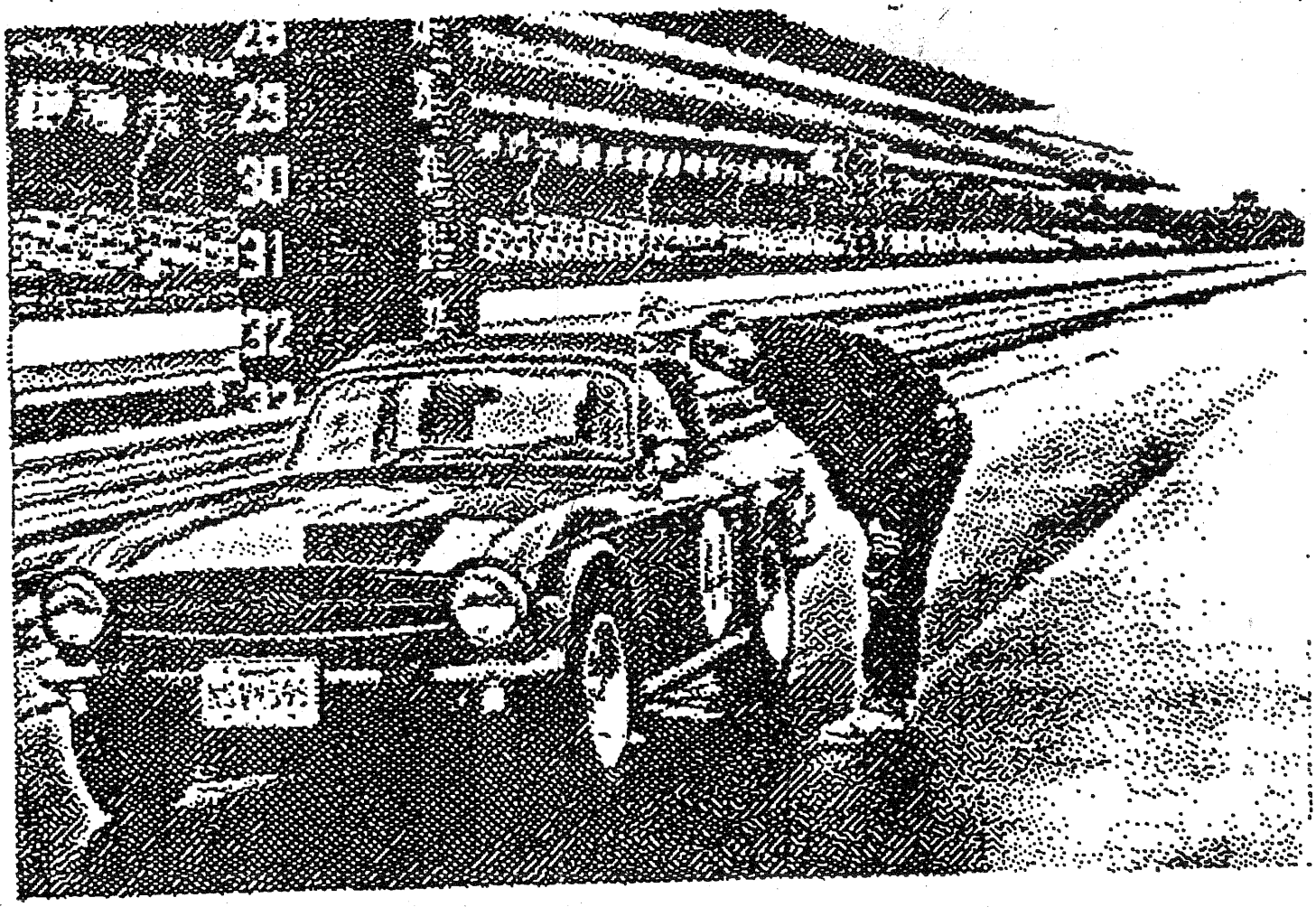
SIX TECH

by Leonard Renkenberger



NOTICE

This manual or booklet is published for informational use only. Use of this information or repairs and/or modifications performed using information contained herein is solely at the risk of user.

PREFACE

This manual is dedicated to the TR-6, the car I have always refered to as the MG-TC of the '70s. These happen to be, in my opinion, two of the greatest cars ever built. They are not the fastest, the most powerful, the best handling, the most valuable or the best at anything matter of fact. Perhaps that's why I feel they are so great. They were the epitome of sports car in their day and, most important, the average guy could afford them. The TC was the first and the TR-6 was the last. My TC has been with me since 1960 and the one TR-6 since March 26, 1970. I can not imagine what it would be like not having them - especially driving the TR-6 every day and the TC for occasional pleasure use on nice days and trips. All those poor souls chugging down the road in their 1987 Zapmobiles sure are missing a lot in life.

Where am I coming from and why did I prepare this book? I'm not sure. However, by attempting to help you and encourage you to keep your TR-6 on the road I'm really helping myself too. The more these cars are driven and restored the more parts suppliers are encouraged to keep making those vital gears, switches, and such. That keeps the cars drivable and so we go around the cycle again. I have a belief that if you know something, you have a duty to pass that knowledge on. I also believe this is doubly true in old car circles because you aren't going to learn it "on the job". I'm not talking about things you can find in shop manuals - they're written for people who already know what they are doing (or at least think they do). I'm concerned with the inherent weakness the manufacturer sure as Hell isn't going to mention in his manual, or the improvement of an assembly by substituting parts that technology hadn't invented when your car was built. I'm not suggesting I know it all - far from it. I've merely attempted to pass on some of the lessons I've learned behind the wheel and underneath a TR-6 for over 300,000 miles. I would like to encourage you to do the same.

There has been no attempt made to make this a "professional" looking publication - nor even too much of an attempt to use the correct grammar and spelling. There has been, however, a real attempt to explain things clearly in language the non-pro can understand. I hope we have suceeded on this latter point above all else.

You will be amazed at how much work you can do yourself if you have a few basic tools, preferably more than one shop manual and, most importantly, the confidence to try. Most jobs can really be subdivided into several smaller jobs and by doing this you'll find it is not so overwhelming as you may have thought. For example, body repair and a paint job seems mighty intimidating. However, if I said you could remove the left front fender, you'd probably agree. If I then said take a 1/4" drill and a grinding disc and grind the rust away from the edges of a rust hole in that fender you'd again agree you could do it. Then if you just put a fiberglass patch on the back, a little plastic filler on the front and sand it

a little, you've fixed the fender. Now you'd know you could do the other three. By then you'd probably be very justified and smart to take the rest of the job to a pro; but, you would have gained a tremendous amount of self confidence. Of course it is also obvious that you can't jump into a complete engine rebuild if you've never even been able to change the oil. Strive to gain skill but know your limits.

Many of the articles deal in basics, and more important they deal specifically in TR-6s. By that I mean not a generic article like all the "How to" books have. I once bought a "How to Fix your TV" Book. Trouble was the resistors and rectifiers in my TV weren't in the same place as the ones on the generic TV. I threw the book and TV out together. I promise you that you'll know how to do the job on your TR even though you can't do it on a lawnmower. The theory and tune-up articles are, I think, good examples of this. Incidentally, I can't fix lawnmowers either!

Also I'd like to qualify the difficulty level of the articles we present when applicable so that you don't feel intimidated by a job you could easily do but just don't know you can. The grading would work something like this:

D: Requires ability to recognize box end wrench and lift with both hands after appropiate study and preparation.

C: Able to open hood (bonnet) and know what carburetors (I spell in U.S. not British) look like - well, at least which side of engine they are on.

B: Knows what a torque wrench is and how to use it for something other than a hammer.

A: Able to remove a major assembly such as engine or differential and, with some help from manuals, disassemble and re-assemble it.

A+ Donald Healey, Bob Tullius, and Richard Petty call you "Your Highness".

SIX TECH

ENGINE, CYLINDER HEAD, VALVE GEAR, AND MANIFOLDS

CARBURETTERS, FUEL SYSTEM, AND EMMISSION SYSTEM

TUNE UP AND IGNITION

CLUTCH, GEARBOX, AND OVERDRIVE

DIFFERENTIAL, REAR AXLES, AND DRIVESHAFT

STEERING AND FRONT SUSPENSION, SHOCKS AND SPRINGS

REAR SUSPENSION, SHOCKS AND SPRINGS

BODY, PAINT, GLASS, TOP, INTERIOR, WEATHERSTRIPPING, ETC.

ELECTRICAL, ALTERNATOR, SWITCHES, INSTRUMENTS, AND RADIO

SAFETY AND MISCELLANEOUS