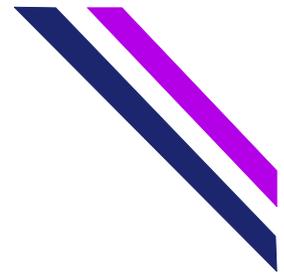


STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-64

SUBJECT: CLUTCH REPLACEMENTS

DATE: OCTOBER 23, 1963

Further to service bulletin T-63-37 as a result of which a number of clutch pressure plate assemblies have been returned for further factory examination it seems that dealers are involving themselves, customer and Standard-Triumph in unnecessary expenditures. It is hoped that the following notes will clear up any misunderstanding.

Clutch failures usually fall into three categories:

1. Failure of pressure plate assembly. Evidence of this condition will clearly show breakage, cracking, bending or distortion in the unit itself. The clamping pressure designed is more than adequate and slippage must be due to a positive condition that can be observed by simple inspection. Clutch pressure plates within the warranty period in this condition, can be claimed providing that it is not due to improper use and the defect is correctly described as "pressure plate cracked" "finger broken", etc. Reason should not be "slipping" without fuller details. "Weak springs" are a most unlikely condition and will be subject to a factory inspection.

2. Slipping or juddering.

- a) This is usually due to oil or grease on driven plate assembly. If oil is present on the driven plate it usually indicates defective oil seal at front of transmission or overfilling of transmission. "Oil seal failure" in the first case would be correct description and within the warranty period could be handled as such.

- b) Grease on the driven plate assembly usually indicates improper servicing - cause excessive greasing of throw out cross shaft. This would not carry any warranty coverage.

STANDARD-TRIUMPH MOTOR COMPANY, INC.

WESTERN ZONE



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE & PARTS

BULLETIN T-63-64

SUBJECT: CLUTCH REPLACEMENTS

DATE: OCTOBER 23, 1963

The unnecessary replacement of clutch pressure plates particularly on the Triumph TR-4 should be the concern of all.

A very small delay of clutch return and engagement must be accepted during extra high speed upshifting on the TR4. At reasonable speeds this characteristic is unnoticeable but it should not be considered as clutch slip.

All clutch claims must quote invoice number on which replacement unit was purchased and the suspect returned to zones or distributors for examination.

There is no question that valid claims will always be met but unnecessary components for the rectification concerned will not be considered.