

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	EIGHT/19/N	TYPE OF PAINT TO BE USED FOR RE-FINISHING AND RE-TOUCHING	Date	DECEMBER 1955
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Cross Refer to VANGUARD/7/N, DIESEL/3/N, SPORTS/6/N, TEN/5/N and VANGUARDIII/2/N.

Attached is a list of paints at present specified for re-finishing and touching up purposes.

It is felt that, since there are now several types of paint in use and two paint manufacturers are involved with our various Models, it is advisable to issue Service Information on the subject.

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

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



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No. EIGHT/19/N **TYPE OF PAINT TO BE USED FOR RE-FINISHING AND RE-TOUCHING** **Date** DECEMBER 1955

20S ESTATE CAR.

<u>LIGHT BLUE LUSTREEN METALLIC</u>	DOCKERS	REF: BF.4581
<u>DARK BLUE LUSTREEN METALLIC</u>	DOCKERS	REF: BF.4932
<u>DARK BLUE</u>	DOCKERS	REF: BF.5009
<u>LIGHT BLUE</u>	DOCKERS	REF: BF.5069
<u>SALVADOR BLUE</u>	DOCKERS	REF: BF.5173
<u>ELFIN GREEN</u>	DOCKERS	REF: BF.5171
<u>BIRCH GREY</u>	DOCKERS	REF: BF.5174

TRIUMPH T.R.II AND T.R.III

<u>OLIVE YELLOW</u>	DOCKERS	REF: BF.4862
<u>GERANIUM</u>	DOCKERS	REF: BF.4863
<u>PEARL WHITE</u>	DOCKERS	REF: BF.5460
<u>ICE BLUE</u>	DOCKERS	REF: BF.4575
<u>BLACK</u>	DOCKERS	REF: BF.5516
<u>BRITISH RACING GREEN</u>	DOCKERS	REF: BF.5761
<u>SIGNAL RED</u>	DOCKERS	REF: BF.5468
<u>SALVADOR BLUE</u>	DOCKERS	REF: BF.5323
<u>BIRCH GREY</u>	DOCKERS	REF: BF.5467
<u>ELFIN GREEN</u>	DOCKERS	REF: BF.5325

20S PHASE III SALOON.

<u>BEIGE</u>	I.C.I. Ltd.	Hilux 300-2918
<u>LAVENDER GREY</u>	I.C.I. Ltd.	Hilux 300-2917

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	EIGHT/10/R	FITTING OF FRONT BRAKE FLEXIBLE HOSES	Date	AUGUST 1955
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Cross refer to SPORTS/8/R, VANGUARD/1/R and DIESEL/1/R.

With further reference to the assembly of these brake hoses, which has already been covered by the issue of Service Information Sheet Nos. EIGHT/3/R, EIGHT/6/R and EIGHT/7/R, cases are still being reported by our Service Department, with cars which are serviced outside this factory, where the front brake hoses are fitted in a twisted condition. This refers to all our current Models.

It cannot be too strongly emphasised that the utmost care must be exercised, when refitting these hoses, after any repair has been carried out, which necessitates their being disturbed.

The assembly of these brake hoses in a twisted condition can permit the hose to be fouled by its respective road wheel when on "back lock" or to be chafed by an adjacent component.

The flexible hose should be tightened into the wheel cylinder first and then positioned to provide the best "run" before securing the other end. Great care should be taken when tightening the "inboard" end of the hose to avoid altering the "run" already arranged by imparting a twist to the hose.

It is also important when any adjustment is carried out to the steering lock stops, that attention is given to the possibility of the hose becoming taut when on full steering lock and under conditions of full "bump" and "rebound".

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S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/7/B.	USE OF SEALING COMPOUND ON FILTER BRACKET CYLINDER BLOCK JOINT	Date	JUNE 1955
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There have been some complaints with the Vanguard and Triumph T.R.2. Models of oil leakage at the joint of the oil filter flange with cylinder block.

As a result of these complaints, Gasket, Part No. 56420, is now being “stippled” on each side with a non-hardening type of sealing compound. This has the effect of compensating for any slight inequalities between the mating surfaces and the compound remains plastic permanently. This type of sealing compound should not be confused with the “Shellac” type of material which hardens and can thus lead to the cracking of the gasket material.

It is recommended that when filter gaskets are fitted that these are coated with a non-hardening type of compound such as that advertised by Messrs. Wellworthy under the trade name of “Wellseal.” Small sized tins of “Wellseal” will shortly be available through our Spares Division under Part No. 501651.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/8/B.	ROCKER COVER GASKET	Date	JUNE 1955
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Reports of oil leakage past Rocker Cover Gasket, Part No. 55943, have been investigated. It has been found that certain consignments of gaskets received from our suppliers have been cut from cork materials which had an excessive moisture content. As a result, when this moisture content dries out, the gasket material shrinks either after fitting on the engine or during long periods of storage.

Packages of gaskets now being received are marked with the letters "TD" on the wrapping, denoting that the moisture has been dried out of the cork material by Tunnel Drying before cutting.

In order that gaskets may be checked for size, before fitting to an engine, the correct dimensions are given in the illustration.

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

1 ILLUSTRATION

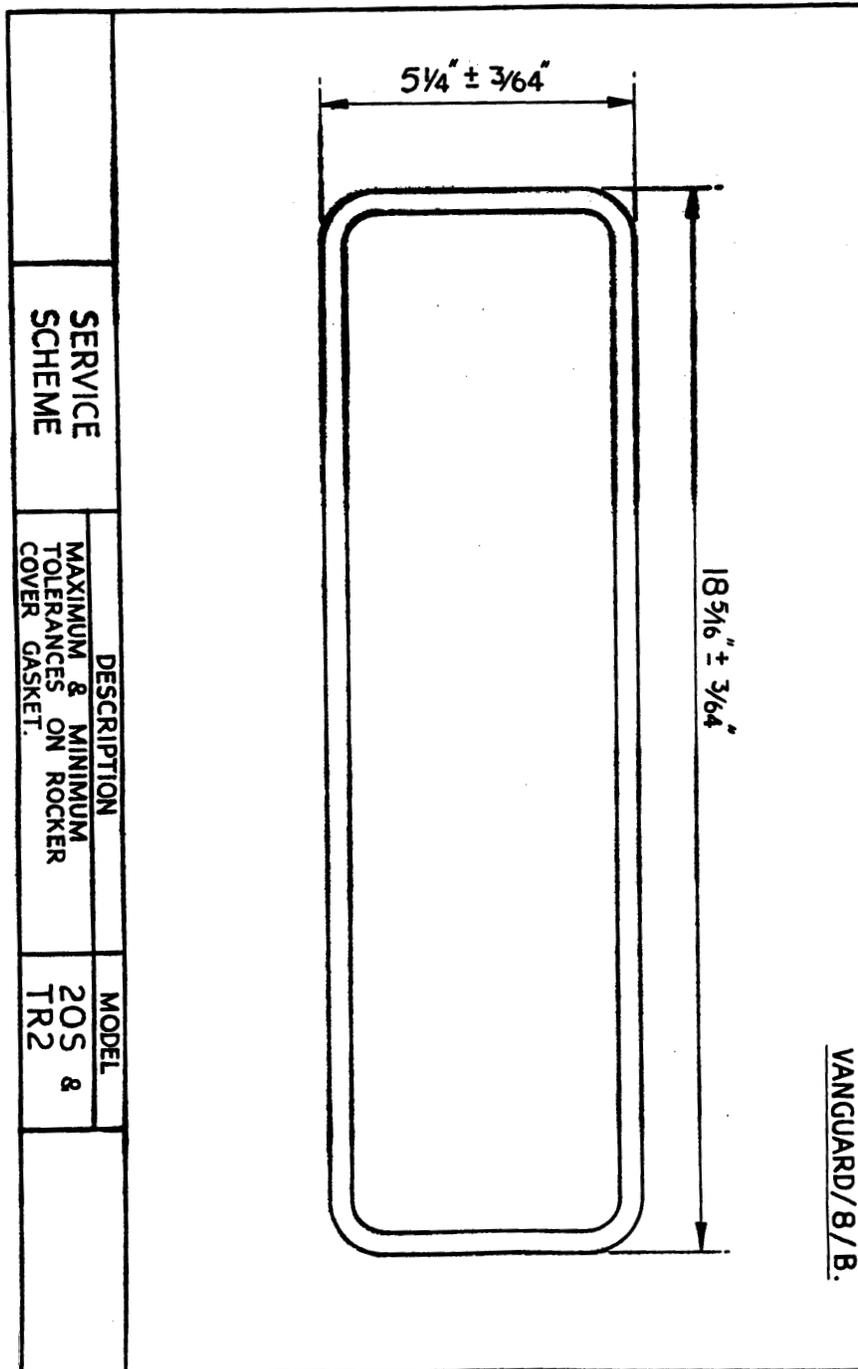
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STANDARD AND TRIUMPH VEHICLES

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/B.	ROCKER SHAFT PEDESTAL STUDS	Date	JUNE 1955
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As a result of instances of Rocker Shaft studs failing, when cars are used for high speed work, it has been decided to change the material from which these studs are manufactured.

These studs were previously manufactured from EN8R material and the strength of the studs has now been increased by the use of Manganese Molybdenum EN16T. This change in stud specification has raised the ultimate strength by 22% to 55 tons per square inch.

Whilst the old studs, Part No. 108203, are satisfactory for all normal usage, it is suggested that wherever one of these Models is to be used for competition work, involving high speed work, the later studs, Part No. 111717, are fitted.

The modified stud, Part No. 111717, was incorporated in normal manufacture at Eng. No. TS.6238E, or Comm. No. TS.5849.

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

S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/10/B.	OIL PRESSURE KNOCK	Date	AUGUST 1955
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Instances have been reported with this engine, where a knock occurs at speeds between 1500 and 2000 r.p.m. Investigations following such reports have traced the knock to an oil pressure phenomenon caused by the slight recess left in each crank pin when the sealing plug is pressed into the oilway.

This oil pressure knock is in no way detrimental to the engine's life, but it is appreciated that without knowledge of the reason for the knock some customer anxiety may be experienced.

It has been found that this knock can be cured by drilling a 3/32" dia. hole longitudinally through the sealing plugs and this modification has now been incorporated in these engines during normal manufacture. This modification was first introduced in normal manufacture at Engine No. TS.7713E and will be incorporated in all future units.

It is not recommended that this modification is carried out on crankshafts prior to this engine number because of the subsequent difficulty of ensuring that all the drilling swarf has been removed from the crankshaft oilways.

All reconditioned engines which are built in the future will incorporate this modification.

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

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/11/B. **RECONDITIONING OF CAMSHAFT BEARING HOUSING** **Date** SEPTEMBER 1955

In order to obviate the necessity of scrapping a complete cylinder block should the camshaft-bearing housings be worn excessively, it has been considered desirable to send out information which can be used for salvaging such cylinder blocks.

Where camshaft bearing housings have worn excessively, the bores will require line-boring to accommodate pre-finished bushes. In view of the fact that this salvage work involves precision machining it is suggested that it would be best met, in this country, by obtaining a replacement engine from our Spares Department under our Unit Exchange Scheme. On the other hand, where such work is required in overseas countries, it should only be attempted by a firm of specialists in such matters.

It should be noted that since the bushes which our Spares Department supply are of the pre-finished type no further machining is necessary after fitting to the cylinder block. The front detachable bearing, Part No. 60214, will also require renewal where it is worn excessively.

Two different part numbers are quoted for the Vanguard (20.8.) cylinder block, namely, 301138 and 301487: the latter number is for a cylinder block which is provided with bosses for accommodating the locating screw, Part No. 110462. It is intended that pre-finished bushes will be incorporated in factory built engines in the near future.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/11/B. RECONDITIONING OF CAMSHAFT BEARING HOUSING **Date** SEPTEMBER 1955

When contemplating the reconditioning of a cylinder block, the existence, or the non-existence, of the bosses for the pre-finished locating screws should be established as a different locating screw is required for each type. The machining dimensions for Cylinder Block, Part No. 371138, are given on Sheet 1 of the illustrations and those for Cylinder Block, Part No. 301487, which has the bosses for the locating setscrews, are given on Sheet 3 of the illustrations. Particular note should be paid to the correct relationship of the oil feed holes and the fitting of the locating screws.

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

3 ILLUSTRATIONS

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

ISSUED BY: THE ENGINEERING DEPARTMENT. THE STANDARD MOTOR CO LTD, BANNER LANE, COVENTRY.	
CYLINDER BLOCK PART NO 301138 (205) & 301140 (20TR2)	
SEQUENCE OF OPERATIONS TO FIT NEW BEARINGS FOR CAMSHAFT	
<ol style="list-style-type: none"> 1 COMPLETELY STRIP DOWN ENGINE. 2 MOUNT CYLINDER BLOCK ON SLIP FACE AND LINE BORE 3 BEARING HOUSINGS TO 18443' / 18435' DIA AND TO LOCATING DIMENSIONS AS SHOWN ON SECTION OF CYLINDER BLOCK. 3 WITH SUITABLE VIG DRILL, TAP AND SPOT FACE 3 HOLES TO DIMENSIONS GIVEN 18, IN CENTRE, INTERMEDIATE, AND REAR BEARING POSITIONS. 4 CLEAR OUT SWAGE ETC (OILWAYS IN PARTICULAR) 5 PRESS FIT 3 NEW PRE-FINISHED BEARINGS (PART NOS BELOW) IN CORRECT RELATIONSHIP TO OIL FEED HOLE AND LOCATING SCREW HOLE PARTS REQ. CAMSHAFT BEARING INTERMEDIATE PT. NO 110700 CAMSHAFT BEARING CENTRE & REAR PT. NO 110699 SPECIAL BOLT AS DRAWN ON SHEET 213. WASHER 1/4" X .063" THICK WP 0023	
NOTE: 1 IT IS IMPORTANT WHEN FITTING RETAINING SCREW THAT THE LOCATING END DOES NOT PROTRUDE INTO THE BEARING BORE. 2 NO FURTHER MACHINING WILL BE REQUIRED ON BEARING WHEN FITTED	
SECTION THRO' CENTRE BEARING	& CRANKSHAFT
SHEET 1 OF 3 SHEETS	
SALVAGE OR SERVICE SCHEME:	DESCRIPTION:
TO SALVAGE: NORMAN CAMSHAFT BRG HOUSINGS IN CYLINDER BLOCK	MODEL:
TO SALVAGE:	20 5 & 20 TR 2

VANGUARD/9/8.

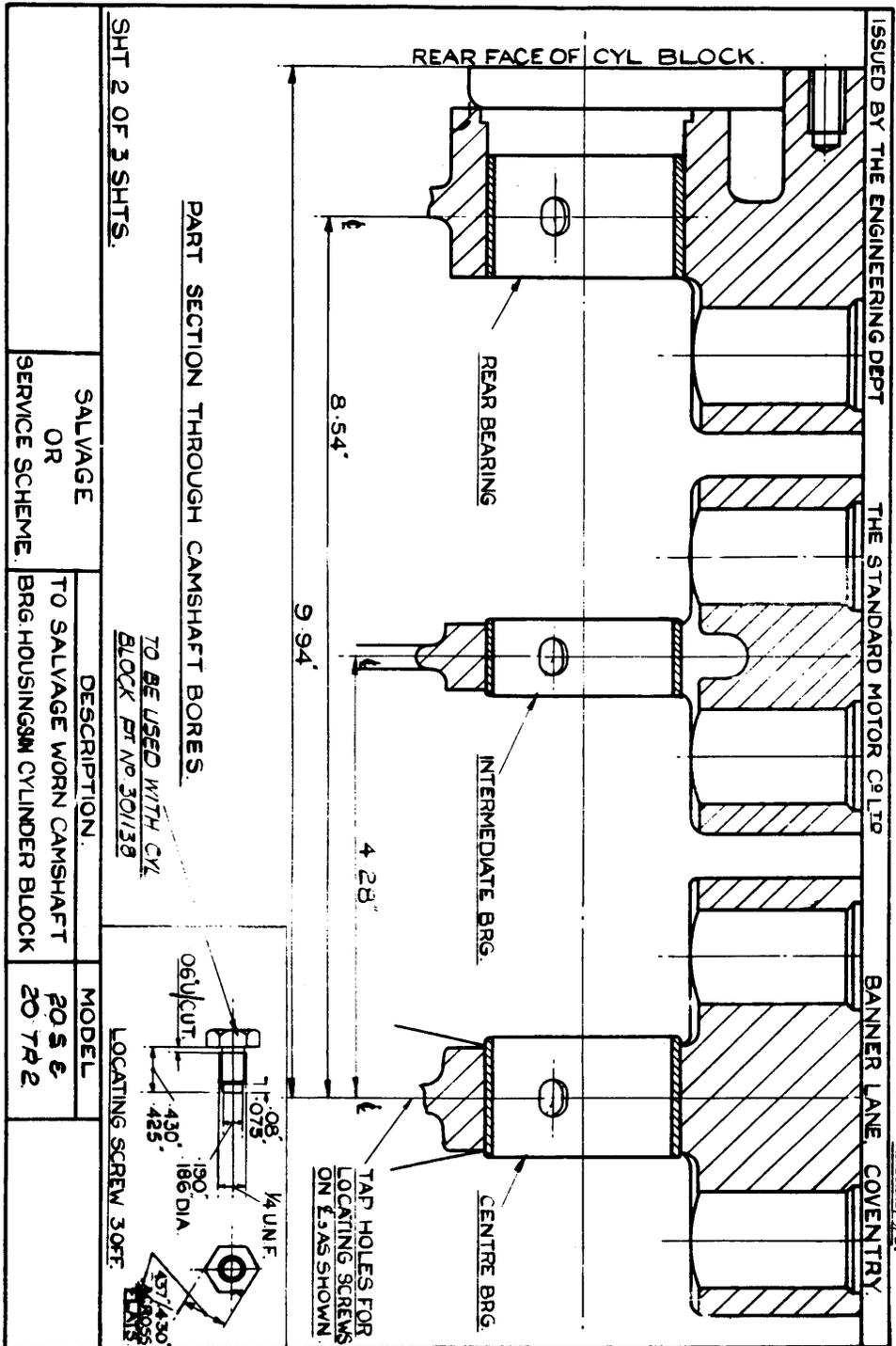
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STANDARD AND TRIUMPH VEHICLES

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/12/B.	ENGINE OIL PRESSURE	Date	SEPTEMBER 1955
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It has been decided to increase the engine oil pressure on the Vanguard and Triumph Sports T.R.2. engines.

The modified pressure will be 70 lbs. per sq.in. and this should be adjusted with the engine oil at normal running temperature, i.e. about 70°C, with the engine running at 2000 r.p.m.

The approximate top gear road speeds corresponding to 2000 r.p.m. are approximately 35 m.p.h. and 40 m.p.h. for the Vanguard and T.R.2. respectively.

Distributors and Dealers are requested to reset oil pressures on these Models at their earliest convenience and to amend the oil pressure figures quoted in the appropriate Service Manuals.

Stocks of pressure oil filter assemblies, Part No. 300399, held by our Spares Division have had their oil relief valves adjusted to the latest pressure settings.

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

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/13/B.	CYLINDER HEAD NUTS	Date	DECEMBER 1955
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There have been instances reported of failure of the cylinder head nuts, Part No. HN.2011, and as a result of such complaints, we have changed the material specification of the nuts concerned. The new nuts are supplied by our Spares Division under Part No. 110962.

The modified cylinder head nuts were incorporated in normal engine manufacture at Engine No. TS.8937E.

The modified nuts may be recognised visually by a series of small rings stamped on one or more flats, or alternatively by an annular groove machined on the top face of the nut.

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

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/14/B. SPARKING PLUGS FOR USE IN COUNTRIES EMPLOYING **Date** DECEMBER 1955
LOW OCTANE FUELS

In order to suit conditions imposed on sparking plugs by low octane fuels, all future consignments of cars shipped to the countries named below, are now being equipped with Champion L.10 sparking plugs, Part No. 102313, instead of Champion L.10S, Part No. 50135.

The countries affected by this change of plug specification are the following:

Greece	Trinidad	Gold Coast
Uganda	Libya	Nigeria
Malta	Kenya	Jamaica
Mauritius	East Pakistan	Cyprus
Ceylon	Siam	South Africa

This change of specification was made at Engine No. TS.8215E.

Cars being shipped to the countries mentioned above are normally fitted with a compression plate giving a ratio of 7:1.

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S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/8/E	GEARBOX RUBBER GROMMET	Date	FEBRUARY 1955
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Following investigation of a few cases of damage by ripping, the original rubber Gearbox Grommet, Part No. 70853, has been re-designed to provide a greater degree of flexibility and in addition is now manufactured of a harder rubber.

The new grommet is supplied under Part No. 603065, and was introduced in normal manufacture at Gearbox No. TS.5736 although this change was anticipated on Gearbox Nos. TS.5752, TS.5734, TS.5723, T.S.5711, TS.5730 and TS.4854. The approximate Commission No. at which this grommet was introduced in normal manufacture was TS.5352.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/E	CHANGE SPEED LEVER VIBRATION	Date	JUNE 1955
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There have been instances of gear lever rattle or vibration reported, which although annoying have no serious significance.

To reduce this tendency of the gear lever to rattle or vibrate, two modifications can be carried out to the gear lever assembly as follows:

1. The diameter of the hole in the spring retainer (see illustration) should be increased from 5/8" to 3/4" diameter to provide clearance around the gear lever.
2. A spring loaded plunger can be incorporated in the base of the gear lever ball end.

The part numbers affected by 1. and 2. are as follows:

<u>Item.</u>	<u>Old Part Number.</u>	<u>New Part Number.</u>
Spring Retainer.	37682	112442
Ball End.	109043	112446
Gear Lever Assembly.	109042	112447
* Plunger for Ball End.	New Item	112424
Plunger – Spring.	New Item	106388

* Not available for approximately a month.

The new Spring Retainer, Part No. 112442, can readily be made from the original item, Part No. 37682, by merely opening out the inside diameter to 3/4".

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/E	CHANGE SPEED LEVER VIBRATION	Date	JUNE 1955
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In order to modify the existing Ball End, Part No. 109043, it is necessary to grind off 0.012" from the hardened case locally and drill and ream a 1/4" diameter hole as shown in the illustration.

The Plunger can be made from a 0.223"/0.218" length of 1/4" diameter Silver Steel with a spherical end 0.19" radius, which should then be hardened.

The Plunger Spring, Part No. 106388, is the synchro ball spring for an "Eight" and "Ten" gearbox.

The Gear Lever Spring was changed in normal manufacture at Commission No. TS.2579, and the later design spring should always be used with the spring loaded plunger. The earlier Spring, Part No. 37498, was replaced by Part No. 109531 and the two springs may be identified by the free lengths and coils, the earlier had an approximate free length of 1-7/16" and 6-1/2 coils compared with the later's 2-3/16" approximate free length and 4-1/2 coils.

Important.

When refitting the gear lever it is important that the plunger faces rearwards. The plunger may be located during assembly with a light smear of grease.

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1 ILLUSTRATION.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

<p><u>SPORTS/9/E.</u></p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">SERVICE SCHEME</td> <td style="width: 50%; text-align: center;">MODEL 20 TR. II</td> </tr> <tr> <td colspan="2" style="text-align: center;">DESCRIPTION MODIFICATION TO GEAR LEVER TO PREVENT RATTLE.</td> </tr> </table>	SERVICE SCHEME	MODEL 20 TR. II	DESCRIPTION MODIFICATION TO GEAR LEVER TO PREVENT RATTLE.	
SERVICE SCHEME	MODEL 20 TR. II					
DESCRIPTION MODIFICATION TO GEAR LEVER TO PREVENT RATTLE.						
<p>ISSUED BY :- THE ENGINEERING DEPT., THE STANDARD MOTOR CO. L.P., BANNER LANE, COVENTRY.</p>	<p>NOTE :- HOLE IN SPRING RETAINER CUP MAY BE FILED TO 3/4 DIA.</p> <p>NOTE :- PLUNGER IS TO BE TOWARDS REAR WHEN LEVER IS FITTED IN CAR.</p>					

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S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/10/E **INCORPORATION OF OVERDRIVE "TOP," "THIRD,"** **Date** FEBRUARY 1955
AND "SECOND" GEARS

To convert overdrive "Top," on a car fitted with the earlier gearbox top cover, a replacement Overdrive Unit, Part No. 301991 (Serial No. 22/1374/-) and a Top Cover Conversion Pack, Part No. 503219, will be required. The existing control switch or the new one, Part No. 108436, may be used as desired.

Normal Overdrive Kits comprise the following:

<u>R.H.S.</u>	<u>Part No. 501803</u>		<u>L.H.S.</u>	<u>Part No. 502104</u>	
<u>Part No.</u>	<u>Item</u>	<u>Qty.</u>	<u>Part No.</u>	<u>Item</u>	<u>Qty.</u>
42781	Switch, Gearbox	2	42781	Switch, Gearbox	2
108253	Relay	1	108253	Relay	1
108436	Switch Assy., Overdrive	1	108436	Switch Assy., Overdrive	1
108254	Leads – Set of 4	1	108254	Leads – Set of 4	1
TK.4504	Setscrew	2	TK.4504	Setscrew	2
NH.2005	Nut	2	NH.2005	Nut	2
WL.0205	Lock Washer	2	WL.0205	Lock Washer	2
WP.0005	Plain Washer	2	WP.0005	Plain Washer	2
301991	Overdrive Unit	1	301991	Overdrive Unit	1
201979	Mainshaft	1	301991	Mainshaft	1
55778	Washer, G/Box to Overdrive unit	1	55778	Washer, G/Box to Overdrive Unit	1
500558	Speedo Cable	1	400096	Speedo Cable	1
501410	Clip – Rev Counter Cable	1	502412	Loop Cable – Switch to Switch	1
502412	Loop Cable – Switch to Switch	1	502123	Fitting Instructions	1
502123	Fitting Instructions	1			

Our Spares Department are supplying all Distributors and Dealers with details of the Exchange Price for the later overdrive units and also the cost of the Top Cover Conversion Pack, Part No. 503219. The cost of the Overdrive Pack remains unchanged.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/6/F	OIL LEAKAGE TO REAR HUBS	Date	MARCH 1955
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In spite of the modifications mentioned in SPORTS/1/F, there have been reported instances of oil leakage along the axle shaft splines to the hubs, where cars are used for high speed competition work.

It would appear that this leakage along the axle shaft splines, where it occurs, is due to the unavoidable and normal variation in manufacturing fits.

Whilst the oil leakage which can occur in this way is slight it can be a cause of annoyance to the owner.

Extensive tests have shown that an effective cure for this type of oil leakage can be carried out by the use of a sealing ring of "Prestik" compound between the locking cone and hub, as shown in the illustration. When the locking cone compresses the "Prestik" against the hub face, the sealing compound is forced into the splines, giving a complete seal against oil leakage.

The "Prestik" material can be obtained from our Spares Department under Part No. 551868 and is supplied in foot lengths at 1/3d. subject to normal trading discount. A foot length of "Prestik" material comprises five strands of 5/8" wide tape 1/16" thick, being cut from a roll of material and in effect five feet are supplied which should be sufficient to meet most Distributors and Dealers ordinary requirements.

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1 ILLUSTRATION.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

SPORTS/6/E.

ISSUED BY: THE ENGINEERING DEPT. THE STANDARD MOTOR CO. LTD., BANNER LANE, COVENTRY.

*** IMPORTANT :**
DO NOT EXCEED $\frac{3}{16}$ " DIAMETER SECTION SEALING RING AS SUCH AN EXCESS MAY ALLOW THE HUB NUTS TO WORK LOOSE. IT IS ALSO IMPORTANT NEVER TO USE THE SAME SEALING RING TWICE.

* SEALING RING MADE FROM $\frac{3}{16}$ " DIA. BLACK "PRESTIK" TAPE PT. NO. 5S1968

JOINT

SERVICE SCHEME	DESCRIPTION	MODEL
	SEALING OF REAR HUB & AXLE SHAFT SPLINES	20TR2

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/7/F	REAR AXLE SHAFT NUTS	Date	SEPTEMBER 1955
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With reference to SPORTS/1/F, a further modification has now been incorporated on cars leaving the Factory. This modification consists in the strengthening of the axle shaft nuts to enable the employment of a higher nut tightening torque which it has now been possible to raise from 110/120 lb.ft. to 125/140 lbs.ft.

The modified axle shaft nut is supplied under a new detail number, Part No. 112635, replacing Part No. 100892. In future it is only intended to carry the later type of nuts for this application in our Spares Department. The earlier type of nut can continue to be used for its various other applications for which it is specified in the Spare Parts Catalogue.

The later nut, Part No. 112635, can be identified by notches machined in the six corners of the hexagon.

It is recommended that where hub nuts are removed for any reason, the original nuts are replaced by the later strengthened ones. The later type of nuts were introduced in normal manufacture at Rear Axle No. TS.8039, and at approximately Car Commission No. TS.7700.

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/8/F	REAR AXLE BREATHER	Date	SEPTEMBER 1955
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It has been reported by one of our Overseas Service Engineers that several instances of leakage of oil from the front pinion oil seal and at other points have been encountered. This leakage has in some cases been sufficiently serious to cause complete failure of the differential unit due to inadequate lubrication.

Investigations carried out by our Service Engineer of these complaints of oil leakage proved that, in many cases, they have been caused by build up of pressure inside the axle casing. This build up of pressure has been caused by the rear axle breather being blocked by foreign matter which has accumulated on the casing.

In view of the possibility of the rear axle breather becoming restricted by an accumulation of foreign matter, the importance of investigating such a possibility, when dealing with complaints of oil leakage from the rear axle, cannot be too strongly emphasised.

The breather for the rear axles for our various current Models are located as follows:

<u>Model.</u>	<u>Breather Location.</u>
Vanguard	On the top of the differential housing
TR 2.	Screwed into a boss on the right hand side of the differential housing.
Eight & Ten	1/8" hole which is approximately 1" outboard of the right hand shock absorber bracket on the axle casing.

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

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/F	REAR HUBS	Date	NOVEMBER 1955
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With further reference to SPORTS/1/F and SPORTS/7/F, two further modifications have been introduced for the rear hubs. Both these modifications have been introduced with a view to reducing the fretting action which takes place between the hub face and the bearing, resulting in a reduction in the axle shaft nut tightnesses.

First Modification.

This modification, which has been incorporated in normal manufacture for some time, consists of an increased diameter at the oil seal surface. This increase in oil seal surface raised the circumferential strength of the hub at this point. This modification necessitates the use of a larger internal diameter oil seal.

The Part Numbers affected by this modification and incorporation details are as follows:

The stiffened hub, Part No. 109553, was introduced in normal manufacture at Rear Axle No. TS.5556.

The strengthened hub for "Knock on" wire wheels are supplied under Part Nos. 109550 and 109551 respectively for Left Hand and Right Hand wheels. These hubs were introduced in normal manufacture at Rear Axle No. TS.4890.

The oil seal for those modified hubs is supplied by our Spares Department under Part No. 109543.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/F	REAR HUBS	Date	NOVEMBER 1955
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Second Modification.

The second modification which was incorporated in normal manufacture at Rear Axle No. TS.8821 and car Commission No. TS.8269 introduced a hard chrome deposit on the end faces of the hub which prevents fretting corrosion. The Part Nos. of the hubs are retained as quoted above and all future supplies will have had this hard chrome treatment.

Hub Nuts.

It should be noted that the latest type of nut, Part No. 112635, mentioned in SPORTS/7/F should be used in conjunction with these hubs. The use of the latest type of hub for arduous rally or racing conditions will be found a great advantage.

1 ILLUSTRATION.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/5/G	STEERING COLUMN BRACING	Date	MARCH 1955
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Reference was made in SPORTS/2/G to the proposed lengthening of the attachment bracket from the bulkhead, to permit clamping of the column nearer the steering wheel to increase rigidity. One of the illustrations shows the amended scheme for top end steering column support, which was introduced in normal manufacture at Commission No. TS.2394. The other illustration shows the method of increasing the rigidity of the lower end of the steering column.

In order to assemble the upper steering column clamping bracket, fit the following new parts .Steering Column support, Part No. 602860; Steering Column Bracket Assembly, Part No. 701157 or 701158 depending on whether the car is a L.H.S. or R.H.S. Model, and Steering Column Anchor Bracket, Part No. 701160, in a similar manner to that employed with the original details. It should be noted, however, that the adjustment on the steering column support should not place undue strain on the steering column itself.

Having completed and adjusted the modified upper steering column support details satisfactorily, assemble Tie Rod, Part No. 602790, as shown in the illustration.

In order to fit the lower column support bracket proceed as follows:

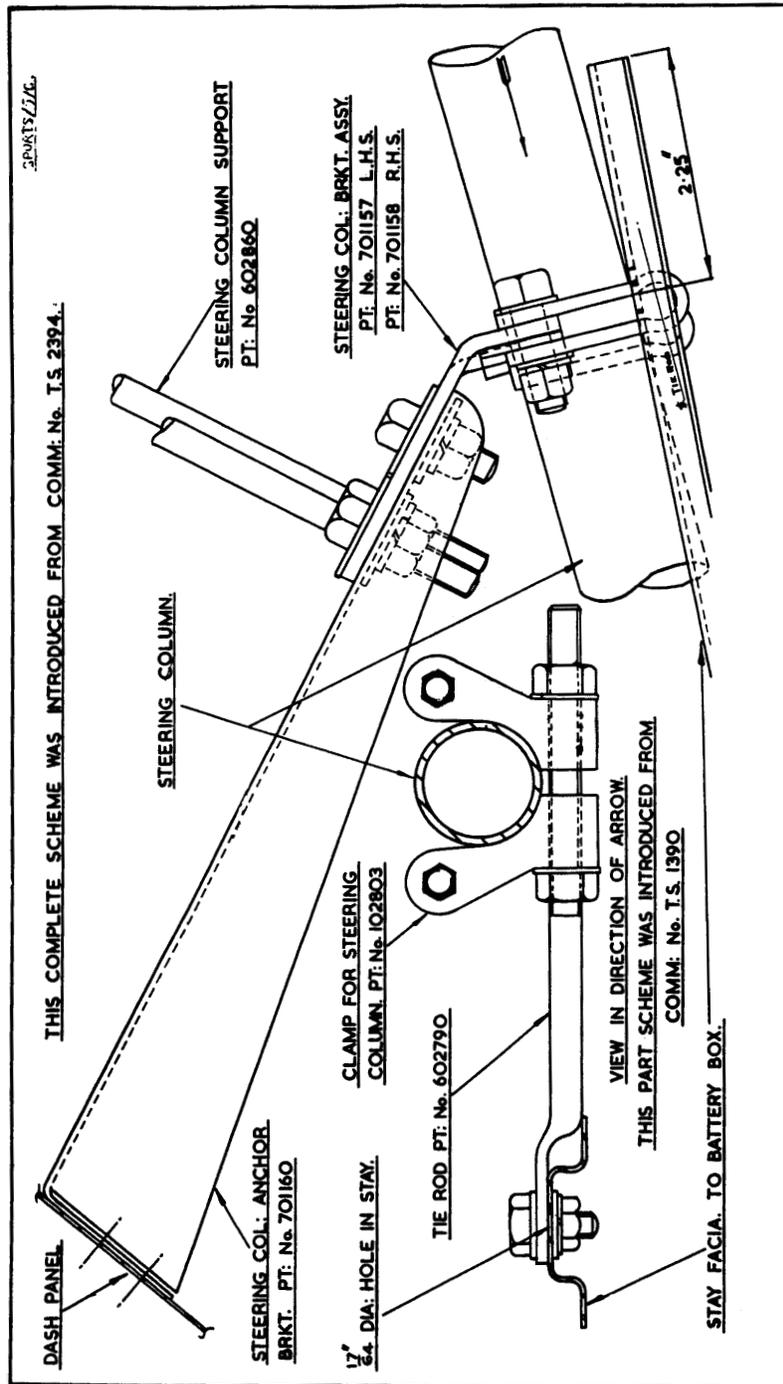
- 1) Dismount the lower wishbone assembly from the frame and remove the road spring at the affected side of the car. (R.H.S. or L.H.S.)
- 2) Disconnect the right hand or left hand track rod respectively from the centre track rod for right hand or left hand steering Models.
- 3) Set the steering at full right hand or left hand lock for right hand or left hand steering Models respectively.
- 4) Utilise a 1/32" twist drill, extending 6" from the chuck, to drill a hole in the fixing flange positioned, as shown in the appropriate illustration, to suit the steady bracket attachment. The upper bracket is obtainable handed to suit right or left hand steering, but in other respects they are identical.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



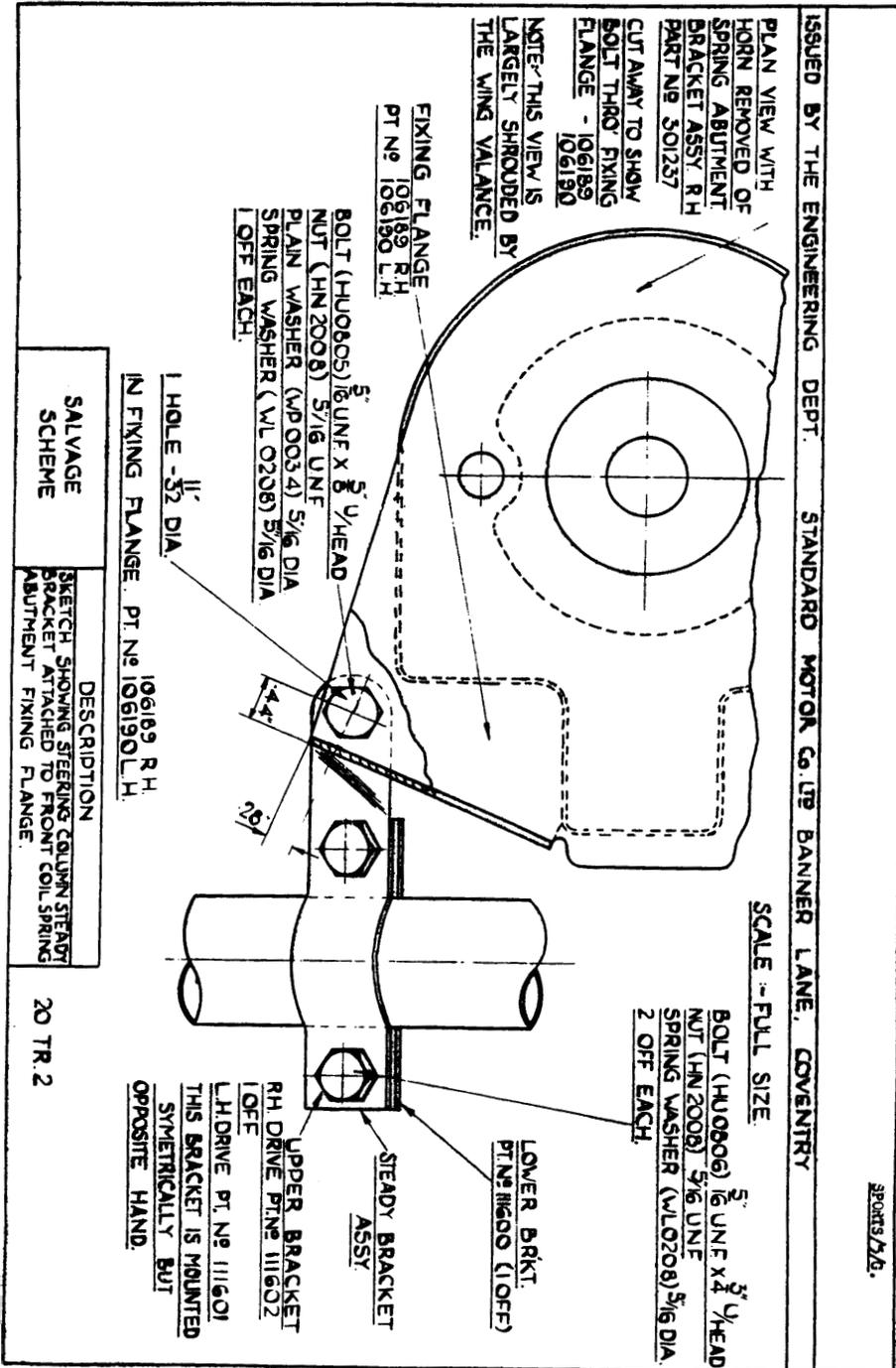
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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/6/G	FRONT SUSPENSION BOTTOM INNER FULCRUM BEARINGS	Date	DECEMBER 1955
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As a result of investigations carried out by our Development engineers, it has been found possible to increase the life of the Bottom Inner Fulcrum Bearings employed in the Front Suspension units fitted to the Triumph Sports car.

The original rubber bushes, Part No. 102228, fitted to the bottom inner fulcrum have now been replaced, in normal manufacture, by bearings of nylon material which provide better bearing qualities and consequently have a longer useful life.

The nylon type bearing was introduced in normal manufacture at Commission No. TS.9121. This modification can be made with cars prior to the Commission Number quoted above where normal replacements are required.

To carry out this modification to cars prior to Commission No. TS.9121, the following parts are required:

<u>Description.</u>	<u>Part No.</u>	<u>Qty. Required.</u>
Inner Bearing – Steel	110695	4
Inner Bearing – Nylon	110696	4
Nylon Washer	110697	8
Dust Excluder	101540	8

When fitting the nylon bearings the outer diameter of the steel inner bearing, Part No. 110695, should be lightly smeared with grease.

When refitting the wishbone arms, care should be taken to ensure the correct end float at the bottom outer fulcrum position as described in Service Information Sheet SPORTS/4/G.

The original rubber bushes, Part No. 102228, will continue to be fitted to the top inner fulcrum and stocks of this part should be sued for replacements at this point.

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

1 ILLUSTRATION.

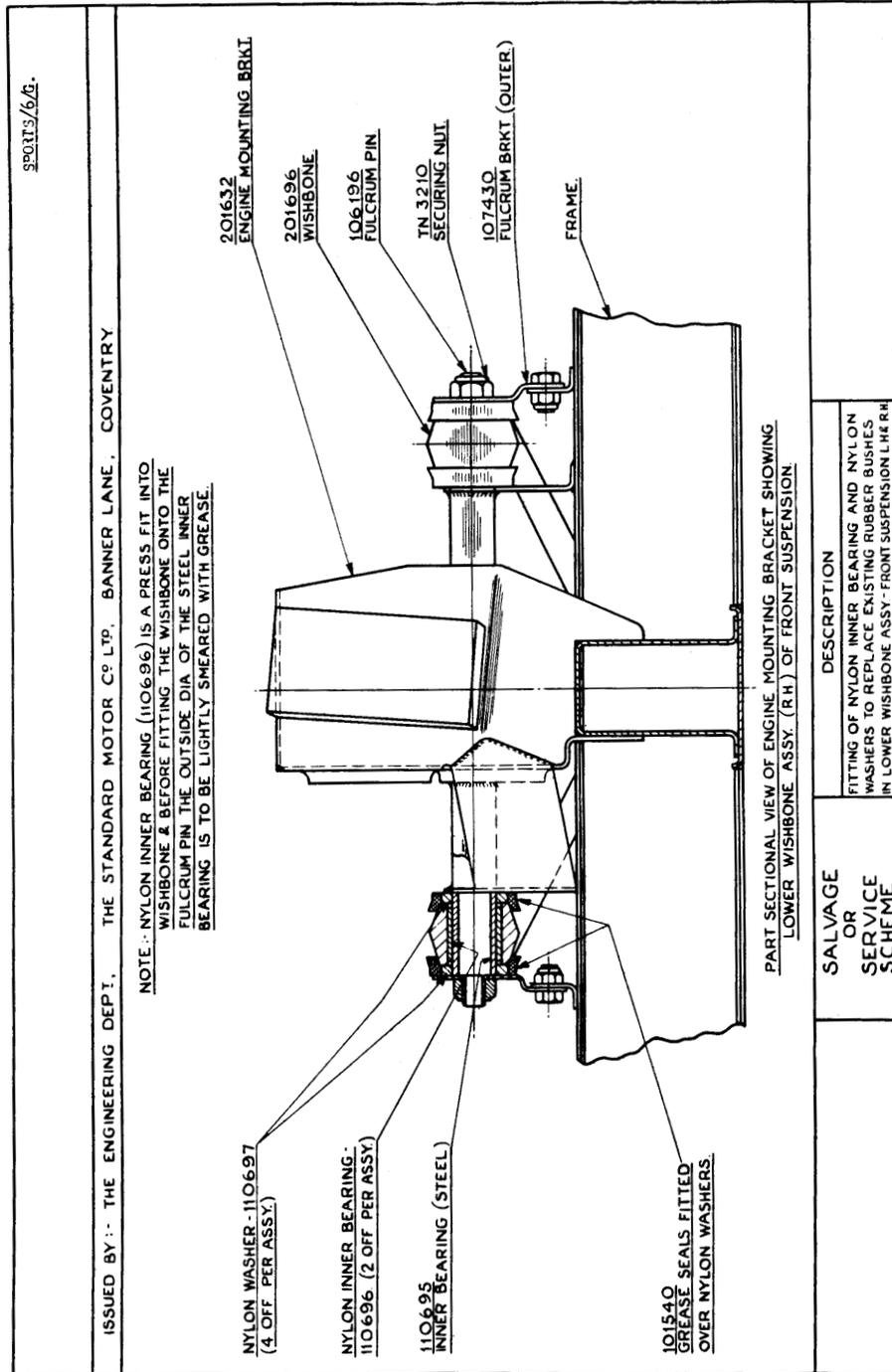
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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/1/H	REAR ROAD SPRING – PART NO. 301017	Date	FEBRUARY 1955
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An alteration has recently been made to these springs which affects the rating characteristics of the springs. This alteration has been made with a view to stiffening the front end of the spring to meet the demands of rally conditions involving maximum acceleration on bad road surfaces or during fast cornering.

This modified road spring was introduced in normal manufacture at Commission No. TS.3175 and will continue to be supplied by our Spares Department under Part No. 301017.

The modified road spring may be recognised by the two clips fitted to its forward end: previously one clip only was fitted to this end of the spring.

It is preferable that when fitting a replacement rear road spring that it should be of the same type as the one already fitted, but since both original and revised type of spring have the same height when fitted, this is not essential.

The effect of the new spring is to reduce the angular movement of the rear axle as a unit during maximum torque conditions.

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

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/3/J	REINFORCED JACKING SYSTEM	Date	MARCH 1955
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Some criticisms have been levelled at the robustness of the Lifting Jack provided for this car. Whilst the original Jack, Part No. 107652, is regarded as adequate for all normal lifting, it is appreciated that abnormal conditions of jacking may be encountered, which would tax the robustness of the jack specified or indeed of any ordinary portable type.

Following our usual procedure of incorporating improvements in normal manufacture, where these are practicable, a strengthened Jack, together with the necessary ratchet handle, are now available through our Spares Department under Part No. 110774. The ratchet handle will also be available as a separate item under Part No. 110775.

The strengthened Jack, Part No. 110774, was first introduced in tool kits for this Model at Commission No. TS.5469 and will be included in the equipment of all future cars.

In order to enable the strengthened jack to be used on cars prior to Commission No. TS.5469, a slight modification to the position of the jacking bracket is necessary.

Where it is necessary to modify the jacking position, the old bracket must be carefully removed from the frame and the new Bracket and Guide, Part Nos. 110791 and 110790 respectively, welded to the frame.

When carrying out this modification the bracket must be lined up with the hole in the car floor and then welded in position. Following the bracket the guide plate should be welded in position to the dimensions given in the illustration.

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

1 ILLUSTRATION.

This Sheet gives important service information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

SPORTS/1/1.

ISSUED BY THE ENGINEERING DEPT. THE STANDARD MOTOR CO. LTD. BARNACK LANE, COVENTRY.

IF VEHICLE IS REFERENCED WITH THE EXISTING BRACKETS (PART NO 10790) OR JACK (PART NO 107692) & IT IS PROPOSED TO SUPPLY THE LATEST TYPE JACK (PART NO 10774) THEN THE EXISTING BRACKETS WHICH ARE WELDED TO THE CHASSIS PLATE OF THE MAINFRAME MUST BE REMOVED BY CAREFULLY CHIPPING AWAY THE WELDING WITH A SHARP CHISEL THEY ARE THEN REPLACED WITH THE LATEST TYPE BRACKETS (PART NO 110790 & 110791) AND ATTACHED BY ARC OR GAS WELDING IN POSITION.

JACK BRACKET TO BE LINED UP WITH HOLE IN FLOOR.

SCALE 1/2 FULL SIZE

SALVAGE SERVICE SCHEME	DESCRIPTION	MODEL
	CONVERSION INSTRUCTIONS TO FIT LATEST TYPE JACKING BRACKETS	20 TR 9

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/3/L	MAINTENANCE OF WIRE WHEELS	Date	JANUARY 1955
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Wheels Spokes.

Wire wheels require periodic checking to ensure that no spokes have worked loose or are losing their tension. This check should be carried out after each 5,000 miles running, or more frequently when a car is used for speed work.

A quick way of judging spoke tensioning is to draw a light spanner, or other metallic object, across the spokes, which should when correctly adjusted emit a ringing note. If any spokes are slack the note will be dull or flat.

A small amount of individual slackness may be taken up by adjusting the spoke nipples with a suitable spanner, but great care should be taken to ensure that the tension of the wheel is not upset by over-tightening any spoke, as this will cause other spokes to break and the wheels to run out of truth. It is particularly important that each spoke should be as nearly as possible at the same tension at its neighbour.

Where a spoke is replaced, which must be done with the tyre and tube removed, and it is found that the spoke end protrudes through the nipple body, then the spoke end must be filed off flush with the nipple, to prevent damage to the tyre.

Wheel Rims.

When changing tyres any rust on the rims must be removed by polishing with emery cloth and the affected areas subsequently touched up with paint.

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/3/L	MAINTENANCE OF WIRE WHEELS	Date	JANUARY 1955
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Hub Shells.

Each 10,000 miles the splines in the hub shells should be examined for wear. Excessive wear at this point is frequently associated with looseness of the wheel on the axle hub. Serious wear on these splines will necessitate the replacement of the hub shell and, in some cases, that of the axle hub and cone as well.

The replacement of the hub shell will necessitate rebuilding the wheel which must be carried out by a specialist whose assistance should be sought where doubt exists as to the condition of a wire wheel.

Rust caused by water entering from outside should be removed from the splines in the hub shell and those on the axle shaft and a smear of grease applied to them to facilitate fitting and removal of the wheel.

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

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/4/L	FITTING OF DUNLOP COVERS WITH INDIA TUBES	Date	JULY 1955
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Queries have been raised with regard to cars of our manufacture being equipped with India Tubes fitted with Dunlop Covers and in some cases such tubes have formed the subject of guarantee claims for replacement as being incorrect equipment.

Owing to the fact that Messrs. Dunlop are concentrating on a change over to the manufacture of Tubeless Tyres they have found it necessary to make arrangements, on a temporary basis, with Messrs. India Tyre Company to supplement their supply of inner tubes.

India tubes are of equivalent quality to those manufactured by Messrs. Dunlop and any claims in connection with their service may be referred to that firm's agents as in the past.

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

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/4/N	FRONT DOOR WATER SEALING	Date	JANUARY 1955
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Additional water sealing of the front doors has been introduced in normal manufacture and this modification can be carried out as necessity demands with cars released prior to its introduction.

The additional water sealing has been effected by the introduction of a rubber seal, Part No. 603257. This seal is fitted to the underside face of the pillar, as shown in the illustration. Six clips, Part No. 552901, are fitted on the underside face, into 1/4" dia. holes, drilled .19" (3/16") in from the outer edge. A seventh identical clip is fitted in the outwardly facing side of the pillar, above the top hinge. This "run" of the seal takes the rubber into the recess behind the hinge and any water which collects, therefore, is led into this recess instead of being allowed to enter the car.

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

1 ILLUSTRATION.

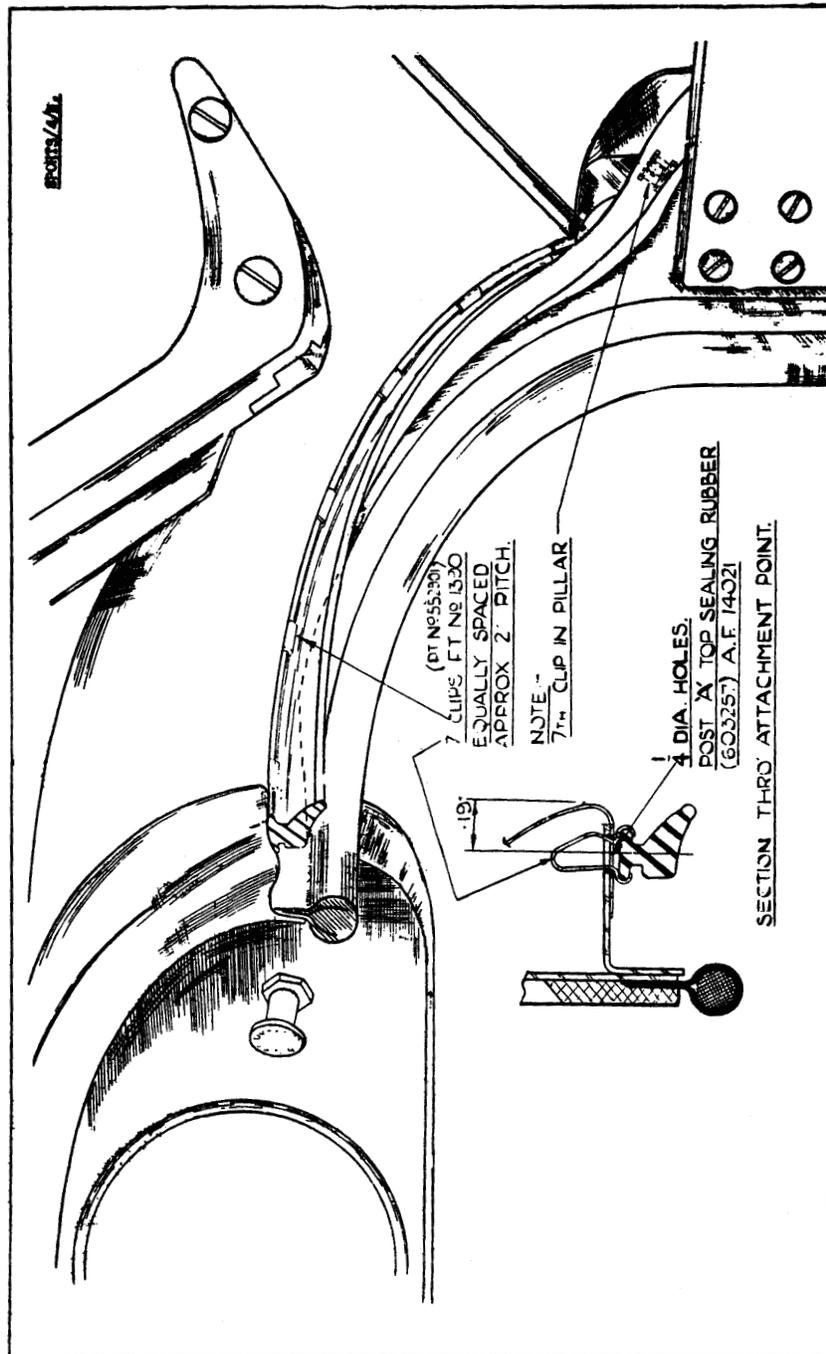
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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



This Sheet gives important service information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/5/N	HOOD SEAM SEALING LACQUER	Date	JANUARY 1955
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With reference to Service Information SPORTS/2/N, stocks of this lacquer are now available in our Spares Division and may be obtained through normal spares channels, under Part No.. 552895, at 7/6d. per 4 oz. tin, subject to normal trading discount.

The lacquer should be applied by brush with light even strokes and, as it dries quickly, excessive brushing must be avoided. Two coats are usually sufficient, allowing ten minutes drying time at room temperature between each application. If desired an additional coating of this lacquer may be applied to the underside of the seam as an additional precaution.

Immediately upon completion of the last application of lacquer the hood should be heat treated to improve the bonding of the coating to the P.U.C. surface. Thirty minutes heat treatment at 220°F is recommended and should not be exceeded. Infra red lamp heating must be avoided.

Lower temperatures than that recommended in the previous paragraph may be used, or a hot air blast can be applied to the seams. If neither oven nor air blast is available, the hood should be left undisturbed in a warm place for 24 hours. Although reasonable sealing will be obtained by following the instructions contained in this paragraph, the proper heat treatment at the higher temperature will provide the best possible water proofing.

A well ventilated place with a dry atmosphere is essential for this lacquering. Normal fire precautions must be taken, as some of the lacquer's ingredients are highly inflammable.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/2/P	STONE SHIELD FOR PETROL PUMP	Date	FEBRUARY 1955
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There have been one or two cases reported where the glass petrol pump bowl has been broken by a stone thrown up from the road, where such cars have been used for rally work on particularly bad road surfaces.

The attached illustrations give details for self-manufacture of a stone shield, which can be easily made and fitted.

Owners who contemplate entering the car for rally events would be well advised to fit such a shield and thus eliminate the possibility of trouble in this connection.

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

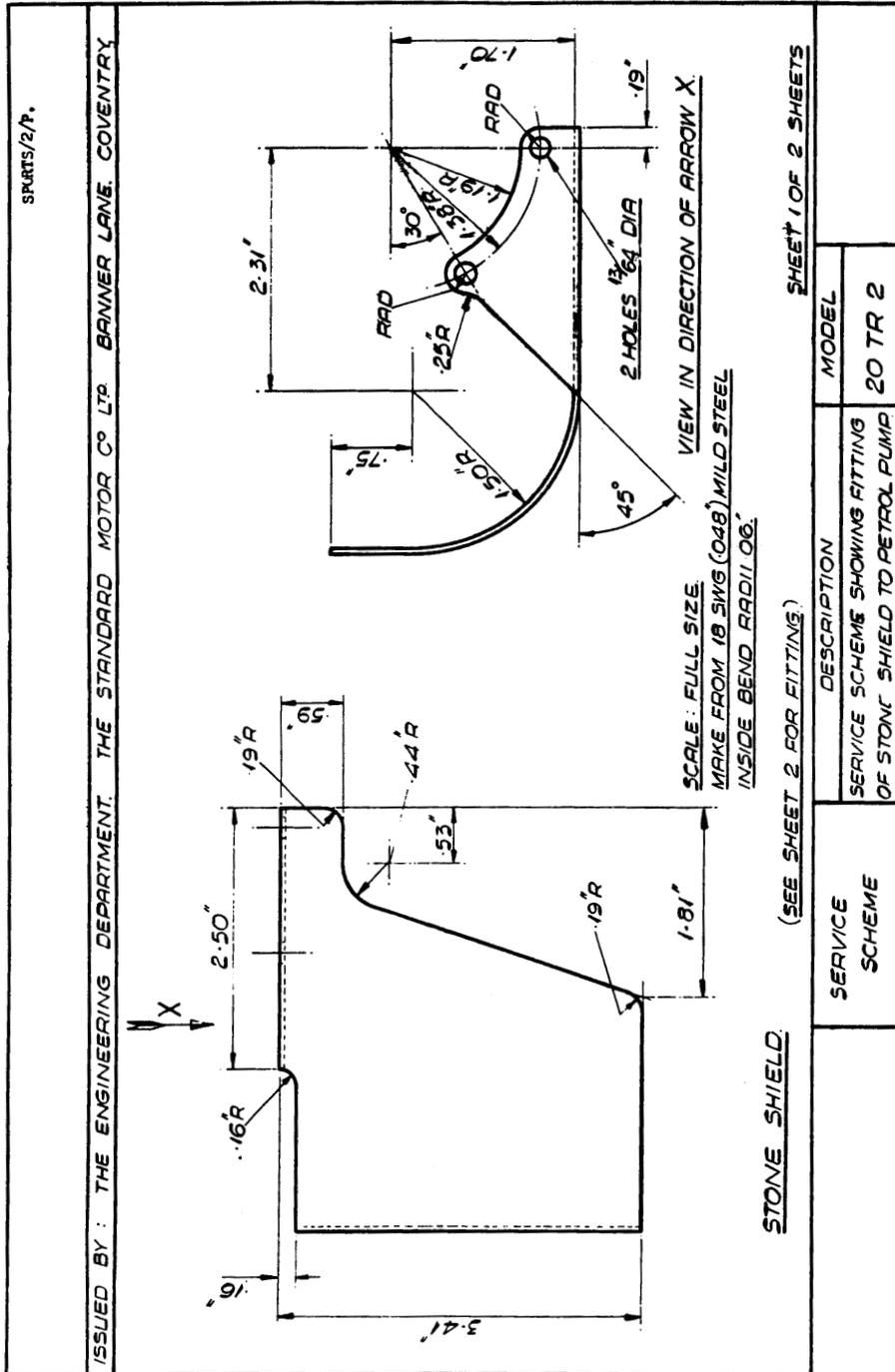
2 ILLUSTRATIONS.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

SPORTS 12/P.	ISSUED BY : THE ENGINEERING DEPARTMENT THE STANDARD MOTOR CO LTD BANNER LANE COVENTRY		SEE SHEET 1 FOR DIMMS OF STONE SHIELD	SHEET 2 OF 2 SHEETS	
THE SHIELD IS FITTED TO TWO OF THE TOP COVER SECURING SCREWS AS SHOWN. THESE SCREWS ARE OF SUFFICIENT LENGTH TO ACCOMMODATE THE THICKNESS OF THE STONE SHIELD. THE SHIELD MUST BE REMOVED TO GAIN ACCESS TO THE FILTER BOWL.		STONE SHIELD IN FITTED POSITION.	SERVICE SCHEME	DESCRIPTION SERVICE SCHEME SHOWING FITTING OF STONE SHIELD TO PETROL PUMP	MODEL 20 TR 2

This Sheet gives important service information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/4/R	FRONT BRAKE LININGS	Date	JANUARY 1955
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Whilst the change in brake linings referred to in SPORTS/3/R has considerably reduced the tendency to “pull to one side” and grab,” isolated cases of this complaint are still being reported, when stops involving heavy pedal pressure are made.

It has been decided to reduce the ratio between front and rear wheel braking by the use of another type of brake lining for the front brakes.

The revised brake lining material is M20, which may be recognised by the green markings on the side of the lining. This lining replaces the DM8 type on the front brake shoes only, the latter lining material will be retained for the rear brakes.

The harder M20 lining will require a longer “bedding in” mileage and vigorous use of the brakes should be avoided as far as possible for the first 1,000 miles running after installation. Failure to regard this “bedding in” period will cause “heat spotting” of the brake drums to the detriment of braking efficiency.

An initial tendency to pull to one side or other, may be experienced during the first 20 or 30 miles running owing to unequal initial contact areas, but this trouble will quickly disappear.

The modified front brake shoes with M20 linings were incorporated in normal manufacture at Commission No. TS .5217. The modified brake shoes may be obtained through normal Spares channels under Part No. 502516.

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

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/5/R **BRAKE AND CLUTCH MASTER CYLINDER LEAKAGE** **Date** MARCH 1955

Investigations following a few complaints of brake fluid entering the car interior and contaminating the carpet indicate that the leakage occurs via the filler cap for the following reasons:

- (1) A common cause of this leakage is overfilling the reservoir, which allows the fluid to become trapped in the filler cap and from thence to leak through the breather hole. In view of this possibility it is particularly important that these reservoirs should not be overfilled and that the level of the fluid should be such as to bring it to within 1" of the top of the filling orifice, i.e. 1/2" from the underside of the cover plate.
- (2) Another point of leakage is that past the sealing ring in the filler cap due to overfilling, aggravated by the presence of foreign matter between the sealing ring and the filler cap, or between this ring and the filling orifice.
- (3) A further cause of leakage from the filler cap can be explained by a jet of fluid from one of the recuperating holes, which are located in the floor of the assembly below the filler cap in its present fitted position, finding its way past a defective filler cap sealing ring or via the breather cone.

In view of the possibility of leakage due to a jet of oil from the recuperating holes, the reservoir cover plate should be turned through 180°, so as to position the filler cap towards the driver instead of the front of the car. This repositioning of the filler cap will prevent it being struck by jets of fluid from the recuperating holes. It is proposed ultimately to alter the position of the filler cap in normal manufacture and also to introduce a different material for the filler cap sealing ring.

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

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/6/R	10" REAR BRAKE DRUMS	Date	MARCH 1955
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The 10" Rear Brake Assemblies may be fitted as a complete set to axles built prior to this change. The importance of correct "Bedding In" with M.20 liners, as indicated in SPORTS/4/R, is emphasised.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/7/R BRAKE LINING IDENTIFICATION AND INCORPORATION **Date** MARCH 1955
DETAILS

<u>Lining Type and Part No. of Shoe Assembly.</u>	<u>Identification.</u>	<u>Incorporation Comm. No.</u>	<u>Remarks and Interchangeability</u>
M.20 (Front & Rear) Part No. 502516	As above.	TS.5480 and future.	To be fitted in sets (See SPORTS/6/R.

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

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. VANGUARD/11/B. CYLINDER LINER GASKET, PART NO. 108024 **Date** DECEMBER 1955

Cross refer to VANGUARD III/1/B and SPORTS /15/B.

The cylinder liner gasket, Part No. 108024, which has been in use for some considerable time now and replaced the original gasket, Part No. 56286, is made of steel and has a thin plastic coating. These steel gaskets are shortly to be replaced by a copper gasket, Part No. 112789.

The copper gasket is being introduced to meet problems which occur as a result of conditions peculiar to certain overseas countries. Although the steel type of gasket is perfectly satisfactory for all home markets, it is being specified for general use to facilitate normal manufacture.

It is important that whichever of the two later types of gasket are fitted, they should be coated on both sides with a non-hardening type of compound. The compound which we use in this Factory is that manufactured by Messrs. Wellworthy under the trade name of "Wellseal." It will be found that in order to ensure a satisfactory coating of the compound a "stippling" action is preferable to brushing.

Small sized tins "Wellseal" are available from our Spares Division under Part No. 501651.

It is not recommended that the original composition type of gasket, Part No. 56286, should be used where packings of the more recent types are available, owing to the possibility of cylinder liner settlement referred to in Service Information Sheet VANGUARD/1/B.

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