



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-49

SUBJECT: WIRE WHEEL ATTACHMENT

DATE: OCTOBER 21, 1966

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To ensure that the wire wheels on any model so equipped are satisfactorily tightened, the following procedure MUST be adopted EACH TIME the wheels are removed and refitted.

Check that the splines on the hub adaptors and in the wheels are clean and free from foreign matter.

Check that the adaptor taper and its mating wheel hub taper are clean. DO NOT GREASE THESE SURFACES.

Ensure that the splines, the screw threads and the opposing taper faces on the wheel retaining nuts and the taper at the end of the wheel hubs are clean and coated with grease.

Slide the wheel on to the adaptor and pushing against the wheel hub centre to maintain concentric location, simultaneously screw on the retaining nut by hand until the wheel is felt to seat on adaptor taper.

Restraining the wheel with one hand, continue tightening by striking the ears of the nut with a soft faced hammer. Lower the wheel to the ground and finally tighten.

Failure to observe these precautions can result in the tapered faces binding causing premature tightening of the nut against the wheel outer taper but failure to clamp the wheel against the inner adaptor taper. Such a condition would prevent the wheel from seating correctly and lead to damaged splines and subsequent loss of drive.

This is a reminder to observe the time-honored practice of tightening any type of road wheel, disc or wire as much as possible to obtain alignment and seating before allowing the weight of the vehicle to rest on it. Finally, tightening only should take place with the vehicle weight on the wheel.