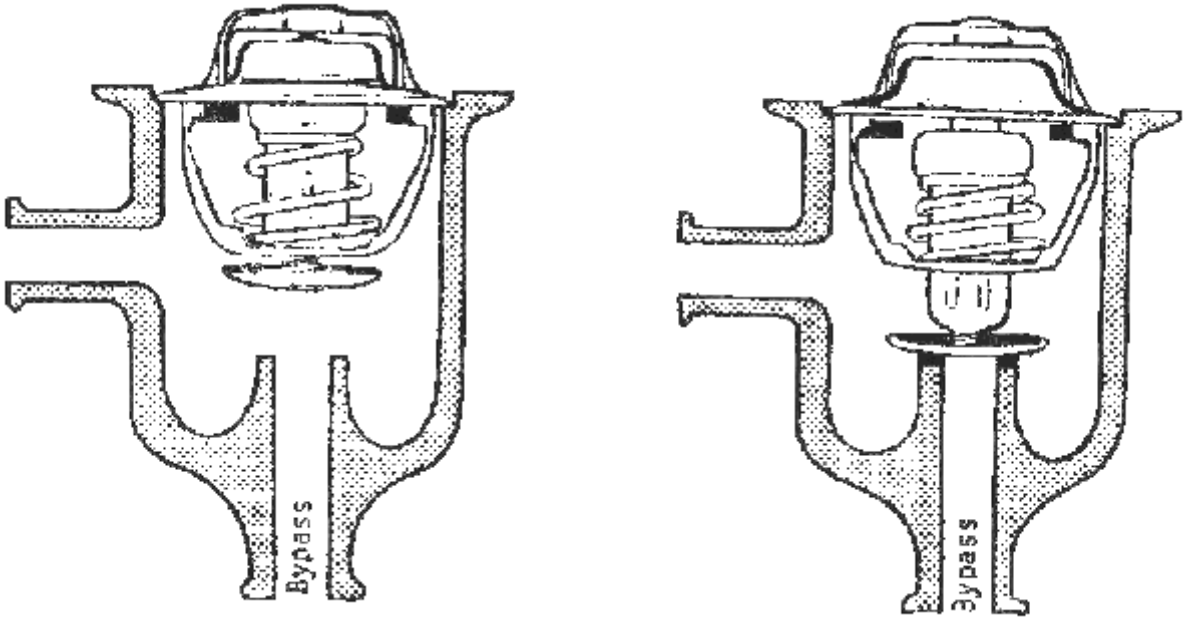
26. COOLING SYSTEM THERMOSTATS LEYLAND 4 & 6 CYLINDER OHC E SERIES ENGINES : TRIUMPH DOLOMITE, SPRINT AND STAG ENGINES

It has been brought to our attention that incorrect type thermostats are STILL being fitted to the above engines in the field. These engines must only be fitted with by pass shut off type thermostats.
Refer Illustration.
This thermostat is a conventional wax element, downward opening unit, incorporating a spring loaded flap valve attached to the lower end of the element. When the thermostat is open, the valve closes off the coolant line between the coolant outlet manifold and the coolant pump inlet (Radiator bypass), ensuring all coolant passes through the radiator.



57. STEERING COLUMN UNIVERSAL JOINT : DOLOMITE AND SPRINT

British Leyland U.K. have advised that an isolated case of steering column universal joint seizure has occurred as a result of contamination by brake fluid. This type of universal joint is also used on Dolomite. Careless filling of the clutch or brake hydraulic reservoir or leakage from the hydraulic systems may cause fluid contamination of the steering column universal joint, possibly resulting in deterioration and eventual failure due to grease being removed from the bearings of the joint.
Please alert your workshop personnel to this danger.

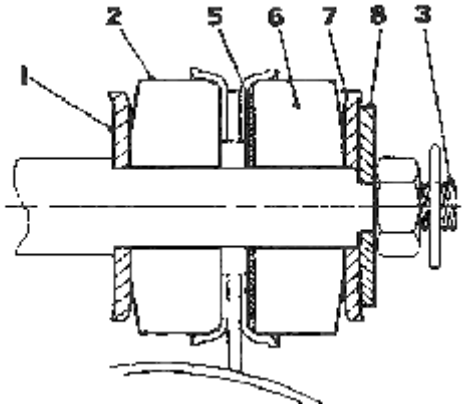
57. STEERING RACK U BOLTS MANUAL STEERING : DOLOMITE - SPRINT 2500 2500TC AND TR6

Isolated cases have been reported of steering rack clamp bolts being found loose allowing steering racks to move sideways in their mountings.

It must be pointed out that the tightening torque for the 'U' bolt securing nuts is only 19 Nm (14 Ibf.ft). This would enable anyone who checked these nuts with a ring or open-ended spanner to easily over-tighten the nuts under the impression that the clamps were loose. For this reason a suitable torque spanner should always be used when checking the security of these fixings.
Because the steering rack is mounted in rubber bushes a small amount of side movement of the rack assembly is permissible. Excessive side movement may occur, however, if the rubbers have deteriorated or they have not been tensioned in accordance with repair operation procedures during replacement.

REAR SUSPENSION - RADIUS ROD : TRIUMPH - DOLOMITE, DOLOMITE SPRINT

Attention is drawn to 'Radius Rod - Remove and Refit' procedure, Operation 64.35.28 in Repair Operation Manuals for Dolomite and Sprint models.
Under 'Refitting', reference to the location of the two rubber bushes is incorrect. In fact, the plain faces of both rubber bushes should be towards the axle bracket. Please ensure that workshop personnel are acquianted with the revised procedure and correct their manuals accordingly.
Revised Refitting Procedure.



1. Fit one dished washer, Part No. 134550, against shoulder on radius rod, dished side of washer towards bushed eye end of rod.
2. Fit one rubber bush, Part No. 352767, domed face of bush against dished washer, (i.e. towards bushed eye end of rod).
3. Enter the screwed end of the radius rod through the axle bracket and engage the bushed eye end in the body bracket.
4. Fit the bolt and nut to the body bracket.
5. Fit nylon washer, Part No. 158836, over screwed end of radius rod and locate against axle bracket.
6. Fit second rubber bush, Part No. 152767, flat face to nylon washer.
7. Fit second dished washer, Part No. 134556, dished side away from bush.
8. Fit plain washer, Part NO. 152518, nut, Par: No. HN2010 and hairpin clip, Part No. 146974.
9. Tighten the body bracket bolt.

NOTE: Delete plastic washers when using Super Pro / Super Flex bushes *!*

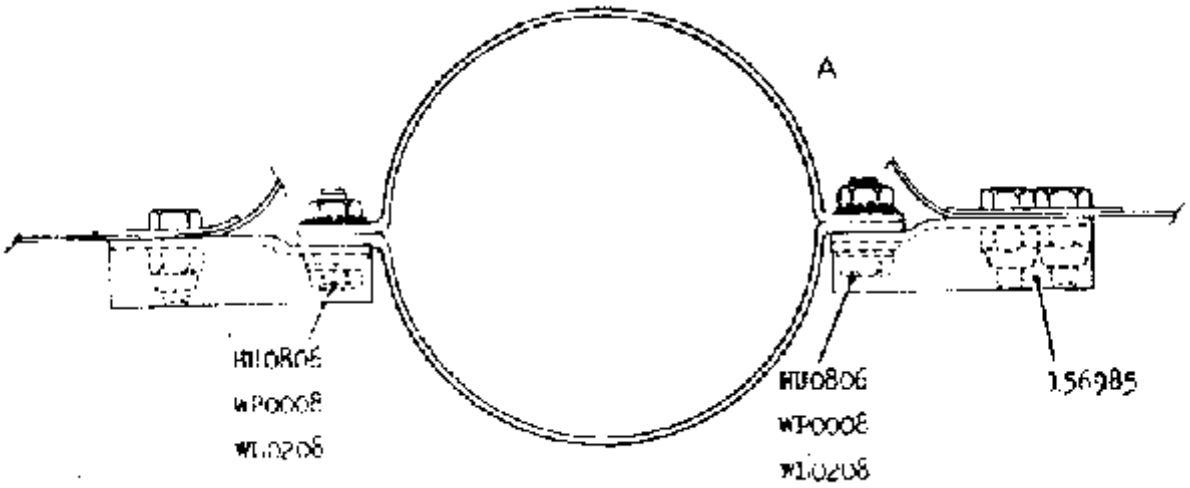
47. PROPELLOR SHAFT CENTRE BEARING HOUSING INSTALLATION : DOLOMITE AND SPRINT

There are three types of installation, and to avoid possible transmission noise or vibration it is important when refitting or renewing propeller shafts that the correct installation is used for the model concerned as detailed below. The illustrations are depicted as viewed from the rear of the vehicle. The method of attaching the left hand side mounting bracket to the bearing housing and vehicle body is common to all installations, However, a different mounting bracket is used in application C.

Application 'A'

Dolomite manual change gearbox and automatic gearbox models. Both lugs on the propeller shaft centre bearing housing are located on the upper face of their respective mounting brackets, (Part No. 156985, 2 per vehicle) with the housing to mounting

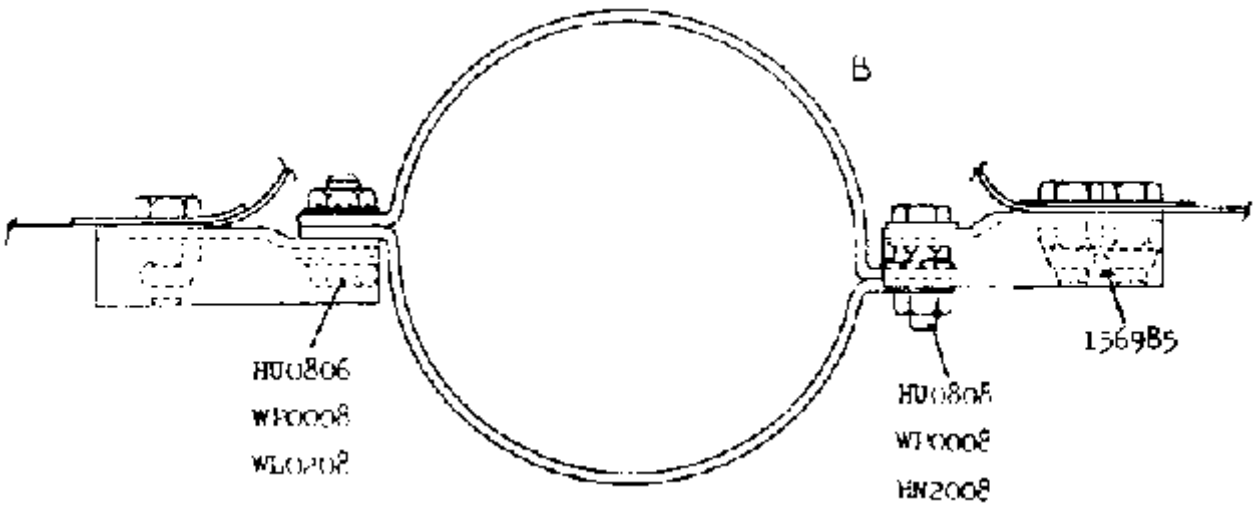
bracket setscrews, (Fart No. HU.0806) inserted into the housing lugs from the underside of the mounting brackets. Against the head of each setscrew is a lock washer, (Part No. WL0208) and plain washer.



Application 'B'

Sprint manual change gearbox and automatic gearbox model, The left-hand mounting bracket is secured to the bearing housing as described in Application 'A'. The right hand lug on the centre bearing housing is fitted below its mounting bracket. (Part No. 156985) i.e. the upper face of the weld nut on the housing lug to the underside of the mounting bracket with a plain washer between the weld nut and bracket. The following sequence should be followed:-

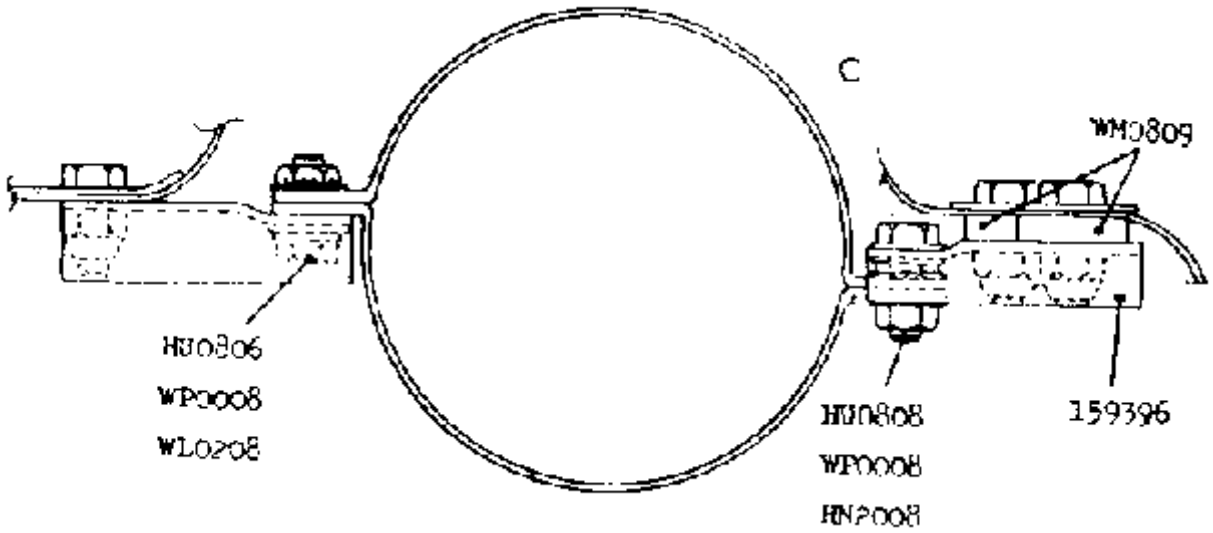
1. One plain washer (Part No. WP.OOO8 against head of setscrew (Part No. HU.O808).
2. Insert setscrew through mounting bracket from upperside of bracket followed by a second plain washer (Part No. WP.0008).
3. Screw setscrew into weld nut and tighten, ensuring mounting bracket is lined up with housing
4. Fit hexagon nut, (Part No. HN.2O08) to setscrew and tighten.



Application 'C'

Dolomite automatic gearbox model only.

This model uses mounting bracket (Part No. 159396-2 off) see illustration (D). These brackets move the propeller shaft centre line 9.5 mm (0.375 in) to the right compared to the centre line on the other models. The attachment of the left hand mounting bracket to the hearing housing is as described in Application 'A', whilst the right hand mounting bracket is attached as indicated in Application 'B'. Additionally in Application 'C' two spacer washers (Part No.WM.0809) are fitted between the right hand mounting bracket and vehicle body, one for each retaining stud.



NOTE. 'Rosun' tubular press nuts are sometimes used as an alternative to the weld nuts illustrated.

Division : 12 Subject : Camshaft chainwheel attachment Model : VA

Remarks

Isolated Dolomite Sprint camshaft chainwheel attachment failures have occurred which are attributed to incorrect bolt torque or locking.

The Repair Operation Manual for the Dolomite Sprint. Operation 12.13.01 - Items 17 and 18 refer. We would remind Distributors and Dealers that the specified bolt torque of IO lb ft. (1,4 kgf.m.) should be strictly observed, due to the critical nature of this fastening.

It is also vital that the locking tabs should be correctly bent into position (one tab per bolt) using pliers. The tabs should not be hammered into position as this could lead to loss of bolt torque. Each tab should be used once only and a new locking plate fitted in any case of doubt.

Please ensure that Workshop Personnel are advised of the above remarks.

74. ROAD WHEEL FINISH : DOLOMITE SPRINT

An improved lacquer finish for Dolomite Sprint road wheels was incorporated on Production at Commission Number VA 6164. This lacquer has greater resistance to flaking and corrosion than the previous type but develops a gold tinge, approximately one month after exposure on the vehicle. Several reports of alleged mismatched road wheels have been received, especially when a spare wheel is brought into use which has been protected in the toot. This will remain silver until exposed.

74. R0AD WHEEL STUD AND NUT : DOLOMITE SPRINT

An 11.1 mm (7/16 in) diameter road wheel stud, Part Number UKC 5475 - and nut, Part Number UKC 5476 - have been introduced on the Dolomite Sprint model. These replace the 9.5 mm (3/8 in) diameter road wheel stud, Part Number 158729 - and nut, Part Number UKC 0849 - which were used previously. The 11.1 mm (7/16 in) diameter stud and nut were incorporated at Commission Number VA 17924. The nut tightening torque with the 11.1 mm (7/16 in) diameter wheel stud is 108 NM (80 Ibf.ft).

Sprint Page Aust.