

## HEATER VALVE KIT

### Triumph TR2-6

Part Number: **565755URKIT**



#### BEFORE YOU START

It is essential that these instructions should be fully read, referring where necessary to the appropriate original Triumph Workshop Manuals and/or Part Books for the relevant car, prior to commencing work. Copy of the TR6 manual is available scanning this QR code.



#### SAFETY

Your safety and that of the users of the vehicle to which these products are to be fitted and all other Road Users and members of the public is paramount. Accordingly, the fitment of these products should only be undertaken by persons who are competent skilled vehicle technicians and will execute the work accordance with accepted standards of safety and quality of workmanship. All work should be undertaken with the correct tools, which must be in good and serviceable condition. Where applicable reference should be made to all safety instructions contained in the original Triumph Workshop Publications.

#### OVERVIEW

These valve kits provide an easy to install water valve that sits in the water hose feeding the heater, operated from a dash-mounted cable. The valve has a carefully designed internal closure mechanism that a progressive change unwater flow as the valve operated. The universal kit includes hoses that are bigger one end than the other so tat the valve can be fitted to 13mm (1/2"). (16mm 5/8") and (3/4") heater hose systems. Additional hoses can be supplied on request.

#### QUALITY PARTS AND ACCESSORIES



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## PARTS LIST

Have you got all the parts you need? Before you start work, please read the parts list below and check that all items for your car are present.

ITEM	PART No.	DESCRIPTION	FIG REF	QTY	CHECK
1	RTR1486	In line Valve		1	( )
2	GHC10412	Hose clip 12-20mm (not RTR1486-1K)		2	( )
3	GHC10413	Hose clip 16-25mm		2	( )
4	RTR1217	Hose straight 12mm to 16mm (RTR1486-3K only)		2	( )
5	UKC7257	Hose 90° 16mm to 19mm (1 only in RTR1486-1K, none in RTR1486-2K)		2	( )
6	RTR1326-10	Operating Cable 1 metre long (not RTR1486-2K)		1	( )
7	RTR1487	Swivel Block		1	( )
8	105176X	Hose 90° 14mm to 14mm (RTR1486-2K only)		1	( )
9	057602SS	Water Adaptor (RTR1486-2K only)		1	( )
10	FI146	This fitting instruction		1	( )

## TOOLS/EQUIPMENT REUIRED

ITEM	DESCRIPTION	QTY	CHECK
1	ENGLISH/ METRIC SPANNERS AND SOCKETS	A/R	( )
2	GENERAL TOOLS- SCREWDRIVERS, ALLEN KEYS ETC.	A/R	( )
3	HOSE CUTTER/SHARP KNIFE	1	( )
4	WIRE CUTTERS	1	( )
5	HACK SAW	1	( )
6	ELECTRIC DRILL AND BITS	A/R	( )
7	BENCH VICE	1	( )
8	ANTIFREEZE/ EVANS COOLANT	A/R	( )
9	HELDITE SEALANT Part Number TDC5001-125	1	( )

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## Preparation

1. Drain all the coolant from the heater system
2. Identify and remove the feed hose to the heater; this is the hose from the heater valve/tap on top of the cylinder head to the bulkhead joiner and then to the heater. On TR's specifically the correct hose to remove is:-
  - a) TR2-3B – The hose from the bulkhead from the bulkhead to the heater inside the cabin.
  - b) TR4-6 – The hose from the original valve on the cylinder head to the bulkhead in the engine bay.
3. TR4-6 only. Remove the original heater valve and its adaptor from the cylinder head. The straight adaptor fitted to TR250, 5 and 6 will unscrew unhindered but the angled adaptor fitted to TR4 and 4A may hit the adjacent cylinder head nut preventing removal. It will be necessary to shorten the adaptor by hacksawing off sufficient to allow the remaining part to turn without hitting the head nut. Be sure to slacken the adaptor fist and leave enough to grab hold of with gas pliers.
  - a) Use a suitable method of ensuring that swarf will not get into the water system. A small piece of rag smothered in grease, balled up and attached to a stiff rod, pushed down the adaptor to below the hacksaw cut will be, should do the trick.
4. Take the 90° angled hose (5) and cut off the first 50mm of the end, which is 19mm I/D. This part of the hose is not needed in this application. Fit to this hose valve (1), inserting the end with the arrow identifying the direction flow then fit the other end of the hose to the heater inlet.
5. Shorten the 13mm I/D end of the feed hose originally fitted, so that the hose will be a suitable length to connect the 16mm I/D end to the valve and the 13mm I/D end to the bulkhead.
6. Adjust the lengths and angles of hoses to place the valve in a suitable position where the cable (6) can operate the valve unhindered and so that the clamp for the cable is pointing as best as is practical, towards the point on the dashboard where the pull cable knob will be sited.

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Figure 4: Valve Setting



Figure 5: TR2-3B installation with Clayton heater (RHD shown)

### TR2-3B FITTED WITH A STANDARD HEATER

1. Take the two long straight hoses (4) and note that whilst with most of the length is 13mm I/D one end is 16mm I/D. Fit the 13mm ends to the heater and the bulkhead. Fit the 16mm end of these hoses to the valve (1), inserting with the arrow identifying the direction of flow into the hose attached to the heater inlet.
2. Adjust the lengths (Only shorten the 13mm I/D end) and run of the hoses to place the valve in a suitable position where the cable (6) can operate the valve unhindered and so that the clamp for the cable is pointing as best as practical, towards the point of the dashboard where the pull cable knob will be sited,

TR4-6 fitted with a standard heater; this includes cars fitted with replacement kits. (See figure 6)

1. Apply heldite to the thread of the adaptor (9) and secure to the cylinder head.
2. Position the valve where it will sit conveniently using figure 6 as a guide. Cut the longer leg hose (8) to suit. Fit the hose to the inlet of the valve (1) pointing away from the operating mechanism on the top of the valve and to the cylinder head adaptor.
3. The outlet of the valve (1) (the end with the arrow) is attached to the existing hose to the bulkhead once cut to size. The hose will be a little tight on the valve but it will go on.
4. The valve and hose assembly can now be fitted to the car with the straight hose end connected to the bulkhead joiner.

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5. Adjust the run of the hose to place the valve in a suitable position where the cable can operate the valve unhindered and so that the clamp for the cable is pointing best as is practical, towards the point of the bulkhead where a suitable grommet will allow the cable to pass through. Choose this carefully as the cable run to the original water valve on your car may not have been ideal. Take care to avoid any moving parts, in particular the steering shaft.

### COMMON FITTING

1. Mark the dashboard where the cable operating knob (6) will be sited. Pilot drill then finally drill to suit the cable body (usually 9.5.7mm but check the cable supplied). Note: - this will not be necessary on TR4-6 using the original cable.
2. Fit the cable to the dashboard and find suitable route to the valve.
3. If the cable needs shortening, proceed as follows: - mark the OUTER cable at the valve, where the outer sits in the clamp leaving enough outer cable for the clamp to operate properly.
4. Remove the cable from the car. Pull out the inner cable.
5. Snip off the OUTER cable to the previously marked length. Re-insert the inner cable and cut this to 75mm longer than the outer.
6. Finally fit the hose and valve combination with the hose clamps (2) (3) oriented in such a way that they can easily be reached to tighten them. Smear the ends of the heater/bulkhead/valve pipes that will go into the hoses with Haldite. This will make a good watertight seal without the need to overtighten the hose clamps.
7. As a final check, as the hoses are assembled to the water valve, ensure the arrow on the water.
8. Install the operating cable (6) to the valve (1) and clamp the outer. Push the valve fully shut. Place the swivel block (7) over the operating post and insert the inner cable into the swivel block. Clamp the inner cable by tightening the grub screw with a 1.5mm hexagon key. Adjust the inner cable so that there is a small gap at the knob when the valve is fully shut. This will ensure the valve can always be shut completely. See figure 4.

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## RE ASSEMBLY

1. Once you are satisfied all parts have been fitted together as they should, refill the system with coolant (see 2. Below), start the engine and test for leaks. Tighten hose clamps as needed, only enough to prevent leakage.
2. This is a good time to convert your cooling system to Evans Waterless Coolant as the system will be most likely drained of existing coolant. A preparation fluid will be needed as well as coolant itself. TR's 2-6 take a little more than 5 litres, to top up and for the shelf.

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