



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-25

SUBJECT: ENGINE OIL FILLER CAP
ON TRIUMPH TR-4

DATE: MAY 13, 1965

We would bring to your attention the two alternative engine oil filler caps that are now in existence with the introduction of the TR-4A model.

Previously in markets demanding closed circuit breathing TR-4s and Spitfires were produced using engine oil filler cap, part number 138176. This cap has no vent hole in the seating disc, also the disc is sealed by a captive rubber ring.

On the TR-4A model with its completely new "Smiths Valve" type internal breathing filler cap, part number 143393 is specified and incorporates a 1/8" vent hole in the seating disc, and is sealed by a non-captive fibre ring.

This information should be passed to your workshop and parts personnel, as the incorrect replacement of the earlier filler cap on a TR-4A would seriously affect its "closed breathing" system. We would suggest that the cap should be inspected during the service to ensure the correct specification.

The parts used are as follows:

307455	Manifold - Inlet	1 off
138530	Adaptor	1 off
WF0524	Washer - Fibre	1 off
143407	Valve Emission Control	1 off
143323	Hose - Rocker Cover to Valve	1 off
143314	Hose - Valve to Adaptor	1 off
143313	Bracket - Valve Mounting	1 off
CS4012	Clip Supergrip	4 off
TN3207	Nut, Nyloc Thin	1 off
HB0707	Bolt	1 off
143393	Cap, Oil Filler	1 off