



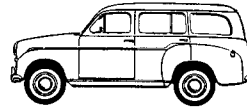
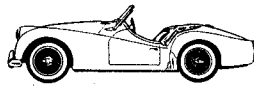
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Distributors

Bulletin #174

February 16, 1959

DEPT: Sales, Service &
Parts Departments

SUBJECT: Revised Specifications
of Triumph TR-3

We have been advised that the following specification changes are being introduced on the Triumph TR-3.

1. A modified Tonneau Cover will replace the Hoodstick Cover from the basic specification except in the case of units equipped with an occasional rear seat.
2. Air Deflector Plates to be fitted at the lower front of the radiator block to direct more air through the cooling tubes of the radiator.
3. Medallions on Apron Panel to be changed from Red and Black to Blue and White.
4. Deletion of antenna holes in fenders due to the small number of radios being ordered. When a radio is ordered, holes will be drilled and the antenna fitted.

AES:ae

A. E. SHERMAN
Service Director



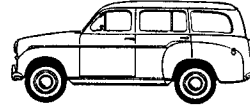
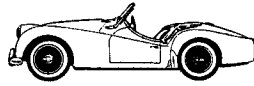
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Dealers
DEPT: SALES SERVICE AND
PARTS DEPARTMENTS

BULLETIN #S-59-5
DATE: March 30, 1959

SUBJECT: Revised
Specifications
T.R. 3

As a follow-up to BULLETIN #174, dated December 30, 1958,
and applicable to item one, we wish to advise you that
the Hoodstick Cover has been discontinued with

T.R. 3 - TS 41743 L

As stated in BULLETIN #174, the Hoodstick Cover will be
furnished on units ordered and built with an occasional
rear seat.

A. E. SHERMAN
Service Manager

AES:ae



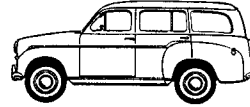
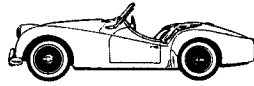
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Dealers
DEPT: SALES SERVICE AND
PARTS DEPARTMENTS

BULLETIN #S-59-5
DATE: March 30, 1959

SUBJECT: Revised
Specifications
T.R. 3

As a follow-up to BULLETIN #174, dated December 30, 1958,
and applicable to item one, we wish to advise you that
the Hoodstick Cover has been discontinued with

T.R. 3 - TS 41743 L

As stated in BULLETIN #174, the Hoodstick Cover will be
furnished on units ordered and built with an occasional
rear seat.

A. E. SHERMAN
Service Manager

AES:ae



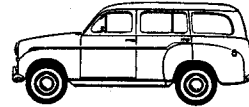
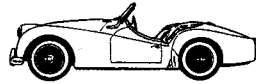
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-3

DEPT: SERVICE & PARTS

DATE: April 9, 1959

We have available for fitting to the Estate Wagon and Sedan,
a steady bracket to the exhaust system, Part No. 205415,
which will eliminate the exhaust flange gasket failure.
A bulletin with instructions and diagrams is attached hereto.
There will be no labor allowance for the fitting of this part.


Service Manager



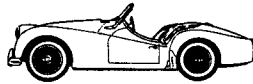
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-4

DATE: APRIL 10, 1959

DEPT: SERVICE AND PARTS

SUBJECT: Triumph Sedan
and Estate Wagon
Clutch

Instances are coming to light of damaged clutches on Small Cars in the first 1,000 miles of their life through either (a) lack of pre-delivery inspection or (b) insufficient clearance between the clutch throw-out ball bearing and the clutch toggle pressure plate.

The following procedure must be adhered to as part of the pre-delivery inspection on all Small Cars and a further check of the same adjustment carried out at the 500/1000 Mile Free Service as follows:

To Obtain the Required Amount of Free Travel in the
Clutch Pedal

- (a) Loosen and rotate the lock nuts on the spring-loaded adjusting rod to obtain clearance at the release lever cross member to which the thrust bearing is attached.
- (b) Push the adjusting rod against the clutch and rotate the nuts until all free travel is just eliminated.
- (c) Rotate the lock nuts 2-3/4 turns towards the clutch to give the requisite amount of free travel.
- (d) Tighten up the lock nuts in this position.

If you will refer to page 6 group 2 of the Triumph Sedan and Estate Wagon Service Manual you will note that the above instructions increase the lock nut adjustment from 2 turns to 2-3/4 turns. This is to provide greater clearance during the initial 500 mile period when the high spots will have worn off the clutch driven plate and the clearance will decrease.

A. E. SHERMAN
Service Manager



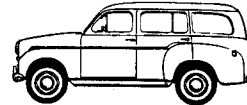
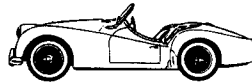
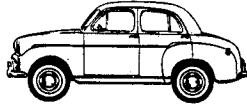
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Distributors
DEPT: Service and Parts
DISTRIBUTION: Sub-Distributors
and Dealers

BULLETIN: #T-59-5
DATE: April 15, 1959
SUBJECT: TR2/TR3 SIDE CURTAIN
ASSEMBLIES
RELEASE: IMMEDIATE

With our greatly expanded dealer organization, we are drawing your attention to the details of a Bulletin we issued last year, illustrating the types of side curtain assemblies used on the Triumph T.R.2 and T.R.3 models.

| <u>Part Number</u> | <u>Color Range</u> | <u>Commission Number</u> |
|--------------------|---------------------------------------|---|
| 900385 L.H. | Blackberry-Geranium Ice Blue-White | Fitted up to TS-5255 Using Tenex Pegs 551683/4 |
| 900386 R.H. | " " " | " " " " |
| 900709 L.H. | Black | Fitted from TS-5256 to TS-8636 |
| 900710 R.H. | " | |
| 900711 L.H. | Fawn | Using Lift-The Dot Fasteners 552650/1 |
| 900712 R.H. | " | |
| 900713 L.H. | Blackberry | |
| 900714 R.H. | " | |
| 900682 L.H. | Black | Fitted from TS-8637 to TS-28825 Only |
| 900683 R.H. | " | |
| 900684 L.H. | Fawn | Sliding Light Type Using Lift-The-Dot Fasteners 552650/1 |
| 900685 R.H. | " | |
| 553933 L.H. | White | |
| 553934 R.H. | " | |
| 901290 L.H. | White | Fitted from TS-28826 and Future |
| 901291 R.H. | " | |
| 901286 L.H. | Black | Sliding Light Type Using Dzus Fasteners (Part # to be supplied) (at a later date.) |
| 901287 R.H. | " | |
| 901288 L.H. | Fawn | |
| 901289 R.H. | " | |

Whenever you order side curtains, it is essential that your orders contain a description of the curtain assemblies illustrating not only the Part Number but also the trim color and commission number of the car.

A. E. SHERMAN
Service Manager



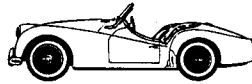
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-7

DEPT: Service and Parts

DATE April 22, 1959

SUBJECT: N DISC BRAKES TR-3

Information received from owners indicates that they are not always able to obtain the new type of disc brake dirt shield which has been fitted in production since Chassis Number TS-27689. Will you please therefore note once again the component parts required to carry out this modification.

| <u>Quantity</u> | <u>Part Number</u> | <u>Description</u> |
|-----------------|--------------------|--------------------|
| 1 | 204378 | Dirt Shield R. H. |
| 1 | 204379 | Dirt Shield L. H. |
| 2 | 118324 | Bolt |
| 2 | YN2909 | Nut, Nyloc |
| 2 | WPO009 | Washers Plain |

Please note that the above parts do not come in kit form and it is therefore necessary to order the items individually quoting their respective part numbers. Will you if you have sold any number of TR-3s prior to this chassis number carry in stock a number of the parts mentioned and recommend them to those owners who have experienced undue wear on the inboard brake pads.

A. E. SHERMAN
Service Manager

AES:ae



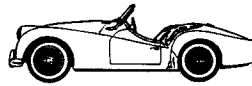
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Dealers

BULLETIN #T-59-8

DATE: April 22, 1959

DEPT: Service and Parts

SUBJECT: TR-3A AIR DEFLECTOR

With the wide grille fitted to the current Triumph TR-3A some instances of overheating have been reported during the Summer months under heavy traffic conditions where there are periods of extensive idling.

In order to overcome this complaint the factory commenced three months ago at commission number TS-40104 to fit air deflectors behind the grille and attached to the side of the air intake aperture. If it is desired to modify any early type TR-3A cars, deflectors are obtainable in the current body finish colors and it is suggested that you place your orders immediately so that they will be available to your dealers and customers during the Summer months.

Part Number

Color

| | |
|--------|----------------------|
| 803440 | Black |
| 803441 | Signal Red |
| 803442 | Pearl White |
| 803443 | British Racing Green |
| 803444 | Powder Blue |
| 803445 | Pearl Grey |
| 803446 | Silverstone Grey |
| 803447 | Sebring White |
| 803448 | Pale Yellow |

The deflectors are simply attached by means of six self-tapping screws additional support being given to the deflectors by the overrider support tubes which pass through them.

A. E. SHERMAN
Service Manager

AES:ae



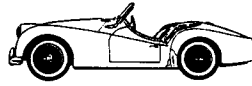
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Dealers

DEPT: Service and Parts

BULLETIN #T-59-9

DATE April 22, 1959

SUBJECT: IDENTIFICATION OF
REAR AXLES - TR-3

The production color coding of TR-3 rear axles will be of particular interest as it will eliminate the necessity for removing the back plate to check on the axle ratio being used.

The colors are as follows:

TR-3 ratio 3.7:1 Green

TR-3 ratio 4.1:1 Green and White

A. E. SHERMAN
Service Manager



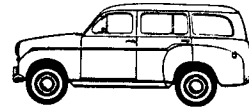
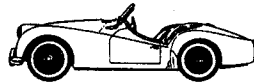
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Dealers

BULLETIN #T-59-13

Date May 15, 1959

Dept: Service and Parts

SUBJECT: LUCAS MARK VIII
HEADLAMP RIMS

Complaints have been received regarding the fit of the Mark VIII headlamp rim to the headlamp shell. An investigation of the problem has revealed the fault to lie in the fitting of the rubber gasket between the lamp shell and the body nacelle.

With the introduction of the Mark VIII lamp the rubber gasket is ribbed on the side which makes contact with the nacelle and was designed to mate up to a flat surface whereas the face of the front of the nacelle is stepped.

When the lamp shell is attached by the three set screws, the gasket is squashed into the recess formed by the step. This makes it difficult for the headlamp rim to engage behind the small lips at the top of the shell exerting too high a pressure on the spring clip and preventing the tongue from fully engaging in some cases.

To correct this condition it is necessary to remove the headlamp shell and place washers .060" thick on each of the three screws between the rubber gasket and the face of the nacelle. This prevents distortion of the rubber on tightening the fixing screws, allowing full entry of the rim edge into the two lips and relieving the unnecessary pressure on the clip fixing.

In cases where the rims are loose, careful resetting of the tongue on the rim will give the required tightness.

The washers mentioned are now being added on production and arrangements are also being made for the front face of the nacelle to be flat instead of stepped.


A. E. SHERMAN
Service Manager



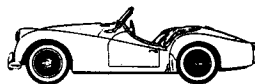
GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-19

DEPT: SERVICE AND PARTS

June 30, 1959

SUBJECT: NEW SILENT TYPE
STARTER MOTOR T.R. 3

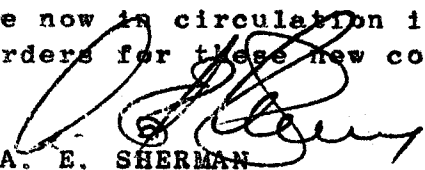
Introducing a new type Starter Motor, which involves changes to the Flywheel, Gearbox and Clutch Housing and Gearbox Cover. The details are listed as follows:

From Comm.No. 1
to TS-50000

From Comm.No.
TS-50001 and Future

| <u>Page No.</u> | <u>Part No.</u> | <u>Item</u> | <u>Part No.</u> | <u>Item</u> |
|-----------------|-----------------|-------------------------------|-----------------|-------------------------------|
| 43 | 201908 | Starter Motor | 202791 | Starter Motor |
| 43 | HB0916 | Bolt | HB0917 | Bolt |
| 4 | 201475 | Flywheel Assy. | 115785 | Flywheel Assy. |
| 4 | 60686A | Flywheel | 302439 | Flywheel |
| 4 | 201454 | Ring Gear | 202834 | Ring Gear |
| | | | 112030 | Bolt (6) |
| | | | 115776 | Tab Washer (6) |
| 17 | 301039 | Gearbox and Clutch Housing | 303879 | Gearbox and Clutch Housing |
| 56 | 900392 | Gearbox Cover Panel | 901550 | Gearbox Cover Panel |

Parts are not interchangeable. It is important to note that cars from Commission Numbers TS-50001 onwards are now in circulation in this market. For this reason it is essential that orders for these new component parts are placed by return mail.


A. E. SHERMAN
Service Manager



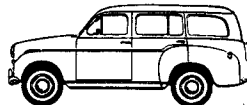
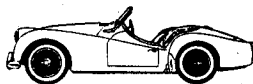
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-20

DEPT: SERVICE and PARTS

DATE: July 6, 1959

SUBJ: TRIUMPH SEDAN AND ESTATE
WAGON TRANSMISSION NOISE

Certain instances have occurred where a "clunk" or "kick" is experienced at the point of gear changing and in most instances this can be rectified by taking the following corrective measures:

- (a) Ensure that the torque on the two rear hub nuts is 110 ft/lbs.
- (b) Ensure that the pinion nut is torqued to 70 ft/lbs.
- (c) Ensure that the transmission driving flange is similarly torqued.
- (d) Ensure the tightness of the driveshaft flanges.
- (e) If after attention to the above it has not entirely eliminated the condition, changing the main jet in the carburetor to size 107.5 and the pilot jet air bleed to size 80 will eliminate a slight hesitation or flat spot which also contributes to this "clunk" when changing gear.

A. E. SHERMAN
Service Manager

AES:ae



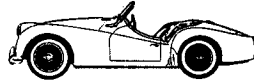
GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: All Dealers

BULLETIN #T-59-21

DATE: JULY 15, 1959

DEPT: SERVICE and PARTS
MANAGERS

SUBJECT: DISTRIBUTOR ON TRIUMPH
SEDAN AND ESTATE WAGON

Please note and record the following information:

| | <u>Lucas Part Number</u> | <u>Standard Motor Co. Part Number</u> | |
|-------------|--------------------------|---------------------------------------|---|
| Distributor | DN2/40598B | 204489 | Up to Engine No. BE-138412 |
| Distributor | DN2/40606 | 205370 | From Engine No. 138413 and Future |
| Distributor | DN2/40611B | 204765 | Used on Twin Carburetor Conversion Kit <u>only.</u> |

ATTENTION PLEASE: Care should be taken in ordering distributors and distributor components due to the changepoint mentioned.

A. E. SHERMAN
Service Manager



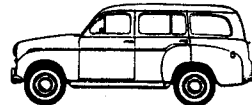
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-23

DEPT: SERVICE and PARTS DEPARTMENTS

DATE JULY 21, 1959

SUBJ: TRIUMPH SEDAN AND ESTATE
WAGON DIFFERENTIAL CROWN
WHEEL ATTACHMENT

A change has been made in the method of locking crown wheel bolts on the above cars introduced at axle number BE-149280.

A spring washer now takes the place of the tab washer which was prone to settling; leading to a few instances of loose attachment bolts.

It is recommended that where occasion arises in service, tab washers are replaced by the spring washers during overhaul of a differential unit.

The items affected by this change are:

104575 Crown Wheel Bolt replaced by 124704 Crown Wheel Bolt

104576 Tab Washer replaced by WQ0308 Lock Washer

Parts Managers should order supplies of the new items without delay.


A. E. SHERMAN



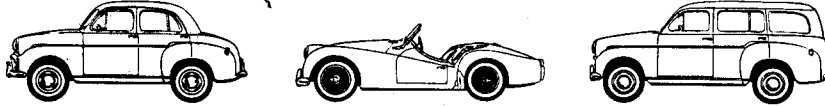
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: SERVICE and PARTS

BULLETIN #T-59-25

Date: August 13, 1959

SUBJECT: T.R.3.A. REAR HUB OIL SEALS

As warranty claims are on the increase in respect of these items, we must remind you of our Bulletin No. 164 dated October 24, 1958 which points out that inner and outer grease seals are almost invariably damaged through over-greasing with high pressure greasing equipment.

If a rear hub grease seal is genuinely defective it will, in most cases show up within 2,000 miles. Therefore, claims submitted for damaged seals outside the aforementioned mileage must have a full explanation substantiating reasons for replacement.

A. E. SHERMAN
Service Manager



1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



*Posted 8/26/55
APW*

TO: All Dealers

BULLETIN #T-59-26

DEPT: SERVICE and PARTS

DATE: August 17, 1959

SUBJECT: GEARBOX MAINSHAFT AND CONSTANT PINION SHAFT T.R.3

In the new TR2/TR3 Parts Catalog number 501653 Third Edition which is now being shipped, the changed constant pinion shaft carrying a needle roller bearing instead of a plain bush is shown on page 26.

At first glance it would appear that the three components concerned, namely, the mainshaft, constant pinion shaft and bush, were changed to the later type at commission number TS-26825 and then reverted to the original type from commission number TS-27051.

This, of course, is not correct and a further close study of the page will reveal that the new components were introduced at TS-26825 and have continued to be incorporated up to the present time with the exception of just 12 gearboxes between TS-27051 and TS-27063 which were produced with the original components using a plain bush instead of the needle roller bearing.

Unless the part number changes on this page are made clear to all concerned there is likely to be confusion and wrong components ordered. The above remarks apply also to page 138 where the changes to the gearbox mainshaft on cars fitted with overdrive are indicated in a similar manner.

A. E. SHERMAN
Service Manager

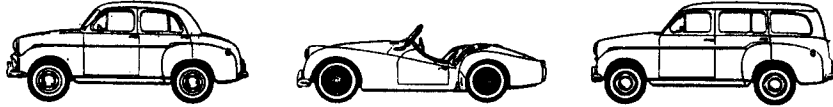


1200 SPRINGFIELD ROAD
UNION, N. J.
MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-27

DEPT: Service and Parts

DATE: August 17, 1959

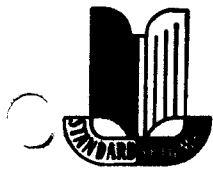
SUBJECT: TRIUMPH T.R. 3 PARTS CATALOG

Please correct the following errors:

| <u>Catalog</u> | <u>Model</u> | <u>Page</u> | <u>Action Required</u> |
|----------------|--------------|-------------|--|
| 501653/U.S.A. | TR2/TR3 | 140 | <u>Alter Part No.</u> |
| | | | 502559 Uni-Directional Clutch Inner Member |
| | | | 502558 Cage - For Rollers |
| | | | <u>To Read:</u> |
| | | | ✓ 502558 Uni-Directional Clutch Inner Member |
| | | | ✓ 502559 Cage - For Rollers |

*Posted 8/26/59
APW.*

A. E. SHERMAN
Service Manager



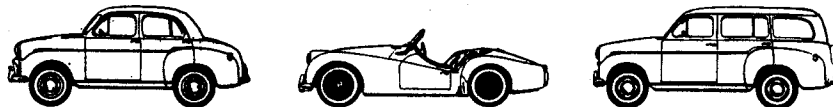
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-28

DEPT: SERVICE and PARTS

DATE: August 20, 1959

SUBJECT: T. R. 3 SPEEDOMETERS

As we receive many inquiries from owners regarding the speedometers fitted to their Michelin equipped T.R.3 roadsters, please let us remind you that correctly calibrated speedometers have been fitted in production for some time on all cars equipped at the factory with Michelin tires.

The production changepoints were as follows:

| <u>Commission No.</u> | <u>Axle Ratio</u> | <u>Speedometer Part Number</u> |
|-----------------------|-------------------|--------------------------------|
| TS-26656 | 3.7:1 | 119047 |
| TS-26704 | 4.1:1 | 119046 |

As owners of cars with earlier commission numbers often require the correctly calibrated speedometers for use in rally work etc., please ensure that you carry these instruments in your parts inventory for supply to your dealers.

A. E. SHERMAN
Service Manager



1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO: ALL DEALERS

BULLETIN #T-59-30

DATE: August 25, 1959

DEPT: SERVICE and PARTS

SUBJECT: VALVE TAPPET CLEARANCE T.R.3,
TRIUMPH SEDAN AND ESTATE WAGON

Complaints are being received from owners of all Triumph models that they are experiencing burnt valves at extremely low mileage.

Please understand that the valves in all engines produced by the Standard Motor Company are carefully lapped in during engine assembly. A check by the Quality Investigation Department has indicated this is being conscientiously carried out in production and therefore the most likely cause of valve failure continues to be lack of adequate pre-delivery and/or 1,000 mile inspection by the selling dealer.

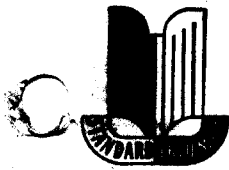
It is of utmost importance that Service Managers and Mechanics on both inspections (a) valve tappet clearances must only be set when the engine is COLD and (b) they must be set on the heel of the cam which can only be done by using a starting handle and using the factory recommended method which is spelled out carefully in the Service Manual.

Under no circumstances should tappet adjustments be attempted with the engine even slightly warm neither should any attempt be made to adjust tappet clearances with the engine running at idling speed.

As the factory recommends in the Owner's Handbooks that it is good preventative maintenance to lap in the valves at 5,000 to 6,000 miles (page 25 T.R.s Handbook, page 20 Sedan and Estate Wagon Handbook) warranty claims will not be honored for this work or for burnt valves which have to be replaced through negligence in initial servicing.

A. E. SHERMAN
Service Manager

Leak B



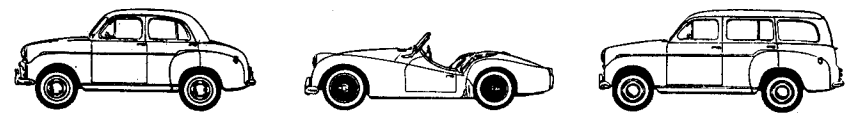
GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA

1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050



TO: All Dealers

DEPT: Service and Parts

BULLETIN: T-59-35

DATE: October 23, 1959

SUBJECT: MODIFICATION

T.R.3.A. REAR BRAKES

As you know a change in size has been effected on the rear brakes of the T.R.3.A. The drum size has been reduced from 10" to 9" to provide better brake balance between front and rear wheels and to reduce the unsprung weight at the rear axle.

The production changepoints are as follows:

| | | | |
|-----------------|-------------|---------------|---------|
| 3.71 Axle Ratio | Wire Wheels | From TS-56377 | Onwards |
| | Disc Wheels | From TS-56384 | Onwards |
| 4.1 Axle Ratio | Wire Wheels | From TS-56887 | Onwards |
| | Disc Wheels | From TS-56946 | Onwards |

A list of the new parts is attached so that you can place an order immediately to bring your inventory up to date.

Service Director

TRIUMPH SPORTS CAR - MODEL T.R.3.A.

9" REAR BRAKE UNITS

| <u>PART NUMBER</u> | <u>DESCRIPTION</u> | <u>NO. PER UNIT</u> |
|--------------------|-------------------------------------|---------------------|
| 206480 | Rear Brake Assembly R.H. | 1 |
| 206479 | Rear Brake Assembly L.H. | 1 |
| 206502 | Back Plate Assembly R.H. | 1 |
| 206501 | Back Plate Assembly L.H. | 1 |
| 508818 | Spring, shoe hold down | 4 |
| 122505 | Pin, shoe hold down | 4 |
| 120142 | <u>Adjuster Unit Assembly</u> | 2 |
| 105692 | Body, Adjuster unit | 2 |
| 105693 | Wedge, adjuster, in body | 2 |
| 111054 | Tappet, between wedge and shoe | 4 |
| HN2007 | Nut, adjuster, body to back plate | 4 |
| WN0707 | Washer, spring, under nut | 4 |
| 504835 | <u>Rear Wheel Cylinder Assembly</u> | 2 |
| 504836 | Body, wheel cylinder | 2 |
| 504837 | Piston+ | 2 |
| 107176 | Seal, piston | 2 |
| 504838 | Cover, dust - piston | 2 |
| 504839 | Retainer, dust cover | 2 |
| 105756 | Screw, bleed | 2 |
| 105676 | Cover, dust - bleed screw | 2 |
| 505088 | Lever, assembly, handbrake | 2 |
| 505091 | Spring, retaining, locking plate | 2 |
| 505092 | Plate, locking, wheel cylinder | 2 |
| 505093 | Cover, dust, wheel cylinder | 2 |
| 505094 | Washer, distance | 2 |

| <u>PART NUMBER</u> | <u>DESCRIPTION</u> | <u>NO. PER UNIT</u> |
|--------------------|---|---------------------|
| 509207 | <u>Brake Shoe Set</u> (comprising one leading and trailing shoes) | 2 sets |
| 505081 | Spring, shoe return, expanding end | 2 |
| 508817 | Spring, shoe return, adjustable end | 2 |
| 201493 | <u>Rear Brake Drum</u> | 2 |
| V.5435 | Screw, set, brake drum to hub | 4 |



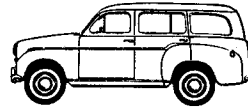
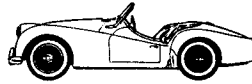
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



TO All Dealers
DEPT Service and Parts

BULLETIN #T-59-38
Date November 6, 1959

SUBJ TRIUMPH TR-3 WINDSHIELDS

In all cases of windshield glass breakage submitted as warranty claims we wish to know whether the car in question was fitted with the original brass chrome-plated windshield assembly described as either the first revision or second revision mentioned in our Bulletin T-59-34. We also require a simple sketch showing the position of the crack in relation to the windshield as a whole.

It is not sufficient to claim windshield breakage giving as the reason for replacement such things as "stress crack" as the TR-3 windshield is not stressed by the thin frame around it or the stanchions. Neither to our knowledge can the erection of the soft top put sufficient strain on the whole assembly to crack a windshield.

Thus your assistance in providing further information with each claim is essential.

A. E. SHERMAN
Service Director



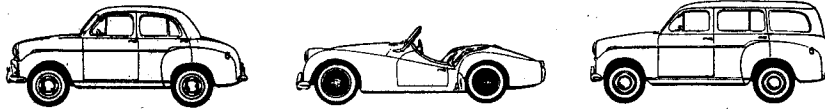
GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA

1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050



November 25, 1959

TO: All Dealers

BULLETIN: T-59-39

DEPT: SERVICE

SUBJECT: 500 Mile Free
Service

It has been brought to our attention that certain dealers are in the habit of charging for the lubrication service which is part of the 500 mile inspection.

Therefore, please be advised that with the exception of materials used, such as oil and grease, the 500 mile service is a free service to any purchaser of a new Triumph automobile, and is part of the selling dealer's obligation to his franchise.

A copy of the schedule of service operations to be carried out at 500 miles is attached.

Please co-operate by immediately notifying your service personnel, of the necessity to strictly adhere to the factory recommendations of free service to be performed as outlined.

A. E. SHERMAN
Service Director

AES:ae

SCHEDULE OF SERVICE OPERATIONS
TO BE CARRIED OUT AT 500 MILES

LUBRICATION

1. Change engine oil
2. Change transmission oil
3. Change rear axle oil
4. Lubricate all chassis points

COOLING SYSTEM

- 1 Check cooling system for leakages
2. Retighten water pump securing bolts and hose clamps as necessary

MOTOR

- 1 Check and adjust contact breaker points
- 2 Check and adjust ignition timing
- 3 Check and tighten cylinder head nuts
- 4 Check and adjust valve tappet clearances
- 5 Check carburetor and gas lines for leakage
- 6 Adjust (and balance) carburetor(s) and reset idling speed
- 7 Check adjustment of fan belt
- 8 Retighten all manifold nuts

ELECTRICAL

- 1 Top up battery level
- 2 Check operation of all electrical equipment

CLUTCH AND BRAKES

- 1 Check and adjust clutch pedal for correct free movement
- 2 Check brake and clutch master cylinders fluid levels and examine for leaks
- 3 Check efficiency of brakes and adjust as necessary

STEERING

1. Check and adjust front wheel bearings.
2. Check front end alignment.
3. Check and retighten attachment nuts, set screws and clamping bolts on all steering linkage.

CHASSIS

1. Check and retighten road wheel nuts.
2. Retighten exhaust pipe flange attachment nuts.
3. Retighten shock absorber attachment bolts.

BODY

1. Readjust door locks as necessary.
2. Check and retighten body bolts.
3. Road-test the vehicle.



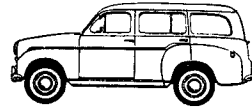
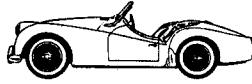
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



PARTS BULLETIN 5/19/59

ATTENTION: PARTS MANAGER

NOW AVAILABLE!

SPECIAL TR-3 PARTS INSTRUMENT KIT

| <u>QUANTITY</u> | <u>NUMBER</u> | <u>DESCRIPTION</u> | <u>LIST</u> |
|-----------------|---------------|-------------------------------|-----------------|
| 1 | 108192 | Speedometer | \$37.95 |
| 1 | 504613/I | Cable, Inner | 3.10 |
| 1 | 504613/O | Cable, Outer | 3.10 |
| 1 | 106970 | Tachometer | 47.45 |
| 1 | 504619/I | Cable, Inner | 2.45 |
| 1 | 504619/O | Cable, Outer | 2.45 |
| 1 | 106964 | Fuel Gauge | 14.95 |
| 1 | 203610 | Tank Unit | 15.95 |
| 1 | 106966 | Oil Gauge | 12.25 |
| 1 | 106965 | Temperature Gauge | 14.75 |
| 1 | 502268 | Glass Convex Lg. | .75 |
| 1 | 502269 | Glass Convex Sm. | .45 |
| 1 | 503465 | Knob Trip Mileage | 1.65 |
| | | | <u>\$157.25</u> |
| | | At Your Usual Discount Of 35% | \$102.23 |
| | | Your Special Price | \$ 80.19 |

Genser-Forman Inc.
Parts Department
1200 Springfield Road
Union, New Jersey

Please ship _____ (Quantity) TR-3 Instrument Kits as per
Parts Bulletin 5/19/59.

(Signed) _____

(Address) _____



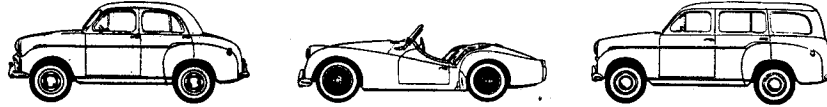
GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA

1200 SPRINGFIELD ROAD
UNION, N. J.

MUdock 8-0050



ATTENTION PARTS and SERVICE MANAGERS

ORDERING PARTS

During the course of a current model, the factory will at various intervals, make certain modifications.

Therefore, in ordering parts it is very essential to furnish us with the serial number of the car for which the parts are required.

This number can be found on the fire wall.

For TRs, the numbers begin with letters TS and end with L.
For Sedans, the numbers begin with letters TBE and end with
LDLB.

For Estate Wagons, the numbers begin with letters TBE and
end with LSC.

Your close observation of our request for you to furnish the serial numbers in ordering parts will assure you of securing the correct part immediately.

RETURNING PARTS

We should also like to call your attention to our policy in regard to the return of parts or other merchandise.

When you find it necessary to return parts, please obtain a written authorization from our Parts Department. Please include in your request for authorization, the invoice number and date of purchase.

Your co-operation in the above is appreciated.

M. LEONARD
Parts Manager

BULLETIN

TO: ALL DEALERS

DATE: March 5, 1959.

SUBJECT: Lighting Fuses
TR-3, Sedan &
Estate Wagon

DEPT: Service and Parts

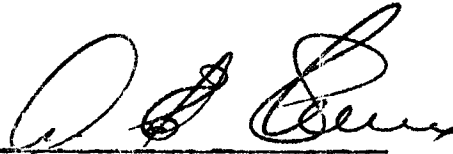
Advance information has just come through from the factory that line fuses are now being incorporated for the tail lights and stop lamp units together with the direction indicator lamps.

Three additional line fuses have been incorporated to protect the units on the Sedan and Estate Wagon. It has only been necessary to use one additional line fuse for the TR-3.

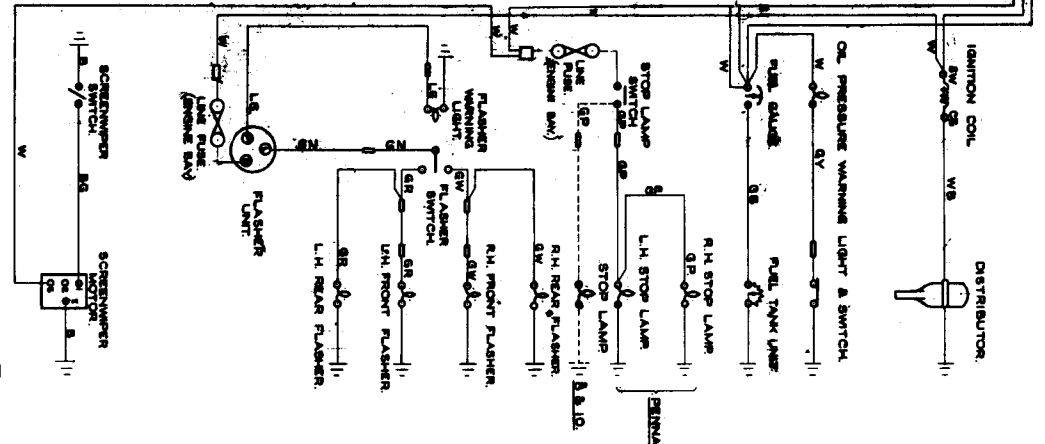
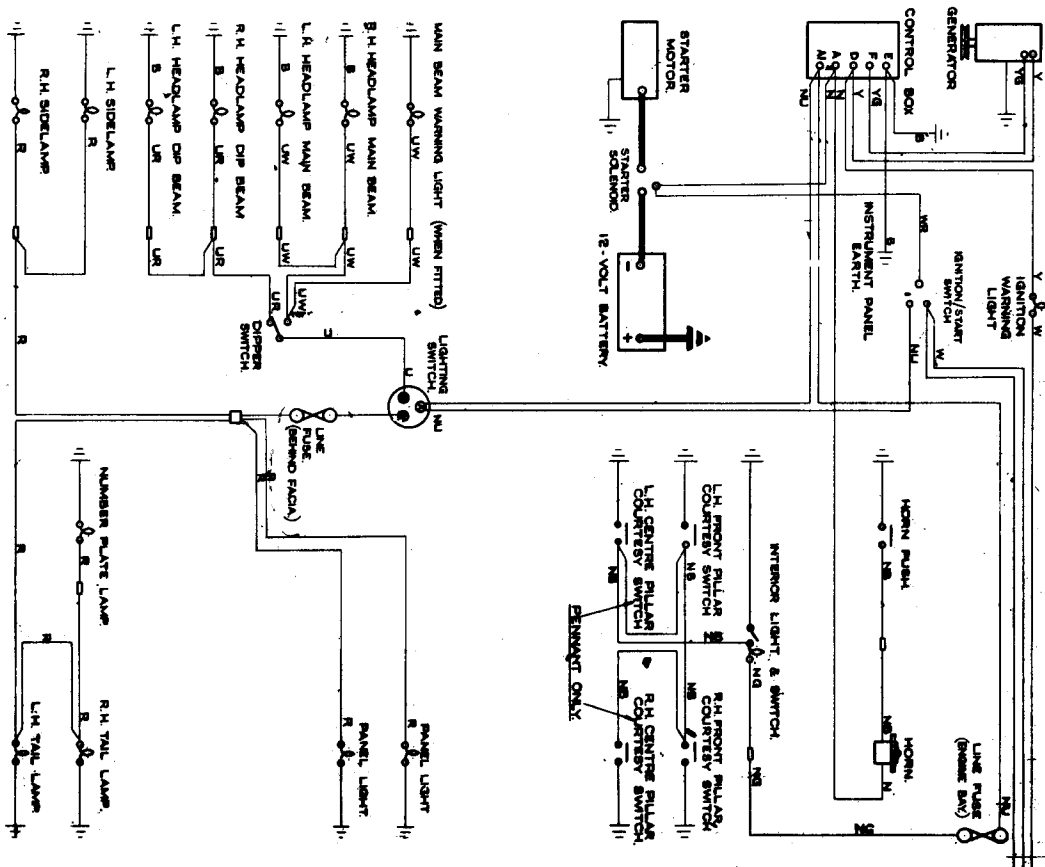
The commission numbers at which these are being incorporated are as follows:

| | |
|----------------------|----------------------------------|
| Triumph TR-3 | Commission Number TS-38177-L |
| Triumph Sedan | Commission Number TBE 35663 LDLB |
| Triumph Estate Wagon | Commission Number TBE 35441 LSC |

Attached are wiring diagrams showing the exact layout for your information.

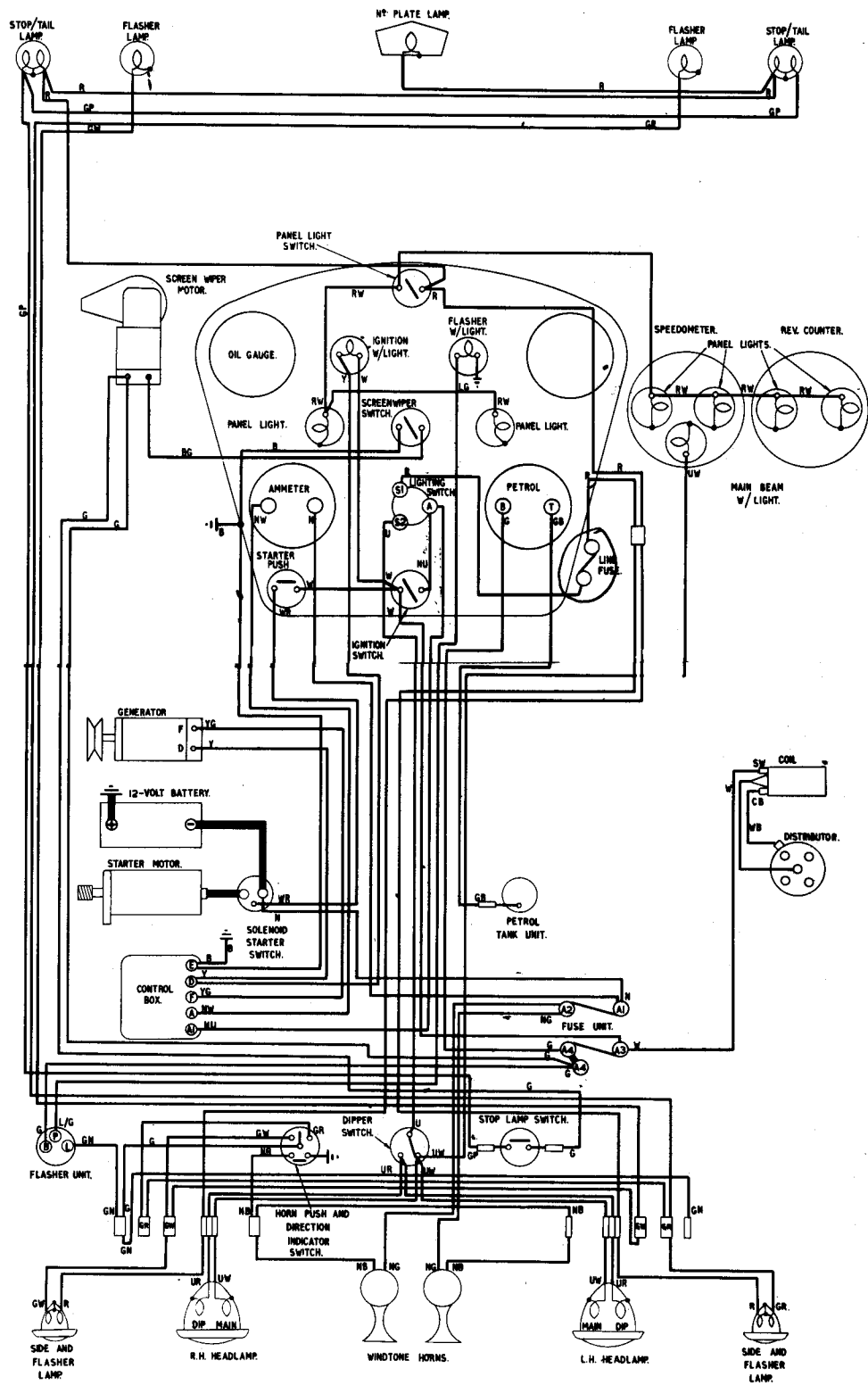


A. E. SHERMAN
Service Director



SNAP CONNECTORS
 TERMINAL BLOCKS OR JUNCTION BOX
 EARTH CONNECTIONS MADE
 VIA CABLE OR
 VIA FERRIS BOLTS

| CABLE COLOUR CODE | |
|-------------------|--------|
| B | BLACK |
| U | BLUE |
| N | BROWN |
| G | GREEN |
| P | PINK |
| R | RED |
| S | SLATE |
| W | WHITE |
| Y | YELLOW |
| D | DARK |
| L | LIGHT |
| M | MEDIAL |



| | |
|-----|---------|
| 1 | RED |
| 2 | BLACK |
| 3 | GREEN |
| 4 | YELLOW |
| 5 | WHITE |
| 6 | BLUE |
| 7 | PINK |
| 8 | BROWN |
| 9 | GRAY |
| 10 | ORANGE |
| 11 | PURPLE |
| 12 | TEAL |
| 13 | SLATE |
| 14 | INDIAN |
| 15 | NAVY |
| 16 | CRIMSON |
| 17 | MAUVE |
| 18 | ROSE |
| 19 | SLATE |
| 20 | INDIAN |
| 21 | NAVY |
| 22 | CRIMSON |
| 23 | MAUVE |
| 24 | ROSE |
| 25 | SLATE |
| 26 | INDIAN |
| 27 | NAVY |
| 28 | CRIMSON |
| 29 | MAUVE |
| 30 | ROSE |
| 31 | SLATE |
| 32 | INDIAN |
| 33 | NAVY |
| 34 | CRIMSON |
| 35 | MAUVE |
| 36 | ROSE |
| 37 | SLATE |
| 38 | INDIAN |
| 39 | NAVY |
| 40 | CRIMSON |
| 41 | MAUVE |
| 42 | ROSE |
| 43 | SLATE |
| 44 | INDIAN |
| 45 | NAVY |
| 46 | CRIMSON |
| 47 | MAUVE |
| 48 | ROSE |
| 49 | SLATE |
| 50 | INDIAN |
| 51 | NAVY |
| 52 | CRIMSON |
| 53 | MAUVE |
| 54 | ROSE |
| 55 | SLATE |
| 56 | INDIAN |
| 57 | NAVY |
| 58 | CRIMSON |
| 59 | MAUVE |
| 60 | ROSE |
| 61 | SLATE |
| 62 | INDIAN |
| 63 | NAVY |
| 64 | CRIMSON |
| 65 | MAUVE |
| 66 | ROSE |
| 67 | SLATE |
| 68 | INDIAN |
| 69 | NAVY |
| 70 | CRIMSON |
| 71 | MAUVE |
| 72 | ROSE |
| 73 | SLATE |
| 74 | INDIAN |
| 75 | NAVY |
| 76 | CRIMSON |
| 77 | MAUVE |
| 78 | ROSE |
| 79 | SLATE |
| 80 | INDIAN |
| 81 | NAVY |
| 82 | CRIMSON |
| 83 | MAUVE |
| 84 | ROSE |
| 85 | SLATE |
| 86 | INDIAN |
| 87 | NAVY |
| 88 | CRIMSON |
| 89 | MAUVE |
| 90 | ROSE |
| 91 | SLATE |
| 92 | INDIAN |
| 93 | NAVY |
| 94 | CRIMSON |
| 95 | MAUVE |
| 96 | ROSE |
| 97 | SLATE |
| 98 | INDIAN |
| 99 | NAVY |
| 100 | CRIMSON |



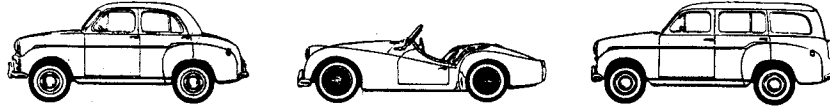
1200 SPRINGFIELD ROAD
UNION, N. J.

MUdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



April 27, 1959

ATTENTION

SALES and SERVICE PERSONNEL

We again wish to call your attention to the fact that the Hood Stick Cover (usually referred to as the boot) has been discontinued in all TRs.

The new Tonneau Cover is now constructed to take the place of the boot.

It is affixed in the normal fashion but to act as a boot, it is folded down and snapped on to pegs found inside on the left and right wheel arches.

Only in the case where a rear seat is fitted at the factory, will the boot continue to be supplied in a TR.

Please advise all personnel immediately, so that requests for missing boots will be eliminated.

Thank you.

A. E. SHERMAN
Service Manager



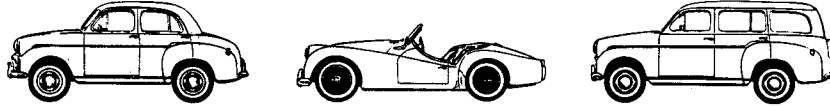
1200 SPRINGFIELD ROAD
UNION, N. J.

MUdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



May 19, 1959

ATTENTION ALL TRIUMPH SERVICE MANAGERS

The practice of the factory to ship TR roadsters from England with large front and rear boards has eliminated extensive damages in shipment.

To further reduce the possibility of damage while being delivered to you, it will be our policy after June 1, 1959 to permit these protective boards to remain on the cars.

Therefore, you will find packed in each car your bumpers and bumperettes together with the new type sealed beam headlights which must also be installed at this time.

This added protection will more than compensate you for the few minutes time involved in the removal of these boards and the installation of the bumpers.

For your convenience we will insert in the glove compartment of each TR a diagram indicating the simplest and easiest manner in which the installation is completed.

Your co-operation is appreciated.


LAWRENCE FORMAN



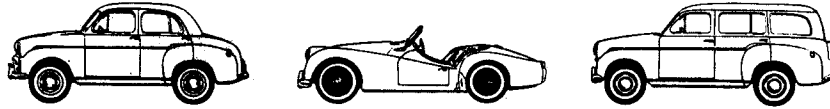
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



FRONT BUMPER ASSEMBLY

1. Loosen front bumper bracket mounting bolts.
2. Mount front bumper using chrome dome head bolts at outer ends.
3. Insert rubber strips on overriders on edges which contact face bar.
4. Install long 3/8" SAE bolts from rear of bumper bracket inserting a dished washer between bumper bracket and face bar into overider.
5. Install shorter 3/8" bolt through upper support tube into overider.
6. Tighten all bolts.

A. E. SHERMAN
Service Manager

INSTALLATION OF SEALED BEAMS

1. Remove outer chrome rim by unsnapping from the bottom.
2. Loosen 3 phillips head screws on sealed beam retainer ring.
3. Turn retainer ring counter clockwise until retainer rim releases from screws.
4. Insert head light adapter plug onto sealed beam.
5. Insert sealed beam so that three mounting plugs or sealed beam are in recesses in headlight bucket.
6. Replace headlight retainer rim on mounting screws and turn clockwise to limit of recess. Tighten 3 phillip head securing screws.
7. Install rubber dust excluder.
8. Snap on headlight rim.

Refer to Bulletin #T 59-13.



A. E. SHERMAN
Service Manager



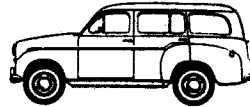
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



July 31, 1959

ATTENTION PARTS and SERVICE MANAGERS

WARRANTIES

We again direct your attention to the necessity of submitting Warranty Claims in the manner and procedure as outlined in Bulletin No. 88, which has been previously mailed to you.

We cannot accept claims without the necessary information as requested, nor for items which do not qualify under warranty.

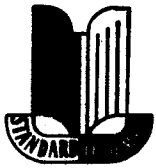
If for some reason you do not have your copy of the Bulletin, please write directly to Mr. W. R. Drouin, Claims Manager, for an additional copy.

Thank you.



W. R. DROUIN
Claims Manager

Les B



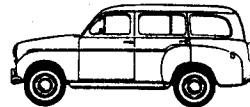
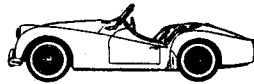
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



July 31, 1959

ATTENTION PARTS MANAGERS

PARTS MAY NOT BE RETURNED WITHOUT PRIOR APPROVAL

The haphazard return of parts has in many cases resulted in loss in shipment, wrong identification, errors and delay in proper credits to dealers.

To avoid this, it is therefore necessary, to write or call Mr. M. Leonard, Parts Manager, and receive written prior approval.

In this manner you will be assured of receiving your prompt and proper credits to your parts account.

Your co-operation is appreciated.



M. LEONARD
Parts Manager



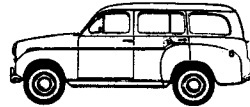
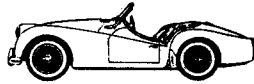
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



ATTENTION SALES and PARTS DEPARTMENT

There has been such a tremendous demand for Triumph touch-up paint, that we found it necessary to complete a paint kit, consisting of a cardboard easel displaying twenty (20) bottles of various colored TR-3 touch-up paint.

Each Triumph dealer who has had the opportunity to see this kit on display, has placed an order for one or more.

Therefore, we are so certain that you also will be pleased, that we are taking the liberty of shipping you one kit on approval, which is to be charged to your parts account.

Each bottle sells for \$1.25, your profit on the entire kit is \$8.75. Your net cost per kit is \$16.25.

Upon receiving the above kit, should you decide that you would rather not keep it, kindly return to our parts department in the original shipping container and your account will be credited.

Thank you.

M. LEONARD
Parts Manager



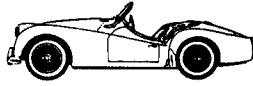
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



ATTENTION SALES and PARTS MANAGERS

ANNOUNCING

LOCKING GAS CAP

for the

SEDAN "10" & ESTATE WAGON

LIST PRICE \$6.45

Genser Forman Inc.
1200 Springfield Road
Union, New Jersey

Gentlemen:

Please ship us and charge to our parts account:

Locking Gas Cap at \$6.45 ea.

QUAN

Dealer _____

Address _____

City-State _____

Authorized Signature.



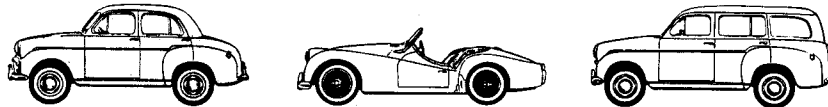
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



ATTENTION PARTS MANAGER

SPECIAL PRICE REDUCTIONS

GENUINE TRIUMPH PARTS

To eliminate the temptation of an owner to purchase other than genuine factory parts, we have reduced the following items which in many cases are less than inferior off-brands.

| PART NO. | DESCRIPTION | FORMER LIST | REDUCED LIST | YOUR NEW NEW |
|----------|---------------------------|-------------|--------------|--------------|
| 100536 | Outer Front Wheel Bearing | \$6.00 | \$4.80 | \$3.12 |
| 100573 | Inner Front Wheel Bearing | 8.15 | 5.45 | 3.54 |
| 505281 | TR-3 Engine Gasket Set | 6.20 | 4.80 | 3.12 |

Genser Forman Inc.
1200 Springfield Road
Union, New Jersey

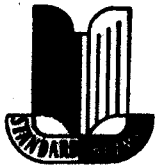
Please ship the following:

| QUANTITY | NUMBER | DESCRIPTION |
|--------------------------|--------|---------------|
| <input type="checkbox"/> | 100536 | Outer Bearing |
| <input type="checkbox"/> | 100573 | Inner Bearing |
| <input type="checkbox"/> | 505281 | Gasket Set |

Dealership _____

Address _____

Authorized signature _____



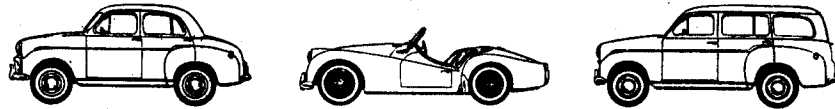
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



July 31, 1959

ATTENTION SERVICE MANAGERS

Until you are further advised TR Roadsters will be delivered with front and rear bumpers installed.

However, headlight bulbs will continue to be placed in the trunk and are to be installed in your shop.

Thank you.

A. E. SHERMAN
Service Manager



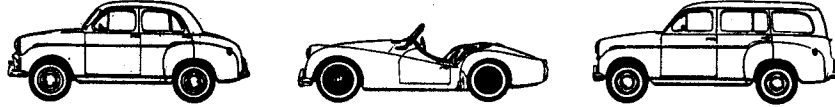
1200 SPRINGFIELD ROAD
UNION, N. J.

MUrdoch 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



August 24, 1959

DEALER'S REPORT ON OWNER'S COMPLAINT

On many occasions a dissatisfied Triumph owner will write a letter of complaint to the New York Office of Standard Triumph Motor Company or in other instances directly to the factory in Coventry, England.

Immediately upon receipt of this complaint by either office, it becomes necessary for us to report in detail an explanation of the circumstances together with a final report on the manner in which it was handled. Until this final report is submitted, our records remain incomplete.

Therefore, your co-operation is requested in immediately answering all correspondence referring to an owner's complaint emanating through your dealership.

Thank you.


BUD FORMAN

LSB



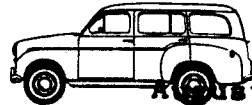
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



August 26, 1959

BULLETIN

IMPORTANT INSTRUCTIONS re ADJUSTABLE STEERING

Very often it is impossible to obtain the color TR that you require with adjustable steering and vice-versa.

With respect to this and to expedite and facilitate sales, it is a simple and quick matter to change over to adjustable steering or reverse as necessary.

Approximately one hour is all that is necessary to accomplish this change as follows:

1. Loosen the connecting sleeve midway down the steering column.
2. Loosen the steady bracket at the fire wall.
3. Loosen the fixing bracket under the dash.
4. Loosen the ferrule nut at the lower extremity of the steering box which fixes the inner stator tube.
5. Disconnect the wiring at the connectors at the left-valance.
6. Remove the complete assembly.
7. Reverse the above operation for installation.

LesB

A. E. SHERMAN
Service Manager

ATTENTION: PARTS MANAGERS

Recently we have learned of many delays in the shipments of parts to dealers, which have been traced to poor service caused by our present express carrier.

Therefore, to expedite parts deliveries we will utilize the Shallcross Trucking Company and their associated carriers, commencing November 5th, 1959.

If you experience any further undue delays in receiving merchandise after date of our shipment, kindly advise immediately.

Thank you.


GENSER FORMAN INC.

M. LEONARD

Parts Manager

RETURN PARTS

FROM

INVOICE NO.

| ITEM | PART NO. | DESCRIPTION | QTY. |
|------|----------|-------------|------|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

SIGNED BY

SAMPLE

To - GENSER-FORMAN
1200 SPRINGFIELD ROAD
UNION, NEW JERSEY

ATTENTION: PARTS MANAGERS

Once again, we are calling to the attention of all parts managers, the necessity to obtain prior written approval, before returning any parts.

After your request has been granted, you will receive in the mail a duplicate of the enclosed sample sticker, which is to be completely filled out and pasted to the return package.

Only by following this procedure, will you enable us to extend full and immediate credit to your company.

We strongly urge your co-operation.

Thank you.

GENSER FORMAN INC.

[Signature]
M. LECHARD
Parts Manager



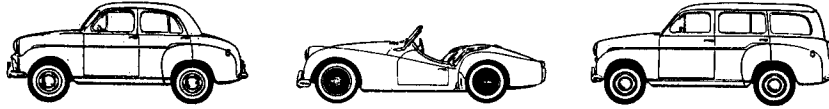
1200 SPRINGFIELD ROAD
UNION, N. J.

MURdock 8-0050

GENSER-FORMAN INC.

TRIUMPH DISTRIBUTORS

NEW YORK
NEW JERSEY
PENNSYLVANIA



November 16, 1959

ATTENTION PARTS MANAGERS

The attached list consists of parts numbers for the new 1960 Face-Lift Model of the Triumph Estate Wagon.

Please insert them in your latest parts catalog ✓
No. 506533/1.

Thank you.

M. LEONARD
Parts Manager

1960 TRIUMPH ESTATE WAGONNEW FACE-LIFT PARTS

| <u>Part Number</u> | <u>Description</u> | <u>No. Per Car</u> |
|--------------------|---------------------------------------|--------------------|
| 801502 | Front Wing R.H. | 1 |
| 801501 | Front Wing L.H. | 1 |
| 901046 | Front Wing Valance R.H. | 1 |
| 901045 | Front Wing Valance L.H. | 1 |
| 801992 | Front Apron Assy. | 1 |
| 604953 | Front Wing Closing Panel R.H. | 1 |
| 604952 | Front Wing Closing Panel L.H. | 1 |
| 555988 | Frontal Grille Assy. | 1 |
| 802207 | Frontal Grille Surround | 1 |
| 601843 | Sealing Ring-Surround to Apron | 2 |
| 605807 | Distance Washer Surround to Apron | 7 |
| YH6505 | Screw-Surround to Apron | 7 |
| FU2585 | Spire-Fix Surround to Apron | 7 |
| 606079 | Beading Clip-Bar to Apron | 6 |
| 553120 | Rivet-Clip to Apron | 6 |
| YZ34G4 | Screw-Bar to Apron | 4 |
| FN2044 | Spire Fix-Locking Screw | 4 |
| 801872 | Front Bumper Assy. | 1 |
| 801824 | Bumper Bar-Only | 1 |
| 702696 | Support Spring R.H. | 1 |
| 702695 | Support Spring L.H. | 1 |
| 555659 | Bolt-Spring to Bar | 4 |
| 702808 | Support Bracket R.H. | 1 |
| 702807 | Support Bracket L.H. | 1 |
| HU0806 | Screw-Support Bracket to Frame | 4 |
| WP0008 | Washer-Support Bracket to Frame | 4 |
| WL0208 | Washer-Support Bracket to Frame | 4 |
| HN2008 | Nut-Support Bracket to Frame | 4 |
| HU0910 | Screw-Support Spring to Apron | 2 |
| 901047 | Valance Panel F. Bumper | 1 |
| YZ3504 | Screw-Valance Panel to Apron | 4 |
| WM0055 | Washer-Valance Panel to Apron | 4 |
| FJ2465 | Spire Fix-Valance Panel to Apron | 4 |
| 607013 | Bracket-Valance Support | 2 |
| 550268 | Rivet-Bracket to Valance | 2 |
| 605782 | Hanger Bracket-Number Plate | 3 |
| TR6705 | Screw-Number Plate attachment | 3 |
| WP0005 | Washer-Plain Number Plate Attachment | 3 |
| NH2005 | Nut-Number Plate Attachment | 3 |
| WL0205 | Washer-Spring Number Plate Attachment | 3 |
| 702744 | Front Wing Motif R.H. | 1 |
| 702743 | Front Wing Motif L.H. | 1 |
| 801913 | Front Wing Finisher R.H. | 1 |
| 801912 | Front Wing Finisher L.H. | 1 |