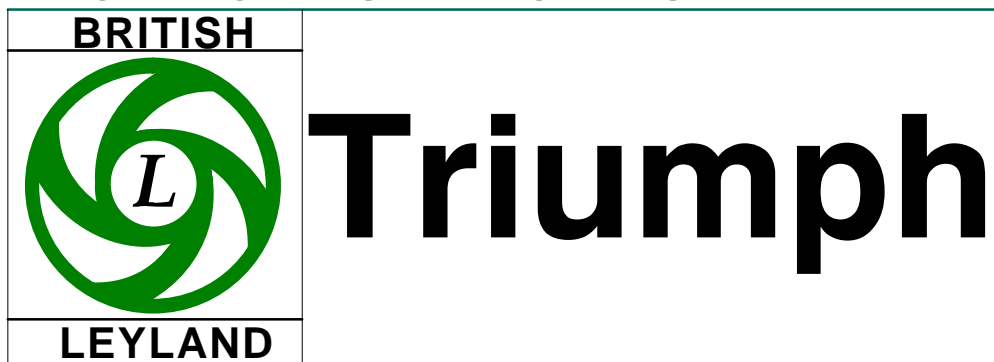


# TECHNICAL SERVICE BULLETIN

74-H-1



October, 1974

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**SUBJECT:**

ANTI-FREEZE

**MODELS:**

All

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Undoubtedly, everyone is aware of the anti-freeze shortage which has come about as a result of the current energy crisis. Your staff can help fight this crisis by re-using anti-freeze which has been drained from any cooling system for reasons other than the replacement of the coolant itself.

# TECHNICAL SERVICE BULLETIN

75-A-1



January, 1975

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**SUBJECT:**

PISTONS

**MODELS:**

ALL MODELS

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As of October, 1974, individually graded pistons were no longer supplied by our Parts Department for Triumph engines. The new standard grade pistons will be supplied in a 0.001" oversize condition.

As a result of this change, it is now necessary when fitting the standard grade piston to a cylinder block in service, to offer the new piston to the bore and carefully check for correct piston to bore clearance as appropriate to the piston type supplied, honing the cylinder bore as necessary in order to obtain the correct clearance.

<u>MODEL</u>	<u>NEW PART NO.</u>
TR6	148118B
Spitfire 1300	155907G
Spitfire 1500	159122G
Stag	159792G

# TECHNICAL SERVICE BULLETIN

75-D-2



February, 1975

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**SUBJECT:**

GEARBOX MODIFICATIONS

**MODELS:**

TR6

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A revised second speed bush thrust washer, second speed gear mainshaft and mainshaft bush were introduced at approximately VIN 24000 (Gearbox No. CF 106303).

The new flanged second gear bush is made of steel and has a black finish due to the treatment process, the earlier bush being made of bronze. A second and not so obvious difference is that the new bush is 0.075" shorter than the bronze bush to allow a thicker selective 2nd gear thrust washer to be used.

Because the thicker selective thrust washers reduce the distance between the thrust faces of the 2nd gear bush flange and washer, the second gear is shorter in its bore length over the previous gear. Please note however, the 2nd and 3rd speed gear end floats as specified in repair operation manuals are unchanged by this modification.

The part numbers of the new components are as follows:

Mainshaft	TKC 0824
2nd Speed Thrust Washer	UKC 0957 thru UKC 0961 (Selective)
2nd Speed Thrust Washer Retaining Ball	BL 0012
2nd Gear	TKC 454
1st Speed Gear Bush -	153238
2nd Speed Gear Bush -	UKC 956
3rd Speed Gear Bush -	153238

PQA/2/8/74

# TECHNICAL SERVICE BULLETIN

76-B-10C



January, 1977

## SUBJECT:

SERVICING OF ELECTRONIC MODULES  
FOR IN-BUILT ELECTRONIC  
DISTRIBUTORS

## MODELS:

Spitfire 1500  
TR7

Listed below is the cross-reference information for electronic distributors, amplifiers and vacuum units fitted to 1977 model vehicles.

This information is to be used in conjunction with the information and instructions contained in the original Triumph Technical Service Bulletin #76-B-10, dated October, 1976 and is to replace Triumph Technical Service 76-B-10B which should be destroyed.

<u>Vehicle</u>	<u>Dist.</u>	<u>Amplifier Vac. Assy.</u>	<u>Vacuum Unit</u>	<u>Remarks</u>
Triumph. Spitfire Fed. 1977	41697	54429790	54429788	
Triumph Spitfire. Cal. 1977	41698	54429455	54427198	
Triumph TR7 Fed. 1977	41701	83502		Use 41701 No Vac. Unit
Triumph TR7 Cal. 1977	41700	54429757		

TS/Lucas

# TECHNICAL SERVICE BULLETIN

77-A-1



January, 1977

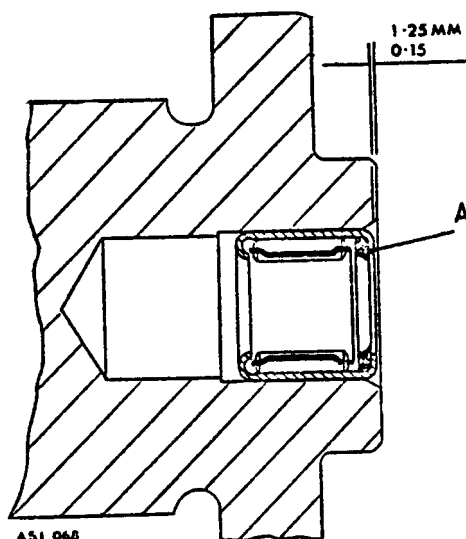
## SUBJECT:

CRANKSHAFT SPIGOT BUSH SQUEAL

## MODELS:

TR7

In the event that a TR7 owner should complain of a squealing noise emanating from the spigot bush in the rear of the crankshaft on 1975 and 1976 TR7s, this can be overcome by the installation of a needle roller bearing, part #UKC 8154 in place of the bronze spigot bush. (Refer to diagram).



The procedure for fitting the needle roller bearing is as follows:

1. Remove the gearbox.
2. Remove the clutch assembly.
3. Remove the 8 flywheel retaining bolts.
4. Remove the spigot bush retaining plate and discard.
5. Withdraw the spigot bush and discard.

# TECHNICAL SERVICE BULLETIN

77-A-1



January, 1977

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**SUBJECT:**

CRANKSHAFT SPIGOT BUSH SQUEAL

**MODELS:**

TR7

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6. Insert needle roller bearing, part #UKC-8154, with the integral seal A (refer to illustration) facing the gearbox side. The needle roller bearing is to be pressed into the crankshaft to the dimension shown in diagram.

Incorporation of the needle roller bearing by production will be advised at a later date.

Note: Should this modification be required on vehicles still within warranty – prior authorization will be required from your Zone/Distributor.

EN/18/Item 12

# TECHNICAL SERVICE BULLETIN

77-A-3



January, 1977

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**SUBJECT:**

CYLINDER HEAD GASKET

**MODELS:**

TR7

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At Engine Number CL28551, a new type cylinder head gasket was introduced.

This new gasket can be identified from its predecessor as it has a latex coating to improve cylinder head to block sealing.

The new latex coating gasket is now available under part #GEG-384.

EN/20/12

# TECHNICAL SERVICE BULLETIN

77-D-1



January, 1977

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**SUBJECT:**

REVISED GEAR SET

**MODELS:**

TR7

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At gear box #CG36219 a revised gear set incorporating stronger gear teeth was introduced. The commencing VIN for this improvement is ACW4417. In the event of gear box overhaul the gears in question must be replaced as a complete set and not as individual items prior to ACW4417. Vehicles subsequent to this number will be to the latest condition and, therefore, their individual gears can be serviced separately.

The part numbers are as follows:

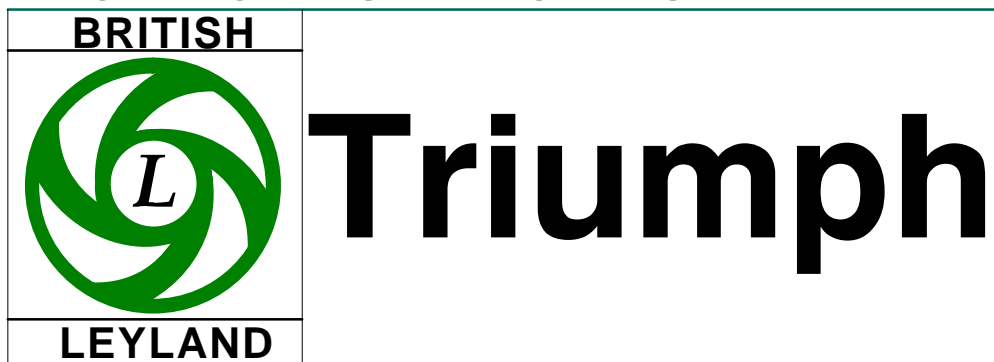
Description	Old Part	New Part
Laygear Cluster Assembly	UKC-3196	UKC-8749
Reverse Idler Gear Assembly	144580	UKC-8750
Reverse Gear and Sleeve Assembly	156911	UKC-8748

Note: Above parts are also available as a complete kit under part number RTC-2241.



# TECHNICAL SERVICE BULLETIN

77-D-2



January, 1977

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**SUBJECT:**

REVERSE GEAR RATIO

**MODELS:**

TR7

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Please note the reverse gear ratio changed from 3.011:1 to 3.053:1. This change is effective from VIN ACW-4417 at approximately.

EN/20/37

# TECHNICAL SERVICE BULLETIN

77-A-6



June, 1977

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**SUBJECT:**

EXHAUST DOWN PIPE AND FLANGE  
GASKET FAILURES

**MODELS:**

Spitfire

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An extra support bracket and clip were introduced on production at VIN #FM-63214. The purpose of this support bracket is to prevent exhaust down pipe and/or exhaust gasket failure.

In the event a failure occurs on pre-modified vehicles, the following procedure should be followed:

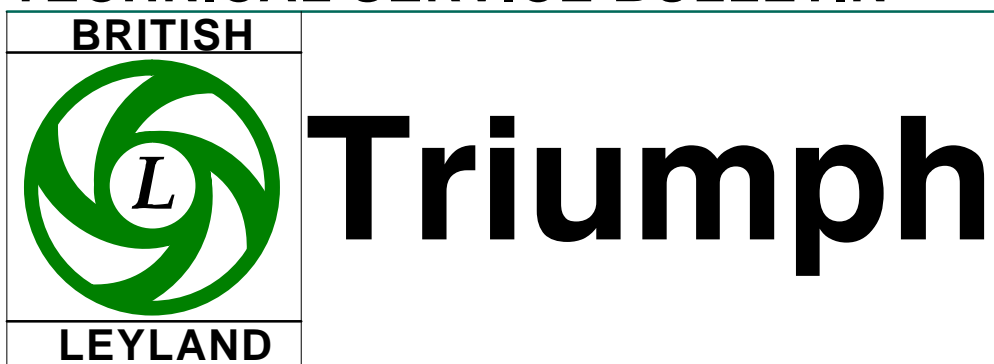
1. – Detach the support bracket “A” (part #UKC9171) to the forward side of the engine back plate “B” (as illustrated) using the two existing bolts. Do not tighten the bolts at this stage.
2. – Fit the appropriate clip “C” (part #UKC9611 or part #UKC9172) to secure the exhaust pipe to the support bracket.
3. – Tighten the clips securing bolts “D” and “E” (part #HU0806 and #143802).
4. – Tighten the support brackets securing bolts.

The following materials are required:

<u>Quantity</u>	<u>Description</u>	<u>Part Number</u>
1	Support Bracket	UKC-9171
2	Bolt	SH605061
2	Nut	143802
4	Plain Washer	WP0107

# TECHNICAL SERVICE BULLETIN

77-A-6



June, 1977

## SUBJECT:

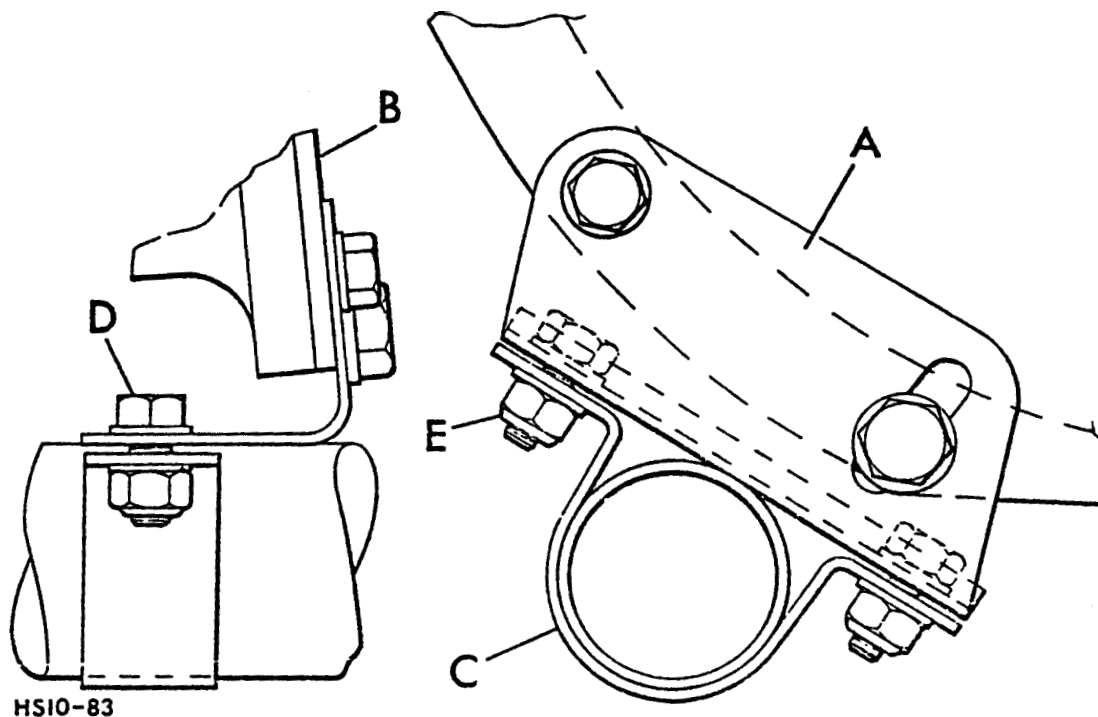
EXHAUST DOWN PIPE AND FLANGE  
GASKET FAILURES

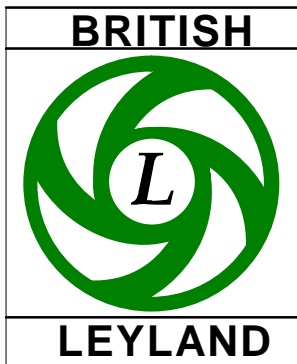
## MODELS:

Spitfire

<u>Quantity</u>	<u>Description</u>	<u>Part Number</u>
1	Clip	UKC-9611 (for use with pre-1977 non-catalyst exhaust system vehicles)
1	Clip	UKC-9172 (for use with pre-1977 catalyst exhaust system vehicles up to VIN #FM63214)

Note: In the event that this modification is required on vehicles still within warranty, a warranty claim may be submitted for 00.30 hours for fitting this extra support bracket and clip.





## British Leyland Motors Inc.

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800 Willow Tree Road, Leonia, New Jersey 07605

Telephone (201) 461-7300 Telex 135491

June 6, 1978

### Safety Recall Campaign A444

Dear Triumph Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

British Leyland Motors Inc. has determined that a defect which relates to motor vehicle safety exists in 1969-1973 GT6, 1969-1974 Spitfire and 1973-1976 TR6 Triumph vehicles. This range includes your vehicle as identified by the Vehicle Identification Number on the enclosed "Campaign Claim" form. You should therefore take immediate action. (The Vehicle Identification Number quoted on the "Campaign Claim" form is also stamped on a plate attached to the left side of the windshield frame of your Triumph.)

The possibility exists of malfunction of the headlamp switch which may result in a loss of taillamps, or headlamps and taillamps. Breakage of the switch will only occur when it is actually being turned on or off. It will not, for example, suddenly cease to function while the lamps are in use. Care should be taken when operating the switch as applying excessive force may cause breakage. If you experience a headlamp switch failure, the vehicle should be operated only during daylight hours.

In view of the above, you are requested to contact your selling dealer and make an appointment to have your headlamp switch replaced. Replacement switches will be in dealers' hands by the date of this letter. The time necessary for headlamp switch replacement on the TR6 is approximately one hour and on the GT6 and Spitfire approximately one half hour. There will be no charge to you.

Please be sure to sign the "Campaign Claim" form in the space provided and present it to your dealer at the appointed time. He will then send us the form so that we can be sure your vehicle has been attended to.

If you no longer own this vehicle, please refer to the instructions on the last page of the "Campaign Claim" form and if possible, provide the name and address of the present owner so that we may contact him.

In the event that your dealer does not carry out this work without charge and within 60 days of your first delivering the vehicle after the date of this letter, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, Washington, DC 20590. Also please contact the Consumer Affairs Department at British Leyland Motors Inc., 600 Willow Tree Road, Leonia, NJ 07605 (201) 461-7300.

We sincerely regret any inconvenience this may cause you, but we know you will understand that this action is taken in the interest of safety for yourself and others.

Yours sincerely,

Parts & Service Division  
British Leyland Motors Inc.

### WORKSHOP PROCEDURE

#### Recall Campaign A444 Triumph Headlamp Switch

### AFFECTED V.I.N. RANGES

	<u>Spitfire</u>		<u>GT6</u>		<u>TR6</u>	
1969	FDU 31254 to FDU 51969		1969	KC 50001 to KC 58046	1973	CF 1 to CF 1181?
1970	FDU 75001 to FDU 99203		1970	KC 75001 to KC 82398	1974	CF 12501 to CF 2573?
1971	FE1 to FK 10375		1971	KF 101 to KF 2883	1975	CF 35001 to CF 4428?
1972	FK 25001 to FK 35305		1972	KF 10001 to KF 13453	1976	CF 50001 to CF 5777?
1973	FM 1 to FM 8288		1973	KF 20001 to KF 22733		
1974	FM 10001 to FM 18882					

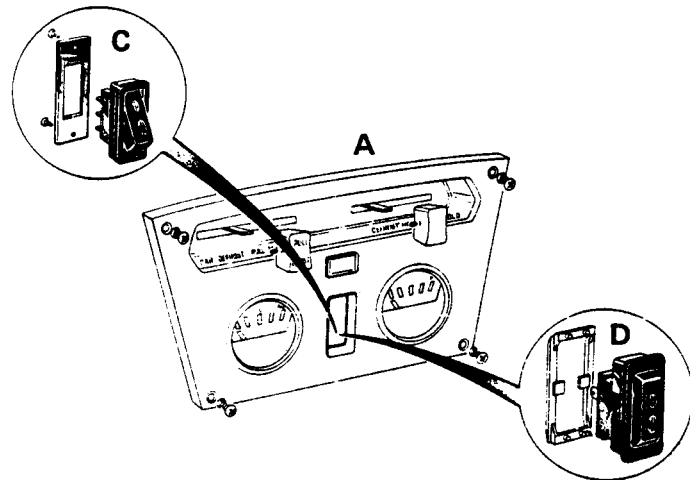
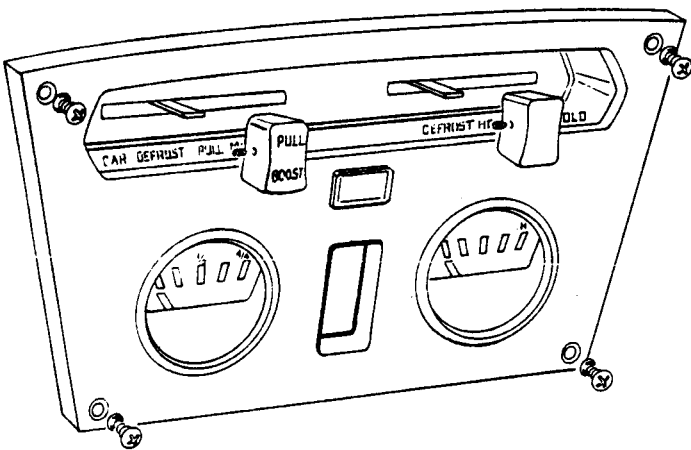
[Ed. Note: Question marks in above model serial numbers indicates information missing from photocopy, rather than information unknown at time of recall letter.]

PLASTIC DASH - SPITFIRE

WOOD DASH - GT6 - SPITFIRE

1. Remove battery ground terminal.	1. Remove battery ground terminal.
2. Remove plastic dash center panel (illustrated below).	2. Remove wood dash center panel (see illustration A below).
3. Mark position (or make a note) of the three wires using reference on switch (1, 2 & 3) before removing each of them from the switch terminals (see illustration B).	3. Mark position (or make a note) of the three wires using reference on switch (1, 2 & 3) before removing each of them from the switch terminals (see illustration B).
4. Push out existing switch from the rear of the dash panel by depressing clips.	4. Remove existing switch by removing the two small screws and retainer plate as illustrated in figure C below.
5. Lay dash panel face down on a clean flat surface. Using switch flange as a guide, score downwards with a sharp utility knife (see illustration C - figure 1).	5. Insert switch into dash, hold switch in position and secure retainer clip to switch as illustrated in figure D below.
6. Break away flange with pliers and trim opening of panel with a file, if necessary.	6. Note terminal numbers on Lucas switch. Connect wire 1 thru 3 to the corresponding terminals as in illustration E).
7. Install switch in face of dash panel and secure with Tinnerman "S" clips (see illustration C - figure 2).	7. Install wood dash center panel.
8. Note terminal numbers on Lucas switch and connect wire 1 thru 3 to the corresponding terminals (see illustration E).	8. Connect battery ground terminal and test lights. Position 1 (first click), parking lights - position 2 (second click), headlights.
9. Install plastic dash center panel.	
10. Connect battery ground terminal and test lights. Position 1 (first click), parking lights - position 2 (second click), headlights.	

AFFIX "A444" COMPLETION LABEL TO LEFT HAND DOOR JAMB ADJACENT TO THE LOCK MECHANISM.



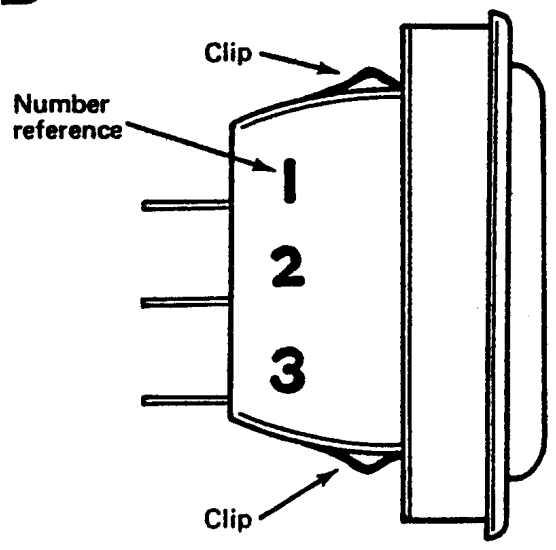
## WOOD DASH – TR6 (ALL)

1. Remove battery ground terminal.
2. Remove speedometer.
3. Remove existing switch by depressing clip (see illustration B).
4. Mark position, (or make a note) of the three wires using number reference on switch (1, 2, & 3) before removing each of them from the switch terminals. Push wires inside dash, away from opening (see illustration B).
5. TR6 Headlamp Switch Kit Replacement. Special Cutting Tool BLT-2068. Procedure to cut metal dash backing.
  - A. Separate die punch and be sure center bolt is sufficiently lubricated. Note the Red Alignment Marks – They must be in up position and aligned at all times.
  - B. Position and hold female portion of tool behind existing opening in dash. (Red alignment mark up)
  - C. Place male section of die through opening of wood dash and align dowel pins of die. (Red alignment mark up)
  - D. Insert center screw finger tight.
  - E. Using ratchet, long extension (to clear steering wheel), and 9/16” socket, tighten center screw.

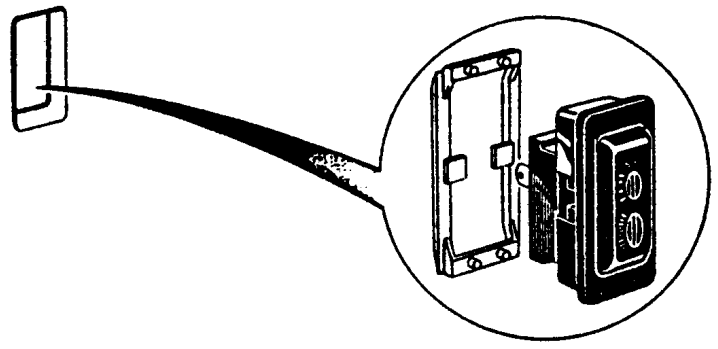
**CAUTION: DO NOT LOOSEN, CONTINUE TIGHTENING UNTIL TOOL BECOMES FREE IN DASH. TWO CLICKS SHOULD BE HEARD.**
  - F. Remove complete tool by pushing through cut hole in dash.
6. Note terminal numbers on Lucas switch (see illustration E). Gaining access through speedometer opening, slip retainer clip on the three headlight wires, then pass wires through opening for switch. Connect wire 1 thru 3 to the corresponding terminals.
7. Insert switch into dash, hold switch in position and through speedometer opening secure retainer clip to switch (see illustration D).
8. Connect battery ground terminal and test lights. Position 1 (first click), parking lights – position 2 (second click), headlights. After test, remove battery ground terminal.
9. Install speedometer.
10. Connect battery ground terminal.

AFFIX “A444” COMPLETION LABEL TO LEFT HAND DOOR JAMB ADJACENT TO THE LOCK MECHANISM.

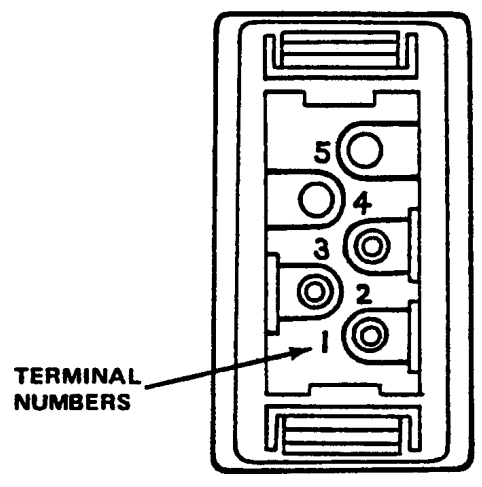
ILL. B - OLD SWITCH



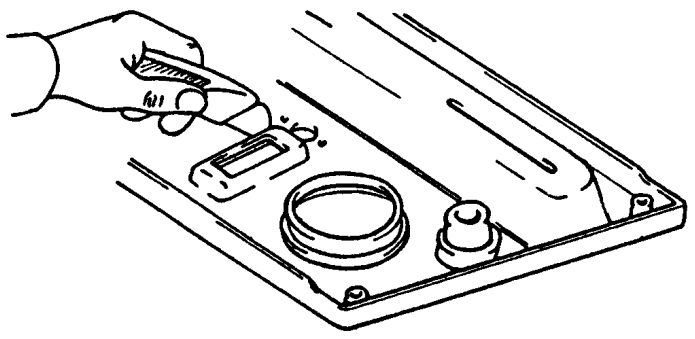
ILL. D



ILL. E - LUCAS SWITCH



ILL. C - FIGURE 1



ILL. C - FIGURE 2

