

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/10/B.	OIL PRESSURE KNOCK	Date	AUGUST 1955
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Instances have been reported with this engine, where a knock occurs at speeds between 1500 and 2000 r.p.m. Investigations following such reports have traced the knock to an oil pressure phenomenon caused by the slight recess left in each crank pin when the sealing plug is pressed into the oilway.

This oil pressure knock is in no way detrimental to the engine's life, but it is appreciated that without knowledge of the reason for the knock some customer anxiety may be experienced.

It has been found that this knock can be cured by drilling a 3/32" dia. hole longitudinally through the sealing plugs and this modification has now been incorporated in these engines during normal manufacture. This modification was first introduced in normal manufacture at Engine No. TS.7713E and will be incorporated in all future units.

It is not recommended that this modification is carried out on crankshafts prior to this engine number because of the subsequent difficulty of ensuring that all the drilling swarf has been removed from the crankshaft oilways.

All reconditioned engines which are built in the future will incorporate this modification.

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

This Sheet gives important service information and should be filed by your Service Dept. in the Service Information Folder.
