TECHNICAL SERVICE BULLETIN

BRITISH LEYLAND **Triumph**

NO. 77-D-6

May, 1977

SUBJECT:	MODELS:
CRANKSHAFT SPIGOT BUSH	TR7 5-speed Transmission

Service Bulletin #77-A-1 refers to the introduction of a crankshaft needle roller spigot bearing, part #UKC-8154.

With the introduction of this needle roller bearing on TR7 5-speed gearbox equipped cars, the length of the input shaft spigot was increased. This change took place at gearbox number 2001B (the suffix letter denotes the change).

Should it become necessary to change the input shaft, it is recommended that the spigot bush be replaced by a needle roller bearing, however, a needle roller bearing can only be fitted in conjunction with the new longer spigot condition. The two shafts can be identified as follows:

	INPUT SHAFT PART NO.	USE WITH:	IDENTIFICATION DETAILS	
			INPUT SHAFT OVERALL LENGTH	INPUT SHAFT SPIGOT PROTRUSION BEYOND HOUSING FACE (SHAFT ASSEMBLED IN GEARBOX)
OLD CONDITION	TKC 276	Crankshaft bush only	9.81 in.	0.67 in.
NEW CONDITION	TKC 3533	Crankshaft bush or needle roller bearing	10.07 in.	0.94 in.

With the input shaft assemblied in the gearbox, the method of checking is as follows:

1 - Place a straight edge across the clutch housing face.

2 - Measure the input shaft spigot protrusion beyond the housing face.

All future supplies of input shafts and 5-speed gearboxes will be to the new condition and the gearbox part number has been changed as follows:

Old condition (Input shaft TKC-276) - Gearbox part #UKC-8080

New condition (Input shaft TKC-3533) - Gearbox part #UKC-9076