



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-14

SUBJECT: TRIUMPH TR-4 WIRE WHEEL CONVERSION

DATE: APRIL 8, 1965

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When converting from disc wheels to wire wheels on TR-4 models in service, it is essential that the original wheel studs are shortened by approximately 5/16" when installing the hub extensions.

Failure to do so will result in the studs fouling the inside of the wire wheels, preventing adequate tightening by the center wheel nuts.

If reversing the process, the short studs used for the extensions will be inadequate for securing disc wheels and longer studs, part number 114282 front, 100869 rear, must be fitted.

it is most important that the attachment nuts are initially tightened to a torque of 65 lbs. ft. after which the vehicle should be run approximately 10 miles and the torque tightness rechecked. This should normally allow any settlement between the surfaces of the hubs and adaptors to be accommodated and prevent subsequent loosening of nuts after further running but additional checks should be carried out as detailed below.

Although the tightness of attachment nuts are double checked in production on cars when fitting these adaptors, it is nonetheless important that this attention should be still given, as specified, during the pre-delivery check and first service. Equivalent checks should also be carried out with cars converted to accommodate wire wheels after dispatch from the factory.

This information was originally given in bulletin 1-63-51 and 1-64-23 and the Triumph TR-3 Workshop Manual but it is felt desirable to circulate it in reference to current models again.