

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	EIGHT/8/F	REAR AXLE LUBRICANTS	Date	FEBRUARY 1956
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Cross refer to VANGUARD III/1/F, VANGUARD/2/FM SPORTS/10/F and DIESEL/2/F.

Our six suppliers of oil have confirmed that the rear axle lubricants they specify for our cars are completely miscible.

In view of this miscibility we are altering our Instruction Books and recommending owners to top up, as or if necessary, with fresh oil between the drain and refill periods specified. Such topping up must be carried out with one of the oils recommended at the end of the Instruction Book.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	EIGHT/21/N	PAINT THINNERS	Date	MARCH 1956
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Cross refer to VANGUARD/8/N, VANGUARD III/4/N, DIESEL/4/N, TEN/9/N, SPORTS/7/N.

With further reference to Service Information Sheet No. EIGHT/19/N which dealt with paint recommendations for re-finishing and re-touching, it would appear that the importance of using the proper thinner for the make of paint used is not generally appreciated.

It is essential that where a Docker recommendation is adopted that Docker thinners should be used. Similarly where an I. C. I. brand of paint is being used then I.C.I. thinners must be employed.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/4/A

T.R. III INFORMATION

Date FEBRUARY 1956

It is not proposed to recommend the use of a separate binder for information concerning the T.R. III Model, owing to the number of features which are in common for the two cars.

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/17/B	T.R. II AND T.R. III SPARKING PLUG SETTINGS	Date	FEBRUARY 1956
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Complaints have been reported of mis-firing occurring when driving for prolonged periods under heavy traffic conditions.

The present sparking plug (Champion L10S), which is fitted in normal manufacture, is designed to meet the average requirements of a high-performance Sports car.

Investigations have indicated that where a car is driven under traffic conditions, it is beneficial to reduce the plug gap setting to 0.025" which can be done without any detrimental effects on performance or to the life of the plugs.

It is proposed to incorporate this revised setting in normal manufacture of the T.R.III Models at an early date.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/19/B	BIG END BEARINGS	Date	MAY 1956
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As a result of normal development work by our bearing manufacturers in conjunction with The Standard Motor Company, a new type of big end bearing has been evolved for use on The T.R.2 and T.R.3 Models.

The new bearings differ in construction from the type originally used and offer greater resistance to bearing fatigue when used under arduous engine conditions.

The part number of the new bearing is 113381 as compared with 107676 for the original item. All future supplies of bearings sent out by our Spares Division will be of the later type.

The new type of bearing, Part No. 113381 was introduced in normal manufacture at Engine No. TS.11427E and will be fitted to all future units.

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S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/20/B	ENGINE OIL FILTER	Date	OCTOBER 1956
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In order to give the maximum protection to the engine when subjected to racing or rally conditions, a new filter of the “full flow” type has been introduced on the T.R.3. Models. This type of filter ensures that all the oil in circulation passes through the filtration system.

The “full flow” type of filter was introduced into normal manufacture at Engine No. TS.12650E.

The following Part Numbers are affected by this change:

Oil Filter Assembly, Part No. 301994,

replaced by

Oil Filter Assembly, Part No. 203271.

The replacement Element, Part No. 101963, remains the same for both types of filter.

The oil pressure on the “full flow” type of filter remains at 70 lbs./sq.in. with an oil temperature of 70°C. at an engine speed of 2000 r.p.m.

The new filter assembly can be fitted if desired to an engine prior to TS.12650E. For information regarding the parts required other than the filter assembly, see SPORTS/16/B and SPORTS/19/B.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/2/H	FRONT SHOCK ABSORBERS	Date	MARCH 1956
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As a result of a few complaints that the ride provided by the front shock absorbers on this Model is over hard for normal touring, it has been decided to provide softer settings in normal manufacture.

The modified shock absorbers also reduce the tendency for front end “patter” which can occur between 60 and 70 m.p.h. This “patter” is only experienced with the pressed steel wheels and is caused by slight eccentricity which is inherent and unavoidable in this design of wheel.

The modified shock absorbers are supplied under Part No. 113624 and supersede Part No. 106639. The modified shock absorbers were introduced in normal manufacture at car Commission No. TS.10132. When replacing single front shock absorbers, on cars with commission numbers prior to that quoted, with the original absorbers fitted, the earlier type of shock absorber, Part No. 106639, must be used.

It is appreciated that the introduction of softer settings will not suit owners who enter their cars for rally or racing events. It has therefore been decided to make available, through normal Spares channels, special shock absorbers, Part No. 113556, which are suitable for such conditions.

Although the special shock absorber, Part No. 113556, has the same setting as Part No. 106639, it has, by virtue of its increased size, a greater load carrying capacity. In view of its suitability for competition and racing work it is recommended that this special shock absorber is added to the present list of competition equipment.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/3/P	ACCELERATOR PEDAL MAXIMUM LIMIT STOP FOR LEFT HAND DRIVE CARS	Date	FEBRUARY 1956
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It has been decided to modify the limit stop for L.H. Drive T.R.III's in normal manufacture and to supply information on a method which can be applied to cars already in service.

With the original design, if it is necessary to reset the accelerator pedal after a car leaves the Factory, resulting misalignment of the pedal with the stop can allow the former to pass the limit stop, thereby interfering with its free return when released.

The method being used in normal manufacture, incorporates a stop plate attached to the accelerator pedal. All future replacements of this assembly supplied by our Spares Division will have this plate fitted.

To simplify the method of fitting a suitable stop on cars already in service, the illustration gives details for incorporating a stop plate on the limit stop screw, which is already fitted in the dash panel.

The fully positive pedal limit stop will be of special interest to owners who use L.H. drive cars for rally and racing events, but should also be fitted to other L.H.D. cars where necessary.

Care should be taken that the stop plate is adjusted after fitting so that its 1" side is horizontally positioned.

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

1 ILLUSTRATION.

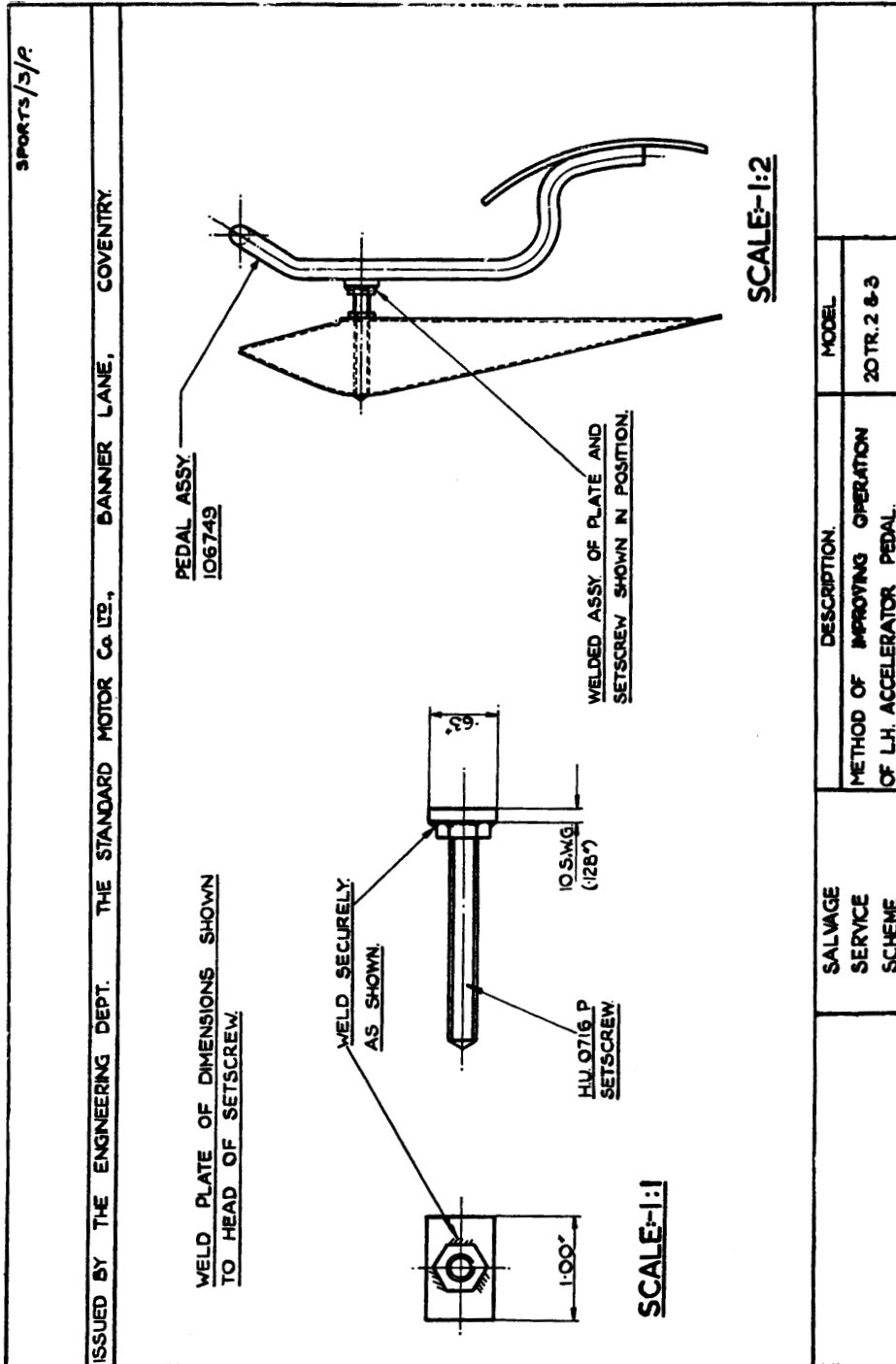
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STANDARD AND TRIUMPH VEHICLES

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/4/P	T.R. III CARBURETOR NEEDLES	Date	FEBRUARY 1956
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The type of jet needle fitted to the H6 carburettors has recently been changed to give a slightly enriched mixture at low engine revolutions.

Carburettors on Engine Nos. TS.9350 up to and including Engine No. TS.10036E were fitted with the original "TE" type jet needle, Part No. 503779. A "SM" type needle, Part No. 504028 replaced the "TE" type at Engine No. TS.10037E.

In cases of complaints of non-standard performances of engines with numbers from TS.9350E up to TS.10036E (inclusive), which occurs between 800 r.p.m. and 2,000 r.p.m. in the form of a "flat spot" in the carburation, will be beneficial to fit the "SM" type jet needle (Part No. 504028).

All carburettors (Part No. 203162/3) obtained from our Spares Division in future will be fitted with the "SM" type jet needle.

It should be noted that the float chambers of the carburettors are flexibly connected to their body assemblies on all T.R.III engines commencing at Engine No. TS.9721E. This change overcomes any tendency to restrict the fuel supply to the main jet due to the vibration of the float chambers, which can cause aeration of the petrol. These carburettors are fitted with "SM" needles and are supplied under Part No. 203129/30.

If an owner wishes to convert the carburettor, which is supplied with the rigid float chamber (units up to and including Engine No. TS.9720E) flexible mounting can be arranged by use of the following parts :

<u>No. off.</u>	<u>Item.</u>	<u>Part No.</u>
2	Holding up bolts.	503811
4	Rubber grommets.	503813
2	Washer.	503812

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	AMENDMENT TO SERVICE INFORMATION SHEET NO. SPORTS/4/P	Date	MARCH 1956
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Please note that a typographical error occurs in the third line of the last paragraph proper of this Information Sheet, inasmuch as "Engine No. TS.9730E" should have read "Engine No. TS.9720E."

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/9/R	FRONT BRAKES	Date	MARCH 1956
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As a result of complaints of difficulty in greasing the bottom trunnion assembly on the front suspension vertical link, the grease nipple has now been removed from the boss on the side of the trunnion and it is now fitted in the cover plate which is inserted in its base.

The relocation of this grease nipple brought it very close to the front brake bridge pipe and in order to prevent "fouling" at this point it has been necessary to change the "run" of this pipe.

The bridge pipe assembly originally coupled the wheel cylinders by passing beneath the stub axle, whereas it has now been "re-run" to pass over it.

The part number of the trunnion is not altered, but that for the bridge pipe assembly has been changed as follows:

Old Assembly and Part No.

Bridge Pipe Assembly	LH.108224
Bridge Pipe Assembly	R.H.108225

Modified Assembly and Part No.

Bridge Pipe Assembly	LH.504691
Bridge Pipe Assembly	RH.504690

Both these modifications were incorporated in normal manufacture on all cars of this type commencing at Commission No.. TS.10341.

The new bridge pipe assembly is coupled to the lower hole in the rear cylinder and to the upper one in the forward cylinder. The bleed screw is now fitted to the lower hole in the forward cylinder.

Workshop personnel should be advised of the correct combination when carrying out this modification. The new trunnion with the repositioned grease nipple requires the bridge pipe assembly which passes over the top of the stub axle.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/10/R	DISC BRAKES – FRONT	Date	OCTOBER 1956
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To familiarise you with the maintenance aspect of the disc type wheel brakes, which are fitted to the T.R.3. Models, it has been decided to detail the main features for your immediate guidance. A comprehensive booklet is to be issued in the near future, but in the meantime, the following data will assist you in carrying out running repairs with this new type of braking system.

The lining pad assembly, of which there are two per brake, comprises a pad of lining material bonded to a steel back plate. The Part No. of the pad assembly is 504830 and the lining material is Ferodo DS.I. To replace the lining pad assembly it is merely necessary to remove two retaining plates, each being held in position by one 1/4" bolt.

The pad retainer plates are located on the outer diameter of the piston housing, or caliper, and when removed the lining pad assembly can be easily lifted out and replaced. The retaining plates have a locating lug turned down which engages in the caliper and prevents the plates from rotating.

The adjustment of the front hub bearings is most important due to the plane in which the friction disc rotates, excessive clearance of the hub bearings being shown up as "rock" of the disc. Excessive "rocking" of the disc is undesirable and may result in excessive brake pedal travel before the friction pads contact the disc.

To enable a specially fine adjustment to be made with the castellated nut, two holes have been drilled in the stub axle which allows an adjustment of half a flat. It is essential that the minimum amount of movement at the wheel rim is established and it is recommended that this is obtained as follows:

- (a) Slacken off the adjusting nut two turns and rock the wheel in order to position each bearing against its end location.
- (b) Slowly rotate the nut with the fingers until all wheel "rock" is eliminated.
- (c) Rotate the nut in an anti-clockwise direction until a slot in the nut lines up with one of the two holes in the stub axle. (It will not be necessary to rotate the nut more than half a flat).
- (d) Insert and lock split pin.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/10/R	DISC BRAKES – FRONT	Date	OCTOBER 1956
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Note: The use of the fingers is preferred to a spanner in this application, due to the fact that preloading of these bearings is particularly detrimental to their life and must be avoided at all times.

The dual supply tank consists of one container within another. This gives an independent reservoir for the clutch and brake cylinders respectively. It is a safeguard if any trouble is experienced with the clutch system, as the fluid would not then be lost from the brake supply tank.

The information in the previous paragraph is given with the idea that should the dual supply tank have to be removed for any reason, care will be taken when replacing this to ensure that the respective unions will be correctly assembled to their master cylinder fluid pipes. The central chamber which can be seen if the filler cap of the tank is removed is for the clutch and the outer reservoir is for the brakes. Due to the different capacities of these reservoirs – that for the brake system being larger than the one for the clutch – misfitting of the connection could lead to “spongy” brakes, as the system would be exhausted of fluid before full wear of the lining had been obtained.

“Bleeding of the brakes” is carried out in the normal manner, but access to the bleed screws for the front brakes is gained by removing the front wheels. For the rear brakes, location is much the same as with the previous T.R.2. and T.R. 3. Models.

The rear brakes, used in conjunction with the front disc brakes, are of the conventional type of drum brake. The linings used on the brake shoes are Ferodo DM.8, and the brake shoe assembly is supplied under Standard Motor Company’s Part No. 114838.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	SPORTS/2/S	EXHAUST PIPE VIBRATION	Date	MAY 1956
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If an exhaust pipe vibration, which is not infrequently thought to be an engine vibration, is experienced at 2000-2500 r.p.m. the forward exhaust pipe mounting can be modified as shown in the illustration. The following parts are affected by this change:

1. Exhaust pipe support bracket, Part No. 110397, has been replaced by support bracket assembly, Part No. 114074.

2.	<u>Parts deleted.</u>	<u>Part No.</u>
	Flexible mounting strip.	105291
	Clamp plate.	105290
	Setscrew.	HU.0809
	Washer.	WP.0034
	Nut.	TN.3208
3.	<u>New Parts.</u>	<u>Part No.</u>
	Grommet (2 off)	42243
	Bolt (1 off)	HB.0820
	Washer (1 off)	WP.0017
	Nut (1 off)	TN.3208

It will be seen from the parts affected that the flexible mounting strip supporting the original bracket, Part.No. 110397, in a vertical plane has been deleted.

The original mounting used on the L.H. section of the cruciform, which supports the front pipe bracket, remains unchanged. The new mounting, which is an identical assembly to the latter, is used to support the R.H.S.of the bracket and is attached to the R.H. section of the cruciform.

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1 ILLUSTRATION.

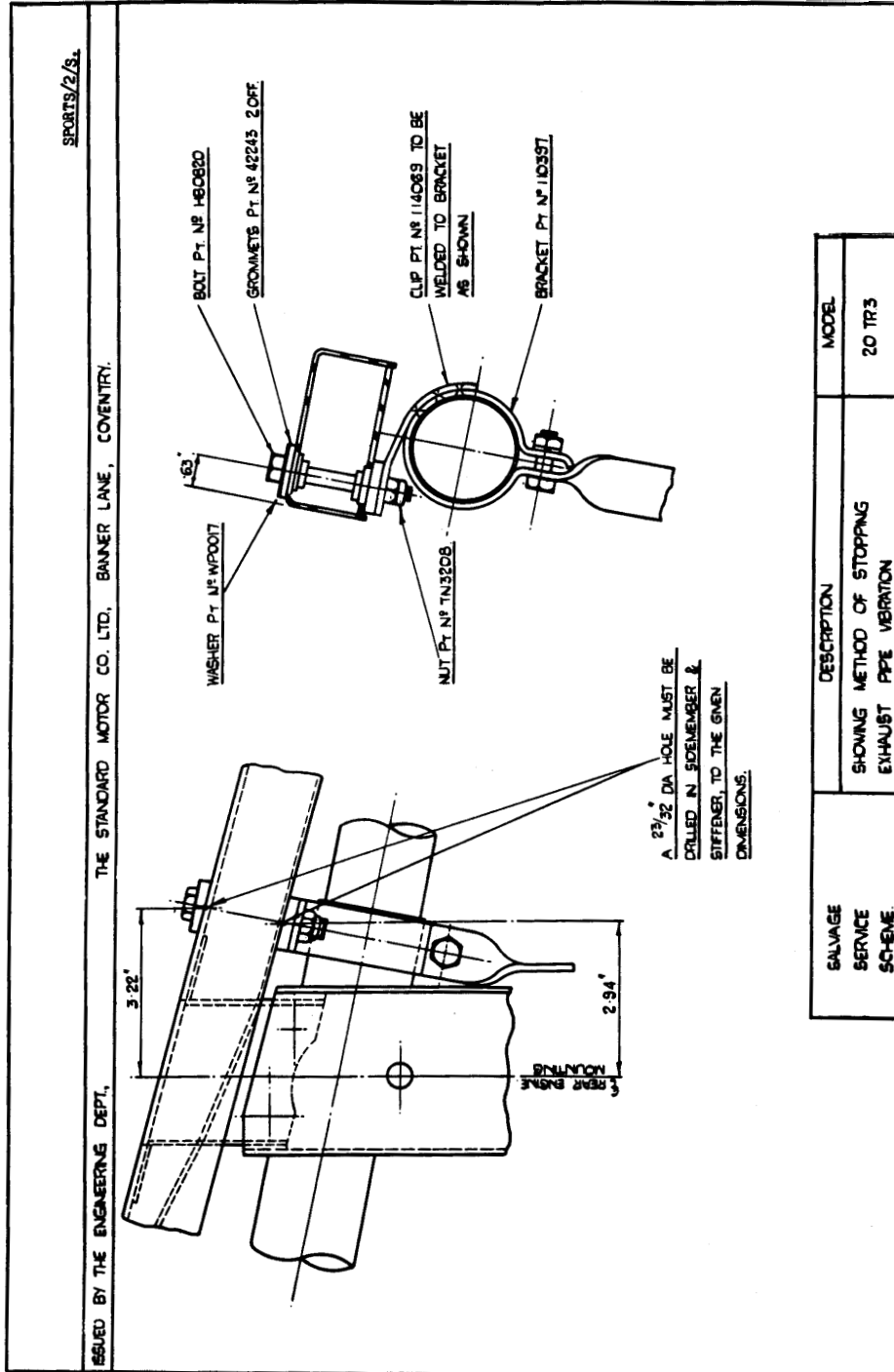
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STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)



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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No. VANGUARD III/3/B OIL FILTER ATTACHMENT **Date** FEBRUARY 1956

Cross refer to VANGUARD/13/B and SPORTS/16/B.

The flange (filter to cylinder block) of the oil filter, together with the attachment bolts and stud have been strengthened. This modification has been made to prevent any possibility of oil leakage from the joint due to distortion of the flange under loading by the bolts and stud.

The parts affected by this change are:

<u>Original Parts.</u>	<u>Part No.</u>	<u>Revised Parts.</u>	<u>Part No.</u>
Oil Filter Assy.	300399	Oil Filter Assy.	301994
Stud. (1.94" long)	105359	Stud. (2.19" long)	112170
Setscrew (1" long)	HU.0858	Bolt. (1.25" long)	112233
Bolt. (4" long)	HB.0882	Bolt. (4" long)	112231
Bolt. (3" long)	HB.0874	Bolt. (3" long)	112232

The modified parts were incorporated in normal manufacture at:

Vanguard III Engine No. V.302587E.

Vanguard Series II Engine No. V.278872E.

Triumph T.R.III Engine No. TS.9952E.

It will be noted that the lengths of the stud and one bolt have been increased to accommodate the thicker filter flange. The tensile strength of the three bolts and the stud has also been increased.

It is important to note that the new filter assembly must be used with the revised bolts and stud and similarly when fitting the earlier filter assembly the original bolts and stud must be employed. The filter assemblies with their appropriate bolts and studs are completely interchangeable.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	VANGUARD III/5/B	DYNAMO ATTACHMENT	Date	MARCH 1956
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Cross refer to VANGUARD/14/B and SPORTS/18/B.

A small number of instances have occurred where the rear attachment lug of the dynamo has failed, usually after a fairly large mileage has been covered.

Investigations have shown that, due to the natural tendency of bolts to loosen slightly over a long period, a vibration occurs which accelerates this loosening of the bolts and ultimately results in the failure of the attachment lug.

The method of attachment has been modified at three points as detailed below, this modification was introduced in normal manufacture on these three Models at the following engine numbers:

V. 280115E	on	Vanguard II.
V.304681E	on	Vanguard III.
TS .10346E	on	Sports.

The three points affected by the modification are as follows:

(a) Dynamo to bracket – Rear.

<u>Original Item and Part No.</u>		<u>Modified Item and Part No.</u>	
Setscrew	HU.0808	Bolt	113094

Plain washers WP.0133 (1/32" thick) and WP.0008 (1/16" thick) have also been specified for use as packing where necessary. If the washers are required they are fitted between the dynamo bracket and attachment bracket to prevent undue strain being applied to the dynamo bracket, where a gap exists at this point.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	VANGUARD III/5/B	DYNAMO ATTACHMENT	Date	MARCH 1956
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(b) Dynamo bracket - Front.

This attachment is unchanged.

(c) Adjusting link to dynamo attachment.

Original Item and Part No.

Modified Item and Part No.

Setscrew

HU.0857 Bolt

HB.0859

Plain Washer (1/64" thick)

WP.0008 Plain Washer (1/8" thick) WP.0019

The modified washer, Part No. WP.0019, fits between the bolt head and the adjusting link and prevents the head pulling into the adjusting slot. The washer, Part No. WP.0017, which is fitted between the link and dynamo, is retained. In addition, with the new arrangement a locknut, Part No. JN.2158, is fitted to the bolt, Part No. HB.0859, where it protrudes through the dynamo.

(d) Adjusting link to Water Pump Body.

Original Item and Part No.

Modified Item and Part No.

Setscrew

HU.0857

Bolt

HB.0859

The specified tightening torques for all these applications is 16-18 lbs.
ft.

NOTE:

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1 ILLUSTRATION.

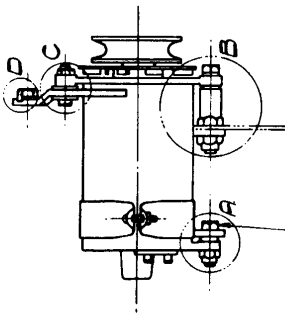
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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

VANQUARD III/5/B.	
ISSUED BY THE ENGINEERING DEPARTMENT. THE STANDARD MOTOR CO LTD. BANNER LANE. COVENTRY.	
<p>A. DYNAMO TO BRACKET ATTACHMENT. (REAR) SETSCREW HU 0808 REPLACED BY BOLT. PART NO 113094 (5/16" UNF x 1" LG). EXTRA - WASHERS WP 0133 (5/16" ID x 1/32" THK) AND WP 0008 (5/16" ID x .085" THK) TO BE FITTED BETWEEN BRACKET AND FLANGE AS PACKING - IF NECESSARY.</p>	<p>B. DYNAMO TO BRACKET ATTACHMENT. (FRONT) - UNCHANGED.</p>
<p>C. LINK TO DYNAMO ATTACHMENT. SETSCREW HU 0857 (7/8" LG) REPLACED BY BOLT HB 0859 (5/16" UNC x 1 1/8" LG) PLAIN WASHERS WP 0017 (5/16" ID x .064" THK) AND WP 0008 (5/16" ID x .085" THK) REPLACED BY:- PLAIN WASHER (1-OFF) WP 0017 (5/16" ID x .064" THK) -BETWEEN LINK AND DYNAMO FLANGE PLAIN WASHER (1-OFF) WP 0019 (5/16" ID x 1/8" THK) -BETWEEN BOLT HEAD AND LINK. EXTRA - JAM NUT JN 2158 (5/16" UNC x .190" THK) - 1 OFF.</p>	<p>D. LINK TO WATER PUMP BODY. SETSCREW HU 0857 (7/8" LG) REPLACED BY BOLT HB 0859 (5/16" UNC x 1 1/8" LONG)</p>
	
SALVAGE SERVICE SCHEME	DESCRIPTION
	SHOWING MODIFICATIONS TO DYNAMO ATTACHMENTS TO IMPROVE DYNAMO MOUNTING.
	MODEL
	20 S II & III TRI & III

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	VANGUARD III/7/B	OIL FILTER ATTACHMENT	Date	OCTOBER 1956
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Cross refer to VANGUARD/15/B and SPORTS/29/B. [Ed. Note: Sports/29/B probably occurs sometime in 1957 or 1958. The bulletin cross-reference is likely wrong, but, since the bulletin set is incomplete from Sports/21/B through Sports/24/B, the actual bulletin cross-reference number is not known at this time.]

Following complaints from the Export market of oil leakage from the joint between the oil filter and cylinder block, investigations show that the gasket material has a tendency to shrink slightly during shipment, thereby reducing the torque tightness of the attachment bolts and the pressure on the gasket. To overcome this difficulty it has been decided to increase the pressure on the gasket by raising the torque figure for the attachment bolts, and this has meant modifying certain components.

VANGUARD III/3/B deals with the thicker oil filter flange and strengthened bolts and the following two further modifications have now been made:

- (a) The copper washers on the pressure gauge take off banjo have been replaced by copper plated steel washers.
- (b) The filter gasket material has been altered and the thickness decreased to 0.020".

These two latest modifications were introduced in normal manufacture at the following engine numbers:

Copper plated steel washers	Vanguard III	V.315232E
	Vanguard II	V.281655E
	Triumph T.R.III	TS.11804E
Oil Filter Gasket	Vanguard III	V.319140E
	Vanguard II	V.281652E
	Triumph T.R.III	TS.11804E

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S E R V I C E I N F O R M A T I O N



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	VANGUARD III/7/B	OIL FILTER ATTACHMENT	Date	OCTOBER 1956
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The Part Numbers affected by the change are:

Copper Washer, Part No. 500464 (1 off) replaced by Copper Plated Steel Washer, Part No. 114033 (1 off).

Copper Washer, Part No. 500469 (1 off) replaced by Copper Plated Steel Washer, Part No. 114034 (1 off).

Gasket, Part No. 56420, replaced by Gasket, Part No. 112146.

When using the thicker flange filter, the strengthened bolts and the copper plated steel washers, the torque tightness of the attachment bolts and nut has been increased from 18/20 lbs. ft. to 22/24 lbs. ft.

It is important that the original tightness torque figure of 18/20 lbs. ft. should be used unless all the new components are fitted, otherwise the higher torque figure may cause yielding of the attachment bolts and collapse of the copper washers or distortion of the filter flange.

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SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES (NOT FOR PUBLICATION)

No.	VANGUARD III/2/M	STARTER MOTOR	Date	FEBRUARY 1956
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Cross refer to VANGUARD/2/M and SPORTS/5/M.

Care should be taken when fitting the Starter Motor, Part No. 201906, which is fitted to the earlier Vanguard Series II and Vanguard III and to all Triumph Sports Models. Similar care should be taken when fitting the later type, Part No. 202791, to the present Vanguard Series II and Vanguard III Models.

The main terminal on these starter motors has until recently been insulated internally from the end cover by a nylon material bush. No attempt should be made to increase the tightness of the external locknut securing this terminal to the end cover, as this causes the internal head of the terminal to cut through the retainer and thus allows a "short" with the end cover.

In October of last year, Messrs. Lucas incorporated a washer of insulating material between the flange of the nylon bush and the head of the terminal which prevents the latter cutting into the nylon bush. In due course Messrs. Lucas propose increasing the diameter of the terminal head from 3/8" to 7/16" which will prevent the latter cutting into the flange of the nylon bush and thus obviate the necessity for the insulating washer.

Your Service personnel should be warned of this danger and replacement starter motors should be inspected before fitting, after removal of brush cover, to ensure that this insulating washer is in position or that the larger terminal head is being used.

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

This Sheet gives important service information and should be filed by your Service Dept. in the Service Information Folder.
