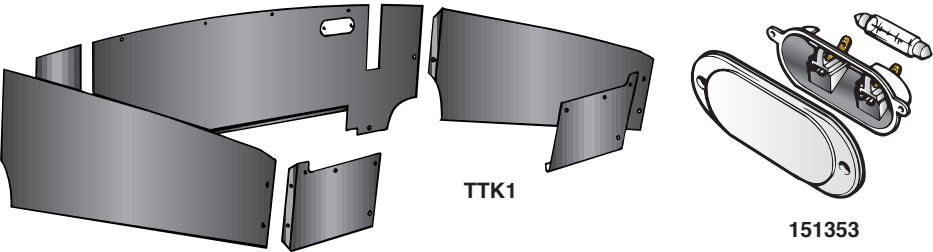


Part No.	Description	No.Off	List Price	Your Price
813513	Trim Panel , black fibreboard, covering fuel tank	1		
RFK1132	HARDWARE KIT , securing trim panel	1		
511696	Screw , self-tapping	8		
515128	Washer , plain	8		
FU2544	Nut , spire	4		
FJ2464	Nut , spire	4		

TRUNK TRIM BOARDS, TR6

“TRF’s Kits Include Steel Reinforcement on Bulkhead Board”

The Roadster Factory supplies all of the trunk trim boards in the original fibreboard material. If you prefer plastic that you have seen advertised, we list it as well, but the result is really less satisfactory than the original panels.



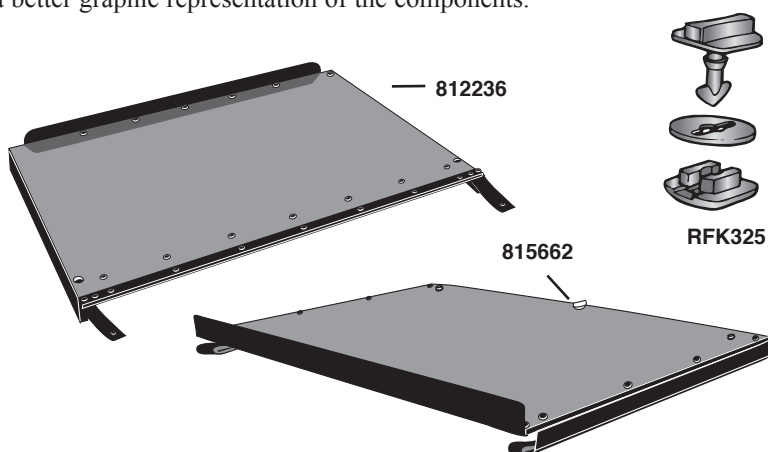
Part No.	Description	No. Off	List Price	Your Price
TTK1	TRUNK BOARD KIT ; includes all five panels	1		
815894	Trunk Board , rear of fuel tank	1		
815717	Trunk Board , LH side	1		
815718	Trunk Board , RH side	1		
716980	Trunk Board , LH rear	1		
716981	Trunk Board , RH rear	1		
RFK1446	TRUNK BOARD KIT ; includes black plastic replacements for original fibreboard panels	1		
RFK136	Hardware Kit , securing trunk boards; includes correct black hardware; 60 pieces	1		
151353	Trunk Lamp Assembly ; includes base, lens, bulb	1		
RFK1455	Hardware Kit , mounting trunk lamp	1		
625561	Switch , trunk lamp	1		
YX5363	Screw , securing switch for trunk lamp	1		

INTERIOR COMPONENTS

TRUNK FLOOR PANELS, AKA SPARE TIRE COVERS, TR250, TR6

“Made to Original Designs with Powder-Coated Metal Parts”

Trunk floor panels are made by The Magic Carpet Factory from die-cut boards and correctly manufactured metal components which are powder-coated for a durable finish. Literally every rivet, felt strip, and fitting of the originals is included in these replica components. Note that the boards are actually black as original. Grey is used in the illustration for a better graphic representation of the components.

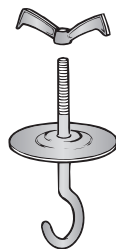


Part No.	Description	No. Off	List Price	Your Price
812236	Trunk Floor Panel , TR250, as original, with leather fixing tabs; snaps provided, so that you can install them for a perfect fit on your car	1		
815662	Trunk Floor Panel , TR6, as original; comes with all three plastic latch components	1		
RFK325	LATCH KIT ; trunk floor; includes three plastic components	1		
623472	Turnbuckle , latch	1		
623471	Washer , securing turnbuckle to spare tire cover	1		
623473	Latch , fitted to car body	1		

SPARE WHEEL CLAMPING, TR250, TR6

“Original Clamping Components Remain Available”

It's not like your spare tire has room to slide around in its space, but the cars came with securing components, including a hook bolt that hooks to the one coming through the center of the trunk floor, which is actually a part of the body mounting system...




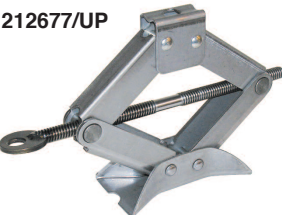
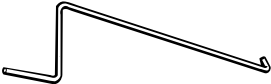
Part No.	Description	No. Off	List Price	Your Price
RFK468	TIRE CLAMPING KIT ; including everything indented...	1		
650017	J-hook	1		
650016	Disc , clamping wheel	1		
650019	Wing Nut , large	1		

INTERIOR COMPONENTS

LIFTING JACKS, TR250, TR6

“Replicas of OEM Jack Manufactured by TRF”

TR250 and TR6 models may have been supplied with jacks from several different manufacturers over the years. TRF’s replica is the latest of these, and it was painted black as far as we know. However, we realize that some jacks were painted green or metallic blue, possibly some other colour. You can order ours in black, or you can have it unpainted if you wish for finishing in the colour of your choice upon receipt. Our jack handles are black and powder-coated for durability. Note that you must put grease on your jack screw, or it will wear out very quickly.

212677		212677/UP			UKC4389
Part No.	Description	No. Off	List Price	Your Price	
212677	Lifting Jack , scissors type, as supplied with the cars for emergency repairs on the road	1			
212677/UP	Lifting Jack , unpainted	1			
UKC4389	Crank Handle , lifting jack	1			

TOOL POUCHES, TR250, TR6

“One or the Other of These May Have Been Supplied”

The black tool roll was supplied up through TR4A and may have appeared in some TR250 or early TR6 models in some markets. The blue vinyl pouch appeared about this time, and it may have been supplied with TR250 and some TR6 models. Our experience with very late TR6’s tells us that very little was included in the way of tools, rolls, or pouches.

24731		RFK645		146366
Part No.	Description	No. Off	List Price	Your Price

TOOL POUCHES

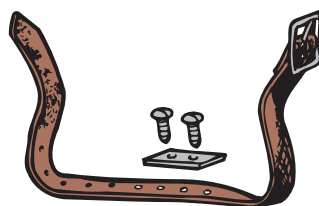
24731	Tool Roll , black vinyl with shoe string tie	1		
146366	Tool Roll , blue vinyl with embossed Triumph shield emblem and snap enclosure	1		
RFK645	Belt Kit , securing tool roll or pouch to trunk floor	1		

INTERIOR COMPONENTS

TOOL STOWAGE STRAPS, TR250, TR6

“Real Leather Belts Supplied to All But the Latest TR6 Models”

These were eliminated from very late TR6 models, but the installation holes remained as vestiges of the original design on the left-hand side of the trunk floor for easy retrofitment. TRF's new belts are made exactly to the original Triumph design.

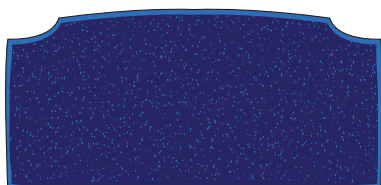


Part No.	Description	No. Off	List Price	Your Price
RFK645	Belt Kit , securing tool kit to trunk floor; includes belt with buckle and mounting hardware	1		

TRUNK CARPETS, TR6

“Now Available in Black or Colours, Wool or Tufted Nylon”

All TR6 models came with black trunk carpets originally. Wilton wool was listed up to 1972 and tufted nylon after 1972. Actually, our least-expensive trunk carpet in black tufted nylon material is fine for most trunks and probably acceptable even for concours. But, we are happy to accommodate your taste for upgrades. If you go with something other than basic black, I assume that you will want to match the carpet and binding of your interior carpet. Carpet and binding samples available upon request; please specify colours desired...



924921/NBL



575427/MTR

Part No.	Description	No. Off	List Price	Your Price
TRUNK CARPETS IN BASIC BLACK;				
	tufted nylon acceptable for most trunks			
575427/BLK	Trunk Carpet , Wilton wool, black with black binding, TR6, 1969-72	1		
924921/BLK	Trunk Carpet , tufted nylon, black with black binding, TR6, 1973-76	1		
TRUNK CARPETS IN INTERIOR COLOURS;				
	please specify carpet colour and binding colour desired; all interior colours may be matched			
575427	Trunk Carpet , Wilton wool, colours available are bright red, matador red, light blue, navy blue, stone, light tan, dark tan, and grey	1		
924921	Trunk Carpet , tufted nylon, colours available are matador red, shadow blue, light tan, medium tan, dark tan, and grey	1		

INTERIOR COMPONENTS

SEAT REUPHOLSTERY KITS, TR250, TR6

“Original Materials, Colours, and Heat-Formed Diamond Patterns Are Duplicated”

TRF’s vinyl seat kits are made in England. Original materials, colours, and heat-formed diamond patterns are duplicated to concours standards. Most seat kits are made to order, and delivery is usually four to six weeks after receipt of an order. If you order early, you can spend the lead time in preparing to do the upholstery work. You will want to strip, clean, repair, and paint the seat frames. If you are going to reupholster your own seats, rather than trusting this work to a shop, take careful notes and photographs. Carefully, remove and catalogue all components to be sure that you understand how your seats were assembled originally. You will want to duplicate this exactly to give your seats their original factory appearance when the project is completed. Very likely, you will want to replace the rubber diaphragms in the seat bottoms and the sculptured foams found under the outer coverings. When you purchase a TR250 or TR6 seat kit from The Roadster Factory, you should know that you are buying the best available. Otherwise, we would be selling something else! Free material and colour samples are available upon request—please specify colours desired when requesting samples.

Part No.	Description	No. Off	List Price	Your Price
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SRK50	Seat Reupholstery Kit, TR250; includes one pair of seat back covers and one pair of seat bottom covers; please specify colour desired, black, bright red, matador red, midnight blue, shadow blue, or light tan; white piping will be used except for light tan, unless another colour is specified	1		
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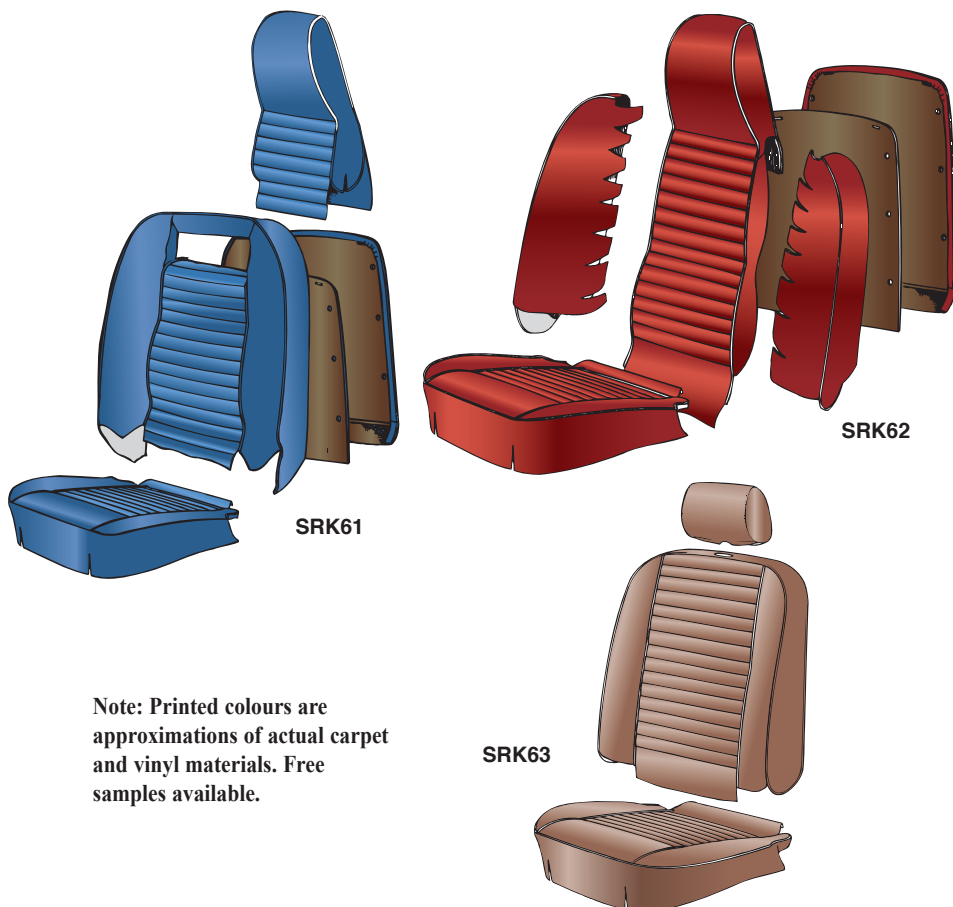


Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.

Section Continues ►►

INTERIOR COMPONENTS

SEAT REUPHOLSTERY KITS, TR250, TR6—Continued



Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.

Part No.	Description	No. Off	List Price	Your Price
SRK61	Seat Reupholstery Kit , TR6, 1969 models with folding head rests; includes one pair of seat bottom covers, one pair of seat back covers, and one pair of head rest covers; please specify colour desired, black, bright red, matador red, shadow blue, or light tan; matching piping will be used as original, unless another colour is specified.	1		
SRK62	Seat Reupholstery Kit , TR6, 1970-72 models with high-back seats; includes seat bottom covers, and all sections required to cover seat backs; please specify colour desired, black, bright red, matador red, shadow blue, light tan, or new tan; matching piping will be used as original, unless another colour is specified	1		
SRK63	Seat Reupholstery Kit , TR6, 1973-76 models with small, adjustable head rests; includes seat bottom covers, seat back covers, and head rest covers; please specify colour desired, black, bright red, matador red, shadow blue, new tan, chestnut, or beige; matching piping will be used as original, unless another colour is specified	1		

INTERIOR COMPONENTS

SEAT FOAM KITS, DIAPHRAGMS, STRAPS, TR250, TR6

“Sculptured Foams Are Not Inexpensive, But They Are Essential”

The Roadster Factory pioneered seat foam kits in the U.S. back in the 1980’s, and our kits are still the best. Our foam kits are designed specifically for each separate seat design, and they includes all original foams and some related parts. TRF’s seat diaphragms are also first class with metal reinforcements embedded in the rubber mouldings for longer life. Seat back strap kits are new listings, each of which includes a full set of straps for one seat.



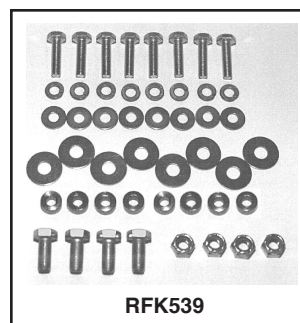
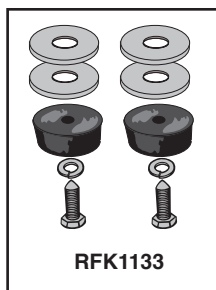
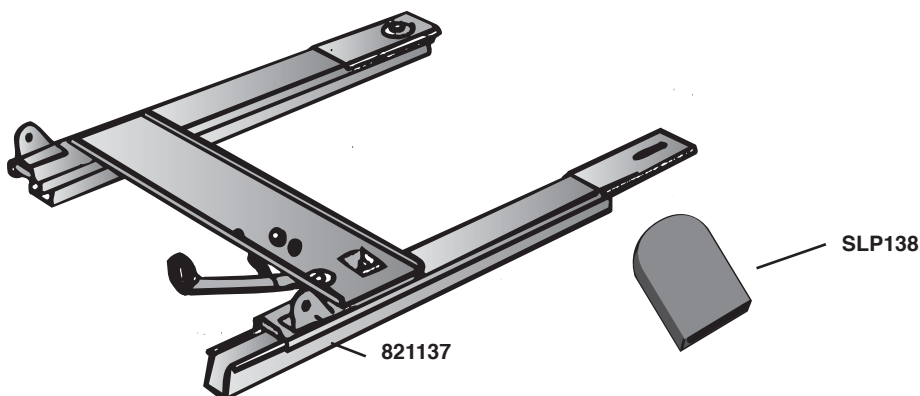
Part No.	Description	No.Off	List Price	Your Price
SFK50	Seat Foam Kit, both seats, TR250 models	1		
RFK1295	Strap Kit, seat back, TR250	2		
SFK61	Seat Foam Kit, both seats, TR6, 1969 models with folding head rests	1		
RFK933	Strap Kit, seat back, TR6, 1969	2		
SFK62	Seat Foam Kit, both seats, TR6, 1970-72 models with high-back seats	1		
RFK543	Strap Kit, seat back, TR6, 1970-72	2		
SFK63	Seat Foam Kit, both seats, TR6, 1973-76 models with small head rests	1		
RFK540	Strap Kit, seat back, TR6, 1973-76	2		
612251	Rubber Diaphragm, seat bottom; comes with hooks; fits all TR250, TR6	2		

INTERIOR COMPONENTS

SEAT TRACKS, AKA SEAT SLIDES, TR250, TR6

“Why Bother With Rusty Originals?—Brand New Available at Reasonable Prices”

We at The Roadster Factory remember that seat tracks were good sellers back when they were still available from Triumph in the late 1980's. We sourced our own seat tracks and increased the quality to make them last longer. Our replica tracks have sold well for a long time now, and they are always in stock and ready to ship...



Part No.	Description	No. Off	List Price	Your Price
821137	Seat Track Assembly , LH or RH; fits all TR250 and TR6	2		
SLP138	Plastic Cover , seat track adjusting handle; comes with a new seat track	2		
RFK539	HARDWARE KIT , securing seat tracks to seats and to floor of car; includes hardware for two seat tracks	1		
WM67	Spacer , between seat tracks and car floor, actually a thick washer on mounting screws; included in kit	8		
RFK1133	SEAT BUFFER KIT ; includes two rubber buffers for bottom of seat frame and mounting hardware	2		
621515	Buffer , rubber, fitted to seat frame; included in kit	4		

INTERIOR COMPONENTS

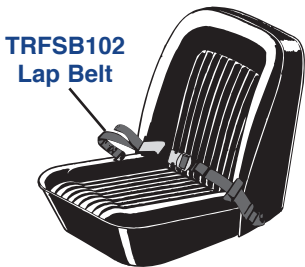
SEAT BELT REPLACEMENTS, TR250, TR6

“Three Types Available, Including Inertia Reel Type with Stalk Latching—Interior Colours Available at No Extra Charge...”

The Roadster Factory has found a U.S. source for seat belt replacements that fulfills the need for new seat belts in TR250 and TR6 models whose original belts are no longer safe to use. We are now listing brand new inertia reel belts with stalk latching for TR250 and TR6 models. We also offer less expensive but less convenient static belts and lap belts. Note that static belts are three-point type with an over-the-shoulder belt, but they do not rewind on their own. Inertia reel belts function in a similar fashion to late TR6 factory belts, but they do not look exactly the same. TRF has been listing these belts for several years, and customers have been satisfied with their purchases.

Colours Available:

Colour No.	Trim Colour
1000	Black
2006	Bright Red
2007	Matador Red
3004	New Tan, Autumn Leaf
3005	Chestnut
3008	Beige, Champagne
3000	Light Tan
4002	Shadow Blue
4004	Navy Blue



Part No.	Description	No.Off	List Price	Your Price
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INERTIA REEL BELTS WITH “STALK” LATCHING; please state colour desired from list provided

TRFSB303	Seat Belt Kit; comes with mounting hardware and installation instructions	2		
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STATIC BELTS; belts do not retract; please state colour desired from list provided

TRFSB201	Seat Belt Kit; comes with mounting hardware and installation instructions	2		
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LAP BELTS; simple arrangement of belts across the lap with latching buckle; please state colour desired from list provided

TRFSB102	Seat Belt Kit; comes standard mounting hardware and installation instructions	2		
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TRFSB103	Seat Belt Kit; comes with “hook” mounting to original “eye” bolts and installation instructions	2		
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WEATHER EQUIPMENT

ROBBINS BRAND CONVERTIBLE TOPS, TR250, TR6

“We at TRF Consider Robbins Brand Tops to Be the Best Overall...”

The Roadster Factory has been handling Robbins brand tops since the 1980's, we have visited the Robbins factory in California a number of times, and we believe that the Robbins tops are the best overall with regard to quality, value for money, range of choices, and other factors, including good response to warranty issues. For TR250 and TR6, Robbins makes tops with reflective stripes identical to original Triumph tops in the U.S. market and tops without reflective stripes for international markets and for those who don't desire them, Robbins also makes tops with and without zip-out rear windows, and a range of materials and colours is offered with a corresponding range of prices. The most common materials are Robbins own vinyl top material, which tends to be a little stiff in cold weather, British Everflex vinyl material, and a deluxe canvas topping material which we call Sunfast. Each material comes in its own range of colours, and TRF offers the widest range of materials and colours of any British parts vendor.

My own favourite material has just been discontinued. We knew it as a black Everflex material with black canvas backing, but it now appears that it may not have been Everflex after all. Still it was very nice, and I have it on both my TR5 and my TR6 with both having been mistaken for original Triumph tops on many occasions. Although this material has been discontinued, I am going to keep the listings in the catalogue at the end of this section with the idea of looking for a replacement material. In the mean time, customers looking for a vinyl top with a black backing can use the Robbins material which has a good grain for TR250 and TR6, although it is a rather stiff material in cold weather as intimated above. And there are many other choices, including other Everflex materials, most of which have either tan or grey backing and Sunfast canvas material which usually comes with tan or black backing. Both of these are available in a wide variety of colours, and all colours are available with or without the reflective striping offered originally in the U.S. market. Both Everflex and Sunfast canvas are good materials for customers living in cooler climates.

Most Robbins tops are made to order for TRF customers, although we keep some of the fastest moving colours and models in stock. This gives our customers the full range of colour and material choices, and it insures that a factory-fresh product will be delivered every time. Material samples are available at no charge, but we request that customers let us know the colours they desire when requesting samples.



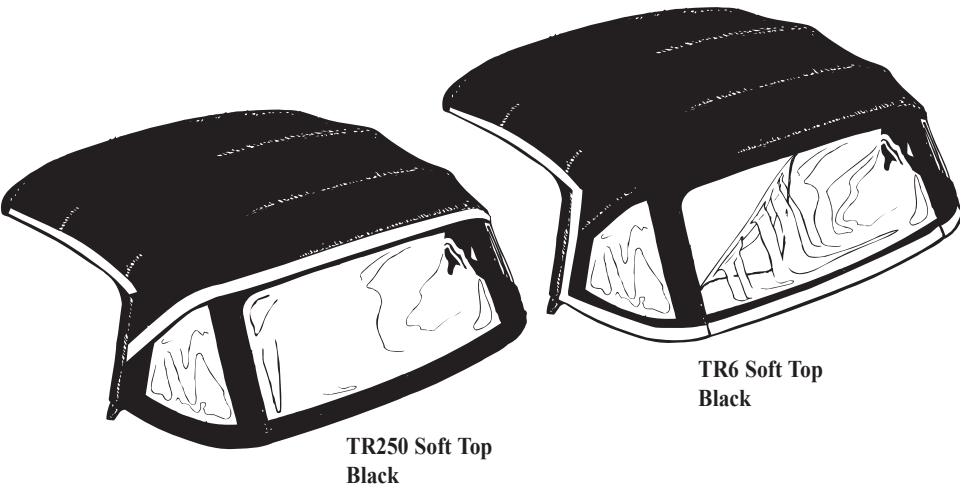
TR5 Sporting a Brand New Robbins Top

WEATHER EQUIPMENT

ROBBINS DELUXE CONVERTIBLE TOPS IN THREE MATERIALS, WITH REFLECTIVE STRIPES, TR250, TR6

“Large Selection of Colours Available”

We at The Roadster Factory believe that these Robbins tops are the best original style replacement tops on the market for TR250 and TR6 models. You have a choice of Robbins material which looks much the same as original English vinyl, or Everflex which is a very fine convertible top material made in England and originally developed for Rolls Royce, or Sunfast canvas cloth material, a very fine canvas topping material. Material and colour samples are available upon request. Please ask for specific materials and colours when requesting samples.



Part No.	Description	No. Off	List Price	Your Price
TOPS MADE FROM ROBBINS MATERIAL; please specify colour desired, black, white, khaki tan, or caramel tan				
RB2219	Deluxe Top, TR250; fixed rear window as original; correct reflective striping for TR250	1		
RB2219/A	Deluxe Top, TR250; zip-out rear window; correct reflective striping for TR250	1		
RB2220	Deluxe Top, TR6; zip-out rear window as original; correct reflective striping for TR6	1		

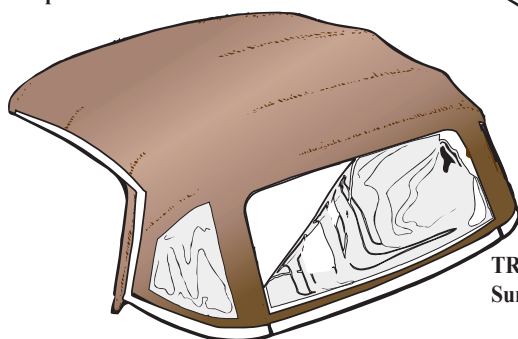
Note: Printed colours are approximations of actual convertible, tonneau and boot materials. Free samples available.

Section Continues ►►

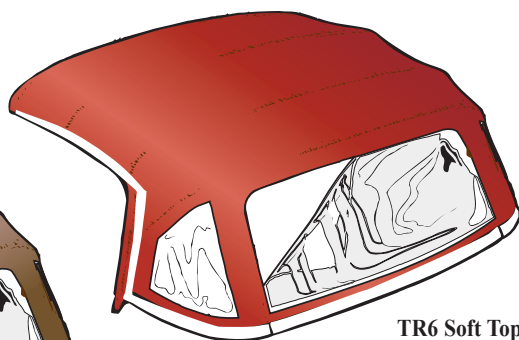
WEATHER EQUIPMENT

ROBBINS DELUXE CONVERTIBLE TOPS IN THREE MATERIALS, WITH REFLECTIVE STRIPES, TR250, TR6
 —Continued

Note: Printed colours are approximations of actual carpet and vinyl materials. Free samples available.



TR6 Soft Top
Sunfast, Tan



TR6 Soft Top
Everflex, Red

Part No.	Description	No. Off	List Price	Your Price
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TOPS MADE FROM EVERFLEX MATERIAL,

a very high-quality topping material from England, please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey

RB2219/EV	Deluxe Top, TR250; fixed rear window as original; correct reflective striping for TR250	1		
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RB2219/AEV	Deluxe Top, TR250; zip-out rear window; correct reflective striping for TR250	1		
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RB2220/EV	Deluxe Top, TR6; zip-out rear window as original; correct reflective striping for TR6	1		
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TOPS MADE FROM SUNFAST CANVAS

MATERIAL, a modern canvas material layered with rubber and cotton backing, please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy

RB2219/SF	Deluxe Top, TR250; fixed rear window as original; correct reflective striping for TR250	1		
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RB2219/ASF	Deluxe Top, TR250; zip-out rear window; correct reflective striping for TR250	1		
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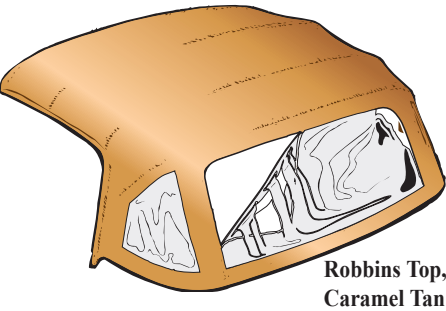
RB2220/SF	Deluxe Top, TR6; zip-out rear window as original; correct reflective striping for TR6	1		
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WEATHER EQUIPMENT

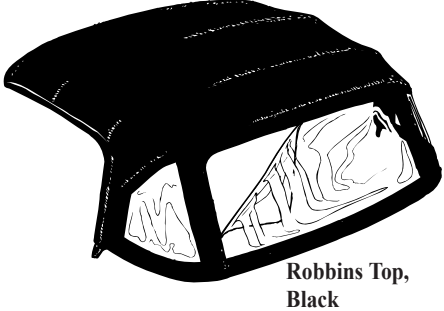
ROBBINS CONVERTIBLE TOPS WITHOUT REFLECTIVE STRIPES, TR250, TR6

“Also Available in Three Materials and Many Colours”

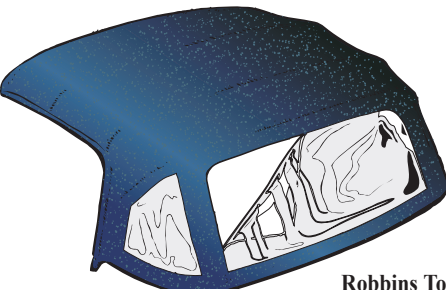
The tops without reflective stripes cost a little less than tops with them, but the quality is just as good. Maybe you don’t like reflective striping. Actually, the stripes were not used in most markets other than the U.S. for TR5 and TR6 models. The tops listed here do include zip-out windows.



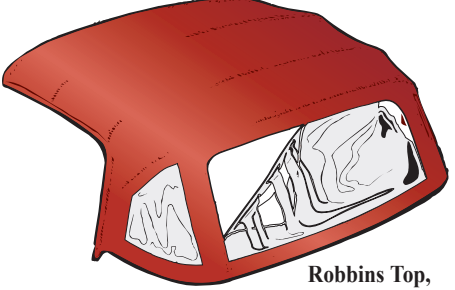
Robbins Top,
Caramel Tan



Robbins Top,
Black



Robbins Top,
Sunfast Canvas, Blue



Robbins Top,
Everflex, Red

Part No.	Description	No.Off	List Price	Your Price
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TOPS MADE FROM ROBBINS MATERIAL;

please specify colour desired, black, white, khaki tan, or caramel tan

RB2207/A	Convertible Top , comes with zip-out rear window, no reflective stripes	1		
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TOPS MADE FROM EVERFLEX MATERIAL,

a very high-quality topping material from England; please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey

RB2207/AEV	Convertible Top , comes with zip-out rear window, no reflective stripes	1		
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TOPS MADE FROM SUNFAST CANVAS

MATERIAL, a modern canvas material layered with rubber and cotton backing; please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy

RB2207/ASF	Convertible Top , comes with zip-out rear window, no reflective stripes	1		
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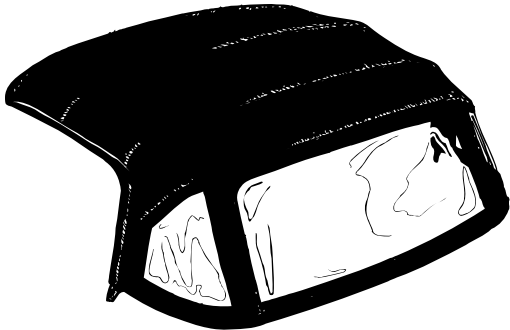
WEATHER EQUIPMENT

OUR LEAST EXPENSIVE ROBBINS TOPS, TR250, TR6

“Choice of Four Colours in Standard Robbins Material”

Our least-expensive top is manufactured with the same fine workmanship as the other tops listed in the sections above, but it does not include a zip-out rear window or reflective stripes. Otherwise, it is just the same...

Economy Top, Black



Part No.	Description	No.Off	List Price	Your Price
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TOPS MADE FROM ROBBINS

MATERIAL; please specify colour desired, black, white, khaki tan, or caramel tan

RB2207	Convertible Top; without reflective stripes, without zip-out rear window	1		
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Newly Restored TR6 with Robbins Top at TRF



TR6 Ready for Top Installation

WEATHER EQUIPMENT

SPECIAL CONVERTIBLE TOP, TR250, TR6

“High-Quality Grained Black Vinyl with Black Lining and Reflective Stripes”

We do not have anything to list in this section as we go to press, but we will be working to find a suitable replacement for our very best material which was discontinued recently. For a full discussion of this problem, please see page 279. When the material we are looking for is found, this section will be updated on the web site, and prices will appear. In the mean time, I have to list these tops as NLS (No Longer Supplied).

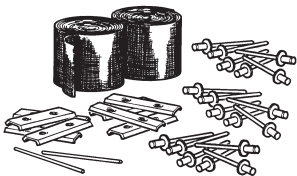


Part No.	Description	No. Off	List Price	Your Price
CONVERTIBLE TOPS, high-quality black material; suitable vinyl grain and black backing				
HP2219	Convertible Top, TR250 reflective stripes, fixed rear window	1		
HP2219/A	Convertible Top, TR250 reflective stripes, zip-out rear window	1		
HP2220	Convertible Top, TR6 reflective stripes, zip-out rear window	1		

WEBBING STRIPS FOR CONVERTIBLE TOP FRAMES, TR250, TR6

“TRF Purchases Top-Frame Webbings from the Original Manufacturer in England”

The Roadster Factory has managed to maintain supply of top frame webbings in the original factory pattern. I used to joke that this means that you don’t have to use lawn chair webbings anymore. This is a reference to a common practice from when I was younger, and British car enthusiasts often had to improvise. Nowadays, readers may not know what a lawn chair webbing might

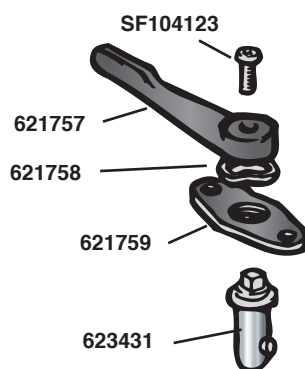


Part No.	Description	No. Off	List Price	Your Price
RFK495	COMPLETE KIT; includes webbings, plates, rivets, and pins; everything you need!	1		
631970	Webbing Strip, convertible top frame; original-equipment pattern	2		
602030	Plate, securing webbings to frame	8		
571097	Pin, securing webbings to rear stiffening angle	2		
554407	Pop Rivet, securing plates to frame	16		

WEATHER EQUIPMENT

LATCHING HANDLES FOR CONVERTIBLE TOP FRAMES,
TR250, TR6***“Read Listings Carefully If You Are
Purchasing Individual Components”***

Damaged latching components can make it unpleasant to put your top up and down. All latch components are now available, including complete assemblies. If you are replacing the screws which secure the handles to the latching pins but not replacing the pins, you will want to purchase the screw kit, as some pins had metric threads and some had English threads.



Part No.	Description	No. Off	List Price	Your Price
RFK1042	LATCHING HANDLE KIT; fits either side; complete latch assembly	2		
623431	Pin, latching	2		
621759	Escutcheon, latch	2		
621757	Handle, latching	2		
621758	Washer, waved, between handles and escutcheons	2		
SF104123	Screw, securing handles to latching pins	2		
RFK1646	HARDWARE, securing latch assemblies to top frame	1		
509199	Screw, set	4		
WP5	Washer, plain	4		
WN705	Washer, shakeproof	4		
HN2005	Nut, hex	4		

ADDITIONAL LISTING

RFK394	Screw Kit, securing latching handles to latching pins; includes metric and English screws for two latches	1		
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MOUNTING HARDWARE FOR CONVERTIBLE TOP FRAME,
TR250, TR6***“Pointed Screws Still Available”***

Triumphs originally used a lot of pointed screws, especially earlier models, and most of them were still available in Triumph packaging when TRF was founded in 1978. Not so today, and pointed screws are hard to find. This is one that is still available because there is good demand for it.



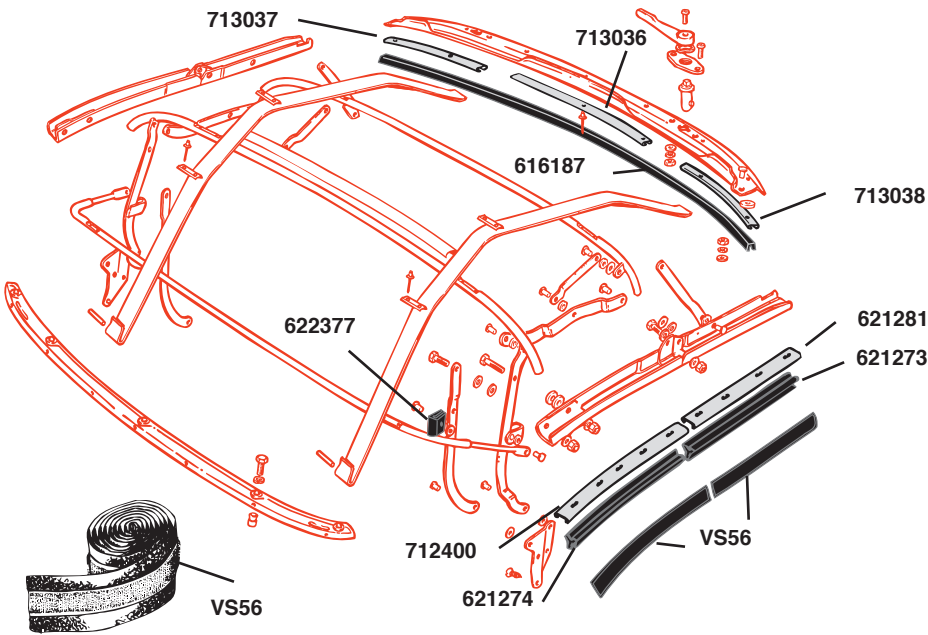
Part No.	Description	No. Off	List Price	Your Price
516158/P	Screw, securing top frame to car body behind doors; screw driver slot and pointed end, as original	6		

WEATHER EQUIPMENT

RUBBER SEALS AND CHANNELS FOR CONVERTIBLE TOP FRAMES, TR250, TR6

“Everything Available to Restore Your Top Frame...”

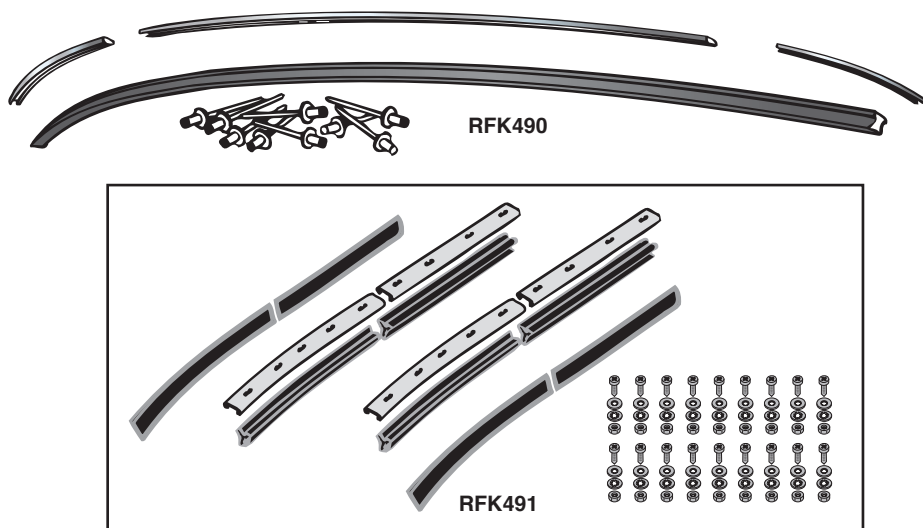
Receiving correct rubber seals and metal channels, along with all correct hardware just by ordering a couple of part numbers makes restoring your top frame an easier task. Whenever you replace your convertible top, it makes sense to put the frame, channels, and seals back into perfect condition, as the job is much easier when the frame can be completely stripped. A TR250 or TR6 is warm and dry in cold and rain if the seals are kept in top condition.



Part No.	Description	No. Off	List Price	Your Price
RUBBER SEALS				
616187	Rubber Seal, front of top frame to top of windscreen	1		
621273	Rubber Seal, roof side, front	2		
621274	Rubber Seal, roof side, rear	2		
VS56	Velcro Strip Kit; velcro sewn to strips of Everflex for recovering sides of soft top frame; kit includes all four sections required	1		
RUBBER BUFFER , convertible top frame, secured to frame link with a rivet and a washer				
622377	Buffer, rubber, on main links	2		
CHANNELS , retaining rubber seals				
713036	Channel, center, retaining front seal	1		
713037	Channel, LH, retaining front seal	1		
713038	Channel, RH, retaining front seal	1		
621281	Channel, alloy, roof side, front	2		
712400	Channel, alloy, roof side, rear	2		

WEATHER EQUIPMENT

RUBBER SEALS AND CHANNELS FOR CONVERTIBLE TOP FRAMES, TR250, TR6—Continued



Part No.	Description	No. Off	List Price	Your Price
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HANDY SEAL AND CHANNEL KITS;

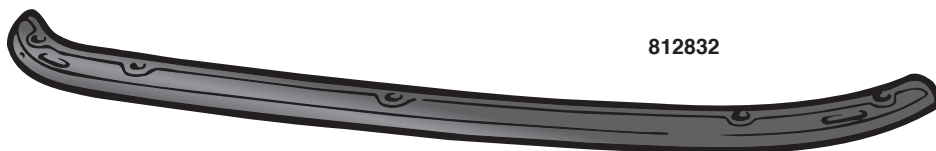
includes seals, plus channels, plus all related hardware

RKF490	Sealing Kit , front rail of soft top frame; includes rubber seal, plus three steel channels and pop rivets to secure channels to top frame	1		
RKF491	Sealing Kit , roof side rails; includes front and rear seals and Velcro strips, plus alloy channels and hardware kit for securing channels to soft top frame	1		

REAR MOUNTING RAIL FOR CONVERTIBLE TOP, TR250, TR6

“Secures Soft Top to Rear Deck Behind Cockpit”

The rear stiffening rail which mounts the back of the soft top to the rear deck may be badly rusted or missing from your car. You can buy this part new along with correct mounting hardware...



Part No.	Description	No. Off	List Price	Your Price
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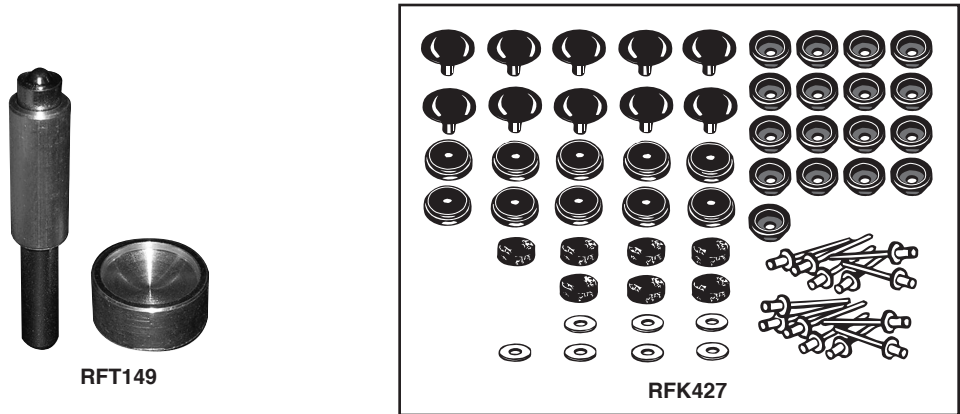
812832	Stiffening Rail , mounting rear of soft top to rear deck	1		
RKF493	Hardware Kit , securing stiffening rail to rear deck; includes five set screws and five lock washers	1		

WEATHER EQUIPMENT

ORIGINAL PLASTIC SNAPS FOR YOUR CONVERTIBLE TOP,
TR250, TR6

“Choose Black or White Snaps and Studs as Original on These Models”

Both TR250 and TR6 convertible tops came with plastic snaps. Plastic snap studs were fitted to the car body as well. At the time of production, many of us thought that plastic components were a cheap and nasty way to go. Shame on Triumph for not providing information at the time that the plastic snaps are actually better. Even the dealers would often replace plastic snaps with metal ones when a customer complained. This writer actually fitted TR3-type lift-the-dot snaps to his TR6 at one time. The fact is that the plastic snaps are tighter and less noisy than the old metal snaps. They are also what Triumph supplied originally, and that alone is a reason for keeping them. For all of these reasons, TRF works to keep all of the original snap components in stock in both black and white. We also offer handy kits that include all components under just one part number.



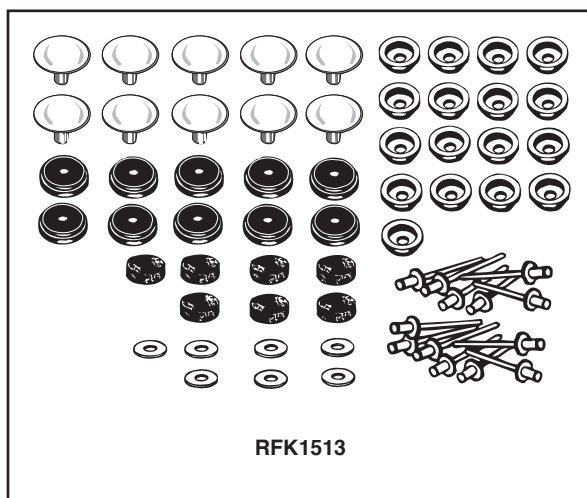
Part No.	Description	No. Off	List Price	Your Price
RFK427	BLACK FASTENER KIT ; for installing TR250 or TR6 tops; includes black plastic snaps and studs, plus rivets, washers, and pads; buy this kit if you prefer to use original snaps on your new convertible top...	1		
713511	Stud , black plastic; male part riveted to the body	17		
554407	Pop Rivet , securing studs to car	17		
713501	Socket , black plastic; female snap component	10		
ZKC751	Button , black plastic; outer snap component	10		
WP2	Washer , plain, reinforcing rivets on rear stiffening angle	7		
631771	Pad , cemented on rivet ends on underside of rear stiffening angle to protect body paint	7		
RFT149	Tool , snap installation, metal, secures sockets and buttons to tops and tonneau covers without leaving tool marks, not included in snap kits	A/R		

Section Continues ►►

WEATHER EQUIPMENT

ORIGINAL PLASTIC SNAPS FOR YOUR CONVERTIBLE TOP,
TR250, TR6—Continued

RFT149



RFK1513

Part No.	Description	No. Off	List Price	Your Price
RFK1513	WHITE FASTENER KIT; for installing TR250 or TR6 tops; includes white plastic snap buttons and studs, plus black snap sockets, rivets, washers, and pads; buy this kit if you prefer to use original snaps on your new convertible top...	1		
713519	Stud, white plastic; male part riveted to the body	17		
554407	Pop Rivet, securing studs to car	17		
713501	Socket, black plastic; female snap component	10		
713499	Button, white plastic; outer snap component	10		
631771	Pad, cemented on rivet ends on underside of rear stiffening angle to protect body paint	7		
WP2	Washer, plain, reinforcing rivets on rear stiffening angle	7		
RFT149	Tool, snap installation, metal, secures sockets and buttons to tops and tonneau covers without leaving tool marks, not included in snap kits	A/R		

WEATHER EQUIPMENT

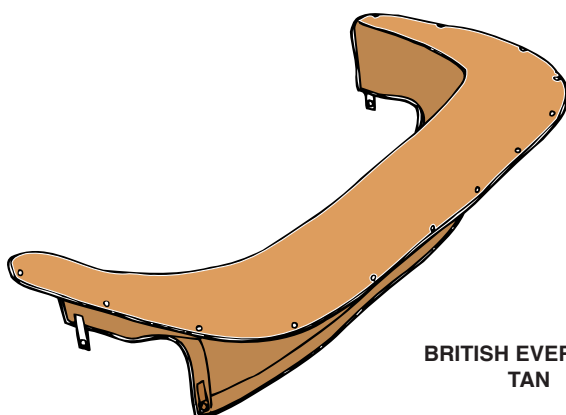
CONVERTIBLE TOP BOOTS, AKA HOOD STOWAGE COVERS, TR250, TR6

“Four Material Choices Including Sunfast Canvas”

If your original boot has seen better days or if it is missing altogether, you can purchase any of the ones listed here with confidence. TRF’s boots are manufactured by The Magic Carpet Factory, and quality is excellent in any of the material choices offered. Note that custom details are available, sometimes at an additional charge. Items such as piping colour choices or vinyl piping on a Sunfast canvas boot are possible, as most convertible top boots are made to order, usually within two or three weeks of receiving the order. Availability of exotic materials may sometimes lengthen the time required for delivery.

Convertible top boots were originally made in outdoor material to match interior vinyl colours. Regrettably, none of these materials is available today, although some of the materials used by The Magic Carpet Factory come very close. Boots are offered in Robbins top material which comes in four basic colours to match Robbins tops. Boots are also offered in British Everflex material, which is a very high quality outdoor material, and colours such as red are a good match for a Matador Red interior. Caramel tan in either Robbins material or in Everflex also makes a good match for Light Tan used for TR250 and very early TR6 interiors. Sunfast canvas is another option, in which case a Sunfast top would be the likely thing to match. If you have your heart set on matching an interior colour such as New Tan or Shadow Blue, then making your boot from interior vinyl is the best choice available. Interior vinyl may not be as durable as the other materials in this application, but The Magic Carpet Factory reinforces it underneath for the best possible result.

The Magic Carpet Factory’s patterns are carefully worked out, and the finished products are very nice indeed. Many hundreds have been sold over the past fifteen years. Material and colour samples are available for free upon request. Please specify materials and colours desired when requesting material samples.

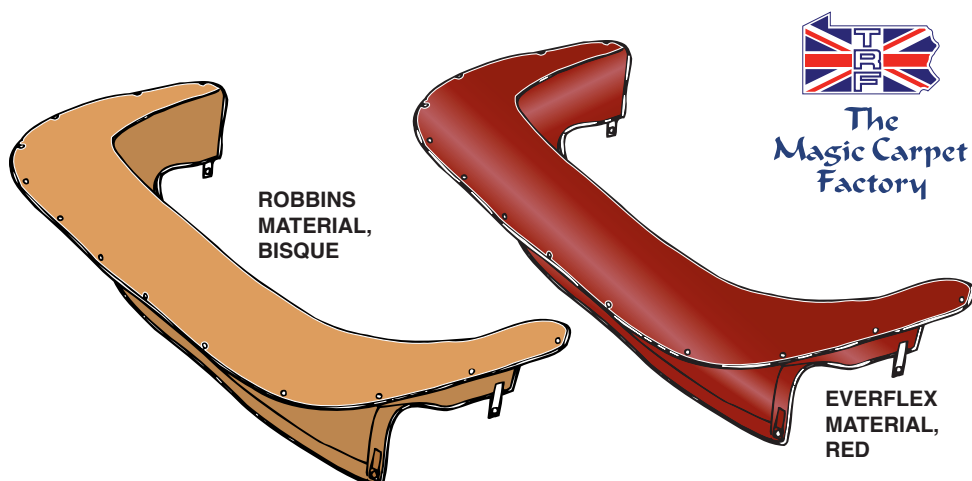


BRITISH EVERFLEX,
TAN

Section Continues ►►

WEATHER EQUIPMENT

CONVERTIBLE TOP BOOTS, AKA HOOD STOWAGE COVERS, TR250, TR6—Continued



Part No.	Description	No.Off	List Price	Your Price
CONVERTIBLE TOP BOOTS, TR250; note that white piping will be used on all colours unless another colour is specified				
713461	Convertible Top Boot, TR250, made from Robbins material; please specify colour desired, black, white, khaki tan, or caramel tan	1		
713461/EV	Convertible Top Boot, TR250, made from British Everflex material; please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey	1		
713461/IV*	Convertible Top Boot, TR250, made from interior vinyl to match TRF's interior panels and seats, please specify colour desired, bright red, midnight blue, or shadow blue	1		
713461/SF	Convertible Top Boot, TR250, made from Sunfast canvas material; please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy	1		

* Please Note that interior vinyl will not be as durable as convertible top materials for convertible top boots, although The Magic Carpet Factory reinforces them inside with stronger material. This is offered for those who want a boot to match their interiors. For early black interiors, we would recommend black Everflex instead, and for Triumph light tan interiors, we would recommend Everflex in khaki tan instead.

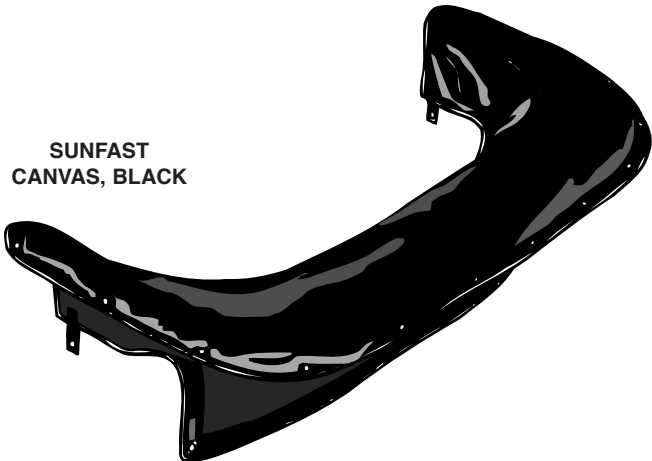
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WEATHER EQUIPMENT

CONVERTIBLE TOP BOOTS, AKA HOOD STOWAGE COVERS,
TR250, TR6—Continued



SUNFAST
CANVAS, BLACK



Part No.	Description	No.Off	List Price	Your Price
	CONVERTIBLE TOP BOOTS, TR6; note that matching piping will be used on all colours as original, unless another colour is specified			
726211	Convertible Top Boot, TR6, made from Robbins material; please specify colour desired, black, white, khaki tan, or caramel tan	1		
726211/EV	Convertible Top Boot, TR6, made from British Everflex material;please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey	1		
726211/IV*	Convertible Top Boot, TR6, made from interior vinyl to match TRF’s interior panels and seats, please specify colour desired, shadow blue, new tan, chestnut, beige, and possibly black if the late “longhorn” grain is desired	1		
726211/SF	Convertible Top Boot, TR6, made from Sunfast canvas material; please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy	1		

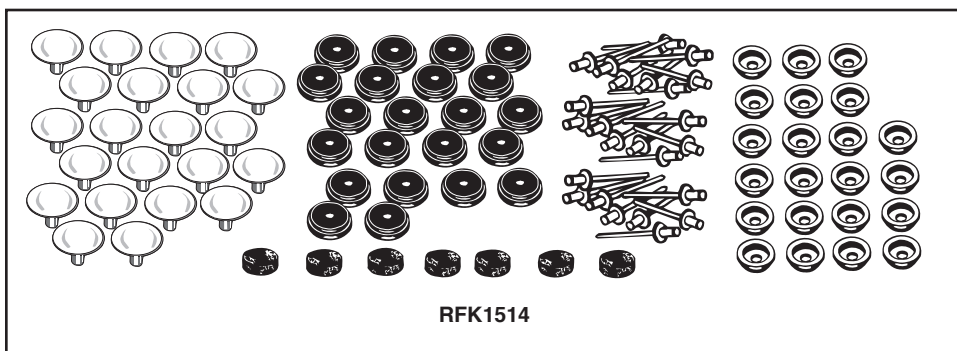
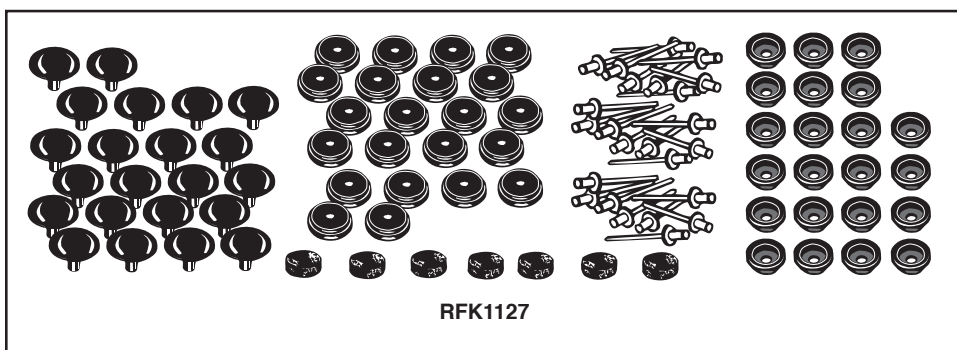
* Please Note that interior vinyl will not be as durable as convertible top materials for convertible top boots, although The Magic Carpet Factory reinforces them inside with stronger material. This is offered for those who want a boot to match their interior colours as was original. For early black interiors, we would recommend black Everflex instead, and for Triumph light tan interiors, we would recommend Everflex in khaki tan instead. Red Everflex is also a good match for matador red.

WEATHER EQUIPMENT

ORIGINAL PLASTIC SNAPS FOR YOUR TONNEAU COVER, TR250, TR6

“Both Black and White Plastic Snaps Now Available”

New tonneau covers do not come with original snaps, and TRF, therefore, lists separate snap kits in case customers prefer these. You can install these on a new tonneau cover, or you can replace broken snaps on a well used original tonneau that may have come with your car. In addition to the black plastic snaps available from most sources, TRF has manufactured the white snaps used on TR250 and early TR6 models with white tops or tonneau covers. Note that only complete snap kits are listed in this section, but individual snap components may be purchased separately as listed on pages 288-289 along with snap kits for convertible top.



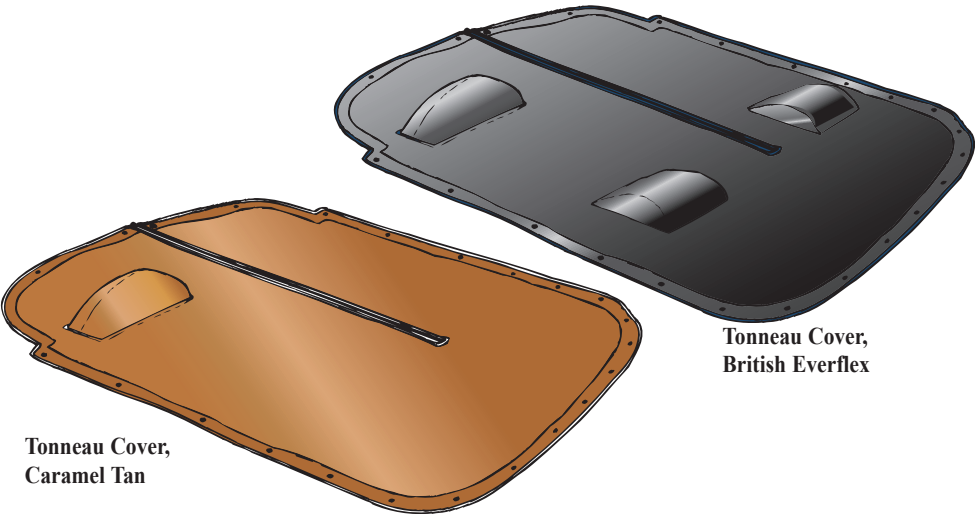
Part No.	Description	No. Off	List Price	Your Price
RFK1127	BLACK FASTENER KIT; for installing TR250 or TR6 tonneau covers; includes black plastic snaps and studs, plus rivets, washers, and pads; buy this kit if you prefer to use original plastic snaps on your new tonneau cover	1		
RFK1514	WHITE FASTENER KIT; for installing TR250 or TR6 tonneau covers; includes white plastic snap buttons and studs, plus black snap sockets, rivets, washers, and pads; buy this kit if you prefer to use original plastic snaps on your new tonneau cover	1		

WEATHER EQUIPMENT

ROBBINS BRAND TONNEAU COVERS, TR250, TR6

“Choose Robbins Own Material, British Everflex, or Sunfast Canvas”

Tonneau covers are great for when you are driving around by yourself. Just unzip the driver’s side, and zip it back up when you park on the street. The tonneau cover protects your car’s interior from sunlight and from sudden downpours when it is parked. A sports car looks even more sporty when a tonneau cover is fitted. With British Everflex vinyl and Sunfast canvas added to our selection, you have some very interesting choices if you buy a tonneau cover this year...

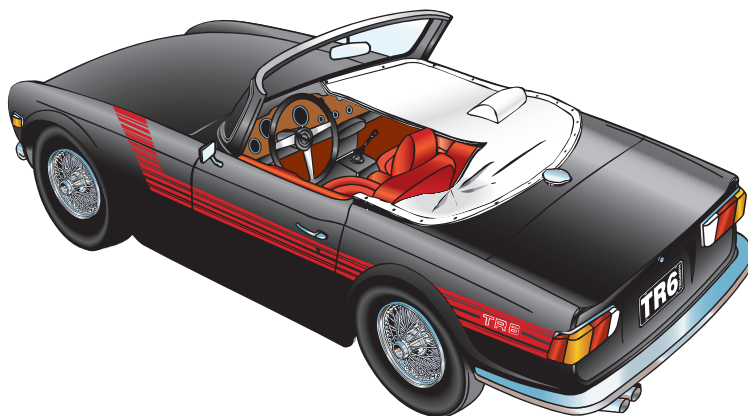


Part No.	Description	No. Off	List Price	Your Price
TONNEAU COVERS, TR250 models				
RBTC1207	Tonneau Cover, TR250, made from Robbins top material; please specify colour desired, black, white, khaki tan, or caramel tan	1		
RBTC1207/EV	Tonneau Cover, TR250, made from British Everflex material; please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey	1		
RBTC1207/SF	Tonneau Cover, TR250, made from Sunfast canvas material; please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy	1		

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WEATHER EQUIPMENT

ROBBINS BRAND TONNEAU COVERS, TR250, TR6—Continued



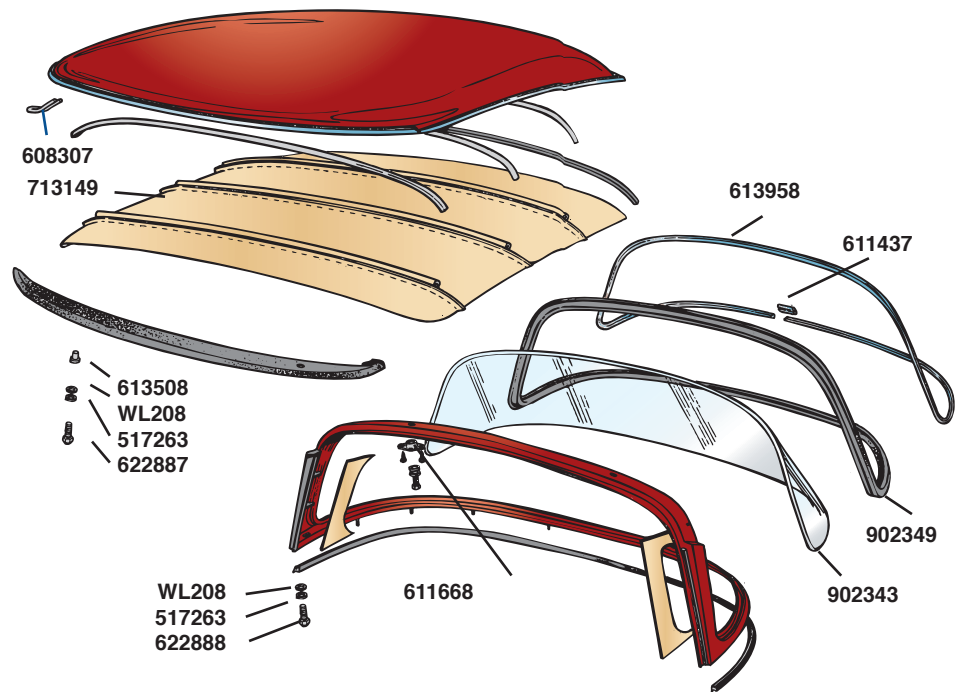
Part No.	Description	No. Off	List Price	Your Price
TONNEAU COVERS, TR6 models, with folding head rests on seats, 1969 only, maybe very early 1970				
RBTC1207	Tonneau Cover, TR6, 1969, made from Robbins top material; please specify colour desired, black, white, khaki tan, or caramel tan	1		
RBTC1207/EV	Tonneau Cover, TR6, 1969, made from British Everflex material; please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey	1		
RBTC1207/SF	Tonneau Cover, TR6, 1969, made from Sunfast canvas material; please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy	1		
TONNEAU COVERS, TR6, 1970-76 models; tonneau covers include pockets for head rests on seat backs				
RBTCH1207/A	Tonneau Cover, TR6, 1970-76, made from Robbins top material; please specify colour desired, black, white, khaki tan, or caramel tan	1		
RBTCH1207/AEV	Tonneau Cover, TR6, 1970-76, made from British Everflex material; please specify colour desired, black, white, khaki tan, caramel tan, dark brown, cream, red, blue, green, maroon, or grey	1		
RBTCH1207/ASF	Tonneau Cover, TR6, 1970-76, made from Sunfast canvas material; please specify colour desired, black, blue, tan, brown, grey, redberry, or true burgundy	1		

WEATHER EQUIPMENT

FACTORY HARD TOP, TR250

“Seals for Hard Top Are Listed on Pages 204-205”

The TR250 hard top is often referred to as a “Surrey Top,” but correctly speaking, this term applies only to the soft top and frame assembly which may be substituted for the removable hard top center section. The number of smaller components listed here in this Glove Box Catalogue is limited. If a finer breakdown is desired, please refer to TRF’s TR250 Spare Parts Catalogue (Red), available for purchase.



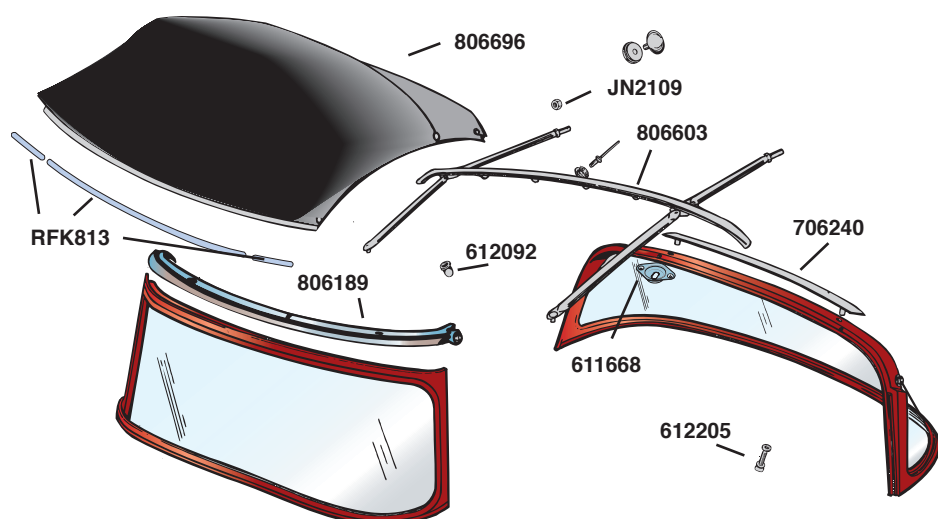
Part No.	Description	No. Off	List Price	Your Price
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REAR WINDOW GLASS AND SEALS

902343	Glass, clear	1		
CRATE50	Crating Charge on Rear Window Glass	1		
902349	Seal, rubber, around glass	1		
613958	Trim Strip, chromed plastic, fitted around glass	1		
	JOINT CLIPS, for trim strip, original			
	chromed metal clips			
611437	Clip, joint, 1-1/2 inch length	1		
611437/175	Clip, joint, 1-3/4 inch length	1		
611437/200	Clip, joint, 2-inch length	1		
RFK1617	HARDWARE KIT, securing hard top to	1		
	windscreen and to rear window frame			
622887	Bolt, domed, securing hard top to windscreen	2		
	frame, black			
613508	Tube, distance, hard top to windscreen frame	2		
WL208	Washer, lock	2		
517263	Washer, plain	2		
622888	Bolt, domed, securing hard top to rear window	2		
	frame, black; bolt is too long, must be shortened			
WL208	Washer, lock, zinc	2		
517263	Washer, plain, black	2		

WEATHER EQUIPMENT

FACTORY HARD TOP, TR250—Continued



Part No.	Description	No. Off	List Price	Your Price
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ESCUTCHEONS, fitted to rear window frame;
apologies for not having hardware yet

611668	Escutcheon , fitted to rear window frame, around bolt holes	2		
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CHROMED CAPPING, windscreen top,
required to fit Surrey soft top section

806189	Capping , chromed, TR4 type	1		
554407	Pop Rivet , securing capping	9		

HARD TOP HEADLINER, manufactured by
The Magic Carpet Factory

713149	Headliner Kit ; white material similar to original; ready to install with sewn in sleeves for listing rails; includes matching material for covering rear window frame; now includes covered metal trim panels rear door posts	1		
608307	Clip , end, headliner support rods	6		

SURREY SOFT TOP DETAILS

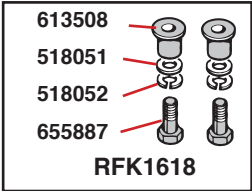
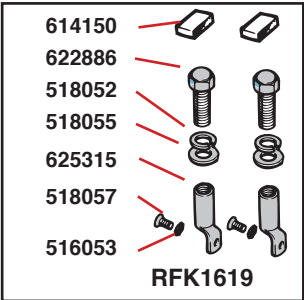
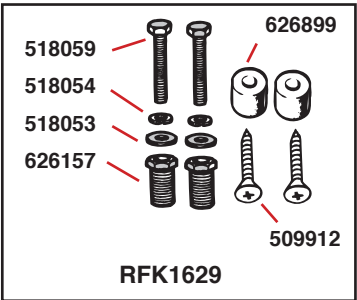
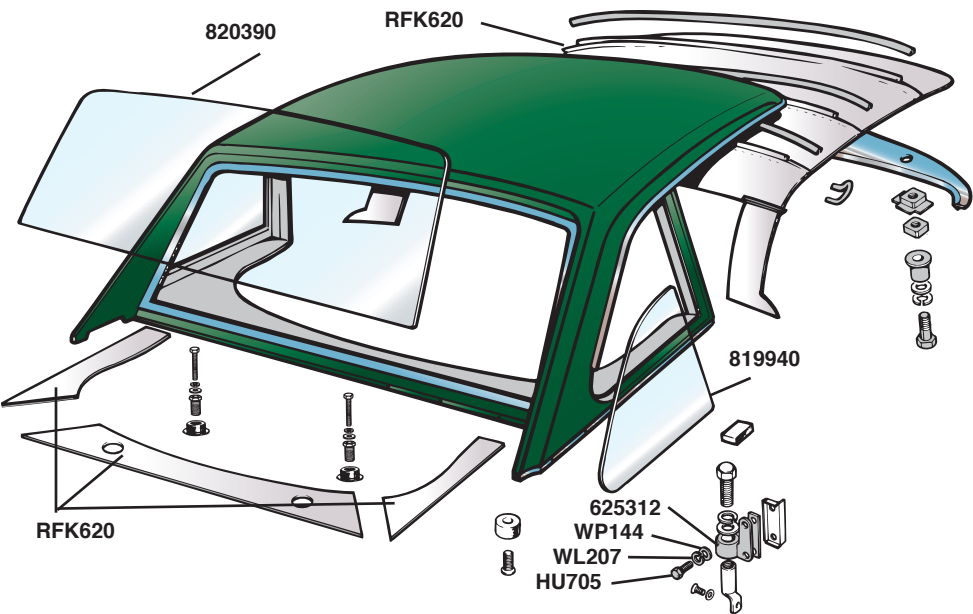
806696	Soft Top Cover Assembly , black	1		
806697	Soft Top Cover Assembly , white	1		
RFK813	Stiffener Kit ; three steel strips which fit into front seam of soft top cover	1		
806603	H-Frame , for soft top	1		
612092	Rubber Cap , fitted to front arms of H-frame	2		
JN2109	Jam Nut , adjusting tension of H-frame; fitted to threads on rear arms	2		
706240	Retainer Bar Assembly , securing soft top cover to rear window frame	1		
612205	Thumb Screw , securing retainer bar to rear window frame	2		

WEATHER EQUIPMENT

FACTORY HARD TOP, TR6

“Hard Top Seals Are Listed on Page 206, and Chromed Trim on Page 218”

The TR6 factory hard top was designed at Triumph in England to go on the body designed by Karmann in Germany. I think that we will all agree that it is a harmonious design. In fact, the hard top makes the TR6 a different car, a real weather-tight coupe with a more rigid body/frame assembly. You may be lucky enough to own a car that came from the factory with a hard top, or you may find a used one to fix up for your car. The used market on hard tops is very lively, and it is not unusual for used hard tops in good condition to sell for more than \$1,000. If you have found a used hard top, it may be missing some components. The good news is that most of these are available...



Part No.	Description	No. Off	List Price	Your Price
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HARD TOP GLASS, rear window and quarter windows; seals for glass are found on page 206.

820390	Glass , rear window	1
819940	Glass , rear quarter windows	2
CRATE35	Crating Charge on Rear Window Glass	1

Section Continues ►►

WEATHER EQUIPMENT

FACTORY HARD TOP, TR6—Continued

Part No.	Description	No. Off	List Price	Your Price
	HARD TOP HEADLINERS; manufactured by The Magic Carpet Factory; material very similar to original; ready to install with sewn-in sleeves for listing rails; includes three trim panels for rear shelf area			
RFK620/WHT	Headliner Kit , off-white material	1		
RFK619/BLK	Headliner Kit , black material	1		
608307	Clip , end, headliner support rods	6		
	INSTALLATION COMPONENTS			
RFK1618	HARDWARE KIT , securing hard top to windscreen frame; paint hardware black if necessary	1		
613508	Tube , distance	2		
WP125	Washer , plain	2		
WL208	Washer , lock	2		
622887	Bolt , domed head, black	2		
RFK1619	HARDWARE KIT , securing hard top to soft top frame mounting area; paint hardware black if necessary	1		
614150	Block , rubber	2		
625315	Tie-bar , side mountings	2		
	HARDWARE , securing tie-bars to inner rear quarters			
517148	Screw , set	2		
WP7	Washer , plain	2		
	HARDWARE , securing hard top to tie-bars			
622886	Bolt , dome head, black	2		
WL208	Washer , lock	2		
WP139	Washer , plain	2		
	BRACKETS , bolted to hard top to secure it to tie-bars listed above; these are not included in the kit listed above, as they are generally found on used hard tops			
625311	Bracket , mounting, LH	1		
625312	Bracket , mounting, RH	1		
	HARDWARE , securing brackets to hard top shell			
HU705	Screw , set	4		
WL207	Washer , lock	4		
WP144	Washer , plain	4		
RFK1629	HARDWARE KIT , securing top to rear deck	1		
626899	Buffer , rubber, hard top to rear deck	2		
509912	Screw , set, securing buffers to hard top	2		
626157	Fitting , adjustment	2		
HU712	Screw , set	2		
WL207	Washer , lock	2		
WP7	Washer , plain	2		
RFP290	Fitting Instructions ; instructions included by the factory in every hard top kit; reprint	1		

WEATHER EQUIPMENT

COVERCRAFT- BRAND CAR COVERS, TR250, TR6

“Compare to Weather-Shield Car Covers Listed in the Next Section”

The Roadster Factory offers a range of car covers by Covercraft. The ones listed in this section are the traditional materials, inexpensive poly-cotton dust covers, flannel-lined twill car covers for indoors or for outdoors in dry weather, and Technalon car covers for use indoors or outdoors in any weather. “Custom Fit” will provide a better fit to the contours of the car, and “Universal Fit” is a looser fit, as it is made to fit a number of different models of similar size. Most custom fit car covers are made to order, but delivery is still pretty fast.



Part No.	Description	No. Off	List Price	Your Price
POLY-COTTON DUST COVERS; use indoors as a dust cover or outside in dry weather for sun protection				
TRFCC401	Car Cover, poly-cotton, universal fit; TR250, TR6 1969-1973	1		
TRFCC403	Car-Cover, poly-cotton, universal fit; TR6 1974-76	1		
LUXURIOUS FLANNEL-LINED CAR COVERS; use indoors as a dust cover or outdoors in dry weather for sun protection				
TRFCC102	Car Cover, flannel-lined, custom fitted, TR250, TR6 1968-73	1		
TRFCC103	Car Cover, flannel-lined, custom fitted, TR6, 1974-76	1		
ALL-WEATHER TECHNALON CAR COVERS; use indoors or out in all weathers				
TRFCC410	Car Cover, Technalon, universal fit, all TR250, TR6	1		
TRFCC111	Car Cover, Technalon, custom fit, TR250, TR6, 1968-73	1		
TRFCC112	Car Cover, Technalon, custom fit, TR6, 1974-76	1		
CAR COVER ACCESSORIES				
TRFCC501	Storage Bag, for storing car cover neatly; washable drawstring bag	1		
TRFCC601	Cable and Lock Set, to insure that your car cover is still there the next morning	1		

WEATHER EQUIPMENT

“WEATHER SHIELD” CAR COVERS IN BRIGHT COLOURS, TR250, TR6

“Available Colours Are Racing Green, Red, Black, Yellow, Dark Blue, Light Blue, Grey, or British Tan”

I was excited the first time I listed these brightly-coloured car covers, as I picture finding my car in a parking lot at a car show much easier if it has a Bright Yellow car cover. The material used is also very highly rated for indoor use, outdoor use, all weather, resistance to all of the elements, breathability, small storage, and wash/dry at home. Quality of these car covers manufactured by Covercraft is excellent, and they are available only in “Custom Fit,” which means that they are designed for the contours of each particular model, although the same one will fit TR250 and early TR6(!). Because of the large number of colours, these car covers are made to order, and delivery time will be approximately four weeks.



Light Blue



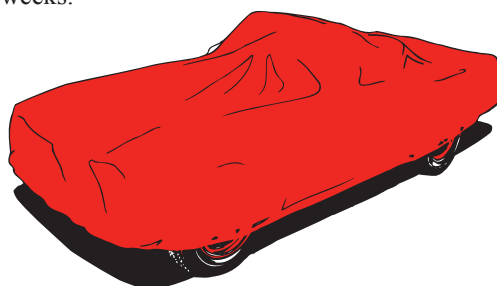
Bright Yellow



Bright Red



Dark Blue



British Tan



Grey



British Racing Green



Black

Part No.	Description	No. Off	List Price	Your Price
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“WEATHER SHIELD” CAR COVERS,

from Covercraft, TR250, TR6, 1968-73

CCC102/BRG	Car Cover, British racing green	1		
CCC102/RED	Car Cover, bright red	1		
CCC102/BLK	Car Cover, black	1		
CCC102/YEL	Car Cover, bright yellow	1		
CCC102/DBL	Car Cover, dark blue	1		
CCC102/LBL	Car Cover, light blue	1		
CCC102/GRY	Car Cover, grey	1		
CCC102/BTN	Car Cover, British tan	1		

“WEATHER SHIELD” CAR COVERS,

from Covercraft, TR6, 1974-76

CCC103/BRG	Car Cover, British racing green	1		
CCC103/RED	Car Cover, bright red	1		
CCC103/BLK	Car Cover, black	1		
CCC103/YEL	Car Cover, bright yellow	1		
CCC103/DBL	Car Cover, dark blue	1		
CCC103/LBL	Car Cover, light blue	1		
CCC103/GRY	Car Cover, grey	1		
CCC103/BTN	Car Cover, British tan	1		

P.S. Colour blocks were electronically scanned, and may not accurately represent the colours available.

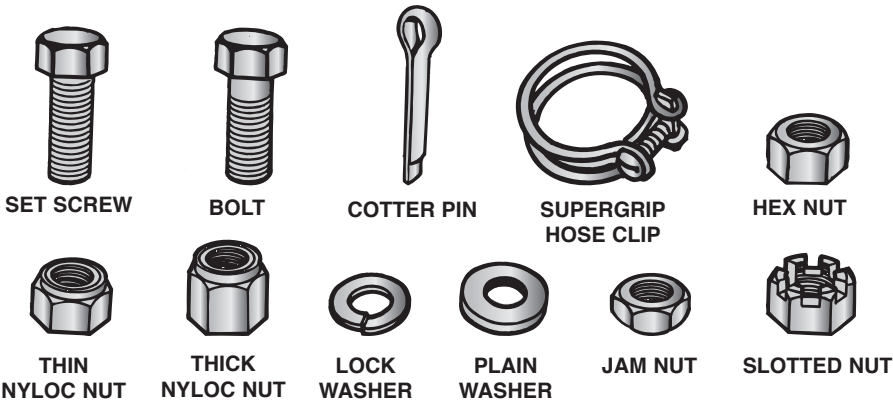
HARDWARE

BRITISH HARDWARE CATALOGUE

“The Correct Hardware Makes All the Difference...”

The hardware items listed in this section are of top quality, and they are generally of British manufacture. Bolts and set screws are Grade 5, they are high tensile steel, and they may generally be used on most automotive applications with safety. Nevertheless, reference should be made to specific sections of the catalogue for specific part numbers whenever a hardware item is deemed to require a safety critical specification. The items listed here are general hardware, and they may not be applicable for use in safety critical applications on suspension, drive train, and other highly stressed applications. In addition, as general hardware, bolts may not have specific shoulder lengths and other details required for specific applications. Use your own good sense, speak to an experienced mechanic, or phone TRF’s tech line if you need help.

Note that, in addition to individual hardware bits, The Roadster Factory offers hundreds of hardware kits which contain all of the hardware required for specific assembly work. By ordering these kits, which are listed in specific catalogue sections, customers can receive all of the hardware required by ordering only one part number.



Part No.	Description	No. Off	List Price	Your Price
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SET SCREWS, hex head, U.N.F. threads;
set screws are threaded all the way
up to the heads
SET SCREWS, 1/4-inch diameter;
7/16-inch wrench size





HU704	Screw , set, 1/2-inch length	A/R
HU705	Screw , set, 5/8-inch length	A/R
HU706	Screw , set, 3/4-inch length	A/R
HU706P	Screw , set, 3/4-inch length, pointed end	A/R
HU707	Screw , set, 7/8-inch length	A/R
HU708	Screw , set, 1-inch length	A/R

SET SCREWS, 5/16-inch diameter;
1/2-inch wrench size

HU806	Screw , set, 3/4-inch length	A/R
HU807	Screw , set, 7/8-inch length	A/R
HU808	Screw , set, 1-inch length	A/R
HU809	Screw , set, 1-1/8 inch length	A/R
HU810	Screw , set, 1-1/4 inch length	A/R







HARDWARE

BRITISH HARDWARE CATALOGUE--Continued

Part No.	Description	No. Off	List Price	Your Price
	SET SCREWS , 3/8-inch diameter; 9/16-inch wrench size			
HU906	Screw , set, 3/4-inch length		A/R	
HU907	Screw , set, 7/8-inch length		A/R	
HU908	Screw , set, 1-inch length		A/R	
HU909	Screw , set, 1-1/8 inch length		A/R	
HU910	Screw , set, 1-1/4 inch length		A/R	
HU912	Screw , set, 1-1/2 inch length		A/R	
HU916	Screw , set, 2-inch length		A/R	
	BOLTS , hex head, U.N.F. threads; bolts are threaded only part way up			
	BOLTS ; 1/4-inch diameter; 7/16-inch wrench size			
HB708	Bolt , 1-inch length		A/R	
HB709	Bolt , 1-1/8 inch length		A/R	
HB710	Bolt , 1-1/4 inch length		A/R	
HB711	Bolt , 1-3/8 inch length		A/R	
HB712	Bolt , 1-1/2 inch length		A/R	
HB714	Bolt , 1-3/4 inch length		A/R	
HB716	Bolt , 2-inch length		A/R	
HB720	Bolt , 2-1/2 inch length		A/R	
	BOLTS ; 5/16-inch diameter; 1/2-inch wrench size			
HB808	Bolt , 1-inch length		A/R	
HB810	Bolt , 1-1/4 inch length		A/R	
HB811	Bolt , 1-3/8 inch length		A/R	
HB812	Bolt , 1-1/2 inch length		A/R	
HB813	Bolt , 1-5/8 inch length		A/R	
HB814	Bolt , 1-3/4 inch length		A/R	
HB815	Bolt , 1-7/8 inch length		A/R	
HB816	Bolt , 2-inch length		A/R	
HB818	Bolt , 2-1/4 inch length		A/R	
HB820	Bolt , 2-1/2 inch length		A/R	
HB822	Bolt , 2-3/4 inch length		A/R	
HB824	Bolt , 3-inch length		A/R	
	BOLTS , 3/8-inch diameter; 9/16-inch wrench size			
HB910	Bolt , 1-1/4 inch length		A/R	
HB911	Bolt , 1-3/8 inch length		A/R	
HB912	Bolt , 1-1/2 inch length		A/R	
HB914	Bolt , 1-3/4 inch length		A/R	
HB916	Bolt , 2-inch length		A/R	
HB918	Bolt , 2-1/4 inch length		A/R	
HB920	Bolt , 2-1/2 inch length		A/R	
HB922	Bolt , 2-3/4 inch length		A/R	
HB924	Bolt , 3-inch length		A/R	
HB928	Bolt , 3-1/2 inch length		A/R	
HB932	Bolt , 4-inch length		A/R	

HARDWARE




BRITISH HARDWARE CATALOGUE--Continued

Part No.	Description	No. Off	List Price	Your Price
	NUTS , hex; U.N.F. threads			
HN2005	Nut , no. 10		A/R	
HN2007	Nut , 1/4-inch diameter; 7/16-inch wrench size		A/R	
HN2008	Nut , 5/16-inch diameter, 1/2-inch wrench size		A/R	
HN2009	Nut , 3/8-inch diameter, 9/16-inch wrench size		A/R	
HN2010	Nut , 7/16-inch diameter, 5/8-inch wrench size		A/R	
	JAM NUTS , hex; U.N.F. threads			
JN2107	Nut , jam, 1/4-inch diameter; 7/16-inch wrench size		A/R	
JN2108	Nut , jam, 5/16-inch diameter; 1/2-inch wrench size		A/R	
JN2109	Nut , jam 3/8-inch diameter; 9/16-inch wrench size		A/R	
	SLOTTED NUTS , hex; U.N.F. threads			
LN2209	Nut , slotted, 3/8-inch diameter		A/R	
LN2210	Nut , slotted, 7/16-inch diameter		A/R	
LN2211	Nut , slotted, 1/2-inch diameter		A/R	
LN2212	Nut , slotted, 9/16-inch diameter		A/R	
	THIN NYLOC NUTS , hex; U.N.F. threads			
TN3207	Nut , thin nyloc, 1/4-inch diameter		A/R	
TN3208	Nut , thin nyloc, 5/16-inch diameter		A/R	
TN3209	Nut , thin nyloc, 3/8-inch diameter		A/R	
TN3210	Nut , thin nyloc, 7/16-inch diameter		A/R	
TN3211	Nut , thin nyloc, 1/2-inch diameter		A/R	
TN3212	Nut , thin nyloc, 9/16-inch diameter		A/R	
	THICK NYLOC NUTS , hex; U.N.F. threads			
YN2907	Nut , full nyloc, 1/4-inch diameter		A/R	
YN2908	Nut , full nyloc, 5/16-inch diameter		A/R	
YN2909	Nut , full nyloc, 3/8-inch diameter		A/R	
YN2910	Nut , full nyloc, 7/16-inch diameter		A/R	
YN2911	Nut , full nyloc, 1/2-inch diameter		A/R	
YN2912	Nut , full nyloc, 9/16-inch diameter		A/R	
	LOCK WASHERS			
WL205	Washer , lock, no. 10		A/R	
WL207	Washer , lock, 1/4-inch		A/R	
WL208	Washer , lock, 5/16-inch		A/R	
WL209	Washer , lock, 3/8-inch		A/R	
WL210	Washer , lock, 7/16-inch		A/R	
WL211	Washer , lock, 1/2-inch		A/R	

Section Continues ►►

HARDWARE

BRITISH HARDWARE CATALOGUE--Continued

Part No.	Description	No. Off	List Price	Your Price
				
PLAIN WASHERS; standard sizes				
WP5	Washer, plain, no. 10		A/R	
WP7	Washer, plain, 1/4-inch		A/R	
WP8	Washer, plain, 5/16-inch		A/R	
WP9	Washer, plain, 3/8-inch		A/R	
WP10	Washer, plain, 7/16-inch		A/R	
WM57	Washer, plain, 1/4-inch I.D., 3/4-inch		A/R	
				
COTTER PINS; split pins				
PC5	Pin, cotter, 1/16-inch diameter, 7/16-inch length		A/R	
PC7	Pin, cotter, 1/16-inch diameter, 1/2-inch length		A/R	
PC8	Pin, cotter, 1/16-inch diameter, 5/8-inch length		A/R	
PC9	Pin, cotter, 3/32-inch diameter, 3/4-inch length		A/R	
PC10	Pin, cotter, 3/32-inch diameter, 7/8-inch length		A/R	
PC11	Pin, cotter, 3/32-inch diameter, 1-inch length		A/R	
PC18	Pin, cotter, 3/32-inch diameter, 1-1/8 inch length		A/R	
PC20	Pin, cotter, 1/8-inch diameter, 1-inch length		A/R	
PC12	Pin, cotter, 1/8-inch diameter, 1-1/8 inch length		A/R	
PC13	Pin, cotter, 1/8-inch diameter, 1-1/4 inch length		A/R	
PC15	Pin, cotter, 1/8-inch diameter, 1-5/8 inch length		A/R	
				
SUPERGRIP HOSE CLIPS; original British wire hose clips with screw and nut				
CS4009	Clip, hose, 9/16-inch diameter		A/R	
CS4012	Clip, hose, 3/4-inch diameter		A/R	
CS4017	Clip, hose, 1-1/16 inch diameter		A/R	
CS4020	Clip, hose, 1-1/4 inch diameter		A/R	
CS4024	Clip, hose, 1-1/2 inch diameter		A/R	
CS4027	Clip, hose, 1-13/16 inch diameter		A/R	
CS4032	Clip, hose, 2-inch diameter		A/R	
CS4038	Clip, hose, 2-3/8 inch diameter		A/R	

BOOKS AND NOVELTIES

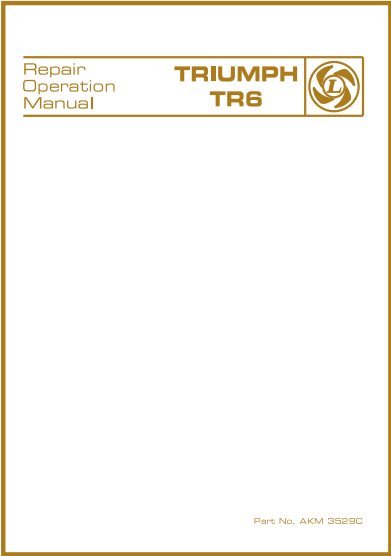
WORKSHOP MANUALS, TR6 MODELS—USEFUL FOR TR250 TOO

“These Are the Manuals Used by Factory Mechanics in Triumph Dealer Workshops”

The earlier manual is reprinted by Brooklands Books, and the later one is reprinted in a facsimile edition by The Roadster Factory. The information included in both books was written and illustrated by factory engineers for use by dealer mechanics in maintaining and repairing customer cars. “This is as close to the truth as you can get...”



545277



AKM3529C

Part No.	Description	No. Off	List Price	Your Price
545277	Workshop Manual , Brooklands reprint of factory edition, 1969-1972 TR6, also covers TR250, soft cover; 500+ pages	1		
AKM3529C	Workshop Manual , factory edition, 1973-76, soft cover, gold on white; 500+ pages	1		

BOOKS AND NOVELTIES

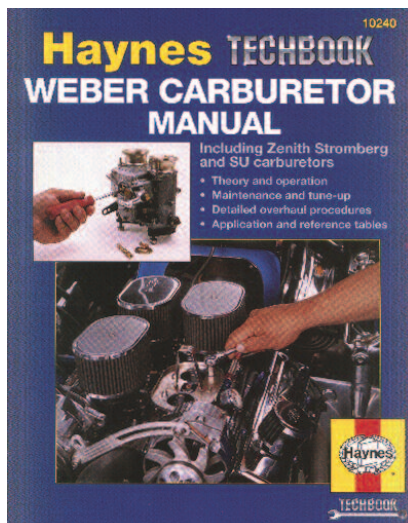
HAYNES WORKSHOP MANUALS, TR250, TR6

“Clear Instructions and Step-by-Step Photographs”

Clear instructions, step-by-step photographs, and ways to do work without special tools have made the Haynes manuals the favourites among novice enthusiasts and experienced British mechanics as well. The Haynes manual for TR250 and TR6 was out of print for a number of years, but it is back again, and sales are brisk...



HA31



RFP500

Part No.	Description	No. Off	List Price	Your Price
HA31	Haynes Workshop Manual, TR250, TR6	A/R		
RFP500	Haynes Workshop Manual, on carburettor repair; covers SU, Zenith-Stromberg, and Weber carburetors	A/R		



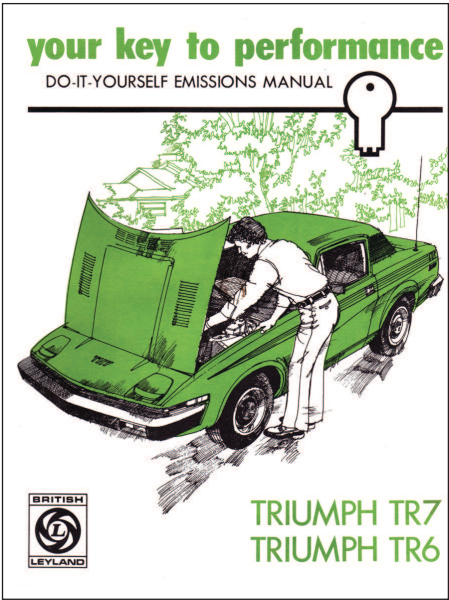
Restored TR6 Comes Home...

BOOKS AND NOVELTIES

WORKSHOP MANUAL FOR EMISSIONS SYSTEM
MAINTENANCE, TR6

“A Do-It-Yourself Emissions Manual Provides Relevant Tuning Data”

This is probably the best information available anywhere on maintenance not only of the emissions systems but also the carburettors and other related components. Although it was written for individual car owners, it provides a valuable reference for experienced mechanics as well. For specific information, this book is better than the workshop manuals, as it was produced later in the game to fulfill a particular need. Book includes a reset key for the service mileage counter found in the latest TR6 models.



BLM301030



BLT5007

Part No.	Description	No.Off	List Price	Your Price
BLM301030	“Your Key to Performance; Do-It-Yourself Emissions Manual. TR6. TR7.” British Leyland Motors, Inc., Leonia, N.J. 60 pages, illus., soft cover	A/R		
BLT5007	Key, for resetting mileage counter	1		

BOOKS AND NOVELTIES

SPARE PARTS CATALOGUE, TR250

“TRF’s Original Paper Catalogue Is the Best Listing You Will Find Anywhere—Paper Copies Still Available for Purchase”

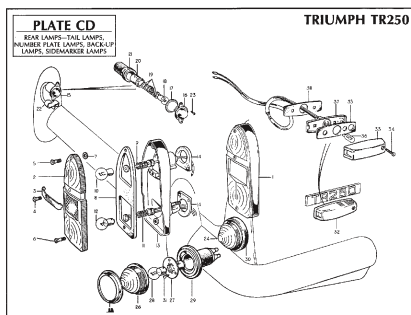
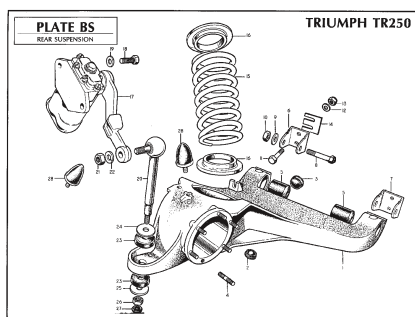
TR6 enthusiasts love TRF’s two-volume parts catalogue listed in the following section. Volume One is blue, and Volume Two is green. Regrettably, both volumes are out-of-print, but both are available for download from the web site. When I get time, I would like to print a limited run of both catalogues for sale.

But, if you are a TR250 enthusiast, the news is better. TRF still has a significant stock of the catalogue in paper form with red cover and good white paper inside. The TR250 catalogue contains 233 pages, including full-page plates. Nearly every part is illustrated, and original Triumph part numbers are used throughout. Virtually every part on the car is listed, including all individual hardware components. Availability and prices of parts are found in TRF’s online price list.

I am going to continue to sell this book at a very reasonable price, considering the cost of various other books on restoring and upgrading TR250 and TR6 sports cars. These books sell for four times as much, and they include fewer pages. Along with three other TRF workers, I spent a year making this catalogue in the late 1980’s.



TRF516914/SC



REAR, TAIL, NUMBER PLATE, BACK-UP, SIDE-MARKER LAMPS			
Qty	Part No.	Description	Qty
1	131402	RIGHT TAIL LAMP ASSEMBLY with integral signal	2
1	131403	LEFT TAIL LAMP ASSEMBLY with integral signal	2
1	131404	TAIL LAMP ASSEMBLY with integral signal (TRF's own design)	2
1	131405	TAIL LAMP ASSEMBLY with integral signal (TRF's own design)	2
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1	131499	TAIL LAMP ASSEMBLY with integral signal (TRF's own design)	2
1	131500	TAIL LAMP ASSEMBLY with integral signal (TRF's own design)	2

127

Part No.	Description	No.Off	List Price	Your Price
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TRF516914/SC

Spare Parts Catalogue and Engineering Assembly Manual, Triumph TR250 Sports Car.

A/R

First Edition, Third Printing, 1994, c1989. 233 pages, full-page illustrations, soft cover

BOOKS AND NOVELTIES

SPARE PARTS CATALOGUES, TR6

“TRF’s Two-Volume Paper Catalogue Is Out-of-Print Now, But It Is Available for Download and Use on the TRF Web Site”

I spent three years producing this two-volume catalogue back in the early 1990’s with the help of other TRF staff. Volume One (Blue) lists mechanical components, engine and related systems, clutch, gearbox, drive shaft, rear axle, suspension, steering, and brakes. Volume Two (Green) lists electrical components, body sheet metal and fittings, rubber seals, chrome, interior, weather equipment, and more. Volume One contains 261 pages, and Volume 2 contains 268 pages. Virtually, every part is listed, all sections are fully illustrated on separate full-page plates, and Triumph factory part numbers are listed throughout. Many sections are updated with better illustrations than those found in the Triumph factory spare parts catalogues, and parts are included and illustrated that never made it into the factory catalogues. All TR6 model years are covered in one listing, while separate factory catalogues were produced for several model year sequences.

The advantage of the online catalogues over the original paper editions is that you can click on the part numbers or on the illustrations to put parts into your online shopping cart. Disadvantages of the two-volume catalogue, whether in paper form or online, include the possibility that it may contain too much information. If so, you are currently holding in your hand a perfect solution. The TR250, TR6 Glove Box Companion, lists nearly all of the parts that you will ever require to maintain or repair your car in an easy-to-use format. Note that both volumes of the catalogue may be downloaded section-by-section if you require a paper reference for specific maintenance or repair work.

It is possible, even likely, that I will find the time to print paper editions of the two-volume catalogue again sometime. If so, availability and prices will appear in later editions of this Glove Box Companion either in paper form or on the web site.



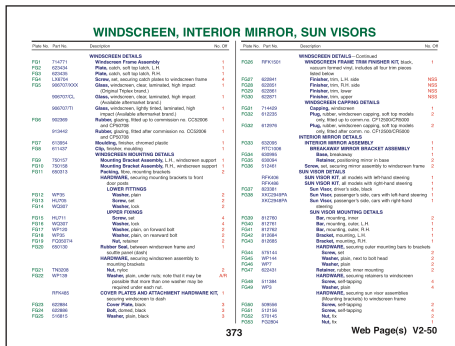
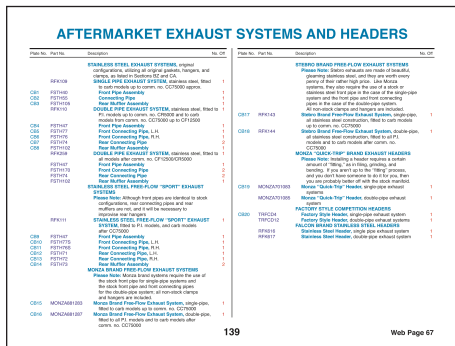
RFP228



RFP231

Section Continues ►►

SPARE PARTS CATALOGUES, TR6—Continued



Part No.	Description	No.Off	List Price	Your Price
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A/R Online Catalogue

A/R Online Catalogue

BOOKS AND NOVELTIES

FACSIMILE OWNER’S HANDBOOKS, TR250, TR6, U.S.A. MODELS

“Perfect Replacements for Lost Originals”

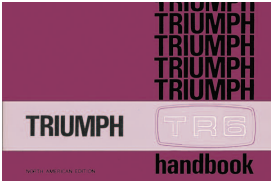
When I was studying for my Masters Degree in Librarianship at the University of Pittsburgh, I took a course in bibliography from a professor who visited every summer from the Vatican Library. From that course, I learned a lot about how books are printed and made. This training was very useful to me when it came to printing owner’s handbooks good enough to pass as originals. If you purchase one of the books listed here you will have exactly what came in the glove box of your car when it was new, except that each of the handbooks listed here is brand new. If you still have your original manual, you may want to put it away for safekeeping and keep a new one in your glove box for easy reference.



545033



545074



545111/73

Part No.	Description	No.Off	List Price	Your Price
545033	Owner’s Handbook , facsimile edition, TR250, pink cover	1		
545074	Owner’s Handbook , facsimile edition, TR6, 1969-71, blue cover	1		

Note: Please let us know if you have a handbook for 1969-71 which does not fit the description provided. We are always happy to learn new information.

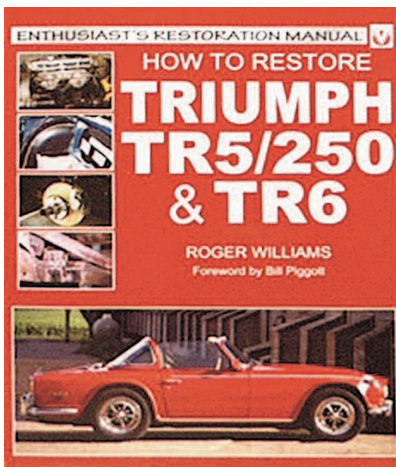
545111/72	Owner’s Handbook , facsimile edition, TR6, 1972, purple cover	1		
545111/73	Owner’s Handbook , facsimile edition, TR6, 1973, purple cover	1		
545111/74	Owner’s Handbook , facsimile edition, TR6, 1974, purple cover	1		
545111/75	Owner’s Handbook , facsimile edition, TR6, 1975, purple cover	1		
545111/76	Owner’s Handbook , facsimile edition, TR6, 1976, purple cover	1		

BOOKS AND NOVELTIES

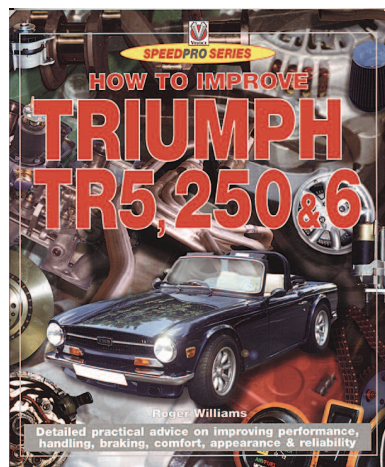
USEFUL BOOKS ON TR5, TR250, AND TR6 RESTORATION AND UPGRADES

“Like Having an Expert Triumph Mechanic at Your House All the Time”

The Roadster Factory has stocked the “How to Restore” book for a number of years, and the “Improve” Book since the day it was published. This writer refers to them constantly, and I have made them “required reading” in TRF’s Sales and Technical Research Departments. When the “Improve” book first came into stock at TRF, I took it home and literally sat up all night devouring the information provided. The improvements are not cheap cosmetic stuff such as you might expect but great information on giving your car more power, better suspension, better steering, better brakes and a whole lot more. If you are in the midst of a restoration or if you have one in the planning stages, the “Restore” book really shows you how to make body repairs, such as replacing sills, rear door posts, door skins, interior components, chassis frame repairs, mechanical restoration, and interior work, including seat reupholstery. If you consider yourself a serious TR250 or TR6 enthusiast, you will be very pleased to own both of these books, as you will refer to them every time you work on your car.



RFP600



RFP611

Part No.	Description	No. Off	List Price	Your Price
RFP600	BOOK: “How to Restore Triumph TR5, TR250, and TR6,” by Roger Williams. Soft cover, 191 pages; packed with photos and some drawings. Excellent source of information on rebuilding a TR250 or TR6 sports car.	A/R		
RFP611	BOOK: “How to Improve Triumph TR5, TR250, and TR6,” by Roger Williams. (Speedpro Series). 144 pages colour photos, soft cover. If you want to improve the performance of your TR250 or TR6 sports car.	A/R		

BOOKS AND NOVELTIES

BOOKS BY KAS KASTNER ON TRIUMPH RACING

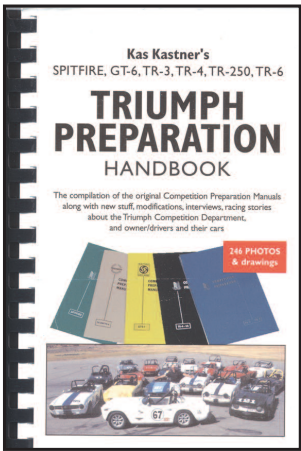
“All Kastner Books in Stock as Catalogue Goes to Printer...”

First Book, “Kas Kastner’s Triumph Preparation Handbook”

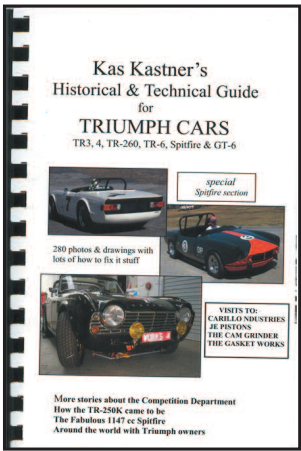
This book is a compilation of the information provided in the original Competition Preparation Manuals, written by Mr. Kastner and published by British Leyland in the 1960’s and 1970’s, but it goes a lot further and provides the background of The Competition Department and the cars that Kas prepared for it. The book provides personal insights not available from the original manuals.

Second Book, “Kas Kastner’s Historical & Technical Guide for Triumph Cars”

This second book updates Mr. Kastner’s first book by detailing current preparation of the cars for vintage racing. Kas also went around to racers’ shops and to businesses which cater to racers, companies like Carrillo, which makes fantastic steel connecting rods. Many racing parts are profiled, and many Triumph racing secrets are shared. If you liked the first book, you will certainly like this one too.



RFP625



RFP700

Part No.	Description	No.Off	List Price	Your Price
RFP625	First Book, “Kas Kastner’s Triumph Preparation Handbook,” 2003; 272 pages, spiral bound	A/R		
RFP701	Second Book, “Kas Kastner’s Historical & Technical Guide for Triumph Cars,” 2005; 215 pages, spiral bound	A/R		

Section Continues ►►

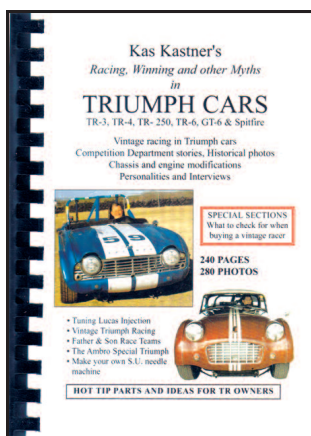
BOOKS AND NOVELTIES

BOOKS BY KAS KASTNER ON TRIUMPH RACING
—Continued**Third Book, “Kas Kastner’s Racing, Winning, and Other Myths in Triumph Cars”**

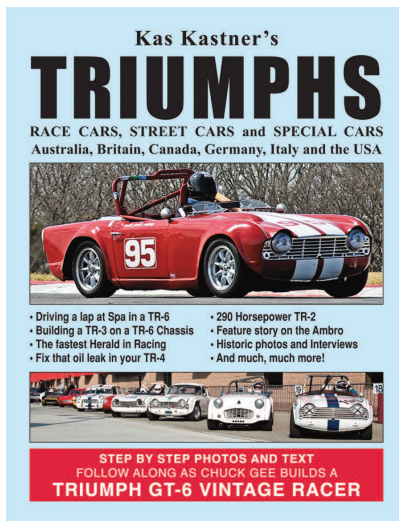
Mr. Kastner’s third book provides his views on vintage racing and includes many recommendations for success. More stories about the Competition Department and specific vintage racing stories. Information on rear shocks for solid axle TR’s, Spitfire rear hubs, TR4A front suspension, exhaust headers, Lucas fuel injection, cages and roll bars, and literally dozens of other topics. Look for the story on the Ambro Project now revived by Joe Alexander.

Fourth Book, “Kas Kastner’s Triumphs”

This is Kastner’s fourth book, entitled “Kas Kastner’s Triumphs—Race Cars, Street Cars, and Special Cars, Australia, Britain, Canada, Germany, Italy, and the USA.” Unlike the smaller format of the earlier books, this one is a full 8-1/2 by 11 inches. There are some twenty-seven chapters and one-hundred pages on building a racing GT6. There are chapters on individual cars and racers, and there are mechanical sections on specific problems such as brake cooling and leaking rear seals on TR3 and TR4 models.



RFP705



RFP708

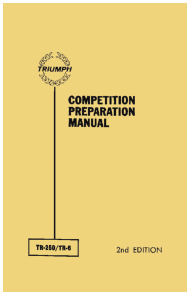
Part No.	Description	No. Off	List Price	Your Price
RFP705	Third Book, “Kas Kastner’s Racing, Winning, and Other Myths in Triumph Cars,” 2006; 240 pages, spiral bound	A/R		
RFP708	Fourth Book, “Kas Kastner’s Triumphs,” 2010; 252 pages, 500+ photos plus a DVD with more photos	A/R		

BOOKS AND NOVELTIES

COMPETITION PREPARATION MANUAL, TR250, TR6

*“The Original British Leyland Competition Preparation Manual
Written by Kas Kastner”*

This is the book that Kas Kastner wrote to aid TR250 and TR6 owners in preparing their cars for SCCA Club Racing. Some of the information is a little dated now if you are planning to campaign for a national championship, but it is the stuff that resulted in a great deal of success for guys like Bob Tullius, Paul Newman, and Lee Mueller back when the cars were new. If you are preparing a car for vintage racing, or if you want to know more of the theory behind engine building, this little book provides a good inexpensive reference.



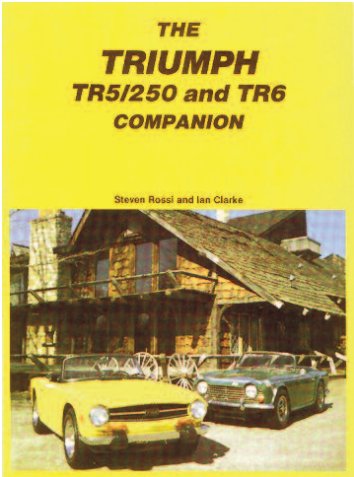
RFP1

Part No.	Description	No. Off	List Price	Your Price
RFP1	Competition Preparation Manual, TR250, TR6, 32 pages, illus. soft cover	A/R		

A FAVOURITE BOOK FOR TR250 AND TR6 ENTHUSIASTS

“The Best Book for an Enjoyable Read...”

This book was an instant success when it was published in the early 1980’s. But it was printed in a very small edition, and it quickly went out of print. The Roadster Factory approached the authors and the publisher, and we received permission to reprint the book. “The Companion” is full of information not found elsewhere, and it explores the role of Bruce McWilliams in developing the TR250 and TR6 models for the U.S. market place. It also provides coverage of competition in SCCA racing, including the winning of a national championship by Paul Newman in the ex-Group 44 TR6. An easy read, this book provides a quick look at the specific history you need to know about your car to talk with the friends you meet at car events.



RFP36

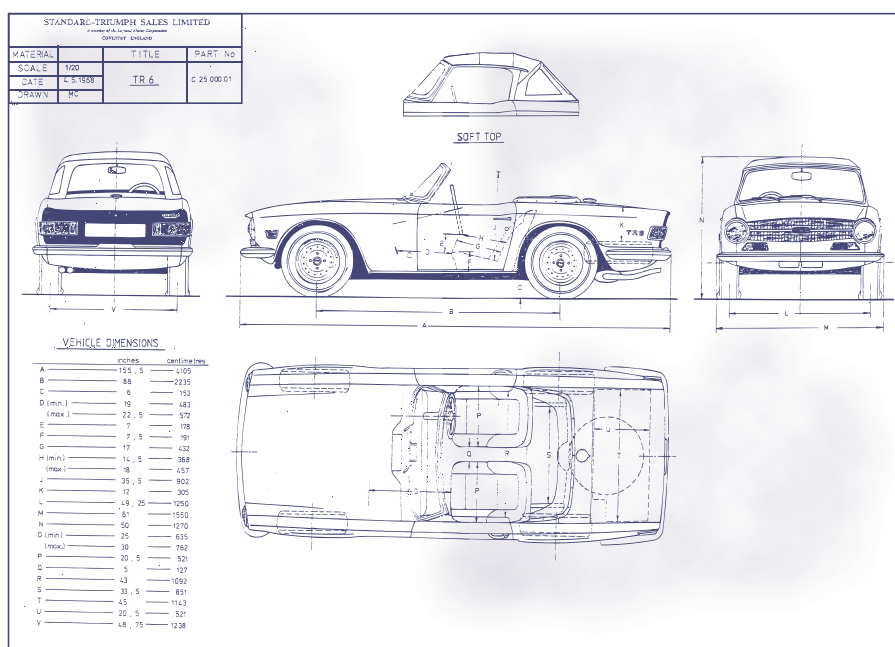
Part No.	Description	No. Off	List Price	Your Price
RFP36	BOOK; “The Triumph TR5, TR250, and TR6 Companion,” by Steven Rossi and Ian Clarke. 118 pages, 120 illustrations, soft cover.	A/R		

BOOKS AND NOVELTIES

BLUEPRINT DESIGNS FOR TR6 BODY SHELL

“Suitable for Framing and Useful for Model Makers”

Blueprint designs are presented in a format to simulate actual blueprints which were a way of reproducing engineering drawings used for decades before digital formats existed. Our “blueprints” are printed on glossy paper with realistic blueprint smudges always found on prints made by this process from drawings made by draughtsmen in the draughting departments of engineering companies. TRF has a file which contains many Triumph factory parts drawings in blueprint form. Our blueprint simulations show top, side, front, and rear views of the car with dimensions indicated. These might look wonderful in frames hanging on the wall of your den or office, or you might just want to pin them up as they are in your garage or your dorm room.



RFN820

Part No.	Description	No.Off	List Price	Your Price
RFN820	Blueprint Drawing, TR6 body shell with dimensions; includes top view, side view, front view, rear view, etc.; printed on glossy paper simulating the blueprint process; suitable for framing or for just pinning up on your bulletin board, size of print is 11-3/4 inches x 16-1/4 inches		A/R	

BOOKS AND NOVELTIES

ART PRINTS OF TR6 IN THE STYLE OF ANDY WARHOL

“Framable Art for Your Office, Den, or Garage”

We are big on Andy Warhol here in the Pittsburgh area, as Pittsburgh was Warhol’s home town, and we have a lovely Warhol museum here. Warhol silk-screened repetitive images in different colours, a style which is mimicked in these new TR6 prints by graphic artist, Jim Dougher of Graphics Un-Ltd. in upstate New York.

Prints are suitable for framing, they measure eighteen-inches by twenty-four inches, and they have a protective water-based coating. These prints are nice enough to frame, but at the price offered, you can also hang them in the garage or pin them up on the wall over your bed.



RFN3009

Part No.	Description	No.Off	List Price	Your Price
RFN3009	Art Print, TR6 design, by Jim Dougher, 18-inches x 24-inches	A/R		

BOOKS AND NOVELTIES

MORE ART PRINTS BY JIM DOUGHER, "TR6 NIGHT SERIES"

"Interesting Effects Created by Headlamps in the Night"

Framable art by Jim Dougher depicting the TR6 at night in three choices of body colours. Prints are twelve-inches by seventeen-inches, and they are printed on archival paper to last a long time. Car representations are highly detailed, and the lights appear to glow right off the paper. Picture the set of three mounted in frames and hanging on the wall of your office behind your desk. It would be kind of a shame to just pin up art of this quality in your garage or in your room at the frat house, but they would look very nice there as well...



Night Series

Triumph TR6

RFN3011/RED

Part No.	Description	No.Off	List Price	Your Price
RFK1052	"NIGHT SERIES," TR6; set of three prints	A/R		
RFN3011/RED	Art Print, car colour is red	A/R		
RFN3011/BRG	Art Print, car colour is British racing green	A/R		
RFN3011/BLU	Art Print, car colour is dark blue	A/R		

BOOKS AND NOVELTIES

COLOURFUL BASEBALL CAPS WITH EMBROIDERED EMBLEMS

“Logo Designed By Our Friend, Larry Rupp”

Our friend Larry Rupp supplied similar baseball caps to us for many years before his disappearance. To remember him, we have duplicated the embroidered emblems, and we have them produced on premium-quality, all-cotton caps with a low-profile silhouette. Now that Larry is gone, you will not find these caps anywhere else.



RFN83/RED

RFN83/BLK

RFN83/STN

RFN83/BLU



CLOSE-UP VIEW OF DESIGN



VIEW OF CAP BACK SHOWING THE
ADJUSTMENT BUCKLE

Part No.	Description	No.Off	List Price	Your Price
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BASEBALL CAPS, with unique embroidered Triumph logos; one size fits all

RFN83/NVY	Baseball Cap , navy blue	A/R
RFN83/RED	Baseball Cap , red	A/R
RFN83/STN	Baseball Cap , stone (light khaki)	A/R
RFN83/BLK	Baseball Cap , black	A/R

BOOKS AND NOVELTIES

CLASSIC MARQUE T-SHIRTS FOR TRIUMPH ENTHUSIASTS

“Always in Style and Always Appropriate...”

Basic wardrobe items for Triumph enthusiasts, you can wear these with shorts, khakis, jeans, even with a blazer on occasion. And, TRF's T-shirts are always loaded with quality. Heavy-weight, all cotton material. Excellent silkscreening. Five colours to choose from. Bright and fresh when new, but look even better with age and wear. Choose several to always have a clean T-shirt on hand.



Part No.	Description	No.Off	List Price	Your Price
TRIUMPH T-SHIRTS , all cotton material with silkscreened logos; please specify size when ordering				
RFN451	T-shirt , white cotton, with navy logo		A/R	
RFN452	T-shirt , navy blue cotton, with white logo		A/R	
RFN530	T-shirt , red cotton, with white logo		A/R	
RFN453	T-shirt , athletic grey cotton, with navy blue logo		A/R	
RFN513	T-shirt , green cotton, with white logo		A/R	

BOOKS AND NOVELTIES

TRF’S OWN KEY FOBBS, TR250, TR6

“Collector-Quality Leather Fobs with Cloisonne Emblems”

We designed these fobs and made one-thousand of each more than twenty years ago. They were made for us in the old jewelry quarter of Birmingham where British car badges have been made for more than a century. Fobs are black top-grain leather stamped in gold on the back with TRF contact information. The little emblems are made just like car badges by melting powdered glass onto the metal backings. After firing, the badges are polished and the metal is plated, and the finished badges are mounted on the fobs. Note that fobs are also available for other Triumph models and MG. It is hard to believe that you can purchase such an example of traditional British craftsmanship for such a low price...



Part No.	Description	No.Off	List Price	Your Price
RFN33	Key Fob , miniature TR250 bonnet badge mounted on a black leather fob	A/R		
RFN24	Key Fob , miniature TR6 grille badge mounted on a black leather fob	A/R		
RFN23	Key Fob , with TRF’s Union Jack emblem mounted on a black leather fob	A/R		

BOOKS AND NOVELTIES

DEALER DEMONSTRATOR LICENSE PLATES, TR250, TR6

“As Used by British Leyland at Motor Shows and in Dealer Showrooms”

The TR6 plate was actually designed and used by British Leyland, and a version of the TR250 plate also existed, but it was not as well-designed graphically as the one we offer now. These plates are useful as front plates in states which use no front plate, particularly on very late TR6 models and other cars clearly designed for the use of a front plate. They also make good wall decorations for your garage, den, office, or dorm room. All plates are painted metal. Very popular novelty items.



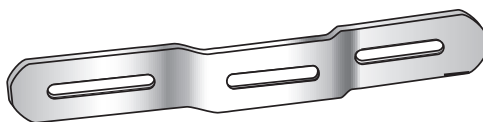
LP8



LP4



LP2



LP11

Part No.	Description	No. Off	List Price	Your Price
LP8	License Plate , Triumph TR250	A/R		
LP4	License Plate , Triumph TR6	A/R		
LP2	License Plate , Union Jack (British Flag)	A/R		
LP11	Bracket , rear license plate; replica of ones used originally on TR250 and TR6 models sold in the U.S.	1		

BOOKS AND NOVELTIES

ENGLISH TARTAN TRAVEL BLANKETS

“Pure New Wool Makes These Blankets Cozy and Warm”

I’ve always loved wool blankets, and for most of my life I’ve had on my bed a U.S. Navy wool blanket that my father brought home from the war. On my first college trip to study literature in England, I brought blankets home as gifts for my mother and for my future wife, and I continued to bring blankets back every time I traveled there. TRF has a collection of these now that we still use on the display tables whenever we travel to outdoor car events, and I have three or four blankets that I keep in my work area at to keep me warm on cold evenings.

It is the same at home, where I keep tartan blankets on the sofas and chairs in the living room, and I have a huge red blanket with black end stripes on my bed along with my father’s navy blanket. The red blanket is a Witney “Five-Point” Blanket made in Witney in Oxfordshire where British Motor Heritage is located today. It is called a “Five Point” Blanket because it was worth five beaver pelts when traded with the Indians in North America. I do not know if they are still making blankets in Witney, but I am glad that we found a new source for the tartan travel blankets that we sell, as our old supplier went out of business. I will have to travel in England some time with the goal of finding more blanket mills.

I love all of the plaids listed below, and one of them can be the start of your own collection or an addition to a collection that you may have started long ago. I always like to give blankets as presents, and you may want to keep this idea in mind for birthdays and other occasions.



RFN1202
DRESS GORDON TARTAN

RFN1200
BLACK WATCH TARTAN

RFN1206
KILGOUR TARTAN

Part No.	Description	No.Off	List Price	Your Price
TARTAN BLANKETS, made in England of pure new wool, about 60-inches x 72-inches, end fringe				
RFN1200	Tartan Blanket, Black Watch tartan, the plaid of the Black Watch Regiment in the British army, dark green and navy	A/R		
RFN1202	Tartan Blanket, Dress Gordon tartan, navy, green, white, and yellow	A/R		
RFN1206	Tartan Blanket, Kilgour tartan, red, navy, green, purple, and yellow	A/R		

BOOKS AND NOVELTIES

COFFEE AND TEA MUGS FROM TRF FOR TRIUMPH
ENTHUSIASTS*“Unique Designs May Generate Conversation During Coffee
Breaks at Work”*

I'm a tea drinker myself, but I am sure that you will enjoy these mugs just as much if your preference is for coffee. The “Triumph of England” mug was new last year at Christmas, and it has sold well all year. The “Triumph—Glory Still Exists” mug dates back to the time of my TR250 rallye car's run in the One Lap of America, as we gave out the bumper stickers on which the design is based at every stop along the way. Therefore this coffee mug also comes with one of the bumper stickers which makes a great decoration for tool boxes, etc.

I like all of the logos that we have designed for The Roadster Factory and for The Coventry Inn, but I really love the TRF Car Club logo just because it is so pretty, and it is the Car Club mug that I use at home for my tea in the mornings. Our mugs are nice and big, and they are of good quality too. They also include great logos, and the logos do not fade in time by my own experience. Any of these mugs would make a nice present for almost anyone related to the Triumph car hobby, and you should feel free to treat yourself to a present now and then...



RFN1991



OPPOSITE SIDE OF TR MUG RFN1991



RFN2011



RFN1995



RFN557

Part No.	Description	No. Off	List Price	Your Price
RFN1991	Coffee or Tea Mug , Triumph logo on one side and British flag on the other side, red and blue on white	A/R		
RFN2011	Coffee or Tea Mug , TRF Car Club logo, blue and red on white	A/R		
RFN1995	Coffee or Tea Mug , “Triumph—Glory Still Exists” logo, green and orange on white; comes with a free bumper sticker	A/R		
RFN557	Bumper Sticker , “Triumph—Glory Still Exists” logo, orange and green on white	A/R		

ESSENTIAL MAINTENANCE

BRAD PENN “PENN GRADE 1” HIGH-PERFORMANCE ENGINE OILS RICH IN ZINC AND PHOSPHOROUS REQUIRED BY CLASSIC ENGINES

“The Correct Engine Oil Choices for TR250, TR6”

Penn Grade High-Performance Engine Oils are produced by American Refining Group, Inc. at a very special address on Kendall Avenue in Bradford, Pennsylvania, the refinery where Kendall Oils and Amalie Oils were produced in years gone by. The new brand name for these oils is “Brad Penn.” and they are produced from Pennsylvania Grade Crude Oil which has superior characteristics for refining into engine lubricants. All oils listed have a ZDDP additive to provide zinc and phosphorous required for classic engines with flat valve tappets. Therefore, it is not necessary to add ZDDPlus when performing oil changes. TRF is proud to distribute these high-quality oils, products for which Pennsylvania has always been famous. TRF offers two multi-weight oils and two single weight oils by the quart or by six or twelve quart packages.



BPPG1040/1

Part No.	Description	No.Off	List Price	Sale Price
PENN GRADE “1” ENGINE OIL , partial synthetic, SAE 10W-40, with ZDDP additive				
BPPG1040/1	Engine Oil , 10W-40; per quart	A/R		
BPPG1040/5	Engine Oil , 10W-40; 5 quarts	A/R		
BPPG1040/6	Engine Oil , 10W-40; 6 quarts	A/R		
BPPG1040/12	Engine Oil , 10W-40; 12 quarts	A/R		
PENN GRADE “1” ENGINE OIL , partial synthetic, SAE 20W-50, with ZDDP additive				
BPPG2050/1	Engine Oil , 20W-50; per quart	A/R		
BPPG2050/5	Engine Oil , 20W-50; 5 quarts	A/R		
BPPG2050/6	Engine Oil , 20W-50; 6 quarts	A/R		
BPPG2050/12	Engine Oil , 20W-50; 12 quarts	A/R		
PENN GRADE “1” ENGINE OIL , SAE 30, with ZDDP additive				
BPPG30/1	Engine Oil , SAE 30; per quart	A/R		
BPPG30/5	Engine Oil , SAE 30; 5 quarts	A/R		
BPPG30/6	Engine Oil , SAE 30; 6 quarts	A/R		
BPPG30/12	Engine Oil , SAE 30; 12 quarts	A/R		
PENN GRADE “1” ENGINE OIL , SAE 40, with ZDDP additive				
BPPG40/1	Engine Oil , SAE 40; per quart	A/R		
BPPG40/5	Engine Oil , SAE 40; 5 quarts	A/R		
BPPG40/6	Engine Oil , SAE 40; 6 quarts	A/R		
BPPG40/12	Engine Oil , SAE 40; 12 quarts	A/R		

ESSENTIAL MAINTENANCE

YOUR ENGINE OIL MAY BE RUINING YOUR ENGINE!

“Modern Oils Without Zinc and Phosphorous Are Not Suitable for Older Engines with Flat Valve Tappets”

New car manufacturers have worked with commercial oil companies to remove zinc and phosphorous from engine oils. This is desirable to new car manufacturers, as zinc and phosphorous cause early failure of catalytic converters. You may find some older oils designated “SL,” and these still retain some zinc and phosphorous. Later oils, which are about all you can find in auto parts stores now, are designated “SM,” and these oils do not have the zinc and phosphorous critical to the life of camshafts and flat valve tappets fitted along with high valve spring pressures. New car manufacturers have compensated for low zinc and phosphorous by fitting roller tappets with lower spring pressures. In case you don’t know, all of the engines in models serviced by TRF use flat valve tappets.



ZDDP101

TRF now offers two ways for our customers to provide the zinc and phosphorous required by classic Triumph sports car engines. One way is to use the oil you can buy locally but to add a product known as ZDDPlus. This product replaces the zinc and phosphorous that your engine requires. You will find ZDDPlus listed below. The second way to solve the problem is to purchase Penn Grade High Performance Motor Oil which is made in the old Kendall and Amalie refinery in Bradford, Pennsylvania. This oil is especially formulated for classic car engines, and it contains the zinc and phosphorous your engine requires. You will find Penn Grade oils listed on the previous page.

Part No.	Description	No.Off	List Price	Sale Price
ZDDP101	ZDDPlus Engine Oil Additive; restores levels of zinc and phosphorous required for long life of engines with flat valve tappets	A/R		



ESSENTIAL MAINTENANCE

GL4 GEAR LUBE, TR250, TR6

“The Correct Grade for Classic Gearboxes with Yellow Metal Components”

Commonly available gear lube from auto parts stores is GL5 which actually contains additives harmful to yellow metal components such as bronze bushes, gearbox synchros, thrust washers, etc. Some time ago, Castrol discontinued its version of GL4, and we had nothing to sell for classic car owners for a while. GL4 has now been reintroduced by American Refining Group, Inc., the makers of Brad Penn oils. This company now occupies the old Kendall refinery in Bradford, Pennsylvania, where Kendall, Amalie, and Wolf’s Head oils were produced, and we thank them for making this product available for British car enthusiasts.



BPGL4

Part No.	Description	No.Off	List Price	Your Price
BPGL4	Brad Penn GL4 Gear Lube, SAE 80W-90, “The Green Oil,” supplied in quart containers with “needle” spouts	A/R		

LUCAS FUEL STABILIZER COMBATS BAD EFFECTS OF ETHANOL IN PUMP GAS

“Prevents Damage to Seals in Fuel Pumps and Carburettors and Stabilizes Ethanol Fuel Which Can Deteriorate in Just Two Weeks if It Sits in Your Fuel Tank”

TRF customers have experienced more leaks in fuel system components with ethanol fuel. Use of ethanol fuels also increases rust and corrosion in fuel tanks and other components. Lucas “Safeguard” Ethanol Fuel Conditioner solves these problems while prolonging the short life of gasoline with ethanol by stabilizing the fuel and preventing the formation of gum and varnish. We have performed experiments where we placed various fuel system seals in gasoline with ethanol and in gasoline with ethanol and fuel stabilizer. Seals in ethanol fuel without stabilizer shrank noticeably while seals in fuel with stabilizer did not. I have started using this product now myself even in my lawn mower gas...



LSFC16

Part No.	Description	No.Off	List Price	Sale Price
LSFC16	Lucas “Safeguard” Fuel Conditioner, for use with ethanol fuels; approx. 16 oz. treats eighty gallons of fuel	A/R		

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THE ROADSTER FACTORY, POST OFFICE BOX 332, ARMAGH, PENNSYLVANIA 15920

TRF CUSTOMER NO. NAME

SHIPPING ADDRESS

HOME TELEPHONE BUSINESS TELEPHONE

E-MAIL ADDRESS

CAR YEAR/MODEL SERIAL NO. ORDER DATE

PART NUMBER	QTY	DESCRIPTION	PRICE EA.	TOTAL

* DISCOUNT AMOUNT BASED ON PARTS TOTAL

TR250, TR6
Glove Box Companion, 2015

Thank You
For Your Order!

PARTS TOTAL	
*DISCOUNT AMOUNT WHEN APPLICABLE	
PACKAGING/SHIPPING: FROM CHART	
6% SALES TAX (PA. RESIDENTS)	
ORDER TOTAL	

METHOD OF PAYMENT:

- ☐ CASHIER'S CHECK OR MONEY ORDER
- ☐ PERSONAL CHECK—ALLOW 14 DAYS
- ☐ C.O.D. FOR CASH OR CASHIER'S CHECK
- ☐ DEBIT CARD ☐ CREDIT CARD
- ☐ VISA ☐ MASTERCARD ☐ DISCOVER CARD ☐ AMERICAN EXPRESS

CREDIT CARD NUMBER EXPIRATION DATE

CARDHOLDER NAME

CARDHOLDER SIGNATURE

CARDHOLDER ADDRESS VERIFICATION

SECURITY CODE (3 OR 4 DIGIT NUMBER ON BACK OF CARD)

TRF POLICIES IN A NUTSHELL



The Roadster Factory always supplies the best parts we can find. All parts are guaranteed to be free of defects in materials and workmanship for one year from invoice date, and we will replace or refund the purchase price if any item proves to be defective. We can accept no responsibility for failure of related parts or for removal and installation charges of a defective part. In no case does The Roadster Factory's liability extend beyond the purchase price of the item in question.

All parts in stock are shipped upon receipt of an order. Any item not in stock will be backordered and supplied as quickly as possible, unless otherwise requested. TRF Sales sends emails immediately to inform customers of backorder status and if possible when the item is likely to be shipped. Charges for shipping are based on the total value of the order as indicated by the shipping chart, unless exotic methods of shipment are specified. The total shipping charge is added to the cost of the first shipment of parts, but the cost of backordered parts is not charged to credit cards until the day they are shipped to customers.

Continued on Next Page

TRF POLICIES IN A NUTSHELL—Continued

Returns are accepted for full refunds of purchase prices, not including shipping charges, within forty-five days of invoice date. To be accepted for return, parts must be in brand-new condition and suitable for selling again to another customer. Electrical units and bearings of any type cannot be accepted for return unless they remain sealed in original packaging. A copy of the original invoice must accompany returned parts.

Customers should check orders upon receipt for correct parts and correct quantities, as any claims must be made within ten days. TRF must be notified of damage, including concealed damage, immediately, and in case of damage, all packing materials should be retained.

When rebuilt components are purchased, customers must pay a refundable “core charge” if a rebuildable component does not accompany the order. Actually, on components rebuilt in our own shop, we at TRF prefer to rebuild the customer’s old unit. In cases where a “core charge” is paid, it is the customer’s duty to return a clean, complete, and rebuildable unit, at which time the core charge will be returned or turned into a “store credit” for use on a future order per the customer’s preference. It is a sacred obligation to return core units, as this allows the service to be continued for other enthusiasts.

We at TRF work hard to include correct pricing in all web catalogues and in all paper catalogues, but when misprints or other errors occur, we reserve the right to make corrections. Prices in paper catalogues may change without notice, but prices are kept up to date on the TRF web site. If customers have any questions regarding prices, TRF salespeople will be happy to quote current prices on the telephone.

Our goal at The Roadster Factory is to offer a personal and friendly spare parts service to Triumph and MG sports car enthusiasts. In thirty-seven years of business, we have never encountered a problem that could not be resolved if both parties kept open minds and negotiated honestly.



SHIPPING AND HANDLING POLICIES

SHIPPING CHART PHILOSOPHY

The Roadster Factory aims to break even on Shipping and Handling, although we rarely do so on a monthly or annual basis. We would love to charge everyone actual shipping on orders of all sizes. However, no other major vendor handles shipping in this way, and customers would therefore choose to order the small parts with low actual shipping charges from us and the larger, heavier parts from competitors who charge by a chart. Taking a pragmatic approach, therefore, TRF's shipping chart is designed to compute charges which will be competitive with those of other vendors in our market place. The basic principle is that Shipping Charges for UPS Ground and Priority Mail are determined by the Parts Total of any given order. Note that TRF offers special shipping deals from time to time, and the best way to take advantage of these is to subscribe to and read our weekly email newsletter.

UPS GROUND AND PRIORITY MAIL SHIPPING

Amounts from the shipping chart are for handling and shipping by UPS Ground service or by Priority Mail to addresses in the 48-states. TRF will choose the best method of shipment, unless a customer has a specific preference. Small packages can often ship all the way across the U.S. more quickly by Priority Mail than by UPS Ground. All orders are shipped as soon as possible after receipt, most on the same day. The Roadster Factory offers free ground shipping on orders over \$700.00.

TRUCK FREIGHT

With UPS now accepting larger and heavier packages, the need for truck freight is much diminished. Truck freight may be required, however, for very heavy components or very large ones. In these cases, actual truck freight charges will be passed on to customers on orders valued up to \$1,200.00. TRF will pay truck freight charges on orders over \$1,200.00 shipped to the 48-states. Whenever truck freight is required, TRF sales will provide a price quote before shipment upon request. Free truck freight is not available on specific components such as body shells, large mechanical units, chassis frames, etc. For such shipments, TRF may provide a shipping credit up to \$100.00 to help our customers with these expenses. Truck freight, like other shipping charges, is generally charged along with the parts order before shipment.

SHIPPING SURCHARGES

If it is simply not economic to ship a given order according to the policies stated here, it may be necessary to add a Shipping Surcharge. This is rare, but it can happen. It is our policy to inform customers before adding a surcharge.

WOODEN CRATES

TRF makes wooden crates to safely ship certain components such as windscreens, large mechanical units, cylinder heads, and side curtains. These crates are built economically in our wood shop, and their actual cost is passed on to customers. Note that UPS has approved our crates, and they always pay for windscreens when breakage occurs.

BACKORDERED PARTS—SHIPPING CHARGES

Amounts from the Shipping Chart include shipping of any backordered parts on the original order, and no shipping or handling charge will be added when a backordered part is shipped. The full amount of the shipping cost from the chart is charged at the time of the first shipment, but the parts, themselves, are not charged to credit cards until the date of actual shipment to the customer. TRF no longer charges a 2% handling fee to supply backorders.

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