

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/2/E	JUMPING OUT OF SECOND GEAR	Date	APRIL 1954
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Difficulty has been experienced on some cars with jumping out of “Second” gear when on “over-run.”

The “Second” gear dog teeth are backed off on the “over-run” side on all dog teeth except eight to give a peg drive effect and prevent a tendency to work out of mesh, when the gears are tipped under load.

On earlier gearboxes it was possible, with certain combinations of limits, to have inadequate engagement on the flank of the dog teeth. This condition, apart from the crushing and bruising, owing to the small bearing area which permitted overdrive load to be carried on all dog teeth, allowed the gear to slip out when subjected to any appreciable over-run load.

Increased depth of gear engagement has been obtained by a modified selector shaft, Part No. 109136, with an altered locating groove, but the original selector rod, Part No. 106046, may be modified as shown in the illustration.

The extra movement of the 1st. mainshaft gear, Part No. 105628, to engage more fully the “Second” gear dog teeth, will reduce the shrouding of the interlock plungers and synchro mesh balls. The effective length of the “First” gear has been increased in a modified gear under Part No. 109137 to allow for this movement.

It will sometimes be possible to use the original “First” gear with the new selector shaft, if the combination of limits in the box is favourable, but if doubt exists as to the possibility of plungers or balls becoming displaced, the now lengthened gear should be fitted.

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

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The "Second" speed mainshaft gears will generally have to be replaced owing to the dog teeth having been previously damaged by inadequate meshing.

The modified mainshaft gear was incorporated in normal production at Commission No. TS.971 and the new selector shaft at Commission No. TS.1265.

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

1 ILLUSTRATION

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ISSUED BY: THE ENGINEERING DEPT., THE STANDARD MOTOR CO. LTD., BANNER LANE, COVENTRY.					
SERVICE SCHEME	<p style="text-align: center;">GROOVE TO BE GROUND AND POLISHED AFTER THIS MODIFICATION.</p> <p style="text-align: center;">VIEW OF GROOVE SCALE 5/8</p> <p style="text-align: center;">.05 R</p> <p style="text-align: center;">THIS DIMENSION</p> <p style="text-align: center;">THIS DIMENSION</p> <p style="text-align: center;">3.222/3.212 (PART No 109136)</p> <p style="text-align: center;">3.160/3.150 (PART No 106046)</p> <p style="text-align: center;">STOP SCREW ASSEMBLED TO 1st AND 2nd SEL. SHAFT MUST HAVE HEAD REDUCED TO 5/16 DIA. THIS DOES NOT APPLY WHEN USING NEW SEL. SHAFT PART No 109136.</p> <p style="text-align: center;">5/16 DIA.</p> <p style="text-align: center;">1st & 2nd SEL. SHAFT PART No 106046 MAY BE MODIFIED AS ABOVE. CARE MUST BE TAKEN ON ASSEMBLY TO NOTE THAT WHEN IN 2nd GEAR THE SYNCHRO BALLS ARE STILL HEED IN POSITION WHEN USING 1st SPEED PART No 105628. IF SYNCHRO BALLS DO COME OUT THEN 1st SPEED GEAR MUST BE REPLACED BY PART No 109137.</p>				
SERVICE SCHEME	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">DESCRIPTION</td> <td style="width: 50%; text-align: center;">MODEL</td> </tr> <tr> <td style="text-align: center;">SERVICE SCHEME SHOWING MODIFICATION NECESSARY TO ENSURE ADEQUATE ENGAGEMENT OF 2ND GEAR</td> <td style="text-align: center;">20. TR. 2.</td> </tr> </table>	DESCRIPTION	MODEL	SERVICE SCHEME SHOWING MODIFICATION NECESSARY TO ENSURE ADEQUATE ENGAGEMENT OF 2ND GEAR	20. TR. 2.
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