LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-1

SUBJECT: TRANSIENT FREE SERVICE

DATE: JANUARY 1, 1965

Transient Free Service For Owners More Than 50 Miles From Selling Dealer

At the request of many dealers, in order to improve customer relations, the one Free Service at 1000 miles, to which every new Triumph owner is entitled, will be handled on the following basis, enabling an owner to receive such service free of charge at any authorized Triumph dealership throughout the U.S.A.

The importance of establishing a good initial service relationship cannot be over-estimated and therefore, will you please make every effort at all dealerships to ensure that the Maintenance Voucher Book and the Warranty Registration Card is correctly completed at the time of making delivery of new cars to owners. For dealer's own protection of interests, it is absolutely essential when handing over a new car that the dealer's own arrangements for handling the First Free Service are clearly explained to the owner, so that there will be no misunderstandings of the owner's position if he is going to have the Free Service carried out on a transient basis. The allowance for this service is already built into the price structure of the car and should, therefore, always be taken into account when figuring details of each sale.

The Free Service should be carried out at 1,000 miles. Early editions of the Voucher Books may still show this at 500 miles but any period between these two mileages will be acceptable. The Free Service Voucher is valid for one Free Service only between 500 and 1000 miles and will not be available beyond a mileage of 1,200.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-1

SUBJECT: TRANSIENT FREE SERVICE

DATE: JANUARY 1, 1965

To qualify for transient Free Service, under the maintenance voucher scheme, the owner must be a minimum of 50 road miles from his selling dealer.

The allowance payable to the servicing dealer by the zone upon submission of the Free Service Voucher, properly completed and a corresponding repair order, will not exceed $20. This Free Service includes only scheduled adjustments, lubrication and minor courtesy services that may be requested by the owner. Any work in excess of this time is chargeable to the owner or if it involves replacement of a defective component, it should be the subject of a transient warranty claim. Materials, oil and greases are chargeable to the owner. The selling dealer in each case will be debited with this amount that has already been paid out on their account by the zone.

Overseas delivery customers should be handled in exactly the same way.

The prerequisite for any transient owner to receive the one Free Service is for him to produce his Maintenance Voucher Book at the time of requesting such service to the servicing dealer with all the details in the Memorandum on Page 2 of said Maintenance Voucher Book completed. In the unlikely event of satisfactory identification not being possible, the owner will have to pay for the service and submit a claim against the selling dealer, in which case every assistance will be provided by the zone office.

We feel that dealers will recognize that these arrangements are being made as a result of their representations to facilitate handling of this type of service.

Amended pages for the Service Policy Manual will be issued shortly.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-2

SUBJECT: WARRANTY CLAIM NUMBERING SEQUENCE

DATE: JANUARY 1, 1965

In order to further simplify claim numbering and recording, it is hereby requested that starting with the first of the year, the dealer claim number should revert to claim 01, with the addition of a letter suffix, in this case, "A." Thus, a dealer with the code number 59500 would present his first claim for 1965 as 59501A, continuing to 59599A, at which point the next series would bear the suffix "B," i.e., 59501B through 59599B and upwards through the alphabet. This would provide ample claim number latitude and will prevent duplicate numbers which would hinder a request for information, should it be required some time after a claim is submitted.

At this time, we would also stress the importance of the submission date which also enables this office to locate older claims more readily, should an inquiry be made.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-3

SUBJECT: CONVERTIBLE TOP WARRANTY CLAIMS

DATE: JANUARY 1, 1965

Further to Bulletin T.64.39, please ensure that any warranty rectifications covering leaking soft tops are handled according to that procedure from January 1, 1965.

In the event of a convertible top having become water stained on the inside to an extent being unacceptable to a new car owner, it will then, of course, have to be replaced. However, replacement of a complete top for such reasons should always be made with the understanding that the original top is returned to the zone office with the claim for inspection.

Indications up to the present time are that the sealing method of handling this type of complaint is meeting with a good amount of success.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-4

SUBJECT: COLOR CODING

DATE: JANUARY 14,1965

Further to Service Bulletin T–64–11 dated March 6, 1964, herewith a list of paint code numbers which will correspond to those on the vehicle identification plate.

Color	Code No.
White	19
Triumph Racing Green	25
Wedgewood	26
Signal Red	32
Royal Blue	56
Black	11

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

SUBJECT: 30 B.S.E.I. CARBURETOR - HERALD MODELS

BULLETIN T-65-6
(Originally issued as Bulletin T-62-35)

DATE: JANUARY 14,1965

The following instructions are given for the removal of the main jet and the setting of the fast idle on the above type carburetor.

if the accelerator pump jet (57) is removed as suggested in paragraph "C," extreme care must be taken to ensure that the non-return ball (55) situated under the nozzle is not ejected. This may occur if compressed air is used for cleaning the float chamber or if the butterfly or pump levers are operated. The ball can then drop into the carburetor intake and be drawn into the combustion chamber.

(a) Remove top cover (5) (5 screws).

(b) Remove float lever (59) and float (7).

(c) At this point the accelerator pump jet (57) will loosen and could be knocked into the throat of the carburetor. Therefore, it is advisable to remove it, being careful not to lose the neoprene sealing washer (56) on the underside of the nozzle.

(d) Remove plug (51) at lower front side of the float chamber and insert screwdriver to remove main jet (53), which is on the inside face of the float chamber.

NOTE: When replacing the top cover (5), the strangler (2) must be held open, otherwise, by the neutral spring action, it will close and then be on the wrong side of the strangler operating cam (28).

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

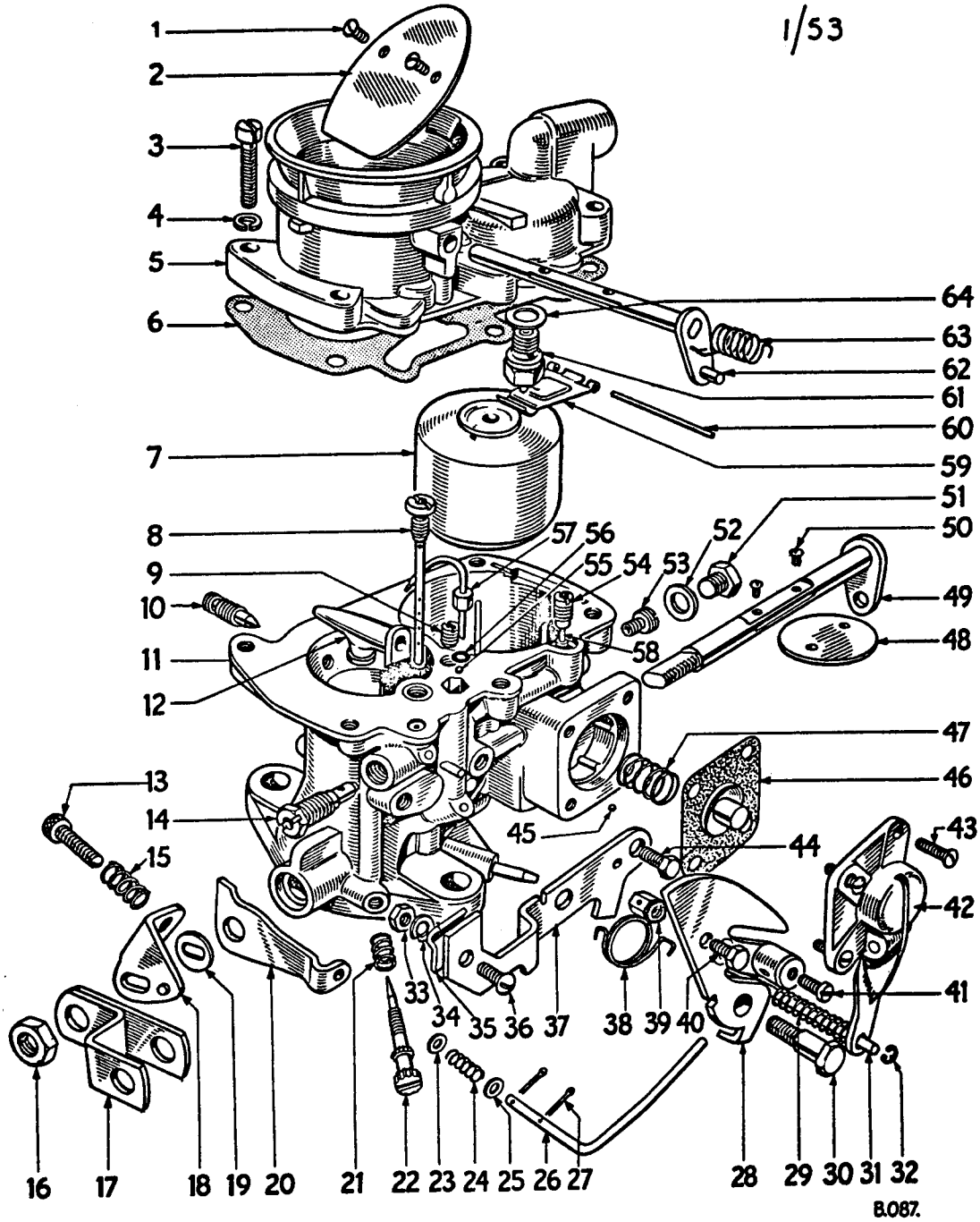
SUBJECT: 30 B.S.E.I. CARBURETOR - HERALD MODELS

BULLETIN T-65-6
(Originally issued as Bulletin T-62-35)

DATE: JANUARY 14,1965

Setting of Throttle Disc Opening for Strangler Operation

The main method of setting this is with the strangler fully operated, when it should be possible to insert a 0.7" mm (.028) rod between the throttle disc (48) and the throttle tube. Alternatively, this could be carried out by running the engine with the choke fully operated, but with the strangler held open. This should then give an engine speed of 3000 to 3200 R.P.M.



Exploded view of Solex B.30 P.S.E.I. Carburettor

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

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.

FAULT	PROBABLE CAUSE	REMEDY
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

FAULT	PROBABLE CAUSE	REMEDY
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 hot 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: GUDGEON PIN FITS

BULLETIN T-65-8
(Originally issued as Bulletin T-62-44)

DATE: JANUARY 14,1965

Some doubt exists as to the correct fit of the gudgeon pin in the piston on current models.

Until the introduction of the Triumph 1200 and Triumph Sports 6 models, it was recommended that the piston should be immersed in hot water and the pin inserted by light hand pressure. This was preferable to drifting the pin into position in the cold condition with the possibility of distortion to the piston.

Due to improved machining and grinding facilities for pistons, gudgeon pins and small end bushes, the current acceptable practice is for the gudgeon pin to be a light push fit into the piston and small end bush in the cold condition. This does not indicate any fault in either piston, gudgeon pin or small end bush.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-9
(Originally issued as Bulletin T-62-54)

SUBJECT: TR-4 FRONT SUSPENSION SPECIFICATION CHANGE

DATE: JANUARY 14,1965

This bulletin refers to pages 25 and 26 in the Triumph TR–4 Parts Catalog.

In order to provide 3° castor angle, the following part numbers are changed. The main difference is in the bottom trunnions which are machined to incorporate the 3° angIe. For identification purposes only it will be found that the new 3° type can be identified by the following symbols cast in the assemblies.

Right hand	5L02202R EW	Die No. 6
Left hand	5L02202 EW	Die No. 4L

The parts are not interchangeable with the earlier type which must be serviced with original details.

From CT1 to CT–6343 (wire wheels) and CT–6390 (disc wheels) the following original parts apply.

Bottom trunnlon sub assy. 2 off	Part Number	101557
Upper wishbone ball assy. R.H.		200771
Upper wishbone ball assy. L.H.		200772
Grease nipple		56934
Nut (Vertical link to ball joint)		TN3211
Cotter pin		PC0020
Distance piece		100697
Plain washer		WP0025
Nut		61302
Cotter pin		PC0012

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-9
(Originally issued as Bulletin T-62-54)

SUBJECT: TR-4 FRONT SUSPENSION SPECIFICATION CHANGE

DATE: JANUARY 14,1965

Assy. top wishbone	Part Number	132633
Assy. top wishbone		132532
Tie rod lever R.H.		127830
Tie rod lever L.H.		127831

From CT-6344 (wire wheels) and CT-6391 (disc wheels) the following new parts apply.

Bottom trunnion sub assy. R.H.	Part Number	133838
Bottom trunnion sub assy. L.H.		133839
Upper wishbone ball assy. 2 off		109255
Grease nipple		501024
Nyioc nut (vertical link to ball joint)		YN2911
Plain washer		WP0011
Bolt		112347
Nyloc nut		YN2909
Plain washer		WP0045
Upper wishbone assy. - front		133504
Upper wishbone assy. - rear		133507
Tie rod lever R.H.		129836
Tie rod lever L.H.		129837

It will be observed that no mention is made of the vertical link in the above list; this remains unaltered and it is assumed that if a car is modified to 3° castor, then complete suspension units will be fitted, in preference to a breakdown of components.

Please ensure your Parts Department records this information.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-10

SUBJECT: REAR SPRING DATA

DATE: MARCH 4, 1965

Herewith a recap of the specifications for use in checking rear springs:

Herald Sedans	150 lb. in each 2° neg. ± 1/2°
Spitfire	150 lb. in each 3-1/2° neg. ± 1/2°
Herald/Sports Six Convertibles	150 lb. in Front Seats Only and a Full Petrol Tank
Rear Wheel Camber	3/4° negative ± 1/2°

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-12

SUBJECT: TR-4 THERMOSTAT

DATE: APRIL 8, 1965

We now have an alternate supply for original equipment thermostat fitted to the TR-4 and TR-4A models.

The new thermostat is the pellet type and is manufactured by Western Thompson and an 82 degree centigrade unit comes in Part No. 140970. Warranty of these units are to be handled as a regular Triumph part. Thermostats changed under warranty must be returned with the claim and labeled in the normal way.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-14

SUBJECT: TRIUMPH TR-4 WIRE WHEEL CONVERSION

DATE: APRIL 8, 1965

When converting from disc wheels to wire wheels on TR-4 models in service, it is essential that the original wheel studs are shortened by approximately 5/16" when installing the hub extensions.

Failure to do so will result in the studs fouling the inside of the wire wheels, preventing adequate tightening by the center wheel nuts.

If reversing the process, the short studs used for the extensions will be inadequate for securing disc wheels and longer studs, part number 114282 front, 100869 rear, must be fitted.

it is most important that the attachment nuts are initially tightened to a torque of 65 lbs. ft. after which the vehicle should be run approximately 10 miles and the torque tightness rechecked. This should normally allow any settlement between the surfaces of the hubs and adaptors to be accommodated and prevent subsequent loosening of nuts after further running but additional checks should be carried out as detailed below.

Although the tightness of attachment nuts are double checked in production on cars when fitting these adaptors, it is nonetheless important that this attention should be still given, as specified, during the pre-delivery check and first service. Equivalent checks should also be carried out with cars converted to accommodate wire wheels after dispatch from the factory.

This information was originally given in bulletin 1-63-51 and 1-64-23 and the Triumph TR-3 Workshop Manual but it is felt desireable to circulate it in reference to current models again.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

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.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

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

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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.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-16

SUBJECT: CLOSED CIRCUIT BREATHER MAINTENANCE - ALL MODELS

DATE: APRIL 15, 1965

Original type connected directly to the outside of the air cleaners.

Procedure

Slacken the pipe clips and remove pipe. Clean out pipe and flame trap (located in pipe adjacent to "Y" piece) by washing with methylated spirits (denatured alcohol) and blowing out with compressed air line.

Later type incorporating Smiths valve connection directly into inlet manifold.

Procedure

At 12,000 mile intervals slacken the pipe clips and remove the breather pipes, remove the nut and bolt retaining valve and remove the valve. Disengage the clip from the valve body and lift out the diaphragm and spring. Clean the components by washing them in methylated spirits (denatured alcohol). Ensure that the breather pipes are clean and serviceable. Reverse the dismantling sequences to reassemble.

Note

When the breather valve is cleaned, remove the oil filler cap and check that the breather hole is unobstructed and that the joint washer is serviceable.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-17

SUBJECT: TRIUMPH TR-4A TIRE PRESSURES

DATE: APRIL 15, 1965

Tire Pressures on the TR-4A are as follows:

LIVE AXLE CAR

	Front	Rear
Goodyear	19	23
Dunlop SP	23	28
Michelin	17	25

I.R.S. CAR

Goodyear	17	21
Dunlop SP	24	28
Michelin	17	21

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-18

SUBJECT: NEW TOOLS FOR I.R.S. TR-4A

DATE: APRIL 15, 1965

With the introduction of the independent rear suspension on the Triumph TR-4, the following new tools are required for service purposes. These tools must be regarded as basic and essential and they will be so categorized when they are added to the regular tool scale. The tools are as follows:

S317 - Rear Hub Adjusting Nut Wrench - $10.00 dealer net

S318 - Halfshaft Assembly Holding Jig - $11.00 dealer net

S.422lA-16 - Outer Taper Bearing Remover/Replacer Adaptors - $14.00 dealer net

The use of these tools will be demonstrated at the forthcoming series of Service Schools commencing at the end of April.

To enable us to service your requirementS, submit your order now to the Zone or Regional Office, whichever is applicable.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-19

SUBJECT: TR-4A SOFT TOP PROCEDURE

DATE: APRIL 15, 1965

This bulletin is to advise you on the correct procedure to be used when folding down the TR-4A soft top.

Release the two clips securing the soft top to the windshield, release the two side draft vent clips from the windshield post, release the three push buttons below the rear side windows and then push the frame work toward the rear approximately half way. When this position is reached make sure to release the two draft vent cups from the second hood stick rail. This will allow the material to be pulled toward the rear, laying on the trunk. Further, fold the frame down into the rear department making sure that none of the material is trapped between the frame work when it is in its fullest down position. Then fold the material over forward toward the center of the automobile, folding the side window sections over toward the center of the automobile lastly and finally fit the soft top boot.

It is important that these instructions are made known to all customers to avoid the soft top material becoming cut.

Please make certain that all salesmen are advised and if necessary a demonstration should be given to all personnel. Any further information can be obtained from your District Manager or Service Representative visiting you.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-20

SUBJECT: TR-4A RADIOS

DATE: APRIL 15, 1965

This bulletin is a reminder to you of the caution which should be taken when fitting radios to the TR-4A.

In paragraph 7 of our service bulletin T-65-15, reference was made to the negative ground systems as applied to the TR-4A automobiles. When installing radios in the TR-4A it is necessary that a radio of dual polarity only be used. These are available from the Gardena Parts Department and the San Francisco Parts Department.

The single polarity radio which is in stock is only to be used in the Spitfire, 1200 and TR-4. NOT IN THE TR-4A.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-21

SUBJECT: REAR SHOCK ABSORBERS
TR-4A I.R.S. MODELS

DATE: MAY 6, 1965

In reference to our recent special bulletin regarding the tightening of rear shock absorber mounting bolts on the independent rear suspension model, this bulletin is to clarify that the correct torque is 55 lbs. ft.

In the event of the threads becoming stripped in the independent suspension frame, it is not necessary to change the independent rear suspension frame but merely to fit longer bolts with lock washers and nuts.

Additional inspection of this detail has been introduced in production from serial No. CTC-53938; however, these mounting bolts should still be a subject of pre-delivery check and also at periodic services following.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-22

SUBJECT: TR-4A STEERING

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-65-23

SUBJECT: MAIN AND BIG END BEARINGS
HERALD AND SPITFIRE

DATE: MAY 6, 1965

Narrower width main bearings, part number 140111, were introduced at the following ENGINE NUMBERS:

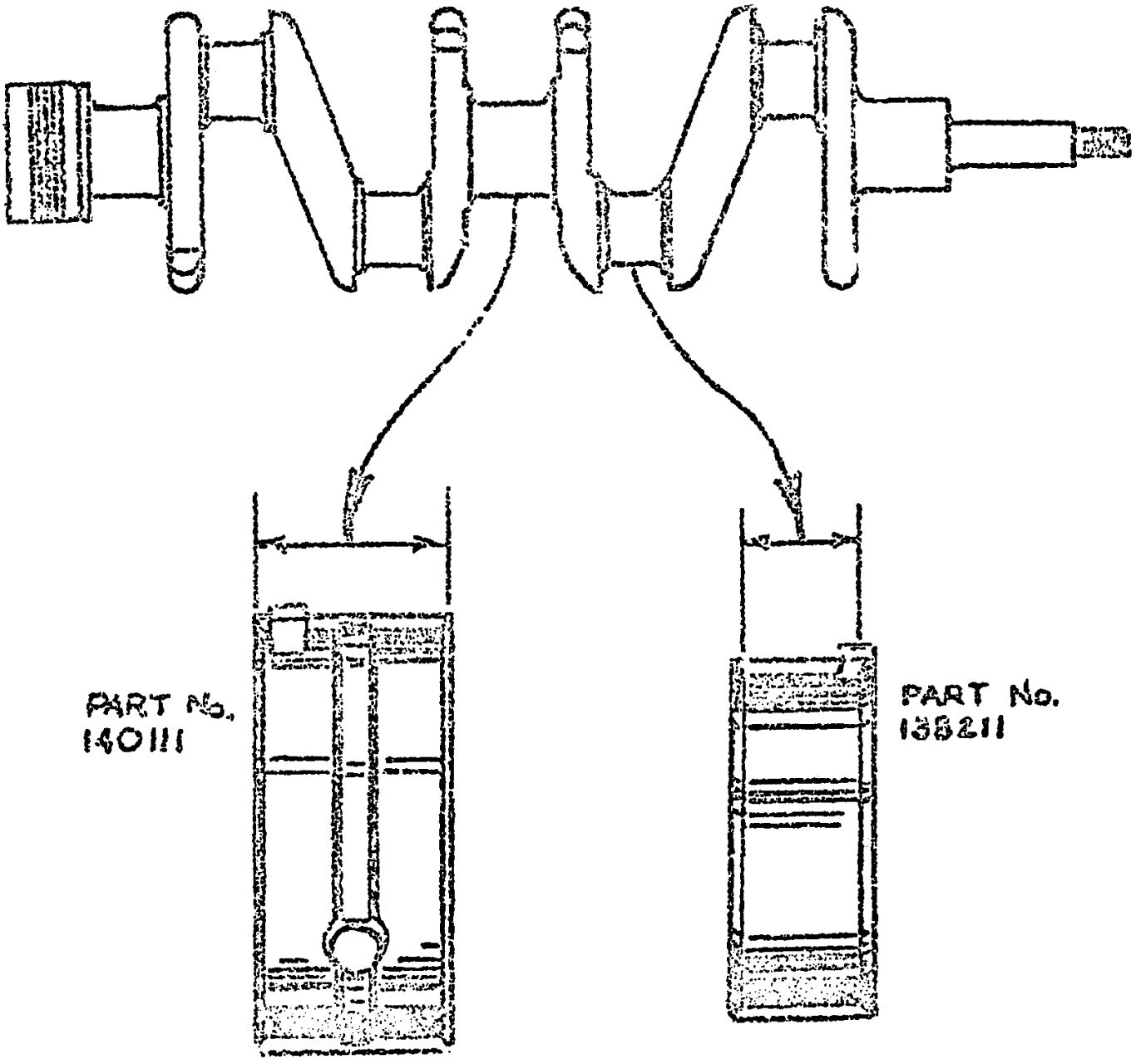
GA-165075-HE GD-45015-HE FC-50125-HE BE-203548-HE

This was followed by narrower width big end bearings, part number 138211, at ENGINE NUMBERS:

GA-165841-HE GD-45441-HE FC-50624-HE BE-203572-HE

Any replacements for engines after these numbers MUST be of the narrower type.

Earlier engines may be serviced with either narrow or original type of bearings.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140111
PART No.
135211

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-24

SUBJECT: CLUTCH ASSEMBLIES - HERALD 1200 AND SPITFIRE

DATE: MAY 6, 1965

Herald 1200

From ENGINE NUMBERS GA-167226-HE and GD-46585-HE, the Spitfire type of clutch cover assembly containing 3 blue and 6 yellow/green pressure springs were incorporated.

It is now recommended that all future clutch replacements on the 1200 should be to this condition. Clutch cover assembly part number 514300.

When fitting the above assembly on models incorporating the clutch pedal over center spring, i.e. from GA-l177l7, the return spring from pedal to bulkhead should be deleted. It should, however, be retained where the over center spring is not fitted.

Spitfire

From ENGINE NUMBER FC-17l36-HE a clutch cover assembly incorporating 9 blue pressure springs was incorporated, part number 513662.

This assembly may be used for any future replacements on any Spitfire up to COMMISSION NUMBER FC-50,000 only.

Clutch assemblies fitted from COMMISSION NUMBER FC50,00l are not interchangeable with earlier units, as they are a diaphragm type.

LEYLAND-TRIUMPH SALES COMPANY, INC.

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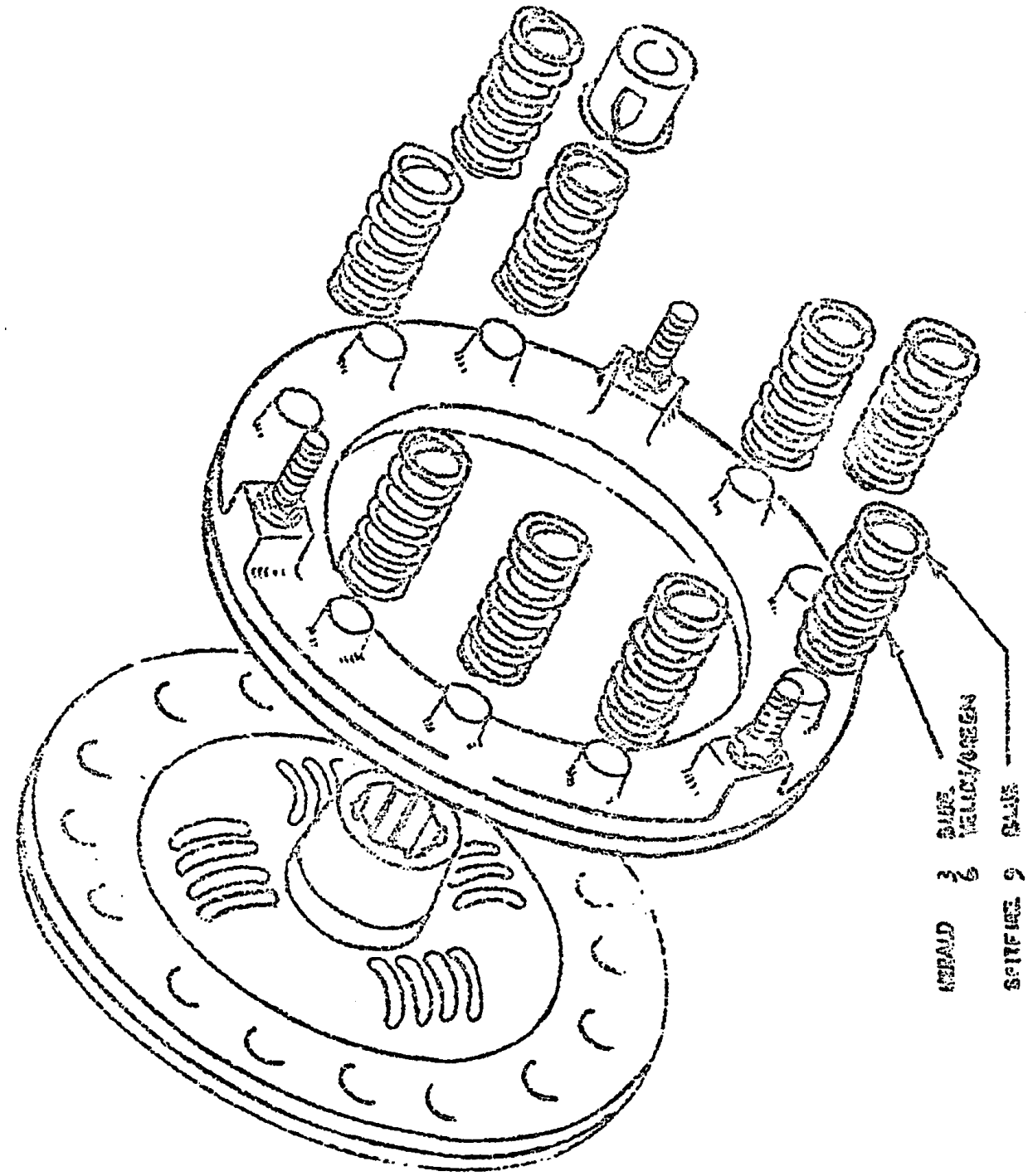

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-25

SUBJECT: ENGINE OIL FILLER CAP
ON TRIUMPH TR-4

DATE: MAY 13, 1965

We would bring to your attention the two alternative engine oil filler caps that are now in existence with the introduction of the TR–4A model.

Previously in markets demanding closed circuit breathing TR–4s and Spitfires were produced using engine oil filler cap, part number 138176. This cap has no vent hole in the seating disc, also the disc is sealed by a captive rubber ring.

On the TR-4A model with its completely new "Smiths Valve" type internal breathing filler cap, part number 143393 is specified and incorporates a 1/8" vent hole in the seating disc, and is sealed by a non-captive fibre ring.

ThiS information should be passed to your workshop and parts personnel, as the incorrect replacement of the earlier filler cap on a TR–4A would seriously affect its "closed breathing" system. We would suggest that the cap should be inspected during the service to ensure the correct specification.

The parts used are as follows:

307455	Manifold - Inlet	1 off
138530	Adaptor	1 off
WF0524	Washer - Fibre	1 off
143407	Valve Emission Control	1 off
143323	Hose - Rocker Cover to Valve	1 off
143314	Hose - Valve to Adaptor	1 off
143313	Bracket - Valve Mounting	1 off
CS4012	Clip Supergrip	4 off
TN3207	Nut, Nyloc Thin	1 off
HB0707	Bolt	1 off
143393	Cap, Oil Filler	1 off

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-26

SUBJECT: HERTZ RENT-A-CAR

DATE: MAY 20, 1965

This bulletin is to advise you that 46 Triumph TR-4A I.R.S. automobiles have been delivered to the Hertz Corp. It is thought that this important transaction should be brought to your attention as it goes without saying that we wish to do a real public relations job with the Hertz Corp. and follow through with our warranty and service responsibility.

Your cooperation is requested to give technical information to the Hertz locations, should they require this. Should the automobiles be forwarded to your dealership by a lessee with a warranty problem, then we would also appreciate your fullest cooperation in rectifying the problem under the warranty program as laid down. A claim can then be forwarded in the normal way to the Zone or Regional Office with the full particulars, as required.

Should any of these automobiles be forwarded to your dealership for the free 1,000-mile service, please carry out this operation and forward the bill in the normal manner to us for reimbursement according to recent bulletins issued in respect to this service.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-27

SUBJECT: TR-4A LUBRICATION

DATE: MAY 20, 1965

Your attention is drawn to the above lubrication now necessary on the TR-4A, which is identical to the Spitfire and 1200.

To explain it, there is now a plug fitted in the lower trunnion of the steering assembly which has to be removed and lubrication at this point is Hypoid 90 oil and definitely not ordinary chassis lubrication. The mechanics of the trunnion are similar to the Spitfire and 1200 and if lubricated as stated will give no undue problems. It is essential, however, that the plug be replaced after lubrication of this point.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-28

SUBJECT: CRANKCASE BREATHER SERVICE

DATE: MAY 20, 1965

Further to the earlier bulletins on the subject of maintenance of closed breather systems, please note that under certain circumstances blockage of the breather system can occur at very low time and mileage periods.

As the inspection and cleaning of the early type system is so simple and requires but a few seconds, it is recommended that on every possible occasion a quick check of this item is made.

Until such time as dealers became aware of effects of this condition in the earlier stages of the car's life, we have undoubtedly honored a fair number of warranty claims of a major nature involving replacement of rear seals, etc. unnecessarily.

As you know, the rear seal is a non-contact type and under proper circumstances is extremely efficient; and due to its characteristics, it is most unlikely that it would suddenly develop leakage unless such was present during the initial life of the car due to incorrect assembly. As a service to owners, may we suggest that any dealers who have performed rear oil seal replacements to cure oil leaks, again contact the owners concerned to insure that the condition does not still exist and to ascertain if servicing of the breather system is required.

It is recommended wherever possible that no major engine seal replacement for the curing of oil leaks are carried out without prior consultation with the Zone or Regional Office Service Division.

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, th~y can be removed from behind the hub.

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

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:

	TR-4A IRS	TR-4A Beam Axle
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-65-30

SUBJECT: ADJUSTED WARRANTY PROCEDURE

DATE: JUNE 9, 1965

Please be advised that in the future whenever filing warranty claims on shock absorbers the claim must bear the name of the manufacturer, even though the article may be exchanged through a vendor. Without the necessary information requested above it will be necessary to return the claim for completion.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-31

SUBJECT: SPEEDOMETER WARRANTY PROCEDURE
ALL MODELS

DATE: JUNE 17, 1965

From time to time it becomes necessary to reissue or elaborate on a subject which has already been covered in bulletin form. Bearing this in mind, we call your attention to bulletins 1–64–28 and 1–65–7. The information contained in these bulletins can be of great value to your dealership, providing the steps outlined in them are followed to the letter.

We have recent noticed an increase in speedometer claims for the second and, in some extreme cases, third replacement. We have been advised by Nisonger Corp. that 90% of speedometer claims can be attributed directly to oil contamination of the instrument. This condition is easily identified by inspecting the instrument for excessive oil at the point where the cable enters the instrument. Another symptom easily detected will be an excess of oil within the speedometer outer cable which, of course, should be removed prior to replacing the unit.

Whenever contamination is known to be the cause of failure it is imperative that the speedometer drive oil seal be replaced. By following the above procedure it is felt that we will appreciably reduce the amount of recurring failures. Please bear in mind that the vendor will not accept a claim for speedometer replacement unless the above procedure has been carried out on the previous repair. Should the unit, however, fail in the identical manner after following the procedure, a claim can again be filed with the vendor for replacement, submitting both the unit and the seals and consideration will be granted this claim.

It has also been requested by the vendor that when making the second replacement, should it become necessary, that this information be clearly marked on the reverse side of the vendor warranty form and the mileage between replacements listed.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-31

SUBJECT: SPEEDOMETER WARRANTY PROCEDURE
ALL MODELS

DATE: JUNE 17, 1965

Your cooperation in determining, as near as possible, cause of failure without tampering with the unit is requested for these are the only means through which the manufacturer may improve his product and prevent this type of recurrence.

Your application of the above procedures can only result in a smoother, more efficient running vendor program and cooperation in expediting all claims.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-32

SUBJECT: TIRE PRESSURES FOR GOODYEAR 165-15 G800 AND DUNLOP 590-15 C41 RAYON TIRES

DATE: JUNE 24, 1965

This is to alert you of the possibility of receiving the above mentioned tires on the TR-4A as original equipment but in limited quantities. This has been done just to supplement the supply of tires.

As you are aware, tire pressures are quite critical and if not maintained at correct pressures will result in peculiar handling characteristics so your attention is drawn to the tire pressures below:

Goodyear 165-15 G800, 24 p.s.i. front, 28 p.s.i. rear on both I.R.S. and rigid axle cars. These pressures are also suitable for sustained speeds up to 110 M.P.H. Goodyear 590-15 G8s same as Grand Prix listed.

Dunlop 590-15 C41 Rayon, 18 p.s.i. front, 22 p.s.i. rear for sustained speeds to 85 M.P.H. 26 p.s.i. front 30 p.s.i. rear for sustained speeds up to 110 M.P.H. These pressures apply to both I.R.S. and rigid axle vehicles.

All other tires which may be found on TR4A models as original equipment should follow specifications listed in the Owner's Handbook on page 58, unless otherwise indicated.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-36

SUBJECT: TRAFFIC INDICATOR SWITCHES
HERALD, SPORTS SIX, SPITFIRE
AND TR-4

DATE: AUGUST 26, 1965

A modified flasher indicator switch, part number 140626, now replaces the original switch, part number 131274, for 1200, Spitfire and Sports Six models.

Although a single lobed cancelling cam 140549 is fitted with the new switch on production, the original double lobed cam 122525 can be retained on the car in service.

For NON-current models, i.e. 948 Herald, the latest type switch with a grey colored lever will be supplied under part number 128521.

The current switch for the TR-4A, part number 141628, will be supplied in place of 129891 for the TR-4 as they are interchangeable.

It is essential that when fitting the latest switch, the two shorter screws packed with the switch must be fitted in place of existing screws, as the original screws will foul the internal mechanism and damage the switch.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-37

SUBJECT: I.R.S. MODIFICATION
TR-4A AND TRIUMPH 2000

DATE: SEPTEMBER 9. 1965

To facilitate maintenance and to eliminate a possible source of transmission knock, grease fittings have now been introduced into production of inner universal joint of the I.R.S. halfshaft.

Grease fitting, part No. 144825, Lubricator straight can readily be fitted upon removal of the existing plug in the UJ spider.

It is recommended that this modification be carried out as a routine service on any of the models above which are not fitted with a grease fitting in the affected location.

Grease recommendations as per lubrication chart or equivalent. Any multipurpose approved type of grease will be suitable.

Although there may be locally produced equivalent grease fittings that can be used in this application quite successfully, it is recommended that the correct part for the job be ordered through your Parts Department.

Inasmuch as this is a servicing procedure of a routine nature, it is not intended to apply warranty to this work. Lubrication at this point should be carried out as part of the 6,000 mile voucher service.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-38

SUBJECT: REAR MAIN OIL LEAKS

DATE: SEPTEMBER 9. 1965

Further to our earlier bulletins T-65-2, T-65-16 and T-65-28 on the subject of maintenance of closed breather systems, please note that under certain circumstances blockage of the breather system can occur on very low time and mileage periods.

Recent investigations of alleged excessive oil consumption and rear main seal leaks have confirmed that there must be some cases in which unnecessarily excessive repairs arc being carried out, sometimes prior to a really careful analysis of the extent of the oil consumption or leak. We, therefore, are reissuing this information in this bulletin so that all concerned are aware of affects of this condition in various stages of a cars life.

As you know, the rear seal is a non-contact type and under proper circumstances is extremely efficient. Due to its characteristics it is most unlikely that it would suddenly develop leakage unless such was present during the initial life of the car due to incorrect assembly. It is then recommended, whenever possible, that no major engine seal replacement be carried out for the curing of oil leaks without prior consultation with the Zone or Regional Office.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-39

SUBJECT: COOLANT LEVEL - NO LOSS SYSTEMS

DATE: SEPTEMBER 16, 1965

A number of recent cases of engine damage at mileages in some cases before dealers have carried out pre-delivery work have been incorrectly attributed to defective thermostats.

The TR-4A and Spitfire Mark II models are all equipped with a no loss type of cooling system, and it is of the utmost importance that proper attention be given to this part of the car when preparing to drive it before pre-delivery service and again at the pre-delivery service itself. The correct procedure for insuring that the cooling system is properly filled is clearly set out on page 17 of the Triumph TR-4A Owner's Handbook.

It should be remembered that the cooling system operates under a 7 lb. pressure and if the radiator cap is removed when the coolant temperature is high care should be taken to insure that the levels in both the radiator and the plastic reservoir are properly replenished. The correct level of water in the plastic bottle mounted forward of the radiator should be maintained at half full.

It will be only in the most unusual circumstances and after extremely close investigation that warranty claims will be entertained for damage arising due to insufficient coolant, bearing in mind that temperature gauges are provided to give additional warnings.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-40

SUBJECT: ENGINE MODIFICATION
SPITFIRE MARK II

DATE: SEPTEMBER 15, 1965

Please note that effective from Engine No. FC 61023, an alteration in the cylinder block has been made to allow for fitting of the following parts:

142647	Bearing/Camshaft Front and Rear
142648	Bearing/Camshaft Intermediate
307492	Cylinder Block
143552	Cam Followers

The original camshaft, part number 212164, is still applicable.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-41

SUBJECT: REAR WHEEL ALIGNMENT
TRIUMPH 2000 AND TR-4A
I.R.S. MODELS

DATE: SEPTEMBER 30. 1965

When investigating complaints of excessive tire wear and/or alleged crabbing on the above models, the rear wheel alignment, i.e., the front to rear tracking may be carried out without recourse to expensive special equipment by adopting the following procedure. Where specialized equipment may be available the instructions on pages 4.204 through 4.212 would be found useful. (shop manual)

NOTE: Customer reports of alleged misalignment must not be confused with normal difference in track width between front and rear road wheels. Such an illusion may be formed when a narrower rear track model is viewed from the rear, i.e., by a following motorist.

Illustrations, Nos. 4 and 5, detail measurements for making up separate tracking boards for the above models. The two separate boards may be combined if desired by dimensioning both straight edges of one board, i.e., back to back.

PROCEDURE FOR OTHER THAN SPECIAL EQUIPMENT

1. Set front wheel track to parallel by adjusting tie rods equal amounts. Slacken off gaiter clips to prevent damage to gaiters when turning tie-rods.

2. Set rear wheel track to parallel by adding or subtracting shims from between trailing arm and cross-member.

3. Place car on a ramp and ensure front wheels are in a true straight-ahead position. This can be achieved by ensuring that the measurement "B" from each outer tie-rod ball joint stem to the center hole "A" in the front cross member are equal. Illustration 1.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-41

SUBJECT: REAR WHEEL ALIGNMENT
TRIUMPH 2000 AND TR-4A
I.R.S. MODELS

DATE: SEPTEMBER 30. 1965

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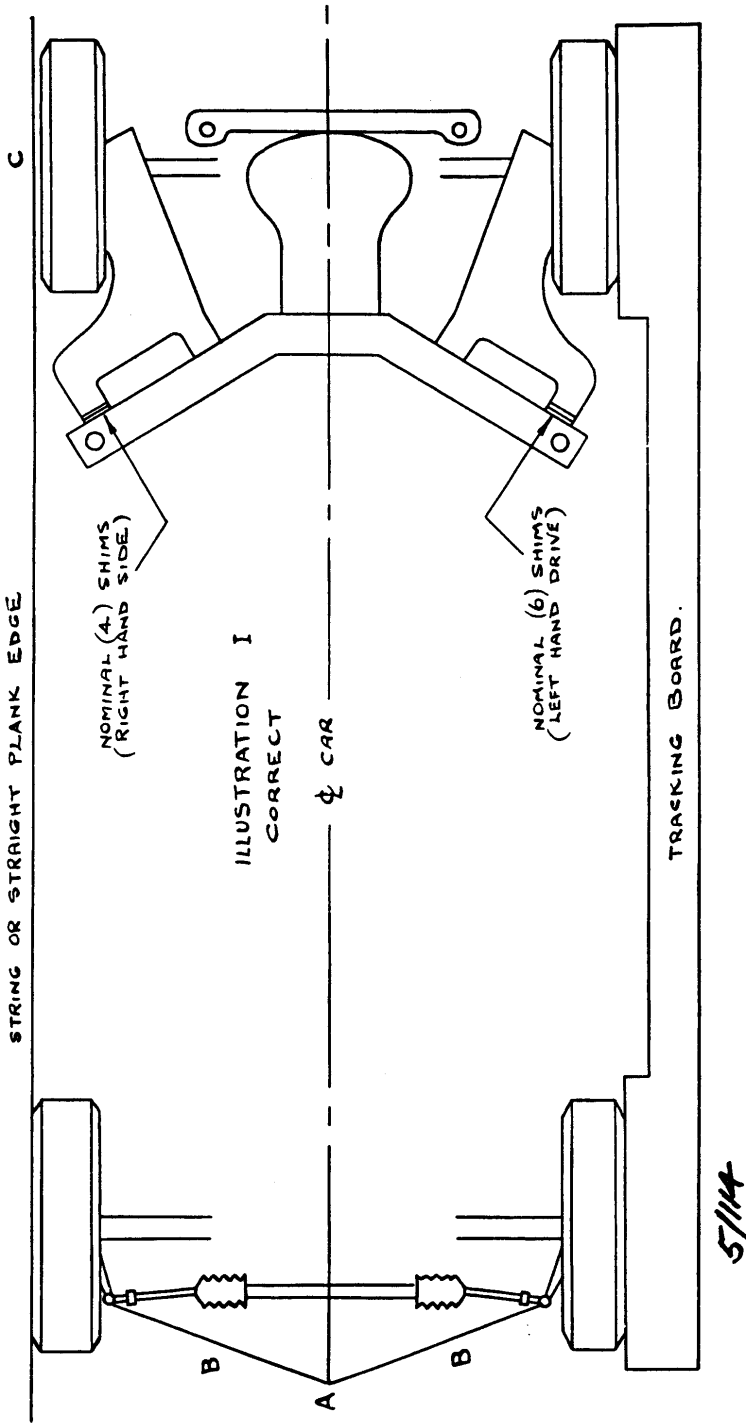
4. Apply tracking board, string or straight edge against front tire walls and if the geometry is correct the position shown in illustration 1 will be apparent. (The illustration shows use of tracking board or straight edge.)

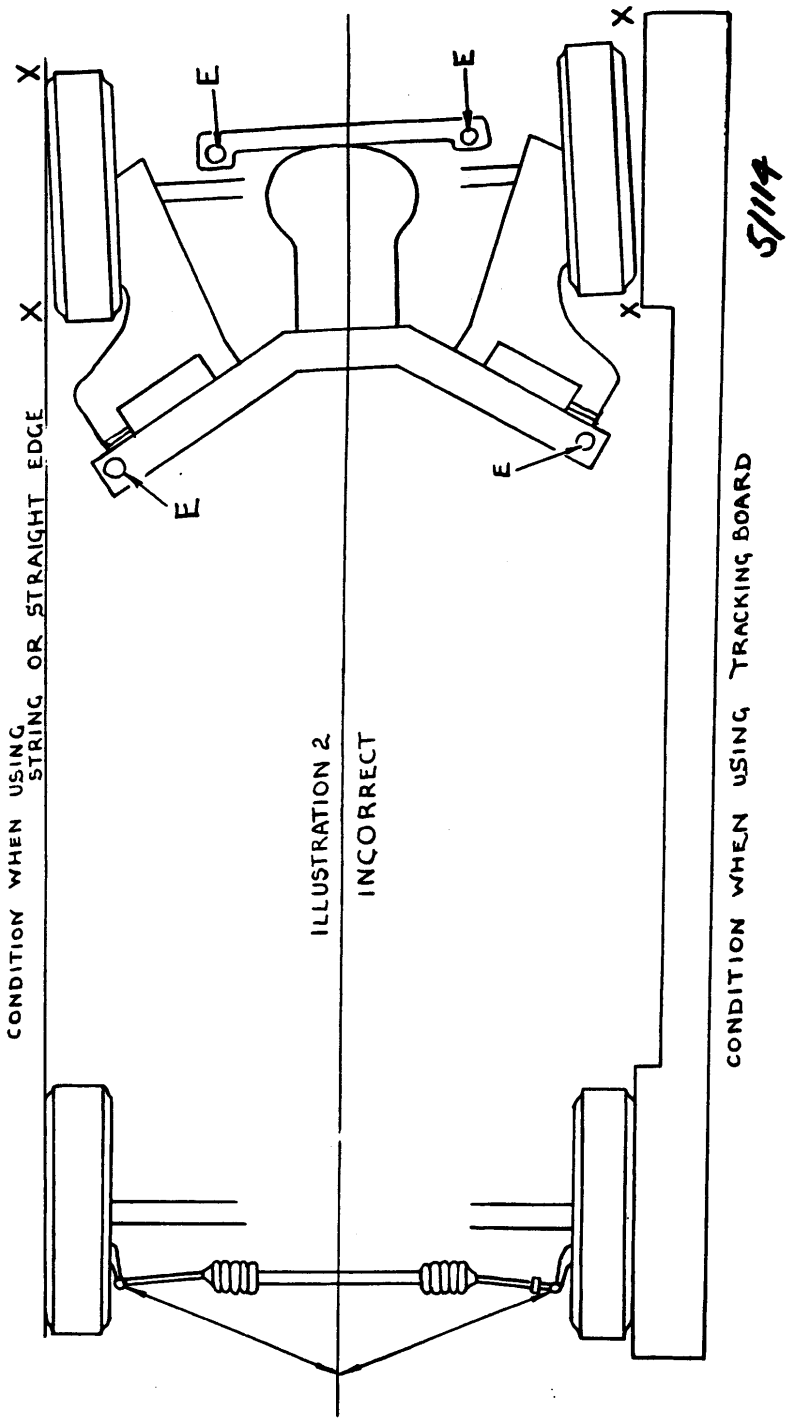
   When using string or straight edge, half the difference in rear wheel track must be taken into account at point "C" which will be approximately equal at both rear wheels.

5. To allow for possible discrepancy in tire wall truth, 2nd and 3rd straight edge checks should be taken at 120 degree radical points about the tire, which positions should be achieved by rolling the car backwards and forwards from its first check position.

6. If misalignment, as shown exaggerated at points "X" in illustrations 2 and 3 is evident, the four attachment points of the rear sub-frame unit "E" must be slackened off and the sub-frame pivoted or moved sideways about these points until the correct condition is obtained. During this operation, the weight of the car should be taken off the rear suspension by means of jacks under the two rear jacking points on the body.

7. The front and rear wheel track setting may be left in the parallel condition.


C
STRING OR STRAIGHT PLANK EDGE
NOMINAL (4) SHIMS (RIGHT HAND SIDE)
ILLUSTRATION I
CORRECT
℄ CAR
NOMINAL (6) SHIMS (LEFT HAND DRIVE)
TRACKING BOARD.
B
A
B
5/114


X
X
E
E
E
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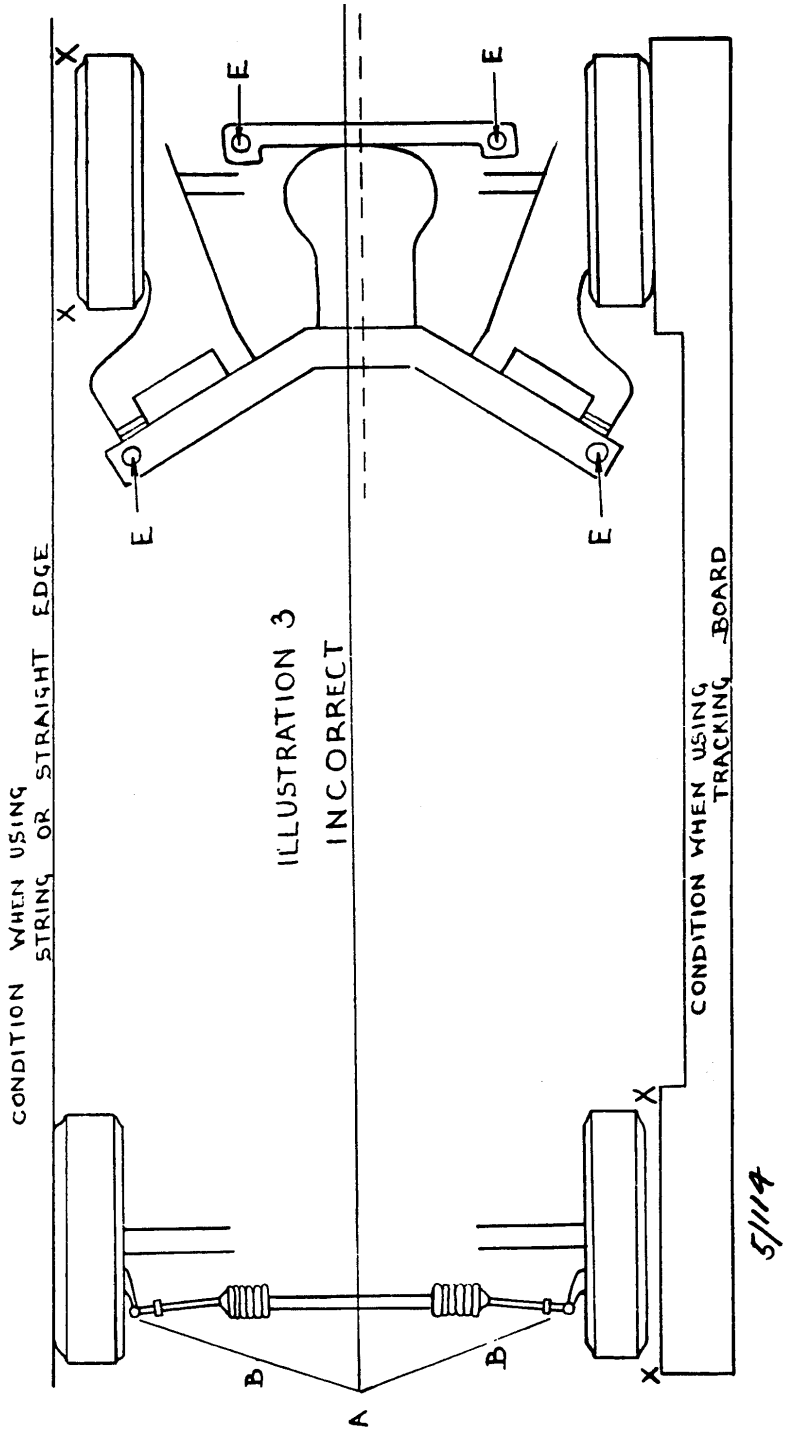
X
X
CONDITION WHEN USING STRING OR STRAIGHT EDGE
ILLUSTRATION 2
INCORRECT
CONDITION WHEN USING TRACKING BOARD
5/114

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



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WESTERN ZONE

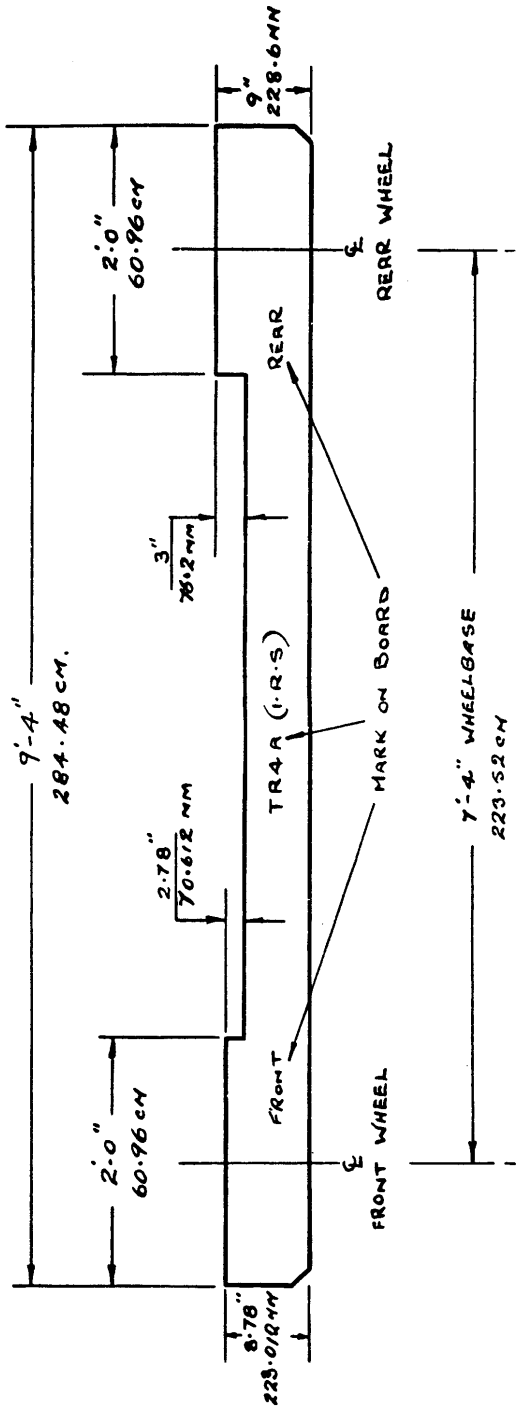

ILLUSTRATION 4

MATERIAL 1" (25.4 MM) HARDWOOD.

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LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

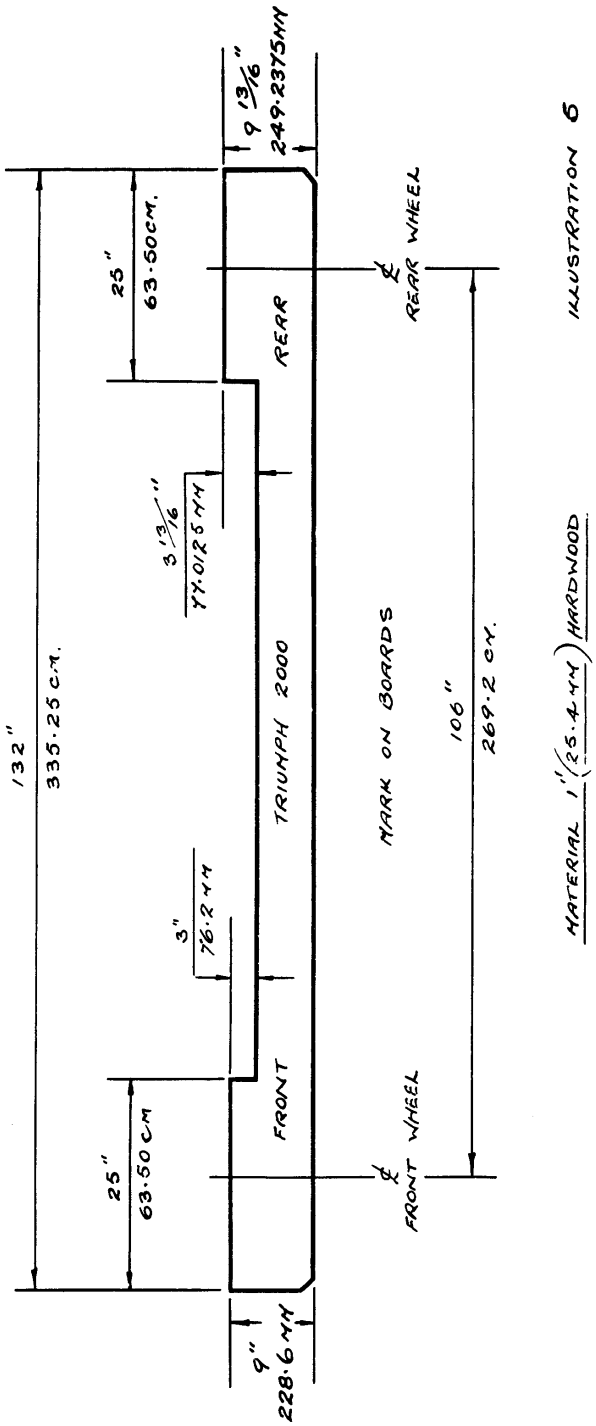

ILLUSTRATION 6

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE

BULLETIN T-65-42

SUBJECT: I.R.S. AXLE LUBRICANTS

DATE: OCTOBER 14, 1965

The following lubricants or their equivalents should be used when reassembling the sliding joint of the I.R.S. rear axle on the TR-4A or Triumph 2000 model.

Esso/Enco	Esso Multi-Purpose Grease Beacon Q-2
Shell	Shell Lithall MDS Shellair Grease LG
Gulf	Gulflex Moly
Mobil	Mobil Grease Special

The following lubricants or their equivalents which are similar to current recommendations for front hubs and steering units may be used for lubrication of the rear hubs during assembly or repair operations.

Esso/Enco	Esso Multi-Purpose Grease
Gulf	Gulfcrown E.P. Special Grease Gulflex A
Mobil	Mobil Grease MP Mobil Grease Special

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE

BULLETIN T-65-44

SUBJECT: BORG WARNER FLUID LEVEL
TRIUMPH 2000 ONLY

DATE: OCTOBER 14, 1965

METHOD OF CHECKING T.2000 B/W. TRANS. FLUID LEVEL

The special automatic transmission fluid used in the torque converter is the same as that used in the gearbox part of the transmission. Both units share a common filler orifice located adjacent to the rear carb. accessible when the bonnet is open. The filler orifice also serves as a breather and dipstick tube.

At each 6000 mile service the fluid level should be checked. This must be done when the unit is at its normal running temperature, i.e., after 5 to 10 mile run, with the engine idling and the selector in the "P" position. The vehicle must also be on a level surface and the HANDBRAKE APPLIED HARD.

With the engine still idling, withdraw the dipstick, wipe clean with paper or non—fluffy cloth, re—insert into dipstick tube and withdraw for level reading. Top up with required amount of oil ensuring that the lever does not rise above the top mark, (is preferable if it is slightly under) otherwise the surplus oil will discharge itself through the breather until the correct level is found.

Fluid Capacity

Gearbox and convertor from dry	13 pints U.S. approx.
Gearbox only	7 pints U.S. approx.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT AND PARTS DEPARTMENT

BULLETIN T-65-45

SUBJECT: CRANKSHAFT THRUST WASHERS
SPITFIRE & HERALD MODELS

DATE: OCTOBER 21, 1965

It is brought to your attention that when replacing the crankshaft thrust washers on the Herald and Spitfire models, they should be replaced with white metal type, part No. 104820, and not the later type, 141207.

Any existing stocks of Part No. 141207 should be scrapped.

Please treat this information with priority and ensure that your Service and Parts personnel are informed at the earliest opportunity.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-47

SUBJECT: CRANKCASE VENTILATION DEVICES

DATE: DECEMBER 16, 1965

This bulletin is to advise you that a comparatively inexpensive crankcase ventilation device is available on the market, namely "LENROC", and it is manufactured by the Lenroc Co., 635 Oakland International Airport, Oakland 14, California.

It is our understanding that this testing device is available at all motor accessory stores. Due to the local taxes, etc., the price should be around $3.50 each and it is well worth having to check whether or not the smog valves are operating correctly. Instructions are issued with each unit and it is a simple matter to use one of these devices.

This information is issued to you so that you may avoid wasting too much time in respect to oil consumption complaints and diagnosing the problem in the minimum amount of time as plugged valves or valves not functioning correctly can cause excessive oil consumption, which is not a manufacturing defect in the power unit.

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.