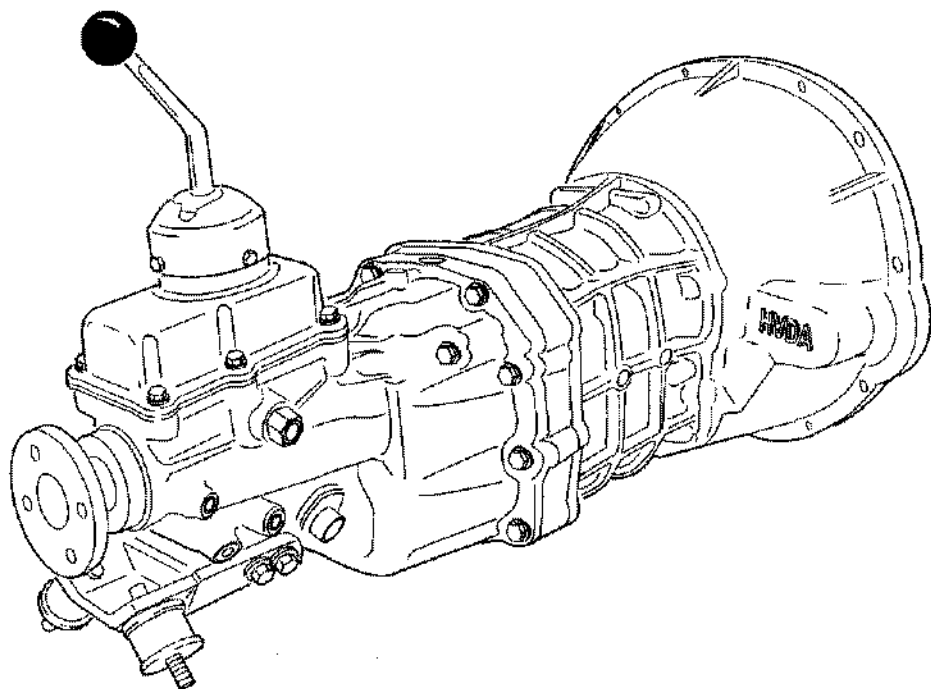


HVDA

TRIUMPH

TRANSMISSION CONVERSIONS

(805) 526-9526 E-mail: handhvan@msn.com



Too Many Revs on The Freeway?

When you're cruising on the freeway in your Triumph, wouldn't you like the engine to be "purring" at 2500 RPM instead of "howling" at 3200 RPM?

Many Triumphs were built before freeway driving was common; so overdrive transmissions were a rarity. Today, you spend a lot of time on freeways, and without overdrive, your engine works a lot harder to keep up with traffic. What can you do?

You could install an original Triumph overdrive transmission – if you could find a useable one for a reasonable price – or you could install a fully synchronized, reliable, Toyota 5-speed transmission, and reduce your top end cruising rev's by as much as 22 percent (See Table 1).

HVDA offers conversion kits to fit all TR-2 through TR-6 series engines with Toyota 1982-1985 Celica, or 1984-1996 pickup truck 5-speed manual transmissions. No cutting, drilling or welding is required, and the car will still look "original" when you're done. You even keep the original Triumph shift lever, without modification!



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Table 1. Gear Ratios

TRIUMPH		1982-1985 CELICA			1984-1996 PICKUP TRUCK	
GEAR	TR2-6					
First	3.380:1	3.285:1	3.166:1	3.285:1	3.950:1	3.830:1
Second	2.000:1	2.041:1	1.904:1	1.984:1	2.140:1	2.060:1
Third	1.325:1	1.322:1	1.310:1	1.275:1	1.380:1	1.430:1
Fourth	1.000:1	1.028:1	0.969:1	1.000:1	1.000:1	1.000:1
Fifth	—	0.820:1	0.815:1	0.783:1	0.810:1	0.840:1
Reverse	4.280:1	3.153:1	3.250:1	3.786:1	4.368:1	4.368:1

The basic conversion kit costs only \$900. The kits consist of the following:

- ✓ A new bell housing that adapts the Toyota transmission to your engine
- ✓ A gearshift lever adapter mechanism and housing (Forward, Middle, or Rear configuration)
- ✓ A new speedometer cable and mounting bracket
- ✓ A new transmission output flange/slip yoke and a locking collar for the driveshaft
- ✓ New transmission mounts and brackets for your model of Triumph¹
- ✓ A new clutch disk and alignment tool
- ✓ A new pilot bushing and sleeve

A new clutch throw-out mechanism is recommended. HVDA offers a hydraulic one with steel braided hoses, designed for racing, for \$220.

There is an option for a mechanical clutch throw-out bearing. The part numbers will be available in the manual, which will be provided with the kit.

If you know how to remove and install a transmission and clutch, you're qualified to do the job - the conversion is straightforward, and can be done by any experienced mechanic.

No special tools are required, except for the clutch alignment tool, and that's included in the kit. You will need a set of metric wrenches and sockets, in addition to a standard SAE set. A hydraulic transmission jack is also recommended.

Why not install an HVDA transmission conversion today, and turn that "howl" into a "purr"? For more information, call Herman van den Akker at (805) 526-9526.

¹ TR2's through Non-IRS TR4A's require one kind of mount and IRS TR4A's through TR6's require another.