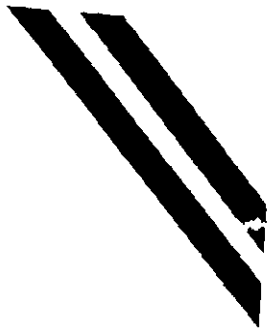


STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



- Dulox

Centari BR6
#3912 #64.80/CA
64.80

.50
14
350

64.80
3.50
70.00

8-12

188 Bronch St

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE

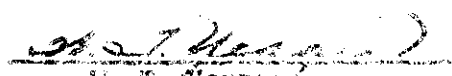


It is recommended that the torque wrench be used to tighten the bolts on the flywheel nut and the bolts on the connecting rod bolts.

This method will insure a greater possibility of the specified torque figure being exceeded, which is an undesirable condition.

In future the turning of one end only is recommended, i.e., the one adjacent to the full flat of the bolt head when the correct torque figure is obtained.

Torque figure for connecting rod bolts - 42 - 46 lb. ft.
Torque figure for flywheel bolts - 42 - 46 lb. ft.


W. T. Young
Zone Service Manager

1/1/54



TO: ALL DEALERS

BULLETIN: T-62-27

DEPT: SERVICE AND PARTS

DATE: June 12, 1962

SUBJECT: ROAD WHEELS

WHEEL PATTERN

When investigating service complaints of wheel patten or vibration, both tire and wheel should be checked for out of round and run out condition. If the wheel is out of round, it will obviously have the same effect upon the tire, and therefore, the wheel should be replaced if in excess of the tolerance of 1/16" vertical and lateral run out. Defects in the tire should be handled thru the tire manufacturer in the normal way.

No amount of wheel balancing will compensate for an excessive out of round condition.

SPECIFICATION

The permissible vertical and lateral run out should not exceed 1/16" and can be readily checked with a fixed pointer or dial indicator.

Wheel and tire assemblies on all TR Models are balanced dynamically to within 10 oz. inches and this specification should be observed when dealing with wheel balance problems as distinct from any out of round condition.

WARRANTY PROCEDURE

Follow usual Warranty procedure.

Any wheels found defective must be held until disposal instructions are issued. Road damage excluded.

MAKERS IDENTIFICATION ON WARRANTY REPLACEMENTS

It is mandatory to identify the name of the wheel manufacturer on each claim. Dunlop wheels are marked with the letters "L P", and a number in the wall of the wheel. Sankay wheels are marked with a letter "S" in a diamond in a similar position.

WIRE WHEELS

All wire wheels are made by Dunlop. Wire wheels should be checked and the spokes retensioned, if necessary, after their initial bedding down during the first 3,000 to 5,000 miles. This operation is normal maintenance, and therefore, not considered a Warranty responsibility.


W. T. Yeager
Zone Service Manager

WTY:T

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-36

DEPT: Service & Parts

DATE: July 24, 1962

DISTRIBUTION: Distributors, Zone
Offices & Dealers

REF: S.I.S. 2/39

RELEASE: Immediate

SUBJECT: TRIUMPH TR-4
GEARBOX TOLERANCES

In Preliminary Service Information TR-4, an error exists in the paragraph giving the overall end float of 2nd and 3rd gear bush on mainshaft as .003" - .009".

These tolerances should be amended to read .033" - .017". This clearance is measured between the forward face of the flange of the 2nd speed bush and rear face of the 3rd speed gear when assembled to the mainshaft.

Lewis B. Hodgson.

Service Manager



TO: All Dealers

BULLETIN: T-62-45

DEPT: Service & Parts

DATE: August 27, 1962

DISTRIBUTION: All Dealers

SUBJECT: BUMP CONTROL STRAP CAMPAIGN
TRIUMPH TR-4

RELEASE: Immediate

Records indicate no reports of this condition below Commission No. CT-5000 but in view of the importance of this matter it is considered in the interests of all to extend the range of vehicle commission numbers to cover examination of all TR-4's up to Commission No. CT-12000.

The time allowance for inspection are as follows:

CONDITION X

This is where there is no misalignment of the check strap to a degree sufficient to have damaged the brake pipe and checking or resetting the check strap by hand - 15 Minutes.

CONDITION Y

This is where the check strap is sufficiently misaligned to make it necessary to remove for inspection the brake pipe to examine it for possible damage concealed by the brake pipe nut and replace the pipe if necessary - 1 Hour.

We are pleased to report that up to the present time very few cases of misalignment have been found, so category "Y" claims should be in the minority but this fact should not in any way minimize the importance of this campaign being thoroughly carried out.

Upon completion of this campaign please submit claims in bulk together with the repair orders as per Service Bulletin T-62-42.

Lewis B. Hodgson

Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



SERVICE BULLETIN 5-62

Date: September 12, 1962

TO: All Dealers

SUBJECT: Seal and Oil Seal Issues A, B and C

We do not wish to receive any claims for alleged defective seals unless it is your opinion that the seals concerned merit factory examination and are returned showing definite evidence of faulty manufacture.

Please remind all owners of the possibility of Triumph T-100 and other high pressure generator equipment to wear a pressure seal (or adapter) when it is used for applying air pressure to the seal tube. It should also be remembered that these seal and fittings only require attention every 6,000 miles. If attention to the seal or apply the grease when the bearing is already fully packed, the entire process will be forced past the seal requiring their replacement.

Lewis B. Holyson

Zone Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



August 30, 1962

TO : Northeastern Zone Triumph Dealers
FROM : Zone Manager
SUBJECT: R. L. Polk Registrations for the Month of June and Year to
Date for the Six New England States

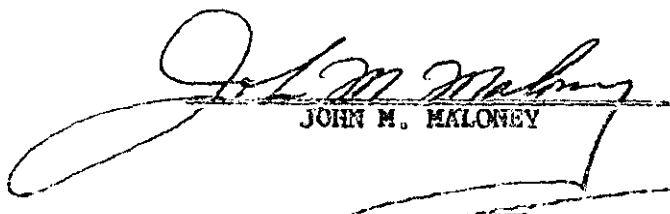
Attached please find registration figures regarding the above subject.

Please note in the State of Connecticut Triumph is in second place for the month and second place year to date. In the State of Massachusetts Triumph is also in second place for the month and fourth place year to date. In all other states we are either in third, fourth or fifth place position for the month and year to date.

July was an excellent retail month for Triumph and I might add the best July within the past four years. I am sure when July registrations are received from R. L. Polk they will show Triumph in a second place position in all other states in New England as well as Connecticut and Massachusetts.

Also note that during the month of June we out-registered Renault in four states in New England, namely Connecticut, Maine, Massachusetts and Vermont.

Once again I ask you to publicize Triumph's position in your state. Place the attached on your bulletin board so the public coming in your showrooms can see it. Remember people like a winner -- people buy a winner. Thanks for a good job well done.


JOHN M. MALONEY

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



SERVICE MEMORANDUM 4-42

Date: September 4, 1962

To: All Dealers

Subject: Lucas Parts Program

Your attention is directed to Bulletin no. 9 of 61 in which we advise you that we allow 40 per cent discount to all dealers from the LUCAS LIST PRICE. In other words, dealers may buy from Standard Triumph at the same price that they may buy from Lucas. Since Standard Triumph handles all Lucas warranties, and maintains a large inventory of Lucas parts, it therefore follows that we should enjoy your Lucas replacement parts business.

Lawrence B. Hodgson

Zone Service Manager

1/27/62

STATION REPORT, NEW YORK, NEW YORK

TELETYPE MESSAGE

TO: R. P. Wentworth Sales Company
6 Milk Street, Dover, New Hampshire
DATE OF BIRTH: August 1, 1962

NAME OF FILM: "RACING AT LE MANS"

STATION: WENH CONTACT: C. Lyford
CITY: Durham STATE: New Hampshire
DATE: August DAY: 7 HOUR: 9:00 p.m.
MONTH: NONE OF

BRIEF SUMMARY OF FILM

FEATURE FILM, "RACING AT LE MANS", WAS FILMED DURING THE 1961 LE MANS 24-HOUR RACE.

THIS FILM HAS HANDICAPED FOOTAGE OF THE TR-5 (TWIN-CAM TR-4) IN ACTION. WE SUGGEST YOU CONTACT MR. C. Lyford TO OBTAIN THE EXACT TIME AND DATE OF THE SHOWING AND THEREAFTER NOTIFY YOUR CUSTOMERS AND PROSPECTS TO BE ON THE LOCKOUT FOR IT.

STANDARD TRUCKING HOLDING COMPANY, INC.
NORTHWESTERN BLDG.
450 ALABAMA STREET
WATERBURY, CT., MASS.

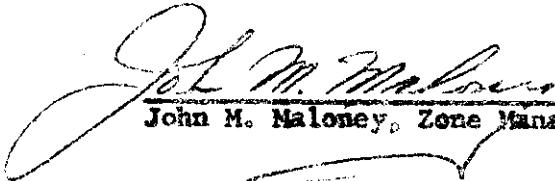
July 30, 1962

TO: ALL DEALERS
FROM: ZONE MANAGER
SUBJECT: Spare Keys - TR-3-TR-4

Please be advised that starting with Serial N^o. TCE 988 L for TR-3's
and C.T.11987 L for TR-4's, spare keys for both the TR-3 and TR-4
will be stowed in the left hand tail light of each vehicle.

Please advise everyone who has anything to do with spare keys.

MC/


John M. Maloney, Zone Manager.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
 NORTHEASTERN ZONE
 123 North Beacon Street
 Watertown 72, Massachusetts

TR-3 ACCESSORY LIST - DEC. 1960

<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>PER</u>	<u>LIST</u>	<u>DIR. NET</u>
TR-31	Wind Wings, curved type	pr.	\$16.95	\$11.02
TR-32	Bumper Guards, Arnold (Front & Rear)	set	29.95	20.99
TR-33	Gas Cap, locking type	ea.	13.95	9.00
TR-34	Sun Visor, tinted Lucite	ea.	6.95	4.52
TR-35	Scuff Plates, Door, ribbed aluminum	pr.	3.95	2.57
TR-36	Threshold Plates, Step, aluminum	pr.	4.95	3.22
114191	Extension Exhaust Pipe, Chrome	ea.	1.76	1.14
301644	Radiator Skid Shield (Competition)	ea.	8.00	5.20
501702	Fog Lamp	ea.	22.24	14.46
501703	Spot Lamp	ea.	22.24	14.46
502126	Oil Sump Kit, Aluminum	ea.	57.50	37.38
502160	Wheel Rim Finisher	ea.	5.39	3.51
502251	Reversing Light	ea.	15.63	10.16
508397	Anti-Roll Bar Kit	ea.	20.00	13.00
551877	Heater Kit	ea.	56.25	45.00*
552083	Rear Wheel Cover Kit	ea.	40.52	26.34
552398	Luggage Grid	ea.	53.90	35.04
552399	Badge Bar	ea.	18.87	12.27
553729	Windscreen Washer Kit	ea.	6.88	4.47
556834	Hardtop Assembly	ea.	222.50	144.63
700896	Aero Windscreen (Competition)	ea.	27.70	18.01
701019	Ash Tray (For Models Not Orig. Equipped)	ea.	4.25	2.76
802425	Occasional Seat Assembly (Specify Color) (For Commission No. 22014 to 60,000)	ea.	63.75	41.44*
562002	Same as 562001 Except Color is BLUE			
562003	Same as 562001 Except Color is BLACK			
562004	Same as 562001 Except Color is GREY			
562005	Same as 562001 Except Color is PURPLE			
901290	Side Curtain, WHITE, LEFT	ea.	33.75	27.00*
901291	Side Curtain, WHITE, RIGHT	ea.	33.75	27.00*
559482	Tonneau Cover, WHITE	ea.	41.63	33.00*
559446	Hood Stick Cover, WHITE	ea.	19.25	12.51
704110	Hood Cover Assembly, WHITE	ea.	75.00	48.75
TR-M37	Radio, Motorola, Universal 12V-Pos. Ground, Transistor, Manual Tuning	ea.	39.95	32.95
TR-M37A	Mount, Special for Radio TR-M37 Above	ea.	2.50	1.75
TR-S38	Radio, Smith, Transistor, Manual, 12V-Pos. Ground, Custom Mount	ea.	70.50	46.00
TR-S39-A	Radio, Smith, Transistor, Automatic, 12V-Pos. Ground, Custom Mount, Hi-Ampli.	ea.	104.15	74.95
TR-40	Antenna, Universal Mount	ea.	3.25	2.25

NOTE: (*) Asterisk indicates Appendix "B" items which do not carry regular discount.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE

TR-10 ACCESSORY LIST - DEC. 1960

<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>PER</u>	<u>LIST</u>	<u>DIR. NET</u>
501655	Wheel Rim Finisher	ea.	5.39	3.50
502518	Windscreen Washer Kit	ea.	8.13	5.28
506415	Extension Exhaust Pipe, Chrome	ea.	5.26	3.17
551875	Sun Visor, Exterior	ea.	22.64	14.72
553093	Hood Motif	ea.	4.72	3.00
554337	Luggage Rack Assembly (Roof)	ea.	26.82	17.43
559716	Heater Kit	ea.	56.25	45.00
TR-M37	Radio, Motorola, Transistor, 12V-Pos. Ground, Universal, Manual	ea.	39.95	32.95
TR-10-S11	Radio, Smith, Transistor, 12V-Pos. Ground, Manual, Custom Mount	ea.	70.50	46.00
TR-40	Antenna, Universal Mount	ea.	3.25	2.25

HERALD ACCESSORY LIST - DEC. 1960

TR-M37	Radio, Motorola, Universal, 12V-Pos. Ground, Transistor, Manual	ea.	39.95	32.95
TR-S11	Radio, Smith, Transistor, 12V-Pos. Ground, Manual, Custom Mount	ea.	74.50	52.85
TR-41	Antenna, Rear Mount, 12' 6" Lead	ea.	8.50	5.53
TR-56	Rear Seat (Coupe) and Seat Back Specify Color-Ten Day Delivery	ea.	39.95	32.95*

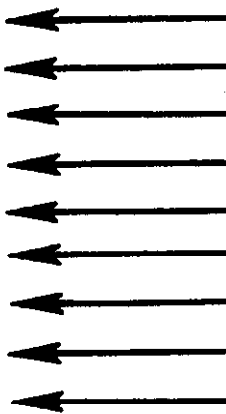
GENERAL ACCESSORIES FOR ALL MODELS
DEC. 1960

T-50	Safety Belts (Reg. Buckle) Specify Color	ea.	9.95	6.96
T-51	Safety Belt (Life-Lok Buckle) Specify Color	ea.	10.95	7.25
T-52	Mirror, Fender, Mounts R. or L., 4 1/2", Clear Ideal Size For All Small Cars	ea.	3.95	2.79
T-53	Model Toy TR-3, Roadster or Hardtop, Friction Motor, Authentically Scaled	doz.	23.40	16.00
T-54	Plastic Window Cleaner (Meguiar's) 8 ounce Plastic Bottle	ea.	1.85	1.29
T-55	Leather Klean (Tanner's 8 ounce can)	ea.	.98	.69

NOTE: (*) Asterisk indicates Appendix "B" Items which do not carry regular discount.

MR. DEALER...

WIND WINGS	\$16.95
SUN VISORS	6.95
BUMPER GUARD	14.95
ONNEAU COVER	34.95
BATTERY LINER	5.95
SKI RACK	22.95
SCUFF PLATES	3.95
THRESH'LD PLATES	4.95
THROTTLE PLATE	2.95
CRESTED MATS	9.95



\$40

40%

YOUR DISCOUNT OF 40 PERCENT IS BASED ON A MINIMUM ORDER OF 40 DOLLARS, OF WHICH THE ITEMS CAN BE ASSORTED.

ORDERS FOR LESSER AMOUNTS WILL BE INVOICED AT 33 1/3 PERCENT.

* PLEASE NOTE THAT CRESTED MATS ARE NOT AMCO, AND ARE SOLD AT..... 1 SET, 25 PERCENT - 3 SETS, 33 1/3 PERCENT.

- THESE ARE FAST-MOVING ITEMS.
- ALL ARE IN STOCK AT A.I.D.
- SHIPPED BY UPS, PARCEL POST, OR TRUCK (USUALLY "NEXT DAY" DELIVERY).

CHECK YOUR NEEDS

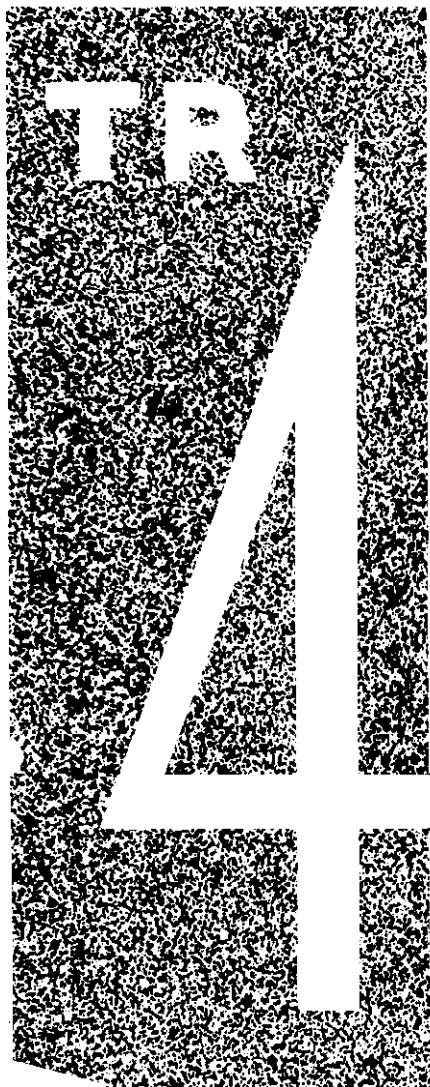
ORDER NOW

FROM

AUTOMOTIVE IMPORTS DISTRIBUTORS

7 WASHINGTON ST. (ROUTE 16)
WELLESLEY HILLS, MASS.

PHONE 235-3344



STANDARD MOTOR OIL COMPANY, INC.
NORTHEASTERN ZONE
650 ALINGHAM STREET
WATERTOWN, MASSACHUSETTS

June 19, 1962

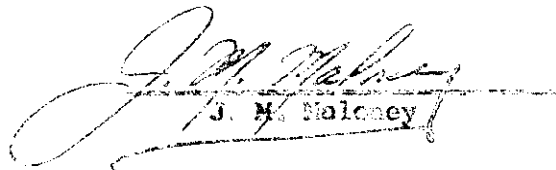
TO: All Dealers

FROM: Zone Manager

SUBJECT: NEW SERVICE MANAGER

Effective as of June 19, 1962, Mr. W. T. Yeager was released from employment with Standard Triumph Motor Company. Effective as of the same date, Mr. Louis B. Hodgson has been appointed Service Manager, Northeastern Zone.

Please direct all correspondence in the future to Mr. Hodgson. I am sure that you will give him your usual cooperation.


J. M. Maloney

JM:W

STANDARD TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE
450 ARSENAL STREET
WATERTOWN, MASSACHUSETTS

June 20, 1962

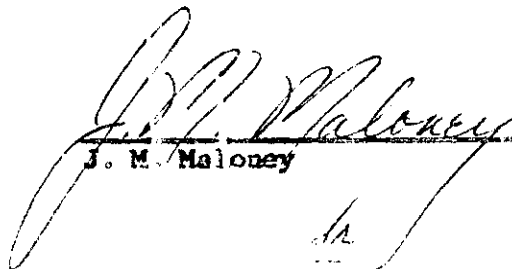
TO: All Dealers
FROM: Zone Manager
SUBJECT: R. L. POLK REGISTRATIONS

Attached please find R.L. Polk registration figures showing the comparison picture of Triumph market penetration for the first 4 months of 1962.

April shows Triumph in a strong third place for the month and only 156 units out of third place for the year to date. Please note that the registrations for the State of New York are estimated. Eliminating the State of New York and using only actual registrations for the rest of the United States, Triumph is in solid third place for the month and for the year to date. With the popular acceptance of our new vehicles, there is no doubt in our minds that Triumph will be in third place in the country by the time May's registrations are received.

Place these figures on your bulletin boards. Advertise Triumph as being in third place position for the month of April. THE PUBLIC LIKES A WINNER! THE PUBLIC BUYS A WINNER! Congratulations on a job well done.

JMM/dr


J. M. Maloney

LEADING 14 MODEL PENETRATION COMPARISON
APRIL YEAR TO DATE 1962 v 1961

INCLUDING R. L. POLK ESTIMATED FIGURES FOR NEW YORK STATE.

MAKE	POSITION		YEAR TOTAL		PERCENTAGE		MONTH TOTAL		POSITION	
	1962	1961	1962	1961	1962	1961	1962	1961	1962	1961
Volkswagen	1	1	67273	56984	62.7	54.9	19045	14446	1	1
Renault	2	2	10813	11953	10.1	11.5	2906	3354	2	2
Volvo	3	7	4512	3173	4.2	3.1	1223	895	4	6
TRIUMPH *	4	8	4356	3038	4.1	3.0	1433	839	3	8
Mercedes	5	5	3721	3707	3.5	3.6	979	1111	5	5
Fiat	6	3	2783	4172	2.6	4.0	753	1410	8	3
Austin-Healey	7	9	2559	2706	2.3	2.7	879	830	6	9
M. G.	8	11	2551	2404	2.3	2.3	863	636	7	12
Metro	9	12	1884	2370	1.8	2.2	462	669	9	11
Peugeot	10	-	1695	-	1.6	-	455	-	10	-
Jaguar	11	-	1527	-	1.4	-	397	-	11	-
Simca	12	10	1451	2576	1.3	2.4	370	770	12	10
Ford	13	6	1158	3413	1.1	3.2	273	1270	14	4
Saab	14	-	1113	-	1.0	-	338	-	13	-
Opel	-	4	-	3803	-	3.7	-	844	-	7
Morris	-	13	-	1918	-	1.9	-	518	-	14
Hillman	-	14	-	1576	-	1.5	-	-	-	-
TOTAL			<u>107396</u>	<u>103793</u>	<u>100.0%</u>	<u>100.0%</u>	<u>30376</u>	<u>27592</u>		

	1962		1961		Leading 14 Perc.	
	1962	1961	1962	1961	1962	1961
TOTAL IMPORTS YEAR-TO-DATE:	115126	119628	93 %	86.7%		
TOTAL IMPORTS MONTH:	32652	33195	93 %	83 %		

* Being actual Registrations excluding New York State, TRIUMPH would be 3rd position year to date and Volvo 4th position.

Where blanks occur models were not listed in leading 14.

STANDARD THERMOMETER COMPANY, INC.
FONDUBASILEW ZONE
450 ARSENAL STREET
WATERLOO, MASSACHUSETTS

June 19, 1962

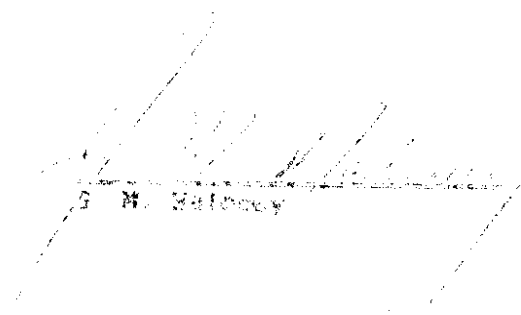
TO: Mr. [Name]

FROM: Gene [Name]

SUBJECT: NEW 1200 SERIES ENGINE SPECIFICATION CHART

We are now in receipt of the new 1200 Series Specification Chart in full color. This is a beautiful display piece and may be put up on the wall in any Service Department. It shows all detailed technical drawings of engine parts and can be of valuable use to your mechanics in your shop.

Your district manager will be glad to discuss the new chart with you and advise you of the best way to display them in your Service Department.


G. M. Maloney

000-1

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO ALL DEALERS

BULLETIN: T-62-23

DEPT: SERVICE AND PARTS

Date: June 6, 1962

SUBJECT: SEAT BELTS

We have been advised by Auto-Craft Manufacturing Company, manufacturers of factory authorized Seat Belts for Triumph automobiles that they are now members of the American Seat Belt Council. This Council is made up of leading manufacturers of seat belts and has established an independent testing laboratory for the express purpose of determining that their products meet the highest standards possible. All belts manufactured under their jurisdiction as of May 4, 1962, will carry their Red, White and Blue seal of approval.

It has already been determined by Standard-Triumph that all belts marketed by our company meet every specification of the S.A.E. and/or the S.C.C.A. We welcome this additional Quality Control.

We are all aware of the recent influx on the market of belts of every type and we feel it only fair to our Dealers and their customers that they be advised of the high quality of our products.


W. T. Yeager
Zone Service Manager

WTY:T

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-32

DEPT: Service & Parts

DATE: July 24, 1962

DISTRIBUTION: Distributors, Zone
Offices & Dealers

REF: OSC. 20/62

RELEASE: Immediate

SUBJECT: LUBRICATION INTERVALS

Following extensive testing by our Engineering Division, it is considered possible to extend routine lubrication intervals on the Triumph TR-3A, TR-3B, and TR-4 to 1500 miles instead of 1000 miles.

This will make a reduction in the overall routine maintenance cost to owners.

Service Manager

lenc

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: T-62-33

DEPT: Service & Parts

DATE: July 24, 1962

DISTRIBUTION: Distributors, Zone
Offices & Dealers

REF: S.O.S. 5/43

RELEASE: Immediate

SUBJECT: HERALD & TRIUMPH 1200
HOOD ASSEMBLY

From approximate Commission Numbers GA-55100, G-69180 restrictor stays were fitted to the hoods of all Herald & 1200 models and, at the same time, the two stop brackets were deleted from the cross tube assembly, part number 205317.

Spares Division will keep supplies of the cross tube assembly fitted with the two stop brackets, 122358, for servicing earlier vehicles.

Lewis B. Thompson

Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-34

DEPT: Service & Parts

DATE: July 24, 1962

DISTRIBUTION: Distributors, Zone
Offices & Dealers

REF: S.I.S. 1/55

RELEASE: Immediate

SUBJECT: TRIUMPH 1200
CARBURETOR SETTING

In the general data section of Group I of the Triumph 1200 Workshop Manual Supplement, the main jet setting for the B. 30. PSEL carburetor is given as 112.5. The correct jet size is 110 and the data should be altered accordingly.

Lewis B. Hodgson.

Service Manager

ENC

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-35

DEPT: Service & Parts

DATE: July 24, 1962

DISTRIBUTION: Distributors, Zone
Offices & Dealers

RIF: S.L.S. 1/54

RELEASE: Immediate

SUBJECT: GUDGEON PIN FITS

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 Six 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.

Louis B. Hodge

Service Manager

lmc

Louis B. Hodge

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-37

DEPT: Service & Parts

DATE: July 24, 1962

DISTRIBUTION: Distributors, Zone
Office & Dealers

REF: S.I.S. 4/26

RELEASE: Immediate

SUBJECT: TRIUMPH TR-4 ROAD
SPRINGS & DAMPERS

The original equipment suspension for the Triumph TR-4 models carries the following part numbers.

(a) Regular Equipment

	<u>Front</u>	<u>Rear</u>	
Road Springs	201898	208636	Drivers side (L.H. steering only)
		208637	Passengers side (L.H. steering only)
Dampers	113624	202388	R.H. (U.S.A.)
		202389	L.H. (U.S.A.)

(b) Competition Equipment

Road Springs	201899	304008	
Dampers	113556	202390	R.H.
		202391	L.H.

Lewis B. Hodgson

Service Manager

kmc

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

TO: ALL DEALERS

BULLETIN: T-62-19

DEPT: SERVICE AND PARTS

DATE: May 8, 1962

SUBJECT: REBUILT ENGINE EXCHANGE PROGRAM

This is to advise that effective immediately we are instituting a rebuilt engine exchange program. As of this date this will apply only to the engine for the TR-3 and TR-4. As you know, these engines are identical except for the slightly larger displacement of the TR-4. It should be noted also that, due to the different location of the front motor mounts, it is necessary to change the engine front plate when mounting a TR-3A engine in a TR-4 or vice versa. With very few exceptions all rebuilt engines will be to TR-3A specifications.

The exchange engines will be completely rebuilt, with all components not meeting rigid factory specifications being replaced and will be made available, less ancillary equipment, such as manifolds, fuel pump, water pump, distributor, generator, starter, etc. They will be covered by the same warranty contract that covers a new Triumph, except that the warranty period is reduced to 90 days or 3,000 miles, whichever occurs first, for parts and labor, with no extension to 12 months or 12,000 miles, and will not include the cost of labor for removal and replacement in the chassis. Date of installation and mileage, with the vehicle serial number, must be reported to this zone in writing within 15 days after the installation is made. We wish to emphasize that the engine taken in for exchange should be similarly complete and that the engine block and cylinder head must be serviceable - that is, we will not accept an engine with a block or cylinder head that is cracked or has other major defects which would render it unserviceable. We reserve the right to charge the dealer if these components are found to be defective.

The dealer net for these engines will be \$347, plus the old engine, as compared to \$624 for a new one. Under no circumstances can these engines be sold at this price on other than an exchange basis.

Old engines being exchanged must be thoroughly drained of oil and coolant; the exterior area cleaned or thoroughly washed with solvent; boxed or crated and shipped so this cost with freight prepaid.

We reserve the right to change the above prices without notice.

H. J. Spear
Sales Manager
New Service Bureau

VP:WT

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



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STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: ALL DEALERS

BULLETIN: T-62-25

FROM: SERVICE AND PARTS

DATE: June 12, 1962

SUBJECT: Door Locks Herald - All Models.

From approximately GA. 50348 a new type of door lock was incorporated on Herald range of vehicles.

The new lock assemblies differ from the old inasmuch as the lock itself is a separate unit from the handle and locking barrel.

Under the new conditions exterior locking is confined to the driver's door only, the locking of the passenger door being operated by internal remote control.

Although both types of lock are interchangeable as complete units, no retrospective action is to be taken to install locks on the passenger side, and faulty locks must be replaced with the original type, supplies of which will be maintained by our Parts Department.



W. J. Neeger
Zone Service Manager.

WTY:T

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



Service Memorandum #3-62

Date: January 15, 1962

To: All Dealers

Subject: Seat Belt Anchorage - Triumph TR-4

As stated in Service Memorandum #15-61, it is now required by the laws of the State of Connecticut to have seat belt anchorages mounted in all new cars sold after January 1, 1962. Under separate cover all dealers in Connecticut have been shipped the necessary hardware for making this installation on all units in their stock.

Enclosed herewith you will find drawings showing the exact location of these anchorages in the TR-4 model. It should be noted that any other location or type of anchorage will not comply with pertinent state laws.

While it is felt that these drawings are self-explanatory, we should like to point out that the flat rectangular reinforcing plate should go inside the vehicle under the carpeting and that the "S" shaped plate is mounted on the exterior of the vehicle in the rear wheel well and is held in place by the eyebolt which is inserted through a 7/16" hole which you must drill through the vehicle body. In mounting the "S" shaped plate, it may at first appear that the eyebolts supplied are too short. However, we have found that by first tapping the bolt in with a few good hammer blows, drawing it through with the nut, then removing the nut and positioning the plate while exerting pressure against the eyebolt, it is possible to make this installation.

We should like to caution all dealers against using eyebolts other than those provided. These bolts are of sufficient hardness to comply with all state regulations.



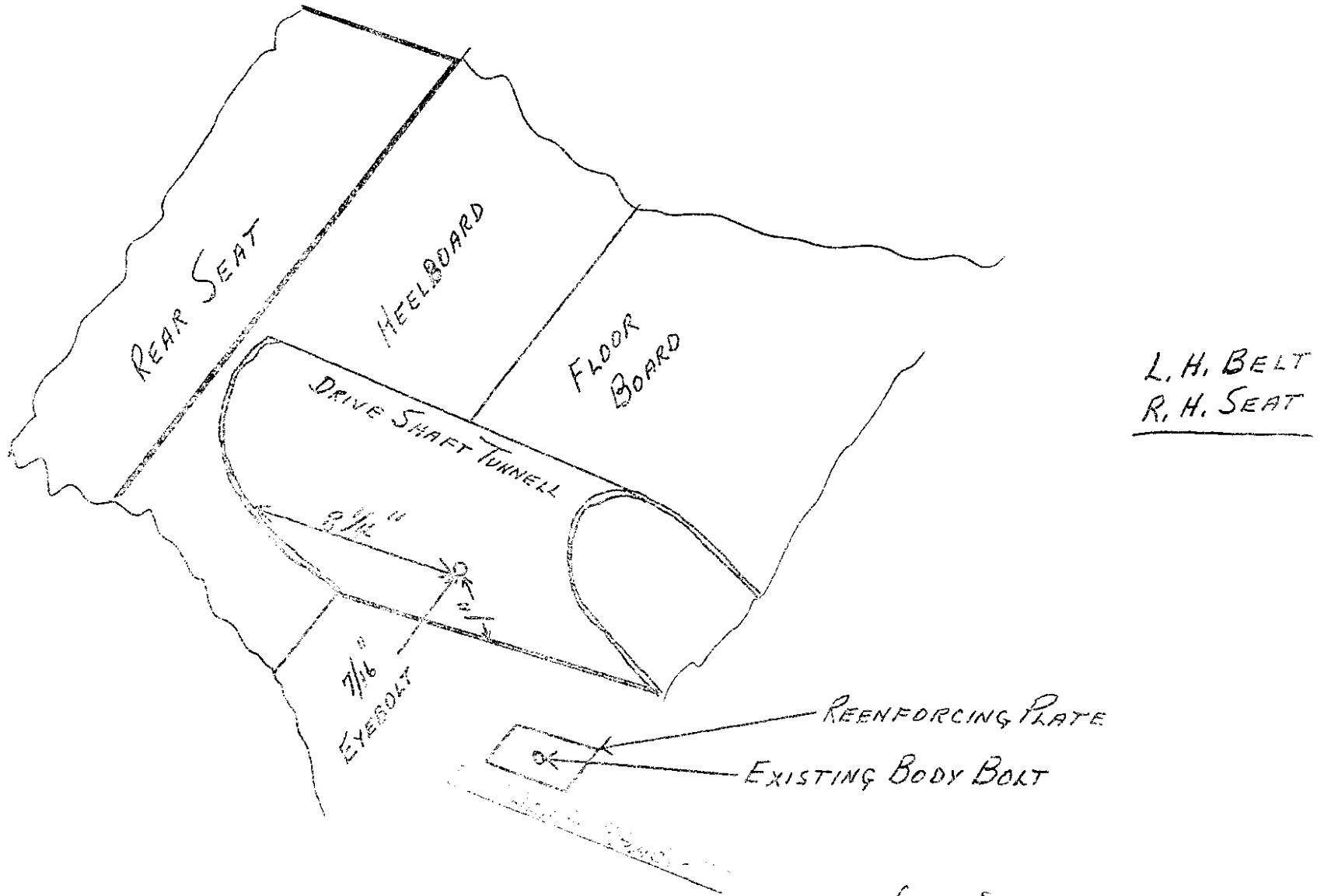
ZONE SERVICE MANAGER

T. Yeager

dm

enclosures

TRIUMPH TR-4 SEAT BELT ANCHORAGE LOCATION



L. H. BELT
R. H. SEAT

NOT TO SCALE

TRIUMPH TR-4 SEAT BELT ANCHORAGE LOCATION

L.H. SEAT
L.H. BELT

REAR EDGE OF
LEFT DOOR OPENING

$\frac{11}{16}$ " FROM EDGE OF FENDER RECESS TO
CENTER OF EYEBOLT HOLE

FENDER RECESS

$\frac{7}{16}$ " EYEBOLT

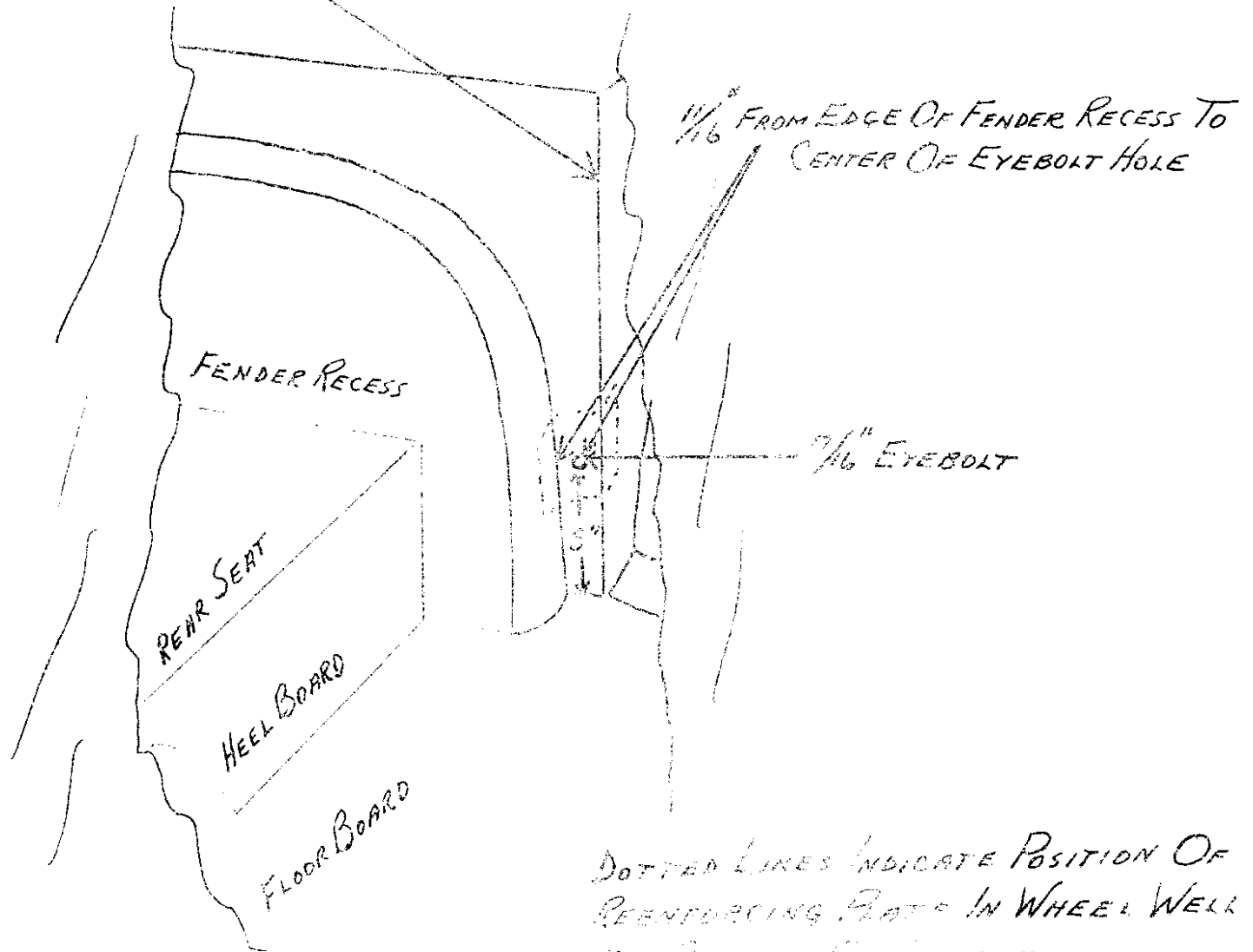
REAR SEAT

HEEL BOARD

FLOOR BOARD

NOT TO SCALE

DOTTED LINES INDICATE POSITION OF
REINFORCING PLATE IN WHEEL WELL
ON OTHER SIDE OF VEHICLE.



STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #15-61

Date: January 5, 1962

To: All Dealers

Subject: Seat Belt Anchorage - Triumph Herald

Public Act 532 of the State of Connecticut states in part. "Section 1, (a) After January 1, 1962, no new passenger motor vehicle shall be sold or registered in this state, unless equipped with sufficient anchorage units at the attachment points for attaching at least two sets of seat safety belt fasteners for front seat of the motor vehicle. Such an anchorage unit at the attachment point shall be of such construction, design and strength, as to support a loop load strength of not less than 4,000 lbs. of each belt."

Drilling template drawings for anchorage points in the Triumph Herald are enclosed. Once you have made these templates you will note that, by turning them over, they may be used for locating anchorage points for the required belts. It is anticipated that these templates will be used for equipping only those units presently in your stock. All units shipped from this Zone after January 1, 1962 will be properly equipped with anchorage hardware installed.

The proper hardware (eyebolts, plates, etc.) for units presently in your stock will be forwarded under separate cover.

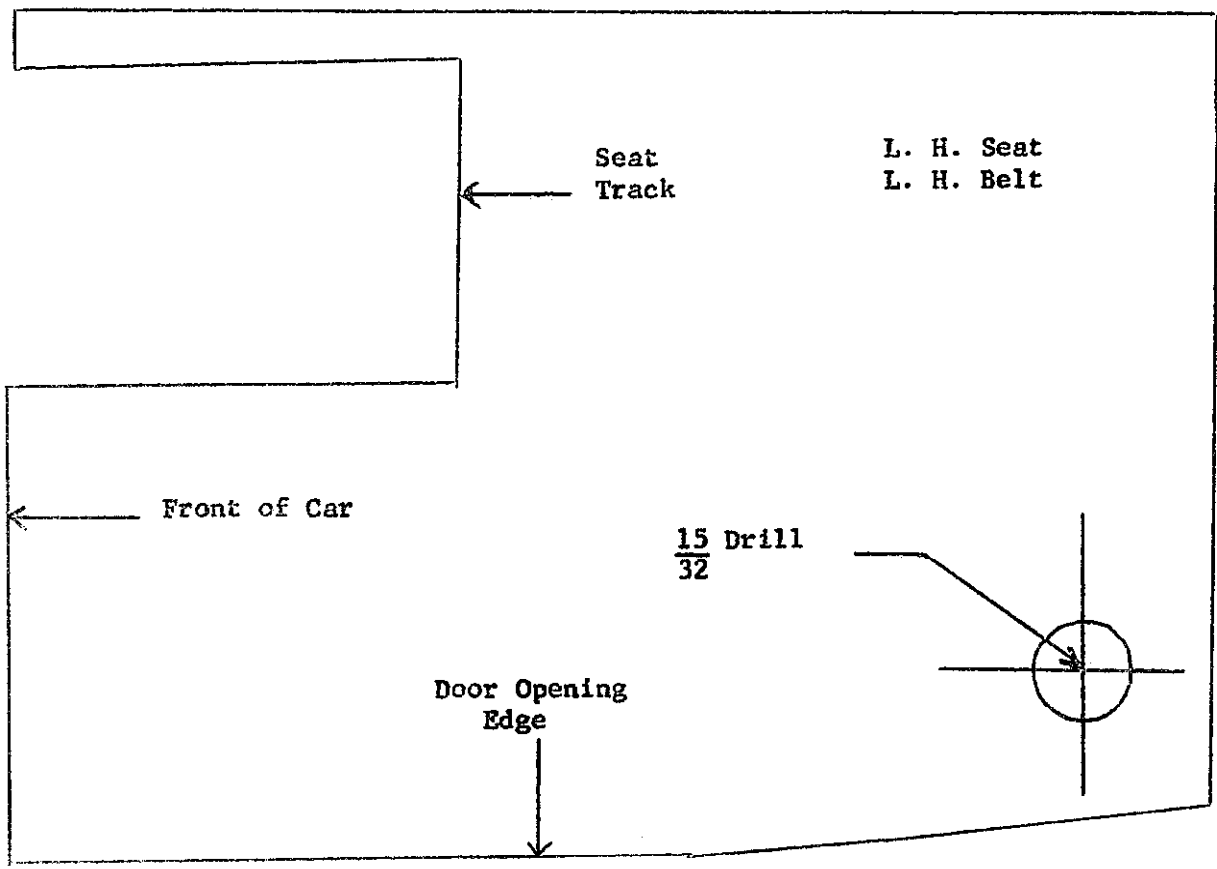
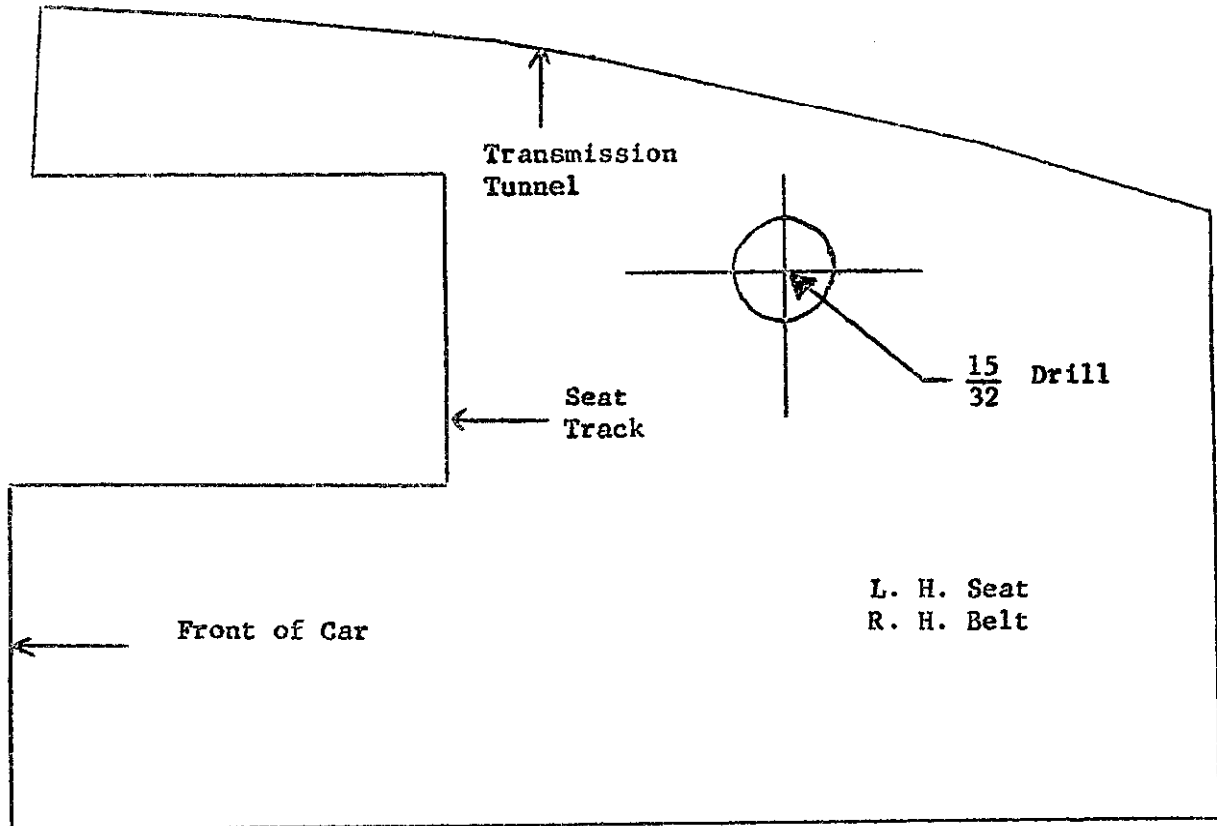
Template drawings for the TR-3 and TR-4 models will be mailed within the next few days.



ZONE SERVICE MANAGER

W. T. Yeager
dm

TRIUMPH HERALD SEAT BELT ANCHORAGE DRILLING TEMPLATE DESIGN



STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #14-61

Date: January 4, 1962

To: All Dealers

Subject: TR-4 Preliminary Service Information

As an enclosure, you will find a pamphlet covering preliminary TR-4 technical and service information.

The permanent Service Shop Manual is presently in the process of being printed and will be distributed at a later time.



ZONE SERVICE MANAGER

W. T. Yeager
gm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #7-67

Date: January 9, 1962

To: All Dealers

Subject: Seat Belt Anchorage - Triumph TR-3

As an enclosure you will find drawings for drilling template design for mounting seat belt anchorage belts in the TR-3. As with the Herald model, it is anticipated that these templates will only be necessary for modification of cars in dealers stocks in the State of Connecticut.

While it is felt that these drawings are self-explanatory, it should be pointed out that, when using the templates, you should place them vertically against the heel board of the rear seat platform and thereby make the actual drilling and anchorages through the heel board. You will find also that by reversing the templates, you can locate anchorage points for both the left and right sets of belts.

All units shipped from this Zone after January 1, 1962 will have this installation already made.

Necessary hardware will be shipped to dealers concerned within the next few days.

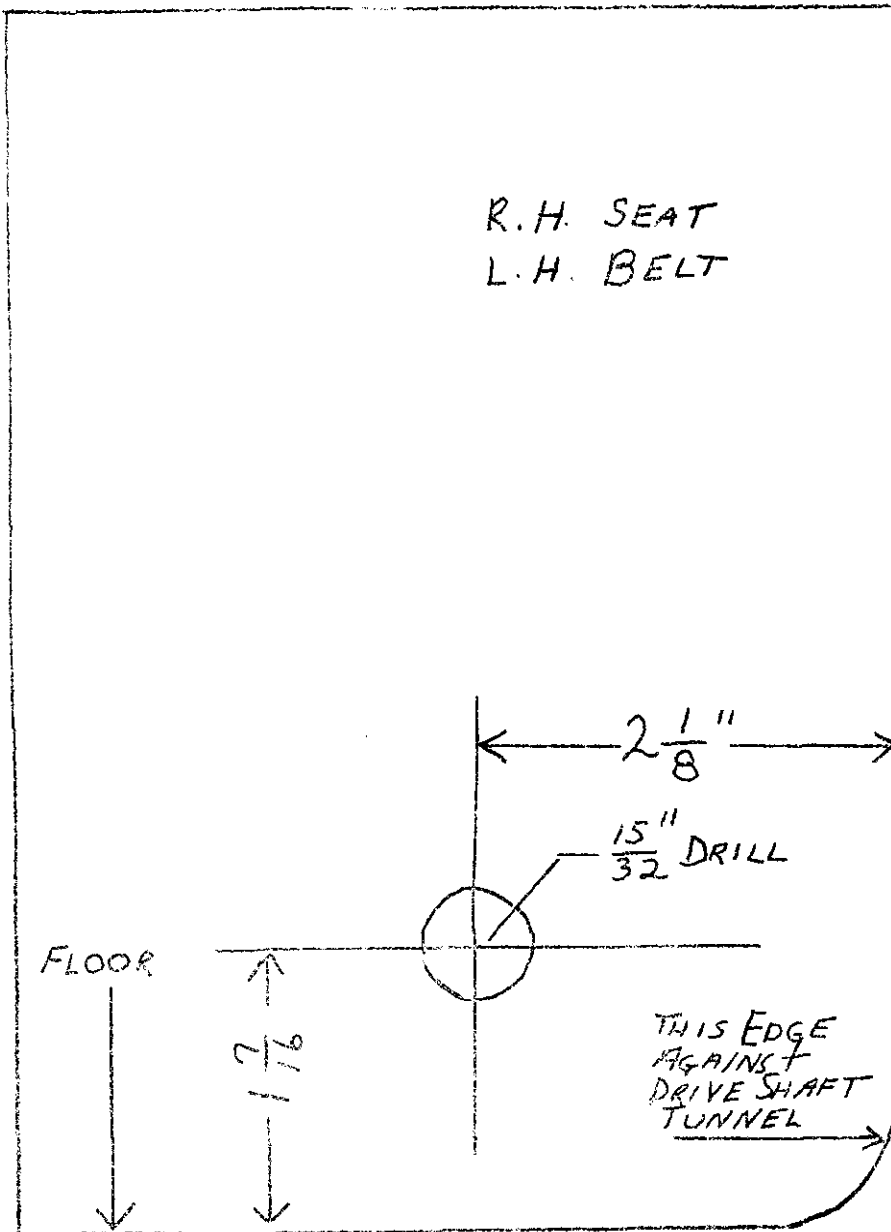


ZONE SERVICE MANAGER

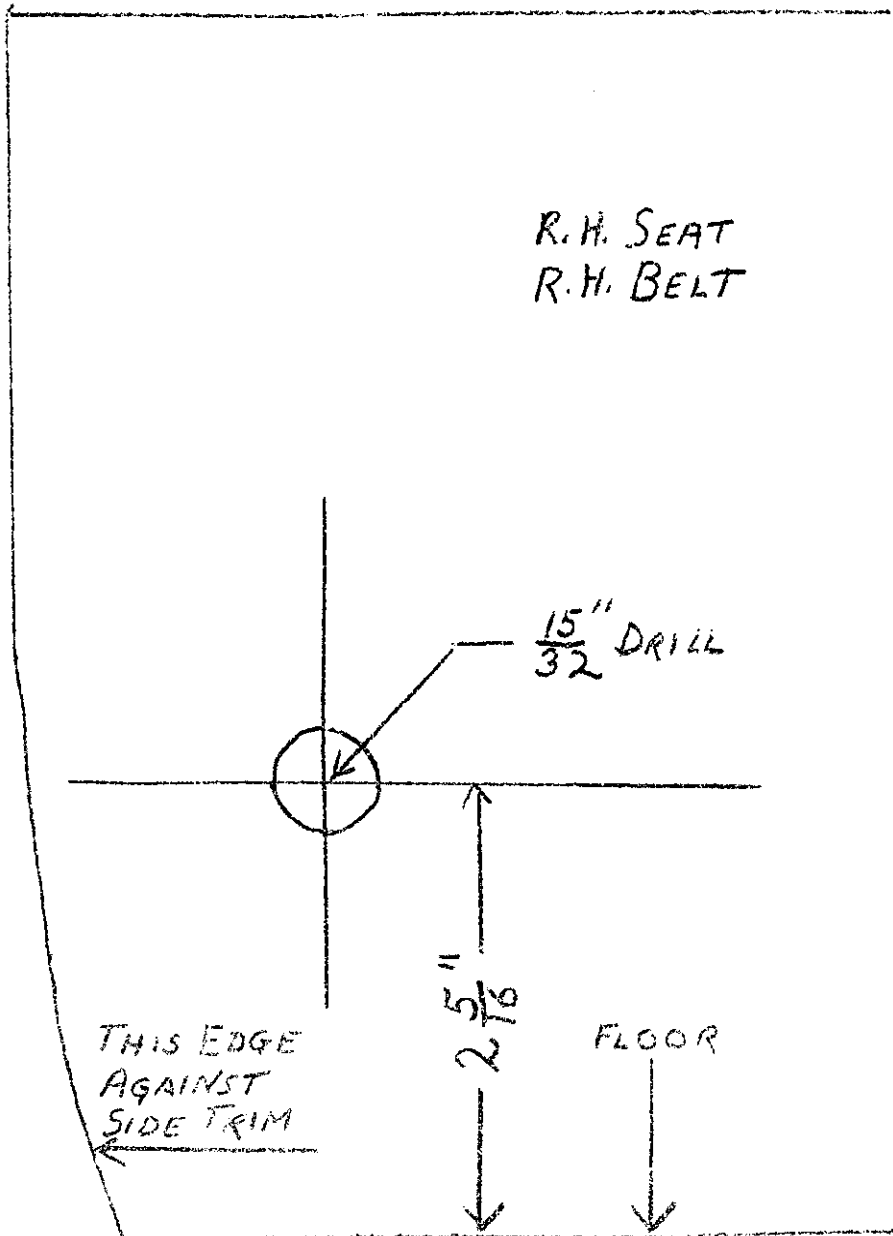
W. T. Yeager

dm

TRIUMPH TR-3 SEAT BELT ANCHORAGE DRILLING TEMPLATE DESIGN



TRIUMPH TR-3 SEAT BELT ANCHORAGE DRILLING TEMPLATE DESIGN



STANDARD MOTOR EQUIPMENT, INC.
NORTHEASTERN ZONE
450 ARSENAL STREET
WINTERTOWN, MASSACHUSETTS

January 8, 1962

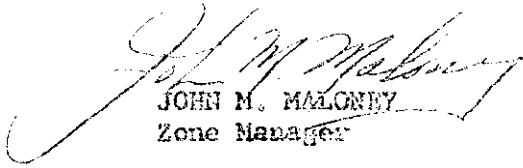
TO : Northeastern Zone Triumph Dealers
FROM : Zone Manager
SUBJECT: Suggested Price Structure

	<u>Dealer Net</u>	<u>Dealer Markup</u>	<u>Retail</u>
HERALD SEDAN (1200)	\$1,419.00	\$280.00	\$1,699.00
HERALD CONV. (1200)	1,579.00	370.00	1,949.00

OPTIONAL EQUIPMENT

Heater & Screen Washer Kit	\$39.50	\$ 9.50	\$49.00
Disc Brakes	39.50	9.50	49.00
Whitewall Tires	20.25	4.75	25.00
Bendix Radio (Installed)	36.02	20.58	57.50
Bendix Radio (Supplied)	33.92	23.58	57.50
Tonneau Cover	24.30	5.70	30.00
Permanent Anti-Freeze	2.00	.50	2.50
Pre-Delivery Service	25.00		
Handling Charge	7.50		

NORTHEASTERN ZONE


JOHN M. MALONEY
Zone Manager

JMM/L

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE
450 ARSENAL STREET
WATERTOWN, MASSACHUSETTS

January 8, 1962

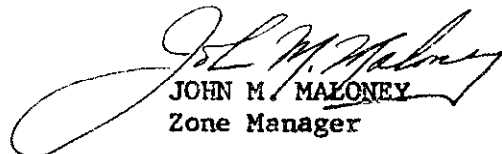
TO : Northeastern Zone Triumph Dealers
FROM : Zone Manager
SUBJECT: TR-4 HARDTOP COLORS

Whereas the original intention was to produce the TR-4 Hardtop Coupe only as a two-toned car with the hardtop in either black or white, the result of our press showings and dealer meetings throughout the country has indicated that monotone cars would be almost universally preferred.

Accordingly, all TR-4 hardtop coupes from the initial production onward will have the hardtops finished in the same color as the body of the car. All your present orders for TR-4 hardtops will be finished in this manner and future orders and forecasts need only, therefore, specify the body color of the car.

Very truly yours,

NORTHEASTERN ZONE


JOHN M. MALONEY
Zone Manager

JMM/L

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: ST-61-37

DEPT: Service and Parts

DATE: December 15, 1961

SUBJECT: TR-6 SOFT TOP

In erecting the soft top of the TR-6, care should be taken to connect the small hooks and eyes on either side behind the windshield frame BEFORE THE SOFT TOP FRAME IS SHIPPED INTO ITS UPRIGHT POSITION.

Any attempt to hook up these small fasteners afterward will almost invariably lead to damage of either the hook or eye.

Equal care should be taken to ensure that these fasteners are unhooked before the soft top is removed from the windshield frame.



ZONE SERVICE MANAGER

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN #T-62-9

DEPT: Service and Parts

DATE: March 26, 1962

SUBJECT: ANTI-SWAY BAR KIT - TR-4

An Anti-Sway Bar Kit for the TR-4 is now available under part number 510584, carrying a suggested retail price of \$26.88.

This part number should be recorded and orders placed in the usual manner.


Zone Service Manager

W. T. Yeager
ags

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

?

TO: All Dealers

SUBJECT: T-52-10

DEPT.: Service and Parts

DATE: April 27, 1962

SUBJECT: TR-4 SCHEMATIC PARTS

In response to many inquiries, please advise all concerned of the below-mentioned part numbers relative to the small hook that secures the soft top side valance to the windshield frame.

Hook Side Valance, part number 611903.

Back Plate for Hook, part number 563002.

Rivets, part number 565756.

W. F. Yeager
Zone Service Manager

W. F. Yeager
dr

SUPPLEMENTARY SERVICE INFORMATION TR-4

Adjustment of the TR. 4 door lock is achieved as follows:-

1. Securing the lock unit

The lock unit projects through a "cut out" in the door shut face and is held in position by four fixing screws. Three of these have slotted heads (as opposed to Phillips type) and these should be fitted first. The Phillips self tapping screw should then be inserted through the hole and tightened.

2. Securing the Remote Control Unit

This is attached to the lock with a spring clip, and should be loosely secured to the inner door panel with the three screws at this stage. Using the remote handle, put the lock and remote control into the locked position by pushing the handle towards the lock, holding this position by means * of a 1/8" split pin located through either of the two holes in the body of the remote unit. Slide the remote unit towards the lock and tighten the three screws.

3. Adjusting the Push Button Plunger.

With the two seating washers in place, the handle should be offered to the door in the appropriate position and the clearance between the plunger and lock lever checked. This can be done by looking through the inner door panel aperture. The clearance should be 1/32". Attached to the plunger is a lever, and it will be seen that by turning the lever the button can be pressed and the plunger pushed out. This is the unlocked position. Similarly, by turning in the opposite direction and pressing the button the plunger does not move. This is the locked position.

Before the plunger is adjusted it must be in the unlocked position.

Unscrew the lock nut and turn the adjusting screw in the required direction. Tighten the lock nut before releasing the plunger. When this has been done attach the extendable link to the plunger lever. Next move the lever to the locked position and it will be noted that in this position a small hole in the lever will correspond with a similar hole in the casing. By inserting a short piece of 1/8" wire into this hole the plunger will be maintained in the locked position. With the wire in position secure the handle to the door.

4. Connecting the Push Button Mechanism to the Lock

We now have the remote control secured in the locked position by means of the split pin, and the plunger in the locked position with the piece of wire. All that remains is to connect the link from the push button to the lock, utilising the best of the three holes. Finally, remove the split pin and wire.

* Note that the handle should be attached in such a manner that it is pointing upwards at this stage.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE
450 ARSENAL STREET
WATERTOWN 72, MASSACHUSETTS

March 23, 1962

TO ALL DEALERS:

ATTENTION: SERVICE MANAGERS

Gentlemen:

From owner inquiries and dealer warranty claims received, it appears that insufficient regard has been given to our Service Memorandum #11-61 dated October 23, 1961, covering Warranty On Vendor Items.

It is requested that you review this memorandum (#11-61) and follow its instructions in submitting future warranties.

I would like to add that when shipping a part for replacement, you should enclose, in addition to the Nisonger or Lucase Warranty Tag, a Standard-Triumph Warranty Claim for Labor.

Your cooperation in this matter will result in better warranty service.

Very truly yours,

STANDARD-TRIUMPH MOTOR CO., INC.


W. T. Yeager,
Zone Service Manager

WTY:zgc

Distribution:

Mr. R.W. Thomson
Mr. J. Maloney
Mr. J. King
Mr. L. Sault
Mr. J. Erickson
Mr. L. Hodgson



TO: All Dealers

BULLETIN: ST-61-40

DEPT: Service and Parts

Date: January 9, 1962

SUBJECT: RINSHED-MASON COLOR CODING VELASQUEZ CREAM

Listed below you will find the color formula for Velasquez Cream in both LACQUER and ENAMEL.

U7263 - VELASQUEZ CREAM - LACQUER

100	Lacquer Thinner	100
832	30901 White	932
33	30708 Ochre	965
31	30402 Ebony (Black)	995
4	30709 Indo Orange	1000

2U7263 - VELASQUEZ CREAM - ENAMEL

100	TE-01 S.S. Mix	100
805	TE-91 White	905
52	TE-77 Ochre	957
34	TE-42 Ebony (Black)	991
9	TE-78 Indo Orange	1000

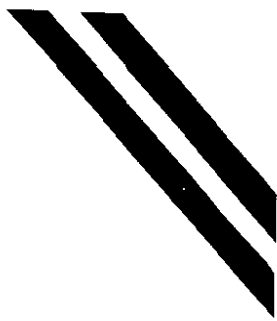
W. T. Yeager

 ZONE SERVICE MANAGER

W. T. Yeager
 dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

REPLY TO: 2-62-61

FROM: Service and Repair

DATE: April 21, 1961

REPAIRS: REPAIRS FOR PAINT FINISH

Please note the following Triumpher formulas submitted by Linched-Mason Company for Denon Blue colors:

AIR DRY ENAMEL

20420 RENON BLUE

100	12-01	S.G. Base	100
410	13-91	White	510
309	17-41	Temp. Black	819
317	18-42	Gargale Blue	926
64	17-66	Perm. Maroon	1000

LACQUER

02620 RENONIA BLUE

100	100001	Primer	100
526	30901	White	626
172	30401	Black	793
159	30204	Gargale Blue	957
42	30603	Perm. Maroon	1000

W. E. Yeager
21

W. E. Yeager
Zone Service Manager



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: 9T-52-16

DEPT.: Service and Parts

DATE: April 23, 1967

SUBJECT: HERALD VERTICAL LINK

In the interests of standardization, the diameter of the bores for locating the oil seal on the vertical link has been increased from 1.382/1.380" to 1.502/1.500". The new links were introduced into production at commission number:

GA. 45683 for Drum brakes.

GA. 46960 for disc brakes.

The modified vertical link, part number 209223/3 for RH & LH respectively can be identified by the embossed serial number 1102157 situated on the upper leg of the link. Earlier type links were embossed with the serial number 1102129.

The new link is interchangeable with the earlier type providing the felt seal, oil seal and retainer are also replaced and care must be taken when servicing these items to ensure that only the correct parts are fitted.

The part numbers affected are:

Front suspension unit assy RH	509042	replaced by	305668
Front suspension unit assy LH	509043	" "	305669
Front suspension unit assy Disc RH	510643	" "	305670
Front suspension unit assy Disc LH	510644	" "	305671
Vertical Link RH	205483	" "	209222
Vertical Link LH	205484	" "	209223
Felt Seal	100867	" "	132668
Felt Seal Retainer	100868	" "	132667
Oil Seal Assembly	107194	" "	132664
Front Axle Sub Assy.	510871	" "	511148

Refer to Plate "Q" of the Herald Parts Catalogue.

W. T. Yeager
Zone Service Manager

W. T. Yeager
dr

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



To All Dealers

REFERENCE: 7-01974

DEPT: Service and Parts

DATE: April 25, 1962

REASON: 1964 DEFLECTOR PLATES - SCREEN DEMISTER

To increase the demisting/defrosting efficiency of the heater on the 624, deflector plates are now fitted between the demister ducts and the apertures in the scuttle top.

The plates (part Number 61399) now available from our Parts Department are interchangeable and have a tapered 6" slot which concentrates the warm air flow onto the screen. Examination from above the scuttle will immediately reveal whether or not the plates are already fitted.

A guarantee claim of 30 minutes will be accepted on completion of fitting, the instructions for which are given below.

Fitting Instructions:

Passenger Side:

1. Remove the two bolts, immediately below the glove box which secure the fascia to its support stay, and move the stay clear of the box.
2. Remove the glove box (six screws).
3. Remove the nuts securing the demister outlet and the duct to the scuttle top and pull the duct clear of the slots.
4. Fit the deflector plate onto the studs with its chamfered corner facing forward and towards the heater. Refit the duct, ensuring before tightening the securing nuts, that the tapered slot of the deflector plate is centrally positioned in the scuttle aperture.
5. Refit the glove box and fascia stay.

Driver Side:

Repeat operation 3 and 4 above.


Area Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: 68-62-12

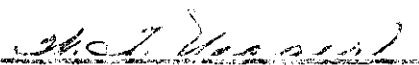
DEPT: Service and Parts

DATE: April 25, 1968

SUBJECT: TR-4 UNDERSIDE BODY PANEL

A few cases have been reported of a loud metallic noise being apparent when the car body flexes under normal road conditions. Where this condition arises it will usually be found caused by a portion of the underside lip of the body panel binding the rear shock absorber bracket.

The condition is readily corrected by peeling the body panel lip at the appropriate point to give clearance. This modification has been incorporated on all TR-4 models from serial number CT-4500.


Zone Service Manager

W. T. Yeager

dr

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



TO ALL DEPARTMENTS

FROM SERVICE AND TRAINING

RE: 2nd SPEED SYNCHRONIZING SLIDERS

BB-1571B 5-6-64

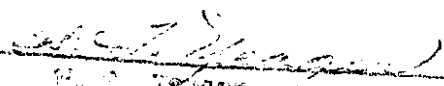
DATE May 14 1964

When the 2nd speed synchronizing sliders are replaced, it is important to check the condition of the 1st and 2nd speed counter shaft gear teeth. Usually inspection will reveal that the 1st speed counter shaft gear teeth are damaged and also the teeth on first gear synchronizing sliders.

Replacement of only these damaged parts will not correct this complaint. In some cases the misalignment may location normally for about 2,000 miles, and then the trouble will reappear.

To correct this trouble the following is suggested and will work in the most severe cases:

1. When replacing first speed counter shaft gear replace both inner and outer retainer rings also; part number 19103 (2) required, and needle rollers part number 20763 (2) required.
2. Make sure the main bearing loading of the 1st speed counter shaft is 17 pounds. This can be corrected by adding a reinforcing steel spring found below the axial release loading spring.
3. Replace interlock plunger, part number 103100, to first gear synchronizing hub. NOTE: Make sure hub is placed on mainshaft first before assembling. Place a .001" shim between interlock plunger and interlock ball. This will cause a more positive lock of the hub to the shaft.
4. It is advisable to also check the end float of 2nd and 3rd speed bushings on the mainshaft making certain that it is between .007 and .012 inches.


W. E. Wenger
Zone Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: #T-62-2

DEPT: Service and Parts

DATE: January 9, 1962

SUBJECT: TRIUMPH TR-4 STARTING HANDLE KIT

The TR-4 does not come equipped with a starting crank as Standard equipment.

To deal with owner inquiries for the purchase of the additional item of a crank handle for the Triumph TR-4, please note that the Crank Handle Kit is available under part number 510990. The crank handle alone without the installation kit carries part number 131818.

Please ensure that this information is passed to all Parts Department personnel.



ZONE SERVICE MANAGER

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: #T-62-1

DEPT: Service and Parts

DATE: January 9, 1962

SUBJECT: TRIUMPH TR-4 INSTRUMENTS

The Triumph TR-4 fuel and temperature gauges are of the "hot wire type" and used in conjunction with these units is a voltage stabilizer which controls these circuits at 10 volts to 10½ volts.

Before rejecting fuel or temperature gauges for incorrect calibration, the voltage stabilizer unit should be tested between its output and ground for the correct voltage.

When testing the above instruments at any time it is essential that only 10 volts be applied either using 10 volts direct or inserting a stabilizer in the checking system.

It should also be noted that the voltage stabilizer is at all times connected in series with the units which it is intended to supply and if grounded it will overheat and become permanently damaged.

The stabilizer is a Smiths vendor item and it is located on the right side of the passenger compartment, well forward, under the dash.



ZONE SERVICE MANAGER

W. T. Yeager

dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE

TO: All Triumph Dealers

BULLETIN #T-60-1

DEPT: Service and Parts

DATE: December 8, 1960

SUBJECT: Triumph Accessory List, December, 1960.

Attached herewith please find current lists of accessories for the TR-3, Herald, and TR-10 now available from our Parts Department.

Included are both factory items and domestic accessories which have been checked and approved as to quality and price.


You may sell these accessories with the full assurance that you are selling the best, and the profits from such sales, if aggressively merchandised, will be of substantial benefit to you.

Owners purchase some of these items by mail order from establishments as far away as California. The volume of such sales is tremendous.

Cut yourself into this market by placing your order now and make it a point to carry some of these accessories in your stock at all times.

"YOU CAN'T DO BUSINESS FROM AN EMPTY WAGON!"

ORDER -- DISPLAY -- SELL



R. T. Timms
Zone Service Manager

RTT:aw

Enclosures.

P.S. TO ORDER CALL WALNUT 6-0660
AND ASK FOR TONY



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN # T-62-4

DEPT: Service and Parts

DATE: February 14, 1962

SUBJECT: SPOT-IN PAINT REPAIRS TRIUMPH TR-4

The following is the procedure recommended by the Binshed-Mason Company for spot repairs on the Triumph TR-4 high baked enamel (350degrees for 45 minutes).

1. Sand damaged area with 320 grit paper.
2. Smooth the feather-edge with 400 grit paper. Clean and dry off prior to spraying Primer-Surfacer on the area.
3. Where bare metal appears, treat bare metal with Metal Conditioner following the directions on the container.
4. Reduce AFS-403 Gray Primer-Surfacer as directed on the container.
5. Spray two (2) double head coats of AFS-403 on the damaged area. Allow to dry 30 minutes before sanding with 400 grit paper.
6. Sanding should be done on the complete Surfacer area and as far around on the original finish as you intend to spray the new lacquer. (This is important; otherwise pooling, poor adhesion and a generally unsatisfactory finish will result.)
7. Reduce Lacquer of the right color according to instructions on the container. Spray 2, 3 or 4 thin wet coats on the repaired area with low air pressure. (40 lbs. at the gun nozzle.)

This method with quality thinner, ENT-99, will not require polishing; will eliminate waiting and minimize drying time.

W. E. Yeager
Zone Service Manager

W. E. Yeager

WJG

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-5

DEPT. Service and Parts

DATE: March 19, 1962

SUBJECT: TRIUMPH TR-L HORN FAILURE

Occasional horn failure will be found due to breakage of the ground bonding wire between the two sides of the top universal joint in the steering column.

This is being overcome by the revised method of fitting the ground bonding wire by passing it through the center of the coupling. The best method of producing the necessary hole in the coupling is to use a 7/16" diameter pin punch and when the tag has been fitted to the coupling bolt and everything tightened, it is advisable to bend the tag slightly inwards towards the center of the coupling to avoid fouling the adaptor on the full angular deflection.

This modification has been incorporated from Serial Number CT-2778.

W. T. Yeager


Zone Service Manager



TO: All Dealers

BULLETIN: T-62-40

DEPT: Service & Parts

DATE: July 30, 1962

DISTRIBUTION: All Dealers

SUBJECT: SPEEDOMETER FAILURE
TRIUMPH TR-4

RELEASE: Immediate

Oil in Speedometer

Sluggish operation or very high reading at low speeds usually indicates that transmission oil has entered the instrument due to failure of oil seal #60247.

The speedometer and the speedo driven gear bearing from the gearbox should be replaced and both units should be returned through Zone or Distributor for rectification by the Nisonger Corporation and returned to stock.

It is essential that the bearing speedo driven gear #107747 be replaced at the same time of cleaning the speedometer if this condition is to be permanently rectified. Note that replacement of the bearing assembly only is required #107747. The original driven gear #58969 may be re-used. When reassembling take care when inserting the driving gear #58967 into the bearing #107747 to lubricate it and avoid damaging the life of the seal which is inside the bearing.

Records indicate availability in most Zones and Distributors of #107747 and also #107749. In case of shortage the 107749 could be separated from 107747 to provide this latter item.

It should be noted that 107747 can be used for transmission with or without Overdrive and the external "O" ring seal is provided for the standard transmission but does not affect its application to Overdrive models.

Warranty Procedure

Standard Transmission

S.G.4	Remove & replace speedo pinion	20 minutes
S.I.E.1	Remove & replace speedometer	10 minutes

Overdrive Transmission

S.G.4(a)	Remove & replace speedo pinion (Includes S.G.6 transmission tunnel)	1½ hours
S.I.E.1	Remove & replace speedometer	10 minutes

Labor for STNCI warranty claim - rectification of instrument will be free of charge by Nisonger. Instruments should be tagged or labeled in the normal manner.

Lewis B. Hoelypson

Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.


NORTHEASTERN ZONE



April 12, 1962

TO : All Northeastern Zone Dealers
FROM : Zone Manager
SUBJECT: Overseas Delivery TR3B

Because of the oversold condition of the TR3B and all future production being covered by firm orders, it will be impossible to accept additional orders for overseas delivery on the TR3B.



JOHN M. MALONEY

STANDARD TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE
450 ARSENAL STREET
WATERLOO, MASSACHUSETTS

August 16, 1962

TO : Northeastern Triumph Dealers
FROM : Zone Manager
SUBJECT: Suggested Price Structure TR-4 and TR-3-B Optional Extras
60 Spoke Wire Wheels

It is planned to replace the 48 spoke wire wheel option with a 60 spoke wire wheel option on both the TR-3-B and TR-4 models.

Listed below is the suggested price structure on the 60 spoke wire wheel option:

Dealer Net:	\$ 97.00
Dealer Mark-up:	<u>23.00</u>
Retail:	\$120.00


Zone Manager

STANDARD TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-62-44

DEPT: Service & Parts

DATE: August 23, 1962

DISTRIBUTION: All Dealers

REF: EC/5653

RELEASE: Immediate

SUBJECT: TRIUMPH TR-4
PROPELLER SHAFT

The grease fitting for the front universal joint spline on the Triumph TR-4 propeller shaft has been revised from a straight fitting to a 45° angle fitting to improve accessibility during lubrication.

Existing vehicles having the straight fitting should be modified in cases of difficulty of access to the grease fitting by substituting an Alemite fitting number 1637B.


Service Manager

lnc

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: #T-61-38

DEPT: Service and Parts

DATE: December 18, 1961

SUBJECT: TR-4 GAS LINE RATTLE

On certain TR-4s, the gas line rattles at the first attachment point from the gasoline tank. The bracket securing the pipe is fitted underneath the body directly above the rear shock absorber on the left hand side of the car.

This is being corrected in future production but where there is a loud, intermittent rattle from the left rear of the car, it is a simple matter to jack up the car, pull the gas line away from this bracket, insulate it with electrical tape or "Dum Dum" and snap it back into the bracket, ensuring that it is a snug fit.


ZONE SERVICE MANAGER

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: #T-61-33

DEPT: Service and Parts

DATE: November 27, 1961

SUBJECT: HERALD REAR HUB REMOVAL

Where it becomes necessary to apply any form of shock loading to facilitate the pulling of the rear hub from a Triumph Herald with the axle on the car, precaution should be taken to disconnect the axle shaft at the axle universal joint. This precaution will avoid possible damaging of the inner axle shaft during this operation.

Zone/Service Manager

W. T. Yeager
dra

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: #T-61-34

DEPT: Service and Parts

DATE: December 4, 1961

SUBJECT: BENDIX TRIUMPH RADIO SERVICE

Enclosed herewith is a copy of the Bendix Radio official directory of authorized service dealers. Bendix Radios will be installed in nearly all TR-4 models in the very near future.



Zone Service Manager

W. T. Yeager
dm



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: #T-61-35

DEPT: Service and Parts

DATE: December 4, 1961

SUBJECT: HERALD INNER AXLE SHAFT

Inner half shaft rear axle assemblies of units from commission numbers GA-35604 and Y-31501 incorporate a revised circlip groove. These shafts may be used to replace the earlier type, provided that the revised circlip is also fitted and the existing thrust washer discarded.

The Parts affected are as follows:

<u>Item</u>	<u>Existing Part Nos.</u>	<u>Replaced by Part Number</u>
Inner axle shaft assembly	117661	132649
Circlip	121680	132650
Thrust Washer	120327 (No longer required)	

The enclosed illustration will assist in the identification of both the new and old type shafts.

NOTE: These instructions are for information only and do not constitute and authority to carry out modifications at the expense of the Standard-Triumph Motor Company, Inc.

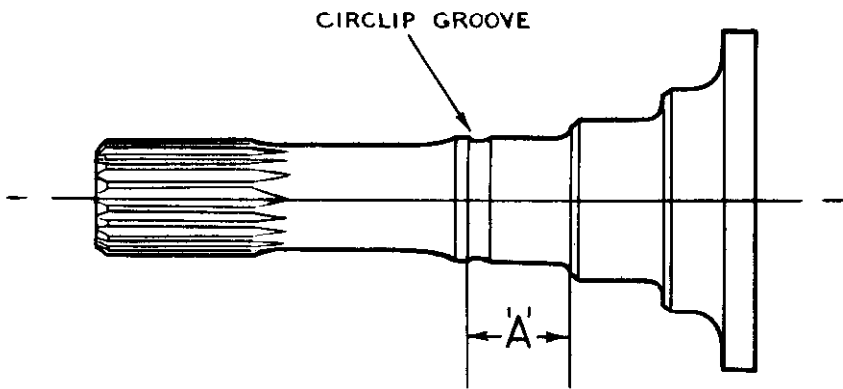
A. T. Yeager
Zone Service Manager

WT Yeager
da

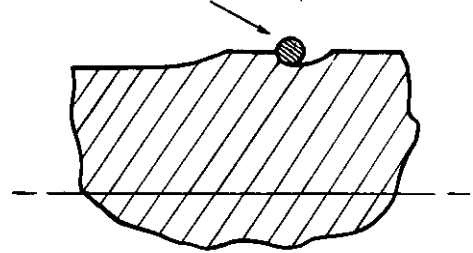
enclosure

INNER AXLE SHAFT
(MODIFIED CIRCLIP GROOVE)

3/44

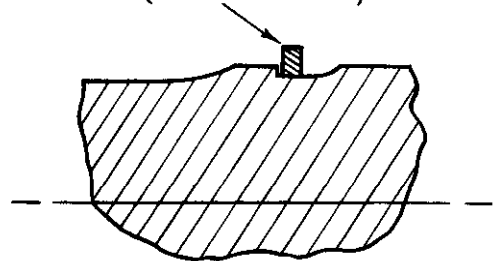


SECTION THROUGH CIRCLIP (PART No. 132650)



ENLARGED VIEW OF LATEST TYPE
CIRCLIP GROOVE (PART No. 132649)

SECTION THROUGH CIRCLIP
(PART No. 121680)



PART No. 132649 — DIM. 'A' 0.643"/0.648" (16.33/16.46mm)
PART No. 117661 — DIM. 'A' 0.683"/0.685" (17.35/17.40mm.)

B 263

ENLARGED VIEW OF EARLIER TYPE
CIRCLIP GROOVE (PART No. 117661)



Since the introduction of the Herald range of models, modifications to the radiator mounting have necessitated three changes of part number.

- (a) Up to Commission Numbers G-15448, GY-430, Y-3564 (prior to the fitting of engine valance panels).

Radiator Part Number 303486.

- (b) From Commission Numbers G-15449, GY-431, Y-3564 to Commission Numbers G-58293, GY-9726, Y-20036 (introduction of engine valance panels).

Radiator Part Number 305052.

- (c) From Commission Numbers G-58294, GY-9727, Y-20037 onwards and the complete 1200 range, 4 bolt fixing instead of 8 bolt fixing.

Radiator Part Number 305340.

To resolve the complication of stocking three different radiators a Service Scheme has been prepared to adapt the current radiator for all models. When stocks of 303486 and 305052 are exhausted spares stocks will be confined to 305340.

The fitting instructions are as follows:

Cars under category "a".

1. Make up, as illustrated, two side support straps and fit to radiator.
2. Refit hood stay rod bracket, counter balance spring brackets and horns as originally fixed.

Cars under category "b".

1. Attach radiator, as received from stock, to valance sides by 4 fixing bolts (2 on either side using the middle holes).




December 4, 1961

-2-

2. Attach hood stay rod bracket to top hole of R.H.S. valance.
3. Fix latest type counter balance spring brackets Part Number 130030 to second hole from top on each side of the radiator in place of original brackets which are unsuitable.
4. Refit horns as originally fixed.

Cars under category "c".

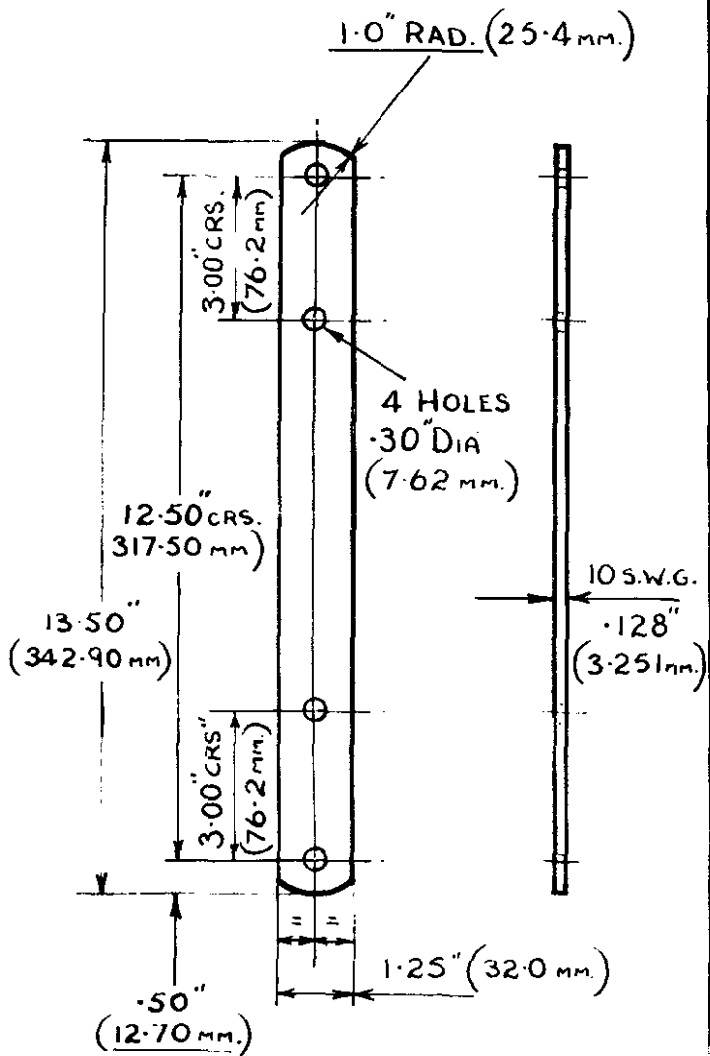
No departure from original fixing necessary.



Zone Service Manager

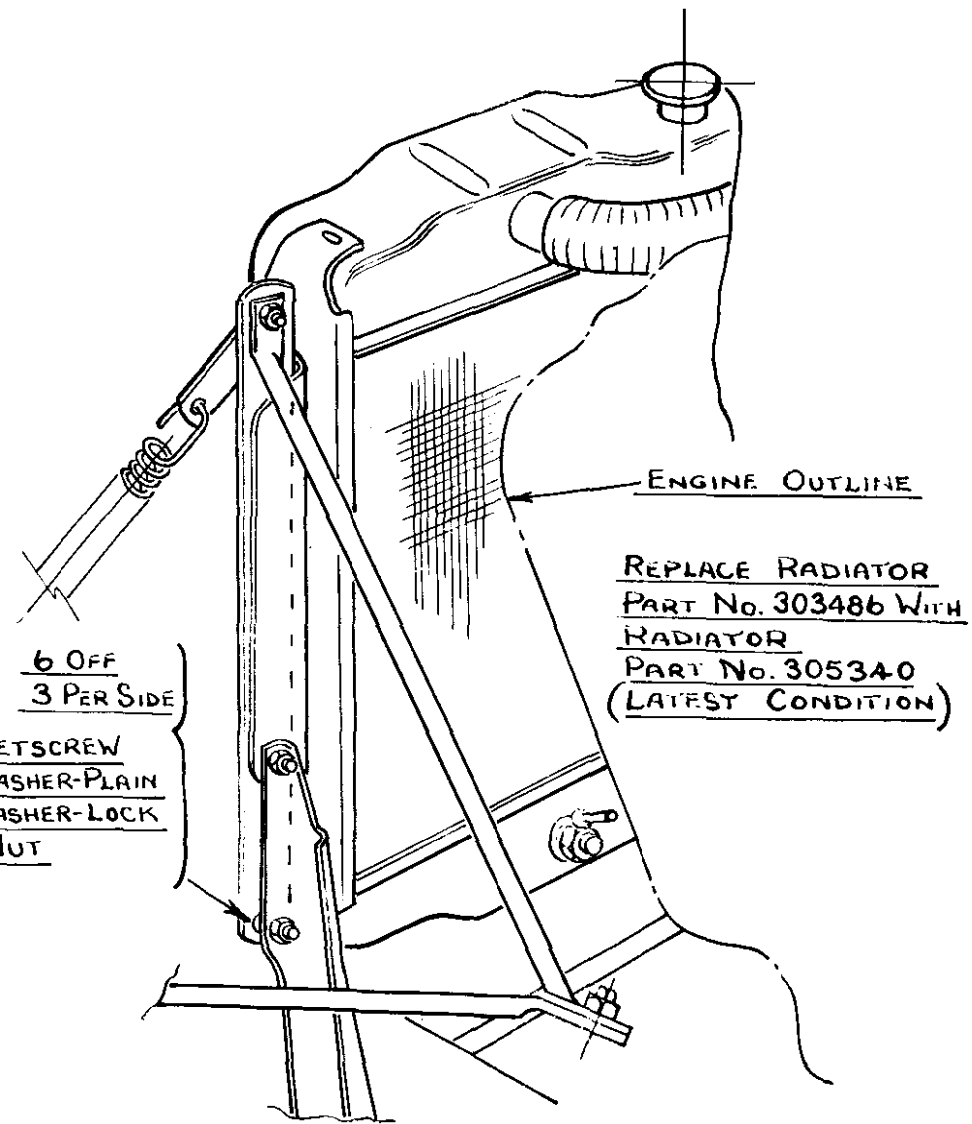
W. T. Yeager
dm

1/45.



MATERIAL: - M.S. STRIP
NO. OFF: - 2

SUPPORT STRAP DETAILS



B240

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: #Y-61-32

DEPT: Service and Parts

DATE: November 13, 1961

SUBJECT: HERALD DASH PANELS

The following procedure has been thoroughly tested and is recommended for refinishing Triumph Herald dash panels:

1. Any portions that are peeling or cracked, remove, feather edge and apply spot putty if needed.
2. Apply one coat of #99 plastic primer over entire dash board and let dry for thirty minutes. The #99 primer should be thinned with #99T thinner 25% before applying.
3. Take a tac rag and tac the entire dash board.
4. Apply two coats of TR-444 Dark Gray dash paint and let dry for one hour before detailing.
5. The TR-444 paint should be applied with a QGA 501 pressure spray gun at about twenty-five pounds pressure. DO NOT THIN THIS MATERIAL. DO NOT APPLY THIS MATERIAL WITH A SUCTION TYPE GUN.

Material

#99 plastic primer - \$1.95 per quart plus freight.
#99-T plastic primer - 95¢ per quart or \$2.15 per gallon plus freight.
TR-444 Dark Gray dash paint - \$2.10 per quart plus freight.
QGA spray gun, if required, \$16.00 plus freight.

The above material may be obtained from the distributors of the Acme Company at the following address:

Thomson Company
12631 East Imperial Highway
Santa Fe Springs, California


Zone Service Manager

W. T. Yeager
de

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: Mr. Sealant

DATE: 10/25/45

FROM: General and Parts

DATE: October 25, 1945

SUBJECT: HUBBARD ROAD SERVICE

In your increased growth program, it was noted that the following items have been carried in production at the time of the above mentioned:

GA-5271
Y-52736

NY-1-140
G-1-138

The new spring, which is 1 1/2" long and 1/2" wide, is to be used in the new model, to be identified by serial number and is to be used in the new model, as well as in the old model, by replacing a shock spring, from the old model to the new model.

The following items are listed:

Front shock spring 2241, size 1 1/2" x 1/2"

Front bumper and spring assembly 2241, size 1 1/2" x 1/2"

NOTE: These items are for the information of the customer and are not to be used in any way without the approval of the Standard-Triumph Motor Company, Inc.

[Handwritten signature]
Zone Service Manager

H. V. Kington
cc



TO: All Dealers

BULLETIN: T-61-27

DEPT: Service and Parts

DATE: November 6, 1961

SUBJECT: VALANCE PANELS

Detachable rear and side valance panels are now fitted to the Herald range of cars. Stocks of valances for older vehicles are exhausted and all future service replacement of valances will be of the detachable type.

The method of fitting detachable valances to earlier models is described and illustrated below:

Parts RequiredSide Valance (L.H.)

$\frac{1}{4}$ " Acme Screw
Plain Washers
Captive Nut

Side Valance (R.H.)

$\frac{1}{4}$ " Acme Screw
Plain Washers
Captive Nut

Rear Valance

$\frac{1}{4}$ " Setscrew
Plain Washer
Spring Washer
 $\frac{1}{2}$ " UNF Nut
1/8" Rivets

Part No. 902273

Part No. UL2704 - 7 required

Part No. WP0167 - 7 required

Part No. FA305714 - 7 required

Part No. 902274

Part No. UL2704 - 7 required

Part No. WP0167 - 7 required

Part No. FA305714 - 7 required

Part No. 902268

Part No. H40704 - 6 required

Part No. WP0035 - 6 required

Part No. WL0207 - 6 required

Part No. HM2007 - 6 required

Part No. 557922 - 2 required

Side Valance (To Renew)

Disconnect the positive (earth) cable from the battery.

(Left hand side valance only). Remove the fuel tank, tail lamp lens and the overrider.

Cut the damaged valance at (b), flush with the tonneau side panel (a) as shown in Fig. 2. Cut the outer edge of the rear flange at (d), and across the tail lamp aperture (c) .93" (24 mm.) from the forward edges of the aperture.

The old valance is now free to be removed and discarded.

File all rough edges and treat with rust preventing paint.

Place the new valance in position, mark the body using the hole in the valance as a guide and drill 9/32" (7 mm.) holes.

Fit seven captive nuts to the new valance (j).



NORTHEASTERN ZONE

Spray paint the valance to match the color of the car.

Fit and secure the valance to the car, using seven screws with washers.

It may be necessary to elongate the holes to affect accurate alignment.

Seal the screws and washers against the ingress of water using Seelastik.

Refit the overriders, tail lamp lens, fuel tank and reconnect the cables to the tank unit and battery.

Rear Valance (To Renew)

Disconnect the positive (earth) cable from the battery.

Remove the fuel tank.

Remove both overriders and tail lamps.

Remove the sealing rubber from the luggage locker flange (g).

Remove striker plate.

Remove the spare wheel.

Drill out two rivets which secure the lower centre position of the valance to the spare wheel compartment.

Cut off the old valance at (h), flush with the lower edge of the locker flange (g) as shown in Fig. 3 X-Y, cut the inner edge of the rear flange (d) and across the tail lamp aperture (e) .93" (24 mm.) from the forward edge of the aperture.

Mark a line .93" (24 mm.) on the side valance at (f) and cut away the old valance. This small flange provides the fixing points for the lower position of the new valance (k).

File the edge neatly and treat with rust preventing paint.


Zone Service Manager

W. T. Yeager
dm

5/38

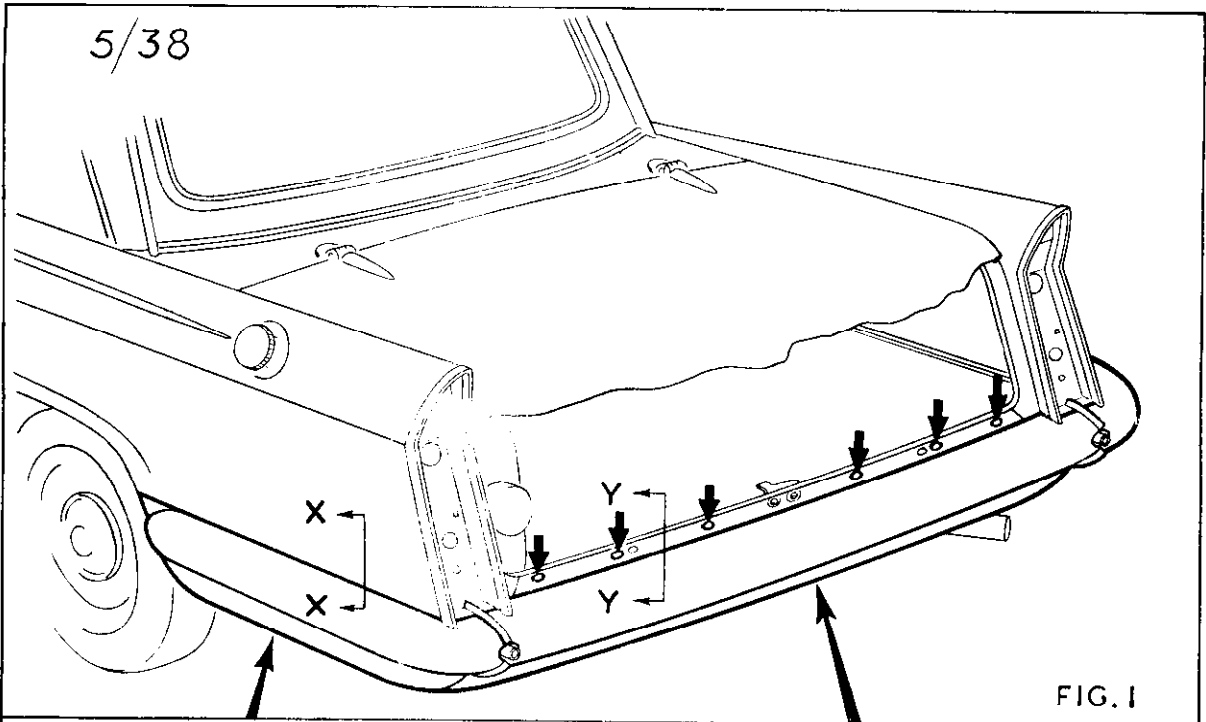


FIG. 1

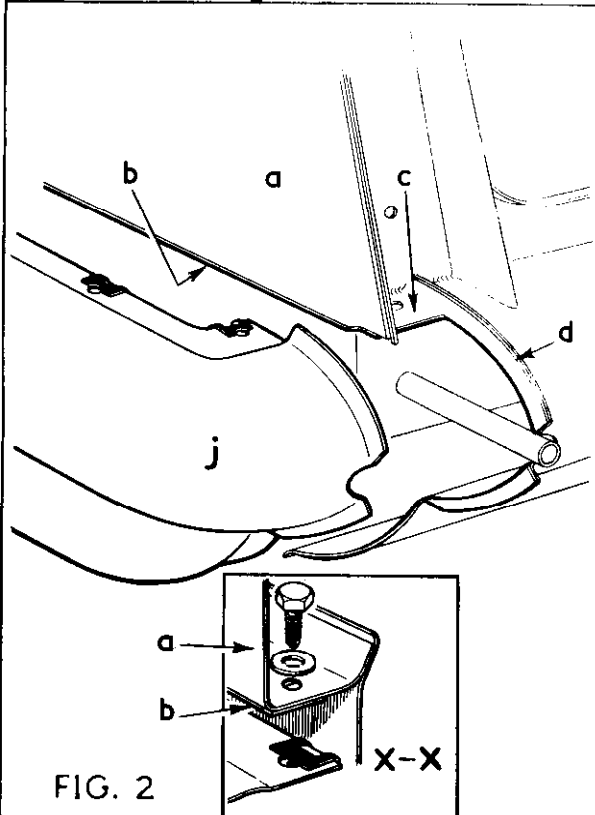


FIG. 2

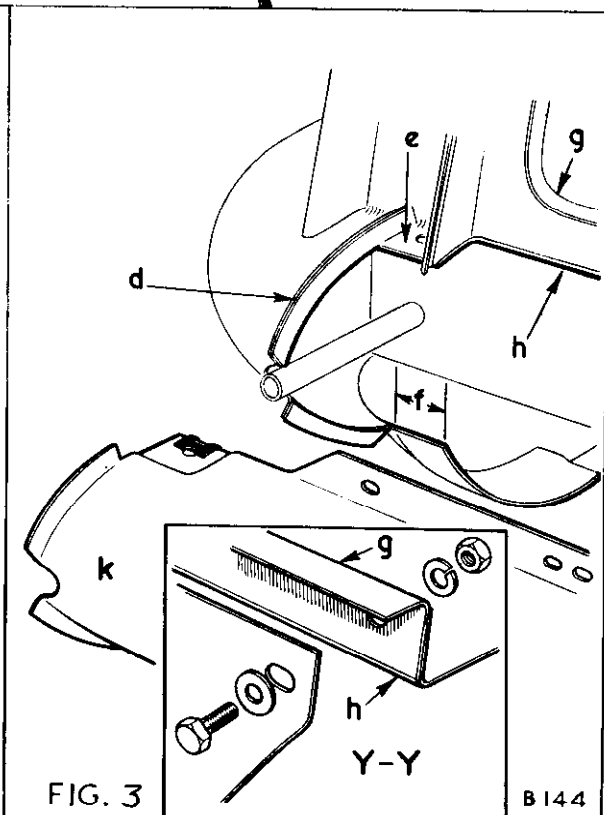


FIG. 3

B144



TO: All Dealers

BULLETIN: T-61-28

DEPT: Service and Parts

DATE: November 6, 1961

SUBJECT: HERALD FRONT SUSPENSION

To improve the sealing and prevent premature wear of the bushes of the front suspension lower trunnion, shims have been added to the assembly as shown in the illustration.

When the occasion arises to renew the trunnion bushes these shims should be added, which necessitate replacement of the distance piece Part No. 132039 in place of the original distance piece Part No. 122497. The fitting instructions are as follows:

1. Remove hex. nut YN2910 and washer WP0010. Withdraw hex. bolt HB1020.
2. Remove distance piece 122497, bearing 122496 and seals 122534 from lower trunnions.
3. Reassemble above items as follows:

Fit shims 132038 between bearings 122496 and lower trunnions as shown in modified assy.
4. Fit distance piece 132039 in place of 122497. Fit seals 122534.
5. Reassemble and insert hex. bolt HB1020.
6. Replace washer WP0010 and hex. nut YN2910.

This modification was incorporated on production at the following Commission Numbers:

GA-17863-DL
GA-17902-LCP

GA-17866-LCV
G-66121-SP

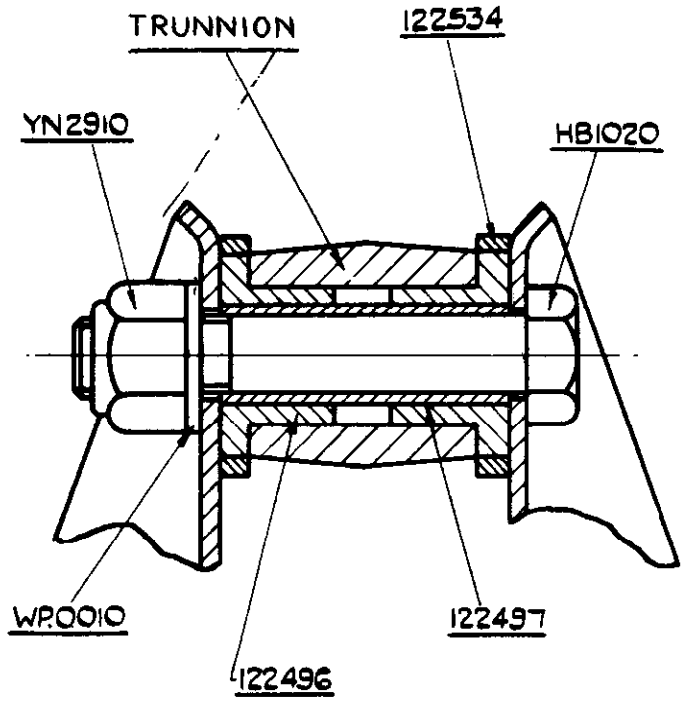
GA-17876-SC

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of the Standard-Triumph Motor Company, Inc.

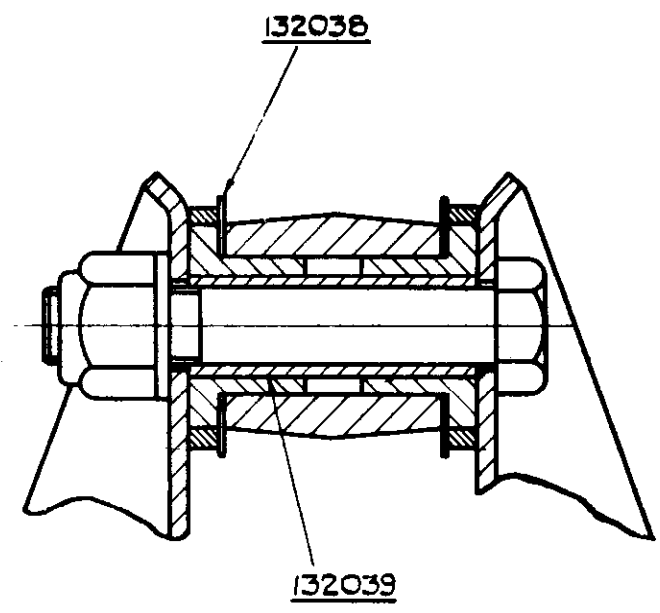

Zone Service Manager

W. T. Yeager
dm

4/22



EXISTING ASSEMBLY.



MODIFIED ASSEMBLY.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: T-61-29

DEPT: Service and Parts

DATE: November 5, 1961

SUBJECT: HERALD 1200 REAR WHEEL BRAKE CYLINDERS

To increase braking efficiency, the size of the rear wheel brake cylinder has been increased from 5/8" diameter to 3/4" diameter. The part number of the larger cylinder for both right and left hand is 120132.

Should it be necessary to change one of these wheel cylinders, exercise care to ensure that the smaller size is not fitted in error. Both types are identified by the figures 5/8" or 3/4" moulded in the cylinder casting.

This alteration was introduced from the following Commission Numbers:

GA-15031 - Sedan and Convertible
GA-18360-CP - Coupe (Not generally imported into the U.S.A.)
G-65719-SP - Estate Car (not generally imported into the U.S.A.)

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of the Standard-Triumph Motor Company, Inc.

W. T. Yeager

Zone Service Manager

W. T. Yeager

dm



TO: All Dealers

BULLETIN #T-61-30

DEPT: Service and Parts

DATE: November 6, 1961

SUBJECT: HERALD RACK AND PINION STEERING ASSEMBLY

Steering units employing a nut and shim adjustment for controlling the uplift of the steering rack supersede, for production vehicles and spares replacements, earlier units which incorporated a Belleville washer and circlip (Refer T-60-47).

The new unit, which was incorporated at the following Commission Numbers:

GA-8705-LDL Herald 1200 Sedan
 GA-1041-LCV Herald 1200 Convertible
 GA-8706-LCP Herald 1200 Coupe (Not imported into the U.S.A.)
 GA-10331-LSC Herald 1200 Estate Car (Not imported into the U.S.A.)

permits adjustment of the rack, by adding or removing shims, without removing the unit from the vehicle.

Although the new steering unit is similar in appearance and may, as a complete assembly, be used to replace the earlier type fitted to original Herald Models, individual parts cannot be interchanged.

The Part Numbers affected are:

Rack and Pinion Steering LHS 305051 replaced by 305459
 Pinion Housing LH LHS 304738 replaced by 208795

Plunger	128003 replaced by Plunger	120946
Shim	128810 replaced by Spring	126765
Plate Spring	128007 replaced by Screwed Cap	132053
End Cover	122129 replaced by Greased Plug	129242
Circlip	509536 replaced by Shim	132055
Grease Plug	128005 replaced by Shim	120959
	Shim	120949

Zone Service Manager

W. T. Yeager
 dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-31

DEPT: Service and Parts

DATE: November 6, 1961

SUBJECT: MODEL IDENTIFICATION

For model identification purposes herewith is a list of recent and current commission numbers suffixes and prefixes.

TBE - LDLB	Triumph TR-10 Sedan
TBE - LSC	Triumph TR-10 Estate Wagon
G - L	Triumph Herald Sedan
Y - L	Triumph Herald Coupe
Y - LCV	Triumph Herald Convertible
GA - LDL	Triumph Herald 1200 Sedan
GA - LCV	Triumph Herald 1200 Convertible
CT - L	Triumph TR-4
CT - LO	Triumph TR-4 (with Overdrive)
TS - L	Triumph TR-2, TR-3, TR-3A
TS - LO	Triumph TR-2, TR-3, TR-3A (with Overdrive)

The following are not generally imported and are quoted for identification purposes:

GY - L	Herald 948cc Sedan with Herald Coupe engine
GA - LCP	Herald 1200 Coupe
GA - LSC	Herald 1200 Estate Wagon



Zone Service Manager

W. T. Yeager
da

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #12-61

Date: November 6, 1961

To: All Dealers

Subject: Price Change - Winter Thermostats - TR-3, TR-3A, and TR-4.

We are very happy to announce a considerable reduction in the price of the Winter Thermostats for the TR-3, TR-3A, and TR-4, Part #0-101956. The new price is as follows:

Suggested List:	\$3.20
Dealer Net:	2.08

We should like to point out that this thermostat should be used in conjunction with an ethylene glycol base anti-freeze and a properly functioning pressure cap. Under no conditions should it be used where outside air temperatures range above 70° fahrenheit.

Since this is the season for installing anti-freeze and the general winterizing of cars, may we expect increased orders for this item.



Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN ST-61-25

DEPT: Service and Parts

DATE: October 11, 1961

SUBJECT: SMITHE INSTRUMENTS' IMPROVED WARRANTY

Please be advised that the warranty on Smiths Instruments distributed in the U. S. A. by the Hitogawa Corporation, has now been extended to twelve months or 12,000 miles, whichever occurs first, on all Triumph models. The warranty commences from the date of sale of each vehicle.

Labor charges for the removal and replacement of Smiths Instruments will be claimed as before; that is, this Zone will pay for labor charges, in excess of \$5.00 warranty, during the first six months or 6,000 miles.



Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-23

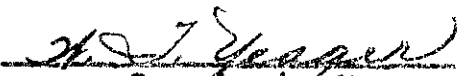
DEPT: Service and Parts

DATE: October 4, 1961

SUBJECT: KEY CUTTING CODE FOR "FP" KEY SERIES

Attached to this bulletin is the Key Cutting Code for "FP" Series keys applicable to Triumph cars. We feel certain that you will find this code valuable in supplying replacements keys to your customers. We should like to point out, however, that this information should be treated as confidential and supplied only to authorized locksmiths and members of your staff.

This Zone is currently stocking blanks for these keys which are for sale at 25 cents each. We can also supply finished keys at 35 cents each.



Zone Service Manager

W. T. Yeager
dm

CONFIDENTIAL

KEY CUTTING CODE FOR "FP" SERIES

<u>Key No.</u>	<u>Combination</u>	<u>Key No.</u>	<u>Combination</u>	<u>Key No.</u>	<u>Combination</u>
	<u>1 3 5 7 9 11</u>		<u>1 3 5 7 9 11</u>		<u>1 3 5 7 9 10 11</u>
FP 626	3 3 2 2 1	FP 677	1 1 2 2 1	FP 726	2 2 3 1 1 3 3
FP 628	3 2 3 2 1	FP 679	3 2 3 3 2 2	FP 727	3 3 1 3 2 2 2
FP 630	2 3 3 2 1	FP 681	2 3 3 3 2 2	FP 728	3 3 3 1 3 3 3
FP 632	3 1 2 2 1	FP 683	3 1 2 3 2 2	FP 729	3 3 2 3 2 2 2
FP 634	1 2 2 2 1	FP 685	1 2 2 3 2 2	FP 730	1 2 3 1 3 3 3
FP 636	3 1 3 2 1	FP 687	3 1 3 3 2 2	FP 731	3 3 3 3 2 2 2
FP 638	1 3 2 2 1	FP 689	1 3 2 3 2 2	FP 732	3 1 3 2 3 3 3
FP 640	2 1 1 2 1	FP 691	2 1 1 3 2 2	FP 733	1 3 3 1 3 3 3
FP 642	2 3 1 2 1	FP 693	2 3 1 3 2 2	FP 734	2 1 3 1 3 3 3
FP 644	3 2 2 2 1	FP 695	3 2 2 3 2 2	FP 735	3 2 3 1 2 2 2
FP 646	1 3 1 2 1	FP 697	1 3 1 3 2 2	FP 736	1 1 3 1 2 2 2
FP 648	3 3 3 2 1	FP 699	2 1 2 3 2 2	FP 737	2 3 3 1 2 2 2
FP 650	2 1 2 2 1	FP 701	1 2 3 3 2 2	FP 738	3 1 3 1 3 3 3
FP 652	1 2 3 2 1	FP 703	2 2 1 3 2 2	FP 739	2 2 3 1 2 2 2
FP 654	2 2 2 2 1	FP 705	1 3 3 3 2 2	FP 740	3 1 3 1 2 2 2
FP 656	1 3 3 2 1	FP 707	3 2 1 3 2 2	FP 741	1 3 3 1 2 2 2
FP 658	3 2 1 2 1	FP 709	1 1 1 3 2 2	FP 742	3 2 3 2 3 3 3
FP 660	1 1 3 2 1	FP 711	1 1 3 3 2 2	FP 743	1 2 3 1 2 2 2
FP 662	2 2 2 2 1	FP 713	2 2 2 3 2 2	FP 744	3 3 3 2 3 3 3
FP 664	3 1 1 2 1	FP 715	3 1 1 3 2 2	FP 745	2 1 3 1 2 2 2
FP 666	3 3 1 2 1	FP 717	2 1 3 3 2 2	FP 746	2 3 3 1 3 3 3
FP 668	2 1 3 2 1	FP 719	2 3 2 3 2 2	FP 747	2 1 3 2 3 3 3
FP 670	2 3 2 2 1	FP 721	2 2 3 3 2 2	FP 748	3 3 3 1 2 2 2
FP 672	2 2 3 2 1	FP 723	1 2 1 3 2 2	FP 749	1 1 3 1 3 3 3
FP 674	1 2 1 2 1	FP 725	1 1 2 3 2 2	FP 750	3 2 3 1 3 3 3

THIS CODE SHOULD BE KEPT IN THE CUSTODY OF AN AUTHORIZED MEMBER OF YOUR STAFF.

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN ST-61-26

DEPT: Service and Parts


DATE: October 4, 1961

SUBJECT: DUNLOP TIRE ROAD HAZARD GUARANTEE

In conformity with current domestic practice in the United States, Dunlop is offering a complete Road Hazard Guarantee on all Original Equipment tires fitted to Triumph automobiles. The Dunlop Road Hazard Guarantee covers all normal road hazards such as cuts, snags, fabric breaks, blow-outs encountered during normal driving conditions for 27 service months in the case of nylon tires and 24 months in the case of rayon tires. Any tire which becomes inoperable because of a road hazard injury covered by this guarantee may be presented to any Dunlop dealer and an allowance will be made toward the purchase of a new tire based on the then current Dunlop price and the amount of the original tread depth remaining.

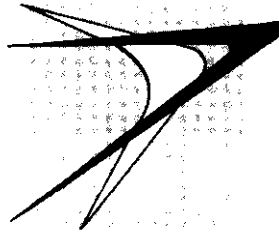
The Dunlop dealers throughout the country will be instructed to accept as proof of date of purchase the guarantee normally issued with the Triumph car when purchased. When such an adjustment is made, the Dunlop dealer will at that time issue a Road Hazard Guarantee on the remaining tires on the car as well as the replacement tire so that the owner will have a separate tire guarantee in his possession from that date.

This news should be welcomed by Triumph dealers as further evidence of the quality of the tires which our Company specifies as Original Equipment and we trust that you will advise them accordingly.


Zone Service Manager

W. T. Yeager
dm

CHRYSLER MOTORS CORPORATION
Subsidiary of Chrysler Corporation



**CHRYSLER -
PLYMOUTH**
Regional Office:
824 - 826 Boylston Street
Chestnut Hill 67, Mass.

October 1, 1961

TO ALL DEALERS IN THE BOSTON CHRYSLER-PLYMOUTH REGION:

As you probably know, we have recently had to realign our District Boundaries within the Region.

This is to advise you that effective immediately your dealership is located in the

PORTSMOUTH DISTRICT

and your District Manager is

E. J. (ED) MCDEVITT

We will appreciate your cooperation in indicating on all necessary reports the proper name of your District in the future.

Very truly yours,

W. A. Eliason
Regional Manager

TJF/w

STANDARD-TRIUMPH MOTOR COMPANY, INC.



NORTHEASTERN ZONE

SERVICE MEMORANDUM #3-61

Date: June 21, 1961

To: All Dealers

Subject: Change of Personnel

We have to announce that as of June 17, 1961, Mr. Italo Bianco, Parts Manager, is no longer with Standard-Triumph Motor Company, Inc.

As of June 19, 1961, Mr. Joseph A. King, has been appointed Parts Manager for this Zone. Mr. King has been in the retail and wholesale automotive parts business in the New England area for more than 20 years and is probably well known to many of you. We feel that he is a welcome addition to our staff.



Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-22

DEPT: Service and Parts

DATE: September 27, 1961

SUBJECT: AXLESHAFT GREASE SEALS FOR HERALD MODELS

Instances have been brought to the attention of the Factory where Inner Hub Grease Seals, part number 121724, have been fitted as service replacements.

This is to advise that the new seal number 128978, which supersedes part number 121724, should be fitted when replacement is necessary.



Zone Service Manager

W. T. Yeager
dm



Date: August 3, 1961

TO: NORTHEASTERN ZONE

Subject: Lucas Sales, Lucas and Lodge

This is to advise that negotiations have now been completed which makes it possible for this Company to sell all Lucas items at exactly the same price charged by Lucas. We feel that this is a definite convenience to you in compiling and placing your parts orders, since it eliminates the necessity of placing separate orders for electrical items and, as a result, we are naturally looking forward to increased sales in this area.

We should like to advise you further that we are also in a position to offer an excellent price structure on Lodge spark plugs. Those prices are outlined below and we want to encourage you to take advantage of the volume discount feature.

IMPROVED STANDARD TYPES

CNY	HLM	2HLM	CN	HN	-----List-----	\$1.40
					Dealer Net-----	.56*
					*Volume discount - Lots 50 to 499 Dealer Net----	.56
					Lots 500 and up " "-----	.46

Note: Dealer order may be in any assortment to make the required quantity.

PLATINUM TYPES (Also R47 & RL47)

The list price (Suggested)-----	\$4.00
Dealer Net-----	2.40*
*Volume discount - Lots 40 to 99 Dealer Net----	2.32
Lots 100 and up " "-----	2.06

ROSETYPE TYPES

The list price (Suggested)-----	\$4.00
Dealer Net-----	2.40*
*Volume discount - Lots 40 to 99 Dealer Net----	2.32
Lots 100 and up " "-----	2.06

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #9-61

-2-

August 3, 1961

Freight will be prepaid on any order of 200 or more Lodge spark plugs. This provision is entirely divorced from this Company's policy of paying normal freight charges on all orders of \$100.00 or more.



Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



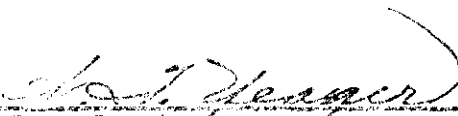
SERVICE MEMORANDUM 42-61

Date: May 29, 1961

To: All Dealers

Subject: T.R.3 Soft Tops

We feel that it is urgent at this time to call to your attention the fact that all T.R.3 Soft Tops are hand fitted to each individual car at the Factory and, for this reason, they are not interchangeable from one car to another. If such a change is made, in all probability, the top will show excessive wrinkles, cause poor fitting of side curtains, and, above all, increase the hazard of cracked windshields and bent windshield frames. This, of course, can only result in dissatisfied customers and increased warranty claims. This Company will not pay warranty claims of this nature where a change of a soft top can be detected. Therefore, we urgently recommend that every effort be made to insure that each top remains with the unit for which it was intended.


Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #7-61

Date: July 13, 1961

To: All Dealers

Subject: Stock Order Dates, Parts

It has been noted that many of our dealers have been employing rather haphazard parts ordering methods and procedures which add considerably to the work load of our Parts Department and cost the dealer money in phone calls, time, and lost parts sales.

For instance: How can you make a profit on an item listing for \$2.00 when your Parts Manager spends \$2.50 for a phone call and \$.30 for postage? And what is it costing this Company to interrupt the processing of a \$200.00 order to fill the one for \$2.00? Also, how much are you losing on potential sales to independent, non-Triumph, shops who deal directly with us because you do not stock sufficient parts?

In an effort to alleviate this condition we are, as shown on the enclosure, establishing two (2) stock order dates per month for each dealer and it is requested that no orders, other than those of a definite emergency nature, be placed on dates other than those shown (see Service Memorandum #5, dated June 23, 1961, regarding Parts Emergency Orders). If this policy is rigidly adhered to it will not only equalize the work load of our Parts Department, which will mean better service to our dealers, but will also be reflected in additional savings/profit to you. This will go into effect as of August First.

We pay the freight charges on all orders of \$100.00, or more, dealer cost. Orders should be mailed in time to reach this Office on, or one day before, your order date. Where a holiday is involved they should reach us on the last working day before the holiday. Please list all items in numerical order on the order form.

In an effort to increase your parts business we are also enclosing a list of independents currently doing business directly with us and we suggest that you stock sufficient parts to solicit this business.


Zone Service Manager

W. T. Yeager:dm

Enclosures: 1. Order date list
2. Independent shop list.

enclosure (1)

7/13/61

ORDER DATE LIST

<u>DEALER</u>	<u>CITY AND STATE</u>	<u>ORDER DATE</u>
Accord Foreign Motors	Norwell, Mass.	1st and 3rd Monday
Bates and Cunningham	Brunswick, Me.	"
Beaton Buick Company	Littleton, N. H.	"
H. G. Bennett Company	Barre, Vt.	"
Bragg Motor Sales	Danbury, Conn.	"
Dewey Bros.	Pittsfield, Mass.	"
Charles E. Brier, Inc.	Belfast, Me.	"
Britannic Motors	Boston, Mass.	"
Broadway Motors	Arlington, Mass.	1st and 3rd Tuesday
Card-McDonald	Norwich, Conn.	"
Chabot Motors	Millbury, Mass.	"
Cheshire Motors	Cheshire, Conn.	"
Collins Garage	Columbia, Conn.	"
Colonial Motors, Inc.	New Canaan, Conn.	"
Concord Buick	Concord, N. H.	"
Cooper's Imported Cars	Quincy, Mass.	"
Cornelio Foreign Car Center	Torrington, Conn.	1st and 3rd Wednesday
Cutler Motor Sales	Melrose, Mass.	"
Daigle Sales Company	Leominster, Mass.	"
Dalsall Motor Sales	Norwood, Mass.	"
Dayton and Edwards	Stratford, Conn.	"
Dempsey's Garage	Great Barrington, Mass.	"
Douglas-Olds-Cadillac	Newport, R. I.	"
Arnold Drouin	Berlin, N. H.	"
Duddie's Triumph Sales and Service	Worcester, Mass.	1st and 3rd Thursday
Europa Motors Ltd., Inc.	No. Chelmsford, Mass.	"
European Motors of Beverly	Beverly, Mass.	"
Faiola Bros. Imported Cars	New Britain, Conn.	"
Ferry Street Garage	Hudson, New Hampshire	"
Foreign Auto Import	Watertown, Mass.	"
Foreign Car Exchange	Waterbury, Conn.	"
Foreign Cars Limited	Providence, R. I.	"
Gateway Motors	White River Junction, Vt.	2nd and 4th Monday
Gavette's, Inc.	North Haven, Conn.	"
Gibb Auto Sales	Rochester, N. H.	"
Goldman Bros. Auto Sales	South Attleboro, Mass.	"
Goodhall's Garage, Inc.	Union, Conn.	"
Gracia's Foreign Motors	New Bedford, Mass.	"
Hackett Imported Cars	Westport, Conn.	"
Highway Auto Sales	South Easton, Mass.	"
Imported Car Sales	August, Me.	2nd and 4th Tuesday
Knight Auto Sales	Bangor, Me.	"
Lambert Motors	Peterborough, N. H.	"
Lee Chevrolet, Inc.	Wellesley Hills, Mass.	"
Lee Circle, Inc.	Milford, Conn.	"
Leonard, Inc.	Seekonk, Mass.	"
Loh Motors	Stamford, Conn.	"
Maxwell Scudabaker	East Hartford, Conn.	"

ORDER DATE LIST (CONT.)

<u>DEALER</u>	<u>CITY AND STATE</u>	<u>ORDER DATE</u>
Meriden Motor Sales, Inc.	Meriden, Conn.	2nd and 4th Wednesday
Merrimack Street Garage	Manchester, N. H.	"
Mon-Cen Motors	Northampton, Mass.	"
Mike Motor Company	New Haven, Conn.	"
New England Motors	Greenwich, Conn.	"
New London Motors	New London, Conn.	"
Norwalk Motor Sales	So. Norwalk, Conn.	"
Ofgant-Jackson	Lynn, Mass.	"
Patterson Ford Sales	Exeter, N. H.	2nd and 4th Thursday
Picard Motor Sales	Woonsocket, R. I.	"
Plalsted Foreign Motors	Salem, Mass.	"
Portland Motor Sales	Portland, Me.	"
Putnam Motor Company	Putnam, Conn.	"
Seybolt Motors	Portsmouth, N. H.	"
Seymour Chevrolet	Cambridge, Mass.	"
Silver's Garage	Presque Isle, Me.	"
Smith Motor Sales	Haverhill, Mass.	1st and 3rd Friday
Russ Smith Triumph Sales and Service	Rutland, Vt.	"
Taylor-Buick-Pontiac	Rumford, Me.	"
Thompson Buick Company	West Roxbury, Mass.	"
Trans-Atlantic Foreign Cars	Hingham, Mass.	"
Valley Buick	Springfield, Mass.	2nd and 4th Friday
R. F. Wentworth Sales	Dover, N. H.	"
Westport Auto Sales	Westport, Conn.	"
Wigwam Sales	So. Burlington, Vt.	"
Wilton Imported Cars	Wilton, Conn.	"
Woodward Motors	Keene, N. H.	"

Enclosure (2)

7/17/61

INDEPENDENT SHOP LIST

NAME

CITY AND STATE

Aama Auto Body	Northampton, Mass.
American Dodge, Inc.	W. Hartford, Conn.
Auto Engineering	Lexington, Mass.
Automotive Dist.	Lynn, Mass.
Bonic Auto Body	Dorchester, Mass.
Cambridge Auto Metal	Cambridge, Mass.
Centre Automotive	Framingham, Mass.
Competition Eng.	Middletown, R. I.
Coxes Garage	Lawrence, Mass.
Dunker & Donahue	Boston, Mass.
Dennisport Motors	Dennisport, Mass.
Foreign Car Service	Holliston, Mass.
Foreign & Sports Cars	Worcester, Mass.
Franklin Field Motors	Dorchester, Mass.
Gaston Audrey	Framingham, Mass.
Grant's Service	Lunenburg, Mass.
Hodgkins Olds.	Concord, N. H.
Jay Motors	Cambridge, Mass.
Lahay's Auto Body	New Canaan, Conn.
Dick Malone's Imported Cars	Brunswick, Me.
McPherson's Foreign Cars	Holliston, Mass.
Morvies Gulf Service	Brimfield, Mass.
Oliver Auto Body	Springfield, Mass.
Oxford Auto Service	Cambridge, Mass.
Shuman Auto Body	Cambridge, Mass.
Stewart Bros.	Cambridge, Mass.
Tola Motors, Inc.	Darien, Conn.
Town Line Auto	Lancaster, Mass.
Van's Auto Body	So. Boston, Mass.
Welsh Foreign Car Service	Haverhill, Mass.

Date: July 14, 1968



STANDARD-TRIUMPH MOTOR COMPANY, INC.

Sole U.S. Dealers

NORTHEASTERN ZONE

Subject: Gearbox Removal - F.R.10 and Estate Wagon

We have recently had numerous inquiries from dealers as to whether or not the gearbox can be removed from the subject units without first removing the engine. This is to advise that this operation is entirely possible, and economical if these steps are followed:

1. Disconnect battery, jack up car and support by placing stands under the rear axle and under the front floor cross member at either side, so that the front wheels are not less than 5" from the ground.
2. Remove complete clutch slave cylinder from clutch housing and tie up out of the way. Drain off the gearbox oil into a clean receptacle in case it should be necessary to check the quality or quantity of the oil.
3. Remove one propellor shaft safety strap bolt, slacken the other and swing safety strap to one side. Remove the four bolts from the front universal joint and swing propellor shaft to one side.
4. Drain radiator and remove top radiator hose. Remove the front bolt of each front engine mounting, and slacken the rear bolt. Disconnect the exhaust pipe flange, oil pressure switch wire and steering column from steering box universal coupling. If a heater is fitted, remove the lower heater return pipe and disconnect the delivery pipe from the cylinder head.
5. Take the weight of the front suspension cross member on a jack, and remove its rear fixing nuts, washers and rubber bushes from studs. Replace washers only on studs and screw nuts on two turns only. Lower jack allowing cross member to swing downwards until it rests on mounting stud washers.
6. Remove gearbox rear mounting bolt, and lower gearbox until rear of cylinder head contacts the scuttle bulk head. Place jack under sump to take weight of the engine.
7. Remove nuts and bolts retaining starter motor, and ease starter motor forward. Remove remaining nuts and bolts around clutch housing flange, and withdraw gearbox until clutch splines disengage, when the unit may be lowered clear of the vehicle.

W. T. Yeager
Zone/Service Manager

W. T. Yeager

dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #5-61

Date: June 23, 1961

To: All Dealers

Subject: Parts Emergency Orders

Many instances of vehicles being deadlined for lack of parts have been brought to our attention. In nearly every case, investigation has shown that the dealer has not advised this Office that the parts requirement was of an emergency nature.

This is to advise that in all cases of a vehicle being deadlined for lack of parts, your parts order to this Zone should show the owner's name, address, Commission number of the unit involved and should be plainly marked "Emergency V.O.R." (Vehicle Off Road). When an order marked in this manner is received it will be given priority service not only by this Zone but by the entire Standard-Triumph Motor Company's Parts Operation, and you may be assured that the order will be filled with minimum delay.

Telephone orders of emergency nature should also include all the above information.


Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE MEMORANDUM #6-61

Date: July 6, 1961

To: All Dealers

Subject: Front Apron - T. R. 3

Several of our dealers have recently brought to our attention the fact that they had purchased front aprons from independent jobbers and then found that these aprons could not be fitted to a T.R.3.

Thorough investigation reveals that these aprons are of Domestic manufacture and, under visual inspection involving even very close measurements, no difference can be detected between them and the genuine Stanpart item. However, for engineering reasons, they cannot be aligned to fit into the T.R.3 without considerable shaping, drilling, etc.

We feel it our obligation to call this to the attention of our dealers and you may be guided accordingly.


Zone Service Manager

W. T. Yeager
dm



SERVICE MEMORANDUM #S-61

Date: June 23, 1961

To: All Dealers

Subject: Changes to Parts Catalogues.

We wish to bring to your attention the following errors discovered in our Parts Catalogues. It is requested that you make the necessary corrections immediately.

1. Triumph Herald Convertible Catalogue:
Refer to Page 13
Change records to read Part No. 562919 for left hand side and Part No. 562920 for right hand side.
2. T.R.3A Parts Catalogue, 501653/USA - Fourth Edition:
Refer to Page 80
Change records to read Part No. 509841 - Front Apron Assembly, rather than 508841 as shown.
Part No. 508841 is an Oil Filter Housing, not used in this area, and should be deleted from all records.

Your usual fine cooperation will be appreciated.

Zone Service Manager

WTY:dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



1. 1957-1958 Models

1957-1958 Models

2. 1959-1960 Models

1959-1960 Models

3. 1961-1962 Models

4. 1963-1964 Models

5. 1965-1966 Models

6. 1967-1968 Models

1967-1968 Models

7. 1969-1970 Models

1969-1970 Models

8. 1971-1972 Models

1971-1972 Models

9. 1973-1974 Models

1973-1974 Models

10. 1975-1976 Models

1975-1976 Models

11. 1977-1978 Models

1977-1978 Models

12. 1979-1980 Models

1979-1980 Models

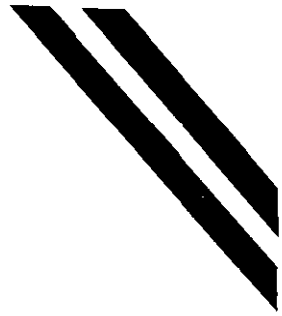
13. 1981-1982 Models

1981-1982 Models

14. 1983-1984 Models

15. 1985-1986 Models

16.



TO: Mr. J. H. ...

MEMPHIS, TENN.

FROM: Mr. ...

DATE: June 1, 1954

RE: ...

When fitting an expansion to a S.R.B. in service i.e. one which has not had an expansion fitted as original equipment, it is important that the isolator switches are positioned correctly on the position top extension.

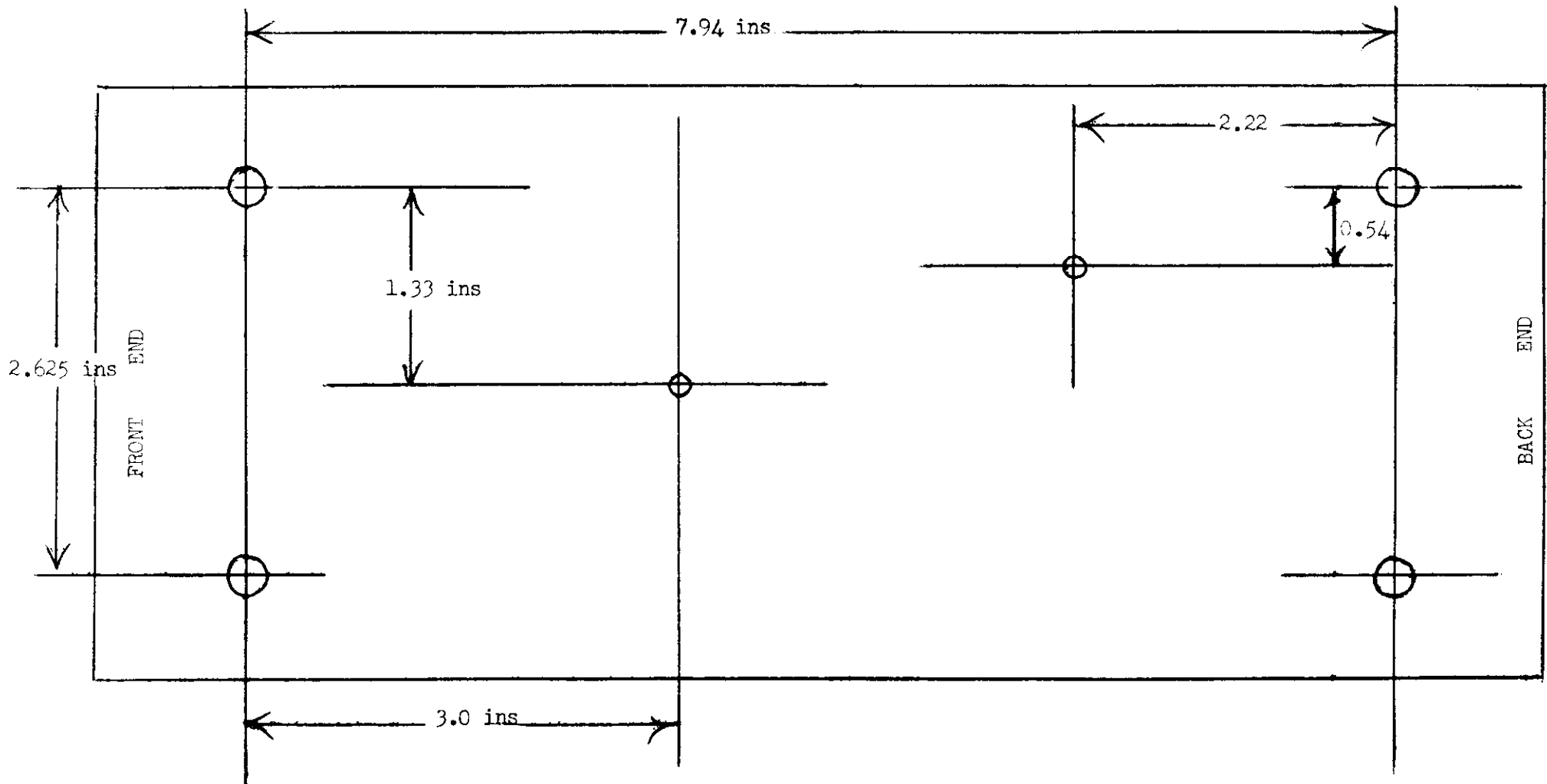
On earlier cars the holes for the two switches will be found already drilled and no difficulty will be experienced in removing the plugs and inserting the switches. However, on newer models these holes have not been drilled and a jig can be made to facilitate the positioning which is not necessarily in the center of the boss on the casting.

The template, shown on the attached sheet, can be made from thin metal plate and is latched on the position top extension with the two holes corresponding to the attachment stud holes. When pushed through the small holes in the template will then locate the drilling position for the isolator switches.

The switch holes can be drilled and tapped using a 17/32" drill and a 16 size tap. It will be necessary, however, to remove the selector rods etc., from the expansion prior to drilling in order to avoid damage and to enable the resulting metal particles to be thoroughly cleaned away.

John Servino
John Servino Manager

W.T. Yeager
dm



The dia gram shows the top view of the template. The four locating holes to be drilled $11/32''$ and the two smaller holes approximately $1/8''$.



TO: All Dealers

BULLETIN ST-61-16

DEPT: Service and Parts

DATE: May 29, 1961

SUBJECT: GEAR LEVER RATTLE - RERATED

The following modifications have been incorporated to prevent "rattle" from the gear change mechanism:

1. The metal dished inner washer Part No. 121727 fitted under the top cover extension cap has been replaced by a nylon washer Part No. 128373.
2. A new gear lever and operating shaft, incorporating two nylon bushes and a pinch sleeve in the end of the lever, has been introduced. The part numbers of the new details are:

Gear Lever	-	129121	-	(Original lever 121487)
Nylon bush	-	129118	-	(Original bush 116889)
Operating				
Shaft Assy.	-	129952	-	(Original shaft 119260)
1 Pinch Sleeve	-	129119		

Most complaints of rattle from the gear change mechanism may be successfully dealt with by fitting the nylon washer only.

Obstinate cases will require all of the new details listed above, these being obtainable from our Parts Department in the normal manner.

W. T. Yeager
 Zone Service Manager

W. T. Yeager
 dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-15

DEPT: Service and Parts

DATE: May 29, 1961

SUBJECT: PISTON GRADES - TRIUMPH HERALD

When renewing pistons in the Triumph Herald, it is considered satisfactory, where driving and operating circumstances demand slightly higher clearances, to fit F pistons to G bores and G pistons to H bores.

The additional amount of clearance is, of course, negligible but can, under certain circumstances, provide a desirable amount of additional clearance further reducing the possibility of piston scuffing under arduous conditions.

It should be pointed out that this adjustment may cause slightly higher oil consumption but, due to increased lubrication, a longer engine life should be realized.



Zone Service Manager

W. T. Yeager

dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

1743 Broadway · New York 19, N.Y. · JUdson 2-4866 · Cables: Flywheel N.Y.

Northeastern Road
450 Arsenal Street
Watertown, Mass.

Walnut 6-0680

May 18, 1961

Dear Mr. Dealer:

I have just received a memorandum from our New York Office in which they mention that they have had numerous inquiries from members of the Triumph Sports Owners' Association for the names of dealers, jobbers, repair shops, etc. who are competent in tuning and repairing wire wheels. As you know this has been something of a problem to all of us for quite awhile. It seems that this is becoming a lost art. Therefore, it is requested that you supply this Office with the names of organizations in your area, including your own shops of course, who are considered well qualified in this field. A list will then be compiled and published in the TSOA NEWSLETTER for the information of all concerned. This of course could result in an increase in general business which I am sure will be welcomed by all of us.

Thank you very much for your cooperation and early attention to this matter.

Very truly yours,

STANDARD-TRIUMPH MOTOR COMPANY, INC.

W. T. Yeager
W. T. Yeager
Zone Service Manager

WTY:dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-6

DEPT: Service and Parts

DATE: May 11, 1961

SUBJECT: HERALD AXLE SHAFTS

Improvements in the material, machining and heat treatment of the Herald Axle Shaft makes it advisable that only the latest type should be used. We therefore require that you return to this Zone all stocks of the earliest type shaft, Part Number 124117, which is readily identifiable by the fact that it is not fitted with a steel flinger. Full credit or a new type axle will be issued.



Zone Service Manager

W. T. Yeager
dm

2 11-61
2 11-61
11-61



TO: All Dealers

BULLETIN #T-61-13

DEPT: Service and Parts

DATE: May 12, 1961

SUBJECT: TRIUMPH HERALD MOULDED CARPETS

To improve the fit of the carpets and to give a tidier appearance to the floor condition a new improved set of carpets has been designed and incorporated at commission numbers -

Y 21932 CV - G 59935
Y 21855 LCV - GY 10164

The part numbers affected are -

609134	Front Floor Carpet USA-LH	-	replaced by 611015
609012	Front Floor Carpet LH	-	805057
609018	Front Floor Carpet RH	-	805065
609024	Gear Box Cover Carpet	-	805073
609030	Rear Floor Carpet	-	805081
610446	Rear Floor Carpet	-	611325
610450	Rear Floor Carpet	-	611319

The new carpets are not interchangeable with the earlier type and if replacements are required for cars prior to the above commission numbers the original type carpets should be specified.



Zone Service Manager

W. T. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-12

DEPT: Service

DATE: May 12, 1961

SUBJECT: ELECTRIC HORNS - TRIUMPH HERALD

A number of cases of unnecessary replacement of the electric horns fitted to the Triumph Herald have come about, possibly due to the fact that those concerned are not aware of the correct method of adjusting this instrument.

The electric horn fitted to the Triumph Herald manufactured by "Clear Hooters" is of sturdy construction and it will usually be found that failure to operate is due to an adjustment being required to the contact points by means of the one and only visible screw on the back of the instrument. The screw should be moved in whichever direction may be required quite slowly so that the critical position is not missed.

When making the adjustment it is advisable to press the horn button intermittently rather than keeping it firmly pressed all the time in order to avoid undue heating of the coils.

The above adjustments are suggested on the assumption that an electrical continuity test will have been previously made with the contact adjusting screw slackened back a few turns to ensure closure of the contact points.


Zone Service Manager

W. T. Yeager

dm



TO: All Dealers

BULLETIN #T-61-10

DEPT: Service and Parts

DATE: May 12, 1961

SUBJECT: AXLE SHAFT UNIVERSAL JOINTS HERALD MODELS

To doubly ensure satisfactory performance after rear axle servicing, please note the following information:

At any time that service operations are being carried out involving removal of the rear axle shafts, the opportunity must always be taken to make a complete inspection of the condition of the universal joint flanges and associated attachment bolts, taking appropriate corrective action where necessary.

- (a) Check that the holes in both flanges are not elongated or damaged in any way.
- (b) Replace bolts which show any sign of damage and always replace nyloc nuts with new ones, as the built-in locking device becomes ineffective after being used once only.
- (c) As a conventional torque wrench cannot be used, ensure that the flange attachment nuts and bolts are as tight as possible.



Zone Service Manager

W. T. Yeager

dm



TO: All Dealers

BULLETIN #T-61-9

DEPT: Service and Parts

DATE: May 12, 1961

SUBJECT: CRACKING OF T.R.3 WINDSCREEN

Cases have been reported of repeated cracking of T.R.3 windshields.

A protection against the possibility of this occurrence is to slacken the side stanchion bolts sufficiently to permit the windshield frame to align itself when the soft top is placed in position and then re-tighten the stanchion bolts in that position.

This procedure assists in taking care of any discrepancies in the tension between the two sides of the windshield frame.

Further, in replacing broken glass special care should be taken not to spread or distort the frame in any way while removing broken glass and to be certain that the new glass is perfectly centered in the frame.

W. T. Yeager
dm


Zone Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-8

DEPT: Service and Parts

DATE: May 12, 1961

SUBJECT: TRIUMPH HERALD FRONT SEATS

Reports have been received of driver or passenger discomfort due to contact with one of the frame members of the front seats. This mainly occurs due to slight settling of the seat back allowing the occupants to sink sufficiently far into the seat to contact the seat frame member.

This condition can be readily overcome within a matter of a few minutes by suitably bending the lower seat frame bar in question in a rearward direction. This bar will be found to be of light enough gauge to respond to manual pressure. There is no need to remove any of the upholstery covering during this simple operation which, when complete, can make such a tremendous improvement to the seating comfort.


Zone Service Manager

W. T. Yeager

ds

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-7

DEPT: Sales, Service and Parts

DATE: May 12, 1961

SUBJECT: MAINTENANCE VOUCHER BOOKS

This Service Bulletin is to remind all concerned that there are two types of Triumph Maintenance Voucher Booklets which are issued with current models.

One type of Booklet is issued for use with the Triumph T.R.3 and Triumph Estate Wagon. This Booklet has a dark blue cover and makes reference to the models concerned on its front cover.

The other type of Booklet has a silver-colored cover and clearly identifies itself by name with the Triumph Herald.

It is obvious from Warranty Registration Cards that we have currently been receiving that incorrect books are being issued by Dealers with their new car sales. The Maintenance Voucher Books concerned have absolutely no application to other than the model for which they are intended and it is recommended that more care be taken to ensure that the correct type of Booklet is issued with each new vehicle.



Zone Service Manager

W. T. Yeager
dm

LUCAS ELECTRICAL SERVICES INC.

PARENT COMPANY · JOSEPH LUCAS LTD · BIRMINGHAM 19 · ENGLAND

501 WEST 42nd STREET



NEW YORK 36, N. Y.

LUCAS:

CAR & MOTORCYCLE ELECTRICAL EQUIPMENT
BATTERIES

C. A. V.:

DIESEL & ELECTRICAL SYSTEMS

GIRLING:

BRAKES & SHOCK ABSORBERS

TELEPHONE:

LONGACRE 3-3464

CABLE ADDRESS:

LUCASERVE NEWYORK

Girling

February 16th, 1961

GIRLING SHOCK ABSORBERS

Girling Shock Absorbers are original equipment on many British and Continental cars and are suitable replacements for many others.

Attached is a list of the more popular cars to which Girling units are fitted. The suggested list price for the units fitted to these cars is \$9.25 each and you will be pleased to know that they can be included in your Lucas parts order and will be subject to your usual discount.

Yours very truly,

A handwritten signature in black ink, appearing to read 'W. G. Owen', with a horizontal line underneath.

W. G. Owen
Vice President

WGO/sp
Attachments

Triumph

<u>PART NUMBER</u>	<u>FRONT OR REAR</u>	<u>VEHICLE</u>
A 3/248	(F)	Metropolitan 1953-60
A 4/291 (A 4/282)	(F)	Hillman Minx 1956-60 Singer Gazelle 1957-60 Sunbeam Rapier 195 -60
A 6 $\frac{1}{2}$ /234 Use 64054155	(R)	Ford Anglia & Prefect 1954-60
A 7/247 (64053835)	(R)	MG Magnette 1953-60
(A 8/255) 64053972	(R)	Hillman Minx Station Wagon 1957-60 Singer Gazelle Station Wagon
(A 8 $\frac{1}{2}$ /234) 64054145	(R)	Simca 1958-60
A 8 $\frac{1}{2}$ /241 Use A 8.51238	(R)	Hillman Minx 1956-60 Singer Gazelle 1959-60 Sunbeam Rapier 1956-60
A 9/238	(R)	Metropolitan 1953-59
A 8 $\frac{1}{2}$ /238	(R)	Hillman Minx 1956-60 Singer Gazelle 1959-60 Sunbeam Rapier 1956-60
DAS 4 $\frac{1}{2}$ /139 Use 64054242	(F)	Alfa Giulietta Sports 1955-60
DAS 4 $\frac{1}{2}$ /140	(F)	Alfa Giulietta Sedan 1956-60
DAS 8/152	(R)	Alfa Giulietta Sports & Sedan 1956-60
64053834	(F)	MG Magnette 1953-60
64054151 (64053836)	(R)	Fiat 1100 1956-59
64054002 (64053816)	(F)	Triumph 10 Sedan 1953-60
64054181 (64053920)	(F)	Triumph TC 2 & TR 3 1953-60
64053930	(F)	Renault Dauphine 1956-59
64053931	(R)	Renault Dauphine 1956-59
64053965	(F)	Fiat 1100 1956-59

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE
123 North Beacon Street,
Watertown 72, Massachusetts

TO: All Dealers

BULLETIN #: W. P. 4

SUBJECT: REVISED WARRANTY 1961 MODELS

DATE: April 4, 1961

IMPORTANT

To further promote the sale of our product and increase dealer and customer goodwill, the Warranty on all Triumph cars has been extended as follows and it is to be retroactively applied to all 1961 models.

The Warranty on parts remains as is, i.e., twelve months or 12,000 miles whichever event shall first occur. However, we have increased the period for which we will reimburse for labor to six months or 6,000 miles whichever event shall first occur. Further, our reimbursement to you for labor under Warranty will be increased to 75% of the established and accepted retail labor rate. Finally, parts used by you in your retail service shop will be reimbursed at cost plus 10%.

The change in the actual wording of the Manufacturer's Warranty will be as follows, "The Manufacturer's obligation under this warranty which shall be returned within one year after making delivery of such vehicle to the original purchaser or after such vehicle has been driven 6,000 miles whichever event shall first occur."

Small red printed correction stickers will be supplied within the next 14 days for pasting to the inside back cover of every Maintenance Voucher Book on which is printed the Manufacturer's Warranty. The Maintenance Voucher Books on all cars in stock should be corrected immediately.



Zone Service Manager

R. T. Timms

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE
123 North Beacon Street,
Watertown 72, Massachusetts

TO: All Dealers

BULLETIN #: W. F. 5

SUBJECT: INCREASED WARRANTY TRIUMPH MODELS

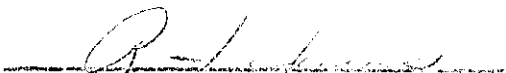
DATE: April 5, 1961

IMPORTANT

As advised in Bulletin # W. F. 4, the following method has been devised to reimburse you for future warranty on parts at cost plus 10%. Instead of reimbursing you at retail price less 35% as we have done hitherto we shall on all future claims on 1961 models reimburse you at cost plus 10%. The following is an example of how this will work out.

<u>Zone Payment to Dealer</u>	
Part at retail	\$100.00
Less 35%	<u>35.00</u>
	65.00
Plus 10%	<u>6.50</u>
	\$ 71.50

THIS APPLIES TO ALL CLAIMS DATED AFTER APRIL 1, 1961 AND RECEIVED BY THIS OFFICE WITH REASONABLE ALLOWANCE FOR MAILING TIME, FOR 1961 MODELS.


Zone Service Manager

R.T. Tirans

aw

Baker

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE

TO: All Dealers

BULLETIN #T-61-1

DEPT: Service and Parts

DATE: February 28, 1961

TR-3 BRAKE LIGHTS

An interesting item came up in the local TSOA Newsletter and the following is a quote from it:

"The main characteristics of area roads are a 50 mile speed limit, coupled with stop lights, turn-offs, clover leafs, crossovers, etc. Thus, a person may be driving along at 50 mph and, then, due to a change in traffic conditions, may find himself brought to a "screeching halt". This is not too bad if everyone on the road pays attention to the traffic conditions. However, until recently, I would find myself stopped, only to glance in the rear view mirror and see some huge Detroit "monster" hurtling down on me accompanied by the tortured squeal of locked brakes. After a number of such occurrences, this can be rather hard on a person's nerves. Not wishing to make my TR a "folded coffin", I decided to look into this stop light situation."

"After delving through many Human Engineering books, I discovered one outstanding fact. A person is attracted more by a change in light pattern than in light intensity."

"The present TR arrangement, in essence gives a change in light intensity when the brakes are applied at night, I made a two wire modification which in effect gives the required "change in light pattern" and with wonderful results. Its simply a matter of interchanging brake light and turn signal wires. Under these conditions, turns are signalled through the park lamp assembly, but when the brakes are applied, the two center (previously turn signal) lamps are lit."

"I won't guarantee the results on drivers of the proverbial "Detroit Iron", but since the modification, the number of nerve shattering screeches has been reduced to zero."

Not subject to Warranty Consideration

Boaker

STANDARD-INTERNATIONAL MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE

TO: All Dealers

BULLETIN #: T-61-2

DEPT: Service and Parts

DATE: February 23, 1961

TRUENI HERALD REAR AXLE SHAFT FLINGER

Additional weather protection of the rear hub seals has been provided by the incorporation of a nylon flinger, part number 130366, in all Herald models from Commission number G-35347 (Sedan) and Y-7397 (Coupe and Convertible).

It is important that this modification be incorporated retrospectively by your Service Department on all Herald models in stock and those in service.

The nylon flingers, part number 130366, are supplied free of charge and, being of the split type, they are instantly snapped into position. Before fitting the flinger, the axle shaft area adjacent to the hub oil seal should be wiped clean to be free of dirt and grease. The flinger should be snapped into a position approximately 1/32" from the rear hub oil seal.

No time allowance is necessary for this operation which should be incorporated with pre-delivery, 500 mile or subsequent service operations.

You will receive a quantity of flingers sufficient to cover all vehicles prior to the above commission numbers already delivered to your dealership and, in the event of any further supplies being required, they will be made free of charge upon application.



Zone Service Manager

R. T. Tims
aw



NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: T-62-38

DEPT: Service & parts

DATE: July 27, 1962

DISTRIBUTOR: Distributors, Zone
Offices & DealersSUBJECT: HERALD SEDAN ROOF PANELS
(EARLY MODELS ONLY)

RELEASE: Immediate

REF: S.I.S. 5/44

Stocks of early type roof panels have now been exhausted. All replacement roof panels will be to the latest specifications.

Minor modifications to the existing windscreen header panel are necessary when fitting a later type roof to early models.

Parts Required

<u>Item</u>	<u>Name</u>	<u>Part Number</u>	<u>No. Required</u>
1	Cover	609788	2
2	Bracket	609785	2
3	Clamp Bolt	HB0707	2
4	Washer	WP0007	2
5	Tapped Plate	609784	2
6	Dome Nut	609893	2
7	Washer	500309	2
8	Sun Visor Assembly	Dependent on Model	2

Procedure

File all welding burrs from around the fixing holes in the windscreen header panel.

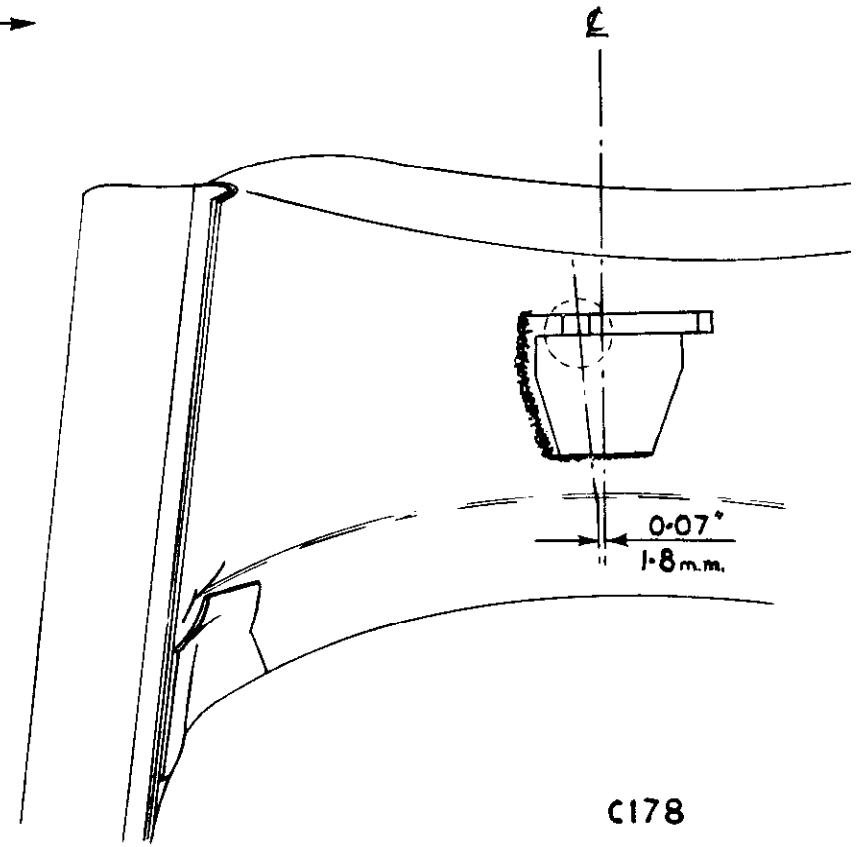
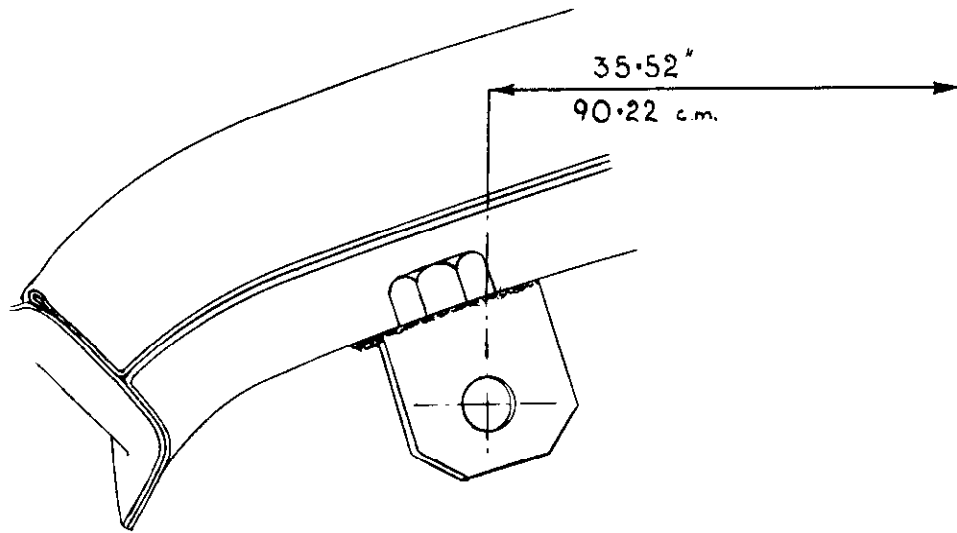
Position the bracket as illustrated and gas weld it securely to the header panel.

The roof panel is secured to the brackets (2) using clamp bolts, washers and tapped plate (3,4 and 5).

In addition to concealing the clamp bolts, the covers (1), stabilize the outer ends of the sun visor assembly (8).

An illustration concerning this Bulletin is enclosed.

Lewis B. Hodgeson
Service Manager





NORTHEASTERN ZONE

TO: All Dealers

BULLETIN: T-62-39

DEPT: Service & Parts

DATE: July 27, 1962

DISTRIBUTION: Distributors, Zone
Offices & Dealers

EMP: S.I.S. 5/46

MESSAGE: Immediate

SUBJECT: TRIUMPH 1200 SEATS

A revised method of fitting the seat squab pad and spring case has been introduced, which may be employed in service where complaints of sagging squab and cushions are received.

Material Required

Hessian	15" x 23" (38.1 x 66.48 cm.)	1 required
Mild Steel Clip	1.25" x 0.5" (3.1 x 1.27 cm.)	2 required. To be made from 18 SWG. Mild Steel
Self Tapping Screws	No. 6 x 1/2" Part No. YA0304	2 required
Adhesive		As required

Procedure

Remove squab trim and seat cushion.

Cut off the surplus Hessian from the base of the foam rubber pad and secure the pad to the new Hessian as shown in the illustration (Fig. 1 and 2. Section AA).

Refit the seat pad.

Make up the two clips to the dimensions shown in Fig 3.

Secure the clips using the self tapping screws, as illustrated in Section BB.

Refit spring case and turn the edge of the clip over to form hooks as shown in Section BB.

Refit seat and trim.

Warranty time allowance 1 hour per seat.

An illustration concerning this bulletin is enclosed.

Lewis B. Hadlyson
Service Manager



TO: All Dealers

BULLETIN: T-62-61

DEPT: Service & Parts

DATE: July 30, 1962

DISTRIBUTION: All Dealers

SUBJECT: TRIUMPH TR-4 VIBRATION

RELEASE: Immediate

Front End

Investigation of front end shimmy or vibration shows this to be mainly induced by minor road corrugations principally at speeds of 60 m.p.h. and upwards. The condition becomes greatly magnified by general looseness in front end components and in some cases has been incorrectly attributed to out of round wheels or tires. Attention to the following points will usually bring the natural characteristics to within acceptable limits.

1. Fully retighten the two nuts on either side of the chassis that secures the bumper attachment extension.
2. Tighten the two support stays located behind the front overrider to engine compartment.
3. Tighten all body attachments particularly those in the engine compartment.
4. Adjust by packing the four wedge shaped rubber buffers inside the fender to ensure contact with the hood when closed.
5. Firmly pack with felt or any type of suitable material between the hood and its front and lengthwise bracing frames particularly the left front section.

In general take nothing in the way of general tightness for granted. A full check of the above items can be completed within 15 minutes and forms part of the Pre Delivery Schedule.

Engine Vibration

This should not be confused with any other condition, where it exists it will be found within the normal critical range of 2800 r.p.m. to 3000 r.p.m. (60 m.p.h.). This condition can be reproduced with the car stationary and a considerable improvement can be effected by replacing the rear engine mount (interchangeable) with the Vanguard type part no. 117176. At the same time check the exhaust system and related parts for alignment and clearance.

When reordering rear engine mounts for the Triumph TR-4, it is suggested that a small proportion of 117176 be included as the two types are completely interchangeable.

Out of Round Wheels

This subject has already been covered in Bulletin T-62-23, but before proceeding with an investigation of wheels and tires, please ensure

STANDARD TRIUMPH MOTOR COMPANY, INC.
1745 BROADWAY - NEW YORK 19, N.Y.



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that the information in the first part of this Bulletin is observed, as attention to the points mentioned can render the car much less susceptible to the wheels and tires condition.

Lewis B. Hodgson.

Service Manager

kmc

May, 1962

TRIUMPH SPORTS SIX PRELIMINARY INFORMATION

Pending the completion of the Workshop Manual this Information Sheet is issued to record the main features of the Triumph Sports Six.

ENGINE.

The specification of the 6 Cylinder engine is as follows:

Number of cylinder	....	....	6.	
Bore of cylinder	....	....	66.75	2.628 in.
Stroke of crank	....	....	76 mm.	2.992 in.
Capacity	....	....	1596 c.c.	97.39 cu. in.
R.A.C. rating	....	....	16.1 h.p.	
Piston area	....	....	210 sq. cm.	32.55 sq. in.
Firing order	....	....	1, 5, 3, 6, 2, 4.	
Compression ratio	....	....	8.75 or 7 : 1.	

Basically the engine is similar in design to the Vanguard 6 and although the Vanguard 6 is not imported into the U.S.A. the following components' interchangeability is given as a matter of interest.

Non-interchangeable items.

Cylinder block.
Crankshaft.
Flywheel
Cylinder head bare.
Pistons.
Exhaust and inlet manifold.
Water pump assembly.
Push rods.
Sump.
Engine mountings.

Interchangeable items.

Main and big end bearings.
Camshaft.
Timing wheels.
Timing cover.
Chain.
Valves and springs.
Rocker gear.
Fuel pump.

CARBURETTORS. Type B.32 P.I.H.

Similar to the Vanguard 6 engine except for the jet settings which are as follows;

Choke 20. Main 110. Air correction 160. Pilot 40. Pilot air bleed 100.
The econostat petrol 130. Econostat air 280. Pump 40. Emulsion tube 65.
Starter jet 90.

General fits and clearances are similar to those of the Triumph 1200.

WHEELS AND TYRES.

560 x 13" Dunlop wheels and tyres.

Tyre pressures 22 p.s.i. fronts.
24 p.s.i. rears.

SUSPENSION.

With the exception of the front road springs and front dampers, which are not interchangeable, the front and rear suspension units are common to both models.

STEERING.

The Triumph Sports Six steering unit although similar, is not interchangeable with that used in the Herald "1200". The rack and pinion unit is mounted on the frame in rubber bushes, with modified brackets.

The close proximity of the sump to the steering unit necessitates raising the front of the engine, whenever the steering unit is to be removed.

GEOMETRY.

Castor angle 4° positive.
Camber 2° positive.
Track parallel to 1/16" toe-in.

CHASSIS FRAME.

The chassis frame is similar in construction to Herald models, but redesigned to accommodate the 6 cylinder engine and gearbox unit and permit the fitting of an overdrive as an optional extra. The frame itself is not interchangeable with Herald models.

BODY.

Other than the re-styling of the bonnet and front grille the remaining features of the Herald body have been retained.

The petrol tank capacity has been increased to 10.5 U.S. gallons.

Veneer cappings on the facia and doors are fitted as standard.

ELECTRICAL.

A four headlamp main beam system has been introduced. The dipped beams, each of 50 watts, are incorporated in the outer lamps.

Non-interchangeable items.

All Gear wheels.
Constant pinion shaft.
Clutch cover.
Clutch unit complete.
Release mechanism.

Interchangeable items.

Gearbox case.
Mainshaft.
Synchromesh items.
Ball bearings.
Gearbox extension.
Top cover.
Selector assemblies.

General fits and clearances are similar to those of the Herald range of gearboxes.

Before removing the gearbox, first remove the propeller shaft and lift the rear of the gearbox sufficiently to clear the rear mounting. The unit can then be detached from the engine in the normal manner.

PROPELLER SHAFT.

Re-designed with sliding couplings and not interchangeable with other Herald models.

The universal joints and sliding coupling are pre-packed and sealed with lubricant and do not require regular servicing.



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TO: All Dealers

BULLETIN: T-62-42

DEPT: Service & Parts

DATE: August 6, 1962

DISTRIBUTION: All Dealers

SUBJECT: Bumper Control Strap TR-4
(Commission No. 5000 and up),
and all TR-3b's.

RELEASE: Immediate

It is extremely important that the position of the bump control strap and the condition of the brake pipe be checked immediately on all TR-4's commission number 5000 and up, and all TR-3b's.

A considerable variation in position may exist from car to car and all straps should be reset by hand to a distance of 8-1/2" (21.6 cm) from the outer top edge of the strap to the inner top face of the brake back plate.

Under full bump conditions, unless this bump control strap is in the correct position, it is possible for the control strap to foul the brake pipe from the three-way connection to the offside rear wheel cylinder.

When checking the bump control strap, it is IMPERATIVE that inspection be made of brake pipe part #208286 which leads from the three-way connection to the right rear wheel brake cylinder. It is important to do this as it is possible there is already damage to the brake tube at the point where the brake tube leads from the three-way connection. It will be necessary to remove the brake pipe part #208286 to inspect the pipe for damage which may already have occurred and which ordinarily would be concealed by the pipe nut.

To complete our records and to make certain that every TR-4 owner, commission number 5000 and up, and every TR-3b owner, has had his car inspected, we insist on a repair order on every TR-4 sold and in your inventory (commission number 5000 and up), and every TR-3b showing that the inspection has been made, the bump strap position corrected, and the brake tube inspected and replaced if necessary. A warranty claim should be made covering labor and parts. In the instance of parts replacement, parts should be tagged and retained for our inspection.

Upon receipt of this letter it is very urgent that you immediately contact every TR-4 owner you have sold coming within the above category, and every TR-3b owner, and get their car into your Service Department and check to see that the bump control strap is in the correct position and that no damage has been done to the brake tube.

You have a record of all cars sold and we must insist upon a report covering every TR-4 commission number 5000 and up, and every TR-3b sold by you.

We are attaching a drawing showing the proper location of the bump control strap and the pipe nut on the three-way connection which must be unscrewed in order to check the brake pipe which leads from the three-way connection to the right rear wheel brake cylinder.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE

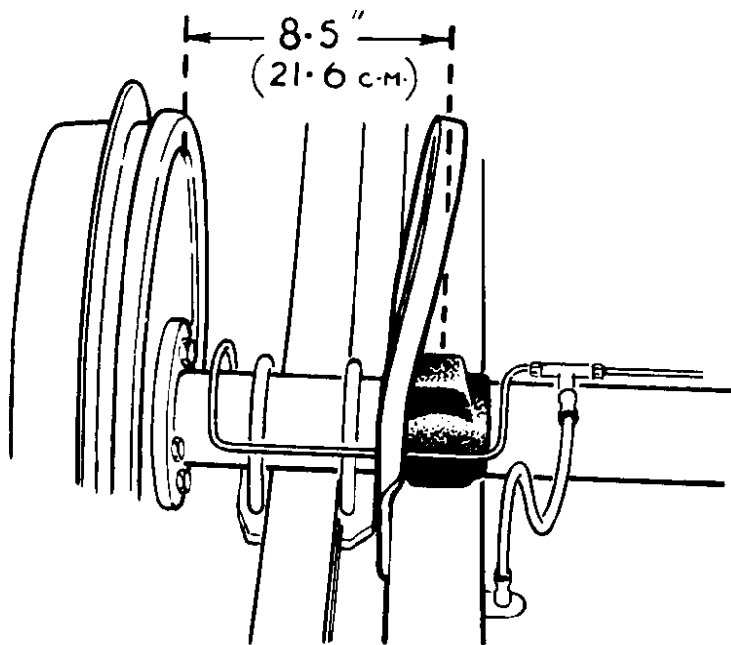


We have been advised that it is of the utmost importance that each TR-4 owner (commission number 5000 and up), and each TR-3b owner, be asked to bring his car to your Service Department for a service inspection. We are attaching a form letter which you should use to send to your owners. This letter should be sent registered mail with a return receipt requested.

John M. Maloney

Zone Manager

Enc



STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SUGGESTED LETTER FROM DEALER TO OWNER

Dear Mr. _____:

We ask that you please bring your (TR-4 or TR-3b) into our Service Department as soon as it is possible for you to do so. A condition has been observed on a very few (TR-4 or TR-3b's) which makes it important that we check the location of the bump control strap on your (TR-4 or TR-3b) to make sure it is in the correct position. This bump control strap is an important factor in the safe operation of the braking system of your (TR-4 or TR-3b) and we are extremely anxious to make sure that it is correctly positioned.

Will you please do this at a very early date. There will be no charge for our service inspection or adjustment if necessary.

Very truly yours,

Signed by dealer

Note to dealer:

Fill in appropriate model where bracketed in letter.



TO: ALL DEALERS

BULLETIN: T-62-26

DEPT: SERVICE AND PARTS

DATE: June 12, 1962

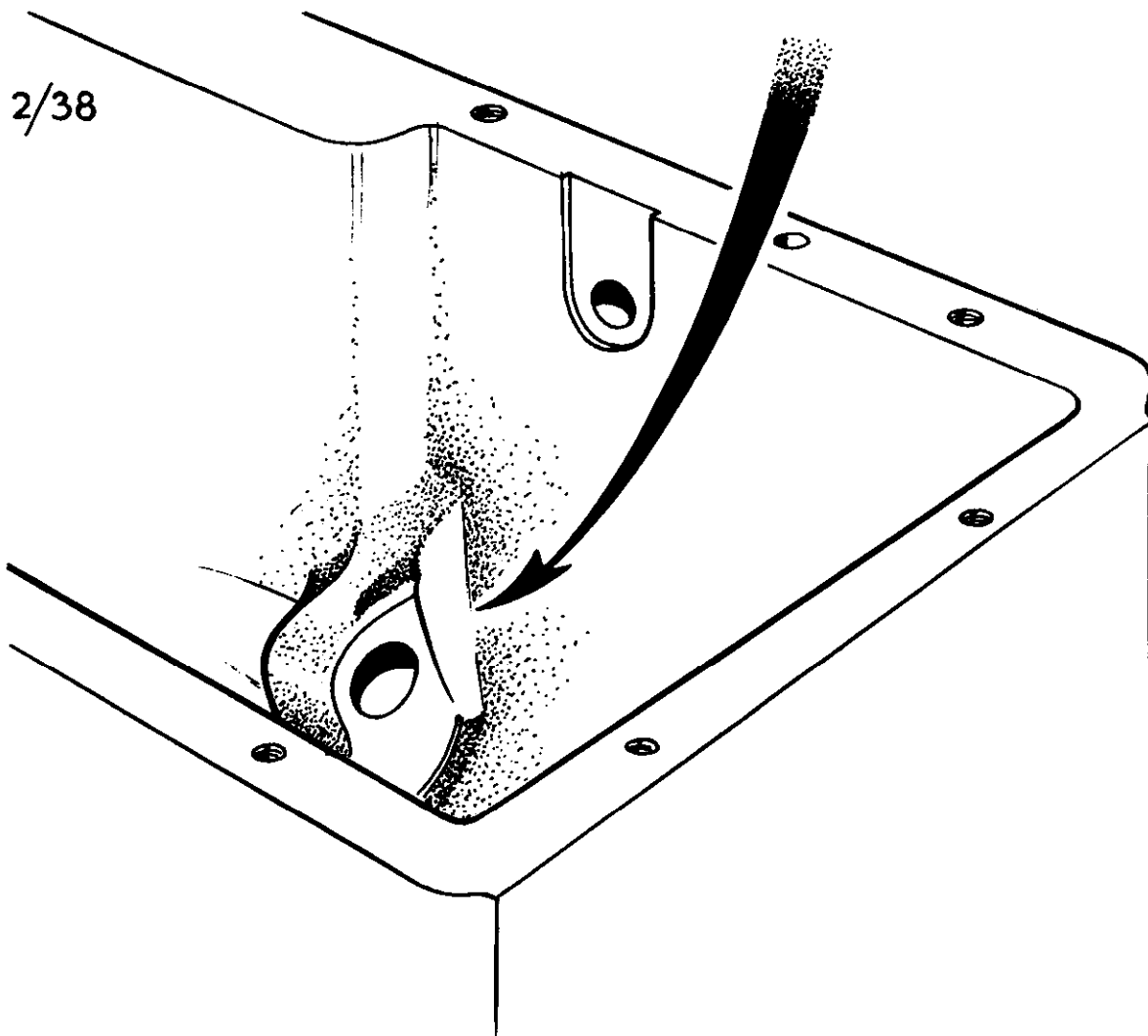
SUBJECT: Jumping Out of Reverse. Herald Models.

If complaints are received of jumping out of reverse gear on Herald Models, the following procedure should be adopted:

- (a) Remove and dismantle the gear box.
- (b) Examine the boss of the gear box casing for casting flash, the presence of which will prevent full engagement of the reverse pinion. Remove any flash with cold chisel.
- (c) Check the reverse operating lever, Part No. 106254, for fouling on the side of the gearbox casing which will also prevent full engagement of the pinion. If necessary, trim the casing with a chisel.
- (d) Fit a new operating lever fulcrum pin, Part No. 106448, as the original will, in all probability, be bent thru the action of the gear jumping out.
- (e) Renew the reverse gear idler assembly 130060 (1200 Model) 113077 (948 c.c. model) together with the first gear and hub assembly 509652.
- (f) Check the end float of the main gear assembly which should be .004" to .010". If necessary, fit a new thrust washer, Part No. 131843.
- (g) Check the movement of the reverse selector fork in the gear bar lid. Some clearance is essential between the end of the fork and the lid to insure full engagement of the selector plunger in the selector shaft, in the reverse position. The absence of any clearance will prevent engagement of the plunger to the full depth of the groove in the shaft.


W. T. Yeager
Zone Service Manager.

WTY:T





STANDARD SERVICE BULLETIN

BULLETIN: 1-6-58

STANDARD SERVICE AND PARTS

REVISION: 1-1-58

REVISION: 1-1-58

An improvement of door weatherstripping will be made to bear down on the new rubber which will provide a better close door in the larger clearance to be obtain.

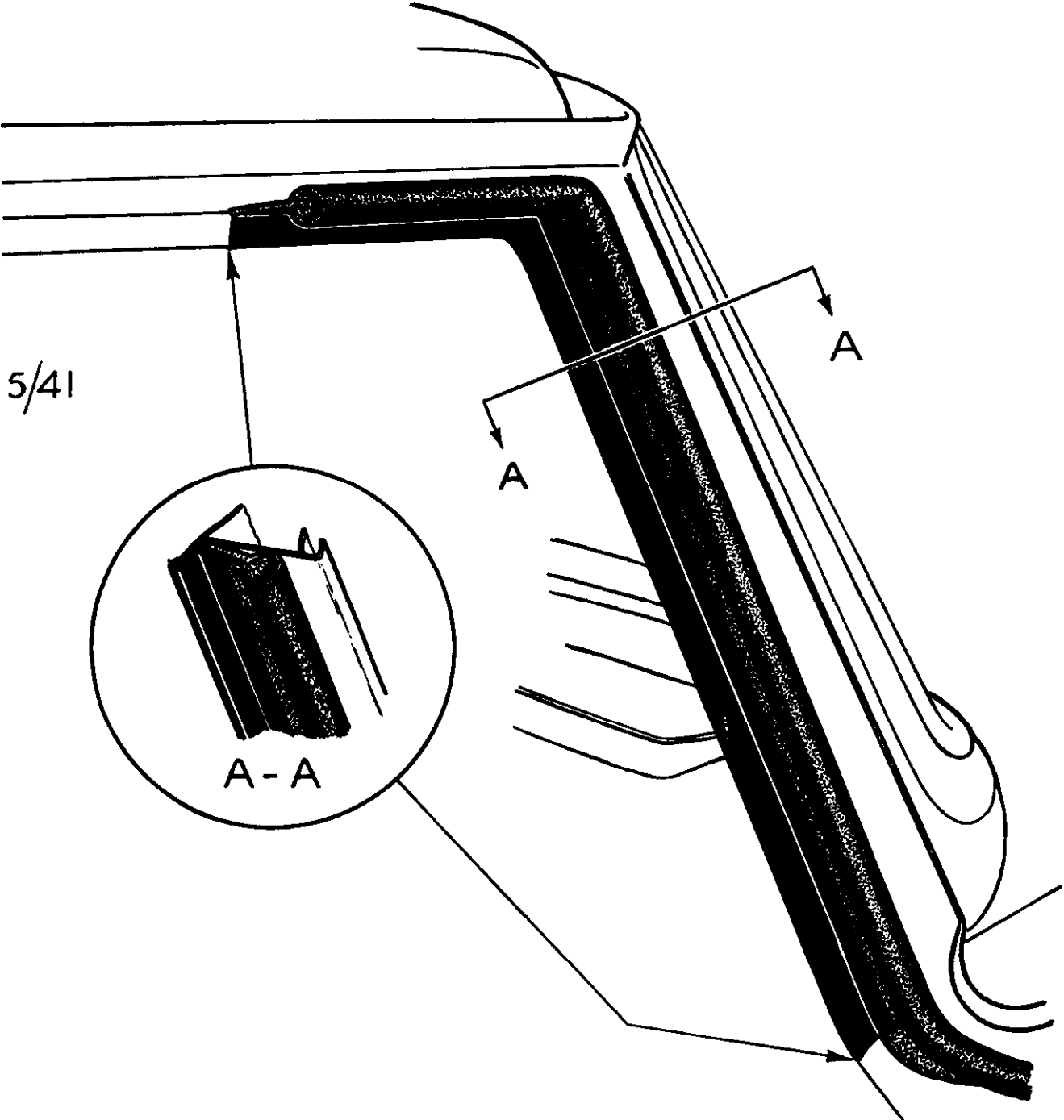
The modified rubber Part No. 612260, can be fitted to all models and should be used to replace the earlier rubber when the correction arises.

Fitting instructions are as follows:

1. Remove the original sponge rubber seal.
2. Thoroughly clean old adhesive from the face of "H" post.
3. Detach the door inner seal from the body aperture for approximately half way along the aperture to below the waist line.
4. Place the new rubber along the inside of the door aperture with the flat edge of the "piping" adjacent to the aperture flange. Attach a length of Scotch Tape to the flat surface of the "H" post along the flange as illustrated.
5. Attach the bottom edge of the door to the body near the front edge of the door.
6. Attach door inner seal to the "H" post by means of Scotch Tape, and finish by securing the door in position.
7. Reset door and verify door operation to satisfactory.


W. T. Keagey
Zone Service Manager

WY:T



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NORTHEASTERN ZONE

TO: ALL DEALERS

BULLETIN: 1-62-30

TYPE: SERVICE AND REPAIRS

DATE: June 12, 1962

SUBJECT: SPEEDOMETER EQUIPMENT - ALL MODELS.

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.	<ol style="list-style-type: none"> 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. <u>Renew oil seal in gearbox speedometer drive gear.</u>
	(b) Incorrect cable run.	<ol style="list-style-type: none"> 1. Ensure connecting nuts at both ends are tight. Check that any bend in the cable is not less than 6" radius.
Complete lack of reading.	Damaged or faulty head.	<ol style="list-style-type: none"> 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 non-engagement on the gear box end. This depth of engagement should be a minimum of 13/16". Less than this indicates the possibility of foreign matter in the base of the spindle hole at the gearbox which can be cleaned out with a length of wire.

SPEEDOMETER EQUIPMENT - ALL MODELS

Page two.

<u>FAULT</u>	<u>PROBABLE CAUSE</u>	<u>REMEDY</u>
Failure of mileage reading, or trip recorder.	Faulty head or faulty instrument	<ol style="list-style-type: none"> 1. Replace instrument. 2. Check for the possibility of oil in the instrument head and proceed as for the fluctuating needle complaint.

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.

W. T. Yeager
 W. T. Yeager
 Zone Service Manager

WTY:T



TO: All Dealers

BULLETIN: #T-62-10

DEPT: Service and Parts

DATE: April 16, 1962

SUBJECT: PLUNGER RETAINER (RACK & PINION ASSY.)TRIUMPH HERALD

Some steering units incorporate a circlip and spring plate to retain the plunger in the rack and pinion assembly. Should circlip failure occur, modify the unit to the current screwed cap and spring method of retaining the plunger, as illustrated overleaf and described below:

1. Remove and dismantle the steering unit as described in the Service Manual (Group 4).
 2. Tap the plunger boss housing to a depth of $\approx .44$ " (12.2 mm) using a 15/16" UNF. 16 TPI tap.
 3. Thoroughly clean the housing and pack with the correct grade of grease when refitting the rack and pinion.
 4. Fit new plunger 120946; spring 126765; and screwed cap 132053; placing two packing washers 133745, and sufficient shims 120949 and 120959 between the cap and housing to obtain correct end float.
- NOTE: The end float should be between .004" to .008" (0.1 to 0.2 mm) or the minimum amount consistent with free movement from lock to lock.
5. Refit the steering unit.

NEW PARTS REQUIRED

<u>Description</u>	<u>Part Number</u>	<u>Quantity</u>
Grease Plug	129242	1
Screwed Cap	132053	1
Packing Washer	133745	2
Spring	126765	1
Plunger	120946	1
Shim (0.002")	120959	As required
Shim (0.004")	120949	As required

Repair Operation Time - 2 hours, 20 minutes

This is not a campaign and should be employed only when necessary to effect routine repairs.

W. T. Yeager
 Zone Service Manager

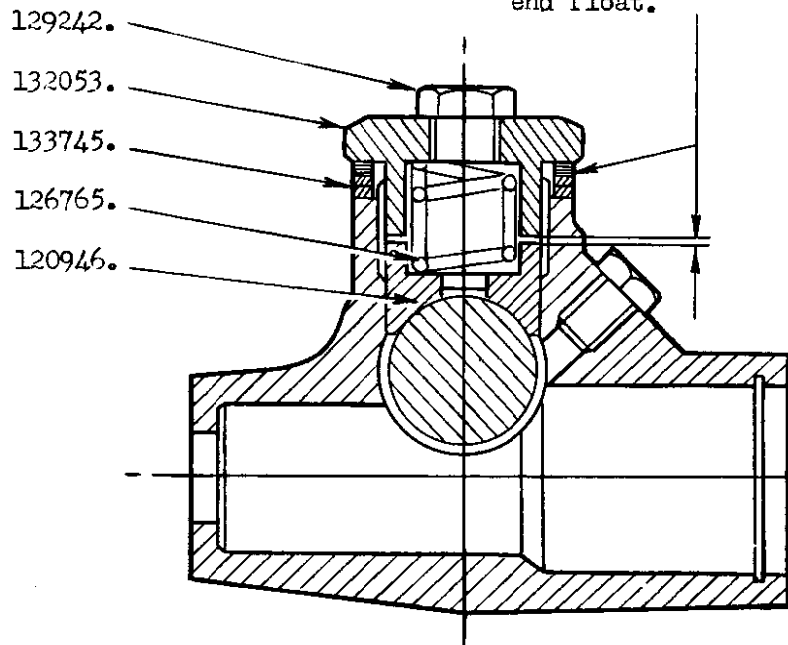
W. T. Yeager

zgs

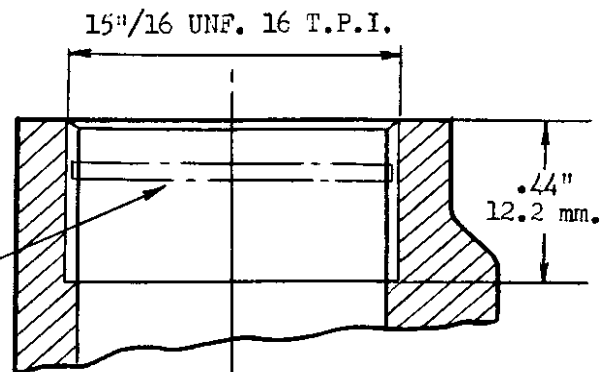
1 illustration attached

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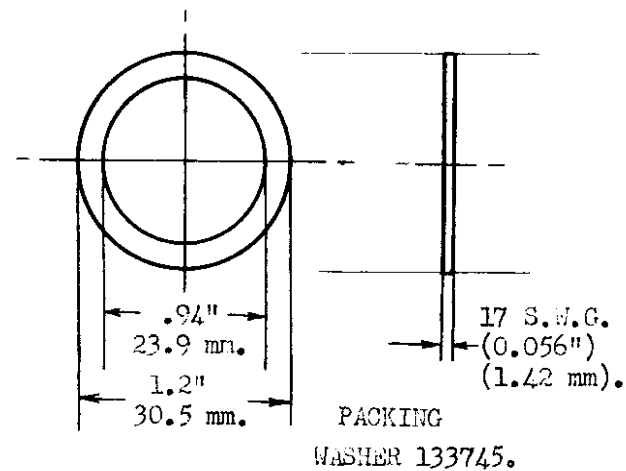
Use shims 120949 and 120959 as required to give 0.004" - 0.008" (0.1- 0.2 mm.) plunger end float.



CIRCLIP SLOT.



BOSS TAPPING DETAILS.



This method of securing plunger may be incorporated on Part Number 205628 and 304737 when serviced for complaint of circlip not holding in position.



TO: ALL OFFICES

BULLETIN - T-12-29

DEPT. SERVICE AND PARTS

DATE: June 11, 1962

SUBJECT: 10 B.S.M. V-8 ENGINE - PUMPD MODELS

The following instructions are given for the removal of the main jet and the working of the float valve 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 unless proper care is taken, 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) or lower from side on the float chamber and insert screwdriver to remove main jet (53), which is on the inside face of the float chamber.

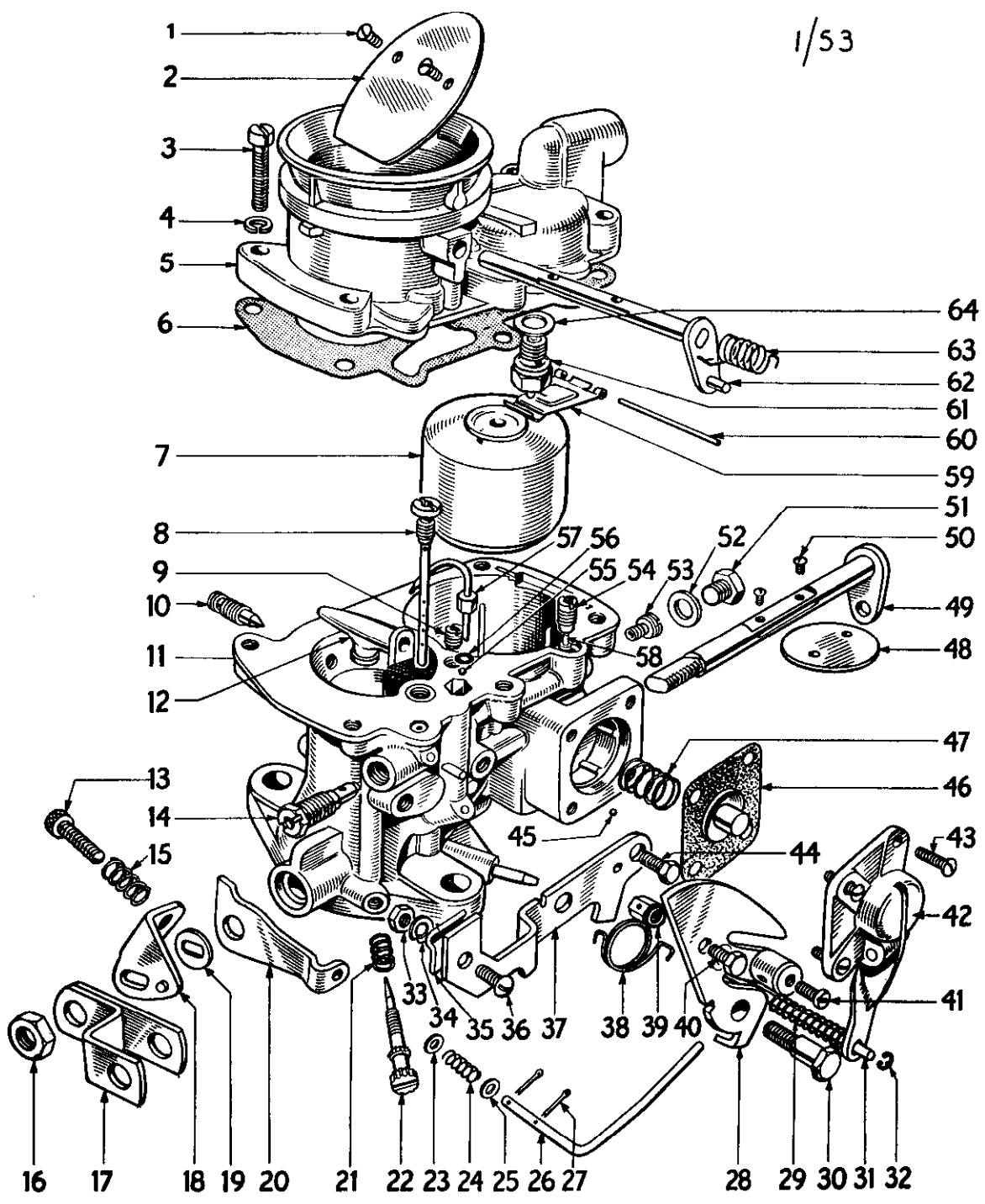
NOTE: When replacing the top cover (5), the choke (2) must be held open otherwise, by the neutral spring action, it will close and then by on the wrong side of the choke operating arm (28).

Setting of Throttle Butterfly Opening for Choke Operation:

The main method of setting this is with the choke fully operated, when it should be possible to insert a .025 rod between the throttle butterfly (48) and the throttle Venturi. Alternatively, this could be carried out by running the engine with the choke fully open, and then gradually closing it. This should give an engine speed of 1,000 to 3,200 r.p.m.

W. T. Yeager
 W. T. Yeager
 Zone Service Manager

1/53



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

B.087.



NORTHEASTERN ZONE

TO: All Dealers

PUBLICATION #T-67-11

DATE: 4/13/67

DATE: April 13, 1967

SUBJECT: HERALD REAR AXLE HOUSING MODIFICATIONS

This bulletin is to detail two modifications to the rear axle hypoid housing on all Triumph Herald.

SETSCREWS - BEARING PLATE TO NOSE PLATE:

At some time between 1965 and 1967 the thickness of the bearing plate was increased from 0.125" (3.175mm) to 0.160" (4.064mm). At the same time the wedglock set screws were modified by increasing the taper to accommodate the extra bearing plate thickness. This permits the tapered neck to ENTER the tapered hole of the nose piece more deeply than before, thus more effectively locking and locating the bearing plate and nose piece.

Therefore, when rectifying a complaint of loosened setscrews, fit the modified type (Part Number 132856), tightened to a torque of 34-36 lb. ft.

NOTE: It is advisable to replace setscrews which have worked loose.

SETSCREWS - HYPOID HOUSING:

The hypoid housing was, until recently, attached to its casing by six setscrews (Part Number HU 0808) and two shorter setscrews (Part Number 124717), the latter being fitted in the holes adjacent to the inner shaft bearings. Should the longer bolt be fitted in either of these two holes, damage to the inner shaft bearing would occur.

To prevent such damage all current hypoid housings have two raised bosses at these points, allowing the use of eight identical bolts.

Therefore, when fitting a replacement unit examine the attachment flange, and fit the appropriate setscrews, i.e., two shorter setscrews (124717) to casings without the bosses, and the longer setscrews (HU 0808) to those with the bosses.

Herald 1200 models are unaffected, as the later type casing has been incorporated from initial production.

[Signature]
Zone Service Manager

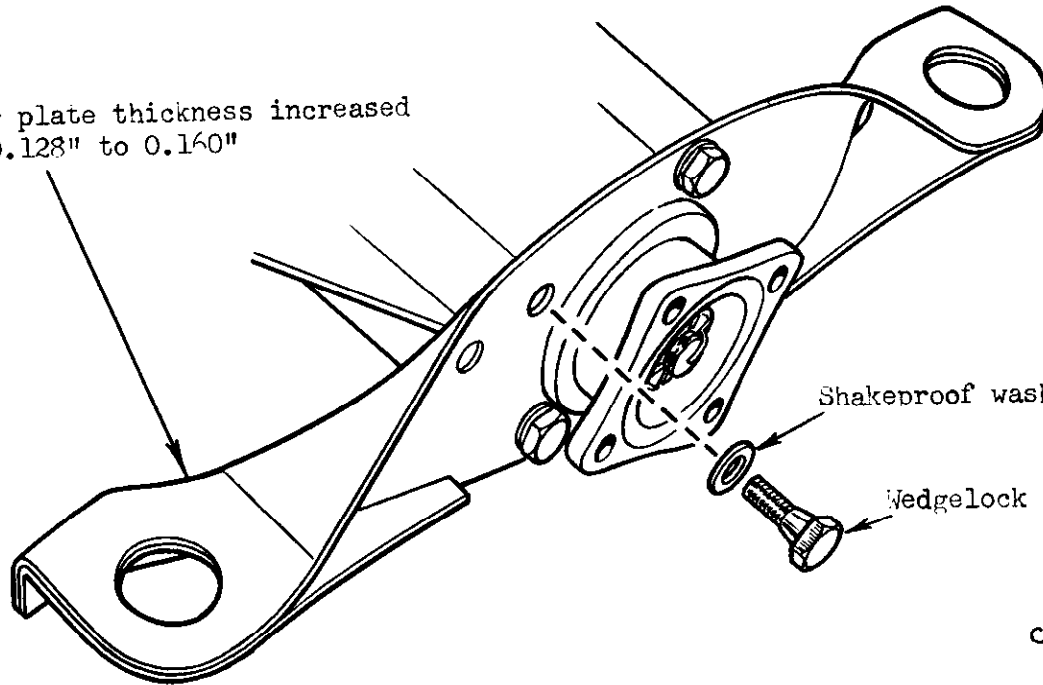
W. T. Yeager

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1 illustration attached

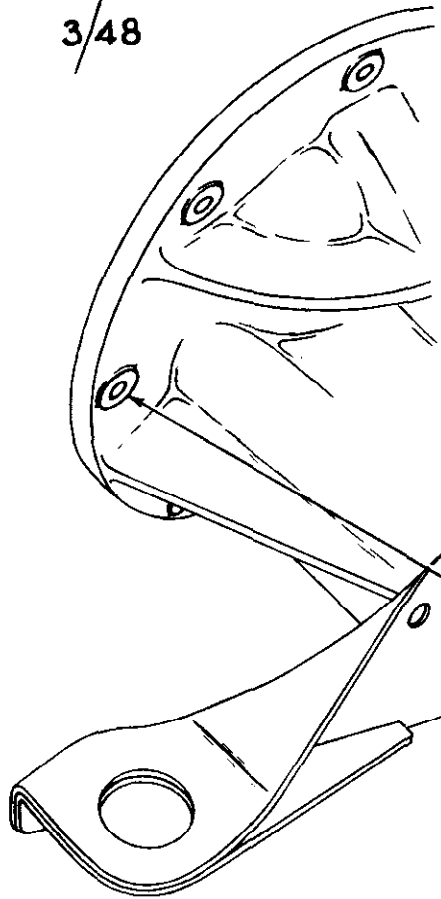
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Bearer plate thickness increased
from 0.128" to 0.160"



C 023

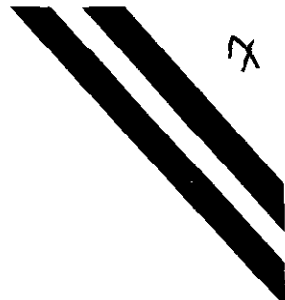
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Fit two short setscrews
 $\frac{3}{4}$ " long Part No. (124717)
to attachment flange with-
out bosses at this point
and the opposite side.



Fit two longer setscrews
1" long Part No. (HU.0908)
to attachment flange having
bosses at this point and the
opposite side.



7

...the ...
...the ...
...the ...

SECTION 1000 - BATTERY

- (a) Hydrogen gas ...
1.700 - 1.900 Volts, charged cell
1.400 - 1.700 Volts, discharged cell
1.100 - 1.400 Volts, discharged cell
- (b) No. one discharge ...
Cell voltage should remain above 1.2 and 1.5 volts
for ...
Voltage ... of battery, but should
remain ...

SECTION 1000 - BATTERY (continued)

- (c) ...
- (d) ...

SECTION 1000 - BATTERY (continued)

- (e) ...
- (f) ...

...the ...
...the ...

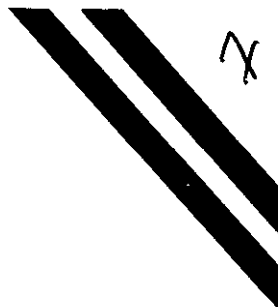
...the ...
...the ...

SECTION 1000 - BATTERY (continued)

- (g) ...
- (h) ...

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



Dear Mr. [Name]:

Reference is made

At all times due consideration must also be given to general engine conditions and type

W. T. Yeager
Zone Service Manager

W. T. Yeager
cc



TO: All Dealers

BULLETIN: #T-62-15

DEPT.: Service and Parts

DATE: April 26, 1962

SUBJECT: HERALD MODELS - STEERING KNOCK

There have been instances of unnecessary complete replacement of rack and pinion assemblies to eliminate knocks which could have readily been rectified by adjustment or replacement of the affected components.

The following service notes are given as a guide to diagnosis and rectification of this condition.

<u>Faults</u>	<u>Action</u>
a. Excessive pinion end float.	Remove shims as necessary to give end float of approx. .008".
b. Excessive lift of rack in rack tube at pressure pad. (Units fitted with screwed cap nut.)	Remove shims as necessary to give .004" - .008" end float in straight-ahead position, i.e. minimum amount consistent with free movement of rack from lock to lock. Shim sizes .004" - .010".
c. Fracture of pressure pad spring plate allowing excessive lift of rack. (Units fitted with circlip retainer).	Renew spring plate 128007 and remove or add shims to give .004" - .008" end float in straight-ahead position, i.e. minimum amount consistent with free movement from lock to lock, or modify in accordance with Service Bulletin #T-62-11 Shim sizes .004" - .010".
d. Excessive lift of rack in tube end bush.	Replace bush with new component 128002. Bush can be drifted out of tube by means of long bar. New Bush is prefinished and does not need reaming.
e. Inadequate lubrication.	Lubricate the unit with one of the recommended grades of grease. Ensure that the grease penetrates to the extremity of rack, by turning

Cont'd.....



Bulletin: 6-62-15

April 26, 1962

<u>Failures</u>	<u>Action</u>
e. Cent'd..	the steering to full left lock on R.H.D. cars and full right lock on L.H.D. cars. Otherwise grease will escape from pinion end of rack.
f. Play in inner ball joint assemblies.	Adjust. Service Bulletin T-61-14.
g. Wear in tie rod end ball joint.	Renew ball joint assemblies. Check efficiency of gaiters and retainer clips. Renew gaiters if damaged, and clips if tension is weak.
h. Steering column flexible coupling loose.	Tighten as necessary.
i. Rack and pinion body "B" bolts loose.	Tighten clamps.
j. Wear on the steering column bushes.	Renew bushes 606630 and lubricate with graphite grease on assembly (Workshop Manual Group 4).



Zone Service Manager

W. T. Yeager
dt



STANDARD-TRIUMPH

BUCKET NO. 7-62

DATA Service & Parts

DATE: March 13, 1966

1966 HARBOLD 1200 REPAIR DATA

The Harbold 1200 is fitted with a Solex Carburetor type P10/PNFI and this Bulletin is to supplement the information already given in the 1200 Workshop Manual Supplement, Part Number 510315.

This carburetor is dust proof, incorporates a strangler with automatic mixture weakening characteristics, a special "econostat" fuel economy device and a mechanically operated acceleration pump.

Excessive Fuel Consumption

To avoid complaints under this heading you are reminded of the necessity to clean the air cleaner elements regularly at 3000 miles. These elements should be replaced with a new unit at 12,000 mile intervals.

Removal of Main Jet

- a) Remove float chamber cover (5 screws).
- b) Remove float arm and float.
- c) At this point the pump discharge nozzle will be loose and could be knocked into the throat of the carburetor. Therefore, it is advisable in removing it to be careful not to lose the Neoprene sealing ring on the under side of the nozzle.
- d) Remove plug at lower front side of the float chamber and insert screwdriver to remove main jet, which is on the inside face of the float chamber.

NOTE: It is important that the carburetor butterfly or pump is not operated with the float chamber cover removed, otherwise the non-return ball in the pump discharge passage could be ejected and lost into the carburetor throat.

When replacing the float chamber cover, the strangler must be held open, otherwise, by the natural spring action, it will close and then be on the wrong side of the strangler choke cam.

Setting of Butterfly Opening For Strangler Operation

The main method of setting this is with the strangler fully open and, if it should be possible to insert a 1/8" wire (.004") under the

T-62-7

.....

the butterfly 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 3,000 to 3,200 r.p.m.

W. T. Yeager

W. T. Yeager
Zone Service Manager



TO: All Dealers

BULLETIN #T-62-8

DEPT: Service and Parts

DATE: March 26, 1962

SUBJECT: SPECIAL TOOLS

Attached hereto is the latest list of suggested Special Tools.

To minimize expense, a careful survey has been made to reduce this list to the bare essentials and it will provide a ready check and order list to assist in making up your requirements. In the near future, you will be asked to purchase at least the minimum dealer requirement, List "A", and our field men will hold periodic inventories to determine dealer levels on these items. We are hoping for 100% participation and cooperation in this program.

We would like to point out that one job, properly performed, can more than pay for these tools in time saved. Conversely, one batched up job, improperly performed, for lack of proper tools, can cost more than the price involved. We ask you to please discuss this point with your mechanics and Service Manager.

W. T. Yeager
ZGS
atts (2)



Zone Service Manager

41

QTY	ITEM NO.	DESCRIPTION	UNIT	PRICE
1	2100	Pinion Gauge (1/2" height)		1.00
1	2101	Pinion head wrench "Snap On"		2.00
1	2102	Pinion remover or wrench (184)		1.00
1	2103	Pinion retainers (pair)		4.00
1	2104	Pinion oil seal (new)		1.00
1	2105	Pinion head setting gauge		1.00
1	2106	Pinion outer cup remover		1.00
1	2107	Pinion outer cup replacer		1.00
1	2108	Pinion bearing setting gauge		1.00
1	2109	Pinion head bearing remover		1.00
1	2110	Pinion head bearing remover and replacer (pair)		1.00
1	2111	Half shaft bearing remover (pair)		1.00
1	2112	Half shaft remover adaptor		1.00
1	2113	Half shaft remover main tool		1.00
			Subtotal	19.00
			Tax	1.00
			Total	20.00

1. Obtainable through all "Snap On" parts
 2. Obtainable through STAG or through Cooper's
 3. May be deleted if local made clamps are available
 4. Add 10% for handling charge

PART B - REAR AXLE - MASCO DEALER SERVICE

QTY	ITEM NO.	DESCRIPTION	UNIT	PRICE
1	2100	Differential bearing replacer		1.00
1	2101	Pinion oil seal replacer		1.00
1	2102	Differential bearing removal ring		1.00
1	2103	Pinion bearing setting gauge		1.00
1	2104	Pinion outer cup remover		1.00
1	2105	Pinion outer cup replacer		1.00
1	2106	Pinion bearing setting gauge		1.00
1	2107	Differential bearing remover	(A)	1.00
1	2108	Pinion head bearing remover and replacer (pair)	(A)	10.00
1	2109	Half shaft bearing remover (pair)	(A)	19.00
1	2110	Half shaft remover adaptor	(A)	3.46
1	2111	Half shaft remover main tool	(B)	6.88

(continued)

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BUFILE: 7-52-5

DEPT. Service and Parts

Date: March 19, 1962

SUBJECT: TRIUMPH HERALD HORNS

We are still receiving a number of warranty claims for the replacement of the "Clear Hooter" electric horn fitted to the Triumph Herald. In many instances adjustment only is required and we give below a full procedure for the quick testing and adjustment of these units with the use of a volt meter and ammeter.

Maintenance

Maintenance is restricted to keeping the terminals and the surrounding areas clean.

Adjustment

The tonal quality and current consumption are accurately adjusted during manufacture.

Under normal conditions, factory setting, which may be reset by means of a small screw, should not require further attention.

Loss of Volume of Sound

This condition is due to insufficient current being drawn by the horn.

Turn the adjusting screw clockwise until the volume of sound is restored to normal. Then turn the screw counter-clockwise as far as possible without loss of sound. Under no circumstances should $3 \frac{1}{2}$ amperes be exceeded for 12 volt and $5 \frac{1}{2}$ amperes at 6 volt.

Erratic or Intermittent Operation

Erratic or intermittent operation is caused by slight maladjustment of the diaphragm or foreign matter between contact points.

Turn the adjusting screw clockwise for approximately half a turn. If this fails, turn the screw counter-clockwise until the horn operates at the correct note, which should be within 180 degrees either side of the original setting.

Complete Failure of Sound

In the case of a complete failure of sound, an examination of the connecting cables must be made to ensure the correct voltage is available at the terminals of the horn.

- a) If the horn has been losing volume, or some deterioration of tone noted, and then fails, the procedure outlined above in "Loss of Volume of Sound" should be followed.
- b) If the horn has been functioning satisfactorily and suddenly fails, check the current flowing in the circuit. If this is in excess of $3 \frac{1}{2}$ amperes for 12 volt or $5 \frac{1}{2}$ amperes for 6 volt, then turning of the screw in a counter-clockwise direction should bring the horn into operation. Conversely, if insufficient current is flowing, then turning the screw clockwise should restore the note.

The horn may be dismantled for examination of the internal connections and contacts only. Attempts to renew individual coils are neither practical nor economic.

It is essential that the horn is fitted to a solid member of the vehicle and in such a position that the cables from the battery are as short as possible to eliminate any possible voltage drop.

When carrying out adjustment for tone, ensure that the horn is mounted either on the vehicle or in a vice.

W. T. Yeager


Zone Service Manager

T.R.4. PRELIMINARY SERVICE INFORMATION

The new sporting Triumph T.R.4. incorporates a number of interesting features which, in addition to improving the overall efficiency of the vehicle, give increased driving comfort, greater safety and better accessibility to major components.

Pending the completion of the T.R.4. Workshop Manual. Part Number 510322, descriptions of the salient features given in this Service Information Sheet are restricted to the differences between the T.R.3.A, and T.R.4. models. For all common features, reference should be made to the existing Workshop Manual.

ENGINE

The engine fitted to the T.R.4. is of similar design to the T.R.3. but the bore has been increased to 86 mm, giving a larger swept volume of 2,138 cc. (130.5 cu.ins.). The compression ratio has also been raised from 8.5:1 to 9:1 resulting in a power output of 105 BPH (Nett) at 4,780 r.p.m. with a maximum torque of 1,520 lb.in. at 3,350 r.p.m. All servicing operations on the engine are carried out in a similar manner to those described in the T.R.3. Service Repair Manual.

CLUTCH

The clutch is a Borg & Beck 9" dia. single dry plate unit of similar design to that used in the T.R.3. Servicing procedures are identical but the clearance between the push rod and slave cylinder operating piston has been increased from 0.075" (1.9 mm.) to 0.1" (2.54 mm.).

GEARBOX

The gearbox is re-designed to give synchromesh on all forward gears. This is achieved by incorporating constant-mesh mainshaft and countershaft first gear pinions behind the reverse gear. Synchronisation is achieved by a baulk ring interposed between the reverse gear hub and the synchro cone and dog clutch teeth on the 1st speed mainshaft pinion.

Cont/d....

RE-ASSEMBLY Cont/d....

2. Assemble the gears, bushes and thrust washers and secure them on the mainshaft with a circlip before manoeuvring the assembly into the gearbox through the top cover aperture.
3. Temporarily secure the reverse pinion shaft with string through the retaining slot whilst fitting the mainshaft assembly and the countershaft.
4. Fit the large circlip to the rear ball race and using a special Churchill abutment plate to support the mainshaft use a Churchill driving tool to drift the race on to the shaft.

GEARBOX END FLOAT TOLERANCES

Countershaft Overall End Float

Machining tolerances permit an overall end float of 0.002" to 0.0158".

Adjust this to between 0.007" and 0.012" by selective use of available thrust washers, or by reducing the width of the countershaft gear spacer tube.

Overall End Floats of 1st Gear Bush and Thrust Washer Assembly on Mainshaft

When the above components are correctly assembled to the mainshaft, that is with the rear ball race correctly seated against its distance washer and circlip, the overall end float should be within the recommended tolerances of 0.003" to 0.009".

Overall End Float of 2nd and 3rd Gear Bush and Thrust Washer Assemblies on Mainshaft

The overall end float of the 2nd and 3rd gear bushes and thrust washers when assembled to the mainshaft should be within the recommended tolerances of 0.003" to 0.009".

Cont/d....

Suspension and Steering Cont/d....

Vertical movement of the plunger is restricted by shims fitted between the lower flange of a plug and the pinion housing. The pinion assembly is retained in the rack housing by a circlip. Pinion end float is controlled by shims.

REMOVAL

To remove the steering unit;

1. Remove the pinch bolt securing the steering column coupling to the pinion shaft.
2. Disconnect the outer tie rod ball joints from the steering arms.
3. Jack up and remove the front road wheel on the drivers' side of the vehicle.
4. Remove the 'U' bolts, aluminium packings and dowels securing the steering unit to the chassis.
5. Pull the steering unit forward to disengage the pinion shaft from the steering column coupling, then manoeuvre the steering unit out through the aperture in the wing valance.

TO REFIT

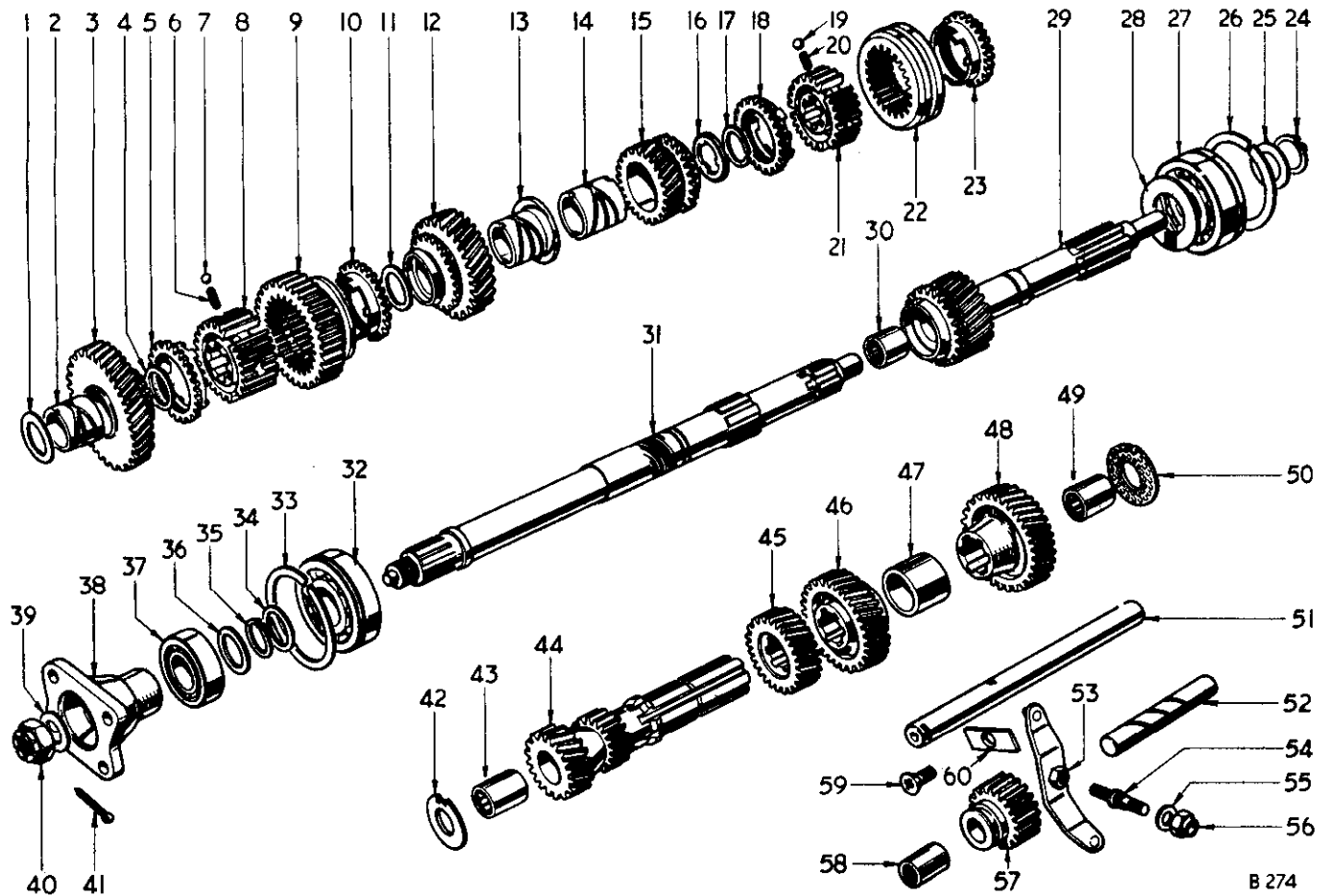
Reverse the foregoing procedure and note the following:-

1. Ensure that the steering wheel spokes are centralized and the steering unit rack is in the centre of its travel before engaging the pinion shaft in the splines of the universal coupling.
2. Take care that the dowels are seating correctly in the aluminium packings and the corresponding holes in the rack tube before tightening the 'U' bolt nuts.

ELECTRICAL SYSTEM

The instruments are arranged in two groups in the recessed facia panel, which is surmounted by a deep full width crash pad.

Cont/d....



B 274

EXPLODED ARRANGEMENT OF GEARBOX (MOVING PARTS)

- | | | |
|--------------------|---------------------------|---------------------------------------|
| 1. Washer | 21. Synchro Hub | 41. Split Pin |
| 2. Bush | 22. Sleeve | 42. Thrust Washer |
| 3. 1st Speed Gear | 23. Baulk Ring | 43. Needle Roller Bearing |
| 4. Washer | 24. Circlip | 44. Counter Shaft Gear. 1st & Reverse |
| 5. Baulk Ring | 25. Washer | 45. Counter Shaft Gear. 2nd Speed |
| 6. Spring | 26. Circlip | 46. Counter Shaft Gear. 3rd Speed |
| 7. Ball | 27. Bearing | 47. Distance Piece |
| 8. Synchro Hub | 28. Washer | 48. Constant Gear |
| 9. Reverse Ring | 29. Constant Pinion Shaft | 49. Needle Roller Bearing |
| 10. Baulk Ring | 30. Needle Roller Bearing | 50. Thrust Washer |
| 11. Washer | 31. Mainshaft | 51. Counter Shaft |
| 12. 2nd Speed Gear | 32. Bearing | 52. Reverse Spindle |
| 13. Bush | 33. Circlip | 53. Reverse Lever |
| 14. Bush | 34. Washer | 54. Fulcrum Pin |
| 15. 3rd Speed Gear | 35. Circlip | 55. Washer |
| 16. Washer | 36. Washer | 56. Nut |
| 17. Circlip | 37. Bearing | 57. Reverse Wheel |
| 18. Baulk Ring | 38. Flange | 58. Bush |
| 19. Ball | 39. Washer | 59. Screw |
| 20. Spring | 40. Nut | 60. Plate |

DIMENSIONS AND TOLERANCESGENERAL

Type	....	....	4 cylinder, in line, overhead valve.
Bore	....	....	3.386" (86 mm.).
Stroke	....	.....	3.622" (92 mm.).
Capacity	....	....	130.5 cu.ins. (2138 cc.).
Brake horsepower (Max)	....	....	105 at 4750 r.p.m.
Torque (Max)	....	....	128.3 lb.ft. at 3350 r.p.m.
Compression ratio	....	....	9 : 1.
B.M.E.P. (Max)	....	....	148 lbs/sq.in. at 3350 r.p.m.
Firing order	....	....	1, 3, 4, 2.

ENGINECylinder Block

Block bore for liners 3.6245" 3.6260".

Pistons

Number of rings	....	....	2 compression. 1 scraper.
Ring groove width;			
Top	....	....	0.0635" - 0.0645".
Centre	....	....	0.0635" - 0.0645".
Scraper	....	....	0.1572" - 0.1582".
Piston pin bore	....	....	0.87505" - 0.87530".
Piston removal	....	....	From top of block.

Piston Pin

Length	....	....	2.916" - 2.920".
Diameter	....	....	0.87485" - 0.87510".
Clearance in piston	....	....	-0.00005" - 0.00045".

Piston Rings

Width:			
Top	....	....	0.0615" - 0.0625".
Centre	....	....	0.0615" - 0.0625".
Scraper	....	....	0.1552" - 0.1562".
Ring to groove clearance all rings.			
Mfg	....	....	0.0010" - 0.0030".
Wear limit	....	....	0.0038"
Gaps (in position) all rings	....	....	0.010" - 0.015".

Cont/d....

Dimensions and Tolerances (Engine) Cont/d....

Connecting Rods

Type	....	....	Big end offset, will pass through liner bore.
Length (centre to centre)			6.248" - 6.252".
Big end - Bore	....		2.2327" - 2.2335".
Width	....		1.1775" - 1.1795".
Big end bearing clearance -			
Mfg	....		0.0028" - 0.0040".
Wear limit	....		0.005"
Big end bearing width	....		0.965" - 0.975".
Small end bearing bore when reamed	....	....	0.8742" - 0.8758".
Width	....		1.08".
Connecting rod end float, on crankpin	....		0.007" - 0.014".
Undersize big end bearings available	....		0.010", 0.020", 0.030".

Crankshaft

Crankpin dia.	....		2.0861" - 2.0866".
Crankpin width	....		1.1865" - 1.1915".
Main journal diameter	....		2.4790" - 2.4795".
Undersize main bearings available	....		0.010", 0.020", 0.030", 0.040".
Main journal length:			
Front	....		1.776" - 1.786".
Centre	....		1.7498" - 1.7507".
Rear	....		1.808" - 1.818".
Main bearing wall thickness			0.0720" - 0.07225".
Main bearing housing dia.			2.6250" - 2.6255".
Main bearing clearance -			
Mfg	....		0.0015" - 0.0025".
Wear limit	....		0.0031".
Crankshaft end float -			
Mfg	....		0.0048" - 0.0117".
Wear limit	....		0.015".
Oversizes available.			

Camshaft

Number of bearings	....		4.
Front journal diameter			1.871" - 1.872"

Cont/d....

Dimensions and Tolerances Cont/d....

Valve Springs

No. of springs per valve -		
Inlet	....	2.
Exhaust	....	3.
Free length -		
Auxiliary Inner		
(Exhaust Only)	....	1.56".
Inner	....	1.89".
Outer	....	1.95".
Valve clearance (cold)		
Inlet)	
Exhaust	) ....	0.010".

Tappets

Length	....	1.969" - 1.971".
Stem diameter	....	0.9367" - 0.9371".
Block bore for tappet	....	0.937" - 0.9380".
Clearance in block - Mfg..		0.0002" - 0.0013".
Wear limit		0.0016"

Valve timing

Inlet valve opens	17°	B.T.D.C.
Inlet valve closes	57°	A.B.D.C.
Exhaust valve opens	57°	B.B.D.C.
Exhaust valve closes	17°	A.T.D.C.

Engine lubrication

Lubrication system	....	Pressure fed.
Pressure fed bearings	....	Main, connecting rod and camshaft.
Timing chain lubrication		Controlled flow from front camshaft bearing.

Oil PumpOuter Rotor

External diameter		1.5965" - 1.5975".
Housing Internal		
Diameter	....	1.603" - 1.604".
Depth of rotor		1.4985" - 1.4995".
Housing depth	....	1.500" - 1.501".

Cont/d....

Rear Axle Cont/d....

<u>Front bearing shims</u>		<u>Rear bearing shims</u>	
<u>Part No.</u>	<u>Thickness</u>	<u>Part No.</u>	<u>Thickness</u>
100562	0.003"	100965	0.002"
100563	0.005"	100966	0.005"
100564	0.010"	100967	0.010"

SPECIAL TOOLS

The Triumph T.R.4. can be serviced with existing Churchill special tools as used for the Triumph T.R.3. Two additional tools are, however, desirable for servicing the T.R.4. gearbox. These are as follows:-

Gearbox rear ball race remover - S.4221A - 15, comprises adapters for engaging the ball race outer circlip groove. The adapters may be used in conjunction with general purpose press. S.4221 or S.4221.A.

Gearbox rear ball race replacer - S.314, comprises a mainshaft abutment plate and ball race driving tube.



TO: All Dealers

BULLETIN WT-61-17

DEPT: Service and Parts

DATE: June 1, 1961

SUBJECT: RACK AND PINEON STEERING UNIT - TRIUMPH HERALD

To prevent over-tightening of an inner ball joint assembly, (reference Bulletin WT-61-20), a new steering unit, incorporating shims for ball joint adjustment, has been introduced from Commission Numbers:

Coupe and ConvertibleSedan

Y-21476

G-59682

The redesigned inner ball joint assembly permits detachment and re-attachment of the steering tie-rod to the rack without the need for re-adjustment, provided that the existing shim pack remains intact and that wear is not excessive. Should either condition permit "ball-lift" in excess of 0.002", then re-adjustment will be necessary.

Referring to Figure 1, of attached drawings, the servicing operations are as follows:

To Remove Ball Joint Assembly

1. Release the rubber bellows and move this clear of the ball joint.
2. Slacken the locknut (7) and remove the ball joint assembly by unscrewing the sleeve nut (6) from the rack (8).
3. If necessary, dismantle the ball joint by releasing the lockplate (5) and unscrewing the sleeve nut (6) from the cup nut (2).

Assembly and Adjustment

1. Slide the cup nut (2) over the tie-rod (1) and insert the thrust ring (3) into the cup.
2. Position the lockplate (5) over the sleeve nut (6) and screw this fully into the cup nut.



-2-

3. With the cup nut held in a vise, pull and push the tie-rod to estimate the approximate amount of "ball-lift".
4. Prepare a shim pack (4) slightly thicker than the estimated "ball-lift" and insert this between the thrust ring (3) and the sleeve nut (6).
5. Add or remove shims to obtain the requisite .002" ball-lift when the sleeve nut is firmly screwed into the cup nut.

IMPORTANT:

The ball should now move freely in the joint. If tightness occurs at any point, increase the shim thickness sufficiently to overcome this.

6. When adjustment is satisfactory, lock the assembly by bending the lockplate (5) over the sleeve nut (6) and the cup nut (2).

Refitting Ball Joint to Steering Rack

1. Screw the locknut as far as possible on to the end of the rack (8).
2. Insert the spring (9) into the end of the rack and screw the ball joint assembly as far as possible up to the locknut.
3. Finally tighten the ball joint against the end of the rack and secure the joint in this position by tightening the locknut against it.
4. Repack the bellows with grease ($\frac{1}{2}$ oz. Retinax "A" from dry) before securing this in position.

Early type inner ball joint assemblies cannot be fitted to the new steering unit, but the new ball joint assemblies may be fitted to the earlier type steering units provided that the rack is modified as shown on Figure 2.

Part numbers affected are as follows:

<u>Part Number</u>		<u>Part Number</u>
304689 - Rack and Pinion Assembly R.H.	replaced by	305050
304690 - Rack and Pinion Assembly L.H.	replaced by	305051
207384 - Steering Rack	replaced by	208058
120954 - Adaptor	replaced by	129963

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NORTHEASTERN ZONE



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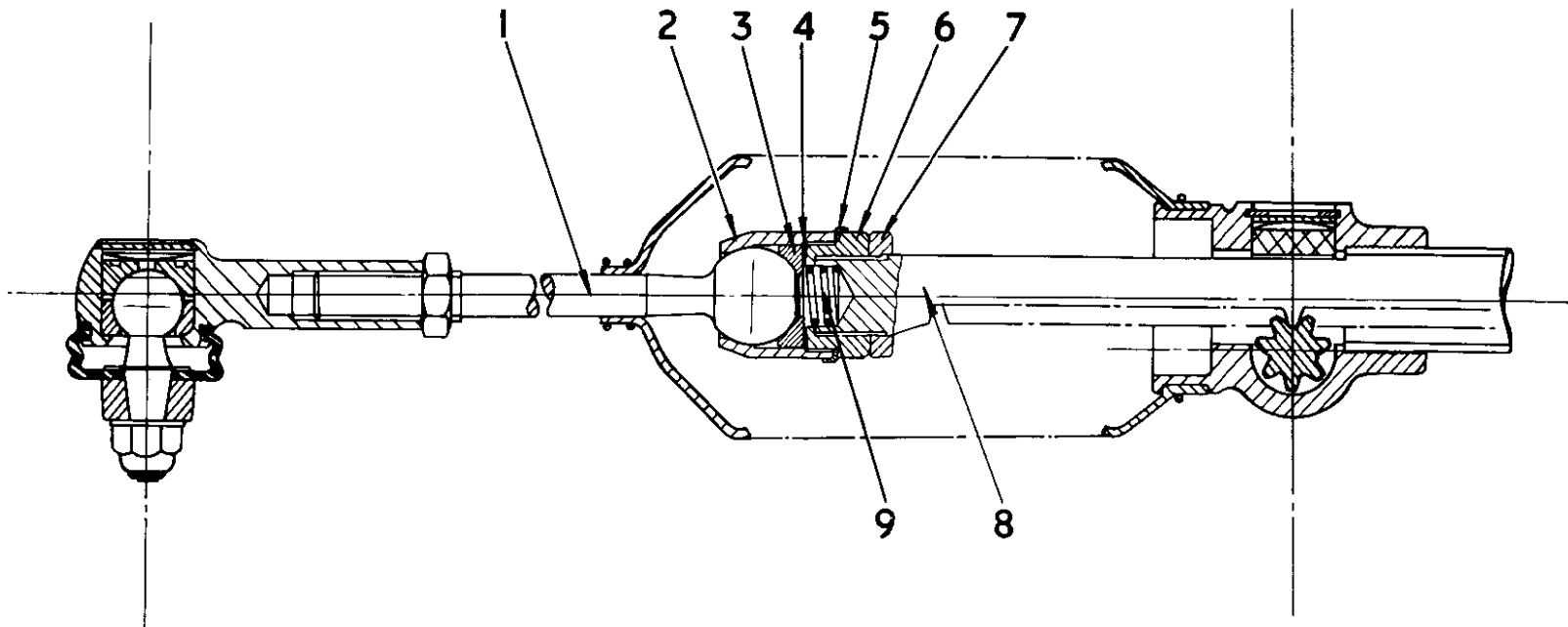


FIG. 1

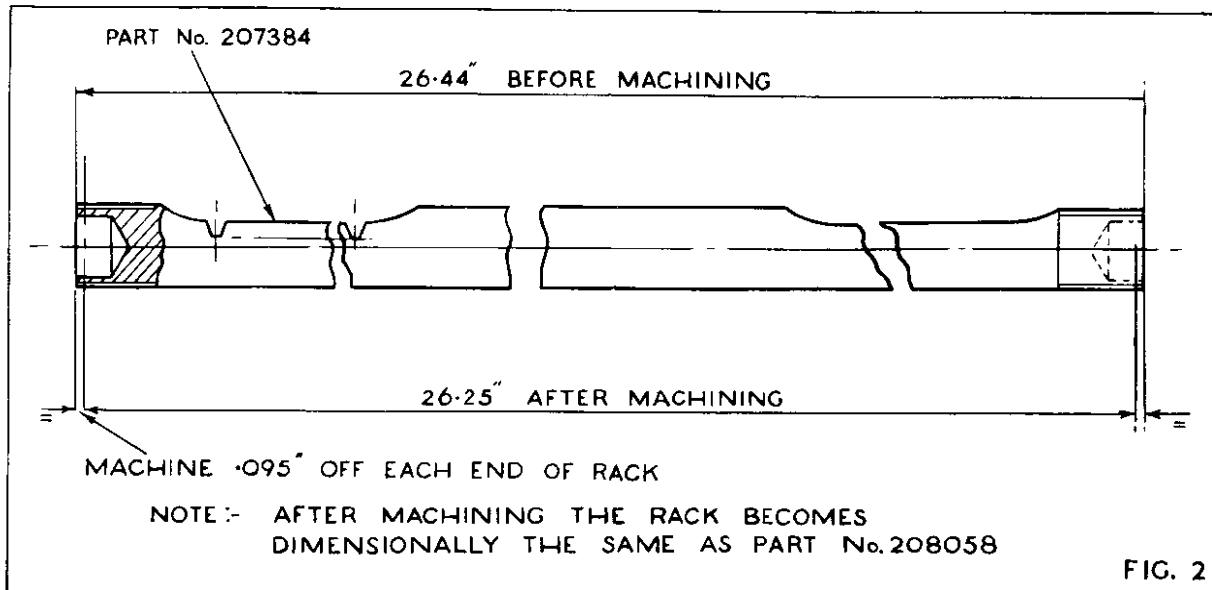


FIG. 2

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



SERVICE HANDBOOK # 62

DATE: January 1, 1962

To: All Dealers

Subject: Cancellation of Dealer Back Orders

We wish to advise that all dealer parts back orders of record were cancelled as of December 31, 1961.

This was done in the interest of purification of back order records at each dealer and zone level. It is suggested that you review your own back order records immediately and reorder those items which you still require to maintain proper inventory levels.

The foregoing does not apply to any special orders which you may have placed for parts to be shipped from the factory.

A. J. Yeager

ZONE SERVICE MANAGER

A. J. Yeager
dm

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN: #D-61-39

DEPT: Service and Parts

Date: January 9, 1962

SUBJECT: TRIUMPH TR-4 SPEEDOMETER

The Triumph TR-4 is available only with the 3.7 axle ratio as original equipment and for your guidance we note hereunder the two types of speedometers applicable to the Michelin & Dunlop Tire equipment.

Dunlop 5.90 x 15 - Speedometer - STMOT Part No. 208062 - Dial marking SN6313/09.

Michelin 1.65 x 15 - Speedometer - STMOT Part No. 208055 - Dial marking SN6313/19.

These tire sizes are essentially the same at rest but at speed there is growth on the Dunlop type due to centrifugal expansion while the Michelin, owing to its type of construction, remains constant in size.

It is essential, therefore, that tire types should not be interchanged without also changing speedometers.



ZONE SERVICE MANAGER

W. E. Yeager
cc.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE

HARD STARTING - COLD WEATHER

During the past few days there have been many Customer and Dealer inquiries for assistance to alleviate hard starting or failure to start.

In order to prepare the car for Winter operation certain precautions must be taken. These are as follows:

- A. Fuel and Fuel System. Moisture causes freeze-up. Add alcohol base absorbent such as "Heet" or other recognized product to fuel according to manufacturers instructions. This should be done on a repeat basis each time an extreme cold wave is forecast.
- B. Engine Oil. Avoid multi grade oils, use 10-10W MS-DG type when low temperature of day will be below 32° - Winter months.
- C. Battery. Battery must be fully charged and then tested for capacity. Fast charging cannot and will not achieve full battery charge. A sulfated or partially discharged battery is at fault 75% of time when A & B are O.K.
- D. Ignition Points and Plugs. Ignition points and plugs must be good.
- E. Ground Strap Jumper. It may be desirable to add a ground strap jumper from point of cable connection at body to engine. Not a Factory Recommendation Subject To Warranty Consideration.
- F. Carburetors. 1. Carburetors must be adjusted for correct Slow & Fast idle for choke to be effective. See Shop Manual. 2. Choke linkage must be adjusted to allow full choke operation. 3. On TR-10 and Herald Sedans,
G be certain that Solex Carburetor starter fuel jet #23 Page 69 (Herald Manual) is tight. Paper washer #22 tends to shrink allowing leakage. Also same applies to #16 - #17 main jet holder and washer - tighten these.

Specifications for cold weather for the TR-10 Sedan and Estate Wagon.

Points	.015"
Plugs	.032"
Valves	.010"
Oil	10-10W MS DG type
Gas	A good grade-premium for Coupe and Conv.

OPERATING INSTRUCTIONS

Page 10 of 12

General Motors

To obtain heat from the 1954 Oldsmobile Sedans and Wagons only, the air vent must be opened as this is a fresh air system. Sedans and Wagons are shipped with 185° thermostats. If heat is insufficient, it would be wise to check the thermostat along with the cooling system.

Starting for cold weather:

Full the dashboard choke control fully out, switch on the ignition and operate the starter. DO NOT DEPRESS THE ACCELERATOR PEDAL. Do not pump the throttle before attempting to start, as the Solex 1, 24ZIC-2 carburetor has no accelerator pump and you only waste your time and foul up the starting procedure. As soon as the engine fires, suction increases and lifts the air valve against the spring, admitting additional air from the intake past the valve and through the drillings. When the engine has run for a few seconds, the dashboard control should be pushed in 1/4 of its travel. The car may then be driven, although the engine is still cold. As the engine warms the mixture control is moved progressively towards the "off" position and the choke unit ceases to work.

R. I. Thomas

R. I. Thomas
Zone Service Manager

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE

123 North Beacon Street,
Watertown 72, Massachusetts

TO: All Dealers

BULLETIN #: T-61-3

SUBJECT: General Service Hints - TR-3

DATE: April 4, 1961

Through our field personnel and attendance at numerous T. S. O. A. meetings certain minor squeaks and rattles causing considerable owner annoyance have been brought to our attention; particularly as the simple rectification is not always immediately apparent.

As a result of this we are listing below seven (7) items that you may check on all Triumph TR-3s when carrying out general servicing and in particular, when looking for a rattle or squeak in the area indicated.

1. Squeaking Emanating from the Hood and Engine Compartment Area at Idling Speeds.

This is usually caused by the hood lift plunger which pushes the front of the hood open when the Dzus fasteners are released. There is a metal to metal contact between this plunger and the underside of the hood itself and greasing will effect a cure.

2. Intermittent Rattle Under the Hood.

(a) This may be caused by the top of the dipstick rattling against the chassis frame. The cure is to slightly spring open the forked end of the dipstick to make it a tighter fit in the hole in the crankcase.

(b) The hood stay itself can cause a buzzing rattle at certain engine speeds caused through looseness at the pivot point. The pivot point must be tightened by suitable packing to eliminate this condition.

3. Intermittent Rattle Seeming to Emanate from Either Right-Hand Side or Left-Hand Side of the Scuttle Panel.

This is usually caused by one or both of the hood hinge pins becoming loose through wear. Correction can be effected by removal of the hinge and inserting an oversized hinge pin or by replacing the hinge complete if it is excessively worn.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE

Page 2.

Bulletin # T-61-3

4. Gearshift Lever Chatter.

The simple corrective measure has been dealt with in a separate Bulletin which seems to have been overlooked by many service shops. Therefore, to briefly recapitulate, remove the gearshift lever knob and boot, remove the top cover bolt and cover together with the inner cover and spring. Slide down over the gearshift lever a fairly heavy piece of rubber or neoprene tube 7/8" long and 5/8" inside diameter. Press it down until it comes in contact with the fulcrum ball. Reassemble and that is all that is necessary. The rubber or neoprene tube will act as a vibration damper in this position.

5. Loud Squeaking in the Right Rear (similar to a squeaking road spring).

Removal of the right rear wheel will generally reveal that the overflow pipe from the gas tank is chafing in its bracket against the frame. Taping the pipe at this point inside its bracket will quickly correct this condition.

6. Intermittent Rattle Generalized in Rear of Car.

Providing there is nothing loose in the trunk itself, removal of the spare wheel from the spare wheel compartment will generally reveal a tool or ratchet wrench for the jack handle loose in the spare wheel well.

7. Intermittent Knock from Underside of Car.

It will generally be found that this is the exhaust pipe hitting the chassis frame. Corrective measures should be self-evident.



Zone Service Manager

R. T. Timms
aw

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STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-5

DEPT: Service and Parts

DATE: May 11, 1961

SUBJECT: WARRANTY AND FREE SERVICE BOOKLET

With effect from January 1, 1961, all Triumph models, T.R.3, Estate Wagon and Triumph Heralds, are to be fully equipped with service literature which will include a Maintenance Voucher Book containing details of the Warranty and a prepaid postage Warranty Registration Card.

The English type of Warranty Certificate formerly used should be discarded in favor of the Maintenance Voucher Book and owners should be assisted, if necessary, in completing the Warranty Registration Card contained in each Book.

A sufficient number of spare Booklets has been issued to each Distributor and Zone Office to cater for any unsold vehicles currently in stock.

In the event of any cars being received by Dealers without this literature, immediate application should be made to the Distributor or Zone Office concerned. This literature should be checked along with the other equipment of the car at the time of receipt and any shortages reported in the normal manner.



Zone Service Manager

W. T. Yeager
dm

COPY



TO: All Dealers

BULLETIN #T-61-14

DEPT: Service and Parts

DATE: May 17, 1961

SUBJECT: TRIUMPH HERALD TIE ROD INNER BALL JOINT ASSEMBLIES

Should the tie-rod inner ball joint assembly be dismantled, it is vitally important that the load on the ball joint is not excessive when it is re-assembled. In addition to causing heavy steering, excess load on the ball joint may result in distortion or may fracture the ball joint neck.

Referring to the Plat U illustration (facing Page 43 on Herald Parts Catalog, Part number 508073/USA), the correct re-assembly and adjustment procedures are as follows:

ASSEMBLY

1. Place the threaded portion of the cup nut (40) upwards and nip the nut lightly in the jaws of a vice. Insert the tie rod into the cup nut (40) followed by the thrust pad (42).
2. Position the lock plate (43) over the sleeve nut (41) and screw this into the cup nut (40).
3. Firmly tighten the sleeve nut against the cup nut and bend the lock plate tabs in alternate directions so as to prevent the two nuts from working apart.
4. Screw the locknut (46) as far as possible on to the rack (23) and insert the spring (45) into the end of the rack.
5. Release the tie-rod assembly from the vice and screw it on to the end of the rack.

ADJUSTMENT

As the tie-rod is screwed on to the rack, the amount of "lift" will diminish and the tie-rod will become more difficult to articulate at the ball joint.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE



BULLETIN #T-61-14

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May 17, 1961

When the joint is almost locked and the tie-rod is approximately aligned with the rack, attach a weight of 7 lbs. to the center of the outer ball joint and very slowly unscrew the inner joint until the attached weight pulls the tie-rod down to its lowest adjustment.

Finally, by pushing and pulling on the tie-rod, estimate the amount of ball "lift". This must not exceed 0.002".



Zone Service Manager

W. T. Yeager
dm

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STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-11

DEPT: Service

DATE: May 17, 1961

SUBJECT: OIL CONSUMPTION-TRIUMPH HERALD

To avoid owner dissatisfaction and unnecessary expense, it is most important to have a clear appreciation of the factors involved when investigating complaints of oil consumption.

Oil consumption of 2400 miles per gallon (600 miles to the quart) is considered to be satisfactory and a number of oil consumption complaints have arisen through failure to recognize this as a normal figure applying to small high revving engines. This is necessary to properly lubricate the cylinder walls, pistons and rings since the oil on the top parts of the cylinder wall is exposed many hundreds of times per minute during operation to heat temperatures in the region of 3000°F.

Other alleged oil consumption complaints have been proved to result from the following:

- (a) Over-filling the sump, this resulting from taking a dipstick reading immediately after stopping the engine before the oil has re-settled in the oil pan. Too high an oil level will result in the excess quantity being expelled as an oily vapor.
- (b) Miscalculation of the amount needed to bring the level to the top mark of the dipstick. The amount required from the bottom to the top marks on the dipstick is approximately two pints. It is not really necessary to add oil if the oil level is anywhere between the top and bottom marks on the dipstick.
- (c) Oil leakage from any part of the engine, however small the leakage may appear to be. Under average operating conditions external leakage at the rate of one drop per second at a speed of 40 m.p.h. with normal oil pressure can cause a loss of up to one quart in every 500 miles of travel.
- (d) Frequent journeys at sustained high cruising speeds.



BULLETIN ST-61-11

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May 17, 1961

If leakage is suspected, a further consumption test should be carried out after rectification of the leak in question. In particular, ensure that timing covers are correctly dowelled and fitted so that the timing cover oil seal is concentric to the crankshaft if and when it has been found necessary to replace this seal. An off-center condition, of course, will nullify the efficiency of any oil seal. Correct any external leaks at oil pan, valve covers, fuel pump, etc.

If after a thoroughly supervised and accurate test excessive oil consumption is established and it is clearly not attributable to any of the above conditions, it is possible that it will be necessary to give some attention to the piston rings but when inspecting internal condition of the engine do not neglect to inspect inlet valves and guides for excessive clearances and connecting rod and main bearing clearances and connecting rods for alignment.

If piston ring replacement is considered necessary the following procedure should be applied:

- (1) Remove the pistons, the connecting rod alignment should be jig checked and if necessary, corrected.
- (2) Measure piston groove clearances and piston ring gaps to ensure no excessive wear exists.
- (3) Measure cylinder bores for wear, deglaze and fit new rings or piston assemblies as required. (Renewal of pistons is unnecessary except where scoring or other damage is apparent.)
- (4) If the cylinder bore wear is less than .005" fit the following special new piston rings.

129981	Top Compression Ring (inner stepped)
129982	Second Compression Ring (tapered)
129983	Maxi Groove Scraper Ring

To ensure correct assembly, the lower face of the top compression ring is marked "btm" and the upper face of the second compression ring is marked "T".

There is no special way of fitting the scraper ring.

Should special new pistons be required, these are obtainable under part number 129984, which included the above rings. It should be noted that the above quoted parts are specially designed to handle this type of condition and do not supersede regular equipment.

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STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



BULLETIN #T-61-11

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May 17, 1961

In the event of new parts being fitted, the owner should be acquainted with the need for careful "running-in" over a period of 500 miles.

Parts specified in paragraph "d,4" above are not presently on hand but have been ordered and should be available in a few days. Therefore it is suggested that before disassembling an engine, with intentions of replacing these components, a positive check be made with the Parts Department of this Zone.



Zone Service Manager

W. T. Yeager
dm

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STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-18

DEPT: Service and Parts

DATE: June 1, 1961

SUBJECT: TRIUMPH HERALD DOOR SEALING

A modification to improve the dust and water sealing on the doors of Herald cars has been introduced in production.

This improvement was incorporated on cars with, and subsequent to, Commission Number Y-20410 Convertible, Y-20470 Coupe and G-58798 Sedan.

The plastic screen which is fitted to the operating channel at the lower edge of the glass on early models has been deleted from the specification. This has been replaced by a smaller plastic screen which is fitted to protect the locking mechanism. The door inner panel is now completely blanked off with a "Weather Curtain" which is sealed around the interior handles and lower edge of the door with Glasticord 400 sealing compound.

When it becomes necessary to dismantle doors on cars having the latest sealing arrangement, observe the following recommendations:

Lever the "Snapsacs" out of the lower edge of the door with a small screwdriver and remove the "Weather Curtain". If the curtain is damaged it must be renewed.

Remove all traces of the old sealing compound from the sealing panel and the door inner panel.

Apply a continuous strip of sealing compound to the lower and side edges of the curtain. This is shown as a dotted line in Figure 1 of attached drawing. The sealing compound must not be stretched or overlapped as it is being applied.

Roll a little compound, make one ring and position it around the hole in the sealing panel for the spindle of the interior handle.

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STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



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Apply a small piece of sealing compound to the top edge of the panel, this will assist in holding the curtain in position as it is fitted.

Starting at the lower edge of the door, line up the holes in the curtain with the trim fixing holes in the door and lightly press the curtain into contact with the door.

Press the "Snapsacs" into position by using the easily made tool shown in Figure 2. "Snapsacs" are easily damaged and should be renewed as necessary.

Using a 1½" hardwood roller, the type normally used by paperhangers, roll the weather curtain firmly into contact with the door panel, thus forming a positive seal.

Refit the trim panel.

W. T. Yeager
Zone Service Manager

W.T. Yeager
da

