

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-64

SUBJECT: CLUTCH REPLACEMENTS

DATE: OCTOBER 23, 1963

The unnecessary replacement of clutch pressure plates particularly on the Triumph TR-4 should be the concern of all.

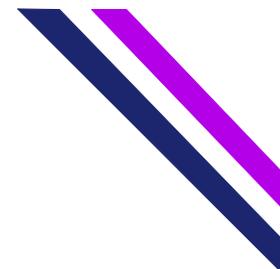
A very small delay of clutch return and engagement must be accepted during extra high speed upshifting on the TR4. At reasonable speeds this characteristic is unnoticeable but it should not be considered as clutch slip.

All clutch claims must quote invoice number on which replacement unit was purchased and the suspect returned to zones or distributors for examination.

There is no question that valid claims will always be met but unnecessary components for the rectification concerned will not be considered.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-8

SUBJECT: TRIUMPH TR-4 VIBRATION

DATE: JANUARY 25, 1963

Recent investigations have confirmed that a great many of the more severe types of front end vibration are attributable to variations in the construction of the tires themselves.

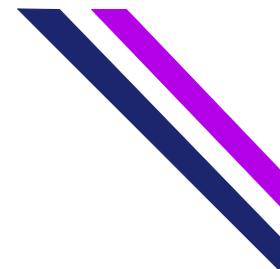
Wheel balancing in the normal manner can give the impression of curing this problem on the wheel balancing machine but this need not necessarily be the complete answer; for when normal loaded service conditions are encountered because of variations in the tire wall, deflection vibration continues to be present.

Please review any outstanding front end vibration problems and handle them in the following manner.

1. For test purposes replace the two front wheels and tires with a pair from a car that is known not to exhibit this characteristic, such as a demonstrator or other such vehicle.
2. In the event of the wheel and tire change eliminating this characteristic, the alleged faulty tires should be replaced by arrangements with the local representative of the tire manufacturer concerned.
3. In the event of there being any difficulty in obtaining a satisfactory adjustment from the local tire dealer, contact should be made with the nearest office of the tire company concerned. The tire manufacturers have assured us that every sympathetic treatment will be extended where difficulties are encountered.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-36

SUBJECT: TR-4 TRANSMISSIONS

DATE: JUNE 7, 1963

TR-4 Transmissions - Slipping Out of 3rd Gear

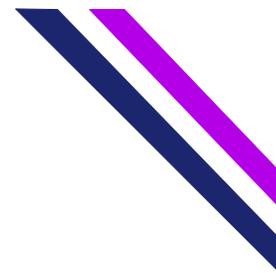
Rectification of this defect may be accomplished by replacement of the existing 3rd and top selector ball and spring in the gearbox top cover by a plunger, part number 106481; a spring, part number 106489; a distance washer, part number 109401. These parts are common to the Triumph 1200 gearbox. The operation number applicable to this procedure is 2-206A. Gearbox Top Cover Replace at a flat rate time of 2.8 hours and includes necessary time for removal of the tunnel cover and accessories. This modification has been incorporated in production from Commission Number CT-9899. In the event of this modification not having the desired results, dealers should contact Zone or Distributor Service Departments for further information.

Stiff Gear Changing - TR-4

Where this condition exists, a check should be made to ensure that the anti-vibration strap, which is located between the gearbox extension and gearbox mounting, is not exerting any downward distortion pressure on the extension. This condition may be readily cured by suitably packing the vibration strap mounting. The anti-vibration strap may be identified by part number 131711, illustrated under item 74, plate L, facing page 21 in the TR-4 Parts Catalog.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-71

SUBJECT: DEFECTIVE GENERATORS

DATE: NOVEMBER 22, 1963

It should be remembered that merely replacing an overheated or burnt out generator is not sufficient. Instances have occurred where more than one replacement generator has been fitted to the same car and this would go on indefinitely if the cause of the failure is not rectified.

The following procedure is recommended when replacing a burnt out unit:

1. Check control box ground.
2. Check open-circuit voltage.
3. Check that "D" and "F" leads are not crossed at the control box or generator. If "D" and "F" leads are crossed, the regulator contacts will weld together necessitating a replacement control box.
4. Check for short-circuit between "D" and "F" leads.
5. Check main charging leads from battery to control box. Rectify any bad connections, etc.
6. Check battery conditions as shorted cells will overload generator causing it to overheat.

If the control box appears to be the cause, it should be returned together with the generator if both units are within the warranty period under the usual vendor arrangements. A cross reference show Id be made on the accompanying paperwork to enable pairing of the units for investigation purposes.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SALES, SERVICE & PARTS

BULLETIN T-63-35

SUBJECT: LOCATION OF SPARE IGNITION AND TRUNK KEYS

DATE: JUNE 7, 1963

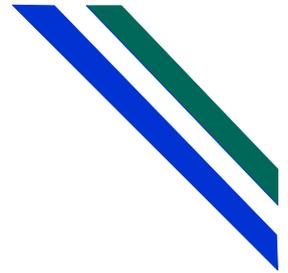
It has been decided at the factory that as from the week commencing May 20, the spare ignition and trunk keys on all models except the TR-4, will be taped to the underside of the windshield washer bottle.

In the case of the TR-4, the spare keys will be housed in the right-hand rear tail light.

Stick-on labels indicating the location of the spare ignition and trunk keys will be affixed to the Customers' Warranty Claim form and it is hoped that these new arrangements will eliminate complaints received concerning vehicles arriving from overseas minus the spare keys.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE & PARTS

BULLETIN T-64-3

SUBJECT: LAYCOCK OVERDRIVE

DATE: JANUARY 3, 1964

Two basic types of unit known as "A" and "D" are produced. The former is used on cars of two litres (120 Cu. in.) upwards; the "D" type on smaller models.

Both units are pressurized by a plunger type pump, cam operated from the input shaft. Oil is drawn through a filter and delivered to the operating valve. Type "A" incorporates a hydraulic accumulator in the system, type "D" a relief valve. Pressures vary according to the installation but on larger units it is usually 360-520 lb. sq. in. (25.3-36.5 kgs. sq. cm.) and in the smaller about 480 lbs. sq. in. (33.75 kgs. sq. cm.).

Being interconnected, the gearbox and overdrive use a common oil supply, the level of which is indicated by the level plug or dipstick of the gearbox. Although the overdrive unit is filled through the gearbox, separate drain plugs are provided and both must be removed when draining. The overdrive has a gauze filter which should be cleaned whenever the oil is changed. Great care must be taken to avoid entry of dirt whenever any part of the casing is opened.

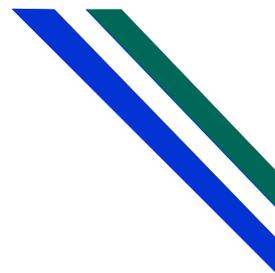
DIAGNOSIS OF FAULTS

If the overdrive does not operate properly check the oil level in the gearbox! overdrive unit. If low, top up with fresh oil and retest the operation before making a detailed investigation. Before dismantling any part of the overdrive, release all hydraulic pressure from the system by operating the valve setting lever by hand several times. To avoid unnecessary dismantling check for cause in the order listed under the heading below.

(Note: To obtain a hydraulic pressure reading on "D" type, overdrive must be engaged.)

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE & PARTS

BULLETIN T-64-3

SUBJECT: LAYCOCK OVERDRIVE

DATE: JANUARY 3, 1964

OVERDRIVE DOES NOT ENGAGE

- 1.. Insufficient oil in unit.
2. Solenoid not operating due to fault in electrical system.
3. Solenoid operating lever out of adjustment.
4. Insufficient hydraulic pressure due to pump non-return valve incorrectly seating (probably dirt on seat).
5. Damaged parts within the unit.

OVERDRIVE DOES NOT RELEASE

(Note: Do not attempt to reverse car or damage may be caused within the overdrive.)

1. Fault in electrical control system.
2. Blocked restrictor jet in operating valve.
3. Solenoid operating lever adjustment.
4. Sticking clutch.

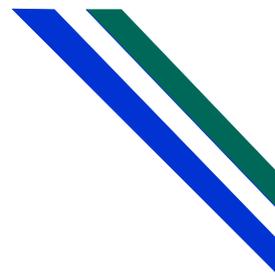
CLUTCH SLIP IN OVERDRIVE

As 1, 3 and 4 "Overdrive does not engage."

5. Worn or glazed clutch lining.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE & PARTS

BULLETIN T-64-3

SUBJECT: LAYCOCK OVERDRIVE

DATE: JANUARY 3, 1964

CLUTCH SLIP IN REVERSE AND FREE WHEEL ON OVER-RUN

1. Solenoid operating lever out of adjustment.
2. Partially blocked restrictor jet in operating valve.
3. Worn or glazed clutch lining.

ADJUSTMENT OF SOLENOID OPERATING LEVER

The solenoid operates a lever which is fastened to a shaft carrying the operating cam. In "A" type units, the lever is clamped to the shaft to facilitate adjustment with a setting arm on the opposite side of the unit.

With the solenoid energized the 3/16" (4.5 mm.) hole in the setting arm should align with a similar hole in the casting. The alignment of the holes should be checked by inserting the shank of a 3/16" (4.5 mm.) drill through the hole in the setting arm.

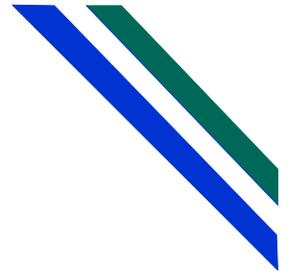
For adjusting the solenoid on "D" type see Service Bulletin 1-63-60. PUMP NON-RETURN VALVE (Figure 1)

In "A" type units access to the valve necessitates removal of the solenoid and solenoid bracket. The bracket is secured by two 5/16" (7.937 mm.) diameter studs and two t/16" (7.937 mm.) diameter bolts, the head of the bolts being painted RED. THE NUTS MUST BE REMOVED FROM THE STUDS BEFORE TOUCHING THE BOLTS. The two bolts should not be slackened off together releasing the compression on the accumulator spring which abuts the solenoid bracket.

After removing the valve plug, spring, plunger and ball, clean the seat and reset the ball by giving it a sharp tap with a suitable hammer and drift.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE & PARTS

BULLETIN T-64-3

SUBJECT: LAYCOCK OVERDRIVE

DATE: JANUARY 3, 1964

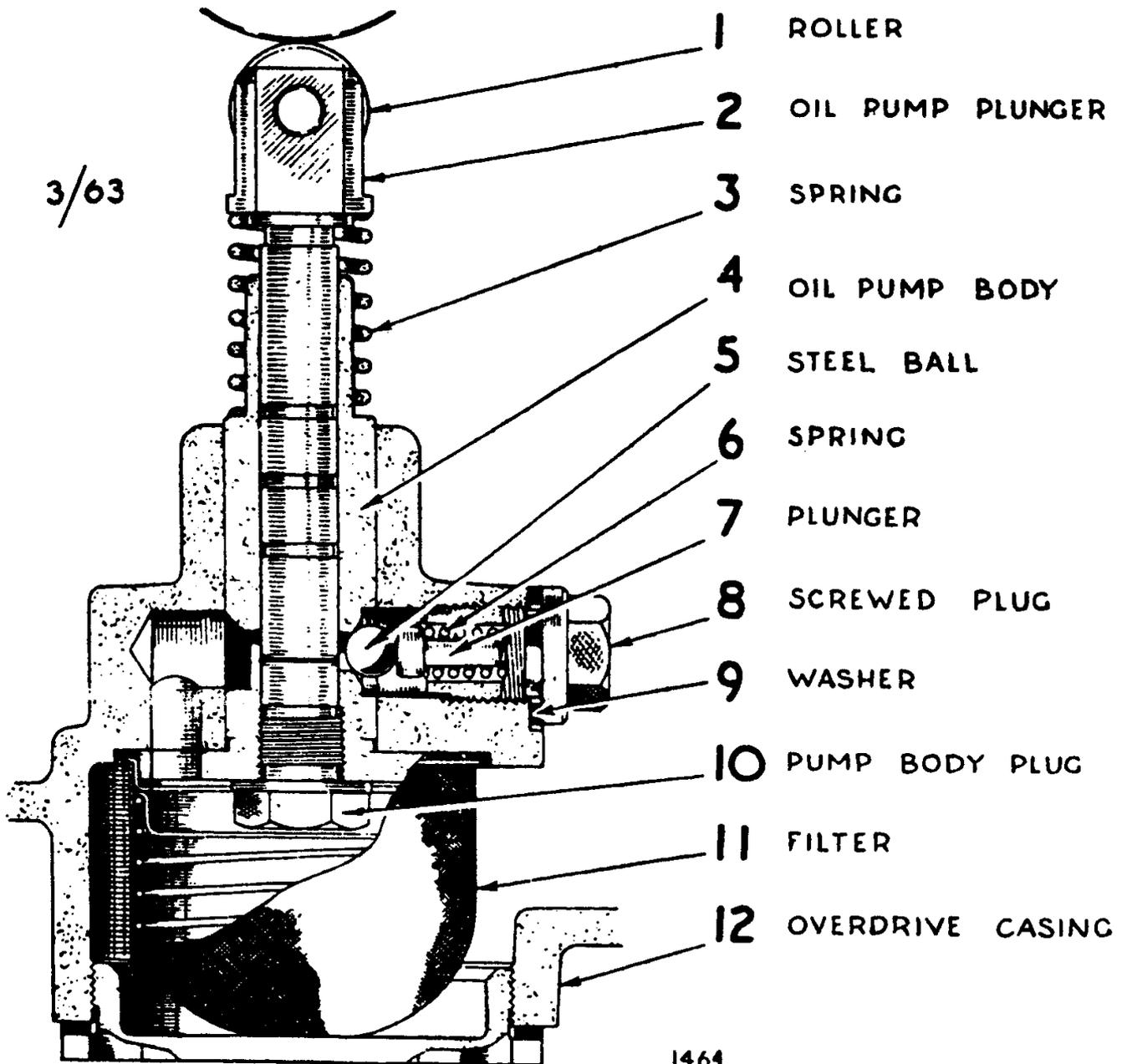
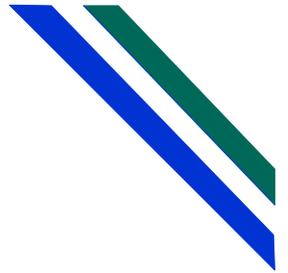
The "D" type has a detachable pump valve accessible from beneath the unit when the center plug is removed. The valve body can then be withdrawn by inserting a piece of stiff wire, bent into a hook, in the hole in the side of the body. After removal of the body, the valve plunger can be pushed out. Inspect the body, plunger, spring and "O" ring for damage. The plunger should be a sliding fit in the body.

OPERATING VALVE

The operating valve plug is located on top of the unit. Release hydraulic pressure, unscrew plug and remove spring, plunger and ball. A small magnet will be found useful for this operation. Remove operating valve by inserting a stiff piece of wire and drawing it up. Near the bottom of the valve will be seen a small hole breaking through the center drilling. Ensure that this is not choked (Figure 2).

If necessary, the ball can be resealed on top of the operating valve by placing the ball on a block of wood and sharply tapping the valve after positioning it on the ball. Clean the valve seat in the casing and if necessary reseat the ball by tapping it gently on its seat with a copper drift. Do not tap the ball too hard or the mouth of the hole will be closed up so that the valve cannot be reassembled.

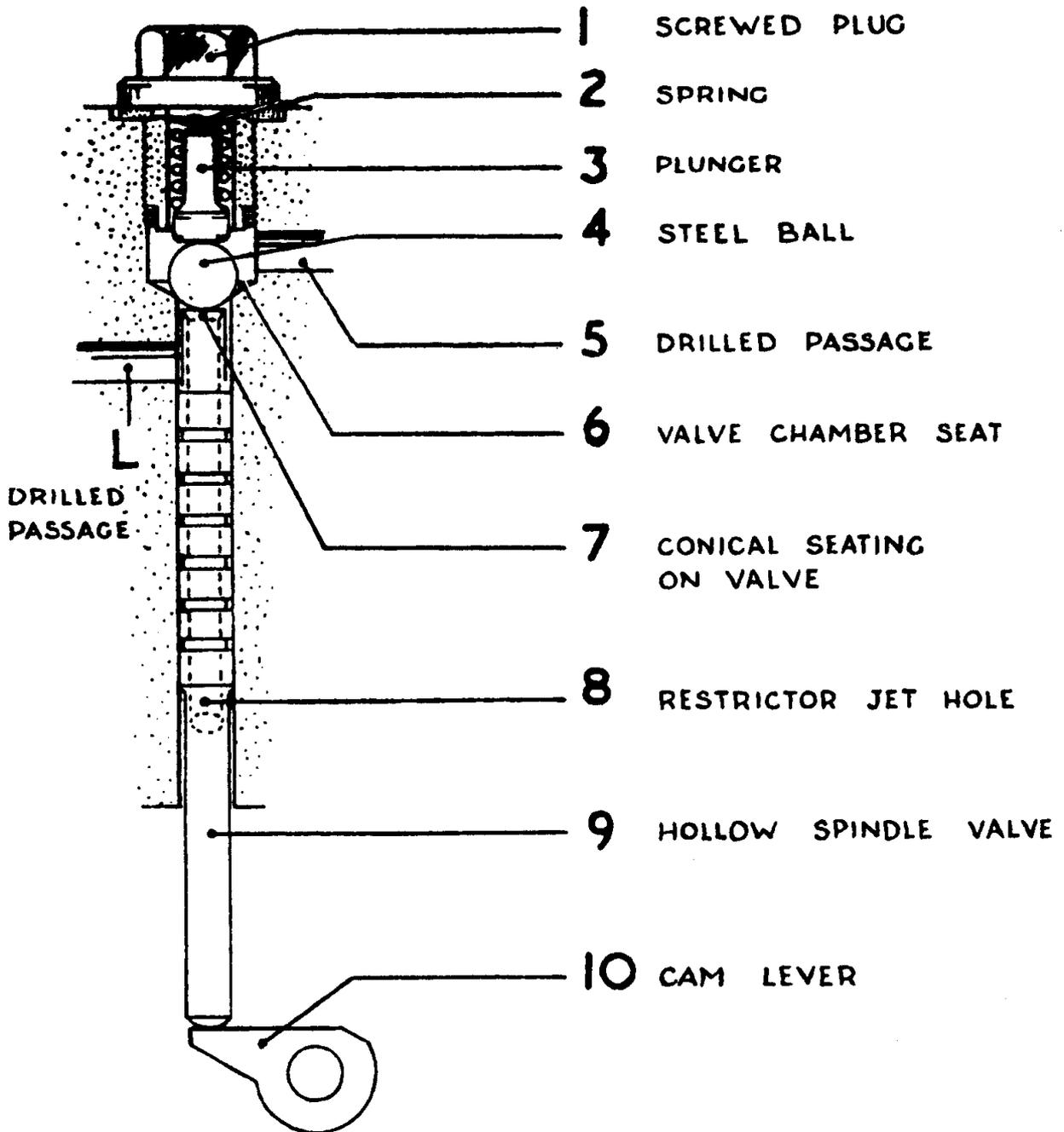
An Instruction Manual covering the "A" type of unit is available from the Spares Division under publication number 502274. A Manual for the "D" type is in course of preparation.



1464

PUMP VALVE
A TYPE ONLY

FIG. 1



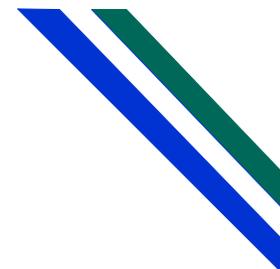
OPERATING VALVE
A AND D TYPE

3/63

FIG. 2

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE AND PARTS DEPARTMENT

SUBJECT: OIL IN SPEEDOMETERS

BULLETIN T-64-28

DATE: SEPTEMBER 4, 1964

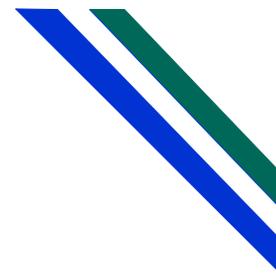
This bulletin is to remind you of the procedure when a speedometer becomes contaminated with oil through failure of an oil seal in the speedometer drive allowing the oil to be pumped up the cables into the speedometer head.

The speedometer should be removed from the vehicle, labeled and returned for exchange. The inner cable should be removed, surplus oil cleaned off and reassembled. The oil seal, part number 60247 for the TR-4 and part number 108757 for the 1200, Spitfire and Sports Six, should be changed in all cases. A warranty claim will be accepted in the normal way for the labor on the above operation and the instruments exchanged in the normal vendor manner. Under no circumstances will instruments be accepted for warranty exchange if they have been tampered with.

THE ABOVE PROCEDURE MUST BE ADHERED TO, OTHERWISE A WARRANTY CLAIM CANNOT BE ACCEPTED FOR A SPEEDOMETER FAILURE UNDER THIS CATEGORY AND THE MATTER WILL NOT BE OPEN FOR FURTHER DISCUSSION OR CONSIDERATION.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE

BULLETIN T-64-32

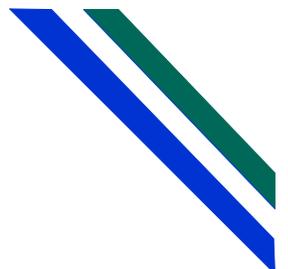
SUBJECT: TR-4 SOLENOIDS

DATE: SEPTEMBER 25, 1964

In the event of replacement of TR-4 starter solenoids becoming necessary due to damage from carburetor gasoline seepage, it should be relocated approximately 4" further over to the right on the firewall to avoid recurrence.

The solenoid is currently attached to the firewall by bolts and captive nuts. After removing the solenoid, replace the bolts in the holes that are left vacant and attach the solenoid in the new position using metal thread attachment screws or bolts if preferred.

The existing wiring is long enough to accommodate fitting the solenoid in the new position and inasmuch as the additional time involved for relocating the solenoid is fractional, the labor time entailed is approximately the same as the straight out replacement in its present position.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE DEPARTMENT

BULLETIN T-64-41

SUBJECT: TRIUMPH TR-4 WINDOW
WINDER REGULATOR

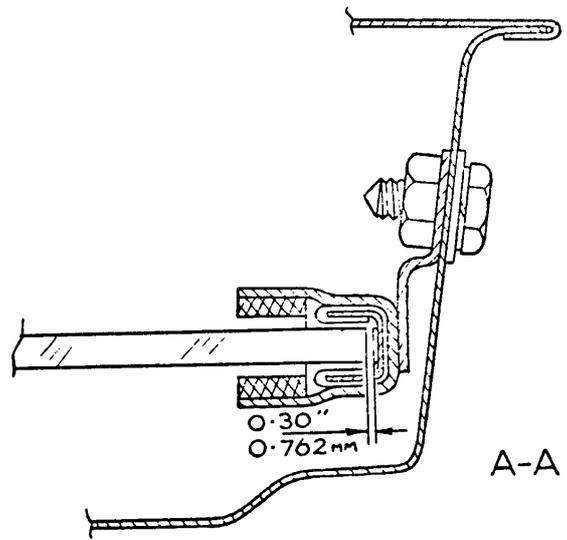
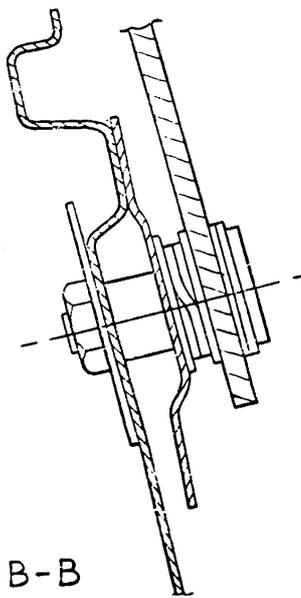
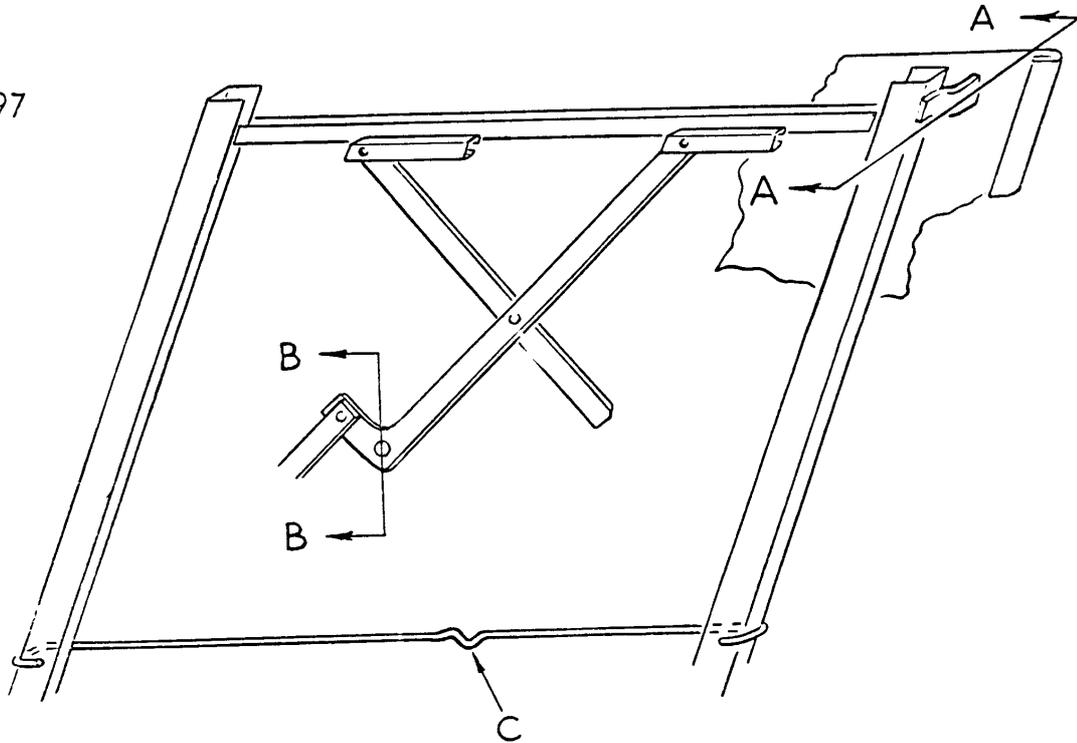
DATE: DECEMBER 10, 1964

When reports of stiffness in the operation of the door glass are received, the following procedure should be adopted which will prevent straining and damage to the regulator. The same instructions should also be followed when renewing a regulator.

1. Remove trim panel.
2. Raise window and check the clearance of the glass fore and aft in the top of the rear channel. The recommended clearance is .030" which should be maintained for the whole length of the channel. Excess clearance will allow tilting and the jamming of the glass and insufficient clearance will produce stiff operation. Clearance can be obtained by the use of packing washers between the inner door panel and top channel bracket (see illustration A-A).
3. Adjust bottom brackets and crimp the tie rod to ensure that the channels are parallel (illustration C).
4. Remove regulator pivot pin nut and delete spring washer under head of nut. Add washer WP0119 1/2"x 7/8" x .050" behind head of pivot bolt and additional washer WP0160 5/16" x 1 5/8" x 16 S.W.G. behind head of nut (illustration B-B).
5. Tighten nut sufficiently to allow ease of operation and peen or center pop end of thread.
6. Refit trim.



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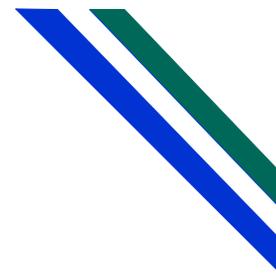


B-B

A-A

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-5

SUBJECT: CRANCKCASE BREATHER SERVICE

DATE: JANUARY 14, 1965

To avoid clogging of the closed circuit crankcase ventilation system where fitted to all models, it is essential that the gauze within the "V" shaped flame trap assembly fitted to the TR-4, Spitfire and Sports Six is serviced at least every 6,000 miles. In some conditions of use this service should be performed more frequently. In reference to the 1200 the flame trap is fitted in the base of the air cleaner body.

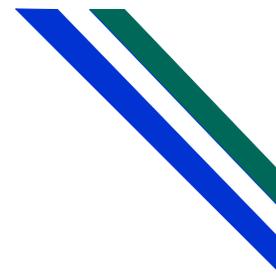
The required service is very simple and entails soaking the assembly in any suitable solvent such as used for carburetor cleaning.

It is essential that any reports of excessive oil leakage from any part of the engine (rear seal included) is first thoroughly checked out on the basis of the breather system becoming inoperative. If necessary, a test with the system disconnected should be made.

In the rare event of the system becoming blocked due to the formation of ice in below zero temperatures under certain conditions, a temporary expedient is, of course, to disconnect the system on the engine side of the "Y" piece. Any such cases should be reported to the Zone or Regional Service Department.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-48

SUBJECT: HIGH READING TEMPERATURE - TR-4A

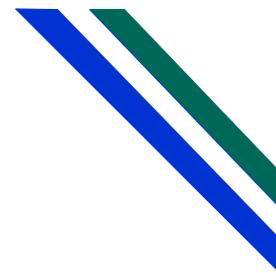
DATE: DECEMBER 16, 1965

This bulletin is issued to avoid unnecessary investigation on your behalf.

Reports of overheating have been received and the following information will assist in rectification.

In the event of abnormally high readings being obtained on the temperature gauge on Triumph TR-4A cars from CTC-53000, a correction can usually be made by substituting the existing temperature transmitter bulb with transmitter bulb bearing the Smiths part No. TT 3802/00, Triumph part No. 131062. This transmitter, which was used on the Triumph TR-4 models, is at present identified by a red plastic insulator.

Should you come across any Triumph TR-4A cars fitted with the Smiths temperature gauge that is calibrated 30-70-100 as distinct from the current specification which is merely face marked C-H, the Smiths bellows type of thermostat should be used or a 70 degree C waxed type of Weston Thompson thermostat in the event of a high reading complaint being involved.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-15

SUBJECT: NEGATIVE GROUND VEHICLE SYSTEM
TR-4A NEGATIVE GROUND

DATE: APRIL 15, 1965

General

Current practice on vehicles of British design is to ground the positive terminal of the battery, while other countries have retained, or reverted to, the use of negative polarity for the ground circuit.

With the increasing use of polarity sensitive devices, such as silicon diodes, transistors, and electronic components in vehicle electrical equipment, there are advantages to be gained from the early adoption of a standardized vehicle grounding system, particularly in the service field.

The reasons which originally prompted the adoption of positive ground on British vehicles, although still being valid, are now of less practical importance owing to improvements in electrical design. In the interest of standardization most vehicles manufactured in England will in the future change over to a negative ground system.

Two manufacturers have already introduced production models with negative ground equipment. These are the David Brown 3 cylinder, 880 implematic tractor, with conventional D.C. equipment and the Jaguar 4.2 litre Mk. X and E-types with A.C. equipment. This trend will undoubtedly continue until eventually all British vehicles have negative ground electrics.

The Effect on Service Procedure

it is essential for all concerned to be particularly careful when fitting replacement units and determine first of all the vehicle's ground polarity so that the correct components are used. Please insure that all service personnel appreciate the additional care necessary.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-15

SUBJECT: NEGATIVE GROUND VEHICLE SYSTEM
TR-4A NEGATIVE GROUND

DATE: APRIL 15, 1965

Service Information

1. Generators

Replacement D.C. generators are all polarized for use on positive grounded systems and a boxing note is included with each machine giving details on how to repolarize.

If the negative terminal of the battery is grounded on the vehicle for which the replacement generator is intended, it will be necessary to repolarize the generator before fitting.

To do this, fit the generator to the vehicle but do not at this stage connect the cables to the "D" and "F" terminals. Temporarily connect a length of wire to the battery positive terminal and flick the other end of this wire several times against the terminal "F". This serves to repolarize the generator. The temporary connection can now be removed and the original cables connected to terminals "D" and "F".

2. Control Boxes

Compensated voltage control and current voltage control units, such as the RB106/2 and RB310, or RB340, which do not incorporate field surge diodes, are polarized for use with positive ground systems. However, if connected into a system of the opposite polarity, that is, one in which both the generator and the battery are of the required polarity, they will automatically repolarize themselves without any loss in efficiency. The circuit connections do not have to be altered in any way.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-15

SUBJECT: NEGATIVE GROUND VEHICLE SYSTEM
TR-4A NEGATIVE GROUND

DATE: APRIL 15, 1965

3. Ignition Coil

These units do not create any problems because the present day design insures that they are more than capable of working efficiently, even when reversing the "SW" and "CB" leads to retain correct sparking plug polarity, when connected into a circuit having a different ground polarity. Therefore, it is only necessary to reverse the "SW" and the "CB" cables.

Latest H.T. coils are marked "+ve" and "-ve" and should be connected accordingly.

4. Ammeters

It is only necessary to reverse the cable connections.

5. Permanent Magnet Motors

Automatic screen jets come under this heading and it is only necessary to reverse the cable connections, such as the ground cable and feed cable, to retain the same direction of rotation.

6. Battery

The important point is to insure that the correct polarity terminal is connected to ground.

7. Car Radios

Before fitting or connecting a radio it is essential to ascertain from the manufacturers that it is suitable for the respective polarity.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE
 DEPT: SERVICE DEPARTMENT
 SUBJECT: SPEEDOMETER EQUIPMENT - ALL MODELS

BULLETIN T-65-7
 (Originally issued
 as Bulletin T-62-36)

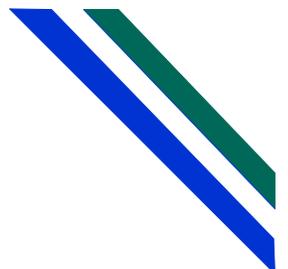
DATE: JANUARY 14, 1965

Speedometer heads are frequently changed for complaints when in fact, other sources are responsible. The fitting of a new instrument only, without rectifying the cause of the failure, will only result in repeated trouble later. The following table of faults and remedies indicates the action recommended for individual complaints.

<u>FAULT</u>	<u>PROBABLE CAUSE</u>	<u>REMEDY</u>
Fluctuating needle	(a) Oil in instrument	1. Replace head. 2. Clean surplus oil from inner cable and lightly lubricate. Use an approved general purpose grease. ON NO ACCOUNT MUST OIL BE USED. 3. Renew oil seal in gearbox speedometer drive gear.
	(b) Incorrect cable run	1. Ensure connecting nuts at both ends are tight. Check that any bend in the cable is not less than 6" radius.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE DEPARTMENT
SUBJECT: SPEEDOMETER EQUIPMENT - ALL MODELS

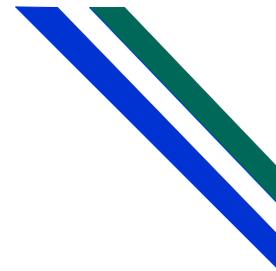
BULLETIN T-65-7
(Originally issued
as Bulletin T-62-36)

DATE: JANUARY 14, 1965

<u>FAULT</u>	<u>PROBABLE CAUSE</u>	<u>REMEDY</u>
Complete lack of reading	Damaged or faulty head	1. Change the instrument. 2. Check that the inner cable does not project more than 3/8" from outer cable at the instrument end. A projection in excess of this indicates engagement on the gearbox end. The depth of engagement should be in a minimum of 12/16". Less than this indicates the possibility of foreign matter in the base of the spindle hole which can be cleaned out with a length of wire.
Failure of mileage reading, or trip recorder	Faulty head or faulty instrument.	1. Replace instrument 2. Check for the possibility of oil in the instrument head and proceed as for the fluctuating needle complaint.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: SPEEDOMETER EQUIPMENT - ALL MODELS

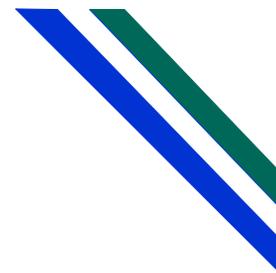
BULLETIN T-65-7
(Originally issued
as Bulletin T-62-36)

DATE: JANUARY 14, 1965

NOTE: The flexible drive requires careful handling before and during installation. It must not be knocked or bent into coils of less than 12" diameter or forced into any temporary position, which results in permanent setting or kinking of the outer casing.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TR-4A STEERING

BULLETIN T-65-22

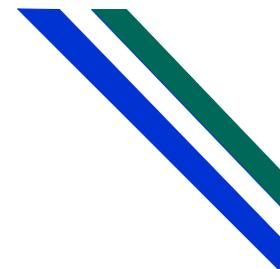
DATE: MAY 6, 1965

This bulletin is to advise you that the TR-4A lower steering trunnion is to be lubricated exactly the same as the 1200 and Spitfire.

For example, there is a plug in the lower trunnion which has to be removed and a grease nipple inserted. Lubrication at this point is Hypoid 90 weight oil. it is in order to allow the oil to seep out at the time of lubrication at the trunnion joints. After lubrication the grease nipples are to be removed and the plug replaced. No other lubrication is to be used at the point, otherwise damage will be caused to the threaded portion of the lower trunnion assembly and a stiff steering effect will result.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-29

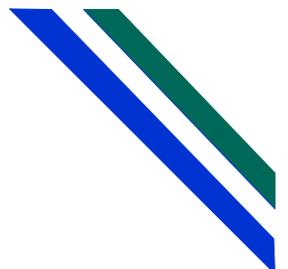
SUBJECT: WHEEL CONVERSION TR-4A IRS

DATE: MAY 20, 1965

Under no circumstances should the rear hub on the TR-4A IRS be removed when making a wheel equipment conversion. Any movement of the hub retaining nut in relation to the axle will immediately interfere with the bearing clearances which are set up during assembly procedure. It is equally important that at no time is the rear hub removed without replacement of the outer oil seal, the seal automatically becomes damaged as the hub is withdrawn.

To convert the rear axle of disc wheel car to wire wheels, it will be necessary for existing wheel studs to be shortened to an extent sufficient to prevent them fouling the inside of the road wheel. Failure to do this will cause the road wheel to come loose in service. The studs should be shortened to leave approximately two threads exposed after the retaining nut securing the adaptor is fully tightened. Alternately, use the shorter stud, part number 142799. See illustration in TR-3 manual of stud shortening.

To convert the rear axle of a wire wheel car to disc wheels, it will be necessary to replace the existing wheel studs with the longer wheel studs, part number 132317, which are necessary for use with disc wheels. The TR4A IRS studs are different to TR-4 cars and beam axle TR-4A; however, they are much more readily removed with the hub in its normal position. The studs may be removed by tapping them in towards the center of the car with soft faced hammer or drift or merely by pushing with a drift. By careful positioning, they can be removed from behind the hub.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-29

SUBJECT: WHEEL CONVERSION TR-4A IRS

DATE: MAY 20, 1965

Front hubs can be interchanged as assemblies from car to car if required but when a stud change is required to secure disc wheels, longer stud, part number 114282, (same as TR-4) must be used. Same warning about shortening of studs for wire wheel adaptors applies.

Hub adaptor nuts must be initially torqued to 65 lbs. ft. and secured by three center pops. Security should be rechecked after 1000 miles. Rear hubs and attachments from beam axle TR-4A are not interchangeable with the IRS model. When fitting new studs to hubs, use a collar and wheel nut to pull stud snugly into position.

Interchanges can, if required under certain circumstances, be made from IRS model to another IRS by exchanging the complete outer rear axle drive assemblies detaching them at the U-joint flanges for rears and interchange of hubs at front.

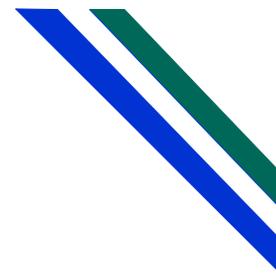
The exchange or modification of any axle or wheel or attachments must be carried out with the greatest care and such changes are entirely the responsibility of the dealer concerned.

Summary of stud part numbers:

<u>TR-4A IRS</u>		<u>TR-4A Beam Axle</u>
Front Disc Wheels	114282	114282
Rear Disc Wheels	132317	100869
Front Wire Wheels	114281	114281
Rear Wire Wheels	142799	110365

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-37

SUBJECT: TR-4A HOOD RELEASE

DATE: JULY 19, 1966

We have received reports from our field representatives indicating that difficulty is experienced in some instances with the hood becoming "jammed" in the closed position. Should you encounter such a case, you will find the adoption of the following procedure will enable relatively easy access to the hood lock:

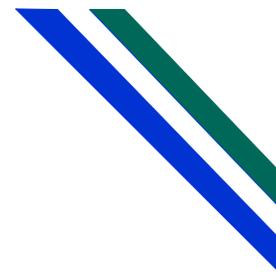
1. Remove the 8 screws securing the glovebox and remove the glovebox.
2. Remove the rubber grommet located directly behind the glovebox where the heater control cable passes through the bulk head.
3. By maneuvering a long screwdriver or similar tool, the under side of the hood lock release mechanism can be operated.

In most cases, the approximate time involved is 30 minutes.

A modification to avoid this condition has now been introduced from CT 68700 onward.

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

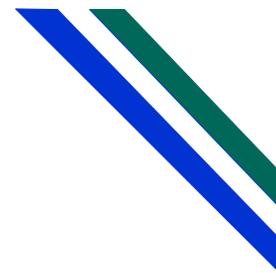
Investigation of a number of oil consumption complaints proved that this condition was caused by a faulty crankcase breathing system and a cure has been effected either by replacement of the emission control valve assembly on those models that employ this system or cleaning of the gauze in the "Y" piece 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.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-33

SUBJECT: SPECIFICATION CHANGES
TR-4A AND SPITFIRE MK II

DATE: JUNE 16, 1966

On units arriving shortly the tool kit specifications have been changed as follows:

TR-4A - The various tools that have in the past been supplied with the TR-4A will now be replaced by:

PART NO.

212677 Jack Assy (Scissor Type) with Handle
59428 Wheel Nut Spanner
118971 Headlamp Rim Removal Tool
24731 Tool Roll
509816 Combination Tool
108450 Mallet (Wire Wheel Units only)

SPITFIRE MK II - The various tools that have in the past been supplied with the Spitfire Mk II will now be replaced by:

PART NO.

146366 Tool Pouch
59427 Combination Tool
101089 Tube Spanner
108450 Mallet (Wire Wheel Units only)



TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE DEPARTMENT
SUBJECT: GEAR LEVER RATTLE - TR-4 AND TR-4A ONLY

BULLETIN T-67-14

DATE: FEBRUARY 23, 1967

To overcome complaints of gear lever rattle on the TR-4 and TR-4A range of cars, the following modification can be carried out.

- (a) Remove gearbox lid, dismantle the gear lever and reverse selector shaft.
- (b) Remove reverse selector, part number 127385, and replace with modified selector under the same part number. (Current parts stocks will all be to the modified condition.)

NOTE:

The ramp of the modified selector is chamfered off to enable reverse gear to be selected by knocking the lever over, instead of lifting it into position. This is necessary due to the heavy type spring fitted.

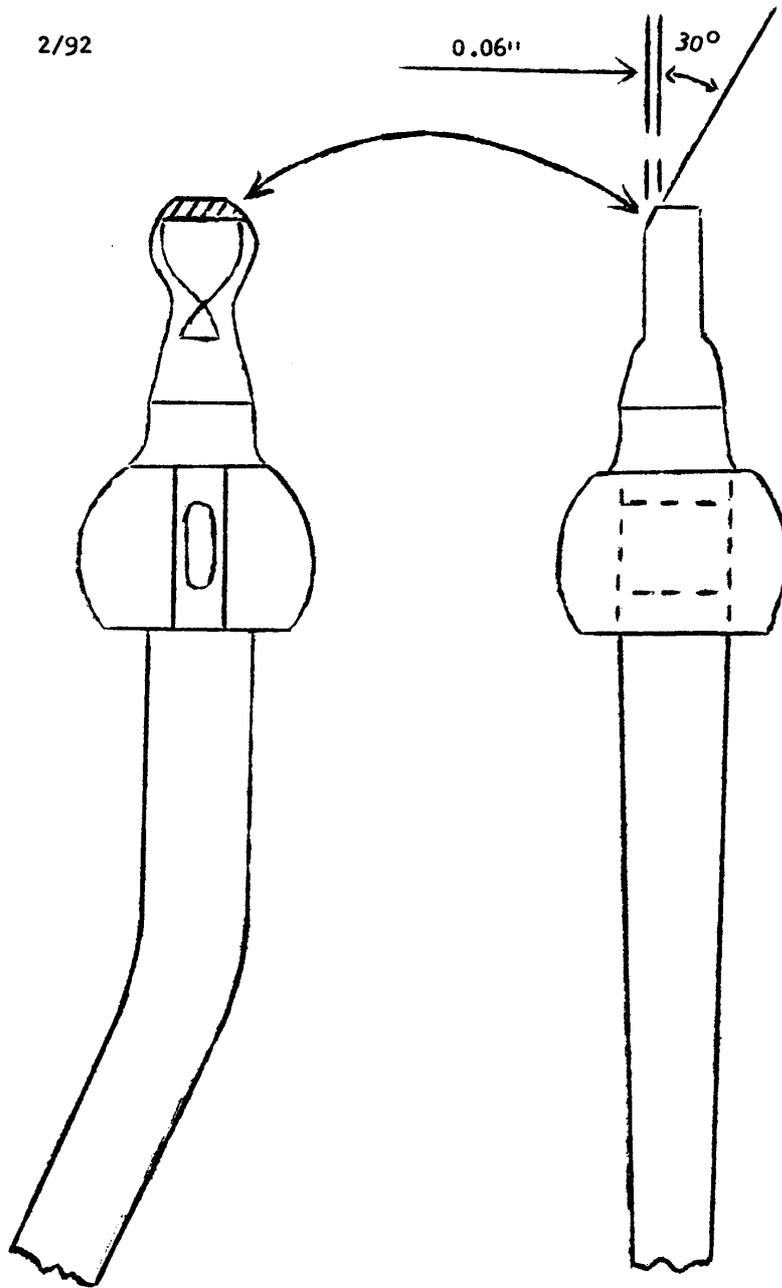
- (c) Grind a small 30° chamfer on the side of the ball end of the gear lever adjacent to the reverse selector.. This is necessary to assist the "knock over" action. (See illustration attached)
- (d) Lubricate and assemble all parts, but replace the original gear lever spring with the heavier type, part number 145472. Ensure that the small plunger and spring in the ball end of the lever do not become displaced on assembly.

The parts required are:

Gear lever spring	Part number 145472
Reverse selector (modified)	Part number 127385



T-67-14



Triumph Technical Service Bulletin Suspension Geometry Data

TR4 & TR4A

1-F-7

Model	Camber	Castor	KPI	Wheel Alignment	Camber	Wheel Alignment
TR.4	2 1/2° POS	2 3/4°	6 1/2°	0-1/16" T.I. 0-1,6 mm. T.I.	-	-
TR.4A	1/2° POS	2 3/4°	8 1/2°	1/16"-1/8" T.I. 1,6 mm.-3 mm.T.I.	1/2° POS	0-1/16" T.I. 0-1,6 mm. T.I.

NOTES:

1. Maximum permissible difference between left and right hand castor and camber is 1 degree.
 2. Subject to note 1, the maximum tolerance of camber, castor and KPI. angles is +- 1° .
 3. The use of the Swivel Plates is essential. Without the use of the plates, side thrust can cause a difference of approximately 15%.
-

Replacement Door Glass Part Number V038 TR-4/6

T-72 -C-2 August, 1972

Difficulty has been experienced with the installation of the door glass, part number V038.

The reason for this is that the original glass supplied with the vehicle is 0.190" thick, whereas the replacement glass (part number V038) is 0.230" thick. The problem, however, can be overcome by simply spreading the nylon finger clamps on the upper portion of each window channel by inserting a suitable tool such as a screwdriver. It is not necessary to remove the channels from the door.

