

77/z/2

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



Recall Campaign Bulletin

SUBJECT:

RECALL CAMPAIGN A442
TR7 Accelerator Cable

MODELS:

1975 & 1976
TR7'S

December, 1977

British Leyland has determined that on the following ranges of 1975 and 1976 vehicles it may be necessary to replace the accelerator cable. The possibility exists that cable breakage can occur due to incorrectly manufactured cable assemblies, where the inner conduit Delrin support sleeve terminated 1 1/2" short of the outer conduit. Affected vehicle ranges are:

1975: ACL 1 to ACL 7248
1976: ACL 10001 to ACL 23620

IT SHOULD BE NOTED THAT ALL CARS IN THE ABOVE VEHICLE RANGES WERE ELIGIBLE FOR THE TR7 QUALITY ASSURANCE PROGRAM, WHICH INCLUDED REPLACEMENT OF THE EXISTING ACCELERATOR CABLE ASSEMBLY. THE ENCLOSED VEHICLE LIST COVERS ALL CARS WHICH ACCORDING TO OUR RECORDS HAVE NOT YET HAD THE QUALITY ASSURANCE PROGRAM PERFORMED ON THEM. HOWEVER, IT IS POSSIBLE THAT IN THE MEANTIME SOME OF THE VEHICLES MAY NOW HAVE HAD Q.A. ACTION COMPLETED ON THEM. IF A RED CABLE WAS FITTED UNDER Q.A., NO FURTHER ACTION IS NECESSARY.

DEALER VEHICLE CAMPAIGN LIST

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

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Also enclosed is the computer prepared "Campaign Claim" form for any vehicles which may still be listed as in dealer stock. All stock vehicles must be campaigned prior to retail sale.

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.

If any vehicle listed as in dealer stock has, in fact, been retailed, the dealer must contact the owner and advise him to return the vehicle for campaign work.

OWNER NOTIFICATION

Commencing December 27, 1977 (Campaign Launch Date), all owners of record will be sent recall notifications by first class mail, together with a letter advising them of this condition. (A copy of the owner's letter is attached). They will be instructed to contact their selling dealer and make an appointment to have their vehicle campaigned. They will also be instructed to sign and turn over the "Campaign Claim" form to you at the appointed time.

PARTS INFORMATION

You have already received from your Zone/Distributor a sufficient quantity of red cables to cover all vehicles to which the Q.A. Program applied. The cars involved in this recall are only those cars on which Q.A. was not completed. You should, therefore, have sufficient stock of cables to cover this campaign. In the event that you require a small quantity of additional cables to complete the campaign, you should contact your Zone/Distributor who will have received additional supplies by campaign launch date.

No Campaign Completion labels will be issued for this recall, since the new cables are easily identified.

CAMPAIGN CLAIMS/REPAIR CODES

Complete the "Campaign Claim" form (see Section "C", Dealer Guide, Recall Campaigns). Insert in the "Repair Code" box on the "Campaign Claim" form the following repair code.

AA: Labor allowance to install new accelerator cable
0.40 hrs. plus 0.10 hrs. clerical time.
Total Time: 0.50 hrs.

WARRANTY NOTE: Repair code will pay for labor only as parts supplied free of charge.

WORKSHOP PROCEDURE

Recall Campaign A442
TR7 Accelerator Cable

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~~AFFECTED VEHICLE RANGE~~
~~http://www.triumphwedgeowners.org~~

1975: ACL 1 to ACL 7248
1976: ACL 10001 to ACL 23620

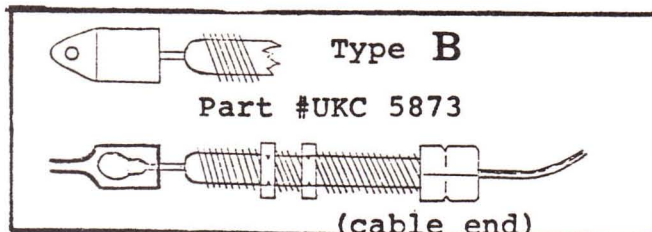
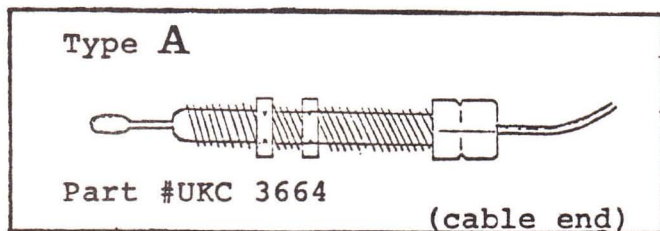
CABLE APPLICABILITY

NON AIR:

ACL 1 to ACL 21667 - A
ACL 21668 to ACL 23620 - B

AIR COND:

ACL 1 to ACL 20409 - A
ACL 20410 to ACL 23620 - B



1. Lift hood and locate accelerator cable. If cable is red in color the vehicle is O.K. and nothing further need be done. If cable is green in color proceed to step #2.
2. Type A cable/vehicle - remove cable from throttle link.
Type B cable/vehicle - remove clevis pin from link at carb end.
3. Remove lock nut from adjusting thread of outer cable and remove cable from cable anchor bracket.
4. Proceed to driver side footwell and remove inner cable from accelerator rod.
5. Remove outer cable lock from firewall and remove complete cable.
6. Push new cable through firewall and lock in position.
7. Proceed to driver side footwell and hook inner cable to accelerator rod and lock in position with spring clip.
8. Route cable behind rear of engine to carbs and locate adjusting thread on anchor.
9. Type A cable/vehicle - hook cable link to carb linkage.
Type B cable/vehicle - place clevis pin in link and replace lock pin.
10. Adjust cable to correct length and secure lock nut.



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British Leyland Motors Inc.

600 Willow Tree Road, Leonia, New Jersey 07605

Telephone (201) 461-7300

Telex 135491

December, 1977

Safety Recall Campaign A442

Dear Triumph Owner:

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

British Leyland has determined that a defect which relates to vehicle safety exists in a specific range of 1975 and 1976 Triumph TR7 vehicles which have not been previously fitted with new throttle control cables.

In earlier models of the TR7, the connection between the accelerator pedal and the throttle control cable can break, because of an incorrectly manufactured cable assembly, where the inner conduit Delrin support sleeve terminated an inch and a half short of the outer conduit. When the connection breaks, the driver will lose control over engine power. Generally this will be felt by a loss in power, although instances have been reported where the accelerator sticks in an open position, in which case the best thing is to disengage the clutch or move the gear selector into the neutral position (automatic transmission cars), switch off the ignition and pull over to the side of the road. Either of these failure modes could cause at least some loss of vehicle control, and may result in a vehicle crash.

British Leyland dealers have new (red) throttle cables in stock now, and should be able to do the job when you bring the car in. However, it would be wise to make an appointment first. When you turn the car over to the dealer, please give him the enclosed "Campaign Claim" form, and sign the form when he returns the car to you. Installation of this cable will be at no charge to you.

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JAGUAR

TRIUMPH

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We would recommend caution when driving the vehicle if it is not already fitted with a red cable. The chances of cable failure are probably remote in the case of an older car where the cable has been functioning satisfactorily, but it can happen, and it would be wise to exercise caution.

Some owners receiving this notice may have already paid the dealer to replace the throttle cable with a proper (red) cable earlier in 1977. We will reimburse you for the amount you paid for the cable together with labor costs for cable replacement (Operation Time one half hour), if you follow these simple instructions:

1. Instead of turning the "Campaign Claim" over to the dealer, return it to us with proof that the correct cable has been installed at the owner's expense.
2. This proof can be a copy of the dealer's repair order, referring to accelerator cable and dated after 1/1/77.
3. Send these two documents to us and we will send you a check for this amount shown on the repair order as the dealer's charge to you for this specific installation.

While we are confident that your dealer will inspect your present throttle cable and where necessary replace it promptly and without charge, if he fails to do so or if there is any unreasonable delay, you may submit a complaint to the Administrator, National Highway Traffic and Safety Administration, Washington, D.C. 20590.

Sincerely,

British Leyland Motors Inc.
Parts & Service Division