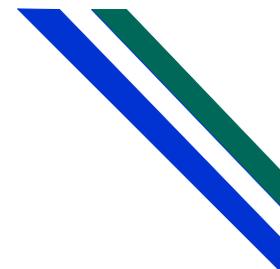


LEYLAND-TRIUMPH SALES COMPANY, INC.

**WESTERN ZONE**



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-29

SUBJECT: WHEEL CONVERSION TR-4A IRS

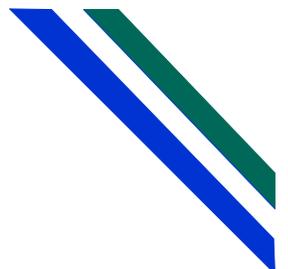
DATE: MAY 20, 1965

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Under no circumstances should the rear hub on the TR-4A IRS be removed when making a wheel equipment conversion. Any movement of the hub retaining nut in relation to the axle will immediately interfere with the bearing clearances which are set up during assembly procedure. It is equally important that at no time is the rear hub removed without replacement of the outer oil seal, the seal automatically becomes damaged as the hub is withdrawn.

To convert the rear axle of disc wheel car to wire wheels, it will be necessary for existing wheel studs to be shortened to an extent sufficient to prevent them fouling the inside of the road wheel. Failure to do this will cause the road wheel to come loose in service. The studs should be shortened to leave approximately two threads exposed after the retaining nut securing the adaptor is fully tightened. Alternately, use the shorter stud, part number 142799. See illustration in TR-3 manual of stud shortening.

To convert the rear axle of a wire wheel car to disc wheels, it will be necessary to replace the existing wheel studs with the longer wheel studs, part number 132317, which are necessary for use with disc wheels. The TR4A IRS studs are different to TR-4 cars and beam axle TR-4A; however, they are much more readily removed with the hub in its normal position. The studs may be removed by tapping them in towards the center of the car with soft faced hammer or drift or merely by pushing with a drift. By careful positioning, they can be removed from behind the hub.



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Front hubs can be interchanged as assemblies from car to car if required but when a stud change is required to secure disc wheels, longer stud, part number 114282, (same as TR-4) must be used. Same warning about shortening of studs for wire wheel adaptors applies.

Hub adaptor nuts must be initially torqued to 65 lbs. ft. and secured by three center pops. Security should be rechecked after 1000 miles. Rear hubs and attachments from beam axle TR-4A are not interchangeable with the IRS model. When fitting new studs to hubs, use a collar and wheel nut to pull stud snugly into position.

Interchanges can, if required under certain circumstances, be made from IRS model to another IRS by exchanging the complete outer rear axle drive assemblies detaching them at the U-joint flanges for rears and interchange of hubs at front.

The exchange or modification of any axle or wheel or attachments must be carried out with the greatest care and such changes are entirely the responsibility of the dealer concerned.

Summary of stud part numbers:

<u>TR-4A IRS</u>		<u>TR-4A Beam Axle</u>
Front Disc Wheels	114282	114282
Rear Disc Wheels	132317	100869
Front Wire Wheels	114281	114281
Rear Wire Wheels	142799	110365