

Service Instruction Manual

Fourth Issue



SERIES I AND II
and
TRIUMPH "RENOWN" MODELS

FRAME UNIT SECTION J

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FRAME UNIT

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Series II Supplement

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FRAME UNIT

DESCRIPTION

(Fig. 1)

The frame used for the Saloon, Station Car, Van and "Pick-up" models are of identical design.

A rigid structure is provided, the frame members being formed by opposed steel pressings welded together, giving tubular side members of rectangular form.

Boxed cross members are used, the whole being braced by a cruciform structure.

The complete frame is protected from corrosion by careful rust proofing.

For the convenience of repairers dealing with accident repair work, drawings of the frame are given with dimensions.

2 LITRE ROADSTER

(Fig. 2)

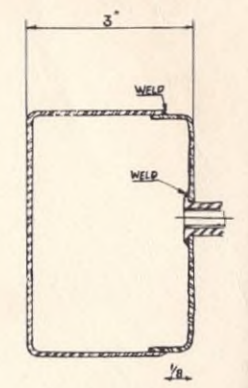
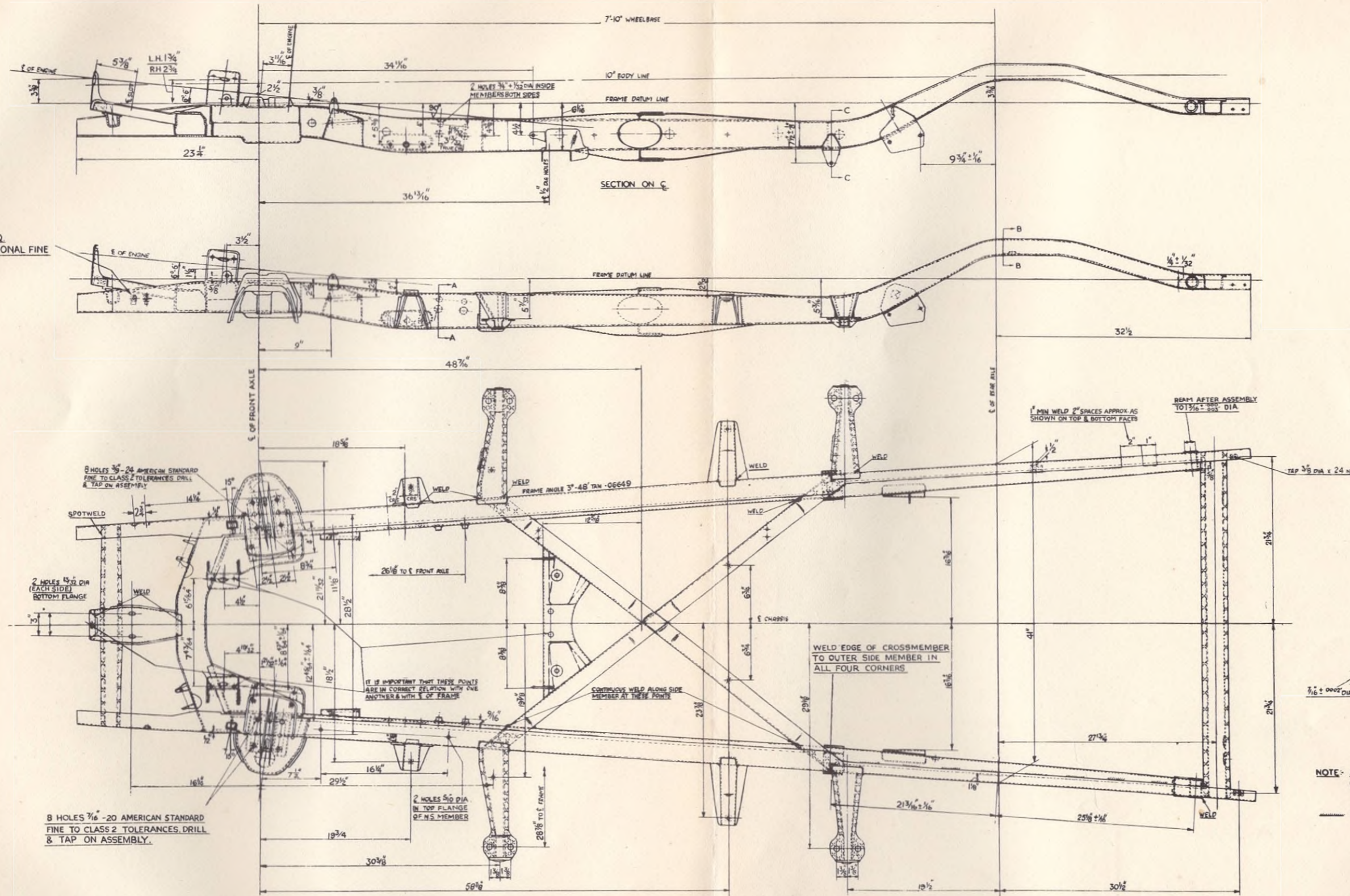
The chassis frame used for this model is of welded tubular construction, with $3\frac{1}{2}$ " diameter side and cross members. The side members, as can be seen by reference to Fig. 2, have deep box sections welded to a portion of their undersides, thus giving to these members additional strength when it is most required.

TRIUMPH "RENOWN"

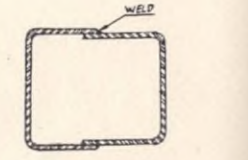
(Fig. 3)

A very similar frame is used with this model to that employed for the "Vanguard" models.

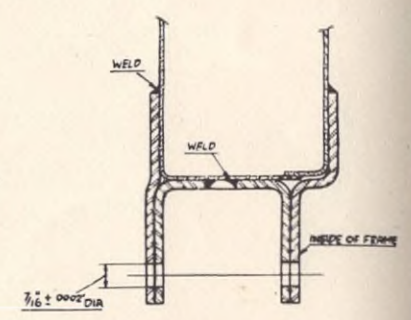
SQUARE NUTS 37 NS.Q
 $\frac{3}{16}$ - 24 AMERICAN NATIONAL FINE



SECTION ON A A
 SCALE - FULL SIZE



SECTION ON B B
 SCALE - FULL SIZE



SECTION ON C C
 SCALE - FULL SIZE

NOTE: ALL THREADS TO BE CLEAR OF PAINT ETC.

— DENOTES WELDING

Fig. 1. Chassis frame for Vanguard Saloon Station Car, 12 cwt. Van and "Pick-up" Utility

FOR LOCATION OF THESE BRACKETS
SEE CROSSMEMBER ASSEMBLY
PART NO 400155.

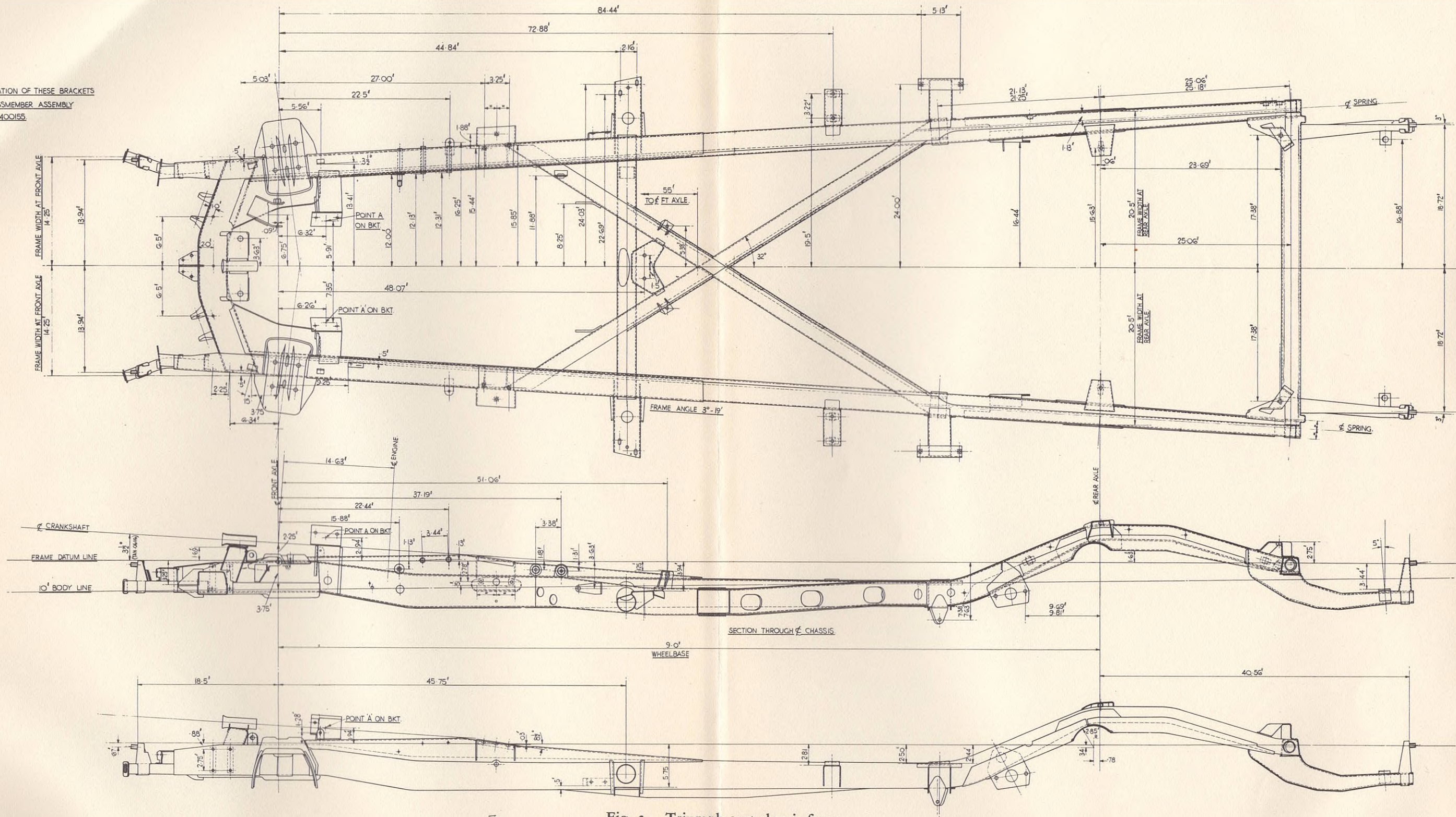


Fig.

Fig. 3. Triumph 20st chassis frame

VANGUARD—SERIES II

FRAME UNIT

SUPPLEMENT

With the Series II range, the saloon chassis is of similar construction to its Series I predecessor, but the rear cross member has been extended rearwards slightly and now incorporates the spare wheel winding mechanism.

Two stiffening members have been placed either side of the cruciform (this modification was also incorporated on the later Series I chassis) and there are two extra body mounting points at the rear of the frame, however, these are only employed when a saloon body is mounted.

The chassis used on the estate car and the van is the same as that used for the Series II saloons, except that the spare wheel is not underslung at the rear, as in the case of the saloons,

but is carried internally within the body on these models. The petrol tank on these two models is attached to the body, being underslung externally at the rear, whereas on the saloon a bolster type tank is employed, which is carried internally within the rear luggage compartment.

The chassis frame (Det. No. 400262) used on the Pick-up Utility is again similar. The difference being that there are three brackets, one to each side member and one to the cross member, at the rear of the chassis. The fuel tank is again underslung but carried by these brackets on this model. The spare wheel is again carried internally underneath the front seats in this model like the van.

