



TO: All Dealers

BULLETIN #T-61-11

DEPT: Service

DATE: May 17, 1961

SUBJECT: OIL CONSUMPTION-TRIUMPH HERALD

To avoid owner dissatisfaction and unnecessary expense, it is most important to have a clear appreciation of the factors involved when investigating complaints of oil consumption.

Oil consumption of 2400 miles per gallon (600 miles to the quart) is considered to be satisfactory and a number of oil consumption complaints have arisen through failure to recognize this as a normal figure applying to small high revving engines. This is necessary to properly lubricate the cylinder walls, pistons and rings since the oil on the top parts of the cylinder wall is exposed many hundreds of times per minute during operation to heat temperatures in the region of 3000°F.

Other alleged oil consumption complaints have been proved to result from the following:

- (a) Over-filling the sump, this resulting from taking a dipstick reading immediately after stopping the engine before the oil has re-settled in the oil pan. Too high an oil level will result in the excess quantity being expelled as an oily vapor.
- (b) Miscalculation of the amount needed to bring the level to the top mark of the dipstick. The amount required from the bottom to the top marks on the dipstick is approximately two pints. It is not really necessary to add oil if the oil level is anywhere between the top and bottom marks on the dipstick.
- (c) Oil leakage from any part of the engine, however small the leakage may appear to be. Under average operating conditions external leakage at the rate of one drop per second at a speed of 40 m.p.h. with normal oil pressure can cause a loss of up to one quart in every 500 miles of travel.
- (d) Frequent journeys at sustained high cruising speeds.



BULLETIN ST-61-11

-2-

May 17, 1961

If leakage is suspected, a further consumption test should be carried out after rectification of the leak in question. In particular, ensure that timing covers are correctly dowelled and fitted so that the timing cover oil seal is concentric to the crankshaft if and when it has been found necessary to replace this seal. An off-center condition, of course, will nullify the efficiency of any oil seal. Correct any external leaks at oil pan, valve covers, fuel pump, etc.

If after a thoroughly supervised and accurate test excessive oil consumption is established and it is clearly not attributable to any of the above conditions, it is possible that it will be necessary to give some attention to the piston rings but when inspecting internal condition of the engine do not neglect to inspect inlet valves and guides for excessive clearances and connecting rod and main bearing clearances and connecting rods for alignment.

If piston ring replacement is considered necessary the following procedure should be applied:

- (1) Remove the pistons, the connecting rod alignment should be jig checked and if necessary, corrected.
- (2) Measure piston groove clearances and piston ring gaps to ensure no excessive wear exists.
- (3) Measure cylinder bores for wear, deglaze and fit new rings or piston assemblies as required. (Renewal of pistons is unnecessary except where scoring or other damage is apparent.)
- (4) If the cylinder bore wear is less than .005" fit the following special new piston rings.

129981	Top Compression Ring (inner stepped)
129982	Second Compression Ring (tapered)
129983	Mani Groove Scraper Ring

To ensure correct assembly, the lower face of the top compression ring is marked "btm" and the upper face of the second compression ring is marked "T".

There is no special way of fitting the scraper ring.

Should special new pistons be required, these are obtainable under part number 129984, which included the above rings. It should be noted that the above quoted parts are specially designed to handle this type of condition and do not supersede regular equipment.

6
STANLARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



BULLETIN #T-61-11

-3-

May 17, 1961

In the event of new parts being fitted, the owner should be acquainted with the need for careful "running-in" over a period of 500 miles.

Parts specified in paragraph "d,4" above are not presently on hand but have been ordered and should be available in a few days. Therefore it is suggested that before disassembling an engine, with intentions of replacing these components, a positive check be made with the Parts Department of this Zone.


Zone Service Manager

W. T. Yeager
dm

Property of The Vitntrage Triumph Register
WWW.VTR.ORG