

## TR2-4A Alternator Conversion

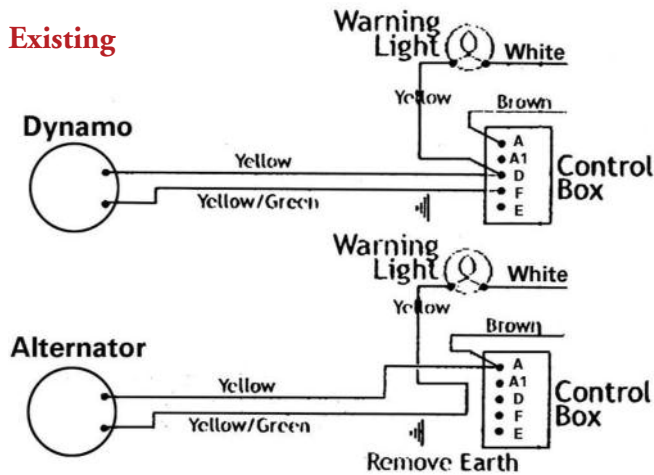
Part Number: TTK3020

Description: Alternator Conversion

Applications: Triumph TR2-4A

### TR2-3

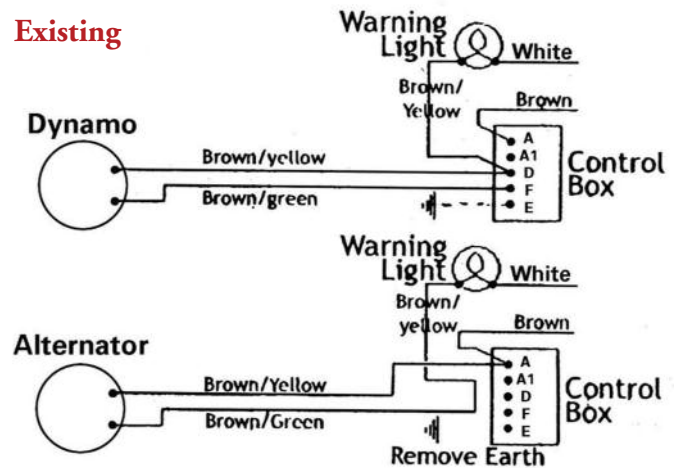
Existing



With Alternator/Dynalite

### TR4

Existing



With Alternator/Dynalite

#### 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.

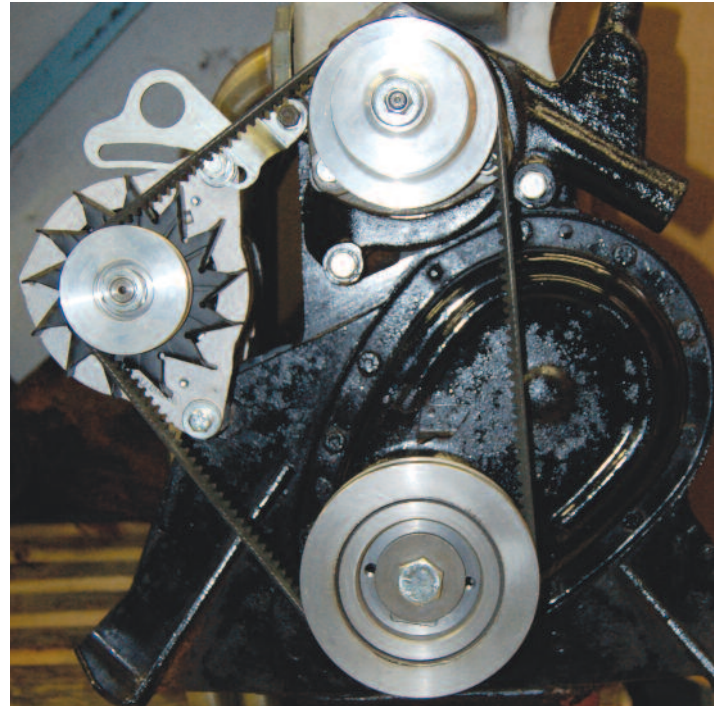
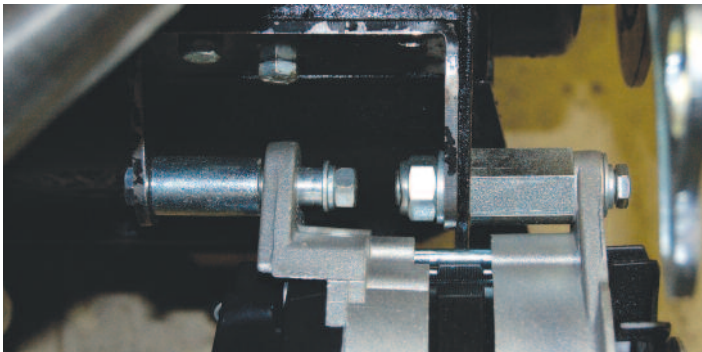
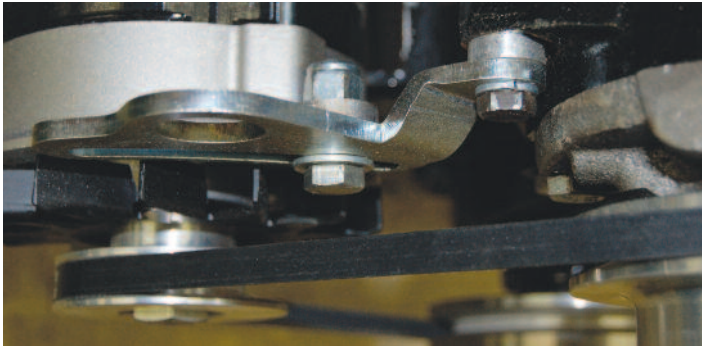
The conversion components are listed individually to permit proper spares servicing in the future and to assist those who may wish to source some of their own components and obtain a bespoke system. Pictures enclosed show how the installation should be put together.

#### Kit Contents:

1 x TTK3020Q1	Spacer	1 x GHF103	Screw 5/16 UNF	1 x GHF273	Nut 3/8 UNF nyloc
1 x TTK3020Q2	Spacer 1/4 inch	1 x GHF201	Nut 5/16 UN	1 x GHF302	Washer 3/8
1 x 142134	Adjustment bracket	1 x 059015Q1	Modified dynamo pedestal	1 x GHF275	Nut 1/2 UNF nyloc
1 x BH605221	Bolt, through spacer	1 x 107960	Bolt	1 x GHF304	Washer 1/2
2 x GHF301	Washer plain				
3 x GHF332	Washer spring				

#### Associated Parts:

GEU2206M	18ACR Alternator
AAU3956A	Alternator fan
TTK3020LA	Alternator loom (TR2-4 to CT14913)
TTK3020LB	Alternator loom (TR4 CT14913 on, TR4A)



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:

TT1132            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 107252A, which makes this possible, if used in conjunction with the selected alternator pulley and the separate available water pump pulley.

107252A            Alloy crankshaft pulley  
105537A            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 TT1132 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.