



TOOLBOX

It's almost a year ago now since I purchased Naylor NAY 63 from Dave Lewis. The car was in lovely condition although I have had the wings and running boards off and stripped back to bare metal and repainted. I decided from the outset that I couldn't live with the original door handles and consequently I had the doors re-skinned by Andy Rayner at Hutsons and lockable old type handles fitted.

Driving the car back from Kent to Yorkshire I decided that the gearing was too low for motorway driving. Fitting a 5 speed box appeared the popular option. However, having fitted a higher ratio differential to my Triumph Stag I thought this may be the easier way to go.

Discussing my thoughts with Dave Lewis it appeared that a higher ratio diff was originally fitted to the 2 litre Ital automatic and also that the 1850 Triumph Dolomite automatic was the same part number. After trawling through Classic Car Weekly and the Internet I spotted a suitable Dolomite donor—would you believe in Kent! Dave negotiated the deal and also collected the diff, and I picked it up at the Norfolk Birthday Party courtesy of David Parkin.

Fitting the diff was straight forward and involved dropping the prop shaft, withdrawing the halfshafts, taking out the diff from the banjo and rebuilding using the replacement diff.

The original ration is 3.6 to 1 whereas the 'new' diff is 3.27 to 1 which gives approximately another 3 mph per

1000 rpm in top. Obviously 4 gears are higher but bottom gear is still low enough for hill starts and practical for 'level' starts also.

The standard engine pulls the new top gear with no problem at all with much more relaxed cruising.

Unfortunately the specification of the Triumph diff was changed at some stage during production and the earlier version whilst still having the right ratio will not fit. Maynard purchased one and drove to Lincolnshire to collect it only to find that the half shafts would not fit back into the 'new' diff because the splines were different. I was obviously lucky that the later spec. diff was purchased.

After further research via Dave Lewis it appears the later diff was fitted to ALL Ital 2 litre automatics but was only fitted to Dolomite 2 litre autos from chassis number 105750 onwards.

It is possible to purchase a new 3.27 to 1 crownwheel and pinion from Rimmer Brothers at a cost of £165 + V.A.T. but there would then be the cost of getting a specialist to fit this into an existing diff.

My winter project is to fit the rear indicators into the bumper bar to match the front ones, using the original indicator pods for the reversing and fog lights.

Let's hope we have a lovely summer in 2009.

Mike Nixon, 72-63 West Yorks

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from Dave Lewis – if you are interested in obtaining a Carburettor Heat Shield, you need to get your name on the list A.S.A.P.

So far not enough of you have responded to make this project feasible. So speak now or you could have a problem in the future!!! Please back his efforts to help us.