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Provided Courtesy Triumph Wedge Owners Association
<http://www.triumphwedgeowners.org>



Recall Campaign Bulletin

SUBJECT:

RECALL CAMPAIGN A999
Road Wheel (Spoker) Check

MODELS:

TR7

March, 1977

British Leyland has determined that on some 1975 and 1976 Triumph TR7 vehicles, it will be necessary to check and possibly replace certain optional "spoker" type road wheels. The suspect wheels were manufactured of an unsuitable material and are subject to cracking at the wheel center after use. These "spoker" wheels were fitted as part of a "Victory Edition" vehicle sales package. However, a few "spoker" wheels may have been sold by dealers through their Parts Department and fitted to earlier cars which did not have the "Victory Edition" package.

The affected cars that could be fitted with "spoker" wheels are all 1975 and 1976 TR7's.

1975	ACL 1U to ACL 10000U
1976	ACL 10001U to ACL 33927U
1976	ACW 1U to ACW 7000U

IMPORTANT: ONLY VEHICLES EQUIPPED WITH "SPOKER" WHEELS ARE INVOLVED IN THIS CAMPAIGN - ALL CARS EQUIPPED WITH ORIGINAL FACTORY STEEL WHEELS REQUIRE NO ACTION.

DEALER VEHICLE CAMPAIGN LIST

Enclosed is a "Dealer Campaign List" showing all vehicles which, according to our records are registered as Victory Edition, that were invoiced to you. Use this list as a work sheet and check off each vehicle as it is campaigned.

Also enclosed is one computer prepared "Campaign Claim" form for any vehicle which may still be listed as in dealer stock. All dealer stock vehicles must be campaigned prior to retail sale, but this will involve the re-fitment of original factory steel wheels, even though the car was received from the Distributor as a V.E. car. (ONLY SUFFICIENT NEW "SPOKERS" ARE BEING SUPPLIED TO COVER THOSE CARS ALREADY RETAILED).

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If a list is not enclosed, then according to our records, you did not receive any of the affected vehicles, and this bulletin is for your information only.

NOTE: THE COMPUTER LIST SHOWS ONLY VICTORY EDITION TR7'S INVOICED TO YOU. HOWEVER, RECALL NOTICES HAVE BEEN SENT TO ALL OWNERS OF 1975 AND 1976 TR7'S. IT IS NECESSARY TO DO THIS IN ORDER TO BE SURE THAT WE REACH CUSTOMERS WHO MAY HAVE BOUGHT "SPOKER" WHEELS THROUGH DEALERS' PARTS DEPARTMENTS AND HAD THEM FITTED LOCALLY.

OWNER NOTIFICATION

Commencing April 1, 1977 (Campaign Launch Date), all owners of record will be sent recall notifications by first class mail together with a letter advising this condition. (A copy of the owner's letter is attached). The owner will be instructed to check whether or not his car is fitted with "spoker" wheels. If his car is not fitted with "spoker" wheels he will be advised to take no further action. If the car is fitted with "spoker" wheels, the owner will be instructed to contact his selling dealer and make an appointment to have the vehicle campaigned. The owner will be instructed to sign and turn over the "Campaign Claim" form to you at the appointed time.

PARTS INFORMATION

By April 15, 1977 a sufficient quantity of new "spoker" wheels to cover 50% of all RETAILED vehicles of record, equipped with suspect "spoker" wheels and sold by your dealership, will be shipped to you freight pre-paid directly from the wheel manufacturer in California. Forty-five days from the time of this shipment you will receive a billing from your Distributor of \$50.00 per wheel.

All suspect wheels removed by the dealer are to be immediately returned to your Distributor. On receipt of each suspect wheel the Distributor will issue a \$50.00 credit together with an allowance for the return freight involved.

As additional wheels are required, once the initial supply (50%) has been exhausted, wheels are to be ordered through your Distributor. In this case, an immediate billing will be made. However, the same credit will be issued on receipt of each suspect wheel returned. When the Campaign is completed, unused "spoker" wheels, which are still packed in the manufacturer's carton, can be returned for full credit to the Distributor.

A sufficient quantity of "A999 INSPECTED" campaign labels is included with this bulletin.

CAMPAIGN CLAIMS/REPAIR CODES

In order for British Leyland to maintain complete and accurate records, it is essential that the proper repair codes are utilized. Complete the applicable "Campaign Claim" form (see Section "C", Dealer Guide, Recall Campaigns). Insert in the "Repair Code" box on the "Campaign Claim" form the following repair codes:

TX: Labor allowance to check codes on five wheels 0.20 hours plus clerical time of 0.10 hours.
Total Time: 0.30 hours

TY: Labor allowance to check codes on five wheels 0.20 hours plus labor allowance to remove and replace bad "spoker" wheels with good "spoker" wheels, and balance 1.50 hours plus clerical time of 0.10 hours.
Total Time: 1.80 hours.

TZ: (THIS CODE IS TO BE USED ONLY FOR VEHICLES IN DEALER STOCK WHICH HAVE SUSPECT "SPOKERS" AND WHICH ARE CHANGED BACK TO ORIGINAL FACTORY STEEL WHEELS). Labor allowance to check five wheels 0.20 hours plus labor allowance to replace suspect "spoker" wheels with original factory steel wheels (dlr. stock only) and balance 1.50 hours plus clerical time of 0.10 hours.
Total Time: 1.80 hours

NOTE: Campaign condition codes will pay for labor only. Parts will be billed and credited separately as described above.

A very small number of vehicles (both retail and stock) could be fitted with mixed good and suspect "spokers". In this case, British Leyland will make no distinction and a labor time of 1.80 hours will be paid regardless of how many wheels were changed.

PROPER RECORD KEEPING IS ESSENTIAL. ENSURE THAT FORM DID 41 IS PROPERLY COMPLETED AS DETAILED IN THE ATTACHED WORKSHOP PROCEDURE.

Recall Campaign A999

TR7 Road Wheel (Spoker) Check

AFFECTED VEHICLE IDENTIFICATION RANGE

1975 ACL 1U to ACL 10000U
1976 ACL 10001U to ACL 33927U
1976 ACW 1U to ACW 7000U

NOTE: REPLACEMENT "SPOKER" WHEELS WILL BE FITTED TO RETAILED CARS ONLY WHERE THE WHEEL CODES DESIGNATE A SUSPECT "SPOKER" WHEEL. ALL DEALER STOCK CARS WHICH ARE FOUND TO HAVE SUSPECT "SPOKERS" ARE TO BE CONVERTED BACK TO ORIGINAL FACTORY STEEL WHEELS.

1. All "spoker" wheels are batch coded with a number and letter which is stamped on the inside surface of one of the spokes adjacent to the wheel rim. The only important part of the batch code is the letter and this alone determines whether or not a wheel is suspect. It should be noted that there is also a manufacturer's stamp on the inside of the wheel (the stamping is the letters TPPI). This marking should be ignored.

ALL WHEELS CODED A THROUGH J ARE OK.
ALL WHEELS CODED FROM K ONWARDS ARE SUSPECT.

2. The easiest way to check wheel codes is to put the vehicle on a lift and inspect the surface of the wheels from the inside.
3. A lift is not essential and the codes can be checked without raising the car off the ground. The simplest way to check a wheel code is to use one's finger to feel the inside area of each spoke to locate the code stamp. Once the code has been located, use a flashlight and a small swivel head mirror to read the code.
4. All wheels with suspect codes are to be replaced. ENSURE THE SPARE WHEEL IS ALSO CHECKED.
5. Any new wheels fitted must be properly balanced.
6. Once the recall action is completed, an appropriate Campaign Claim form should be filed indicating the correct repair code as previously stated.
7. A campaign label should be attached to the underhood area adjacent to the emission information label.

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<http://www.triumphwedgeowners.org>
British Leyland Motors Inc.

600 Willow Tree Road, Leonia, New Jersey 07605

Telephone (201) 461-7300

Telex 135491

March, 1977

Safety Recall Campaign A999

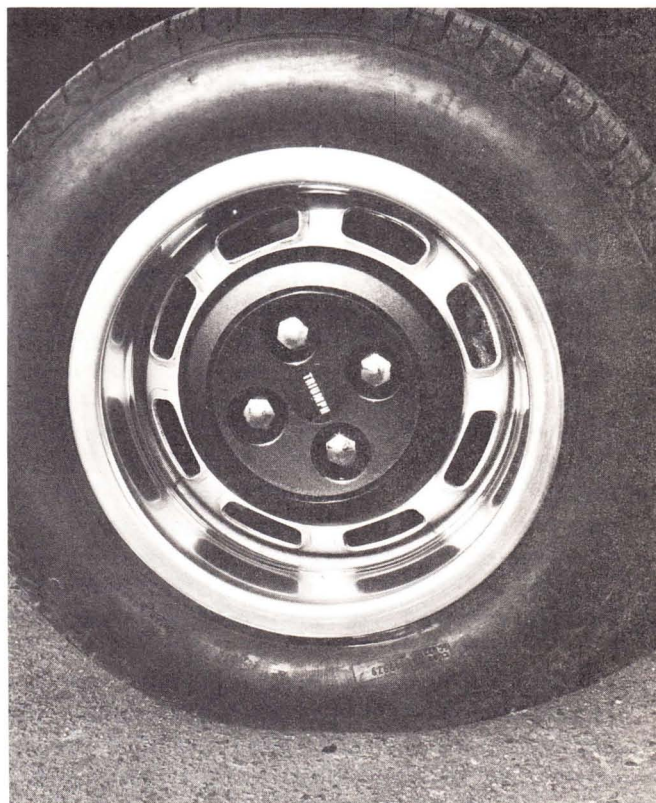
Dear TR7 Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

British Leyland Motors has determined that a defect which relates to motor vehicle safety exists in some of the Triumph TR7 vehicles that have been fitted with "spoker wheels".



SPOKER WHEEL



FACTORY WHEEL

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If your car is fitted with FACTORY WHEELS as shown above, this notice does not concern you. If it is fitted with the SPOKER WHEELS shown on the left, then this notice may apply to you, and you should read on.

YOU SHOULD CONSIDER THAT THIS NOTICE APPLIES TO YOU IF AND ONLY IF:

1. YOUR CAR WAS PURCHASED NEW FROM A DEALER ON OR AFTER OCTOBER 1, 1976, OR
2. SPOKER WHEELS WERE PURCHASED SEPARATELY AFTER THAT DATE AND FITTED TO YOUR CAR.

Last summer British Leyland arranged for special TR7 spoker wheels to be made by a California wheel manufacturer. Spoker wheels manufactured up to approximately October 1, 1976 are considered to be entirely safe for road use. However, we recently learned that sample wheels produced after that date did not successfully withstand the metal fatigue test at the manufacturer's plant, and this has been confirmed by our own testing.

There have been no reports of wheel failure in road use, and nearly all the test failures have occurred above the equivalent of one year's normal road use. Nevertheless, caution dictates that all spoker wheels made after October 1, 1976 should be recalled and replaced.

The fatigue testing indicates the possibility that one of the wheel spokes may crack in use. If this should happen, it is not believed that the wheel will disintegrate or that the remaining spokes will not adequately support the weight. Visual inspection will show if any spoke has already cracked; in that case it is strongly recommended that you replace the wheel with the spare wheel and take the car to your dealer for immediate replacement of all wheels. In some cases, the owner may be warned of a crack in one of the spokes due to vibration when the vehicle is in motion, but this is not necessarily so. There may be no vibration. Failure to take any action and continued driving with a cracked wheel, could cause failure of other spokes or complete collapse of the wheel. This could result in total loss of vehicle control with resultant vehicle crash.

Even though inspection may reveal no cracks in any of the spokes, there is no assurance that one of the wheels may not break later, and you should not delay bringing the car to the dealer. Meanwhile, until the wheels have been replaced, it is recommended that you avoid fast driving over rough road surfaces or under other conditions of unusual stress.

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British Leyland has arranged for its Triumph dealers to replace, WITHOUT CHARGE TO THE OWNER, all spoker wheels shown by identification number to come from suspect wheel batches. Your dealer will first determine the code number on your wheels, and where necessary he will replace them with new spoker wheels on which your tires have been remounted and the wheels balanced. All this will be done without charge. It will take the dealer less than ten minutes to check the wheel codes and if he finds that replacement is necessary, less than two hours to do the job.

We emphasize that the dealer is not testing your wheels; he will be automatically replacing them on our instructions if they are identified by number as coming from a possibly faulty batch.

It is not practicable for replacement to be carried out other than by a Triumph dealer, because of the strict controls needed to ensure that the proper inspection is done, that replacement wheels are on hand, and that replaced suspect wheels are scrapped and rendered unusable. We recommend that you return your car to your selling dealer who will automatically have been allocated a suitable quantity of new replacement spoker wheels. It is anticipated that this supply of wheels will be available to the dealer by April 15, 1977.

You have a right to submit a complaint to the Administrator, National Highway Traffic Safety Administration, Washington, D. C. 20590, if you believe that British Leyland or any dealer is unable to remedy the defect without charge within a period of 60 days after you have tendered the car to a dealer for repair. However, new spoker wheels meeting all quality control requirements are now being shipped to distribution centers and dealers, and we anticipate that most dealers will be ready to start making the replacements by April 15, 1977.

Please be sure to sign the "Campaign Claim" form in the space provided and present it to your dealer at the appointed time. He will then process the claim for payment and we can be sure your vehicle has been corrected.

If you no longer own this vehicle, please refer to the instructions on the last page of the "Campaign Claim" form, and if possible, provide the name and address of the present owner so that we may contact him.

We greatly regret the inconvenience that this notice will cause to those TR7 owners to which it applies. While we accept full responsibility for the replacement of wheels, we

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want to assure you that the condition that brought this about resulted from a breakdown of the quality control procedures of the wheel manufacturer, and was not the result of any negligence or improper manufacturing procedures on the part of British Leyland.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'D. Bate', with a horizontal line drawn underneath the name.

David J. Bate
Service Quality Manager

DJB/cc