

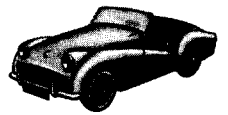


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TO: ALL DEALERS

BULLETIN #T61-2

DEPT: SERVICE AND PARTS

DATE: January 11, 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.

Alfred E. Sheram
Service Director

AES/ak

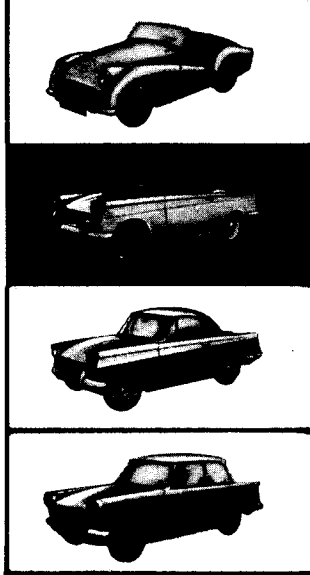


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BULLETIN #T-61-3

DEPT: SERVICE AND PARTS

DATE: February 7, 1961

SUBJECT: TRIUMPH 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.

Alfred E. Sherman
Service Director

AES/ak



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TO: ALL DEALERS

BULLETIN #T-61-4

DEPT: SALES, SERVICE AND PARTS

DATE: March 3, 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 TR-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 has come to my attention that the factory is receiving Warranty Registration cards from improper Maintenance Voucher books, which are being issued at the time of the new car sales.

In the future, please be careful in issuing the Maintenance Voucher Books, as one has absolutely no bearing on the other, since all the information on the time allowance, etc. is completely different.

A. E. SHERMAN
Service Director

AES/ak



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TO: ALL DEALERS

BULLETIN #T-61-5

DEPT: SERVICE AND PARTS

DATE: March 10, 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 completed, can make such a tremendous improvement to the seating comfort.

Alfred E. Sherman
Service Director

AES/ak



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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T-61-6

DATE: March 10, 1961

SUBJECT: CRACKING OF TR-3
WINDSCREEN

Cases have been reported of repeated cracking of TR-3 windshields.

A protection against the possibility of this occurrence is to slacken the 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.

Alfred E. Sherman
Service Director

AES/ak

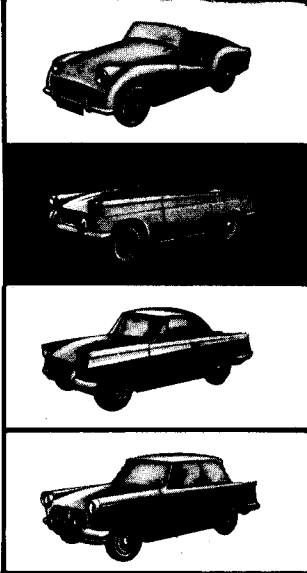


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TO: ALL DEALERS

BULLETIN #T-61-10

DEPT: SERVICE AND PARTS

DATE: April 19, 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 request that you withdraw from stock any of the earliest type shaft, Part Number 124117, which is readily identifiable by the fact that it is not fitted with a steel flinger.

When this has been done, report the total of the early type shafts on hand and we will arrange for a similar quantity of the latest type to be shipped to you free of charge. When the new axle shafts are received, the early type of axle shafts should then be stored for later pick-up by our Field Service Representatives.

Please give this matter your immediate attention, so that we may supply you with the necessary quantities.

Alfred E. Sherman
Service Director

AES/ak



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TO: DEALERS

BULLETIN #T-61-11

DEPT: SERVICE

DATE: May 12, 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.

May 12, 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:

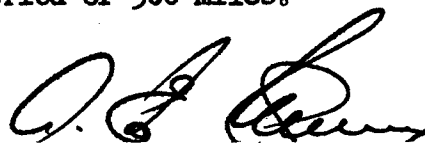
129981	Top Compression Ring (inner stepped)
129982	Second Compression Ring (tapered)
129983	Maxi Groove Scraper Ring

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 includes 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.

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.



Alfred E. Sherman
Service Director



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TO: DEALERS

BULLETIN #T-61-13

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 and manufactured by "Clear Hooters", is of robust 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.

Alfred E. Sherman
Service Director

AES/ak

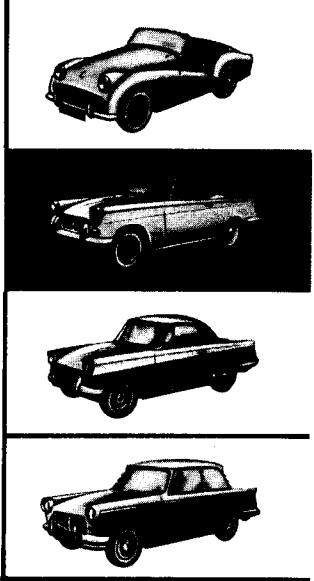


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TO: DEALERS

BULLETIN #T-61-14

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 L	-	Coupe
Y 21855 LCV	-	Convertible
G 59935 L	-	Sedan

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 G/B Cover Carpet	-	805073
609030 R. Floor Carpet	-	805081
610446 R. Floor Carpet	-	611325
610450 R. 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.

Alfred E. Sherman
Service Director

AES/ak



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TO: DEALERS

BULLETIN #T-61-16

DEPT: SERVICE AND PARTS

DATE: May 15, 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 Plate 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.

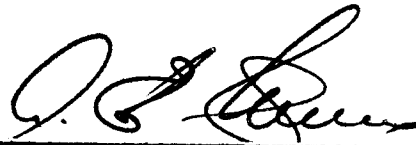
(continued on next sheet)

ADJUSTMENT

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

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".



Alfred E. Sherman
Service Director

AES/ak



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TO: ALL DEALERS

BULLETIN #T-61-18

DEPT: SERVICE AND PARTS

DATE: May 18, 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 obviating the possibility of piston scuffing under arduous conditions.

Alfred E. Sherman
Service Director

AES/ak

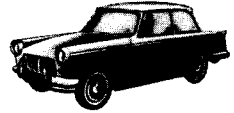


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BULLETIN #T-61-19

DEPT: SERVICE AND PARTS

DATE: May 18, 1961

SUBJECT: GEAR LEVER RATTLE - HERALD

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

1. The metal dished inner washer Part No. 117727 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 118889)
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 the Spares Division in the normal manner.

Alfred E. Sherman
Service Director

AES/ak



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TO: DEALERS

BULLETIN #T-61-20

DEPT: SERVICE and PARTS

DATE: June 2, 1961

SUBJECT: TRIUMPH HERALD
RACK AND PINION
STEERING UNIT

To prevent over-tightening of an inner ball joint assembly, this being the subject of Service Bulletin T-61-23, a new steering unit, incorporating shims for ball joint adjustment, has been introduced from Commission Numbers:

Coupe and Convertible

Y 21476

Sedan

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, 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.

(continued on next sheet)

3. With the cup nut held in a vice, 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 (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:

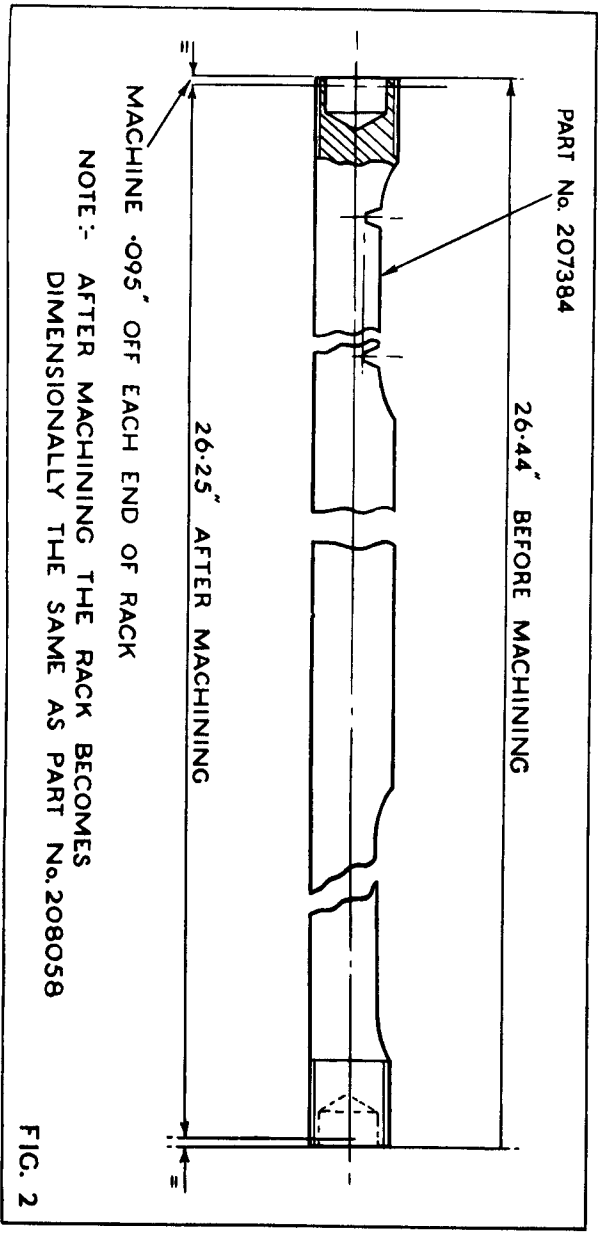
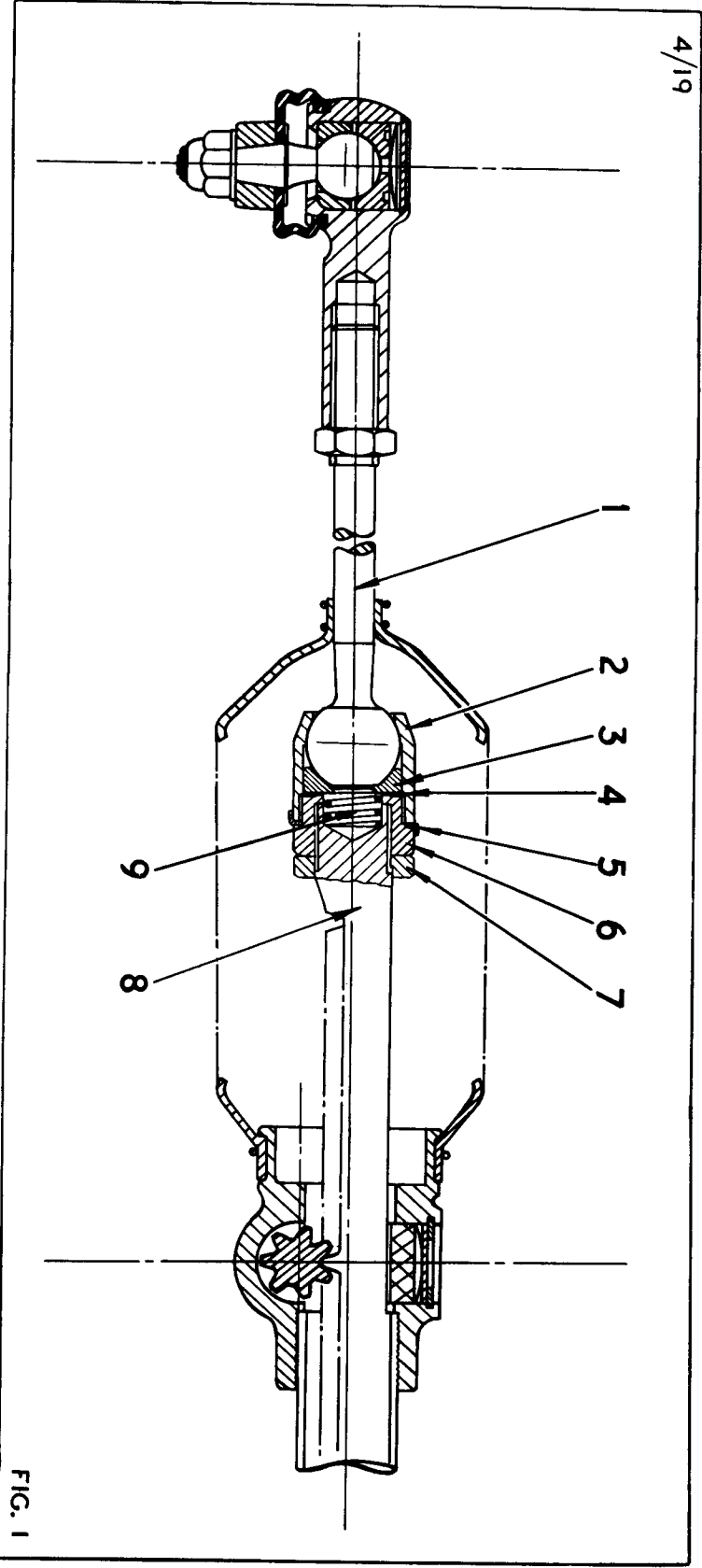
<u>Part Number</u>		<u>Part Number</u>
304689	- Rack and Pinion Assembly R.H. replaced by	305050
304690	- Rack and Pinion Assembly L.H. replaced by	305051
207384	- Steering Rack replaced by	208058
120954	- Adaptor replaced by	129963

Details Added

- 129961 - Inner Ball Joint Assembly
- 130031 - Shim 0.002" thickness
- 130032 - Shim 0.010" thickness



Alfred E. Sherman
Service Director





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TO: DEALERS

BULLETIN #T-61-21

DEPT: SERVICE and PARTS

DATE: May 31, 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. The sealing compound must not be stretched or overlapped as it is being applied.

(continued on next sheet)

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

Apply a small piece of sealing compound to the top edge of the panel, and 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 $1\frac{1}{2}$ " hardwood roller, the type normally used by paperhangers, roll the weather curtain firmly into contact with the door panel, thus forming a positive seal.

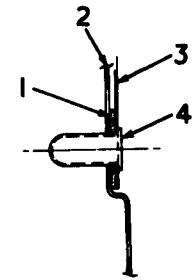
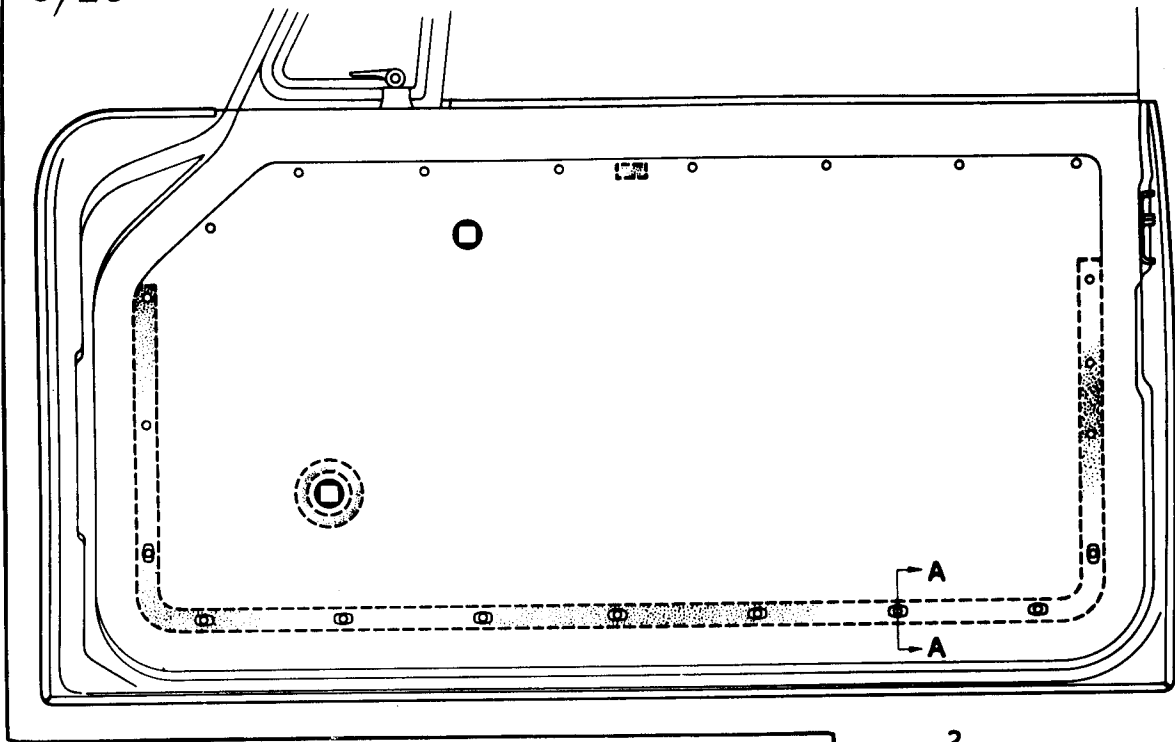
Refit the trim panel.



Alfred E. Sherman
Service Director

AES/ak

5/26



SECTION 'A-A'

FIG. 1

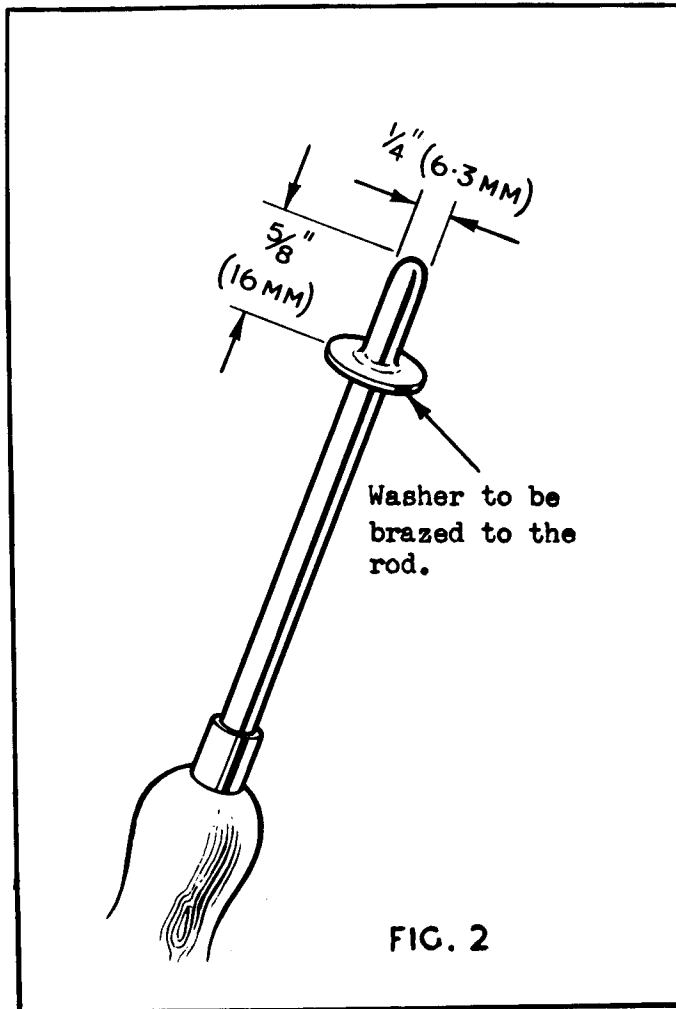


FIG. 2



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TO: DEALERS

BULLETIN #T-61-22

DEPT: SERVICE and PARTS

DATE: May 31, 1961

SUBJECT: TRIUMPH TR-3
FITTING OVERDRIVE
AS AN ACCESSORY

When fitting an overdrive to a TR-3 in service, i.e. one which has not had an overdrive fitted as original equipment, it is important that the isolator switches are positioned correctly on the gearbox top extension.

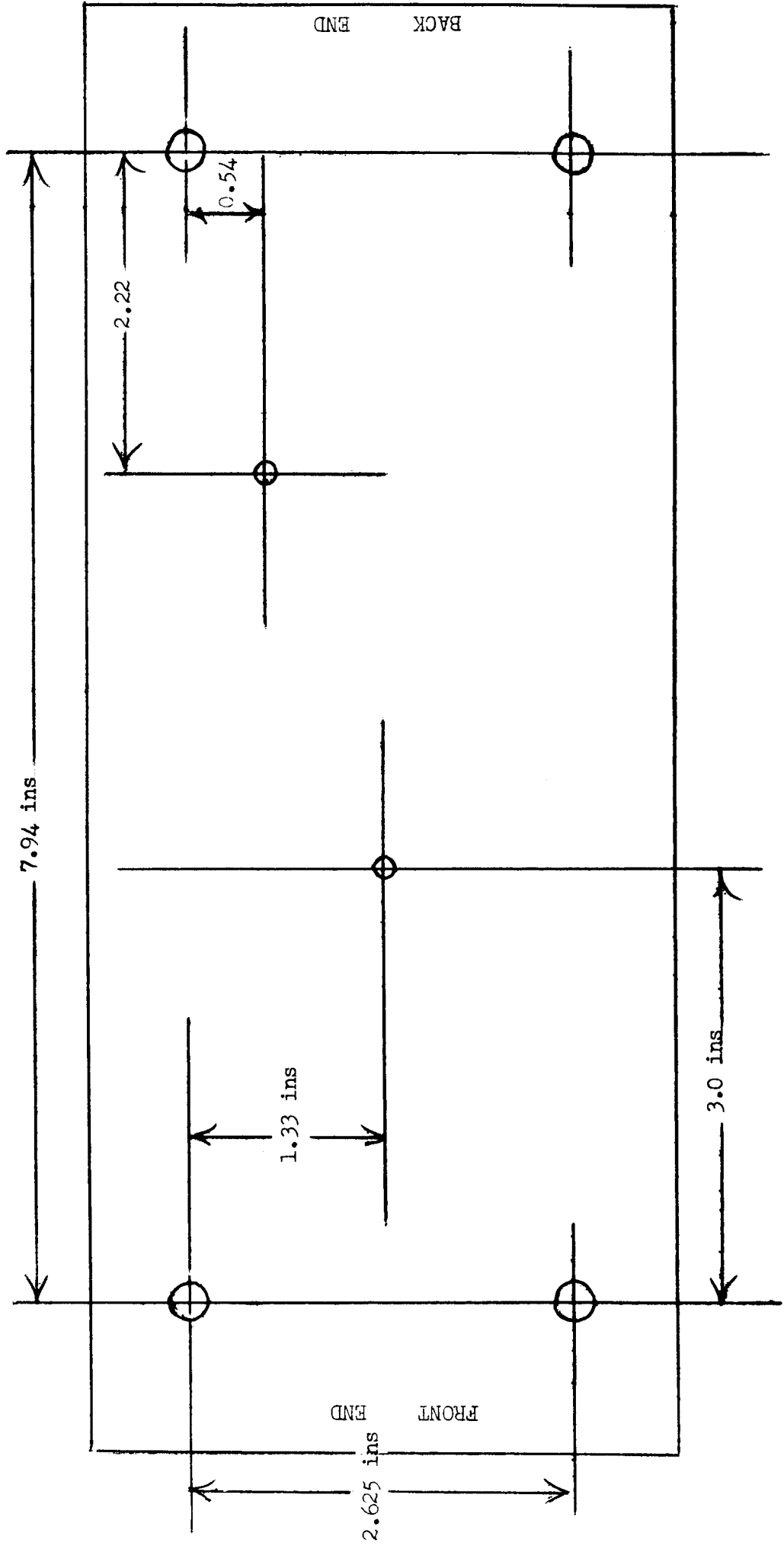
On earlier cars, the holes for the two switches will be found already drilled, and no difficulty should be experienced in removing the plugs and inserting the switches. However, on current models, these holes have not been drilled and a template can easily be made to facilitate the positioning which 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 located on the gearbox top extension with the four holes corresponding to the attachment stud holes. Center punching through the small holes in the template will then enable the drilling position for the isolator switches to be obtained.

The switch holes can be drilled and tapped, using a 17/32" drill and a 16 mm x 2 mm tap. It will be necessary, however, to remove the selector rods, etc., from the extension, prior to drilling, in order to avoid damage and to enable the resulting metal particles to be thoroughly cleaned away.

Alfred E. Sherman
Service Director

AES/ak



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".



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TO: DEALERS

BULLETIN #T-61-23

DEPT: SERVICE and PARTS

DATE: May 31, 1961

SUBJECT: TRIUMPH HERALD
RACK & PINION STEERING

Dryness of the rack at the opposite end to which the grease plug is fitted may cause a knock from the steering assembly.

During greasing, the steering should be turned to full right-lock on cars fitted with left-hand steering. In any other position, grease will be prevented from reaching the opposite extremity and will exude from the rack tube at the pinion end.

In this full lock position, the tie-rod inner end ball joint lock nut contacts the end of the rack tube and forms a seal so preventing grease loss.

This information should be passed to your lubricating bay operator.

Alfred E. Sherman
Service Director

AES/ak

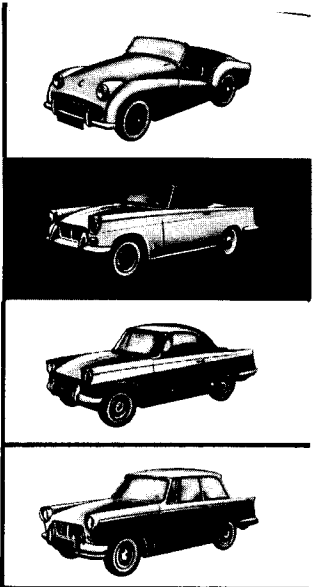


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TO: DEALERS

BULLETIN #T-61-24

DEPT: SERVICE and PARTS

DATE: May 31, 1961

SUBJECT: TRIUMPH KNOCK
STEERING KNOCK

Detailed below are possible causes of steering knock. We have no record of any reports of this condition, but these details are given as a reference should occasion arise, as it will rarely be found that dismantling of the complete assembly will be necessary.

Faults

Impactoscopic steering clamp incorrect.

Steering unit flexible coupling bolts loose.

Inadequate lubrication of rack.

Tie-rod inner ball joints out of adjustment.

Incorrect Pinion and Pressure pad end float.

Defective bell spring plate

Wear in rack tube bushes.

Remedies

Reset setting as detailed in Service Bulletin T-60-37 and Herald Workshop Manual.

Tighten pinch bolts. Tighten coupling bolts and renew securing wire.

Lubricate as detailed in Service Bulletin #T-61-23.

Carry out adjustment as detailed in Service Bulletins #T-61-16 and T-61-20.

Carry out adjustments as detailed in Triumph Herald Workshop Manual, Group 4, 2nd Edition, August 1960.

Replace faulty item.

Renew faulty items.

Alfred E. Sherman
Service Director

AES/ak



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TO: DEALERS

BULLETIN: T-61-28

DEPT: SERVICE & PARTS

DATE: December 1, 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 unservicable 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 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 is further evidence of the quality of the tires which the Standard-Triumph Motor Company specifies as Original Equipment.

Alfred E. Sherman
Service Director

AES/am



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TO: DEALERS

BULLETIN: T-61-32

DEPT: SERVICE & PARTS

DATE: December 1, 1961

SUBJECT: HERALD ROAD SPRING

To give increased ground clearance, a new front road spring has been incorporated on production at Commission Numbers:

GA-3276
Y-22735

GY-10549
G-64484

The new spring, which is $\frac{3}{8}$ " longer than the previous type can easily be identified by white paint marks on the coils, and is only interchangeable with the original type of spring, if fitted in pairs. When a single replacement is required, it is imperative that an identical spring is used.

The Part Numbers affected are:

Front road spring 206241 replaced by 208056

Front damper road spring assembly 206261 replaced by 208176

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.

Alfred E. Sherman
Service Director

AES/am



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TO: DEALERS

BULLETIN: T-61-33

DEPT: SERVICE & PARTS

DATE: December 1, 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 Required

Part Number

Side Valance (L.H.)
1/4" Acme Screw
Plain Washers
Captive Nut

902273
UL 2704 - 7 required
WP 0167 - 7 required
FA 305714 - 7 required

Side Valance (R.H.)
1/4" Acme Screw
Plain Washers
Captive Nut

902274
UL 2704 - 7 required
WP 0167 - 7 required
FA 305714 - 7 required

Rear Valance
1/4" Setscrew
Plain Washer
Spring Washer
1/4" UNF Nut
1/8" Rivets

902268
H 40704 - 6 required
WP 0035 - 6 required
WL 0207 - 6 required
HN 2007 - 6 required
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" (24mm.) from the forward edges of the aperture.

(continued on next sheet)

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).

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 Sealastik.

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.

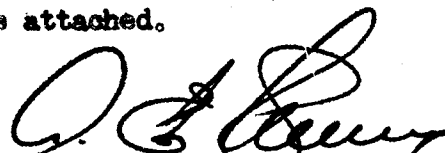
Drill out two rivets which secure the lower centre position of the valance to the spare wheel compartment.

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.

An illustration concerning this bulletin is attached.



Alfred E. Sherman
Service Director

5/38

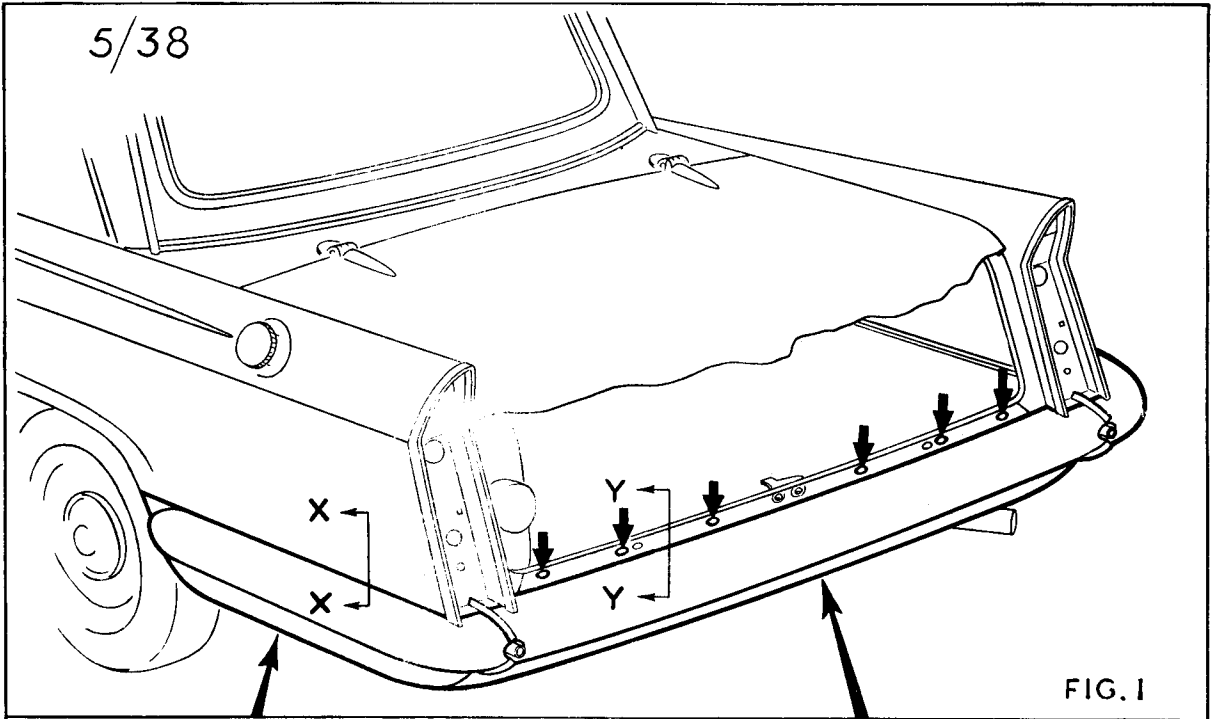


FIG. 1

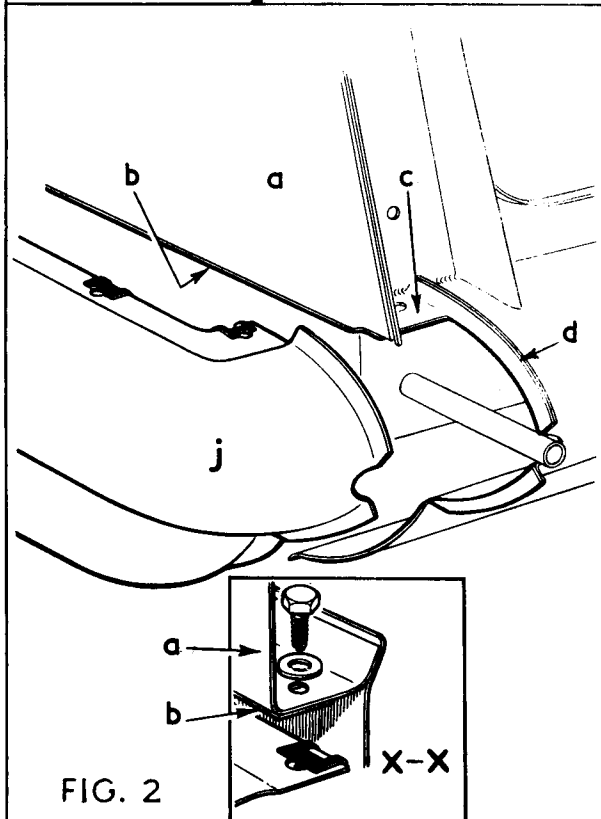


FIG. 2

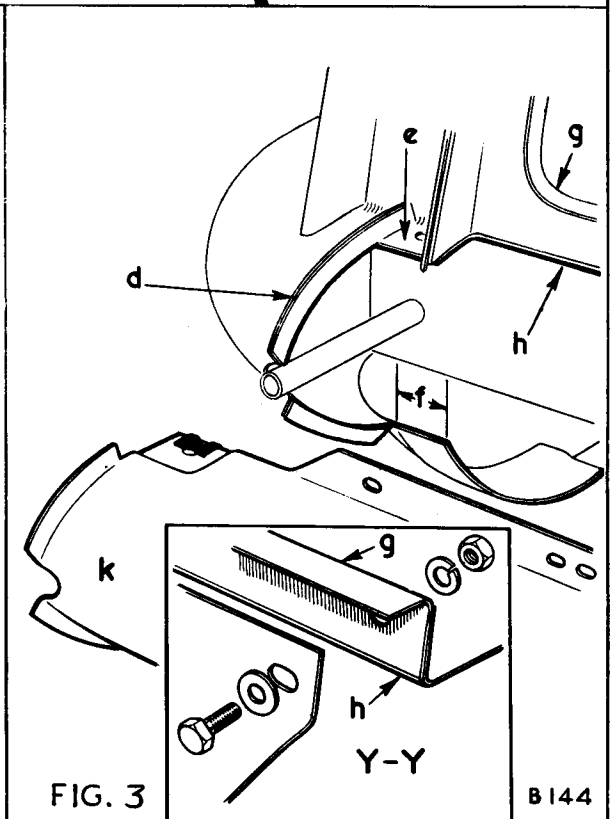


FIG. 3

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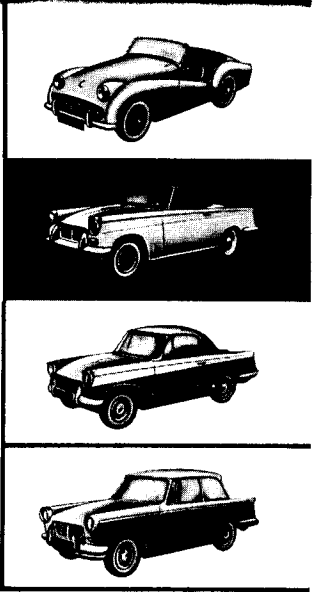


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TO: DEALERS

BULLETIN: T-61-35

DEPT: SERVICE & PARTS

DATE: December 1, 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 YN 2910 and washer WP 0010. Withdraw hex. bolt HB 1020.
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 HB 1020.
6. Replace washer WP 0010 and hex. nut YN 2910.

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

GA-17863-DL
GA-17902-LCP

GA-17866-LCV
G-66121-SP

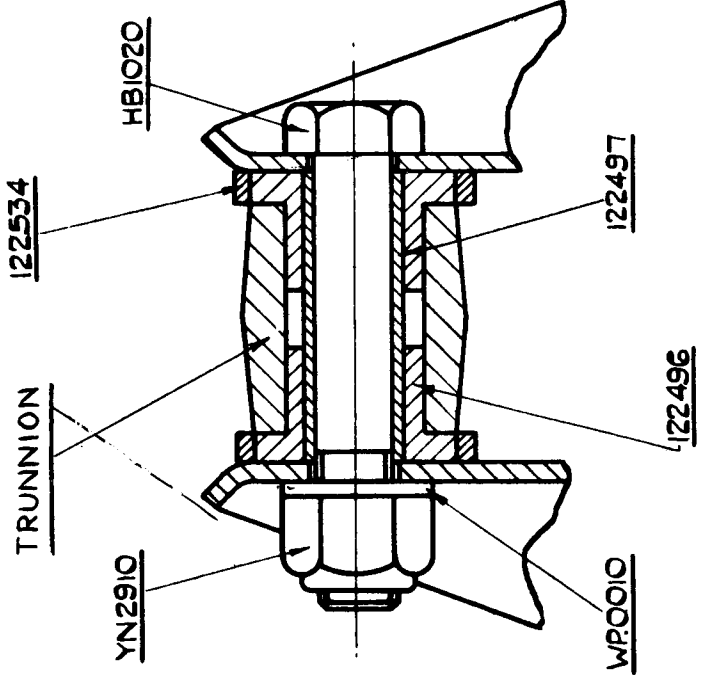
GA-17876-SC

An illustration concerning this Bulletin is attached.

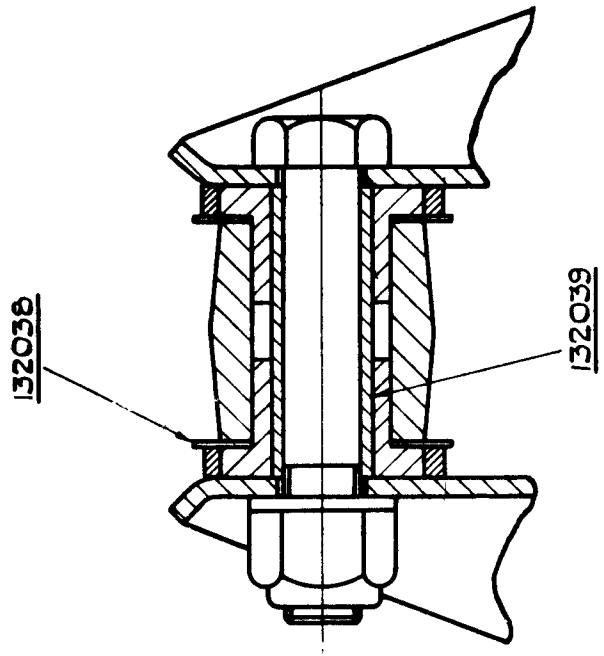
NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of the Standard-Triumph Motor Company, Inc.

Alfred E. Sherman - Service Director

4/22



EXISTING ASSEMBLY.



MODIFIED ASSEMBLY.



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TO: DEALERS

BULLETIN T-61-39

DEPT: SERVICE & PARTS

DATE: December 1, 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.)

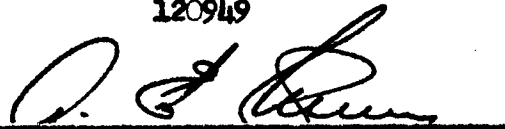
permits adjustment of the rack, by adding or removing shims, without removing the unit from the vehicle.

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


 Alfred E. Sherman
 Service Director

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TO: DEALERS

BULLETIN: T-61-40

DEPT: SERVICE & PARTS

DATE: December 1, 1961

SUBJECT: MODEL IDENTIFICATION

For model identification purposes herewith 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

Alfred E. Sherman
Service Director

AES/am

GENSER-FORMAN, INC.

1200 Springfield Rd.

Union, New Jersey

TO: DEALERS

BULLETIN: T-61-41

DEPT: SERVICE & PARTS

DATE: December 1, 1961

SUBJECT: HERALD DASH PANELS

Procedure 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 dashboard and let dry for thirty minutes. The #99 primer should be thinned with #99T thinner 25% before applying.
3. Take a tack rag and tack the entire dashboard.
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 WHIN THIS MATERIAL.
6. All of the materials are supplied in quart cans.
7. The QGA spray gun is an inexpensive pressure gun that sells for about \$16.00. It is also available from the Thomson Company, if needed.
8. 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

(continued on next sheet)

T-61-41

- 2 -

HERALD DASH PANELS

We have inspected a number of units which have had cracked or peeled facia panels repaired by the above process, which has proven to be extremely satisfactory.



Alfred E. Sherman
Service Director

AES/am



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TO: DEALERS

DEPT: SERVICE & PARTS

BULLETIN: #T-61-42

DATE: December 1, 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 Triumph Herald with the axle on the car, the precaution should be taken of disconnecting the axle shaft at the axle universal joint. This precaution will avoid the possible damaging of the inner axle shaft during this operation.

Alfred E. Sherman
Service Director

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TO: DEALERS

BULLETIN: T-61-48

DEPT: SERVICE & PARTS

DATE: December 1, 1961

SUBJECT: HERALD - INNER AXLE SHAFT

Inner half shaft assemblies from rear axle 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 illustrations will assist in the identification of both the new and old type shafts.

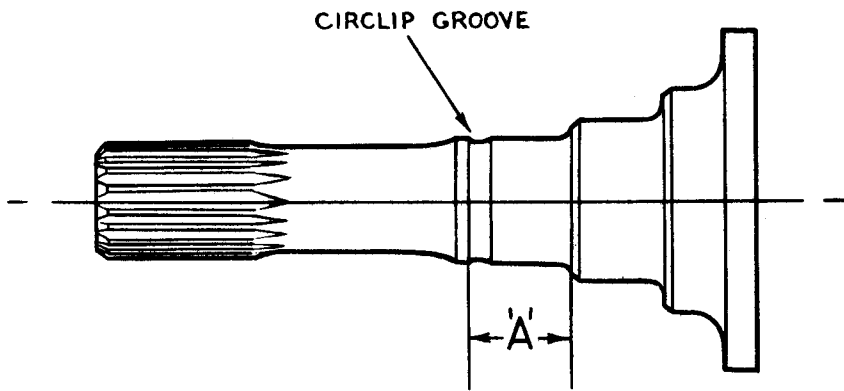
NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of Standard-Triumph Motor Company, Inc.

Alfred E. Sherman
Service Director

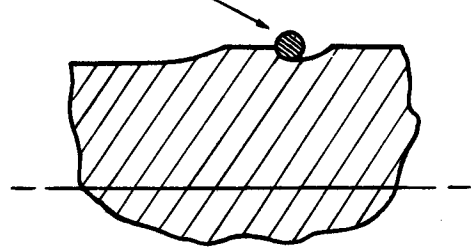
AES/am

INNER AXLE SHAFT
(MODIFIED CIRCLIP GROOVE)

3/44

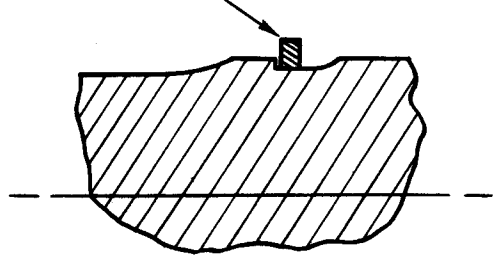


SECTION THROUGH CIRCLIP (PART No. 132650)



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

SECTION THROUGH CIRCLIP
(PART No. 121680)



PART No. 132649 - DIM. $\overset{A}{\text{A}}$ 0.643"/0.648" (16.33/16.46mm)
PART No. 117661 - DIM. $\overset{A}{\text{A}}$ 0.683"/0.685" (17.35/17.40mm.)

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

B 283

GENSER-FORMAN, INC.
1200 Springfield Road
Union, New Jersey

TO: DEALERS

BULLETIN: T-61-49

DEPT: SERVICE & PARTS

DATE: December 1, 1961

SUBJECT: HERALD RADIATOR REPLACEMENT

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.

(continued on next sheet)

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).
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"

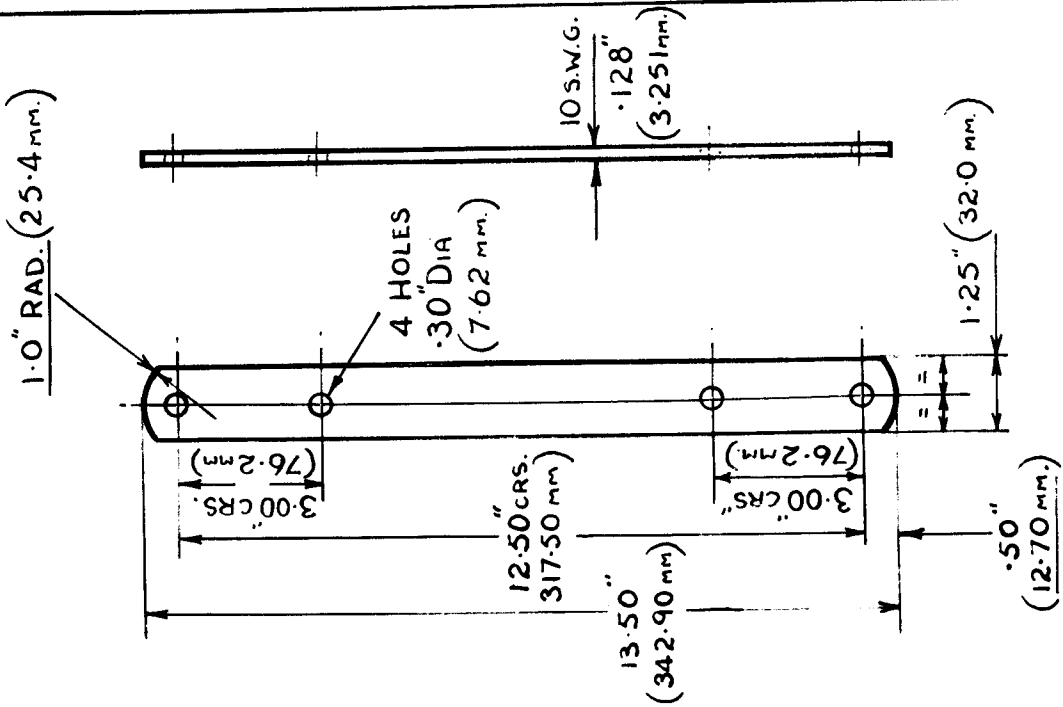
No departure from original fixing necessary.

An illustration concerning this Bulletin is attached.



Alfred E. Sherman
Service Director

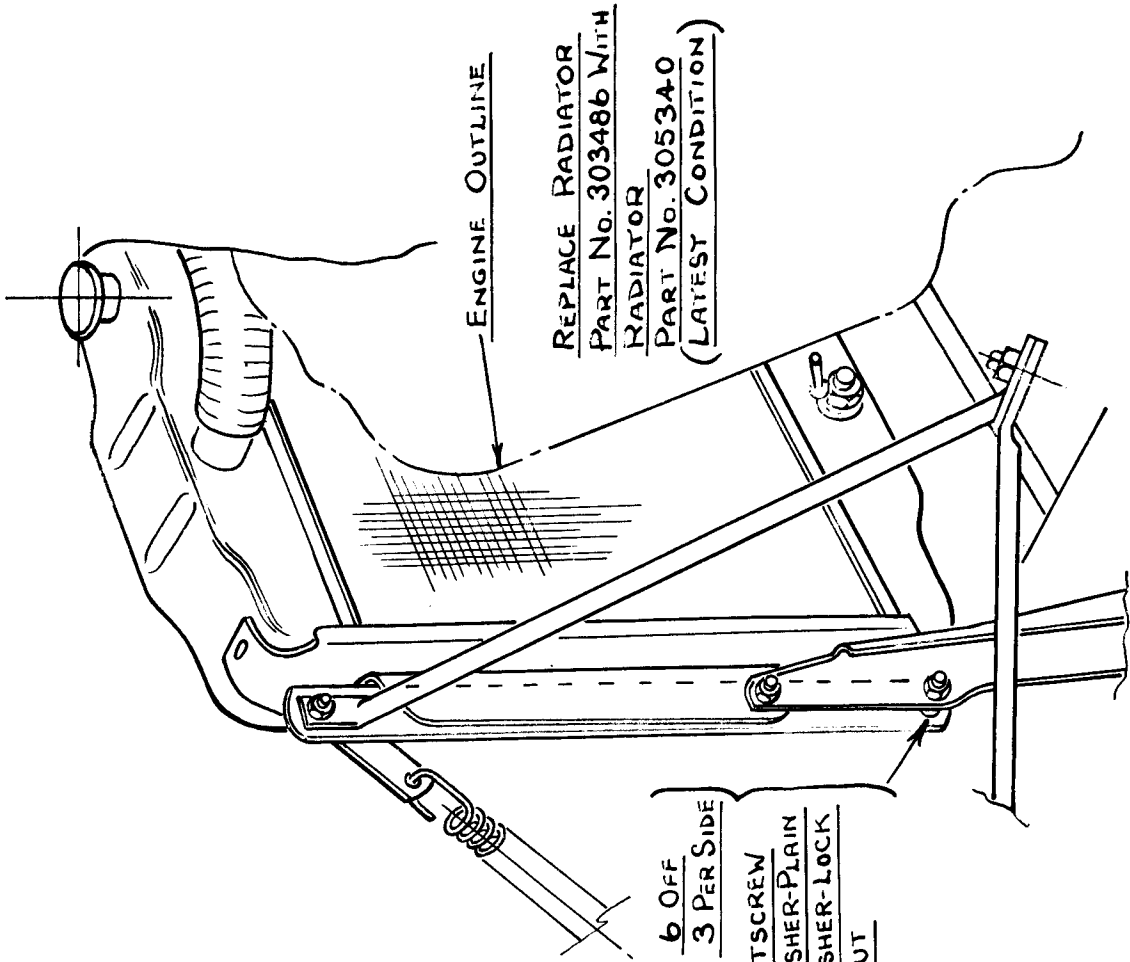
1/45.



MATERIAL: - M.S. STRIP

No. OFF: - 2

SUPPORT STRAP DETAILS



B240



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TO: ALL DEALERS

BULLETIN #T-61-50

DEPT: SERVICE AND PARTS

DATE: December 28, 1961

SUBJECT: TR-4 SOFT TOP

In erecting the soft top of the TR-4, care should be taken to connect the small hooks and eyes on either side behind the windshield frame **BEFORE THE SOFT TOP FRAME IS SNAPPED INTO ITS ERRECT 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.

**Alfred E. Sherman
Service Director**

AES/sm



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TO: ALL DEALERS

BULLETIN #T-61-51

DEPT. SERVICE AND PARTS

DATE: December 28, 1961

**SUBJECT: TR-4 GASOLINE
OVERFLOW PIPE**

On certain TR-4's received, the overflow pipe 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, remove the left rear wheel, pull the overflow pipe away from this bracket, insulate it with electrical tape, and snap it back into the bracket, ensuring that it is a snug fit.

Alfred E. Sherman
Service Director

AES/ma



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TO: ALL DEALERS

BULLETIN: T-61-52

DEPT: SERVICE AND PARTS

DATE: December 28, 1961

SUBJECT: HERALD 1200 SERVICE MANUAL

Please note that the Herald 1200 Service Manual is now available,
Part No. 510315.

It is a Manual supplementary to the existing Herald Workshop Manual,
covering items peculiar to the Herald 1200.

The suggested list price will be \$2.90, and we request that you
place your orders for this publication.

Alfred E. Sherman
Service Director

AES/am



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TO: ALL DEALERS

BULLETIN: T-61-53

DEPT: SERVICE AND PARTS

DATE: December 28, 1961

SUBJECT: LUCAS WARRANTY PROCEDURE

The following is the only correct procedure for handling the replacement of Lucas electrical equipment under Warranty.

1. Remove defective unit from car and send it to Lucas Electrical Services, Inc., 30 Van Nostrand Avenue, Englewood, N. J., together with label or tag, giving full description of serial number, engine number, model type, owner's name, selling dealer's name, servicing dealer's name, if different from selling dealer, date of sale, mileage and brief description of failure. The Genser-Forman Claim Form should be submitted for the labor operation of removing and installing.
2. Replace defective unit with the new or exchange unit.

NOTE:

Lucas electrical components are warranted only on an exchange basis and exceptions to this arrangement are acceptable ONLY in cases of emergency, where the owner is unable to proceed to an authorized Triumph dealer.

Alfred E. Sherman
Service Director

AES/am