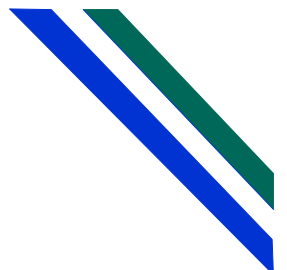


LEYLAND-TRIUMPH SALES COMPANY, INC.

**WESTERN ZONE**



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-9

SUBJECT: OIL CONSUMPTION

DATE: JANUARY 21, 1966

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Investigation of a number of oil consumption complaints proved that this condition was caused by a faulty crankcase breathing system and a cure has been effected either by replacement of the emission control valve assembly on those models that employ this system or cleaning of the gauze in the "Y" piece on those models that employ the system that does not incorporate the control valve assembly.

In the case of the Smiths control valve, a later type has now been introduced under Part. No. 143407 and it is readily distinguishable from the previous valve assembly by having a completely flat cover instead of a domed cover.

In the case of models fitted with the non-valve system, a simple modification can be incorporated by increasing the size of the holes in the gauze with a pointed instrument in cases where operating conditions necessitated somewhat frequent cleaning of the gauze.

Oil consumption complaints should always be very carefully analyzed before entering into any major unit dismantlement, as experience has shown oil consumption to be attributable to either conditions of operation or service being required to the breathing or other components.

Dismantlement of any engine for oil consumption complaints should, under no circumstances, be undertaken without prior authority from the Zone or Regional Service Department.