



## Stainless Steel Fasteners for TR6

My first TR, a '76 TR6, was purchased in the fall of 1983. It had been driven in the Ohio salt and had considerable corrosion damage. A frame up restoration was done that first winter including new fenders, bumpers, floor board, rockers, etc. I did all the work including the painting.

It has provided considerable enjoyment since the rebuild but was beginning to look a little worn; the interior and seats were completely worn out and the paint was showing its age. Last fall it was decided to redo the interior and have it repainted. The following photos show the just about finished product. Click on the thumbnail for a larger view of the photo. Use your browser return button to get back to this page.



Unfortunately, a couple days after these photos were taken someone ran into it and destroyed the right front fender and hood. So, it's back to body work. The paint job by a local professional took 4 months in the shop and was of poorer quality than the job I did myself 18 years ago. I'm doing the repair myself. The insurance money will cover the new sheet metal, all other material and new tools including a two stage air compressor and a HVLP spray gun. I have a TR250 that needs repainted and a '70 TR6 to restore so it will be a good investment. If one looks hard enough, one can usually find a silver lining to any cloud.

In the original rebuild all visible body bolts, washers & nuts were replaced. Many of these fasteners had corroded in the 18 years since and appeared unsightly. This time it was decided to replace all the visible fasteners with stainless steel parts. During the reassembly after the paint job, a list of the fasteners needed for the next few steps was made and an order called to the local Fastenal store. If called before noon, they would have the parts the next afternoon. (The local store doesn't stock fine thread stainless bolts.) Near the end of the project a friend asked for a list of the fasteners so that he could order a set for his restoration.

The fastener data was entered into a Microsoft Excel worksheet and also converted to a Adobe Acrobat pdf file. The information is setup to print in three pages. The first two pages should be taped together side by side. The third page contains notes.

These files can be downloaded by clicking on the links below. Note: to download using a Netscape browser, left click and then select "Save it to disk"; if using Internet Explorer, right click and select "Save Target as.....". The Excel file requires compatible software such as Microsoft Office to be viewed and printed. The pdf files can be viewed and printed using Adobe Acrobat Reader. Most PCs are supplied with Adobe Acrobat Reader installed. Acrobat Reader can also be downloaded by clicking on <http://www.adobe.com/products/acrobat/readstep2.html> (If you already know all this stuff, sorry.)

[TR6 Fastener List in Excel Format](#)

[TR6 Fastener List in pdf Format](#)

The lists were compiled using the TRF catalogs and in some cases, measuring the actual parts. In most cases, bolts longer than one inch are shown in one quarter inch increments. If the original bolt was half way between a quarter inch increment, the size was rounded up to the next quarter inch increment. For example, if a 1 5/8 inch bolt was used, a 1 3/4 inch bolt was specified. Note that none of the suspension fasteners are listed. Regular grade 8 plated fasteners are used on the suspension. Fastenal doesn't sell stainless versions of the 1/4 - 28 flat head screws used on the door latches, striker plates and the convertible top frame. I'm still looking for a source of small quantities of these screws.

When ordering the parts one might order a few extra of the common sizes of bolts, extra nuts and round the washer count up to increments of 100. Your local fastener store should be able to get all the parts listed. The friend ordered the whole list (except the 1/4 -28 flat head screws) with some spares from the local Fastenal store at a cost of about \$75 including tax. You can also check out the prices and order directly from the Fastenal website: <http://www.fastenal.com/>

Apologizes in advance for errors in the files. Be careful that you don't replace a bolt with a smaller size, even if the smaller size is specified in the files. Please notify me of any errors so the files can be corrected. Also, I'll be happy to add information to the files.

Cory Sherman sent a note some time after this was placed on the website reminding me that stainless bolts are softer than regular steel bolts. Thanks Corey, good Point! The common stainless bolts should not be used in any place where the softer material could cause a problem. I wouldn't use these bolts in the suspension. Stronger grades of stainless bolts are available but I haven't investigated them. Corey also mentioned that Gardner-Westcott (<http://www.gardner-westcott.com>) is a good source of chrome and stainless fasteners.

If one has or wants to generate similar data for other model TRs, or any other Triumph technical information, Buckeye Triumphs would be delighted to publish it on this website.