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SPARE PARTS
CATALOGUE
VOLUME 2



The Roadster Factory

TRIUMPH TR6 SPORTS CAR

SPARE PARTS CATALOGUE
AND
ENGINEERING ASSEMBLY MANUAL

VOLUME II
PLATE SECTIONS DT TO HP

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 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 Heritage Motor Centre, Gaydon, Warwickshire, and it maintains a large archive of engineering drawings and specifications and photographs

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 and 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-Healey's, 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 of these marques began to fall in 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. 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 of England. Purchasing your parts from Heritage Approved suppliers will insure that the parts you put onto your car are made to the correct specifications for the best possible fit, function, and appearance. Purchasing through the system will also insure that money is available for new projects up to and including ambitious projects such as the MGB and TR6 body shells. As long as the interest in the cars remains strong and the demand for components is good, nearly any component can be made available.

INTRODUCTORY NOTE

At forty-seven, this writer has owned Triumphs for the greater part of his lifetime. I purchased a TR6 in the autumn of 1979, and I had already owned a TR3 for more than ten years. As a life long Triumph enthusiast, I remember well the first TR6 that I saw on the street. It was parked on North 6th Street in Indiana, Pennsylvania, and the car looked angular and powerful to an eye which had grown up looking at TR3's and TR4's, and MGA's. I didn't know then that this appearance was the result of design magic wrought by Wilhelm Karmann GmbH, a West German styling company which had been commissioned to the the TR4A body design into a car for the 1970's.

I was struck at first sight by the unique design of the TR6 which is still very beautiful today, but I didn't acquire a full appreciation for it until a few days after I purchased my own car nearly ten years later. I was a day in November, just before Thanksgiving, cold but sunny and bright. I had driven the car twenty miles to my parents' farm to pick up some parts that I had stored there, and I hadn't been able to resist putting the top down, although the the temperature was in the thirties. I came out of the garage with my parents just before dusk, and I looked up the gravel drive at my new car with the last rays of the day's sunshine behind it. the lines of the car looked so clean and sharp in the crisp autumn air that the image has always remained in my memory. It was like I suddenly came to understand the meaning of the TR6 at that moment, and I have had an easy familiarity with it ever since.

When I purchased that TR6 back in 1979, I had no way of knowing what an important part of my life the car would become. The Roadster Factory was in its infancy then, more a figment of my imagination than a real company, and I didn't even know if it would survive. We were selling only TR3 parts at the time, and I didn't really know what direction the business would take. I was so delighted with my new car, however, that I decided to begin handling TR6 parts right away, despite the fact there was still a Triumph dealer system then. I wrote my first TR6 catalogue during the winter of 1979 and the summer of 1980, and although it was primitive by today's standards and full of mistakes that I would recognize and

correct instantly today, it was enormously successful, and it allowed The Roadster Factory to become a real business operation very quickly.

Since completing that first TR6 catalogue just before Christmas 1980, I have written three or four other catalogues for the TR6, and each time I finished one, I longed for the time to write one that was even more complete and accurate. I needed a catalogue format which would be easy-to-use and "big enough" to contain multi page listings for individual sections. During the late 1980's, I began to conceive the idea of a catalogue which could be produced on our computer, and from this idea, Rob Mabon and I developed the format used in this two-volume catalogue. Since the catalogue is already stored in a digital format, we can develop it in unexpected ways over the coming years as we assimilate new computer technologies, possibly even supplying it to customers on computer disks with prices.

Once I had my new catalogue format which was developed through writing a TR2 and TR3 catalogue that was never published, a very successful TR250 catalogue and a preliminary MGB catalogue, I felt that I was ready to do the research and writing for the TR6 model. I have spent a lot of my time over the past four years mastering all of this material and organizing it in the two volume catalogue. I have done everything in my power to provide TR6 enthusiasts with a catalogue reference which goes far beyond the desire to sell parts for my company. I have tried to list and describe every part of the car, large and small, available or unavailable, and TRF's artists, Ron Mabon, Rob Brownlee, and John Hastings have attempted to provide a complete visual reference which will allow enthusiasts to restore any TR6 to original specification, no matter how damaged, incomplete, abused, or unoriginal it might be.

Volume Two was, for a number of reasons, much harder to produce than Volume One. The mechanical parts listed in Volume One were much better documented than the electrical components, body parts, and upholstery items listed in Volume Two. It was necessary to dissect seats and other assemblies to see exactly how

INTRODUCTORY NOTE

they were put together. Small hardware parts were carefully counted and identified, and original manufacturers were often located. Larger parts were photographed, labeled, and eventually illustrated. New part numbers were added to TRF's inventory data base, and catalogue descriptions were written and coded for computer input. TRF's artists hunted for original cars, taking photographs, ordering components from wrecking yards, and poring over factory blueprints in order to make their assembly drawings correct. Having expended all of this effort, we realize however, that we are still likely to have made some mistakes, and we shall greatly appreciate the help of our customers in correcting any that they may find in either Volume One or Volume Two. Many corrections have already been made to Volume One which had been reprinted one time since its first publication. We hope to correct any errors found in Volume Two and to eventually publish a definitive one-volume catalogue.

The TR6 model is even more secure today in its position being one of the most popular British classics than it was two years ago when Volume One was first published. More and more cars are being restored, and overseas enthusiasts are plundering the U.S. to take away large numbers of cars. Nevertheless, thousands and thousands of cars remain to be discovered, driven and restored, and more and more parts are becoming available again to supply the needs of enthusiasts whose standards become higher and higher. By far the largest single component to become available is the steel body itself which is currently being manufactured in England by British Motor Heritage, using a large number of components produced on the original factory tooling. Restoring a TR6 has continually shown itself to be a good investment of time and funds, as the cars have increased in value each year, while providing enjoyment and productive use of leisure time and creative energies.

Many people at The Roadster Factory were involved in the production of this catalogue, and I want to thank them all for their talents, efforts, and suggestions. Frank Stoddard made suggestions and proof read all of the sections in attempt to eliminate incorrect

part numbers and quantities. Suzanne Ondo typed most of the copy into the data base and produced typeset pages. Rob Brownlee and John Hastings drew or re-drew most of the illustrations. Beki Jones helped with computer input and type setting. John Swauger helped research and provide major input for many sections. Ron Mabon oversaw all of the design and production and did more than a fair share of work at all levels. Everyone who works at The Roadster Factory carried on the daily operation which supports us all while we worked on the catalogue. My sincere thanks to everyone who was involved both directly and indirectly.

TR6's have been very good to the Roadster Factory and to me and my family over the past thirteen years. I hope that this two-volume catalogue will help to repay my debt to the car which made my company a success. Although the work has often been extremely intense it has also been very enjoyable, and those of us who worked on the project are very pleased to finally be able to present the finished catalogue to those of you for it was produced. We hope that you will enjoy using our catalogue and that it will fulfill its purpose in providing you with an authoritative guide to the repair and restoration of your Triumph sports car. Of course, we also hope that it will fulfill its other purpose of providing growth for The Roadster Factory through increased sales of components, and we shall sincerely appreciate any business that you might send our way.

Charles A. Runyan
The Roadster Factory
May 26, 1993.

IDENTIFYING YOUR CAR AND ITS MAJOR COMPONENTS

COMMISSION NUMBERS AND OTHER IDENTIFYING 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 this parts catalogue, we use commission numbers most frequently to document change points, as the 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. You will find a detailed section describing these various unit serial numbers and their locations on your car pages III and IV of Volume I of this catalogue.

PRODUCTION DATA & COMMISSION NUMBER REFERENCES CARB MODELS

Models	First Comm	Production	Last Comm.	Production
Year	Number	Date	Number	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
1975	CF27001	08/74		01/75
1975	CF35001	01/75	CF39991	08/75
1976	CF50001	08/75	CF58328	07/76

PRODUCTION DATA & COMMISSION NUMBER REFERENCES P.I. MODELS

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	01/72

PAINT AND TRIM COLOUR CODES

Many TR6's have been repainted and/or reupholstered over the years, quite often using non-original colours or materials. 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 wheel arch under the bonnet on the 1969 models; onto the left-hand rear door post on later models. It is quite easy to verify the original paint and trim colours for your car by deciphering these codes stamped on the commission number plate.

A section detailing these codes and showing their location on the commission number plate, as well as a listing of paint colours and trim colours in use of the Triumph TR6 throughout its production run appears on pages V and VI of Volume I of this catalogue.

USING THIS 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 items required.

Within sections, descriptions of items are listed in a format of intentions 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 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

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 List. We send the Price List out periodically, usually annually, to customers on our current mailing list. Information regarding ordering or Order Forms are also included in the Price List. Orders are accepted by mail, by telephone, or by fax, or you may call 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, please telephone for a free replacement.

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.

PART NUMBERS USED IN THIS PUBLICATION

Wherever possible, The Roadster Factory uses original Triumph factory part numbers in its publication including this catalogue. Of course, there are exceptions to this policy. You will find a full discussion of our part numbering system on pages VIII and IX of Volume I of this catalogue.

USING THIS CATALOGUE

ABBREVIATIONS USED IN THIS 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 wheel arch under the bonnet(hood) or on the L.H. door post on later cars.
L.H.	Refers to the left-hand side for the car as you sit in the car.
L.H.S.	Refers to car models with steering on the left handed side of the car as in the U.S.
No. Off	A British engineering term referring to the quality 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 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.

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