



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-17

SUBJECT: WRIST PIN & SPECIAL TOOL
1200 & SPITFIRE

DATE: MARCH 24, 1966

A modification to the pistons, wrist pins and connecting rods has been introduced from the following engine numbers: GD-71576-HE, FC-71117HE, ~196040 to GA-196100-HE and GA-196265-HE onwards.

The modification comprises an interference fit wrist pin in the small end of the connecting rod instead of the previous type which was floating with phosphor bronze bush.

The following procedures for service must be adopted as previous methods for the floating type of wrist pin are not applicable to disassembly.

Considerable force is required to fit the pin into the small end bore of the connecting rod and for this reason a special tool has been introduced for wrist pin extraction and replacement - Churchill tool No. 5334. Repeated insertion and withdrawals should be avoided as this will destroy the interference fit.

Inasmuch as this will be considered an addition to the basic tool requirement, orders should be placed with Leyland-Triumph Sales Co., Inc., Gardena, Calif.

The net price of this tool is \$7.65 and every effort should be made to equip Service Departments with this essential item. Procedure for use of this tool is as follows:

- To dismantle:
1. Lubricate the threads of the special tool with oil and assemble to piston locating one end in a vice. Note the hollow tool will locate in one side only of the piston.
 2. Tighten the special tool nut until the wrist pin is ejected into the hollow sleeve.
- To reassemble:
1. Re-lubricate the threads of the special tool with oil. Lightly oil the wrist pin, piston and con-rod bores and assemble tool and components in a vice, not forgetting that the thrust bearing will locate to one side of the piston only.