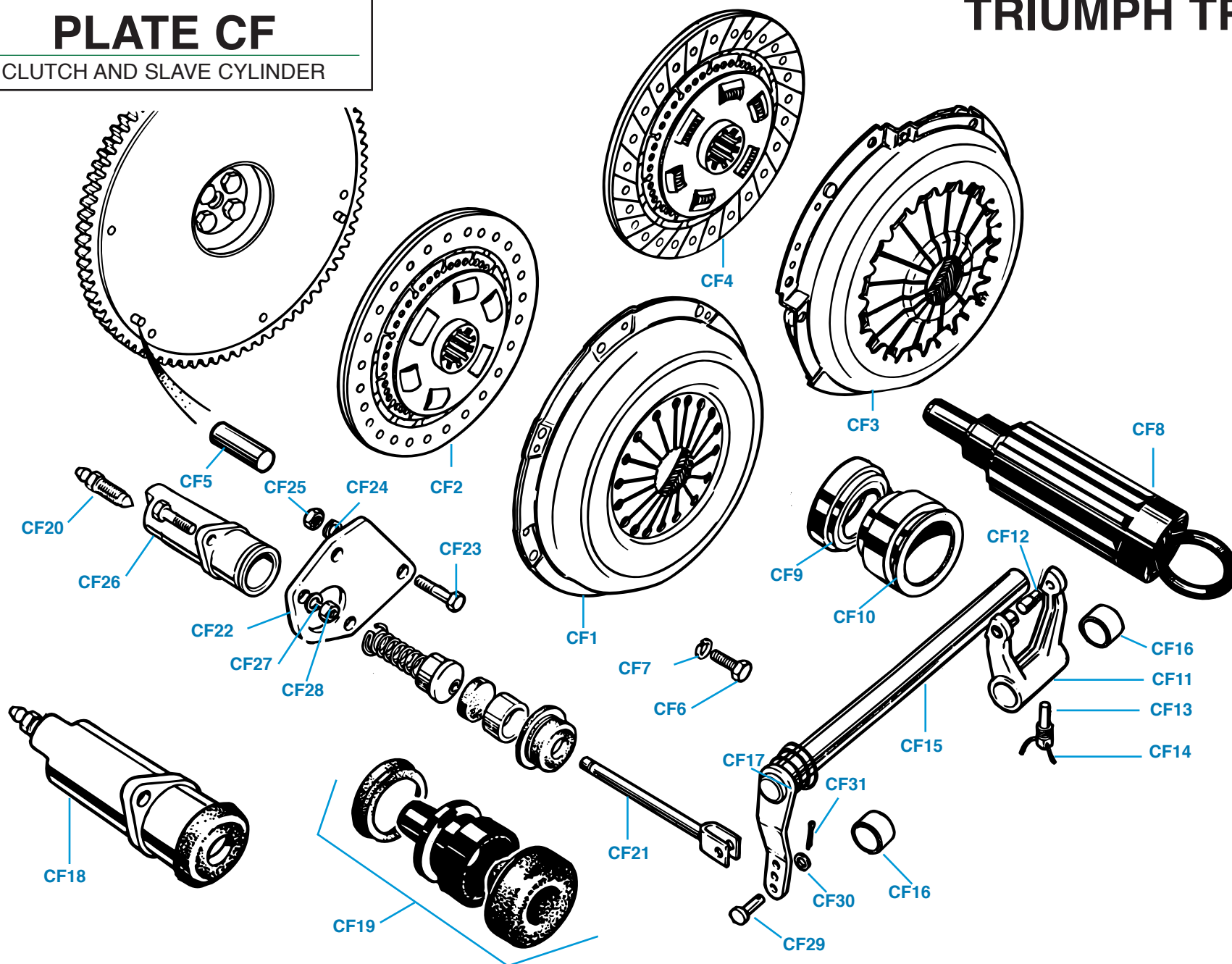


PLATE CF

CLUTCH AND SLAVE CYLINDER

TRIUMPH TR6



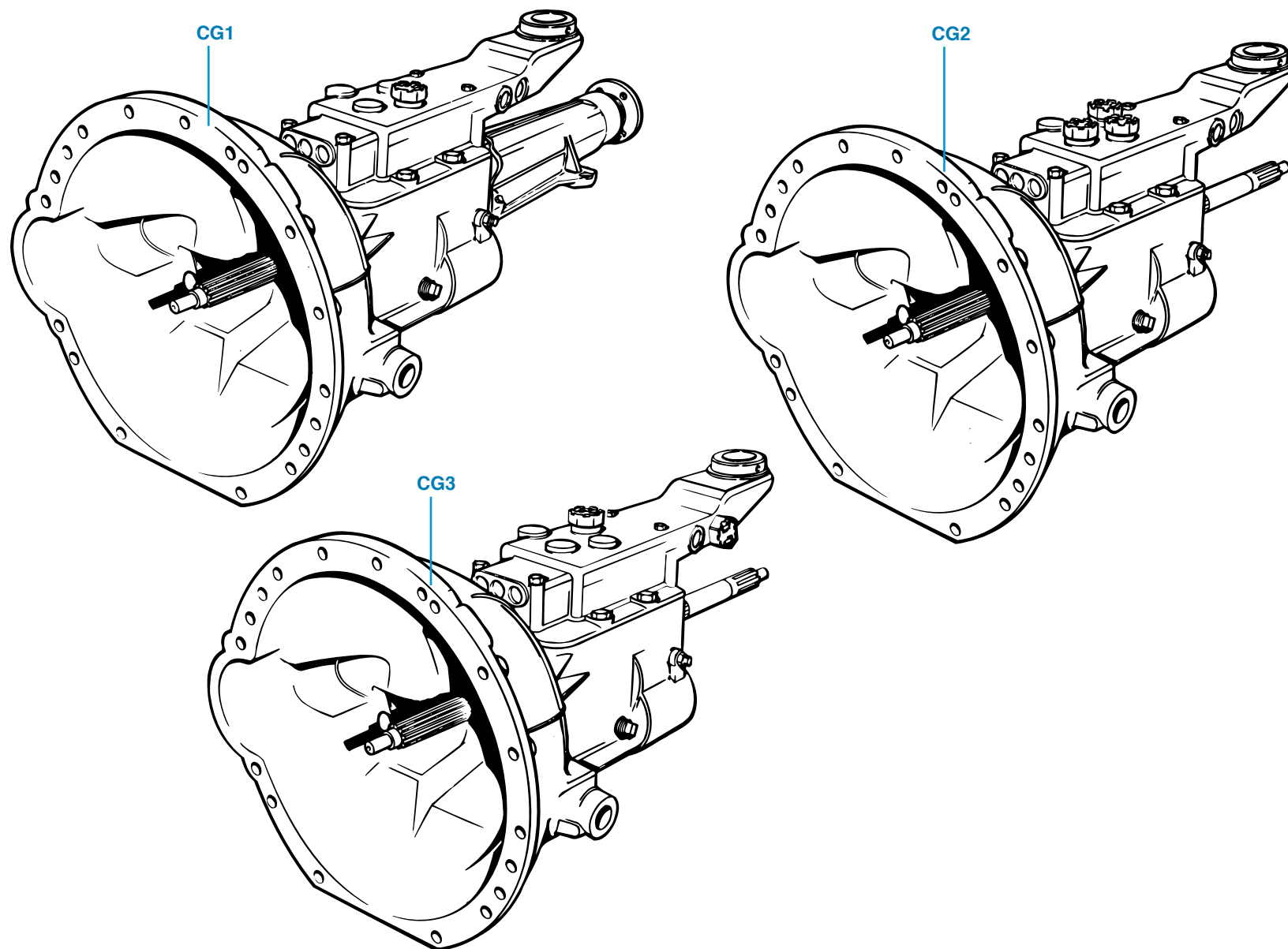
CLUTCH AND SLAVE CYLINDER

Plate No.	Part No.	Description	No. Off	Plate No.	Part No.	Description	No. Off
		OEM CLUTCH COMPONENTS					
	RFK226	CLUTCH KIT , three piece	1				
CF1	214321	Pressure Plate Assembly	1				
CF2	148146	Driven Plate Assembly	1				
	GRB211	Throw-Out Bearing Assembly	1				
		LAYCOCK BRAND CLUTCH COMPONENTS					
	RFK116	CLUTCH KIT , three-piece	1				
CF3	215422	Pressure Plate Assembly	1				
CF4	148402	Driven Plate Assembly	1				
	GRB211	Throw-Out Bearing Assembly	1				
		HARDWARE , securing clutch to flywheel					
CF5	DP411	Dowel , fitted up to comm. no. CF12500/CR5000	3				
	UKC1937	Dowel , fitted after comm. no. CF12500/CR5000	3				
CF6	HU856	Screw , set	6				
CF7	WL208	Washer , lock	6				
CF8	KB33-19	Tool , clutch alignment	1				
CF9	142465	Throw-Out Bearing Assembly	1				
CF10	147858	Sleeve , throw-out bearing	1				
CF11	106022	FORK , clutch operating	1				
CF12	100164	Pin , fitted to fork	2				
CF13	158777	Pin , taper, securing fork to clutch operating shaft	1				
CF14	30047	Wire , locking, securing taper pin	1				
CF15	136354	Clutch Operating Shaft Assembly	1				
CF16	137651	Bush , clutch shaft, pressed into gearbox casing	2				
CF17	144578	Spring , on clutch operating shaft	1				
CF18	211060	CLUTCH SLAVE CYLINDER ASSEMBLY	1				
CF19	513390	Repair Kit , clutch slave cylinder	1				
CF20	501207	Screw , bleed	1				
CF21	138572	Push Rod Assembly , clutch slave cylinder	1				
CF22	136353	Bracket , slave cylinder mounting	1				
		HARDWARE , securing mounting bracket to gearbox flange and rear engine plate					
CF23	HB813	Bolt	2				
CF24	WL208	Washer , lock	2				
CF25	HN2008	Nut	2				
		HARDWARE , securing slave cylinder to mounting bracket					
CF26	HB809	Bolt	2				
CF27	WL208	Washer , lock	2				
CF28	HN2008	Nut	2				
		HARDWARE , securing push rod to clutch operating lever					
CF29	PJ8808	Pin , clavis	1				
CF30	WP8	Washer , plain	1				
CF31	PC9	Pin , cotter	1				

PLATE CG

FACTORY REBUILT GEARBOXES

TRIUMPH TR6



FACTORY REBUILT GEARBOXES

Plate No.	Part No.	Description	No. Off
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The Roadster Factory offers rebuilt gearboxes on an exchange basis. If your old unit does not accompany your order, then you must pay the core charge which is listed, along with the price of the rebuilt unit, in our current price list. The core charge will be refunded upon receipt of a core unit that can be rebuilt.

Because shortages of many gears and other components are beginning to appear, we can no longer consider a gearbox full of broken gears to be rebuildable, and core units which are damaged beyond a certain point will not receive a full refund of the core deposit. Therefore, it will pay to have your gearbox rebuilt when it is beginning to show wear rather than after it has suffered a failure in service.

We shall be happy to rebuild your old gearbox in our shop if you prefer to keep your original serial number. This will be done at the price of a standard rebuilt unit, provided that your old unit has not been severely damaged. If you send your old unit for rebuilding, make sure that it is so marked. Your old unit will be evaluated upon receipt, and you will be contacted for further instructions based upon the results of our evaluation.

Our rebuilding process includes disassembly; thorough cleaning of all components; rigid checking of all dimensions and tolerances; replacement of all bearings, seals, circlips, countershaft, synchronizer cups, and all other worn or damaged components; reassembly to new specifications; and painting of finished units with silver paint to protect them against corrosion during future service.

Gearboxes rebuilt by The Roadster Factory are guaranteed for twelve-thousand miles or twelve months, whichever comes first. Guarantees are void if the vehicle is used in competition, if the unit is run without being filled with the specified oil, if the unit is incorrectly installed, or if the unit is completely or partially disassembled by anyone other than The Roadster Factory. In case of failure within the warranty period, please telephone for instructions on how to handle your claim. Failures are extremely rare, and you will be given priority treatment. Guarantee does not include removal or replacement, failure of related components, or any amount higher than the original purchase price.

CG1	FACTORY REBUILT GEARBOXES , non-overdrive, U.S.A. models only		
	UKC5196R/1	GEARBOX ASSEMBLY , 1969 up to 1971 approx.	1
	516648	Top Cover Assembly (CL1), with provision for reverse lamp switch	1
	UKC5196R/2	GEARBOX ASSEMBLY , 1972 up to 1974 approx.	1
	520320	Top Cover Assembly (CL2), with provision for reverse lamp switch and seat belt interlock switch	1
	520556	Top Cover Assembly (CL3), with provision for reverse lamp switch and seat belt interlock switch	1
		Please Note: UKC5196R/2 may be fitted with either top cover, as their functions are identical.	
	UKC5196R/3	GEARBOX ASSEMBLY , 1975 up to 1976	1
	UKC5114	Top Cover Assembly (CL4), with provision for reverse lamp switch	1

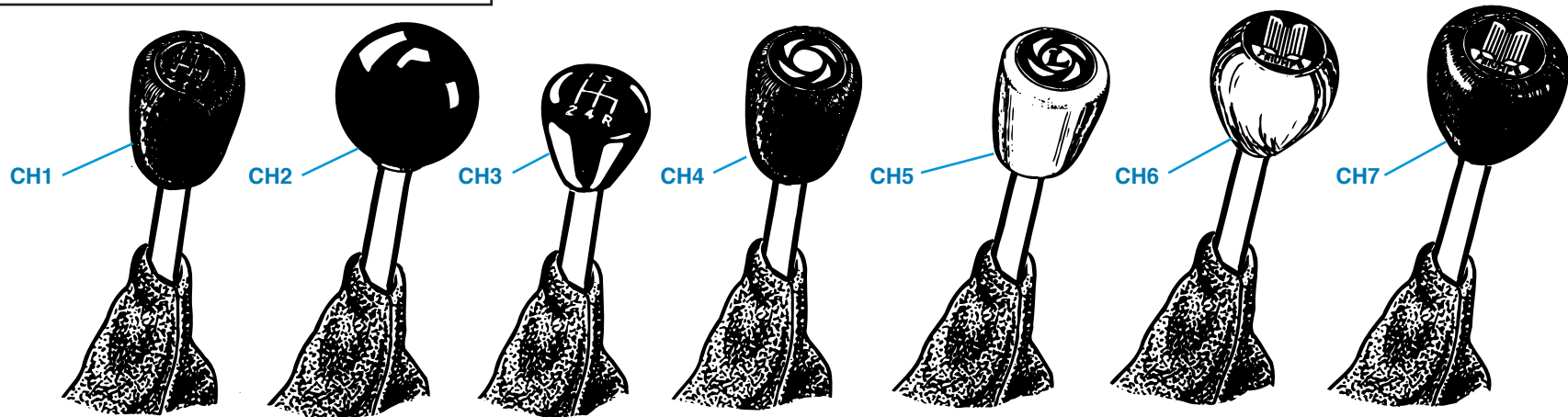
Plate No.	Part No.	Description	No. Off
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FACTORY REBUILT GEARBOXES , non-overdrive, all models except U.S.A.			
	UKC5196R/4	GEARBOX ASSEMBLY , 1969 up to 1974	1
	516259	Top Cover Assembly (CL9), with provision for reverse lamp switch	1
	520319	Top Cover Assembly (CL10), with provision for reverse lamp switch	1
		Please Note: UKC5196R/4 may be fitted with either top cover, as their functions are identical.	
	UKC5196R/5	GEARBOX ASSEMBLY , 1975 up to 1976	1
	UKC5112	Top Cover Assembly (CL11), with provision for reverse lamp switch	1
FACTORY REBUILT GEARBOXES , for use with A-type overdrive, U.S.A. models only			
CG2	UKC816R/1	GEARBOX ASSEMBLY , 1969 up to 1971 approx., models without seat belt interlock switch	1
	516649	Top Cover Assembly (CL15), with provision for two overdrive interrupter switches and reverse lamp switch	1
	UKC816R/2	GEARBOX ASSEMBLY , 1971 approx. up to 1972	1
	520332	Top Cover Assembly (CL16), with provision for two overdrive interrupter switches, reverse lamp switch, and seat belt interlock switch	1
FACTORY REBUILT GEARBOXES , for use with A-type overdrive, all models except U.S.A.			
	UKC816R/3	GEARBOX ASSEMBLY , 1969 up to 1972	1
	516260	Top Cover Assembly (CL12), with provision for two overdrive interrupter switches and reverse lamp switch	1
FACTORY REBUILT GEARBOXES , for use with J-type overdrive, U.S.A. models only			
CG3	UKC5230R/1	GEARBOX ASSEMBLY , 1973 up to 1974	1
	520558	Top Cover Assembly (CL7), with provision for one overdrive interrupter switch, reverse lamp switch, and seat belt interlock switch	1
	UKC5230R/2	GEARBOX ASSEMBLY , 1975 up to 1976	1
	UKC5115	Top Cover Assembly (CL18), with provision for one overdrive interrupter switch and reverse lamp switch	1
FACTORY REBUILT GEARBOXES , for use with J-type overdrive, all models except U.S.A.			
	UKC5230R/3	GEARBOX ASSEMBLY , 1973 up to 1976	1
	520331	Top Cover Assembly (CL13), with provision for one overdrive interrupter switch and reverse lamp switch	1
	UKC5113	Top Cover Assembly (CL14), with provision for one overdrive interrupter switch and reverse lamp switch	1
		Please Note: UKC5230R/3 may be fitted with either top cover, as their functions are identical	

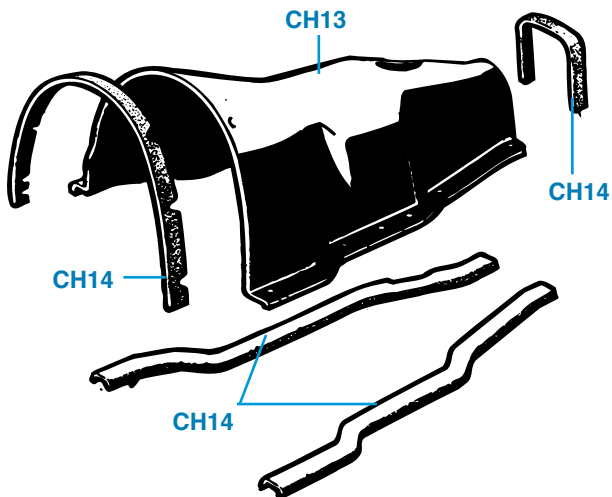
PLATE CH

GEARSHIFT KNOBS, GEARBOX
COVERS, AND GEARSHIFT BOOTS

TRIUMPH TR6



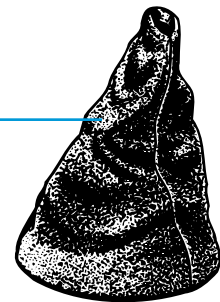
CH8



CH10

CH11

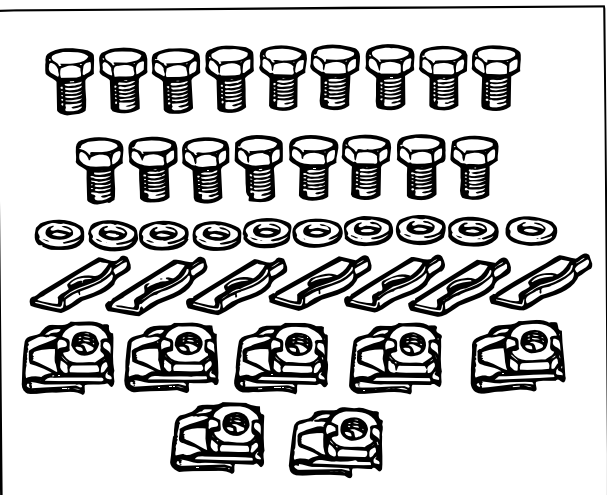
CH9



CH12



CH15



GEARSHIFT KNOBS, GEARBOX COVERS, AND GEARSHIFT BOOTS

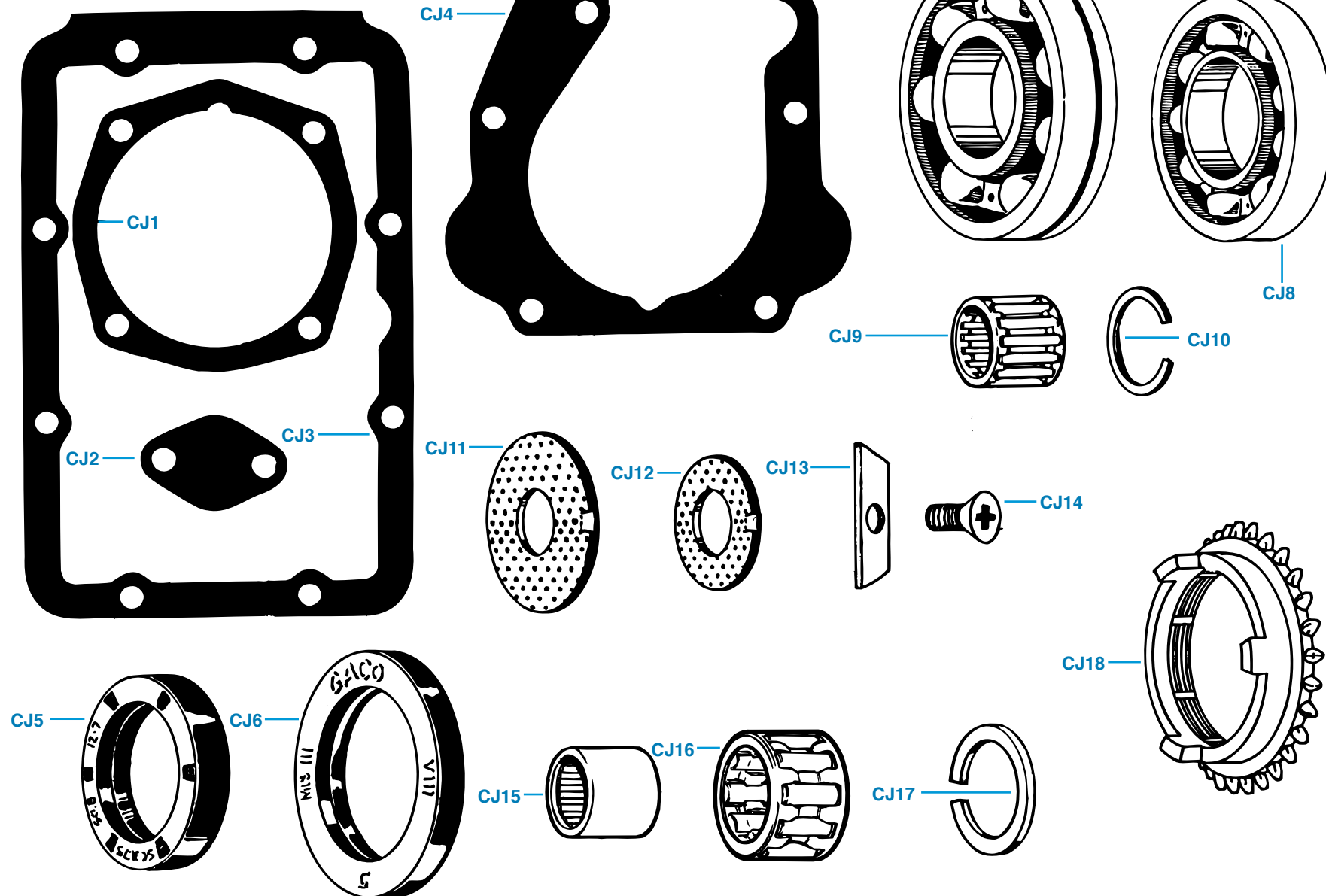
Plate No.	Part No.	Description	No. Off
GEARSHIFT KNOBS			
CH1	148870	Knob , gearshift, original-equipment for U.S.A. models (Black leather with silver shift emblem.)	1
CH2	131246	Knob , gearshift, original-equipment for all models except U.S.A., up to comm. no. CR1 (Black, hard rubber knob, spherical shape.)	1
CH3	156138	Knob , gearshift, original-equipment for all models except U.S.A., after comm. no. CR1 (Black hard rubber with white shift pattern.)	1
CH4	154238/L	Knob , gearshift, special issue (Black leather with enameled Leyland emblem.)	1
CH5	154238/W	Knob , gearshift, special issue (Wood with enameled Leyland emblem.)	1
CH6	TRF8226-7	Knob , gearshift, aftermarket (Walnut with enameled Triumph badge.)	1
CH7	TRF8326-7	Knob , gearshift, aftermarket (Black vinyl with Triumph badge.)	1
CH8	506157	Nut , jam, securing gearshift knob, U.S.A. models	1
	508422	Nut , jam, securing gearshift knob, all models except U.S.A.	1
GEARSHIFT BOOTS			
CH9	709329	Grommet , rubber, lower	1
CH10	622381	GAUNTLET , black vinyl, early fine vinyl grain, used up to comm. no. CF/CR1	1
	631881	GAUNTLET , black vinyl, later coarse vinyl grain, used after comm. no. CF/CR1	1
CH11	709328	Grommet , rubber, upper; included in gauntlet	1
CH12	TRFC102	Weatherstrip Adhesive , 3M brand, black (For best results, cement lower gearshift grommet to gearbox cover, and cement gauntlet to lower grommet. This adhesive is ideal for this application.)	A/R
GEARBOX COVERS AND FITTINGS			
CH13	FGP10	Gearbox Cover , indestructible vacuum-formed plastic, black (Perfect fit will save you hours of installation time.)	1
CH14	GCS6	Seal Set , gearbox cover	1
CH15	RFK157	HARDWARE KIT , securing gearbox cover	
	HU706	Screw , set	17
	WM57	Washer , plain	10
	612286	Plate Washer	7
	FQ3405/4	Nut and Retainer Assembly , (Clip nut for bulkhead fittings.)	7

Plate No.	Part No.	Description	No. Off
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PLATE CJ

GEARBOX OVERHAUL KITS

TRIUMPH TR6



GEARBOX OVERHAUL KITS

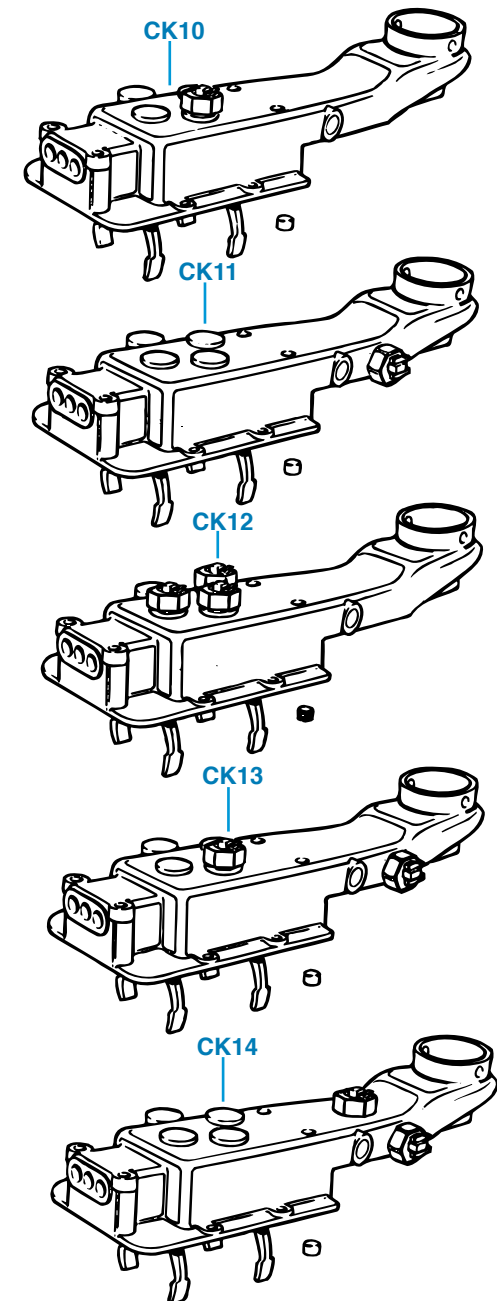
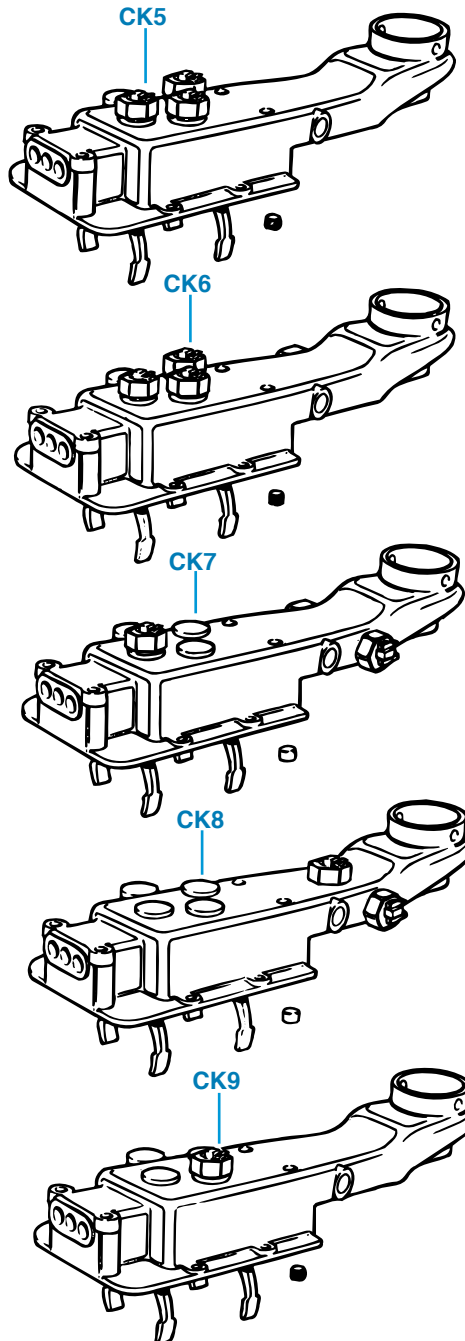
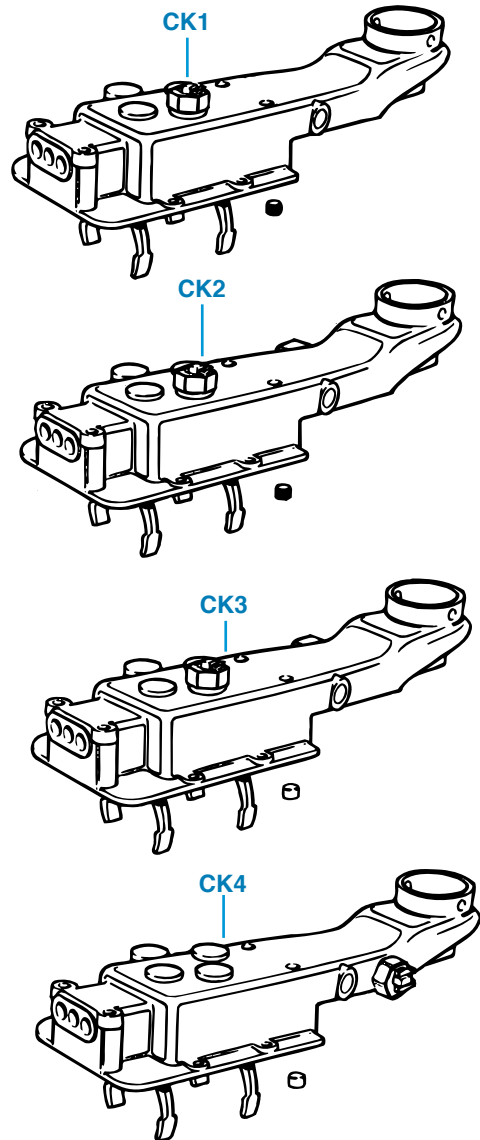
Plate No.	Part No.	Description	No. Off
		Note: This kit contains a list of parts that should be replaced, on a routine basis, every time a gearbox is disassembled for an overhaul. The parts in this kit will not solve every problem, but they will provide a good start. Periodic overhaul as preventive maintenance will reduce the odds to almost zero of ever having an expensive breakdown.	
	GRK1	GEARBOX OVERHAUL KIT , for use up to gbx. no. CD20281	1
	GRK2	GEARBOX OVERHAUL KIT , for use after gbx. no. CD20281	1
	515121	GEARBOX GASKET SET	1
CJ1	59537	Gasket , front cover	1
CJ2	55774	Gasket , countershaft front cover	1
CJ3	105758	Gasket , top cover	1
CJ4	132465	Gasket , rear extension	1
CJ5	141756	Oil Seal , front	1
CJ6	146129	Oil Seal , rear	1
CJ7	58391	Bearing , mainshaft, front and center	2
CJ8	SP75G	Bearing , mainshaft, rear	1
CJ9	150339	Needle Bearing Assembly , countershaft	2
CJ10	147749	Circlip , retaining countershaft needle bearings in cluster gear	2
CJ11	129955	Washer , thrust, front of countershaft	1
CJ12	129956	Washer , thrust, rear of countershaft	1
CJ13	129938	Plate , locking, securing countershaft (and reverse shaft)	1
CJ14	129954	Screw , Wedglok, securing locking plate	1
CJ15	145008	Bearing , needle, fitted in constant pinion gear; not included in kit no. GRK2	1
CJ16	150989	Bearing , needle, fitted in constant pinion gear; not included in kit no. GRK1	1
CJ17	55707	Circlip , mainshaft, retaining third gear	1
CJ18	113431	Synchronizer Cup	4

Plate No.	Part No.	Description	No. Off
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PLATE CK

GEARBOX TOP COVER ASSEMBLIES

TRIUMPH TR6



GEARBOX TOP COVER ASSEMBLIES

Plate No.	Part No.	Description	No. Off
<p>TOP COVER ASSEMBLIES (There were a number of different part numbers for the top covers fitted to the TR6 range of gearboxes, each part number indicating some variation in the design of the component in question, and the factory literature is extremely vague about when changes were made. We shall tell you what we know about each one as we list it below, but it should be noted that a great deal of what we say is based upon educated guesses, as very few part numbers are currently available from the factory for examination. However, TRF can supply top cover assemblies made up out of new components to any of the specifications given below.)</p>			
CK1	516648	Top Cover Assembly , non-overdrive, early gearboxes, circa 1969 (Utilizes screwed plugs to retain selector shaft detent components; includes reverse lamp switch mounted on top cover.)	1
CK2	520320	Top Cover Assembly , non-overdrive, earliest gearboxes for cars equipped with seat belt interlock, possibly as early as 1972 or 1973 (Utilizes screwed plugs to retain selector shaft detent components; includes seat belt interlock switch mounted on R.H. side of top cover; also includes reverse lamp switch.)	1
CK3	520556	Top Cover Assembly , non-overdrive, later gearboxes for cars equipped with seat belt interlock, circa 1974 (Should be identical to previous listing except that pressed-in "bucket" plugs are utilized instead of screwed plugs to retain selector shaft detent components.)	1
CK4	UKC5114	Top Cover Assembly , non-overdrive, latest gearboxes, circa 1975-76, for cars not equipped with seat belt interlock (Utilizes pressed-in "bucket" plugs to retain selector shaft detent components; includes reverse lamp switch on L.H. side of top cover; utilizes later reverse selector	1
CK5	516649	Top Cover Assembly , A-type overdrive early gearboxes (Utilizes screwed plugs to retain selector shaft detent components; includes reverse lamp switch and two overdrive interrupter switches, all mounted on top of cover.)	1
CK6	520332	Top Cover Assembly , A-type overdrive, earliest gearboxes for cars equipped with seat belt interlock, possibly as early as 1972 or 1973 (Utilizes screwed plugs to retain selector shaft detent components; includes seat belt interlock switch mounted on R.H. side of top cover, reverse lamp switch, and two overdrive interrupter switches.)	1

Plate No.	Part No.	Description	No. Off
<p>TOP COVER ASSEMBLIES-Continued TOP COVER ASSEMBLIES, U.S.A.-Continued</p>			
CK7	520558	Top Cover Assembly , J-type overdrive, later gearboxes for cars equipped with seat belt interlock, circa 1974 (Utilizes pressed-in "bucket" plugs to retain selector shaft detent components; includes seat belt interlock switch mounted on R.H. side of top cover, reverse lamp switch mounted on L.H. side, and one overdrive interrupter switch mounted over 3rd/4th selector shaft.)	1
CK8	UKC5115	Top Cover Assembly , J-type overdrive, latest gearboxes, circa 1975-76, for cars not equipped with seat belt interlock (Utilizes pressed-in "bucket" plugs to retain selector shaft detent components; includes reverse lamp switch on L.H. side of top cover and one overdrive interrupter switch mounted over 3rd/4th selector shaft; utilizes later reverse selector.)	1
CK9	516259	TOP COVER ASSEMBLIES , all markets except U.S.A. Top Cover Assembly , non-overdrive, early gearboxes, probably up to 1972 (Virtually identical to 516648 above.)	1
CK10	520319	Top Cover Assembly , non-overdrive, circa 1973-1975 (Utilizes pressed-in "bucket" plugs to retain selector shaft detent components; includes reverse lamp switch.)	1
CK11	UKC5112	Top Cover Assembly , non-overdrive, circa 1975-1976 (Should be virtually identical to UKC5114 above.)	1
CK12	516260	Top Cover Assembly , A-type overdrive, up to 1972, (Should be virtually identical to 516649 above.)	1
CK13	520331	Top Cover Assembly , J-type overdrive, circa 1973-1974 (Utilizes pressed-in "bucket" plugs to retain selector shaft detent components; includes reverse lamp switch on L.H. side of top cover and one overdrive interrupter switch over 3rd/4th selector shaft.)	1
CK14	UKC5113	Top Cover Assembly , J-type overdrive, circa 1975-76 (Should be virtually identical to UKC5115 above.)	1

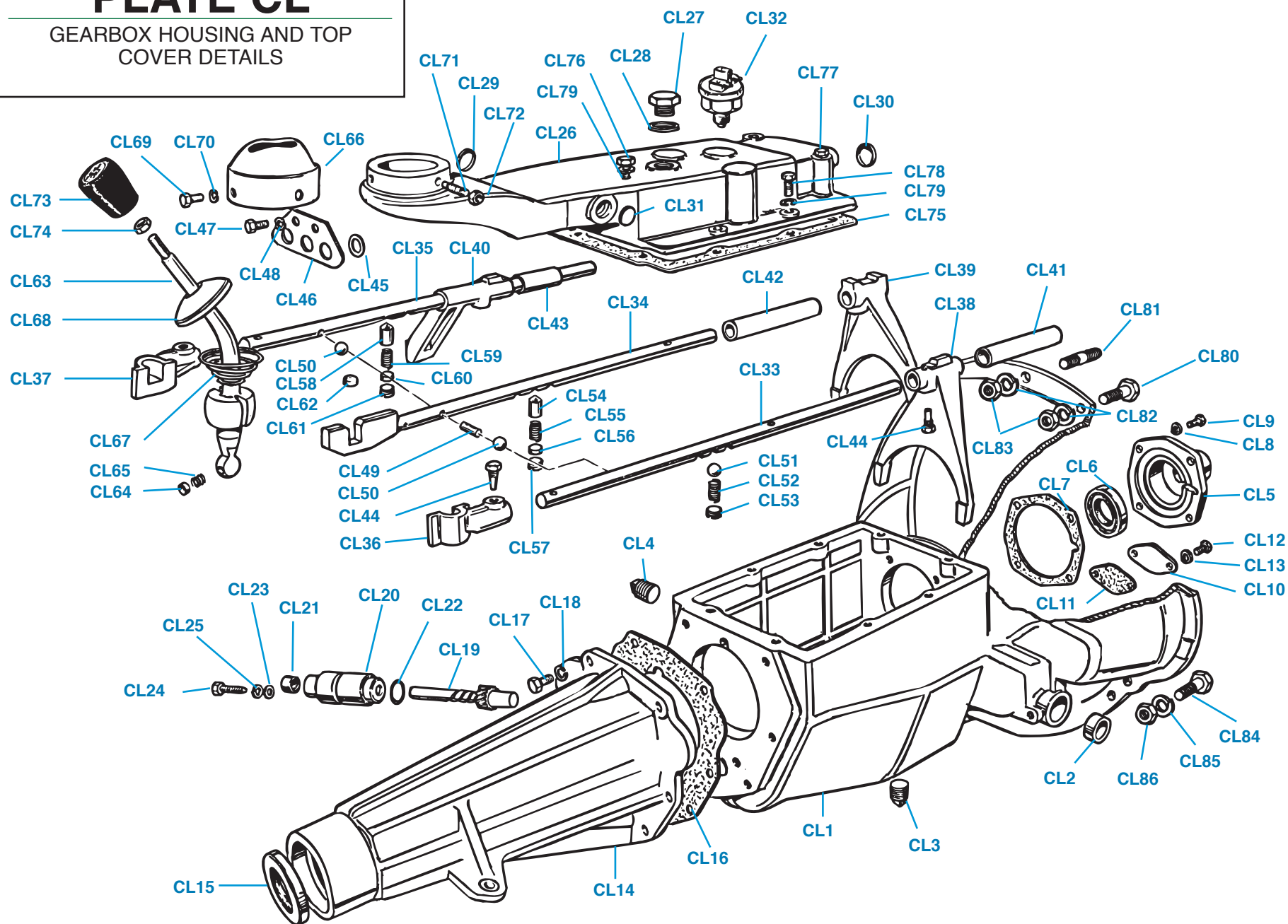
PLATE CL

GEARBOX HOUSING AND TOP COVER DETAILS

PLATE CL

GEARBOX HOUSING AND TOP COVER DETAILS

TRIUMPH TR6



GEARBOX HOUSING AND TOP COVER DETAILS

Plate No.	Part No.	Description	No. Off
CL1	210622	GEARBOX AND CLUTCH HOUSING ASSEMBLY	1
CL2	137651	Bush , clutch operating shaft	2
CL3	114774	Plug , drain, in bottom of gearbox	1
	155660	Plug , magnetic, drain, in bottom of gearbox; alternative to 114774	1
CL4	114774	Plug , oil filler and oil level, fitted to hole in L.H. side of gearbox housing	1
CL5	100157	Front End Cover	1
CL6	141756	Seal , oil, in front end cover	1
		GASKET AND HARDWARE , securing front end cover to gearbox housing	
CL7	59537	Gasket	1
CL8	114034	Washer , copper	4
CL9	155541	Screw , set	4
CL10	55773	Cover , countershaft end	1
		GASKET AND HARDWARE , securing countershaft end cover to gearbox housing	
CL11	55774	Gasket	1
CL12	155542	Screw , set	2
CL13	114034	Washer , copper	2
CL14	305048	Gearbox Extension	1
CL15	146129	Seal , oil, fitted in rear of extension	1
		GASKET AND HARDWARE , securing extension to gearbox housing	
CL16	132465	Gasket	1
CL17	HU858	Screw , set	5
	155541	Screw , set; alternative to HU858	5
	HU866	Bolt	1
	UKC4801	Bolt , alternative to HU866	1
CL18	WL208	Washer , lock	6
		SPEEDOMETER DRIVEN GEAR AND BEARING DETAILS	
CL19	147965	Gear , speedometer driven, up to comm. no. CF1	1
	UKC5933	Gear , speedometer driven, after comm. no. CF1	1
CL20	146542	Bearing , speedometer driven gear	1
CL21	108757	Seal , oil	1
CL22	147751	Ring , "O"	1
		HARDWARE , securing gear and bearing assembly to gearbox extension	
CL23	146541	Washer , plain	1
CL24	107746	Screw , locking	1
CL25	WL208	Washer , lock	1

Plate No.	Part No.	Description	No. Off
		TOP COVER CASTINGS , fitted with three selector shaft end plugs	
CL26	518362	Top Cover , fitted up to gearbox no. CD48491	1
	307109	Top Cover , fitted after gearbox no. CD48491	1
	158462	Top Cover , U.S.A. models, with seat belt interlock, non-overdrive gearboxes	1
	158461	Top Cover , U.S.A. models, with seat belt interlock, overdrive gearboxes	1
	TKC1000	Top Cover , fitted after comm. CF12500	1
		PLUGS , fitted in top cover	
CL27	108114	Plug , screwed, blanking threaded switch holes	A/R
CL28	501258	Seal , copper plug	A/R
CL29	104449	Plug , Welch, interlock access, side of top cover	1
CL30	104449	Plug , Welch, selector shafts, front of top cover	3
CL31	54505	Plug , Welch, sides of top cover	2
		ELECTRICAL SWITCHES , fitted to top cover, reverse lamps, overdrive interrupter, seat belt interlock	
CL32	127380	Switch , electrical, fitted earlier	A/R
	UKC930	Switch , electrical, fitted later; alternative to 127380	A/R
	502146	Shim Washer , adjusting height of above switches for proper operation	A/R
		SELECTOR SHAFTS	
CL33	128066	Selector Shaft , 1st and 2nd gears	1
	158464	Selector Shaft , 1st and 2nd gears, U.S.A. models with seat belt interlock only	1
	105788	Plunger , interlock, fitted to 1st/2nd selector shaft, U.S.A. models with seat belt interlock only	1
CL34	129986	Selector Shaft , 3rd and 4th gears, all non-overdrive gearboxes and overdrive gearboxes up to 1972	1
	156373	Selector Shaft , 3rd and 4th gears, J-type overdrive gearboxes, with interrupter switch toward rear of top cover	1
CL35	132389	Selector Shaft , reverse, earlier top covers	1
	209902	Selector Shaft , reverse, later top covers, with reverse lamp switch on L.H. side of top cover	1
		SELECTORS	
CL36	127386	Selector , 1st and 2nd gears	1
CL37	127385	Selector , reverse, narrow groove, fitted earlier	1
	UKC5098	Selector , reverse, wider groove, fitted later; alternative to 127385	1
		SELECTOR FORKS	
CL38	128067	Fork , selector, 1st and 2nd gears	1
CL39	127387	Fork , selector, 3rd and 4th gears	1
CL40	129780	Actuator , reverse	1

(Continued on next page.)

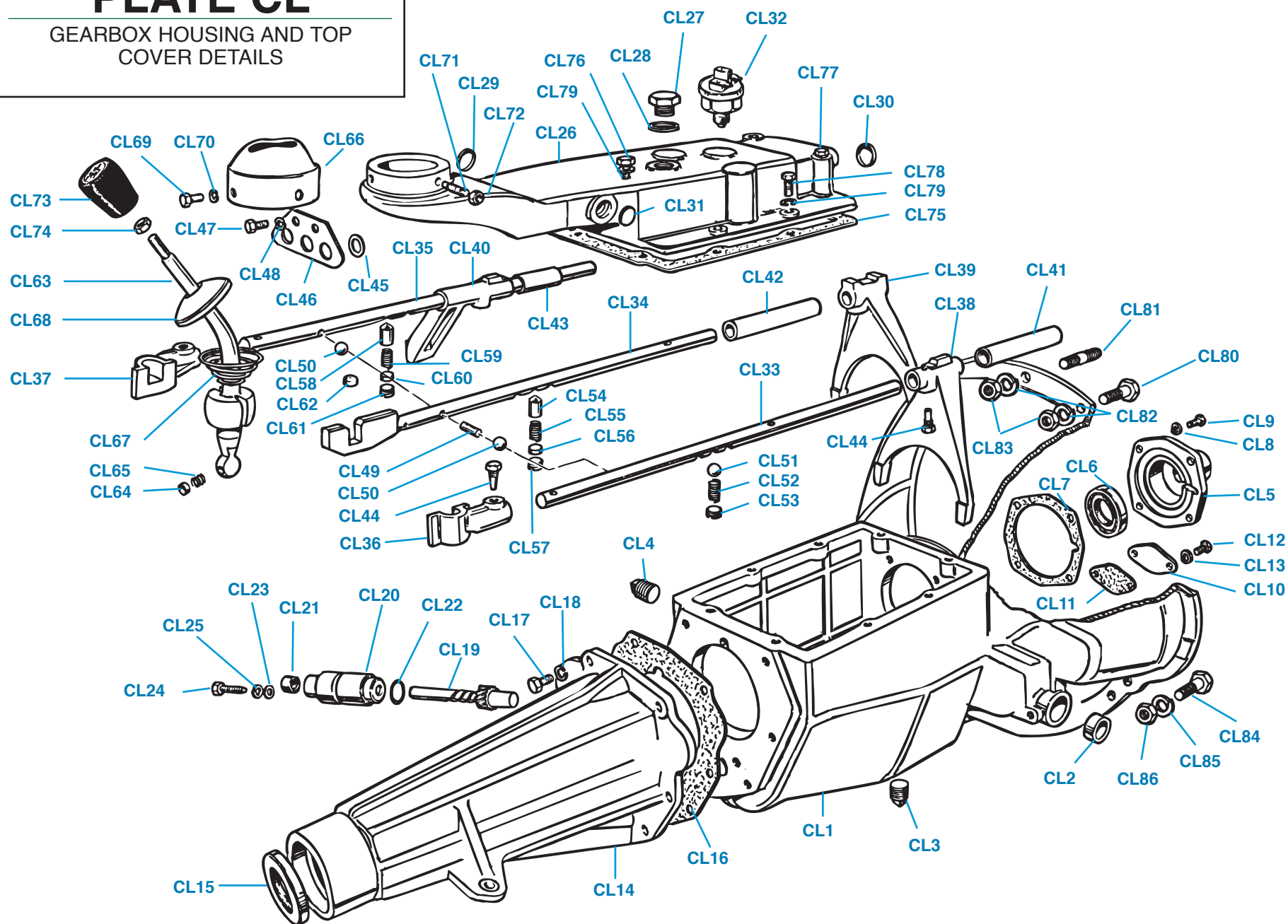
PLATE CL

GEARBOX HOUSING AND TOP COVER DETAILS

PLATE CL

GEARBOX HOUSING AND TOP COVER DETAILS

TRIUMPH TR6



GEARBOX HOUSING AND TOP COVER DETAILS

Plate No.	Part No.	Description	No. Off
SELECTOR SHAFT SLEEVES			
CL41	128063	Sleeve , 1st and 2nd selector shaft	1
CL42	117811	Sleeve , 3rd and 4th selector shaft	1
CL43	129779	Sleeve , reverse selector shaft, earlier top covers	1
CL44	122653	Screw , taper, securing selectors and forks	5
SELECTOR SHAFT SEALING DETAILS			
CL45	106050	Ring , sealing, selector shaft	3
CL46	106051	Plate , cover, over sealing rings	1
		HARDWARE , securing cover and rings to top cover	
CL47	HU704	Screw , set	2
CL48	WL207	Washer , lock	2
INTERLOCK DETAILS			
CL49	105788	Plunger , interlock, fitted in center selector shaft	1
CL50	BL24	Ball , interlock, fitted in top cover between selector shafts	2
DETENT DETAILS-Selector Shafts			
1ST/2ND SELECTOR SHAFT , fitted up to gearbox no. CD23951			
CL51	BL24	Ball , detent	1
CL52	101236	Spring , detent	1
CL53	108166	Plug , screwed, retaining ball and spring	1
1ST/2ND SELECTOR SHAFT , fitted after gearbox no. CD23951			
	BL24	Ball , detent	1
	155632	Spring , detent	1
	108166	Plug , screwed, retaining ball and spring, fitted earlier	1
	156665	Plug , pressed-in, retaining ball and spring, fitted later	1
3RD/4TH SELECTOR SHAFT , fitted up to gearbox no. CD22093			
CL54	106481	Plunger , detent	1
CL55	106489	Spring , detent	1
CL56	109401	Piece , distance	1
CL57	108166	Plug , screwed, retaining plunger, spring and distance piece	1
3RD/4TH SELECTOR SHAFT , fitted after gearbox no. CD22093			
	BL24	Ball , detent	1
	155632	Spring , detent	1
	108166	Plug , screwed, retaining ball and spring, fitted earlier	1
	156665	Plug , pressed-in, retaining ball and spring, fitted later	1

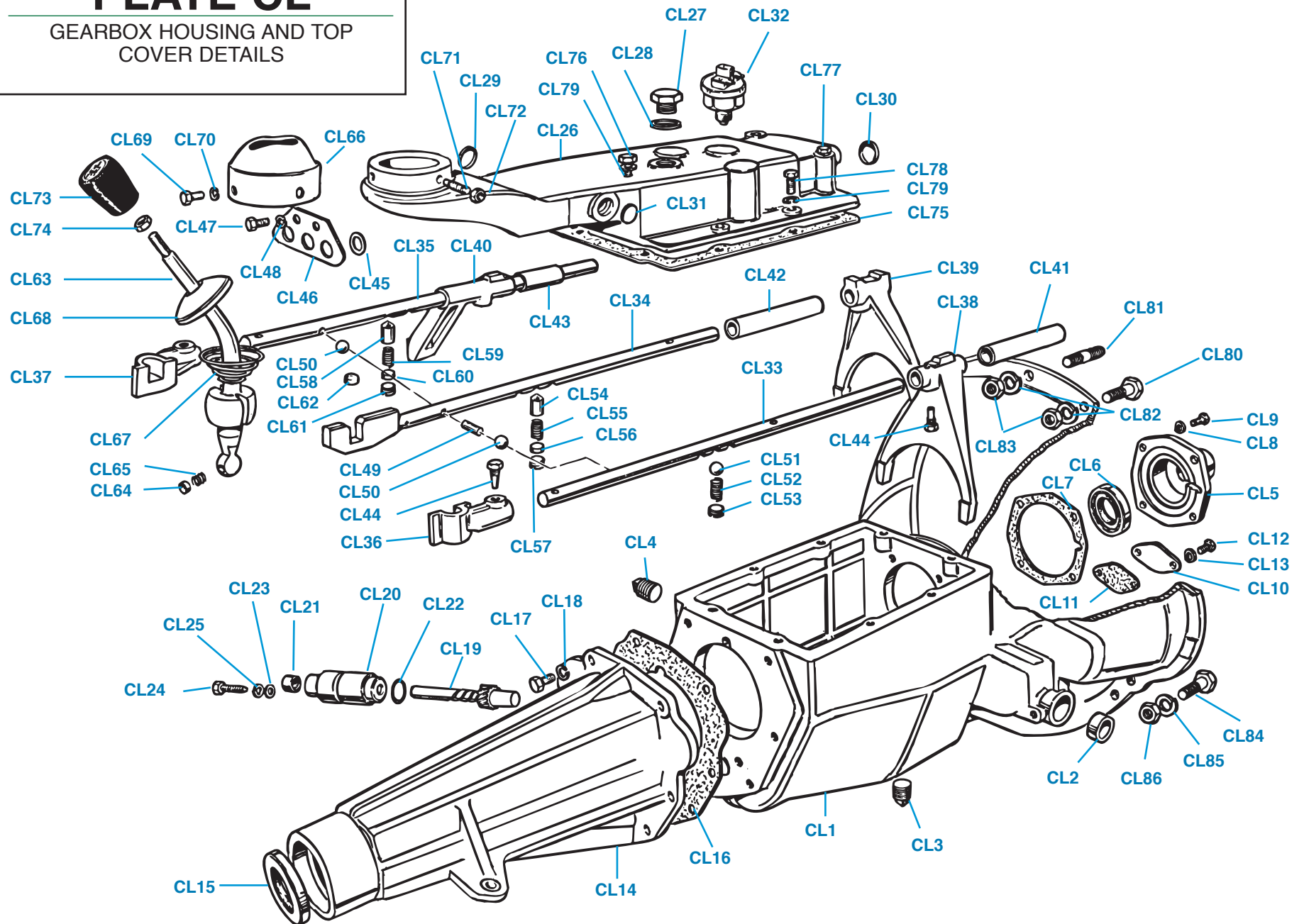
Plate No.	Part No.	Description	No. Off
DETENT DETAILS-Continued			
REVERSE SELECTOR SHAFT			
CL58	136990	Plunger , detent	1
CL59	106489	Spring , detent	1
CL60	109401	Piece , distance	1
CL61	108166	Plug , screwed, retaining plunger, spring, and distance piece, fitted earlier	1
CL62	156665	Plug , pressed-in, retaining plunger, spring, and distance piece, fitted later	1
GEARSHIFT LEVER DETAILS			
Gearshift Lever Assembly			
CL63	148095	Plunger , anti-vibration, in ball end	1
CL64	112424	Spring , loading plunger	1
CL65	137988	Cap , gearshift lever, fitted up to comm. no. CF1	1
CL66	140816	Cap , gearshift lever, fitted after comm. no. CF1	1
	156460	Spring , under cap, fitted up to early 1973	1
CL67	145796	Spring , under cap, fitted after early 1973	1
	158914	Retainer , spring	1
CL68	112442	HARDWARE , securing gearshift lever cap to top cover	
		Screw , set	1
CL69	HU703	Washer , lock	1
CL70	WL207	Pin , locating gearlever, fitted earlier	2
CL71	141984	Pin , locating gearlever, fitted later	2
	156408	Pin , locating gearlever, used with overdrive steady bracket	2
	160190	Nut , jam, locking pins	2
CL72	JN2108	Please Note: A coating of grease between the gearshift lever cap and the top cover will control the corrosion caused by dissimilar metals, which can sometimes make the gearshift lever cap hard to remove.	
CL73	148870	Knob , gearshift lever, U.S.A. (Black leather knob with silver shift emblem.)	1
	131246	Knob , gearshift lever, all markets except U.S.A. fitted up to commission no. CP53853	1
	156138	Knob , gearshift lever, all markets except U.S.A., fitted after commission no. CP53853	1
CL74	508422	Nut , jam, securing knob	1
	506157	Nut , jam, securing knob, apparently an alternative to 508422	1

(Continued on next page.)

PLATE CL

GEARBOX HOUSING AND TOP
COVER DETAILS

TRIUMPH TR6



GEARBOX HOUSING AND TOP COVER DETAILS

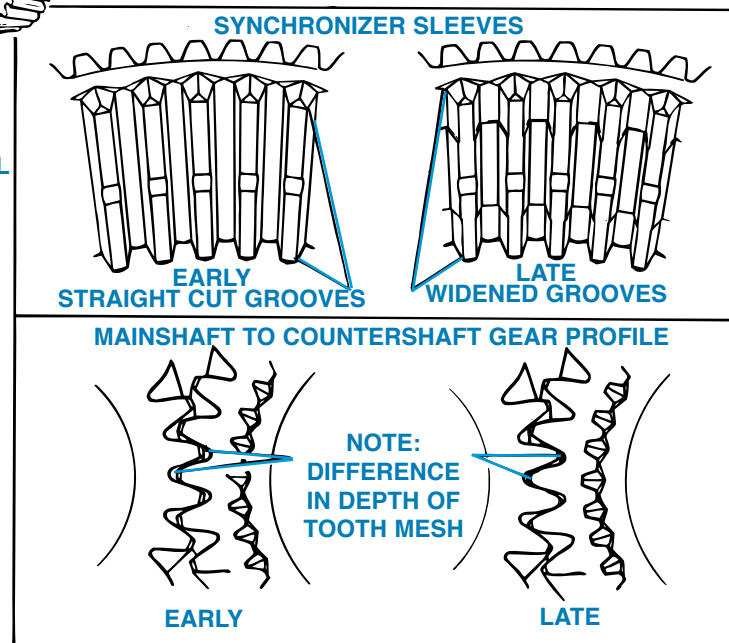
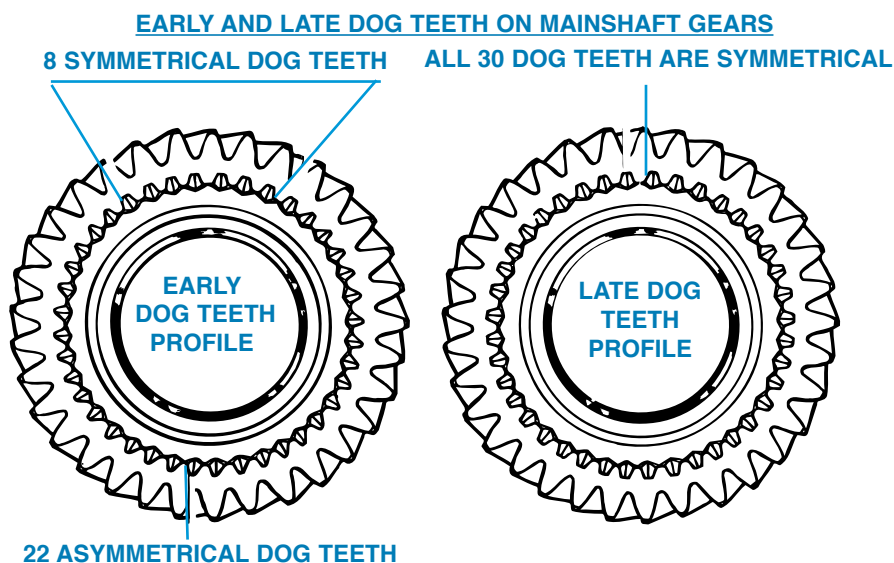
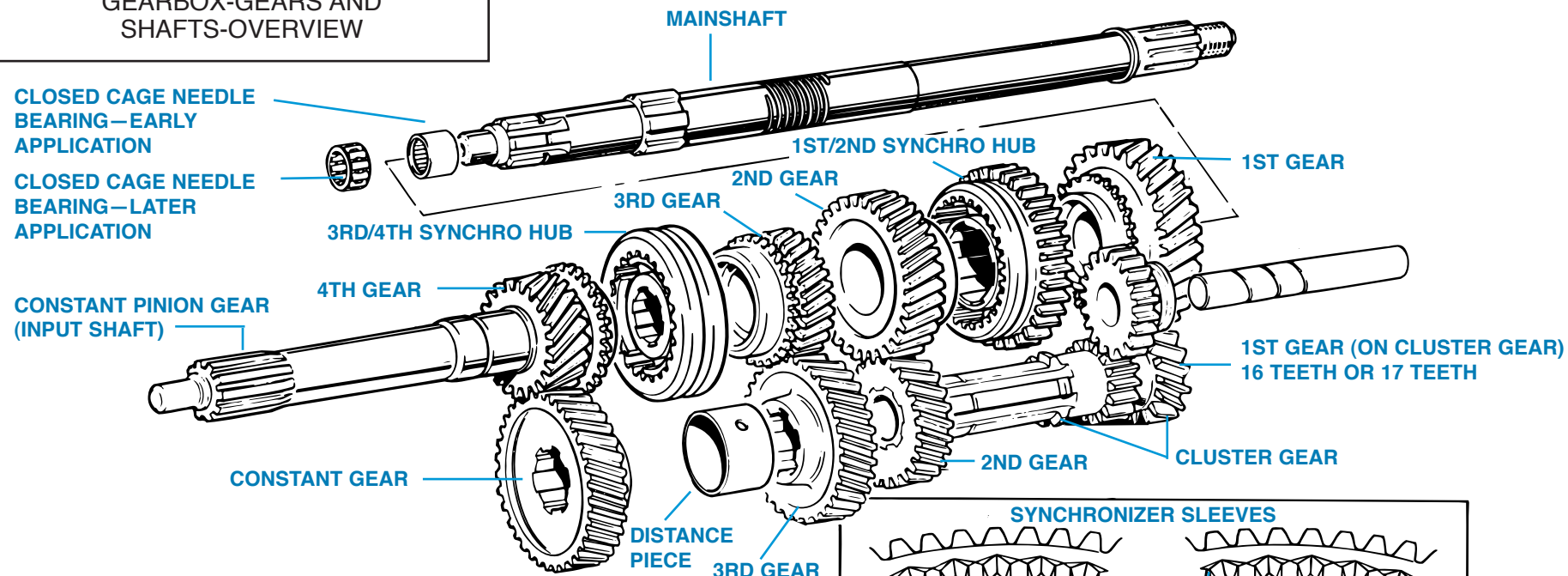
Plate No.	Part No.	Description	No. Off
		GASKET AND HARDWARE , securing top cover to gearbox housing	
CL75	105758	Gasket	1
CL76	HB873	Bolt , 2 7/8-inches long	2
CL77	HB872	Bolt , 2 3/4-inches long	2
CL78	56370	Screw , set	4
CL79	WL208	Washer , lock	8
		HARDWARE , securing gearbox assembly to engine	
CL80	HB811	Bolt	8
CL81	139836	Stud	3
CL82	WL208	Washer , lock	11
CL83	HN2008	Nut	11
CL84	132872	Bolt , dowel	2
CL85	WL209	Washer , lock	2
CL86	HN2009	Nut	2
	515121	GEARBOX GASKET SET , comprising:	1
	59537	Front Cover Gasket	1
	55774	Countershaft Cover Plate Gasket	1
	105758	Top Cover Gasket	1
	132465	Rear Extension Gasket	1
	502556	Gasket between A-type overdrive unit and adaptor plate	1
	37H1901	Gasket , between J-type overdrive unit and adaptor housing	1
		REAR ENGINE (GEARBOX) MOUNTING DETAILS (See Section AG.)	

Plate No.	Part No.	Description	No. Off
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PLATE CM

GEARBOX-GEARS AND
SHAFTS-OVERVIEW

TRIUMPH TR6



GEARBOX—GEARS AND SHAFTS—OVERVIEW

SOME THEORY AND BACKGROUND ON TRIUMPH GEARBOX DESIGN

A number of fairly major changes were made in the TR6 gearbox during its production run. Although the listings of gears and other components in the factory spare parts catalogues seem fairly complete, the points at which changes were made are not always well documented. This problem is further complicated when working on a particular gearbox since gearboxes are often switched from one car to another as replacement units, and replacements of worn or broken parts may not have been made according to “the book” by mechanics who worked on a particular gearbox in the past. For these reasons it is necessary to carefully examine the gearbox in hand in order to ascertain which components it contains before any attempt is made to repair it or to order parts for the repair. **Things to look for include:**

1. Discover whether the gearbox in hand has an early or a later mainshaft and input gear (constant pinion gear) combination. The bearing inside the rear of the input gear will determine this for you. The early combination has a pressed-in, closed-cage needle bearing which is very difficult to remove, while the later type has an open cage bearing which will slide out easily. Early and late mainshafts are not interchangeable, as the machined ends which fit inside the needle bearings are of different diameters. **See illustration.**
2. Discover whether the gearbox in hand has an early or a late first speed countershaft gear (cluster gear). The early gear will have sixteen teeth on the first gear portion, and the later gear will have seventeen teeth. **See illustration.**
3. Discover the type of dog teeth found on the first, second, third, and fourth speed mainshaft gears. There are thirty dog teeth on each gear, and later dog teeth are larger, stronger, and more symmetrical than earlier dog teeth. Earlier gears have only eight out of thirty symmetrical dog teeth, while all thirty dog teeth are symmetrical on later gears, which were actually taken from the Triumph Stag. **For a better understanding of this concept, see the illustration above.** Note that it is the dog teeth which take most of the stress of shifting and acceleration.
4. Discover whether the bushes inside first, second, and third speed main-shaft gears are bronze or steel. Steel bushes were used only on the very latest gearboxes, and the steel second gear bush is part of a redesign of the second speed mainshaft gear and spacer arrangement which was effected to solve the problem of the flange's sheering off of the bronze second gear bush, a common problem with earlier gearboxes, particularly if they are assembled without attention to proper clearances. Gearboxes with the latest second speed gear will also have a thicker shim washer between the rear of the gear and the shoulder on the mainshaft. In addition, the thicker washer is prevented from spinning on the mainshaft by fitment of a steel ball in a groove in the washer and in an indentation in the shaft.
5. Examine the two synchronizer hubs and sleeves to discover whether the grooves cut into the sleeves are straight-cut or if they are widened at each end to accommodate the larger dog teeth used on the later mainshaft gears. This is a fine point that requires a good eye, but it is worth checking since problems will result if the sleeves are not compatible with the gears that are used. Use the straight cut sleeves only with the early gears with asymmetrical dog teeth, and use the sleeves with widened grooves only with the later gears having symmetrical dog teeth.
6. A very fine point is that the profile of the meshing teeth of some of the mainshaft and countershaft gears changed during the production run of the late TR6. Earlier gears seem to have a blunter tooth profile and, perhaps, not so deep a mesh; later gear teeth appear a little more pointed and mesh, perhaps, a little more deeply.

However, even though new gears were introduced with the later tooth profile on their meshing teeth, some gears, notably third speed, were not changed through the end of production. We mention this point here because we have noted several gears with different part numbers which were indistinguishable from one another apart from this difference in tooth profile. **See illustration.**

A lot of games can be played with the gearboxes if you know enough about them. Gears can be interchanged between early and late gearboxes, and slight changes in gear ratios are possible. Very knowledgeable rebuilders can interchange components from different gearboxes, early and late, to produce units which function perfectly. Compatibility of the various components is the key, and the information provided in this section, along with that provided in the next four sections on Gears and Shafts, will give you the equivalent of an undergraduate degree in Triumph gearbox rebuilding if you study it carefully and add an appropriate amount of practical experience.

FORWARD GEARS

Our research has disclosed, essentially, four different sets of gears used during the production run of the TR6. Some gears are interchangeable between sets, and some are not. Most gears are interchangeable if both the mainshaft gear and the countershaft gear are interchanged together, although care must be taken to also match the internal teeth in synchronizer sleeves to the external dog teeth on the mainshaft gears. The latest second gear setup is not interchangeable with any other, however.

Although it may be a slight oversimplification, we have broken down the large number of production changes made during the manufacturing run of the TR6 gearbox into four different gear sets, which we list exhaustively in the next four sections of this catalogue. These break down as follows:

Section CN
Section CP
Section CQ
Section CR

Up to Gearbox No. CD20281
From Gearbox No. CD20282 up to CD21768
From Gearbox No. CD21769 up to Comm. No. CF12500/CR5000
After Comm. No. CF12500/CR5000 (After 1973)

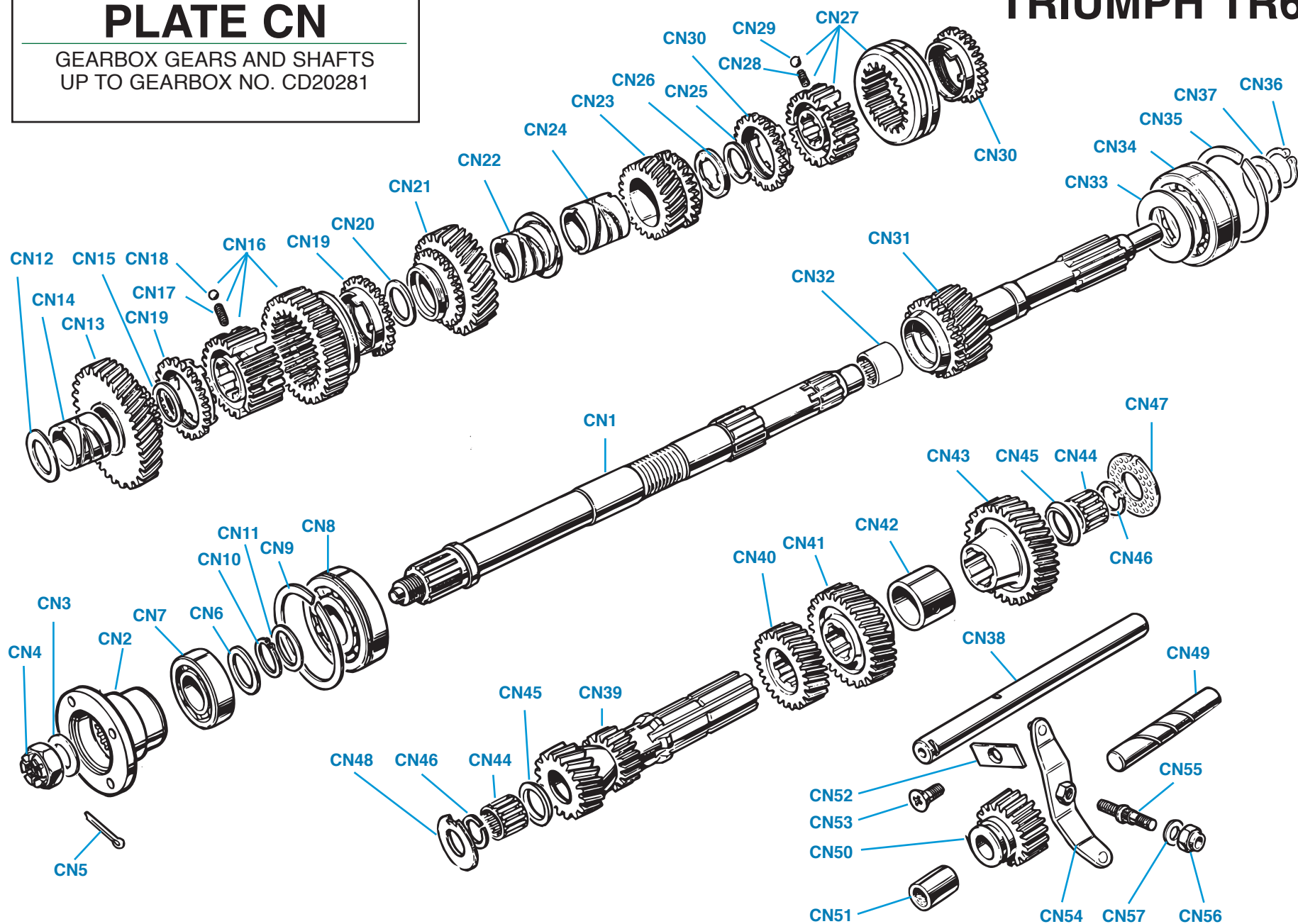
REVERSE GEARS

A reverse idler gear operates along with a reverse countershaft gear, which is integral with the first speed countershaft gear, and a mainshaft gear, which is integral with the first and second gear synchro sleeve. Although the first speed countershaft gear was changed once during the production run and the first and second gear synchro sleeve was also changed once, the reverse idler gear, shaft, and shifting details remained the same through the entire production run.

PLATE CN

GEARBOX GEARS AND SHAFTS
UP TO GEARBOX NO. CD20281

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS, UP TO GEARBOX NO. CD20281

Plate No.	Part No.	Description	No. Off
		Please Note: The gear set used in the earliest type of TR6 gearbox may be identified by the following characteristics. See Section CM for a full discussion of these characteristics.	
		1. Input gear utilizes pressed-in needle bearing.	
		2. First-speed countershaft gear has sixteen teeth.	
		3. All mainshaft gears have asymmetrical dog teeth.	
		4. Bushes inside first, second, and third gears are bronze rather than steel.	
		5. Both synchronizer sleeves will have straight grooves to accommodate the smaller dog teeth on mainshaft gears.	
		6. All gears have the earlier tooth profile on meshing teeth.	
CN1	208051	Mainshaft , non-overdrive	1
	208052	Mainshaft , A-type overdrive	1
		REAR FLANGE DETAILS	
CN2	58948	Flange , mainshaft	1
		HARDWARE , securing flange to rear of mainshaft	
CN3	WP24	Washer , plain	1
CN4	57868	Nut , slotted	1
CN5	PC12	Pin , cotter	1
	157642	Nut , nyloc, alternative to slotted nut and cotter pin	1
		REAR BEARING DETAILS	
CN6	58949	Washer , locating bearing	1
CN7	SP75G	Bearing , mainshaft, rear	1
		CENTER BEARING DETAILS	
CN8	58391	Bearing , mainshaft, center	1
CN9	58955	Circlip , large, locating bearing in gearbox housing	1
CN10	58956	Circlip , small, locating bearing on mainshaft	1
CN11	59443	Washer , between small circlip and bearing	1
		FIRST SPEED MAINSHAFT GEAR DETAILS	
CN12	116496	Washer , between first gear and center mainshaft bearing	1
CN13	128100	First Speed Mainshaft Gear , 33 teeth	1
CN14	129940	Bush , bronze, inside first gear	1
		ADJUSTING WASHERS , between first gear and shoulder on mainshaft	
CN15	129941	Washer , .118 inch thick, silver	A/R
	129942	Washer , .121 inch thick, green	A/R
	129943	Washer , .124 inch thick, blue	A/R
	129944	Washer , .128 inch thick, orange	A/R
	155951	Washer , .131 inch thick, uncolored	A/R
	134670	Washer , .133 inch thick, yellow	A/R

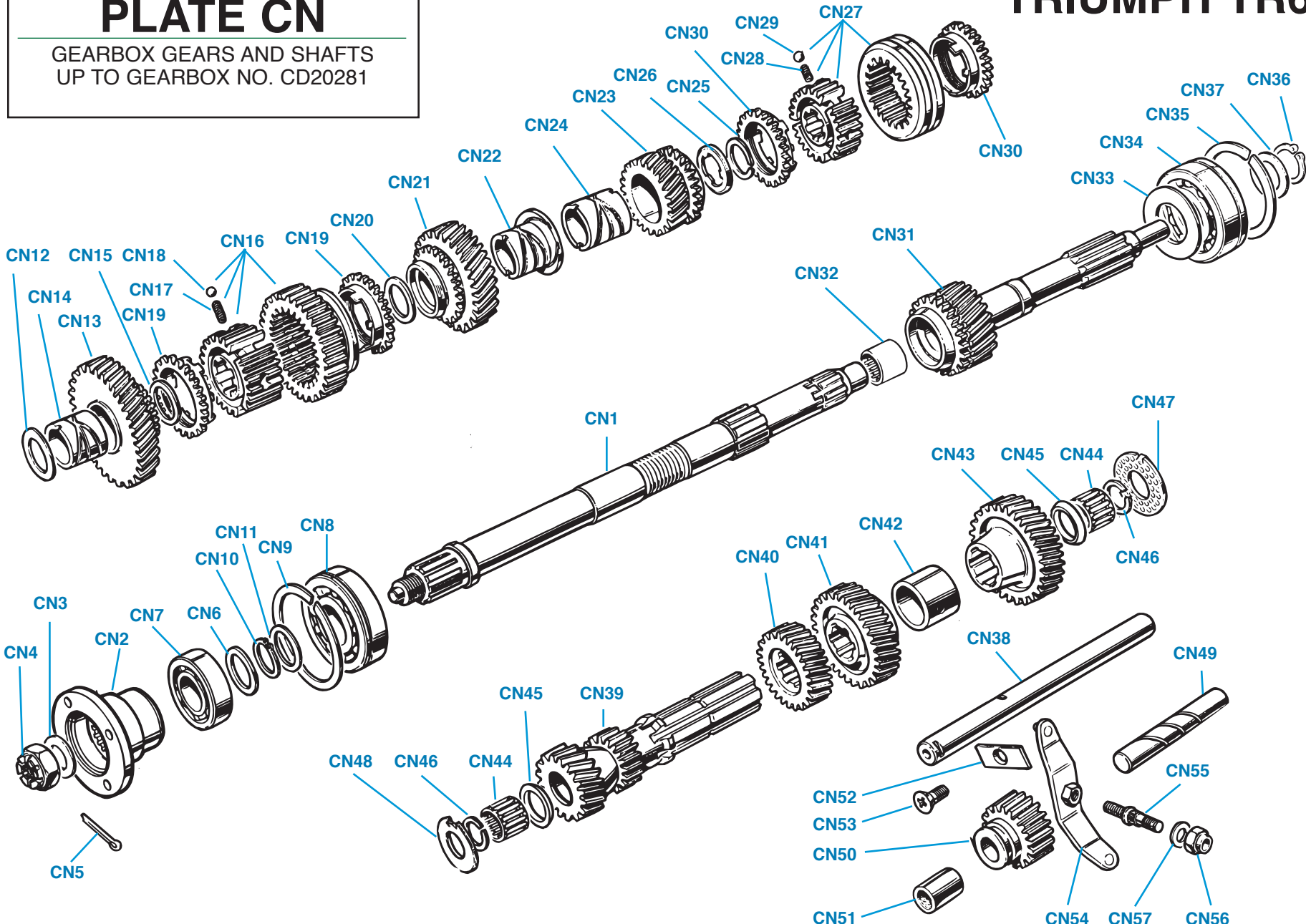
Plate No.	Part No.	Description	No. Off
		FIRST/SECOND SYNCHRO DETAILS	
CN16	515650	SYNCHRO HUB AND SLEEVE AND REVERSE MAINSHAFT GEAR ASSEMBLY	1
CN17	122075	Spring , in hub	3
CN18	BL16	Ball , steel, in hub	3
CN19	113431	Synchro Cup , first and second gears	2
		SECOND SPEED MAINSHAFT GEAR DETAILS	
		ADJUSTING WASHERS , between rear of second gear and shoulder on mainshaft	
CN20	129941	Washer , .118 inch thick, silver	A/R
	129942	Washer , .121 inch thick, green	A/R
	129943	Washer , .124 inch thick, blue	A/R
	129944	Washer , .128 inch thick, orange	A/R
	155951	Washer , .131 inch thick, uncolored	A/R
	134670	Washer , .133 inch thick, yellow	A/R
CN21	105629	Second Speed Mainshaft Gear	1
CN22	129939	Bush , bronze, top-hat, inside second gear	1
		THIRD SPEED MAINSHAFT GEAR DETAILS	
CN23	105630	Third Speed Mainshaft Gear	1
CN24	129940	Bush , bronze, inside third gear	1
CN25	55707	Circlip , retaining third gear on mainshaft	1
CN26	156136	Washer , splined, between circlip and third gear	1
	157054	Washer , splined, between circlip and third gear; alternative to 156136	1
		THIRD/FOURTH SYNCHRO DETAILS	
CN27	509649	SYNCHRO HUB AND SLEEVE ASSEMBLY	1
CN28	122075	Spring , in hub	3
CN29	BL16	Ball , in hub	3
CN30	113431	Synchro Cup , third and fourth gears	2
		FOURTH SPEED GEAR (INPUT SHAFT) DETAILS	
CN31	148949	Fourth Speed Gear (Input Shaft) , comes with 142434 countershaft constant gear	1
CN32	145008	Needle Bearing Assembly , closed-cage type, pressed into fourth gear	1
		FRONT BEARING DETAILS	
CN33	60658	Oil Thrower	1
CN34	58391	Bearing , gearbox, front	1
CN35	58955	Circlip , large, locating bearing in gearbox housing	1
CN36	58956	Circlip , small, locating bearing on input shaft	1
CN37	60078	Washer , between bearing and circlip	1

(Continued on next page.)

PLATE CN

GEARBOX GEARS AND SHAFTS UP TO GEARBOX NO. CD20281

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS, UP TO GEARBOX NO. CD20281

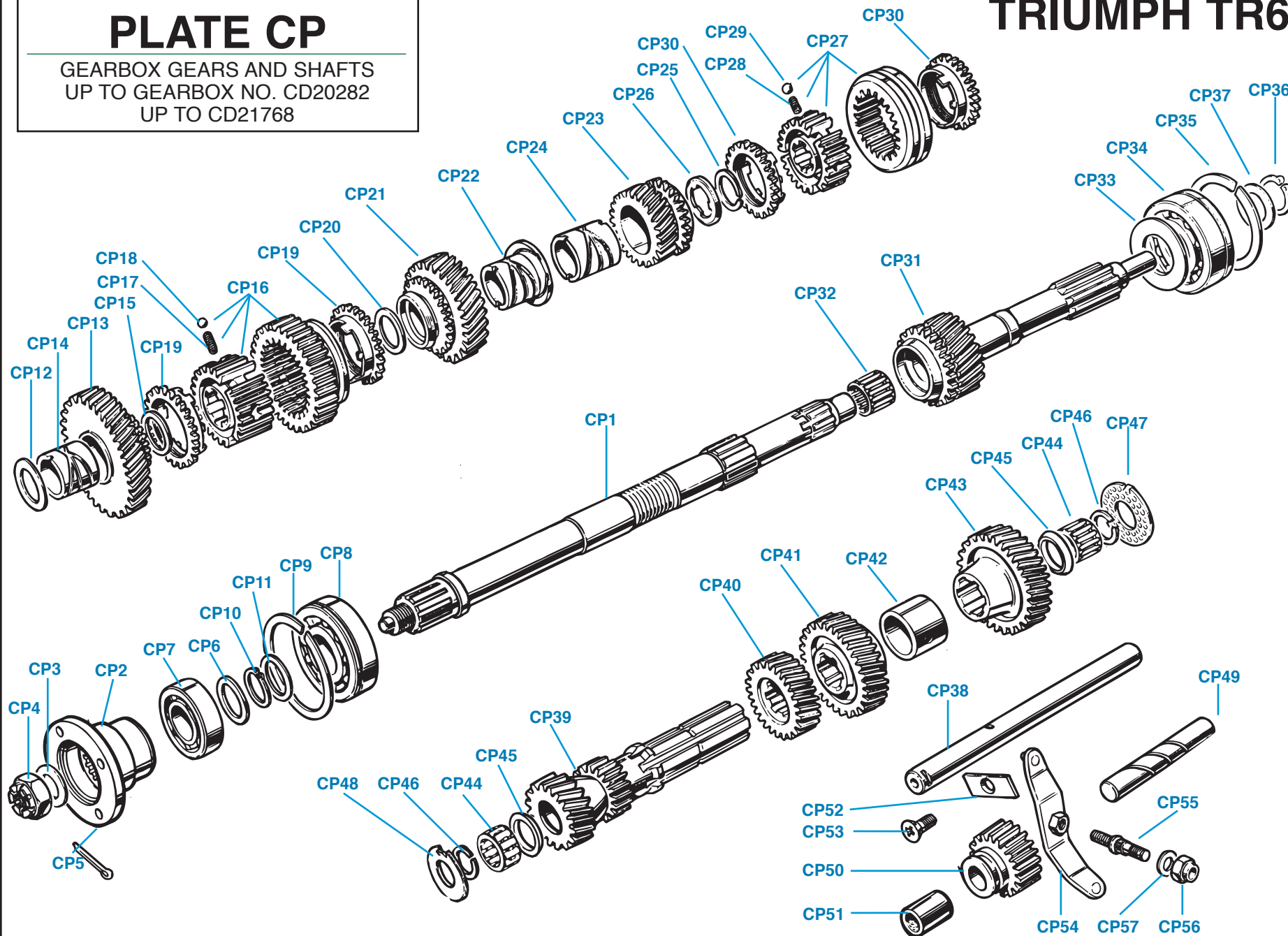
Plate No.	Part No.	Description	No. Off
COUNTERSHAFT DETAILS			
CN38	128105	Countershaft	1
GEARS			
CN39	128107	Reverse and First Speed Countershaft Gear , 16 teeth on first gear portion	1
CN40	140508	Second Speed Countershaft Gear	1
CN41	140509	Third Speed Countershaft Gear	1
CN42	59456	Distance Piece , between third gear and constant gear	1
CN43	142434	Constant Gear , countershaft; included with 148949 fourth speed gear listed above	1
COUNTERSHAFT BEARING DETAILS			
ORIGINAL BEARING ARRANGEMENT			
CN44	150339	Bearing , needle (open cage, slide-in type)	2
CN45	154396	Washer , bevel, behind needle bearings (Fit with bevel away from bearing.)	2
CN46	147749	Circlip , retaining needle bearings in gear	2
ALTERNATIVE BEARING ARRANGEMENT (Use these sleeve-type needle bearings to save a countershaft gear with lightly pitted bearing surfaces. If your bearing surfaces are heavily scored, you cannot save the gear. Many Triumph experts also consider these bearings to be more durable than the original configuration.)			
	126862	Bearing , needle (sleeve-type, press-in bearing)	2
	147749	Circlip , retaining needle bearings in countershaft gear (Use these to insure that they stay in.)	2
Please Note: Do not fit the bevel washers with the alternative bearings.			
COUNTERSHAFT THRUST WASHERS			
CN47	129955	Washer , thrust, front of countershaft	1
CN48	129956	Washer , thrust, rear of countershaft	1
REVERSE IDLER GEAR DETAILS (The idler works in conjunction with teeth on the first speed countershaft gear and teeth on the first/second synchro hub and sleeve assembly to produce a reverse motion of the mainshaft.)			
CN49	129937	Shaft , reverse idler	1
REVERSE IDLER GEAR ASSEMBLY			
CN50	128110	Bush , reverse idler gear	1
CN51	129862	HARDWARE , securing countershaft and reverse idler shaft to rear of gearbox housing	1
CN52	129938	Plate , locking	1
CN53	129954	Screw , Wedglok	1

Plate No.	Part No.	Description	No. Off
REVERSE OPERATING LEVER DETAILS			
CN54	129894	Reverse Operating Lever Assembly	1
CN55	106448	Pin , fulcrum, fitted to gearbox housing	1
HARDWARE , securing fulcrum to gearbox housing			
CN56	TN3209	Nut , nyloc	1
CN57	WP36	Washer , plain	1

PLATE CP

GEARBOX GEARS AND SHAFTS
UP TO GEARBOX NO. CD20282
UP TO CD21768

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS, GEARBOX NO. CD20282 TO CD21768

Plate No.	Part No.	Description	No. Off
		Please Note: The gear set used in the range of gearboxes covered by this section may be identified by the following characteristics. See Section CM for a full discussion of these characteristics. 1. Input gear utilizes slide-in needle bearing. 2. First-speed countershaft gear has sixteen teeth. 3. All mainshaft gears have the later symmetrical dog teeth. 4. Bushes inside first, second, and third gears are bronze rather than steel; oil holes in gears do not line up with grooves in bushes. 5. Both synchronizer sleeves will have grooves which are enlarged at each end to accommodate the larger dog teeth on the mainshaft gears. 6. All gears have the earlier tooth profile on their meshing teeth.	
CP1	216393 208052	Mainshaft , non-overdrive Mainshaft , A-type overdrive	1 1
		REAR FLANGE DETAILS	
CP2	58948	Flange , mainshaft HARDWARE , securing flange to rear of mainshaft	1
CP3	WP24	Washer , plain	1
CP4	57868	Nut , slotted	1
CP5	PC12 157642	Pin , cotter Nut , nyloc, alternative to slotted nut and cotter pin for undrilled main-shafts	1 1
		REAR BEARING DETAILS	
CP6	58949	Washer , locating bearing	1
CP7	SP75G	Bearing , mainshaft, rear	1
		CENTER BEARING DETAILS	
CP8	58391	Bearing , mainshaft, center	1
CP9	58955	Circlip , large, locating bearing in gearbox housing	1
CP10	58956	Circlip , small, locating bearing on mainshaft	1
CP11	59443	Washer , between small circlip and bearing	1
		FIRST SPEED MAINSHAFT GEAR DETAILS	
CP12	116496	Washer , between first gear and center mainshaft bearing	1
CP13	152770	First Speed Mainshaft Gear , 33 teeth	1
CP14	129940	Bush , bronze, inside first gear	1

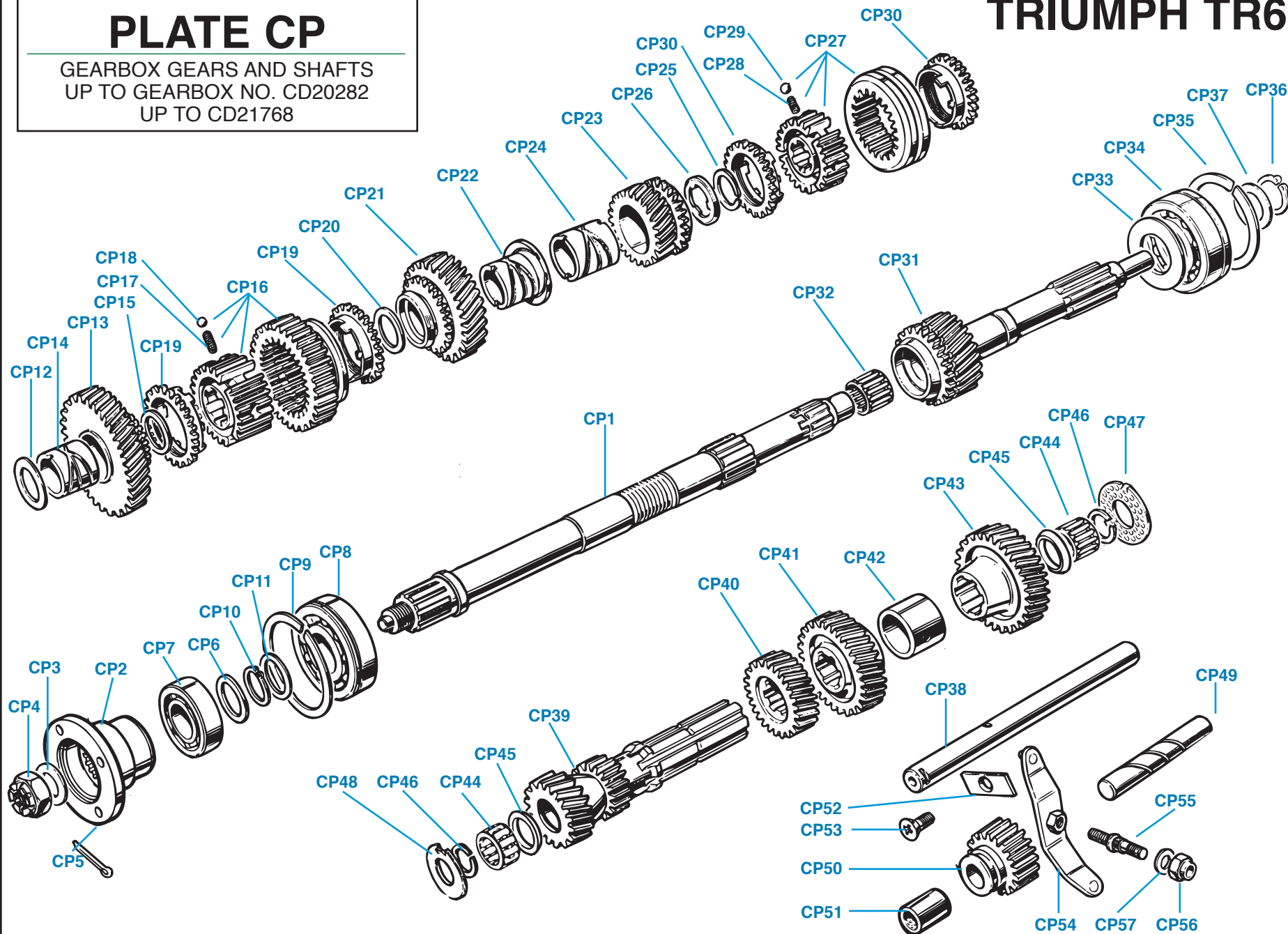
Plate No.	Part No.	Description	No. Off
		FIRST SPEED MAINSHAFT GEAR DETAILS-Continued	
		ADJUSTING WASHERS , between first gear and shoulder on mainshaft	
CP15	129941	Washer , .118 inch thick, silver	A/R
	129942	Washer , .121 inch thick, green	A/R
	129943	Washer , .124 inch thick, blue	A/R
	129944	Washer , .128 inch thick, orange	A/R
	155951	Washer , .131 inch thick, uncolored	A/R
	134670	Washer , .133 inch thick, yellow	A/R
		FIRST/SECOND SYNCHRO DETAILS	
CP16	153843	SYNCHRO HUB AND SLEEVE AND REVERSE MAINSHAFT GEAR ASSEMBLY	1
CP17	153318	Spring , in hub	3
CP18	BL16	Ball , steel, in hub	3
CP19	113431	Synchro Cup , first and second gears	2
		SECOND SPEED MAINSHAFT GEAR DETAILS	
		ADJUSTING WASHERS , between rear of second gear and shoulder on mainshaft	
CP20	129941	Washer , .118 inch thick, silver	A/R
	129942	Washer , .121 inch thick, green	A/R
	129943	Washer , .124 inch thick, blue	A/R
	129944	Washer , .128 inch thick, orange	A/R
	155951	Washer , .131 inch thick, uncolored	A/R
	134670	Washer , .133 inch thick, yellow	A/R
CP21	152771	Second Speed Mainshaft Gear	1
CP22	129939	Bush , bronze, top-hat, inside second gear	1
		THIRD SPEED MAINSHAFT GEAR DETAILS	
CP23	152772	Third Speed Mainshaft Gear	1
CP24	129940	Bush , bronze, inside third gear	1
CP25	55707	Circlip , retaining third gear on mainshaft	1
CP26	156136	Washer , splined, between circlip and third gear	1
	157054	Washer , splined, between circlip and third gear; alternative to 156136	1
		THIRD/FOURTH SYNCHRO DETAILS	
		SYNCHRO HUB AND SLEEVE ASSEMBLY	1
CP27	153844	Spring , in hub	3
CP28	153318	Ball , steel, in hub	3
CP29	BL16	Synchro Cup , third and fourth gears	2
CP30	113431		

(Continued on next page.)

PLATE CP

GEARBOX GEARS AND SHAFTS
UP TO GEARBOX NO. CD20282
UP TO CD21768

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS, GEARBOX NO. CD20282 TPO C21768

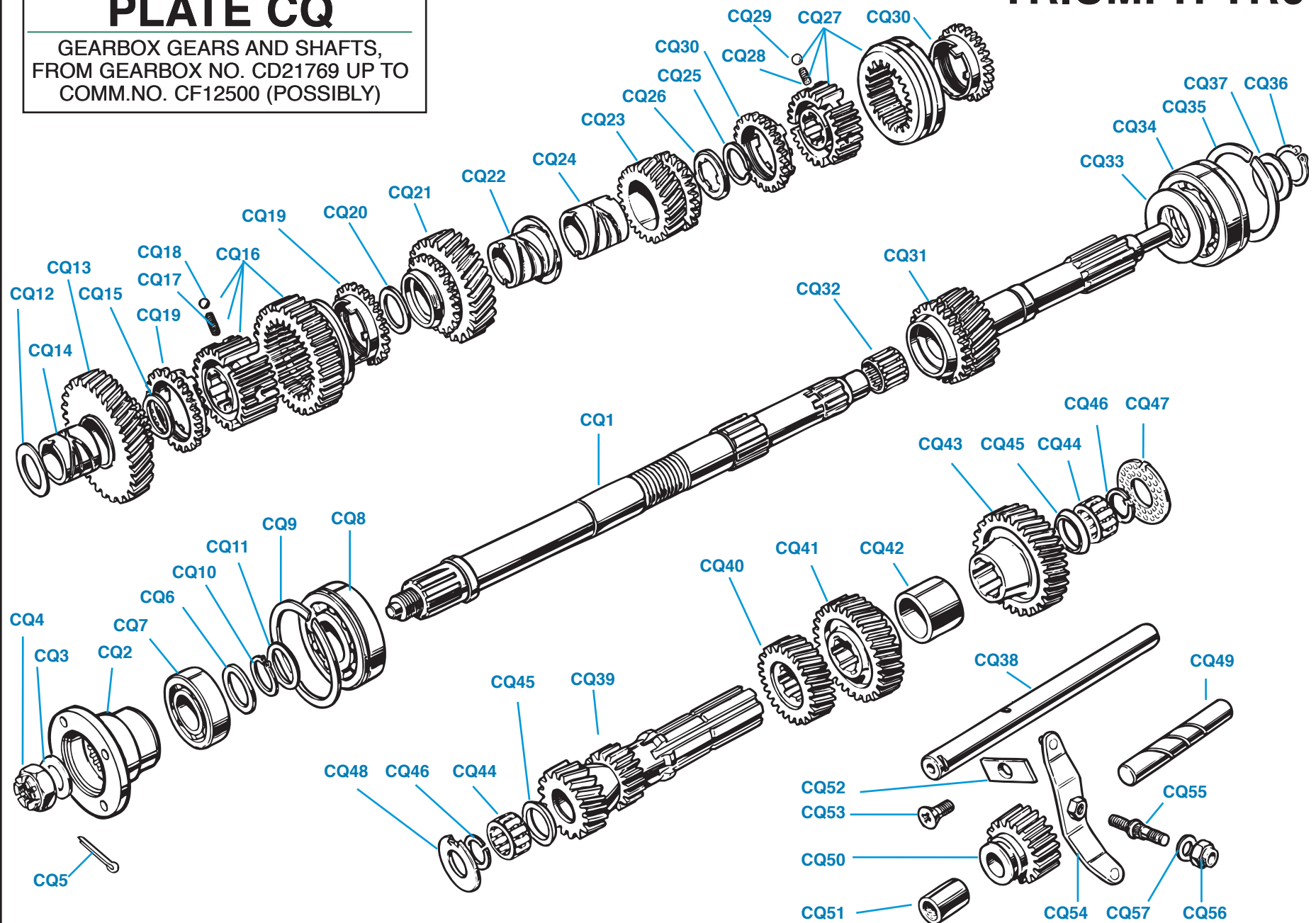
Plate No.	Part No.	Description	No. Off
FOURTH SPEED GEAR (INPUT SHAFT) DETAILS			
CP31	216044	Fourth Speed Gear (Input Shaft)	1
CP32	150989	Needle Bearing Assembly , open cage type, slides into fourth gear	1
Please Note: At the time of writing, 216044 is unavailable, but it can be replaced by 219126 (Fourth Gear) if Countershaft Constant Gear number 159621 is substituted for 142434.			
FRONT BEARING DETAILS			
CP33	60658	Oil Thrower	1
CP34	58391	Bearing , gearbox, front	1
CP35	58955	Circlip , large, locating bearing in gearbox housing	1
CP36	58956	Circlip , small, locating bearing on input shaft	1
CP37	60078	Washer , between bearing and circlip	1
COUNTERSHAFT DETAILS			
CP38	128105	Countershaft	1
GEARS			
CP39	128107	Reverse and First Speed Countershaft Gear , 16 teeth on first gear portion	1
CP40	140508	Second Speed Countershaft Gear	1
CP41	140509	Third Speed Countershaft Gear	1
CP42	59456	Distance Piece , between third gear and constant gear	1
CP43	142434	Constant Gear , countershaft	1
COUNTERSHAFT BEARING DETAILS			
ORIGINAL BEARING ARRANGEMENT			
CP44	150339	Bearing , needle (open cage, slide-in type)	2
CP45	154396	Washer , bevel, behind needle bearings (Fit with bevel away from bearings.)	2
CP46	147749	Circlip , retaining needle bearings in gear	2
ALTERNATIVE BEARING ARRANGEMENT (Use these sleeve-type needle bearings to save a countershaft gear with lightly pitted bearing surfaces. If your bearing surfaces are heavily scored, you cannot save the gear by ordinary means. Many Triumph experts also consider these alternative bearings to be more durable than the original configuration.)			
	126862	Bearing , needle (sleeve-type, press-in bearing)	2
	147749	Circlip , retaining needle bearings in countershaft gear (Use these to insure that they stay in.)	2
Please Note: Do not fit the bevel washers with the alternative bearings			

Plate No.	Part No.	Description	No. Off
COUNTERSHAFT BEARING DETAILS-Continued			
COUNTERSHAFT THRUST WASHERS			
CP47	129955	Washer , thrust, front of countershaft	1
CP48	129956	Washer , thrust, rear of countershaft	1
REVERSE IDLER GEAR DETAILS (The idler gear works in conjunction with teeth on the first speed countershaft gear and teeth on the first/second synchro hub and sleeve assembly to produce a reverse motion of the mainshaft.)			
CP49	129937	Shaft , reverse idler	1
CP50	128110	REVERSE IDLER GEAR ASSEMBLY	1
CP51	129862	Bush , reverse idler gear	1
HARDWARE , securing countershaft and reverse idler shaft to rear of gearbox housing			
CP52	129938	Plate , locking	1
CP53	129954	Screw , wedglok	1
REVERSE OPERATING LEVER DETAILS			
CP54	129894	Reverse Operating Lever Assembly	1
CP55	106448	Pin , fulcrum, fitted to gearbox housing	1
HARDWARE , securing fulcrum to gearbox housing			
CP56	TN3209	Nut , nyloc	1
CP57	WP36	Washer , plain	1

PLATE CQ

GEARBOX GEARS AND SHAFTS,
FROM GEARBOX NO. CD21769 UP TO
COMM.NO. CF12500 (POSSIBLY)

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS, GBX. NO. CD21769-TO END OF 1973

Plate No.	Part No.	Description	No. Off
		Please Note: The gear set used in the range of gear boxes covered by this section may be identified by the following characteristics. See Section CM for a full discussion of these characteristics. <ol style="list-style-type: none"> 1. Input gear utilizes slide-in needle bearing. 2. First-speed countershaft gear is the later type with seventeen teeth. 3. All mainshaft gears have the later symmetrical dog teeth. 4. Bushes inside first, second, and third gears are bronze rather than steel; oil holes in gears do not line up with grooves in bushes. 5. Both synchronizer sleeves will have grooves which are enlarged at each end to accommodate the larger dog teeth on the mainshaft gears. 6. Gears with a new tooth profile on their meshed teeth were introduced in this range of gearboxes. Gears with the new tooth profile are first, second, and fourth mainshaft gears and first, second, and constant gears on the countershaft. 	
CQ1	216866	Mainshaft , non-overdrive	1
	216868	Mainshaft , A-type overdrive	1
	218337	Mainshaft , J-type overdrive	1
		REAR FLANGE DETAILS	
CQ2	58948	Flange , mainshaft	1
		HARDWARE , securing flange to rear of mainshaft	
CQ3	WP24	Washer , plain	1
CQ4	57868	Nut , slotted	1
CQ5	PC12	Pin , cotter	1
	157642	Nut , nyloc, alternative to slotted nut and cotter pin for undrilled mainshafts	1
		REAR BEARING DETAILS	
CQ6	58949	Washer , locating bearing	1
CQ7	SP75G	Bearing , mainshaft, rear	1
		CENTER BEARING DETAILS	
CQ8	58391	Bearing , mainshaft, center	1
CQ9	58955	Circlip , large, locating bearing in gearbox housing	1
CQ10	58956	Circlip , small, locating bearing on mainshaft	1
CQ11	59443	Washer , between small circlip and bearing	1

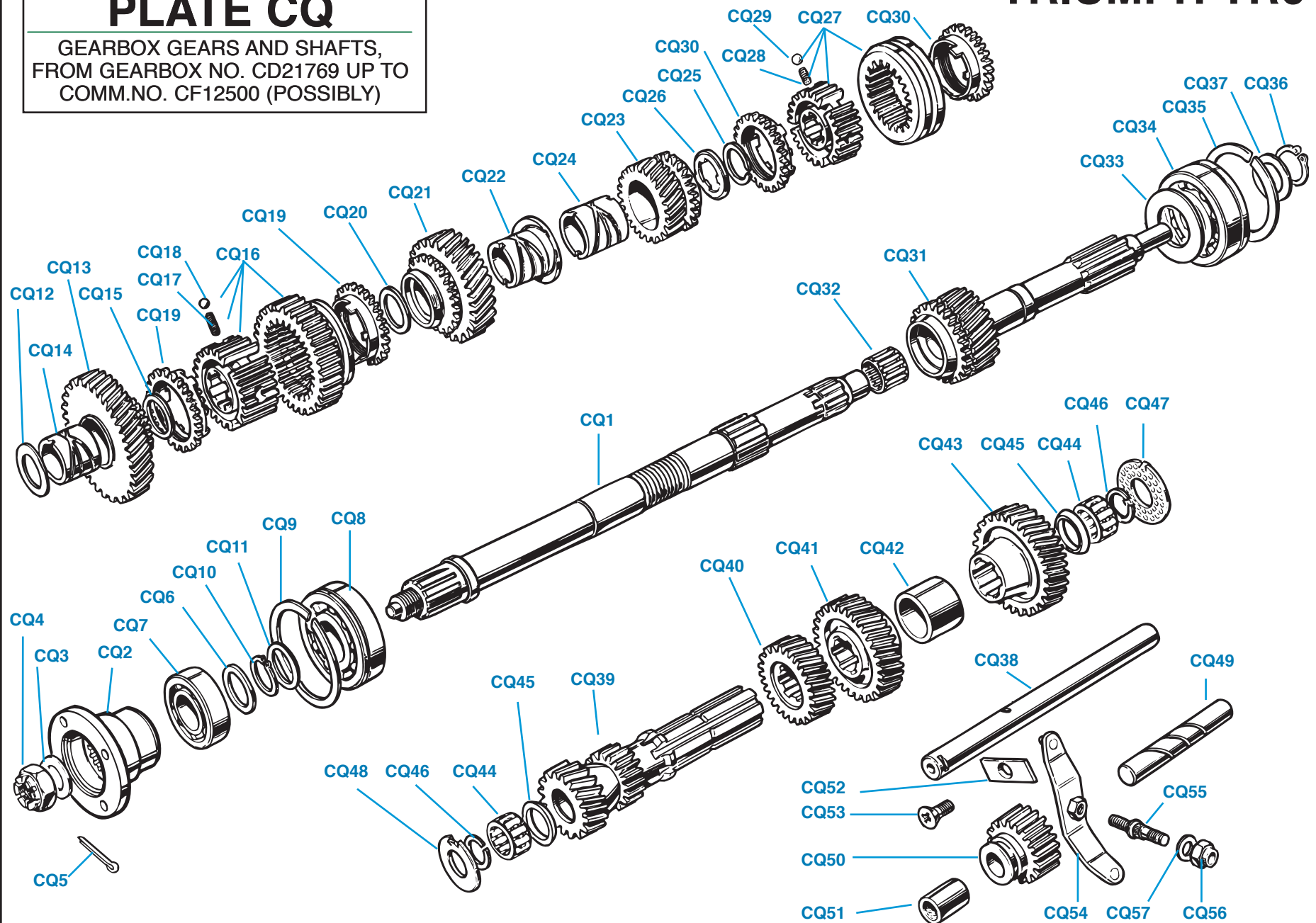
Plate No.	Part No.	Description	No. Off
		FIRST SPEED MAINSHAFT GEAR DETAILS	
CQ12	116496	Washer , between first gear and center mainshaft bearing	1
CQ13	152803	First Speed Mainshaft Gear , 32 teeth	1
CQ14	129940	Bush , bronze, inside first gear	1
		ADJUSTING WASHERS , between first gear and shoulder on mainshaft	
CQ15	129941	Washer , .118 inch thick, silver	A/R
	129942	Washer , .121 inch thick, green	A/R
	129943	Washer , .124 inch thick, blue	A/R
	129944	Washer , .128 inch thick, orange	A/R
	155951	Washer , .131 inch thick, uncolored	A/R
	134670	Washer , .133 inch thick, yellow	A/R
		FIRST/SECOND SYNCHRO DETAILS	
CQ16	153843	SYNCHRO HUB AND SLEEVE AND REVERSE MAINSHAFT GEAR ASSEMBLY	1
CQ17	153318	Spring , in hub	3
CQ18	BL16	Ball , steel, in hub	3
CQ19	113431	Synchro Cup , first and second gears	2
		SECOND SPEED MAINSHAFT GEAR DETAILS	
		ADJUSTING WASHERS , between rear of second gear and shoulder on mainshaft	
CQ20	129941	Washer , .118 inch thick, silver	A/R
	129942	Washer , .121 inch thick, green	A/R
	129943	Washer , .124 inch thick, blue	A/R
	129944	Washer , .128 inch thick, orange	A/R
	155951	Washer , .131 inch thick, uncolored	A/R
	134670	Washer , .133 inch thick, yellow	A/R
CQ21	216802	Second Speed Mainshaft Gear	1
CQ22	129939	Bush , bronze, top-hat, inside second gear	1
		THIRD SPEED MAINSHAFT GEAR DETAILS	
CQ23	152772	Third Speed Mainshaft Gear	1
CQ24	129940	Bush , bronze, inside third gear	1
CQ25	55707	Circlip , retaining third gear on mainshaft	1
CQ26	156136	Washer , splined, between circlip and third gear	1
	157054	Washer , splined, between circlip and third gear; alternative to 156136	1
		THIRD/FOURTH SYNCHRO DETAILS	
CQ27	153844	SYNCHRO HUB AND SLEEVE ASSEMBLY	1
CQ28	153318	Spring , in hub	3
CQ29	BL16	Ball , steel, in hub	3
CQ30	113431	Synchro Cup , third and fourth gears	2

(Continued on next page.)

PLATE CQ

GEARBOX GEARS AND SHAFTS,
FROM GEARBOX NO. CD21769 UP TO
COMM.NO. CF12500 (POSSIBLY)

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS, GBX. NO. CD21769-TO END OF 1973

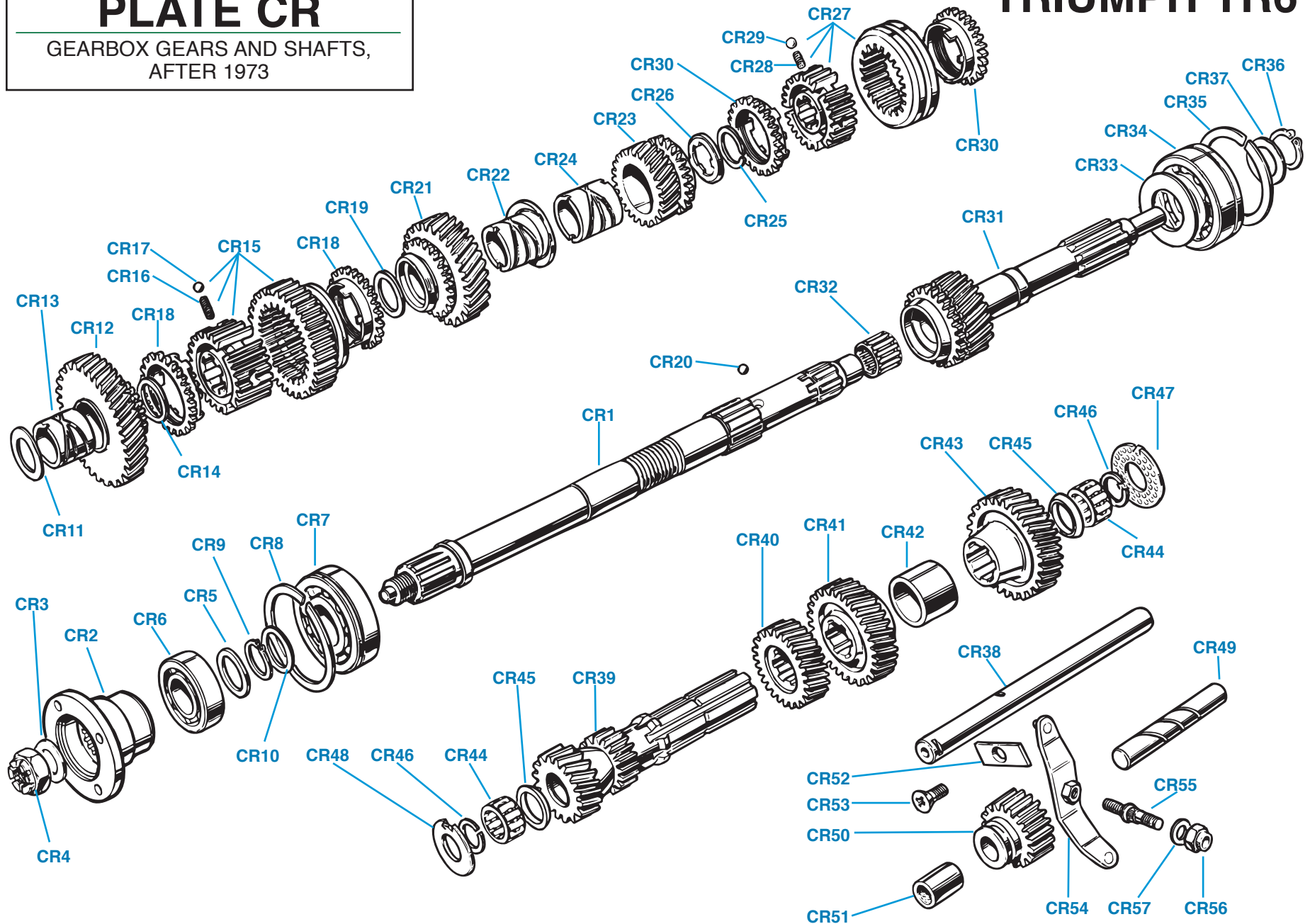
Plate No.	Part No.	Description	No. Off
FOURTH SPEED GEAR (INPUT SHAFT) DETAILS			
CQ31	216871	Fourth Speed Gear (Input Shaft)	1
CQ32	150989	Needle Bearing Assembly , open cage type, slides into fourth gear	1
		Please Note: At the time of writing, 216871 is unavailable, but it can be replaced by 219126 (Fourth Gear) if Countershaft Constant Gear number 159621 is substituted for 142434.	
FRONT BEARING DETAILS			
CQ33	60658	Oil Thrower	1
CQ34	58391	Bearing , gearbox, front	1
CQ35	58955	Circlip , large, locating bearing in gearbox housing	1
CQ36	58956	Circlip , small, locating bearing on input shaft	1
CQ37	60078	Washer , between bearing and circlip	1
COUNTERSHAFT DETAILS			
CQ38	128105	Countershaft	1
GEARS			
CQ39	UKC662	Reverse and First Speed Countershaft Gear , 17 teeth on first gear portion	1
CQ40	155047	Second Speed Countershaft Gear	1
CQ41	140509	Third Speed Countershaft Gear	1
CQ42	59456	Distance Piece , between third gear and constant gear	1
CQ43	142434	Constant Gear , countershaft	1
COUNTERSHAFT BEARING DETAILS			
ORIGINAL BEARING ARRANGEMENT			
CQ44	150339	Bearing , needle (open cage, slide-in type)	2
CQ45	154396	Washer , bevel, behind needle bearings (Fit with bevel away from bearings.)	2
CQ46	147749	Circlip , retaining needle bearings in gear (Use these sleeve-type needle bearings to save a counter-shaft gear with lightly pitted bearing surfaces. If your bearing surfaces are heavily scored, you cannot save the gear by ordinary means. Many Triumph experts also consider these alternative bearings to be more durable than the original configuration.)	2
	126862	Bearing , needle (sleeve-type, press-in bearing)	2
	147749	Circlip , retaining needle bearings in countershaft gear (Use these to insure that they stay in.)	2
		Please Note: Do not fit the bevel washers with the alternative bearings	
COUNTERSHAFT THRUST WASHERS			
CQ47	129955	Washer , thrust, front of countershaft	1
CQ48	129956	Washer , thrust, rear of countershaft	1

Plate No.	Part No.	Description	No. Off
REVERSE IDLER GEAR DETAILS (The idler gear works in conjunction with teeth on the first speed countershaft gear and teeth on the first/second synchro hub and sleeve assembly to produce a reverse motion of the mainshaft.)			
CQ49	129937	Shaft , reverse idler	1
CQ50	128110	REVERSE IDLER GEAR ASSEMBLY	1
CQ51	129862	Bush , reverse idler gear	1
HARDWARE , securing countershaft and reverse idler shaft to rear of gearbox housing			
CQ52	129938	Plate , locking	1
CQ53	129954	Screw , wedglok	1
REVERSE OPERATING LEVER DETAILS			
CQ54	129894	Reverse Operating Lever Assembly	1
CQ55	106448	Pin , fulcrum, fitted to gearbox housing	1
HARDWARE , securing fulcrum to gearbox housing			
CQ56	TN3209	Nut , nyloc	1
CQ57	WP36	Washer , plain	1

PLATE CR

GEARBOX GEARS AND SHAFTS,
AFTER 1973

TRIUMPH TR6



GEARBOX GEARS AND SHAFTS , AFTER1973

Plate No.	Part No.	Description	No. Off
<p>Please Note: This section covers gearboxes fitted to cars with commission numbers after CF12500 and CR5000 approx. The gear set used in this range of gearboxes may be identified by the following characteristics. See Section CM for a full discussion of these characteristics.</p> <ol style="list-style-type: none"> 1. Input gear utilizes slide-in needle bearing. 2. First speed countershaft gear is the later type with seventeen teeth. 3. All mainshaft gears have symmetrical dog teeth. 4. Bushes made of bearing steel were fitted inside first; second; and third mainshaft gears as opposed to bronze bushes which had been fitted to earlier gearboxes. The oil holes in the gears lined up with the grooves in the bushes. 5. Both synchronizer sleeves will have grooves which are enlarged at each end to accommodate the large dog teeth on the mainshaft gears. 6. All of the gears with the exceptions of the third mainshaft gear and the third countershaft gear have the late tooth profile on their meshed teeth. 7. The second gear adjusting washer is much thicker in this range of gearboxes, nearly one-tenth of an inch thicker. The second gear bush is correspondingly shorter to make up this difference and still fit inside the same gearbox housing. In addition, the adjusting washer is prevented from spinning on the mainshaft by a steel ball which fits into an indentation in the mainshaft. 8. The commission number sequence specified for this range of gearboxes should be considered approximate, but it is based upon the only sources available. It should be noted that an A-type overdrive mainshaft is included in this section, although the factory ended fitting of A-type overdrives in 1972! 			
CR1	TKC824 UKC1933 TKC832	Mainshaft , non-overdrive Mainshaft , A-type overdrive Mainshaft , J-type overdrive REAR FLANGE DETAILS	1 1 1
CR2	58948	Flange , mainshaft HARDWARE , securing flange to rear of mainshaft	1
CR3	WP24	Washer , plain	1
CR4	157642	Nut , nyloc	1
CR5	58949	Washer , locating bearing	1
CR6	SP75G	Bearing , mainshaft rear	1

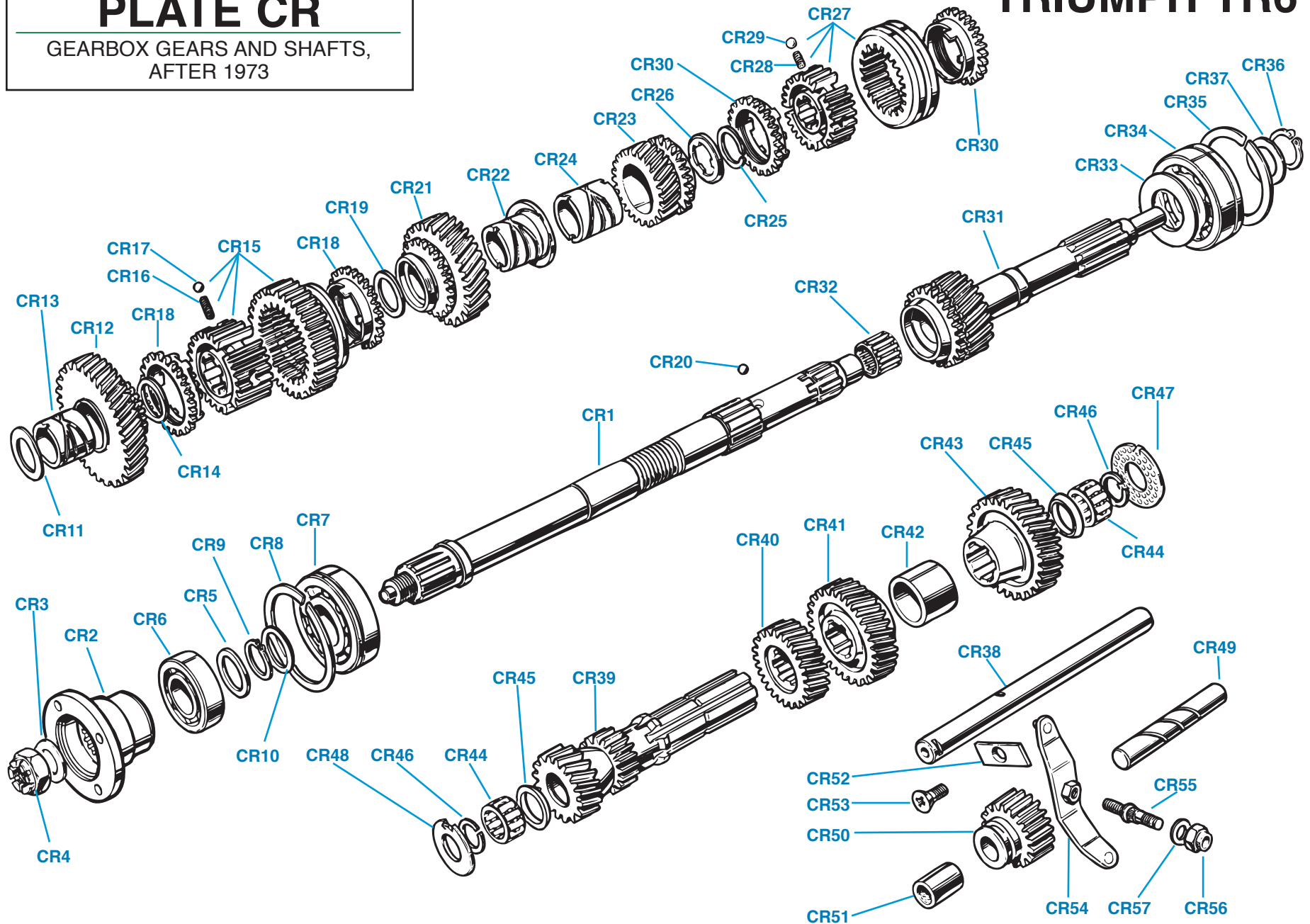
Plate No.	Part No.	Description	No. Off
<p>CENTER BEARING DETAILS</p> <p>Bearing, mainshaft, center 1</p> <p>Circlip, large, locating bearing in gearbox housing 1</p> <p>Circlip, small, locating bearing on mainshaft 1</p> <p>Washer, between small circlip and bearing 1</p> <p>FIRST SPEED MAINSHAFT GEAR DETAILS</p> <p>Washer, between first gear and center mainshaft bearing 1</p> <p>First Speed Mainshaft Gear, 32 teeth 1</p> <p>Bush, steel, inside first gear 1</p> <p>ADJUSTING WASHERS, between first gear and shoulder on mainshaft</p> <p>Washer, .118 inch thick, silver A/R</p> <p>Washer, .121 inch thick, green A/R</p> <p>Washer, .124 inch thick, blue A/R</p> <p>Washer, .128 inch thick, orange A/R</p> <p>Washer, .131 inch thick, uncolored A/R</p> <p>Washer, .133 inch thick, yellow A/R</p> <p>FIRST/SECOND SYNCHRO DETAILS</p> <p>SYNCHRO HUB AND SLEEVE AND REVERSE MAINSHAFT GEAR ASSEMBLY 1</p> <p>Spring, in hub 3</p> <p>Ball, steel, in hub 3</p> <p>Synchro Cup, first and second gears 2</p> <p>SECOND SPEED MAINSHAFT GEAR DETAILS</p> <p>ADJUSTING WASHERS, between rear of second gear and shoulder on mainshaft</p> <p>Washer, .197-.199 inch thick A/R</p> <p>Washer, .200-.202 inch thick A/R</p> <p>Washer, .203-.205 inch thick A/R</p> <p>Washer, .206-.208 inch thick A/R</p> <p>Ball, steel, locating adjustment washer 1</p> <p>Second Speed Mainshaft Gear 1</p> <p>Bush, steel, top hat, inside second gear 1</p> <p>THIRD SPEED MAINSHAFT GEAR DETAILS</p> <p>Third Speed Mainshaft Gear 1</p> <p>Bush, steel, inside third gear 1</p> <p>Circlip, retaining third gear on mainshaft 1</p> <p>Washer, splined, between circlip and third gear 1</p> <p>THIRD/FOURTH SYNCHRO DETAILS</p> <p>SYNCHRO HUB AND SLEEVE ASSEMBLY 1</p> <p>Spring, in hub 3</p> <p>Ball, steel, in hub 3</p> <p>Synchro Cup, third and fourth gears 2</p>			
CR7	58391		
CR8	58955		
CR9	58956		
CR10	59443		
CR11	116496		
CR12	152803		
CR13	153238		
CR14	129941 129942 129943 129944 155951 134670		
CR15	153843		
CR16	153318		
CR17	BL16		
CR18	113431		
CR19	UKC958 UKC959 UKC960 UKC961		
CR20	BL12		
CR21	TKC454		
CR22	UKC956		
CR23	152772		
CR24	153238		
CR25	55707		
CR26	157054		
CR27	153844		
CR28	153318		
CR29	BL16		
CR30	113431		

(Continued on next page.)

PLATE CR

GEARBOX GEARS AND SHAFTS,
AFTER 1973

TRIUMPH TR6



GEARBOX GEARS & SHAFTS, AFTER 1973

Plate No.	Part No.	Description	No. Off
FOURTH SPEED GEAR (INPUT SHAFT) DETAILS			
CR31	219126	Fourth Speed Gear (Input Shaft)	1
CR32	150989	Needle Bearing Assembly , open cage type, slides into fourth gear	1
FRONT BEARING DETAILS			
CR33	60658	Oil Thrower	1
CR34	58391	Bearing , gearbox, front	1
CR35	58955	Circlip , large, locating bearing in gearbox housing	1
CR36	58956	Circlip , small, locating bearing on input shaft	1
CR37	60078	Washer , between bearing and circlip	1
COUNTERSHAFT DETAILS			
CR38	128105	Countershaft	1
GEARS			
CR39	UKC662	Reverse and First Speed Countershaft Gear , 17 teeth on first gear portion	1
CR40	155047	Second Speed Countershaft Gear	1
CR41	140509	Third Speed Countershaft Gear	1
CR42	59456	Distance Piece , between third gear and constant gear	1
CR43	159621	Constant Gear , countershaft	1
COUNTERSHAFT BEARING DETAILS			
ORIGINAL BEARING ARRANGEMENT			
CR44	150339	Bearing , needle (open cage, slide-in type)	2
CR45	154396	Washer , bevel, behind needle bearings	2
CR46	147749	Circlip , retaining needle bearings in gear	2
ALTERNATIVE BEARING ARRANGEMENT (Use these sleeve-type needle bearings to save a countershaft gear with lightly pitted bearing surfaces. If your bearing surfaces are heavily scored, you cannot save the gear by ordinary means. Many Triumph experts also consider these alternative bearings to be more durable than the original configuration.)			
	126862	Bearing , needle (sleeve-type, press-in bearing)	2
	147749	Circlip , retaining needle bearings in countershaft gear (Use these to insure that they stay in.)	2
Please Note: Do not fit the bevel washers with the alternative bearings.			
COUNTERSHAFT THRUST WASHERS			
CR47	129955	Washer , thrust, front of countershaft	1
CR48	129956	Washer , thrust, rear of countershaft	1

Plate No.	Part No.	Description	No. Off
REVERSE IDLER GEAR DETAILS (The idler gear works in conjunction with teeth on the first speed countershaft gear and teeth on the first/second synchro hub and sleeve assembly to produce a reverse motion of the mainshaft.)			
CR49	129937	Shaft , reverse idler	1
CR50	128110	REVERSE IDLER GEAR ASSEMBLY	1
CR51	129862	Bush , reverse idler gear	1
HARDWARE , securing countershaft and reverse idler shaft to rear of gearbox housing			
CR52	129938	Plate , locking	1
CR53	129954	Screw , wedglok	1
REVERSE OPERATING LEVER DETAILS			
CR54	129894	Reverse Operating Lever Assembly	1
CR55	106448	Pin , fulcrum, fitted to gearbox housing	1
HARDWARE , securing fulcrum to gearbox housing			
CR56	TN3209	Nut , nyloc	1
CR57	WP36	Washer , plain	1