



TO: All Dealers

BULLETIN: T-62-61

DEPT: Service & Parts

DATE: July 30, 1962

DISTRIBUTION: All Dealers

SUBJECT: TRIUMPH TR-4 VIBRATION

RELEASE: Immediate

Front End

Investigation of front end shimmy or vibration shows this to be mainly induced by minor road corrugations principally at speeds of 60 m.p.h. and upwards. The condition becomes greatly magnified by general looseness in front end components and in some cases has been incorrectly attributed to out of round wheels or tires. Attention to the following points will usually bring the natural characteristics to within acceptable limits.

1. Fully retighten the two nuts on either side of the chassis that secures the bumper attachment extension.
2. Tighten the two support stays located behind the front overrider to engine compartment.
3. Tighten all body attachments particularly those in the engine compartment.
4. Adjust by packing the four wedge shaped rubber buffers inside the fender to ensure contact with the hood when closed.
5. Firmly pack with felt or any type of suitable material between the hood and its front and longitudinal bracing frames particularly the left front section.

In general take nothing in the way of general tightness for granted. A full check of the above items can be completed within 15 minutes and forms part of the Pre Delivery Schedule.

Engine Vibration

This should not be confused with any other condition, where it exists it will be found within the normal critical range of 2800 r.p.m. to 3000 r.p.m. (60 m.p.h.). This condition can be reproduced with the car stationary and a considerable improvement can be effected by replacing the rear engine mount (interchangeable) with the Vanguard type part no. 117176. At the same time check the exhaust system and related parts for alignment and clearance.

When reordering rear engine mounts for the Triumph TR-4, it is suggested that a small proportion of 117176 be included as the two types are completely interchangeable.

Out of Round Wheels

This subject has already been covered in Bulletin T-62-23, but before proceeding with an investigation of wheels and tires, please ensure



that the information in the first part of this Bulletin is observed,
as attention to the points mentioned can render the car much less
susceptible to the wheels and tires condition.

Lewis B. Hodgson.

Service Manager

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