



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

ATTN: SERVICE & PARTS

BULLETIN T-64-20

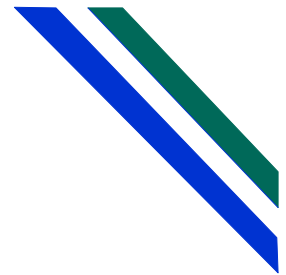
SUBJECT: TRIUMPH SPITFIRE BODY WATER LEAKS

DATE: JULY 2, 1964

The Workshop Manual, part No. 511243, describes the dust and water sealing procedure in Group 5, Section 3, Page 5.309. This bulletin deals with possible points of water entry additional to those outlined in the Manual and enlarges on some of those already detailed. Reference should, therefore, be made to the Workshop Manual when undertaking dust and water sealing rectification.

Small changes in body design have been introduced since first production and the items detailed below may not necessarily apply to all Spitfires.

1. Check for gaps at the top lap joint beneath the chrome finisher at the top of the "B" post. Brush in any gaps with sealer.
2. Check for gaps between the inner and outer wheel arch panels and beneath the rear wing chrome finisher strips along the top of the rear wing paying particular attention to the extreme ends of the seams. See illustration C.512/14 on Page 5.312 of the Manual. Brush in any gaps with sealer.
3. Check for gaps at rear/tail lamp body securing screw and gasket. See Illustration C.512/18 on Page 5.313 of the Manual. Use Seelastik to fill any gaps.
4. Check for gaps at the inner sill panel to "B" post base closing plate joint. This joint runs vertically through an elongated hole in the rear of the inner body sill panel, just forward of the rear suspension radius rod attachment bolts. The elongated hole is shown in illustration C.512/12 on Page 5.312 of the Manual. Brush in sealer to fill any gaps.



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5. Check for any gaps between the rear bumper mounting bracket grommets and the mounting bracket on the body. Fill in any gaps with Seelastik.

6. Remove door internal handles and trim casing and seal all holes in the internal door panels with waterproof tape, including door lock across holes.

7. Seal heater unit at mounting gasket and heater pipe grommets at bulkhead with Seelastik. See Illustration C.512/4 on Page 5/310 of the Manual.

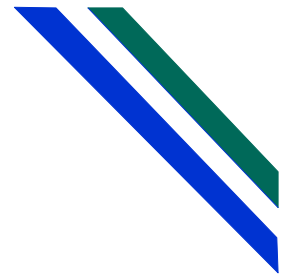
8. To prevent a build up of water at the base of the door, early cars were fitted with a separate door rubber seal inserted in a channel pop-riveted to the door aperture. "A" Fig. 1. Assist the drainage by drilling three equidistant 3/16" die. holes in the top of the body sill panel in-board of the riveted channel at the bottom of the door aperture. "B" Fig. 1. To allow drainage from the body sill, a drain hole 1/4" dia. should be drilled at the rear wheel arch end of the outer sill panel at its lowest point. "C" Fig. 1

The later type of door aperture sealing rubber, part No. 707931, which combines the aperture sealing rubber and aperture flange finisher may be fitted. "D" Fig. 1. The original channel for the older type rubber should be retained as the new rubber fitted to the aperture flange will almost conceal it.

9. The door check strap sealing rubber was originally attached to the door. On these cars the check strap should be disconnected, the rubber removed from the door and reattached to the "A" post with a suitable adhesive. Reconnect the check strap.

LEYLAND-TRIUMPH SALES COMPANY, INC.

WESTERN ZONE



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10. A "P" section rubber, part number 651842, as now fitted to the "A" post and screen pillar, allowing each coat to dry before applying a further coat. Brush sealer be fitted to any car not so equipped by attaching with a suitable adhesive. See Fig. 2 "E" for correct positioning of rubber to screen pillar and "A" post.

11. All stitched hood seams should be sealed with three or four coats of "Brush stitch sealer" allowing each coat to dry before applying a further coat. Brush Sealer may be obtained under part numbers Clear 552895 for use on white hoods and Black 5~A616 for use on black hoods.

12. Hard top aperture sealing rubbers. Instructions and method of adjusting drop light glass to achieve a correct seal between rubber and drop light glass are detailed in Bulletin 1-64-19.

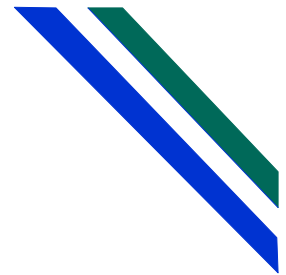


FIG 1.

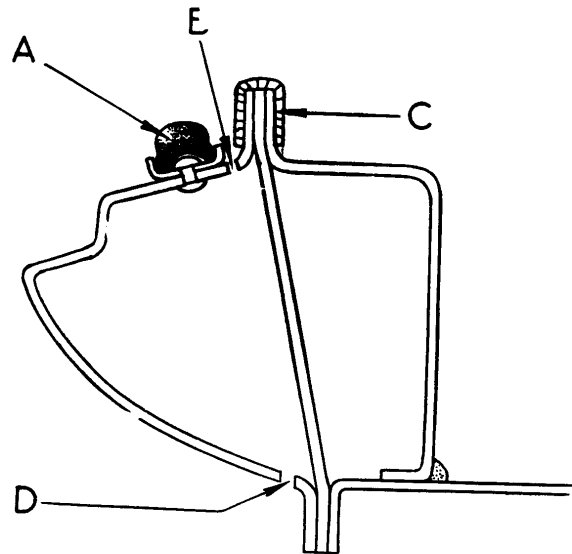


FIG 2.

