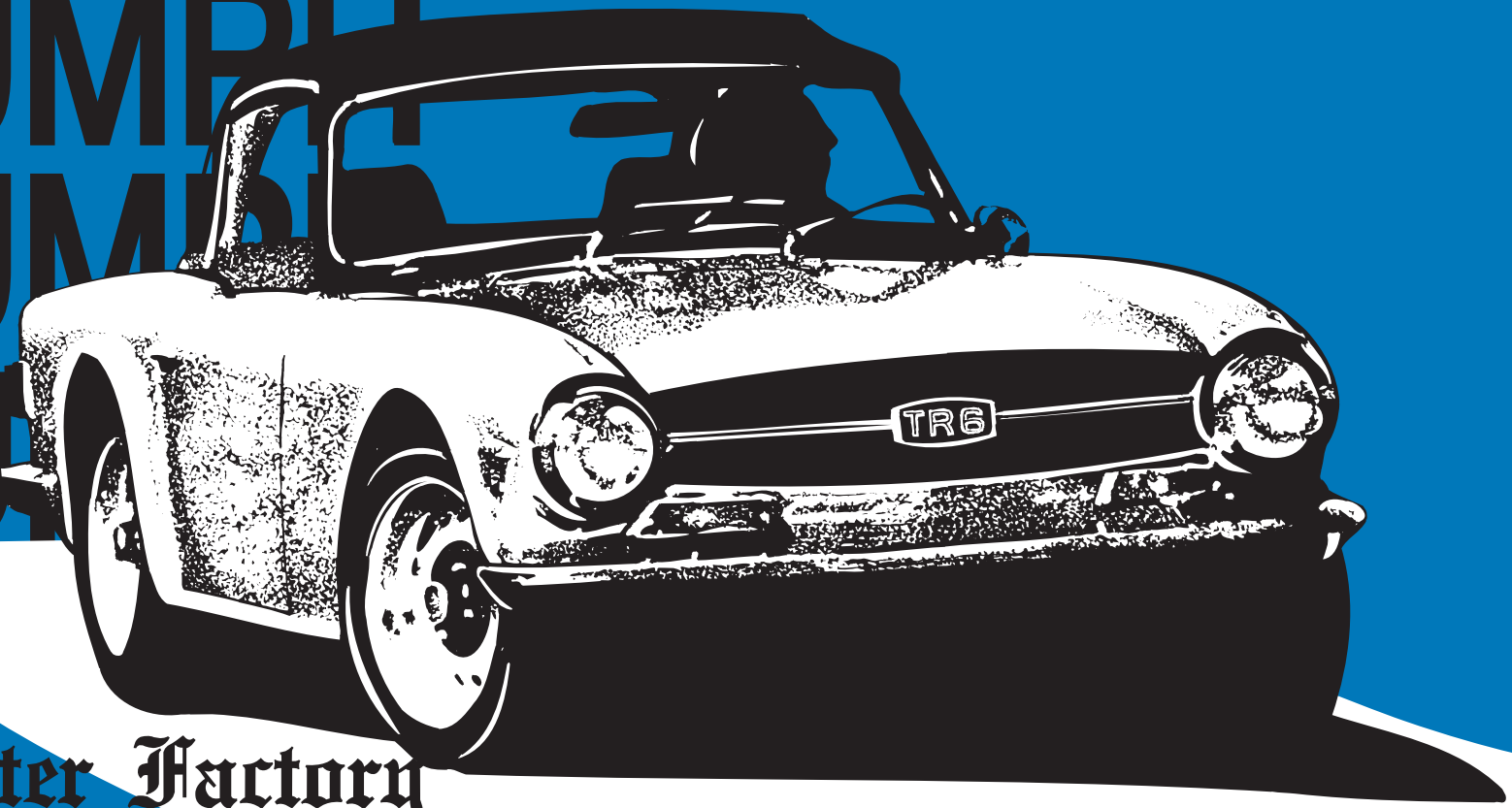
TRIUMPH
TRIUMPH
TRIUMPH
TRIUMPH
TRIUMPH
TRIU

TR6

SPARE PARTS CATALOGUE

VOLUME 1



The Roadster Factory

INTRODUCTORY NOTE

The Roadster Factory has been the leading supplier of Triumph TR6 sports car components for over 30 years, and this updated catalogue, originally published in August 1990, is both a result and and indication of TRF's success in the market place.

The Roadster Factory recognized that the TR6 would achieve the status of a major classic earlier than any other parts company, and I was writing TRF's first big TR6 catalogue during 1979 and 1980. The catalogue was not complete until late autumn in 1980, and it was mailed to TRF customers along wht a new price list just before Christmas. When I returned to work after New Years with John Swauger and the rest of TRF's staff of four, the phone (It was one black phone then!) was ringing off the hook with orders for TR6 components that had never been available from the dealers.

In 1980, when I published that little white TR6 catalogue, most parts were still available from Triumph (It was known as Jaguar Rover Triumph then.), although the list of available components dwindled away gradually over the next ten years. As the years wore on and the car clearly achieved classic status, more and more product sourcing ws required to keep stocks of parts demanded by enthusiasts undertaking frame-up restorations. In the early 1990's, however, many original suppliers were still making parts, and original components were readily available from Armstrong, Laycock, Lucas, Girling, AE Engine Parts, Vandervell, etc., etc. Today, many of these companies have been sold, or they have changed their product ranges so that fewer and fewer original components are available from original-equipment manufacturers. What remains is still much appreciated, however, as parts are generally made to high standards on original or upgraded tooling.

British Motor Heritage was in its infancy in 1978, when The Roadster Factory was founded, but it has grown to become a major supplier today. BMH parts are especially important to TR6 enthusiasts, as nearly every body panel is still manufactured, most on original tooling, and even complete body shells remain in production. The Roadster Factory is also able to depend upon British Motor Heritage for drawings and specifications when we are attempting to manufacture components no longer available from any other source.

A major segment of the parts available for the TR6 model today is made up of reproduction parts manufactured by The Roadster Factory and by other companies. Some of the "other companies" are competitors in the worldwide market. Others are aftermarket manufacturers of automobile parts which supply various components for the TR6 model. Reproduction parts vary in quality from what TRF calls "replica parts" to what most enthusiasts call "nasty repros." Replica parts are made to original drawings and specifications; they look like original, and they function like original, Nasty repros may not fit well, they may wear out quickly, or they may not look like original parts. The Roadster Factory manufactures approximately twenty percent of the parts we sell, and we always aim to make replica parts.

If you are considering the major restoration of a Triumph TR6 sports car, you may wonder if you will be able to acquire all of the parts you need to complete the car and to put it back on the road. The answer to this question, as I write, is a

INTRODUCTORY NOTE

definite "Yes," and parts supply will remain very good for the foreseeable future. The biggest problems facing you as a TR6 enthusiast today are: Which parts provide real value based on quality for money spent? Which parts will maintain the value of the car? Which parts provide for driving safety? and From what source should you buy parts? When these questions are considered carefully as they relate to each other, it becomes clear that The Roadster Factory is the best parts source for the TR6 model. No other company has such a vested interest in Triumph in general and in the TR6 in particular, and no other company goes nearly so far as The Roadster Factory to supply items such as green water hoses and ignition cables, longer lasting clutches, real Timkin bearings, correct interior colours and materials, including original vinyl grains, diamond-patterned seat upholstery, and a choice of wool and tufted nylon carpet materials, reflective-striped tops, safer brake parts and suspension parts, original-equipment body panels for better fit, and genuine English hardware, with correct threads and correct tensile strengths. Many of these items are details which make the TR6 such a special car, and some are necessary to the function of a high-performance sports car. The Roadster Factory has always tried to provide these special items, when other parts suppliers advocate simply keeping the car on the road with generic components.

TRF also operates its own shop for making TR6 wood dash panels and a rebuilding shop for engines, gearboxes, diffs, rear hubs, steering racks, carburettors, and brake calipers. We operate a wood dash shop because we want to offer our customers better dashes than any we can purchase elsewhere, and we run our rebuilding shop to provide enthusiasts with a source of first-class rebuilds assembled by experienced Triumph mechanics. This means that, if you do most of your own work, you can get help with rebuilding anything that requires special tools and knowledge. You won't have to take your car to a general repair shop and maybe never get it back on the road again.

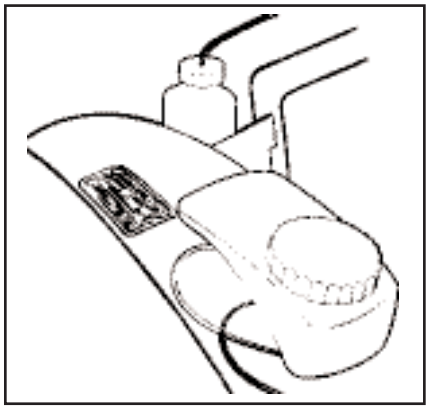
No other parts source in the world cares as much about Triumph TR6 sports cars as The Roadster Factory. We show this every day with the quality of the parts we sell and with the knowledge we make available to our customers. This catalogue is a product of that knowledge and representative of it. We hope that our catalogue is useful to you as a tool for purchasing parts and for working on your car. It contains the knowledge acquired through more than twenty years of selling parts, working on cars, and researching every aspect of the TR6. I wrote this catalogue as a part of my job of owning and running a British parts company, but I put my heart and soul into this book, and it is something about which I feel good and of which I am proud. I hope that my catalogue adds to the pleasure that you receive from driving your car and from maintaining it as an example of the proud heritage of British motoring...

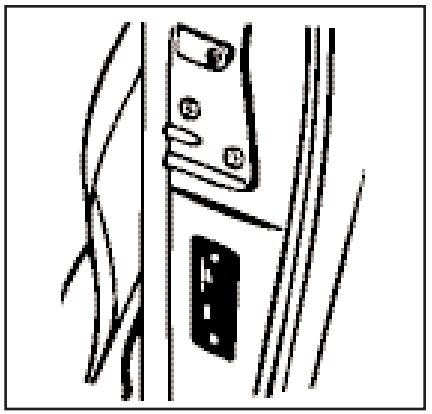
Charles A. Runyan
The Roadster Factory
May 1, 2008

SERIAL NUMBERS

Major mechanical units, the body, and the car as a whole all have unique serial numbers that were assigned by the factory to identify them so that particular design modifications could be listed in parts catalogues as applying to particular ranges of units and to satisfy legal obligations. The locations of the individual unit serial numbers are designated in the illustrations given below. Whenever possible in this catalogue, we use commission numbers to document change points, as this number is easily found on most state registration cards. However, engine numbers are used for engine parts, gearbox numbers for gearbox parts, rear axle numbers for differential parts, and body numbers are also used occasionally.

COMMISSION NUMBERS





The commission number is stamped to a plate affixed to the left-hand inner front wing under the bonnet for 1969 models and to the left-hand door post for later U.S. models. The locations of plates may vary for overseas models. Later U.S. models also carry a plate affixed to the L.H. side of the windscreen frame so that it is readable through the glass from the outside.

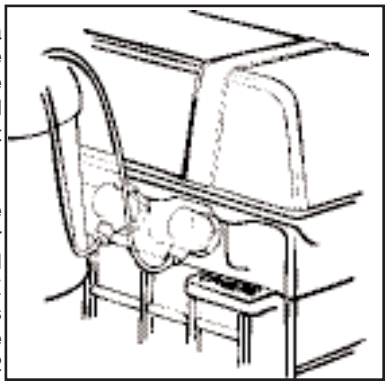
Commission numbers for carburettor models prior to the 1973 model year are prefixed with the letters CC. Beginning with the 1973 model year, the numbers were prefixed with the letters CF. Commission numbers for earlier left-hand drive carburettor models (before 1972 approx.) were suffixed with the letter L. Later left-hand drive carburettor models were suffixed with the letter U. Commission numbers of all models with overdrive were suffixed with the letter O in the last position.

Examples: CC62835L, CC67733L0, CF35824U, CF58097UO

Commission numbers for fuel injected models prior to the 1973 model year are prefixed with the letters CP. Beginning with the 1973 model year, the numbers were prefixed with the letters CR. Commission numbers for all left-hand drive models with fuel injection were suffixed with the letter L. Commission numbers of all models with overdrive were suffixed with the letter O in the last position. Cars assembled in Belgium were prefixed with the number 1 in the first position.

Examples: CP52954, CP729640, CR2909L, 1CP51975L

ENGINE SERIAL NUMBERS



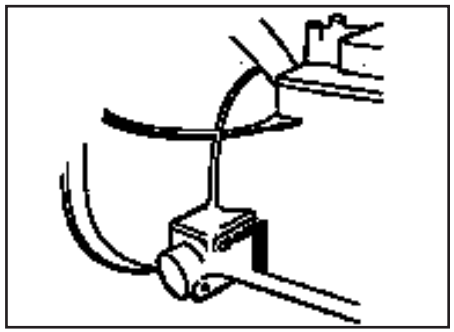
The engine number in all cases is stamped on a boss located at the rear of the left-hand side of the engine block, just under the cylinder head. Engine numbers follow roughly the same sequences and breaks as commission numbers, although no attempt was made to match the two numbers.

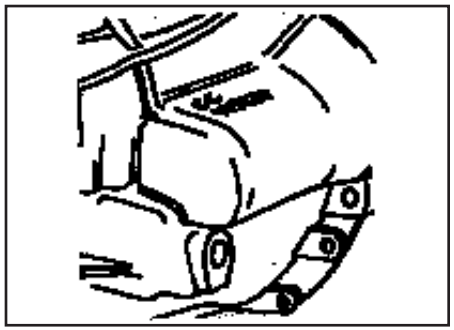
Engine numbers for the carburettor models are prefixed with the letters CC prior to the 1973 model year and with the letters CF beginning with the 1973 model year. All engine numbers were suffixed with the letter E to denote that it was an engine number, and engines exported to U.S.A. type markets were suffixed with the letter U before the letter E, beginning with the 1972 model year.

Examples: CC52091E, CC75024UE, CF57269UE

Engine numbers for fuel-injected models are prefixed with the letters CP prior to the 1973 model year and with the letters CR beginning with the 1973 model year. All fuel injected engines were suffixed first with the letter H to denote high compression and secondly with the letter E to denote that it was an engine number.

Examples: CP53024HE, CR4295HE





GEARBOX SERIAL NUMBERS

The gearbox serial number is stamped on the main gearbox housing, on a boss on the L.H. side behind the clutch cross shaft for earlier models and on top of the ''starter bulge'' on the R.H. side for later models. Please note that the change in position may have occurred only for U.S.A. type models.

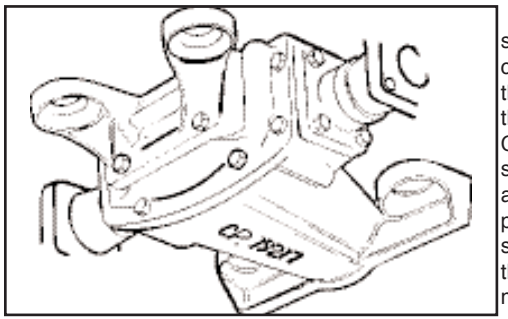
Gearbox serial numbers prior to 1972 were prefixed with the letters CD for all models, and the numbering sequence continued the range of numbers that was started for the TR250 and TR5. This same numbering system was continued for non-U.S.A. models right through to the end, but beginning with the 1972 model year, gearbox numbers for U.S.A. models were prefixed with the letters CC, and the sequence began with the number CC75001. There is an indication

SERIAL NUMBERS

in the factory spare parts catalogue that, beginning with the 1975 model year, gearbox numbers for U.S.A. type markets were prefixed with the letters CF, but we have never seen a gearbox number with a CF prefix, and several very later 1976 models in our possession have gearbox numbers with CC prefixes.

Examples: CD22971, CC79291

REAR AXLE SERIAL NUMBERS



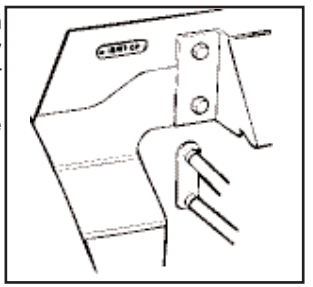
The rear axle serial number is stamped onto the bottom side of the main casing, and it is easily checked from under the car. Rear axle numbers are prefixed with the letters CD for carburettor models and CP for fuel injected models. Generally speaking an axle with a CD prefix will have a 3.7 to 1 gear ratio, and an axle with a CP prefix will have a 3.45 to 1 gear ratio. The serial numbers for TR6 rear axles continued the sequence begun for the TR250 and TR5 models.

Examples: CD82972, CP72765

BODY SERIAL NUMBERS

Commencing with 25001, the body number is stamped on a plate riveted to the right-hand bulkhead panel (firewall). Body numbers are suffixed, rather than prefixed, with the same letter codes used as prefixes for commission numbers, CC, CP, CF, CR. Generally, body serial numbers include the same sequences and model year breaks as commission numbers, although no attempt was made to match the two.

Examples: 52091CC, 52092CP, 52751CF, 4981CR



PRODUCTION DATA & COMMISSION NUMBER REFERENCES
CARB MODELS

Model Year	First Comm. Number	Production Date	Last Comm. Number	Production Date
1969	CC25001	09/68	CC32142	11/69
1970	CC50001	11/69		
1971			CC67893	08/71
1972	CC75001	08/71	CC85737	08/72
1973	CF1	08/72		08/73
1974	CF12501	09/73		08/74
1974	CF27001	08/74		01/75
1975	CF35001	01/75		08/75
1976	CF50001	08/75	CF58328	07/76

PRODUCTION DATA AND COMMISSION NUMBER REFERENCES
P.I. MODELS

Model Year	First Comm. Number	Production Date	Last Comm. Number	Production Date
1969	CP25001	11/68	CP26998	12/69
1970	CP50001	12/69		
1971			CP54584	09/71
1972	CP75001	09/71	CP77718	09/72
1973	CR1	11/72	CR2911	10/73
1974	CR5001	09/73		
1975			CR6701	01/75

PAINT AND TRIM COLOUR CODES

Triumph had a system for providing number codes for paint colours and for trim colours so that they could be included on the commission number plate affixed to the left-hand front wheelarch under the bonnet on 1969 models; on to the left-hand rear door post on 1970 through 1976 models. The position of the commission number plate may have varied on models for countries other than the U.S.

The paint and trim codes as they apply to the TR6 models are summarized as follows. Model Years are approximate.

PAINT COLOURS

COLOUR	MODEL YEAR(S)	CODE
Shades of Red		
Signal Red	1969-1971	32
Pimento	1972-1976	72
Carmine	1973-1976	82
Magenta	1973-1974	92
Shades of Brown		
Sienna	1971-1973	23
Maple	1974-1975	73 or 83
Russet Brown	1976	93
Shades of Yellow		
Jasmine	1969-1972	34
Saffron	1971-1972	54
Mimosa	1973-1975	64
Topaz	1975-1976	84
Inca	1976	94
Shades of Green		
Conifer Green (Triumph Racing Green)	1969-1970	25
Laurel	1969-1971	55
Emerald	1972-1973	65
1975 British Racing Green	1975-1976	75
Java	1975-1976	85

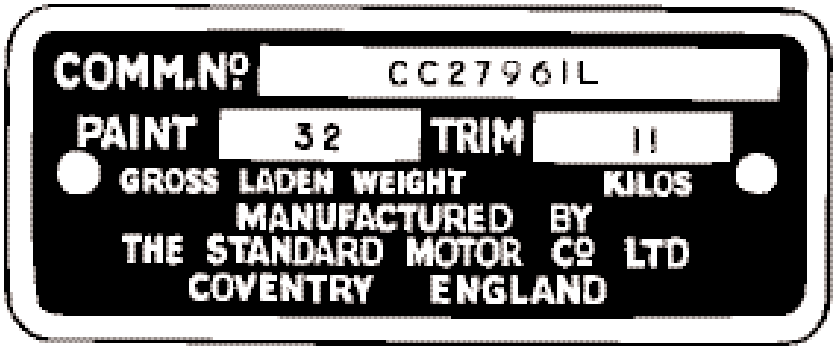
PAINT COLOURS-Continued

COLOUR	MODEL YEAR(S)	CODE
Shades of Blue		
Royal Blue	1969-1971	56
Sapphire	1972-1974	96
Mallard	1973-1974	106
French Blue	1973-1975	126
Delft	1975-1976	136
Tahiti Blue	1976	146
Shades of Purple		
Damson	1969-1972	17
Shades of White		
White	1969-1976	19

TRIM COLOURS

COLOUR	MODEL YEAR(S)	CODE
Black	1969-1976	11
Matador Red	1969-1971	12
Light Tan	1969	13
New Tan (Peanut brittle colour.)	1970-1974	33
Chestnut (Dark reddish brown.)	1973-1974	63
Beige (Light mottled tan.)	1975-1976	74
Shadow Blue	1969-1974	27

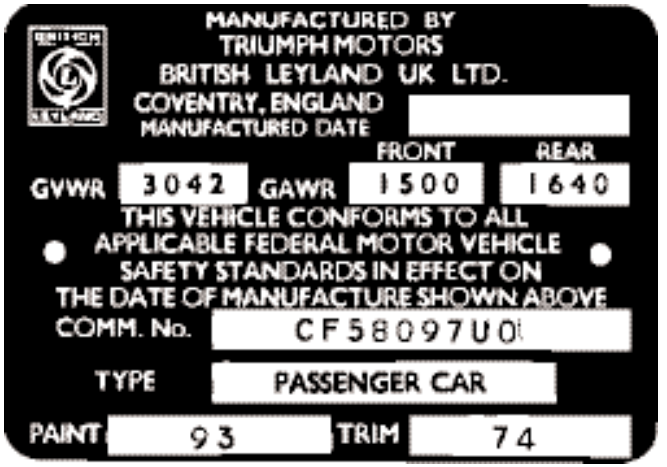
PAINT AND TRIM COLOUR CODES



A. The above commission number plate is an example from a theoretical U.S. specification 1969 TR6. The car's commission number is **CC27961L**. Commission numbers for early TR6 models, up to 1972, with carburettors were prefixed with the letters **CC**. The number **27961** simply places the car into the numerical sequence between **25001**, the first 1969 model, and **32142**, the last 1969 model. The suffix letter **L** stands for standard U.S. left-hand steering.

B. The paint number **32** is for **signal red**, according to the chart above. A car with the paint number **32** on its commission number plate will have come from the factory with signal red paint no matter what colour it may be at the present time, and the commission number plate will give you the original colour of your car no matter how carefully it may have been repainted. Apparently, some paint numbers have a prefix letter **A** to designate that the car was painted with acrylic paint. If the car used for our example had been designated as having acrylic paint, the code number would have been **A32**.

C. The trim number **11** stands for **black** vinyl, or leathercloth as Triumph called it in their coding system. The other possible trim numbers for the TR6 are listed in the chart above. If the example car had been trimmed in leather, the trim code would have been prefixed by **H** as in **H11**. Apparently some early TR6's were trimmed in leather, although they are certainly very rare.



A. The above commission number plate is an example from a 1976 TR6 belonging to The Roadster Factory. Commission number plates for late U.S. specification TR6's were located on the left-hand rear door post. Note that the date of manufacture is included on late comm. no. plates, and this car is a very late one, within two hundred numbers of the end of production. This car's commission number is **CF58097UO**. Commission numbers for all carburetted TR6's after 1972 were prefixed with the letters **CF**. The number **58097** simply places this car in numerical sequence between 50000, the first 1976 TR6 of the model year, and **58328**, the last TR6 made at the end of the 1976 model year. The suffix letter **U** tells us that this car was designated for the U.S. market, and the suffix letter **O** tells us that this car was fitted with overdrive.

B. The paint number **93** is for **russet brown**, according to the chart above. A car with the trim number **93** on its commission number plate will have come from the factory with russet brown paint no matter what colour it may be at the present time, and the commission number plate will give you the original colour of your car no matter how carefully it may have been repainted. Apparently, some paint numbers have a prefix letter **A** to designate that the car was painted with acrylic paint. If the car used for our example had been designated as having acrylic paint, the code number would have been **A93**.

C. The trim number **74** stands for **beige** vinyl, or leathercloth as Triumph called it in their coding system. The other possible trim numbers for the TR6 are listed in the chart above.

USING THE CATALOGUE

ARRANGEMENT OF THE CATALOGUE

The sections of this catalogue are arranged in a classified order similar to that of most other catalogues produced by The Roadster Factory and to that of most catalogues that were produced by Triumph. There is also A Classified Table of Contents, but most regular users will become accustomed to the catalogue arrangement, and reference to the Table of Contents will become infrequent.

Nearly all parts, including most hardware, are illustrated in this catalogue, and the best way to find what you want is to find the Plate which illustrates it. Once you find the illustration of the item that you desire, simply use the number on the illustration, or Plate Number as we would call it, to find the part number, written description, and quantity required (No. Off). Be sure to read descriptions carefully, including those of any alternate items and associated parts, before you select the item required.

Within sections, descriptions of items are listed in a format of indentation which clearly indicates what parts are included in assemblies or kits. We have tried very hard to insure accuracy here, but in some cases, usually when parts were not available for us to examine, we could not be absolutely sure. If we could not be sure if an item was included in an assembly, we usually did not indent the description. We hope that you like the page format and that you will find it easy to use.

A philosophical question of sorts arose during the development of this catalogue format as to what No. Off to list for an item which was a part of an assembly or kit if more than one assembly or kit is required for the car. Should we list the number in the kit or the number required for the application? We decided that No. Off means the number required for the application rather than the number in the kit. Thus, if fourteen plain washers were included in a fender mounting kit, and it takes two fender mounting kits for a car, the No. Off for the kit is two, and the No. Off for the washer is twenty-eight. Another example, which may make more clear that we have chosen the correct solution to this problem would be a front hub. Two front hubs are required for a car, and each includes four wheel studs. The description of the wheel stud is indented under the description of the front hub in the catalogue because the wheel stud is included in the hub assembly. The No. Off for the hub is two. Should we list four or eight as the No. Off for the stud? I think that everyone will agree that eight is the number to list, because that is the number required for the application, and it would
be doing the customer who is looking to buy wheel studs a disservice only to list the number required for each hub rather than the number required for the car.

PARTS AVAILABILITY, PRICING, AND ORDERING

As mentioned in the Introductory Note above, this catalogue is meant to be a complete and permanent reference for the TR6 model, and many parts are listed which have been discontinued by the Triumph factory (now a part of Rover Group) and other sources. To discover whether or not a part listed in this catalogue is available, simply refer to the current edition of our Triumph Components Price List. We send the Price List out periodically, usually annually, to customers on our current mailing list. Information regarding ordering and Order Forms are also included in the Price List. Orders are accepted by mail, by telephone, or by telefax, or you may call at our Western Pennsylvania location in person. Current hours and all other information is included in the Price List. If you have lost your Price List, or if the catalogue has come into your hands without a Price List, please telephone for a free replacement.

You may help us to decide which unavailable TR6 components are in sufficient demand to warrant remanufacturing by filling out one of our New Part Survey Forms found in the back of your copy of the Price List. If you send us a form, we will consider reinstating the part along with requests from hundreds of other enthusiasts, and we will notify you when and if the part comes back into stock. As hundreds of new components become available every year, the chances of our making a part that you want are very good, especially if other enthusiasts are also looking for the same item.

COMPANY POLICIES

A full discussion of company policies regarding ordering, shipping, methods of payment, back orders, merchandise returns, and other matters is included at the front of our current Price List which should always accompany this catalogue. If you have lost your Price List or if this catalogue came into your hands without one, please telephone or write for a free replacement.

USING THE CATALOGUE

PART NUMBERS USED IN THIS PUBLICATION

It may occur to users that the part numbering system used in this catalogue is rather cumbersome and hard to use, even that competitors have part numbers that are much easier to work with. Certainly, it is true that numbers which consist of two or three digits, then a dash, and then two or three more digits are easier to work with than an eight-digit Lucas or Girling part number preceded by an alphabetical prefix. Easier for customers, easier for salespeople, and much easier for data entry people at computer terminals. As a former library cataloguer at the university level with years of experience in using both the Dewey Decimal and Library of Congress classification systems, I myself am probably the best qualified person in the British parts business to devise an easy-to-use numbering system for Triumph and MG car parts. Why then does The Roadster Factory persist in using a cumbersome system of original factory part numbers?

The answer to the question posed at the end of the previous paragraph is given in the question itself: We use original factory part numbers for British car parts at The Roadster Factory because they are original factory part numbers, and we believe that the original factory part numbers have value to our customers. We have great reverence for the way things were done at the Triumph factory in Canley, Coventry and the MG factory at Abingdon-on-Thames over the years of their existence, and we know that enthusiasts and specialty garages and parts shops all over the world do their part number research in original publications from Triumph, MG, Girling, Lucas, Armstrong, Lockheed, and other such companies which supplied the parts used to construct the TR6 and other British car models. That is why we used factory part numbers in this catalogue and that is why you can find prices or references for over twenty-thousand Triumph, MG, Girling, Lucas, Armstrong, and Lockheed part numbers in the current edition of The Roadster Factory Price List. If you have original factory publications, you can actually use them along with our price list without even referring to TRF catalogues in many cases. Try that with the home-made part numbers used by any other British parts supplier.

Even though we have designed this catalogue to be the only parts reference you will ever need for your Triumph TR6, we have used Triumph part numbers whenever possible. Even though we believe that this catalogue will be very easy to use, it is, more than anything else a research publication. We have tracked down a great deal of information, and we have published it for the use of our fellow enthusiasts. If you are using an original Triumph factory spare parts catalogue or a reprint and some questions come up, our catalogue will often answer it for you. You will find that the part numbers listed in this catalogue match the ones listed in the factory publications nearly every time. However, we have, in some cases used Lucas, Girling, Lockheed, or Armstrong part numbers instead of the Triumph part numbers for the same components. In these cases (The Lucas fuel injection components are an example in this volume), the original-equipment manufacturer's part numbers were more accurate, more complete, or more specific than those listed in the Triumph factory catalogues. The Triumph factory catalogues are generally marvelous, but there are some cases where sections slip into obscurity and ambiguity. Truly, no stone was left unturned to provide complete and accurate listings for this volume, and I would especially like to thank Ron Unsworth at the British Motor Heritage archive at Studley Castle in Warwickshire for his help in finding answers to many questions that could not have been answered without information that he provided.

To understand statements made above it is important to realize that most British car companies, including Triumph, did not manufacture many of the components used to assemble the cars. Instead, the parts were sourced from suppliers of specialty components such as Lucas for electricals, Girling and Lockheed for brakes and hydraulics, Armstrong for shock absorbers, OEM and Laycock for clutches, Vandervell for engine bearings, AC for fuel pumps and filters, and dozens of others. In some cases, spare parts were sold to the public by both Triumph and the supplier which made the parts for Triumph. These suppliers to Triumph are usually called original equipment manufacturers or OEM suppliers. Because Triumph had its own part numbering system, therefore, and because the OEM suppliers each had their own part numbering systems in addition, many components have two part numbers, a Triumph part number and an OEM supplier's part number. This process is further complicated when the same OEM supplier's part number happens to fit a Triumph, and MG, and a Jaguar. You then get MG and Jaguar part numbers in addition! One of the best uses for my background as a librarian at The Roadster Factory has been to devise a part numbering system which can include all of the Triumph and MG factory part numbers plus any OEM supplier's part numbers that we wish to use. In fact, our part numbering system will handle any part numbers that we wish to add to it. If you are not bored by this subject, you can find more discussion in the introduction to the price list which should always accompany this catalogue.VIII

USING THE CATALOGUE

In addition to the fact that the various factory part numbers do not fit into one simple and compact part number format, providing original factory part numbers in our catalogues requires a method for dealing with supersessions. A supersession occurs when a parts supplier decides to change the part number of a given component. Supersessions can occur for a number of reasons: The specifications of a part may be upgraded. A new component, a water pump for example, may be designed to fit several models instead of having several different pumps. This process is called rationalization, and it is a way of reducing inventory by manufacturers and distributors, but rationalized components often differ in appearance from the original components, something that does not always appeal to classic car enthusiasts. Sometimes, a misguided manufacturer decides to implement an ''easier-to-use'' part numbering system, as Lucas did a few years back, creating a real nightmare for those who are using the old system. Keeping up with supersessions is a big job in itself. British Leyland (now Rover Group) supersessions, are printed in a number of large volumes which cost hundreds of dollars to purchase. Listing supersessions in a way that customers can find listings for the parts they need is an even bigger job. TRF is the only parts company in the world which provides a significant body of British part numbers with built-in supersessions. Even price lists from Rover Group include only a few months worth of supersessions.

TRF handles part number supersessions very simply and elegantly through the computer program that we have written to produce our price list. To show you how this works, let us take an example from our current price list. One of the bulbs in a TR6 tail lamp has the Triumph part number **502379**. This part number is no longer available from Triumph, now a part of Rover Group, and TRF supplies this bulb under the Lucas part number which used to be **LU382**. However, Lucas changed the part number a couple of years back to **LULLB382**. Here is how we handle the problem of listing these parts: If you look up **502379** in our price list, you will find the description **LULLB382 SUPPLIED** along with the current price of **LULLB382**. If you look for **LU382** in the price list, you will again find the description **LULLB382 SUPPLIED** and the current price of **LULLB382**. If you look up **LULLB382**, the latest part number, you will find the description **CON BULB, LUCAS, SINGLE FILAMENT**. You may order the bulb under any of the part numbers in the supersession chain, and you will receive **LULLB382**. You will also find the price for the part by looking in the price list for any part number in the supersession chain. This system allows us a simple and easy-to-use method for including a complicated chain of part numbers in our price list. This is my definition of the word elegant!

We at TRF find that we must keep a close eye on manufacturers since we supply components to customers who often care as much about how the parts look as they care about how they function. Sometimes a new component will function perfectly, but it looks vastly different.

Sometimes we can solve this problem, and sometimes we can't. When Unipart rationalized the Triumph plain washers to only a few sizes which allowed the same washers to be used for all metric and Imperial bolt sizes, we simply manufactured all of the correct Triumph washer sizes. But, when Lucas superseded some of its black metal horns to red plastic ones, there was little we could do, as we have not yet developed the technology for manufacturing new horns. On the other hand, when Rover Group superseded the TR6 gearshift lever to a large plastic item which did not remotely resemble the leather-covered original, we were able to find a manufacturer which could duplicate the original knob perfectly. Sometimes, a manufacturer supersedes a part to another part which will not work for the original application, and we always try to sort these out before they get into customers' hands. Regarding part number supersessions and the TR6, The Roadster Factory is owned and run by Triumph TR6 enthusiasts (In fact, individuals on the staff had five frame-up restorations going on over the past year!), and we attempt at all times, to provide you with the best available parts to keep your TR6 running well and looking as original as possible. A basic rule is that if I wouldn't want to use it on my own car, I wouldn't want to sell it to you.

To get back to the main point of this section, TRF has devised a part numbering system which can include any Triumph or MG part number along with the part numbers of any original equipment suppliers. The system also includes an easy-to-use method for dealing with the part number supersessions. The result is a vast and growing historical reference which should be useful to anyone who is attempting a high quality car restoration, and it will also function as a useful reference to concours judges, catalogue writers at competing companies, and automotive historians who study British cars as an academic discipline. If it performs these duties well, then we are very glad to have been able to put it all together.

Please note, because printing and the web are different formats, the page numbers in this printed catalogue do not correspond to the page numbers on our web site. Please use the plate designators, such as Plate AA or Plate BA to find the corresponding page on our web site.

USING THE CATALOGUE

THE COVER DESIGN

The design of the cover of this catalogue is by John Hastings who joined TRF's Publications Department this summer, and we look for a lot of good work from him as time goes on. This catalogue cover was actually one of his first assignments in his new position. TRF's catalogue covers tend to be graphic designs rather than photographs as found on covers of catalogues from many British parts companies. This is purely a matter of taste, and TRF has considerable graphic talent available to us, so that is the route we usually take. In addition, Triumph factory publications all tended to use graphic cover designs, and it is our desire to maintain the factory's image.

The design of this cover is inspired by the designs of covers used on the TR6 Owner's Handbooks which were provided in the gloveboxes of all cars delivered to North America. The covers of the North American editions of the handbook were blue up to 1972 and purple from 1973 up to 1976. TRF has used both of these designs for catalogue covers over the past five or six years, but the cover for this catalogue attempts to provide a recognizable connection to the design used on the cover of the early TR6 owner's handbook rather than a slavish imitation, and we believe that we have been quite successful in this attempt.

We varied the blue colour slightly from that used on the cover of the the early handbook so that it would be strong enough for use inside the catalogue to call attention to the illustration plate numbers while providing a matching inside and outside colour scheme. When the second volume of the catalogue is published, it will almost certainly use a similar cover design in the purple colour used on the later TR6 handbooks.

ABBREVIATIONS USED IN THE CATALOGUE

Certain terms and abbreviations may need explaining to users of this catalogue.

Term or Abbreviation	Definition
A/R	Means **as required;** used in the **No. Off** column when the number required is variable (e.g. adjustment shims).
Comm. No.	Refers to the commission number of the car, which is usually found on your state auto registration and on a plate attached to the L.H. front wheelarch under the bonnet (hood) or on the L.H. door post on later cars.
L.H.	Refers to the left-hand side of the car as you sit in the car.
L.H.S.	Refers to car models with steering on the left-hand side of the car as in the U.S.
No. Off	A British engineering term referring to the quantity required for the application in question. We use the term as a column heading in this catalogue.
NSS	Means **Not Supplied Separately;** refers to items listed in the catalogue which are available only as a part of a larger assembly. In cases where this is applicable, we list **NSS** in the **No. Off** column of this catalogue.
P.I.	Refers to cars with Petrol Injection (Fuel Injection).
R.H.	Refers to the right-hand side of the car as you sit in the car.
R.H.S.	Refers to car models with steering on the right-hand side of the car as in many European applications.

HERITAGE APPROVED

The Roadster Factory is a **British Motor Heritage Approved Supplier and Distributor** of components for Triumph and MGB sports cars. British Motor Heritage is a subsidiary of The Rover Group, which you may know as British Leyland. **British Motor Heritage** was originated in 1975 to preserve the Heritage of the British Motor Industry. To this end, it maintains the largest museum collection of British cars in the world at Syon Park, London, and it maintains a large archive of engineering drawings and specifications and photographs at Studley Castle in Warwickshire. There is also a museum of British commercial vehicles at South Ribble in Lancashire.

By the late 1970's **Heritage**, as it has come to be known, was beginning to approve suppliers on a worldwide basis to help individual enthusiasts with the maintenance and restoration of British cars. The Roadster Factory was founded in 1978, and we were approved by **Heritage** as a supplier of Triumph sports car components in August of 1981. The main support that was given to us, at that time, by **Heritage** was permission to use factory logos and excerpts from factory manuals and catalogues, access to the Triumph factory engineering drawings of components, and permission to reproduce any components which had become unavailable from British Leyland (now Rover Group).

By the mid-1980's, it became quite clear that Rover Group, with most of its energies and efforts aimed at production of viable products for the new car markets, would not be able to maintain a full supply of components for even the latest Triumphs, MG's, Austin-Healeys, and other marques in which there is considerable enthusiast interest on a worldwide basis. Therefore, **British Motor Heritage** began to concern itself, more and more, with the production of components which would meet OEM specifications and which would be marketed under the **Heritage** name. To aid in this enterprise, Rover Group is generally committed to allowing **Heritage** the use of any existing factory tooling for the manufacture of new parts after they have officially discontinued offering the respective components. To date, The Roadster Factory has received hundreds of new components that were produced by this method on original factory tooling or on new tooling that has been produced by **British Motor Heritage** to produce components of OEM specification.

In the early 1980's when production of Triumph and MG models ceased, the U.S. dealer structure for these marques began to fall into disarray. Some dealers continued their interest in the old marques and did an excellent job of aiding local enthusiasts in their maintenance and restoration. But, most turned their attention to other makes and models of new cars. This led immediately to the great success of a few enthusiast-oriented companies like The Roadster Factory. There were literally hundreds of thousands of cars on the road in the U.S., and the enthusiasts who owned them needed the parts required to keep them there. Over the past several years, therefore, Rover Group decided that the best way to market components in the U.S. for the **Heritage Models** was through the **Heritage Approved Suppliers** rather than through their old dealer system. In recent years, therefore, The Roadster Factory and several of the other suppliers were awarded distributor contracts by Rover Group and Unipart.

The Roadster Factory and the other **Heritage Approved Suppliers** in the U.S. are now the direct link between the enthusiasts here and the MG and Triumph factories in England. Purchasing your parts from **Heritage Approved Suppliers** will insure that the parts you put onto your car are made to the correct specification for the best possible fit, function, and appearance. Purchasing through the system will also insure that money is available for new projects such as the MGB body shell and many TR6 body panels, which have become available over the past year or so. As long as the interest in the cars remains strong and the demand for components is good, nearly any component can be made available.

CLASSIFIED TABLE OF CONTENTS

CLASSIFIED TABLE OF CONTENTS

PLATE	TITLE	PAGE

VOLUME 2 SECTIONS:

The Roadster Factory's complete parts catalogue for the Triumph TR6 model is published in two volumes. Volume 2 is the companion piece to the book you now have in your hands, and it covers such components as Electrical items, Body Panels and Fittings, Interior, Rubber Seals, Convertible Tops and Weather Equipment, Tools, Accessories, Consumables, and Performance Modifications. You can print your copy opening it on our web site and clicking the pdf link for the sections you wish to print.. Following is a quick overview of major sections found within Volume 2: