

The removal and replacement of

## **DOOR LOCKS**

**1952/3 Triumph Mayflower**

**WILMOT BREEDEN** Ltd.

TH – MRI – 3 – 53



Price 2s. 6d.

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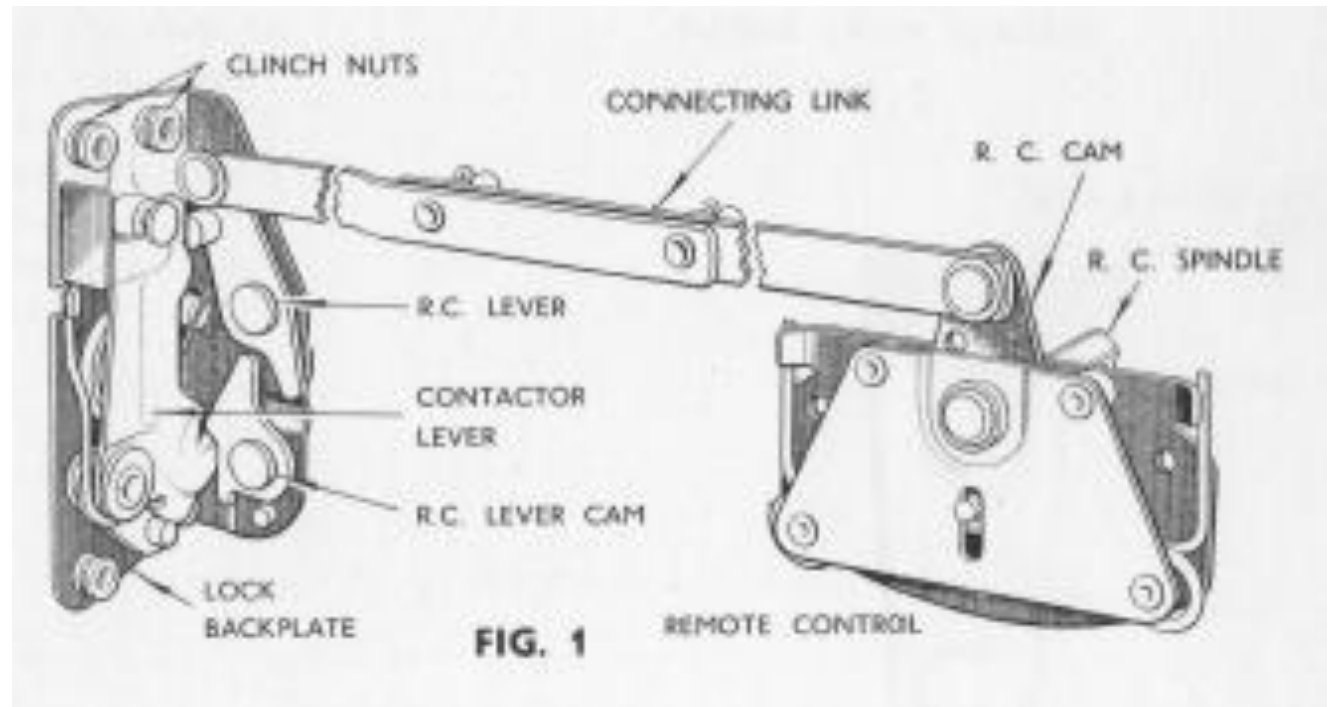
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## HOW THEY OPERATE.

On closing the door, the open end of a slotted, inwardly inclined lever, mounted parallel to the shut face of the door, engages with a striker stud on the door pillar. The lever - the outer latch - is moved downwards and outwards by the stud, and in doing so rotates a cam - the inner latch cam - in the lock interior.

In contact with the cam is a pawl which engages successively with two depressions in the cam profile. The first of these depressions represents the "first safety" position, and the second, "fully locked". Should the door be closed with only sufficient force to engage the pawl with "first safety", the striker stud is retained opposite a recess in the latch slot, allowing the door to rattle when the car is in motion, so giving audible warning that the door is not properly fastened.

The engagement of the outer latch with the striker stud tends to force the door upwards, and to prevent this a bronze wedge, free to slide laterally, is fitted in a housing above the striker stud. As the latch rotates, a cam profile on its upper end comes in contact with the wedge, which thereby holds the latch down against the stud and permits only lateral movement of the door.



From outside the car, the doors are opened by pressing a push button in the handle. The button moves the contactor lever, which in turn trips the inner latch cam pawl and the cam returns to the open position under the action of a spring. From the inside of the car a normal rotary type handle is used to release the latch through a remote control linkage. Movement of the handle trips the pawl through the simple linkage action. To prevent the passenger door from being opened from the outside, the inside handle is moved in the opposite direction to its opening action. This brings the remote control linkage in to a position which checks any movement of the contactor lever; it is known as the "on safety" position. The driver's door outside handle has a key - operated locking device, and the remote control handle will not move to "on safety", a "non- safety" stop in the remote control cam preventing this.

The passenger's inside handle may be set to the "on safety" position while the door is open. Once closed, the door can be opened only from inside the car.

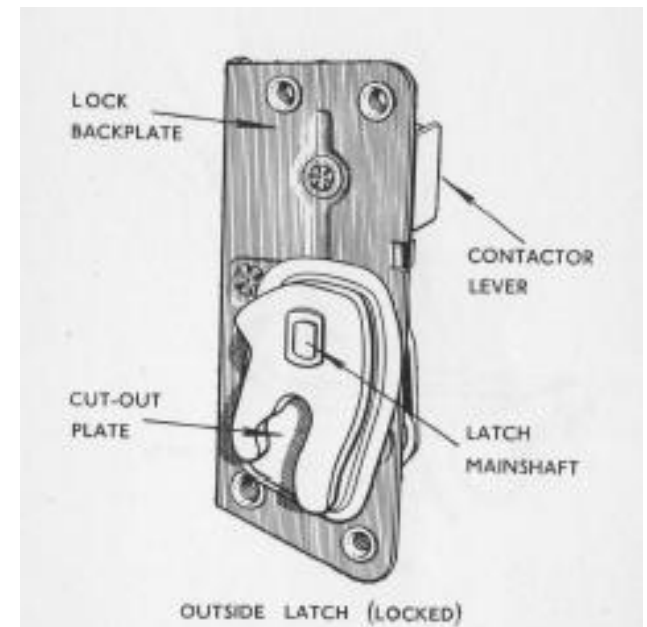


FIG. 2

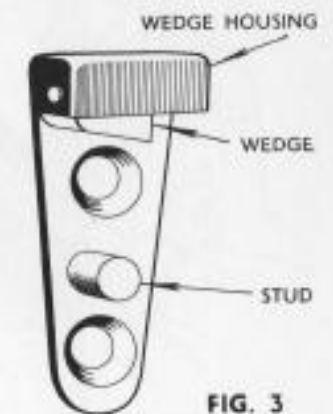


FIG. 3

## LOCK FITTING AND REMOVAL NOTES, 1952-3 TRIUMPH MAYFLOWER

To remove the door locks and their remote controls, the following procedure should be carried out:

### Remove Inside Handles.

With a screwdriver lever the escutcheon fitted to the remote control handle clear of the handle shank.

Using an awl, or similar tool, push out the drive pin.

Repeat this procedure with the window regulator handle. (Fig. 4)

### Remove Armrest.

Undo the two sleeve nuts and pull the armrest clear of its studs.

### Remove Trim Panel.

Insert the blade of a large screwdriver at the upper edge of the trim panel, (Fig. 5).

Carefully prise clear the spring clips locating in holes round the inner door panel.

Pull the panel clear of the door.

Remove the escutcheon springs from remote control and window regulator spindles.

Pull the leather cloth cover from the inner door panel.

### Remove the Outside Handle.

Remove the screw in the shut flange of the door.

Pull the handle simultaneously rearwards out of the clip at its forward end and outwards clear of the door.

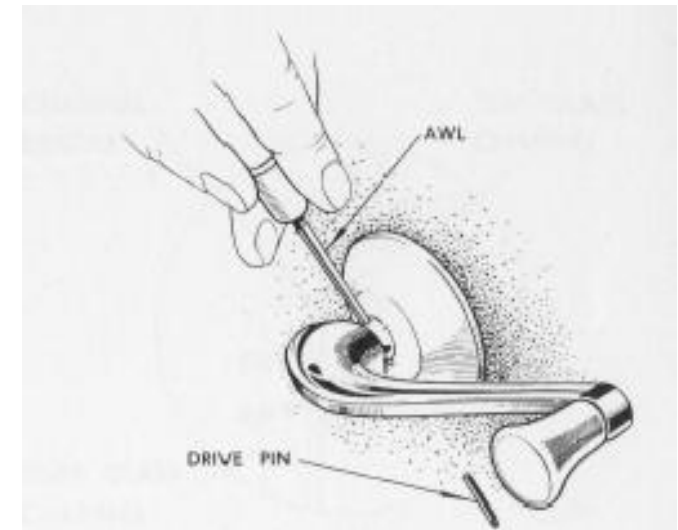


FIG. 4

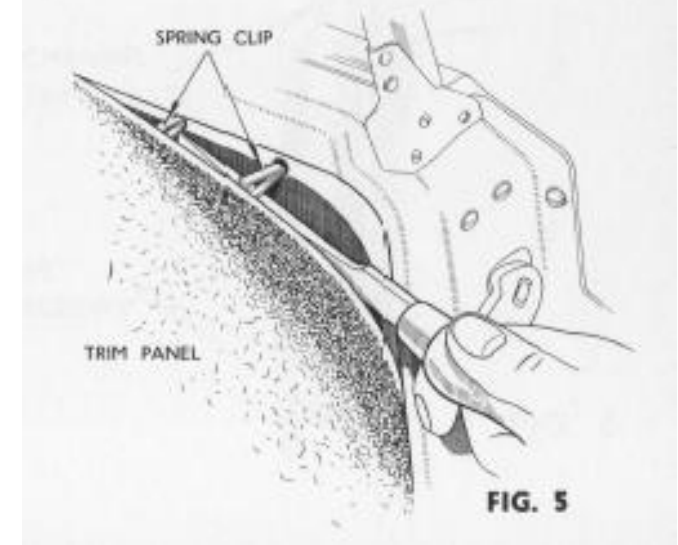


FIG. 5

## Remove Rear Glass Channel Fixings.

Prise out the three rubber plugs in the shut face of the door.

Remove the three set screws exposed. (Fig. 6).

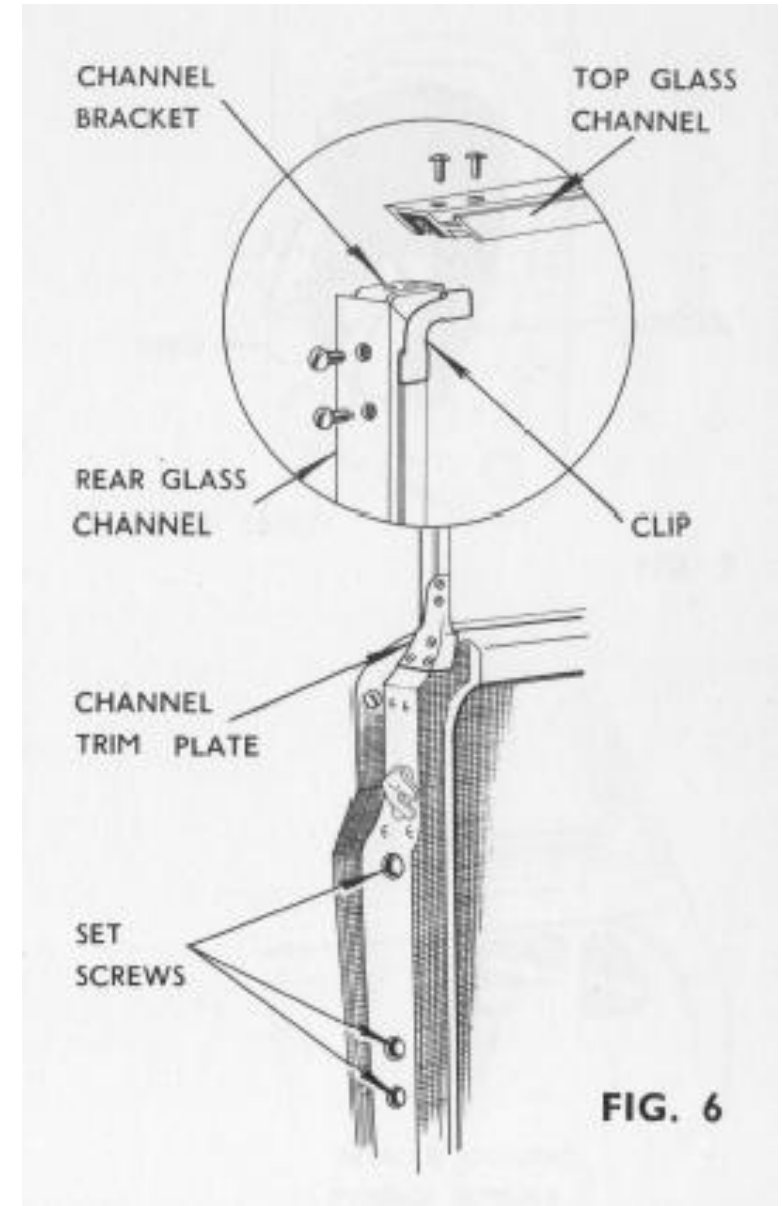
Remove the three screws securing the channel trim plate to the door.

Remove the two screws at the upper end of the rear channel.

Remove the two screws at the rear end of the top channel.

Remove the split pins and washers holding together the two sections of the remote control connecting link.

With the glass at the top of its travel, pull the top of the rear channel rearwards.



### Removing the Lock.

Turn the outside latch to fully locked. (Fig 7).

Remove the four screws holding the lock to the door.

Work the latch through the cut-out in the door shut face.

The lock will now be held between the shut face of the door and the uppermost of the three rear channel attachment brackets.

Slowly and with care, work the lock downwards clear of the bracket. This operation is difficult and requires patience if it is to be accomplished without distorting the lock, shut face or bracket.

Once clear of the bracket the lock can be extracted from the door.

### Removing the Remote Control.

Remove the three screws securing the remote control to the inner door panel. (Fig. 8).

Work the unit downwards and forwards to allow the connecting link to clear the front glass channel.

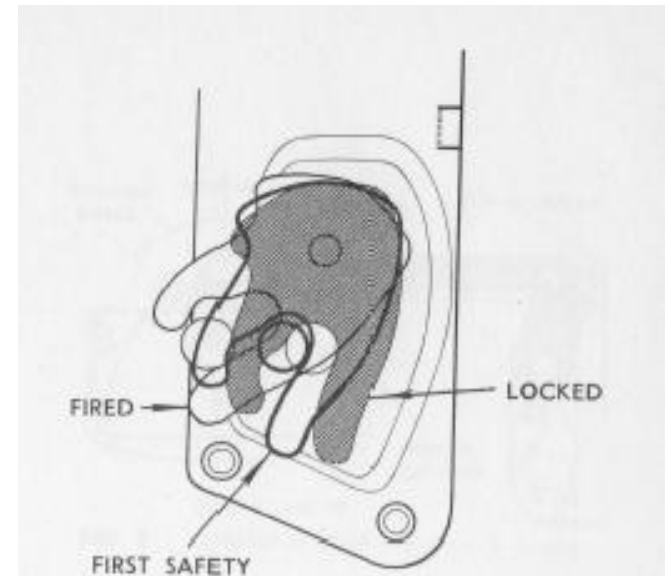


FIG. 7

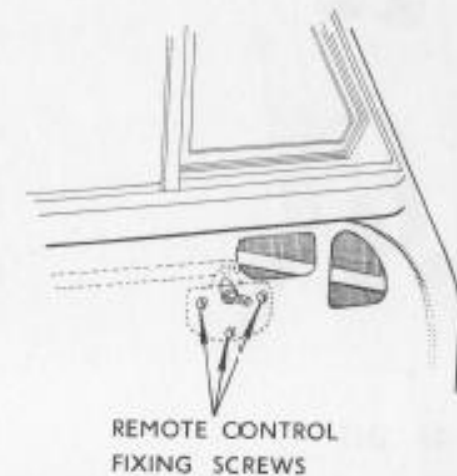


FIG. 8

## FITTING LOCK AND REMOTE CONTROL.

### Presetting Lock.

Turn the outside latch of the replacement lock to the fully locked position.

### Presetting Remote Control.

Turn the remote control cam to the "on safety" position. (Fig. 9). Note: Driver's door remote control - it will be necessary to remove the non safety stop if this has been fitted to the r. c. cam.

### Fitting Lock.

Ensure that the mechanism is well greased.

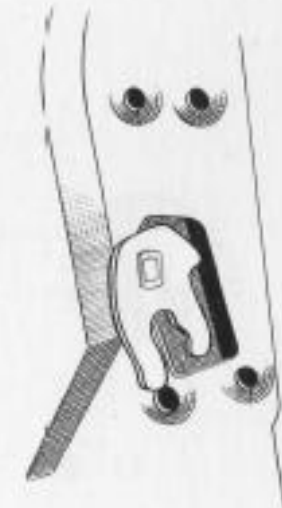
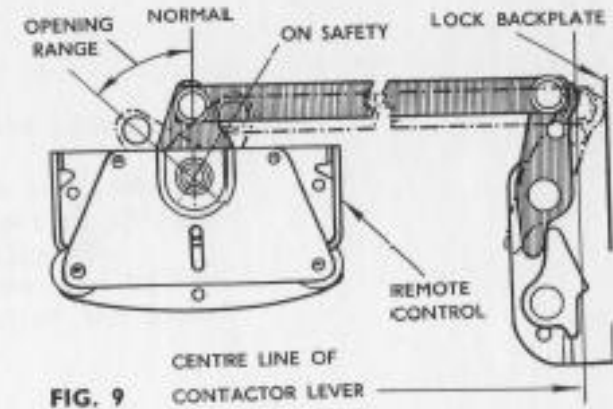
Insert the unit in to the door and carefully push it upwards between the topmost glass channel bracket and the door shut face.

Push the outer edge of the latch over the outer edge of the cut-out in the door shut face, (Fig. 10).

Ease the rest of the latch through the opening.

Align the clinch nuts on the lock back plate with the screw holes in the shut face.

Loosely insert the screws with their crown washers





### **Locate Cut-out Plate.**

Check that the cut-out plate is free to move between the lock backplate and the door shut face.

Tighten the screws in the lock gradually, and, as the lock is drawn up, guide the cut-out plate in to place, - the raised area projecting through the shut face and the flange held between the shut face and backplate.

It is important that no part of the raised area remains sandwiched by the shut face and backplate as this will throw out the alignment of the lock.

### **Fitting Remote Control (Passenger's door).**

See that the unit is packed with grease. Insert into the door and slip the connecting link between the front glass channel and inner door panel.

Locate the unit on the inner door panel and insert the screws.

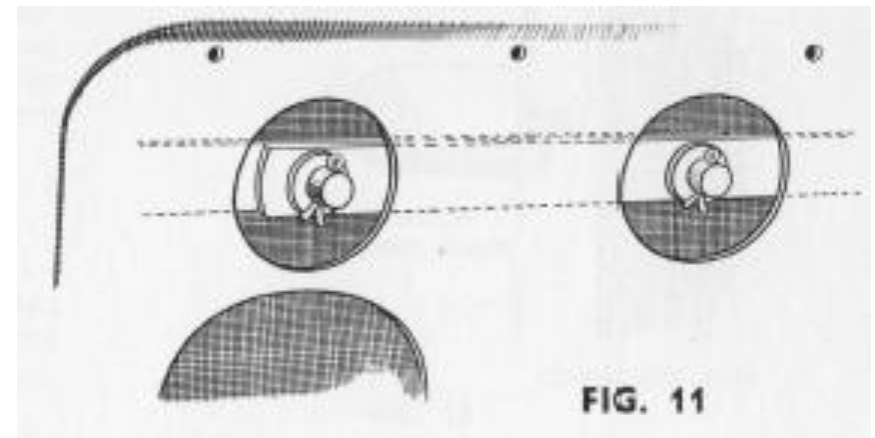
Connect the two sections of the r. c. connecting link and secure with washers and split pins. (Fig. 11).

Check that the cam is still in the "on safety" position.

Move the r. c. unit rearwards until the r. c. lever is in contact with the lock backplate.

Tighten the screws holding the unit.

Check that the lock can be opened easily by means of the inside handle, and that the outside handle push button cannot be depressed when the remote control is set at "on safety".



### Fitting Remote Control (Driver's door).

See that the non safety stop is not fitted to the r. c. cam.

Fit the remote control as in the foregoing paragraph.

Turn the r. c. cam to the normal position and fit the non-safety stop. (Fig. 12).

Check that the inside handle cannot now be moved back to "on safety".

### Fitting Difficulties.

Slight distortion of the inner door panel may cause the action of the remote control to bind. This can be cured by putting a slight bend in the connecting link. Do not try to free the action by hammering the remote control. Bending the connecting link can reduce its length appreciably, so after any such manipulation the operation of the remote control should carefully be checked.

### Outside Handle.

When the lock and remote control have been fitted satisfactorily, check that the clearance between the head of the push button adjusting screw and the face of the contactor lever is  $\frac{1}{32} - \frac{1}{16}$  inch. (Fig. 13).

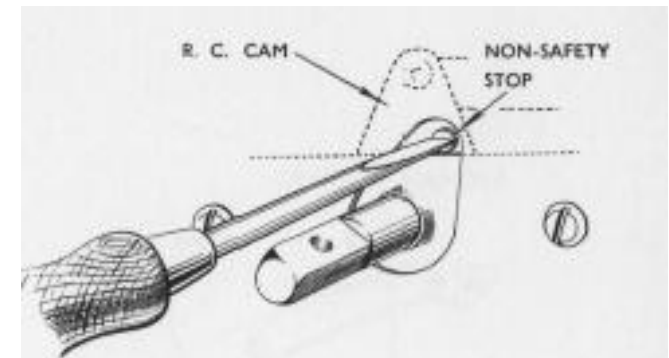


FIG. 12

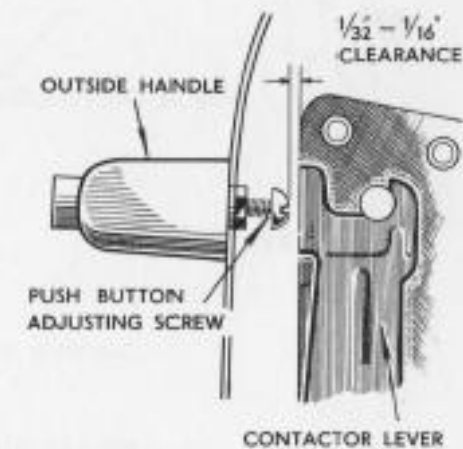


FIG. 13

### **Adjusting Outside Handle Button Clearance.**

Slacken off the adjusting screw lock nut. (Fig. 14).

Turn adjusting screw clockwise to increase clearance or anti-clockwise to reduce clearance.

Tighten locknut.

Refit handle and recheck clearance; remove and readjust if necessary.

### **Replacing Outside Handle.**

Turn the outside latch to the fully locked position and the passenger's door r. c. handle to "on safety".

Offer up the handle to the door, making sure that the composition washer is in place.

With the front end of the handle held by its clip, insert and tighten the screw in the rear end.

### **Replace Rear Glass Channel.**

Wind the window down an inch or two.

Fit the angle bracket to the top of the rear channel and loosely insert screws.

Push the channel vertical, locating the horizontal member of the angle bracket and the external clip with the top glass channel.

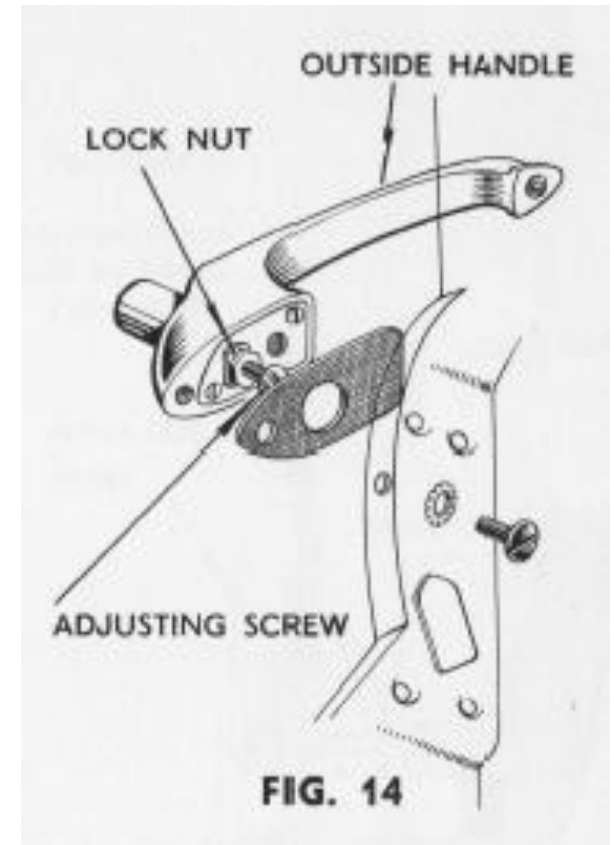
Insert the pair of screws securing angle bracket to the top glass channel.

Tighten the angle bracket screws.

Check the action of the window regulator.

If the action is satisfactory, insert and tighten the screws in the channel trim plate.

Replace the rubber plugs in the aperture in the shut face.



### Replace Trim Panel.

Replace the leather cloth on the inner door panel.

Fit the springs on the remote control and window regulator spindles - larger diameter outermost.

Offer up the trim panel, and when the springs clips at its periphery are aligned with the holes in the inner door panel, knock them home by hand.

### Replace Armrest.

Offer up the armrest to its studs.

Fit and tighten the sleeve nuts.

### Replace Inside Handles.

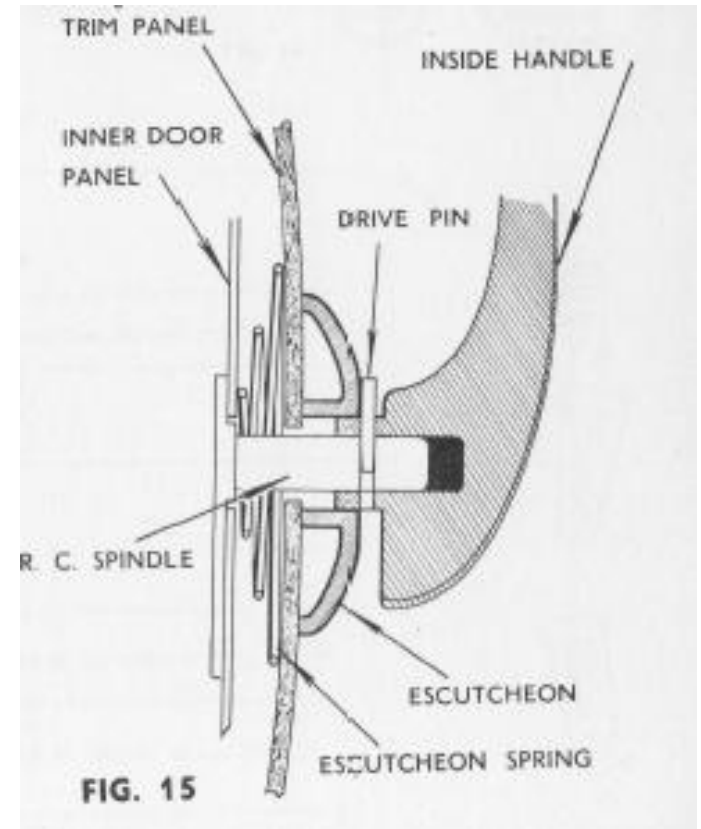
Slip the escutcheon on the remote control spindle.

Fit the remote control handle on the spindle and insert the drive pin in the hole in the handle shank.

Push the handle along the spindle until the drive pin locates with the hole in the spindle. (Fig. 15).

Tap the pin home and release the escutcheon, allowing it to return over the handle shank.

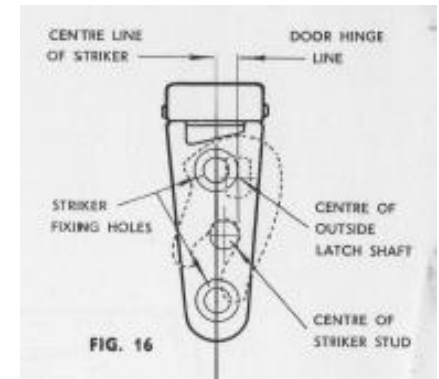
Repeat this operation with the window regulator handle, ensuring that its position matches that of the handle on the opposite door when both windows are fully raised.



## The Striker

Adjustment of the striker position is only necessary when the striker itself has been replaced. Do not interfere with its setting otherwise.

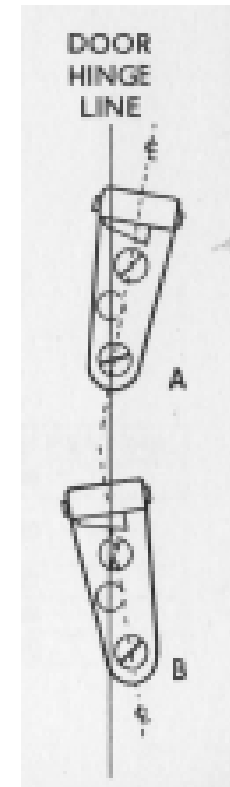
The correct location of the striker in relation to the outside latch and the door hinge line is given in the diagram, (Fig. 16) but positioning is carried out by a process of trial and error - proved by checking the door closing action and the position of the door when closed.



## Adjusting the Striker.

Slacken off the striker screws just enough to allow the striker to be tapped in to a slightly different position and retighten the screws.

Wrongly placed strikers will give rise to one, or a combination of several, of the following symptoms:	
1. Shut edge of door is below body profile when closed.	Striker parallel to hinge line, but set too far in.
2. Shut edge of door is proud of body profile when closed.	Striker set too far out.
3. Shut face of door drops when closed. Top, bottom and side lines uneven.	Striker set too low.
4. As 3, but shut face rises.	Striker set too high.
5. Door fits properly, but rattles and can be lifted when shut. Clearance between wedge and latch.	Top of striker inclined to car interior (Fig.A).
6. Door closing action is hard. Continuous slipping to "first safety" position. Wedge forced back against housing.	Top of striker inclined to outside of car (Fig.B).

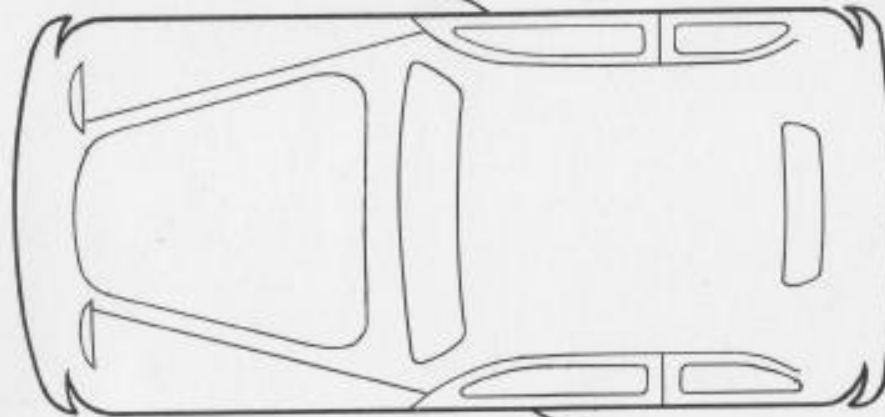


Never slam the door while positioning the striker as strained door hinges, lock mechanism and striker wedge housing can result. Close the door gently and try to feel for faults during the last part of travel.

## DOOR LOCKS AND OUTSIDE HANDLES FITTED TO THE 1952-3 TRIUMPH MAYFLOWER

PART	W.B. PART NO.	TRIUMPH PART NO.
LOCK UNIT	3/5032	601149
REMOTE CONTROL UNIT	3/4630	601151
STRIKER	3/4514	601022
O/S. HANDLE R.H.D.	1/4234	700520
O/S. HANDLE L.H.D.	1/4236	601200

FRONT



REAR

PART	W.B. PART NO.	TRIUMPH PART NO.
LOCK UNIT	3/5033	601148
REMOTE CONTROL UNIT	3/4631	601150
STRIKER	3/4515	601021
O/S. HANDLE R.H.D.	1/4236	601200
O/S. HANDLE L.H.D.	1/4234	700520