

From James Moore – 713-628-6457 – jmoore1013@aol.com. DO NOT contact Mike Hado!

Tr7 V8 conversion kit from Rimmer Bros

I spent over \$4500, including shipping for the kit that Rimmer sells to make the TR7 V8 conversion. It's a very complete kit that includes everything, including a brand new Triumph TR8 front crossmember. Everything on the V8 conversion is based on the crossmember which Rimmer calls the Datum. The kit also includes the bushings, headers, choke cable, throttle cable, radiator hoses, radiator, radiator mounts, exhaust system, upgraded disc brakes, electric fan, electric fuel pump and a wiring diagram. They suggest you upgrade to an Edelbrock dual-plane intake manifold and 4-barrel carb, but those parts are not included with the kit.

I spent some extra money once the kit arrived ceramic coating the headers and powdercoating any component that was not already powdercoated, so the conversion kit is ready to go and very complete.

If the attachment from Rimmer (attached) is hard to read, go to their website and use part # RB7706.

You can take advantage of the newest exchange rate as I want \$3,000 for the kit. As I'm losing over a grand on this kit, and I think this is a very fair price as the kit won't be available from Rimmer (due to supply chain issues) until later this year, this is priced as-is. This will also include the Rover V8 bellhousing, 5-speed transmission & TR8 coolant overflow tank.

James

713-628-6457 or JMOORE1013@aol.com



Conversion Kit B with Performance - Quiet - Twin Box/Exit Exhaust System - RB7706

Prices displayed in:
 GB Pound Euro US Dollar AUD NZD
See [here](#) for info on VAT & Exchange Rates.

Rate: \$

\$3,873.86

Out of stock, expected soon May 23, 2022. Add to cart and Back Order

Quantity

Items in this package:

- 1 Front Subframe - New - RKC927
- 1 Radiator - TR8 - New Core - Reconditioned
- 1 RH Tubular Manifold RH(D)LD - RB70305SRH
- 1 LH Tubular Manifold RH(D)LD - RB70305SLH
- 1 RH Brake Caliper - RB7117B
- 1 LH Brake Caliper - RB7117C
- 1 Cooling Fan Conversion Kit - TR8 - RB3200 - Revotec
- 1 TR8 Radiator Mounting Bracket - Lower - RKC332
- 1 Propshaft - TR8 5 Speed and Auto with Original Subframe Fitted - RKC2890
- 2 Brake Disc - Vented Upgraded - TR7-8 - RB7117A
- 1 Stainless Steel RH Centre Silencer - TR8 - GEX36805S
- 1 Stainless Steel LH Centre Silencer - TR8 - GEX36815S
- 1 Stainless Steel RH Tailpipe and Silencer - TR8 - GEX36838S
- 1 Stainless Steel LH Tailpipe and Silencer - TR8 - GEX36845S
- 1 Tachometer - 8 Cylinder - Re-Calibrated
- 1 Fuel Pump - Alternative - Electronic - Dual Polarity - AZX1311ALT
- 2 Radiator Mounting Bracket - Upper - UKC7988
- 1 Engine Mounting Bracket V8 - RH - UKC4227
- 1 Engine Mounting Bracket V8 - LH - UKC4231
- 1 Throttle Cable TR8 RH - LH - UKC2360
- 1 Top Radiator Hose - LH - Radiator to Thermostat Housing - Non Air Con - GRH629
- 2 Stainless Steel LH/LH Pipe RH/LH - TR8 - RB7495
- 1 Choke Cable - TKC6742
- 2 Goodridge Stainless Steel Braided Front Brake Hose - TR7/8 and SD1



This part may have multiple applications. Please select your car model from below to see specific application information, or click the Add to Cart button to make your purchase.



TR8 Exhaust System Conversion Kit

Product Description Customer Reviews Customer Discussions

Product Description

Kit 'B' includes:

Basic Conversion Kit and a Stainless Steel Exhaust System comprising of Tubular Manifolds, Adaptor Pipes, Twin Centre Boxes, Twin Outlet Tailpipes & Exhaust Fitting Kit. See also: V8 exhausts for details of our Exhaust Manifold Insulating Wrap.

- 1 TR8 Subframe - Part no. RKC927
- 1 Subframe Bolt Kit (Inc Spacers) - Part no. RB7102
- 1 Subframe Bush Kit (Polyurethane) - Part no. RB7061P
- 2 Engine Mounting Rubbers - Part no. UKC8330
- 1 Engine Mounting Bracket (RH) - Part no. UKC4227
- 1 Engine Mounting Bracket (LH) - Part no. UKC4231
- 1 Propshaft - Part no. RKC2890
- 1 TR8 Radiator (Recon) - Part no. RKC3114R
- 1 Top Hose (RH) - UKC7891
- 1 Top Hose (LH) - Part no. GRH629
- 1 Bottom Hose - Part no. GRH603
- 2 Hose Clips (for UKC7891) - Part no. GHC405
- 4 Hose Clips (for GRH629/603) - Part no. GHC913
- 2 Upper Rad' Mounting Brackets - Part no. UKC7988
- 1 Lower Rad' Mounting Bracket - Part no. RKC532
- 4 Radiator Mounting Bushes - Part no. UKC2225
- 1 Heavy Duty Kenlowe Electric Fan Kit (16" fan) - Part no. RS1537
- 1 TR7/8 Re-Calibrated Tachometer - Part no. TKC2587R
- 1 Electric Fuel Pump (Standard) - Part no. RB7496
- 1 TR8 Accelerator Cable - Part no. UKC6482
- 1 TR8 Choke Cable - Part no. TKC6742
- 1 Upgraded 'Big' Brake Kit - Part no. RB7117
- 1 Stainless Steel Exhaust System
- 1 Exhaust Fitting Kit
- 1 Wiring Diagram

- 1 Hanging/Mounting Bracket - Upper - YKC957
- 1 Brake Pad Set Front - STC2956P - Aftermarket
- 2 Mounting Bracket - Rear Upper - UKC5048
- 1 Bottom Radiator Hose - to Water Pump - GRH603
- 1 Hanging Bracket - RH - YKC2119
- 2 Rear Lower Mounting Rubber - Polyurethane - UKC307POLY
- 2 Polybush Front Lower Mounting Rubber - 159209F68
- 1 Top Radiator Hose - RH - Header Tank to Radiator Air Con and Non Air Con - UKC7891
- 2 Engine Mounting - Flexible - UKC8330
- 2 Rear Strap - Lower - UKC2274
- 4 Spacer - Lower - UKC7925
- 2 Mounting Bracket - Front - UKC2404
- 4 Subframe Mounting Bush - Dynamic Orange Polybush - 155783POLY
- 2 Retainer - Lower Mounting - UKC310
- 2 Mounting Bush - Rubber - GEX7479
- 2 Bolt Front Subframe - Front Mounting - RB7179
- 2 Bolt - Front Subframe - Rear Mounting - RB7180
- 2 Banjo - Union - Connector - Fuel Pipe to Fuel Pump - BHH1940
- 4 Exhaust Manifold Gasket - Sports - AJM692SPORT - Aftermarket
- 4 Pin - Pad Retaining - 4 Piston Caliper - Vented - QP2062
- 2 Spacer - Rear Mounting - Upper - UKC308
- 2 Spacer - Front Mounting - Upper - UKC309
- 2 Copper Brake Pipe - RB7117D
- 2 Spacer - Front Mounting - Lower - 159212
- 2 Banjo Bolt - Natural Finish - 159226
- 4 Washer - Upper - UKC312
- 2 Washer - Front Mounting - Lower Special - 159798
- 1 Exhaust Jointing Paste 250gm - OCH112 - Carplan
- 2 Short Bolt M12x35 - RB7090F
- 2 Long Bolt M12x55 - RB7090G
- 4 Radiator Mounting Bushes - UKC2225
- 6 Mounting Ring - Rubber - GEX7487
- 8 Bolt - FRC90
- 4 Clip - Pad Retaining - 4 Piston Caliper - Vented - OP2741
- 4 Setscrew - SH110301
- 5 Clamp/Clip - Exhaust Joint 45mm - GEX9008
- 2 Exhaust Clamp - GEX9009
- 2 Hose Clip 11 x 16mm Band Type - GHC405
- 4 Hose Clip 30 x 40mm Band Type - GHC913
- 4 Setscrew - SH507101
- 8 Setscrew - SH180201
- 8 Spring Washer - VM600071
- 4 Nut - 19mm M12 - Metric Coarse - NY112041
- 2 Bolt 5/16 unc X 30 - SH505061 - Genuine
- 4 Setscrew - SH108161

Scroll to Top 4.6 Google Customer Reviews

- 4 Sealing Washer Fibre 9/16" - VIF524
- 4 Nylon Nut 3/8 UNF - TH3209
- 8 Nut - 13mm M8 - Metric Coarse - GHF213
- 12 Nut - 17mm M10 - Metric Fine - GHF233
- 8 Plain Washer 3/8" - GHF302
- 16 Spring Washer M8 - GHF302
- 8 Plain Washer 5/16" - GHF301
- 1 Big Kit Fitting Instr - F14
- 1 Exhaust Warranty Registration Card - EWRC

Add to Cart

Notify Me!

Scroll to 4.6 Google Customer Reviews

2- Rally Skidplate from Victoria British. Designed for the TR4A, TR250 & TR6. Brand new, never used. - \$250

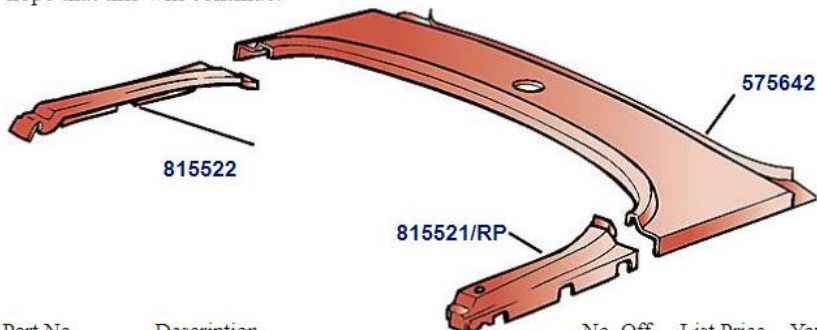


3 - Rear Deck – Brand new from The Roadster Factory. Part 813959. \$700.

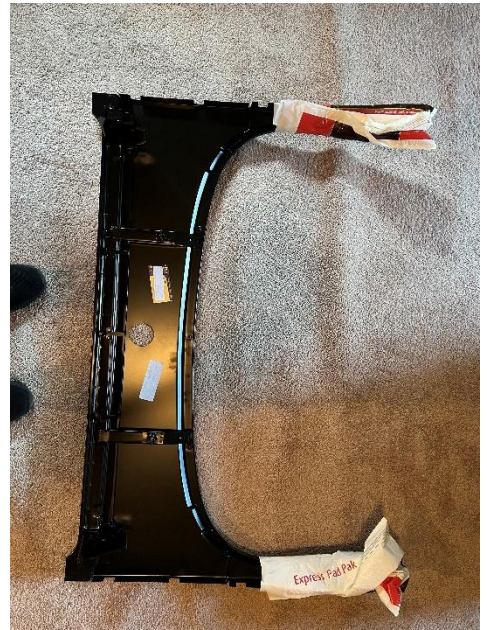
REAR DECK DETAILS, TR6

"Buy Complete Assembly or Any Component"

The "fuel cap panel" is still made on Triumph factory tooling by British Motor Heritage, but the forward sections are replicas. All of these components have been used on many cars. At the time of writing, we can still get the complete deck assemblies. I hope that this will continue.



Part No.	Description	No. Off	List Price	Your Price
813959	REAR DECK ASSEMBLY; includes everything listed below, plus inner reinforcements, all assembled and ready to weld to your car	1	943.94	<u>799.95</u>



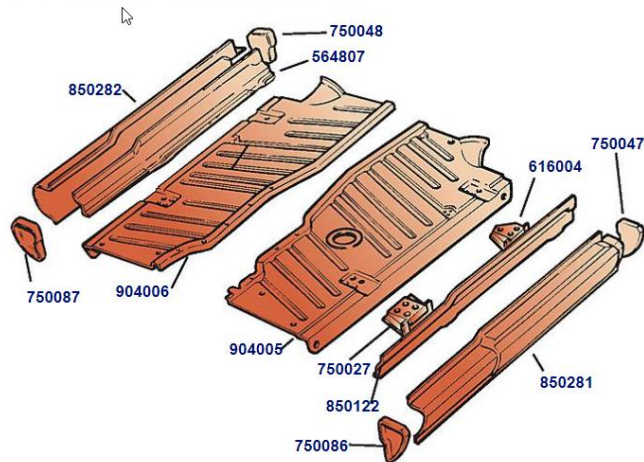
4 – Driver's side floor board from The Roadster Factory. Made on British Heritage tooling. Brand new. \$300. Part number 904005.

BODY SHEET METAL

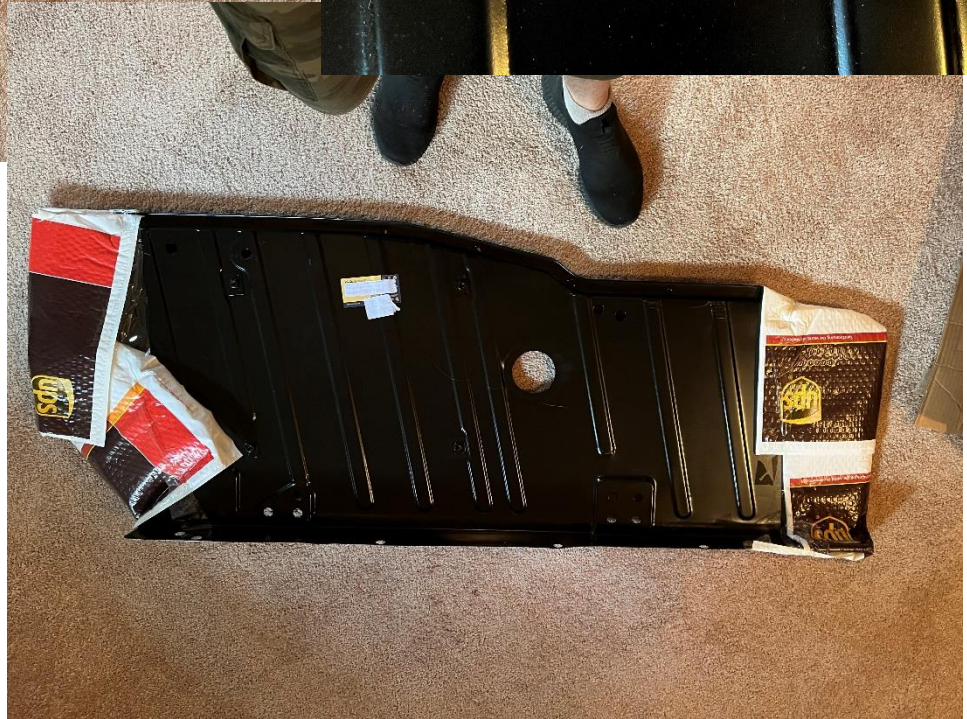
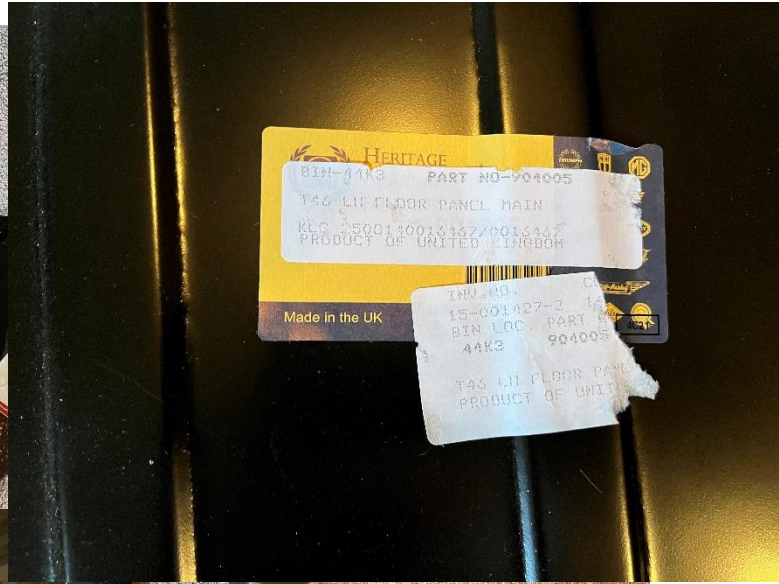
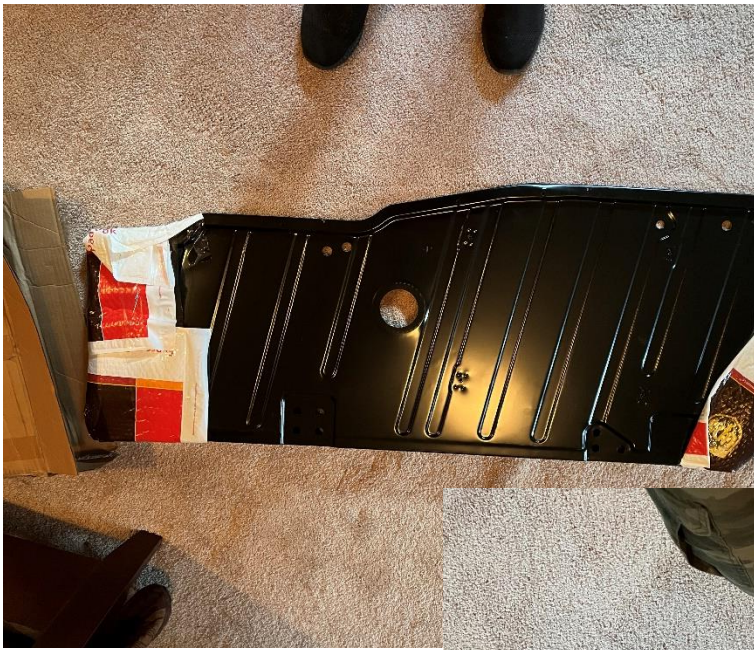
BASIC BODY STRUCTURE—FLOORS, SILLS, TR250, TR6

"Most of These Listings Manufactured by British Motor Heritage"

All of these parts, except the rear door posts and the sills, are made by British Motor Heritage on original factory tooling for a perfect fit. At Triumph, sills and floors were assembled as units on jigs to form the basis of a new body shell. All of the items in this section fit both TR250 and TR6.

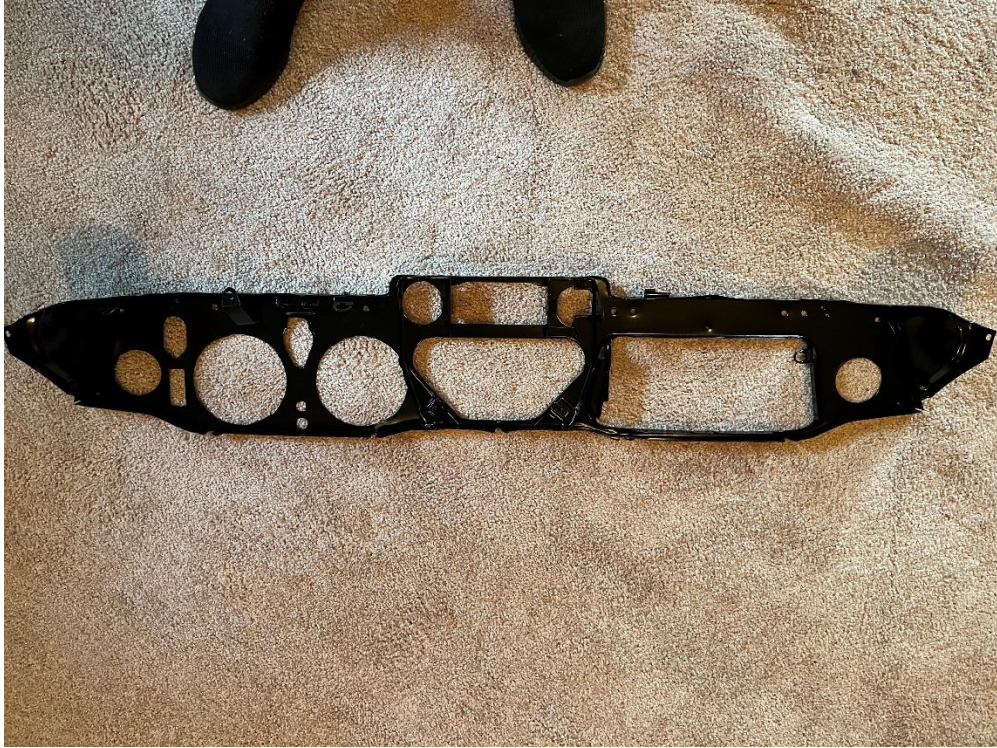


Part No.	Description	No. Off	List Price	Your Price
MAIN FLOOR PANELS				
904005	Floor Panel, L.H	1	499.14	389.95
904006	Floor Panel, R.H	1	499.14	389.95



5. Metal dashboard out of a 1975 TR6. This has been media blasted & powdercoated. Perfect shape. \$250.





6. Heater core out of 1975 TR6. Fan works. Very solid. \$150



7. Air cleaner off 1975 TR6. \$50

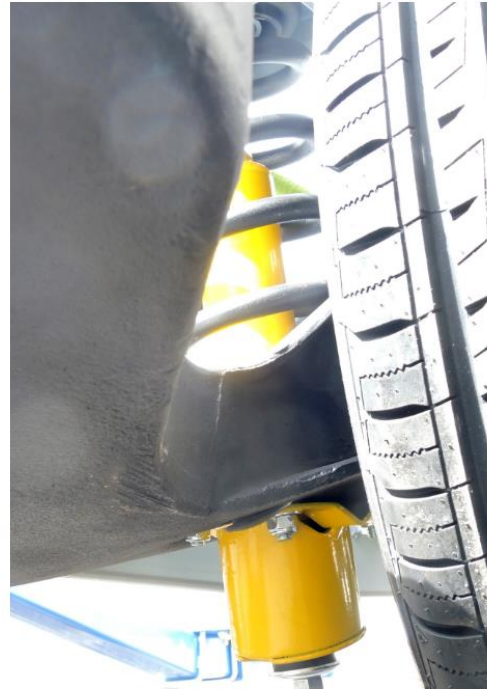


8. Radiator Support for TR250/TR6. Also works great if you are putting a TR6 front sway bar on a TR4A. Powdercoated, but some scratches. Holes drilled for the RATCO front anti-sway bar. \$75



9. RATCO Shock In Coil kit for TR250/TR6. Includes instructions. New with Monroe gas shocks. \$275 at RATCO. Want \$150. Tony included new standard height, HD springs with the shocks. \$100 for the springs. 325 lb front & 380 lb rear. Put on my TR250, but eventually went with Richard Good lowering springs and sway bars before putting the car on the road. **Note: if you want to buy the entire kit – i.e., Shock in Coil, springs, sway bars, end-links & I'll even throw in the radiator support already drilled for the RATCO front sway bar mounts - \$550.**

Rear Shock in Coil Kit



For All Triumph TR series IRS Cars

Now you can have the best rear suspension system for your Triumph. Race proven shock in coil technology places the spring and shock on the same rotational plane, decreases the sprung weight and neatens up the entire area as a bonus. This kit is essentially the same system as supplied with our new frames but it incorporates the necessary hardware to convert your stock spring and shock arrangement to coil-overs. It contains everything that you need and comes with complete instructions.

The conversion from stock to coil-overs requires a degree of mechanical ability. Some of the tasks you will need to accomplish are:

1. Removing your old shocks, springs and swingarms.
2. Drilling four holes in the swingarm base for the lower shock mounting plate. You will use the mounting plate as a drilling template.
3. Attaching the upper shock mounting plate to the frame with the hardware provided.
4. Reattaching the swingarm/shock/spring to the frame.
5. Compressing the spring to attach the assembly to the spring tower. This is easily done with a floor jack.

This procedure is performed twice. Once for each swingarm and is easier than it might sound.

The conversion should take about 3 hours once you understand the procedure. If you have ever replaced your springs, then you know how to do half of the job already.

You get the following material with the kit:

1. Upper and lower shock mounting hardware for the swingarm and the frame attachments
2. Two Monroe Sensatrac shock absorbers or optional stiffer gas charged shocks with hardware.
3. Two sets of rubber spring seats.
4. All hardware necessary

Monroe shocks are recommended because this particular model fits in the coil spring and has the correct length and compression dimensions. Unfortunately for some, we have not found a performance shock that works well in this situation.

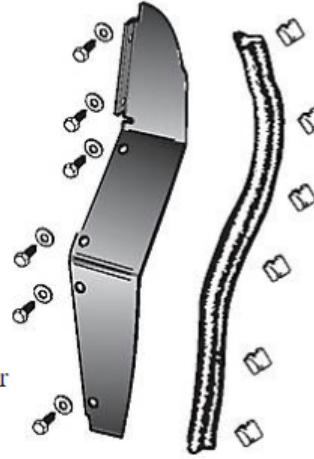
This system is perfect for normal street use and at the same time excels at those times when you want the best cornering performance. Sensatrac shocks have variable valving and change their compliance based on road conditions. When the road is harsh they soften and when the road is smooth they stiffen. The gas charged shock is stiff all the time and is a good choice for those who want better cornering stability during autocross or flat track.. Add a set of our front and rear matched sway bars and you're ready to rock and roll.

11. Splash panel kit. RFK756 – Splash panel kit for the RH side. New \$25.

TRF'S OWN SPLASH PANEL KITS, TR250, TR6

"These Better Parts Come Powder Coated and Ready to Install"

Our competitors have continually lowered the price on splash plates until no one can afford to sell anything but rubbish. Some time ago, TRF decided to improve this situation, and we had our own splash plates made by a company here in Western Pennsylvania. In the end, we decided to spend even more money to have our splash plates powder coated. As the plates were painted black originally and fitted after the body was painted, this seems like a good option for our customers. Our splash plates are extremely beautiful, and our kits come complete with rubber seals and correct hardware. In the final analysis, our splash plates cost a couple of dollars more, but the quality is truly excellent, and they are completely finished and ready to install when you take them out of the box. The good news for us is that our customers seem to like our decision to make better splash plates, as we sell more than ever before





RFK755

Part No.	Description	No. Off	List Price	Your Price
	SPLASH PANEL KITS; include everything listed below, plus correct mounting hardware			
RFK755	SPLASH PANEL KIT, LH side	1	44.39	34.95
RFK756	SPLASH PANEL KIT, RH side	1	44.39	34.95



12. Revington TR aluminum firewall kit. Paid \$125 plus shipping. **Want \$100.**

FIRE WALL TR4A-6			 No image available
Part No:	RTR7102		
Price	£98.96		
Price Ex VAT @ 20%	£82.47		

Qty Buy

[About This Part](#)

[Further Reading](#)

[Reviews](#)

TR4A-6 aluminium firewall, required for competition and a sensible addition to any road car. The fire wall is secured to the body shell between the cockpit and the petrol tank.

TR's 4-6 have the petrol tank fitted directly behind the cockpit rear trim board which is made from fibre board and cannot provide a safe barrier between the cockpit and the petrol tank. This kit when fitted provides a suitable metal barrier.

The kit consists of a main aluminium centre section and two small steel 'ears'. These 'ears' are made from steel so they can be either welded or riveted in place to the body shell.

Whilst we call this product a Fire Wall it is in fact a fluid barrier. Its intention is to reduce the possibility of petrol finding its way into the cockpit in the event of an accident. The aluminium sheet and steel ears should be sealed and riveted in place to ensure a fluid tight seal.

FITTING

The fit of the main sheet is straightforward as there are 'L' brackets welded all around the opening which the firewall can be riveted to.

First bend the bottom edge over to make a 90 degree flange of 13-20mm. To determine how big the flange will be offer into place the aluminium sheet and record how much of the sheet protrudes above the centre tonneau panel. Use this a guide to determine how wide the flange will be. This flange ensures the aluminium sheet can be sealed properly.

The main sheet can now be riveted in place using sealant between the sheet and the body on final fitment.

The two 'ears' fit under the side tonneau panels and can be riveted to the join between the main tonneau panel and the forward tonneau panel.

There is a small 'L' shaped bracket on top of the wheel arch that the ear can be riveted to and there is a cut out in the top of the ear so that it can pass from inside to outside of the tonneau panel lip. On cars that are as yet unpainted these ears can be welded in place.

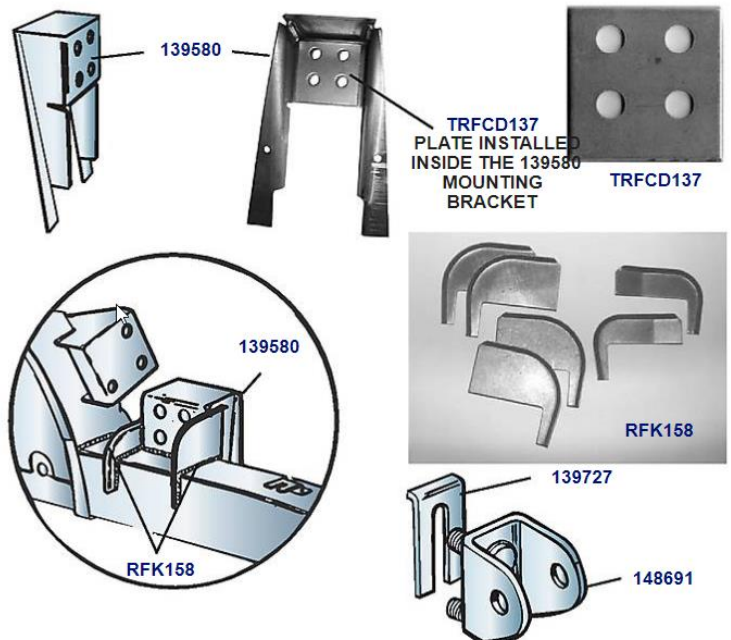
Once in place the firewall should be thoroughly sealed all around so that fluid cannot pass.

Note that the wiring to the rear of the car has to pass through the firewall and this should be accounted for in preparing the main sheet or one 'ear'.

Turn over the edge of the sheet where the wiring will pass so that a sharp edge is not presented to the wiring loom or use a suitable grommet. A grommet can be cut and superglue back together around the loom.



13. The Roadster Factory part number 139580. Four mounting brackets. \$50. New



Part No.	Description	No. Off	List Price	Your Price
139580	Mounting Bracket, front suspension; welded to frame	4	24.07	<u>18.95</u>
TRFC137	Plate Washer, reinforcing mounting brackets	4	7.62	<u>5.95</u>
RFK158	Gusset Kit; late TR6; applicable to all TR250 and TR6; includes a complete set of six gussets for both sides	1	83.76	<u>65.95</u>
148691	Pivot Bracket, lower front suspension	4	31.94	<u>24.95</u>
139727	Alignment Shim; placed between pivot brackets and mounting brackets for	A/R	4.80	<u>3.75</u>