

# Restoration Guide Post 60k TR3A through TR3B

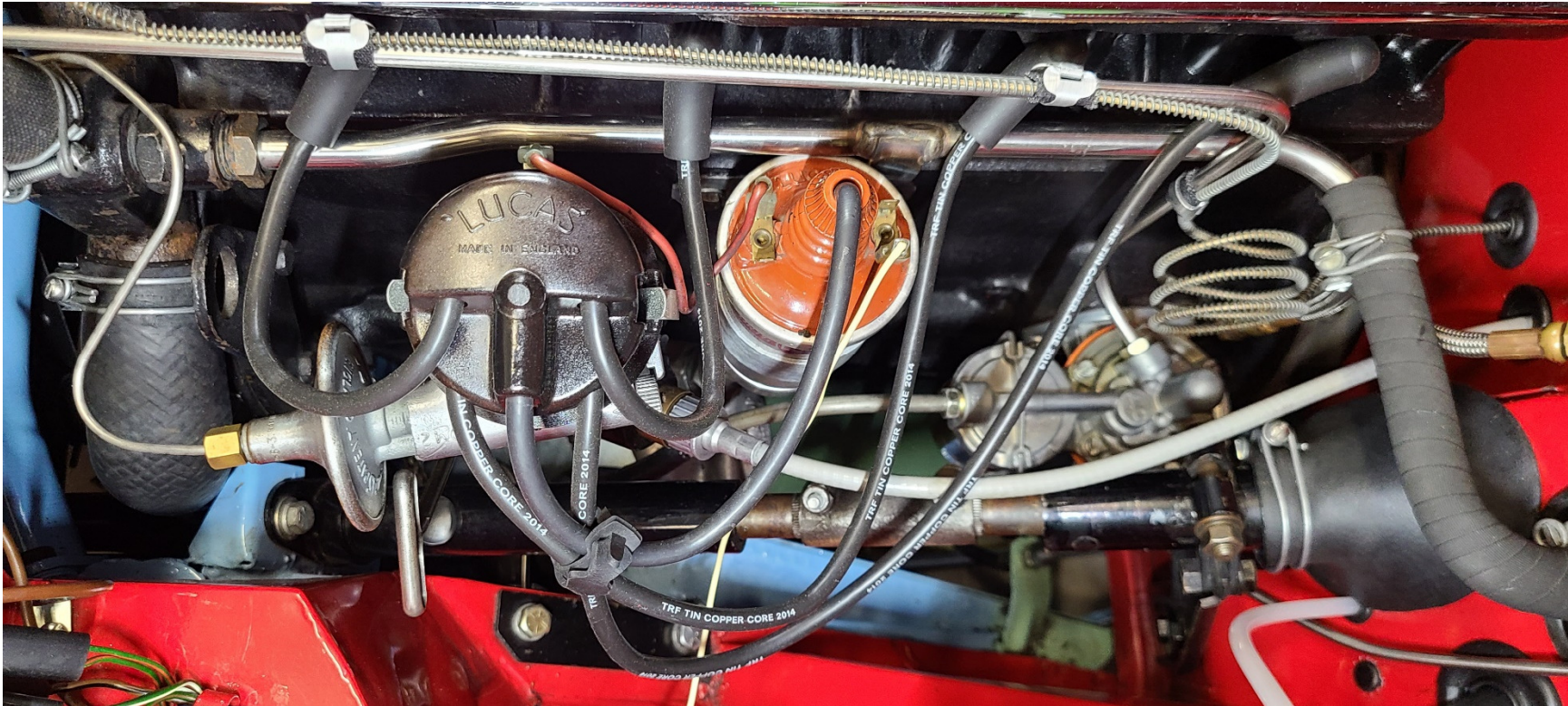
Category: Underhood

Example Shown: TCF TR3B

Component(s): Distributor, steering shaft, capillary tube, radiator hoses, fuel pump, cables oil filter, dip stick, ignition coil, fender plate.

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## Discussion

*At K3:* Lucas-embossed side-wired distributor cap in black or brown.

*At L7:* Proper “Fir Tree” cable tie.

*At F5:* Vacuum advance unit with late brass hex fitting, earlier version had a large hex snout. Vacuum line is mild steel or stainless steel. Shown is preferred routing, behind the radiator bypass hose.

*At Q2:* Optional sport coil shown, both sport coil and regular coil with black top should have screw-on center connector.

*At E3:* The front engine lifting bracket. Not seen is the rear lifting bracket located at the rear of the cylinder head adjacent to the heater control valve.

*At B3:* All radiator hose clamps are wire clamps, as shown.

*At H7:* The oil pan dip stick is natural finished fitted with a felt washer. *Tip:* The same fiber washer can be split and used on the battery hold-down hardware.

*At L8:* The inner fender mounting plate is painted semi-gloss black.

*At Q7:* Split steering clamp and exposed inside shaft are natural finish, rest of shaft is painted gloss black.

*At I7:* Rubber plug covers steering box fluid fill hole.

*At X7:* Upper support bracket painted gloss black, was added with split steering.

*At AA6:* Rubber steering boot attached with wire clamp.

*At W6:* Grey tachometer cable passing through the bulkhead and attached to distributor pedestal, very early cars had black speedometer and tachometer cables.

*At Z8:* Shown is the routing for white washer bottle hose, not necessarily correct. Hose may be routed almost anywhere through the bulkhead, preferable further to the passenger side, closer to the washer pump.

**At V5:** AC embossed fuel pump with natural finish attached to mild steel fuel lines. Primer lever not shown. *Tip:* If tab on diaphragm is stiff and brittle it's time to rebuild the pump!

**At G0, U0 & X2:** These are the correct locations for the capillary tube securing tabs consisting of a piece of friction tape under each aluminum strap. They secure the tube to the fuel line.

**At Y3:** Temperature gauge capillary tube coil, three 1 ½" coils standing vertically, passes through bulkhead with rubber grommet.

**At BB5:** Heater hose from bulkhead to heater return pipe, with wire clamps.

**At O6:** Unseen in this view is the aluminum Purolator oil filter head finished naturally. The painted canister is typically a patina teal-green color.