

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/4/G	FRONT SUSPENSION – TRUNNION FOR VERTICAL LINK AND LOWER WISHBONES	Date	AUGUST 1954
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Two cases of fracture of the screwed portion of the vertical link have been reported, which have been caused by over-tightening the outer wishbone pivots. This over-tightening permits severe bending to take place in the vertical link and resulted, in one case, in failure within 5 miles running.

The construction of this pivot is shown in the illustration and it is essential to have .004" - .012" end float for the boss of each wishbone arm. It will not be possible to measure this float owing to the grease retaining seals and the following procedure must be regarded:

- (a) The pivot pin should be chocked for centralisation in the bronze trunnion. This pivot pin is a press fit in the trunnion, located in the bronze against turning by self-cutting splines and may be centralised by the use of a press or a suitable soft metal drift.
- (b) The parts should be assembled as shown in the drawing and tightened up equally on each nut to prevent alteration of the relation of the pivot with the bronze trunnion. The outer washer is also located against radial movement by self-cutting splines on the pivot pin and equal tightening should be continued until the assembly is solid.
- (c) The nuts should next be slackened back 1/2 to 1-1/2 flats and then split-pinned. The wishbone arms should then be lightly tapped outwards to displace the splined outer washers and here again this should be carried out alternatively on each arm to avoid altering the relationship of the pivot and the trunnion.
- (d) This should give the recommended clearance to the bushes, but as a final precaution the assembly should be checked for freedom of movement over its full range of operation before fitting the road spring.

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This need for adjustment should only occur when the front suspension is disturbed but as a precautionary measure any possibility of tightness at this point should be checked during normal routine maintenance.

Apart from damage at this point, tightness can appreciably affect the ride of the vehicle.

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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SPORTS/4/G

ISSUED BY: THE ENGINEERING DEPT. THE STANDARD MOTOR CO. LTD. BANNER LANE. COVENTRY.

SECTION A - A

IT IS MOST IMPORTANT THAT AFTER ADJUSTING THESE NUTS THERE IS SUFFICIENT SLACKNESS (OR END FLOAT) TO PERMIT ROTATIONAL MOVEMENT OF THE WISHBONES RELATIVE TO THE TRUNNION. IT SHOULD BE NOTED THAT THE NUTS AT EITHER END MUST BE ADJUSTED INDEPENDENTLY TO OBTAIN THIS CONDITION. THE CORRECT PROCEDURE IS TO SPANNER THE NUTS TIGHT AND THEN SLACK BACK TWO SLOTS. NUTS SHOULD THEN BE SPIT PINNED UP AND WISHBONES KNOCKED OUTWARDS BY USING A COPPER OR ALUMINIUM DRIFT THIS ENSURES THAT COLLARS ARE AGAINST NUTS THUS GIVING REQUIRED CLEARANCE.

SERVICE SCHEME	DESCRIPTION	MODEL
	SERVICE SCHEME SHOWING CORRECT METHOD OF OBTAINING ADJUSTMENT OF LOWER WISHBONE OUTER SHACKLE PIN.	ZOTR II

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.