

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/E	CHANGE SPEED LEVER VIBRATION	Date	JUNE 1955
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There have been instances of gear lever rattle or vibration reported, which although annoying have no serious significance.

To reduce this tendency of the gear lever to rattle or vibrate, two modifications can be carried out to the gear lever assembly as follows:

1. The diameter of the hole in the spring retainer (see illustration) should be increased from 5/8" to 3/4" diameter to provide clearance around the gear lever.
2. A spring loaded plunger can be incorporated in the base of the gear lever ball end.

The part numbers affected by 1. and 2. are as follows:

<u>Item.</u>	<u>Old Part Number.</u>	<u>New Part Number.</u>
Spring Retainer.	37682	112442
Ball End.	109043	112446
Gear Lever Assembly.	109042	112447
* Plunger for Ball End.	New Item	112424
Plunger – Spring.	New Item	106388

* Not available for approximately a month.

The new Spring Retainer, Part No. 112442, can readily be made from the original item, Part No. 37682, by merely opening out the inside diameter to 3/4".

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In order to modify the existing Ball End, Part No. 109043, it is necessary to grind off 0.012" from the hardened case locally and drill and ream a 1/4" diameter hole as shown in the illustration.

The Plunger can be made from a 0.223"/0.218" length of 1/4" diameter Silver Steel with a spherical end 0.19" radius, which should then be hardened.

The Plunger Spring, Part No. 106388, is the synchro ball spring for an "Eight" and "Ten" gearbox.

The Gear Lever Spring was changed in normal manufacture at Commission No. TS.2579, and the later design spring should always be used with the spring loaded plunger. The earlier Spring, Part No. 37498, was replaced by Part No. 109531 and the two springs may be identified by the free lengths and coils, the earlier had an approximate free length of 1-7/16" and 6-1/2 coils compared with the later's 2-3/16" approximate free length and 4-1/2 coils.

Important.

When refitting the gear lever it is important that the plunger faces rearwards. The plunger may be located during assembly with a light smear of grease.

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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<p><u>SPORTS/9/E.</u></p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">MODEL</td> <td style="width: 50%; text-align: center;">20 TR. II</td> </tr> <tr> <td colspan="2" style="text-align: center;">DESCRIPTION</td> </tr> <tr> <td colspan="2" style="text-align: center;">MODIFICATION TO GEAR LEVER TO PREVENT RATTLE.</td> </tr> <tr> <td style="text-align: center;">SERVICE SCHEME</td> <td></td> </tr> </table>	MODEL	20 TR. II	DESCRIPTION		MODIFICATION TO GEAR LEVER TO PREVENT RATTLE.		SERVICE SCHEME	
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<p>ISSUED BY :- THE ENGINEERING DEPT., THE STANDARD MOTOR CO. L.P., BANNER LANE, COVENTRY.</p>										

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