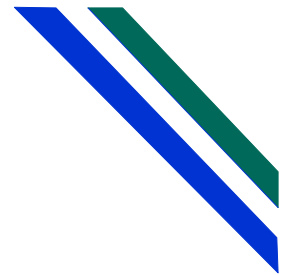


LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TRIUMPH 2000 SPECIAL TOOL

BULLETIN T-66-2

DATE: JANUARY 1, 1966

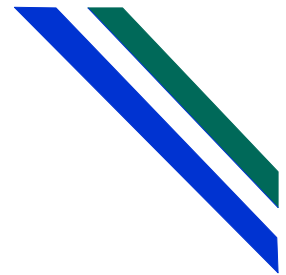
In reference to the above automobile, this bulletin is to advise you that we have in stock a Churchill special tool, No. 5316.

The function of this tool is to secure the rear axle pinion should the occasion arise for an overhaul to be performed on the above automobile rear end. Without this tool it is impossible to remove or replace the pinion.

The price of this tool is \$10.19 and we would appreciate it if you would submit your orders to the zone office, 1957 W. 144th St., Gardena, California, and upon receipt we will ship the tool to your dealership.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TR-4A OVERDRIVE

BULLETIN T-66-3

DATE: JANUARY 1, 1966

This is to draw your attention to the latest model overdrive which is fitted to Triumph TR-4A models and commences with Laycocks overdrive serial number 22/61753/0001. This overdrive has a one and one-eighth diameter accumulator piston and a center steel tube to guide the spring, and its operating pressure is 410-430 lbs. which gives a smoother engagement.

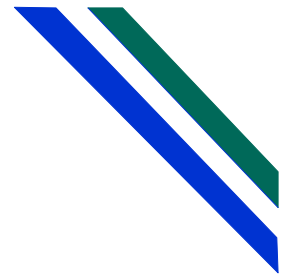
All these new series of overdrives are fitted with Neoprene rings on the operating pistons.

The part number of the Neoprene rings is 513912; whereas the part number for the cast iron rings on the previous overdrive was part number 503162. The operating piston complete with either type of ring when supplied as an assembly is interchangeable but the rings cannot be interchanged on the pistons.

For complete information, please refer to 104A newly issued for the TR-4A catalog which refers to the new illustration BK.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-4

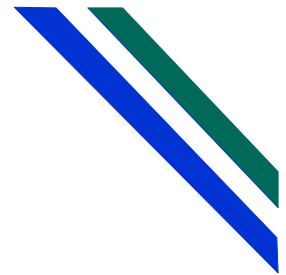
SUBJECT: TR-4 AND TR-4A
GROUND STRAP POSITION

DATE: JANUARY 1, 1966

It has been called to our attention that cases of chafing have been found on the ground strap from the engine to the chassis frame located in the forward left hand side of the engine compartment; therefore, to avoid damage to this part or such parts that it may be contacting, it is suggested that it be examined as part of the normal customer maintenance service to determine if this condition does exist. If this strap is found to be rubbing, it may be either bent into a more suitable position or one of the attachment bolts may be loosened to allow its mounting tab to be turned in such a way that the strap will take a new course.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-5

SUBJECT: TRIUMPH 2000
WINDSCREEN WIPER MOTORS

DATE: JANUARY 1, 1966

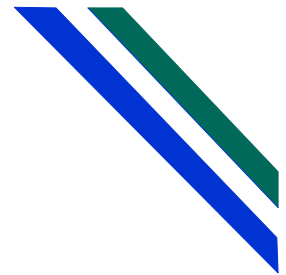
A revised type of wiper motor is now fitted to the Triumph 2000 which incorporates a "top hat" parking switch adjustment similar to Herald wipers.

Interchangeability is affected and, wherever possible, units should be serviced with the original type.

The current wiper, part No. 514979, which does not incorporate a thermostatic circuit breaker may, however, be used as a replacement for the earlier type part No. 210849 but NOT vice versa.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: WATER DELIVERY TUBE

BULLETIN T-66-6

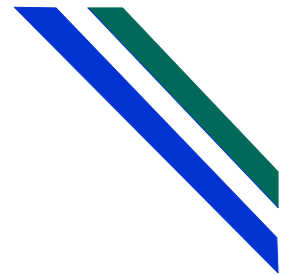
DATE: JANUARY 1, 1966

The water distribution tube on the cylinder head is now deleted from the Herald 1200 and Spitfire engines.

This information is issued to warn that it has not been left out accidentally.

The latest head without the tube can be identified by two core plugs in the rear of the cylinder head instead of one.

All heads with one core plug should have a distribution tube fitted and if investigating isolated cases of loss of water due to overheating a check should be made to insure a tube is fitted.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-7

SUBJECT: FAN PULLEY FAILURE - TR-4A ONLY

DATE: JANUARY 6, 1966

Should failure of the fan pulley be experienced on cars fitted with a plastic type fan, the following procedure should be adopted:

- A. Remove fan, extension and broken pulley.
- B. Fit new pulley, part number 110023 rear half and 107252 front half.
- C. Using the rear half of the pulley as a template, drill three additional holes 17/64" (6.7469 mm) in the fan extension.
- D. Re-assemble pulley and extension using three additional nuts, bolts and washers, part numbers HB0111, WP0127 and TN3207, making six in all.
- E. Replace existing fan.

NOTE:

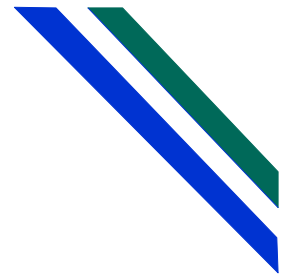
At commission number CT-56117 reversion to the metal fan, as fitted to earlier models, took place. It is not necessary to fit a metal fan when dealing with the above complaint.

If, however, a plastic fan fouls the radiator block through excessive deflection of the blades, it should be replaced by a metal one, part number 211986 and its respective parts, together with a new hub extension part number 128318.

Broken fan pulleys will not be experienced with the metal bladed fan.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE MANAGER

SUBJECT: TRIUMPH 2000 BORG WARNER
AUTOMATIC TRANSMISSION

BULLETIN T-66-8a
(Correction of
T-66-8 re. Part No.)

DATE: JANUARY 21, 1966

This bulletin is to advise you that we have in stock in Gardena Parts Department a sufficient number of Borg Warner automatic transmission service instruction manuals, publication part No. 512914, and as you may or may not be aware, the Triumph 2000 is fitted with this model 35 automatic transmission.

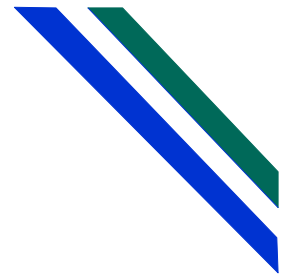
The manual sells at list for \$5.25, dealer net \$3.41 each and we would strongly advise you that your service personnel should have one of these made available for their use, should the occasion arise.

Your orders for this manual should be submitted to:

Leyland-Triumph Sales Co., Inc.
Western Zone
P.O. Box 1127, Alondra Station
1957 W. 144th St.
Gardena, California 90249

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-9

SUBJECT: OIL CONSUMPTION

DATE: JANUARY 21, 1966

Investigation of a number of oil consumption complaints proved that this condition was caused by a faulty crankcase breathing system and a cure has been effected either by replacement of the emission control valve assembly on those models that employ this system or cleaning of the gauze in the "Y" piece on those models that employ the system that does not incorporate the control valve assembly.

In the case of the Smiths control valve, a later type has now been introduced under Part. No. 143407 and it is readily distinguishable from the previous valve assembly by having a completely flat cover instead of a domed cover.

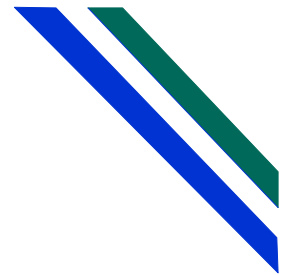
In the case of models fitted with the non-valve system, a simple modification can be incorporated by increasing the size of the holes in the gauze with a pointed instrument in cases where operating conditions necessitated somewhat frequent cleaning of the gauze.

Oil consumption complaints should always be very carefully analyzed before entering into any major unit dismantlement, as experience has shown oil consumption to be attributable to either conditions of operation or service being required to the breathing or other components.

Dismantlement of any engine for oil consumption complaints should, under no circumstances, be undertaken without prior authority from the Zone or Regional Service Department.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-10

SUBJECT: STARTER SOLENOID - TR-4A

DATE: FEBRUARY 10, 1966

This bulletin is to advise you that we are still receiving warranty claims stating that the starter solenoid has failed due to gas contamination.

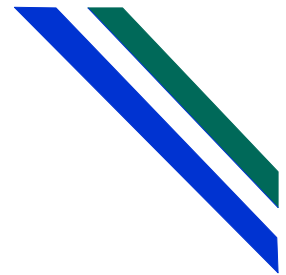
As a reminder, from serial number CT-50000, which represents the TR-4A series, the starter solenoid was moved to a different position on the firewall, making it impossible for gas contamination to take place.

In future, claims submitted for faulty solenoids should not bear instructions claiming gas contamination. If it has failed it is possibly due to internal failure of the contact switches.

In your own interest, please make sure that when filing future claims for failure of this unit that the correct description is made out on the vendor warranty label and the warranty claim form.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

SUBJECT: CORRECTION OF BULLETIN T-65-43

BULLETIN T-66-14

DATE: MARCH 3, 1966

This bulletin is to advise you that a typographical bulletin No. 1-65-43. We refer to the Triumph 2000 spark plug which should read:

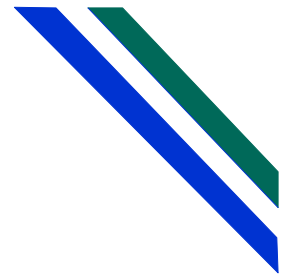
Champion N.9.Y.

Gap 0.030"

Please amend your records accordingly.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-15

SUBJECT: I.C.I. PAINT

DATE: MARCH 3, 1966

The Imperial Chemical Industries of London, England, who manufactures much of the production paints for Triumph, is making their new Hi-Build lacquers available in the United States. The following Triumph colors are available:

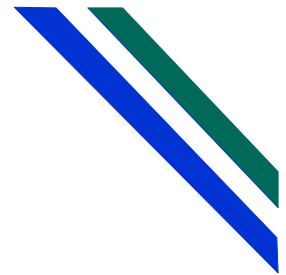
Code #	1	Gun Metal (Model 2000)
	14	Yellow (Jonquil)
	19	Pure White
	25	Triumph Racing Green
	26	Wedgewood Blue
	32	Signal Red
	2224	Black (all)
	3276	Sebring White
	3436	Spa White
	3735	Cactus (Model 2000)
	56	Royal Blue
	7907	Cherry Red (Model 2000)
	8013	Powder Blue
	35	Olive (Model 2000)

The I.C.I. Hi-Build lacquers are available both in quart containers for refinishing purposes and 1 oz. touch up jars with applicator brushes for over the counter sales. The material is available from the exclusive distributor in the U.S., East Coast Specialties, Corp., 760 Saw Mill River Rd., Yonkers, New York. Their Los Angeles warehouse, Gene's Distributing Co., 2720 San Pedro St., Los Angeles, California. Their Tulsa warehouse M. J. Allen Co. 315 No. Elwood. In addition, the material is available in numerous local areas through their authorized auto body supply jobbers. For more information, contact the importer.

The information is provided as a service to anyone requiring the origins 1 Triumph paint and does not affect our American Domestic formulas.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

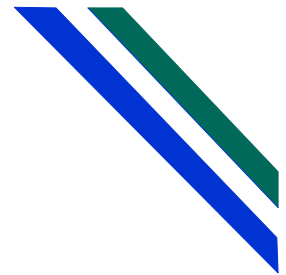
SUBJECT: NEW FLAT RATE MANUAL

BULLETIN T-66-16

DATE: MARCH 17, 1966

Accompanied with this bulletin is the new flat rate manual incorporating the Triumph 2000. Also, some of the times have been altered in respect to other models.

Upon receipt of this Repair Time Schedule, please use it for all future warranty claims submitted to Leyland-Triumph Sales Company, Inc. The previous Repair Time Schedule should be destroyed.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-17

SUBJECT: WRIST PIN & SPECIAL TOOL
1200 & SPITFIRE

DATE: MARCH 24, 1966

A modification to the pistons, wrist pins and connecting rods has been introduced from the following engine numbers: GD-71576-HE, FC-71117HE, ~196040 to GA-196100-HE and GA-196265-HE onwards.

The modification comprises an interference fit wrist pin in the small end of the connecting rod instead of the previous type which was floating with phosphor bronze bush.

The following procedures for service must be adopted as previous methods for the floating type of wrist pin are not applicable to disassembly.

Considerable force is required to fit the pin into the small end bore of the connecting rod and for this reason a special tool has been introduced for wrist pin extraction and replacement - Churchill tool No. 5334. Repeated insertion and withdrawals should be avoided as this will destroy the interference fit.

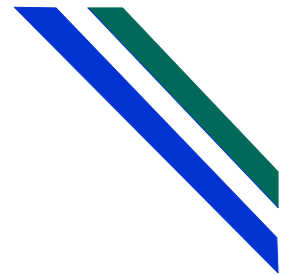
Inasmuch as this will be considered an addition to the basic tool requirement, orders should be placed with Leyland-Triumph Sales Co., Inc., Gardena, Calif.

The net price of this tool is \$7.65 and every effort should be made to equip Service Departments with this essential item. Procedure for use of this tool is as follows:

- To dismantle:
1. Lubricate the threads of the special tool with oil and assemble to piston locating one end in a vice. Note the hollow tool will locate in one side only of the piston.
 2. Tighten the special tool nut until the wrist pin is ejected into the hollow sleeve.
- To reassemble:
1. Re-lubricate the threads of the special tool with oil. Lightly oil the wrist pin, piston and con-rod bores and assemble tool and components in a vice, not forgetting that the thrust bearing will locate to one side of the piston only.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-18

SUBJECT: RACK AND PINION LUBRICATION
ALL MODELS

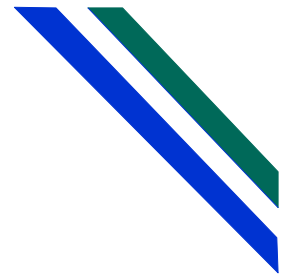
DATE: MARCH 24, 1966

Whenever the greasing operation is carried out on the rack and pinion assembly it is essential that the steering wheel is fully moved from lock to lock. This is necessary to insure that adequate grease enters the rubber gaiter on each side of the rack to lubricate the tie rod inner ball joint.

It will be remembered that previous service information was to the effect that on left-hand steering vehicles it was necessary to move the steering wheel to the full right-hand lock to insure full lubrication of the bush in the end of the rack. This information still holds good but it is also necessary to repeat the procedure on the other lock to insure adequacy of lubrication of the other tie rod inner ball joint.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-19

SUBJECT: WARRANTY CLAIMS

DATE: MARCH 29, 1966

This bulletin is to advise you that from April 1, 1966, all warranty claims are to be sent direct to Leyland-Triumph Sales Company, Inc., Western Zone, P.O. Box 1127, Alondra Station, Gardena, California 90249.

You are urged to file your claims within the 15-day period after the repairs have been finalized,, with a copy of your repair order.

You are advised to keep a warranty record of all claims filed from your dealership. In your record you should keep the serial number of the automobile, the owner's name and the date submitted to the Zone Office.

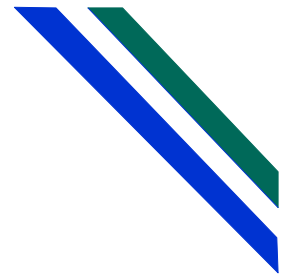
All parts used in repairs under warranty should be labeled and kept by your dealership until the claim is paid. This is necessary in case the factory demand a part for inspection. After the claim has been paid, it is suggested that you destroy the part in question.

VENDOR ITEMS: You are urged to read page 16, 17 and 18 in the Policies and Procedures Manual. To simplify matters, warranty claims for vendor items are to be filed in the normal way with Leyland-Triumph Sales Company, Inc., Western Zone, P.O. Box 1127, Alondra Station, Gardena, California 90249, and the Items involved In the claim should be labeled with the correct label and sent to San Francisco for exchange. It is important that all Information requested on page 17, item 3, is correctly filled out on the label. Under no circumstances are vendor items to be repaired under warranty. This will automatically void the warranty. Warranty claim forms will be sent from the Zone Office upon request from your dealership. Triumph warranty tags will be sent from the Zone Office upon your request. Vendor item claim tags will be sent from the Zone Office upon your request. They consist of Lucas and Smiths instrument labels.

The new flat rate manual, which has been issued to you recently, should be used in all future claims.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: WARRANTY CLAIMS

BULLETIN T-66-19

DATE: MARCH 29, 1966

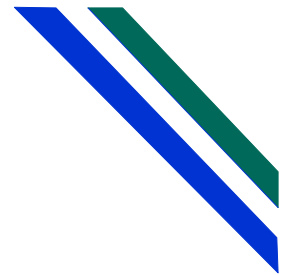
To avoid claims being returned to you direct, please make sure they are filled out correctly as it is our sincere wish to reimburse you as quickly as possible after repairs have been completed under warranty.

Any queries concerning delay of payment should quote serial number of the automobile, the owner's name and the date of submission in your correspondence.

Rejected claims will be returned to the Portland office and you will be contacted by them in this case.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: NEW CAR STORAGE

BULLETIN T-66-20

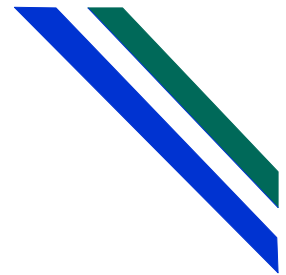
DATE: MARCH 29, 1966

The polythene protective covering of the door trim panels, seats, etc., is primarily intended to protect the interior of the vehicle during transportation.

This polythene covering should not be left in position longer than necessary because the difficulties in ventilation and climatic conditions can cause a certain amount of deterioration. Please check all cars in stock or in your showroom and either remove the polythene completely or tear it completely to provide free access to the air.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: HUB ADAPTORS - TR MODELS

BULLETIN T-66-21
(Originally issued as
T-63-51)

DATE: MARCH 29, 1966

From a recent field report it seems that not all dealers are aware of the necessity of shortening the wheel studs by 5/16" on originally equipped disc wheel cars where wire wheel adaptors are being installed to alter the car's original specification.

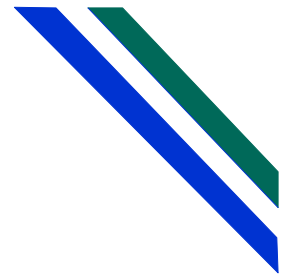
Similarly, in reversing this process, the shortened studs will give inadequate purchase to the wheel studs for disc wheels.

Failure to shorten the studs for wire wheel attachment results in their fouling the back of the wheel and it is important that the attachment nuts are initially tightened to 65 lbs. ft. and again retorqued for checking purposes after a road use of approximately 10 miles or more.

This information was originally issued in 1960 for the TR-3 model and it is desirable that these details should again be circulated in reference to current models.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

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

BULLETIN T-66-22
(Originally issued as
T-63-54)

DATE: MARCH 29, 1966

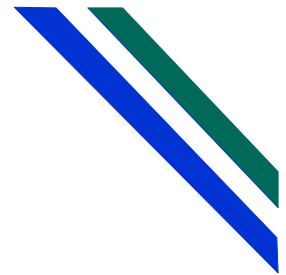
Your attention is called to the necessity for checking all hydraulic pipe connections and flexible hoses for clearance as detailed in Service Voucher Books for the 500 and periodical services.

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.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENT

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

BULLETIN T-66-23
(Originally issued as
T-63-59A)

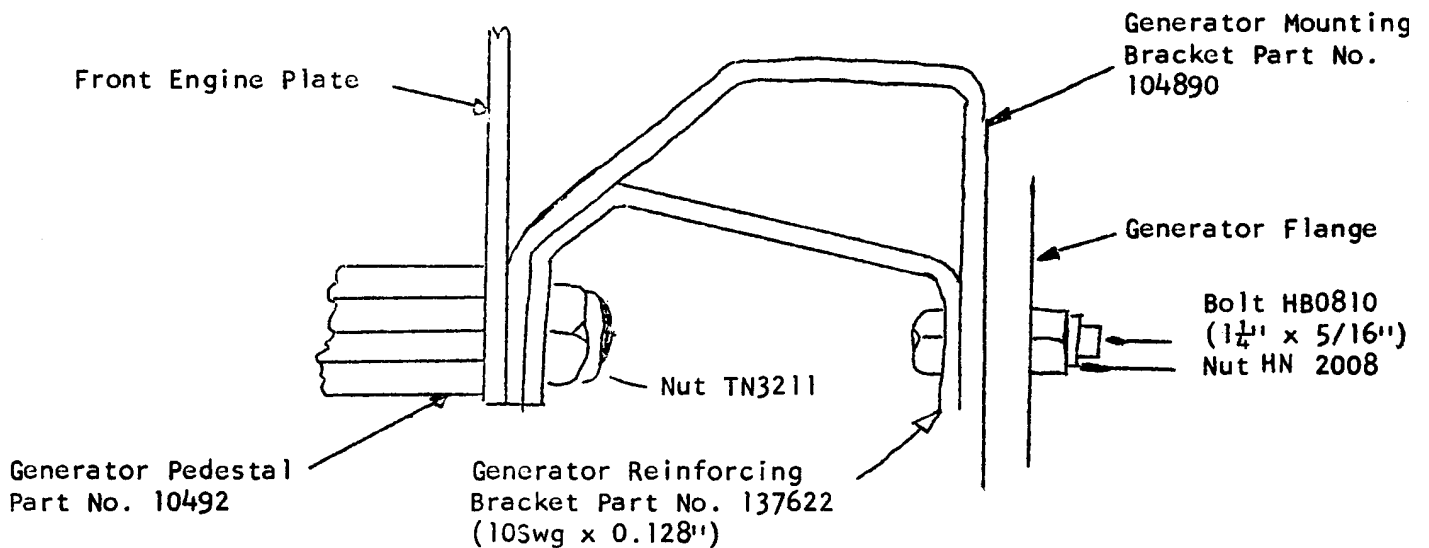
DATE: MARCH 29, 1966

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

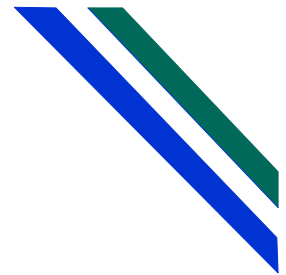
The diagram shown below illustrates the location of the additional reinforcing bracket.

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



LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

SUBJECT: TR-4 REAR ROAD SPRINGS

BULLETIN T-66-24
(Originally issued as
T-63-74)

DATE: MARCH 29, 1966

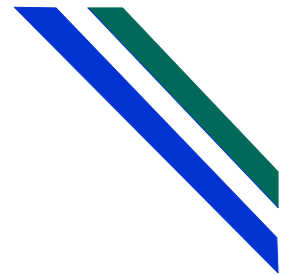
At commission number CT-23383 recambered rear road springs with distance pieces between spring and axle casing were introduced. This change also necessitated an alteration to the chassis frame.

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.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-25

SUBJECT: BRAKE SQUEAL, TRIUMPH 1200

DATE: APRIL 7, 1966

For correction of brake squealing the following procedures will usually prove to be effective.

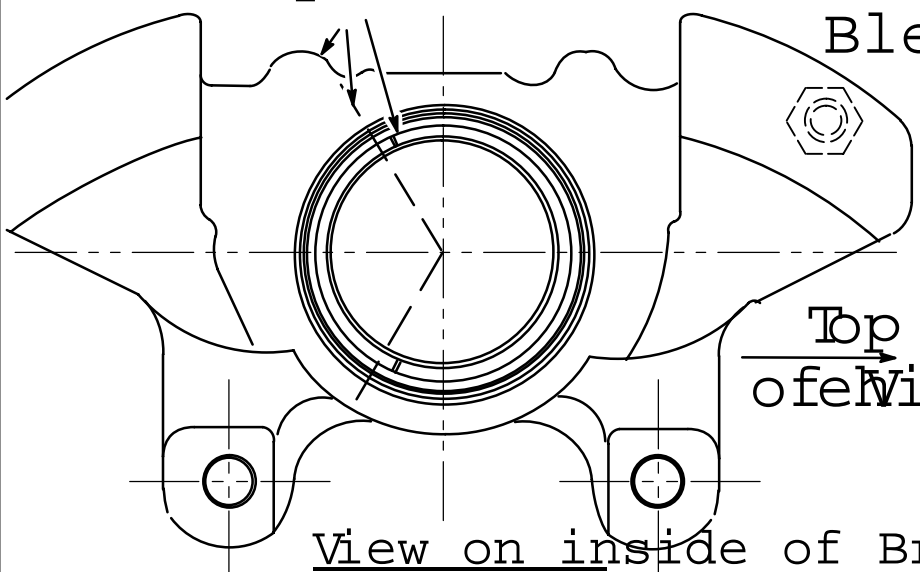
1. Ensure that the pads are fitted correctly, with the edge "A", arrowed in the illustration, at the top of the caliper "B". This should be checked on any car, as at some earlier date, the pads may have been removed for some purpose and refitted incorrectly.
2. Whilst pads are removed, discard the claw type shim.
3. Before refitting pads, reset the four caliper pistons to bring the undercut section to the position illustrated "C".

A simple tool may be needed to move the pistons which can readily be formed from a piece of bright mild steel approximately 1 inch x 3/16th of an inch.

While on this subject, you are reminded that from commission number MB 26412 disc brake pads and linings with DS.11 material bonded to the steel pad plate in an offset position were introduced. This later type of pad is "handed" and comes in a set of four (4) under kit number 514622 which comprises 2 off 514619 and 2 off 514618 and, of course, correct fitting of the pads in the caliper is essential as per illustration. At any time when fitting these pads, the anti-squeak shims that were fitted to the original brake pads should be discarded. The curing of brake squeal does not usually involve the replacement of the brake pads and a warranty time will be allowed for carrying out the operations, under paragraphs 1, 2, and 3 above, of 45 minutes.

SCHEME SHOWING CALIPER PISTON AND ALSO CORRECT POSITION OF DISC PADS TO OVERCOME SQUEALING.

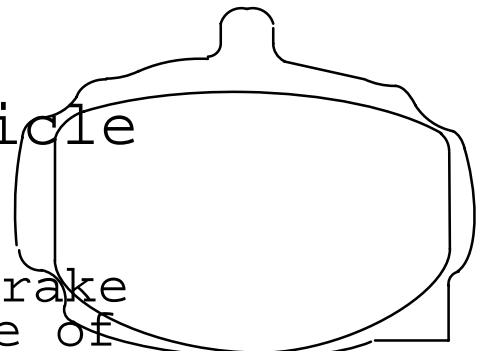
Piston to be positioned with the step in top position relative to casting as shown



Bleed Screw

Direction of Wheel Rotation of Vehicle

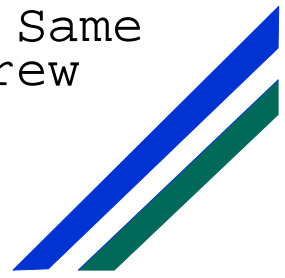
Top of Vehicle



View on inside of Brake Caliper from RH Side of Vehicle

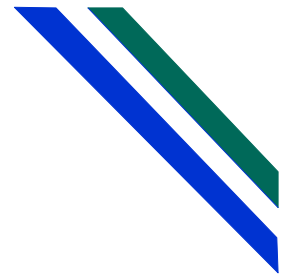
Disc pad to the Inside with the Edge on the Same Side as the Bleed Screw

Triumph 2000 10.1.65



LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-26

SUBJECT: SPECIAL SAFETY CHECK
CAMPAIGN - BRAKE PIPE
FOR IMMEDIATE AND URGENT ACTION

DATE: APRIL 27, 1966

All Triumph 2000 cars sold through your organization should be called in immediately for the position of the brake pipes on the trailing arms to be examined to ensure that they have adequate clearance from the coil spring.

The correct and firm clipping of the brake pipe to the trailing arm should also be checked.

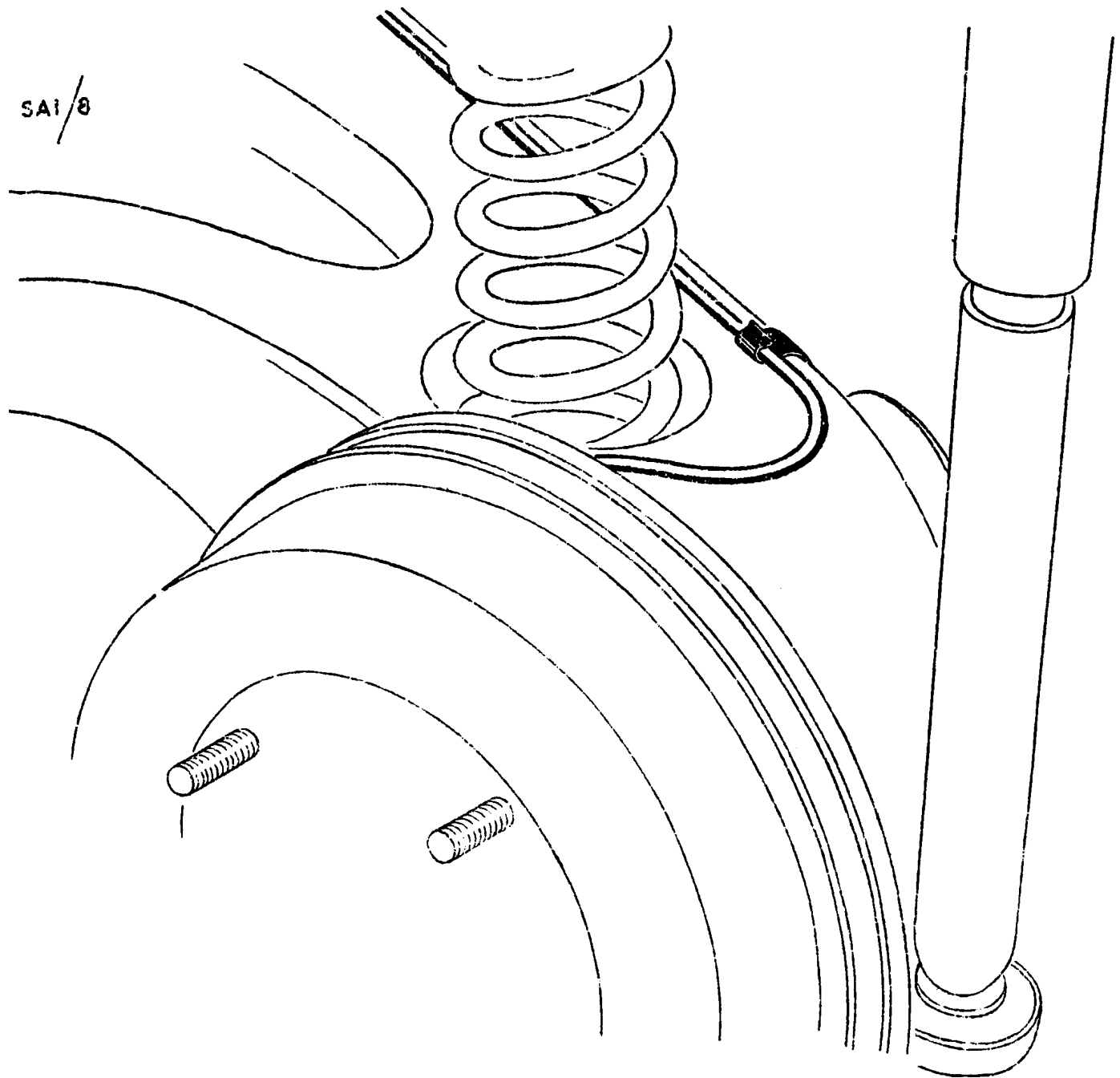
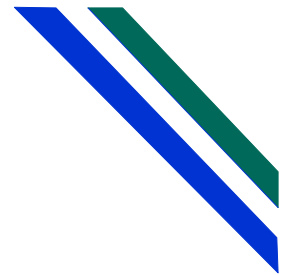
New unsold cars should be checked in a similar manner before release.

Pipes should be reset where the clearance is less than 1" and if damaged should be replaced.

An illustration showing the location of the pipe and the position of the clip is attached.

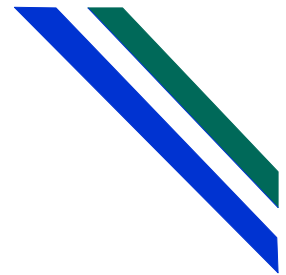
LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-27

SUBJECT: SOFT TOPS - ALL MODELS

DATE: APRIL 27, 1966

A number of soft tops are being received under warranty claim with the complaint of water leaking from the stitched edges. This takes the form of a stain working up the interior fabric, and is a term we refer to as "wicking".

The soft top manufacturers state that this is caused by washing the soft top with a detergent in the water which destroys a special process which the material undergoes in manufacture to prevent this occurring.

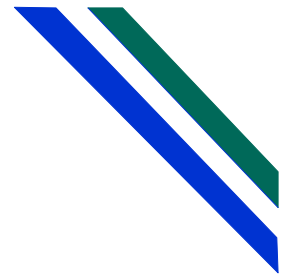
The TR-4A Owners Handbook specifically advises owners "not to use detergents, polish or fuel based cleaners as they may damage the fabric or affect the adhesive used in manufacture."

unfortunately, this has been omitted from the Spitfire and Convertible Handbooks, but future editions will be suitably amended.

In the meantime you are advised to bring this point to the notice of future owners when handing over soft top vehicles, and check that soap and water only is used for these specific vehicles.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TRIUMPH 2000 INSTRUMENT CLUSTER

BULLETIN T-66-28

DATE: APRIL 28, 1966

In the event of an instrument failure, whether it be the amp meter, the fuel gauge or the temperature gauge, we have been advised by the instrument manufacturer that the whole unit is to be changed as a unit.

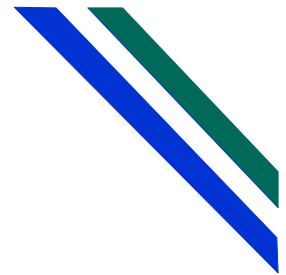
It is important, however, that when the faulty unit is returned for warranty exchange that the label clearly states which part of the unit is faulty, whether it be the fuel gauge, the temperature gauge or the amp meter. Under no circumstances is this instrument to be dismantled to correct any one of the separate units.

You are strongly advised to carry one of these units in stock to avoid a vehicle being kept off the road.

The part number of the instrument involved is 210630. The Smiths code number is IP.3226/00.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

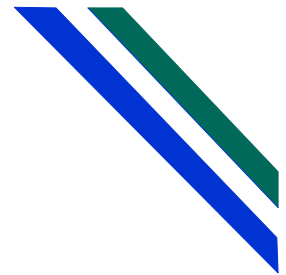
SUBJECT: BORG WARNER WARRANTY CLAIMS
TRIUMPH 2000

BULLETIN T-66-29

DATE: APRIL 28, 1966

In the event of a warranty claim being filed in respect to Borg Warner transmission, it is important that the claim on such a unit contains the serial number of the unit involved.

For the purpose of identification, the serial number prefix for Borg Warner fitted to Triumph vehicles is EZ and is located on the left-hand side of the transmission.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: PAINT FORMULAS

BULLETIN T-66-30

DATE: MAY 19, 1966

The following information covers the new additions to the Triumph color range as supplied to us by the Rinshed-Mason Company.

U 3910 - Cactus

100	Lacquer Thinner	100
790	30901 White	890
64	30707 Yellow Toner	954
46	30401 Black	1000

U 5758 R - Cherry Red

100	Lacquer Thinner	100
740	30505 Medium Red	850
124	30603 Permanent Maroon	964
28	30401 Black	992
8	30901 White	1000

U 3911 - Olive Green

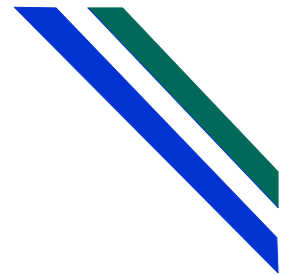
100	Lacquer Thinner	100
460	30401 Black	560
331	30704 Ferrite Yellow	941
36	30901 White	977
23	30710 Moly Orange	1000

U 1624 - Gunmetal

100	Lacquer Thinner	100
499	30401 Black	599
275	30901 White	875
74	30203 Astral Blue	949
51	30708 Ochre	1000

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: MUTH MOTORS, SEATTLE

DEPT: SERVICE MANAGER

SUBJECT: SPECIAL SAFETY CHECK
CAMPAIGN - BRAKE PIPE

BULLETIN T-66-31

DATE: MAY 18, 1966

In addition to our previous bulletin, T-66-26, dealing with the above subject, our records indicate that the following Triumph 2000 Sedans have either been sold by your dealership or are presently in your stock:

MB-36789-LDL

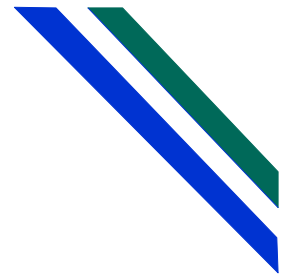
It is basically a simple operation to check the clearance and the clip position holding the brake pipe to the trailing arm to insure sufficient clearance has been allowed between the brake pipe and the rear coil spring. It is considered that this check is absolutely essential and we are looking forward to your completion and confirmation that this program has been carried out.

Due to the nature of this safety campaign, it is imperative that you contact the owners of all units in service and, in a manner so as not to alarm them, request they bring their automobile in to your dealership for this operation.

Upon completion of this campaign, please sign one copy of this bulletin and return it to Leyland-Triumph Sales Co., Inc., 1957 W. 144th St., Gardena, California, 90249.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-32

SUBJECT: STEERING COLUMN/RACK COUPLING
HERALD, SPITFIRE, SPORTS SIX

DATE: JUNE 9, 1966

A modified steering column/rack coupling incorporating a larger diameter pinch bolt, which is interchangeable with the earlier type, was introduced at HB-27000, FC-61200, GA-182600, GB-35700.

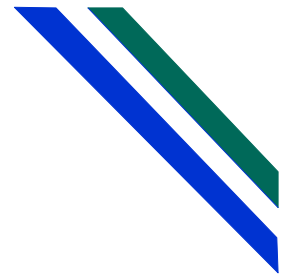
If the later type of coupling is supplied as a replacement for earlier models, it is imperative that the larger diameter bolt and nut is supplied with it. Failure to do so may result in the original smaller bolt and nut being fitted which may ride over the annular groove of the pinion under tension.

Parts Affected:

110961	Joint assembly replaced by	142140
110959	Adaptor replaced by	142139
109438	Bolt replaced by	HU0810
YN2907	Nut replaced by	YN3208

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-33

SUBJECT: SPECIFICATION CHANGES
TR-4A AND SPITFIRE MK II

DATE: JUNE 16, 1966

On units arriving shortly the tool kit specifications have been changed as follows:

TR-4A - The various tools that have in the past been supplied with the TR-4A will now be replaced by:

PART NO.

212677 Jack Assy (Scissor Type) with Handle
59428 Wheel Nut Spanner
118971 Headlamp Rim Removal Tool
24731 Tool Roll
509816 Combination Tool
108450 Mallet (Wire Wheel Units only)

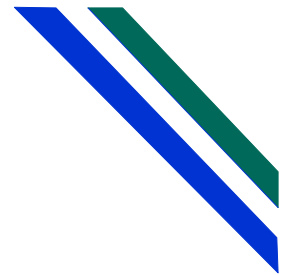
SPITFIRE MK II - The various tools that have in the past been supplied with the Spitfire Mk II will now be replaced by:

PART NO.

146366 Tool Pouch
59427 Combination Tool
101089 Tube Spanner
108450 Mallet (Wire Wheel Units only)

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: WIRE WHEELS

BULLETIN T-66-35

DATE: JULY 8, 1966

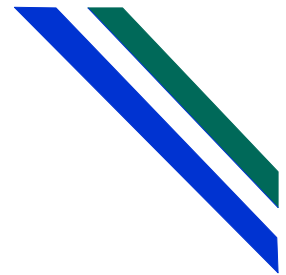
We wish to remind all concerned that at the pre-delivery service and the 1,000 mile service on cars equipped with wire wheels, the operation that calls for checking wheel nut tightness must include the adaptor nuts that attach the wire wheel adaptor to the hubs as well as the center lock knock off wheel nut.

The correct torque figures for the wire wheel adaptors are 65 lbs. ft. for TR4A models and 45 lbs. ft. for Spitfire models. Attention to this point will take care of the possibility of any settling that may have occurred.

Maintenance of the tightness of the center lock nut on wire wheels is of utmost importance at each service and under no circumstances will any claims be entertained for worn splines or damaged threads because this condition can only come about by incorrect maintenance procedures or incorrect mounting of the wheel onto the hub. When mounting wire wheels, care should be taken to insure that the splines and the hubs are adequately greased to insure that the wheel center fits snugly and accurately onto the taper of the adaptor.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: INSPECTION OF DISC BRAKE PADS

BULLETIN T-66-36

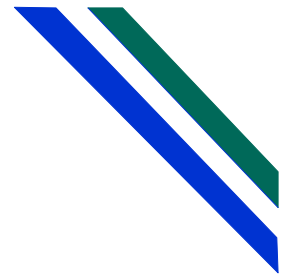
DATE: JULY 9, 1966

Cases have occurred where unnecessary damage to brake discs has been caused by allowing the pads to wear excessively to a point where a metal to metal contact occurs.

It is strongly recommended that each routine servicing at 6,000 mile intervals a quick check be made of the progress of wear on the brake pads and if the lining material is found to be 1/3 or less than its original thickness, the owner should be advised that renewal will be necessary before the next service is due and thereby prevent the possibility of the discs becoming damaged in the meantime.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TR-4A HOOD RELEASE

BULLETIN T-66-37

DATE: JULY 19, 1966

We have received reports from our field representatives indicating that difficulty is experienced in some instances with the hood becoming "jammed" in the closed position. Should you encounter such a case, you will find the adoption of the following procedure will enable relatively easy access to the hood lock:

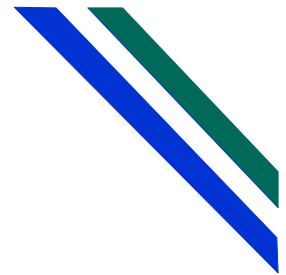
1. Remove the 8 screws securing the glovebox and remove the glovebox.
2. Remove the rubber grommet located directly behind the glovebox where the heater control cable passes through the bulk head.
3. By maneuvering a long screwdriver or similar tool, the under side of the hood lock release mechanism can be operated.

In most cases, the approximate time involved is 30 minutes.

A modification to avoid this condition has now been introduced from CT 68700 onward.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-39

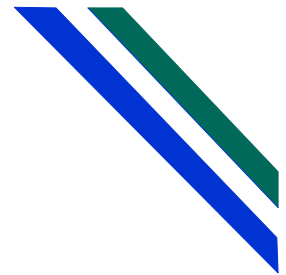
SUBJECT: REAR OIL SEAL & SPECIAL TOOL
ALL MODELS EXCEPT TR-4A

DATE: JULY 19, 1966

A new lip type rear engine oil seal part #212622 has been Introduced to all current production models except the TR-4A from the following engine number for 2000's: MB47891 and from the following commission numbers for 1200's and Spitfire MK2's: GAZ01970, GB41LF9B and FC3313 onwards.

This seal is not interchangeable with the earlier slinger type as the crankshaft has also been changed.

A special tool Churchill number S335 has been produced for the proper fitment of this new seal and will be considered an addition to the basic tool requirement.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-40

SUBJECT: TESTING AND DIAGNOSING FAULTS ON
THE BI-METAL FUEL AND TEMPERATURE
CIRCUITS

DATE: AUGUST 11, 1966

In an effort to simplify the testing of fuel and temperature gauges of the bi-metal type or slow-moving type as used on the TR-4, 4A, Spitfire and 2000 series, the following tester can be made up in your workshop in a matter of minutes.

As you are all aware, considerable time has surely been spent trying to decide which unit has been at fault in the case of incorrect fuel and temperature readings and in many cases, the entire system has been changed erroneously.

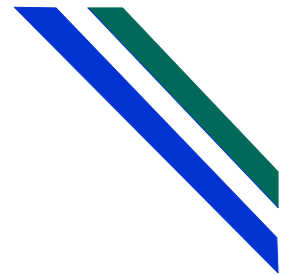
The first step should be to check the correct output of the voltage stabilizer which, in the case of the models previously mentioned, should be 10 volts. To do this accurately, the use of an ordinary Triumph TR-4 or Spitfire temperature gauge taken from stock will be most useful. Connect a 12 volt 2.2 watt bulb (dash illumination bulb) in series with the test gauge. This will introduce sufficient resistance in the circuit to allow the gauge to just read full scale when 12 volts is applied.

Next, connect the gauge to a 10 volt source. For example, to the "I" terminal of a known properly functioning stabilizer on a new car. Allow at least 2 minutes for the gauge to register and stabilize, then mark the front of the dial opposite the pointer. The gauge has now been calibrated to read 10 volts. If you have a suspected stabilizer to test, disconnect the lead from the "I" terminal on the stabilizer. Connect one end of your test gauge to the "I" terminal on the stabilizer, the other to ground, and after 2 minutes note the readings on the test gauge. This should read 10 volts if the stabilizer is in proper working order.

Incidentally, the bulb which is in series with the gauge will also serve as an indicator; and if the circuit is functioning properly, this bulb should glow for approximately 30 seconds and then commence flashing.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-40

SUBJECT: TESTING AND DIAGNOSING FAULTS ON
THE BI-METAL FUEL AND TEMPERATURE
CIRCUITS

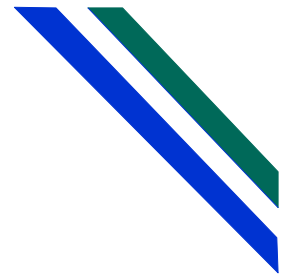
DATE: AUGUST 11, 1966

Assuming the stabilizer is working properly, disconnect the temperature transmitter lead. The gauge on the car should now read `cold". If so, ground the same lead and the gauge should now read "hot". Proceed as above for checking fuel gauges with the exception that the wire connected to the tank unit will be disconnected and grounded respectively.

NOTE: THIS BULLETIN IS TO BE USED FOR TECHNICAL INFORMATION ONLY, AND DOES NOT CONSTITUTE AN AUTHORIZATION FOR REPAIRS.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-41

SUBJECT: SOFT TOP TONNEAU
COVER SNAPS

DATE: AUGUST 11, 1966

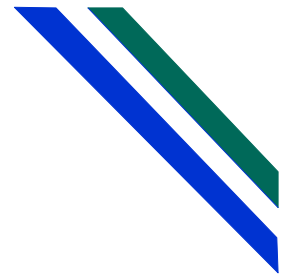
Complaints have been received from time to time of difficulty in using the press studs that form part of the attachments of tonneau covers and soft tops. The complaint is related to the amount of effort required to get these snaps to properly engage.

This condition can readily be rectified by a light application of a lubricant to the part of the snap that is attached to the body of the car. A lubricant such as that used for door lock and catch plates or even plain vaseline will be found to make a remarkable difference to the use of these snaps.

It is recommended that action be taken as part of the pre-delivery service as not only will it facilitate the attachment of snaps, but it will help avoid any deterioration due to climatic conditions.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-42

SUBJECT: REAR BRAKE CYLINDERS
TR RANGE

DATE: AUGUST 11, 1966

The current rear brake cylinder part number 510942 supersedes the early type part number 504835 and does not contain a piston spring.

When the latest type is fitted in service, to one wheel, the cylinder of the opposite wheel should be checked to ascertain whether it contains a piston spring or not.

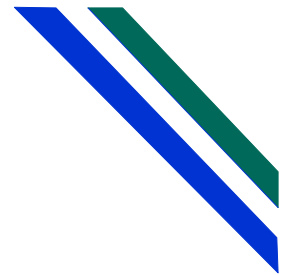
If a spring is fitted it should be removed and discarded so that both cylinders are similar.

It is detrimental to the braking efficiency to have dissimilar conditions of cylinder on the car.

As the time of checking the brake cylinder, it is recommended that the seals are renewed if the mileage is in excess of 36,000 miles.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: WATER HOSES

BULLETIN T-66-43

DATE: AUGUST 25, 1966

This bulletin is to advise you of the possibility of the incorrect fitting of the bottom hoses, part number 108422 and 130038 onto the steel pipe, part number 130039. It is a simple matter to check by feel whether or not this condition exists on TR-4A approximate serial numbers CT or CTC 65000 to 70000.

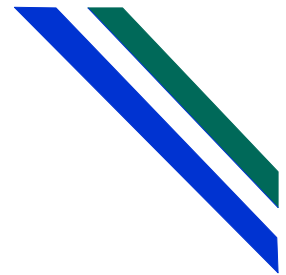
In some cases the pipe is only into the hose connections by about 1/4 of an inch leaving the clip holding with only one half.

The correction is to slacken off hose clips and make sure that the steel pipe is fitted further one inch into the hose and then the clips retightened.

Therefore, it is recommended at periodical checks that this is inspected by your service department.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-45

SUBJECT: CLAIMS ON GEAR BOX AND
REAR AXLE

DATE: SEPTEMBER 22, 1966

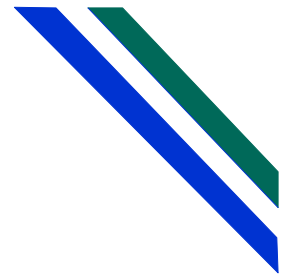
This bulletin is to advise you that all future warranty claims in respect to repairs performed on gear boxes and rear axle units that the serial number of the respective unit is requested on all future warranty claims. It should be put in the far right hand column under description and invoice number.

These numbers can be easily obtained while the unit is out of the automobile. This also applies to automatic transmission repairs and should you have to send a Triumph 2000 automatic transmission automobile to an automatic transmission repair shop for internal repairs, you should advise them to obtain the serial number from the transmission when they bill you.

The reason behind this request is to enable full investigations of various complaints in the above units to be carried out by the Quality Investigation Department. Your cooperation will be appreciated.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-48

SUBJECT: REAR ROAD SPRING
TR-4A I.R.S. ONLY

DATE: OCTOBER 21, 1966

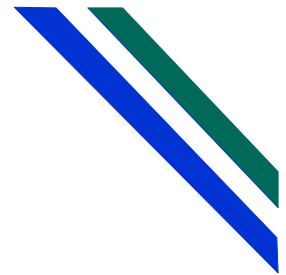
To overcome isolated complaints of a heavy knock from the rear suspension, and/or vibration during hard acceleration on the I.R.S. TR-4A, new rear road springs of increased length should be fitted in pairs.

These revised springs were introduced at CTC-69746.

Part Number 213166 - 2 off.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-49

SUBJECT: WIRE WHEEL ATTACHMENT

DATE: OCTOBER 21, 1966

To ensure that the wire wheels on any model so equipped are satisfactorily tightened, the following procedure MUST be adopted EACH TIME the wheels are removed and refitted.

Check that the splines on the hub adaptors and in the wheels are clean and free from foreign matter.

Check that the adaptor taper and its mating wheel hub taper are clean. DO NOT GREASE THESE SURFACES.

Ensure that the splines, the screw threads and the opposing taper faces on the wheel retaining nuts and the taper at the end of the wheel hubs are clean and coated with grease.

Slide the wheel on to the adaptor and pushing against the wheel hub centre to maintain concentric location, simultaneously screw on the retaining nut by hand until the wheel is felt to seat on adaptor taper.

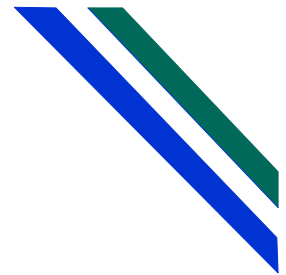
Restraining the wheel with one hand, continue tightening by striking the ears of the nut with a soft faced hammer. Lower the wheel to the ground and finally tighten.

Failure to observe these precautions can result in the tapered faces binding causing premature tightening of the nut against the wheel outer taper but failure to clamp the wheel against the inner adaptor taper. Such a condition would prevent the wheel from seating correctly and lead to damaged splines and subsequent loss of drive.

This is a reminder to observe the time-honored practice of tightening any type of road wheel, disc or wire as much as possible to obtain alignment and seating before allowing the weight of the vehicle to rest on it. Finally, tightening only should take place with the vehicle weight on the wheel.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-50

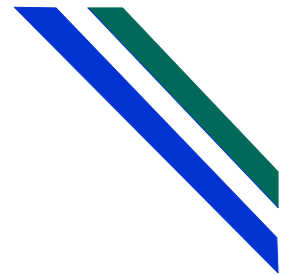
SUBJECT: GEAR LEVER RATTLE
TRIUMPH 2000

DATE: OCTOBER 21, 1966

The following procedure should be adopted to deal with complaints of gear lever rattle on the Triumph 2000.

- a. Remove gear lever grommet, gear lever cap and spring retainer and replace existing spring with a stronger spring, part number 145796.
- b. Reassemble parts, excepting grommet.
- c. Place the gear lever into the 1st and 2nd gate position and screw in locating pin in a clockwise direction until contact is made with the bush moulded into the lever. (contact is apparent when slight movement of the gear lever takes place). Unscrew half a turn to give working clearance and lock the nut.
- d. Move the gear lever into the reverse position and repeat similar operation with the other locating pin.

A stronger spring will be available from our Spares Division.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-51

SUBJECT: OIL LEAKAGE FROM BORG-WARNER TRANSMISSION
TRIUMPH 2000 ONLY

DATE: OCTOBER 21, 1966

Oil leakage from the filler/dipstick orifice of the Borg-Warner transmission unit will result from overfilling.

The correct method of checking the fluid level is given in T-65-44 and in the relevant Borg-Warner literature. IT IS VITALLY IMPORTANT THAT THIS PROCEDURE IS CAREFULLY ADHERED TO and if leakage continues, check the calibration of the dipstick as follows:

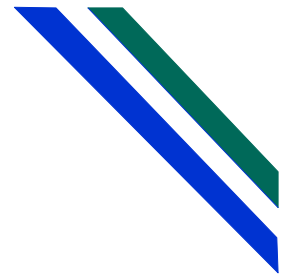
1. Drive the vehicle on to a level ramp, remove the transmission drain plug and leave overnight to allow the unit to cool and to effect complete drainage of fluid from the unit.

NOTE: Do not run the engine until calibration checks have been completed.

2. Replace the drain plug and add 4 pints U.S. or 1.85 litres of an approved lubricant. After waiting 12-15 minutes to allow the fluid level to stabilize, insert the dipstick, and if the fluid level does not coincide with the existing "low level" mark on the dipstick, obliterate this mark and make a new one at the position indicated by the fluid.
3. Withdraw the dipstick and add an additional pint or 1.75 litres of lubricant and again wait 12-15 minutes to allow the level to stabilize. Reinsert the dipstick and if the fluid level does not coincide with the existing "high mark" on the dipstick, obliterate this mark and make a new one at the position indicated by the fluid.
4. Start up and run the engine until normal working temperature is reached. Check and adjust the oil level as described in T-65-44.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-53

SUBJECT: SERVICING TR-4A IRS & 2000 DIFFERENTIAL

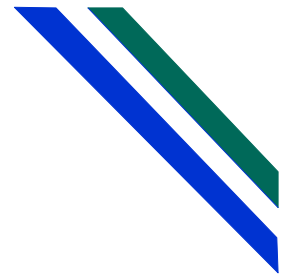
DATE: DECEMBER 15, 1966

Dealers repairing subject differential will notice a change in assembly procedure for locating the pinion height on these units.

In order to achieve greater accuracy in positioning the pinion on production by eliminating dirt and grease between the shim pack, a thick spacer is positioned between the pinion head and its companion bearing. These spacers come in varying sizes, but THEY ARE NOT AVAILABLE FOR SERVICE. Consequently, if the pinion height has to be changed during overhaul, it must be done by placing shims beneath the bearing race as described in the workshop manual.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: THERMOSTATS

BULLETIN T-66-54

DATE: DECEMBER 15, 1966

The current "wax" type of thermostat fitted to all engines is operated by a sack containing a special wax.

If subjected to SEVERE OVERHEATING, i.e. by super heated steam, it will fail in the CLOSED position, as opposed to earlier types which failed in the OPEN position.

This condition of failure will only occur if an engine has been subjected to overheating through loss of water and subsequent boiling.

It is, therefore, imperative that when servicing any engine which has boiled through loss of water, the thermostat is checked for correct operation in hot or boiling water, as from outward appearance it will appear to be undamaged.

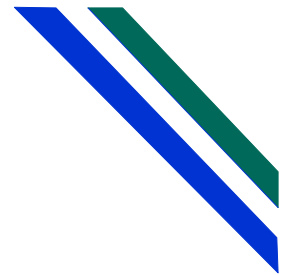
Failure to carry out this check will only result in further overheating of the serviced unit due to a faulty thermostat being retained.

The above condition will not occur at any engine temperature LOWER THAN APPROXIMATELY 200°C.

When Investigating any engine failure allegedly due to loss of coolant or failure of the thermostat, please contact the Zone Office Service Division before carrying out any repairs under warranty.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-55

SUBJECT: CLUTCH ADJUSTMENT, TR-4A ONLY

DATE: DECEMBER 15, 1966

With the introduction of the diaphragm clutch on the TR-4A, a revised setting of the clutch adjustment is necessary. The revision merely incorporates the increase of the clearances between the clutch slave cylinder operating piston and push rod from 0.100" to 0.300".

This clearance should be reset on any TR-1A during normal service operations in order to prevent overloading of the thrust mechanism.

Reference to the illustration in the TR-4 Workshop Manual - page 2.106, illustration figure number 7 - will make this increase in the dimension fully understandable by substituting the figures 0.1" by the figure 0.3".