ITEM T81/19
SUBJECT: BATTERY OVERCHARGING CONDITION
MODELS: TR8

1980 and 1981 Triumph cars are fitted with a Lucas battery sensed alternator with a sensing lead. A poor connection in this lead could cause the battery to overcharge. This battery sensing lead from the alternator passes through the firewall to a 5-way multi-pin connector and then to a "Posilock" connector attached to the main battery cable.

If any of these connections are not secured correctly a high resistance occurs and the alternator will assume, due to this condition, that the battery is not fully charged and will therefore overcharge the battery in the trunk of the car.

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ITEM T81/19 cont'd

Any vehicle that develops this charging problem can be rectified by changing the battery sensing lead as follows:

1. Disconnect the battery.
2. From the alternator, the main charging cable and battery sense lead enter the harness together. At this point where the main charging cable is looped out of the harness (for connection to the battery terminal of the starter solenoid) carefully cut 3" along the harness to expose the light gauge brown sense lead.
3. Allow sufficient slack and cut the sense lead, solder a suitable eyelet terminal to the alternator end of the cut lead and connect to the battery terminal of the starter solenoid.
4. Tape up the bare end of the original sense lead and tape up the cut in the harness.
5. Make sure that all the connections on the alternator are tight and clean.
6. Reconnect the battery and check the charging system to make sure that the alternator is charging correctly.

This supercedes the information contained in Technical Service Bulletin T81/14 issued in July, 1981.

H.C.T.