

# SERVICE INFORMATION



## STANDARD AND TRIUMPH VEHICLES

### (NOT FOR PUBLICATION)

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<b>No.</b>	SPORTS/2/N	WATER LEAKAGE THROUGH THE STITCHING ON HOOD, SIDESCREENS AND TONNEAU COVER	<b>Date</b>	OCTOBER 1954
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In some cases trouble has been experienced with water leakage through the hood of this car. Owing to this leakage it has, not unnaturally, been claimed that the material was porous. Judging by the cars examined, whilst only one had faulty hood material, with all the other inspected water was leaking through the stitching. The inner backing material can act like a wick and spread water, which enters from a stitched portion of the hood. Generally, however, the water entry is directly from a seam.

The seams are sealed during the stitching operation, but as a further precaution a sealing compound is applied after stitching to fill any oversize holes made by needles, etc.

The stitch sealing we recommend after extensive testing is “Everflex” Stitch Sealing Lacquer, which can be obtained in 4 oz. containers from our Spares Department under Part No. 552895. This sealing compound should be ordered in small quantities as it will deteriorate in storage, even in sealed tins.

The seams to be treated should be first carefully scrubbed with a small nail brush using soap and water and then allowed to dry.

The “Everflex” Stitch Sealing Lacquer must be applied in a warm shop, on dry material, to both sides of seams, but under no circumstances must it be allowed to come into contact with the transparent plastic windows in the side curtains and hood owing to its solvent effect upon such a material.

The recommended Stitch Sealing Lacquer is highly inflammable and as such must comply with the limitations imposed upon the transport of such materials.

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.