

Car Triumph ACU 77L. car assembled by Karl Dandridge COVENTRY.

Initial defects:- Car came & was checked on rolling road for power output. Graph made, advance curve was incorrect & fuelling adjusted. Car progressively started to stall intermittently more and more over the following weeks. Suggested cause EFI. Work to be done. The car had been subcontracted to many suppliers in c Dave Walker who did the ECU map. RETURN TO OWNER.

Engine oil pressure started to fade substantially when HOT. Engine is running INADEQUATE oil pressure and the crankshaft is OUT OF BALANCE. This engine will self destruct and needs rebuilding PROPERLY. RETURN TO OWNER. Engine assembled with parts from ROY BURRELL.

Gearbox is NOISY, when clutch is depressed this disappears indicating worn bearings in laygear cluster. Gearbox has already had 2 warranty claims, made by "Mick" Papworth RETURN TO OWNER

Rear axle shaft was checked & found to be defective,- key way was fractured due to faulty/sloppy workmanship. This part was supplied by CAN LEY CLASSICS. Nyloc nut had been tightened inadequately, bearings fitted were the cheapest, poorest quality that could be fitted (CHINESE). ALL WHEELS HAD BEEN POWDER COATED INSIDE AND OUT. This is forbidden. All wheel hubs same, & all mating surfaces on brake drums same inside & out. NONE OF THE WHEEL NUTS COULD BE TIGHTENED CORRECTLY. Many extra hours were taken, cleaning off this coating and making surfaces FLAT again.

Front brake callipers had been fitted from an Austin Princess. A SET SCREW of totally inadequate hardness had been fitted to hold the 2 halves together. This part was supplied by Karl Dandridge as an "upgrade". THIS is a security issue. Health and safety should be informed of such dangerous practices. The calipers were roughly TWICE the weight of the original iron items from TRIUMPH. The brake disks were also significantly heavier and covered in machined grooves, using up AT LEAST 20% of the surface-pad contact area. The brake pads/disks DID NOT give a proper brake pressure curve and were substantially unresponsive.

The FRONT HUBS had had wheel bearings fitted to them which had not one single cup or inner bearing of the same make. They had been adjusted to have preload not as is required by the factory to have free endfloat. THIS IS FORBIDDEN. ONE stub axle was worn out. The bearing was turning on it. BOTH top ball joints were worn out despite having very low mileage. These were supplied by CANLEY CLASSICS. This was both an MOT fail and contrary to safety guidelines.

One bottom wishbone bracket had been damaged & distorted so that the bolt didn't go through the MIDDLE of the bracket. This bracket had been powder coated so not even inspected for defects. This is more sloppy work & serious trading standards defects.

The car DID not handle correctly, did not turn in, did not brake properly and had very strange behaviour in the entry to corners. This had another cause.

The entire front suspension had been converted to "trunnionless" bottom links using a rose joint system. This system is in engineering terms a "complete lash-up".

The rear suspension had NEVER been tracked up correctly, so the whole car was travelling down the road "crabbed".

The front suspension was bodged up to get clearance for the larger Princess brake callipers. Large numbers of soft washers had been inserted everywhere to attempt to get clearance, which was still minimal.

As a result the front wheel track ended up being increased & the front tyres rubbing on the outer wheel arches.

No attempt had been made to try to get the car geometry correct, the car handling properly, use of higher quality components or anything to go with a higher performance engine. This car was DANGEROUS as delivered, waiting for a major accident.

The car was unstable, because the front track was larger than the rear, the "trunnionless" suspension was changing castor and camber in mid corner because the pivot point was moving around permanently & the front geometry was totally wrong.

We could prove this on the laser tracking station and spent hours looking for a quick solution

Work done:-

The car had a RH rear axle shaft changed and all mating components cleaned of epoxy powder coating.

Rear wheel bearings were substituted for the CORRECT make and specification from R & M/Torrington.

Rear dampers were reset from the default (factory) setting and the (delivery) packing pieces removed (!)

Front dampers were reset from the initial factory settings (soft) and set to something more like for a front heavy sports car.

Front springs were changed for a bespoke progressive rate spring.

Front wishbone anchor points were ALL changed to include "anti dive" & change castor/camber settings to bespoke ones. NEW Top ball joints fitted.

ALL the complete RUBBISH work was removed and thrown out...BAD wheel bearings, swapped for TIMKEN/BNS grease, alloy calliper brackets swapped back to original forged steel ones, & front callipers changed to 4 pot alloy ones with larger diameter but thinner disks. (These were MUCH lighter) Ferodo sports car brake pads.

Front wheels were internally machined to adjust front track back to correct settings (inner wheel arches need to be modified now to prevent rubbing).

Brake lines were changed to goodridge to match brake callipers & silicon fluid swapped for proper glycol based DOT 4 then fully bled through.

Now this has been done, the car gives excellent handling, superb progressive braking, comfortable but firm ride, with good light steering feel & turn in. It is also SAFE.

Addenda:-

Work done by Maynard in Stroud was also indescribably bad & abusive in time delay. They were asked to machine the inside mating surface of the wheels both to remove the offset problems which resulted in the front tyres rubbing all the time on the wheel arches, as well as make the internal surface FLAT.

When the (FRONT) wheels came back after MONTHS of waiting, the wheels had clearly been kicked around a workshop floor on the outside faces before presenting for milling. The waiting time and the quality of the work was demonstrating complete lack of respect for the customer AND the car.

The rear wheels were therefore NOT sent to Stroud for machining but left AS IS.
I GIVE UP!

