



## SPARES AND SPANNERS

TO CARRY IN THE CAR - TR5s and other PI Cars

- Either; fit a new fan belt and, provided the old one is still useable carry it in the boot. Or just carry a new one in the boot.

- Either; when fitting new spark plugs clean and gap one of the 'known to be ok' old ones and carry it in the boot. Or just carry a new one in the boot.

- Carry a spare 'No.1 cylinder' spark plug lead. This is the longest and if necessary can therefore be used on any cylinder, or for the king lead (distributor to coil).

- Carry spare rotor arm, points and condenser. Either fit new and carry the old or carry the new.

- Ideally, obtain a spare distributor base plate, remove what is currently fitted to your car, fit the spare to the car, fit (and gap) the points and condenser and check the car will run. Then remove the whole assembly and carry as an assembled spare. (Obviously, refit the assembly you removed). It is far easier to fit a complete platform by the side of the road than it is to fit and gap individual components.

- Note. Even if your car currently has electronic ignition it can be worth carrying these small parts so that roadside reversion to conventional ignition is possible. For this purpose it may also be necessary to carry a spare low tension lead (distributor to coil).

- It takes little space to carry a spare ignition coil.

- Remember that in the 60's ignition failures were the major cause of breakdowns.

- Carry one spare fuel injector (ideally a newly reconditioned one). Ensure you have the same type as that currently in use on the car or ensure you have both a spare injector and insulator block PLUS a method of removing the old insulator plug from the inlet manifold. Beware if your car is fitted with the two different types!

- It might be worth carrying the small red plastic drive 'dog' for the metering unit. (They have been known to break).

- A 'bulb kit', should also be considered (A legal requirement if motoring in some Countries), but remember that a modern 'off the shelf' kit probably won't contain the bulbs you require. Either see what

a TR supplier can offer or compile your own based on the lights used on your car. e.g. a halogen headlight fitted to a TR is probably fitted with an H4 bulb.

- A warning triangle and a fluorescent ('Hi-viz') jacket (a legal requirement in some Countries)

- Fuses of the type used on a TR have not been used in car production for about thirty years.

Within the fuse box there is provision for two spares. Either, ensure that two spare fuses are carried of correct ratings or carry two high amperage fuses, since whilst they might not be correct for the application, and therefore should be changed at the earliest opportunity, a fuse that is too small will blow as soon as the circuit is used.

- Carry an 'Owners handbook' and Workshop manual, complete with wiring diagram.

- Add a collection of screwdrivers, pliers etc to taste, as well as a torch.

- In addition, a few BA and BSF Whitworth threads will be found. If nothing else, ensure you have spanners to fit the fuel injector union.

- Insulation tape or Gaffer tape will never go to waste.

- Two lengths of single core electrical flex fitted with crocodile clips will work for electrical testing, constructing a test bulb circuit, electrical 'jury rigging', or for lashing things up (and whilst the plastic might melt the copper core won't)

- Most spanners required are of the 'AF' type. These have not been used on modern car for the past twenty years, since metric is now the favoured thread type. I am not aware whether a roadside mechanic still carries AF spanners.

- Test the jack and handle are fully functional and fit under the vehicle when a tyre is deflated.

- As appropriate, ensure that the correct wheel trim removal tool, wheel brace, hexagonal knock off spanner and mallet are present.

- Don't forget the full contact details for your favourite TR spare supplier and a copy of the European Breakdown Guide.

- Check legal requirements for each Country to be visited.