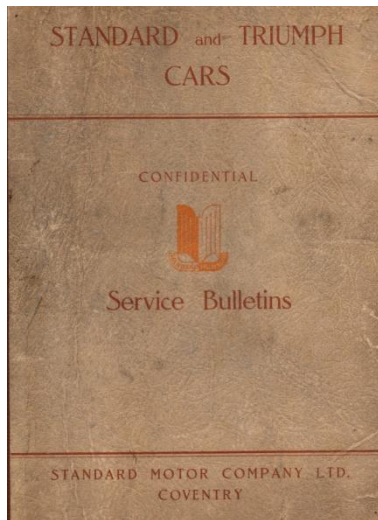


THE
TRIUMPH
MAYFLOWER
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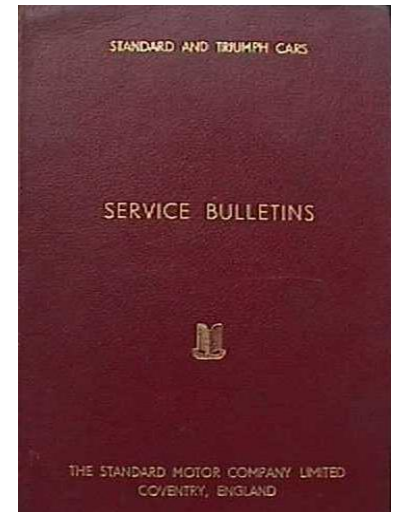
SERVICE BULLETINS



November 2018 | Paul Burgess



Triumph Mayflower Service Bulletins



V41.D	3.10.50	Throttle control return spring	3
V43.G	4.12.50	Front wheel bearings	4
V47.G	20.12.50	Mayflower front suspension rebound cables	5
V53.G	28.3.51	Auxiliary drop arm	6
V55.G	11.5.51	Cold starting	7
V56.G	11.5.51	Rear axle oil level	8
V57.G	11.5.51	Lockheed brake master cylinder	10
V58.G	4.6.51	Body & Underframe Repair Manual	11
V60.G	16.7.51	Coil to distributor H.T. cable	12
V62.G	22.8.51	Engine main bearing caps	13
V66.G	26.9.51	Flywheel ring gear & starter motor	14
V68.G	2.11.51	Body & Underframe Repair Manual – detail No, 500737	15
V71.G	2.11.51	Service Instruction Manual	16
V72.G	2.11.51	Modified carburettor jets	17
V73.G	2.11.51	Engine manifold gasket	18
V74.G	2.11.51	Removal & installation of starter motor	19
V76.G	18.1.52	Inlet & exhaust manifold packing	20
V77.G	18.1.52	Steering unit attachment to trunnion bracket	21
V82.G	4.6.52	Underframe sub-assembly	22
V86.G	12.11.52	Loss of oil from rear axle cover plate	23
V89.G	23.1.53	Care & maintenance of front suspension rubber bushes	24
V91.G	4.2.52	3½ Kilowatt heating & ventilating equipment	25
V92.G	4.2.53	Modification to top clutch operating rods	26
V94.G	12.3.53	Self-locking nuts used on steering track & tie rods	28
V97.G	21.4.53	Possible improvements for engines using medium to high octane fuels	29
V100.G	10.7.53	Lockheed stop light switch	33
V103.G	14.8.53	Replacing gear change cross-shaft bearings	34
V105.ED	6.10.53	Schonitzer door locks	36
V105.G	6.10.53	Schonitzer door locks	37

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V41.D	NOT FOR PUBLICATION	Date 3.10.50
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Throttle control return spring

With a small number of these cars the throttle adjustment return washer, which is specified for fitting between the return spring and the bracket on the cylinder head, was omitted.

With cars so affected there will be a tendency for the return spring to pass through the hole in the abutment and interfere with proper throttle operation.

Steps to deal with this omission in production have already been taken and all cars of this type released from the works after September 19th have been suitably equipped.

Where this difficulty is encountered a mild steel washer 1/16" thick, with outside and inside diameters of 7/16" and 1/8" respectively, should be fitted between the spring and the abutment bracket.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V43.G	NOT FOR PUBLICATION	Date 4.12.50
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FRONT WHEEL BEARINGS - "MAYFLOWER" MODELS

Owing to investigations following a few cases of front wheel bearing collapse, it has been impossible to rule out the likelihood that an unsuitable brand of grease has been used for lubricating the FRONT wheel bearings of these Models.

A change over to another brand of lubricant has now been made and all "Mayflower" Models released from the Factory since Monday last, November 27th, have been lubricated with an approved brand of grease.

Under the circumstances, all "Mayflower" Models, released from the Factory prior to November 27th, and where any doubt exists as to release date, should have their FRONT hubs removed, the bearings and housings thoroughly cleaned and relubricated, after reassembly, with one of the approved brands of hub grease selected from:-

<u>Wakefield</u>	<u>Prices</u>	<u>Shell</u>	<u>Esso</u>	<u>Duckhams</u>	<u>Vacuum</u>
Castrol Heavy	Belmoline C	Shell Retinax RB	Esso Grease	Duckhams HBB	Mobile Hub Grease

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

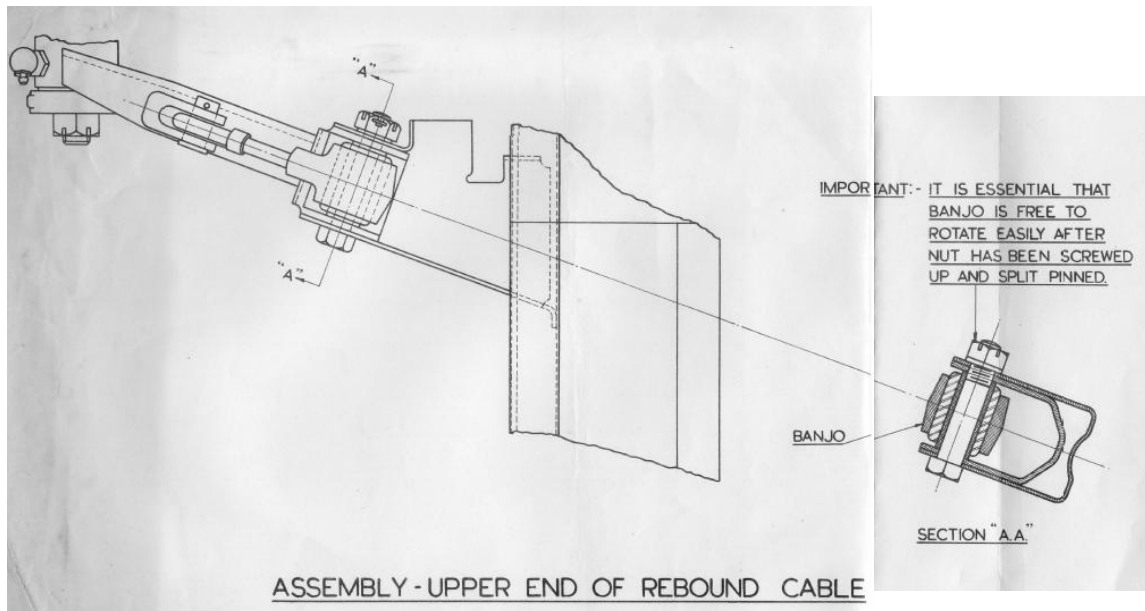
No V47.G	NOT FOR PUBLICATION	Date 20.12.50
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“MAYFLOWER” FRONT SUSPENSION REBOUND CABLES.

All these Models now leaving the Factory are fitted with Front Suspension Rebound Cables,

It is particularly important when carrying out Pre-Delivery Checks, or normal maintenance attentions, to Cars equipped with these cables (earlier batches were not so equipped), not to overtighten the bolt shown in Section "AA" in the attached illustration.

Failure to allow free movement of the banjo adaptor at the upper end of these cables, can quite easily cause collapse of the cables concerned.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V53.G	NOT FOR PUBLICATION	Date 28.3.51
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AUXILIARY DROP ARM - "MAYFLOWER".

A few instances have been reported, where, owing to an unusual association of machining limits, the pin fit in the lever is insufficiently tight. The possibility of relative movement between these parts can, if not dealt with promptly, allow the spindle to be screwed out of its threaded socket in the bracket.

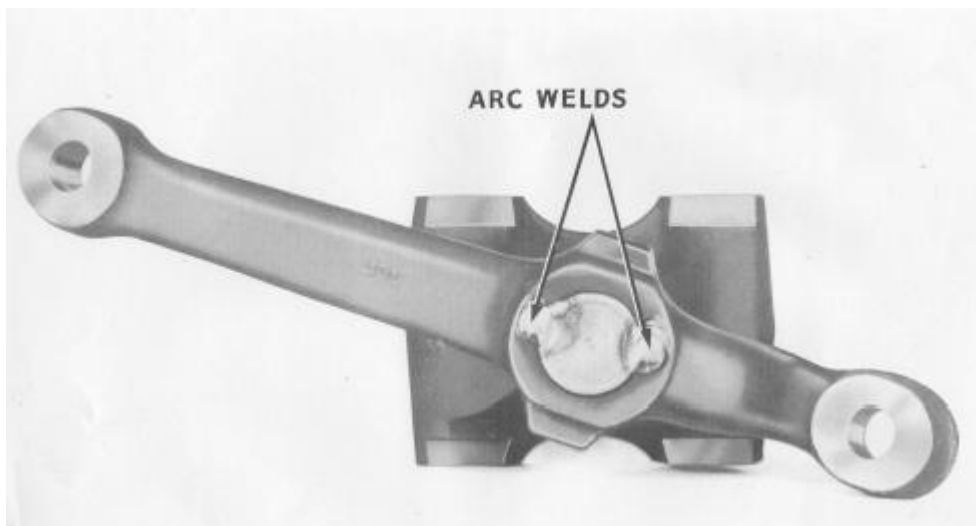
To prevent any possibility of such a trouble arising with future cars, the machining limits, used in the manufacture of these assemblies, have been suitably modified and the spindle arc welded in position, as shown in the attached illustration.

Immediate arrangements should be made to examine all Cars of this type, prior to the Commission Number quoted at the end of this Bulletin.

Any movement between the spindle and the lever can easily be detected by placing the thumb and finger on the parts concerned whilst the steering is moved against the weight of the Car. Where any movement between the lever and spindle is occurring, a replacement Drop Arm Assembly, Detail No. 20013U should be fitted.

The modified machining limits and arc welding of the Drop Arm Spindle to the Lever starts at:-

Commission No.	TT. 5240	for	C.K.D.
	TT. 5463L	for	L.H. Steering
	TT. 5658	for	R.H. Steering



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V55.G	NOT FOR PUBLICATION	Date 11..5.51
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COLD STARTING - "MAYFLOWER".

It has been decided to modify the Carburettor Starter Jet Setting with this Model, to improve cold starting.

The present setting will be found quite satisfactory for all but the coldest conditions. Where Cars, already in service, are likely to be used under severe weather conditions, the starter setting now introduced should be incorporated.

The Carburettor Setting now specified for this Model is as follows:-

Choke	21	
Main Jet	105	
Air Correction Jet	220	
Pilot Jet	45	
Air Bleed for Pilot	2.0	
Needle Valve	2.0	
G.A. (Two)	4.5	(Previously 3.5)
G.S.	120	(Previously 105)

This modification was introduced in production at Engine No. TT.7169E and Future.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V56.G	NOT FOR PUBLICATION	Date 11.5.51
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REAR AXLE OIL LEVEL – “MAYFLOWER”.

It has been found necessary to raise the oil level in the Rear Axle fitted to this model.

The Dipstick is to be deleted and the axle is now to be filled until the oil reaches the lowest point of the thread, into which the Filler Plug Dipstick Assembly screws. The oil should not now be allowed to fall more than 1/2" below the level shown in the sketch overleaf.

The Rear Axle Dipstick, fitted to Cars of this type should now be cut off with a hacksaw, carefully removing all swarf before refitting.

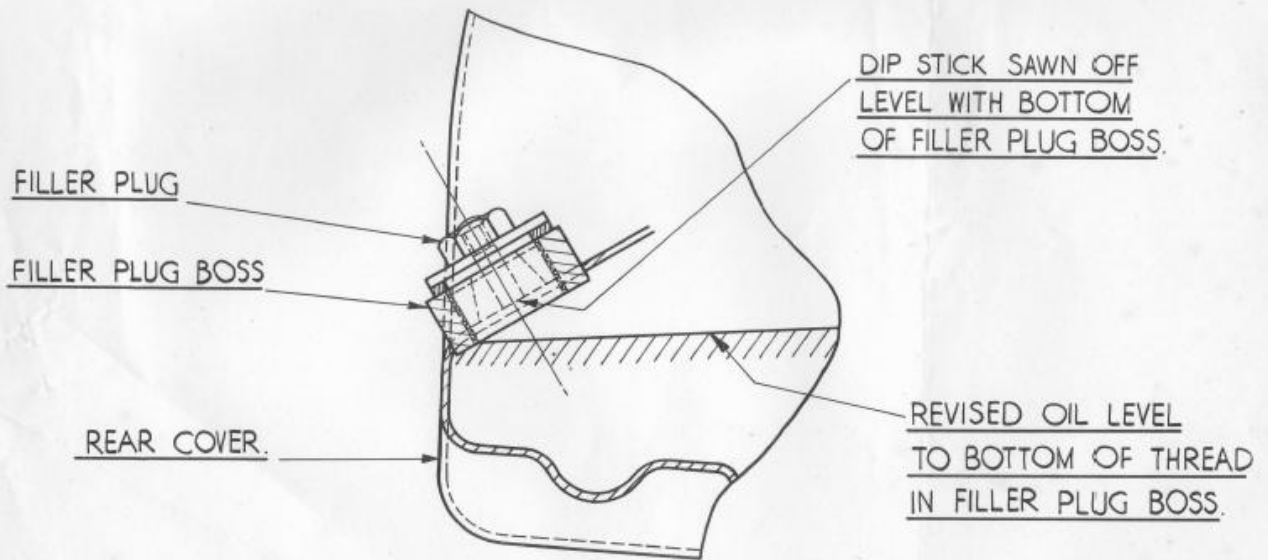
Axles known to be filled with one of the grades of Hypoid Oil recommended in the Mayflower Instruction Book, may be safely brought to the new level, by the addition of the necessary quantity of any one of the six recommended "Hypoid" lubricants.

Indiscriminate mixing of "Hypoid" Oils is most dangerous as this may destroy the appropriate characteristics of the lubricant. Where doubt exists as to whether one of the recommended brands of Hypoid Oil is in use in an Axle, the Unit should be drained and refilled to the new level with one of our recommendations- In such a case, the modification under discussion can be most conveniently carried out when a normal oil change is due, but should not be seriously delayed on this account.

Cleanliness when carrying out this modification or when checking the oil level is of obvious importance.

Existing stocks of Filler Plug Dipstick Assembly, Detail No. 101335, will be modified. This item will be replaced by an undrilled Filler Plug, Detail No. 62058, as soon as existing stocks of the modified parts have been exhausted.

This modification was incorporated in production from Commission No. TT. 6813



DESCRIPTION.
REVISED REAR AXLE OIL LEVEL

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V57.G	NOT FOR PUBLICATION	Date 11.5.51
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LOCKHEED BRAKE MASTER CYLINDER - MAYFLOWER AND VANGUARD.

A domed and "coppered" brass shim is interposed between the piston and the main rubber cup. This domed shim is fitted with a view to preventing any possibility of portions of the rubber cup being extruded through the six small holes, in the piston head, and thus interfering with proper recuperation.

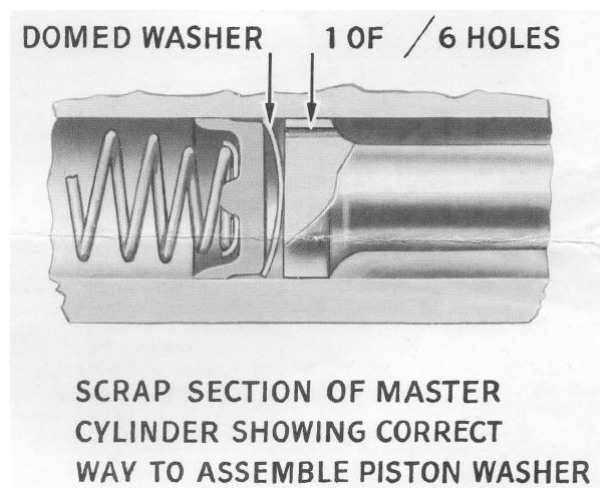
The domed shim is fitted with the convex portion towards the top of the piston, as shown in the illustration attached. Thus, when the pressure on the washer is relieved, the shim which flattens under pressure resumes its domed shape and uncovers the recuperating holes in the piston head.

It would appear that the brass shim is causing some form of chemical reaction in the Unit, since the fluid in the region of the rubber cup and shim has, where this difficulty arises, become discoloured and "tacky". To remove any possibility of chemical reaction, these brass shims will, in future, be nickel plated.

If, in cases where this trouble is experienced, the brass shim is removed, the system will operate quite satisfactorily, but the life of the rubber cup will be considerably reduced and this procedure should only be adopted as a temporary measure, where a nickel plated shim is not available.

Supplies of the nickel plated brass shim, Detail No. 103020, can be obtained from our Spares Department.

Illustration attached.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V58.G	NOT FOR PUBLICATION	Date 4.6.51
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Body & Underframe Repair Manual - detail No 500737

Supplies of this manual are now ready for distribution. Distributors and Dealers requiring this manual, should place their orders with the Spares Department. The price of this publication is 10/-, subject to the normal trade discount, and postage free.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V60.G	NOT FOR PUBLICATION	Date 16.7.51
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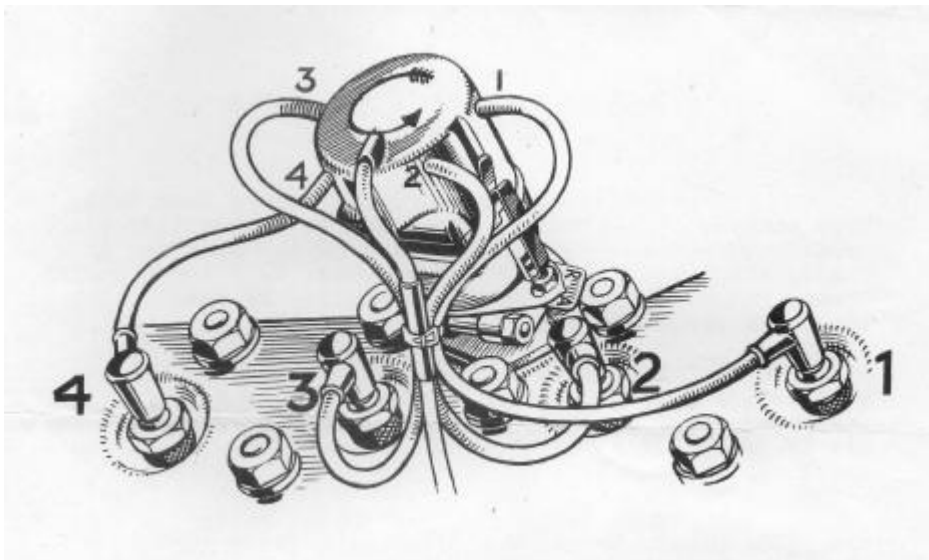
Coil to distributor H.T. Cable

Instances have occurred, where this cable has been severed by vibration, when used in conjunction with the radio suppressor. The introduction of the sparking plug lead cleat, which was fitted to prevent Nos. 1, 2 and 3 cables making metallic contact with the engine, by restricting vibration, has prevented further fracture of this cable.

The cleat is shown fitted, in the illustration overleaf its incorporation necessitating the lengthening of the three front sparking plug leads. The new length of leads is 11.7/8", 8.1/8" and 10.3/4", respectively, for Nos. 1, 2 and 3 cylinders.

When replacing this cable, following failure, the cable cleat, detail No. 60527, should be installed together with the necessary longer leads. The cable cleat may be obtained from our Spares Department.

The cable locating cleat and longer leads, were introduced in normal manufacture on engine No. TT.7487E and future, or on finished cars, at Commission TT.7413.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V62.G

NOT FOR PUBLICATION

Date 22.8.51

ENGINE MAIN BEARING CAPS - "MAYFLOWER".

If it is found necessary, at any time to remove the main bearing caps with one of these Cars, it is imperative that these should be fitted the correct way round on reassembly. To ensure the correct location of these caps, they are marked on the right hand side, as shown in the illustration overleaf, to correspond with similar numbers punched on the crankshaft flange on the same side of the engines. The numerals used for location purposes, vary from engine to engine.

Quite apart from the fact that these bearing caps are line bored with their respective housings, during manufacture, in the case of the front and rear caps, the boltholes are offset from the centre line of their respective caps. The offsetting of the boltholes, in the case of the rear bearing cap, which accommodates the two half thrust washers, makes its correct assembly of supreme importance.

Failure to assemble these bearing caps the correct way round will not only upset the proper relation of the main bearings, but also in the case of the rear bearing cap and thrust washers, force the crankshaft and connecting rods out of their proper alignment in the engine and possibly cause serious damage.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V66.G	NOT FOR PUBLICATION	Date 26.9.51
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Flywheel ring gear and starter motor

It is particularly important, when fitting a new replacement flywheel and/or starter motor, to quote the engine number of the unit for which these are required.

After 1,000 engine units, a different pitch starter motor pinion and flywheel ring gear were introduced.

Prior to the change in the ring gear and starter motor pitch, the flywheel holding bolts pitch circle was increased in diameter and this was naturally accompanied by a similar modification to the drilling and tapping of the crankshaft for the holding setscrews.

The following are the items affected by these changes with introduction points:-

Detail Number	Item	Incorporation point (Engine Nos)
300123	Flywheel (8/10 D.P. ring gear 92 teeth)	TT.1E - TT.144E
300070	Crankshaft	TT.1E - TT.144E
300415	Flywheel (8/10 D.P. gear modified holding bolt holes 92 teeth)	TT.145E and future
300414	Crankshaft (drilled and tapped to suit 300415)	TT.145E and future
200325	Starter motor Lucas type V.154 (8/10D.P. pinion 10 teeth)	TT.1E - TT.1000E
300168	Flywheel (10/12 D.P. Gear 117 teeth)	TT.1001E and future
200535	Starter motor Lucas type L.3 (10/12 D.P. pinion 9 teeth)	TT.101E and future

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V68.G	NOT FOR PUBLICATION	Date 2.11.51
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Body & Underframe Repair Manual - detail No 500737

It is apparent from the enquiries that our Technical Services Department are receiving with regard to chassis dimensions and other data for accident repair work, that many of our agents have not, so far, ordered this manual, in spite of the issue of our Bulletin V.58G.

The price of this publication, as previously stated is 10/-, subject to normal trading discount and post free.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V71.G	NOT FOR PUBLICATION	Date 2.11.51
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Service instruction manual

This manual will shortly become available for distribution and should be ordered through normal channels from our Spares Department, under detail 500833.

This manual has been provided in loose leaf form, thus facilitating revision, as such becomes necessary.

The manual is priced at £1.10.0d., postage free, and subject to normal trading discount. As it is found necessary to revise sections, or portions of sections, the amended sheets will be supplied without further charge.

To enable the supply of amendments, as these are issued, you are requested upon receipt of this manual, to complete and return the requisition form which is attached to the inside of its cover. The completion of this requisition form will ensure routine despatch of such amendments, as they become available.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V72.G	NOT FOR PUBLICATION	Date 2.11.51
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Modified carburettor jets

In order to reduce the idling speed of the engine, when the starter side of the carburettor is in use, it has been found necessary to modify the jet setting.

The existing two 4.5 Air Jets, have been discarded, thus leaving the tapped orifices, which provide an effective diameter air intake of 8m/m. This increase in the potential air intake necessitates a slight adjustment in the size of the Petrol Jet - a 135 Jet replacing the one of 120 previously used.

The carburettor jet setting for this model now becomes:-

Choke	21	Air bleed for pilot	2.0
Main jet	105	Needle valve	2.0
Correction jet	220	Starter air jet (fixed)	8.00 (2 off)
Pilot jet	45	Starter petrol jet	135

This modification was introduced in production at engine TT.11412E.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V73.G	NOT FOR PUBLICATION	Date 2.11.51
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Engine manifold gasket

In view of a number of failures with Mayflower gasket, detail 43859, it has been found necessary to modify this packing.

A new gasket, detail 103978, has been introduced, which is made from a single thickness of asbestos with a steel plate interposition, as was previously used.

The new gasket should be used for all replacements and such supplies of the former gasket, as are held, should be used up for replacements on the 8HP. Models, for which purposes they are completely satisfactory.

When fitting the new type of gasket, the steel surface should be placed towards the manifold.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V74.G	NOT FOR PUBLICATION	Date 2.11.51
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Removal and installation of starter motor.

Owing to the small amount of clearance between the starter and various of the chassis components, difficulty may sometimes be experienced in manoeuvring this component out of, or into, its housing, when the necessity for an exchange of units arises.

When difficulty in removing, or fitting the starter motor is experienced, owing to its proximity to the chassis frame and engine, sufficient additional manoeuvring space may be obtained, by moving the engine sideways slightly on its flexible mountings.

Movement of the engine on its mountings should obviously limited to the minimum required to enable the withdrawal or installation of the starter motor.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V76.G	NOT FOR PUBLICATION	Date 18.1.52
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Inlet & exhaust manifold packing

Instances have been reported, where the manifold packing has disintegrated, owing to distortion of the two clamp brackets, detail 100646. This difficulty has also occurred, in a very few instances, with the modified washer, mentioned in Service Bulletin V.73G.

As a result of the distortion of these clamp brackets, it has been found necessary to introduce a stouter clamp bracket, detail 33148. The new clamp may be recognised by the depth of its centre boss, this being approximately 11/16" compared with approximately 9/16", with the earlier bracket.

Instances of manifold washer failure have been reported with Mayflower models, where this difficulty has been explained by the bolts "bottoming" in their threaded holes in the cylinder block, before the packing is firmly gripped. To meet such difficulties, a plain washer should be fitted on each of the two bolts, between the manifold and spring washer.

To meet cases of manifold clamp distortion, the later bracket, detail 33148, should be fitted with the longer studs, detail 103195.

The modified clamp bracket and longer studs were introduced in normal production at Engine No. TT.13283E.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V77.G	NOT FOR PUBLICATION	Date 18.1.52
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Steering unit attachment - to trunion bracket

In a number of cases, slackness has developed between the trunion bracket and the steering unit, owing to the studs working loose on this bracket.

As a result of these complaints it has been decided to replace the plain washers, detail No. WP.0009, which was fitted under the self locking nuts, by tab washers, detail No.104329. The tab washers should be fitted, as shown in the attached illustration (missing).

Whilst this difficulty is not considered sufficiently widespread to justify special recall to Agents' premises, it must not be unduly delayed and the modification should be carried out at the first opportunity, when the cars concerned are returned for routine servicing.

These tab washers were introduced, on the assembly line, at commission No. TT.14814.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V82.G

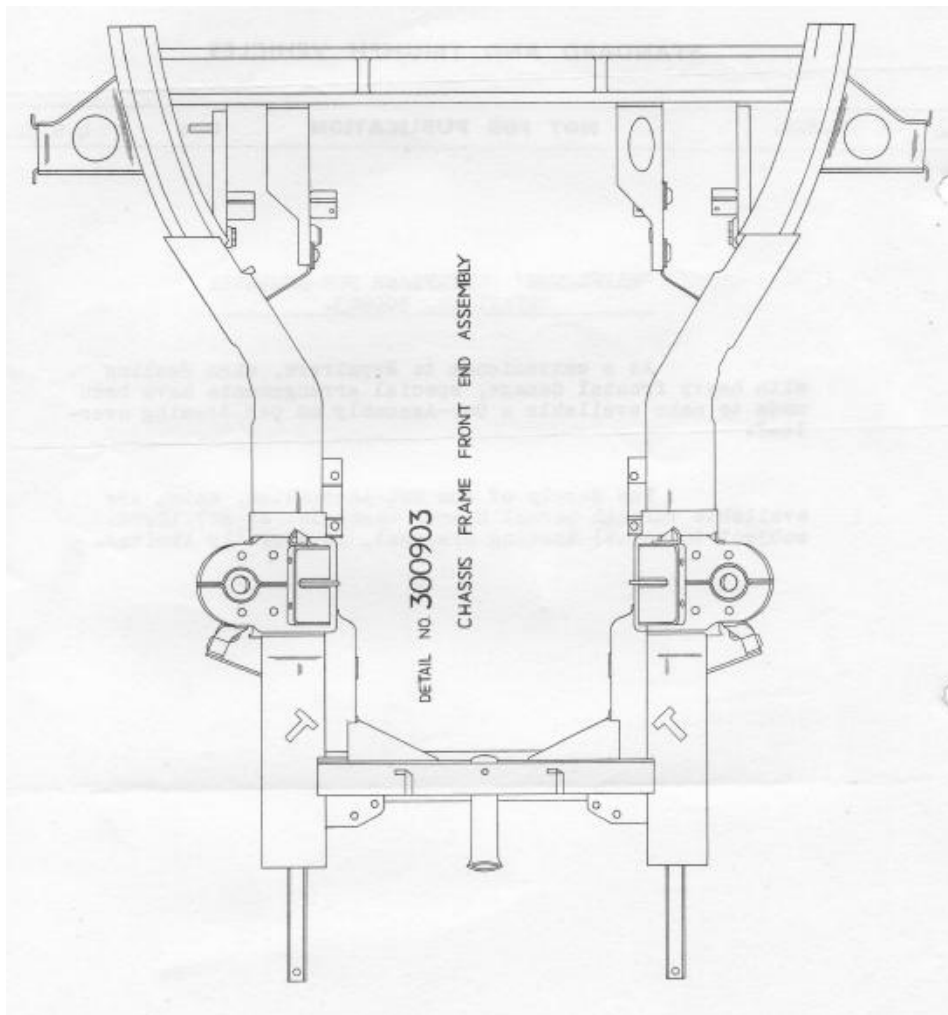
NOT FOR PUBLICATION

Date 4.6.52

Underframe sub-assembly detail No. 300903

As a convenience to Repairers, when dealing with heavy frontal damage, special arrangements have been made to make available a sub-assembly as per drawing overleaf.

The supply of the sub-frame assemblies, which are available through normal spares channels, at £17.10.0d subject to normal trading discount, is strictly limited.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V86.G	NOT FOR PUBLICATION	Date 12.11.52
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Loss of oil from rear axle cover plate - 2 Litre and Mayflower Vanguard and Renown

In view of the number of complaints which we are receiving of oil leakage from the rear axle cover plate due to loose holding bolts, it is most important that the tightness of these bolts should be scheduled for attention during pre-delivery checks and also when carrying out early maintenance inspections.

A certain amount of initial packaging shrinkage can occur at this point and thus prevent the tab-washed bolts providing the necessary clamping pressure required to ensure an oil tight joint. When checking these bolts for tension they should be tightened up to a torque figure of 16 - 18 lbs. ft. - it will be necessary to release the tab washers and after carrying out the check to tap these up so as to secure the nuts in their tightened positions. Where tabwashers are damaged when carrying out this check, they must naturally be replaced.

Mayflower

Although complaints have not been reported with regard to leaking oil from the axle cover plate, a certain amount of initial packing shrinkage may occur and the same precautions should be taken during pre-delivery and early maintenance checks as for the other models. With this model, owing to different conditions, tab washers are not used. The nut tightening torque for this model should be the same as that specified for the Two Litre models.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V89.G	NOT FOR PUBLICATION	Date 23.1.53
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Care & maintenance of front suspension rubber bushes - Vanguard, Renown and Mayflower models.

There is some evidence that the importance of protecting these rubber bushings from oil or grease is not generally appreciated. These bushes, being made of natural rubber, their useful life will be considerably reduced by oil or grease contamination.

It is not only important that these rubber bushes are not subjected to oil spraying when chassis lubrication is being carried out, but also that they should be assembled dry when fitting replacements after first cleaning all associated details of grease and oil. French chalk, however, is a legitimate aid to assembly, but the use of soft soap, petrol or other such liquids is inadmissible.

When fitting these rubber bushes to a Mayflower, the bushes should be first centralized by sight in relation to the fulcrum bosses, and the wishbone arms worked to and fro as the nut and washer are tightened hard against the shoulder on the fulcrum bracket. The working of the wishbone arm assists in the maintenance of an even flange.

Although with the Vanguard and Renown models it is not entirely necessary to centralize the rubber bushes in relation to the wishbone bosses, as they centralize automatically in service, to do so will prove advantageous to assembly. The procedure to that indicated for the Mayflower should be used when tightening the nut and washer against the shoulder on the fulcrum bracket.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V91.G	NOT FOR PUBLICATION	Date 4.2.53
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3¹/₂ Kilowatt heating & ventilating equipment - Standard Vanguard & Triumph "Renown" and Mayflower models

There have been a number of complaints with this equipment which, upon investigation, have been found to be explained by incorrect adjustment of the controls.

Instructions, issued by the manufacturers of the equipment, are attached (missing) for the guidance of repairers, when investigating difficulties in connection with the equipment's operation.

SERVICE BULLETIN



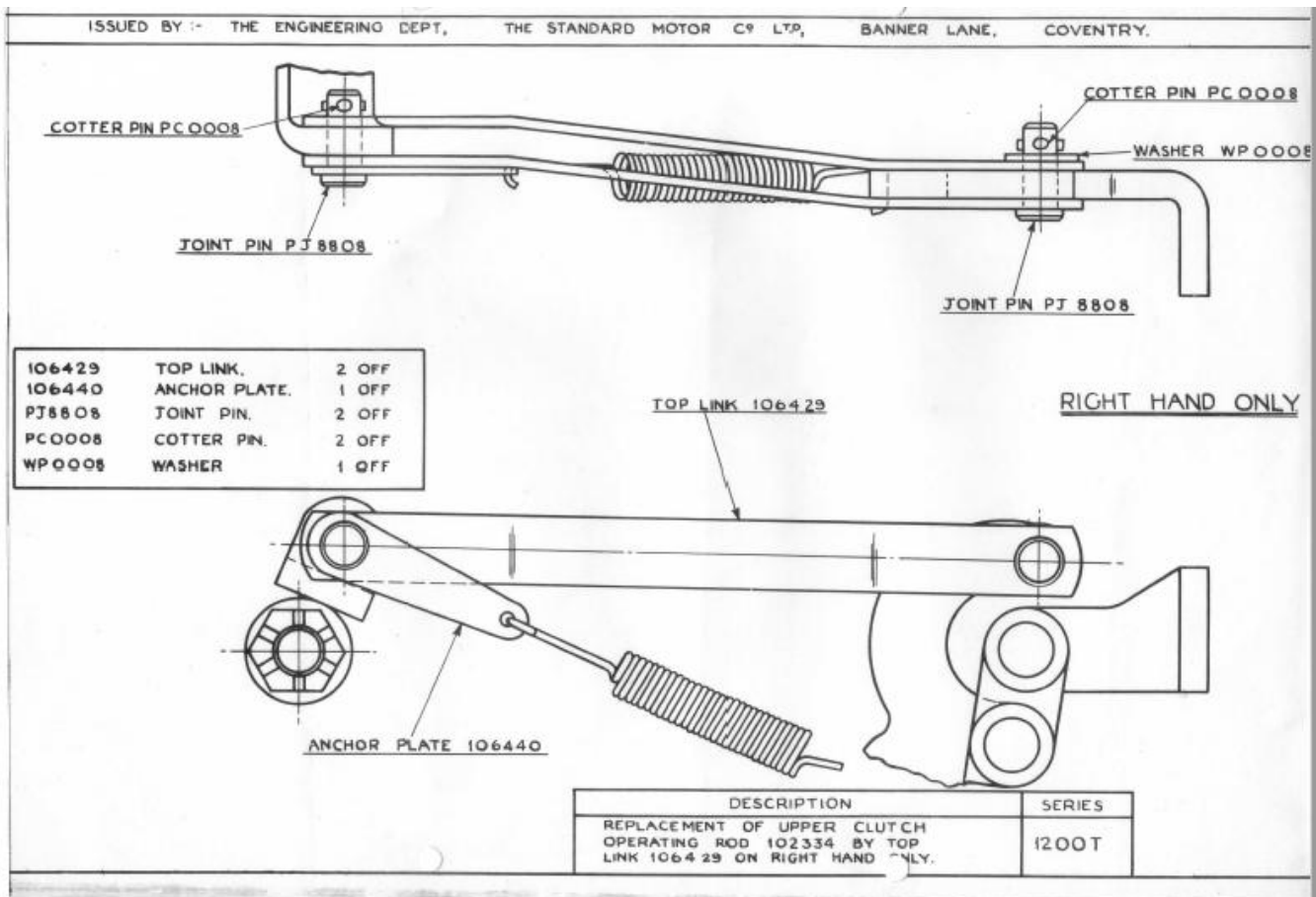
STANDARD AND TRIUMPH VEHICLES

No V92.G	NOT FOR PUBLICATION	Date 4.2.53
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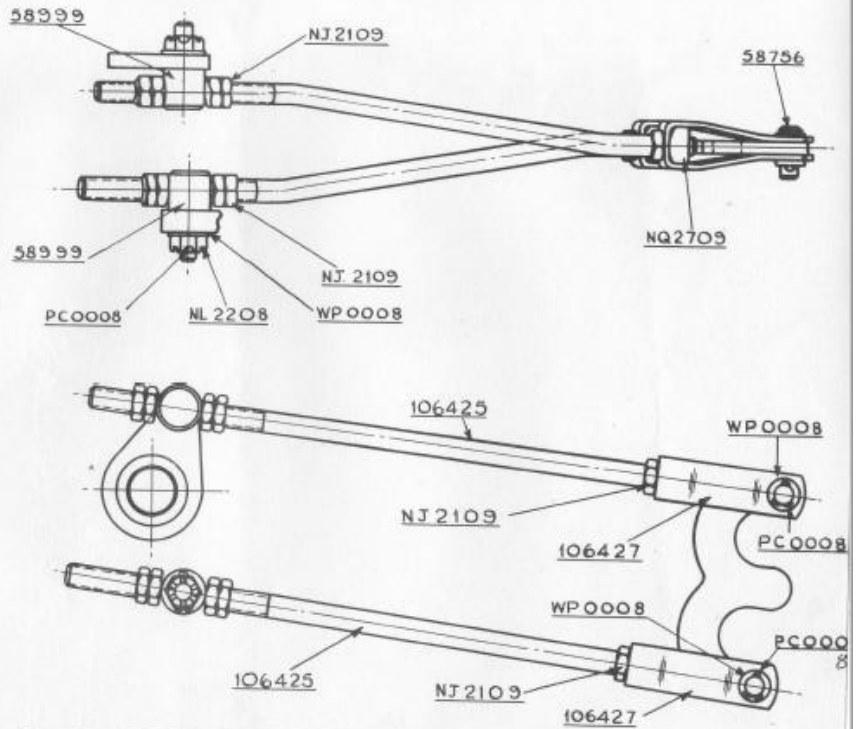
Modification to top clutch operating rods detail Nos. 102334 (R.H.S. Mayflower), 106427 (Renown), 58797 (R.H.S. Vanguard) & 58922 (L.H.S. Vanguard) - R.H. and L.H. Steering Standard Two Litre cars, Triumph Renown and R.H. steering Mayflower models

Since manufacture of these models commenced a modification has been introduced in connection with the Top Clutch Operating Rod. This alteration was made with a view to eliminating the sharp bends at each end of the rod, which were previously used. These rods have proved susceptible to fatigue fracture, where large mileages, or exacting conditions of clutch operation, are involved.

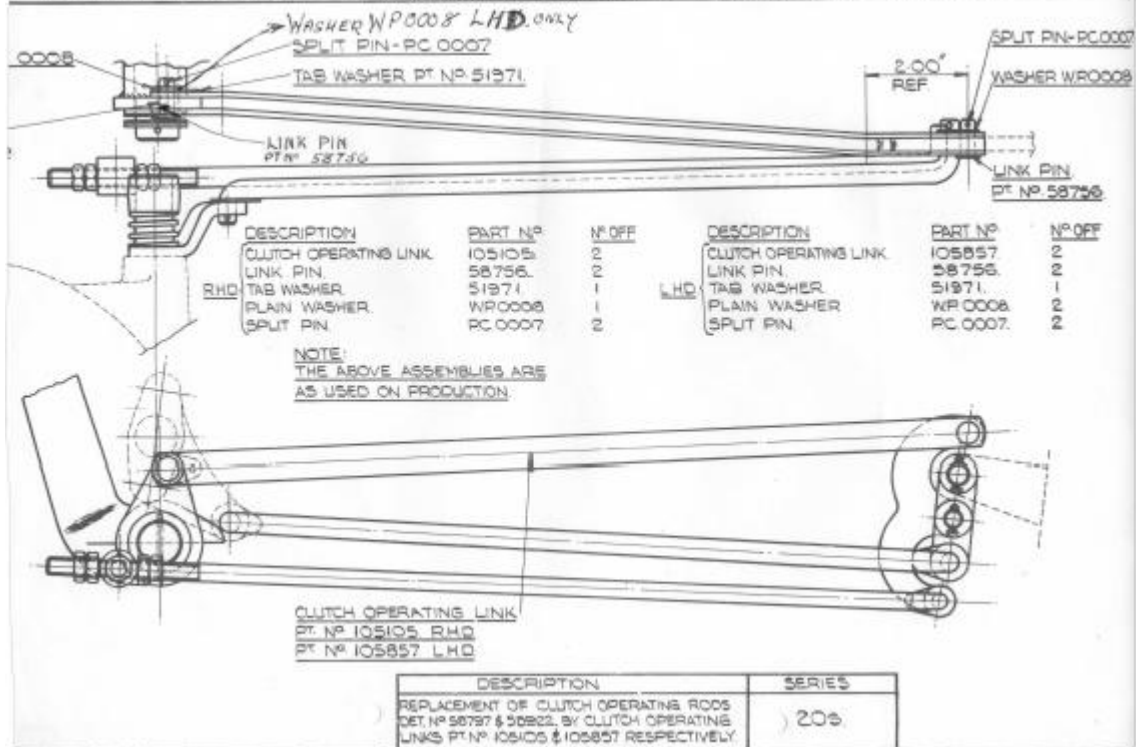
Repairers are recommended to make this modification when fitting a new clutch assembly, as the installation of such a unit is likely to precipitate a failure of a fatigue nature.



106425	CLUTCH OPERATING ROD.	2 OFF
106427	COMPENSATOR END.	2 OFF
58999	SWIVEL PIN.	2 OFF
NL 2208	NUT - SLOTTED.	2 OFF
NQ.2709	NUT - SQUARE.	2 OFF
N.J. 2109	NUT - JAM.	10 OFF
58756	JOINT PIN.	2 OFF
WPO008	WASHER - PLAIN.	6 OFF
PC0008	COTTER PIN.	4 OFF



DESCRIPTION.	SERIES
REPLACEMENT OF CLUTCH OPERATING RODS 101106 & 101111 BY CLUTCH OPERATING ROD 106427 - 2 OFF.	20ST.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V94.G	NOT FOR PUBLICATION	Date 12.3.53
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SELF-LOCKING NUTS USED ON STEERING TRACK AND TIE RODS - MAYFLOWER MODELS.

Owing to the discontinuance of the manufacture of the original 3/8" N.P. Simmonds Pinnacle Nuts, specified for securing these rods to their respective levers, a change in specification for spares requirements was unavoidable. Sufficient supplies of the original nuts remained available for normal manufacture and these nuts are still being used on cars leaving these works at the present time.

The original nut NP.2609, which was .399" thick with a 5/8" A/F hexagon, was scheduled to be replaced by Nyloc Nut Part No. NN.2909, which had a 5/8" A/F hexagon and was .470" thick.

In use the substitute nut has been found too thick to enable the available thread on the ball pin to protrude sufficiently through the nut to engage the Nylon insert completely and thus to provide the required degree of self-locking.

In view of the difficulty with the substitute nut, a thinner Nyloc Nut, Part No. NT.3209 has now been specified for all replacements at these points. The nut which is now specified for replacements has a 5/8" A/F hexagon and is .379" thick.

The replaced nut. Part No. NN.2909, remains satisfactory, of course, for use elsewhere on this chassis or for other Models when specified.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V97.G	NOT FOR PUBLICATION	Date 21.4.53
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POSSIBLE IMPROVEMENTS FOR ENGINES USING MEDIUM TO HIGH OCTANE FUELS TWO LITRE AND MAYFLOWER MODELS.

A change to higher octane fuel obviously requires a variation in ignition setting and other modifications, if the full benefit of the higher grade fuel is to be obtained. The recent introduction of Premium Grade (80 Octane Minimum) fuel in Great Britain renders this subject one of topical interest in this Country.

It is not the present intention of the Standard Motor Company to deviate from its established compression ratios, carburettor jet settings and ignition timing, owing to the non-availability of the higher grades of fuel in many Countries where its vehicles operate and, in view of the satisfaction with which the present engines have been accepted. On the other hand, you will have individual customers who will be prepared to go to some expense to obtain the optimum results from these high octane fuels and it is for such owners that the following information is given.

PETROL CONSUMPTION

The principal benefits derived from the use of higher octane fuels is a marked improvement in performance and immunity from pinking. Owners must realize that they are not guaranteed any appreciable gain in fuel economy to offset serious expenditure on engine alteration

IGNITION TIMING

Initial Manufacturing Setting.

It has been our practice to set the ignition timing on the Two Litre Models to occur 4 Degrees before T.D.C. on the flywheel, which is equivalent to 2 Degrees on the Distributor, but owing to the constant need for re-adjustment with these engines, as carbon build up occurs, this setting has now been altered to T.D.C. on the Two Litre Standard and Renown Models from Engine Nos. V.204701E and TDC.2092E respectively. Two Degrees on the distributor corresponds to one division on the ignition setting plate (Marked "A" and "R") or on the vernier scale of the

Initially, the central marking on the setting plate, or in the case of the vernier adjuster, the fourth mark on the scale reading from the suction diaphragm, are set to correspond with the Factory settings given above. It must be emphasized that this is for reference only, as it is impossible to guarantee that the distributor is not disturbed after initial build.

Instructions for Low Octane Fuel.

The Two Litre Engines operating on Pool Petrol (approx. 72 Octane) requires the initial ignition setting to be progressively retarded in order to give a reasonable degree of immunity from pinking and the average setting of an engine with carbon build up generally stabilises at 8 Flywheel Degrees (4 Distributor Degrees), after T.D.C.

On the Mayflower Models, ignition is set initially at T.D.C. and little change to that setting is found necessary until the engine is definitely due for decarbonizing. The ignition setting plate is positioned as for the Two Litre Engine, a vernier adjuster is not used with the Mayflower Distributor.

Instructions for High to Medium Octane Fuel.

It is not generally possible to obtain a condition of pinking, as an ignition setting datum, where higher grade fuel s are in use and setting adjustments are best carried out with T.D.C. as a starting point. This position is normally located by aligning the hole in the crankshaft pulley with the pointer on the timing cover, but in view of the difficulty of making this alignment with the engine installed, the use of the piston travel indicator shown in the attached sketch (missing) is advised.

This indicator should be fitted in the plug hole of No. 1 Cylinder (Front) and can be used in conjunction with a graduated scale or rule, which owing to the flexible engine mountings is best located on a bracket on the engine. Plasticine can be conveniently employed for location purposes.

The average setting for use with the higher grades of petrol is T.D.C. with the Two Litre Engine and 4 Flywheel Degrees before T.D.C, (2 Distributor Degrees) on the Mayflower and these settings should be used as a basis prior to final road setting.

In cases where the Two Litre vehicles are operating on lower grade fuel ("Pool" 72 Octane), an approximate adjustment for the higher octane setting can be carried out on the road, using a datum, the timing which just brings in pinking on the lower grade of petrol. This datum setting should then be advanced 2 Distributor divisions (4 Distributor Degrees) for the improved fuel.

INDIVIDUAL ENGINES WILL REQUIRE VARYING ROAD SETTINGS, BUT UNDER NO CIRCUMSTANCES MUST ADVANCEMENT, FROM THE DATUM SETTING, EXCEED 3 DISTRIBUTOR DIVISIONS (6 DISTRIBUTOR DEGREES) OTHERWISE, DUE TO SUCTION ADVANCE, MISFIRING WILL TAKE PLACE AT PARTIAL THROTTLE OPENINGS.

Carburettor Jet Settings.

When using higher octane fuels, it is permissible for economy to reduce the main jet sizes from 135-130 and 105-100 respectively for the Two Litre and Mayflower Models. This should not give any appreciable loss in performance.

COMPRESSION RATIOS.

An increase in compression ratio will obviously allow the utmost advance to be derived from the higher grades of fuel, providing the owner is prepared to go to the necessary expense. Raising the compression ratio, with the Two Litre Engine, has the disadvantage in that a new cylinder head is required, should the owner desire to revert to low grade fuel, or move to another Country, where only the lower grades of fuel are available. Under no circumstances may an

owner desiring to restore the original compression ratio resort to the use of two gaskets on a Two Litre Engine, as such a practice will not provide the necessary "nip" on the cylinder sleeves.

The attached sketches give complete instructions for carrying out a modification to compression ratio should it be requested by a customer. The early Two Litre Engines had a compression ratio of 6.7, whilst after V.135001E and TDC.5094B for the Standard and "Renown" respectively, this was increased to 7 (identification details given in Service Bulletin No. V.79G.)

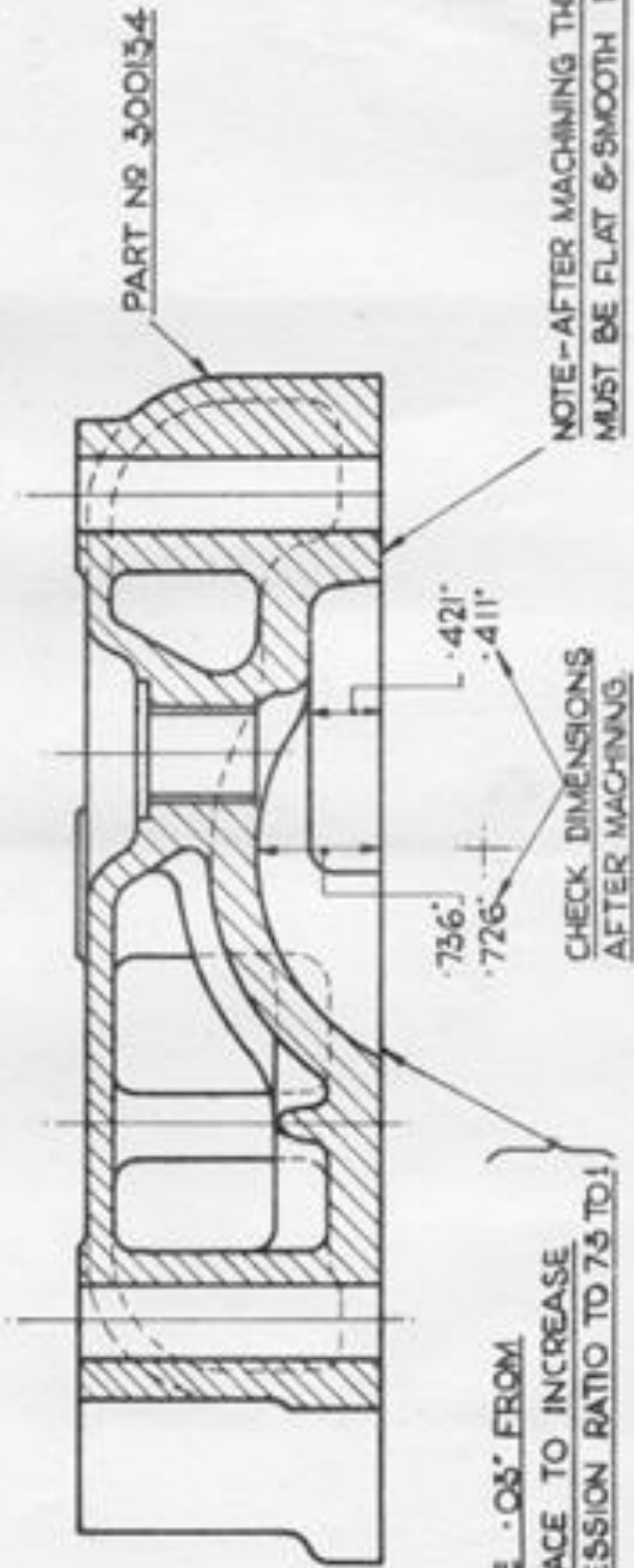
The thickness of the bottom wall is very important and owners should be encouraged as far as practicable to limit the machining of both the earlier and later type of cylinder head to .040", giving 7.2 and 7.25 compression ratios respectively. The respective head designs will give about the same susceptibility to "pinking" at the ratios quoted and the improvement in performance should fully satisfy most customers. Should a customer insist upon the removal of the maximum 0.070", the bottom wall thickness must first be ensured. As stated in the attached Scheme, the bottom wall thickness must not be less than .250" minimum (it will not be uniform) after machining.

After raising the compression ratio, it may be possible to make the engine pink with the high octane fuel and an approximate method of adjusting the ignition, to the new compression ratio and fuel, is setting just off "pinking" point, which should correspond approximately to 4 Flywheel Degrees (2 Distributor Degrees) A.T.D.C. The alternative is to locate T.D.C., as discussed for normal compression ratios and then set to 4 Flywheel Degrees A.T.D.C.

The Mayflower Engine which has a compression ratio of 6.8, may also be modified as shown in the attached sketch and in this case the ignition should be set either on the point of pinking " or at T.D.C.

It is not proposed, at the present time, to introduce any replacement exchange scheme for the supply of modified compression ratio cylinder heads and the work on these heads will have to be carried out under local arrangements.

4 ILLUSTRATIONS AND 1 INSTRUCTION SHEET ENCLOSED. (most missing)



REMOVE .03" FROM
JOINT FACE TO INCREASE
COMPRESSION RATIO TO 7.5 TO 1

NOTE - AFTER MACHINING THIS SURFACE
MUST BE FLAT & SMOOTH FINISH.

CHECK DIMENSIONS
AFTER MACHINING

DESCRIPTION	SERIES
SCHEME FOR RAISING COMP RATIO TO SUIT PREMIUM FUELS.	1200T

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V100.G	NOT FOR PUBLICATION	Date 10.7.53
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Lockheed stop light switch - Vanguard Series II & Mayflower

Lockheed stop lamp switch, S.M.C. Part No. 501004 (Lockheed Part No. 29813) has now been rated by Messrs. Lockheed for replacement only in installations up to 24 Watts loading and must NOT be used as replacements on any Vanguard or Mayflower vehicle. All replacements MUST be of the Lucas stop lamp switch, S.M.C. Part No. 62057 (Lucas Part No. 31082). This can be identified by the vertical terminals, raised plastic insulator, and hexagon size of 1" across flats.

Your stocks of switch S.M.C. Part No. 501004 (Lockheed Part No. 29813) may be used on the "Renown" or any similar Lockheed installation, where the total brake lamp loading does not exceed 24 watts.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V103.G	NOT FOR PUBLICATION	Date 14.8.53
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REPLACING GEAR CHANGE CROSS-SHAFT BEARINGS – TRIUMPH MAYFLOWER AND TWO LITRE STANDARD MODELS.

Replacement of these bearings is not normally required until a considerable mileage has been covered, but where a car is operating under dusty, or bad, road conditions, the ingress of dust and road grit can shorten bearing life appreciably.

MAYFLOWER MODELS.

Where replacements have to be fitted, the existing bearings and their housings should be removed and replaced by the assemblies, as explained in the attached Service Schemes.

The replacement assemblies. Part Nos. 108381 and 108378 for L.H. and R.H. steering Models respectively, will not be available immediately, but the inevitable time taken in the preparation of Manufacturing tools, etc. is not likely to cause any serious delay in obtaining supplies through normal Spares channels.

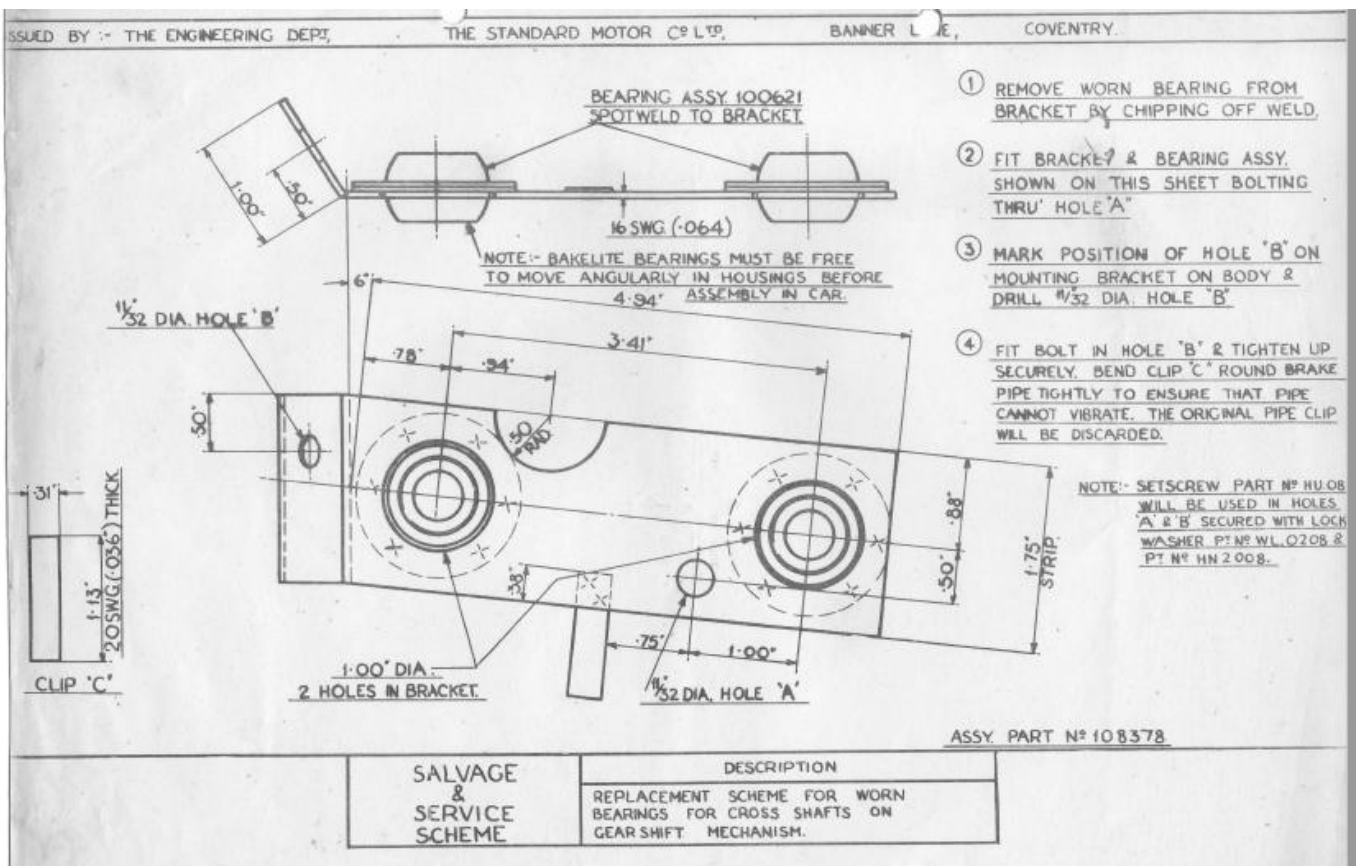
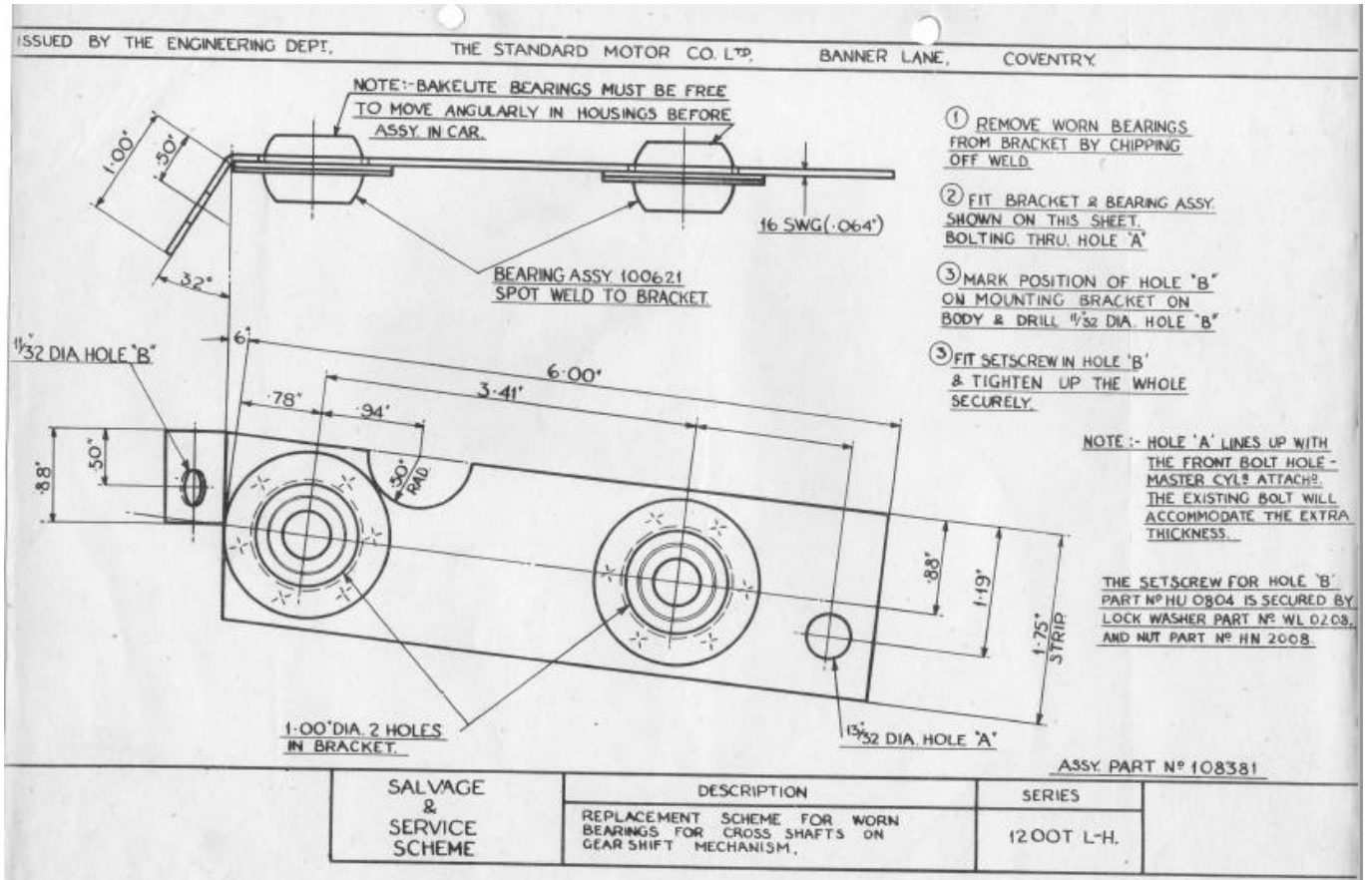
In cases where there is an urgent need for fitting replacements, sufficient details are given in the Service Schemes to enable self manufacture of the brackets, whilst the bearings, Part No. 100621, are readily available from our Spares Department. To meet such cases the necessary bolts, etc, will, no doubt, be available from local sources.

STANDARD TWO LITRE MODELS.

The replacement of gear change cross-shaft bearings on these Models is a straight forward operation, as the plastic bearings are mounted in a bracket which is readily detachable from the chassis.

There are two alternative methods possible, when dealing with worn cross-shaft bearings fitted to these Models. The first being to replace the existing assembly Part No. 58269 as a unit, the alternative method being to replace the plastic bearings. Part No. 38282, after separating the two halves of the bracket.

It is particularly important, in order to avoid subsequent chipping of the bearing bores, that the bearings should be free to move angularly, after the two halves of the bracket have been riveted together, and if necessary shims should be fitted between the two halves of the assembly to provide this freedom of movement. Snap Head rivets 1/8" by 1/4", Part No. SP 91 B2 are those specified for riveting these brackets.



SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V105.ED	NOT FOR PUBLICATION	Date 6.10.53
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Schonitzer door locks - Triumph Mayflower models

Messrs. Wilmot Breeden have prepared the enclosed instruction book (missing), dealing with the adjustment and fitting of the door locks of their manufacture, which are used on these models.

The mailing of these booklets has necessarily had to be limited to our home and overseas distributors, but additional copies for your dealers may be obtained, owing to the co-operation of these suppliers, direct from the firm concerned, i.e. Messrs. Wilmot Breeden Ltd., Equipment Department, Goodman Street, Birmingham. 1. at 1/6d. each (Nett).

Copies of similar instructions for the Triumph "Renown" models may also be obtained through the same channels at the price quoted.

SERVICE BULLETIN



STANDARD AND TRIUMPH VEHICLES

No V105.G	NOT FOR PUBLICATION	Date 6.10.53
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Schonitzer door locks - Triumph Mayflower & Renown models

Messrs. Wilmot Breeden have prepared most instructive booklets covering the fitting, removal and adjustment of the door locks of this type, which are fitted to our Triumph Mayflower and Renown models.

Messrs. Wilmot Breeden have been kind enough to agree to supply copies of these manuals, insofar as supplies permit, at 1/6d. each (Nett). Dealers who wish to obtain copies of these manuals should apply direct to Messrs. Wilmot Breeden Ltd., Equipment Department, Goodman Street, Birmingham. 1.