

S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/1/B	FAILURE OF R.P.M. INDICATOR INSTRUMENT OR INNER DRIVE CABLE	Date	APRIL 1954
------------	------------	--	-------------	------------

There have been instances of instrument failure Which, upon examination, have been found to be due to excessive end loading of the operating mechanism.

This has generally been caused by the fit of the square ends of the inner cable being too tight, either in the instrument, or in the engine drive attachment.

The inner cable should be checked for free fitting at both ends and particularly so at the engine drive. It will be necessary to ease or replace the engine drive socket if the square recess in the socket is undersize.

There have been cases of inner cable fracture due to sharp bends in the “run” of the outer cable on R.H.S. Models. The “run” has now been improved in factory assembly to minimise the possibility of such a condition and the modified “run” is shown in the illustration.

It is most important that both the cable for this instrument, and also that for the speedometer, are not “kinked” during installation, as once distortion of the inner cable has taken place early failure is inevitable, however correct is the subsequent run of the cable. It should be general practice to finally check the run of the cable to ensure the maximum possible radius for each bend, especially where it is “clipped” or passes through bulkheads.

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.

1 ILLUSTRATION.

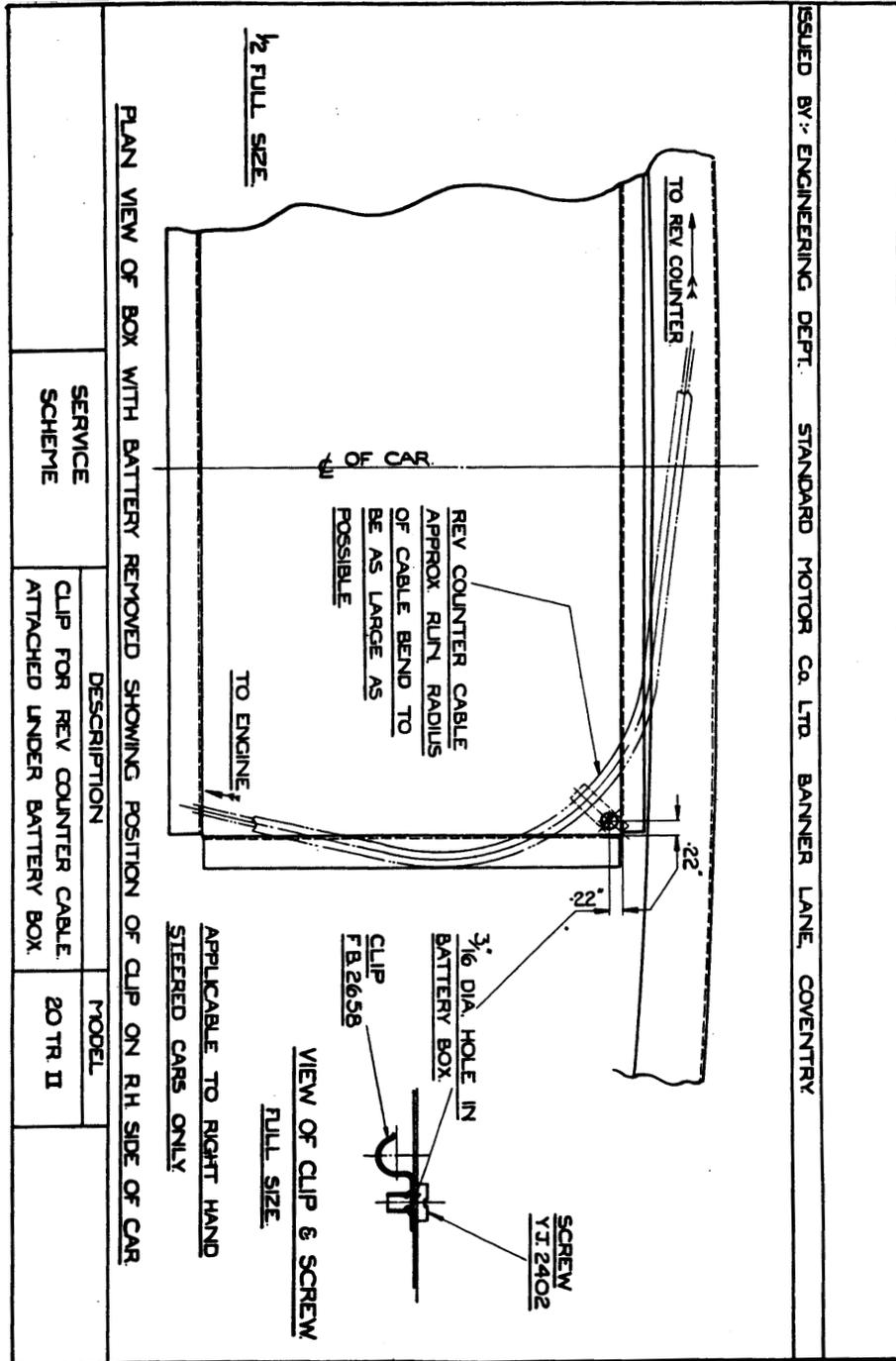
This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



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