



TO: All Dealers

BULLETIN: T-62-40

DEPT: Service & Parts

DATE: July 30, 1962

DISTRIBUTION: All Dealers

SUBJECT: SPEEDOMETER FAILURE
TRIUMPH TR-4

RELEASE: Immediate

Oil in Speedometer

Sluggish operation or very high reading at low speeds usually indicates that transmission oil has entered the instrument due to failure of oil seal #60247.

The speedometer and the speedo driven gear bearing from the gearbox should be replaced and both units should be returned through Zone or Distributor for rectification by the Nisonger Corporation and returned to stock.

It is essential that the bearing speedo driven gear #107747 be replaced at the same time of cleaning the speedometer if this condition is to be permanently rectified. Note that replacement of the bearing assembly only is required #107747. The original driven gear #58969 may be re-used. When reassembling take care when inserting the driving gear #58967 into the bearing #107747 to lubricate it and avoid damaging the life of the seal which is inside the bearing.

Records indicate availability in most Zones and Distributors of #107747 and also #107749. In case of shortage the 107749 could be separated from 107747 to provide this latter item.

It should be noted that 107747 can be used for transmission with or without Overdrive and the external "O" ring seal is provided for the standard transmission but does not affect its application to Overdrive models.

Warranty Procedure

Standard Transmission

S.G.4	Remove & replace speedo pinion	20 minutes
S.I.E.1	Remove & replace speedometer	10 minutes

Overdrive Transmission

S.G.4(a)	Remove & replace speedo pinion (Includes S.G.6 transmission tunnel)	1½ hours
S.I.E.1	Remove & replace speedometer	10 minutes

Labor for STMCI warranty claim - rectification of instrument will be free of charge by Nisonger. Instruments should be tagged or labeled in the normal manner.

Lewis B. Hoeltyson

Service Manager