



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE AND PARTS

BULLETIN T-63-25

SUBJECT: SPORTS SIX & SPITFIRE
FRONT WHEEL BEARINGS

DATE: MARCH 20, 1963

Water may enter the front hubs between the dust shield and caliper mounting bracket and damage the hub inner bearing on Spitfire and Sports Six models equipped with disc brakes. The hub outer bearing is seldom affected.

Rectification must be carried out at two stages:

1. Cars in Service

When rectifying a noisy front hub inner bearing:

- (a) Dismantle the front hub assemblies, renew damaged bearings and discard the felt seals; these will be impregnated with water.
- (b) Thoroughly coat the faces of the new felt seals with approved hub grease. Reassemble the hubs.
- (c) Wire-brush the faces in the area of the caliper mounting plate and seal the gaps on the three sides with a suitable sealer such as "Permatex Form A Gasket."
- (d) Place a dab of red paint on the hub caps to indicate that the modification has been effected.

2. Unsold Cars

When carrying out the Customer Preparation Service*, perform operations 1 (c) and I (d). Warranty labor allowance:

STANDARD-TRIUMPH MOTOR COMPANY, INC.
WESTERN ZONE



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Operations (a) to (d) 1 hour (each hub)

Operations (c) to (d) -1/2 hour (both sides)

NOTE

1. The sealing operation was introduced in production at (approx.)
Commission Numbers HB-6800 - FC-1675

2. Built-up units, withdrawn from Spares stocks, must be sealed in
accordance with the above instructions, before being assembled to
vehicles.

* Pre Delivery Operation

The exact incorporation Commission Numbers referred in Page 1 of this
Bulletin have been confirmed as FC-1936 Spitfire and HB-6835 Sports Six
and therefore, no action will be necessary after these numbers.

Future production from FC-2393 and HB-7082 will incorporate a rubber seal
between the dust shield and caliper mounting bracket. This modification
cannot be applied to prior commission numbers.

It will usually be found that only the inner bearings become damaged and
unnecessary replacement of outer bearings should, therefore, be avoided
unless damage is evident.

