

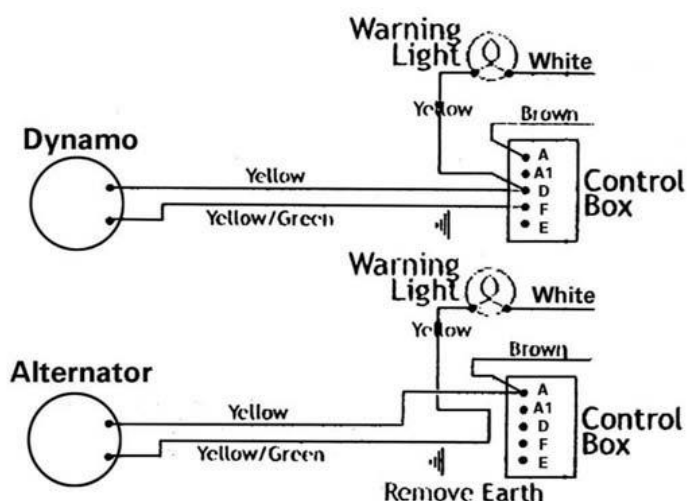
## TR2-4A Alternator Conversion

Part Number: RW3100

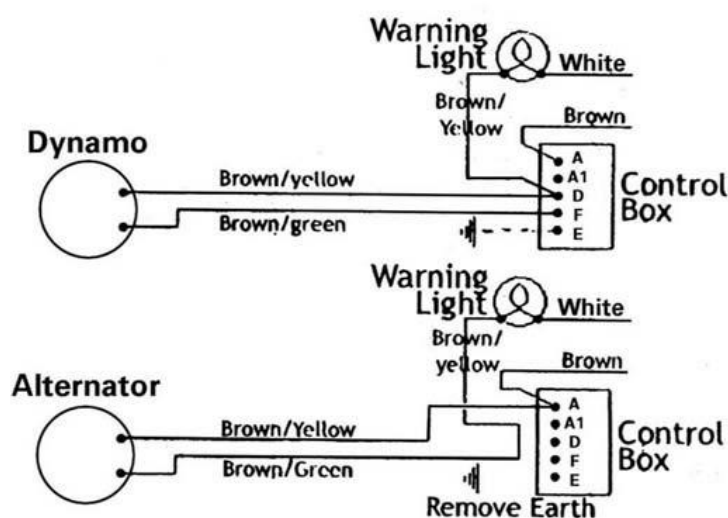
Description: Alternator Conversion

Applications: Triumph TR2-4A

### TR2-3



### TR4



Quality Parts and Accessories for



Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England  
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## Please Note:

All TR's fitted with an alternator **MUST** be converted to negative earth.

There is no simple kit that can be offered to convert the cars still struggling on with a dynamo, to alternator fitment. Over the years, many TR2-4A's have acquired narrow belt conversions from various suppliers, while there will be many who are determined to retain the wide belt, even though its many negative points are well known.

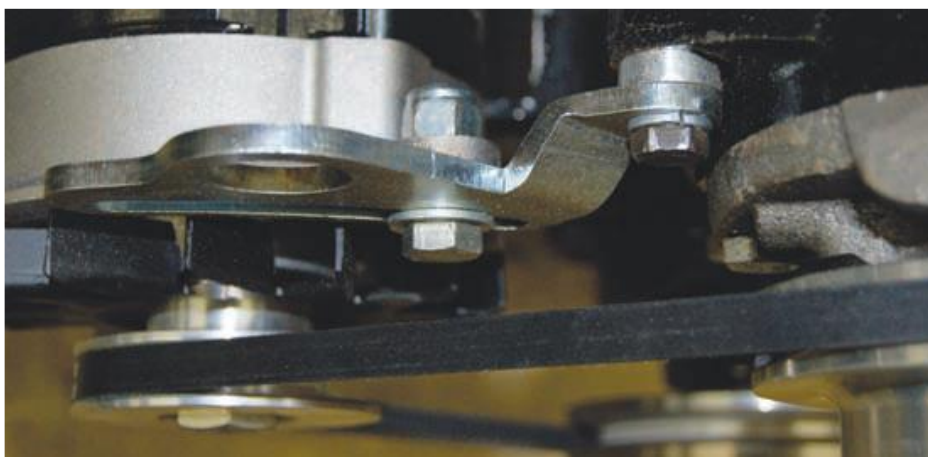
The conversion components are listed individually to permit proper spares servicing in the future and to assist those who may wish to source some of their own components and obtain a bespoke system. Pictures enclosed show how the installation should be put together.

## Kit Contents:

- 1 x TTK3020Q1 Spacer
- 1 x TTK3020Q2 Spacer 1/4 inch
- 1 x 142134 Adjustment bracket
- 1 x BH605221 Bolt, through spacer
- 2 x GHF301 Washer plain
- 3 x GHF332 Washer spring

## Associated Parts:

- GXE8211 or GXE8206 Alternator
- C37222A Alternator fan
- RW3211 Alternator loom (TR2-4 to CT14913)
- RW3212 Alternator loom (TR4 CT14913 on, TR4A)
- 1 x GHF103 Screw 5/16 UNF
- 1 x GHF201 Nut 5/16 UN
- 1 x 059015Q1 Modified dynamo pedestal
- 1 x 107960 Bolt
- 1 x GHF273 Nut 3/8 UNF nyloc
- 1 x GHF302 Washer 3/8
- 1 x GHF275 Nut 1/2 UNF nyloc
- 1 x GHF304 Washer 1/2



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There will be many who will wish to seize the opportunity to fit a narrow belt conversion at this time and ensure the life of that precious crankshaft, with the harmonic damper included in this kit, along with a belt, alternator pulley, alloy water pump pulley, bolt, washer and a spacer to put the crank pulley in the correct position relative to the other pulleys. Every modern car is fitted with a damper, so this must be key to engine harmonic stress elimination within older engines.

## **Narrow belt conversion:**

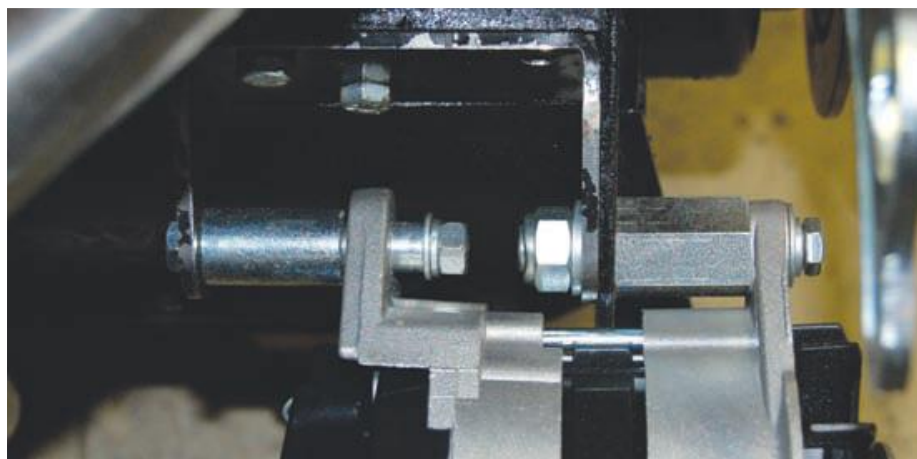
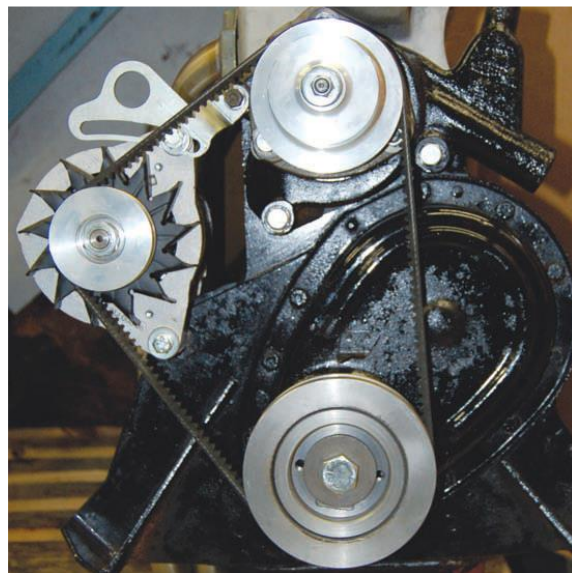
### **RW3101 Narrow belt conversion**

The damped pulley conversion requires the use of an electric fan and removal of the fan and fan hub extension, which is obviously the best way to go. For those who are determined to retain the original, rather agricultural arrangement, we have 107252ALLOY, which makes this possible, if used in conjunction with the selected alternator pulley and the separate available water pump pulley.

### **107252ALLOY Alloy crankshaft pulley**

### **105537ALLOY Alloy water pump pulley (For narrow belt conversion)**

Lastly, unless you wish to retain the wide belt and its pulley, you now need to choose the pulley to enable a perfect match of alternator performance to your TR's use. Only one of the 4 listed below is essential, though you may wish to select more, for instance, if the car is used for occasional competition use. All these are for narrow belts. If you are retaining the wide belt, ignore this list. As the wide belt stretches, it may be necessary to re-install the old adjustment link to obtain sufficient adjustment.



**AEU1238 Pulley, 2.5 inch diameter  
(Normal road use)**

**12G1054 Pulley, 2.75 inch diameter  
(For anything quicker than normal  
road use)**

**CAEA535 Pulley, 4.5 inch diameter  
(Competition use)**

**102266A Pulley, 4.5 inch diameter  
alloy reverse flow (Competition use)**

If RW3101 is to be fitted, this kit includes the correct pulley and fan belt and this arrangement works well for just about any type of use.

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