



Genser-Forman Inc. TRIUMPH DISTRIBUTORS

NEW YORK • NEW JERSEY • PENNSYLVANIA

1200 SPRINGFIELD ROAD • UNION, NEW JERSEY • MURDOCK 8-0050



TO: ALL DEALERS
DEPT: SERVICE & PARTS

BULLETIN: T-62-9
DATE: AApril 19, 1962
SUBJ: TRIUMPH HERALD
HORNS

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

Maintenance

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

Adjustment

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

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

Loss of Volume of Sound

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

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

Erratic or Intermittent Operation

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

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

Complete Failure of Sound

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

a) If the horn has been losing volume, or some deterioration of tone noted, and then fails, the procedure outlined above in 'Loss of Volume of Sound' should be followed.

b) If the horn has been functioning satisfactorily and suddenly fails, check the current flowing in the circuit. If this is in excess of $3\frac{1}{2}$ amperes for 12 volt or $5\frac{1}{2}$ amperes for 6 volt, then turning of the screw in a counter-clockwise direction should bring the horn into operation. Conversely, if insufficient current is flowing, then turning the screw clockwise should restore the note.

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

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

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



Alfred E. Sherman
Service Manager



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TO: ALL DEALERS
DEPT: SERVICE & PARTS

BULLETIN #T-62-10
DATE: April 18, 1962
SUBJ: CARBURETOR
HERALD 1200

The Herald 1200 is fitted with a Solex Carburetor type B30/PSEI and this Bulletin is to supplement the information already given in the 1200 Workshop Manual Supplement, Part No. 510313.

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

Excessive Fuel Consumption

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

Removal of Main Jet

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

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

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

Setting of Butterfly Opening For Strangler Operation

The main method of setting this is with the strangler fully operated, when it should be possible to insert a 0.7"m/m (.028") rod between the butterfly and the throttle tube. Alternatively, this could be carried out by running the engine with the choke fully operated but with the strangler held open. This should then give the engine speed of 3,000 to 3,200 r.p.m.



A. E. SHERMAN
Vice President - Service



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TO: ALL DEALERS
DEPT: SERVICE & PARTS

BULLETIN: # T-62-13
DATE: April 19, 1962
SUBJ: ENGINE RESTRICTOR
BRACKET - TR-4

Attached hereto is a drawing of Part No. 133471, Engine Restrictor Bracket - TR4, designed to prevent damage to the power bulge on the hood by carburetors contacting this point under the influence of engine reaction movement.

This modification has been incorporated from commission No. 3055 and will continue until such time as increased clearance at this point is introduced. The bracket fits to existing bolts and minimum fitting time is involved.

Attached is an illustration of this part and indicates proper mounting. This component is to be affixed whether or not damage has been sustained to the power bulge. Claims may be submitted through normal channels for the part and for 15 minutes labor.

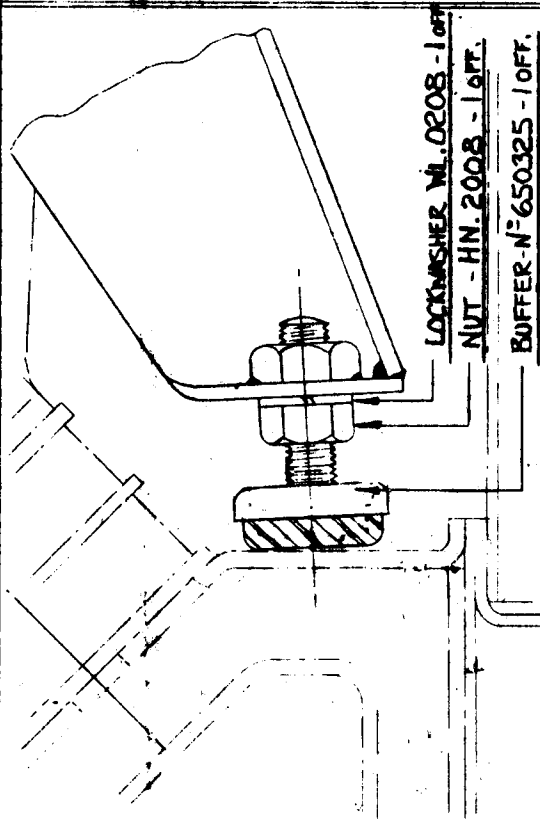
A. E. Sherman

Vice President - Service

ISSUED BY:

STANDARD - TRIUMPH ENGINEERING LTD.

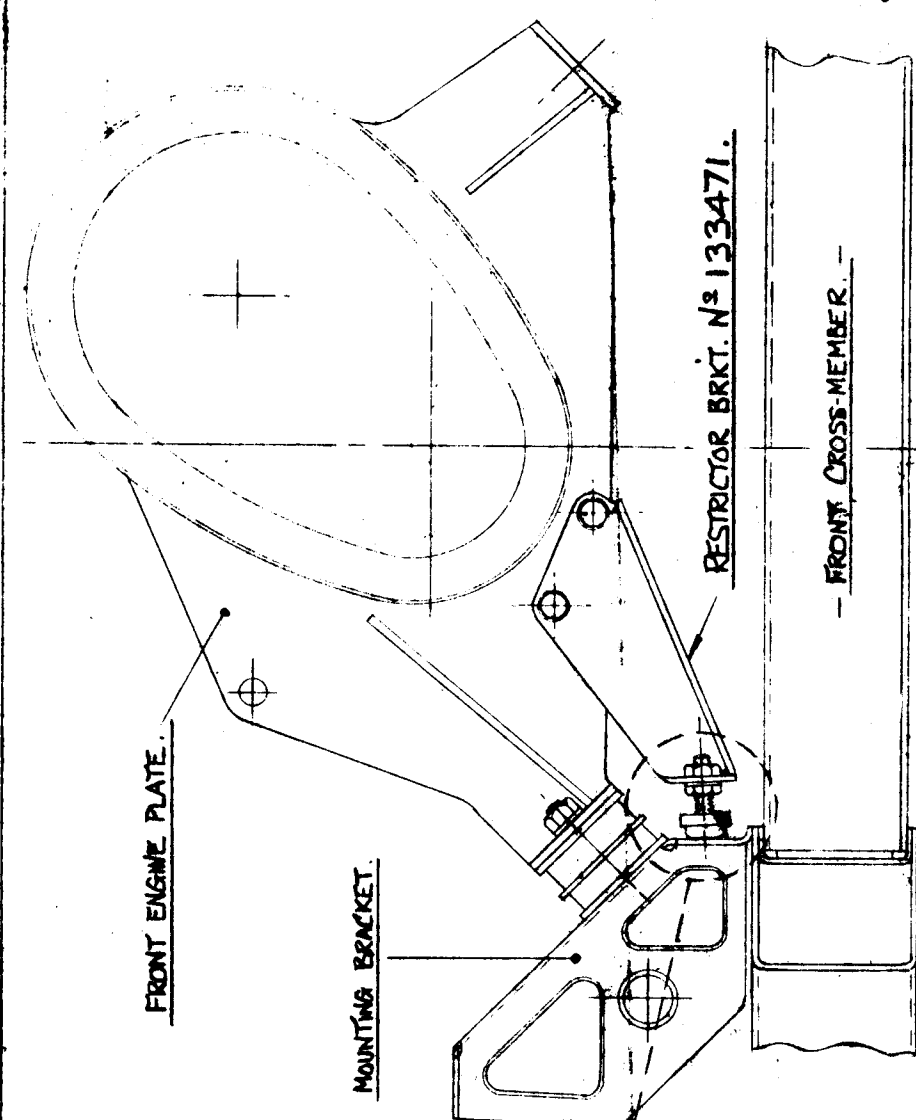
COVENTRY.



— FULL SIZE VIEW OF AREA RINGED —

INSTRUCTIONS:—

- 1/ SCREW BUFFER INTO RESTRICTOR BRACKET LEAVING LOCKNUT LOOSE.
- 2/ BOLT BRACKET TO ENGINE PLATE IN POSITION SHOWN USING EXISTING BOLTS.
- 3/ SET FT. FACE OF RUBBER BUFFER JUST TOUCHING FACE OF ENG. MTS. BRKT. & TIGHTEN LOCK NUT AS SHOWN.



COMPILED BY:	DATE:	PASSED BY:	SERVICE & SALVAGE SCHEME.
P. RIDGE.	12-12-61	<i>N. K. ...</i>	

DESCRIPTION.	MODEL.	ISSUE: -1
ENGINE RESTRICTOR BRACKET -- TO PREVENT EXCESSIVE ENGINE MOVEMENT & SO MAINTAIN CLEARANCES TO BOWNET CLEARANCES.	TRIUMPH TR 4.	

SS.110/61.



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TO: ALL DEALERS

BULLETIN: T-62-14

DEPT: SERVICE & PARTS

DATE: April 19, 1962

SUBJ: PLUNGER RETAINER

(RACK & PINION ASSY.)

TRIUMPH HERALD

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

1. Remove and dismantle the steering unit as described in the Service Manual (Group 4)
2. Tap the plunger boss housing to a depth of $.44$ " (12.2mm), using a $15/16$ " UNF, 16 TPI tap.
3. Thoroughly clean the housing and pack with the correct grade of grease when refitting the rack and pinion.
4. Fit new plunger 120945; spring 126765; and screwed cap 132053, placing two packing washers 133745, and sufficient shims 120949 and 120959 between the cap and housing to obtain correct end float.

NOTE: The end float should be between 0.004 " to 0.008 " (0.1 to 0.2 mm) or the minimum amount consistent with free movement from lock to lock.

5. Refit the steering unit.

NEW PARTS REQUIRED

<u>Description</u>	<u>Part Number</u>	<u>Quantity</u>
Grease Plug	129242	1
Screwed Cap	132053	1
Packing Washer	133745	2
Spring	126765	1
Plunger	120946	1
Shim (0.002")	120958	As required
Shim (0.004")	120948	As required

Repair Operation 1 Hour 50 Minutes.

Previous bulletins, references T-60-47 and T-61-39 referred to this change in specifications.

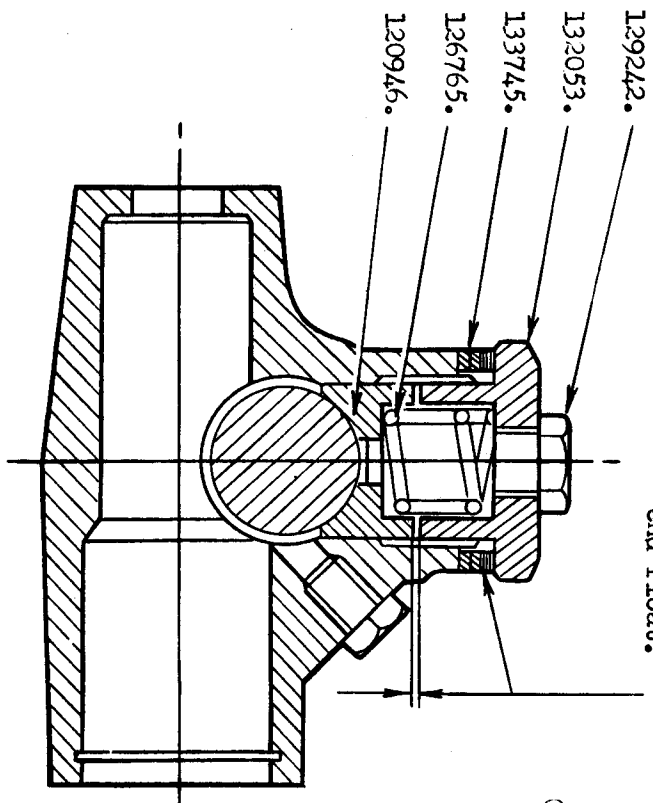


A. E. Sherman
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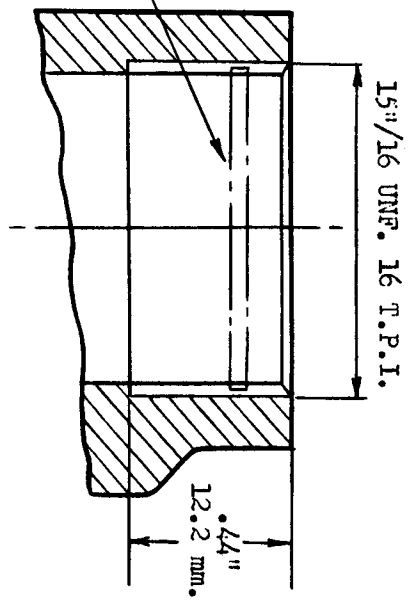
1 Illustration.

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

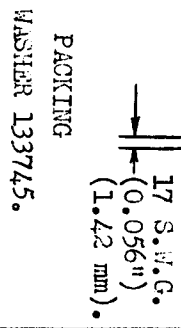
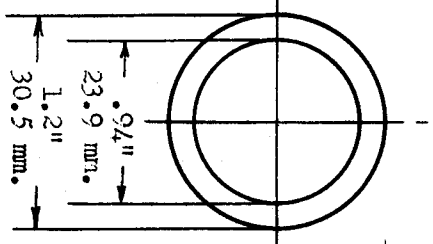


CIRCLIP SLOT.



BOSS TAPPING DETAILS.

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





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TO: ALL DEALERS

BULLETIN T-62-15

DATE: April 19, 1962

DEPT: SERVICE & PARTS

SUBJ: HERALD REAR AXLE
HOUSING MODIFICATIONS

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

PINION HOUSING BEARER PLATE ATTACHMENT:

At commission numbers G 65719 SP and GA 14733 the thickness of the bearer plate was increased from 0.128" (3.23mm) to 0.160" (4.060mm). At the same time the Wedgelock setscrews were modified by lengthening the taper to accommodate the extra plate and nose piece.

Therefore, when rectifying a complaint of loosened setscrews, fit the modified type (Part No. 132856), tightened to a torque of 34-36 lb ft.

NOTE: It is inadvisable to refit setscrews which have worked loose.

SETSCREWS - HYPOID HOUSING:


The hypoid housing was, until recently, attached to its casing by six setscrews (Part No. HU 0808) and two shorter setscrews (Part No. 124717), the latter being fitted in the holes adjacent to the inner shaft bearings. Should the longer bolt be fitted in either of these two holes, damage to the inner shaft bearing would occur.

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

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

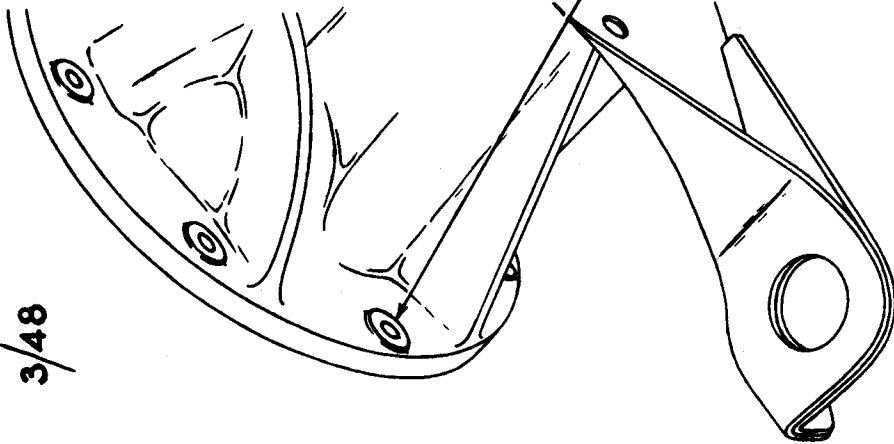
Herald 1200 models are unaffected, as the later type casing has been incorporated from initial production.

2 Illustrations

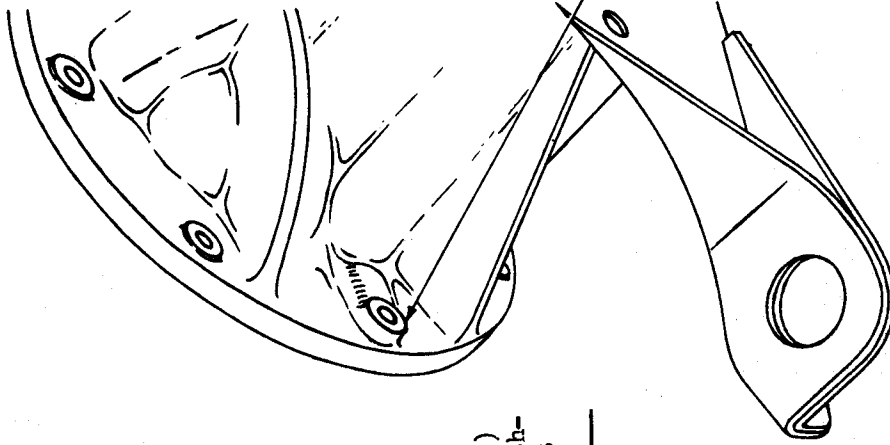


A. E. Sherman
Vice President - Service

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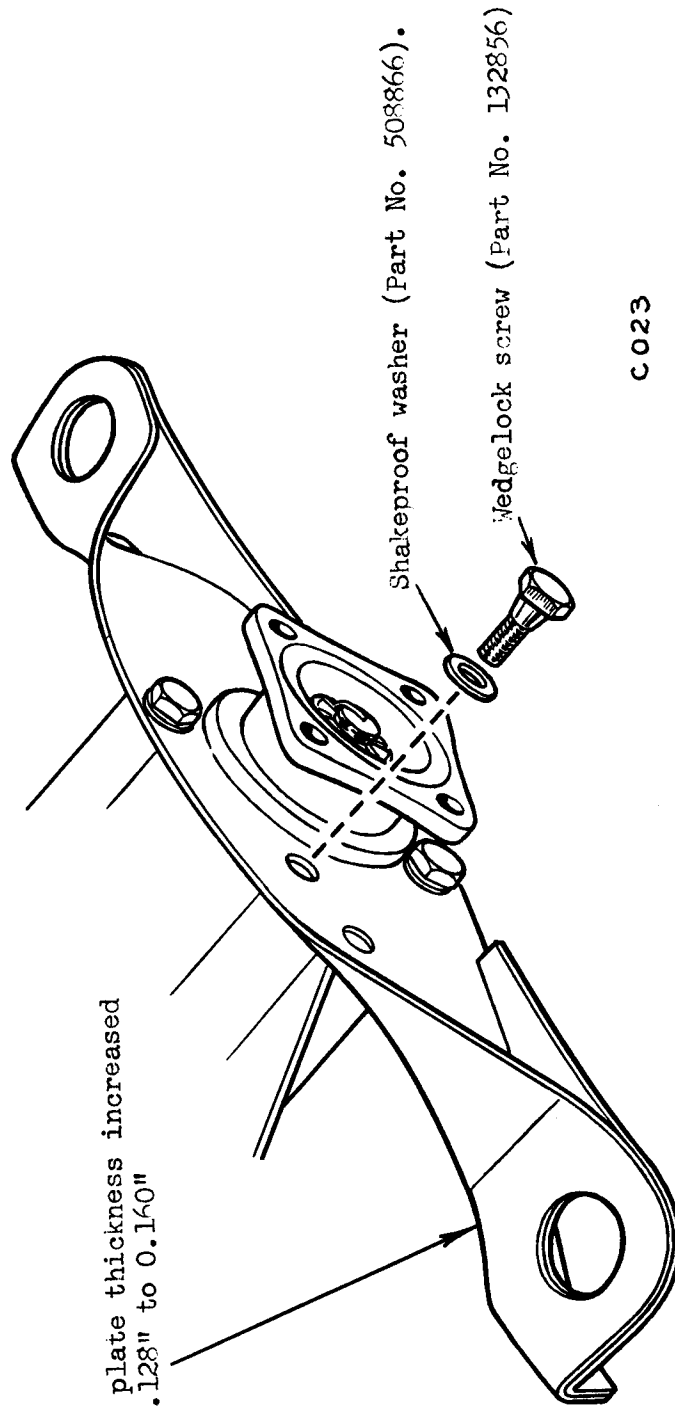
Fit two short setscrews
 $\frac{3}{4}$ " long Part No. (124717)
to attachment flange with-
out bosses at this point
and the opposite side.



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

3/50

Bearer plate thickness increased
from 0.128" to 0.160"



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TO: ALL DEALERS

DEPT : SERVICE and PARTS

BULLETIN #T-62-16

DATE: April 19, 1962

SUBJECT: TR-4 UNDERSIDE BODY PANEL

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

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

AES/ip

Alfred E. Sherman
Vice President - Service



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TO: ALL DEALERS

DEPT: SERVICE & PARTS

BULLETIN: #T-62-17

DATE: April 24, 1962

SUBJ: STARTING SYSTEM

CHECK ALL MODELS

To assist in diagnosing cases of difficult starting, detailed herewith is a check procedure. It has been found that many starting problems can be resolved by a careful analysis and rectification in line with the following procedure:

TEST 1 CHECKING BATTERY

(a) Hydrometer readings:

- 1.270-1.290 Fully charged cell.
- 1.190-1.210 Half charged cell.
- 1.100-1.120 Fully discharged cell.

(b) Heavy Discharge Test:

Cell readings should remain constant between 1.2 and 1.5 volts for each cell for 10-15 seconds. Voltage will depend on state of charge of battery, but should remain constant for each cell.

TEST 2 CHECKING BATTERY VOLTAGE ON LOAD

(a) Connect voltmeter across battery terminals.

(b) Close starter switch and note reading on voltmeter, then proceed to Test 3.

TEST 3 CHECKING VOLTAGE AT STARTER MAIN TERMINALS

(a) Connect voltmeter between main starter terminal and ground (chassis).

(b) Close starter switch and note voltmeter reading. It will be lower than in Test 2 but difference should not exceed 0.5 volts.

TEST 4 CHECKING VOLTAGE DROP ON THE MAIN INSULATED LINE

- (a) Connect voltmeter: Red lead to starter terminal, Black lead to negative battery terminal.
- (b) Close starter switch and note voltmeter reading, which should not exceed 0.5 volts.

TEST 5 CHECKING VOLTAGE DROP AT STARTER SWITCH

- (a) Connect voltmeter across starter switch terminals.
- (b) Close starter switch and note voltmeter reading, which should not exceed 0.5 volts.

TEST 6 CHECKING VOLTAGE DROP ON GROUND LINE

- (a) Connect voltmeter between positive battery terminal and ground (chassis).
- (b) Close starter switch and note reading on voltmeter, which should not exceed 0.5 volts. If voltmeter reading is excessive, check all ground connections, in particular the engine bonding strip.

At all times due consideration must always be given to general engine condition and tune.



A. E. SHERMAN
Vice President - Service



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TO: ALL DEALERS

DEPT: SERVICE & PARTS

BULLETIN: #T-62-19

DATE: April 26, 1962

SUBJ: TR-4 DEFLECTOR PLATES -
SCREEN DEMISTER

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

The plates (No. 612390) now available from our Spares Division are interchangeable and have a tapered 6" slot which concentrates the warm air flow onto the screen. Examination from above the scuttle will immediately reveal whether or not the plates are already fitted.

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

Fitting Instructions:

Passenger Side

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

Driver Side

Repeat operation 3 and 4 above.

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TO: ALL DEALERS

DEPT: SERVICE & PARTS

BULLETIN: #T-62-20

DATE: April 24, 1962

SUBJ: HERALD MODELS -
STEERING KNOCK

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

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

Faults

- a. Excessive pinion end float.
- b. Excessive lift of rack in rack tube at pressure pad. (Units fitted with screwed cap nut).
- c. Fracture of pressure pad spring plate allowing excessive lift of rack. (Units fitted with circlip retainer).

ACTION

Remove shims as necessary to give end float of approx. .008".

Remove shims as necessary to give .004" - .008" end float in straightahead position, i.e. minimum amount consistent with free movement of rack from lock to lock. Shim sizes .004"-.010".

Renew spring plate 1:8007 and remove or add shims to give .004"-.008" end float in straight-ahead position, i.e. minimum amount consistent with free movement from lock to lock, or modify in accordance with Service Bulletin #T-62-14 Shim sizes .004 and .010"

April 24, 1962

d. Excessive lift of rack in tube end bush.

Replace bush with new component 128002. Bush can be drifted out of tube by means of long bar. New Bush is prefinished and does not need reamering.

e. Inadequate lubrication.

Lubricate the unit with one of the recommended grades of grease. Ensure that the grease penetrates to the extremity of rack, by turning the steering to full left lock on R.H.D. cars and full right lock on L.H.D. cars. Otherwise grease will exude from pinion end of rack.

f. Play in inner ball joint assemblies.

Adjust. Service Bulletin T-61-16.

g. Wear in tie rod end ball joint.

Renew ball joint assemblies. Check efficiency of gaiters and retainer clips. Renew gaiters if damaged, and clips if tension is weak.

h. Steering column flexible coupling loose.

Tighten as necessary.

i. Rack and pinion body "U" bolts loose.

Tighten clamps.

j. Wear on the steering column bushes.

Renew bushes 606630 and lubricate with graphite grease on assembly (Workshop Manual Group 4).



A. E. SHERMAN
Vice President - Service

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TO: ALL DEALERS
ATTN: SERVICE & PARTS

BULLETIN #t-62-21
DATE: April 26, 1962
SUBJ: TR-4 DISC BRAKE
SPECIFICATION CHANGE

A change in the disc brake caliper from the split "B" type to the 16P type makes the attached amendment to the part numbers concerned. Incorporation commission number will later be advised but in the meantime all concerned should note the new part numbers on the attached list.

A handwritten signature in cursive script, appearing to read "A. E. Sherman".

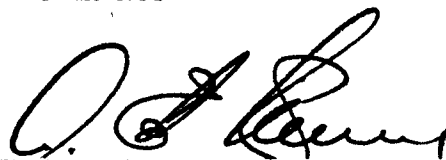
A. E. Sherman
Vice President - Service

INITIAL PRODUCTION SPLIT B TYPE
CALIPER

Chassis Assy.	304856
Ft. Spring Abut. RH	301237
Ft. Spring Abut. LH	301238
Bump Stop Assy. RH	109283
Bump Stop Assy. LH	109285
Stiffener RH	110667
Stiffener LH	110668
Brake Hose Bracket (2 off)	115383
Ft. Suspension Unit RH	509829
Ft. Suspension Unit LH	509830
Ft. Suspension Unit RH	509831
Ft. Suspension Unit LH	509832
Caliper Mtg. Plate RH	113124
Caliper Mtg. Plate LH	113123
Dust Cover Assy. RH	204378
Dust Cover Assy. LH	204379
Cl. & Brake Inst. RHS	510164
Cl. & Brake Inst. LHS	510165
Friction Disc (2off)	203189
Caliper Assy RH	206507
Caliper Assy LH	206506
Front Hose Assy (2 off)	115459
Pipe Assy (bent)	208288
5 Way to RH Hose	
Pipe Assy (Bent)	208287
5 Way to LH Hose	
Pipe Assy. (Straight)	130824
5 Way to RH Hose	
Pipe Assy. (Straight)	130823
5 Way to LH Hose	

LATER PRODUCTION 16P TYPE
CALIPER

Chassis Assy.	305719
Ft. Spring Abut. RH	305717
Ft. Spring Abut. LH	305718
Bump Stop Assy. RH	133637
Bump Stop Assy. LH	133638
Stiffener RH	133644
Stiffener LH	133645
Brake Hose Bracket (2 off)	133609
Ft. Suspension Unit RH	511176
Ft. Suspension Unit LH	511177
Ft. Suspension Unit RH	511178
Ft. Suspension Unit LH	511179
Caliper Mtg. Bracket RH	133499
Caliper Mtg. Bracket LH	133500
Dust Cover Assy. RH	209325
Dust Cover Assy. LH	209326
Cl. & Brake Inst. RHS	511188
Cl. & Brake Inst. LHS	511189
Friction Disc (2 off)	209327
Caliper Assy RH	305692
Caliper Assy LH	305693
Front Hose Assy (2 off)	133501
Pipe Assy (Bent)	133608
5 Way to RH Hose	
Pipe Assy. (Bent)	209380
5 Way to LH Hose	
Pipe Assy (Straight)	133502
5 Way to RH Hose	
Pipe Assy (Straight)	133503
5 Way to LH Hose	



Alfred E. Sherman
Vice President - Service

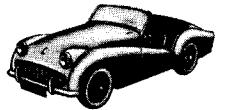


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TO: ALL DEALERS
DEPT: SERVICE AND PARTS

BULLETIN #T-62-22
DATE: April 19, 1962
SUBJECT: TR-3 DISC BRAKE
SPECIFICATION CHANGE

The incorporation of the 16P type of brake caliper on TR-3 necessitates the following part number changes. Incorporation commission number will be advised.

INITIAL PRODUCTION SPLIT B TYPE
CALIPER

LATER PRODUCTION 16P TYPE
CALIPER

Frame Assy to be modified to Salvage Scheme SS.7/62.	301217	Bracket	133609

Bracket	115383	Mounting Plate - R.H.	133500
Mounting Plate - R.H.	113124	" " - L.H.	133499
" " - L.H.	113123	Dust Cover Assy - R.H.	209325
Dust Cover assy - R.H.	204378	" " - L.H.	209326
" " - L.H.	204379	" " 2 off	209389
Dust Cover 2 off	204380	Friction Disc	209327
Friction Disc	203189	Caliper Assy - R.H.	305692
Caliper Assy - R.H.	206507	" " L.H.	305693
" " L.H.	206506	Pipe Assy (Bent)	133862
Pipe Assy	505055	" " (Straight)	133861
" "	115407	" " (Bent)	209435
" "	505056	" " (Straight)	133863
" "	115406	Hose Assy 2 off	133501
Front Hose Assy 2 off	115459		

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TO: ALL DEALERS

DEPT: Service and Parts

BULLETIN: #T-62-23

DATE: APRIL 19, 1962

SUBJECT: HERALD VERTICAL
LINK

In the interests of standardization, the diameter of the boss for locating the oil seal has increased from 1.382/1.380" to 1.502"/1.500". The new links were introduced into production at commission numbers:-

GA.45683 for Drum brakes.
GA.46960 for disc brakes.

The modified vertical link, part number 209222/3 for RH & LH respectively can be identified by the embossed serial number 1L02157 situated on the upper leg of the link. Earlier type link were embossed with the serial number 1L02129.

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

The part numbers affected are:-

Front suspension unit assy	RH 509042	replaced by	305668
"	" " " " LH 509043	"	" 305669
"	" " " " Disc RH 510643	"	" 305670
"	" " " " " LH 510644	"	" 305671
Vertical Link	RH 205483	"	" 209222
"	" LH 205484	"	" 209223
Felt Seal	100867	"	" 132668
"	" Retainer 100868	"	" 132667
Oil Seal Assembly	107194	"	" 132664
Front Axle Sub Assy.	501871	"	" 511148

AES/lp



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1200 SPRINGFIELD ROAD • UNION, NEW JERSEY • MURDOCK '8-0050



To: ALL DEALERS

DEPT: SERVICE and PARTS

BULLETIN: #T-62-25

DATE: April 20, 1962

SUBJECT: SUPPLEMENT TO BULLETIN

T-62-21

T-62-22

Please note that Bulletin T-62-21 is applicable from the following commission numbers:

CT 4690 with wire wheels

CT 4388 with disc wheels

Also note that Bulletin T-62-22 applies to TR-3B models from commission number TSF 174 with disc wheels and TSF 83 with wire wheels. Additionally note transposition of numbers and correct as follows:

Mounting plate right hand
should be 133499

Mounting plate left hand
should be 133500

Alfred E. Sherman
Vice President - Service

AES/jd



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TO: ALL DEALERS

DEPT: SERVICE and PARTS

BULLETIN: #T-62-26

DATE: April 23, 1962

SUBJECT: TR-4 SOFT TOP PARTS

In response to many inquiries, please be advised of the above-mentioned part numbers relative to the small hook that secures the soft top side valance to the windshield frame.

Hook Side Valance, part number 611983

Back Plate for Hook, part number 563032

Rivets, part number 565756

Alfred E. Sherman
Vice President - Service

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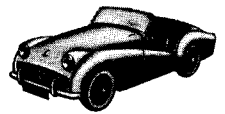
TO: All Dealers

BULLETIN #1-62-28

DISTRIBUTION: Service & Parts

DATE: June 4, 1962

SUBJECT: Transmission TR-3



From time to time, reports are received of difficulty in finally rectifying TR-3 transmission jumping out of first gear, and while all concerned may be aware of the correct service procedure, it was thought advisable to issue this in bulletin form, for reference purposes.

Usually, inspection will reveal that the first speed counter shaft gear teeth are damaged, and also the teeth on first gear synchronizing sleeve.

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

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

1. When replacing first gear, counter shaft gear replace also both inner and outer retainer rings, part number 55721 (4) required, and needle rollers, part number 58088 (48) required.
2. Make sure the axial release loading of the first & second speed synchro unit is 27 pounds. This can be corrected by adding or subtracting the steel shims found below the axial release, loading springs.
3. Replace interlock plunger, part number 106106, in first gear synchro hub. NOTE: Make sure hub is placed on mainshaft first before assembling. Place a .003" shim between interlock plunger and interlock ball. This will cause a more positive lock at the hub to the shaft.
4. It is advisable to also check the mainshaft gear bushing, overall float; this should be about between .007" and .012".

Alfred E. Sherman

Vice President-Service Department

Alfred E. Sherman

mg



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TO: All Dealers

BULLETIN: #T-62-31

DEPT: Service & Parts

DATE: June 8, 1962

RELEASE: Immediate

REF: S. I. S. 1/51

SUBJECT: Connecting Rod & Flywheel Bolts, All Models

In the past, connecting rod and flywheel bolt locking washers, have had both tabs raised on production.

This method creates a grave possibility of the specified torque figure being exceeded, which is an undesirable condition.

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

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

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

Vice President-Service

Alfred E. Sherman

mdg



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TO: All Dealers

BULLETIN: #T-62-32

DEPT: Service & Parts

DATE: June 8, 1962

RELEASE: Immediate

REF: S. I. S. 5/42

**SUBJECT: Door Locks
Herald-All Models**

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

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

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

Although both types of lock are interchangeable as complete units, no retrospective action is to be taken, and faulty locks must be replaced with the original type, supplies of which will be maintained by the Spares Division.

Vice President-Service

Alfred E. Sherman

mdg

CHRYSLER DIVISION
1200 Springfield Road
Union, New Jersey

TO: All Dealers

BULLETIN: # T-62-33

DEPT: Service & Parts

DATE: June 8, 1962

RELEASE: Immediate

REF: S. I. S. 2/38

SUBJECT: Jumping Out Of
Reverse Herald Models

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

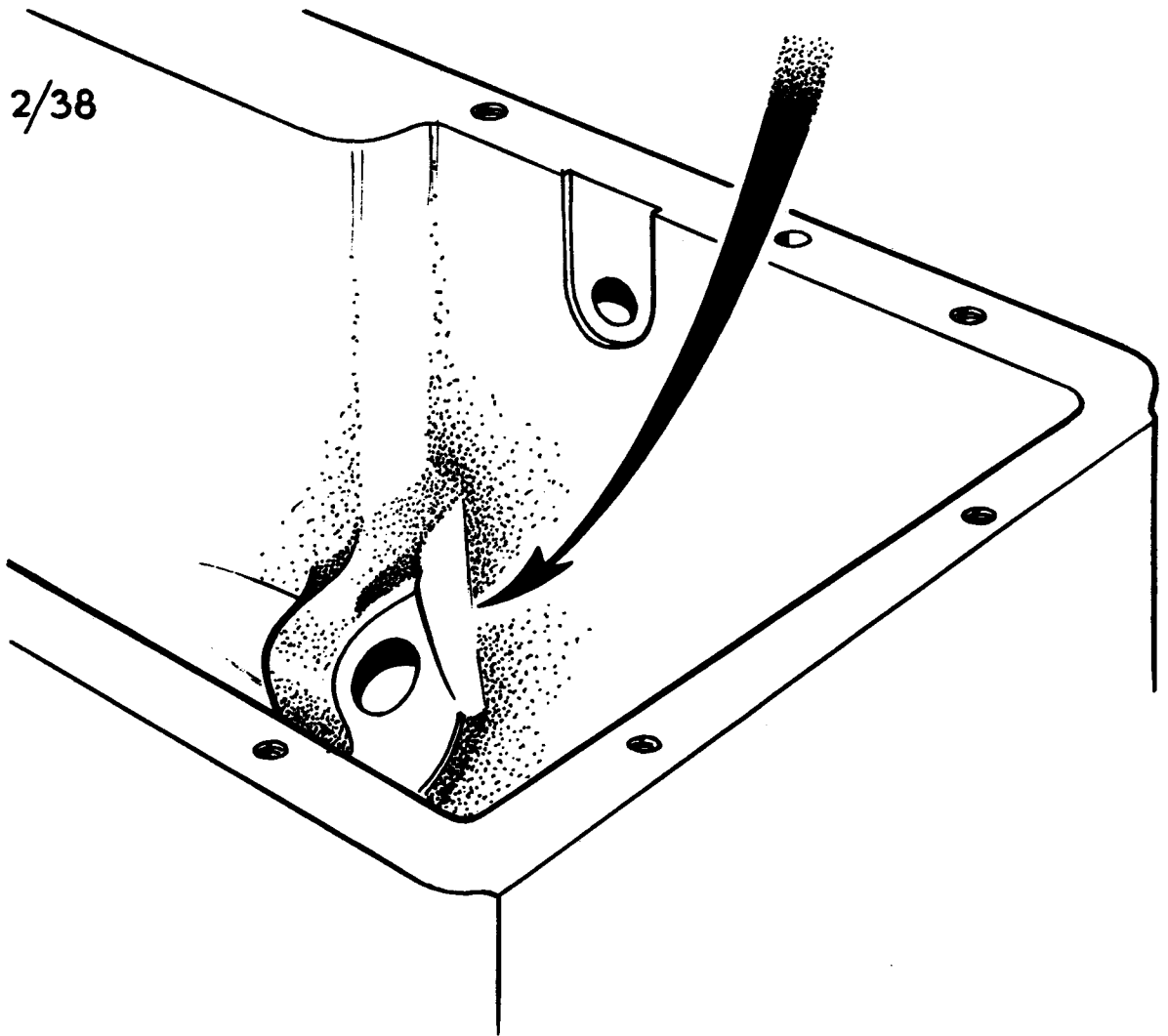
- (a) Remove and dismantle the gearbox.
- (b) Examine the boss of the gearbox casing for casting flash, the presence of which will prevent full engagement of the reverse pinion. Remove any flash with cold chisel.
- (c) Check the reverse operating lever, Part No. 106254, for fouling on the side of the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


Vice President-Service

1-Illustration

Alfred E. Sherman
wlg

2/38



GENESER-FORMAN, INC. 1200 SPRINGFIELD ROAD

UNION, NEW JERSEY

TO: All Dealers

BULLETIN: #T-62-34

DEPT: Service & Parts

DATE: June 8, 1962

RELEASE: Immediate

REF: S. I. S. 5/41

SUBJECT: Door Ventilator
Rubbers Herald Models

An improved type of front ventilator auxiliary sealing rubber has recently been introduced. The new rubber, which is of a "P" section, enables closer door and ventilator clearances to be obtained.

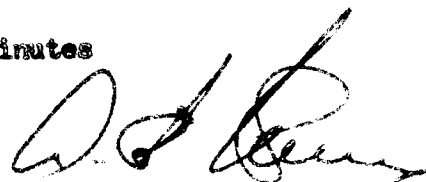
The modified rubber, Part No. 612260, can be fitted to all models and should be used to replace the earlier condition, when the occasion arises.

Fitting instructions are as follows:

1. Remove the original sponge rubber seal.
2. Thoroughly clean old adhesive from the faces of "A" post.
3. Detach the door inner seal from the body aperture, from approximately half way along the aperture, to below the waist line.
4. Place the new rubber along the inside of the door aperture with the flat edge of the "piping" adjacent to the aperture flange. Attach a length of Scotch Boy tape to the flat section of the rubber and secure to the flange, as illustrated.
5. Stick the bottom portion of the rubber to the inside of the body post below the waist line--see illustration.
6. Replace door inner seal, which will lap over the Scotch Boy tape, and finally, secure the rubber in position.
7. Reset door and ventilator clearances, as necessary.

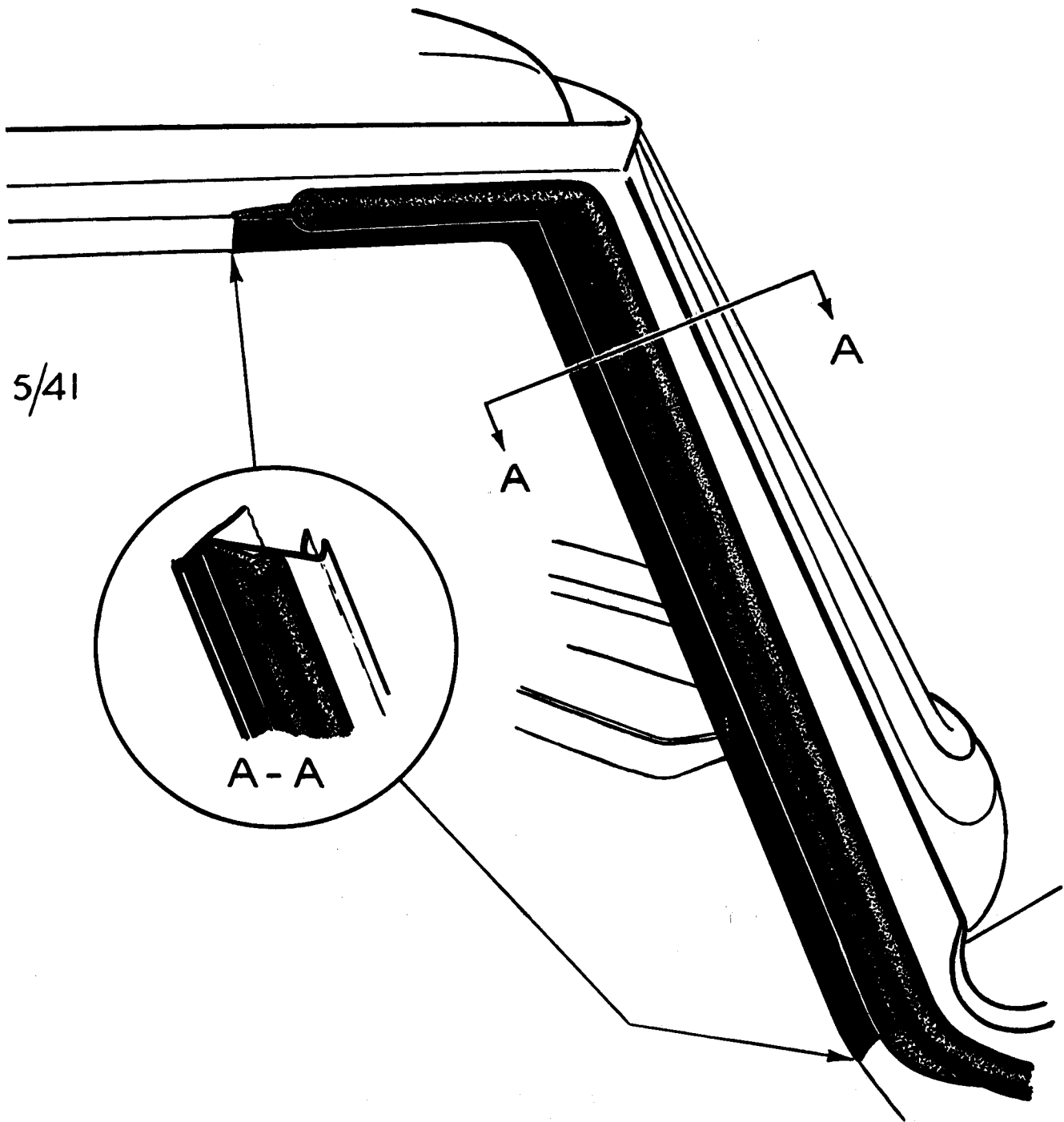
1 Illustration

Warranty Time Allowance - 45 Minutes



Vice President-Service

Alfred E. Thomson
edg





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DEPT: Service & Parts

RELEASE: Immediate

BULLETIN: #T-62-35

DATE: June 11, 1962

REF: S. I. S. 1/53

SUBJECT: 30 B. S. E. I.
Carburettor-Herald Models

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

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

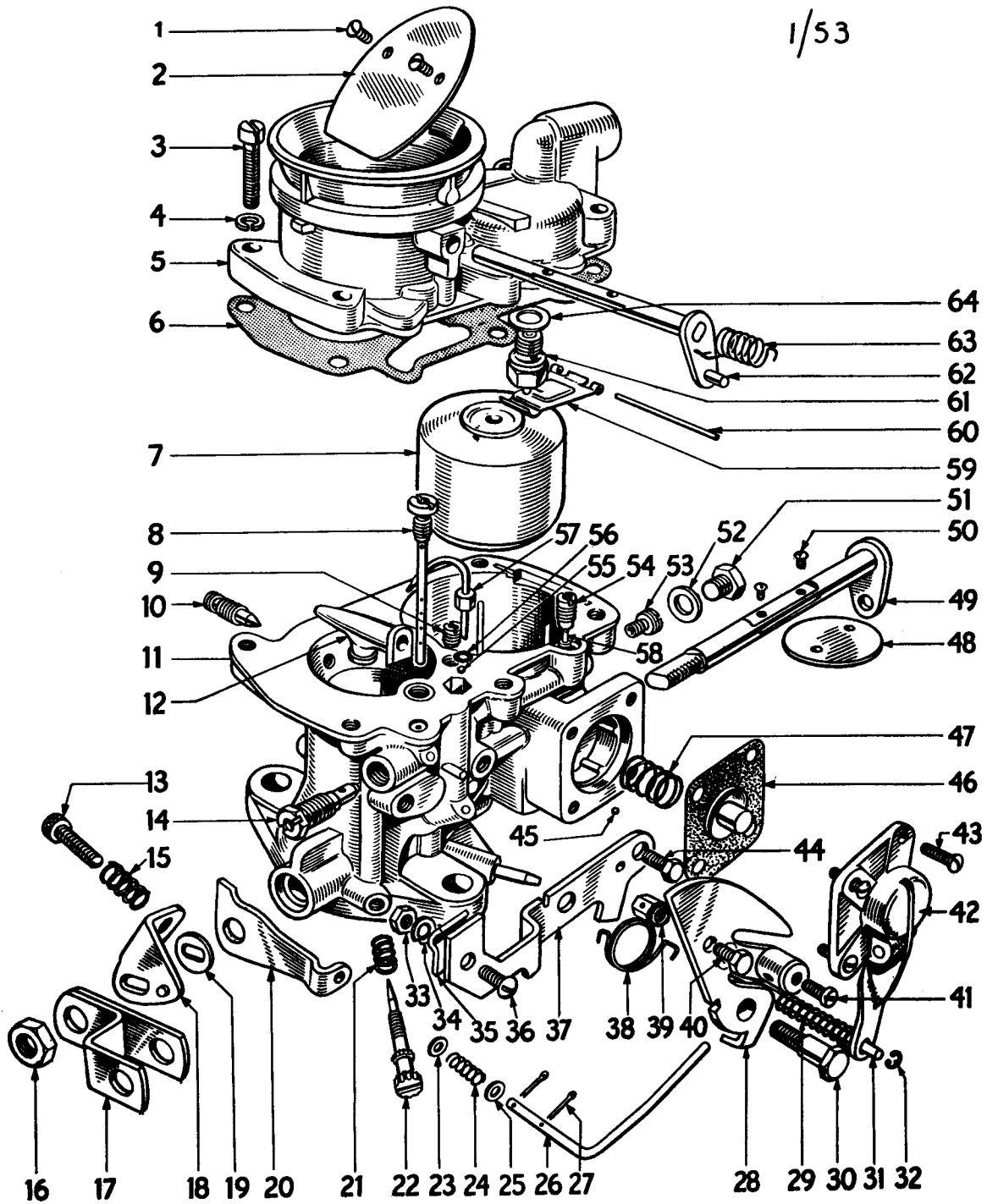
- (a) Remove top cover(5) (5 screws).
- (b) Remove float lever(59) and float(7).
- (c) At this point, the accelerator pump jet(57) will loosen and could be knocked into the throat of the carburettor. Therefore, it is advisable to remove it, being careful not to lose the Neoprene sealing washer(56) on the underside of the nozzle.
- (d) Remove plug(51) at lower front side of the float chamber and insert screwdriver to remove main jet(53), which is on the inside of the float chamber.

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

Setting of Throttle Disc Opening for Strangler Operation

The main method of setting this is with the strangler fully operated, when it should be possible to insert a 0.7" m/m (.028) rod between the throttle disc(48) and the throttle tube. Alternatively, this could be carried out by running the engine with the choke fully operated, but with the strangler held open. This should then give an engine speed of 3,000 to 3,200 r. p. m.

Vice President-Service



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

B.087.



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TO: All Dealers

BULLETIN: # T-62-37

DEPT: Service & Parts

DATE: June 12, 1962

RELEASE: Immediate

REF: OSC 19/62 & HOW
5.28.62

SUBJECT: ROAD WHEELS



WHEEL PATTERN

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

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

SPECIFICATION

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

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

WARRANTY PROCEDURE

Follow usual Warranty procedure.

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

MAKERS IDENTIFICATION ON WARRANTY REPLACEMENTS

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

WIRE WHEELS

All wire wheels are made by Dunlop. Wire wheels should be checked and retensioned, if necessary, after their initial bedding down during the first



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ROAD WHEELS - (Cont'd)

Page Two

3,000 to 5,000 miles. This operation is normal maintenance, and therefore, not considered a Warranty responsibility.

Vice President-Service

Alfred E. Sherman
mdg

Bulletin No. T-62-37
June 12, 1962

GENSER-FORMAN, INC.
1200 SPRINGFIELD ROAD
UNION, NEW JERSEY

TO: All Dealers

BULLETIN: # T-62-38

DEPT: Service & Parts

DATE: June 13, 1962

RELEASE: Immediate

SUBJECT: Special Tools

Please refer to Service Bulletin No. T-62-11, February, 1962, and take the following actions:

1. Add the attached supplementary tool list.
2. Amend List "A" tool M-86-A to read M-86-B.

The supplementary tool list included two new tools for TR-4 transmission and two Herald & 1200 tools previously not listed, which supercede the S 4221A-4 and S 4221A-8. These latter Herald tools cover all TR-10 and 1200 Differential bearings.

The M-86-B has the four holes counter-bored to permit additional stud protusion. Existing M-86-A can easily be modified by this means.

Sufficient copies of the supplementary list are being sent to separately for distribution under your own bulletin.


Vice President-Service

Alfred E. Sherman
mdg

att.

SPECIAL TOOLS FOR TRIUMPH CARS - CHECK & ORDER LIST

SUPPLEMENTARY JUNE 1962

<u>MODEL</u>	<u>TOOL NO.</u>	<u>DESCRIPTION</u>	<u>NET PRICE DELV'D AT ZONE</u>	<u>ORDER NO. & DATE</u>	<u>REMARKS</u>	<u>ALREADY HELD</u>
TR-4	S4221A-15	Gearbox rear ball race remover	16.50		A	
TR-4	S314	Gearbox rear ball race replacer	20.00			
Herald&1200	S4221A-4A	Pinion bearing cone remover & replacer	15.00		A	
Herald&1200	S4221A-8A	Differential bearing remover	18.00		A	
<u>Total</u>			69.50			

A. Used with S4221A general tool press.



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TO: All Dealers

BULLETIN: #T-62-40

DISTRIBUTION: Parts & Service DATE: July 23, 1962

REF: OSC. 20/62

SUBJECT: LUBRICATION INTERVALS

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

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

Alfred E. Sherman
Vice President-Service



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TO: All Dealers

BULLETIN: #T-62-41

DISTRIBUTION: Parts & Service

DATE: July 23, 1962

REF: S. I. S. 5/43

SUBJECT: HERALD & TRIUMPH 1200
HOOD ASSEMBLY

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

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

Alfred E. Sherman
Vice President-Service

Alfred E. Sherman
mdg



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BULLETIN: #T-62-42

DISTRIBUTION: Parts & Service

DATE: July 23, 1962

REF: S. I. S. 1/55

SUBJECT: TRIUMPH 1200
CARBURETOR SETTING

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

Alfred E. Sherman
Vice President-Service

Alfred E. Sherman

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BULLETIN: #T-62-43

DISTRIBUTION: Parts & Service

DATE: July 23, 1962

REF: S. I. S. 1/54

SUBJECT: GUDGEON PIN FITS

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

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

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

Alfred E. Sherman
Vice President-Service

Alfred E. Sherman

mdg

TO: All Dealers

BULLETIN: #T-62-44

DISTRIBUTION: Parts & Service

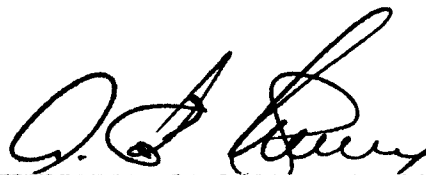
DATE: July 23, 1962

REF: S. I. S. 2/39

SUBJECT: TRIUMPH TR-4
GEARBOX TOLERANCES

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

These tolerances should be amended to read .003" - .017". This clearance is measured between the forward face of the flange of the 2nd speed bush and rear face of the 3rd speed gear when assembled to the mainshaft.



Alfred E. Sherman
Vice President-Service

Alfred E. Sherman

mdg

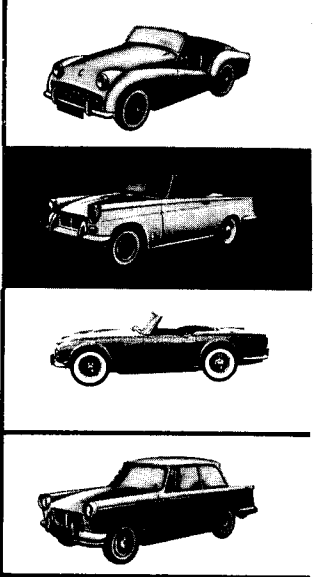


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BULLETIN: #T-62-45

DISTRIBUTION: Parts & Service

DATE: July 23, 1962

REF: S. I. S. 4/26

SUBJECT: TRIUMPH TR-4 ROAD
SPRINGS & DAMPERS

The original equipment suspension for the TRIUMPH TR-4 models carries the following part numbers:

(a) Regular Equipment

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

(b) Competition Equipment

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

Alfred E. Sherman
Vice President-Service

Alfred E. Sherman
mdg

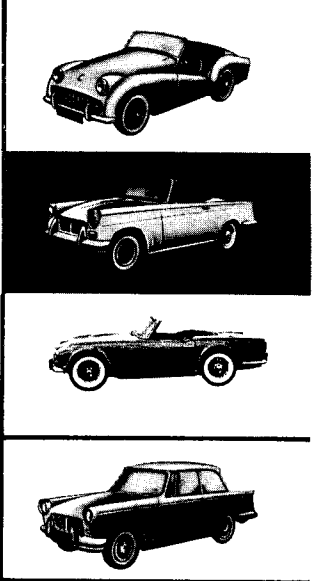


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TO: All Dealers

BULLETIN: #T-62-46

DISTRIBUTION: Parts & Service DATE: July 23, 1962

REF: S. I. S. 5/44

SUBJECT: HEAROLD SEDAN ROOF
PANELS (EARLY MODELS ONLY)

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

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

Parts Required

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

Procedure

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

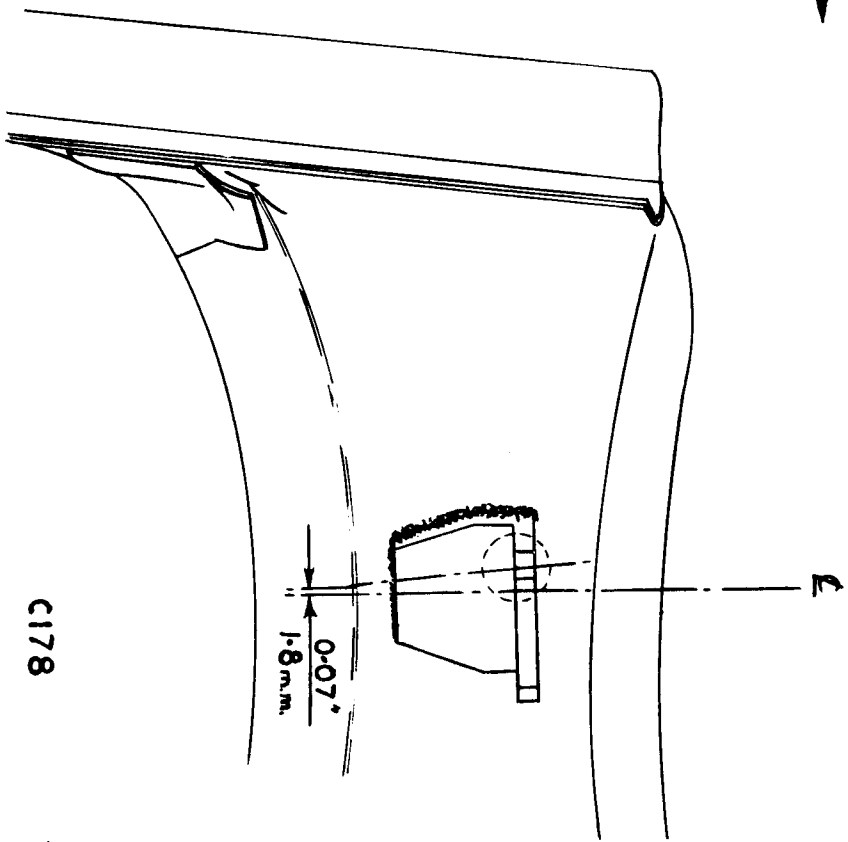
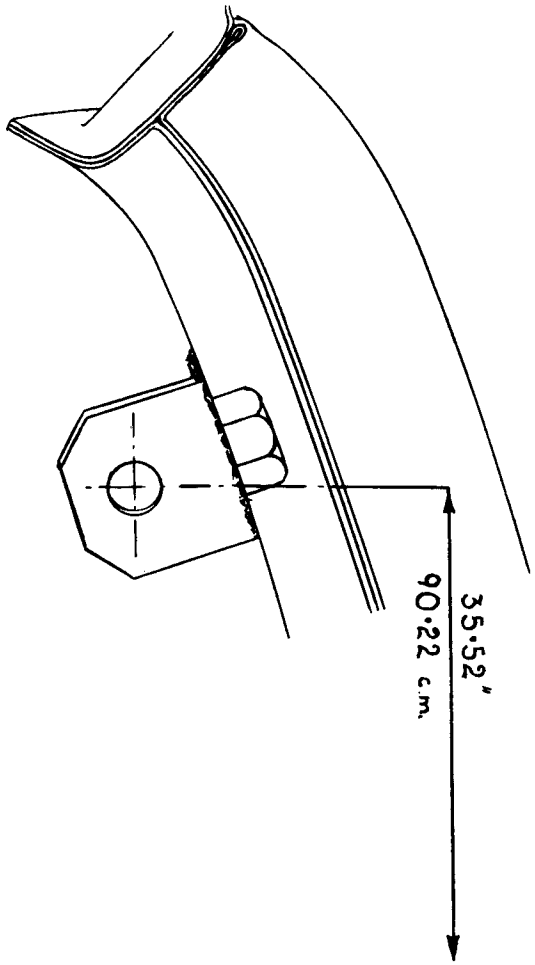
Position the bracket as illustrated and gas weld it securely to the header panel.

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

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

Alfred E. Sherman
Vice President-Service

Alfred E. Sherman



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BULLETIN: #T-62-47

DISTRIBUTION: Parts & Service

DATE: July 23, 1962

REF: S. I. S. 5/46

SUBJECT: TRIUMPH 1200 SEATS

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

Material Required

Hessian	15" x 23" (38.1 x 66.41 cm.)	1 required
Mild Steel Clip	1.25" x 0.5" (3.1 x 1.27 cm.)	2 required. To be made from 18 SWG. Mild Steel
Self Tapping Screws	No. 6 x 1/2" Part No. YA0304	2 required
Adhesive		As required

Procedure

Remove squab trim and seat cushion.

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

Refit the seat pad.

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

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

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

Refit seat and trim.

Warranty time allowance, 1 hour per seat.

Alfred E. Sherman
Vice President-Service

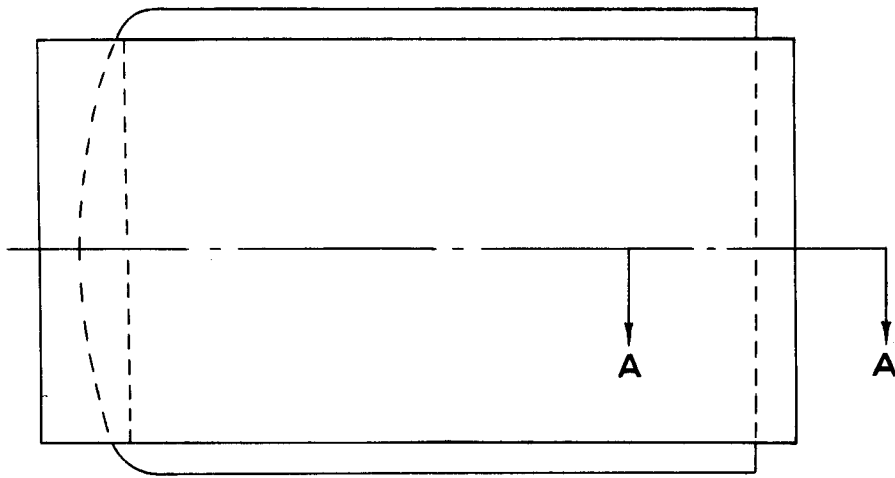
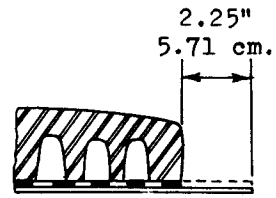


FIG. 1



A-A

FIG. 2

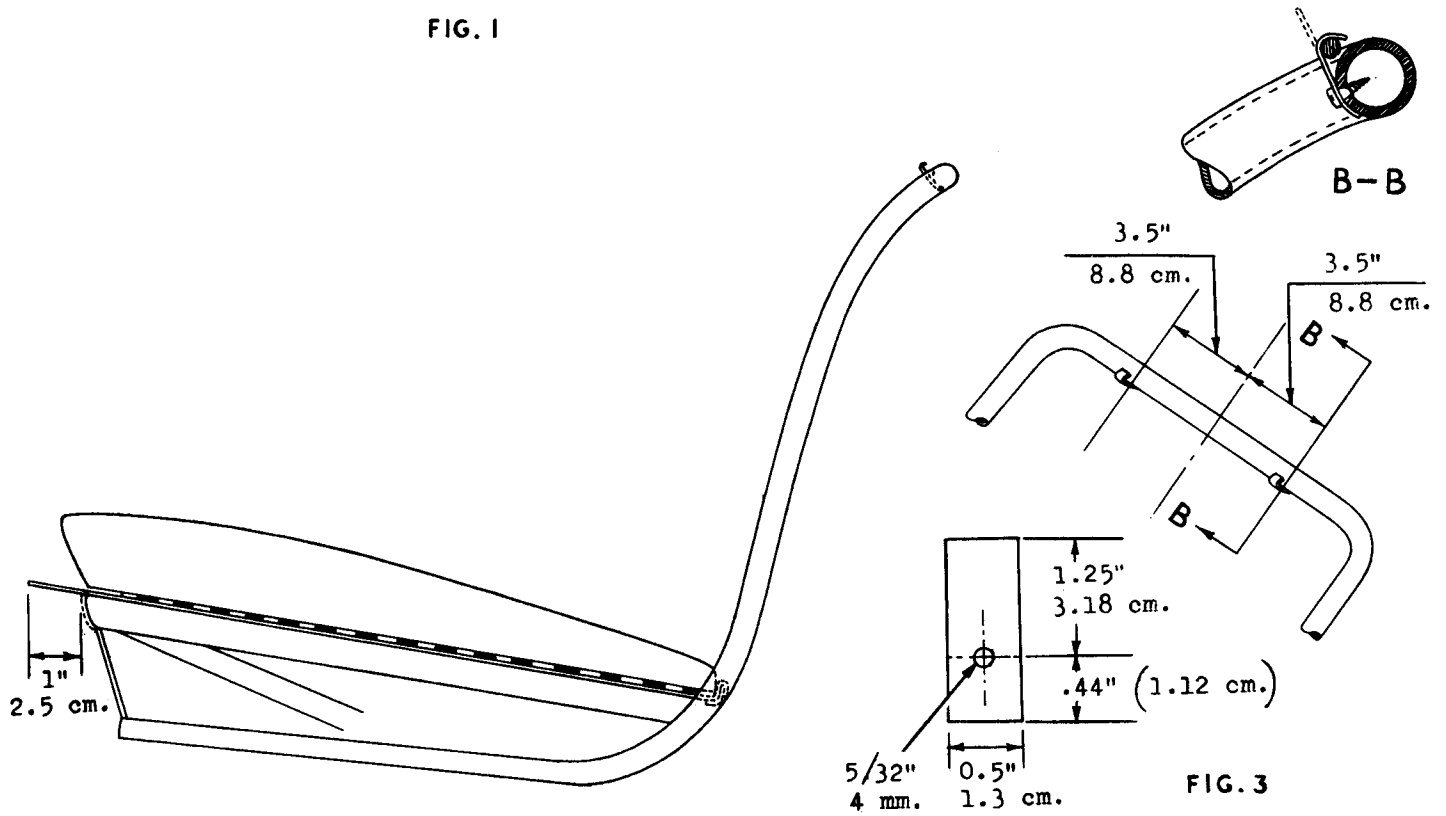


FIG. 3



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TO: All Dealers

BULLETIN: #T-62-49

DISTRIBUTION: Service & Parts

DATE: July 27, 1962

SUBJECT: TRIUMPH TR-4
VIBRATION

Front End

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

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

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

Engine Vibration

This should not be confused with any other condition. Where it exists, it will be found within the normal critical range of 2800 r.p.m. to 3000 r.p.m. (60 m.p.h.). This condition can be reproduced with the car stationary and a considerable improvement can be effected by replacing the rear engine mount (interchangeable) with the Vanguard type, part #117176. At the same time, check the exhaust system and related parts for alignment and clearance.

When reordering rear engine mounts for the Triumph TR-4, it is suggested



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#T-62-49

July 27, 1962

-2-

that a small proportion of #117176 be included, as the two types are completely interchangeable.

Out Of Round Wheels

This subject has already been covered in Bulletin #T-62-37, but before proceeding with an investigation of wheels and tires, please ensure that the information in the first part of this Bulletin is observed, as attention to the points mentioned can render the car much less susceptible to the wheels and tires condition.

ALFRED E. SHERMAN
VICE PRESIDENT-SERVICE

Alfred E. Sherman
mdg



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NEW YORK • NEW JERSEY • PENNSYLVANIA

1200 SPRINGFIELD ROAD • UNION, NEW JERSEY • MURDOCK 8-0050



TO: ALL Dealers

BULLETIN: T-62-52

DISTRIBUTION: Service & Parts

DATE: August 16, 1962

REF: S.I.S. 4/30

SUBJECT: TRIUMPH 1200
RACK & PINION

A number of complaints of "knock" from the rack and pinion on the Triumph 1200 models have been reported in the past, the majority of which could have been eliminated by adjustment only.

Investigation has revealed an initial settling of the rack thrust pad during the first 500 to 600 miles, which does not progressively continue with additional mileage.

To avoid further complaints, it is now considered necessary to include this adjustment in the 500 mile free service.

The adjustment, which takes only a few minutes to complete, consists of unscrewing the Hexagon cap on the top of the rack and removing one .004" shim or replacing an existing 0.010" shim by two thinner ones of 0.004" and 0.002" thickness.

The part numbers are: 120959 - .002"
120949 - .004"

Alfred E. Sherman
Vice President-Service

AES/mdg



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TO: ALL DEALERS

BULLETIN: T-62-59

DEPT: Service & Parts

SUBJECT: TR-4 FRONT SUSPENSION SPECIFICATION CHANGE

In order to provide 3° castor angle the following part numbers are changed. The main difference is in the bottom trunnions which are machined to incorporate the 3° angle. To avoid the possibility of breakage under no conditions should the 0° components be inter mixed with the 3° components and in particular the trunnions must not be inter changed.

Complete modification of the front suspension on any car may, however, be carried out by a simple substitution of a complete set of the latest parts.

For identification purposes only it will be found that the new 3° type can be identified by the following symbols cast in the assemblies.

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

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

From CT-1 to CT-6343 (wire wheels) and CT-6390 (disc wheels) the following original parts apply.

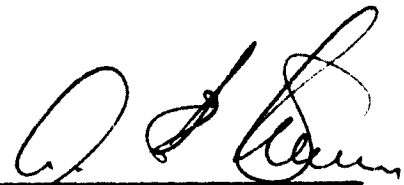
Bottom trunnion sub assy 2 off	part number	101557
Upper wishbone ball assy RH	" "	200771
Upper wishbone ball assy LH	" "	200772
Grease nipple	" "	56934
Nut (Vertical link to ball joint)	" "	TN3211
Cotter pin	" "	PC0020
Distance piece	" "	100697
Plain washer	" "	WP0025
Nut	" "	61302
Cotter pin	" "	PC0012
Assy top wishbone	" "	132633
Assy top wishbone	" "	132632
Tie rod lever RH	" "	127830
Tie rod lever LH	" "	127831

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

Bottom trunnion sub assy RH	part number	133838
Bottom trunnion sub assy LH	" "	133839
Upper w/bone bail assy 2 off	" "	109255
Grease nipple	" "	501024
Nyloc nut (Vertical link to ball joint)	" "	YN2911
Plain washer	" "	WP0011
Bolt	" "	112347
Nyloc nut	" "	YN2909
Plain washer	" "	WP0045
Upper wishbone assy - front	" "	133504
Upper wishbone assy - rear	" "	133507
Tie rod lever RH	" "	129836
Tie rod lever LH	" "	129837

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

Please ensure that your Parts Department records this information.



A. E. Sherman
Vice President - Service



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TO: All Dealers

BULLETIN: T-62-60

DEPT: Service & Parts

DATE: Oct. 24, 1962

SUBJ: TR-4 FRONT SUSPENSION
SPECIFICATION CHANGE

Special Note When Overhauling Front Suspension

Overtightening the pivot pin nuts at the outer lower fulcrum can cause a bending movement and ultimate fracture in the vertical link.

The correct procedure for assembling the lower suspension parts to the trunnion is as follows:

1. Assemble the parts as shown in the illustration.
2. Equally tighten each nut (47) to maintain the correct relationship between the pivot and the bronze trunnion.
3. Continue tightening the nuts equally, to an initial torque load of 30 lb.ft. This permits the outer washer (46) to be serrated by the self cutting splines and located against the thrust washer (37)
4. Slacken the nuts and retighten to a torque load 5lb.ft.
5. Slacken the nuts by $1\frac{1}{2}$ to 2 flats to suit split pin insertion and to permit $0.004'' - 0.012''$ end float in the bearing.
6. Check the assembly for freedom of movement over its full range of operation. Readjust if necessary.

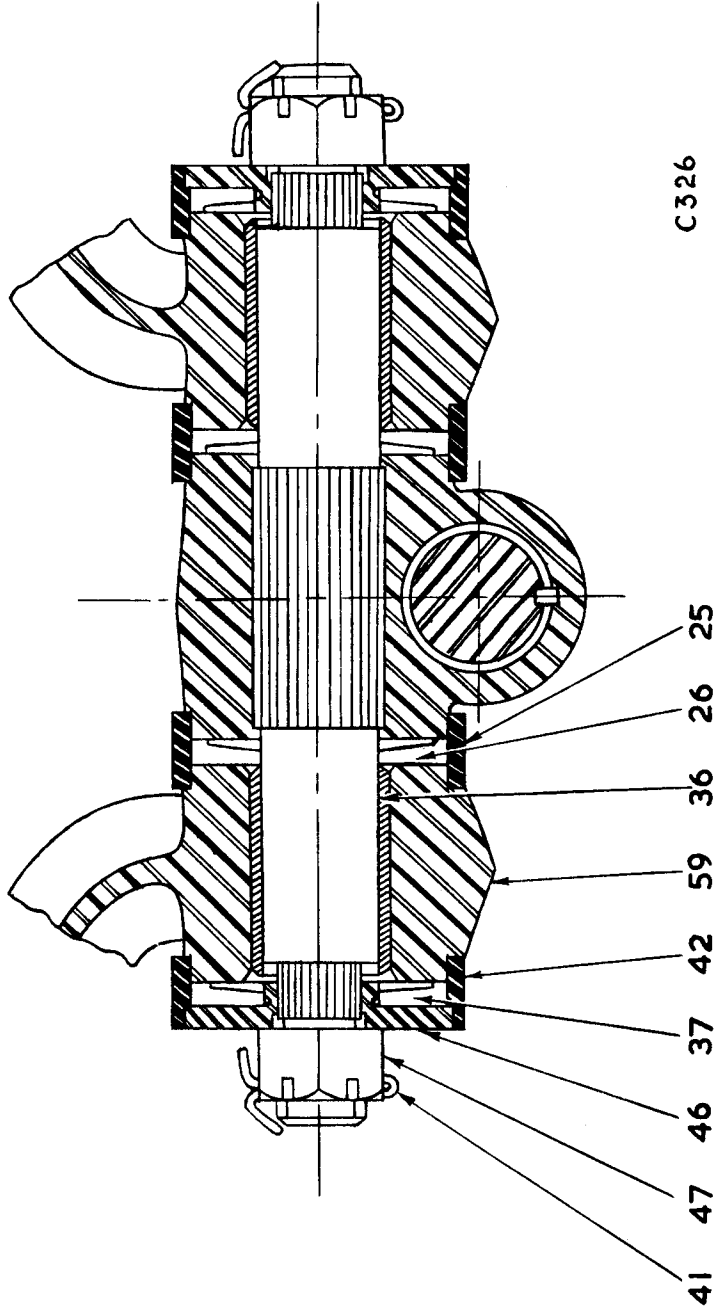
Similar information has always been included in the Workshop Manual (Part No. 502602) and will be found on page 12 of the Front Suspension Section.

A. E. Sherman
Vice President - Service

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- 25. Rubber seal.
- 26. Thrust washer.
- 36. Bush.
- 37. Thrust washer.
- 41. Split pin.
- 42. Rubber seal.
- 46. Washer.
- 47. Slotted nut.
- 59. Lower wishbone.



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To: All Dealers

BULLETIN: T-62-62

DEPT: Service & Parts

DATE: November 13, 1962

DISTRIBUTION: Service and Parts

SUBJECT: SPORTS SIX CARBURETORS

RELEASE: IMMEDIATE

B.32 P.I.H. CARBURETORS

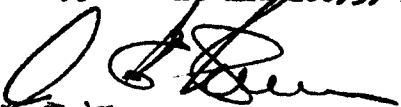
Sports Six Only

To overcome plugs fouling in traffic conditions, erratic idling, hesitation on acceleration, heavy gas consumption and difficult hot starting of Sports Six engines - check the following in the order stated and adjust as required.

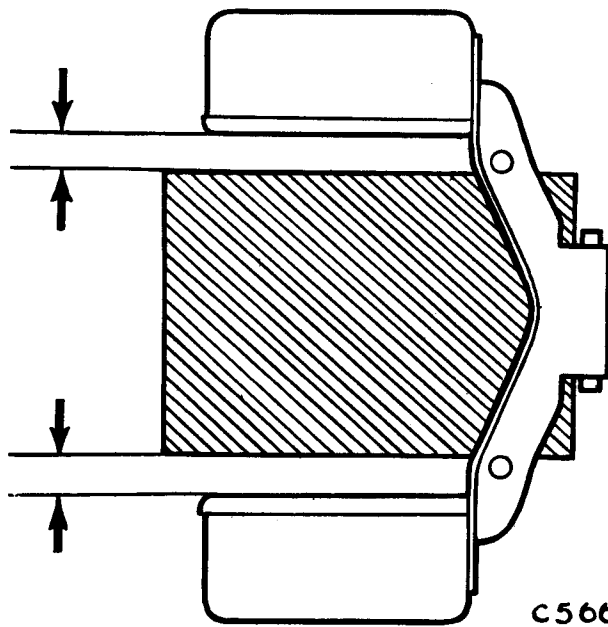
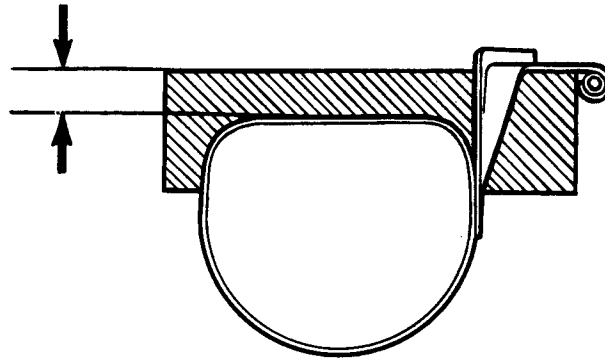
1. Ignition timing - 10° B.T.D.C. static. Advance slightly on test if necessary.
2. Valve clearances - (cold) inlet - 0.010"
exhaust - 0.010"
3. Choke boxes - ensure that both operating levers return to the fully closed position.
4. Jets - ensure that all jets are perfectly clean. The smallest restriction by foreign matter will seriously affect performance and tuning procedure.
5. Carburetor floats - examine both floats for damage or punctures and replace if necessary.
6. Needle valve height - remove each float chamber lid, invert if and place a straight edge across the machined face, directly over the needle valve. The top of the needle valve should just touch the edge. Should the needle valve lie below the straight edge by more than 0.020" (0.51 mm) fit an additional washer 0.040" (1.02 mm) thickness Part No. 510743 (1200 type) under the valve. This will permit a limit of 0.020" (0.51 mm) either side of the datum setting.

7. Float adjustment - using a right angled and flat wood or metal block, $1\frac{1}{2}'' \times 2'' \times \frac{1}{2}''$, place the float on the block as indicated in the illustration. The pivot pin boss must lie squarely up to the edge of the block. Set each float individually to achieve symmetry between the tops and inner faces of the floats and the block. Reassemble the carburetors and ensure that the floats move freely in the float chambers.
8. Tune and synchronize carburetors - each carburetor has two external adjustments, the slow running screw and the mixture volume control screw. Slacken the clamping bolt on the flexible linkage between the carburetors and whilst the engine is warm, adjust each carburetor separately as follows:
- (a) Unscrew both slow running screws and ensure that the throttles are closed by manual pressure on the screw heads.
 - (b) Gently screw the volume control screws clockwise until light contact is made with the casting seat and then unscrew them approximately one full turn.
 - (c) Start the engine and adjust the slow running control screws equally until the idling speed is approximately 500 r.p.m.
 - (d) Screw out both mixture volume control screws a quarter of a turn at a time, until the engine begins to "hunt", indicating richness.
 - (e) Screw the mixture screws in by equal amounts until the "hunting" disappears and the engine idles smoothly.
 - (f) If the engine speed has now increased due to the mixture adjustment, reduce the speed to approximately 500 r.p.m. by adjusting each slow running screw by equal amounts.
 - (g) If operation (f) causes any irregularity of the engine beat, readjust both volume screws to maintain synchronization.
 - (h) Retighten the connecting linkage between the carburetors, taking care that both throttles are against the stops during the process.
9. Hot starting - when starting a hot engine, fully depress the accelerator pedal in one operation and release it immediately the engine fires. Pumping the pedal will only flood the manifold with gas with a consequent fouling of plugs.

Should the aforementioned adjustments fail to give satisfactory results, replace the carburetors by those of the latest type which are obtainable from our Spares Division under Part Nos. 208938 front and 208939 rear.


A. E. Sherman
Vice President-Service

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October 24, 1962

TO: All Dealers

BULLETIN: T-62-63

DEPT: Service & Parts

**SUBJ: CHECK STRAP
TRIUMPH TR-3B**

The check strap campaign may be discontinued forthwith in respect to the Triumph TR-3B.

This was introduced as an additional precaution but may now be dropped, as our information is that this condition does not apply. However, this in no way minimizes the importance of ensuring completion of the check strap campaign on Triumph TR-4 models.

A. E. Sherman
Vice President - Service



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TO: All Dealers

BULLETIN: # T-62-64

DEPARTMENT: Service and Parts

DATE: October 22, 1962

SUBJECT: Triumph 1200 Filters

Two types of oil filter for Triumph 1200 models are now available. There is the regular factory imported type, Part No. 128889, and also an alternative type produced in the U.S.A. to our specifications, Part No. O-128889/1A with which it is necessary to order an adapter, Part No. O-128889/2A.

The alternative type filter O-128889/1A when used with the adapter O-128889/2A is completely interchangeable with the original type filter 128889. Once an engine has been supplied with the adapter it is not necessary to supply a further adapter at subsequent filter changes as the adapter can be reused. Both types of oil filter have a recommended change period of 90 days or 6,000 miles.

INDIVIDUAL PRICES

Filter - Part No. 128889 (Imported original equipment type)
List \$6.50 Dealer Net \$4.22

Filter - Part No. O-128889/1A (Alternative U.S.A. supply type)
List \$2.10 Dealer Net \$1.21

Adaptor - Part No. O-128889/2A (To adapt filter O-128889/1A)
List \$.90 Dealer Net \$.54

Bulk Prices Dealer

The U.S.A. type of filter only O-128889/1A is available in lots of 12 only.

ORDERING

Order either type of filter or adaptor on regular stock order.

The U.S.A. type of oil filter is produced for Standard-Triumph exclusively by Purolator and this type will not be available through any sources other than S.T.I. This filter has been Factory approved.

- 2 -

BULLETIN: #T-62-64

DATE: October 22, 1962

There are good profits in the filter business so immediately set up your inventory to handle this large demand.

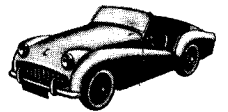
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A. E. Sherman
Vice President - Service



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TO: All Dealers

BULLETIN: T-62-66

DEPT: Service & Parts

DATE: November 6, 1962


DISTRIBUTION: Service and Parts

SUBJECT: GOODYEAR TIRES
WARRANTY & SERVICE

RELEASE: IMMEDIATE

Please advise all concerned that arrangements have now been completed for all Goodyear Tire Warranty and Service to be handled by Goodyear Tire Dealers.

The Goodyear Company will maintain a stock of the British Imported Goodyear Tire in six of their main warehouses upon which their dealers may draw in cases where this type of tire is required as distinct from those cases where it may be impractical to convert to the U.S. equivalent Goodyear Tire.


A. E. Sherman
Vice President-Service



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TO: All Dealers

BULLETIN: T-62-67

DEPT: Service & Parts

DATE: November 6, 1962

DISTRIBUTION: Service and Parts

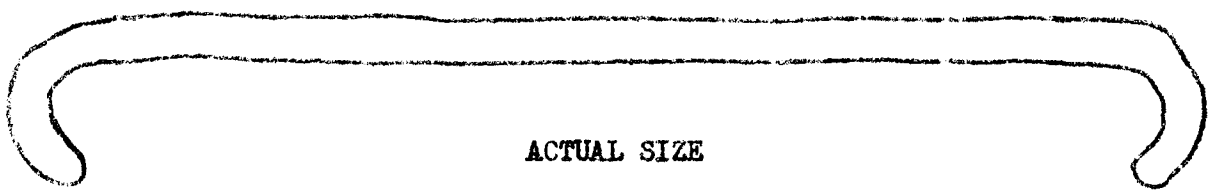
SUBJECT: FRONT SUSPENSION
HERALD, 1200 AND
SPORTS SIX

RELEASE: IMMEDIATE

Triumph Herald, 1200 and Sports Six
Front Suspension Dismantling

This details method of removal and replacement of the front coil spring and damper without using Churchill Tool S-4221-A, which tool may now be classified as "desirable" rather than "essential".

1. Make up from mild steel strip approximately 1 1/4" wide by 1/8" thick two simple clips as shown.
2. Slightly depress the front suspension and snap the two clips between the coils of the spring and secure them in place with wire or clamp.
3. Jack car up onto stands and with the suspension in its lowest position remove top ball joint from the vertical link.
4. Swing top wishbone up out of the way and remove center top damper attachment.
5. Collapse damper and with aid of a suitable lever swing coil spring and damper from its upper location.
6. Coil spring may now be lifted off for access to damper.



ACTUAL SIZE

Flat rate time

Remove and replace front shock absorber - 30 minutes each side.

A. E. Sherman
A. E. Sherman
Vice President-Service

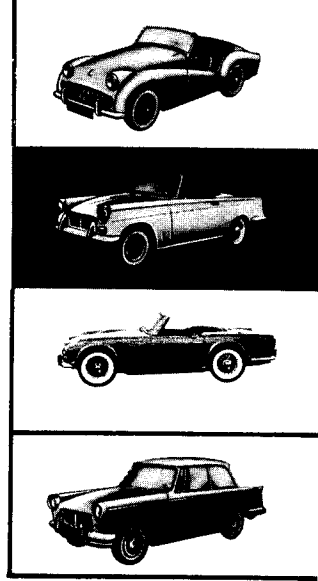


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TO: All Dealers

BULLETIN: T-62-68

DEPT: Service & Parts

DATE: November 7, 1962

DISTRIBUTION: Service and Parts

SUBJECT: IGNITION TEST DATA

RELEASE: IMMEDIATE

Ignition distributor test figures. All speeds represent distributor r.p.m.

TRIUMPH TR-4

Distributor - Lucas No. 40735
Vacuum unit - Lucas No. 54413563

Mechanical advance begins at 225 r.p.m.
Mechanical advance maximum 9° - 11° at 1200 r.p.m.
Vacuum advance begins at 1 HG
Vacuum advance maximum 2° - 4° at 15 HG
Cam angle 60° (66% Dwell)

TRIUMPH 1200

Distributor - Lucas No. 40743
Vacuum unit - Lucas No. 54413516

Mechanical advance begins at 120 r.p.m.
Mechanical advance maximum 10° at 2500 r.p.m.
Vacuum advance begins at 3 HG
Vacuum advance maximum 4.5° - 6.5° at 13 HG
Cam angle 60° (66% Dwell)

TRIUMPH SPORTS SIX

Distributor - Lucas No. 40865
Vacuum unit - Lucas No. 54415212

Mechanical advance begins at 200 r.p.m.
Mechanical advance maximum 13° - 15° at 2700 r.p.m.
Vacuum advance begins at 1.5 HG
Vacuum advance maximum 7° - 9° at 15 HG
Cam angle 35° (58% Dwell)

A. E. Sherman
Vice President-Service



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TO: All Dealers

BULLETIN: T-62-72

FROM: Service & Parts

DATE: December 21, 1962

DISTRIBUTION: All Dealers

**SUBJECT: FREE SERVICE ALLOWANCE
OVERSEAS DELIVERIES**

RELEASE: Immediate

Please note that the maximum allowance for the 500 Mile Free Service on Overseas deliveries has now been increased from \$8.40 to \$9.80.

A. E. Sherman
Vice President-Service



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TO: All Dealers

BULLETIN: T-62-73

DEPARTMENT: Service & Parts

DATE: December 21, 1962

DISTRIBUTION: All Dealers

**SUBJECT: WINDOW REGULATORS
TRIUMPH TR-4**

RELEASE: Immediate

The majority of cases of difficulty in the window regulators on the Triumph TR-4 have been found due to the omission of grease on the sliding parts and in the case of this difficulty arising, we recommend that appropriate action be taken for the application of lubricant.

Current production cars will have this detail covered.

A. E. Sherman
Vice President-Service



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TO: All Dealers

BULLETIN: T-62-75

DEPARTMENT: Service & Parts

DATE: December 21, 1962

DISTRIBUTION: All Dealers

SUBJECT: VYBAK PLASTIC WINDOW
PROTECTION - ALL
CONVERTIBLES

In the interest of preserving the condition of the Vybak windows on all convertibles during shipment, a process has been incorporated in production whereby a sheet of Polyvinyl is fused in temporarily along with the Vybak window material itself.

This protective Vybak may readily be removed by pinching up a suitable area to enable a knife blade to be inserted, so that it can be split open from the center in such a manner that the Polyvinyl can then be torn off against the window edges.

Try to avoid tearing the Polyvinyl protective cover in any manner other than along the edges of the windows, so that a clean tear-off can be accomplished. If this method is not used, there is the possibility of finishing up with a lot of little pieces which can take a small amount of extra time to remove. This is of great importance and will ensure that the Vybak window remains in perfect condition until delivery time.

This procedure is extremely simple and should perhaps be made clear that no claims will be accepted for scratching or cutting the Vinyl itself due to the use of improper methods in making the initial cut in the Polyvinyl.

A. E. Sherman
Vice President-Service

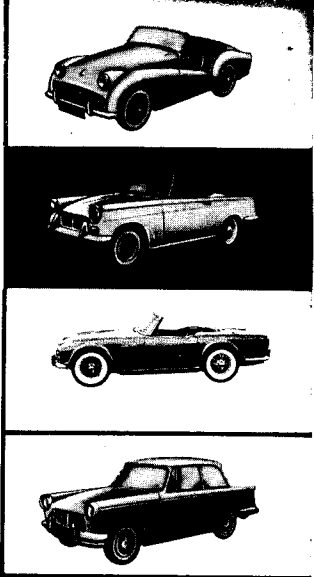


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TO: All Dealers

BULLETIN: S-62-29

DEPT: Service & Parts

DATE: July 31, 1962

SUBJECT: SPARE KEYS and
WHEEL COVERS

This is to advise, that the SPARE KEYS for the TR-3 and the TR-4, will be found in the left tail light, beginning with the following serial numbers:

TGF 988 L - TR-3

CT 11947 L - TR-4

Please make this information available to all concerned. Also, all 1200 Convertibles will come equipped with wheel covers, which will be found in the trunk of each car.

The suggested price schedule is as follows:

<u>WHOLESALE</u>	<u>RETAIL</u>
Fitted in Car \$8.95	\$12.95
Parts Dept. \$13.20	\$22.00

Alfred E. Sherman
Vice President - Service