

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE & PARTS

BULLETIN T-64-7

SUBJECT: KNOCK FROM REAR END - 1200 AND SPITFIRE

DATE: FEBRUARY 7. 1964

Isolated cases have been reported of a knock coming from the rear end of the above models when accelerating from stationary and decelerating. It is essential that all nuts and bolts on the driveshaft, universal joints, back plates, radius rods, axle shafts, pinion nuts and vertical links are checked for correct torque. If the knock persists after the above check has been made, the following procedure should be carried out:

The lower pivot bolt on the vertical link should be tightened to torque of 40 to 45 lbs. ft. to take up any slack between the vertical and the nylon bushes. Should the knock still persist at this torque, bolts should be removed and the distance tube pushed out of the nylon and filed down accordingly, replaced and heavy chassis lube applied to of the nylon bush, reassemble and retorque at 40 to 45 lbs. ft. During operation, should the nylon bushes be found to be sloppy fit, this can cause a knock regardless of the correct tightening torque of the pivot bolt; therefore, the bushes should be replaced.

After this operation it is important that the suspension be checked for free movement after the torque has been applied to the lower trunnion pivot bolt.

Please note that a few third members have been changed for this noise but TO NO AVAIL and obviously the claims have been refused. The above information has proved satisfactory, however, in all cases and it is unnecessary to change the third member.