

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-35

SUBJECT: WIRE WHEELS

DATE: JULY 8, 1966

We wish to remind all concerned that at the pre-delivery service and the 1,000 mile service on cars equipped with wire wheels, the operation that calls for checking wheel nut tightness must include the adaptor nuts that attach the wire wheel adaptor to the hubs as well as the center lock knock off wheel nut.

The correct torque figures for the wire wheel adaptors are 65 lbs. ft. for TR4A models and 45 lbs. ft. for Spitfire models. Attention to this point will take care of the possibility of any settling that may have occurred.

Maintenance of the tightness of the center lock nut on wire wheels is of utmost importance at each service and under no circumstances will any claims be entertained for worn splines or damaged threads because this condition can only come about by incorrect maintenance procedures or incorrect mounting of the wheel onto the hub. When mounting wire wheels, care should be taken to insure that the splines and the hubs are adequately greased to insure that the wheel center fits snugly and accurately onto the taper of the adaptor.