

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE DEPARTMENT

BULLETIN T-64-26

SUBJECT: 1200 HERALD CLUTCH SLIP

DATE: JULY 24, 1964

Since the introduction of the additional return spring to overcome the effect of pedal riding at GA-117717 some pedals may have been released with an incorrectly positioned spring retaining bracket, part number 136466.

This results in binding of the spring between the pedal and bracket which prevents full return of the clutch pedal on release.

When any complaint of clutch slip is dealt with, the condition of the pedal should be checked.

To determine if a pedal is faulty, disconnect the master cylinder push rod from the pedal.

If, when the clevis pin is removed, the push rod continues to spring back past the line of engagement with the clevis pin and pedal, the pedal must be changed for a new one, part No. R.H.S. 137820 and L.H.S. 137746.

To ensure full engagement of the clutch and recuperation of the master cylinder, a small amount of backlash must be evident between the push rod and master cylinder piston when the clevis pin is reinserted.

The following list of driven plates refers to the model for which they are specified.

Part Numbers and Models

Driven Plate	210910	TR-10, Herald 948 c.c. & Herald 1200
Driven plate	210562	Spitfire only