



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-66-51

SUBJECT: OIL LEAKAGE FROM BORG-WARNER TRANSMISSION
TRIUMPH 2000 ONLY

DATE: OCTOBER 21, 1966

Oil leakage from the filler/dipstick orifice of the Borg-Warner transmission unit will result from overfilling.

The correct method of checking the fluid level is given in T-65-44 and in the relevant Borg-Warner literature. IT IS VITALLY IMPORTANT THAT THIS PROCEDURE IS CAREFULLY ADHERED TO and if leakage continues, check the calibration of the dipstick as follows:

1. Drive the vehicle on to a level ramp, remove the transmission drain plug and leave overnight to allow the unit to cool and to effect complete drainage of fluid from the unit.

NOTE: Do not run the engine until calibration checks have been completed.

2. Replace the drain plug and add 4 pints U.S. or 1.85 litres of an approved lubricant. After waiting 12-15 minutes to allow the fluid level to stabilize, insert the dipstick, and if the fluid level does not coincide with the existing "low level" mark on the dipstick, obliterate this mark and make a new one at the position indicated by the fluid.
3. Withdraw the dipstick and add an additional pint or 1.75 litres of lubricant and again wait 12-15 minutes to allow the level to stabilize. Reinsert the dipstick and if the fluid level does not coincide with the existing "high mark" on the dipstick, obliterate this mark and make a new one at the position indicated by the fluid.
4. Start up and run the engine until normal working temperature is reached. Check and adjust the oil level as described in T-65-44.