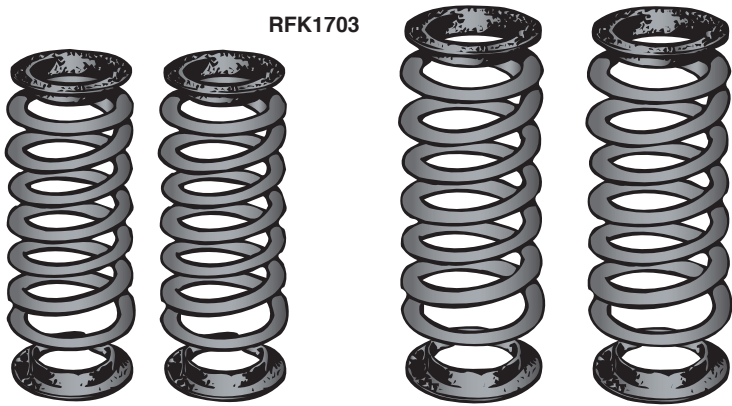


SUSPENSION

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

Keeping It Original Is Not a Bad Choice”

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



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

SUSPENSION

UPDATED ROAD SPRINGS, TR250, TR6

“The Best Option Currently Available”

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



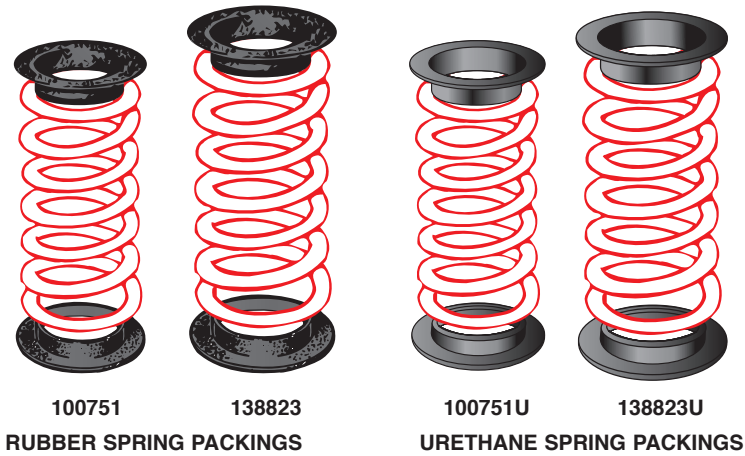
Part No.	Description	No.Off	List Price	Your Price
HP132	Uprated Spring Kit; includes a matched set of front and rear road springs as described above, plus a set of urethane spring packings	1		
STACKABLE SPRING SPACERS FOR FRONT SPRINGS; use these to adjust ride height, the 1/2-inch spacer kit is the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

SUSPENSION

SPRING PACKINGS, TR250, TR6

“Choose Original Rubber or High-Performance Urethane Packings”

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



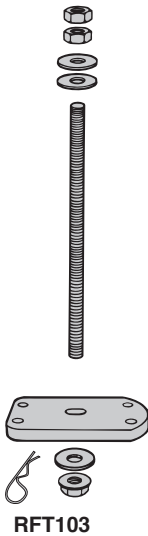
Part No.	Description	No. Off	List Price	Your Price
FRONT SPRING PACKINGS				
100751	Spring Packing, rubber	4		
100751/U	Spring Packing, high-performance urethane	4		
REAR SPRING PACKINGS				
138823	Spring Packing, rubber	4		
138823/U	Spring Packing, high-performance urethane	4		

SPRING COMPRESSOR TOOL, TR250, TR6

“TRF Tool Allows Safe Disassembly of the Front Suspension”

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

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



SUSPENSION

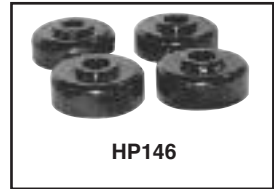
FRONT SHOCK ABSORBERS, TR250, TR6

“Choose Stock Shocks or Koni Brand Adjustable Shocks”

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



KONI80A-1784



HP146



RFK738

AR62-1395

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

SUSPENSION

REAR LEVER SHOCK ABSORBERS AND LINKS, TR250, TR6

“Choose Brand New or Factory-Rebuilt Lever Shocks”

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



AR8686LH



ARSF2



141464

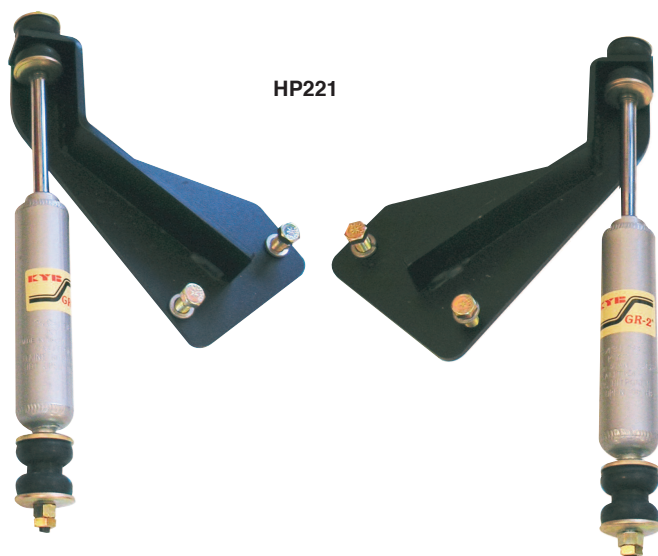
Part No.	Description	No. Off	List Price	Your Price
BRAND NEW SHOCKS , rear suspension				
AR8686LH	Shock Absorber , Armstrong, lever type, LH	1		
AR8686RH	Shock Absorber , Armstrong, lever type, RH	1		
FACTORY-REBUILT SHOCKS , rear suspension				
211936R	Shock Absorber , lever-type, rebuilt, LH	1		
211937R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

SUSPENSION

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

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

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



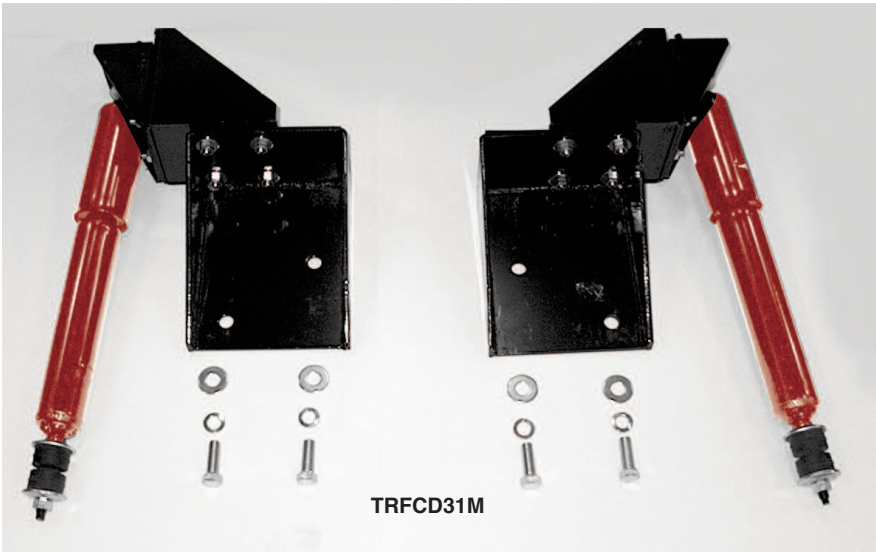
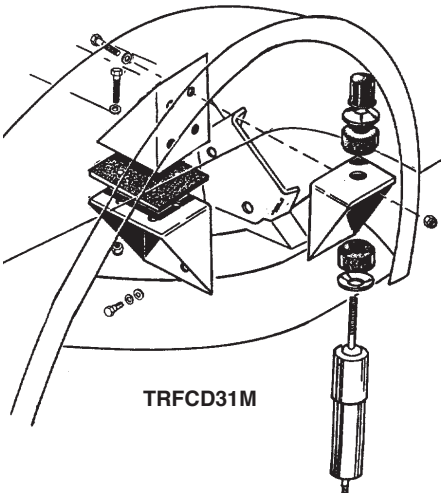
Part No.	Description	No. Off	List Price	Your Price
EASY-MOUNT TUBE-SHOCK CONVERSION				
HP221	Tube-Shock Conversion Kit; comes with mounting brackets, KYB gas shocks, grade eight mounting hardware, and instruction sheet	1		
HP121	Tube-Shock Conversion Kit; same as previous except that it includes SPAX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

SUSPENSION

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

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

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



Part No.	Description	No. Off	List Price	Your Price
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STRUCTURAL TUBE-SHOCK CONVERSION

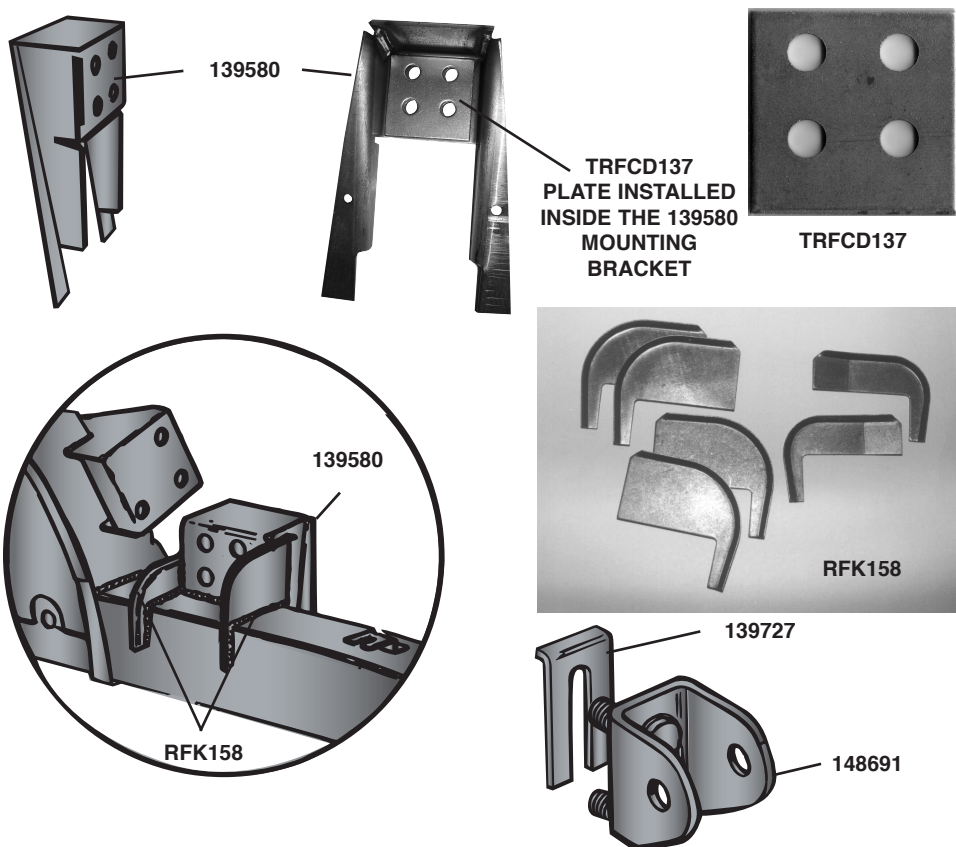
TRFCD31M	Tube-Shock Conversion Kit; comes with brackets, hardware, Monroe shocks, and instruction sheet	1		
TRFCD31K	Tube-Shock Conversion Kit; comes with brackets, hardware, Koni adjustable shocks, and instruction sheet	1		

SUSPENSION

FRONT SUSPENSION TO CHASSIS MOUNTINGS, TR250, TR6

“Upgrade Your Chassis Frame to Provide Better Support”

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



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

SUSPENSION

FRONT SUSPENSION RE-BUSHING KITS, TR250, TR6

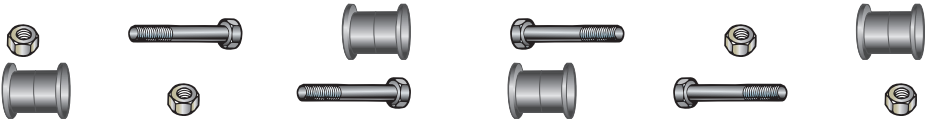
“Choose Stock Bushes or Urethane Bushes—TRF Kits Include More Hardware”

The Roadster Factory has sold thousands of re-bushing kits with stock rubber bushes since 1978, at which time I walked around the shelves in my attic, knowing the part numbers and quantities required by heart. I packed the parts in little catalogue card boxes that I salvaged from the university library where I worked. In the early days, all of the bushes were stock ones, including the rubber upper wishbone bushes which did not have a long life, and one of our early projects was to replace them with better rubber bushes which we still offer today. Nowadays, we sell more kits which come with urethane bushes for the upper wishbones and for the lower inner pivots. The lower outer bushes are all metal and nylon, and they tend to last as long as urethane. TRF’s re-bushing kits include more components than those of other vendors, including a full set of pivot bolts with slotted nuts or nyloc nuts as required.

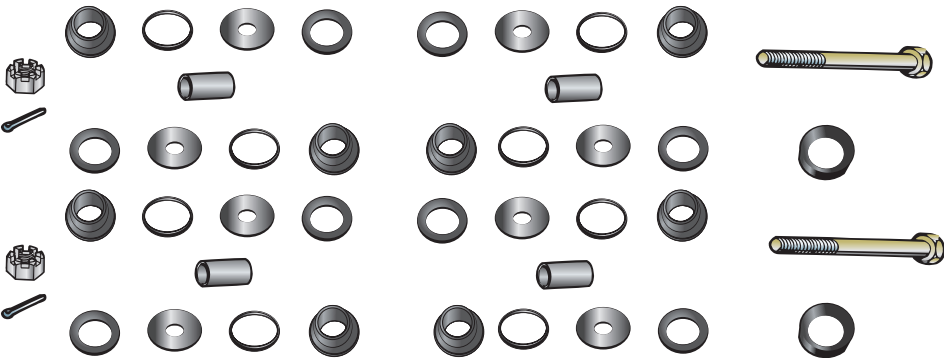
Upper Inner Bushes, Washers, and Hardware



Lower Inner Bushes, Sleeves, and Hardware



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



BK2/U

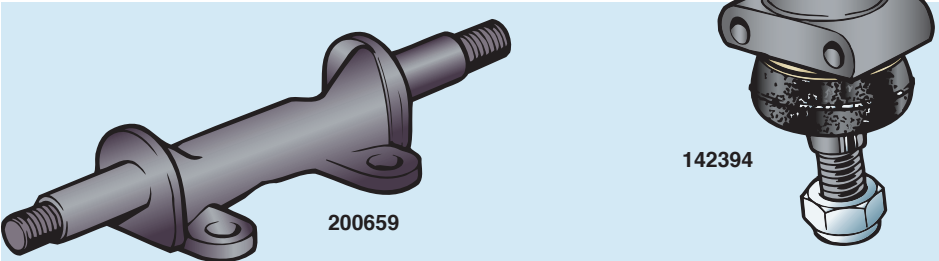
Part No.	Description	No. Off	List Price	Your Price
BK2	Re-bushing Kit, front suspension, stock bushes throughout; includes pivot bolts, hardware, and trunnion seals	1		
BK2/U	Re-bushing Kit, front suspension, urethane bushes as described above; includes pivot bolts, hardware, and trunnion seals	1		

SUSPENSION

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

“High-Quality Parts Identical to Original Designs”

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

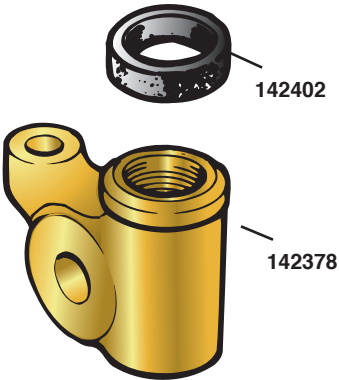


Part No.	Description	No. Off	List Price	Your Price
200659	Upper Fulcrum Pin, front suspension	2		
142394	Ball Joint, upper front suspension, with grease fitting	2		

FRONT SUSPENSION—LOWER TRUNNIONS, ALL TR250, TR6

“Machined from Bronze Forgings...”

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



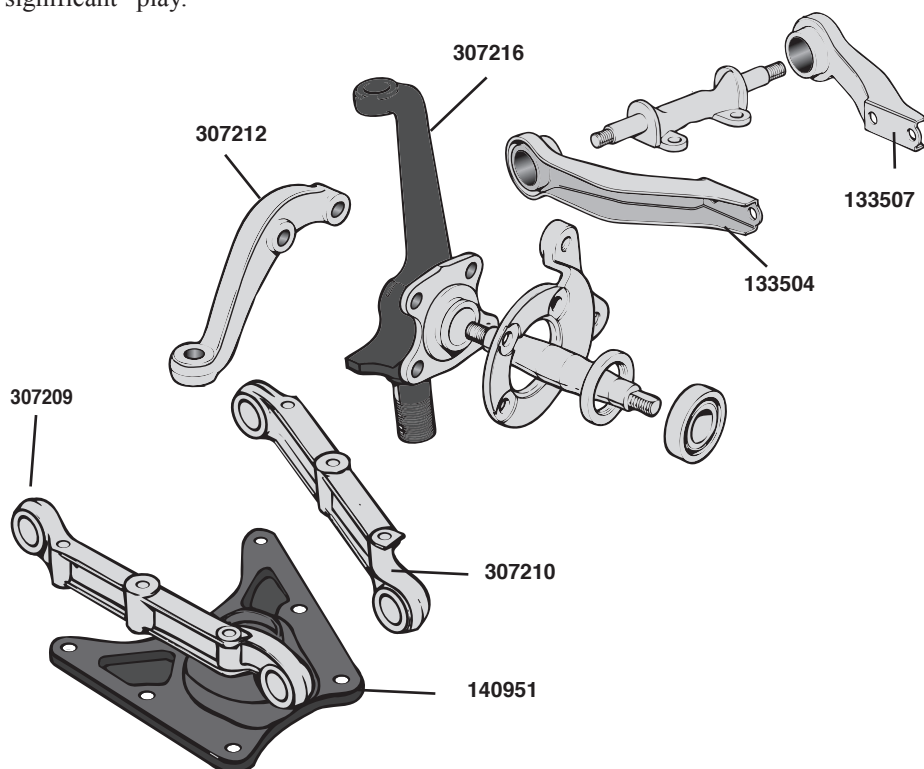
Part No.	Description	No. Off	List Price	Your Price
142378	Trunnion, lower front suspension, LH	1		
142377	Trunnion, lower front suspension, RH	1		
142402	Seal, rubber, trunnions to vertical links; included in re-bushing kits	2		

SUSPENSION

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

“Most of These Components Remain Available for Purchase”

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



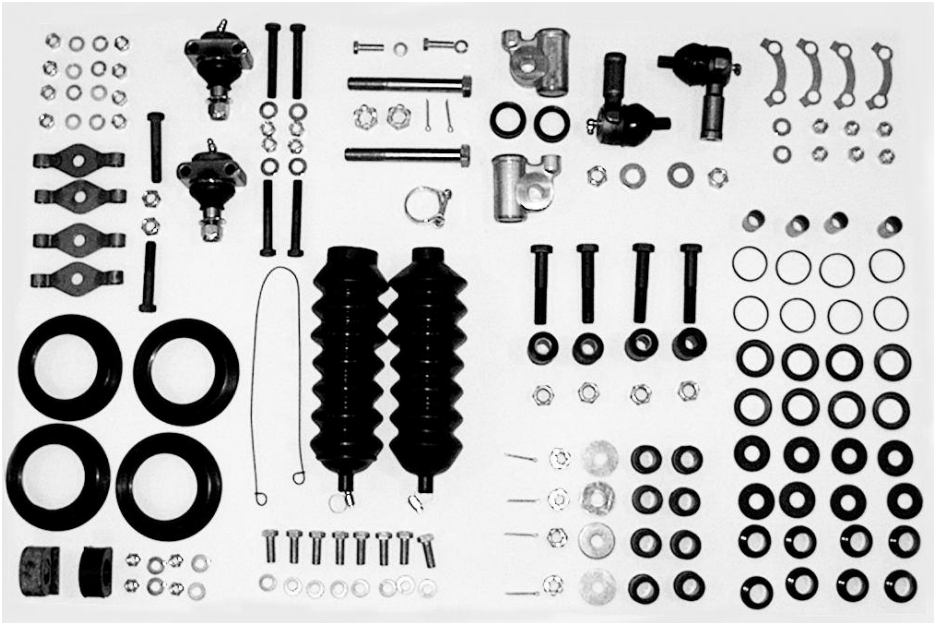
Part No.	Description	No. Off	List Price	Your Price
307216	Vertical Link , LH; does not include stub axle	1		
307215	Vertical Link , RH; does not include stub axle	1		
133504	Wishbone Arm , upper, front	2		
133507	Wishbone Arm , upper, rear	2		
307209	Wishbone Arm , lower, front, LH	1		
307210	Wishbone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

SUSPENSION

FRONT SUSPENSION AND STEERING MAGIC KITS, TR250, TR6

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

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



RFK1316

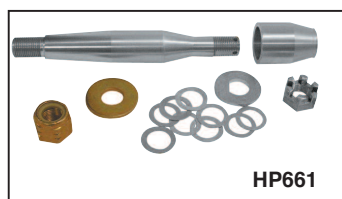
Part No.	Description	No. Off	List Price	Your Price
RFK1316	Magic Kit , front suspension and steering, as illustrated and described above; comes with original rubber bushes, all TR250, TR6	1		
RFK1330	Magic Kit , front suspension and steering, as illustrated and described above; comes with high performance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

SUSPENSION

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

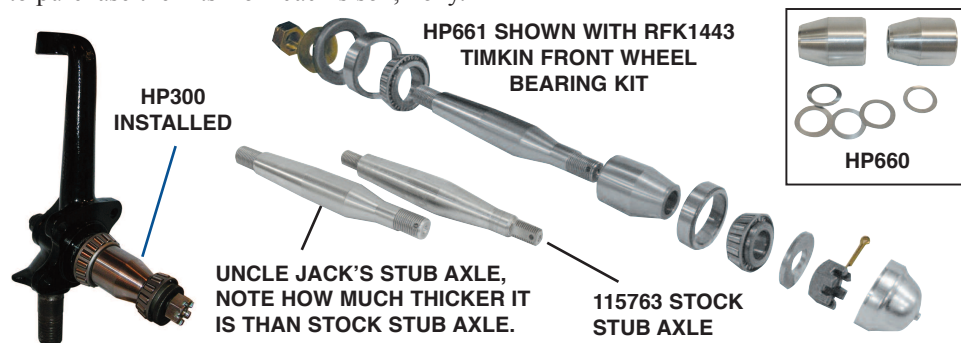
“Race Car Solution Helps Your Street Car to Stop Better”

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



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

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



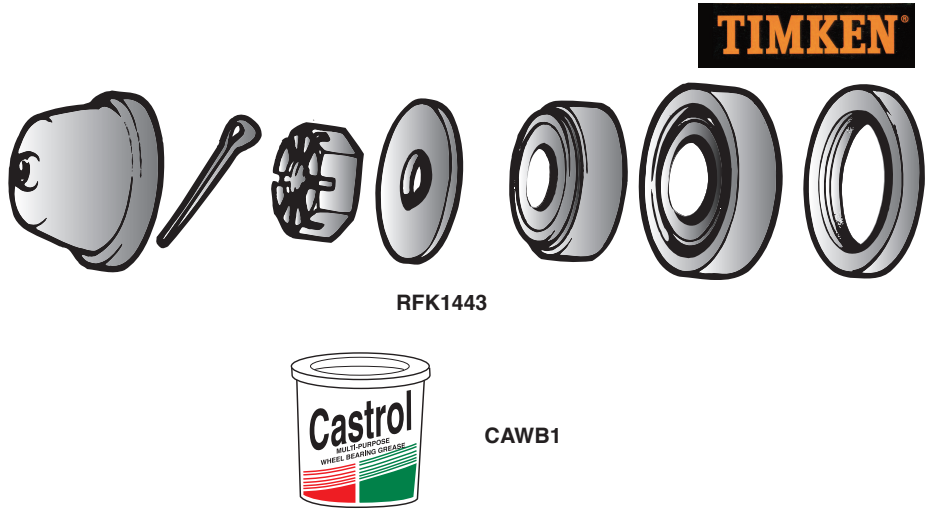
Part No.	Description	No. Off	List Price	Your Price
115763	Stub Axle , stock replacement	2		
HP660	Uncle Jack's Spacer Kit , for stock axle shafts; includes spacers, shims, and instructions	1		
HP300	Spacer Kit , similar to the previous but less expensive	1		
HP661	Uncle Jack's Stub Axle Kit ; includes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

SUSPENSION

FRONT WHEEL BEARING KITS, TR250, TR6

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

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



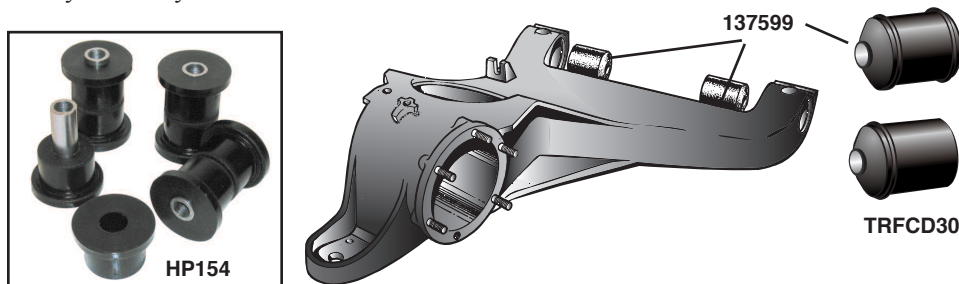
Part No.	Description	No. Off	List Price	Your Price
RFK1443	BEARING KIT , front hub; Timken bearings; fits all TR250, TR6	2		
TRFCD239	Bearing , inner, Timken	2		
TRFCD240	Bearing , outer, Timken	2		
GHS110	Seal , front hub	2		
102690	D-Washer	2		
LN2211	Nut , slotted	2		
PC20	Pin , cotter	2		
102689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

SUSPENSION

TRAILING ARM PIVOT BUSHES, TR250, TR6

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

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

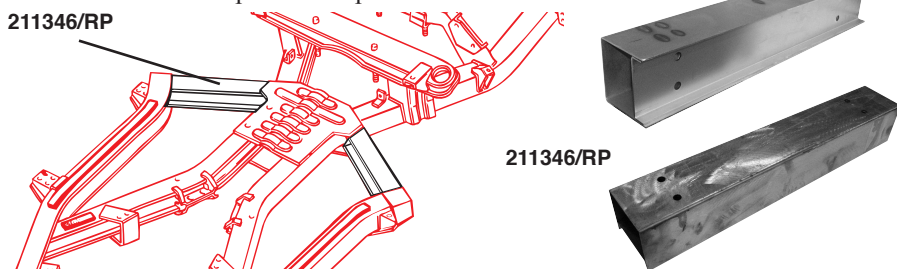


Part No.	Description	No. Off	List Price	Your Price
137599	Pivot Bush , rear suspension, stock hardness	4		
TRFCD30	Pivot Bush , rear suspension, uprated version produced in hard rubber	4		
HP154	Pivot Bush Kit , rear suspension; urethane bushes with steel sleeves	1		

CHASSIS FRAME REPAIR—REAR SUSPENSION MOUNTING, TR250, TR6

“Repair Sections Available for Replacing Rotten Crossmembers”

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



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

SUSPENSION

TRAILING ARM PIVOT BUSHES—NYLATRON, TR250, TR6

“These Are Something Completely Different”

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



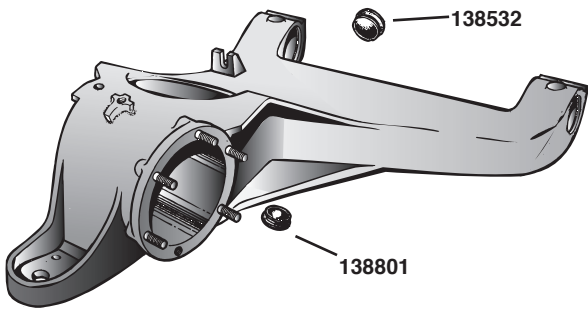
HP130

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

TRAILING ARMS—RUBBER CASTING PLUGS, TR250, TR6

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

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



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

SUSPENSION

REAR SUSPENSION—BUMP CONES, ALL TR250, TR6

“TRF Supplies Both Early and Late Bump Cones”

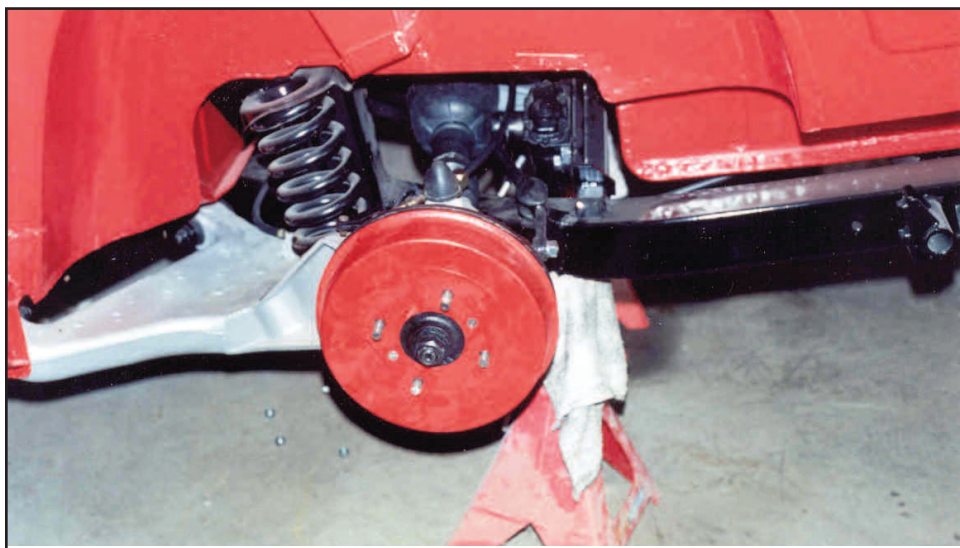
The Roadster Factory has arranged for manufacture of replica bump cones in both early and late configurations in order to maintain availability, high quality, and reasonable prices.

136758



155719

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



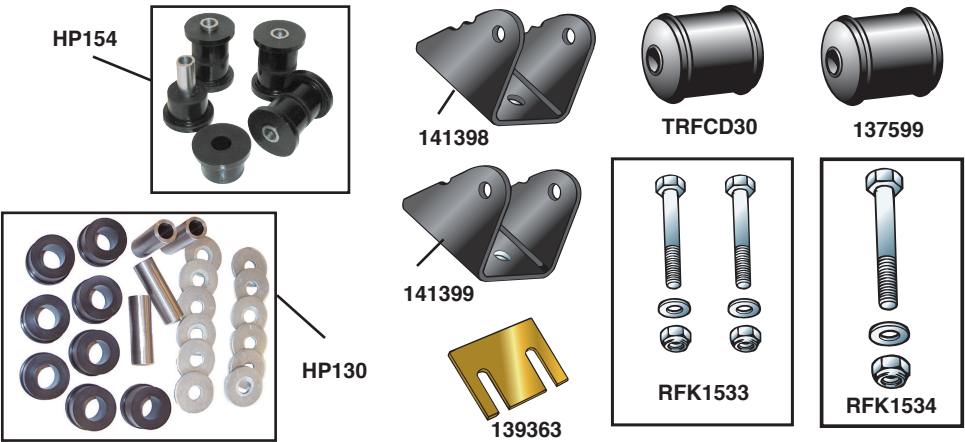
TR6 Rear Suspension

SUSPENSION

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

“This Is The Earlier Configuration...”

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



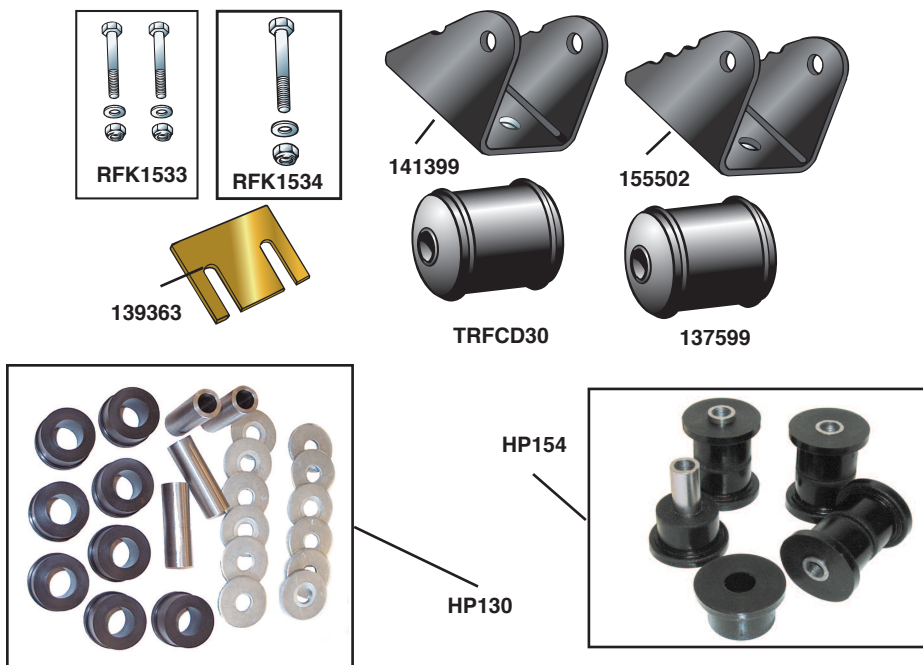
Part No.	Description	No. Off	List Price	Your Price
141399	Bracket , mounting, trailing arm, inner; identified by one “notch”	2		
141398	Bracket , mounting, trailing arm, outer; identified by two “notches”	2		
RFK1533	HARDWARE KIT , securing mounting brackets to chassis frame	4		
HB926	Bolt	8		
WP9	Washer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

REAR SUSPENSION

STOCK TRAILING ARM MOUNTING BRACKETS, TR6, 1972-76

“This Is The Later Configuration...”

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



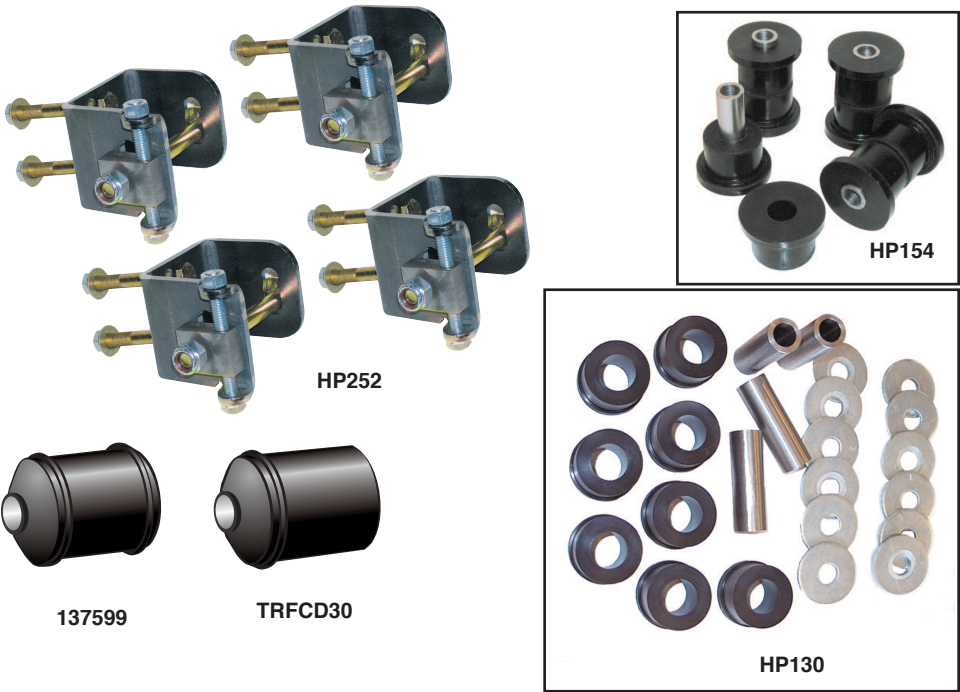
Part No.	Description	No.Off	List Price	Your Price
155502	Bracket , mounting, trailing arm, inner; identified by three “notches”	2		
141399	Bracket , mounting, trailing arm, outer; identified by one “notch”	2		
RFK1533	HARDWARE KIT , securing mounting brackets to chassis frame	4		
HB926	Bolt	8		
WP9	Washer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

SUSPENSION

ADJUSTABLE TRAILING ARM MOUNTING BRACKETS,
TR250, TR6

“The Best Arrangement Currently Available”

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



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

SUSPENSION

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

“Information Shared from Our Experience Here at TRF”

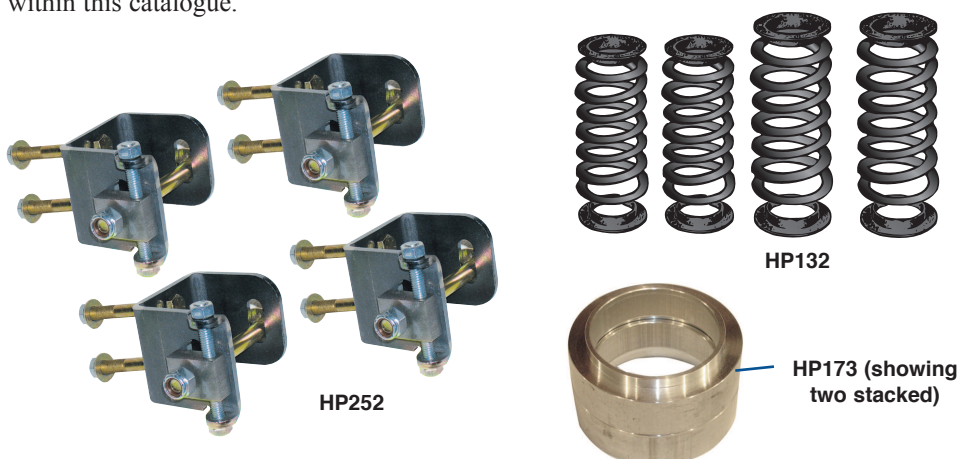
Over the past couple of years, several cars have been built by Charles Runyan and John Swauger with advice from Randy Phillippi, an accomplished mechanic, body man, and car enthusiast who lives in our area and helps us with many of our projects. The first car built was John Swauger’s 1970 TR6, the second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

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

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

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

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

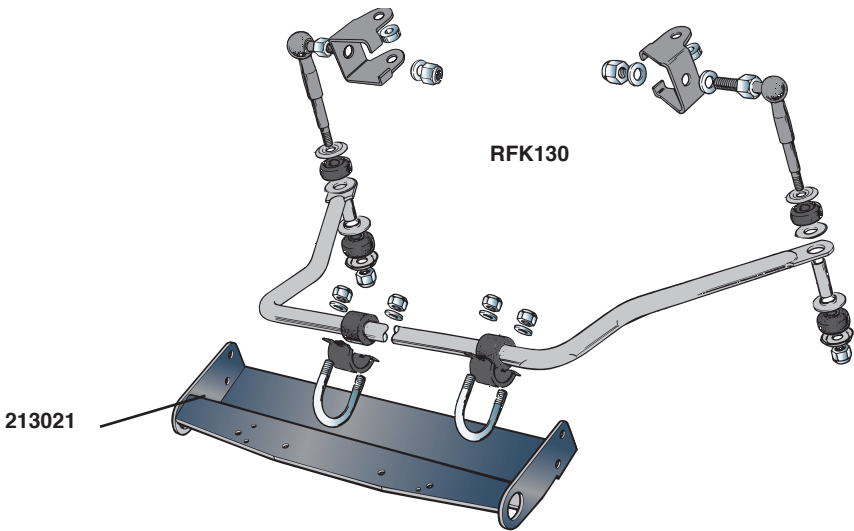


SUSPENSION

STOCK FRONT SWAY BARS, TR250, TR6

“Choose Rubber or Urethane Mounts”

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



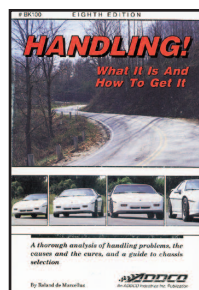
Part No.	Description	No.Off	List Price	Your Price
RFK130	COMPLETE KIT , bar, links, mountings, and hardware, fits all TR250, TR6; includes all items illustrated above except for radiator protection shield	1		
RFK130/U	COMPLETE KIT , as above but with urethane mounts and link bushes	1		
215647	Sway Bar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

SUSPENSION

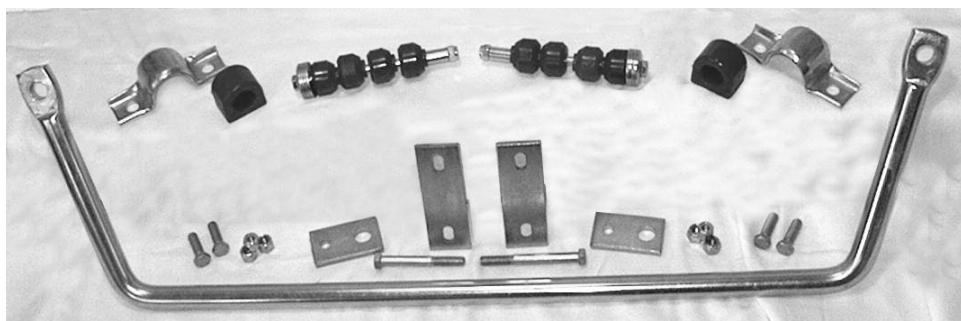
ADDCO SWAY BARS, TR250, TR6

“A Less-Expensive Handling Solution”

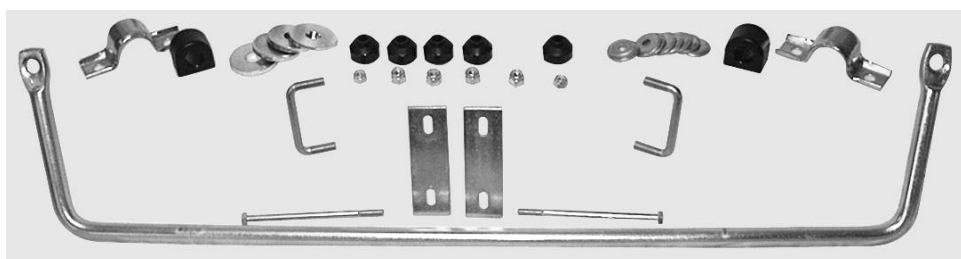
These kits are well-matched, front to rear, and that is very important, as unmatched components can introduce dangerous handling characteristics. Installation of these kit is guaranteed to lower your times in autocross events. If you want to know more about handling, purchase the little book by Roland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



ADCBK100



ADDCO129



ADDCO929

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

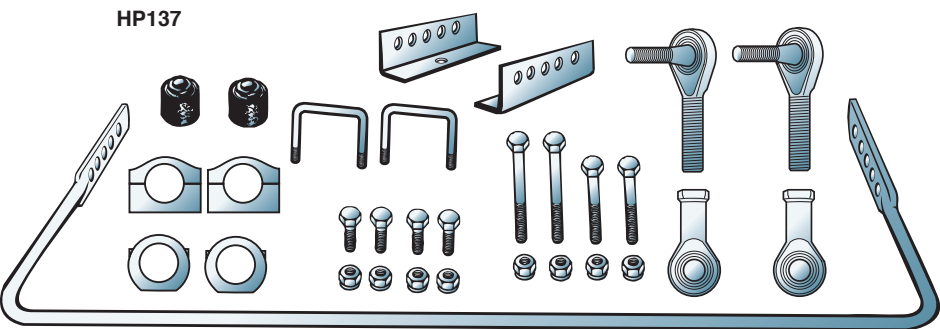
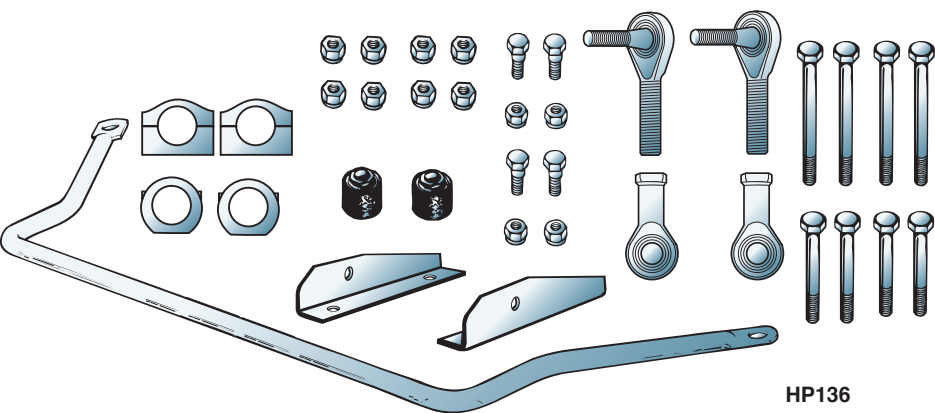
SUSPENSION

ADJUSTABLE SWAY BAR KITS, TR250, TR6

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

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

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



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

STEERING

MOTO-LITA STEERING WHEELS, TR250, TR6

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

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



ML100



ML201



ML301



TRFCD47

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

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

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

LEATHER-RIMMED STEERING

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

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

LEATHER-RIMMED STEERING

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

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

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

TRFCD47	Hub Kit , all TR250, TR6 models	1		
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STEERING

STEERING WHEEL CENTER PAD AND SPOKE COVER KITS, TR250

“Restore Your Original Steering Wheel...”

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

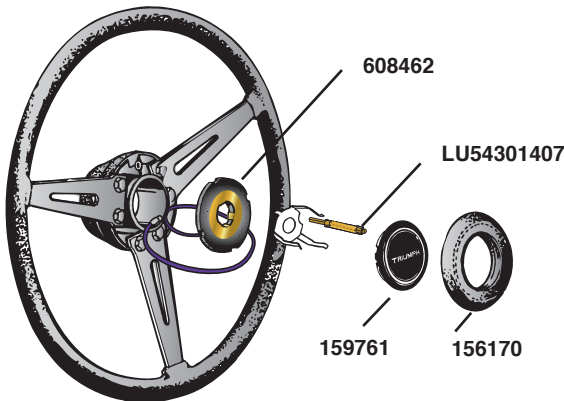


Part No.	Description	No. Off	List Price	Your Price
REP320	Center Pad Cover Kit, steering wheel, TR250	1		

STEERING WHEEL CENTER PADS, LATER TR6

“Perfect Replacements for Damaged Originals...”

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



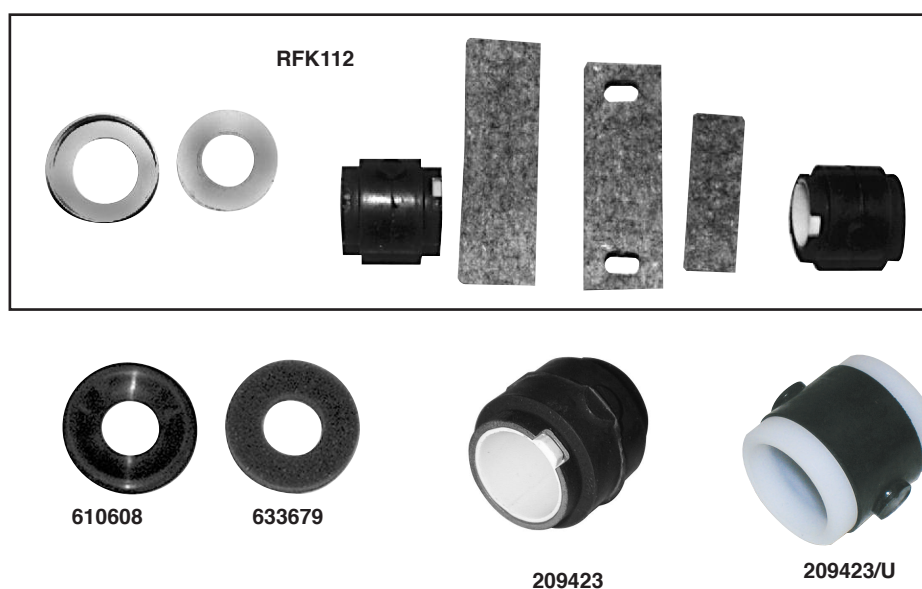
Part No.	Description	No. Off	List Price	Your Price
156170	Center Pad, steering wheel, TR6, 1973-76, may also be correct for 1972; compare illustration with what you have	1		
159761	Horn Button, TR6, 1973-76	1		
LU54301407	Contact Tube, horn button, 1-5/8 inches TR250, TR6, 1970-76	1		
143760	Contact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

STEERING

STEERING COLUMN MOUNTS AND BUSHES, TR250, TR6

“Fix Your Wobbly Steering Column”

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



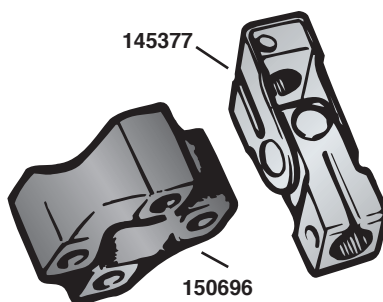
Part No.	Description	No. Off	List Price	Your Price
RFK112	Re-bushing Kit , steering column, all TR250, TR6; includes stock rubber inner column bushes with Delrin inserts	1		
RFK112/U	Re-bushing Kit , steering column, all TR250, TR6; as above except that nylon bushes are substituted for original inner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

STEERING

STEERING COLUMN JOINTS, TR250, TR6

“Check These Joints Carefully Several Times Each Year”

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



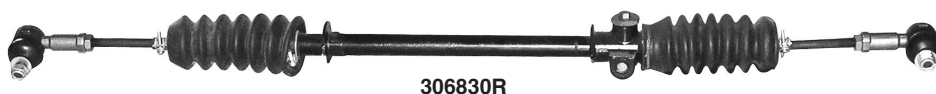
Part No.	Description	No.Off	List Price	Your Price
150696	Steering Joint , rubber, upper, all TR250, TR6	1		
145377	Universal Joint , lower steering column, all TR250, TR6	1		

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

STEERING RACKS, TR250, TR6

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

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



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

STEERING

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

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

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



142687R



130904

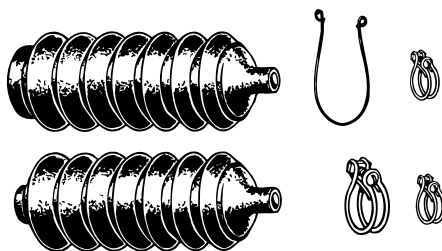
Part No.	Description	No. Off	List Price	Your Price
142687R	Inner Tie-Rod End Assembly , factory rebuilt	2		
CORE60	Include refundable core charge , or send your old parts with your order	2		
130904	Outer Tie-Rod End , exact replica of original; comes with grease fitting and rubber boot	2		

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

STEERING RACK BOOTS, TR250, TR6

“TRF Rack Boots Include Original Hardware”

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



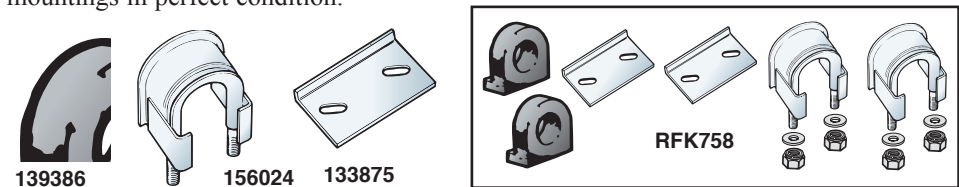
Part No.	Description	No. Off	List Price	Your Price
RFK135	Bellows Kit , steering rack; includes two bellows and original style hardware	1		

STEERING

ORIGINAL STEERING RACK MOUNTINGS, TR250, TR6

“Kits Include Everything You Need Under One Part Number”

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

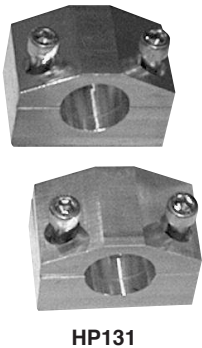


Part No.	Description	No. Off	List Price	Your Price
139386	Mounting , stock rubber type, steering rack to chassis frame	2		
139386/U	Mounting , high-performance urethane type, steering rack to chassis frame	2		
156024	Clamp , securing rubber mountings	2		
133875	Locating Plate , installed beneath bracket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

ALLOY STEERING RACK MOUNTS, FIT TR250, TR6

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

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



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