

REAR TELESCOPIC BRACKET SET

Triumph TR4A-250 & TR6

Part Number: RR1404

CONTENTS

TT3225A	1PR	BRACKETS CHASSIS
TT3225B	1PR	BRACKETS INNER
TT3225C	1PR	BRACKETS OUTER
T3225D	2	RUBBER PADS THIN
TT3225E	2	RUBBER PADS THICK
SH607101	4	SETSCREW 7/16 X 1.5
SH605101	16	SETSCREW 5/16 X 1.25
GHF222	16	NYLOCK NUT 5/16"
GHF303	4	FLAT WASHER 7/16"
GHF333	4	SPRING WASHER 7/16"
WP17	32	FLAT WASHER 5/16"



Please examine all contents and identify the A B C brackets. Note the left and right A brackets are different. Look at the diagram to familiarise yourself with the components. The 'B' and 'C' brackets can only be fitted together one way. Read through these instructions thoroughly before starting the conversion.

QUALITY PARTS AND ACCESSORIES



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TOOLS REQUIRED

AS NORMAL FOR WORK ON REAR SUSPENSION (SEE WORKSHOP MANUAL), PLUS:

WD-40 OR SIMILAR

COPPASLIP GREASE OR SIMILAR

ELECTRIC DRILL, SUITABLE FOR UP TO 3/8" DIAMETER DRILLS.

TWO DRILL 1/8 ND 3/8"

1. (MPC P63) Remove the forward trim panel (4, 5, 6) inside the boot.
2. Park car on a level surface. Block behind front heels. Loosen rear wheelnuts. Jack up and support bodywork at a suitable height for working under the car. Remove roadwheels. It is possible to install this conversion without first removing the fuel tank, but we recommend that removal is the best solution.
3. To remove the fuel tank, see the factory service for full details. It is a good idea if the tank has been in for a couple of years to have it cleaned out. Then use our slushing compound 608591A to stop any further rust.
4. (MPC p32) Position a small hydraulic jack under the trailing arm (115). Raise the jack until the rear spring is partially compressed and the arm of the damper is no longer resting against the rebound stop(136) remove the old damper (130) complete with the link (132).
5. (MPC p49) Identify the RH bracket, offer into position to the chassis as per Fig 1, with the thicker pad taped into position; trim this pad, where necessary to clear stamping in floor panel.
6. Check the alignment of the two holes in the main 'A' bracket with the holes in the old shock mounting plate. It must be necessary for the rubber pad to be under load to install the 7/16" bolts into the chassis bracket (12). We therefore supply thin and thick pads to allow for varying body/chassis heights, in some instances the holes may be elongated to suit but use this as a last resort. You should always need to lift/tension, the brackets to the floor to enable the chassis to be installed.
7. If the holes are nearly in alignment with the 'A' bracket pressed up again the boot floor, insert one of the 7/16" bolts through the 'A' bracket, start it in one of the threaded holes where the old shock was mounted. It may be necessary to insert a prybar or large screwdriver between the bottom of the 'A' bracket and the frame. By prying up gently, the rubber pad will be compressed which makes it easier to get the bolt started. With one started, repeat the process with the other bolt. Be sure the lock washer and flat washers are on the bolt. Run both bolts down tight enough to hold the 'A' bracket firmly against the old shock mount. Go to 9.

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8. If the holes in the 'A' bracket seem to be much too low, (say ½ a hole, remove the 'A' bracket). Take the thick rubber pad off and tape the thin pad in place. Check the floor again – if the holes are nearly in alignment go to 5. If the holes in the 'A' bracket are still much too low for the bolts to go through into the old shock mount, pull the 'A' brackets out and remove the pad entirely. Now if the holes line up, check the clearance between the top of the 'A' bracket and boot floor. Compare this to the thickness of the thin pad. In rare cases, it may be necessary to elongate the two holes in the 'A' brackets with a large round file until there is enough room for the pad between the top of 'A' bracket and the bottom of the boot floor. When the pad fits and the holes are nearly in alignment go to 5.
9. Using the temporarily mounted 'A' bracket as a template, mark the location of the holes to be drilled in the sheet metal of the rear 'shelf' are of the boot.
10. Remove the 'A' bracket. Glue the rubber pad in place with the four 5/16 bolts in position to keep the holes in alignment while the glue dries.
11. While waiting for the glue to dry, drill four 3/8" holes through the bottom of the boot floor using the marks made in step 6. These 3/8" holes are slightly oversize for the 5/16" bolts that will be used. This allows for the inevitable slight errors in locating and drilling the holes. Because there is only 6" clearance between the chassis and boot floor your standard 3/8" electric drill wont fit. You will need a long 3/8" drill as available from DIY stores. It may be easier to remove the fuel tank and drill from the inside suing a pilot drill through bracket "B" and amend the position to suit.
12. Re-install the 'A' bracket being sure that the flat washers and spring washer are used with each bolt. Check the alignment of the holes in the top of the 'A' bracket and the holes in the boot floor using the 5/16" bolts.
13. The joint between the inner rear wing and the floor panel will require the excess sealant to be removed to allow the new bracket 'B' to be installed. Use a sharp knife to remove just enough sealant for the bracket to fit correctly against both faces. Use a anti rust agent (Waxoyl) to this area and all drilled holes.
14. PI Models
(MPC p10) Where the main fuel pipe (43) is routed through the shelf area you will need to modify the bracket 'B' to cater for your fuel pipe system. This can be achieved either by a reduction in the support wedge or preferably by installing a ½" hole to allow pipe to be refitted correctly.
15. USA Models
For cars with a USA fuel vapor recover system the vapour lines will have to be re-routed to suit the new installation.
16. Set the 'B' bracket inside the boot against the inside of the inner wing. Use an anti-rust agent to the floor area. Align the 'A' and 'B' brackets so that the nuts, bolts, and washers can be fitted to the 'A' bracket/floor. You will require an assistant at this point tighten up fully.

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17. If you left the fuel tank in:

With the boot lid open, place your right arm inside the boot (on the driver's side: use your left arm on the passenger's side). Place your index finger over one of the holes on the 'B' bracket. Now take your other hand and place it inside the rear inner wing. Hope your index finger against the rear inner wing, and you will have a sense of where your other finger is inside the boot. Mark the spot and drill a 1/8" pilot hole through the rear inner wing. If you miss the hole in the 'B' bracket, shine a light in the boot and heck to see how far off the hole is, and drill another pilot hole. It should take no more than three tries to locate the hole in the "B" bracket. Now enlarge this hole to 3/8" and insert one nut and bolt through "C" and into position temporarily with 'B'. Mark and drill remainder of the three holes one at a time to allow the outer bracket 'C' to be fitted into position finally.

18. With the fuel tank removed:

Use the 3/8" drill through the rear inner wing from inside the boot. (With the tank out, there is no problem). Using the inner 'B' bracket as a drill guide for the four holes. Hold the outer 'C' bracket in position inside the rear inner wing, and the 5/16" bolt through all four of the holes.

19. Remove all bolts and nuts holding the 'C' brackets in position. Put a head of silicone sealer (RTV) around the edge of the 'C' bracket and around each hole. Insert the bolts through the 'C' brackets and hold them in position as the "C" bracket is put back in place. Hold the bolts while an assistant puts the washers and nylock nut on each one inside the boot. Tighten them and wipe off the excess silicone sealer.

20. Mount the new telescopic damper to the outer 'C' bracket and to the trailing arm, using the rubbers and cup washers. Tighten shock bushing until the rubber bushes expand to about the same size as the metal cup washers; do not over tighten these. Secure the damper with the second lock nuts – used on both ends.

21. Double check the tightness of all the bolts holding the brackets together and of the two bolts holding the 'A' brackets to the chassis.

22. Gently lower the hydraulic jack until the shock is fully extended. Make sure that there is some clearance between the axle shaft and the chassis rail.

23. Repeat steps 3 through 29 for the other side of the car.

24. Replace the fuel tank is necessary and connect the fuel system. Replace the road wheels and lower the car.

NOTE: The kit has been designed to provide adequate clearance with either the 165/185-15 OE tyres or with 205/60-15 tyres on standard rims.

Fitment of wider tyres/wheels: may result in interference between the tyre and shock bracket and/or shock. Be sure to check for clearance before driving. In some instances, this is due to excessive negative camber being used, when this happens adjust the camber to obtain better clearance as well as improving power loss!

Refit the trim panels inside the boot.

Now enjoy your TR with a properly damped rear suspension.

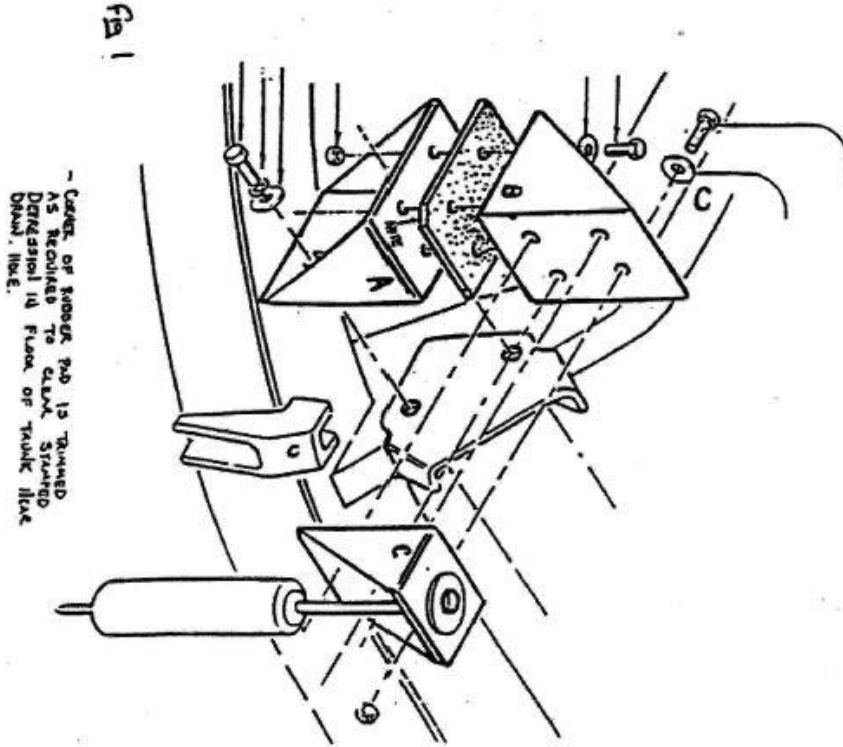
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REAR SHOCK CONVERSION

Make Name _____

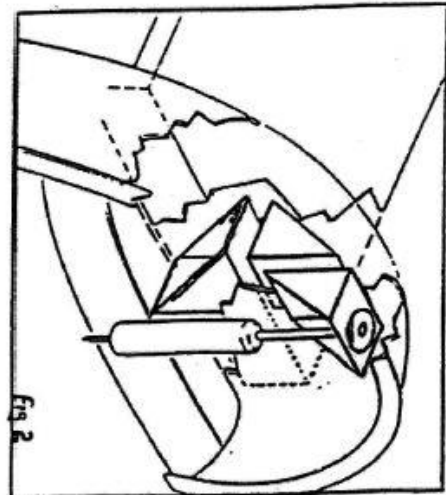
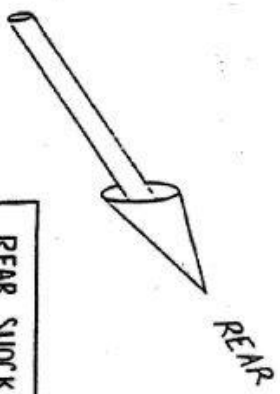
Model _____

Year _____

Notes: THIS IS THE LEFT HAND SIDE - TRUCK SIDE METAL NOT ILLUSTRATED FOR CLARITY

Part No. 10-12-816

Price _____



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