

# SERVICE INFORMATION



## STANDARD AND TRIUMPH VEHICLES

### (NOT FOR PUBLICATION)

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<b>No.</b>	SPORTS/9/R	FRONT BRAKES	<b>Date</b>	MARCH 1956
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As a result of complaints of difficulty in greasing the bottom trunnion assembly on the front suspension vertical link, the grease nipple has now been removed from the boss on the side of the trunnion and it is now fitted in the cover plate which is inserted in its base.

The relocation of this grease nipple brought it very close to the front brake bridge pipe and in order to prevent "fouling" at this point it has been necessary to change the "run" of this pipe.

The bridge pipe assembly originally coupled the wheel cylinders by passing beneath the stub axle, whereas it has now been "re-run" to pass over it.

The part number of the trunnion is not altered, but that for the bridge pipe assembly has been changed as follows:

Old Assembly and Part No.

Bridge Pipe Assembly	LH.108224
Bridge Pipe Assembly	R.H.108225

Modified Assembly and Part No.

Bridge Pipe Assembly	LH.504691
Bridge Pipe Assembly	RH.504690

Both these modifications were incorporated in normal manufacture on all cars of this type commencing at Commission No.. TS.10341.

The new bridge pipe assembly is coupled to the lower hole in the rear cylinder and to the upper one in the forward cylinder. The bleed screw is now fitted to the lower hole in the forward cylinder.

Workshop personnel should be advised of the correct combination when carrying out this modification. The new trunnion with the repositioned grease nipple requires the bridge pipe assembly which passes over the top of the stub axle.

**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.