



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-25

SUBJECT: BRAKE SQUEAL, TRIUMPH 1200

DATE: APRIL 7, 1966

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For correction of brake squealing the following procedures will usually prove to be effective.

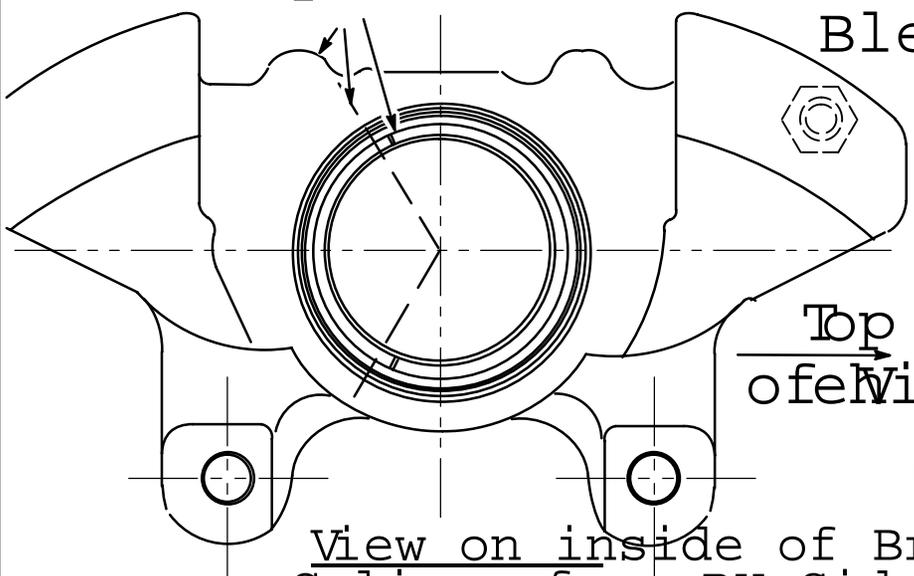
1. Ensure that the pads are fitted correctly, with the edge "A", arrowed in the illustration, at the top of the caliper "B". This should be checked on any car, as at some earlier date, the pads may have been removed for some purpose and refitted incorrectly.
2. Whilst pads are removed, discard the claw type shim.
3. Before refitting pads, reset the four caliper pistons to bring the undercut section to the position illustrated "C".

A simple tool may be needed to move the pistons which can readily be formed from a piece of bright mild steel approximately 1 inch x 3/16th of an inch.

While on this subject, you are reminded that from commission number MB 26412 disc brake pads and linings with DS.11 material bonded to the steel pad plate in an offset position were introduced. This later type of pad is "handed" and comes in a set of four (4) under kit number 514622 which comprises 2 off 514619 and 2 off 514618 and, of course, correct fitting of the pads in the caliper is essential as per illustration. At any time when fitting these pads, the anti-squeak shims that were fitted to the original brake pads should be discarded. The curing of brake squeal does not usually involve the replacement of the brake pads and a warranty time will be allowed for carrying out the operations, under paragraphs 1, 2, and 3 above, of 45 minutes.

SCHEME SHOWING CALIPER PISTON AND ALSO CORRECT POSITION OF DISC PADS TO OVERCOME SQUEALING.

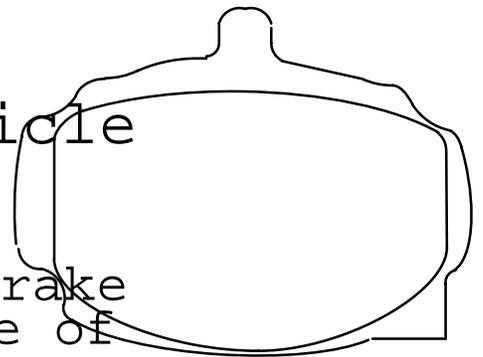
Piston to be positioned with the step in top position relative to casting as shown



Bleed Screw

Direction of Wheel Rotation

Top of Vehicle



View on inside of Brake Caliper from RH Side of Vehicle

Disc pad to the Inside with the Edge on the Same Side as the Bleed Screw

Triumph 2000 10.1.65

