

TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: SPITFIRE SPEEDOMETER CABLE RUN

BULLETIN T-67-1
(Re-issue of T-64-1)

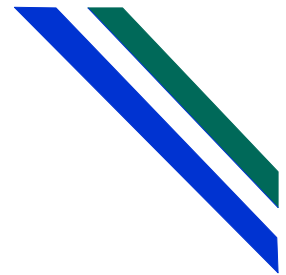
DATE: JANUARY 12, 1967

When replacing a broken speedometer cable on the Spitfire model particular care must be taken to eliminate a sharp bend immediately after the gearbox attachment.

The cable run is rather difficult and the following procedure is given as guidance when fitting a new cable.

1. Feed cable through gearbox cover.
2. Fit lower end of cable to gearbox.
3. Fit grommet to cable.
4. Fit cable to instrument
5. Ensure reasonable bends in the upper part of the cable (approx. 13" of cable should be above the cover).
6. Fit grommet to cover.

As the cable tends to be held by the grommet, it is essential that the cable be allowed to take a natural shape before fitting grommet to cover. It should be borne in mind that if an insufficient amount of cable is left above the cover, it will cause an increase in the side loading of the instrument which could cause a seizure.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: LAYCOCK OVERDRIVE

BULLETIN T-67-2
(Re-issue of T-64-3)

DATE: JANUARY 12, 1967

Two basic types of unit known as "A" and "D" are produced. The former is used on cars of two litres (120 Cu. in.) upwards; the "D" type on smaller models.

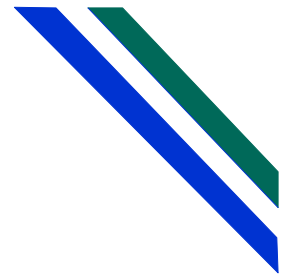
Both units are pressurized by a plunger type pump, cam operated from the input shaft. Oil is drawn through a filter and delivered to the operating valve. Type "A" incorporates a hydraulic accumulator in the system, type "D" a relief valve. Pressures vary according to the installation but on larger units it is usually 360-520 lb. sq. in. (25.3-36.5 kgs. sq. cm.) and in the smaller about 480 lbs. sq. in. (33.75 kgs. sq. cm.).

Being interconnected, the gearbox and overdrive use a common oil supply, the level of which is indicated by the level plug or dipstick of the gearbox. Although the overdrive unit is filled through the gearbox, separate drain plugs are provided and both must be removed when draining. The overdrive has a gauze filter which should be cleaned whenever the oil is changed. Great care must be taken to avoid entry of dirt whenever any part of the casing is opened.

DIAGNOSIS OF FAULTS

If the overdrive does not operate properly check the oil level in the gearbox! overdrive unit. If low, top up with fresh oil and retest the operation before making a detailed investigation. Before dismantling any part of the overdrive, release all hydraulic pressure from the system by operating the valve setting lever by hand several times. To avoid unnecessary dismantling check for cause in the order listed under the heading below.

(Note: To obtain a hydraulic pressure reading on "D" type, overdrive must be engaged.)



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: LAYCOCK OVERDRIVE

BULLETIN T-67-2
(Re-issue of T-64-3)

DATE: JANUARY 12, 1967

OVERDRIVE DOES NOT ENGAGE

- 1.. Insufficient oil in unit.
2. Solenoid not operating due to fault in electrical system.
3. Solenoid operating lever out of adjustment.
4. Insufficient hydraulic pressure due to pump non-return valve incorrectly seating (probably dirt on seat).
5. Damaged parts within the unit.

OVERDRIVE DOES NOT RELEASE

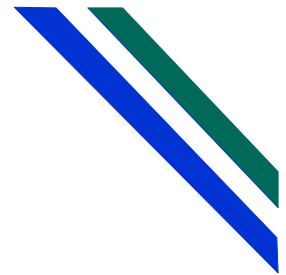
(Note: Do not attempt to reverse car or damage may be caused within the overdrive.)

1. Fault in electrical control system.
2. Blocked restrictor jet in operating valve.
3. Solenoid operating lever adjustment.
4. Sticking clutch.

CLUTCH SLIP IN OVERDRIVE

As 1, 3 and 4 "Overdrive does not engage."

5. Worn or glazed clutch lining.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: LAYCOCK OVERDRIVE

BULLETIN T-67-2
(Re-issue of T-64-3)

DATE: JANUARY 12, 1967

CLUTCH SLIP IN REVERSE AND FREE WHEEL ON OVER-RUN

- I. Solenoid operating lever out of adjustment.
2. Partially blocked restrictor jet in operating valve.
3. Worn or glazed clutch lining.

ADJUSTMENT OF SOLENOID OPERATING LEVER

The solenoid operates a lever which is fastened to a shaft carrying the operating cam. In "A" type units, the lever is clamped to the shaft to facilitate adjustment with a setting arm on the opposite side of the unit.

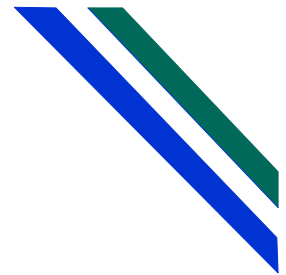
With the solenoid energized the 3/16" (4.5 mm.) hole in the setting arm should align with a similar hole in the casting. The alignment of the holes should be checked by inserting the shank of a 3/16" (4.5 mm.) drill through the hole in the setting arm.

For adjusting the solenoid on "D" type see Service Bulletin 1-63-60. PUMP NON-RETURN VALVE (Figure 1)

In "A" type units access to the valve necessitates removal of the solenoid and solenoid bracket. The bracket is secured by two 5/16" (7.937 mm.) diameter studs and two t/16" (7.937 mm.) diameter bolts, the head of the bolts being painted RED. THE NUTS MUST BE REMOVED FROM THE STUDS BEFORE TOUCHING THE BOLTS. The two bolts should not be slackened off together releasing the compression on the accumulator spring which abuts the solenoid bracket.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: LAYCOCK OVERDRIVE

BULLETIN T-67-2
(Re-issue of T-64-3)

DATE: JANUARY 12, 1967

After removing the valve plug, spring, plunger and ball, clean the seat and reset the ball by giving it a sharp tap with a suitable hammer and drift.

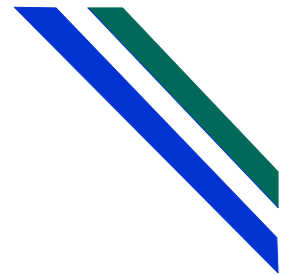
The "D" type has a detachable pump valve accessible from beneath the unit when the center plug is removed. The valve body can then be withdrawn by inserting a piece of stiff wire, bent into a hook, in the hole in the side of the body. After removal of the body, the valve plunger can be pushed out. Inspect the body, plunger, spring and "O" ring for damage. The plunger should be a sliding fit in the body.

OPERATING VALVE

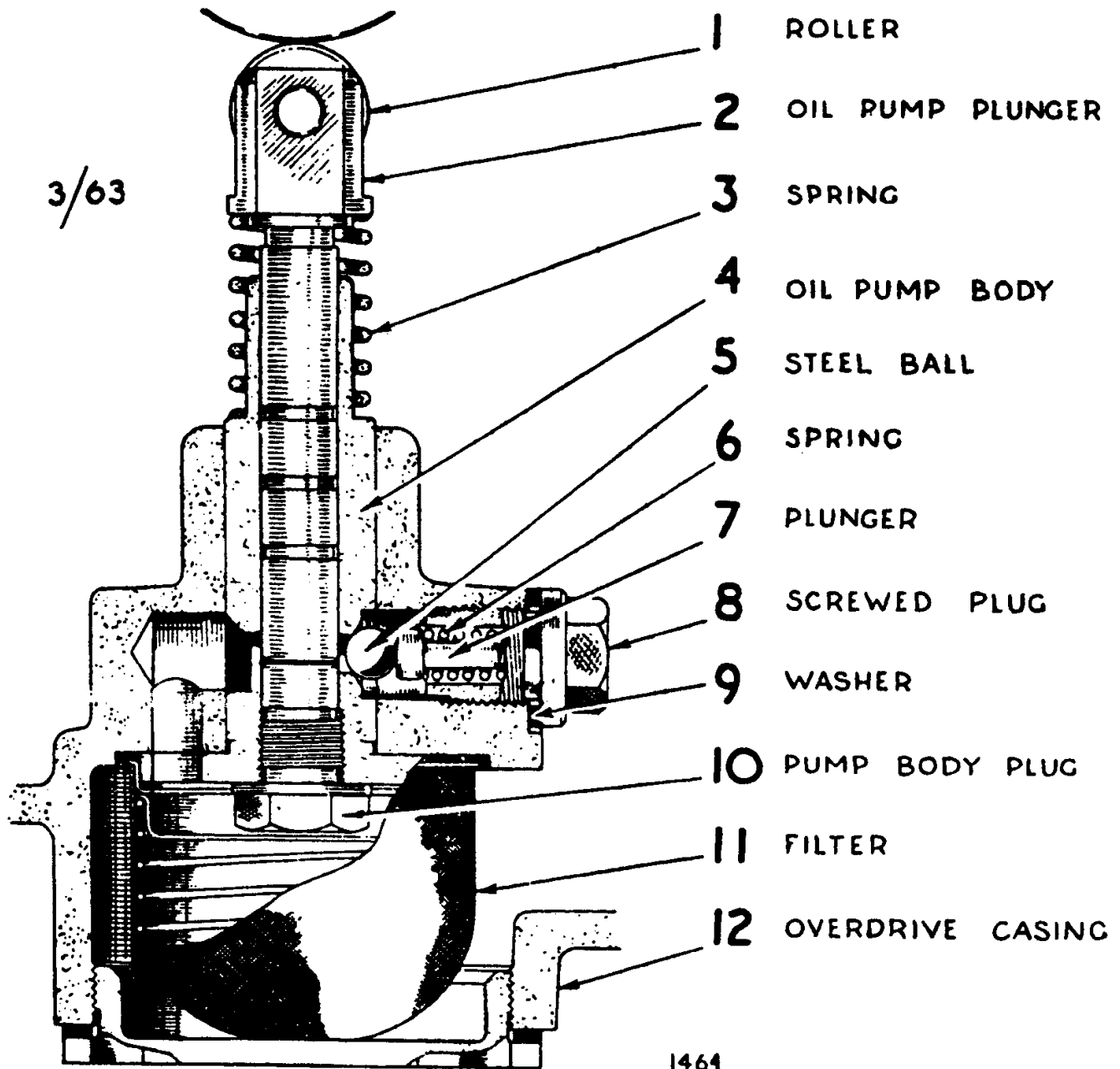
The operating valve plug is located on top of the unit. Release hydraulic pressure, unscrew plug and remove spring, plunger and ball. A small magnet will be found useful for this operation. Remove operating valve by inserting a stiff piece of wire and drawing it up. Near the bottom of the valve will be seen a small hole breaking through the center drilling. Ensure that this is not choked (Figure 2).

If necessary, the ball can be reseated on top of the operating valve by placing the ball on a block of wood and sharply tapping the valve after positioning it on the ball. Clean the valve seat in the casing and if necessary reseat the ball by tapping it gently on its seat with a copper drift. Do not tap the ball too hard or the mouth of the hole will be closed up so that the valve cannot be reassembled.

An Instruction Manual covering the "A" type of unit is available from the Spares Division under publication number 502274. A Manual for the "D" type is in course of preparation.



3/63



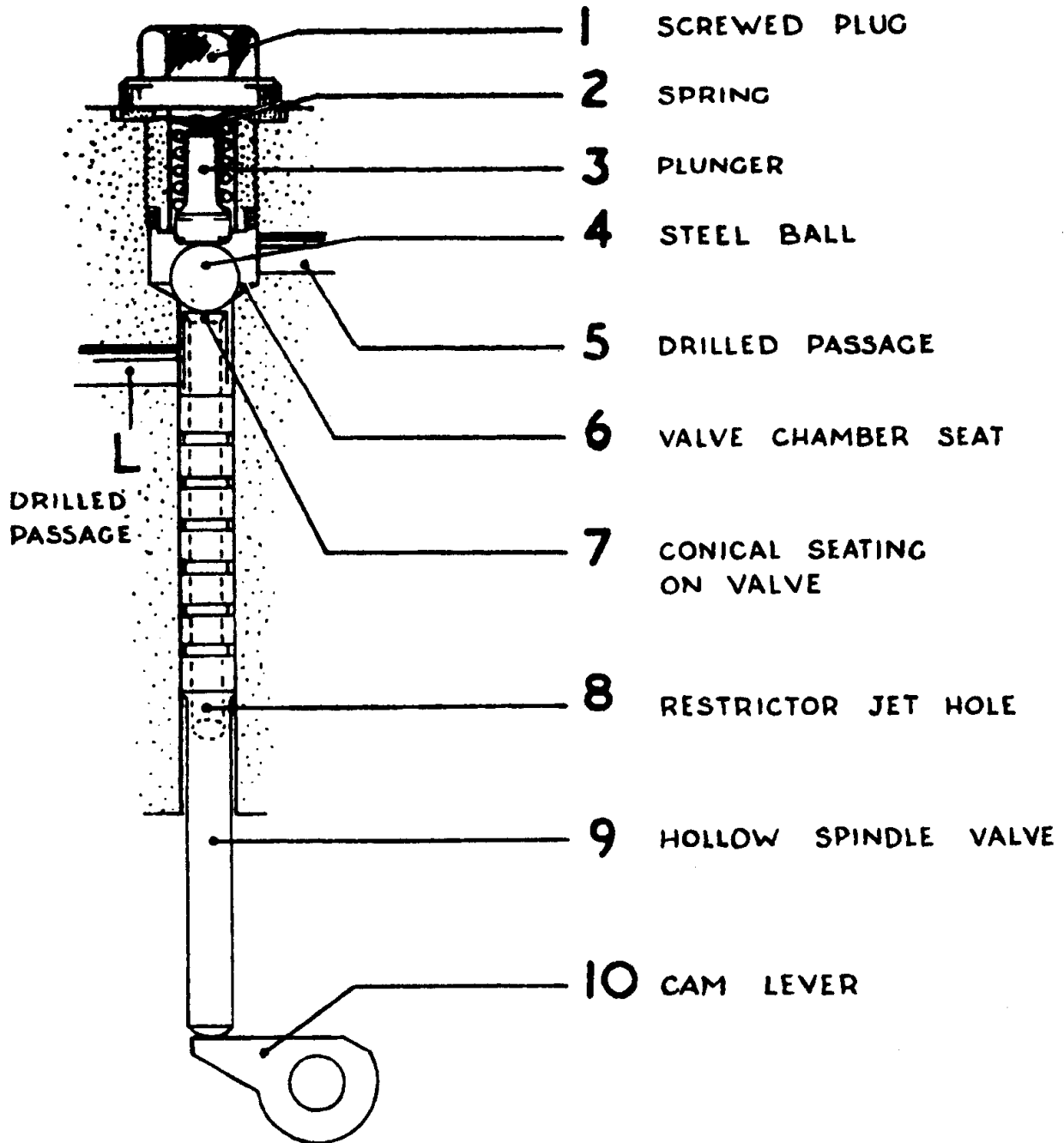
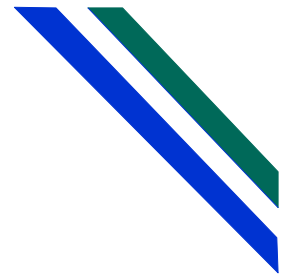
- 1 ROLLER
- 2 OIL PUMP PLUNGER
- 3 SPRING
- 4 OIL PUMP BODY
- 5 STEEL BALL
- 6 SPRING
- 7 PLUNGER
- 8 SCREWED PLUG
- 9 WASHER
- 10 PUMP BODY PLUG
- 11 FILTER
- 12 OVERDRIVE CASING

1464

PUMP VALVE

A

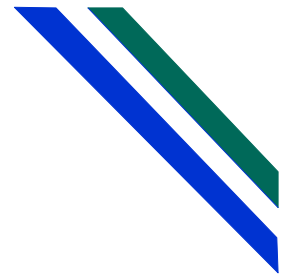
FIG. 1



OPERATING VALVE 3/63

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: CLAIMS ON GEARBOX AND REAR AXLE

BULLETIN T-67-3
(Re-issue of T-66-45)

DATE: JANUARY 19, 1967

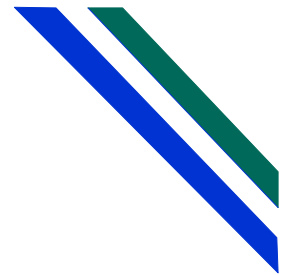
This bulletin is to advise that all future warranty claims for repairs performed on gearboxes and rear axle units must show the serial number of the respective unit. This number should be typed in the far right hand column under "Description & Unit Invoice No." The serial number can be easily obtained while the unit is out of the automobile.

This also applies to automatic transmission repairs. Should you have to send a Triumph 2000 automatic transmission to a transmission shop for internal repairs, you should request them to obtain the serial number of the unit and advise this information when they bill you.

The reason behind this request is to enable the Quality Investigation Department to fully investigate the various complaints in the above units. Your cooperation will be appreciated to avoid the return of claims to you for information.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: DISC BRAKE WARRANTY PROCEDURE

BULLETIN T-67-4
(Re-issue of T-64-4)

DATE: JANUARY 19, 1967

Please advise all concerned to delete disc brake discs. therefore, this part of the item.

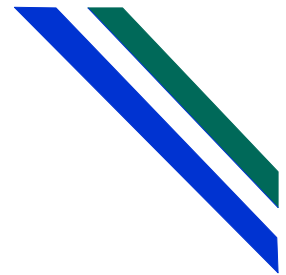
of amending vendor item warranty instructions Discs are manufactured by our own company and, assembly should be handled as a normal LTSCI

To avoid the possibility of an abnormal amount of expense that could possibly arise through misinterpretation of these instructions, all discs alleged to be defective must be returned to the Zone or Regional Office for reconditioning and return on an exchange basis.

It must be realized that the friction surfaces of discs will become rusty during storage or even during use of the car where it is parked for any time; therefore, resurfacing of discs for the purpose of removing rust will not be considered as a warranty item and it is for this and other reasons that discs should be returned to the Zone or Regional office for examination and action.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-67-5

SUBJECT: GT-6 BATTERY TERMINAL

DATE: JANUARY 26, 1967

Cases have occurred of a short circuit to ground between the positive battery terminal securing screw and the choke and heater control cables.

This situation arises usually in cases where the battery terminal securing screw has not been properly or fully seated. As an extra precaution, it is recommended that the choke cable and the heater control cable are encased in a locally procured PVC sleeve.

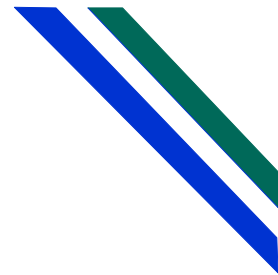
Recommended dimensions of the PVC sleeve are approximately 8" in length, 3/8" in diameter and 3/64" in thickness. Warranty claims will be accepted for this operation on the basis of 15 minutes labor, which includes the cost of the PVC material.

In carrying out this modification, or any other work involving electric connections, it is imperative that the safety precaution of always first disconnecting the negative battery lead be taken.

The necessary modification is being incorporated on production immediately.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: WARRANTY CLAIMS

BULLETIN T-67-6
(Re-issue of T-64-6)

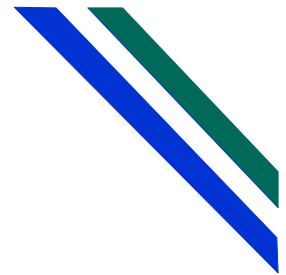
DATE: JANUARY 26, 1967

It has again become necessary for us to ask your fullest cooperation when filing warranty claims. We refer to the Warranty Filing Instruction Booklet issued November, 1962, which states claims to be accepted must be in our possession with 15 DAYS OF THE DATE OF REPAIR. In possession means that your claims should be filed with the respective zone or regional office, whichever applies to your dealership, within this stated time. To avoid unnecessary delays in the future, please take the following action:

1. Write up the repair order at the time of doing the work and ENTER FULL VEHICLE AND OWNER DETAILS.
2. Submit a copy of the repair order, signed by the OWNER of the vehicle, with the claim form.

It is our wish that you be reimbursed as quickly as possible. Without your cooperation this becomes a difficult task and not only does it cause extra work but very often misunderstanding and this is unnecessary. In the interest of greater quality control, all claims, after processing, are electronically analyzed by type of defect, model, commission number and territory. It is obvious, therefore, that accuracy in description and other details are necessary as the high incident of any one particular complaint in any area will be investigated for a remedy with a minimum of delay.

Please call the above to the attention of all personnel involved with warranty procedure at your dealership and, also, please make sure that they are fully conversant with the Warranty Filing Instruction Booklet issued from this office, dated November, 1962. Should you not have a copy of this available, please let us know and we will send you one by return mail.



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

BULLETIN T-67-7
(Re-issue of T-64-11)

SUBJECT: PAINT COLOR CODING

DATE: FEBRUARY 2, 1967

Paint and trim identification color coding will gradually be introduced on the TR-4, 1200, Spitfire and Sports Six in the near future.

There are nine basic colors which are allocated numbers as follows:

Black	1	Blue	6
Red	2	Purple	7
Brown	3	Gray	8
Yellow	4	White	9
Green	5		

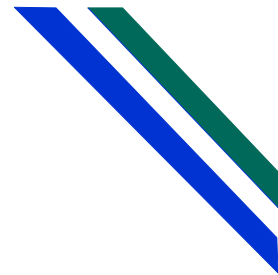
To cover SHADES of these colors, a second figure commencing at one will be used as a prefix and each shade change will be covered by a different prefix number. The current range of colors and shades is as follows:

BASIC COLOR	1st SHADE	2nd SHADE	3rd SHADE	4th SHADE
Black	11			
Red	12-Matador	22-Cherry	32-Signal	
Brown	13			
Yellow	<u>14-Jonquil</u>			
Green	15-Cactus	<u>*25 Conifer</u>	35-Olive	
Blue	16-Midnight	<u>26-Wedgewood</u>	36-Dark Blue	
Purple	17			
Gray	18-Gunmetal	28-Dark Gray		
White	<u>19</u>			

*Known in the U.S.A. as Triumph Racing Green.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS DEPARTMENTS

SUBJECT: PAINT COLOR CODING

BULLETIN T-67-7
(Re-issue of T-64-11)

DATE: FEBRUARY 2, 1967

Dual paint colors will be shown as two codes divided by a stroke.

Example: 35/15 Olive Green and Cactus Green, with Olive Green as the predominating color.

For clarity of example, a selection of colors used on other models not imported in the U.S.A. are shown. This does not mean that there will be an extension of the current color selection. Colors current in the U.S.A. have been underlined for ease of recognition.

The commission number plate will have two additional spaces, the first space being used to denote the exterior paint code and the second space to denote the trim code.

Typical examples are:

Commission number GA47876-L
Paint 19/11 - Trim 12

Denotes dual tone white/black with matador red trim with white the predominant color.

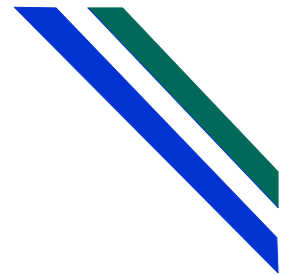
Commission number CT-64697-L
Paint 26 - Trim 16

Denotes monotone Wedgewood blue with midnight blue trim.

The use of the code will enable the correct shade of paint or trim to be ordered from the Parts Division when the occasion arises.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: SPITFIRE HARDTOP SEALING

BULLETIN T-67-8
(Re-issue of T-64-19)

DATE: FEBRUARY 2, 1967

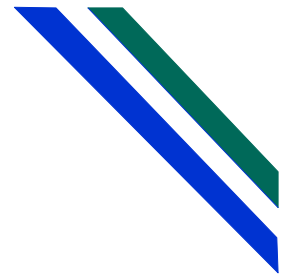
When fitting a hardtop to the Spitfire it is essential that an enlarged sealing rubber, part numbers 616428 and 616429, is fitted in the cant rail to ensure adequate sealing between drop glass and hardtop.

To permit a common condition to suit either hard or soft top, the height of the droplight must be adjusted to 12 3/4" from the top edge of the door frame.

To position the glass to the above dimension, a special large glass stop nut 1/4" UNF x 3/8" AF x 1/2' thick, part number 616506, may be used on the regulator in place of the 1/4" UNF jam nut.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: SPITFIRE REAR ROAD SPRINGS

BULLETIN T-67-9
(Re-issue of T-64-24)

DATE: FEBRUARY 9, 1967

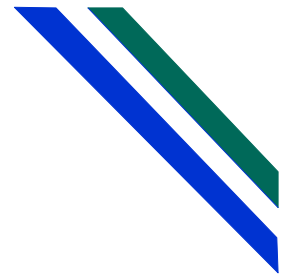
This information is to supplement that already given cover a number of recent inquiries.

The specified rear wheel camber for Spitfire models in the static condition in Bulletin 1-63-50 is unchanged but an additional check may be carried out with the car in a static laden condition in which the rear wheel camber should be 3° negative. Static laden condition in this case means with a full complement of fuel, oil and water plus 120 lbs. weight on each front seat.

If the car is loaded beyond the static laden condition, as often is the case during vacation periods, the negative camber may be expected to exceed the above reading but this does not indicate any weakness in the rear spring nor will it result in any damage if kept to within a reasonable condition of load.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TRIUMPH TR-4, 1200, SPITFIRE AND
SPORTS SIX BRAKE HOSE ASSEMBLIES

BULLETIN T-67-10
(Re-issue of T-64-42)

DATE: FEBRUARY 9, 1967

We have been advised by Girling that a new type hose end arrangement incorporating a 9/16" A.F. hexagon end will shortly supersede the 5/8" A.F. hexagon hose end.

Interchangeability is not affected but where pierced 5/8" hexagon lock plates are used, new 9/16" hexagon lock plates must be fitted with the new hose.

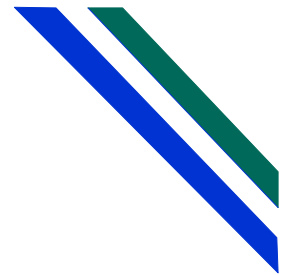
For Service purposes, the old part numbers allocated to the 5/8" hexagon hose will be retained for the 9/16" hexagon type and a warning label will be attached to the hose reading as follows:

WARNING

THIS HOSE IS FITTED WITH 9/16" HEXAGON END AND WHERE A PIERCED 5/8" HEXAGON LOCK PLATE IS USED, THIS MUST BE REPLACED BY A 9/16" HEXAGON LOCKING PLATE.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: PISTON GRADING

BULLETIN T-67-11

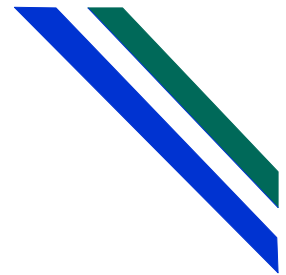
DATE: FEBRUARY 16, 1967

New piston grading has now become effective, and instead of F, G and H, the letters A and B have been substituted. The A graded piston replaces the original F type, and B graded pistons cover both G and H types.

The grading of the cylinder bores still remains the same, i.e. F, G and H.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: GENERATORS AND CONTROL BOXES

BULLETIN T-67-12

DATE: FEBRUARY 16, 1967

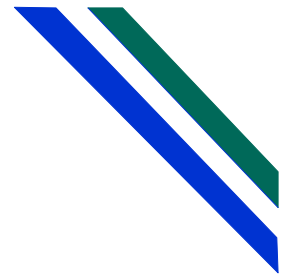
In the course of an investigation into faulty control boxes returned under warranty, it was observed that a number of them have been readjusted in service. This destroys the evidence of the cause of the trouble.

If any fault is experienced with a control box on a car under warranty, it is recommended that the control box is exchanged for a new one.

Examination of generators recently returned under warranty revealed that some have failed because of a fault in the control box. Therefore, if an electrical fault in the generator is suspected, both the generator and control box must be renewed as a pair and returned under the same warranty claim form. This will avoid damage to the replacement dynamo because of a fault in the control box.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: GEARBOX NOISE - GT-6

BULLETIN T-67-13

DATE: FEBRUARY 16, 1967

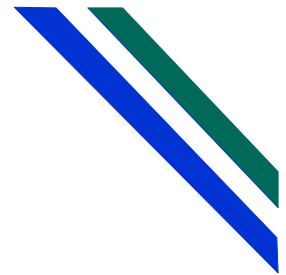
Should complaints be received of a noise in first gear, caused by the touching of first and reverse gears, a modified selector shaft and reverse actuator must be fitted.

The fitting of the parts will necessitate removal and stripping down of the gearbox lid.

The parts required from Spares Division are:

Selector shaft	Part number 147395
Reverse actuator	Part number 147394

The above parts were incorporated at approximately KC/503 (GT-6).



TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE DEPARTMENT
SUBJECT: GEAR LEVER RATTLE - TR-4 AND TR-4A ONLY

BULLETIN T-67-14

DATE: FEBRUARY 23, 1967

To overcome complaints of gear lever rattle on the TR-4 and TR-4A range of cars, the following modification can be carried out.

- (a) Remove gearbox lid, dismantle the gear lever and reverse selector shaft.
- (b) Remove reverse selector, part number 127385, and replace with modified selector under the same part number. (Current parts stocks will all be to the modified condition.)

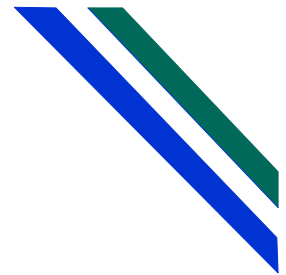
NOTE:

The ramp of the modified selector is chamfered off to enable reverse gear to be selected by knocking the lever over, instead of lifting it into position. This is necessary due to the heavy type spring fitted.

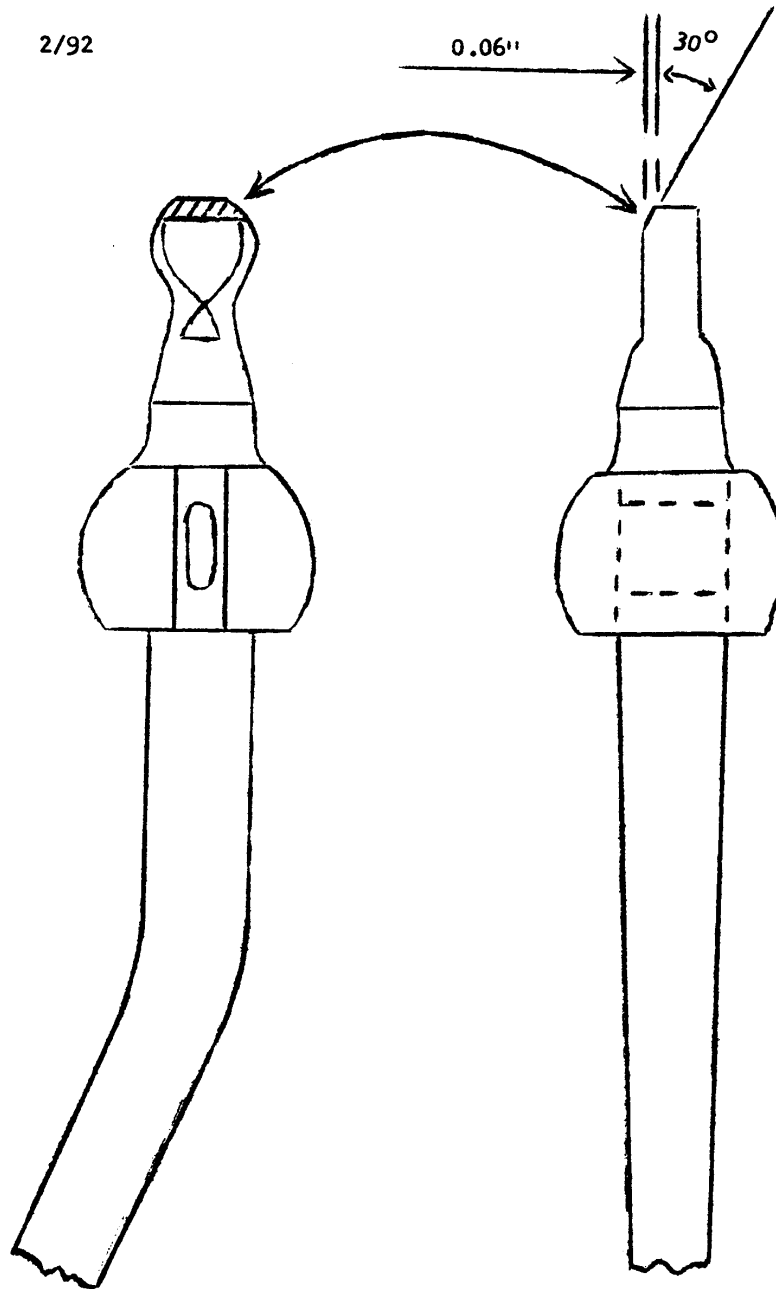
- (c) Grind a small 30° chamfer on the side of the ball end of the gear lever adjacent to the reverse selector.. This is necessary to assist the "knock over" action. (See illustration attached)
- (d) Lubricate and assemble all parts, but replace the original gear lever spring with the heavier type, part number 145472. Ensure that the small plunger and spring in the ball end of the lever do not become displaced on assembly.

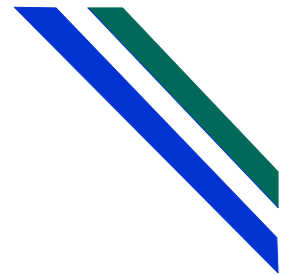
The parts required are:

Gear lever spring	Part number 145472
Reverse selector (modified)	Part number 127385



T-67-14





TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE DEPARTMENT
SUBJECT: CALIPERS AND BRAKE PADS - TRIUMPH 2000

BULLETIN T-67-15

DATE: FEBRUARY 23, 1967

Since the introduction of the Triumph 2000, various engineering changes have been incorporated, mainly to overcome the problem of brake squeal. The following information is given to allow correct servicing to be carried out on the front brake assemblies only.

Since approximately MB/44112, the stepped caliper pistons originally fitted (referred to in bulletin T-66-25) have been superseded by flat pistons used for a temporary measure only, disc pads with a recessed steel back plate and no anti-squeal shims. This type of pad will not be issued as a service replacement.

The latest condition is a flat caliper piston with flat backed pads and anti-squeal shims.

Servicing Instructions

For servicing any Triumph 2000, there will be only one type of brake pad pack issued, containing a set of shims. This pack is basically suitable for either stepped or plain caliper pistons, provided that the following condition is observed.

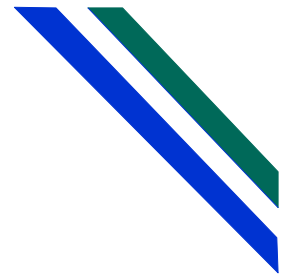
On cars fitted with the stepped caliper pistons, fit pads without the shims.

On cars with the flat caliper pistons, fit the pads together with the anti-squeal shims.

Although all packs of pads will contain the anti-squeal shims, some may already have been released without the shims. The shims can be obtained under part numbers 146381 and 146382 as separate items, if needed, i.e., for the flat type caliper piston only.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE
DEPT: SERVICE DEPARTMENT
SUBJECT: CALIPERS AND BRAKE PADS - TRIUMPH 2000

BULLETIN T-67-15

DATE: FEBRUARY 23, 1967

The part numbers are as follows:

Disc pad pack Part number 515657

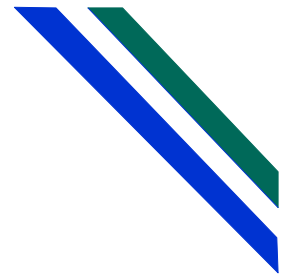
Contains:

2 handed pairs of pads

2 shims, part numbers 146381 and 146382

2 guide plates and 4 retainer pins

NOTE: When refitting pads, ensure that they are assembled with edge "A" to the top of caliper "B." (Bulletin T-66-25 refers.)



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TIRE PRESSURE RECOMMENDATIONS

BULLETIN T-67-17

DATE: APRIL 6, 1967

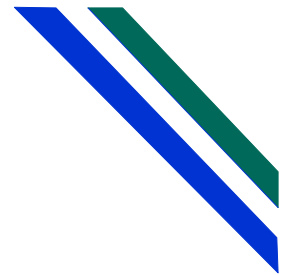
To assist In the answering of queries for correct tire pressure of Triumph vehicles, we are pleased to list the following information regarding the recommended tire Inflation pressures.

<u>MODEL</u>	<u>TIRE SIZE</u>	<u>2 UP</u>		<u>LADEN</u>	
1200 Sedan	5.20-13	21	24	21	28
1200 Convertible	5.20-13	21	24	-	-
Triumph G.T. Six	155-13	20	24	20	24
Spitfire Mark II	5.20-13*	18	24	-	-
Spitfire Mark II	5.20-13 Michelin X	21	27	-	-
Spitfire Mark II	145-13X	18	26	-	-
Spitfire Mark II	145-13 SP.	21	26	-	-
Triumph 2000	6.50-13 Dunlop C41	24	24	24	24
Triumph 2000	6.50-13 Goodyear G800	30	all	round	for
				sustained high speed motoring above 85 mph.	
Triumph 2000	175-13 SP	26	26	26	26
Triumph 2000	175-13 Goodyear G800	26	26	26	26
Triumph 2000	5.90-13 Michelin X	27	34	27	34
TR-4A - I.R.S.	6.95-15 Goodyear G.P.	17	21	-	-
TR-4A - Live Axle	6.95-15 Goodyear G.P.	17	23	-	-
TR-4A - Live Axle&IRS	165-15 Dunlop S.P.	24	28	-	-

* For sustained high speeds see Handbook.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

SUBJECT: TIRE PRESSURE RECOMMENDATIONS

BULLETIN T-67-17

DATE: APRIL 6, 1967

<u>MODEL</u>	<u>TIRE SIZE</u>	<u>2 UP</u>		<u>LADEN</u>	
TR-4A - Live Axle&IRS	165-15 Goodyear G800	24	28	-	-
TR-4A - I.R.S.	165-15 Michelin X	17	21	-	-
TR-4A - Live Axle	165-15 Michelin X	17	25	-	-
TR-4A - IRS	5.90-15 Goodyear G8S	17	21	-	-
TR-4A - Live Axle	5.90-15 Goodyear	19	23	-	-
TR-4A - IRS&Live Axle	5.90-15 Dunlop C41	18	22		
				for sustained speeds up to 85 mph.	
TR-4A - IRS&Live Axle	5.90-15 Dunlop C41	26	30		
				for sustained speeds up to 110 mph.	

For intermediate sustained speeds,
pressures should be increased 1 psi for
each increment of 3 mph.