

77/Z/1

NO.



Recall Campaign Bulletin

SUBJECT:

RECALL CAMPAIGN A999
Road Wheel (Spoker) Check

MODELS:

TR7

March, 1977

British Leyland has determined that on some 1975 and 1976 Triumph TR7 vehicles, it will be necessary to check and possibly replace certain optional "spoker" type road wheels. The suspect wheels were manufactured of an unsuitable material and are subject to cracking at the wheel center after use. These "spoker" wheels were fitted as part of a "Victory Edition" vehicle sales package. However, a few "spoker" wheels may have been sold by dealers through their Parts Department and fitted to earlier cars which did not have the "Victory Edition" package.

The affected cars that could be fitted with "spoker" wheels are all 1975 and 1976 TR7's.

1975	ACL 1U to ACL 10000U
1976	ACL 10001U to ACL 33927U
1976	ACW 1U to ACW 7000U

IMPORTANT: ONLY VEHICLES EQUIPPED WITH "SPOKER" WHEELS ARE INVOLVED IN THIS CAMPAIGN - ALL CARS EQUIPPED WITH ORIGINAL FACTORY STEEL WHEELS REQUIRE NO ACTION.

DEALER VEHICLE CAMPAIGN LIST

Enclosed is a "Dealer Campaign List" showing all vehicles which, according to our records are registered as Victory Edition, that were invoiced to you. Use this list as a work sheet and check off each vehicle as it is campaigned.

Also enclosed is one computer prepared "Campaign Claim" form for any vehicle which may still be listed as in dealer stock. All dealer stock vehicles must be campaigned prior to retail sale, but this will involve the re-fitting of original factory steel wheels, even though the car was received from the Distributor as a V.E. car. (ONLY SUFFICIENT NEW "SPOKERS" ARE BEING SUPPLIED TO COVER THOSE CARS ALREADY RETAILED).

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If a list is not enclosed, then according to our records, you did not receive any of the affected vehicles, and this bulletin is for your information only.

NOTE: THE COMPUTER LIST SHOWS ONLY VICTORY EDITION TR7'S INVOICED TO YOU. HOWEVER, RECALL NOTICES HAVE BEEN SENT TO ALL OWNERS OF 1975 AND 1976 TR7'S. IT IS NECESSARY TO DO THIS IN ORDER TO BE SURE THAT WE REACH CUSTOMERS WHO MAY HAVE BOUGHT "SPOKER" WHEELS THROUGH DEALERS' PARTS DEPARTMENTS AND HAD THEM FITTED LOCALLY.

OWNER NOTIFICATION

Commencing April 1, 1977 (Campaign Launch Date), all owners of record will be sent recall notifications by first class mail together with a letter advising this condition. (A copy of the owner's letter is attached). The owner will be instructed to check whether or not his car is fitted with "spoker" wheels. If his car is not fitted with "spoker" wheels he will be advised to take no further action. If the car is fitted with "spoker" wheels, the owner will be instructed to contact his selling dealer and make an appointment to have the vehicle campaigned. The owner will be instructed to sign and turn over the "Campaign Claim" form to you at the appointed time.

PARTS INFORMATION

By April 15, 1977 a sufficient quantity of new "spoker" wheels to cover 50% of all RETAILED vehicles of record, equipped with suspect "spoker" wheels and sold by your dealership, will be shipped to you freight pre-paid directly from the wheel manufacturer in California. Forty-five days from the time of this shipment you will receive a billing from your Distributor of \$50.00 per wheel.

All suspect wheels removed by the dealer are to be immediately returned to your Distributor. On receipt of each suspect wheel the Distributor will issue a \$50.00 credit together with an allowance for the return freight involved.

As additional wheels are required, once the initial supply (50%) has been exhausted, wheels are to be ordered through your Distributor. In this case, an immediate billing will be made. However, the same credit will be issued on receipt of each suspect wheel returned. When the Campaign is completed, unused "spoker" wheels, which are still packed in the manufacturer's carton, can be returned for full credit to the Distributor.

A sufficient quantity of "A999 INSPECTED" campaign labels is included with this bulletin.

CAMPAIGN CLAIMS/REPAIR CODES

In order for British Leyland to maintain complete and accurate records, it is essential that the proper repair codes are utilized. Complete the applicable "Campaign Claim" form (see Section "C", Dealer Guide, Recall Campaigns). Insert in the "Repair Code" box on the "Campaign Claim" form the following repair codes:

TX: Labor allowance to check codes on five wheels 0.20 hours plus clerical time of 0.10 hours.
Total Time: 0.30 hours

TY: Labor allowance to check codes on five wheels 0.20 hours plus labor allowance to remove and replace bad "spoker" wheels with good "spoker" wheels, and balance 1.50 hours plus clerical time of 0.10 hours.
Total Time: 1.80 hours.

TZ: (THIS CODE IS TO BE USED ONLY FOR VEHICLES IN DEALER STOCK WHICH HAVE SUSPECT "SPOKERS" AND WHICH ARE CHANGED BACK TO ORIGINAL FACTORY STEEL WHEELS). Labor allowance to check five wheels 0.20 hours plus labor allowance to replace suspect "spoker" wheels with original factory steel wheels (dlr. stock only) and balance 1.50 hours plus clerical time of 0.10 hours.
Total Time: 1.80 hours

NOTE: Campaign condition codes will pay for labor only. Parts will be billed and credited separately as described above.

A very small number of vehicles (both retail and stock) could be fitted with mixed good and suspect "spokers". In this case, British Leyland will make no distinction and a labor time of 1.80 hours will be paid regardless of how many wheels were changed.

PROPER RECORD KEEPING IS ESSENTIAL. ENSURE THAT FORM DID 41 IS PROPERLY COMPLETED AS DETAILED IN THE ATTACHED WORKSHOP PROCEDURE.

W O R K S H O P P R O C E D U R E

Recall Campaign A999

TR7 Road Wheel (Spoker) Check

AFFECTED VEHICLE IDENTIFICATION RANGE

1975 ACL 1U to ACL 10000U
1976 ACL 10001U to ACL 33927U
1976 ACW 1U to ACW 7000U

NOTE: REPLACEMENT "SPOKER" WHEELS WILL BE FITTED TO RETAILED CARS ONLY WHERE THE WHEEL CODES DESIGNATE A SUSPECT "SPOKER" WHEEL. ALL DEALER STOCK CARS WHICH ARE FOUND TO HAVE SUSPECT "SPOKERS" ARE TO BE CONVERTED BACK TO ORIGINAL FACTORY STEEL WHEELS.

1. All "spoker" wheels are batch coded with a number and letter which is stamped on the inside surface of one of the spokes adjacent to the wheel rim. The only important part of the batch code is the letter and this alone determines whether or not a wheel is suspect. It should be noted that there is also a manufacturer's stamp on the inside of the wheel (the stamping is the letters TPPI). This marking should be ignored.

ALL WHEELS CODED A THROUGH J ARE OK.
ALL WHEELS CODED FROM K ONWARDS ARE SUSPECT.

2. The easiest way to check wheel codes is to put the vehicle on a lift and inspect the surface of the wheels from the inside.
3. A lift is not essential and the codes can be checked without raising the car off the ground. The simplest way to check a wheel code is to use one's finger to feel the inside area of each spoke to locate the code stamp. Once the code has been located, use a flashlight and a small swivel head mirror to read the code.
4. All wheels with suspect codes are to be replaced. ENSURE THE SPARE WHEEL IS ALSO CHECKED.
5. Any new wheels fitted must be properly balanced.
6. Once the recall action is completed, an appropriate Campaign Claim form should be filed indicating the correct repair code as previously stated.
7. A campaign label should be attached to the underhood area adjacent to the emission information label.

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