



## Her er momenterne til motoren i Triumph TR 2 – 3 – 3A – 3B

### NUT TIGHTENING TORQUES

OPERATION	DESCRIPTION	SPECIFIED TORQUES	
		lbs. ft.	Kgm.
<b>ENGINE</b>			
Cylinder Head .. .. .	$\frac{1}{2}$ " U.N.F. & B.N.C. Stud	100 - 105	13·826 - 14·520
Connecting Rod Caps .. .. .	$\frac{7}{16}$ " U.N.F. Bolt	55 - 60	7·604 - 8·293
Clutch Attachment .. .. .	$\frac{5}{16}$ " × 18 U.N.C. Setscrew	20	2·765
Camshaft Bearing to Block Front .. .. .	$\frac{5}{16}$ " N.C. Setscrew	16 - 18	2·212 - 2·489
Camshaft Bearing to Block Rear .. .. .	$\frac{5}{16}$ " U.N.F. Setscrew	12 - 14	1·659 - 1·936
Dynamo Bracket to Block .. .. .	$\frac{5}{16}$ " × 18 U.N.C. Setscrew	16 - 18	2·212 - 2·489
Dynamo to Bracket and Pedestal .. .. .	$\frac{5}{16}$ " × 24 U.N.F. Bolt	16 - 18	2·212 - 2·489
Distributor Mounting .. .. .	$\frac{1}{2}$ " N.F. & N.C. Stud	8 - 10	1·106 - 1·383
Dynamo Adjusting Link to Water Pump Body .. .. .	$\frac{5}{16}$ " U.N.C. Bolt	16 - 18	2·212 - 2·489
End Plate Attachment .. .. .	$\frac{5}{16}$ " U.N.C. Setscrew		
Engine Plate and Timing Cover Front .. .. .	$\frac{5}{16}$ " × 18 U.N.C. Bolt	14 - 16	1·936 - 2·212
Flywheel Attachment to Crankshaft .. .. .	$\frac{5}{16}$ " N.F. & U.N.C. Stud	12 - 14	1·659 - 1·936
Fan Attachment .. .. .	$\frac{5}{8}$ " × 24 N.F. Setscrew	42 - 46	5·807 - 6·360
Manifold Attachment .. .. .	$\frac{5}{16}$ " U.N.F. Bolt	16 - 18	2·212 - 2·489
Manifold Inlet and Exhaust .. .. .	$\frac{3}{8}$ " N.C. Stud	22 - 24	3·042 - 3·318
Main Bearing Caps .. .. .	$\frac{5}{16}$ " × 24 U.N.F. Stud	12 - 14	1·659 - 1·936
Oil Pump Attachment .. .. .	$\frac{1}{2}$ " U.N.C. Setscrew	85 - 90	11·752 - 12·443
Oil Seal Attachment (Rear) .. .. .	$\frac{5}{16}$ " N.F. & N.C. Stud	12 - 14	1·659 - 1·936
Oil Filter Attachment .. .. .	$\frac{1}{4}$ " × 20 U.N.C. Setscrew	8 - 10	1·106 - 1·383
Oil Gallery Plugs .. .. .	$\frac{5}{16}$ " U.N.C. Bolts	22 - 24	3·042 - 3·318
	$\frac{5}{16}$ " N.F. & N.C. Stud		
	$\frac{7}{16}$ " × 14 U.N.C. Setscrew	32 - 36	4·424 - 4·977
	$\frac{3}{8}$ " × 16 U.N.C. Setscrew	24 - 26	3·318 - 3·595
Petrol Pump Attachment .. .. .	$\frac{5}{16}$ " N.F. & N.C. Stud	12 - 14	1·659 - 1·936
Pulley to Water Pump Spindle .. .. .	$\frac{5}{16}$ " 24 U.N.F. Simmonds Nyloc Nut	16 - 18	2·212 - 2·489
Pulley and Extension to Hub .. .. .	$\frac{1}{4}$ " U.N.F. Bolt	8 - 10	1·106 - 1·383
Rocker Cover .. .. .	$\frac{5}{16}$ " N.F. & N.C. Stud	2	0·276
Rocker Pedestal .. .. .	$\frac{3}{8}$ " U.N.F. & U.N.C. Stud	24 - 26	3·318 - 3·595
Sump Attachment .. .. .	$\frac{5}{16}$ " × 18 U.N.F. Setscrew	18 - 20	2·489 - 2·765
Starter Motor (Attachment) .. .. .	$\frac{3}{8}$ " × 24 N.F. Bolt	26 - 28	3·595 - 3·871
Timing Cover .. .. .	$\frac{5}{16}$ " × 18 & 24 N.C. Setscrew	14 - 16	1·936 - 2·212
Timing Chain Wheel to Camshaft .. .. .	$\frac{5}{16}$ " × 18 N.C. Setscrew	24 - 26	3·318 - 3·595
Thermostat Assembly to Cylinder Head .. .. .	$\frac{5}{16}$ " × 24 U.N.C. Bolts	16 - 18	2·212 - 2·489
Thermostat Housing .. .. .	$\frac{5}{16}$ " U.N.F.	12 - 14	1·659 - 1·936
Water Pump Attachment .. .. .	$\frac{3}{8}$ " × 16 U.N.C. Bolts	26 - 28	3·595 - 3·871
Water Pump Body .. .. .	$\frac{3}{8}$ " N.F. & N.C. Stud	26 - 28	3·595 - 3·871
Flywheel Ring Gear Attachment .. .. .	$\frac{5}{16}$ " U.N.F. × 1·25" Bolt	16 - 18	2·212 - 2·489