

RALLY RADIATOR SHIELD FITTING INSTRUCTIONS

TR4

Part Number: **301644**



NOTES

Not everyone wants to retain the front bumper irons and/or use them as the anti-roll bar mounting location, so the rally type radiator shield (Part No: 301644) is the way to go.

Before fitting the shield, it should be realised that there is quite a bit of variation in the quality and alignment of the front end of a fifty year old chassis, and although Triumph offered the shield, no provision was made to fit it.

Triumph dealers could do the job and may have had fitting drawings but none of these have ever come to light, so the fitting method suggested tries to take account of the variations and fifty years of hard life the chassis may have had.

Make sure the forward chassis legs, the front edge of the front cross member, are satisfactorily cleaned and prepared to take the fixing strips.

The radiator shield shown in the installation photographs is a pre-production version and so did not have the fixing strips with the caged nuts which will make the job much easier. All production kits are supplied with three fixing strips.

The rear fixings on to the cross member are not essential for most road application but recommended for 'serious' race or rally cars. You may have to move the brake "Bundy" pipe out of the way while this is done, and re-secure afterwards.

If you are fitting this shield in conjunction with our Anti-Roll Bar Kit (Part No: RF4144) follow the procedure below ignoring items 5-6.

FITTING INSTRUCTIONS

1. The TR4 needs to be off the ground to do this job and raised in the air so there is sufficient space to work safely, and the wheels are in their correct road position with the weight of the car on them. A set of ramps, a pit or lift helps a great deal to achieve this.

QUALITY PARTS AND ACCESSORIES



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2. To make the installation as simple as possible it will be necessary to remove the radiator and, if fitted, the original style radiator guard (Part No: 208639). Please refer to the workshop manual for instructions on how to remove the radiator.

3. Using a jack, raise the shield into position until the shield sits loosely against the chassis. The bend in the shield should be well aligned with the front edge of the chassis rails, but this might vary (see comments on chassis variation above). The rear edge of the shield will align with the rear edge of the front chassis cross member. Using a rule ensure the shield is central on the chassis (see Fig: 1-2). Apply more pressure to hold the shield in place, retain with clamps if preferred.

4. Double check the alignment and that the fixing holes correctly cover the flanges of the chassis rail and cross member. As the skid shield is now in position, we suggest that the shield is used as a drilling jig to position all holes. Drill 7mm (1/4") holes for all the fixings. Fig: 3 shows the hole in the chassis flange. Alternatively, drilling can be done with the shield removed. Whilst the shield is still in position drill the two front holes on the chassis leg fixings and the central hole at the rear in the shield. Use the fixing plates as templates to drill the remaining holes in the chassis leg and cross member.

Please Note: We recommend the shield is removed and the newly drilled holes in the chassis are de-burred and treated against corrosion.

5. Secure the shield in position against the chassis again and fix with 8 x 1/4UNF screws and washers into the fixing plates.

6. Refit the radiator in accordance with the workshop manual.

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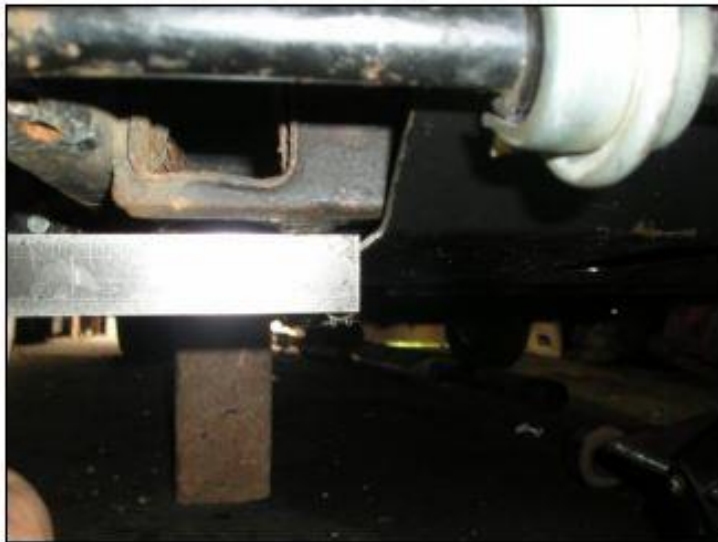


Fig: 1 Position radiator shield



Fig: 2 Position radiator shield



Fig 3: Fixing hole in chassis leg flange



Fig 4: Radiator Shield in position.

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