

STANDARD-TRIUMPH MOTOR COMPANY, INC.
WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-7

SUBJECT: LUCAS RB340 CONTROL BOX
SPITFIRE AND SPORTS SIX

DATE: JANUARY 25, 1963

Recently Lucas Service News was issued to all dealers. Please note that on the second page of the Lucas publication a number of generator models are quoted for various makes of cars. We are, however, only concerned with the following:

Triumph Sports Six generator C40L regulator
current setting 25 amps.

Triumph Spitfire generator C40 regulator
current setting 22 amps.

The information given is applicable only to models fitted with the new type of RB340 current regulator which is easily distinguished from the previous type on other models and therefore, any additional information in regard to settings should be obtained from the appropriate Workshop Manuals.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-8

SUBJECT: TRIUMPH TR-4 VIBRATION

DATE: JANUARY 25, 1963

Recent investigations have confirmed that a great many of the more severe types of front end vibration are attributable to variations in the construction of the tires themselves.

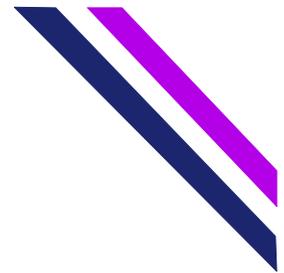
Wheel balancing in the normal manner can give the impression of curing this problem on the wheel balancing machine but this need not necessarily be the complete answer; for when normal loaded service conditions are encountered because of variations in the tire wall, deflection vibration continues to be present.

Please review any outstanding front end vibration problems and handle them in the following manner.

1. For test purposes replace the two front wheels and tires with a pair from a car that is known not to exhibit this characteristic, such as a demonstrator or other such vehicle.
2. In the event of the wheel and tire change eliminating this characteristic, the alleged faulty tires should be replaced by arrangements with the local representative of the tire manufacturer concerned.
3. In the event of there being any difficulty in obtaining a satisfactory adjustment from the local tire dealer, contact should be made with the nearest office of the tire company concerned. The tire manufacturers have assured us that every sympathetic treatment will be extended where difficulties are encountered.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-17

SUBJECT: TRIUMPH 1200 & SPORTS SIX
JUMPING OUT OF REVERSE

DATE: FEBRUARY 15, 1963

Service Bulletin T-62-33 details procedure for overcoming complaints of jumping out of reverse gear on Herald or 1200 models.

A revised reverse selector shaft and plunger are now available from Spares Division, Part Numbers 134290 (Shaft) and 136990 (Plunger).

If the fault can be dealt with in its early stages, i.e. before repeated disengagements will have caused damage to the gears and distortion to the reverse lever fulcrum pin, adopt the following procedure:

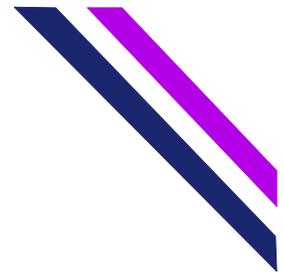
1. Remove the gearbox cowl and detach gearbox lid.
2. Replace the existing reverse selector shaft and ball with the new shaft, 134290, and plunger, 136990.
3. Replace the gearbox lid and cowl.

Should the gear continue to jump out, carry out the instructions detailed in Service Bulletin T-62-33, retaining the new type shaft and plunger on reassembly of the box.

Warranty allowances in accordance with Schedule of Repair Operation Times will apply.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

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TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-18

SUBJECT: TRIUMPH 1200 - FRONT SUSPENSION
VERTICAL LINKS

DATE: FEBRUARY 15, 1963

To assist standardization, the boss for locating the oil seal on the vertical link was increased from 1.380 (35 mm) to 1.500 (38 mm) at commission numbers:

GA-45683 (drum brakes)

GA-46960 (disc brakes)

The modified link can be identified by the embossed serial numbers 1 L0 2157 situated on the upper leg of the link. The earlier types were embossed with the serial number 1 L0 2129.

The two links are interchangeable with each other providing that the seal assembly, consisting of a felt seal and retainer is renewed at the same time.

The affected part numbers are:

Vertical Link RH 205483 replaced by 209222

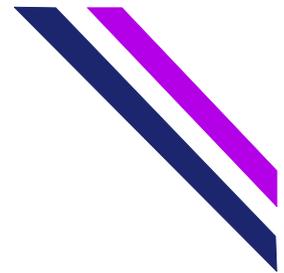
Vertical Link LH 205484 replaced by 209223

Felt Seal 100867 replaced by 132668

Oil Seal Assembly 107194 replaced by 132664

STANDARD-TRIUMPH MOTOR COMPANY, INC.

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TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-20

SUBJECT: SPITFIRE JACKING POINTS

DATE: MARCH 8, 1963

Since the printing of the Spitfire Owner's Handbook, the jacking points have been revised; thus the flanged plate in the center of the body sill has been deleted. (Page 19, figure 19).

The new jacking points are under the front end of the sill at the body fixing bolt and under the rear end at the safety belt eye bolt. The nuts of these bolts should be located in the hole in the head of the jack, for safety purposes.

All owners of Spitfires sold by you should be notified immediately of this latest instruction, to prevent damage to the sill.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

SUBJECT: SPITFIRE WATER SHIELDS

BULLETIN T-63-23

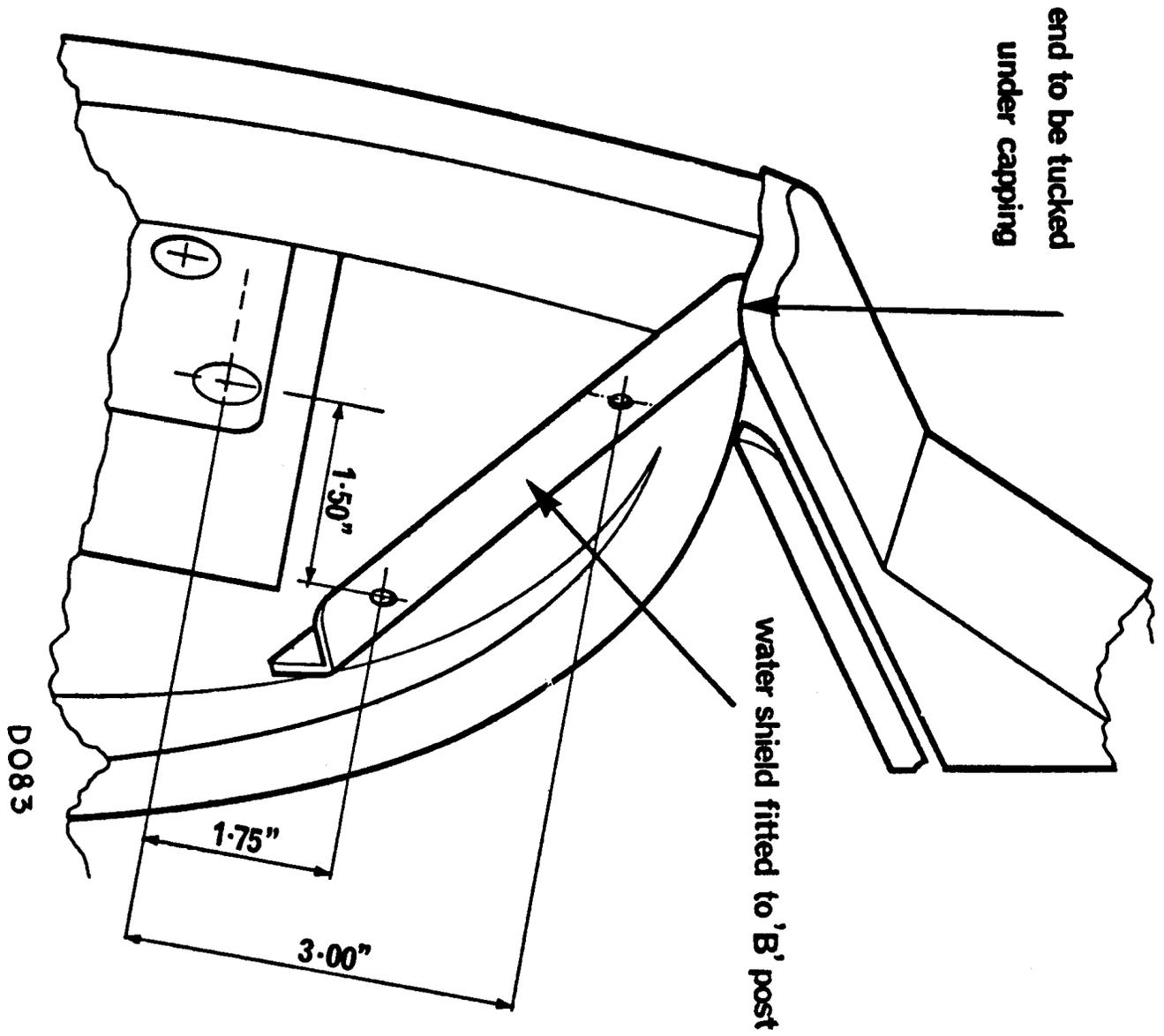
DATE: MARCH 20, 1963

To eliminate possible water entry into the body, rubber shields have recently been fitted to the forward face of the "B" posts on Spitfire models.

These shields, part numbers 569241 L.H. and 569242 R.H. are pop-riveted in position with 1/8" dia. Imex rivets AD46, as shown in the illustration.

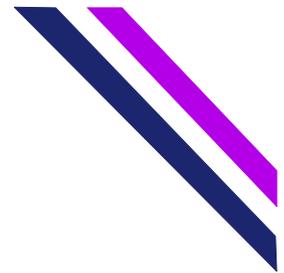
All cars in service prior to the introduction of this scheme should be modified to the above condition.

A warranty claim for half-an-hour will be accepted.



STANDARD-TRIUMPH MOTOR COMPANY, INC.

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TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-25

SUBJECT: SPORTS SIX & SPITFIRE
FRONT WHEEL BEARINGS

DATE: MARCH 20, 1963

Water may enter the front hubs between the dust shield and caliper mounting bracket and damage the hub inner bearing on Spitfire and Sports Six models equipped with disc brakes. The hub outer bearing is seldom affected.

Rectification must be carried out at two stages:

1. Cars in Service

When rectifying a noisy front hub inner bearing:

- (a) Dismantle the front hub assemblies, renew damaged bearings and discard the felt seals; these will be impregnated with water.
- (b) Thoroughly coat the faces of the new felt seals with approved hub grease. Reassemble the hubs.
- (c) Wire-brush the faces in the area of the caliper mounting plate and seal the gaps on the three sides with a suitable sealer such as "Permatex Form A Gasket."
- (d) Place a dab of red paint on the hub caps to indicate that the modification has been effected.

2. Unsold Cars

When carrying out the Customer Preparation Service*, perform operations 1 (c) and I (d). Warranty labor allowance:

STANDARD-TRIUMPH MOTOR COMPANY, INC.

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DEPT: SERVICE AND PARTS

BULLETIN T-63-25

SUBJECT: SPORTS SIX & SPITFIRE
FRONT WHEEL BEARINGS

DATE: MARCH 20, 1963

Operations (a) to (d) 1 hour (each hub)

Operations (c) to (d) -1/2hour (both sides)

NOTE

1. The sealing operation was introduced in production at (approx.)
Commission Numbers HB-6800 -FC-1675

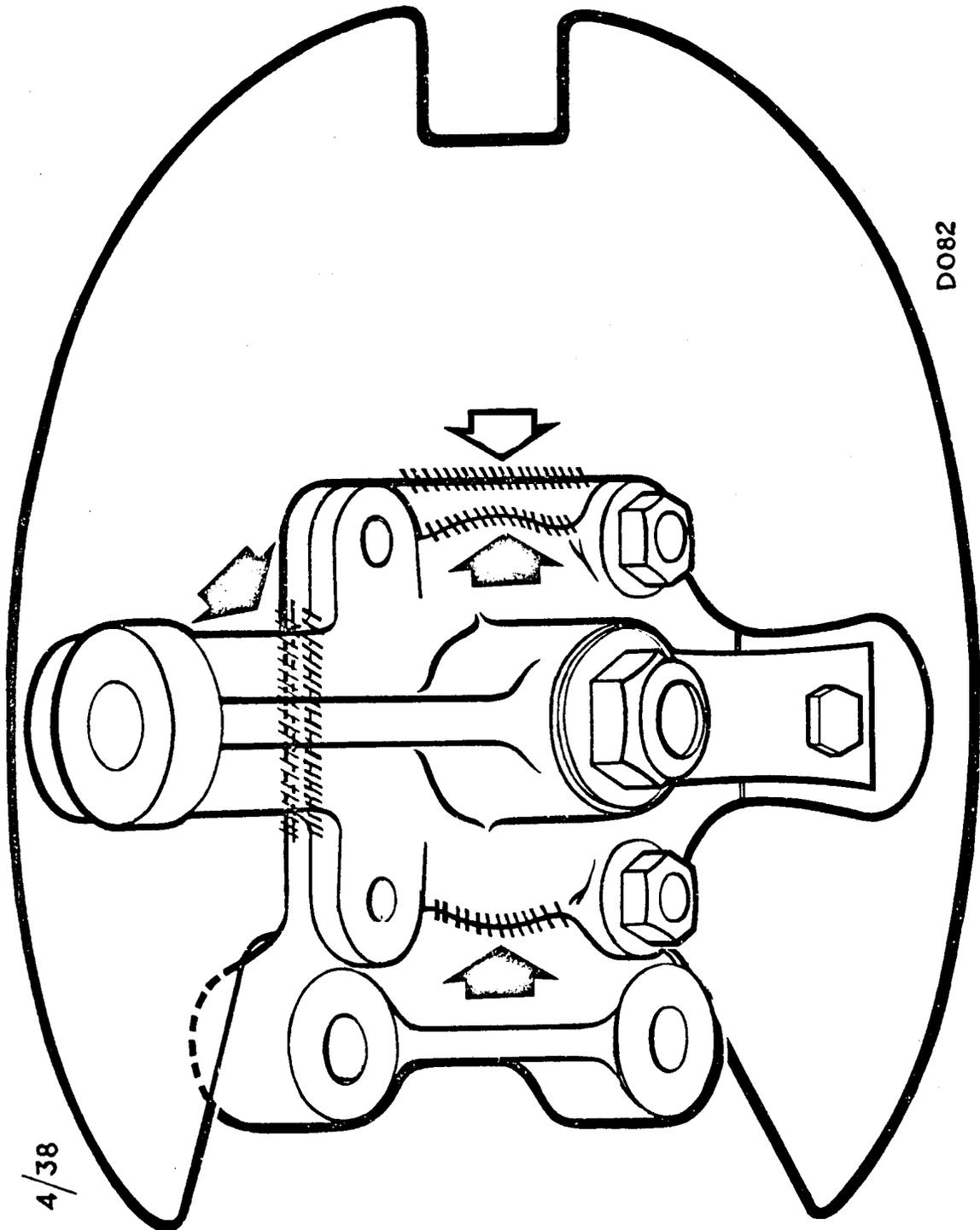
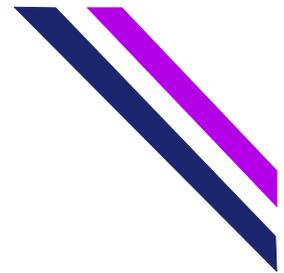
2. Built-up units, withdrawn from Spares stocks, must be sealed in
accordance with the above instructions, before being assembled to
vehicles.

* Pre Delivery Operation

The exact incorporation Commission Numbers referred in Page 1 of this
Bulletin have been confirmed as FC-1936 Spitfire and HB-6835 Sports Six
and therefore, no action will be necessary after these numbers.

Future production from FC-2393 and HB-7082 will incorporate a rubber seal
between the dust shield and caliper mounting bracket. This modification
cannot be applied to prior commission numbers.

It will usually be found that only the inner bearings become damaged and
unnecessary replacement of outer bearings should, therefore, be avoided
unless damage is evident.

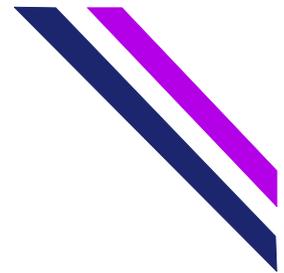


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STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

SUBJECT: PAINT FORMULA TRIUMPH RACING GREEN
FRONT WHEEL BEARINGS

BULLETIN T-63-31

DATE: APRIL 12, 1963

Below are details of the formulas from Rinshed-Mason and DuPont products in respect of Triumph Racing Green. The formulas are given for both enamel and lacquer.

RINSHED-MASON

Lacquer

U38444 - Triumph Racing Green
No. 565031

100	Lacquer thinner	100
407	30401 Black	507
186	30901 White	693
156	30201 Chinese Blue	849
151	30701 Lemon Yellow	1000

Enamel

2U3844 - Triumph Racing Green
No. 565031

100	TE-01 S.S. Mix	100
452	TE-41 Black	552
188	TE-21 ChineseBlue	740
164	TE-71 LemonYellow	904
96	TE-91 White	1000

DUPONT

(246)-96778-H Duco To Make
Triumph Racing Green 1 Pt.

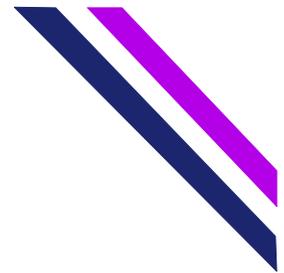
#63-H	Fast Green	143
#58	Ferrite Yellow	254
#65	Black(HiStrength)	347
#54	White	431
#49	Clear	454

(93)-96778-H Dulux To Make
Triumph Racing Green 1 Qt.

VD-5450	Additive	35
#1	White	154
#5	Ferrite Yellow	314
#2	Black(HiStrength)	537
#6-H	Fast Green	909

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SALES, SERVICE & PARTS

BULLETIN T-63-35

SUBJECT: LOCATION OF SPARE IGNITION AND TRUNK KEYS

DATE: JUNE 7, 1963

It has been decided at the factory that as from the week commencing May 20, the spare ignition and trunk keys on all models except the TR-4, will be taped to the underside of the windshield washer bottle.

In the case of the TR-4, the spare keys will be housed in the right-hand rear tail light.

Stick-on labels indicating the location of the spare ignition and trunk keys will be affixed to the Customers' Warranty Claim form and it is hoped that these new arrangements will eliminate complaints received concerning vehicles arriving from overseas minus the spare keys.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-36

SUBJECT: TR-4 TRANSMISSIONS

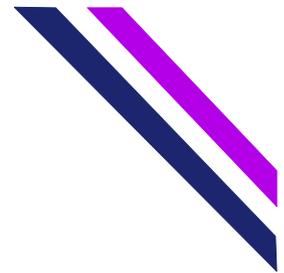
DATE: JUNE 7, 1963

TR-4 Transmissions - Slipping Out of 3rd Gear

Rectification of this defect may be accomplished by replacement of the existing 3rd and top selector ball and spring in the gearbox top cover by a plunger, part number 106481; a spring, part number 106489; a distance washer, part number 109401. These parts are common to the Triumph 1200 gearbox. The operation number applicable to this procedure is 2-206A. Gearbox Top Cover Replace at a flat rate time of 2.8 hours and includes necessary time for removal of the tunnel cover and accessories. This modification has been incorporated in production from Commission Number CT-9899. In the event of this modification not having the desired results, dealers should contact Zone or Distributor Service Departments for further information.

Stiff Gear Changing - TR-4

Where this condition exists, a check should be made to ensure that the anti-vibration strap, which is located between the gearbox extension and gearbox mounting, is not exerting any downward distortion pressure on the extension. This condition may be readily cured by suitably packing the vibration strap mounting. The anti-vibration strap may be identified by part number 131711, illustrated under item 74, plate L, facing page 21 in the TR-4 Parts Catalog.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-38

SUBJECT: B.30 P.S.E.I CARBURETOR
TRIUMPH 1200

DATE: JUNE 21, 1963

If a "flat spot" is experienced in the 35-40 m.p.h. range on light throttle opening the accelerator pump anti-syphon valve should be examined.

The valve part number 510735 and its guide part number 510736, illustrated in the 1200 Spare Parts Catalog, is situated in the main body of the carburetor above the diaphragm chamber. Its function is to prevent overspill from the injector nozzle and it should be free to move inside its guide.

It is possible thtugh faulty threading for the guide to be screwed too far into the carburetor body locking the valve on its seating and preventing fuel by-passing into the float chamber on light throttle opening.

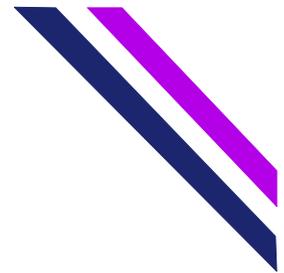
To check the operation of the valve, the following procedure must be adopted:

1. Remove carburetor and float chamber lid.
2. Remove pump iniector nozzle and non-return ball valve.
3. Invert carburetor, insert a pin through the hole in the valve and check for movement of the valve.
4. If the valve is locked, remove the guide and replace with a new one. All current supplies from the Spares Division are correct. The valve itself need not be replaced. As an alternative 1 mm or .040" can be carefully filed off the base of the guide to allow movement of the valve. Under no circumstances must the guide be screwed back and left loose.
5. Replace the ball valve and injector nozzle and reassemble carburetor. When refitting the lid, hold the strangler butterfly open to ensure that the cam follower contacts the face of the operating cam otherwise the butterfly can be locked in the closed position.

Retrospective action or exchange of the carburetor is not necessary and only for the complaint of "flat Spot" should an investigation be made although fuel consumption may also be affected by inoperation of the valve.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE AND PARTS
SUBJECT: SPITFIRE DISTRIBUTOR POINT SETTINGS

BULLETIN T-63-39

DATE: JUNE 21, 1963

This bulletin is issued to clarify the position regarding contact breaker point setting in the Delco Remy Distributor fitted to the Spitfire.

Although Delco Remy normally recommend a gap of .020" for their products, it is essential that they be set at .015" on the Spitfire in conjunction with a static ignition timing of 13° B.T.D.C.

Any deviation from this recommendation will affect the ignition timing which is most critical on this model.

The Delco Remy Distributor Manual advance adjustment is one click represents 1° crankshaft rotation. One complete turn represents 4° crankshaft rotation.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

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TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE AND PARTS
SUBJECT: SPORTS SIX & SPITFIRE LIGHTING SWITCH

BULLETIN T-63-40

DATE: JUNE 28, 1963

The original switch had 5 wires, 2 of which were coded blue and white which were coupled into a double connector in the main loom.

One of the blue and white wires has been deleted from the current switch, a suitable connection having been made internally.

Both the 4 and 5 wire switches are completely interchangeable and the single blue and white lead on switches so fitted is to be coupled to the double connector leaving one half blank.

All future supplies of these switches from the Spares Division will be of the modified type.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: PARTS AND SERVICE

BULLETIN T-63-42

SUBJECT: HERALD, SPORTS SIX & SPITFIRE - BRAKE SQUEAK

DATE: JUNE 28, 1963

Damping shims, part number 136407, are now available from our Spares Division for preventing squeak from the pads of disc brakes on the above range of vehicles.

Four shims per car are required, each one being fitted between the caliper piston and pad, with the arrow stamped in the shim pointing to the front of the car. After fitting, which only necessitates removal of the pads, the brake pedal must be pumped once or twice to reposition the piston in the calipers.

Larger damping shims, which are not interchangeable, are incorporated as original equipment on the TR-4 type of disc brake.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: PARTS AND SERVICE

BULLETIN T-63-44

SUBJECT: TRIUMPH 1200 CHASSIS FRAME

DATE: JUNE 28, 1963

As a result of rationalization of frame assemblies, the Spares Division will only supply a frame assembly (part numbers 401333 or 401862); or a front cross tube assembly (part number 205817).

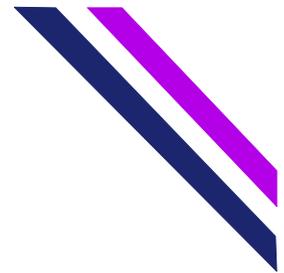
When hood stays were introduced, the hood stop brackets were deleted from the front cross tube assembly (205817).

Refer to Service Bulletin T-62-42 when ordering a chassis frame or cross tube assembly for cars manufactured before the fitting of hood stays, two brackets, part number 122358, must be ordered also. The brackets must be welded to the cross tube as on the original assembly.

This information refers only to chassis frames up to commission number GA-80000. For chassis frame details after this number reference should be made to the Spare Parts Catalog.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-45

SUBJECT: TRIUMPH 1200 AND SPORTS SIX
HOOD ADJUSTMENTS

DATE: JUNE 28, 1963

The hood may be adjusted at 2 points, the rest brackets at the bulkhead and the link brackets at the hood hinge points. Access to the link brackets at the hood hinge points necessitates removal of both front overriders. Adjustable support stays maintain the hood in its correct position. Elongated holes in the link plates and hood rests allow a combination of horizontal and vertical adjustment. The ideal clearance between the hood, scuttle and door is 3/16" (4.76 mm).

The ideal clearance between the hood top edge and the scuttle is 1/2" and between the hood sides and door leading edges is 5/16". Panel tolerances may prevent these exact dimensions being obtained, in which case equal clearances on each side should be aimed for.

Horizontal Adjustment

Slacken the locknuts at the link plates and move the hood to the desired position either manually or by the threaded sleeve nut, if fitted, to achieve a uniform clearance between scuttle and hood. At this stage, the scuttle rest bracket heights may be adjusted to level the top of the hood with the scuttle. Retighten the link bolts and locknuts.

Vertical Adjustment

To achieve a parallel clearance between the door and hood, the hood may be lifted or lowered at the front end by slackening the link plate locknuts and moving manually to the desired position afterwards retightening. Repositioning of the front valance will be necessary after this adjustment has been carried out.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

SUBJECT: SPITFIRE DISTRIBUTOR TUNING DATA

BULLETIN T-63-46

DATE: JUNE 28, 1963

The following details apply to the AC Delco Distributor fitted to the Triumph Spitfire.

Spark Plug Gap (In.)	0.025"
Breaker Point Cap (In..)	0.015"
Dwell Angle	38°
Begin Centrifugal Advance Test (Deg. @ Crankshaft RPM)	0° - 1.5° @ 1000 R.P.M.
Max. Centrifugal Advance (Deg. @ Crankshaft RPM)	13° Max @ 5000 R.P.M.
Begin Vacuum Advance Test (In. of Mercury)	2 - 4 ins. HG
Max. Vacuum Advance (Deg. @ In. Mercury)	9° - 11° @ 10 ins. HG.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-47

SUBJECT: SPORTS SIX B.32 P.I.H. CARBURETORS

DATE: JUNE 28, 1963

This Service Bulletin supersedes and cancels Bulletins T-62-58 and T-63-9.

Continued investigation into the carburetion of the Sports Six has now resulted in a revised jet setting which overcomes the problems previously experienced on both pump and non-pump type carburetors.

Exhaustive tests have shown that if the carburetors are correctly synchronized, the performance will be entirely satisfactory from every point of view.

The revised setting can be applied to carburetors in service whether they are of the original pump type or the later non-pump type.

Details of the modifications to be effected are as follows:

Pump Type Carburetors

Remove the pump jets and fit blanking plugs, Part No. 512087.

Remove the 110 main jets and fit 105 main jets, Part No. 59719/105.

Remove 40 pilot jets and fit 35 pilot jets, Part No. 59720/35.

Remove 65 emulsion tubes and fit 69 emulsion tubes, Part No. 512086/69.

Remove 20 chokes and fit 18 chokes, Part No. 512542.

Disconnect and remove the accelerator pump operating rods,

Detach the operating arms from diaphragm covers by drifting out the pins, Retune and synchronize carburetors in accordance with the instructions given.

All parts needed for this modification are contained in Kit No. 512371.

Non-Pump Type Carburetors

Remove 20 chokes and fit 18 chokes, part No. 512542,

Remove 112.5 main jets and fit 105 main jets, part No. 59719/105.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-47

SUBJECT: SPORTS SIX B.32 P.I.H. CARBURETORS

DATE: JUNE 28, 1963

All parts needed for this modification are contained in Kit No. 512372.

Fitting Instructions

The procedure for changing the choke tubes of both pump and non-pump type carburetors is as follows:

Remove both carburetor float covers and lift out floats.

Disconnect and remove the emulsion block from both carburetors.

With a suitable soft drift inserted through the emulsion block aperture lightly tap the chokes until they are released from the securing lead plugs. Both chokes can now be withdrawn from the carburetor bodies.

Fit the new 18 chokes to both carburetors and secure by inserting a drift 1/8" diameter in the shallow 3/16" diameter hole situated directly above the choke in the carburetor body. Lightly tap the lead plug until the choke is secure.

The chokes should be inserted so that the numbers denoting their size can be seen from the top of the carburetor, as it is possible to fit them upside down.

After modifying the carburetors, check, adjust and synchronize as follows:

1. Ignition timing - Sports Six 10° B.T.D.C. static. Advance slightly on test if necessary.
2. Valve clearances (cold)
inlet -0.010"
exhaust 0.010"
Recheck when hot
3. Starter units - Ensure that both operating levers return to fully closed position.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-47

SUBJECT: SPORTS SIX B.32 P.I.H. CARBURETORS

DATE: JUNE 28, 1963

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 it 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, Solex part No. 10593 under the valve.

7. Float adjustment - Using a right angled and flat wood or metal block, 1-1/2" x 2" x 1/2" place the float on the block as indicated in the illustration issued with Bulletin T-62-58.

The pivot pin boss must lie squarely up to the edge of the block.

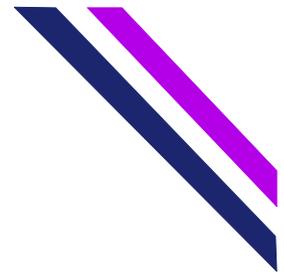
Set each float individually to achieve symmetry between the tops and inner faces of the floats and the block.

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 bolts on the flexible linkage between the carburetors and disconnect the throttle return spring. With the engine at normal working temperature, adjust each carburetor separately as follows:

(a) Unscrew both slow running screws and ensure that the throttles are closed by manual pressure on the screwheads.

(b) Retighten the connecting linkage between the carburetors, taking care that both throttles are against the stops during the process. The securing bolts on the front and rear spring connectors should lie at 90° to each other.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-47

SUBJECT: SPORTS SIX B.32 P.I.H. CARBURETORS

DATE: JUNE 28, 1963

(c) Gently screw the volume control screws clockwise until light contact is made with the casting seat and then unscrew them one full turn. Reconnect throttle return spring.

(d) Screw in each slow running screw until just touching the casting stop on the body and continue by one complete turn, start the engine and adjust both by an exactly equal amount until idling speed is 600/650 r.p.m.

(E) Screw out both mixture volume control screws a quarter of a turn at a time until the engine begins to "hunt" indicating richness.

(f) Screw the mixture screws in by equal amounts until the "hunting" disappears and the engine idles smoothly.

(g) If the engine speed has now increased due to the mixture adjustment, reduce the speed to approximately 600/650 r.p.m. by adjusting each slow running screw by equal amounts.

(h) If operation (g) causes any irregularity of the engine beat, readjust both volume screws equally to maintain synchronization.

9. Hot starting - Deletion of the accelerator pump necessitates discontinuing the hot starting instructions given in Service Bulletin 1-62-58. Slightly depress the accelerator pedal to ensure immediate starting of a hot engine.

The revised setting was incorporated in production from engine number HB-8585-HE.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

SUBJECT: PAINT FORMULAS

BULLETIN T-63-48

DATE: JUNE 28, 1963

The following information covers the new additions to the Triumph color range.

WHITE

Standard-Triumph #565032. This differs from the previous Spa White or Sebring White.

Rinshed-Mason Company

Enamel #2U9925	Lacquer #U9925
100 TE-01 S.S. Mix 100	Lacquer Thinner 100
891 TE-91 White 991	30901 981
7 TE-42 Ebony 998	30402 992
2 TE-78 Indo Orange 1000	30708 1000

Ditzler

8380

DuPont

Duco (246)-97066

To make 1 pint

#82 White (Hi Hiding)	477
#58 Ferrite Yellow	479.5
#72 Black	481.5
#55 Chrome Green	482.5

Delux (93)-97066

To make 1 quart

VD-5450 Additive	39
#12-E Green Gold	40
#13 Black	42
#23 White (HiHiding)	1025

JONQUIL

Standard-Triumph #565037. This is a yellow color.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-48

SUBJECT: PAINT FORMULAS

DATE: JUNE 28, 1963

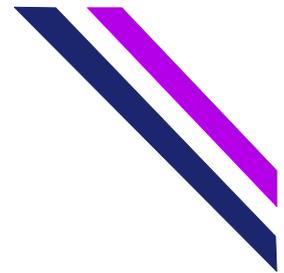
Rinshed-Mason Company

Enamel #2U7340	Lacquer #U7340
100 TE-01 S.S. Mix 100	Lacquer Thinner 100
770 TE91 White 870	30901 916
72 TE-76 Yellow Toner 942	30707 966
48 TE-74 Ferrite Yellow 990	30704 989
10 TE-42 Ebony 1000	30402 1000

[Ed. Note: The bulletin states "Cont'd," but no further page is available.]

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-49

SUBJECT: TR-4 STROMBERG CARBURETORS

DATE: JUNE 28, 1963

With the introduction of the Stromberg CD Carburetor on TR-4 engines, the following details of design and tuning adjustments are given pending completion of the Workshop Manual Supplement.

The unit functions on the constant vacuum or variable choke principle. It is dust proof and compact and incorporates a float chamber which surrounds the jet orifice in place of the out-rigged type of float chamber which is mounted away from the jet.

The float is manufactured of expanded synthetic material which eliminates the possibility of punctures. It is made in twin parts both being attached to the same lever to operate the fuel valve.

The float chamber can be removed from below, leaving the float and jet housing in position. This arrangement simplifies cleaning and float level adjustments.

The carburetor has a cold starting device in conjunction with the throttle which provides a specific degree of opening to give a fast idle. The accelerator pedal should not be depressed when starting from cold.

A temporarily richer mixture to compensate for sudden throttle opening is provided for by means of a hydraulic damper inside the hollow guide rod 17 of the air valve, which should be filled with SAE 20 engine oil to within of the end of the rod in which the damper 14 operates.

Adjusting and Synchronizing Carburetors

This should be carried out without the air cleaners.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-49

SUBJECT: TR-4 STROMBERG CARBURETORS

DATE: JUNE 28, 1963

1. Run the engine until thoroughly warm.
2. Slacken off the clamping bolts of the throttle spindle coupling and set the carburetors independently.
3. Set the throttle stop screws (3) on each carburetor to the fully closed position and then adjust by equal amounts until an idle speed of approximately 600 rpm is obtained. Synchronization should be checked by listening to the "hiss" of each carburetor which should be equal.
4. Adjust the mixture on each carburetor by means of the jet adjustment screw (13). Using a suitable or small screwdriver screw up each adjusting screw until the jet is felt to contact the inside of the air valve (18). Screw back each one approximately three turns as a basis to work on and then finally adjust up or down until a regular and even exhaust beat is obtained.

The mixture adjustment may increase idling speed and each throttle screw must be altered by the same amount to keep a 600 rpm tick over.

5. The balance of the mixture should be checked by lifting each air valve approximately 1/32" independently with a long thin screwdriver. If the engine speed rises appreciably, the mixture on the carburetor is too rich. Conversely if the engine stops, it is too weak. Readjust the jet adjusting screw down to richen the mixture and up to weaken.
6. Hold each throttle adjusting screw against its stop and retighten the spindle clamping bolts.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-49

SUBJECT: TR-4 STROMBERG CARBURETORS

DATE: JUNE 28, 1963

Float Chamber Removal

The float chamber is held to the main carburetor body by 8 screws. The rubber "O" ring (11) is situated between the jet assembly and float chamber spigot boss to prevent fuel leakage. Care must be taken when removing and refitting float chamber to avoid damage.

Float Level

With the float chamber removed and the carburetors in an inverted position, the highest point of the twin floats should be approximately 9/16" (14 to 15 MM.) above the face of the main body, with the fuel inlet needle on its seating.

Care should be taken not to twist or disturb the float arms. To reset the level, slightly bend the tag which contacts the end of the needle (8). A simpler method of lowering this level is the addition of a thin fiber washer under the needle seating assembly.

Jet Centralization

Efficient operation depends on free movement of the air valve (18) and needle (29) in the jet orifice (19).

To check freedom of the air valve, it should be lifted by means of the spring loaded pin (9) and allowed to fall freely. Failure to fall freely indicates a sticking valve or the binding of the needle in the jet orifice. The former can be rectified by removal of the valve, cleaning the outside of the valve and bore with kerosene or gasoline. The latter can be rectified by centralizing the jet needle after first ascertaining that the needle is not bent.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-49

SUBJECT: TR-4 STROMBERG CARBURETORS

DATE: JUNE 28, 1963

if it is found necessary to clean the diaphragm, kerosene only should be used, as the use of any other volatile cleaner such as trichlorethylene must be avoided.

Should it be necessary to renew the jet neelle, it must be replaced with one bearing of a similar code marking.

When refitting, the shoulder of the needle must line up with the lower face of the air valve (18).

Whenever this jet assembly is removed, it must be recentralized to follows:

1. Lift air valve (18) and fully tighten jet assembly (12).
2. Screw up orifice adjuster until the top of the orifice (19) is just above the bridge (28).
3. Slacken off the whole jet assembly (12) approximately - turn to release the orifice bush (23).
4. Allow air valve (18) to fall, the needle will then enter the orifice and automatically centralize it.
5. Tighten assembly (12) slowly, checking frequently that the needle remains free in the orifice by raising air valve and allowing it to fall freely.
6. Reset idle.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-49

SUBJECT: TR-4 STROMBERG CARBURETORS

DATE: JUNE 28, 1963

Diaphragm Assembly

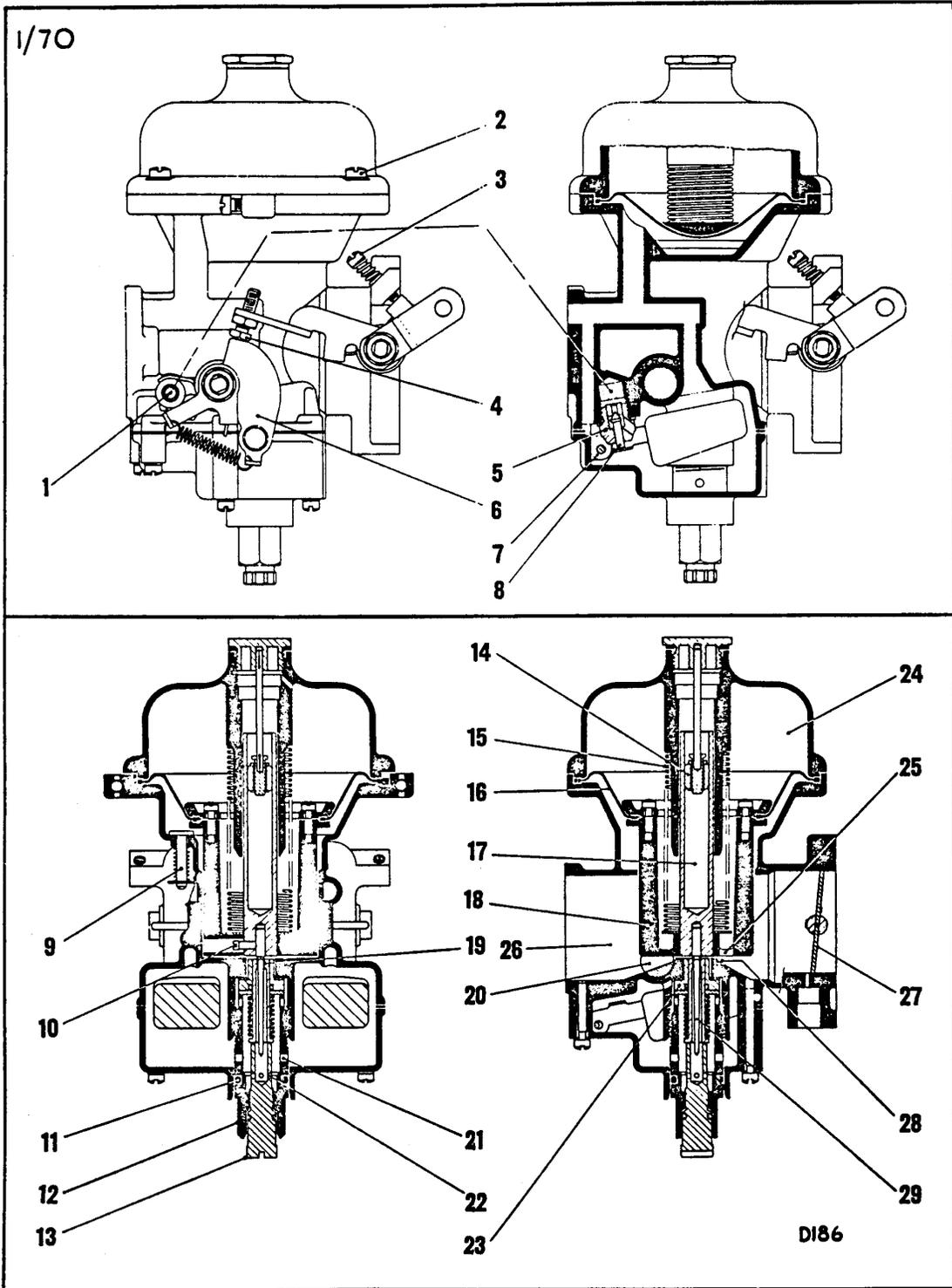
A bead and locating tab is moulded to both the inner and outer radii of the diaphragm to ensure correct location. The diaphragm is secured to the air valve by a ring and screws with lockwashers and it is essential that the bead is correctly positioned and the screws are tight.

Location for the bead and tab on the outer radii of the diaphragm is provided by a channel at the top of the main body.

If the suction chamber cover is removed, it must be replaced so that the screw holes line up with those in the main body and the diaphragm is not disturbed.

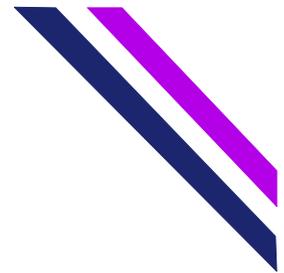
Air Valve Rod & Guide

The air valve rod and guide must be kept clean with minimum handling when removed to avoid corrosion and a few drops of light oil applied to the rod when refitting.



STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-50

SUBJECT: REAR ROAD SPRING - SPITFIRE

DATE: JULY 12, 1963

A small number of rear road springs that may give an incorrect rear wheel camber might possibly be found between commission numbers FC-3200 and FC-5588 only.

The affected springs were confined to a small batch of springs of Cocker Manufacture, which is an alternative supplier of original equipment. The other supplies are of Woodhead Manufacture and require no action. It should be noted that Cocker springs do not necessarily have the variation, the condition is limited to only a small batch of them.

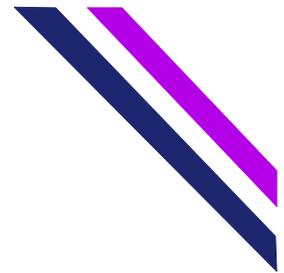
Identification between the two makes can be done on the car by feeling the size of the "blister" on the top face of the second leaf adjacent to the spring eye ends. On the Woodhead spring, the "blister" is approximately 3/4" diameter with an almost flat head. On the Cocker spring, the "blister" is approximately 1-1/4" diameter with an almost full domed head.

The specified rear wheel camber for Spitfire models is 0° - 1° positive with the car unladen but with full tank of gas.

The above camber is not adjustable and any variations or special racing requirements can only be made by removal and replacement of the rear road spring for reworking or exchange. Within reason, a camber variation of a negative character does not require any action but in the event of any obviously excessive positive rear wheel camber, the following action should be taken under warranty arrangements. It should be noted that this condition will initially be readily visible by the rear wheels position in comparison with other Spitfire and Herald models and will be found only on a small number of Spitfires between commission number FC-3200 and FC-5588.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-50

SUBJECT: REAR ROAD SPRING - SPITFIRE

DATE: JULY 12, 1963

It is recommended that all Spitfires between FC-3200 and FC-5588 that come in for service should be checked for this condition. In the event of doubt and excessive camber is apparently present, check whether the spring is of Cocker Manufacture by inspection of the "dimple" and have the rear wheel camber checked accurately by the following method:

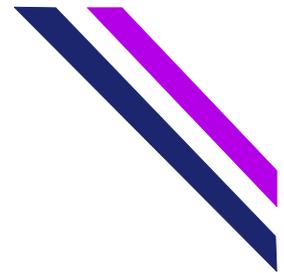
- a) The gas tank must be full or in the case of a part full tank balance must be added in the trunk compartment as makeweight for each gallon needed to fulfill a full tank condition.
- b) Roll the car backwards and forwards to obtain a stable condition of the rear suspension.
- c) Take two camber readings of each rear wheel, moving the car a few inches between each reading to allow for wheel or tire tolerances.
- d) If the average of the two readings of each wheel is in excess of 1° positive, or the combined reading of both wheels is in excess of 2° positive, change the road spring.

A replacement spring from your Zone of Distributor will be made available for warranty replacement upon your advising the Service Department of the commission number of the car concerned.

Prior warranty authorization will be given in each case (at the time of supplying the replacement spring) for 3 hours labor time.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-52

SUBJECT: TR-4 OVERHEATING

DATE: JULY 19, 1963

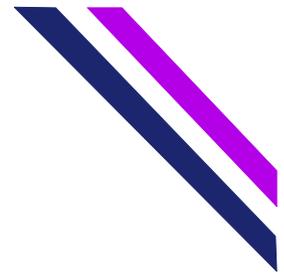
Under certain conditions in some Metropolitan areas, cases have been reported of overheating. This usually occurs in protracted traffic stoppages and no cases have been reported of this condition arising under normal service conditions. A larger fan has now been incorporated, part number 209792, from engine number CT-21471-E, which will come in somewhere around the CT21000 commission number series.

A number of water pumps has erroneously been blamed for this condition and providing that engine tune and timing, etc., is correct, this modification should only be required in extreme cases and, therefore, it is not intended to handle this as a campaign.

Please pass this information to your parts manager for action.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-53

SUBJECT: SPITFIRE H.S.2 S.U. CARBURETORS

DATE: AUGUST 2, 1963

A modification to the float and needle valve assembly which affects the setting of the float level was recently introduced by the S.U. Carburetor Company.

The parts affected are:

Float with straight lever	511742
Needle and seat assembly	509102
have been replaced by	
Float with cranked lever	512633
Needle and seat assembly	512632

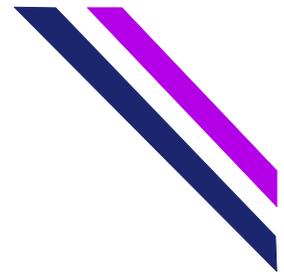
Interchangeability is affected and both units must be used as a pair or serviced individually with the original condition.

Float level heights are also revised.

To check the level, remove lid and invert which will put the needle in the shut off condition. With the early condition, the gap between the float lever and the face of the rim of the lid should be 1/8" (illustrated in Owner's Handbook). With the later float, the gap is increased to 3/16".

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-54

SUBJECT: BRAKE HOSES & CONNECTIONS
TRIUMPH HERALD, TRIUMPH 1200
SPORTS SIX AND SPITFIRE

DATE: AUGUST 2, 1963

Your attention is called to the necessity for checking all hydraulic pipe connections and flexible hoses for clearance as detailed in Service Voucher Books for the 500 and periodical services.

Front Brake Hoses

The front wheels should be checked on full lock either way and allowance made for maximum suspension movement. No fouling of the hoses on the tires should occur in any position.

Rear Brake Hoses

Examine the position of both rear brake hoses to ensure adequate clearance between hoses and halfshafts and rear springs. When assessing the clearance, allowance must be made for full bump and rebound conditions, the former being most important and should be tested, if additional clearance is required, this may be obtained by resetting the hose attachment bracket on the chassis frame. It is essential that when a bracket is reset, the adjacent pipe union is checked for leaks in the normal way.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-55

SUBJECT: SPITFIRE HEATER HOSES

DATE: AUGUST 22, 1963

At Commission Number FC-8274, a moulded rubber hose replaced the canvas hose between the heater water valve at the bulkhead and the cylinder block.

Please notify your Service Department that Spitfire cars between Commission Number FC-8274 and FC-10950, when in for service or otherwise available, to ensure that the hose is not fouling the oil filler/breather cap.

Where fouling occurs, slacken the Jubilee Clip at the water valve and reset the hose to give adequate clearance.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-56

SUBJECT: LICHFIELD GREEN
REVISED DUPONT SPEC

DATE: AUGUST 22, 1963

Samples of the latest batch of Lichfield Green paint have been submitted to our main paint suppliers and there is only one that requires modification. This refers to the DuPont product for Lichfield Green and their formula is as follows:

(246)-83738 DUCO <u>LICHFIELD GREEN</u>	TO MAKE <u>1 PINT</u>	(93)-83735 DULUX <u>LICHFIELD GREEN</u>	TO MAKE <u>1 QUART</u>
#54 White	289	VD-5450 Additive	37
#58 Ferrite Yellow	362	#6-H Fast Green	202
#65 Black (Hi Strength)	406	#2 Black (Hi Strength)	379
#63-H Fast Green	436	#5 Ferrite Yellow	580
#49 Clear	459	#23 White (Hi Hiding)	956

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-57

SUBJECT: SPITFIRE FRICTIONLESS
PROPELLOR SHAFTS

DATE: AUGUST 22, 1963

Under no circumstances must the sliding portion of the frictionless propeller shafts fitted to the Spitfire models be removed from the main member. (Part Numbers 209834 and 210508).

Should any of these shafts be inadvertently dismantled, they must be replaced by another unit as they can only be rebuilt by the manufacturers.

Any dismantled shafts returned cannot be treated as warranty procedure.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-58

SUBJECT: SPORTS SIX TIMING
COVER OIL SEAL

DATE: AUGUST 22, 1963

Should the necessity arise to replace the Timing Cover Oil Seal on Sports Six models, the following procedure must be observed.

1. Remove timing cover and oil seal sleeve, part no. 133235, from the crankshaft.
2. Fit new seal to timing cover.
3. Reassemble timing cover to engine.
4. Fit sleeve with chamfer towards the crankshaft. This prevents damage to the seal.
5. Reassemble remaining ports.

If difficulty is experienced in removing the sleeve from the crankshaft, leave it in position and use a second sleeve with the chamfer facing the front of the car to act as a pilot when replacing the timing cover. Otherwise, the sharp edge of the sleeve will damage the new seal..



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-59A

SUBJECT: TRIUMPH HERALD, TRIUMPH 1200
AND SPITFIRE GENERATOR
REINFORCING BRACKET

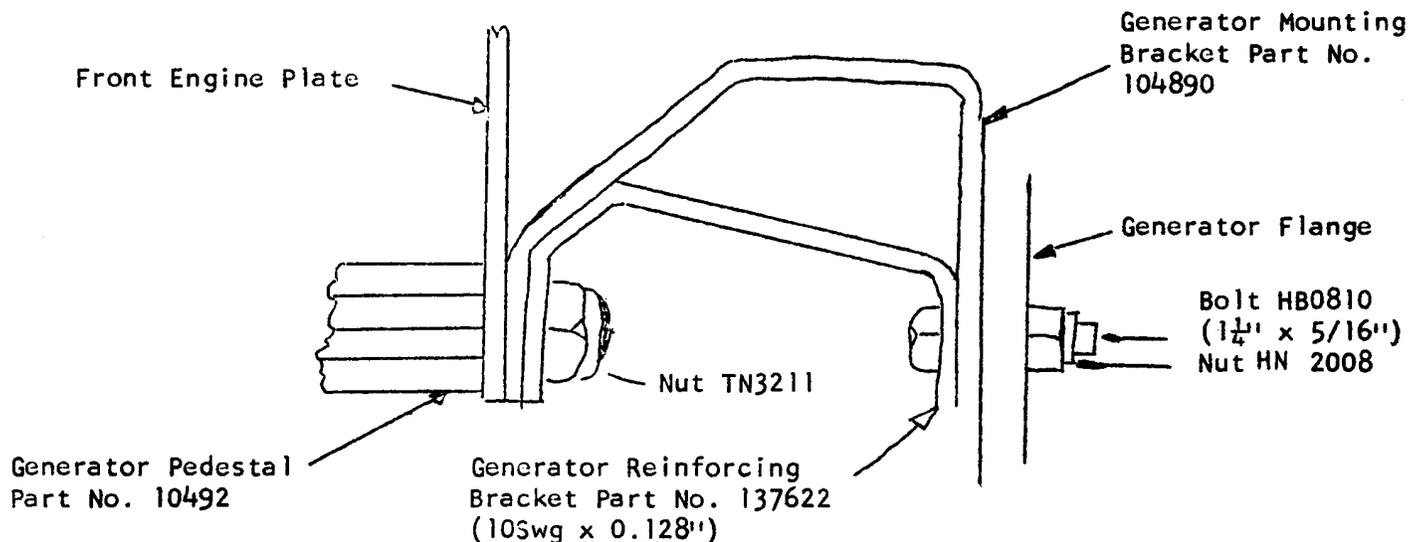
DATE: SEPTEMBER 6, 1963

Should a failure of the generator mounting bracket occur on any of the above models, the bracket should be replaced by the following details which include an additional reinforcing bracket.

Generator mounting bracket	104890	1 off
Generator reinforcing bracket	137622	1 off
Generator bolt	HB0810	1 off
Generator bolt nut	HN2008	1 off

The diagram shown below illustrates the location of the additional reinforcing bracket.

The reinforced bracket was introduced on production at the following engine numbers: GA-117163-E, GC-9042-E and FC-12035-E.





TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: PARTS AND SERVICE

BULLETIN T-63-60

SUBJECT: SPORTS SIX OVERDRIVE SOLENOIDS

DATE: SEPTEMBER 6, 1963

The following procedure must be followed when replacing a solenoid on a Sports Six `D" type Overdrive. It does not apply to TR-4 models.

Before carrying out any dismantling obtain from the parts department a backstop plug, part number 513381 and washer 513382. (The fitting of this backstop was incorporated on production from Overdrive number 3330/616).

2. Remove faulty solenoid.
3. Remove the existing hexagon headed plug and replace it with the new recessed plug. This will reduce the excessive free movement of the solenoid plunger.
4. Insert a 3/16" (4.76 mm) diameter peg or drill shank through the valve operating lever locating the lever with the hole in the casing.
5. Energize the solenoid.
6. Adjust the solenoid shaft nut until its face is flush with the operating lever.
7. Remove the peg or drill and switch off the solenoid.
8. Reoperate the solenoid and make sure that the hole in the lever lines up with the hole in the case.
9. Check with the ammeter connected between the solenoid and main feed wire to ensure that the solenoid points open when operated. The current should read approximately 2 amps.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: PARTS AND SERVICE

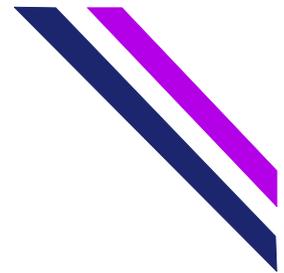
BULLETIN T-63-60

SUBJECT: SPORTS SIX OVERDRIVE SOLENOIDS

DATE: SEPTEMBER 6, 1963

10. Finally reinsert the peg or drill shank through the operating lever, locating the lever with the hole in the casing (the solenoid should not be energized for this operation). Hold the solenoid rod hard against the backstop plug and check the distance between the rod nut face and operating lever face. This distance or free play must fall between .100" - .120" (2.54/3.05 mm.). Adjust by fitting plug without a washer or using the existing fiber washer from displaced plug, plus an additional one if required.

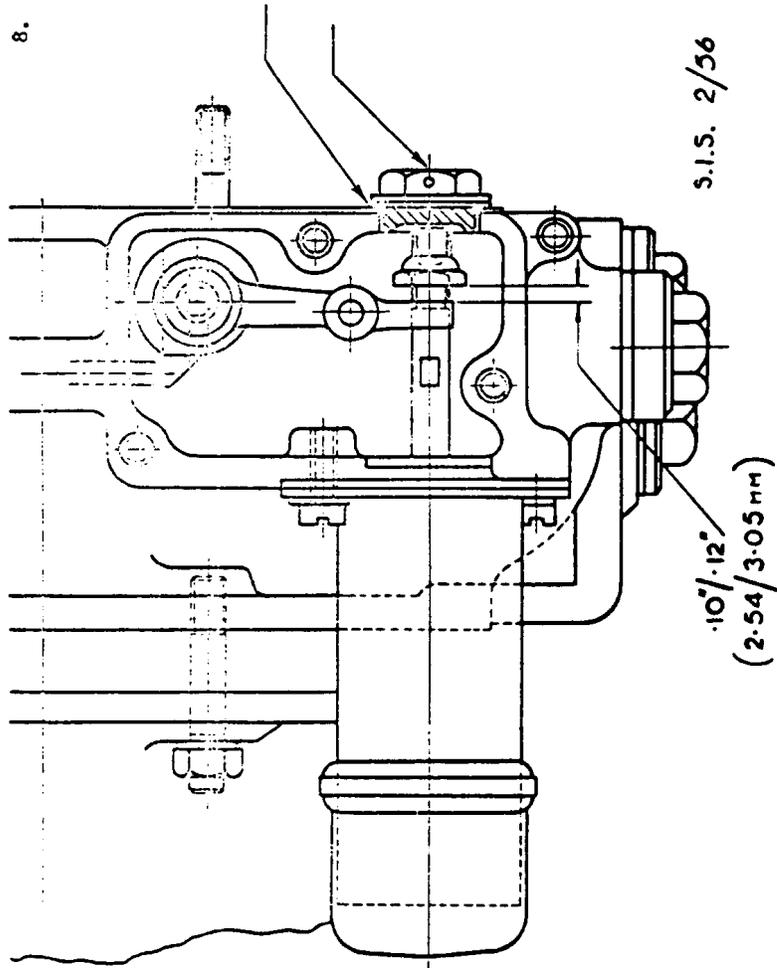
11. Remove the peg or drill and refix the cover plate.



8. Insert $3/16$ " dia. peg or drill shank through valve operating lever locating the lever with hole in casing. With solenoid rod pushed hard against back stop check distance between solenoid rod nut face and operating lever face. Adjust to 0.10 "/ 0.12 " by use of various thickness washers between housing and backstop.

Washer
Part No. 513382

Plug
Part No. 513381



S.I.S. 2/56

0.10 "- 0.12 "
(2.54/3.05 mm)

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-62

SUBJECT: DISC BRAKE WARRANTY

DATE: OCTOBER 4, 1963

All components relating to disc brakes are of Girling Manufacture and the warranty is subject to the usual vendor terms and administration.

The Lucas/Girling warranty on disc brakes is 12 months or 12,000 miles for parts only on the usual vendor exchange basis. Labor for removal and replacement of units is the same as for other vendor items and paid by Leyland-Triumph according to the Warranty Filing Instructions.

Most common parts concerned are:

- Brake pads
- Brake Discs
- Restrictor Valves (Hydraulic Lines)
- Brake Calipers

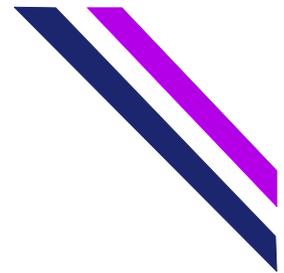
As with other vendor items, overhauls should not be undertaken if warranty consideration is required. Replace the parts only. Lucas will exchange or repair and return parts and LTSCI will accept the labor involved in the repair and return the parts removal and replacement.

Brake Pads - Brake Linings

Any friction components or material such as the above is excluded from warranty due to the many differing conditions which can affect the life of such components. In the event, however, of any unreasonable premature wear on brake pads, where this has clearly come about by a defective restrictor valve, the parts may be return through the usual channels to the vendor for special consideration. In these cases, it is necessary to submit the damaged parts such as brake pads together with the restrictor valve or any such component that is considered to have caused this condition. It is also important that such parts are clearly tagged with the usual vehicle details, owner's name, mileage, etc.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-63

SUBJECT: DISC BRAKE PARTS INFORMATION

DATE: OCTOBER 4, 1963

NOTE: THIS BULLETIN SUPERSEDES BULLETIN NO. T-63-30

Please make the following notation in your Triumph TR-4 Parts Catalog, Part No. 510978. The information relates to Page 6 of this Catalog.

209327. Friction Disc, Front Brake Caliper. 2 off.

Alter note in remarks column to read:

Fitted from commission No. CT-4690 and future (wire wheels) and from commission No. CT-4388 to 7746 (disc wheels)

Delete 510790. Pad Lining Assembly. 4 off.

Fitted from commission No. CT-4690 to 7629 (wire wheels and from commission No. CT-4388 to 7746 (disc wheels)

134339. Pad Lining Assenbly. 4 off.

Fitted from commission No. CT-7630 (wire wheels) and from commission No. CT-7747 (disc wheels)

130829. Pad Lining Assembly. 4 off.

Alter to read:

130829. Pad Lining Assembly (set of four) I set. Fitted up to commission No. CT-4689 (wire wheels) and CT-4387 (disc wheels) only.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

SUBJECT: DISC BRAKE PARTS INFORMATION

BULLETIN T-63-63

DATE: OCTOBER 4, 1963

134339. Pad Lining Assembly (set of four) I set.

Fitted from commission No. CT-4690 (wire wheels) and CT-4388 (disc wheels) and future.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-64

SUBJECT: CLUTCH REPLACEMENTS

DATE: OCTOBER 23, 1963

Further to service bulletin T-63-37 as a result of which a number of clutch pressure plate assemblies have been returned for further factory examination it seems that dealers are involving themselves, customer and Standard-Triumph in unnecessary expenditures. It is hoped that the following notes will clear up any misunderstanding.

Clutch failures usually fall into three categories:

1. Failure of pressure plate assembly. Evidence of this condition will clearly show breakage, cracking, bending or distortion in the unit itself. The clamping pressure designed is more than adequate and slippage must be due to a positive condition that can be observed by simple inspection. Clutch pressure plates within the warranty period in this condition, can be claimed providing that it is not due to improper use and the defect is correctly described as "pressure plate cracked" "finger broken", etc. Reason should not be "slipping" without fuller details. "Weak springs" are a most unlikely condition and will be subject to a factory inspection.

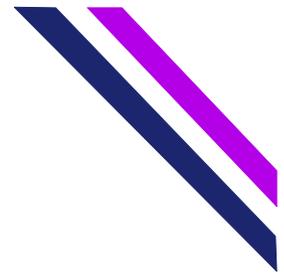
2. Slipping or juddering.

- a) This is usually due to oil or grease on driven plate assembly. If oil is present on the driven plate it usually indicates defective oil seal at front of transmission or overfilling of transmission. "Oil seal failure" in the first case would be correct description and within the warranty period could be handled as such.

- b) Grease on the driven plate assembly usually indicates improper servicing - cause excessive greasing of throw out cross shaft. This would not carry any warranty coverage.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-64

SUBJECT: CLUTCH REPLACEMENTS

DATE: OCTOBER 23, 1963

The unnecessary replacement of clutch pressure plates particularly on the Triumph TR-4 should be the concern of all.

A very small delay of clutch return and engagement must be accepted during extra high speed upshifting on the TR4. At reasonable speeds this characteristic is unnoticeable but it should not be considered as clutch slip.

All clutch claims must quote invoice number on which replacement unit was purchased and the suspect returned to zones or distributors for examination.

There is no question that valid claims will always be met but unnecessary components for the rectification concerned will not be considered.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-65

SUBJECT: CHASSIS FRAMES - HERALD

DATE: OCTOBER 25, 1963

It would seem that there is still some confusion as to the correct type of chassis frame to be used for the servicing of Herald Estate cars and convertibles, mark II condition - i.e. from commission number 80,000 and future.

The original mark I chassis frame for servicing these two vehicles was part number 401861, but with the introduction of the mark II condition all chassis frames for all Herald models became common. Therefore, each of these four types of Heralds i.e. Saloon, Estate Car, Convertible and Coupe, are serviced under part number 401987 - mark II condition.

Details are as follows:

Part No. 401333 Mark I - Saloon and Coupe up to Comm. No. 80,000
Part No. 401861 Mark I - Estate & Convertible up to Comm. No. 80,000
Part No. 401987 Mark II - For all Herald Models i.e. Saloon, Estate Car, Convertible & Coupe from 80,000 and future.

The new conditions of frame are shown on pages 29A and 29B of the main Herald 1200 Catalog, No. 510997, Second Edition. The Frame Condition 401974 will not now be used as it is replaced by 401987.

Will you please record this information to avoid any possibility of incorrect ordering in the future.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-66

SUBJECT: SMALL CAR MODELS
DIFFERENTIAL DRAIN PLUG

DATE: NOVEMBER 1, 1963

The rear axle differential case drain plug has been deleted from production on the Herald, Spitfire and Sports Six.

In future service requirements for the differential unit are reduced to topping up to correct level. Draining and refilling will not be necessary.

Drain plugs will be retained in gearboxes for these models but service requirements will be reduced to topping up rather than drain and refill.

Future maintenance instructions will be suitably amended.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-67

SUBJECT: TR-4 REAR SUSPENSION

DATE: NOVEMBER 1, 1963

The following details apply to a modification TR-4 from commission number CT-23383.

Frame Assy.	1 - 306502
"U" Bolts	4 - 136865
R. Springs	2 - 209964
Anchor Brkts.	4 - 137339
Dist Piece Assy. R.H.	1 - 137634
Dist Piece Assy. L.H.	1 - 137635
Dist Piece Assy.	1 - 209962
Dist Piece Assy.	1 - 209963
Dowel	2 - 136932
Check Strap	2 - 137338
Set Screw	4 - 137629
Nyloc Nut	4 - YN2908
Brake Pipe (Bent)	1 - 210868
Brake Pipe (Straight)	1 - 130822

Please ensure that your parts department registers these new numbers.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-68

SUBJECT: SMOG CONTROL COMPONENT LIST

DATE: NOVEMBER 6, 1963

In certain areas there are or will be shortly regulations for positive crankcase ventilation on all cars to minimize air pollution and necessary arrangements have been made for the incorporation of these devices in the areas concerned.

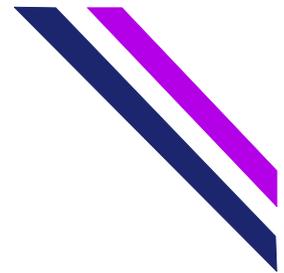
Herewith listing of the parts that have been incorporated for your records for the TR-4, 1200, Spitfire and Sports Six.

TR-4

100749	Setscrew - Sump to Cyl. Block	1 off
132924	Plug - Crankcase Breather	1 off
138073	Y piece & support bracket assy.	1 off
137191	Rubber Washer (4 off)	
137192	Spacer (2 off) Y Piece Brkt. to air cleaner	
WP0008	Plain Washer (2 off) Bolt	
138098	Hose - Rocker Cover to Breather Pipe Extension	1 off
137974	Hose - Y Piece to Air Cleaner	2 off
138078	Breather Pipe Extension	1 off
306527	Rocker Cover Assy.	1 off
138176	Oil Filler Cap	1 off
138118	Air Cleaner	2 off
112892	Air Cleaner Gasket	2 off
HB0825	Bolt (2 off)	
HB0827	Bolt - Air Cleaner & Y piece (2 off) Air Cleaner	
HN2008	Nut (4 off) to	
WL0208	Lock Washer (4 off) Carb.	
138099	Hose - Breather Pipe Extension to Y Piece	1 off

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-68

SUBJECT: SMOG CONTROL COMPONENT LIST

DATE: NOVEMBER 6, 1963

SPORTS SIX

138126	Blanking Plate -Crankcase Breather	1 off
124954	Gasket -Blanking Plate (as normal Prod.)	1 off
210909	Rocker cover & joint washer assy.	1 off
138176	Oil Filler Cap	1 off
138100	Hose -Air Box to Rocker Cover	1 off
210907	Air Box Assy. (Complete)	1 off

TRIUMPH 1200

138380	Plug -Crankcase Breather
138202	Hose -Rocker Cover Air Cleaner
138176	Oil Filler Cap Assy.
138151	Rocker Cover & Joint Washer Assy.
210862	Rocker Cover Assy.
210869	Cover
138171	Neck
137970	Breather Pipe
137833	Baffle
105257	Washer
210919	Air Cleaner Assy.
138265	Air Cleaner Breather Pipe Assy.
138201	Breather Pipe
138124	Flame Trap Assy.
138123	Housing
138048	Gauze Assy.
138049	Gauze Bottom
138050	Gauze Top

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-68

SUBJECT: SMOG CONTROL COMPONENT LIST

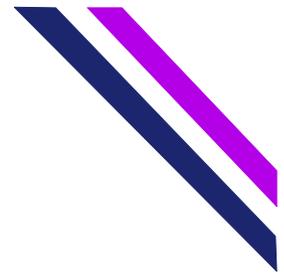
DATE: NOVEMBER 6, 1963

SPITFIRE

438380 Plug Crankcase Breather
138176 Oil Filler Cap Assy.
138151 Rocker Cover & joint Washer Assy.
210862 Rocker Cover Assy.
210869 Cover
131871 Neck
137970 Breather Pipe
137833 Baffle
105257 Washer
138117 Air Cleaner Assy.
137594 Breather pipe
138048 Gauze Asy
138049 Gauze Bottom
138050 Gauze Top
138047 Y Piece Connection
138046 Y Piece
138045 Y Piece Assy.
138132 Y piece Suppt. Brkt. Assy.
138131 Support Bracket
137191 Rubber Washer
137192 Spacer
138099 Hose
138016 Extension
138116 Hose
138250 Hose

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-69

SUBJECT: LICHFIELD GREEN PAINT
REVISED COLOR MATCH

DATE: NOVEMBER 22, 1963

From latest color standard submitted to Rinshed-Mason Company, the following Tintometer formula applies:

U3520 LICHFIELD GREEN (LACQUER)

2U3520 LICHFIELD GREEN (PeR-MAX)

100 Lacquer Thinner	100	100	TE-01 S.S. Mix	100
467 30901 White	567	260	TE-41 Black	360
194 30401 Black	761	251	TE-74 Ferrite Yellow	611
39 30306 Organic Green	963	98	TE-31 Organic Green	939
37 30203 Astral Blue	1000	61	TE-22 Astral Blue	1000

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-70

SUBJECT: VENDOR ITEMS WARRANTY

DATE: NOVEMBER 22, 1963

This is a reminder that any vendor items that may be necessary to handle under warranty should be exchanged and under no circumstances repaired.

Exchange arrangements are handled either direct with the vendor or through the zone office or distributor according to locality and local arrangements.

Warranty for the labor in removing and reinstalling vendor items may be claimed in the normal manner on LTSCI claims directly with the zone office or distributor.

The main vendor items are as follows:

Lucas Electrical

Generator
Voltage Regulator
Starter C/W Bendix
Horns (Clear hooter not vendor - standard warranty procedure)
All Switches and Relays
All Lights C/W Rims, Bodies, Etc.
Flasher Unit (Tung-Sol or Lucas)
Batteries

Lucas Girling

Brake wheel cylinders
Brake master cylinders
Clutch master cylinder
Clutch slave cylinder
Disc brake calipers and pads
Brake disc
Brake restrictor valve
Brake hoses
Brake linings C/W shoes .Please refer to bulletin T-63-62

STANDARD-TRIUMPH MOTOR COMPANY, INC.
WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

SUBJECT: VENDOR ITEMS WARRANTY

BULLETIN T-63-70

DATE: NOVEMBER 22, 1963

Smiths - Nisonger

All instruments
Thermostats
Temperature sending unit
Oil pressure switch
Speedometer and tachometer - inner and outer cables
Speedometer drive gear assembly

Armstrong

All shock absorbers

Bendix

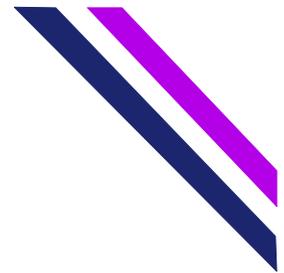
All Bendix radios

Tires

Handled by local tire representatives

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-71

SUBJECT: DEFECTIVE GENERATORS

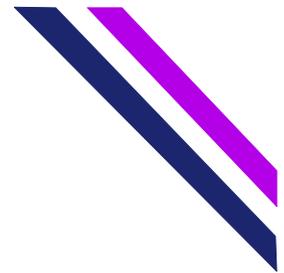
DATE: NOVEMBER 22, 1963

It should be remembered that merely replacing an overheated or burnt out generator is not sufficient. Instances have occurred where more than one replacement generator has been fitted to the same car and this would go on indefinitely if the cause of the failure is not rectified.

The following procedure is recommended when replacing a burnt out unit:

1. Check control box ground.
2. Check open-circuit voltage.
3. Check that "D" and "F" leads are not crossed at the control box or generator. If "D" and "F" leads are crossed, the regulator contacts will weld together necessitating a replacement control box.
4. Check for short-circuit between "D" and "F" leads.
5. Check main charging leads from battery to control box. Rectify any bad connections, etc.
6. Check battery conditions as shorted cells will overload generator causing it to overheat.

If the control box appears to be the cause, it should be returned together with the generator if both units are within the warranty period under the usual vendor arrangements. A cross reference should be made on the accompanying paperwork to enable pairing of the units for investigation purposes.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-72

SUBJECT: HERALD 1200 & SPORTS SIX HOOD
LOCATING PINS AND BRACKETS

DATE: NOVEMBER 22, 1963

At approximately commission number GA-89203 and HB-4300 hood locating pins and brackets were incorporated, the pins being fixed to brackets on the hood assembly and the locating brackets fixed to the scuttle panel. The pin locating brackets have a plunged tapered hole, the pin attachment brackets have plain holes.

To simplify adjustment of the pins, the two brackets were later inter-changed, so that the pins were fitted to the scuttle brackets.

This alteration has raised some problems when hoods are ordered for accidental repairs. A condition can arise when a replacement hood is received with the locating pin fixing brackets on the hood for a vehicle on which the pin fixing brackets are already attached to the scuttle panel. A vice versa condition may also be encountered, i.e. locating brackets on the hood for a car already fitted with locating brackets on the scuttle panels. When such a condition is met with, it is suggested that the scuttle brackets be modified to suit the new hood condition in preference to attempting to change the locating brackets on the hood.

Condition A. Plain hole brackets on hood and scuttle.

Drill out spotwelds of existing scuttle brackets and fit new brackets, part numbers 706554 and 706555. It will not be possible to satisfactorily taper the holes in the existing brackets. Fit locating pins to hood brackets with washers and adjust as necessary.

Condition B. Tapered hole brackets on hood and scuttle.

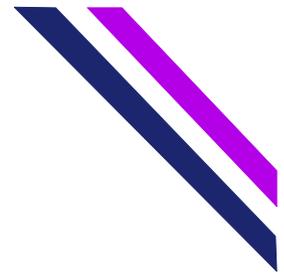
Fit locating pins

Disc off as much of the surplus metal on the underside of the scuttle brackets as possible and beat flat with a hammer and metal block. Fit locating pins together with washers and adjust as necessary.

As all hoods now being issued from the Spares Division are with the tapered hole in the hood brackets, Condition B is most probable.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-73

SUBJECT: FRONT SUSPENSION VERTICAL LINK
HERALD AND SPITFIRE

DATE: DECEMBER 6, 1963

At commission number GA-127239, GC-12254 and FC-15576 disc brake condition only, a revised front suspension vertical link was introduced.

Interchangeability is affected and vehicles must be serviced with the original components.

The parts involved are:

Vertical link R.H.	209222	replaced by 306603
Vertical link L.H.	209223	replaced by 306604
Stub axle	132448	replaced by 138556
Dust shield R.H.	208718	replaced by 211046
Dust shield L.H.	208713	replaced by 211047
Tie rod lever R.H.	205504	replaced by 211048
Tie rod lever L.H.	205505	replaced by 211049

Additional details:

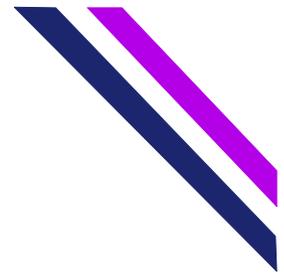
Water shield	138559
Bolt 2 off	138558
7/16" spring washer	WQ0310

Drum brake front suspension assemblies are not affected by this change.

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

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-74

SUBJECT: TR-4 REAR ROAD SPRINGS

DATE: DECEMBER 6, 1963

At commission number CT-23383 recambered rear road springs with distance pieces between spring and axle casing were introduced. This change also necessitated an alteration to the chassis frame.

Interchangeability is affected and vehicles must be serviced with the original condition.

The affected parts are:

Frame assembly Rear Road Spring	305984	replaced by 306502
Rear Road Spring	208636	
and	208637	replaced by 209964
Mounting bolt 4 off	107477	replaced by 137339 (anchor bkt)
U bolt	113194	replaced by 136865
Check strap	107476	replaced by distance pieces:
	137634	R.H.
	137635	L.H.
	209962	R.H.
	209963	L.H.
Packing piece	107861	replaced by 210868
Brake Pipe (Bent)	209870	replaced by 210868
Brake Pipe (Straight)	115403	replaced by 130822

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