

J-TYPE OVERDRIVE CONVERSION KIT

Triumph TR2-5, TR4A, TR5-250, & TR6

Part Number: 211361X



This conversion kit allows the use of a J Type overdrive unit on a car with a chassis designed for a A Type overdrive unit.

Fitting Instructions

To make this job easier, it is best if the gearbox and J type overdrive assembly are fitted in the car and attached to the engine and sitting on a trolley jack located around the drain plug of the gearbox raised sufficiently to allow clearance between the chassis and gearbox. This area of the TR will become very crowded doing this conversion and many of the bracket dimensions are almost impossible to change. What might be right for one TR, may not be right for another. To make things more complicated there are also several types of overdrive rear casings to consider. It may be necessary to 'tweak' bracket to ensure clearance to other components. A speedo angle drive will also be required. The existing item can be re-used if serviceable.

1. Attach the lower bracket assembly to the chassis using the socket screws and steel washers supplied. Note there is a slot in the bracket to accept the rubber mounting, this slot allows for variations in engine/gearbox position & length.
2. Fit the RH stud into the overdrive rear casing then hang the L bracket on it, followed by washers and fixing nut. Do not tighten.
3. Swing the L bracket up into place and pass the LH stud through it, fixing with washers and nut. Screw the mounting into the L bracket.

QUALITY PARTS AND ACCESSORIES

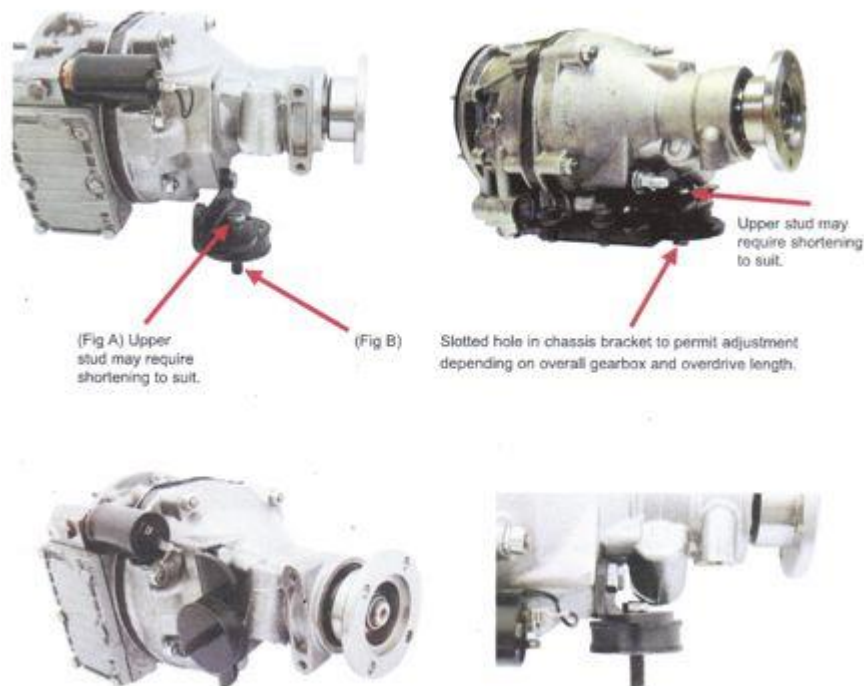


Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England

UK Tel: +44 (0)1522 568000 | USA Tel: 1 855 746 2767 | Fax: +44 (0)1522 567600 | E-mail: sales@rimmerbros.com

www.rimmerbros.com

4. Gently lower the gearbox & overdrive assembly to check the alignment of the lower mounting stud with the slot into the chassis bracket. Washers may be added between the overdrive casing the L bracket if more length or rearward position of the rubber mounting stud is required. This will require removal of the L bracket and LH stud. Reassembly as per instructions 2 & 3.
5. When rubber mounting alignment is satisfactory, raise the gearbox and overdrive assembly, with the jack, screw, and upper mounting stud tightly into the L bracket, fit the lock nut (half nut) and hacksaw off any excess stud required (Fig. A)
6. Lower the gearbox & overdrive assembly until the lower mounting stud passes through the slot in the chassis bracket, and the mounting rests on the chassis bracket. Watch for clearance between the chassis bracket and overdrive solenoid. If the solenoid fouls the chassis bracket add packing washers between the rubber mount & chassis bracket as required, taking care to check clearance between the rear flange and prop shaft tunnel. Clearance can be tight!
7. Once satisfactory clearance is achieved fit the washer and nut to the lower mounting stud (Fig B.) and tighten. Check and tighten all nuts.



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