

TECHNICAL SERVICE BULLETIN

NO.

1-F-7



TRIUMPH

SUBJECT:

Suspension Geometry Data

MODELS:

Triumph - All Models

The following suspension data relates to vehicles in the UNLADEN condition:

MODEL	FRONT SUSPENSION				REAR	SUSPENSION
	CAMBER	CASTOR	K P I	WHEEL ALIGNMENT	CAMBER	WHEEL ALIGNMENT
Spitfire Mk I & II	2°POS	3°	6 3/4°	1/16"-1/8" T.I	1/2°POS	1/16"-1/8"T.O
Spitfire Mk III	3°POS	3 1/2°	5 3/4°	1/16"-1/8" T.I	1/2°POS	1/16"-1/8"T.O
Spitfire Mk IV	3°POS	4°	5 3/4°	1/16"-1/8" T.I	1°neg	1/32"-3/32"T.O
GT.6	2 3/4°POS	3 1/2°	6°	1/16"-1/8" T.I	0	1/16"-1/8"T.O
GT.6 + and GT.6 MK II	2 3/4°POS	3 1/2°	6°	1/16"-1/8"T.I	0°	0 ± 1/32"
GT.6 Mk III	2 3/4°POS	3 1/2°	6°	1/16"-1/8"T.I	0°	0 ± 1/32"
TR.4	2 1/2°POS	2 3/4°	6 1/2°	0 - 1/16"T.I	-	-
TR.4A	1/2°POS	2 3/4°	8 1/2°	1/16"-1/8"T.I	1/2° POS	0-1/16" T.I.
TR.250	1/2° POS	2 3/4°	8 1/2°	1/16"-1/8"T.I	1/2°POS	0 - 1/16"T.I
TR.6	1/2° POS	2 3/4°	8 3/4°	1/16"-1/8"T.I	1/2° POS	0 - 1/16"T.I
Stag	1°POS	2°	10 1/2°	1/16"-1/8"T.I	1 1/2°POS	0 - 1/16"T.I

- NOTES:**
- Maximum permissible difference between left & right hand castor and camber is 1 degree.
 - Subject to note 1, the maximum tolerance of camber, castor and K P I. angles is $\pm 1^\circ$.
 - The use of Swivel Plates is essential, particularly when checking Spitfire rear suspensions. Without the use of these plates, side thrust can cause a difference of approximately 15%.