

STANDARD-TRIUMPH MOTOR COMPANY, INC.

NORTHEASTERN ZONE



TO: All Dealers

BULLETIN #T-61-14

DEPT: Service and Parts

DATE: May 17, 1961

SUBJECT: TRIUMPH HERALD TIE ROD INNER BALL JOINT ASSEMBLIES

Should the tie-rod inner ball joint assembly be dismantled, it is vitally important that the load on the ball joint is not excessive when it is re-assembled. In addition to causing heavy steering, excess load on the ball joint may result in distortion or may fracture the ball joint neck.

Referring to the Plat U illustration (facing Page 43 on Herald Parts Catalog, Part number 508073/USA), the correct re-assembly and adjustment procedures are as follows:

ASSEMBLY

1. Place the threaded portion of the cup nut (40) upwards and nip the nut lightly in the jaws of a vice. Insert the tie rod into the cup nut (40) followed by the thrust pad (42).
2. Position the lock plate (43) over the sleeve nut (41) and screw this into the cup nut (40).
3. Firmly tighten the sleeve nut against the cup nut and bend the lock plate tabs in alternate directions so as to prevent the two nuts from working apart.
4. Screw the locknut (46) as far as possible on to the rack (23) and insert the spring (45) into the end of the rack.
5. Release the tie-rod assembly from the vice and screw it on to the end of the rack.

ADJUSTMENT

As the tie-rod is screwed on to the rack, the amount of "lift" will diminish and the tie-rod will become more difficult to articulate at the ball joint.

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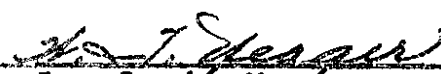
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When the joint is almost locked and the tie-rod is approximately aligned with the rack, attach a weight of 7 lbs. to the center of the outer ball joint and very slowly unscrew the inner joint until the attached weight pulls the tie-rod down to its lowest adjustment.

Finally, by pushing and pulling on the tie-rod, estimate the amount of ball "lift". This must not exceed 0.002".


Zone Service Manager

W. T. Yeager
dm

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