

# SERVICE INFORMATION



## STANDARD AND TRIUMPH VEHICLES

### (NOT FOR PUBLICATION)

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<b>No.</b>	SPORTS/3/E	JUMPING OUT OF REVERSE GEAR	<b>Date</b>	APRIL 1954
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Where these cars are used under severe rally test conditions it has been found that "Reverse" gear can jump out when the car is being used on "drive." Once this has happened "jumping out" will occur under normal driving conditions.

Investigations have shown that this working out of gear, when subjected to heavy loading, is caused by deflection of the gears. This action is quite controllable providing the gears are kept fully engaged, but once the gears commence to work out of mesh, very heavy pressure on the gear change knob will be required to prevent disengagement.

The gear lever spherical can sometimes wedge in the turret top, when the lever is lifted for "Reverse" engagement, and give the impression of being fully engaged when the gears are only partially meshed. This characteristic can be established by trying the change without the engine running, keeping the lever raised throughout the change. The seat in the turret has now been modified in normal manufacture and any gearboxes suffering from this complaint may be modified as indicated in the illustration.

The location of the "Reverse" gear has been improved by increasing the depth of the groove on the selector shaft to provide a more pronounced register in the actuator, and the original ball and spring have been replaced by a plunger, spring and packing. The modified selector locking details are shown on one of the illustrations.

The modified selector shaft and plunger was introduced in production at Commission No. TS.1201 and this modification can be carried out retrospectively where cases of difficulty arise, as shown in the appropriate illustration.

**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.

2 ILLUSTRATIONS.

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ISSUED BY ENGINEERING DEPT.		THE STANDARD MOTOR Co. Ltd., COVENTRY.	
<p>GEARBOX TOP COVER PART No 301329</p> <p>1.81" DIA.</p> <p>A</p>		<p>1.505" DIA. SPHER. 1.502" DIA. SPHER. EXISTING DIMENSION.</p> <p>A</p>	
<p>THE ABOVE MODIFICATION IS ONLY NECESSARY WHEN DIFFICULTY HAS BEEN FOUND TO RAISE GEAR LEVER IN ORDER TO SELECT REVERSE GEAR.</p>		<p>SECTION A.A.</p>	
COMPILED BY	DATE	PASSED BY	SERVICE & SALVAGE SCHEME
DESCRIPTION		MODEL	ISSUE No 1
SALVAGE SCHEME SHOWING MODIFICATION NECESSARY TO FREE GEAR LEVER WHEN SELECTING REVERSE		20 TR. 2	

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

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(NOT FOR PUBLICATION)

ISSUED BY: THE ENGINEERING DEPT.		THE STANDARD MOTOR CO. LTD.		BANNER LANE, COVENTRY	
<p> <u>BALL &amp; SPRING ON REVERSE SELECTOR ARE REPLACED BY PLUNGER PART N° 106481 SPRING PART N° 106489 &amp; DISTANCE PIECE PART N° 109401 AS SHOWN ABOVE</u>  <u>IMPORTANT - THIS APPLIES ONLY TO REVERSE SELECTOR SHAFT.</u>  <u>THE ABOVE MODIFICATIONS WERE INCORPORATED AT T.S. 116 B. GEARBOXES PRIOR TO THIS MAY BE MODIFIED AS ABOVE IF THE ABOVE MODIFICATION DOES NOT CURE COMPLAINTS, THEN GROOVE IN REVERSE SEL. SHAFT MUST BE DEEPENED TO DIMENSION SHOWN.</u> </p>					
COMPILED BY		DATE	PASSED BY	SERVICE SCHEME	DESCRIPTION
					MODIFICATION SHOWING DEEPER GROOVE IN REVERSE SEL. SHAFT NECESSARY WHEN DIFFICULTY IS FOUND IN REVERSE GEAR COMING OUT OF ENGAGEMENT.
				MODEL	ISSUE:-1
				20 TR 2	

SP. 116 B / 3 / E

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