

## BRAKES

## BRAKE MASTER CYLINDERS AND SERVOS, TR250, TR6

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

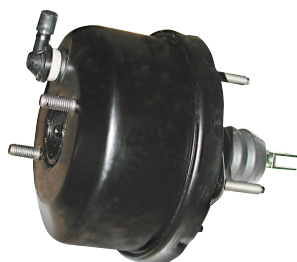
In the last edition of this catalogue, I mentioned that we were lucky to maintain availability of genuine Girling master cylinders and servo units. Regrettably, that is not true as I write this time. The good news is that the products we currently have available to replace the Girling components appear 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	<b>Master Cylinder</b> , brake, TRW replacement for unavailable Girling original, all TR250, TR6	1		
218072/REP	<b>Servo Assembly</b> , brake, aftermarket with original appearance, all TR250, TR6	1		
	<b>REBUILD KITS</b> , for original Girling master cylinders and servos			
GISP2490	<b>Rebuild Kit</b> , brake master cylinder; kit is TRW brand	1		
HK2495	<b>Rebuild Kit</b> , 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	<b>Repair Kit</b> , brake master cylinder; kit is TRW brand	1		
HK2495	<b>Repair Kit</b> , brake servo unit; kit is aftermarket brand	1		
GISP2501	<b>Repair Kit</b> , brake caliper, TR250, TR6, up to comm. no. CC29929, 1968-69; kit is TRW brand	1		
GISP2589	<b>Repair Kit</b> , brake caliper, TR6, after comm. no. CC29929, 1970-76; kit is TRW brand	1		
HK2083	<b>Repair Kit</b> , rear wheel cylinder, 0.7 inch bore, TR250, TR6, 1968-75; kit is aftermarket brand	1		
HK2770	<b>Repair Kit</b> , rear wheel cylinder, 0.75 inch bore, TR6, 1976 only; kit is aftermarket brand	1		

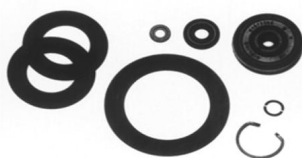
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## BRAKES

## HYDRAULIC REPAIR KITS, TR250, TR6—Continued



GISP1967



GISP2102



LDSSB629

GILMA



SBF32

Part No.	Description	No. Off	List Price	Your Price
<b>CLUTCH HYDRAULICS</b>				
GISP1967	<b>Repair Kit</b> , clutch master cylinder, 0.75-inch bore, TR250, early TR6; kit is TRW brand	1		
GISP2102	<b>Repair Kit</b> , clutch master cylinder, 0.7-inch bore, most TR6; kit is TRW brand	1		
LDSSB629	<b>Repair Kit</b> , clutch slave cylinder; kit is AP Lockheed brand	1		
GILMA	<b>Castrol Brake Fluid</b> , DOT4, 12 oz. container	A/R		
SBF32	<b>Blue Magic Silicone Brake Fluid</b> , 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	<b>Piston</b> , front brake caliper, stainless steel, 1/16-inch groove around piston, TR250, TR6, up to comm. no. CC29929	4		
HP127	<b>Piston</b> , 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
<b>CONVENTIONAL BRAKE PADS</b>				
GIGP81	<b>Brake Pad Set;</b> both sides, used with 1/4-inch retaining pins, TR250, TR6, 1968-72	1		
GIGP283	<b>Brake Pad Set;</b> both sides, used with 3/16-inch retaining pins, TR6, 1972-76	1		
<b>SEMI-METALLIC BRAKE PADS</b>				
TRFCD152	<b>Brake Pad Set;</b> both sides, used with 1/4-inch retaining pins, TR250, TR6, 1968-72	1		
HP453	<b>Brake Pad Set;</b> 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.



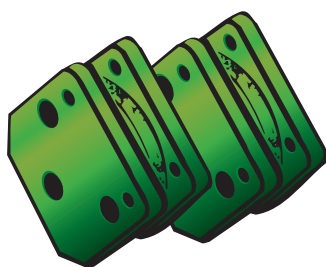
Part No.	Description	No. Off	List Price	Your Price
RFK605	<b>Retaining Pin Kit;</b> includes pins and clips, TR250 and TR6, 1969-72, with 1/4-inch pins	1		
RFK939	<b>Retaining Pin Kit;</b> includes pins and clips, 1972-76, with 3/16-inch pins	1		

## BRAKES

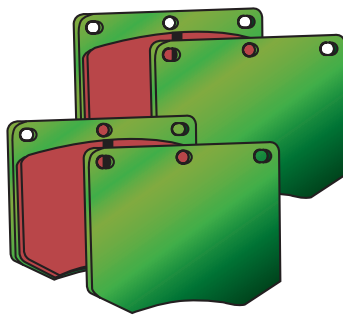
## EBC "GREEN STUFF" KEVLAR BRAKE PADS, TR250, TR6

***"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



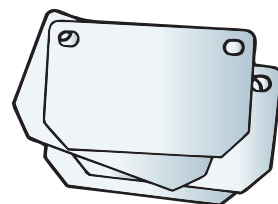
EBC153/GS

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



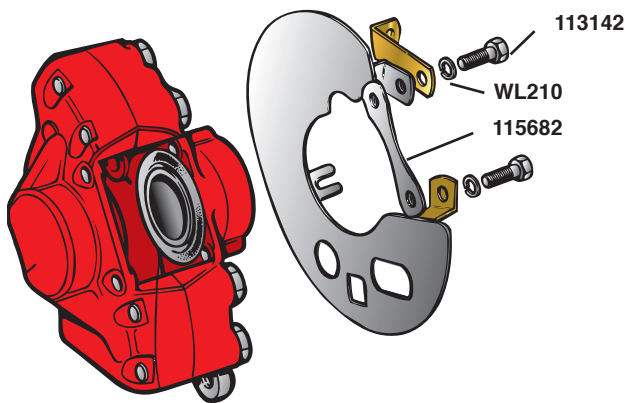
Part No.	Description	No.Off	List Price	Your Price
GISP2750	<b>Anti-Squeal Kit,</b> both sides; fits TR250, TR6 up to comm. no. CC81072 with 1/4-inch pad retaining pins, 1968-72	1		
GISP2751	<b>Anti-Squeal Kit,</b> both sides; fits TR6, after comm. no. CC81072 with 3/16 inch pad retaining pins, 1973-76	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
<b>HARDWARE, for English calipers, 1968-72</b>				
115682	<b>Shim</b> , centering caliper on disc	A/R		
113142	<b>Bolt</b> , caliper mounting	4		
WL210	<b>Washer</b> , lock, securing bolts	4		
<b>HARDWARE, for Metric calipers, 1972-76</b>				
115682	<b>Shim</b> , centering caliper on disc	A/R		
158668	<b>Bolt</b> , caliper mounting	4		
WL211	<b>Washer</b> , 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.

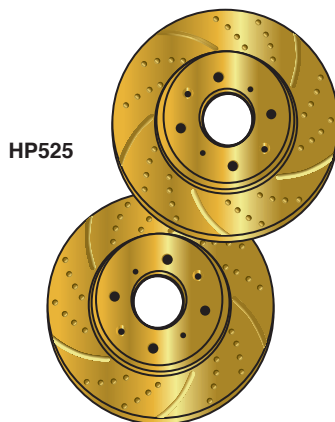


Part No.	Description	No.Off	List Price	Your Price
209327	<b>Front Brake Disc</b> , supplied in white box	2		
209327/B	<b>Front Brake Disc</b> , Brembo branded disc	2		
113150	<b>Bolt</b> , securing brake discs to front hubs	8		
WL208	<b>Washer</b> , lock, securing bolts	8		

## 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	<b>Brake Disc Kit</b> , includes one pair of high-performance brake discs, as described above; fits stock calipers and brake pads without modification	1		
113150	<b>Bolt</b> , securing brake discs to hubs	8		
WL208	<b>Washer</b> , lock, securing bolts	8		

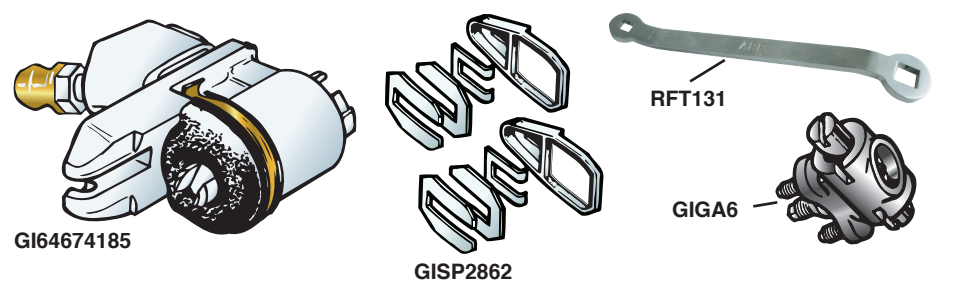
P.S. Note that machined slots make high-performance brake discs right and left, and they are marked as such.

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	<b>Rear Wheel Cylinder</b> , TRW brand, all TR250, TR6, 1968-76	2		
GISP2862	<b>Fitting Kit</b> , rear wheel cylinders; includes two rubber gaskets, six spring plates, and special grease for servicing two rear wheel cylinders	1		
GIGA6	<b>Adjuster Assembly</b> , rear brakes	2		
RFT131	<b>Combination Wrench</b> , 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	<b>Rear Brake Shoe Set</b> ; does both sides	1		
V5435	<b>Screw</b> , securing brake drums	4		

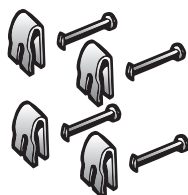


## BRAKES

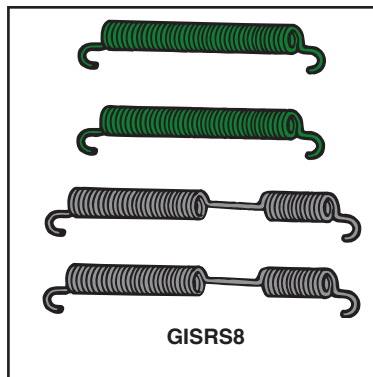
## REAR BRAKE SHOES—INSTALLATION KITS, TR250, TR6

***“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



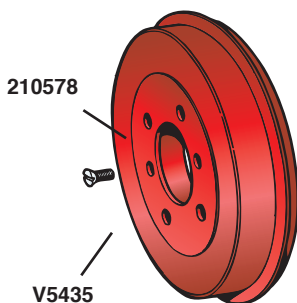
GISRS8

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

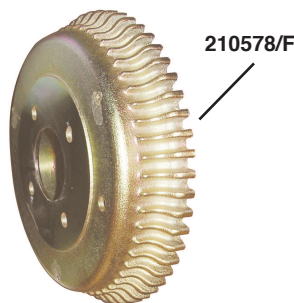


210578

V5435



TRFCD63



210578/F

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

## BRAKES

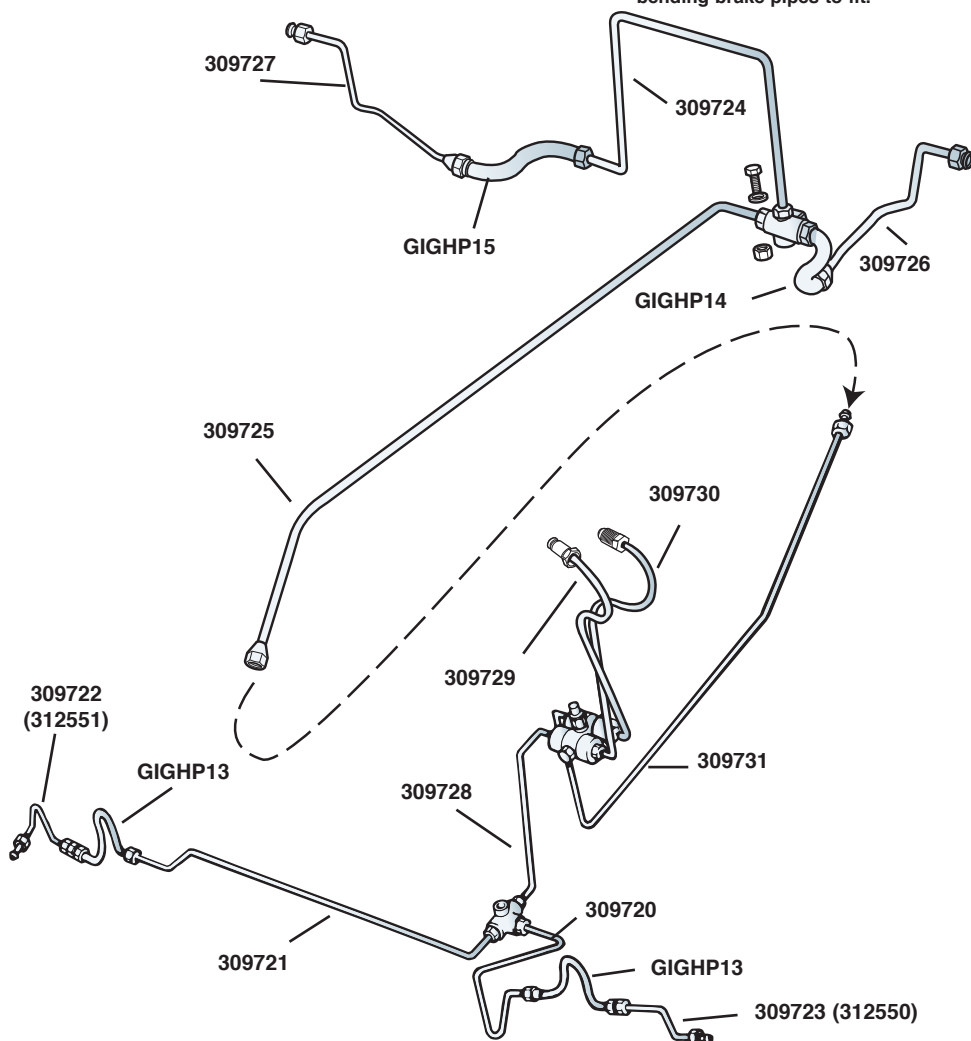
### STEEL BRAKE PIPE ASSEMBLIES, TR250, TR6

*“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.



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## BRAKES

## TR250, TR6 STEEL BRAKE PIPES —Continued

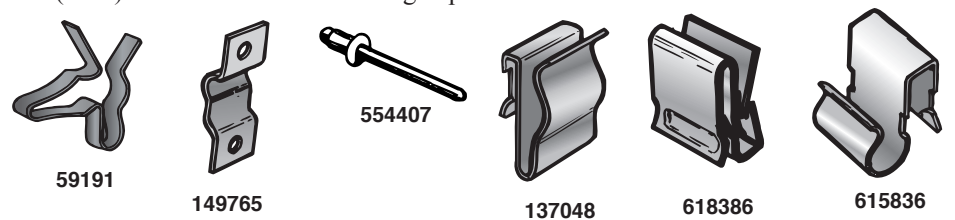
Part No.	Description	No. Off	List Price	Your Price
<b>PIPES AND HOSES FOR FRONT BRAKES;</b>				
	all pipes come with end fittings and correct single or double flares for each application			
309730	<b>Steel Pipe Assembly;</b> from master cylinder to pressure differential valve	1		
309728	<b>Steel Pipe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

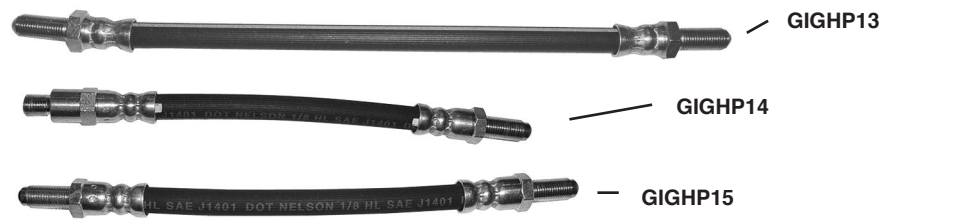


Part No.	Description	No. Off	List Price	Your Price
59191	<b>Clip</b> , spring, anchors pipes to holes drilled into the chassis frame	A/R		
149765	<b>Clip</b> , riveted to chassis frame side members	A/R		
554407	<b>Pop Rivet</b> , securing clips to chassis frame; two rivets per chip	A/R		
137048	<b>Clip</b> , securing RH front brake pipe to suspension turret	1		
618386	<b>Clip</b> , spring, securing brake pipe to rear suspension crossmember	1		
615836	<b>Clip</b> , 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	<b>Hydraulic Hose</b> , front brakes	2		
GIGHP15	<b>Hydraulic Hose</b> , rear brakes, RH	1		
GIGHP14	<b>Hydraulic Hose</b> , 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	<b>Bottle Assembly</b> , for bleeding clutch and brake hydraulic systems; includes lanyard cable for anchoring the bottle	A/R		
RFN1426	<b>Bottle Assembly</b> , 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		

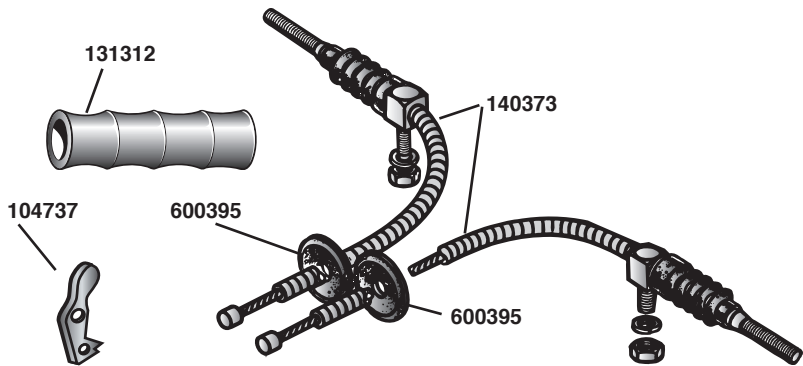


BRAKES

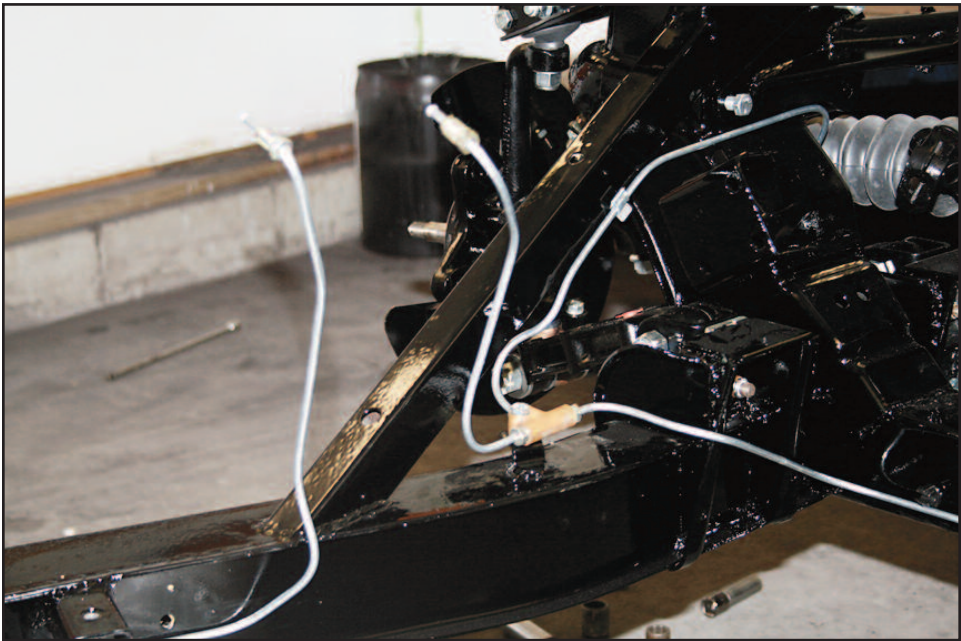
HANDBRAKE DETAILS, TR250, TR6

*“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	<b>Grip</b> , rubber, handbrake lever	1		
140373	<b>Cable Assembly</b> , handbrake	2		
600395	<b>Grommet</b> , rubber, handbrake cable holes in rear heelboard	2		
104737	<b>Pawl</b> , 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”

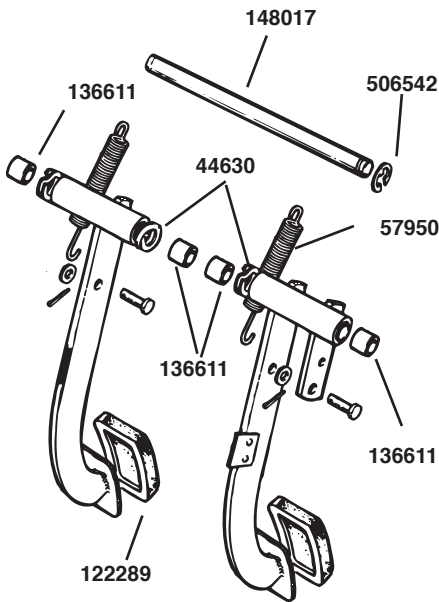
Pedal shafts and bushes are wear items, and after lots of use, play will develop, allowing the pedals, particularly the clutch pedal, to wobble. Virtually all of the wearing items are now available, and the work is not too hard. A good time to do it is when you are replacing a master cylinder or doing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



LU34933



LU34933Z



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

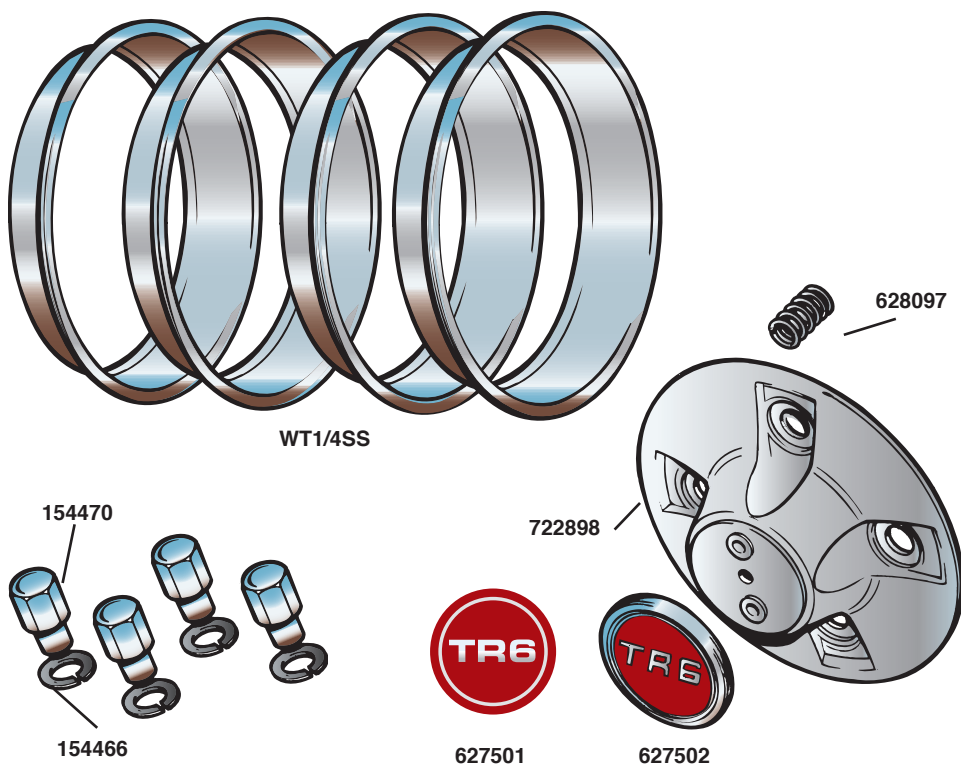
Part No.	Description	No. Off	List Price	Your Price
122289	<b>Pedal Pad</b> , clutch or brake pedals	2		

## 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	<b>Wheel Trim Ring Kit;</b> polished stainless steel looks like chrome, lasts like stainless steel; includes set of four	1		
718295	<b>Wheel Center Trim,</b> black, 1970-72	4		
722898	<b>Wheel Center Trim,</b> silver, 1973-76	4		
628097	<b>Spring,</b> fitted behind wheel center rims	16		
627502	<b>Wheel Badge Assembly,</b> with emblem	4		
627501	<b>Emblem,</b> self-adhesive, wheel badges; comes with wheel badge	4		
154470	<b>Chromed Nut,</b> securing road wheels	16		
154466	<b>Washer,</b> plastic, fitted under chromed nuts	16		

## WHEELS AND WHEEL TRIMS

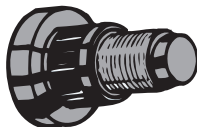
### WHEEL STUDS AND LUG NUTS, TR250, TR6

*“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.



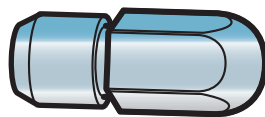
132317



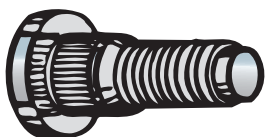
114282



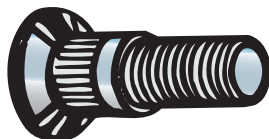
154466



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

#### STUDS FOR CARS WITH WIRE WHEELS;

these secure the hub extensions to the hubs,

all TR250, TR6

114281	<b>Stud</b> , front hubs	8		
142799	<b>Stud</b> , rear hubs	8		
110366	<b>Special Nut</b> , 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
<b>DAYTON WIRE WHEELS, TR250,</b>				
	15-inches x 5-inches, 72-spokes			
WWHD457F-P	<b>Wire Wheel</b> , painted finish, for use with tubes	4-5		
WWH457F-P	<b>Wire Wheel</b> , painted finish, for use with tubeless tires	4-5		
WWHD457F-C	<b>Wire Wheel</b> , chromed finish with stainless steel spokes, for use with tubes	4-5		
WWH457F-C	<b>Wire Wheel</b> , chromed finish with stainless steel spokes, for use with tubeless tires	4-5		
<b>DAYTON WIRE WHEELS, TR6,</b>				
	15-inches x 6-inches, 72-spokes			
WWH72151	<b>Wire Wheel</b> , painted finish, for use with tubes	4-5		
WWH72151/TBLS	<b>Wire Wheel</b> , painted finish, for use with tubeless tires	4-5		
WWH72152	<b>Wire Wheel</b> , chromed finish with stainless steel spokes, for use with tubes	4-5		
WWH72152/TBLS	<b>Wire Wheel</b> , 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.

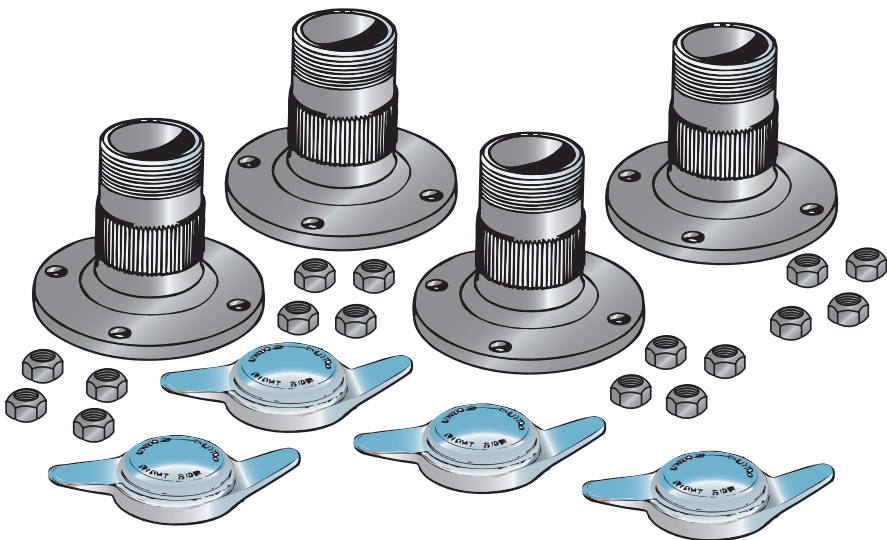
WHEELS AND WHEEL TRIMS

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.



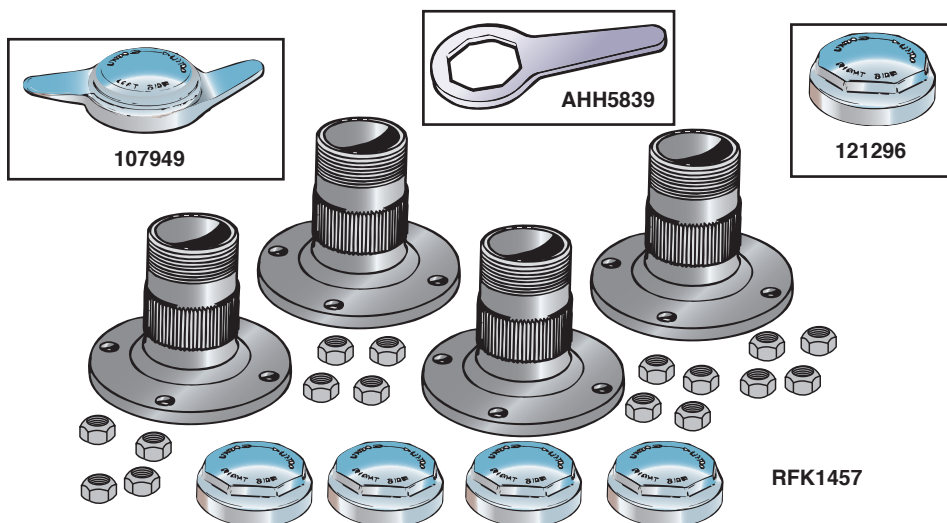
Part No.	Description	No. Off	List Price	Your Price
RFK1456	INSTALLATION KIT, wire wheels; includes a set of four hub adaptors, a set of four two-eared knock-off nuts, and sixteen special nuts for installing splined adaptors to existing hubs	1		
RFK1457	INSTALLATION KIT, wire wheels; includes a set of 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
<b>INDIVIDUAL COMPONENTS, all TR250, TR6</b>				
217603	<b>Hub Adaptor</b> , wire wheels, LH	2		
217602	<b>Hub Adaptor</b> , wire wheels, RH	2		
107949	<b>Chromed Nut</b> , knock-off, two-eared type, LH	2		
107948	<b>Chromed Nut</b> , knock-off, two-eared type, RH	2		
121296	<b>Chromed Nut</b> , knock-off, octagonal type, LH	2		
121295	<b>Chromed Nut</b> , knock-off, octagonal type, RH	2		
110366	<b>Special Nut</b> , secures hub adaptors to wheel studs	16		
AHH5839	<b>Knock-off Wrench</b> , 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	<b>Tire Pressure Gauge</b> , by Accu-Gauge	A/R		

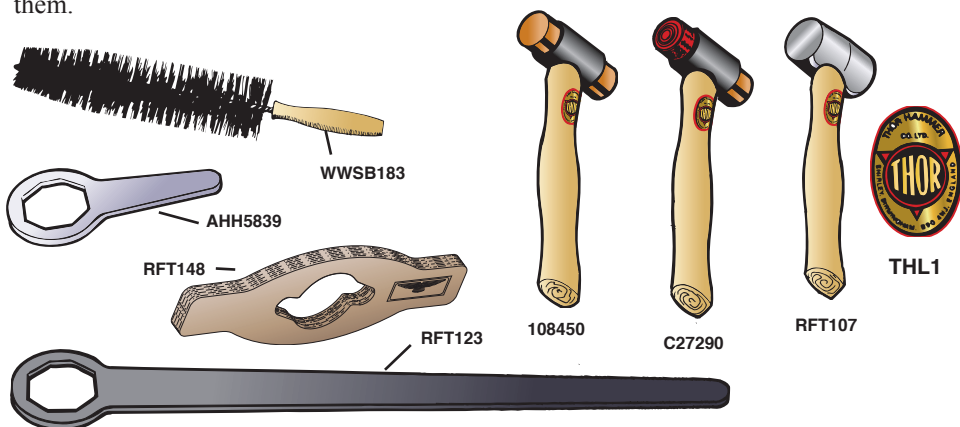
# WHEELS AND WHEEL TRIMS

## 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.



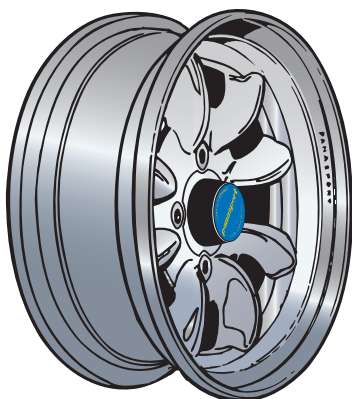
Part No.	Description	No. Off	List Price	Your Price
<b>THOR BRAND KNOCK-OFF HAMMERS</b>				
108450	<b>Hammer</b> , standard size, both faces copper	1		
C27290	<b>Hammer</b> , larger size, one copper face, one hide face	1		
RFT107	<b>Hammer</b> , standard size, lead hammer head	1		
THL1	<b>Label</b> ,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

## WHEELS AND WHEEL TRIMS

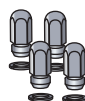
### PANASPORT ALLOY WHEELS, TR250, TR6

#### *“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	<b>Alloy Wheel</b> , 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	<b>Alloy Wheel</b> , 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	<b>Alloy Wheel</b> , 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

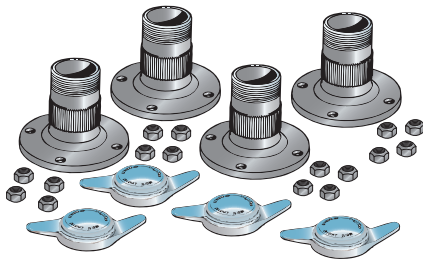
KNOCK-OFF ALLOY WHEELS FIT TR250, TR6

*“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
<b>ALLOY ROAD WHEELS</b> , knock-off type; fit standard wire wheel hub splines				
KNK1555/SVR	<b>Road Wheel</b> , alloy, knock-off type, 15-inches x 5.5-inches; silver finish	4-5		
KNK1555/ANC	<b>Road Wheel</b> , alloy, knock-off type, 15-inches x 5.5-inches; anthracite (dark grey) finish	4-5		
<b>RELATED PARTS</b> ; please read safety note provided below...				
RFK1456	<b>HUB ADAPTOR KIT</b> , 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	<b>HUB ADAPTOR KIT</b> , 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...