

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE

123 North Beacon Street,
Watertown 72, Massachusetts

TO: All Dealers

BULLETIN #: T-61-3

SUBJECT: General Service Hints - TR-3

DATE: April 4, 1961

Through our field personnel and attendance at numerous T. S. O. A. meetings certain minor squeaks and rattles causing considerable owner annoyance have been brought to our attention; particularly as the simple rectification is not always immediately apparent.

As a result of this we are listing below seven (7) items that you may check on all Triumph TR-3s when carrying out general servicing and in particular, when looking for a rattle or squeak in the area indicated.

1. Squeaking Emanating from the Hood and Engine Compartment Area at Idling Speeds.

This is usually caused by the hood lift plunger which pushes the front of the hood open when the Dzus fasteners are released. There is a metal to metal contact between this plunger and the underside of the hood itself and greasing will effect a cure.

2. Intermittent Rattle Under the Hood.

(a) This may be caused by the top of the dipstick rattling against the chassis frame. The cure is to slightly spring open the forked end of the dipstick to make it a tighter fit in the hole in the crankcase.

(b) The hood stay itself can cause a buzzing rattle at certain engine speeds caused through looseness at the pivot point. The pivot point must be tightened by suitable packing to eliminate this condition.

3. Intermittent Rattle Seeming to Emanate from Either Right-Hand Side or Left-Hand Side of the Scuttle Panel.

This is usually caused by one or both of the hood hinge pins becoming loose through wear. Correction can be effected by removal of the hinge and inserting an oversized hinge pin or by replacing the hinge complete if it is excessively worn.

STANDARD-TRIUMPH MOTOR COMPANY, INC.
NORTHEASTERN ZONE OFFICE

Page 2.

Bulletin # T-61-3

4. Gearshift Lever Chatter.

The simple corrective measure has been dealt with in a separate Bulletin which seems to have been overlooked by many service shops. Therefore, to briefly recapitulate, remove the gearshift lever knob and boot, remove the top cover bolt and cover together with the inner cover and spring. Slide down over the gearshift lever a fairly heavy piece of rubber or neoprene tube 7/8" long and 5/8" inside diameter. Press it down until it comes in contact with the fulcrum ball. Reassemble and that is all that is necessary. The rubber or neoprene tube will act as a vibration damper in this position.

5. Loud Squeaking in the Right Rear (similar to a squeaking road spring).

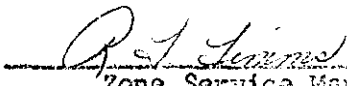
Removal of the right rear wheel will generally reveal that the overflow pipe from the gas tank is chafing in its bracket against the frame. Taping the pipe at this point inside its bracket will quickly correct this condition.

6. Intermittent Rattle Generalized in Rear of Car.

Providing there is nothing loose in the trunk itself, removal of the spare wheel from the spare wheel compartment will generally reveal a tool or ratchet wrench for the jack handle loose in the spare wheel well.

7. Intermittent Knock from Underside of Car.

It will generally be found that this is the exhaust pipe hitting the chassis frame. Corrective measures should be self-evident.


Zone Service Manager