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CAR

MECHANICS

The Motorist's

HOW-TO-DO-IT MAGAZINE

50 NO-GARAGE PHOTO TIPS

**SPECIAL
BEAT-WINTER
FEATURES**

**LIGHT LORE
RAD RUSES
HEATER HOT-UP
SNOW-DRIVE HINTS**

PLUS

WOLSELEY & TR4 TIPS



DEvised BY

JOHN DAY

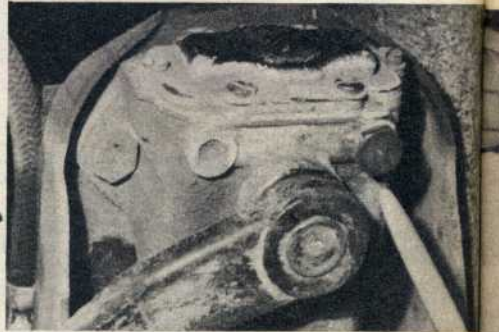


TR4 tips

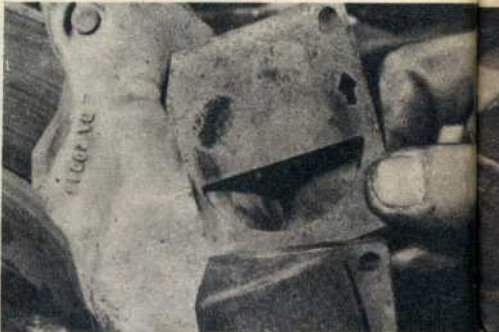
IN tradition with the TR2 and 3, the Triumph TR4 is still the fastest and cheapest sports car built in this country. There is an enthusiastic following of the marque even though it is considered in some circles that the addition of wind-up windows, instead of side screens, has robbed it of some of its sporting character. The robust engine construction is now legendary, being a four-cylinder wet liner unit of 2,318 c.c. producing 100 b.h.p. at 4,600 r.p.m. It is rare indeed to experience major troubles under the bonnet. The four-speed all synchromesh gearbox matches the durability of the engine and the rack and pinion steering, with disc type front brakes, provides light control with ample safety for a vehicle capable of 110 m.p.h. The vehicle is not so complicated in its construction as to preclude maintenance and overhaul by the DIY owner.



CYLINDER LINERS of the wet type are retained by the cylinder head. Consequently the engine must not be rotated when the head is removed until the liners are clamped into the cylinder block. Two distance pieces will hold all four sleeves when bolted to two head studs



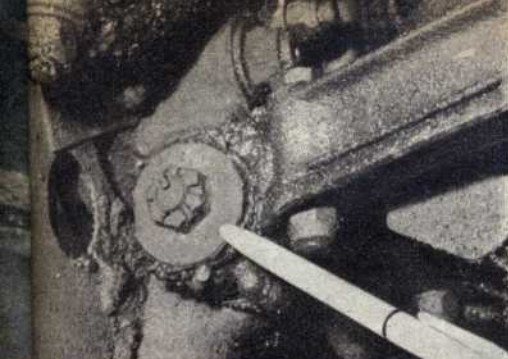
TELESCOPIC DAMPERS at the front require no attention. The rear piston-type dampers will require to be checked and topped-up at fairly regular intervals via the filler plug indicated in the illustration. It is essential to use only Armstrong shock absorber fluid for this



THE SHIM shown in this illustration is fitted between the brake pad and the piston in order to reduce any tendency for the brake to squeal. It is, however, very important that this shim should be fitted with the arrow marking facing the direction of normal wheel rotation



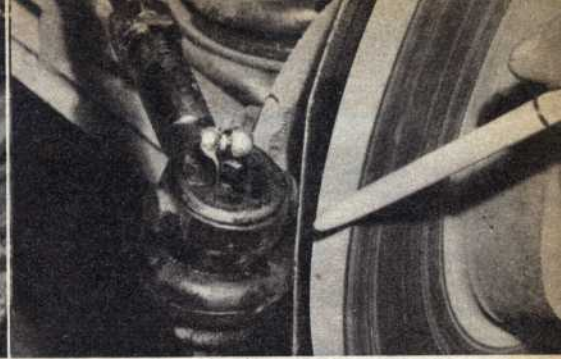
DISC BRAKES are self-adjusting, so inspect the pads at frequent intervals. Once the thickness of the lining is reduced to $\frac{1}{8}$ in., new pads should be fitted for it is dangerous to permit them to reach a low of $\frac{1}{16}$ in., not to mention the damage to the disc which will result



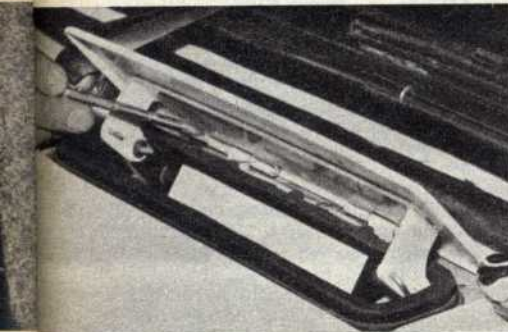
WISHBONE ARMS at the outer ends of the lower front suspension should not have the two castellated nuts over-tightened as this would tend to seize the suspension. An end-float of .004-.012in. is achieved by tightening the nuts and slackening two flats before fitting pins



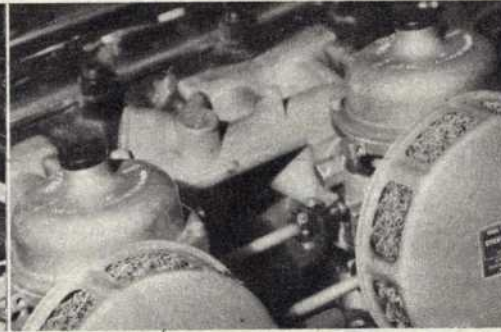
EXHAUST PIPE clearance is very slight round the pipe where it passes through the chassis cruciform and incorrect setting of the pipe can cause a heavy knock when the car is running erratically or over rough roads. Make certain the clamp bracket is kept firmly tightened



TRACK ROD ball-joints should not in any circumstances be over-greased. Over zealousness will permit grease to escape past the rubber boots and affect braking efficiency as the excess grease will be blown back on to the disc at high speed. Wipe away any excess lubricant



SCUTTLE VENT hinge flaps should be lubricated occasionally. This is one of those small points which are all too frequently overlooked until the day when the flap seizes and brute force snaps the hinges. Inspect closely for any signs of rust as this can be a vulnerable spot



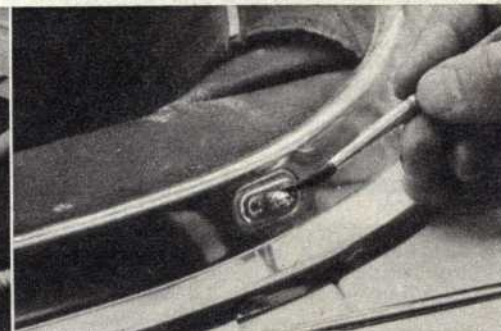
TWIN STROMBERG carburettors (type 175CD) are used in place of the S.U. in later versions. These carburettors can be obtained as a conversion kit at an exchange price of £18 from the Zenith Co. Ltd. They are claimed to provide both better performance and economy



RADIATOR header tank and extension are connected by a soldered joint. When working on the car care should be exercised not to lean heavily on the radiator filler cap as there is a distinct risk of cracking this joint. This has been altered on all the later Triumph models



THE BONNET will be difficult to open if the bonnet lock cable pulls through the trunnion. This sometimes tends to occur should the screw happen to work loose. To prevent this unfortunate happening a second screwed nipple is fitted to the cable as additional safety measure



CHROME SCREWS holding the hood clips cannot be fitted without a risk of nicking the chrome surface and, if this occurs, the result after a time could be that the screws will rust. There is a simple means of preventing this. Apply lacquer or wax polish to the screws



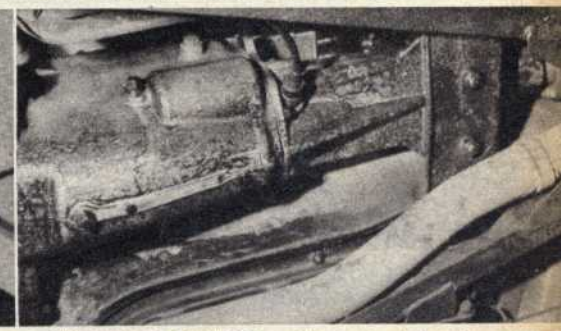
ENGINE OVERHEATING in summer weather has been complained of in certain instances and to overcome this trouble in hot conditions with heavy traffic, the fan blades have been changed to the type shown. The fan can be ordered from a dealer under Part No. 209792



LUBRICATION of the sliding end of the propeller shaft is impossible on the first 8,000 (approx.) vehicles as the grommeted hole in the floor tunnel is out of line. This was overcome by using a 45 deg. grease nipple in place of the original—obtainable from any Triumph dealer



CASTOR ANGLE on the front wheel was slightly altered at chassis No. CT16344 (wire wheels) and CT16390 (disc wheels). This was done by altering the upper wishbone arms, top ball joints and trunnions on the front suspension. Ensure you obtain the correct parts



VIBRATION PERIOD on this powerful engine is at 2,700-3,000 r.p.m. The effect of the vibration has been reduced on later models after chassis CT1800 by fitting a damper to the gearbox or overdrive extension housing. A Triumph dealer will be able to supply the parts required