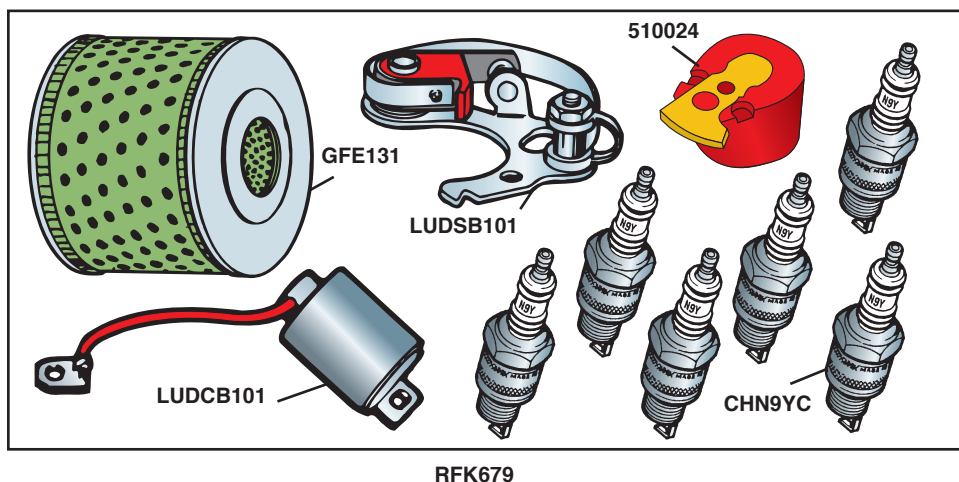


TUNE-UP

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.

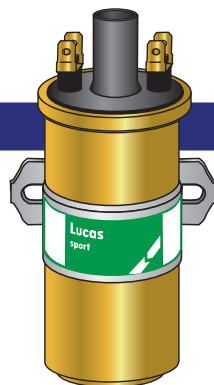


Part No.	Description	No. Off	List Price	Your Price
RFK679	TRF Tune-up Kit , all TR250, TR6; includes plugs, points, condenser, rotor, and oil filter	1		
RFK1229	TRF Tune-up Kit , all TR250, TR6 with spin-on oil filter adaptor; includes plugs, points, condenser, rotor, and spin-on oil filter	1		

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...”

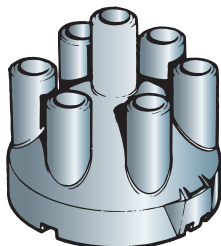
TRF still stocks Lucas components in Lucas boxes, along with better distributor caps with brass contacts, and upgraded “red” rotors.



CHN9YC



NGKBP6ES



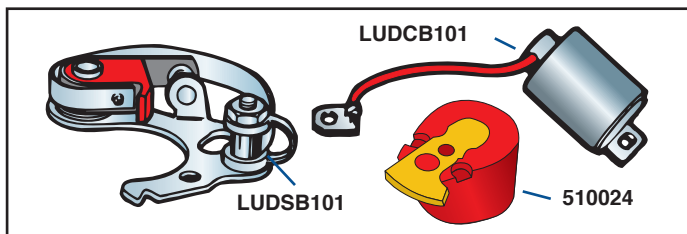
HPDDB117



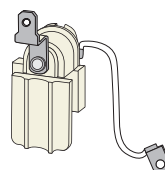
510024



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"



510024

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.

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

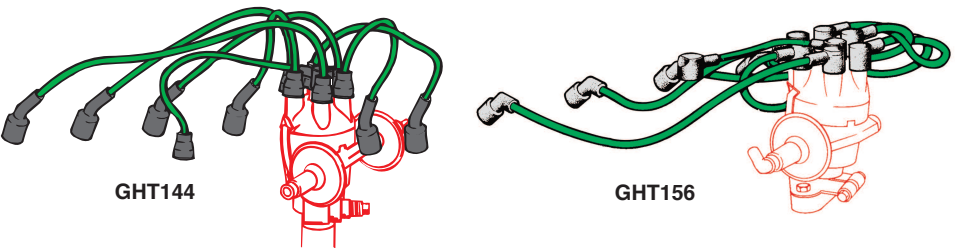
PTR203	Ignition Coil , chromed housing, TR250, TR6, 1968-72	1		
PTR201	Ignition Coil , black housing, TR250, TR6, 1968-72	1		
PTR204	Ignition Coil , chromed housing, TR6, 1973-76	1		
PTR202	Ignition Coil , black housing, TR6, 1973-76	1		

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...

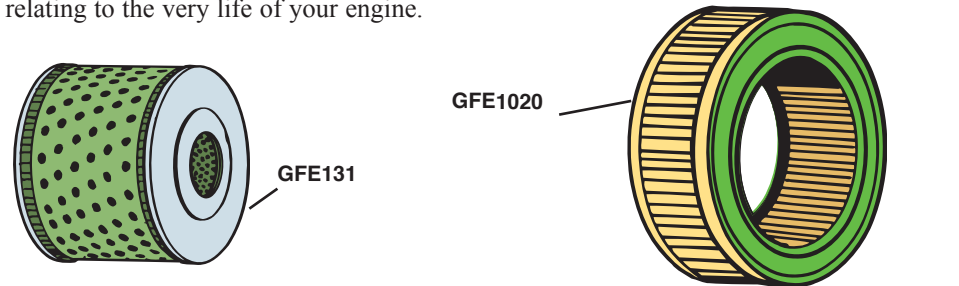


Part No.	Description	No. Off	List Price	Your Price
GHT144	Green Ignition Cable Kit; includes seven cables with end fittings and rubber boots installed, TR250, TR6 1968-73	1		
GHT156	Green Ignition Cable Kit; includes seven cables with end fittings and rubber boots installed, TR6 1974-76	1		

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...



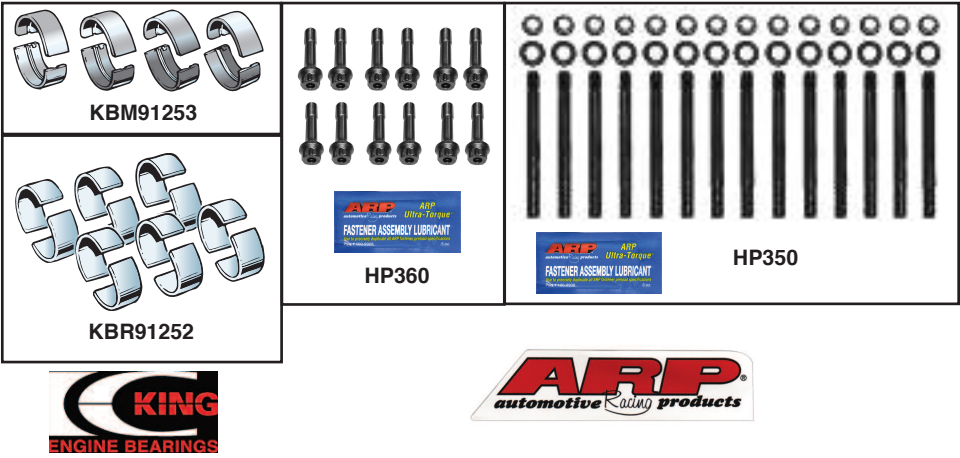
Part No.	Description	No. Off	List Price	Your Price
GSD169	Speedometer Cable , grey, TR250, TR6, 1968-74; fits all TR6 models if a one-piece cable is desired	1		
UKC5364	Speedometer Cable , grey, TR6, 1975-76; this is the short section from the speedometer to the service mileage counter on original cars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

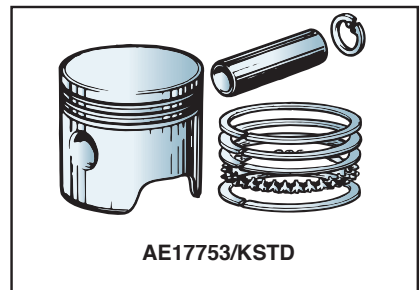
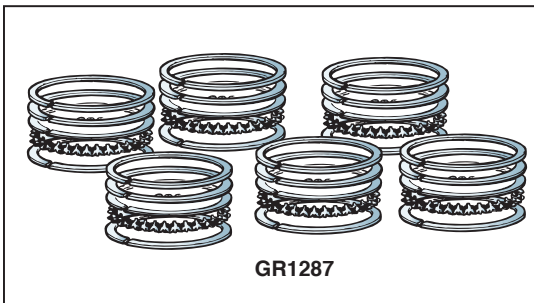
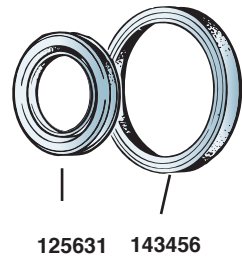
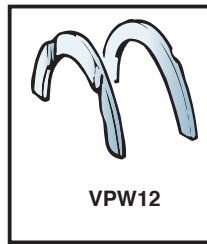
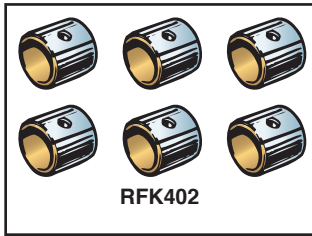
Our cars were high-performance sports cars meant for racing and hard driving, and many owners still drive them in a sporting manner. TRF selects the best parts available for sale to our customers because that is what we want to put into our own engines. The cost of the parts is only one factor involved 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		

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

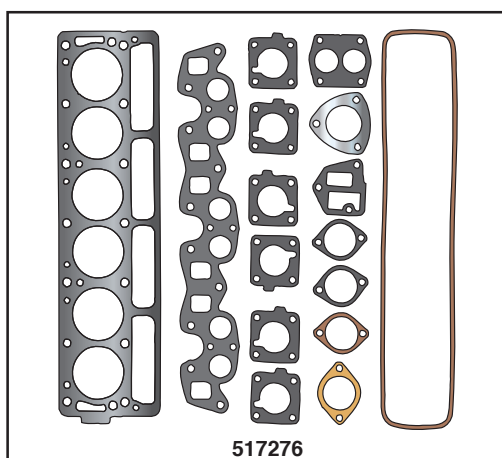
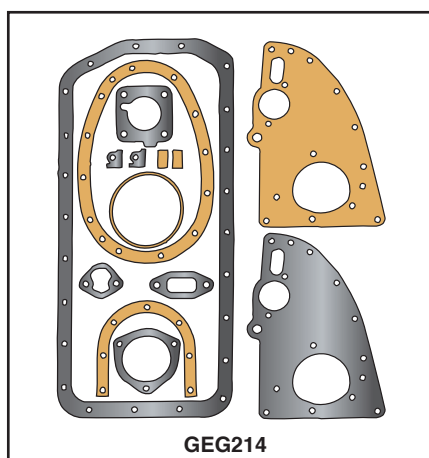
OIL SEALS

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

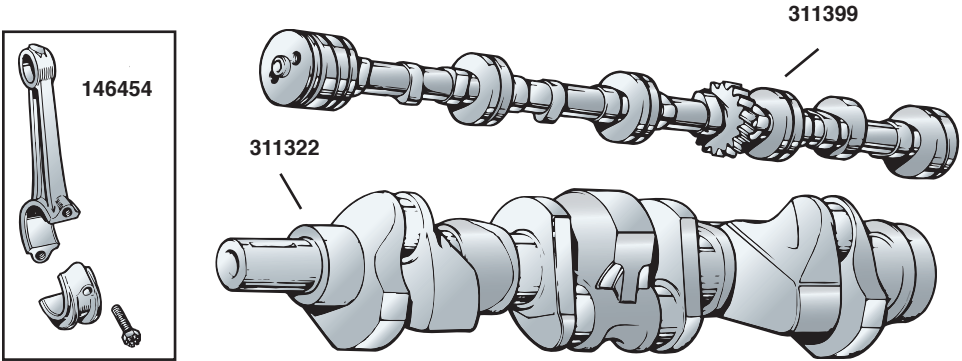
GEG413	Gasket , valve cover	1		
GEG413/HP	Gasket , valve cover, silicon	1		
213641	Gasket , manifold, 1968-71	1		
GEG682	Gasket , manifold, 1972-76	1		
211126	Gasket , timing cover	1		
GEG515	Gasket , oil pan	1		
105321	Gasket , rear crankshaft seal housing	1		

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.



HP270

HP272

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

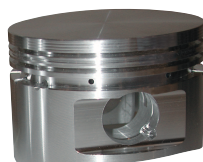
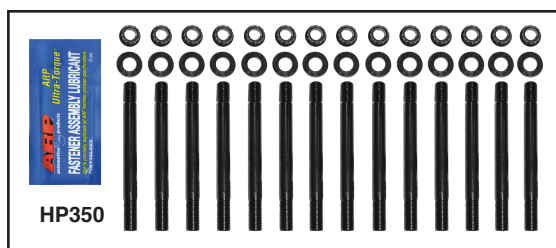
“Carrillo Rods, Wiseco Forged Pistons, Grant Piston Rings, Alloy Flywheels”

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

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

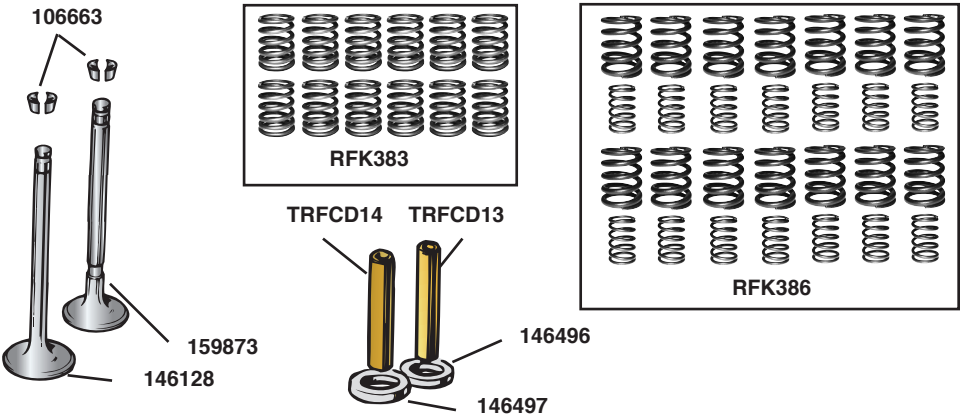
HP360	Bolt Kit , connecting rods, includes connecting rod bolts and thread lubricant for building one engine	1		
HP350	Hardware Kit , securing cylinder head, includes studs, washers, nuts, and thread lubricant, complete for one engine	1		

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”

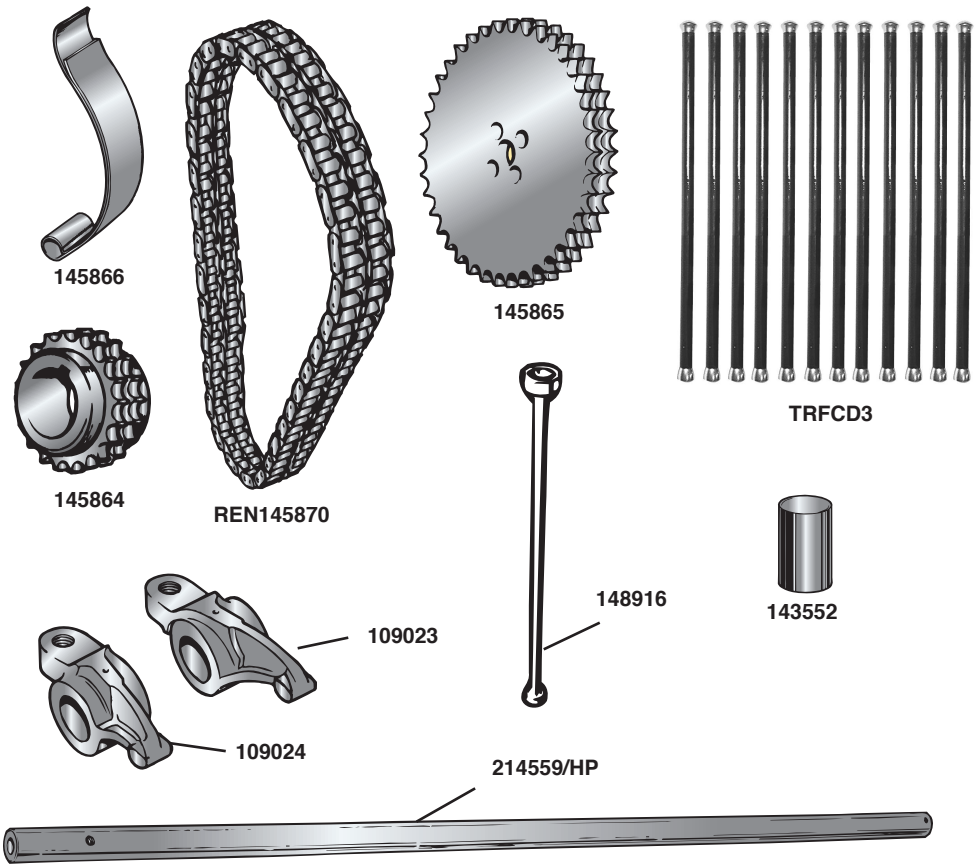
All valves, seats, and guides are the ones we suggest for upgrading cylinder heads to the constraints demanded by fuels with lowered octane, no lead, and added ethanol. We suggest Renold brand timing chains, as we have never heard of one breaking, and they are designed for minimum stretch, even after 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, tufttrided; better than stock	1		

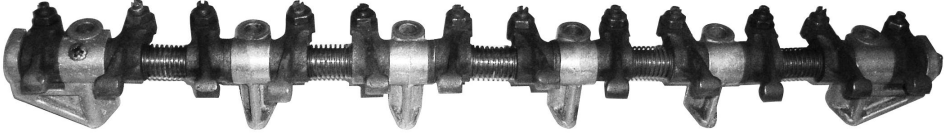
Note: Also see **Rocker Assemblies** listed on the following page...

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		

Section Continues ►►

ENGINE REBUILDING COMPONENTS

VALVE GEAR, INCLUDING HIGH-PERFORMANCE COMPONENTS—Continued



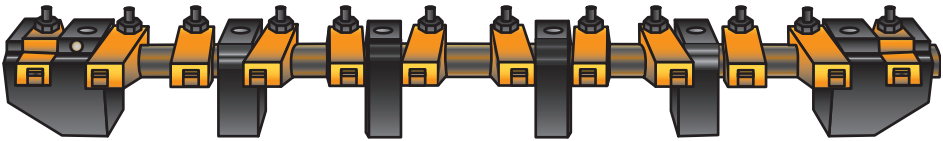
TRFCD222

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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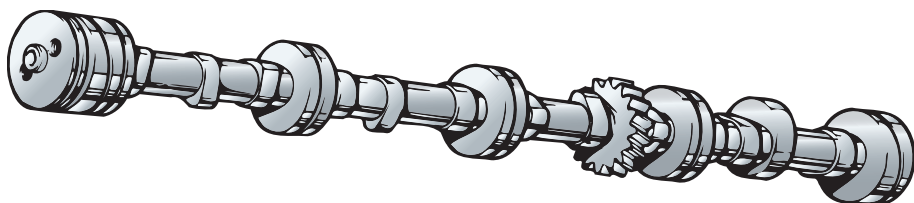
RFK1535	Plug Kit, oil gallery and oil passage in cylinder head; includes ten plugs, one set screw and one copper washer	1		
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ENGINE REBUILDING COMPONENTS

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

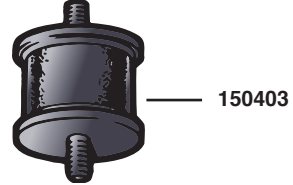
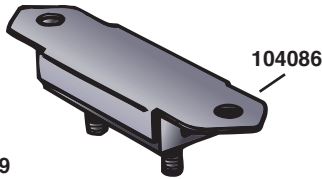
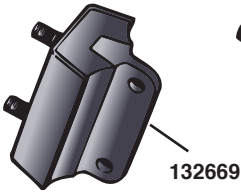
	DURATION @.010 TAPPET LIFT	DURATION @.050 TAPPET LIFT	CAM LIFT	VALVE LIFT	VALVE CLEARANCE	CENTER LINE
INT	281	232	.282"	.395"	.017	110 ATDC
EXH	281	232	.282"	.393"	.019	110 BTDC

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.



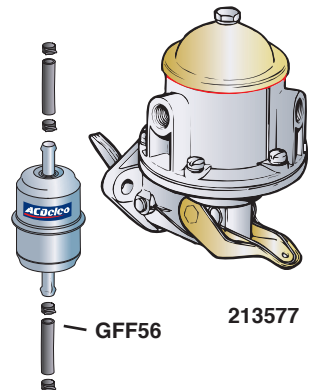
Part No.	Description	No. Off	List Price	Your Price
132669	Engine Mounting , front, fitted to both sides of engine block; better quality stock mount	2		
HP613	Engine Mounting , front, competition grade mount holds engine in place	2		
104086	Gearbox Mounting , rear, TR250, TR6 1968-72	1		
150403	Gearbox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



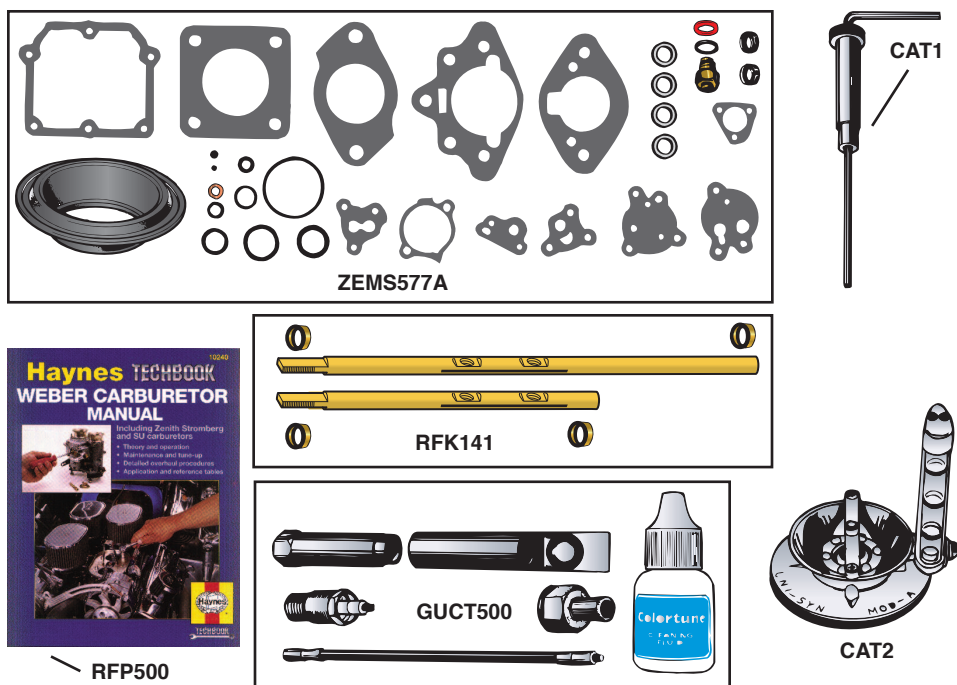
Part No.	Description	No. Off	List Price	Your Price
213577	Fuel Pump Assembly , identical to original AC pump, with priming lever	1		
RFK1401	Repair Kit , for original pump or for TRF’s replica pump	1		
GFF56	Fuel Filter , AC brand, metal case	1		

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.

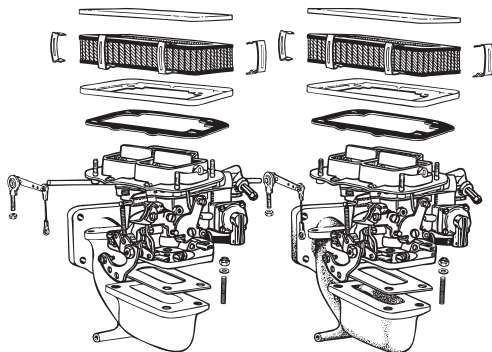


Part No.	Description	No.Off	List Price	Sale Price
ZEB20174ADJ	Jet Assembly , carburettor, adjustable, fit these to return your carbs to pre-emission specs, fits TR6, etc. with so-called non-adjustable jets	2		

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.



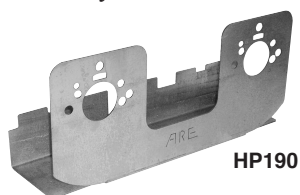
Part No.	Description	No.Off	List Price	Your Price
WEK155	Weber Down-Draught Carburettor Kit , includes twin carbs, manifolds, linkage, and air cleaners	1		

FUEL/EMISSIONS SYSTEM

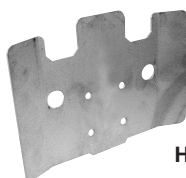
CARBURETTOR HEAT SHIELDS, TR250, TR6

“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

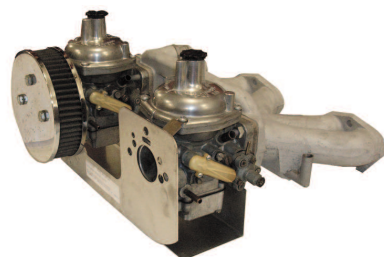


Photo of Heat Shield (Pt. No. HP190) installed on carburetors along with an aftermarket air cleaner on one carb. Note that the stock air cleaner also fits perfectly with a heat shield.



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.



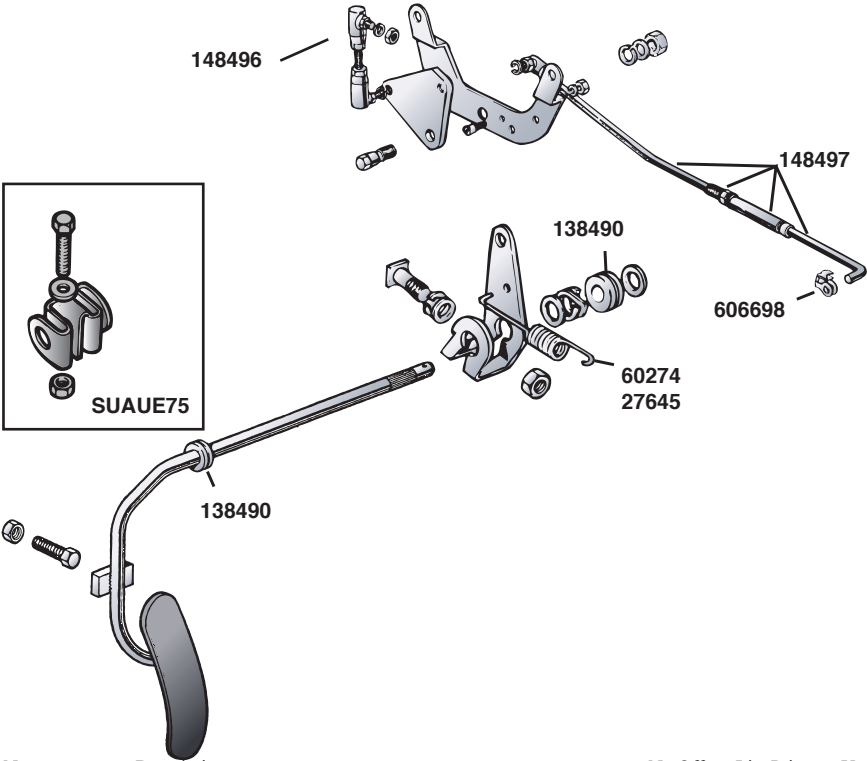
Part No.	Description	No. Off	List Price	Your Price
HP191	Velocity Stack Kit ; these fit 1.75-inch SU and Zenith-Stromberg carbs; kit includes one pair	1		
HP198	Air Cleaner , wire mesh; not included in velocity stack kit	2		

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!



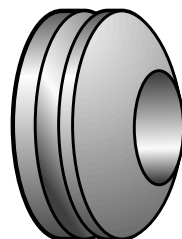
Part No.	Description	No.Off	List Price	Your Price
RFK1290	THROTTLE LINKAGE KIT	1		
138490	Bearing , nylon, accelerator cross-shaft, fitted to holes in bulkhead	2		
27645	Spring , return, accelerator cross-shaft lever, 1968-72	1		
60274	Spring , return, accelerator cross-shaft lever, 1973-76	1		
148497	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.

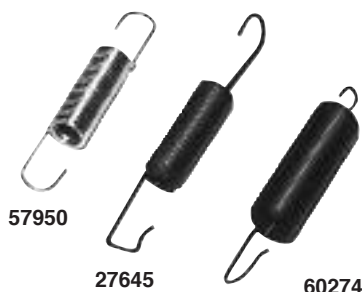


Part No.	Description	No. Off	List Price	Your Price
138490	Bearing , accelerator cross-shaft; late Triumph material does not disintegrate	2		

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.



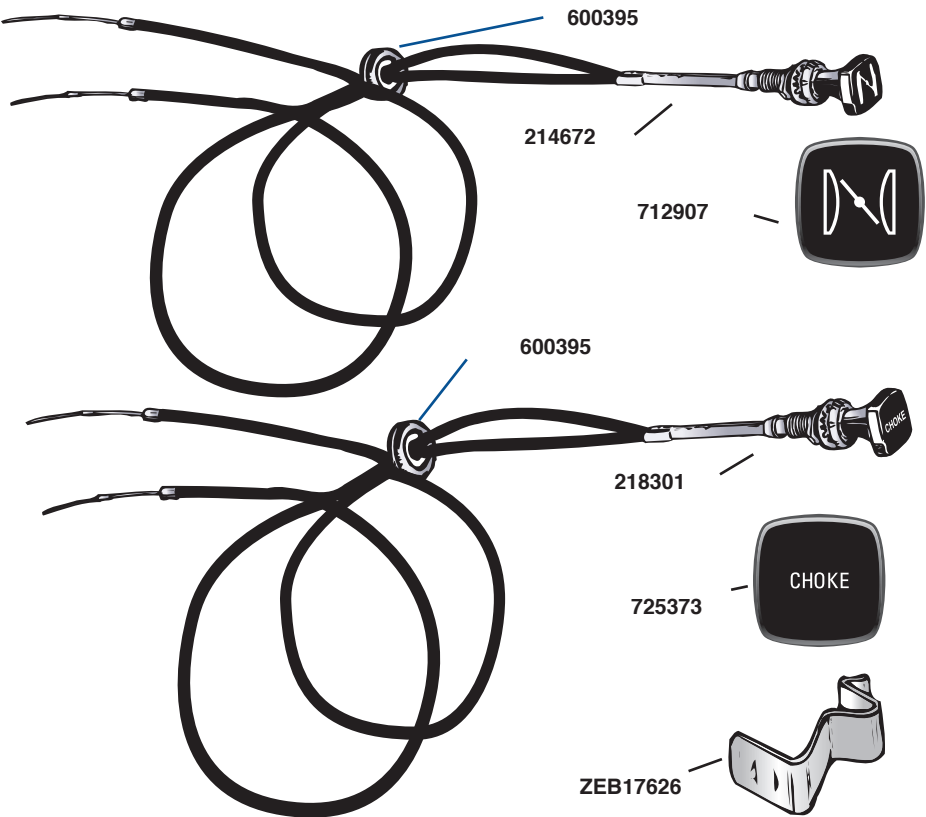
Part No.	Description	No. Off	List Price	Your Price
57950	Return Spring , clutch and brake pedals, mounted under dash	2		
27645	Return Spring , accelerator linkage, TR250, TR6 up to comm. no. CF1, 1968-72; mounted under bonnet	1		
60274	Return Spring , accelerator linkage, TR6 after comm. no. CF1, 1973-76;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

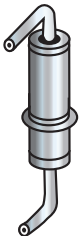
Part No.	Description	No.Off	List Price	Your Price
VACUUM TUBES, black				
151105	Vacuum Tube , 2-1/4 inch length		A/R	
UKC2115	Vacuum Tube , 4 inch length		A/R	
UKC2116	Vacuum Tube , 5-1/2 inch length		A/R	
UKC2118	Vacuum Tube , 6 inch length		A/R	
UKC2109	Vacuum Tube , 7 inch length		A/R	
UKC2615	Vacuum 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.



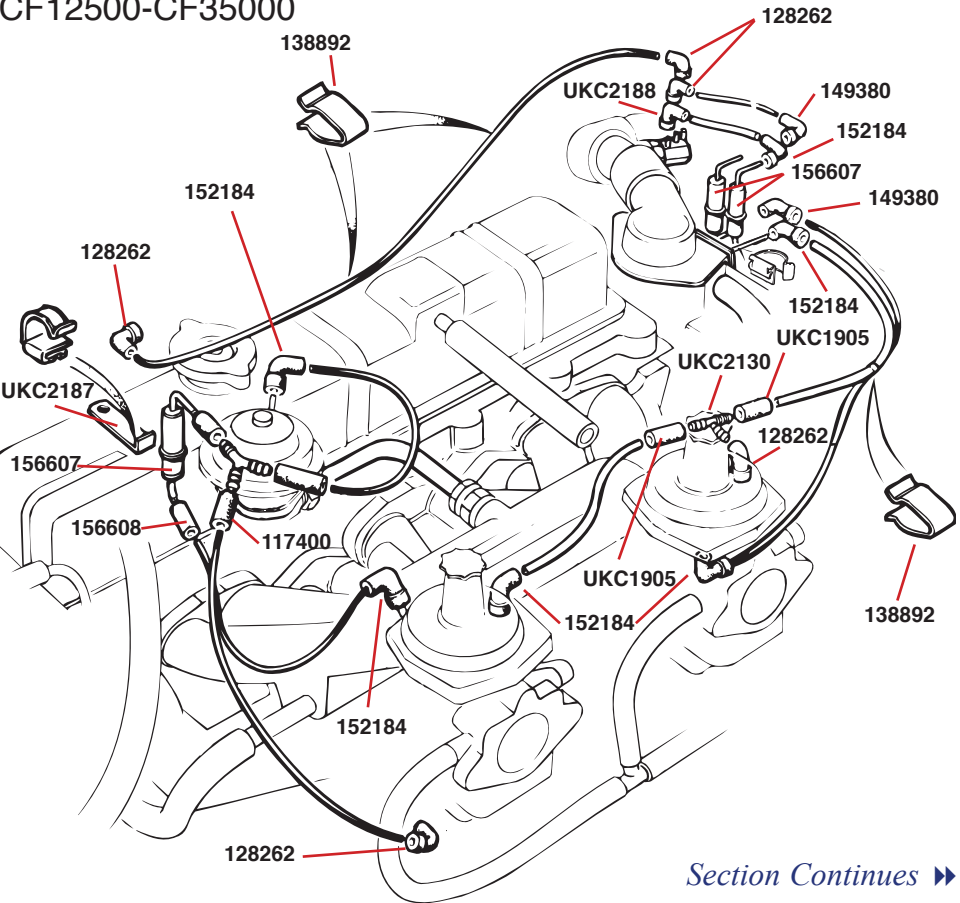
Part No.	Description	No.Off	List Price	Your Price
156607	Fuel Trap, aka “Flame Trap,” used on TR6 emissions systems	A/R		

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

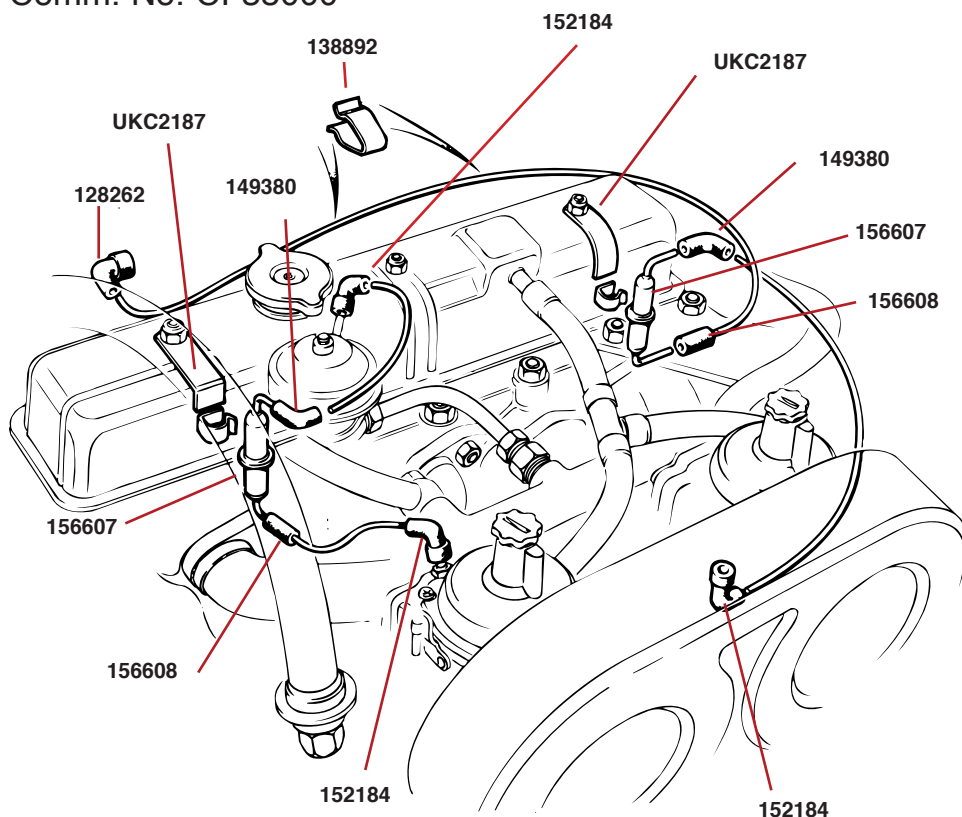


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FUEL/EMISSIONS SYSTEM

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

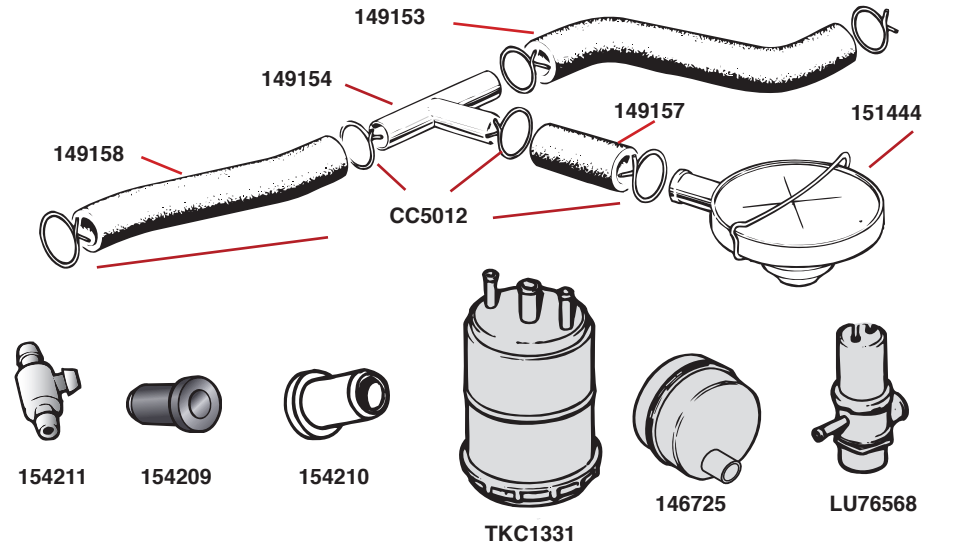
117400	Connector , rubber, straight	A/R
128262	Connector , rubber, elbow; smaller hole and very small hole	A/R
149380	Connector , rubber, elbow; both smaller holes	A/R
152184	Connector , rubber, elbow; bigger hole and very small hole	A/R
154124	Connector , rubber, elbow	A/R
156608	Connector , rubber,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



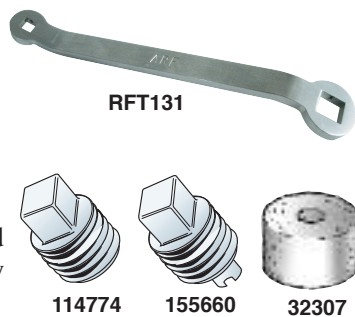
Part No.	Description	No. Off	List Price	Your Price
RFK331	PIPE KIT , E.G.R. Valve	1		
UKC2316	Pipe , connecting E.G.R. valve to intake manifold	1		
UKC1413	Tubing Nut , both ends of pipe	2		
TL11	Compression Sleeve , both ends of pipe	2		
UKC2313	Adaptor , pipe to intake manifold; not included in kit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



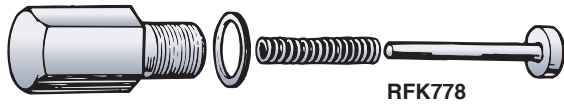
Part No.	Description	No. Off	List Price	Your Price
114774	Drain Plug , engine oil; also fits gearbox and diff drain and filler holes	A/R		
155660	Drain Plug , engine oil; also fits gearbox drain hole, magnetic	A/R		
32307	Felt Seal , oil dipstick	1		
RFT131	Combination Wrench , with square hole for removing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



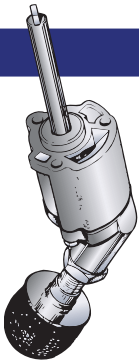
Part No.	Description	No. Off	List Price	Your Price
RFK778	RELIEF VALVE KIT, TR250, TR6	1		
107246	Body, relief valve	1		
132107	Piston, relief valve	1		
131535	Spring, relief valve	1		
6K433	Washer, fibre, sealing body to engine block	1		

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.

217488



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

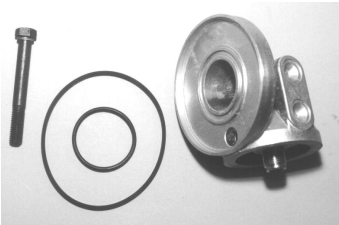
SPIN-ON OIL FILTER CONVERSIONS, TR250, TR6

“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.



GFE148



TRFEL403

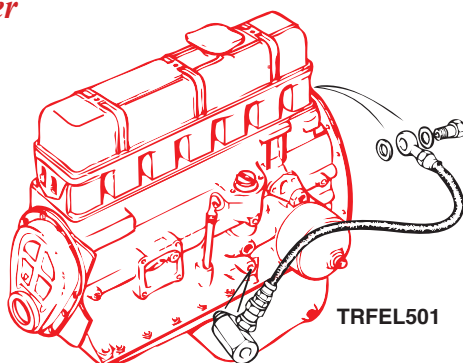
Part No.	Description	No.Off	List Price	Your Price
TRFEL403	Spin-on Adaptor, comes with seals	1		
GFE148	Oil Filter, spin-on type	1		
GFE148/3	Oil Filter, multi-pack of three	A/R		

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.

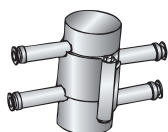


Part No.	Description	No.Off	List Price	Your Price
TRFEL501	Oil Feed Kit , all TR250, TR6	1		

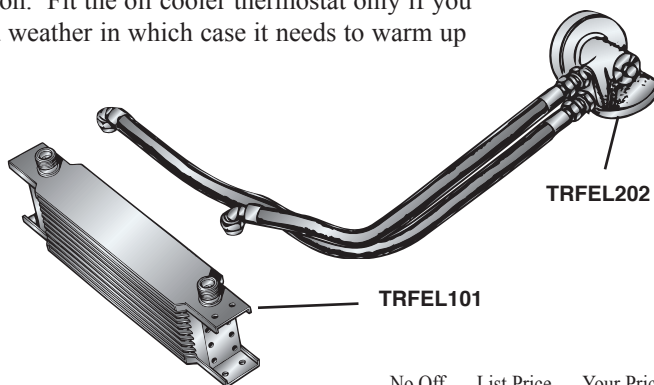
OIL COOLER COMPONENTS, TR250, TR6

“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



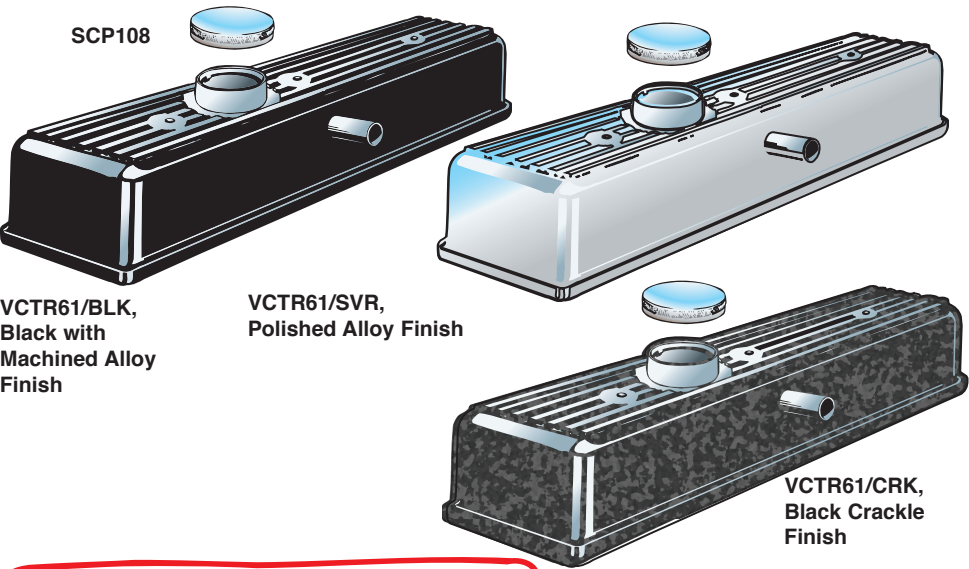
Part No.	Description	No.Off	List Price	Your Price
TRFEL101	Radiator , oil cooler, thirteen rows; sufficient for most uses	1		
TRFEL102	Radiator , oil cooler, sixteen rows; for use in very hot climates or for very hard racing	1		
TRFEL202	Hose and Adaptor Kit , oil cooler, with rubber connecting hoses	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



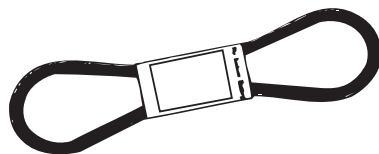
Part No.	Description	No. Off	List Price	Your Price
VCTR61/SVR	Alloy Valve Cover, polished aluminium finish; fits TR250, TR6; may interfere with EGR valve on later TR6	1		
VCTR61/BLK	Alloy Valve Cover, black finish with machined aluminium details; fits TR250, TR6; may interfere with EGR valve on later 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

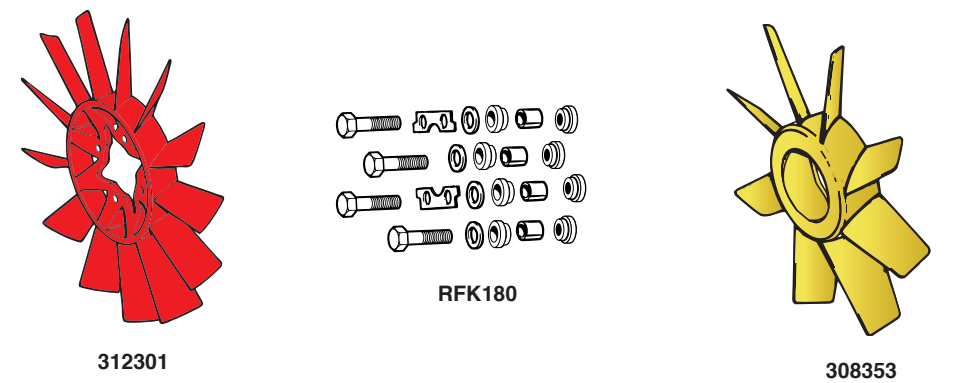
Part No.	Description	No. Off	List Price	Your Price
QHQP749	Water Pump , with single pulley, takes 3/8-inch belt and fits TR250 and very early TR6	1		
TKC2106	Water Pump , with double pulley, takes 1/2-inch belt and fits all later TR6 models with 1/2-inch fan belt	1		
GWP189	Water Pump , with single pulley, 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

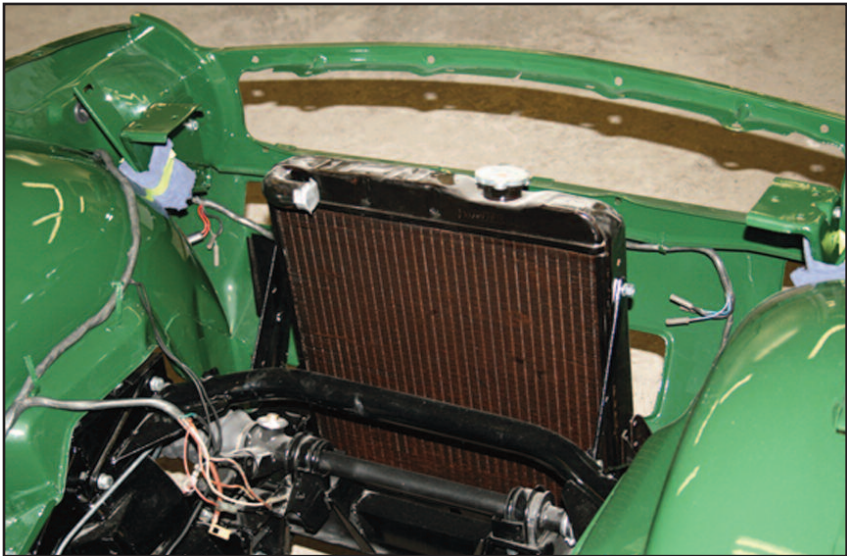
REPLACEMENT COOLING RADIATORS, TR250, TR6

“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.



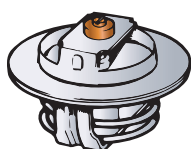
Part No.	Description	No.Off	List Price	Your Price
RADIATORS WITHOUT COOLING FANS				
HP650/E	Radiator, cooling, high-performance alloy radiator, fits TR250, TR6, 1968-74	1		
HP650/L	Radiator, cooling, high-performance alloy radiator, fits TR6, 1975-76	1		
RADIATORS WITH ELECTRIC COOLING FANS				
HP650/E-FAN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

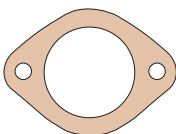
THERMOSTATS AND RADIATOR CAPS, TR250, TR6

“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.



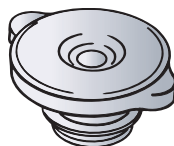
GTS104



GTG103



156333



GRC114



GTR110

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		

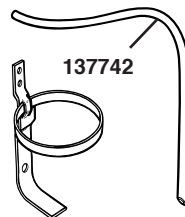
RADIATOR OVERFLOW BOTTLES, ALL TR250, TR6

“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.



RFK185



713544

137742

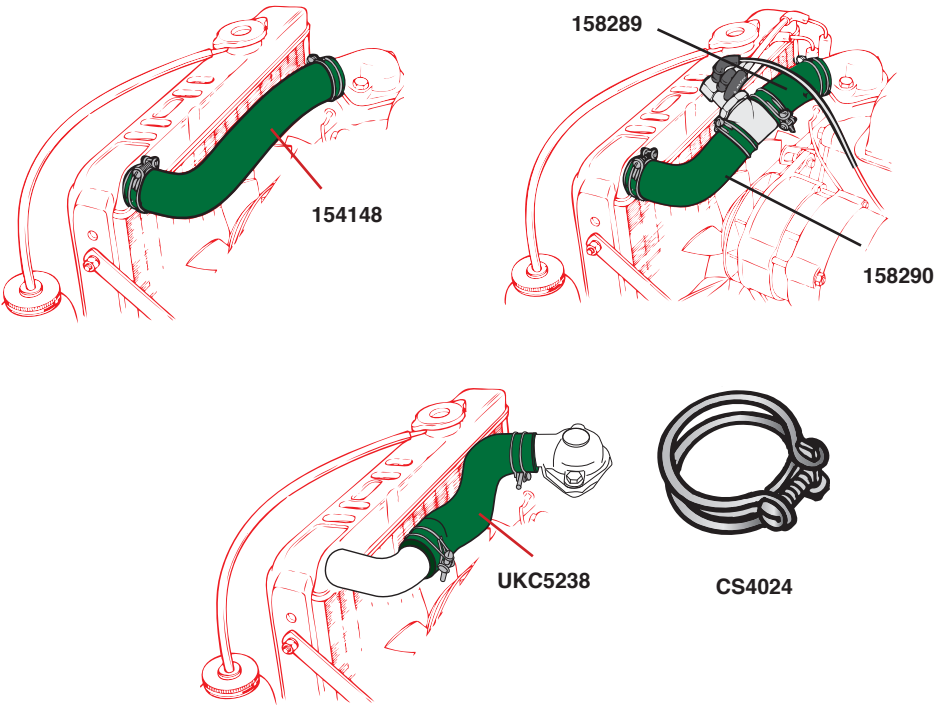
Part No.	Description	No. Off	List Price	Your Price
RFK185	BOTTLE KIT , radiator overflow	1		
137632	Bottle , plastic	1		
137743	Cap , black, on bottle	1		
616925	Grommet , fitted in bottle cap	1		
713544	Bracket , mounted to inner fender to hold bottle	1		
137742	Pipe , overflow, radiator to bottle	1		

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.

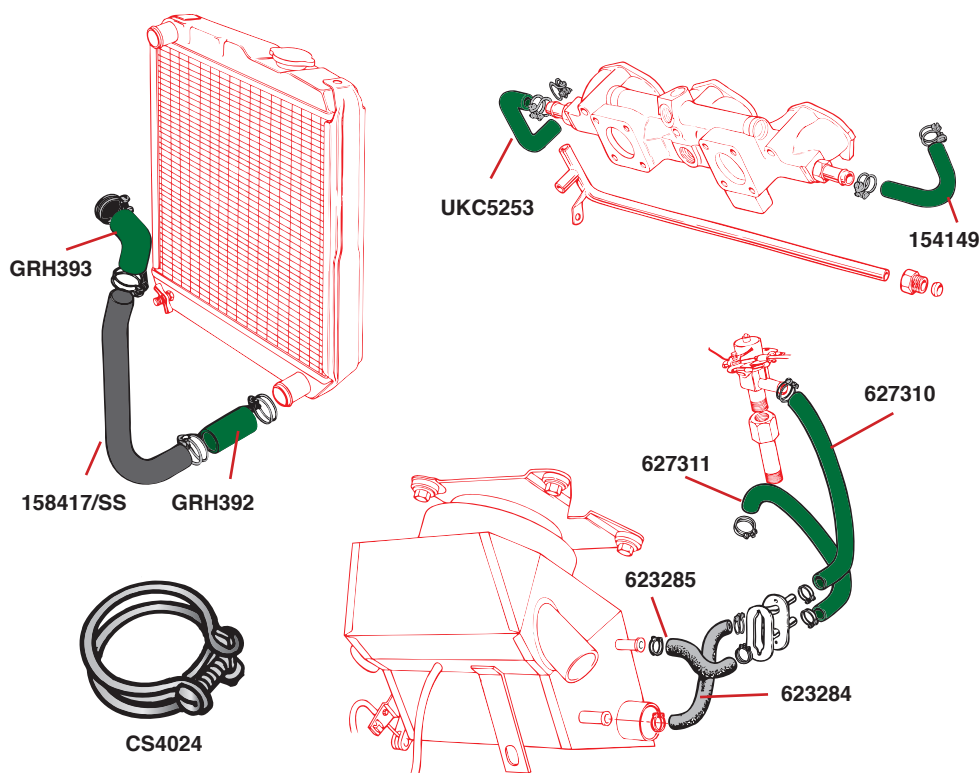


Part No.	Description	No. Off	List Price	Your Price
GREEN RADIATOR TOP HOSES				
154148	Hose, radiator top, TR250, TR6, 1968-71	1		
158289	Hose, radiator top, straight section, TR6, 1972-74	1		
158290	Hose, radiator top, elbow section, TR6, 1972-74	1		
154148	Hose, radiator top, replacement for two-piece 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		

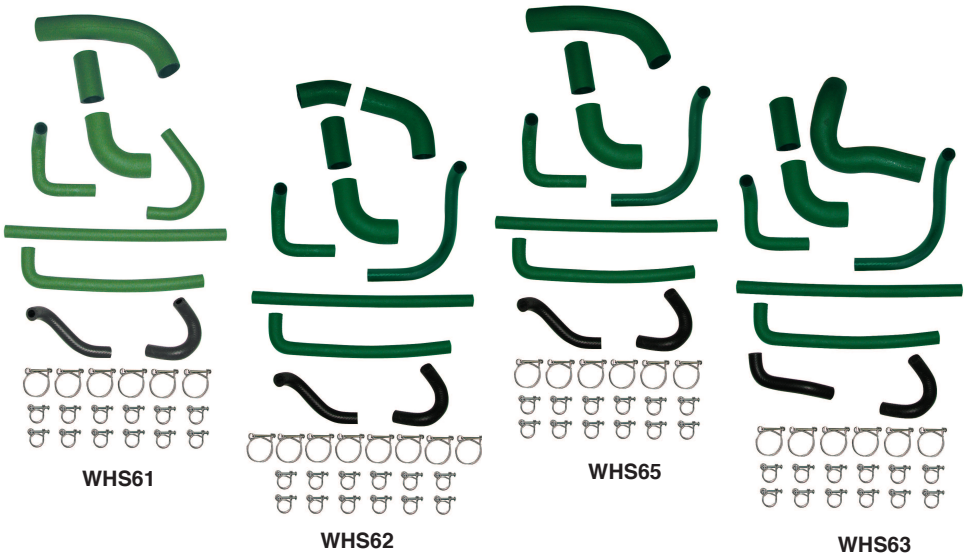
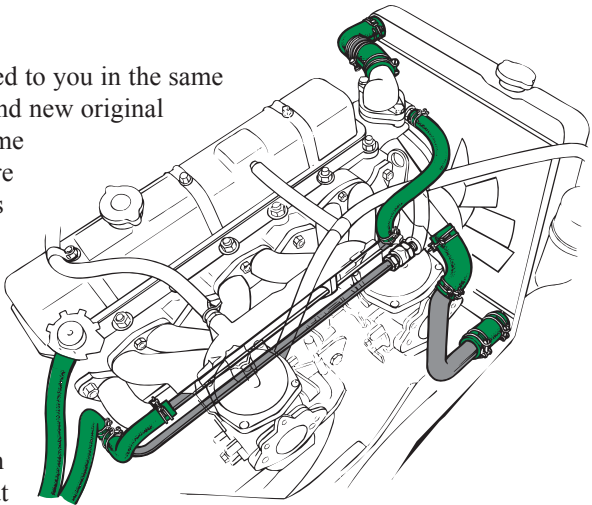
Please Note: TRF supplies the smallest possible clips to fit each hose. This reduces the length of extra screw thread after the clip has been tightened. You may have to work at it, but our clips will work on every hose...

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		

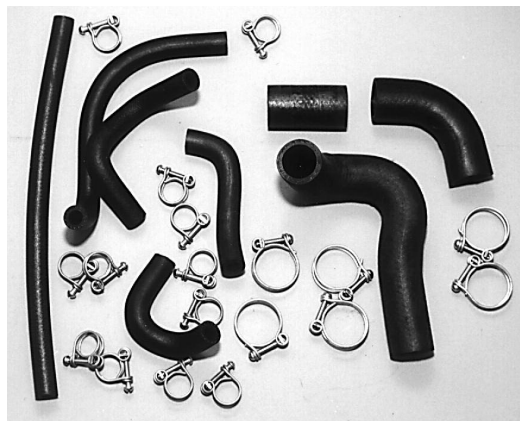
P.S. Hose kits include nine to ten hoses and eighteen to twenty hose clips.

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		

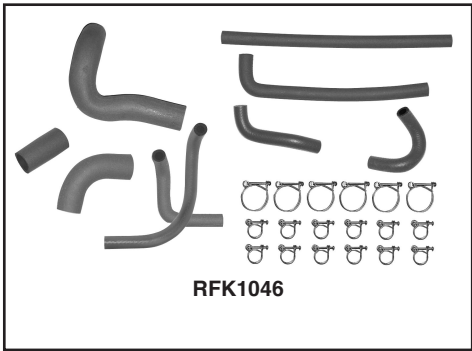
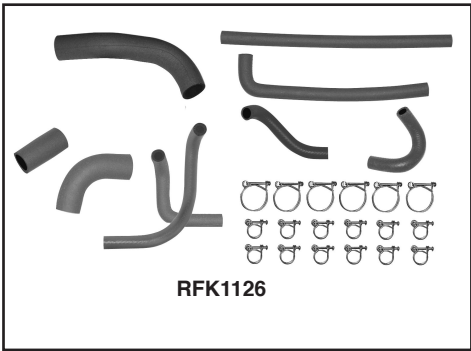
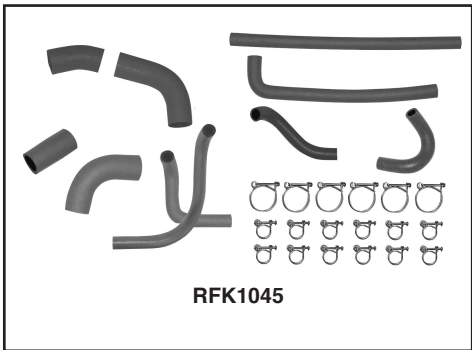
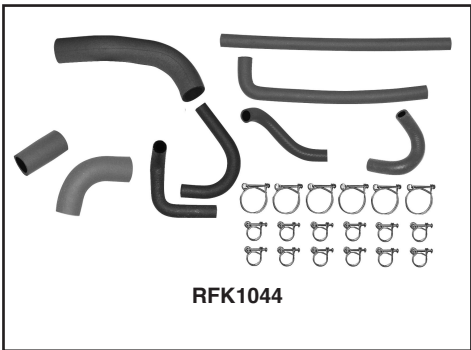
Please Note: TRF supplies the smallest possible clips to fit each hose. This reduces the length of extra screw thread after the clip has been tightened. You may have to work at it, but our clips will work on every hose...

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		

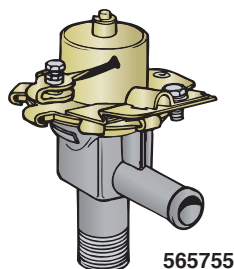
P.S. Hose kits include nine to ten hoses and eighteen to twenty hose clips.

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

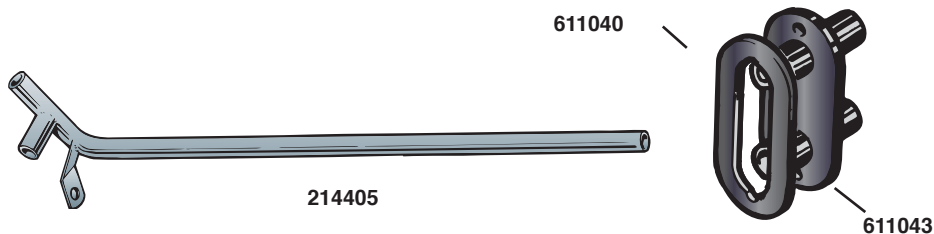
148435	Adaptor , water valve to cylinder head	1		
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RFK836	Trunnion Fitting , with screw for securing control cable to heater valve	1		
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HEATER WATER PIPES, TR250, TR6

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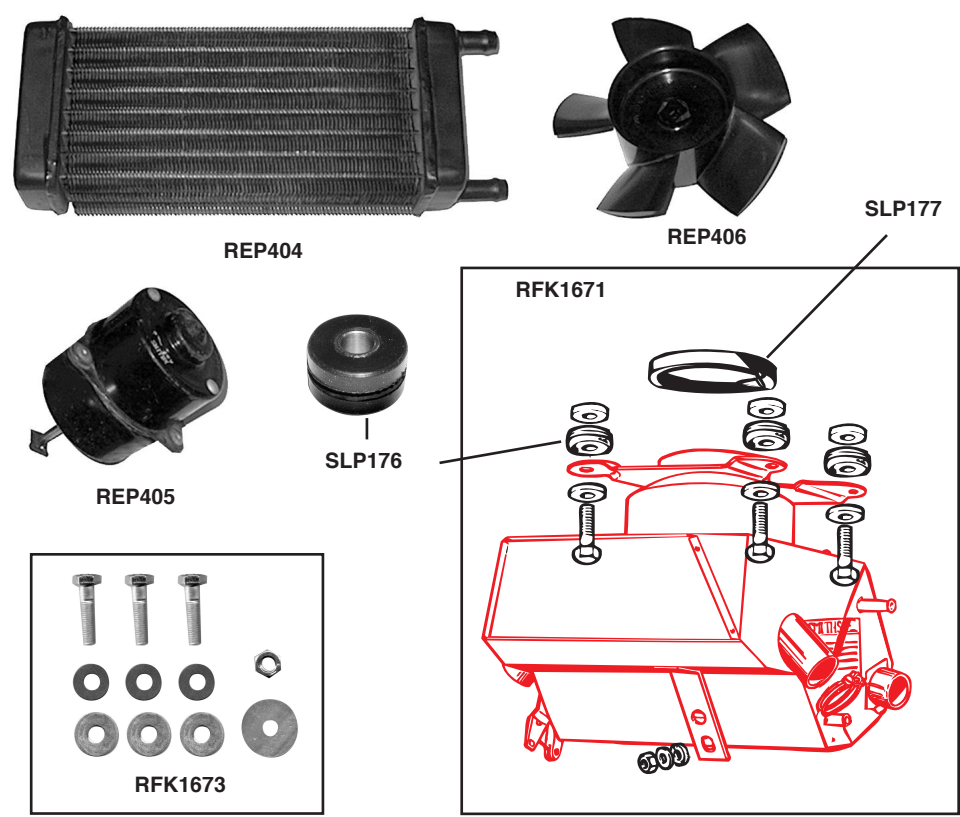
214404	Water Return Pipe , P.I. models; also useful for carb conversions which use non-stock manifolds	1		
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COOLING SYSTEM

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.



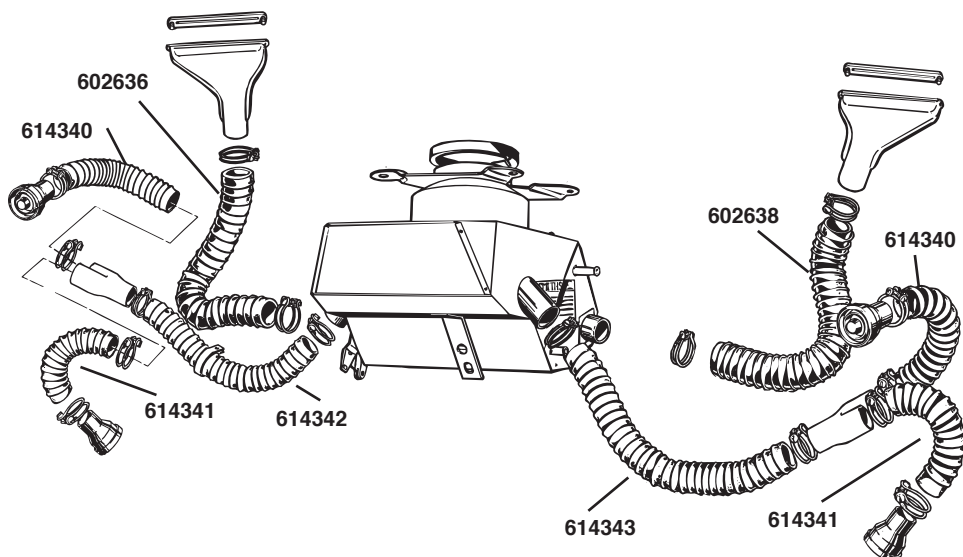
Part No.	Description	No.Off	List Price	Your Price
REBUILDING COMPONENTS, TR250, TR6				
REP404	Heater Core Assembly; aka radiator	1		
REP405	Heater Motor	1		
REP406	Fan, heater motor	1		
RFK1671	HEATER FITTING KIT, for installing the heater to the body shell	1		
SLP176	Mounting, rubber, heater assembly 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

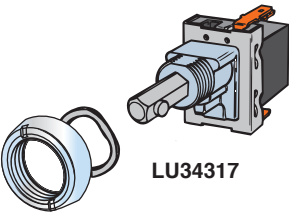
GHH175/18	Hose , heater air, 1.75-inch diameter, 18-inch length	A/R		
GHH150/18	Hose , heater air, 1.5-inch diameter, 18-inch length	A/R		

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

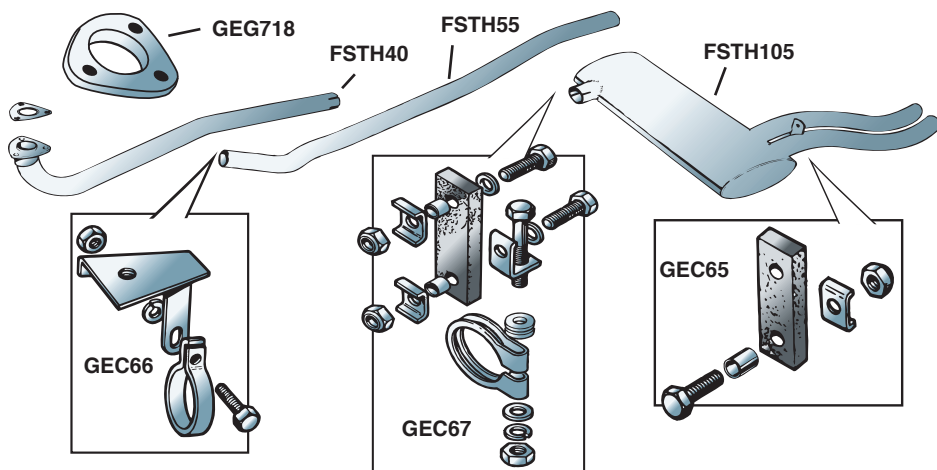
EXHAUST SYSTEM COMPONENTS—INTRODUCTION

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.



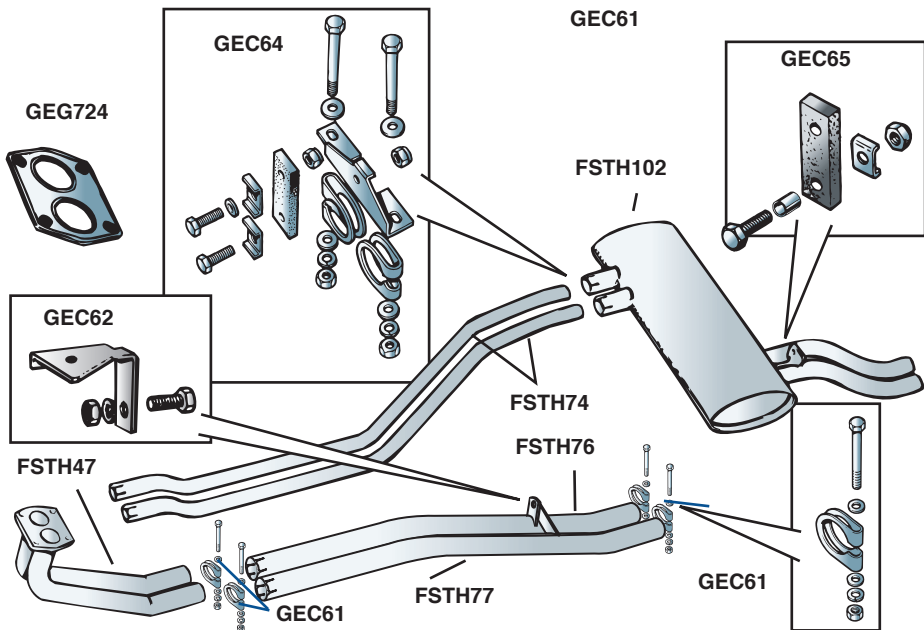
Part No.	Description	No. Off	List Price	Your Price
GEG718	Gasket , front pipe flange to manifold	1		
FSTH40	Front Exhaust Pipe ; downpipe	1		
FSTH55	Connecting Pipe	1		
FSTH105	Rear Muffler Assembly , with twin tail pipes	1		
HANGERS, BRACKETS, AND CLAMPS				
RFK770	Hardware Kit , front pipe to manifold 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.



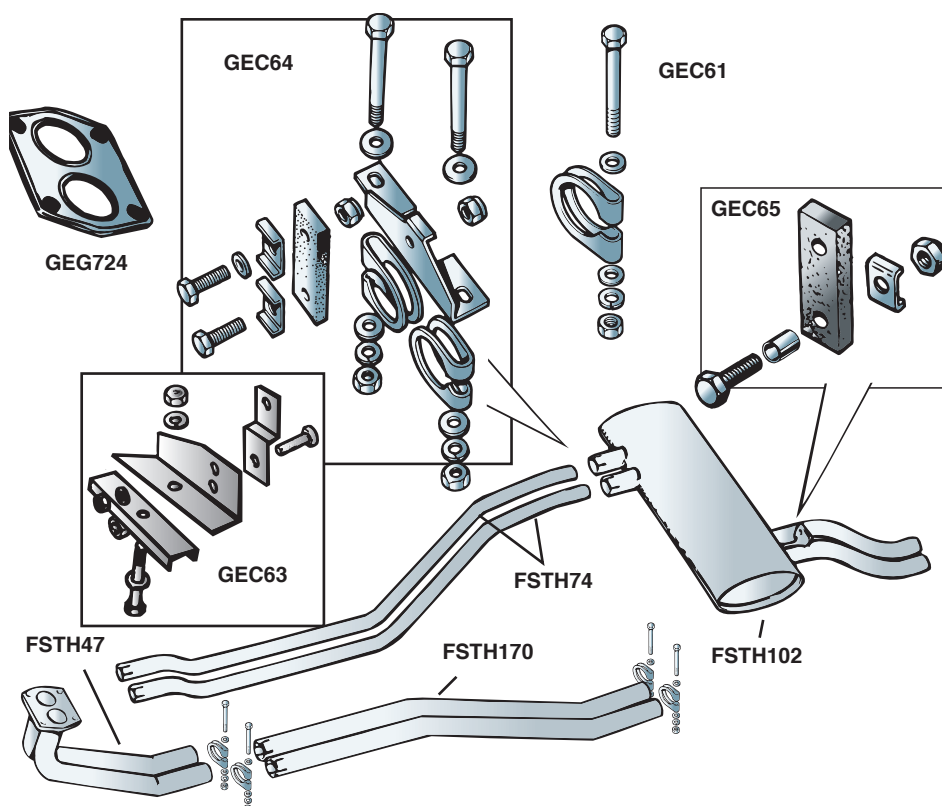
Part No.	Description	No. Off	List Price	Your Price
GEG724	Gasket , front pipe flange to manifold	1		
FSTH47	Front Pipe Assembly ; double downpipe	1		
FSTH77	Front Connecting Pipe , LH	1		
FSTH76	Front Connecting Pipe , RH	1		
FSTH74	Rear Connecting Pipe	2		
FSTH102	Rear Muffler Assembly , with twin tail 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		

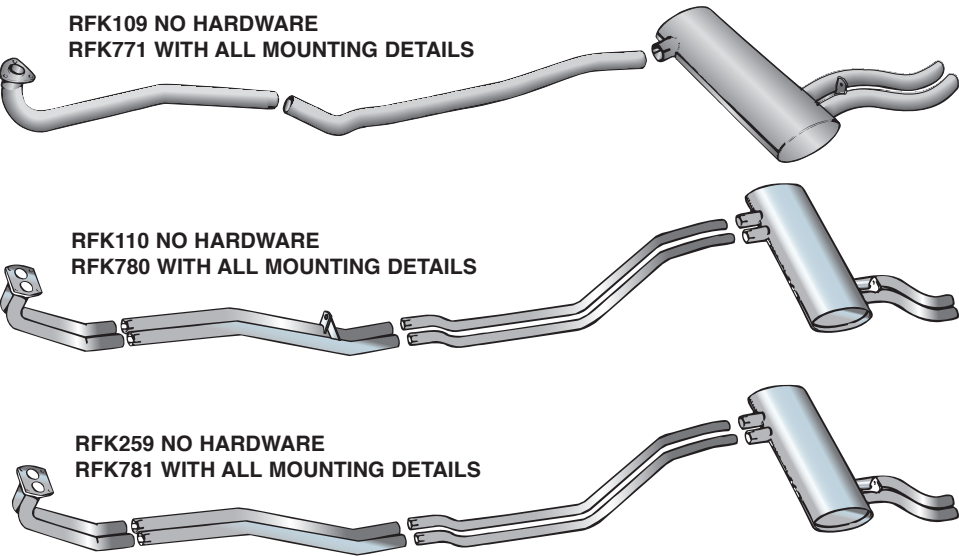
EXHAUST COMPONENTS

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.

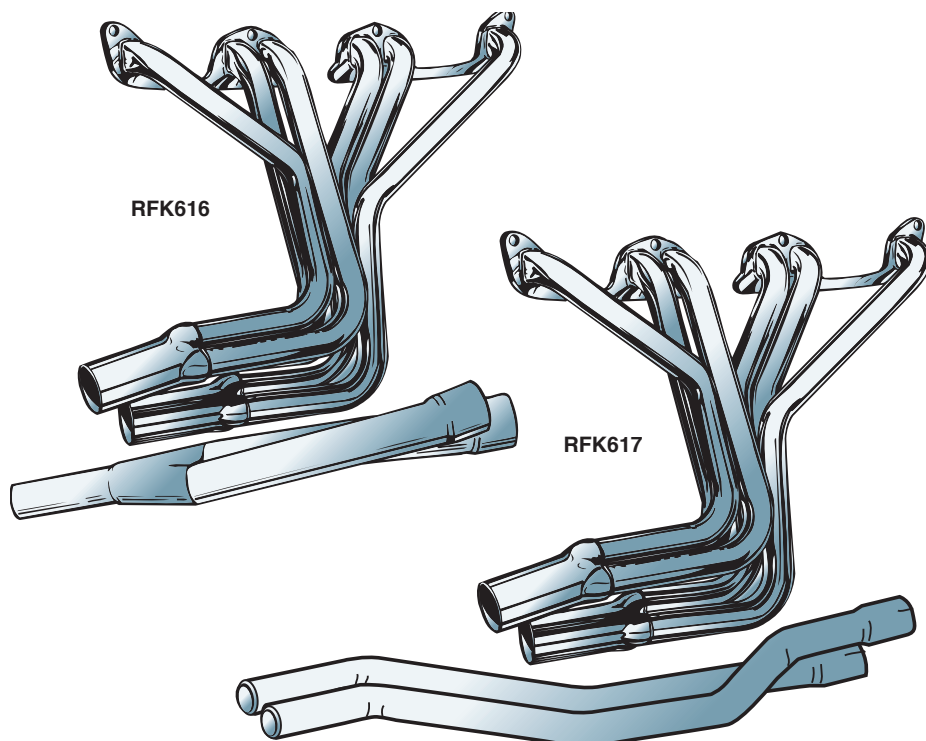
Part No.	Description	No. Off	List Price	Your Price
RFK771	Exhaust System , single-pipe, TR250, TR6, 1968-71	1		
RFK780	Exhaust System , double-pipe, TR6 1972, with earlier gearbox mount	1		
RFK781	Exhaust System , double-pipe, TR6 1973-76, with later gearbox mounting system	1		

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.



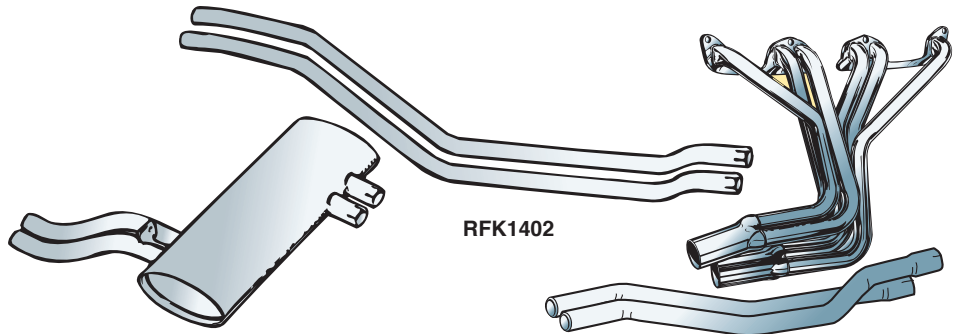
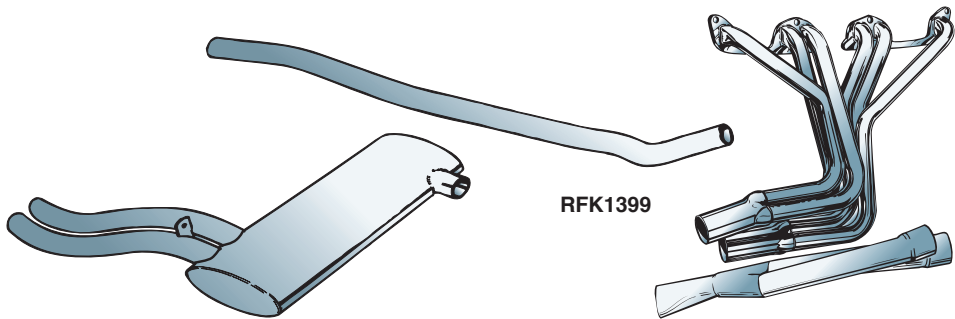
Part No.	Description	No. Off	List Price	Your Price
RFK616	HEADER KIT , single-pipe exhaust system, 1968-71	1		
FSTH601	Header , front section	1		
FSTH602	Header , rear section	1		
FSTH605	Collector Pipe Assembly	1		
RFK617	HEADER KIT , double-pipe exhaust system, 1972-76	1		
FSTH601	Header , front section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



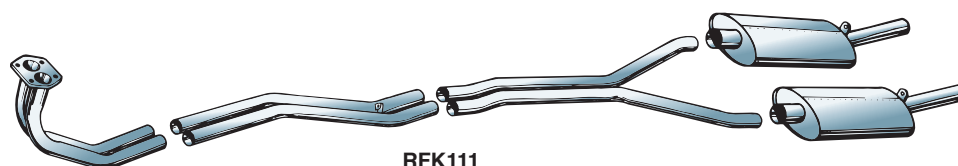
Part No.	Description	No. Off	List Price	Your Price
RFK1399	EXHAUST SYSTEM WITH HEADER, TR250, TR6, 1968-71	1		
FSTH601	Header, front section	1		
FSTH602	Header, rear section	1		
FSTH605	Collector Pipe Assembly	1		
FSTH55	Rear Connecting Pipe	1		
FSTH105	Rear Muffler Assembly, with twin tail pipes	1		
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

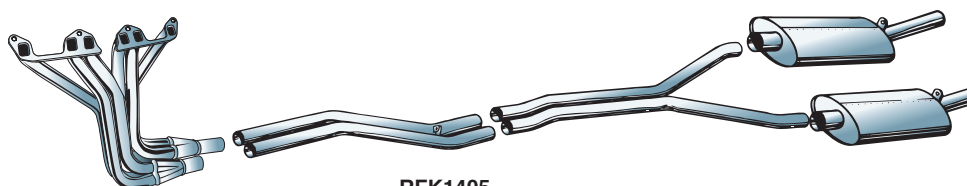
FREE-FLOW EXHAUST SYSTEMS IN STAINLESS STEEL

“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		

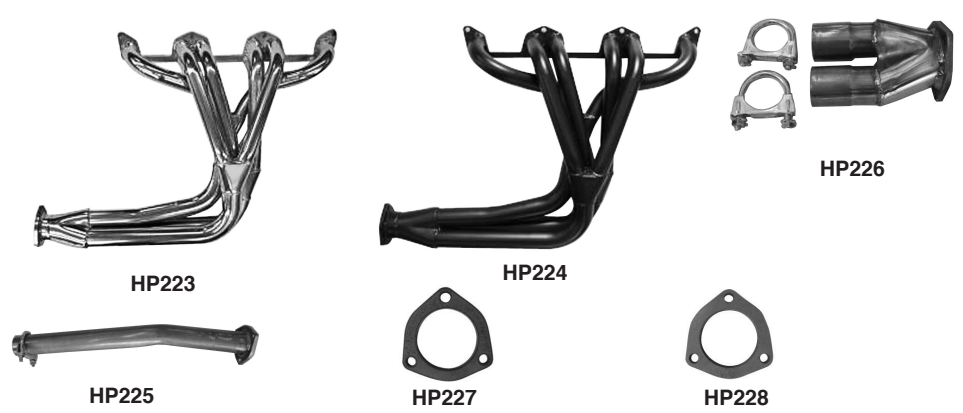
* Brackets welded to front connecting pipes should be removed when the system is fitted to 1973-76 models.

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.



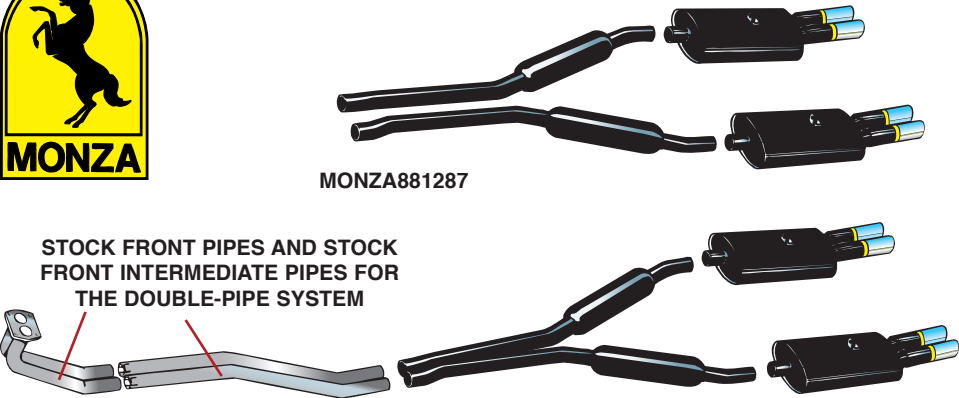
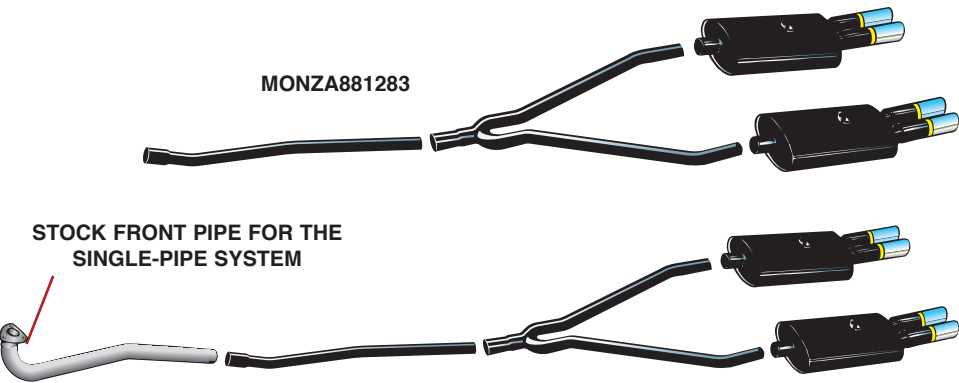
Part No.	Description	No.Off	List Price	Your Price
HIGH-PERFORMANCE HEADERS; come with outlet flange gasket and bolts; order correct manifold gasket separately				
HP223	Exhaust Header, silver finish	1		
HP224	Exhaust Header, black satin finish	1		
ADAPTOR, for single-pipe exhaust system, TR250, TR6, 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.