



WORKSHOP MANUAL

FOR

650c.c. (40cu.in.)

TWIN

CYLINDER

FROM ENGINE No. KE 00001

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TRIUMPH ENGINEERING CO. LTD.

MERIDEN WORKS · ALLESLEY · COVENTRY CV5 9AU · ENGLAND

**TELEPHONE: COVENTRY 20221
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INTRODUCTION

THIS manual has been compiled and prepared to provide the necessary service information for workshop, fitter, technical staff and individual owner, wishing to carry out basic maintenance and repair work on the TRIUMPH 650 c.c. twin cylinder models.

GENERAL DATA for all models within the above range is provided in ready reference form, and a separate section covering Service Tools is fully illustrated at the end of this manual.

The manual is divided into sections dealing with major assemblies, throughout the machine, each section subdivided into sequence order corresponding to normal operations of strip down, examination and rebuilding procedure.

ENGINE AND FRAME NUMBERS

Note: The engine number is located on the left side of the engine, immediately below the cylinder barrel flange. The number is stamped onto a raised pad.

On later models the system of numbering is changed, and a prefix is added indicating the month and year of manufacture.

The first letter indicates the month of manufacture as follows:—

A January
B February
C March
D April
E May
G June
H July
J August
K September
N October
P November
X December

The second letter indicates the season year of manufacture as follows:—

C 1969
D 1970
E 1971
G 1972
H 1973
J 1974
K 1975
N 1976
P 1977
X 1978
A 1979
B 1980

The third Section is a numerical block of five figures which commence with engine number 00100.

The fourth Section indicates the model.

Example	Month	Year	Number	Model
	N	C	00100	T120R

The frame number is stamped on the left side of the frame, on the front engine mounting lug. Both the engine and frame numbers should coincide.

GUARANTEE

Please refer to your local dealer or distributor where required for the latest terms of guarantee.

EASTERN U.S.A. DISTRIBUTORS

TRIUMPH MOTORCYCLE CORPORATION,
P.O. BOX 6790, TOWSON, BALTIMORE 4,
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Cables: Triumph Baltimore.
Telex: 87728.

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FACTORY SERVICE ARRANGEMENTS

UNITED KINGDOM ONLY

CORRESPONDENCE

Technical Advice, Guarantee Claims and Repairs

Communications dealing with any of these subjects should be addressed to **SERVICE DEPARTMENT.**

In all communications the full engine number complete with all prefix letters and figures should be stated. This number will be found on the L.H. side of the crankcase just below the cylinder flange.

TECHNICAL ADVICE

It will be appreciated how very difficult it is to diagnose trouble by correspondence and this is made impossible in many cases because the information sent to us is so scanty. Every possible point which may have some bearing on the matter should be stated so that we can send a useful and detailed reply.

REPLACEMENT PARTS

Replacement parts are no longer supplied direct from the factory to the individual owner. They should be obtained from the nearest local Triumph dealer.

There is a nation-wide network of stockists, a list of which is available from the factory on request.

REPAIRS

Before a motorcycle is sent to our Works an appointment must be made by the retailer. This can be done by letter or telephone. When an owner wishes to return his machine for guarantee repairs, he should consult his Dealer as we do not accept machines in our Repair Shop direct from private owners. This avoids the machine being out of use for some days when it could be on the road. Where parts such as cylinders, petrol tanks, etc., are forwarded for repair, they should be packed securely so as to avoid damage in transit. The dealer's name and address should be enclosed together with full instructions. In the case of complete motorcycles, a label showing the dealer's name and address should always be attached and all accessories such as tools, inflator, handlebar mirrors and other parts removed.

SERVICE EXCHANGE RECONDITIONED UNITS

A range of service exchange reconditioned units is available from the Factory Service Department. This list includes petrol tanks, front forks, front and rear frames, clutch plates, brake shoes, etc., which are supplied after the return of the original equipment for inspection and acceptance. Operation of this scheme is maintained solely through the Dealer network.

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T120R BONNEVILLE (USA)



TR6R TIGER 650 (USA)



T120R BONNEVILLE (HOME & GENERAL EXPORT)



TR6R TIGER 650 (HOME & GENERAL EXPORT)



TR6C TROPHY 650 (USA)



GENERAL DATA

T120R Bonneville

T120RV Bonneville (5 Speed)

TR6R Tiger 650

TR6RV Tiger 650 (5 Speed)

TR6C Trophy 650

TR6CV Trophy 650 (5 Speed)

Also: Home & General Export variations, T120R, T120RV, TR6R, TR6k.

Note:—Throughout this Section, read for **All Models** unless otherwise detailed as a particular Model.

GENERAL DATA

LUBRICATION SYSTEM

OIL PUMP

Body material	...	...	...	...	...	...	...	...	Brass
Bore diameter: Feed	...	...	...	...	...	...	...	...	40675/40625 in. (10-33/10-317 mm.)
Scavenge	...	...	...	...	...	...	...	...	4877/4872 in. (12-388/12-375 mm.)
Plunger diameter: Feed	...	...	...	...	...	...	...	...	40615/40585 in. (10-315/10-307 mm.)
Scavenge	...	...	...	...	...	...	...	...	4872/4869 in. (12-375/12-377 mm.)
Valve spring length	...	...	...	...	...	...	...	...	$\frac{1}{2}$ in. (12-70 mm.)
Ball diameter	...	...	...	...	...	...	...	...	$\frac{3}{8}$ in. (5-556 mm.)
Aluminium crosshead width	...	...	...	...	...	...	...	...	497/498 in. (12-624/12-649 mm.)
Working clearance in plunger heads	...	...	...	...	...	...	...	...	0015/0045 in. (0-38/124 mm.)

OIL PRESSURE RELEASE VALVE

Piston diameter	...	...	...	...	...	...	...	...	5605/5610 in. (14-237/14-249 mm.)
Working clearance	...	...	...	...	...	...	...	...	001/002 in. (0-254/0-508 mm.)
Pressure release operates	...	...	...	...	...	...	...	...	60 lb./sq. in. (4-22 kg./sq. cm.)
Spring length	...	...	...	...	...	...	...	...	14 $\frac{7}{8}$ ins. (38-894 mm.)
Load at 1 $\frac{1}{8}$ in.	...	...	...	...	...	...	...	...	12/12 $\frac{1}{2}$ lbs.
Rate...	...	...	...	...	...	...	...	...	37 lb./ins.

OIL PRESSURE

Normal running	...	...	...	...	...	...	...	...	65/80 lb./sq. in. (4-57/5-62 kg./sq. cm.)
Idling	20/25 lb./sq. in. (1-406/1-76 kg./sq. cm.)

OIL PRESSURE SWITCH

Operating pressure	7/11 lb./sq. in. (0-492/0-773 kg./sq. cm.)
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ENGINE

BASIC DETAILS

Bore and stroke	71×82 mm.
Cubic capacity	649 c.c. (40 cu. in.)
Compression ratio	...	...	...	...	...	...	...	...	9:1

CRANKSHAFT

Crankshaft Type	...	...	...	...	...	...	...	...	Forged two throw crank with bolt-on flywheel. Located by the timing side main bearing
Main bearing (drive side) size and type	...	...	...	...	...	...	...	...	2 $\frac{1}{2}$ ×1 $\frac{1}{2}$ × $\frac{1}{2}$ in. Single lipped roller bearing (71-5×28-6×20-6 mm.)
Main bearing, (timing side) size and type	...	...	...	...	...	...	...	...	2 $\frac{1}{2}$ ×1 $\frac{1}{2}$ × $\frac{1}{2}$ in. Ball Journal (71-5×28-6×20-6 mm.)
Main bearing journal dia.	...	...	...	...	...	...	...	...	1-1247/1-1250 in. (28-567/28-575 mm.)
Main bearing housing dia.	...	...	...	...	...	...	...	...	2-8095/2-8110 in. (71-361/71-399 mm.)
Big end journal dia.	...	...	...	...	...	...	...	...	1-6235/1-6240 in. (41-237/41-25 mm.)
Min. regrind dia.	...	...	...	...	...	...	...	...	1-6035/1-6040 in. (40-73/40-742 mm.)
Crankshaft end float	...	...	...	...	...	...	...	...	003/017 in. (0-762/432 mm.)

TIMING SIDE MAIN BEARING (After Engine No. GE 27209)

Main bearing, size and type	...	...	...	...	...	...	...	...	72×30×19 mm.
Main bearing, journal diameter	...	...	...	...	...	...	...	...	1-1812/1-1808 in. (30/29-99 mm.)

CONNECTING RODS

Length (centres)	...	...	...	...	...	...	...	...	6-499/6-501 in. (165-075/165-125 mm.)
Big end bearings—type	...	...	...	...	...	...	...	...	Steel backed white metal
Bearing side clearance	...	...	...	...	...	...	...	...	012/016 in. (0-305/406 mm.)
Bearing diametral clearance	...	...	...	...	...	...	...	...	0005/0020 in. (0-127/0-508 mm.)

GUDGEON PIN

Material	...	...	...	...	...	...	...	...	High tensile steel
Fit in small end bush	...	...	...	...	...	...	...	...	0005/0012 in. clearance (0-127/305 mm.)
Diameter	...	...	...	...	...	...	...	...	6882/6885 in. (17-28/17-488 mm.)
Length	...	...	...	...	...	...	...	...	2-151/2-156 in. (54-635/54-762 mm.)

SMALL END BUSH

Material	...	...	...	...	...	...	...	...	Phosphor bronze
Outer dia.	...	...	...	...	...	...	...	...	8140/8145 in. (20-576/20-688 mm.)
Length	...	...	...	...	...	...	...	...	1-030/1-031 in. (26-126/26-151 mm.)
Finished bore dia.	6890/6894 in. (17-50/17-511 mm.)

CYLINDER BLOCK

CYLINDER HEAD

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VALVE GUIDES

**VALVE SPRINGS (RED SPOT INNER)
(GREEN SPOT OUTER)**

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TAPPET GUIDE BLOCK

CAMSHAFT BEARING BUSHES

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CONTACT BREAKER

SPARKING PLUG

[illegible]

PISTONS

PISTON RINGS

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TRANSMISSION

CLUTCH DETAILS

CLUTCH OPERATING MECHANISM

GD5

GENERAL DATA—(contd)

GEARBOX (4 SPEED)

RATIOS

Internal ratios (Std.)	4th (Top) ...	...	...	...	...	1.00 : 1
	3rd ...	...	...	...	...	1.258
	2nd ...	...	...	...	...	1.71
	1st (Bottom) ...	...	...	...	...	2.47
Overall ratios:	4th (Top) ...	...	...	...	...	4.95
	3rd ...	...	...	...	...	6.15
	2nd ...	...	...	...	...	8.36
	1st (Bottom) ...	...	...	...	...	12.10
Engine R.P.M. @ 10 M.P.H. in 4th (Top) gear	...	...	...	...	...	660
Gearbox sprocket teeth	...	...	...	...	...	19 (18 for TR6C only)

GEAR DETAILS

Mainshaft high gear:						
Bore diameter (bush fitted)	...	...	...	...	...	.8135/.8145 in. (20.663/20.688 mm.)
Working clearance on shaft	...	...	...	...	...	.0032/.0047 in. (.081/.119 mm.)
Bush length	...	...	...	...	...	2 $\frac{1}{8}$ in. (66 mm.)
Layshaft low gear:						
Bore diameter (bush fitted)	...	...	...	...	...	.8135/.8145 in. (20.66/20.688 mm.)
Working clearance on shaft	...	...	...	...	...	.0025/.0045 in. (.064/.114 mm.)

GEARBOX SHAFTS

Mainshaft:						
Left end diameter	...	...	...	...	...	.8098/.8103 in. (20.57/20.582 mm.)
Right end diameter	...	...	...	...	...	.7494/.7498 in. (19.045/19.05 mm.)
Length	...	...	...	...	...	11 $\frac{1}{2}$ in. (286.9 mm.)
Layshaft:						
Left end diameter	...	...	...	...	...	.6845/.6850 in. (17.386/17.4 mm.)
Right end diameter	...	...	...	...	...	.6845/.6850 in. (17.386/17.399 mm.)
Length...	...	...	...	...	...	6 $\frac{1}{4}$ in. (164.7 mm.)

BEARINGS

High gear bearing	...	...	...	...	...	1 $\frac{1}{2}$ × 2 $\frac{1}{4}$ × $\frac{3}{4}$ in. Ball Journal (31.7 × 63.5 × 15.8 mm.)
Mainshaft bearing	...	...	...	...	...	$\frac{3}{4}$ × 1 $\frac{1}{8}$ × $\frac{5}{8}$ in. Ball Journal (19.05 × 47.6 × 14.3 mm.)
Layshaft bearing (left)	...	...	...	...	...	1 $\frac{1}{8}$ × $\frac{7}{8}$ × $\frac{3}{4}$ in. Needle Roller (17.5 × 22.2 × 19.05 mm.)
Layshaft bearing (right)	...	...	...	...	...	1 $\frac{1}{8}$ × $\frac{7}{8}$ × $\frac{3}{4}$ in. Needle Roller (17.5 × 22.2 × 19.05 mm.)

KICKSTART OPERATING MECHANISM

Bush bore diameter	...	...	...	...	...	.751/.752 in. (19.085/19.11 mm.)
Spindle working clearance in bush	...	...	...	...	...	.003/.005 in. (.076/.127 mm.)
Ratchet spring free length	...	...	...	...	...	$\frac{1}{2}$ in. (12.7 mm.)

GEARCHANGE MECHANISM

Plungers:						
Outer diameter	...	...	...	...	...	.4315/.4320 in. (10.92/10.937 mm.)
Working clearance in bore	...	...	...	...	...	.0005/.0015 in. (.0127/.038 mm.)
Plunger springs:						
No. of working coils	...	...	...	...	...	12
Free length	...	...	...	...	...	1 $\frac{1}{2}$ in. (31.75 mm.)
Inner bush bore diameter	...	...	...	...	...	.6245/.6255 in. (15.86/15.888 mm.)
Clearance on shaft	...	...	...	...	...	.0007/.0032 in. (.0178/.081 mm.)
Outer bush bore diameter	...	...	...	...	...	.7495/.7505 in. (19.047/19.073 mm.)
Clearance on shaft	...	...	...	...	...	.0005/.0025 in. (.0127/.064 mm.)
Quadrant return springs:						
No. of working coils	...	...	...	...	...	9 $\frac{1}{2}$
Free length	...	...	...	...	...	1 $\frac{1}{2}$ ins. (44.5 mm.)

GENERAL DATA—(contd)

GEARBOX (5 SPEED)

RATIOS

Internal ratios: 5th (Top)	...	...	...	...	...	1.00 : 1
4th	...	...	...	...	...	1.19 : 1
3rd	...	...	...	...	...	1.40 : 1
2nd	...	...	...	...	...	1.837 : 1
1st (Bottom)	...	...	...	...	...	2.585 : 1
Overall ratios: 5th (Top)	...	...	...	...	...	4.95
4th	...	...	...	...	...	5.89
3rd	...	...	...	...	...	6.92
2nd	...	...	...	...	...	9.10
1st (Bottom)	...	...	...	...	...	12.78
Engine R.P.M. @ 10 M.P.H. in 5th (Top) gear	...	...	...	...	...	659
Gearbox sprocket teeth	...	...	...	...	...	19

GEAR DETAILS

Mainshaft high gear:						
Bearing, type	...	...	...	...	...	Needle roller (torrington B1314)
Bearing length	...	...	...	...	...	.875/.865 in. (22.23/21.97 mm.)
Spigot diameter (high gear)	...	...	...	...	...	1.5077/1.5072 in. (38.36/38.28 mm.)

GEARBOX SHAFTS

Mainshaft:						
Left end diameter	...	...	...	...	...	.8103/.8098 in. (20.58/20.57 mm.)
Right end diameter	...	...	...	...	...	.7494/.7498 in. (19.044/19.054 mm.)
Length	...	...	...	...	...	11.23 in. (285.2 mm.)
Layshaft:						
Left end diameter	...	...	...	...	...	.6875/.6870 in. (17.46/17.404 mm.)
Right end diameter	...	...	...	...	...	.6875/.6870 in. (17.46/17.404 mm.)
Length	...	...	...	...	...	6.47 in. (164.33 mm.)

BEARINGS

Mainshaft bearing (left)	...	...	...	...	...	1½ × 2½ × ½ in. Roller bearing (38.1 × 63.5 × 15.9 mm.)
Mainshaft bearing (right)	...	...	...	...	...	¾ × 1½ × ¾ in. Ball Journal (19 × 47.5 × 14.3 mm.)
Layshaft bearing (left)	...	...	...	...	...	1½ × ½ × ¾ in. Needle roller (17.5 × 22.23 × 19 mm.)
Layshaft bearing (right)	...	...	...	...	...	1½ × ½ × ¾ in. Needle roller (17.5 × 22.23 × 19 mm.)
Layshaft 1st gear bush:						
Bore diameter	...	...	...	...	...	.800/.795 in. (20.32/20.203 mm.)
Shaft diameter	...	...	...	...	...	.8075/.8070 in. (20.511/20.498 mm.)
Layshaft 2nd gear bush:						
Bore diameter	...	...	...	...	...	.800/.795 in. (20.32/20.203 mm.)
Shaft diameter	...	...	...	...	...	.8075/.8070 in. (20.511/20.498 mm.)

GENERAL DATA—(contd)

FRAME AND ATTACHMENT DETAILS

HEAD BEARINGS

Type	...	...	...	...	...	...	...	...	...	Timken Taper Roller Bearing
Bore size	...	...	...	...	...	...	...	...	...	.7508/.7500 in. (19.08/19.06 mm.)
Outer diameter	...	...	...	...	...	...	...	...	...	1.7820/1.7810 in. (45.27/45.24 mm.)

SWINGING FORK

Bush type	...	...	...	...	...	...	...	...	...	Pre-sized phosphor bronze
Bush bore, diameter	...	...	...	...	...	...	...	...	...	1 in. nominal (25.4 mm.)
Sleeve diameter	...	...	...	...	...	...	...	...	...	.9984/.9972 in. (25.35/25.32 mm.)
Distance between fork ends	...	...	...	...	...	...	...	...	...	8.018 in. (203.653 mm.)

REAR SUSPENSION

Type	...	...	...	...	...	...	...	...	...	Swinging fork controlled by combined coil spring/hydraulic damper units
Fitted length	...	...	...	...	...	...	...	...	...	8 in. (203.2 mm.) at mid position
Free length...	...	...	...	...	...	...	...	...	...	9.5 in. (241.3 mm.)
Spring rate	...	...	...	...	...	...	...	...	...	88 lbs./in.
Mean coil diameter	...	...	...	...	...	...	...	...	...	1.98 in. (50.29 mm.)

WHEELS, BRAKES AND TYRES

WHEELS

Rim size: Front	...	...	...	...	...	...	...	...	...	WM2-19
Rear	...	...	...	...	...	...	...	...	...	WM3-18
Spoke details: Front:	Left side	...	...	...	...	...	...	...	...	20 off 10 SWG 7.2 in. (mean length) 134° head
	Right side (outer)	...	...	...	...	...	...	...	...	10 off 10 SWG 5.1 in. (overhaul length) 76° head
	Right side (inner)	...	...	...	...	...	...	...	...	10 off 10 SWG 5.0 in. (mean length) 97° head
Rear:	Left side (outer)	...	...	...	...	...	...	...	...	10 off 10 SWG 5.8 in. (mean length) 10° head
	Left side (inner)	...	...	...	...	...	...	...	...	10 off 10 SWG 5.7 in. (mean length) 102° head
	Right side	...	...	...	...	...	...	...	...	20 off 10 SWG 7.2 in. (mean length) 135° head

REAR WHEEL

Bolt size for detachable sprocket	...	...	...	...	...	...	...	...	...	$\frac{1}{2}$ dia. x 2 in. U.H. (6.35 x 51 mm.)
Number of bolts	...	...	...	...	...	...	...	...	...	5

REAR WHEEL DRIVE

Gearbox Sprocket	...	...	...	...	...	...	...	...	...	See 'gearbox'
Rear wheel sprocket (teeth)	...	...	...	...	...	...	...	...	...	47 teeth
Chain details: No. of links	...	...	...	...	...	...	...	...	...	106 links
Pitch	...	...	...	...	...	...	...	...	...	$\frac{3}{8}$ in. (15.875 mm.)
Width	...	...	...	...	...	...	...	...	...	$\frac{3}{8}$ in. (9.525 mm.)
Speedometer drive gearbox ratio	...	...	...	...	...	...	...	...	...	1.25/1
Speedometer cable length (outer)	...	...	...	...	...	...	...	...	...	66 in. (1676.4 mm.)
Speedometer cable length (inner)	...	...	...	...	...	...	...	...	...	67-63 in. (minimum) (1717.7 mm.)

GENERAL DATA—(contd)

BRAKES

Type	...	...	...	...	...	...	...	...	Internal expanding twin leading shoes
Drum Diameter: Front	...	...	...	...	...	...	...	...	8 in. } ± 0.002 in. 203.2 mm. } ± 0.0508 mm.
Rear	...	...	...	...	...	...	...	...	7 in. } ± 0.002 in. 177.8 mm. } ± 0.0508 mm.
Lining front	...	...	...	...	...	...	...	...	Lockheed 4523-166
Lining rear: thickness	...	...	...	...	...	...	...	...	1.87/1.97 in. (4.75/5 mm.)
Area (total)	...	...	...	...	...	...	...	...	14.2 sq. in.

TYRES

Size: Front	...	...	...	...	...	...	...	...	3.25 x 19 in. (82.5 x 484.6 mm.)
Rear	...	...	...	...	...	...	...	...	4.00 x 18 in. (101.6 x 457.2 mm.)
Tyre pressure: Front	...	...	...	...	...	...	...	...	24 lb./sq. in. (1.685 kg./sq. cm.)
Rear	...	...	...	...	...	...	...	...	24 lb./sq. in. (1.685 kg./sq. cm.)

FRONT FORKS

TELESCOPIC FORK

Type	...	...	...	...	...	...	...	...	Telescopic (hydraulic damping)
Spring details: free length	...	...	...	...	...	...	...	...	19.1 in. (485 mm.)
compressed length	...	...	...	...	...	...	...	...	11.4 in. (289.5 mm.)
fitted length	...	...	...	...	...	...	...	...	18.5 in. (217 mm.)
Spring rate	...	...	...	...	...	...	...	...	25 lbs./in.
Maximum load	...	...	...	...	...	...	...	...	194 lbs. (88 kg.)
Colour identification	...	...	...	...	...	...	...	...	Orange
Stanchion diameter: (Top)	...	...	...	...	...	...	...	...	1.355/1.350 in. (34.4/34.3 mm.)
(Bottom)	...	...	...	...	...	...	...	...	1.3610/1.3605 in. (33.04/33.03 mm.)
Outer member bore diameter	...	...	...	...	...	...	...	...	1.365/1.363 in. (33.15/33.1 mm.)

ELECTRICAL SYSTEM

ELECTRICAL EQUIPMENT

Battery Type (12 volt)	...	...	...	...	...	...	...	...	Lucas PUZ 5A
Rectifier Type	...	...	...	...	...	...	...	...	Lucas 2DS 506
Alternator Type	...	...	...	...	...	...	...	...	Lucas RM21
Horn Type	...	...	...	...	...	...	...	...	Lucas 6H
Zener Diode Type	...	...	...	...	...	...	...	...	Lucas 2D715
Ignition Coil Type	...	...	...	...	...	...	...	...	Lucas 17M12
Ignition Switch Type	...	...	...	...	...	...	...	...	Lucas 149SA
Condenser Pack Type	...	...	...	...	...	...	...	...	Lucas 2CP
Handlebar Switch Type	...	...	...	...	...	...	...	...	Lucas 169SA
Flasher Unit Type	...	...	...	...	...	...	...	...	Lucas 8FL
Contact Breaker Type	...	...	...	...	...	...	...	...	Lucas 6CA

BULBS:

	No.	Type
Headlight	Lucas 370	45/35W pre-focus
Parking light	Lucas 989	6W M.cc
Stop and tail light	Lucas 380	5/21W
Hi-beam, ignition and direction indicator warning lights	Lucas 281	2W (WL15)
Speedometer	Lucas 987	3W MES
Direction indicators	Lucas 382	21W

GENERAL DATA—(contd)

GENERAL

CAPACITIES

Fuel tank	...	...	...	...	...	...	3 gall. (3½ U.S. galls.) (4½ U.S. galls. optional)
Oil tank	...	...	...	...	...	...	4 pints (4.8 U.S. pints, 2.27 litres)
Gearbox	...	...	...	...	...	...	½ pint (500 c.c.)
Primary chaincase (initial fill only)	...	...	...	...	...	...	½ pint (350 c.c.)
Telescopic fork legs	...	...	...	...	...	...	½ pint (200 c.c.)

BASIC DIMENSIONS

Wheel base	...	...	...	...	...	...	55 in. (140 cm.)
Overall length	...	...	...	...	...	...	87.5 in. (222 cm.)
Overall width	...	...	...	...	...	...	33 in. (84 cm.)
Seat height	...	...	...	...	...	...	32 in. (81 cm.)

WEIGHTS

Unladen weight	...	...	...	...	...	...	382 lb. (173 kg.)
Engine unit (dry)	...	...	...	...	...	...	130 lb. (59 kgm.)

TORQUE WRENCH SETTINGS (DRY)

Flywheel bolts	...	...	...	...	...	...	33 lb. ft. (4.6 kg.m.)
Conn. rod bolts	...	...	...	...	...	...	28 lb. ft. (3.9 kg.m.)
Crankcase junction bolts	...	...	...	...	...	...	13 lb. ft. (1.8 kg.m.)
Crankcase junction studs	...	...	...	...	...	...	20 lb. ft. (2.8 kg.m.)
Cylinder block nuts	...	...	...	...	...	...	35 lb. ft. (4.8 kg.m.)
Rocker box bolts—inner (½ in. dia.)	...	...	...	...	...	...	10 lb. ft. (1.38 kg.m.)
Cylinder head bolts—outer (½ in. dia.)	...	...	...	...	...	...	18 lb. ft. (2.49 kg.m.)
Cylinder head bolt—centre (½ in. dia.)	...	...	...	...	...	...	15 lb. ft. (2.07 kg.m.)
Cylinder head bolt—inner (½ in. dia.)	...	...	...	...	...	...	18 lb. ft. (2.49 kg.m.)
Rocker box nuts	...	...	...	...	...	...	5 lb. ft. (.7 kg.m.)
Rocker box bolts (½ in. dia.)	...	...	...	...	...	...	5 lb. ft. (.7 kg.m.)
Rocker spindle domed nuts	...	...	...	...	...	...	22 lb. ft. (3.0 kg.m.)
Oil pump nuts	...	...	...	...	...	...	5 lb. ft. (.7 kg.m.)
Kickstart ratchet pinion nut	...	...	...	...	...	...	45 lb. ft. (6.3 kg.m.)
Clutch centre nut	...	...	...	...	...	...	50 lb. ft. (6.8 kg.m.)
Rotor fixing nut	...	...	...	...	...	...	30 lb. ft. (4.1 kg.m.)
Stator fixing nuts	...	...	...	...	...	...	20 lb. ft. (2.8 kg.m.)
Primary cover domed nuts	...	...	...	...	...	...	10 lb. ft. (1.4 kg.m.)
Headlamp pivot bolts	...	...	...	...	...	...	10 lb. ft. (1.4 kg.m.)
Headrace sleeve nut pinch bolt	...	...	...	...	...	...	15 lb. ft. (2.1 kg.m.)
Stanchion pinch bolts	...	...	...	...	...	...	25 lb. ft. (3.5 kg.m.)
Front wheel spindle cap bolts	...	...	...	...	...	...	25 lb. ft. (3.5 kg.m.)
Rear brake drum to hub bolts	...	...	...	...	...	...	15 lb. ft. (2.1 kg.m.)
Brake cam spindle nuts	...	...	...	...	...	...	20 lb. ft. (2.8 kg.m.)
Zener diode fixing nut	1.5 lb. ft. (.21 kg.m.)
Fork cap nut	80 lb. ft. (11.1 kg.m.)

SECTION A

LUBRICATION SYSTEM

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Section

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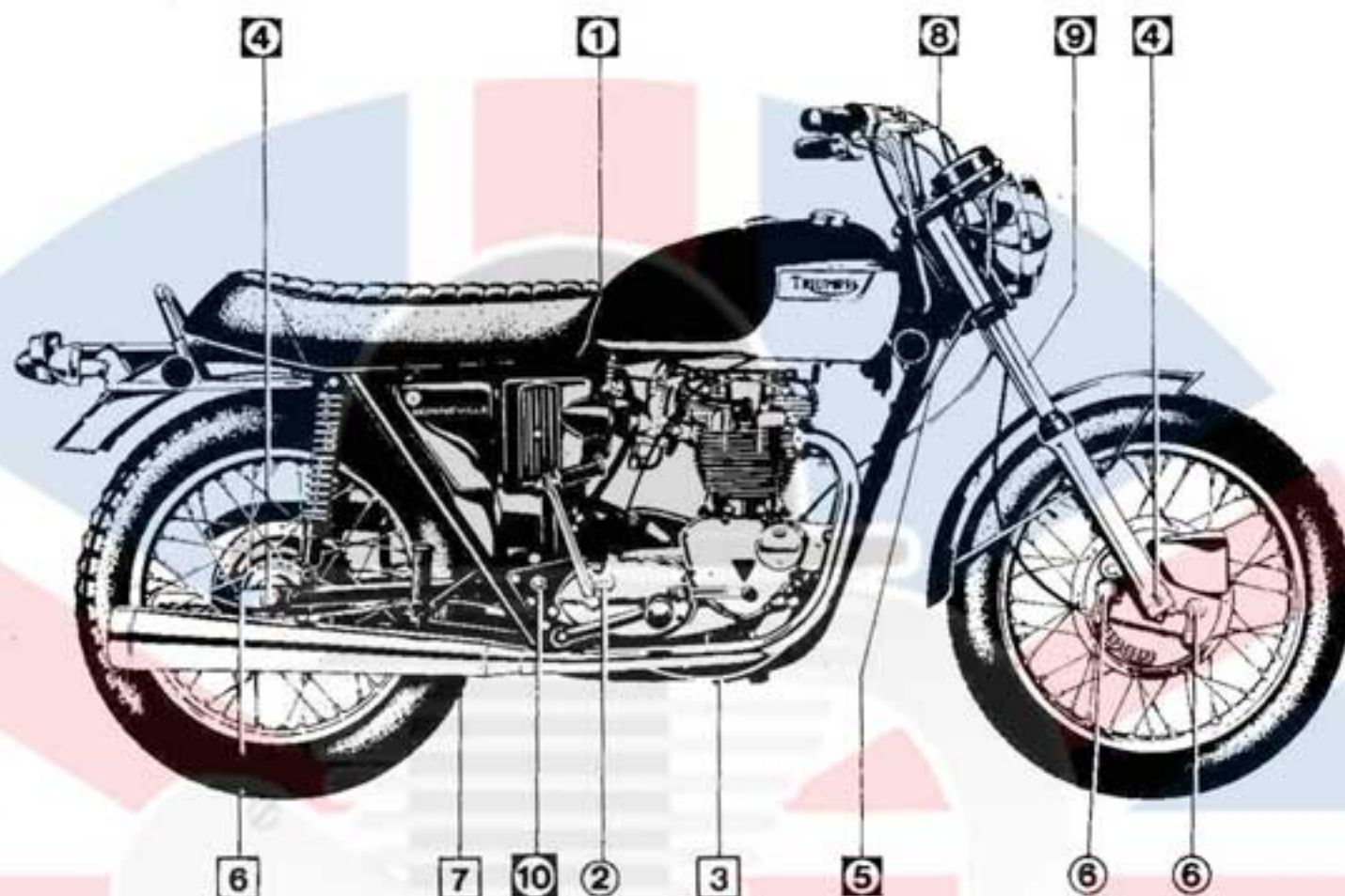


Fig. A1. LUBRICATION CHART
 Numbers in circles refer to right side of machine
 Numbers in squares refer to left side of machine

GUIDE TO LUBRICATION POINTS

Illustration No.	Description	SAE Oil grade
1	Engine oil reservoir	20/50W
2	Gearbox	90
3	Primary chaincase	20/50W
4	Wheel hubs	Grease
5	Steering head	Grease
6	Brake cam spindle	Grease
7	Brake pedal spindle	Grease
8	Exposed cables	20
9	Telescopic fork	Automatic trans- mission fluid
10	Swinging fork pivot	Grease
—	All brake rod joints and pins	20

SECTION A2

RECOMMENDED LUBRICANTS

RECOMMENDED LUBRICANTS (All Markets)

UNIT	MOBIL	CASTROL	B.P.	ESSO	SHELL	TEXACO
Engine and Primary Chaincase	Mobiloil Super	Castrol GTX or Castrol XL 20/50	B.P. Super Visco-Static	Uniflo	Shell Super Motor Oil	Havoline Motor Oil 20W/50
Gearbox	Mobilube GX 90	Castrol Hypoy	B.P. Gear Oil SAE 90 EP	Esso Gear Oil GX 90/140	Shell Spirax 90 EP	Multigear Lubricant EP 90
Telescopic Fork	Mobil ATF 210	Castrol T.Q.F.	B.P. Autron 'B'	Esso Glide	Shell Donax T.7	Texomatic 'F'
Wheel Bearings, Swinging Fork and Steering Races	Mobilgrease MP or Mobilgrease Super	Castrol LM Grease	B.P. Energlease L2	Esso Multipurpose Grease H	Shell Retinax A	Marfak All Purpose
Easing Rusted Parts	Mobil Handy Oil	Castrol Penetrating Oil		Esso Penetrating Oil	Shell Easing Oil	Graphited Penetrating Oil

The above lubricants are recommended for all operating temperatures above -18°C . (0°F .). Approval is given to lubricants marketed by companies other than those listed above provided that they have similar multigrade characteristics and meet the A.P.I. Service M.S. Performance Level.

Also approved are:—

	Engine and Primary Chaincase	Gearbox	Telescopic Fork	Wheel Bearings, Swinging Fork and Steering Races	Easing Rusted Parts
DUCKHAM'S	Duckham's Q20 50	Duckham's Hypoid 90	Duckham's Q-Matic	Duckham's LB10 Grease	Duckham's Adpenol Penetrating Oil
Filtrate	Filtrate Super 20W 50	Filtrate EP.90	Filtrate A.T. Fluid 'F'	Filtrate Super Lithium Grease	

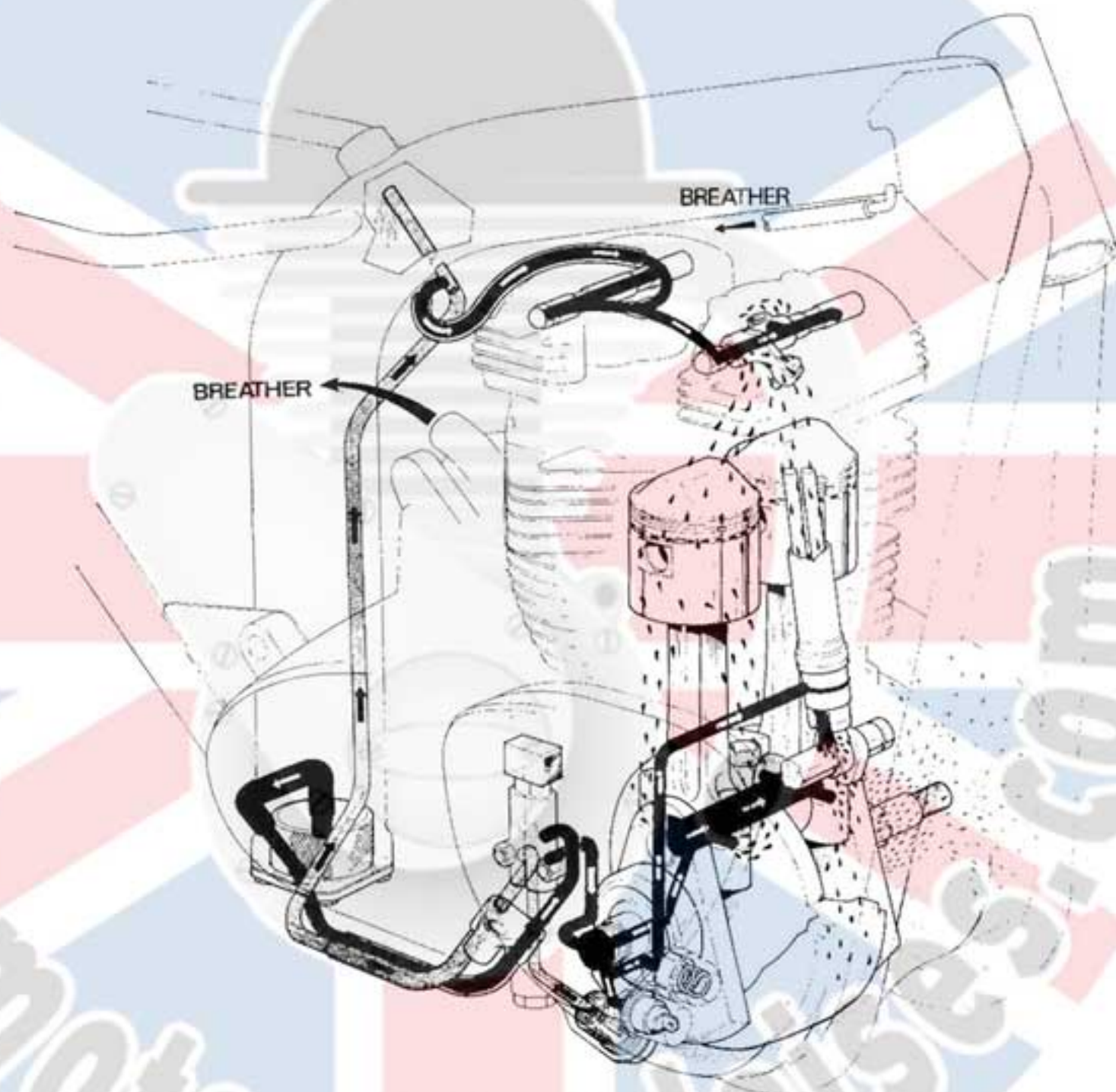


Fig. A2. Engine lubrication diagram

SECTION A3

ENGINE LUBRICATION SYSTEM

The engine lubrication system is of the dry sump type. The oil is fed by gravity from the oil reservoir tank to the oil pump; the oil, under pressure from the oil pump, is forced through drillings to the crankshaft big ends, where it escapes, and lubricates the cylinder walls, ball journal main bearings and the other internal engine parts.

The oil pressure between the oil pump and crankshaft is controlled by the oil pressure release valve. After lubricating the engine, oil falls to the sump where it is scavenged through the sump filter, and returned to the oil reservoir by the action of the oil pump scavenge plunger. The oil pump has been designed so that the scavenge plunger has a greater capacity than the feed plunger; thus ensuring that the sump does not become flooded.

Oil is fed to the valve operating mechanism by means of the rocker oil feed pipe which is connected

to the scavenge return pipe just below the oil reservoir. After travelling through the rocker spindles, the oil is fed into the rocker boxes after which it falls by gravity down the push rod cover tubes. The oil then passes through holes drilled in the tappet guide blocks and into the sump, where it is subsequently scavenged.

A positive oil feed is provided for the exhaust tappets. The lubricant is ported through drillways from the timing cover, and on through the crankcase and cylinder block base flange to an annular groove machined in the tappet guide block. Two oil holes are provided in the groove to mate with the oil holes in the tappets which provide a channel for the lubricant to the tappet and camshaft working faces. See Fig. A4 and Fig. A5. Current models use tappets ground to provide a timing effect for the lubricant.

SECTION A4

CHANGING THE ENGINE OIL AND CLEANING THE OIL FILTERS

The oil in new and reconditioned engines should be changed at 250, 500 and 1,000 miles (400, 800 and 1,500 km.) intervals during the running-in period and thereafter as stated in Section A1.

It is advisable to drain the oil when the engine is warm as the oil will flow more readily. When changing the oil it is essential that the oil filters are thoroughly cleaned in paraffin (kerosene).

The hexagon-headed sump drain plug, which also houses the sump filter, is situated underneath the engine adjacent to the engine bottom mounting lug, as shown in Fig. A4, reference No. 4. Remove the plug and allow the oil to drain for approximately ten minutes. Clean the filter in paraffin (kerosene) and re-fit the plug but do not forget the joint washer.

The oil reservoir filter is contained in the bottom of the reservoir by means of a rectangular plate secured by four nuts. Remove the reservoir filler cap, place a drip tray underneath the base of the reservoir and remove the drain plug from the centre of the base plate. Allow the oil to drain for approx. 10 mins. Remove the four nuts and withdraw the cover plate from its studs. Note that there are two gaskets, one above the filter base flange and the other below. Clean the filter thoroughly in kerosene (paraffin).

It is advisable to flush out the oil reservoir with a flushing oil, or, if this is not available, paraffin (kerosene) will do. However, if this is used ensure that all traces are removed from the inside of the oil reservoir prior to re-filling with oil. (For the correct grade of oil see Section A2).

When refitting the filter do not forget to replace the gaskets. Refit the drain plug.

The capacity of the reservoir is 4 imperial pints (4.8 U.S. pints, 2.27 litres). The level can be checked with a dipstick which is supplied with the tool kit. The dipstick sits in the filler hole as shown in Fig. A3.

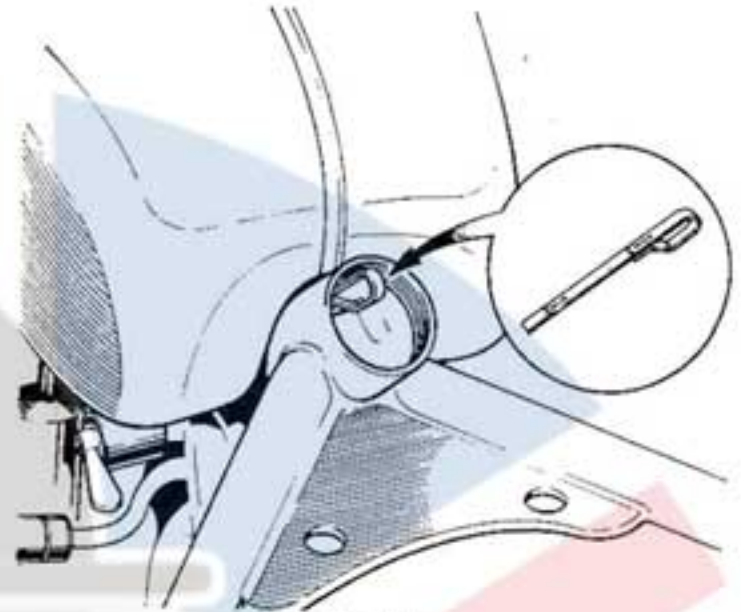


Fig. A3.

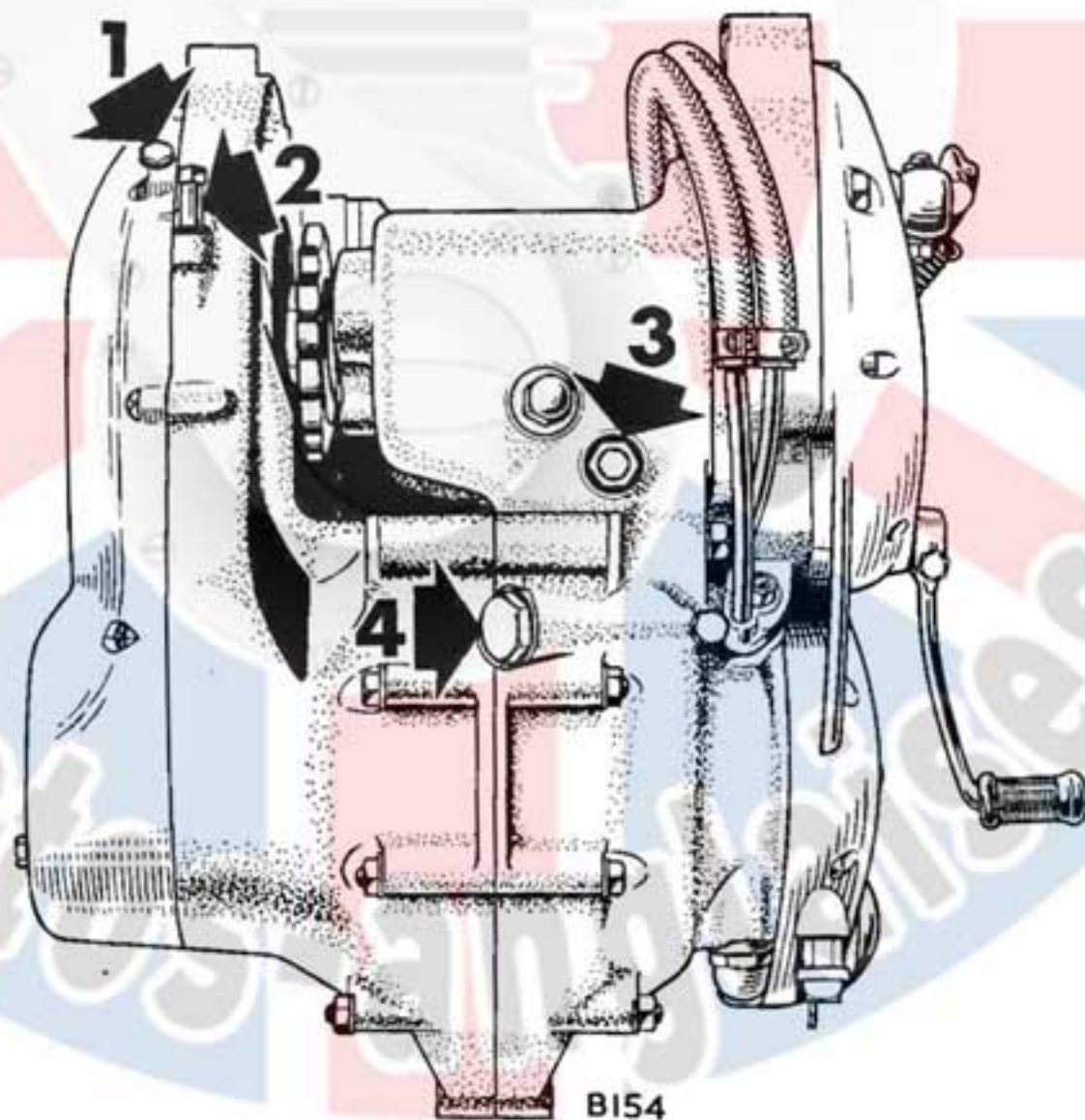


Fig. A4. Underside view of engine/gearbox unit

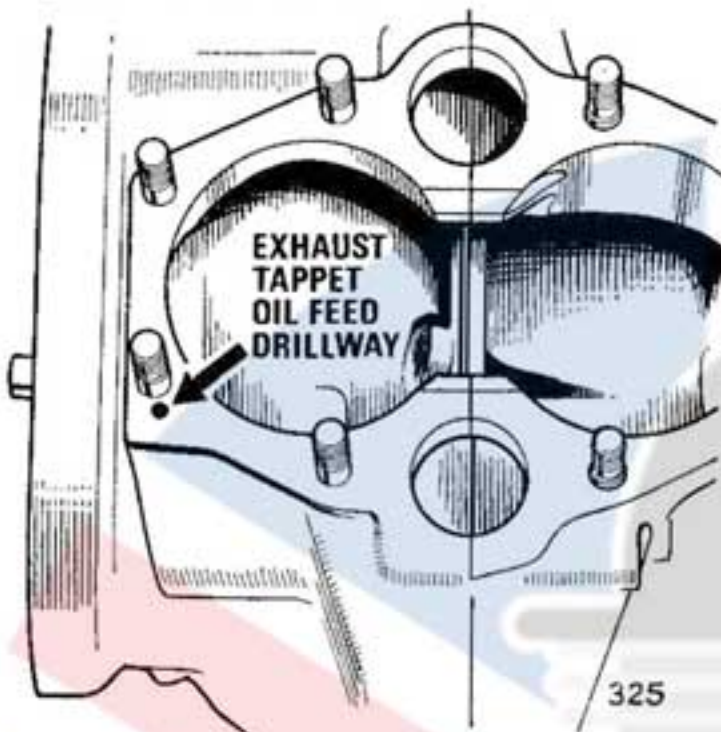


Fig. A5. Tappet oil feed drillway

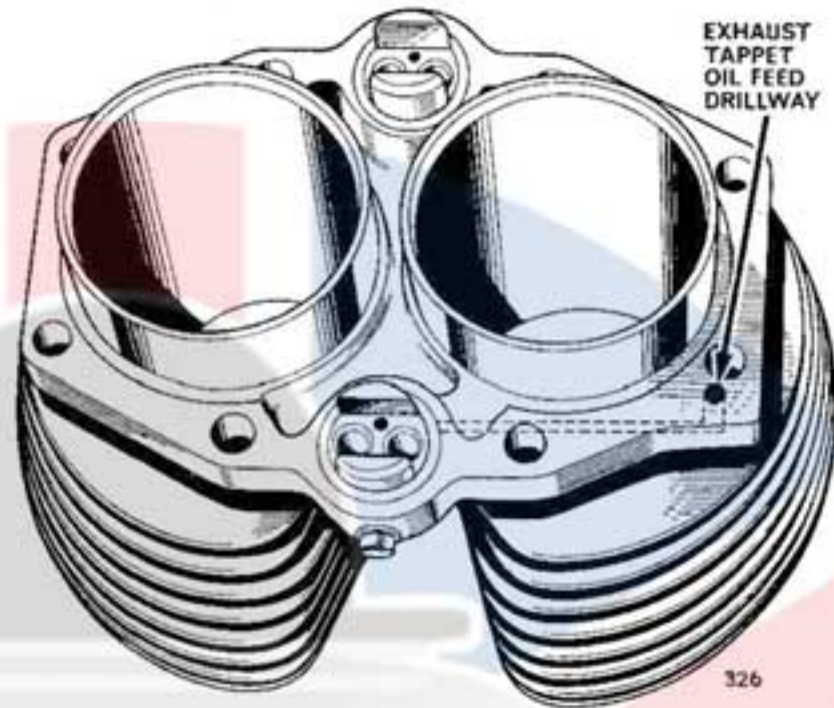


Fig. A6. Tappet oil feed arrangement

SECTION A5

OIL PRESSURE

The oil pressure is controlled by means of the release valve situated at the front of the engine at the right side adjacent to the timing cover.

When the engine is stationary there will be nil oil pressure. When the engine is started from cold pressure may be as high as 80 lb./sq. in. reducing when hot to a normal running figure of 65/80 lb./sq. in. At a fast idle when hot pressure should be 20/25 lb./sq. in.

Pressure can only be checked with an oil gauge connected to an adaptor replacing the oil pressure switch on the front of the timing cover.

If satisfactory readings are not obtained, check the following:—

- (1) That the oil pressure release valve is clean and that the piston has the correct working clearance in the valve body as detailed in "General Data".
- (2) That the oil reservoir level is not below minimum and that the oil is being returned to the reservoir.
- (3) That the sump filter and oil reservoir filter are clean and not blocked.
- (4) That the oil pump is functioning properly and that there is a supply of oil to the pump. Refer to Sections A7 and A8 for checking the oil pump and oil pipes with junction block respectively.
- (5) That the drillings in the timing cover are clean and that the drillings in the crankcase connecting the oil pipe junction block to the oil pump are clear.
- (6) That the oil seal in the timing cover which fits over the crankshaft is not badly worn, thus resulting in the oil escaping to the sump.
- (7) That the big ends are not badly worn. Should the big end bearings not have the correct working clearance, the oil will escape more readily, particularly when the oil is warm and is more fluid, thus giving a drop in pressure.

Extensive periods of slow running (such as in heavy traffic), or unnecessary use of the air control, can cause dilution in the oil reservoir, and an overall drop in lubricating pressure due to the lower viscosity of the diluted oil.

Most lubrication and oil pressure troubles can be avoided by regular attention to the recommended oil changes.

SECTION A6

STRIPPING AND REASSEMBLING THE OIL PRESSURE RELEASE VALVE

The oil pressure release valve is very reliable and should require no maintenance other than cleaning. It is situated at the front of the engine on the right side, adjacent to the timing cover.

Oil pressure is governed by the single spring situated within the release valve body. When the spring is removed it can be checked for compressive strength by measuring the length. Compare this figure with that given in "GENERAL DATA".

To remove the complete oil pressure release valve unit from the crankcase, unscrew the hexagonal nut

adjacent to the crankcase surface. When removed the cap can then be unscrewed from the body thus releasing the piston which should be withdrawn.

Thoroughly clean all parts in paraffin (kerosene) and inspect for wear. The piston should be checked for possible scoring and the valve body filter for possible blockage or damage. To reassemble the release valve unit offer the piston into the valve body and screw on the valve cap with a new fibre washer. Similarly, when screwing the release valve unit into the crankcase, fit a new fibre washer between the release valve body and the crankcase. See Fig. A7.

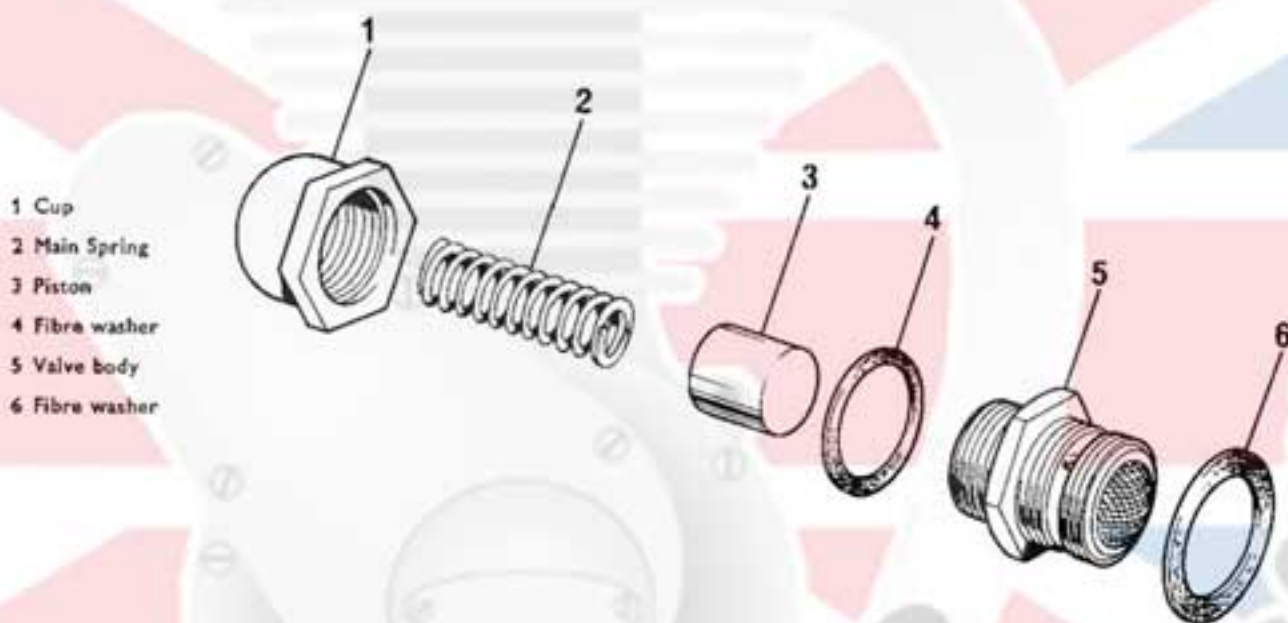


Fig. A7. Oil pressure release valve

To dismantle, remove the complete valve and cap and separate the cap from the valve body. The spring and piston can then be removed for cleaning and examination.

On reassembly, note that the open end of the piston faces towards the spring and cap.

SECTION A7

STRIPPING AND REASSEMBLING THE OIL PUMP

The oil pump is situated inside the timing cover and is driven by an eccentric peg on the nut fitted to the end of the inlet camshaft. The only part likely to show wear after considerable mileage is the oil pump drive block slider, which should be replaced to maintain full oil pumping efficiency. The plungers and pump body being constantly immersed in oil, wear is negligible.

For removal of the timing cover see Section B32.

The oil pump is held in its position by two conical nuts. When these are removed the oil pump can then be withdrawn from the mounting studs. The scavenge and feed plungers should be removed and the two square caps from the end of the oil pump unscrewed. This will release the springs and balls.

All parts should be thoroughly cleaned in paraffin (kerosene).

The plungers should be inspected for scoring, and for wear by measuring their diameters and comparing them with those given in "GENERAL DATA". The springs should be checked for compressive strength by measuring their lengths. Compare the actual lengths with those given in "GENERAL DATA".

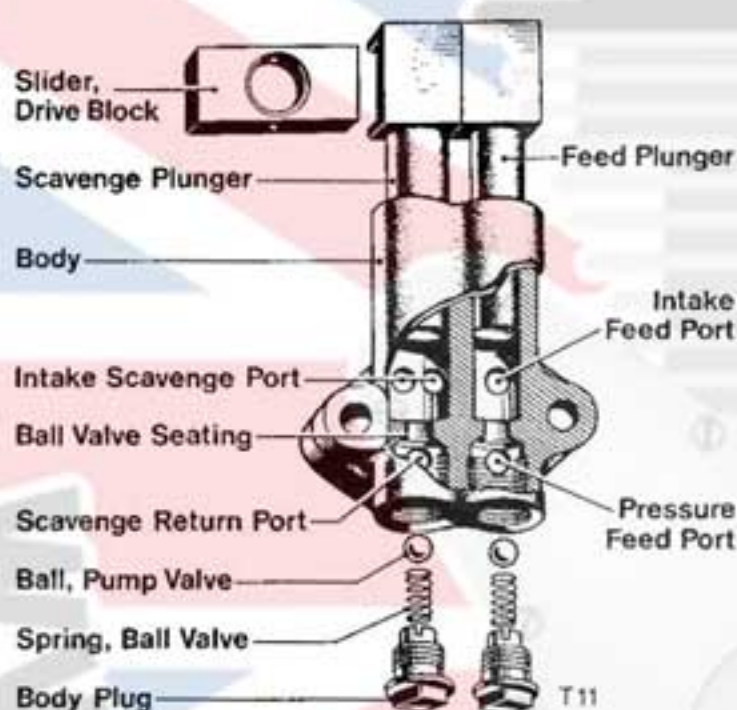


Fig. A8. Oil pump

When reassembling the oil pump all parts should be well lubricated and the oil pump finally checked for efficiency by the following means:—

Place a small amount of oil in both bores (approximately 1 c.c.) and press the plungers until oil is forced through both outlet ports (these are the two holes nearest the square caps (see Fig. A8). Place the thumb over the intake ports (the holes nearest the plunger tops) and withdraw the plungers slightly. If the oil level falls in either outlet port then the ball valve is not seating properly and the square caps should be removed and the cleaning process repeated. The ball valve can be tapped lightly, but sharply to ensure an efficient and adequate seal.

The aluminium drive block slider which fits over the eccentric peg on the inlet camshaft nut should be checked for wear on both the bore and in the plunger cross-head.

When refitting the oil pump a new gasket should be used and always remember that the cones of the conical nut and washers fit into the countersunk holes in the oil pump body.

When replacing the timing cover care should be taken that the junction surfaces are cleaned prior to application of the fresh coat of jointing compound.

SECTION A8

REMOVING AND REPLACING THE OIL PIPE JUNCTION BLOCK

Drain the oil from the gearbox by removing the oil drain plug situated underneath the gearbox as shown in Fig. A4, reference No. 3.

Remove the right-hand exhaust pipe, and the right footrest, then remove the gearbox outer cover as shown in Section D2.

Place a drip tray underneath the engine and remove the drain plug where fitted, or, alternatively, remove the nut securing the oil pipe junction block to the crankcase and allow the oil reservoir to drain for approximately ten minutes.

Disconnect the rubber pipes from the oil reservoir, remove the junction block and thoroughly clean it in paraffin (kerosene).

Check the pipes for cuts and abrasions and that the rubber connections are a good tight fit on the junction block pipes. If there is any doubt about the reliability of the rubber connectors, they should be renewed.

Reassembly is the reversal of the above instructions but remember to fit a new gasket between the junction block and the crankcase.

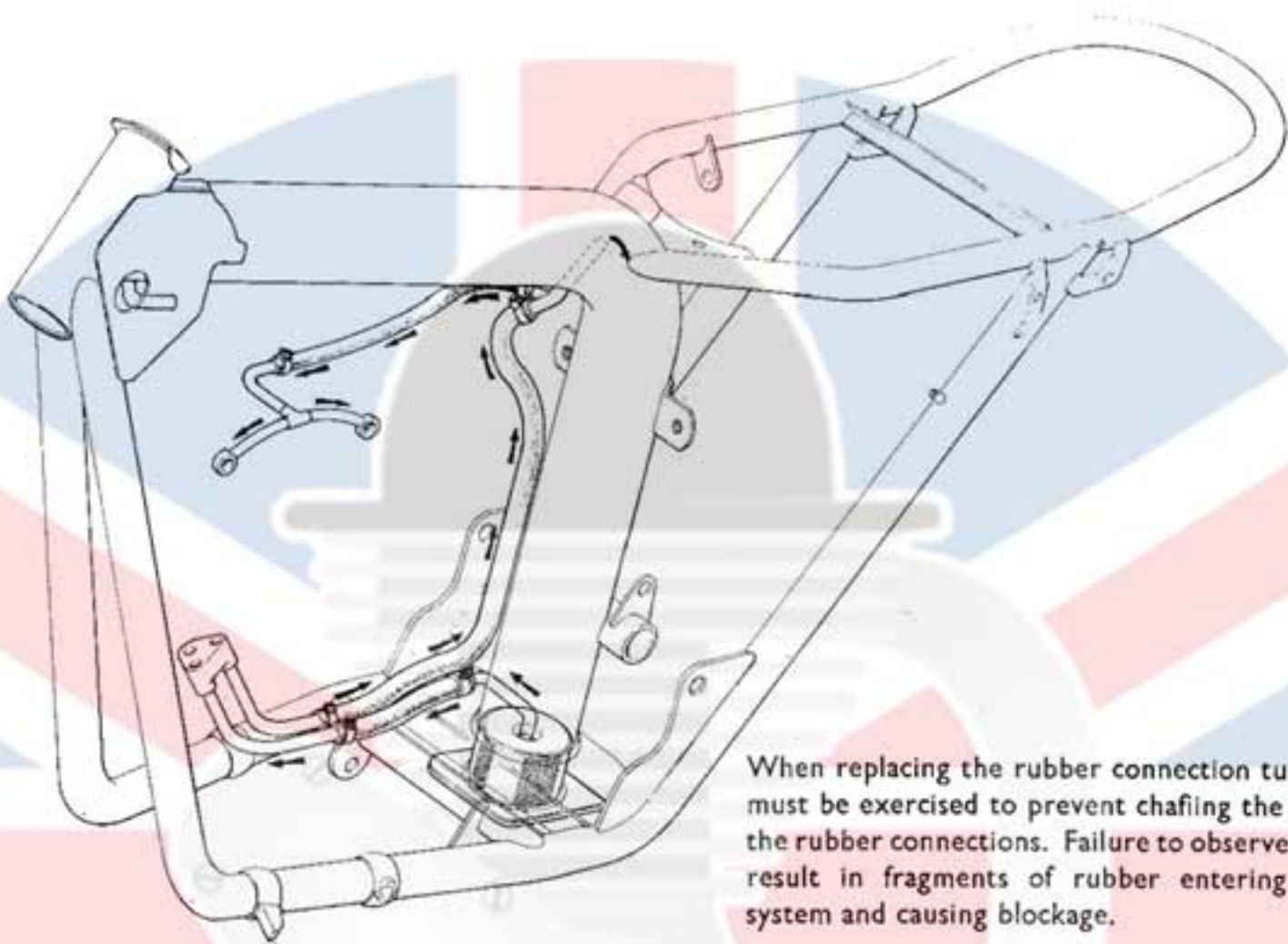


Fig. A9. Oil pipe securing clips

When replacing the rubber connection tubes, care must be exercised to prevent chafing the inside of the rubber connections. Failure to observe this may result in fragments of rubber entering the oil system and causing blockage.

Replace the screwed clips and firmly clamp them in position.

SECTION A9

REMOVING AND REPLACING THE ROCKER OIL FEED PIPE

To disconnect the rocker oil feed pipe for removal, the two domed nuts should be removed from the ends of the rocker spindle, and the banjos withdrawn.

Disconnect the rocker oil feed pipe from the oil reservoir.

When removed, the rocker oil feed pipe should be thoroughly cleaned in paraffin (kerosene) and checked for blockage by sealing the first banjo with

the thumb and first finger, whilst blowing through the other. Repeat this procedure for the other banjo.

When refitting the rocker oil feed pipe it is advisable to use new copper washers, but if the old ones are annealed they should give an effective oil seal. Annealing is achieved by heating to cherry red heat and quenching in water. Any scale that is formed on the washers should be removed prior to re-fitting them.

SECTION A10

CONTACT BREAKER LUBRICATION

The contact breaker is situated in the timing cover and it is imperative that no oil from the engine lubrication system gets into the contact breaker chamber. For this purpose there is an oil seal at

the back of the contact breaker unit pressed into the timing cover. However slight lubrication of the auto advance unit spindles is necessary.



Fig. A10. Contact breaker mechanism lubrication points (6CA Contact breaker)

To lubricate the auto advance mechanism it is necessary to withdraw the mounting plate. Mark the C.B. plate and housing so that it can be subsequently replaced in exactly the same location, then unscrew the two hexagonal pillar bolts. When the mounting plate is removed, the mechanism should be lightly oiled (see arrows shown in Fig. A10) at the same interval that is given above for the cam wick. Do not allow more than one drop onto each pivot point, and wipe off any surplus.

Two drops of oil should be applied to the spindle which supports the cam to prevent corrosion and possible seizure.

Finally, replace the mounting plate and re-set the ignition timing. If the setting has been disturbed, the correct procedure for accurate ignition timing is given in Sections B29, B30 and B31.

The lubricating wicks adjacent to the contact breaker nylon heels are treated initially with Shell Retinax A grease and thereafter, 3 drops of clean engine oil should be added to the wicks at 1500 mile intervals.

SECTION A11

GEARBOX LUBRICATION

The gearbox is lubricated by means of an oil bath. Oil is splash fed to all gearbox components including the enclosed gearchange and kickstarter mechanisms. The oil in the gearbox should be drained and the gearbox flushed out after the initial 500-mile (800 km.) running-in period. Thereafter, the oil should be changed as stated in Section A1.

The oil can be drained from the gearbox by means of the oil drain plug located underneath the gearbox (see Fig. A4, reference No. 3). It is best to drain the

oil whilst the engine is warm as the oil will flow more readily.

The gearbox oil filler plug is situated on the outer cover. When replenishing the oil, the oil drain plug should be replaced omitting the smaller oil level plug which screws into it. Oil should be poured into the gearbox until it is seen to drip out through the oil level plug hole. (See Fig. A11). The correct level has then been obtained (see Section A2 for recommended oil).

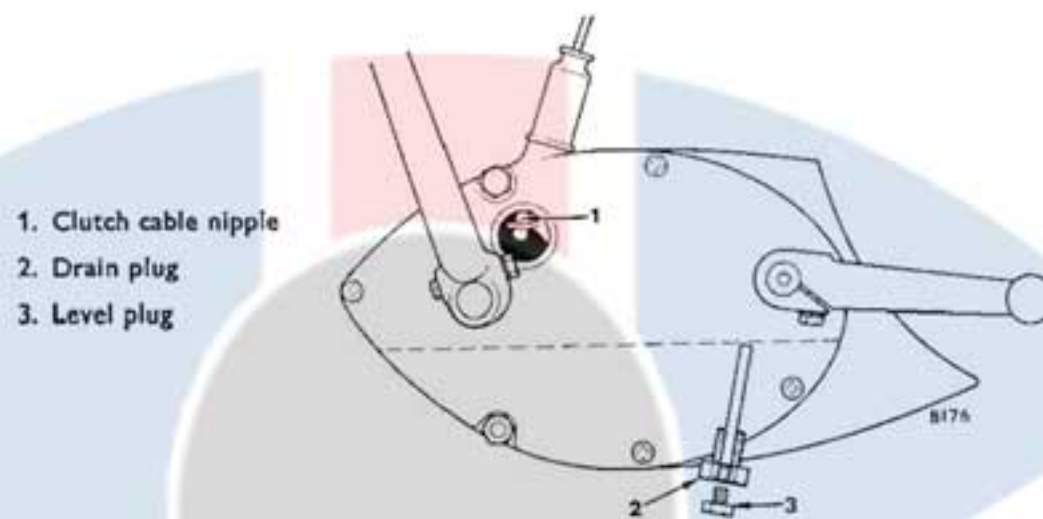


Fig. A11. Gearbox drain and level plugs

SECTION A12

PRIMARY CHAINCASE LUBRICATION

The level of the oil in the primary chaincase is automatically maintained by the engine breathing system which operates through the drive side roller bearing. Three small holes drilled in the crankcase provide an inlet back into the crankcase when the oil reaches a predetermined level.

Oil need only be added to the chaincase when the oil has been drained, or lost when using the chain tensioner. When 'priming' the chaincase with fresh oil use approximately $\frac{1}{4}$ pint of engine oil. (See Section A2).

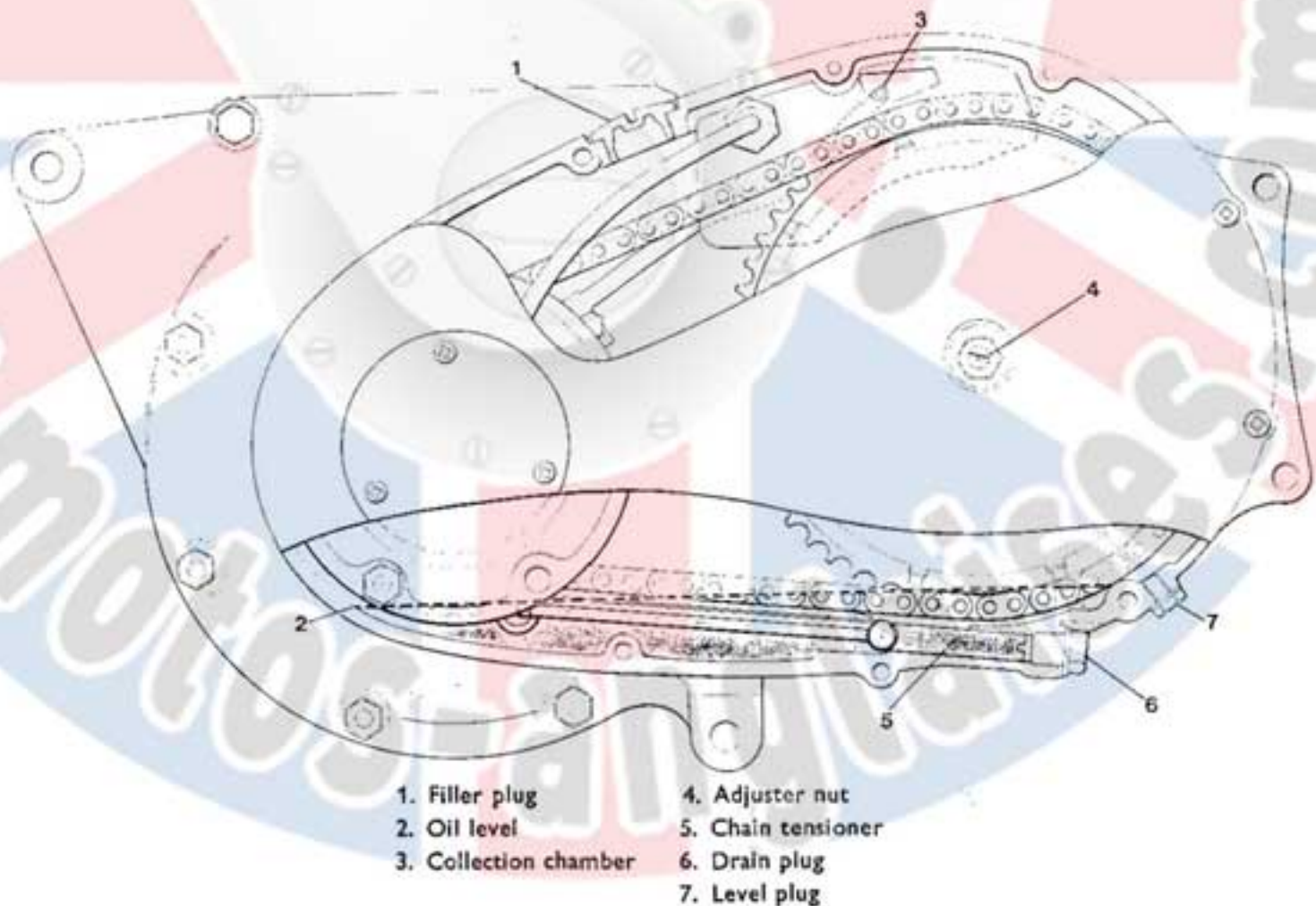


Fig. A12. Section through the primary chaincase

The oil drain plug is situated in the bottom of the chaincase towards the rear of the machine. This plug also gives access to the chain tensioner.

Fresh oil can be added by removing the filler plug adjacent to the cylinder base flange or the clutch adjuster aperture in the centre of the outer cover.

The primary chain is lubricated by means of a collection chamber and oil feed pipe built into the primary chain housing. The oil feed pipe directs a

continuous supply of oil at the point where the chain runs onto the engine sprocket. To check this for possible blockages it is necessary to remove the primary chaincase outer cover, and remove the front clip securing the oil feed pipe.

The oil ways can then be cleaned by a jet of compressed air from such as a cycle pump. When replacing the feed pipe clip ensure that the pipe is parallel to the top portion of the chain and firmly gripped by the clip.

SECTION A13

REAR CHAIN LUBRICATION AND MAINTENANCE

The rear chain should be periodically lubricated with an oil can or preferably with an oil soaked brush whenever signs of dryness occur. But as recommended in Section A1 the chain should be removed and thoroughly cleaned and greased.

Disconnect the connecting link and remove the chain. If available, connect an old chain to the end of the chain being removed and draw it onto the gearbox sprocket until the chain to be cleaned is clear of the machine and can be disconnected.

Remove all deposits of road dust etc. by means of a wire brush. Clean thoroughly in paraffin or kerosene and allow to drain.

Inspect the chain for excessive wear of the rollers and pivot pins and check that the elongation does not exceed $1\frac{1}{2}\%$. To do this first scribe two marks on a flat table exactly $12\frac{1}{2}$ inches (31.75 cm.) apart, place the chain opposite the two marks. When the chain is compressed to its minimum free length the

marks should coincide with two pivot pins 20 links apart. When the chain is stretched to its maximum free length, the extension should not exceed $\frac{1}{4}$ in. (6.25 mm.). If it is required to remove a faulty link, or shorten the chain, reference should be made to Section C12.

To lubricate the chain, immerse it into MELTED grease (melt over a low flame, or, more safely, over a pan of boiling water), and allow it to remain in the grease for approximately 15 minutes, moving the chain occasionally to ensure penetration of the grease into the chain bearings. Allow the grease to cool, remove the chain from the bath and wipe off the surplus grease.

The chain is now ready for refitting to the machine.

NOTE: The connecting link retaining clip must be fitted with the nose-end facing in the direction of motion of the chain.

SECTION A14

GREASING THE STEERING HEAD RACES

The steering head bearings are packed with grease on assembly and require re-packing with the correct grade of grease at the interval stated in Section A1. Removal and replacement of the bearings is comprehensively covered in the front fork section.

When the bearings are removed they should be cleaned in paraffin (kerosene), also, the races fitted to the frame head lug should be cleaned thoroughly by means of a paraffin (kerosene) soaked rag, then inspected for wear, cracking or pocketing.

SECTION A15

WHEEL BEARING LUBRICATION

The wheel bearings are packed with grease on assembly but require re-packing with the correct grade of grease at the interval stated in Section A1.

The bearings on both the front wheel and rear wheel should be removed, cleaned in paraffin (kerosene) and assembled with the hubs well packed with the

correct grade of grease. For details concerning the grade of grease to be used (which is the same for both wheels), see Section A2.

Removing and replacing the bearings for the front and rear wheels is comprehensively covered in Section F8.

SECTION A16

TELESCOPIC FORK LUBRICATION

The oil contained in the front fork has the dual purpose of lubricating the stanchion bearing surface and also acting as the suspension damping medium. Therefore it is imperative that the fork legs have an equal amount of oil in them and that it is the type as stated in Section A2.

Oil leakage at the junction between the stanchion and bottom fork leg is prevented by means of an oil seal. If there is excessive oil leakage at this junction it may be necessary to renew the oil seal (see Section G3), but before undertaking this work, the fork should be checked to ensure that there is the correct amount of oil in each of the fork legs.

The correct amount is 190 c.c.

Particular attention should be given to the oil change period.

To drain the oil from the fork legs remove the two small hexagonal drain plugs adjacent to the left and right ends of the front wheel spindle.

Oil can be expelled at a greater rate by compressing the fork two or three times.

To refill the fork legs, the fork hexagonal cap nuts must be unscrewed and withdrawn, and the correct amount of oil poured into each fork leg. This will necessitate removal of the handlebar on machines with resiliently mounted handlebar equipment.

SECTION A17

LUBRICATION NIPPLES

Both the brake operating camshafts and the swinging fork pivot bearings should be lubricated by means of the lubrication nipples.

The brake camshafts have integral lubrication nipples. Care should be taken that the surface of the nipple is not damaged. Slight distortion may be removed with a fine grade file.

The front and rear wheel brake cam and spindle bearing surfaces should be sparingly lubricated with the correct grade of grease (Section A2). This can be done by giving the lubrication nipples on the ends of the camshafts one stroke each from a grease gun. However, if the grease does not penetrate, the brake cams should be removed and cleaned thoroughly in paraffin (kerosene). The cam bearing surfaces should then be greased on reassembly.

SWINGING FORK PIVOT

The two nipples are situated at each end of the fork pivot underneath the housing. Give each nipple several strokes with a high pressure grease gun until grease is visible at the dirt excluders.

If the grease does not penetrate then the pivot must be removed to ensure adequate lubrication.

Removal of the swinging fork is detailed in section E18. When the fork is removed all parts should be thoroughly cleaned out in paraffin (kerosene) and allowed to drain.

Reassembly is a reversal of the above instructions. The space surrounding the distance tube should be carefully packed with the correct grade of grease, and the sleeves should be well greased on their bearing surfaces.

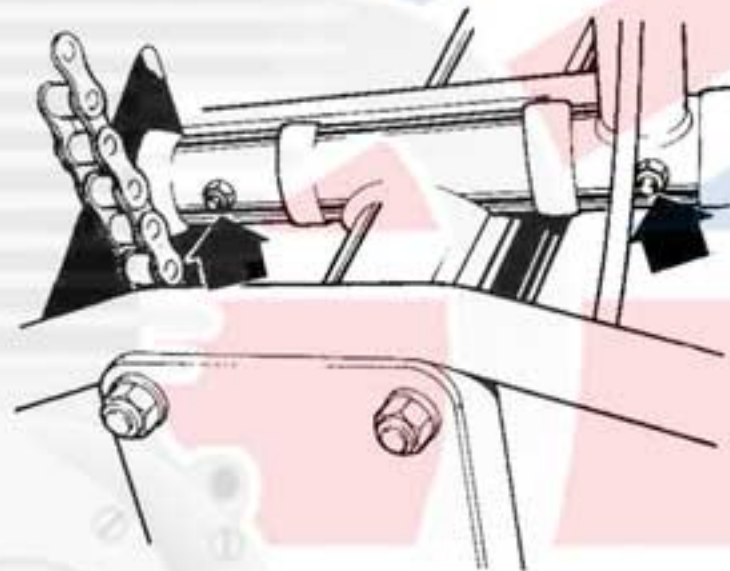


Fig. A13. Swinging fork pivot lubrication nipples

SECTION A18

LUBRICATING THE CONTROL CABLES

The control cables can be periodically lubricated at the exposed joints with a thin grade of oil (see Section A2). In the case of the clutch cable an external oiler is fitted in the region of the steering head. Oil can be forced into the cable at this point with a pump action oil gun.

A more thorough method of lubrication is that of feeding oil into one end of the cable by means of a reservoir. For this, the cable can be either disconnected

at the handlebar end only, or completely removed.

The disconnected end of the cable should be threaded through a thin rubber stopper and the stopper pressed into a suitable narrow-necked can with a hole in its base. If the can is then inverted and the lubricating oil poured into it through the hole, the oil will trickle down between the outer and inner cables. It is best to leave the cable in this position overnight to ensure adequate lubrication.

SECTION A19

SPEEDOMETER CABLE LUBRICATION

The speedometer cable should be lubricated by means of grease (see Section A2 for correct grade).

It is not necessary completely to remove the cable, but only to disconnect it from the speedometer and withdraw the inner cable. Unscrew the union nut at the base of the speedometer, withdraw the inner cable and clean it in paraffin (kerosene).

Smear the surface with grease, except for 6 in. (15 cm.) nearest to the speedometer head.

The cable is now ready to be offered into the outer casing and excess grease wiped off. Care should be taken that both "squared" ends of the inner cables are located in their respective "square" drive housings before the union nut is tightened.

SECTION A20

BRAKE PEDAL SPINDLE LUBRICATION

The brake pedal spindle is bolted to the left rear engine mounting plate. The spindle should be covered with a fresh supply of grease occasionally otherwise corrosion and inefficient operation may result.

To gain access to the spindle, slacken off the rear brake rod adjustment, unscrew the brake pedal retaining bolt and withdraw the pedal.

Remove any rust from the spindle with fine emery. Clean the bore of the pedal and smear the spindle with grease (see Section A2) prior to refitting.

SECTION A21

CHECK PROCEDURE FOR WET SUMPING

'Wet sumping' or a lack of scavenge is a condition which can occur due to a number of causes. The symptoms of this condition are:—

- (1) Excessive oil emitting from crankcase breather tube and resulting high oil consumption.
- (2) Smoking exhaust.

To verify that a wet-sumping condition exists, run the engine until it is thoroughly warm. Within five minutes after engine shutoff drain the sump. Measure the amount of oil that drains out. An amount of oil over 100 c.c. indicates a wet-sumping condition and corrective measures should be taken.

POSSIBLE CAUSES OF WET-SUMPING ARE

- (1) Foreign material preventing ball valve from seating in the scavenge side of oil pump (most common cause).
- (2) Poor check valve ball seat.
- (3) Air leak in crankcase oil scavenge pipe.
- (4) Air leak in oil pump to crankcase joint.

- (5) Porous crankcase casting.
- (6) Air leak at E9336 plug bottom of engine.
- (7) Oil pressure release valve piston in full bypass position due to a stuck piston or broken or missing spring.
- (8) Restriction in oil reservoir vent pipe.

SCAVENGE SUCTION TEST (for checking above causes numbers 1 to 6)

Obtain a vacuum gauge calibrated in inches of mercury. Attach a length of standard Triumph oil pipe to it and proceed as follows:

- (1) Run engine until it is thoroughly warm.
- (2) Remove the oil sump cap and screen.
- (3) Connect hose from vacuum gauge to oil scavenge pipe.
- (4) Run engine at a fast idle—gauge should read a vacuum of 18-26 inches of mercury.
- (5) Stop engine and observe gauge. The needle should gradually—not immediately—drop to zero.

IF THE SCAVENGE SUCTION TEST IS SATISFACTORY

- (1) Check oil pressure relief valve assembly and also check oil pressure.
- (2) Check the return system from the pump to the oil reservoir and also the reservoir vent.

TO CHECK FOR A BLOCKED OR RESTRICTED OIL RETURN TO THE RESERVOIR

- (1) On the oil reservoir using a hand brace or $\frac{3}{4}$ " and $\frac{1}{2}$ " drill bits, run the drill bits into the return tube and rocker feed tube at the top of the reservoir to see that both tubes are free from internal burrs and restrictions that can occur at their welded joints.
- (2) After doing the above, blow out the return oil line and the return tube in the oil reservoir with compressed air.

IF THE ABOVE TEST IS NOT SATISFACTORY

- (1) Remove oil pump—clean thoroughly and see that ball seats are concentric and free from pits or grooves. Re-assemble pump, tighten check valve caps securely and re-install pump with a new gasket.

To check for crankcase scavenge tube leakage or case porosity, fill a good "pumper" type oil can with light oil and squirt through a folded rag into pickup tube. Back pressure could prevent pumping oil out of the can in a few pumps. If the oil can still be pumped with no evidence of substantial back pressure, obviously there is a leak in the the crankcase tube or crankcase scavenge oil passageways.

To be sure that the oil can is satisfactory for this test, fill it with light oil and block the outlet tube. After one or two pumps the can should "liquid lock". If the can can still be pumped, the pump mechanism is suffering from excessive blow-by and the can will not suffice for this test.

SECTION B

ENGINE

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INSPECTING THE PUSH RODS ...	B3
STRIPPING AND REASSEMBLING THE ROCKER BOXES ...	B4
ADJUSTING THE VALVE ROCKER CLEARANCES ...	B5
REMOVING AND REPLACING THE AIR CLEANER ...	B6
CONCENTRIC CARBURETTER—DESCRIPTION ...	B7
REMOVING AND REPLACING THE CARBURETTER ...	B8
STRIPPING AND REASSEMBLING THE CARBURETTER ...	B9
INSPECTING THE CARBURETTER COMPONENTS ...	B10
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RENEWING THE VALVE GUIDES ...	B16
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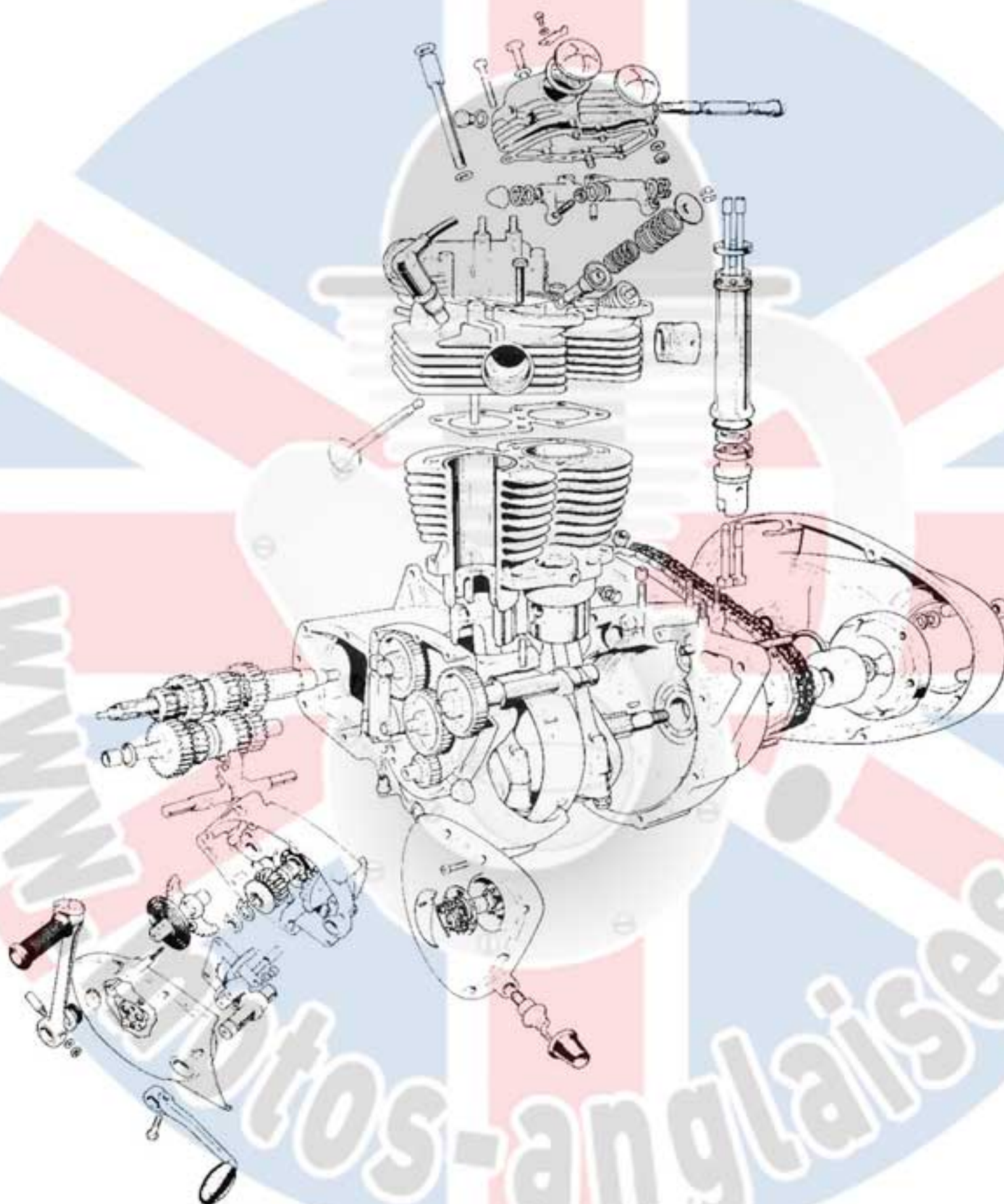


Fig. B1. Exploded view of 650 c.c. engine gearbox unit

DESCRIPTION

The engine is of unit construction having two aluminium alloy mating crankcase halves, the gear-box housing being an integral part of the right half-crankcase and the primary chain case an integral part of the left half-crankcase.

The aluminium alloy cylinder head has cast in Austenitic valve seat inserts, and houses the overhead valves, which are operated by rocker arms housed in detachable alloy rocker boxes. Four aluminium alloy push rods operate the rocker arms, which are each fitted with adjusters, accessible when the rocker box inspection caps are removed.

The aluminium alloy die cast pistons each have two compression rings and one oil scraper ring. The connecting rods are of H Section in RR56 Aluminium alloy, with detachable caps, and incorporate steel-backed renewable "shell" bearings. Each of the connecting rod caps is machined from a steel stamping and held in position by means of two high tensile steel bolts, which are tightened to a pre-determined torque figure to give the correct working clearance of the bearings on the crankshaft journals.

The inlet and exhaust camshafts operate in sintered bronze bushes which are housed transversely in the upper part of the crankcase. The inlet and exhaust camshafts are driven by a train of timing gears from the right end of the crankshaft. The inlet camshaft also operates the oil pump whilst the exhaust camshaft drives the adjustable contact breaker, which is

fitted with an automatic advance and retard unit, and the tachometer gearbox (when fitted).

The two-throw crankshaft has a detachable shrunk-on cast-iron flywheel which is held in position by three high tensile steel bolts, locked by the use of "TRIUMPH LOCTITE" sealant and tightened to a pre-determined torque figure.

The big end bearings are lubricated at pressure with oil which travels along drillings in the crankcase and crankshaft from the double plunger oil pump: oil pressure in the lubrication system is governed by means of the oil pressure release valve situated at the front of the engine, adjacent to the timing cover.

The cylinder barrel is made from a high-grade cast-iron and houses the press-fit tappet guide blocks.

Power from the engine is transmitted through the engine sprocket and primary chain to the shock absorbing clutch unit and four speed gearbox. Primary chain tension is governed by an adjustable rubber-pad chain tensioner which is immersed in the primary chain oil bath.

The electrical generator set consists of a rotor, which is fitted to the left end of the crankshaft, and an encapsulated six coil stator which is mounted on three pillar bolts inside the primary chain housing.

Carburation is by twin Amal carburettors with integral float chamber. The TR6 has only one such instrument.

SECTION B1

REMOVING AND REPLACING THE ENGINE UNIT

Ensure that the fuel taps are in the "OFF" position and disconnect the feed pipes. Remove the rubber grommet from the centre of the fuel tank and unscrew the sleeve nut below. The tank can now be pulled away from the frame. Note assembly of rubber sleeve and washers securing the tank. See Section E1.

Remove Exhaust system as described in Section B13.

Disconnect the oil pressure switch at the timing cover, the contact breaker leads and the alternator leads.

Detach the engine torque stay by removing the securing nut at each rocker box and removing the nut and bolt at the frame.

Disconnect the tachometer cable (where fitted) by unscrewing the union nut at the drive gearbox on the left side crankcase.

Detach the carburettor(s) at the cylinder head and pull away from the air filter housing. (the rubber connecting tube is a push fit in the housing).

Drain the oil from the reservoir by removing the drain plug situated at the base of the main frame tube behind the gearbox. Allow to drain into a suitable receptacle for approximately 10 minutes. The oil feed pipe and return pipe should then be disconnected from the base of the reservoir and from below the oil filter neck respectively. Detach rocker feed pipe at the reservoir.

At this stage it is advisable to drain the oil from the gearbox and primary chaincase by removing the respective drain plugs. (See Section A4). The sump should also be drained; this is done by unscrewing the hexagon headed filter drain plug situated underneath the engine adjacent to the bottom engine mounting-lug. (See fig. A4, No. 4).

Slacken off the clutch adjustment at the handlebar, withdraw the rubber sleeve from the clutch abutment at the gearbox and unscrew the abutment. Unscrew and remove the plug on the gearbox outer cover. Slip the bottom nipple of the clutch cable free of the operating arm and withdraw the cable.

Disconnect the engine breather tubes at the rear left crankcase by loosening the clips.

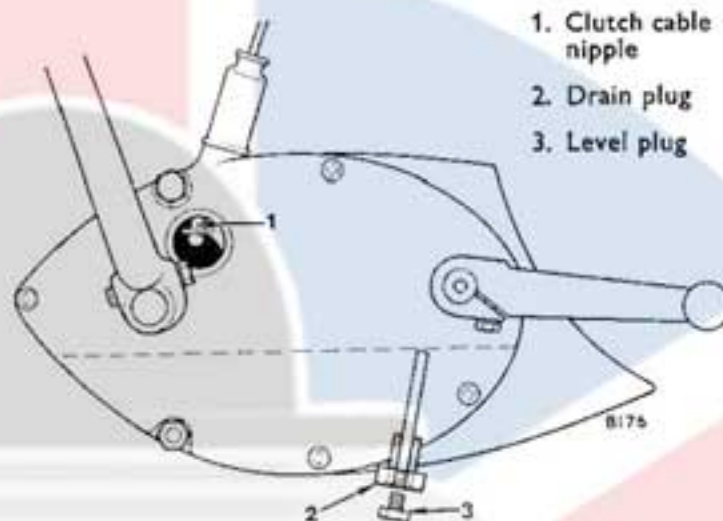


Fig. B2. Clutch cable adjustment and gearbox drain plug

Remove the chainguard by removing the front retaining bolt and loosening the left side bottom rear suspension unit bolt. Withdraw the guard from the rear of the machine.

Remove the connecting link from the rear chain and withdraw the chain from the gearbox sprocket.

Remove the left and right side footrests. These are retained by bolts that screw into the footrest body.

Detach the two rear engine plates by removing the ten nuts and bolts.

Remove the bottom and front engine mounting studs. Note assembly of distance pieces on both these studs. The wider distance pieces fit on the right side of the machine in each case and the narrow ones on the opposite side.

It is now possible to remove the engine unit from the left side, but as the unit weighs approximately 135 lbs. (61 kg.) the use of a second operator or a small hoist is advised.

Replacement is the reversal of the above instructions. To ensure that the wiring harness is re-connected correctly refer to the appropriate wiring diagram in Section H19.

Do not forget to fit the distance pieces on the engine mounting studs.

For the correct grade and quantity of lubricant for the engine, gearbox and chaincase, see Section A2.

SECTION B2

REMOVING AND REPLACING THE ROCKER BOXES

Disconnect the leads from the battery terminals and remove the fuel tank as detailed in Section E1.

Remove the torque stay by removing the nut at each rocker box and the bolt and nut at the frame.

Unscrew the two domed nuts from the rocker spindles and disconnect the rocker oil feed pipe. Care should be taken not to bend the pipe excessively as this may ultimately result in a fracture.

Remove the rocker inspection caps.

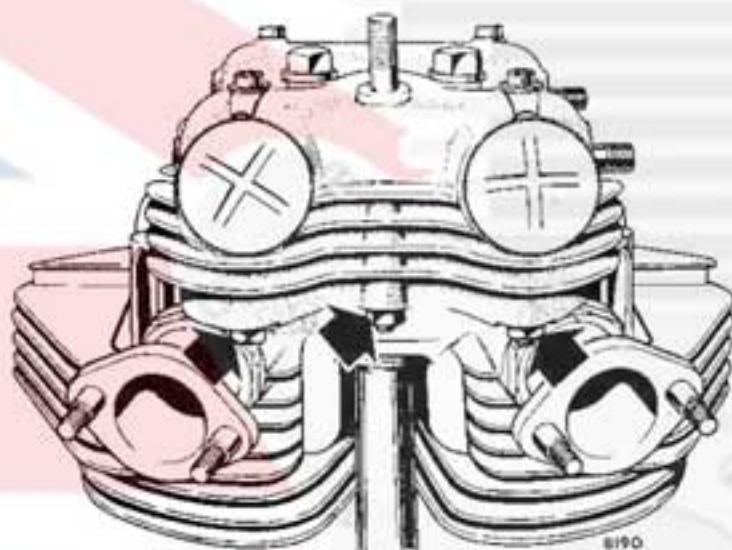


Fig. B3. Rocker box securing nuts

Unscrew three nuts from the studs fitted to the underside of the exhaust rocker box. Remove the outer exhaust rocker box securing bolts and unscrew the central hexagon cylinder head bolts. (Note that, at this stage the rocker box may rise slightly, due to a valve spring being compressed). The exhaust rocker box is now free to be removed. The procedure is the same for the inlet rocker box.

Care should be taken to collect the six plain washers which are fitted (one beneath each of the underside securing nuts), as they sometimes adhere to the cylinder head flanges and may be subsequently lost.

After completion of the rocker box removal operation, the push rods should be withdrawn and stored in the order of their removal so that they can be replaced in their original positions.

The junction surfaces of the rocker boxes and cylinder head should be cleaned for reassembly, by means of a soft metal scraper.

Replacement is a reversal of the above instructions.

When replacing the push rods place a small amount of grease into the bottom cup of each of the push rods, then locate the push rods, one at a time, by means of feeling the engagement of the tappet ball end and the push rod cup, and then testing the resistance to lifting caused by suction between the dome of the tappet and push rod cup. When the push rods are correctly located, remove the sparking plugs and turn the engine over until the INLET push rods are level and at the bottom of their stroke. The inlet rocker box should then be assembled. Repeat this procedure for the exhaust rocker box.

Before finally clamping the rocker boxes in position, check that the valves are being operated by turning the engine over slowly.

NOTE: It is important that the four central rocker box bolts are tightened to the correct torque setting. (See **GENERAL DATA**). The setting must be less than that of the cylinder head bolts which the rocker box bolts screw into.

Before fitting the rocker oil feed pipe the four copper washers which fit over the rocker spindle should be annealed by quenching in water from cherry red heat. Finally, remove any scale that may have formed. Annealing softens the copper thus giving it better sealing qualities.

SECTION B3

INSPECTING THE PUSHRODS

When the pushrods have been removed, examine them for worn, chipped or loose end-cups; also check that the push rod is true by rolling it slowly on a truly flat surface (such as a piece of plate glass).

Bent pushrods are found to be the cause of excessive mechanical noise and loss of power and should be straightened if possible, or, preferably, renewed.

SECTION B4

STRIPPING AND REASSEMBLING THE ROCKER BOXES

Removal of the rocker spindles from the rocker boxes is best achieved by driving out, using a soft metal drift. When the spindles are removed the rocker arms and washers can be withdrawn. All parts should be thoroughly cleaned in paraffin (kerosene) and the oil drillings in the spindles and rocker arms should be cleaned with a jet of compressed air.

Remove the oil seals from the rocker spindles and renew them.

If it is required to renew the rocker ball pins, the old ones should be removed by means of a suitable drift.

To ensure an oil-tight seal between the rocker box and cylinder head, in cases where an oil leak cannot be cured by fitting new gaskets, the joint surface of the rocker box should be lished to remove any irregularities.

An effective lish can be achieved by first extracting the rocker box studs (two nuts locked together on the stud should facilitate an easy removal) then lightly rubbing the junction surface on a sheet of emery cloth mounted on a truly flat surface (such as a piece of plate glass).

Assembly of the rocker spindles into the rocker boxes is assisted by the use of the oil seal compressor D2221.

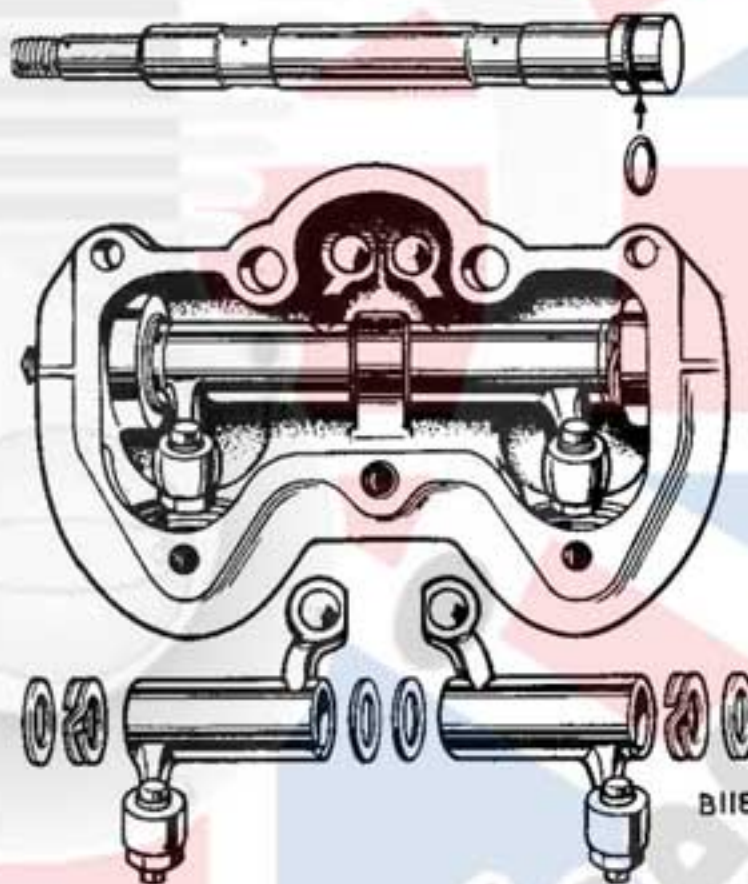


Fig. B4. Rocker box assembly

The following method of assembly incorporates the use of a home made alignment bar, which can be made from a $\frac{7}{8}$ in. dia. bolt x 6 in. long by grinding a taper at one end.

Before reassembly note that the four plain washers on each rocker spindle are of differing size. The inside ones have a $\frac{1}{2}$ in. dia. hole and the outside ones have a $\frac{3}{8}$ in. dia. hole.

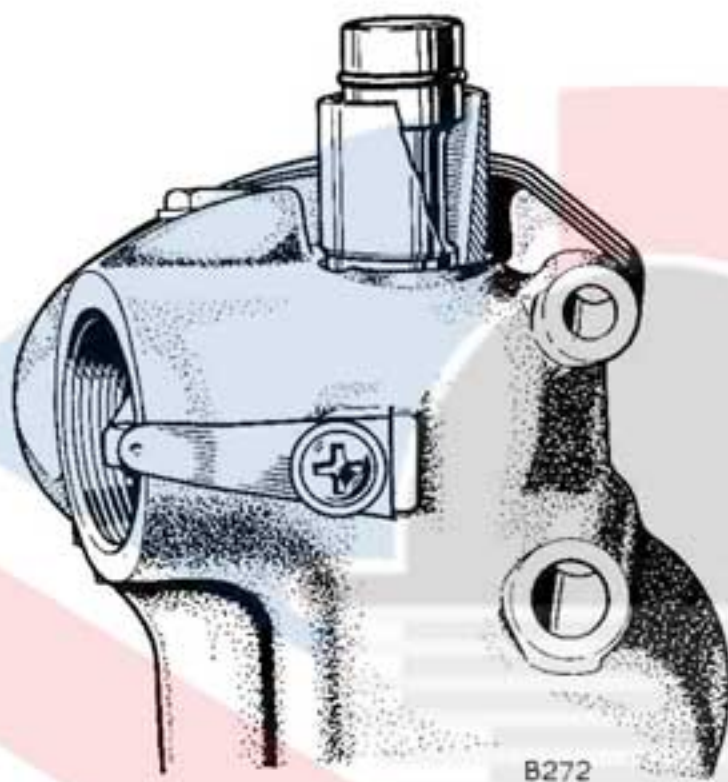


Fig. B5. Refitting the rocker spindle

Smear two plain washers with grease and place them one either side of the centre bearing boss. Place the left rocker arm in position, bringing it into line with the alignment tool and slide a plain washer and a spring washer (in the order shown in Fig. B5) into position. Carefully repeat this procedure for the other rocker arm and spring washer and slide the last plain washer into position. Finally bring each rocker arm in turn into line with the alignment bar.

Lubricate the spindle with oil and slide it (complete with oil seal) through the compressor (D2221) and as far as possible into the rocker box, finally tapping it home with a hammer and soft metal drift (see Fig. B5).

SECTION B5

ADJUSTING THE VALVE ROCKER CLEARANCES

The valve rocker clearance should be checked and adjusted if necessary every 3,000 miles (4,800 Km.). The correct clearance, for the type of camshaft employed, ensures that a high valve operating efficiency is maintained and that the valves attain their maximum useful lives. The correct clearances are given in "General Data".

NOTE: Adjustments should only be made when the engine is COLD.

There are four adjusters on the rockers which are accessible after removing the four inspection caps from the rocker boxes. A feeler gauge of the correct thickness can be inserted after removing four blanking plugs, one from each end of each rocker box (see Fig. B6). The clearance must always be checked when the engine is cold. It will be easiest to find the correct point of the stroke to adjust the valve clearance if the machine is placed on the centre

stand, top gear engaged and the sparking plugs removed. By revolving the rear wheel slowly the crankshaft will be turned and the valves can be positioned.

Inlet valves (towards the rear of the engine)

Turn the rear wheel until one of the inlet rockers moves downwards, thus opening the valve. When this valve is fully open the operating mechanism of the other inlet valve will be seated on the base of the cam and clearance can now be checked and adjusted if necessary. The clearance is 0.002 in. (0.05 mm.) and is correct when a feeler gauge of this thickness is a tight sliding fit between the valve tip and the adjuster. Tighten the locknut and recheck the clearance. Having adjusted one inlet valve, turn the rear wheel until the valve which you have adjusted is now fully open and repeat the procedure for the other inlet valve.

SECTION B7

CONCENTRIC CARBURETTOR TYPE 900

DESCRIPTION

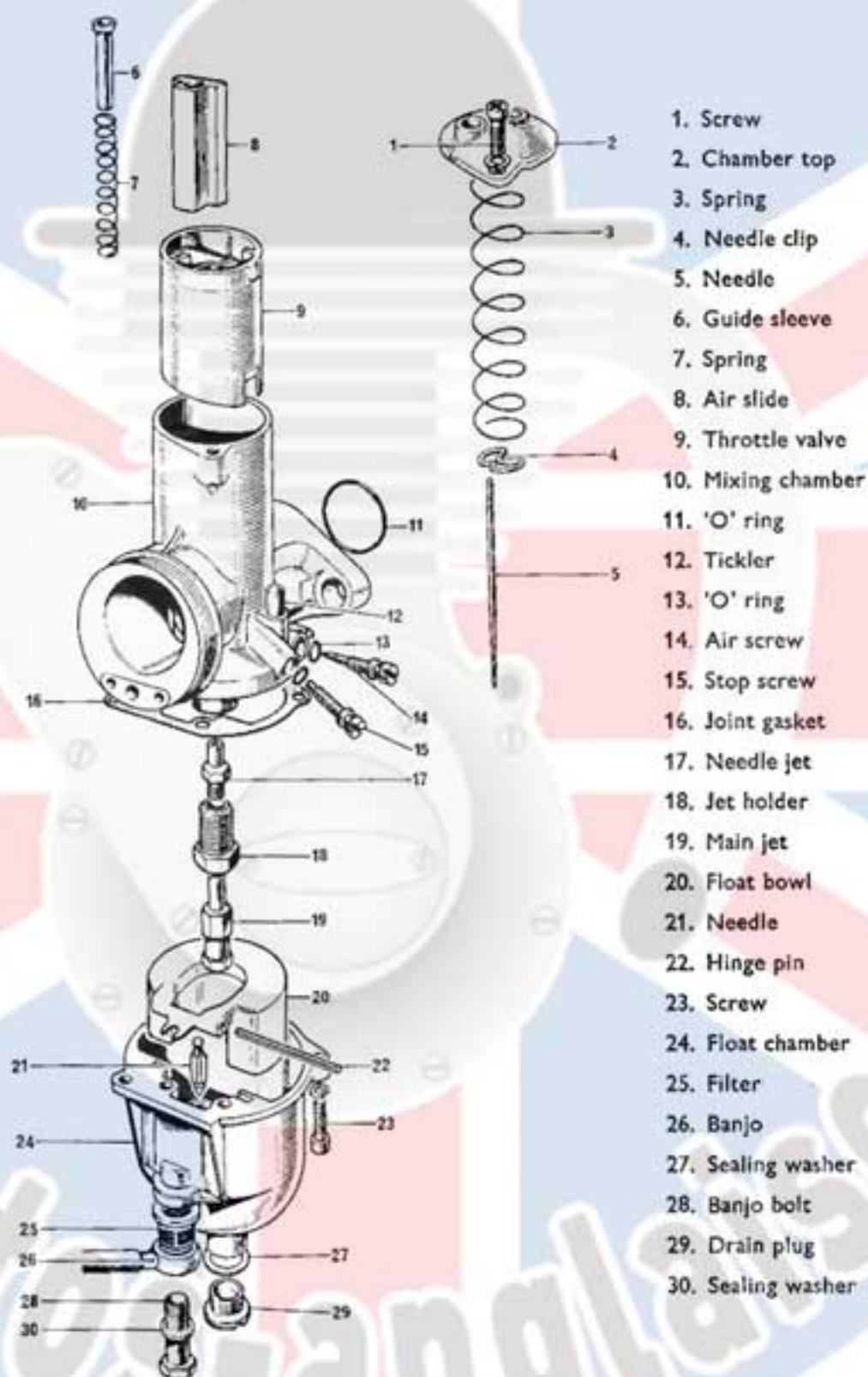


Fig. B8. Exploded view of carburettor

All models are fitted with Amal concentric carburettors which are fully adjustable. Briefly, they operate in the following way:

When the engine is idling, mixture is supplied from the sealed pilot jet system, then as the throttle slide is raised, via the pilot by-pass. With the throttle just opening the mixture is controlled by the tapered needle working in the needle jet and finally by the size of the main jet. The pilot system is supplied by a pilot jet, permanently fitted into the carburettor body. The main jet does not feed direct into the mixing chamber but discharges through the needle jet into the primary air chamber and the fuel goes from there as a rich petrol-air mixture through the primary air choke into the main air choke.

This primary air choke has a compensating action in conjunction with bleed holes in the needle jet,

which serves the double purpose of air-compensating the mixture from the needle jet, and allowing the fuel to provide a well, outside and around the needle jet, which is available for snap acceleration. The idling mixture is controlled by the pilot air screw which governs the amount of air that is allowed to mix with the fuel at tick-over speeds. The throttle stop screw is used to adjust the slide so that the throttle is kept open sufficiently to keep the engine running at a slow tick-over, when the twist-grip is closed.

On T120 machines the carburettors are left and right handed to allow for easy adjustment of the pilot air and throttle stop screws.

The carburettor(s) have a drain plug provided in the base of the float bowl. This plug is hollow and collects foreign matter that may be present in the carburettor.

SECTION B8

REMOVING AND REPLACING THE CARBURETTOR



Fig. B9. Manifold assembly
Single carburettor models

Disconnect the air cleaner(s) as in Section B6. Ensure both taps are in the "off" position and disconnect the fuel pipes at the taps beneath the rear of the tank. Unscrew the two carburettor flange securing nuts (self-locking) then carefully withdraw the carburettor from over its mounting studs. Lift off the cups and "O" rings shown in Fig. B9. The carburettors can then be lifted off the mounting studs.

To achieve this the carburettor should be tilted upwards so that it clears the frame. As the carburettor is lowered, the top can be removed by taking out the two Phillips headed screws. Unless the top, slides etc. are to be removed from the cables they can be wrapped carefully in a piece of cloth until the carburettor is to be refitted.

When replacing the carburettor, great care should be taken to ensure that the slide does not become

Due to the carburettor top securing screws being inaccessible with the petrol tank fitted, it will be necessary to dismantle the carburettor before removing the top for any reason.

damaged as it is lowered into the mixture chamber. The peg at the top right of the slide locates in a corresponding groove in the carburettor body. Care must be taken when replacing the slide as the needle must be located in the needle jet, before the slide can be positioned in the mixing chamber. When the slide has been assembled satisfactorily,

refit the mixing chamber top, two screws and lock washers.

Refit the carburettor over the locating studs followed by the rubber washers and cups.

Care should be taken not to overtighten the two carburettor securing nuts. Refitting continues as a reversal of the previous instructions.

SECTION B9

STRIPPING AND REASSEMBLING THE CARBURETTER

When the carburettor is removed, disconnect the slide assembly from the throttle cable. To do this pull back the return spring and remove the needle and needle clip. With the spring still retracted, push the cable through the slide and when the nipple is clear, across the figure of eight slot. The slide and return spring can now be removed.

To remove the air valve, push the valve guide tube and spring along with air cable until the cable nipple protrudes sufficiently out of its counterbore to be pushed out of the slot. The cable spring and guide can now be pulled clear of the valve.

Unscrew the petrol pipe banjo connection and remove the banjo and nylon filter.

Unscrew two Phillips screws and remove the float bowl. The nylon float, spindle and triangular needle can now be withdrawn.

Unscrew the jet holder which will allow the main jet to be removed.

Unscrew the air adjusting screw and throttle stop screw.

Thoroughly clean all parts in petrol (gasoline) several times and dry with compressed air, or a hand pump, to remove any particles of dirt. Any external deposits are best removed with the use of a light wire brush.

Reassemble in the reverse order, referring to Fig. B9 for guidance.

When refitting the float and needle valve, make certain that the recess on the valve is properly located in the "U" shaped slot in the float. Replace the float bowl sealing washer, and if necessary the two rubber "O" rings fitted to the adjusting screws.

SECTION B10

INSPECTING THE CARBURETTER COMPONENTS

The only parts liable to show wear after considerable mileage are the throttle valve slide, mixing chamber and the air slide.

- (1) Inspect the throttle valve slide for excessive scoring to the front area and check the extent of wear on the rear slide face. If wear is apparent the slide should be renewed. In this case, be sure to replace the slide with the correct degree of cut-away (see "General Data").

- (2) Examine the air valve for excessive wear and check that it is not actually worn through at any part. Check the fit of the air valve in the body. Ensure that the air valve spring is serviceable by inspecting the coils for wear.

- (3) Inspect the throttle return spring for efficiency and check that it has not lost compressive strength by measuring its length and comparing it to the figure given in "General Data".

- (4) Check the needle jet for wear or possible scoring and carefully examine the tapered end of the needle for similar signs. Check the correct needle is in use. The needle for petrol is marked above the top groove "000". The needle for alcohol is marked "Z".
- (5) Check the float bowl joint surface for flatness and flatten if necessary on emery paper on a perfectly flat surface.
- (6) Ensure that the float does not leak by shaking it to see if it contains any fuel. Do not attempt to repair a damaged float. A new one can be purchased for a small cost.
- (7) Check the petrol filter, which fits into the petrol pipe banjo, for any possible damage to the mesh. Ensure that the filter has not parted from its supporting structure, thus enabling the petrol (gasoline) to by-pass it un-filtered.
- (8) Concentric float carburettors have a pressed-in pilot jet which is not removable. If the jet becomes blocked the machine will be hard to start and will not run at low speeds. This can be cleared by blocking the low speed air passage at the bell end of the carburetter removing the pilot air screw and using a jet of air at this point.

SECTION B11

CARBURETTER ADJUSTMENTS

Throttle Stop Screw. This screw, which is situated on the right side of the carburetter (L.H. in case of the T120 left hand carburetter) sloping upwards and is fitted with a friction ring, should be set to open the throttle sufficiently to keep the engine running at a slow tick-over, when the twist-grip is closed.

Pilot Air Screw. To set the idling mixture, this screw, which is situated on the right side, is also fitted with a friction ring and should be screwed in to enrichen the tick-over mixture or outwards to weaken it. As a guide to its approximate required position, screw it in fully, then unscrew it approximately $2\frac{1}{2}$ turns.

The screw controls the suction on the pilot jet by metering the amount of air which mixes with the petrol.

Needle and Needle Jet. Carburation is governed by the cut-away and needle jet in varying degrees from when the throttle is just open to

when it is approximately $\frac{3}{4}$ full throttle. The needle jet orifice is governed by the position of the needle. The needle position should not be altered from its specified setting without specialist advice.

Throttle Valve Cutaway. The amount of cut-away to the bottom of the throttle valve slide is indicated by a number marked on the slide, e.g. 930/3 $\frac{1}{2}$ means throttle type 930 with number 3 $\frac{1}{2}$ cutaway; a larger number such as 4 means that the throttle valve slide has a slightly larger cutaway and consequently gives a weaker mixture during the period of throttle opening through which a cutaway is effective, i.e. from just open to approximately $\frac{1}{4}$ throttle. Similarly, 3 indicates a slightly smaller cutaway and a slightly stronger mixture.

Jet Sizes. The recommended jet sizes are given in "General Data" and changing from these to any other size it is left entirely to the discretion of the rider. The main jet is operative from approximately $\frac{3}{4}$ to full throttle, this is when the needle jet orifice ceases to have any reduction effect on the petrol flow.

SECTION B12

TWIN CARBURETTER ARRANGEMENT

DESCRIPTION

Twin carburetters are fitted to T120R machines. There is a balance pipe fitted between the inlet manifolds to improve tickover.

THROTTLE CABLE

On U.K. and General Export models a "one into two" throttle cable is used. The single throttle cable from the twistgrip enters a junction box where it is fitted into a slide. The twin shorter carburetter cables are fitted to the other side of the junction box slide. Both the slide and junction box being made of plastic require no maintenance.

A similar cable arrangement is used for air slide operation.

SETTING TWIN CARBURETTERS

The twin carburetters fitted to the T120R may require synchronisation and a simple method is as follows: First adjust the cables from the junction box so that they have the minimum of free play.

Now start the motor and take off one plug lead and then adjust the pilot air screw and throttle stop screw in the OPPOSITE carburetter until the motor runs regularly. Replace the plug lead and repeat the process similarly for the other carburetter. With both plug leads replaced the tickover will be too fast and the stop screws should be lowered simultaneously until correct. It is most important the throttle slides lift simultaneously or the motor will run roughly, particularly when accelerating.

SECTION B13

REMOVING AND REPLACING THE EXHAUST SYSTEM

ALL T120R AND TR6R MODELS

To remove the complete exhaust system first slacken the balance tube clamps forward of the cylinder head. Slacken the finned exhaust pipe clips, remove the two cruciform headed screws from the front attachment brackets and slacken both silencer to exhaust pipe clips.

Now using a hide mallet tap both exhaust pipes away from the cylinder head so that they are removed

together. This will allow the balance tube to be detached from between the pipes.

Remove the silencers from the machine by detaching the pillion footrests.

Replacement of the exhaust system is the reversal of the above instructions. Remember to assemble the exhaust pipes to the head together in one operation with the balance tube and clips in between their respective stubs. Finally tighten all nuts and bolts securely.

TR6C MACHINES ONLY

To remove the exhaust system commence by removing the leg guard. This can be achieved by removing two screws and washers which screw into captive nuts. The leg guard retaining clips can now be withdrawn complete with the screws, and the leg guard removed.

It is advisable to remove the exhaust system in two sections, the first being the right and left exhaust pipes and brackets.

Slacken two bolts which secure the exhaust pipe rear stay, one bolt screws into each pipe, and remove one bolt and spring washers from the spacer at the top front engine mounting bolt on the left side rear engine plate. Slacken the finned cooling rings at the cylinder head, and slacken two exhaust pipe to "H" connector clips. Using a rubber mallet, drive the exhaust pipes forward off their stubs.

The second section to remove is the silencer assembly. This is simply a matter of removing one nut, spring washers and bolt from the upper mounting clips on the rear frame tube, and one nut, spring washer and bolt from the lower mounting point in the rear footrest mounting bracket. The assembly is now free to be removed.

If it is found necessary to dismantle the silencer assembly, reference should be made to Fig. B10 for guidance.

To replace the exhaust system, reposition the silencer assembly and replace the upper and lower retaining bolts, spring washers and nuts, noting that both bolts are fitted from the outside. It is not advisable to tighten these bolts at this stage. Ensure that the cooling rings are fitted to the cylinder head stubs, and replace both exhaust pipes, driving them into the silencers with a rubber mallet. Replace, but do not tighten the bolt and spring washers which secures the exhaust pipe bracket to the top front engine mounting bolt on the left side rear engine plate. Tighten the finned cooling rings, ensuring that both the rings and exhaust pipes are in contact with the cylinder head to avoid any gas leakage. Secure the clips which retain the exhaust pipes in the "H" connector at the silencers. Fully tighten all three exhaust pipe rear bracket bolts, and both the upper and lower silencer bracket bolts.

Finally refit the silencer leg guard. One screw, washer and clip should be fitted at the front of the leg guard, and screwed into the double curved bracket which is fitted from behind the exhaust pipes, and the rear screw, washer and clip should be attached to the fixed silencer bracket.

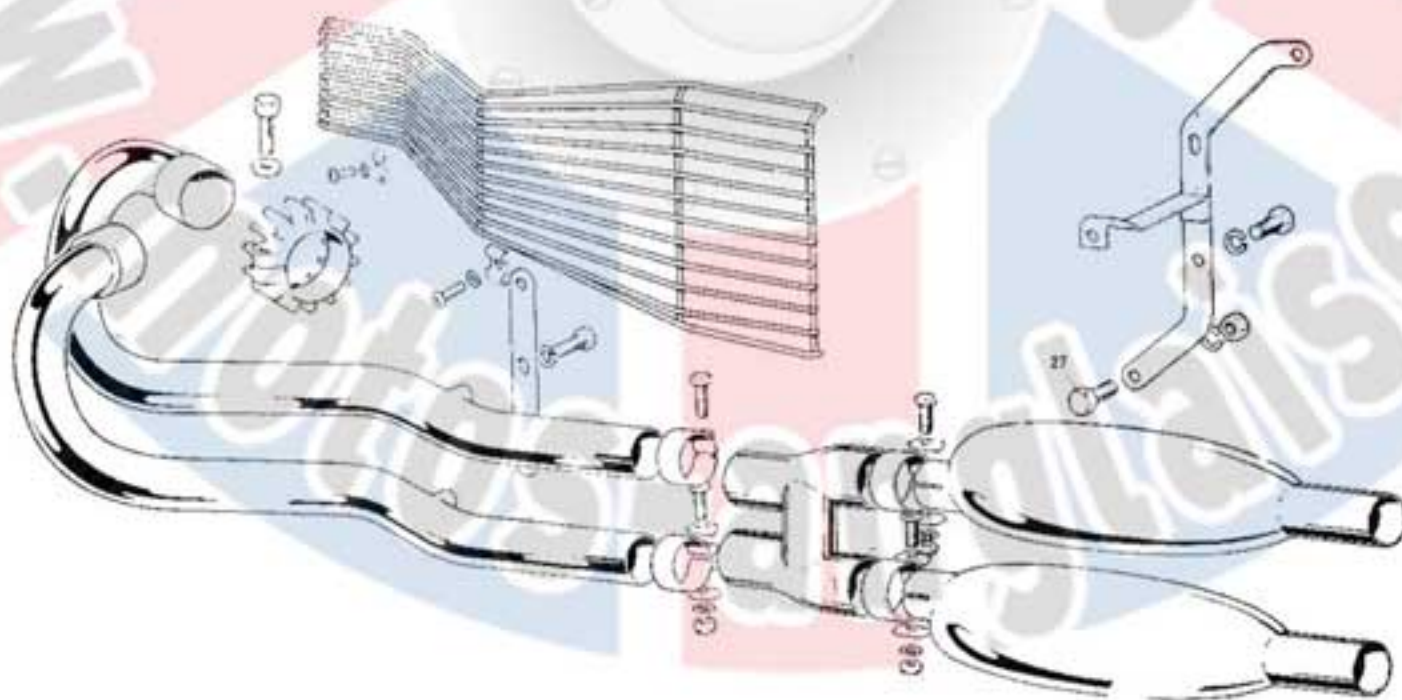


Fig. B10. Showing order of TR6C exhaust system

SECTION B14

REMOVING AND REFITTING THE CYLINDER HEAD ASSEMBLY

Proceed as detailed in Section B2 for removal of the rocker boxes and pushrods.

Remove the exhaust system as in Section B13.

Detach the carburetter(s) from the cylinder head, (see section B8), and place well clear of the cylinder head.

Unscrew the nine cylinder head bolts, a turn at a time, until the load has been released, and then remove the cylinder head, if necessary, sliding it forward to release the inlet manifold.

Remove the push rod cover tubes and note that it is essential to renew the rubber seals. Check for sharp edges on the corners of the top portion of the tappet guide blocks which could cut the new 'O' rings when reassembling. Use a file or emery cloth to smooth any such sharp edges.

The copper cylinder head gasket should be either renewed or reconditioned by annealing it to restore the sealing qualities of the copper. Annealing is achieved by heating the gasket to cherry-red heat and quenching it in water; finally, remove any scale that may have formed by means of a piece of fine grade emery cloth.

REFITTING THE CYLINDER HEAD

Ensure that the junction surfaces of the cylinder block, gasket and cylinder head are clean. Grease the gasket and place it in position (check that all 9 bolt holes are lined up), coat the tappet guide blocks with heavy grease and locate the push rod cover tubes (complete with top and bottom oil seals). Relieve any roughness at the push rod tube counterbores in the head.

Lower the cylinder head into position over the push rod cover tubes and fit the cylinder head-bolts finger tight, also, fit the central bolt finger tight.

Tighten the nine cylinder head bolts in the order given in Fig. B11 and to the torque settings given in "General Data". Refit the rocker boxes as detailed in section B2.

Reassembly then continues in the reverse order to the removal instructions. To obtain the correct valve rocker clearance settings, reference should be made to Section B5.

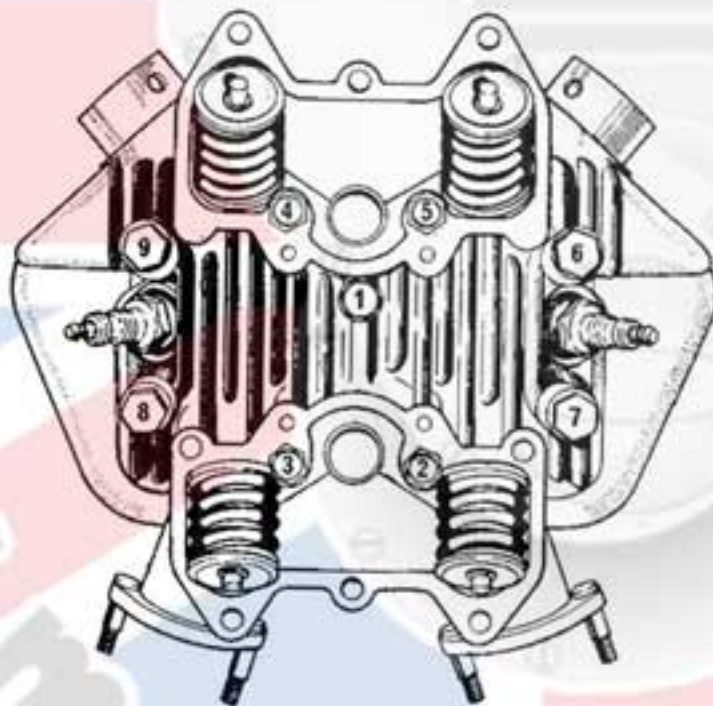


Fig. B11. Cylinder head bolt tightening sequence

SECTION B15

REMOVING AND REFITTING THE VALVES

Removal of the valves is facilitated by means of a "G" clamp type valve spring compressor. When the spring is compressed sufficiently, the split cotters can be removed with a narrow screwdriver, and the valve spring withdrawn when the compressor is released. As each valve is removed it should be marked so that it can be replaced in its original position.

NOTE: The inlet valves are marked "IN" and the exhaust valves "EX".

Fitting a new or reground valve necessitates seating by the grinding in process described in Section B18, but it does not necessitate recutting the cylinder head valve seat unless new valve guides have been fitted.

The valve springs should be inspected for fatigue and cracks, and checked for wear by comparing them with a new spring or the dimension given in "General Data".

All parts should be thoroughly cleaned in paraffin (kerosene) and allowed to drain before reassembling.



Fig. B12. Valve components

Assemble the inner and outer springs and top and bottom cups over the valve guide, then slide the valve into position lubricating the stem with a small amount of graphited oil.

Compress the springs and slide the two halves of the split cotter into the exposed groove in the valve stem.

SECTION B16

RENEWING THE VALVE GUIDES

The valve guides can be pressed or driven out using service tool 61-6013, with the cylinder head inverted on the bench. A suitable drift can be made by obtaining a 5 inch length of $\frac{1}{2}$ in. diameter mild steel bar (EN8) and machining one end to $\frac{1}{8}$ in. diameter for a length of 1 inch.

The same method may be employed to fit the new guide, although the use of a press is recommended. In either case lightly grease the valve guide to assist

assembly. Ensure that the guide is pressed in until the shoulder is flush with the cylinder head.

Bronze valve guides are fitted, the shorter ones being used in the inlet position.

Where new valve guides have been fitted it is necessary to re-cut the valve seats in the cylinder head and grind in the valves (see Section B18).

SECTION B17

DECARBONISING

It is not normally advisable to remove the carbon deposits from the combustion chamber and exhaust ports until symptoms indicate that decarbonising is necessary.

Such symptoms as falling off in power, loss of compression, noisy operation and difficult starting are all indications that decarbonising may be necessary.

When the cylinder head is removed unscrew the sparking plugs and clean them in paraffin (kerosene), or preferably have them grit-blasted and checked. Before fitting the plugs, check that the gap setting is correct (see "General Data").

If special decarbonising equipment is not available then a blunt aluminium scraper or a piece of lead solder flattened at one end, should be used to remove the carbon deposits. Do not use a screw-

driver or a steel implement of any kind on an aluminium surface.

When removing the deposits from the piston crown, a ring of carbon should be left round the periphery of the pistons to maintain the seal. Also the carbon ring round the top of the cylinder bore should not be disturbed. To facilitate this an old piston ring should be placed on top of the piston, level with the top surface of the cylinder block.

Remove the valves as shown in Section B15 then remove the carbon deposits from the valve stems, combustion chamber and ports of the cylinder head. Remove all traces of carbon dust by means of a jet of compressed air or the vigorous use of a tyre pump, then thoroughly clean the cylinder head and valves in paraffin (kerosene). Finally, check the valves for pitting. If necessary, the valves can be ground-in as shown in Section B18.

SECTION B18

RE-SEATING THE VALVES

Where the valve guides have been renewed or the condition of a valve seat is doubtful, it is advisable to re-cut the cylinder head valve seat then grind in the valve, using a fine grade grinding-in paste.

It is important that the cylinder head valve seat and the valve guide bore should be concentric. For the purpose of re-cutting the valve seats the following service tools are available.

- D1832 Valve seat cutter exhaust (45°)
- D1833 Valve seat cutter inlet (45°)
- D1834 Blending cutter (spherical form)
- D1863 Arbor with pilot.

The valve seat cutting operation should be carried out with the greatest care, and only a minimum amount of metal should be removed.

After the seats have been re-cut, they should be blended to give an even seating of $\frac{3}{32}$ in. (2.4mm.).

Examine the face of the valve to see if it is pitted, scored or damaged. If necessary, the face can be reground, but excessive re-grinding is not advisable for this adversely affects the heat transference properties of the valve and will ultimately result in critical pocketing.

The stem of the valve should be inspected for wear or scuffing and if either is pronounced, the valve should be renewed.

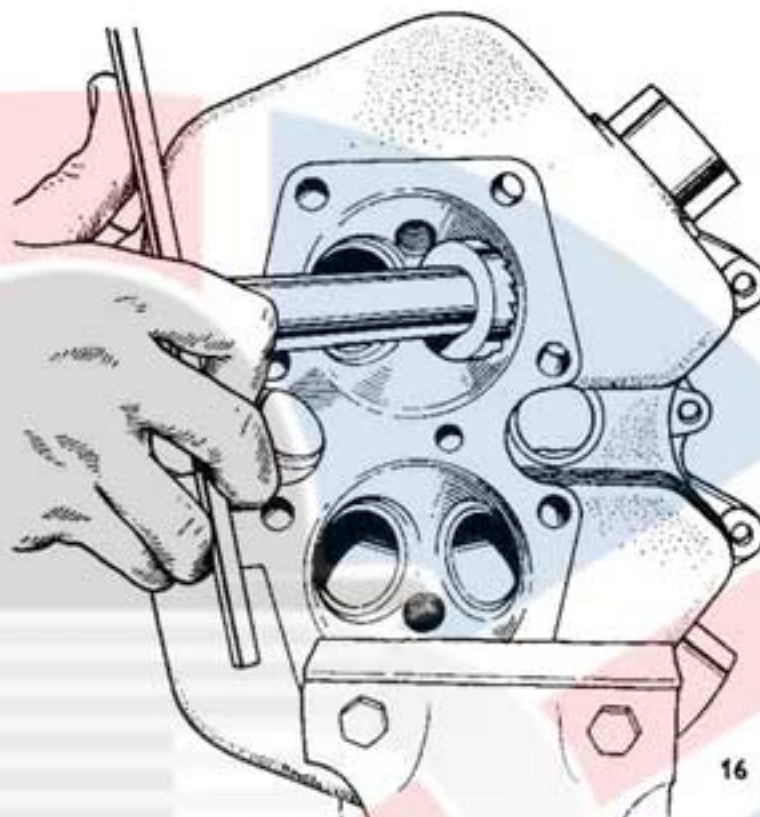


Fig. B14. Cutting a valve seat

To grind in the valve use a fine grade carborundum grinding paste. Place a small amount evenly on the valve seat and place the valve in its guide with a holding tool attached.

Use a semi-rotary motion, occasionally lifting the valve and turning it through 180°. Continue this process until a uniform seal results. Wash the parts in paraffin (kerosene) to remove the grinding paste. Apply a smear of "Engineer's" marking blue to the seat of the valve. Rotate the valve through one revolution and inspect both seats. Successful valve grinding will give an unbroken ring of blue on the valve seat.

Alternatively, assemble the springs and split cotters and pour a small amount of paraffin (kerosene) into the port. It should not penetrate the seating for at least 10 seconds if a good seal has been achieved.

Prior to reassembling the cylinder head, ensure that all traces of "Blue" or grinding paste are removed by thoroughly washing in paraffin (kerosene).

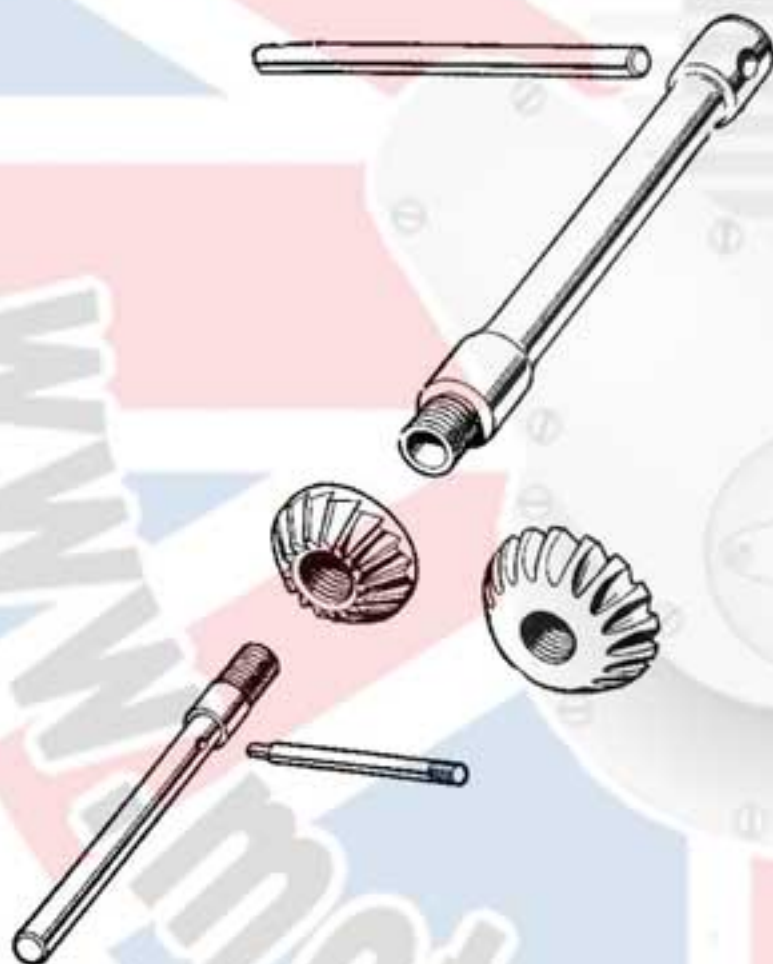


Fig. B13. Valve seating tools

SECTION B19

REMOVING AND REPLACING THE CYLINDER BLOCK AND TAPPETS

Wedge a dis-used shock absorber rubber, or a suitable retainer between the inlet and exhaust tappets to prevent the tappets from falling through the tappet block into the crankcase when the cylinder block is removed. Turn the engine until the pistons are at T.D.C. then unscrew eight 12 point nuts from the base of the cylinder block and remove eight washers, carefully raise the block clear of the pistons. Raise the block sufficiently to insert non-fluffy rag into the crankcase mouth. It is also advisable at this stage to fit four rubber protectors (e.g. gear change lever rubbers) over four cylinder base studs (see Fig. B15) to avoid any damage to the alloy connecting rods. Remove the cylinder base gasket and ensure that the two locating dowels are in their correct position in the crankcase.

Remove the tappets from the cylinder block storing them in the order of their removal, and thoroughly clean all parts in paraffin (kerosene). It is important that the tappets are replaced in their original positions; failure to observe this may result in subsequent excessive tappet and cam wear.

If it has been decided to fit new piston rings then the bores must be lightly honed as described in Section B24.

Lubricant is supplied under pressure direct to the exhaust tappet and camshaft working faces as described in section A3.

When replacing the cylinder block ensure that the cylinder base gasket is not fitted in such a way that the oil feed hole incorporated in the crankcase and cylinder block is obscured, so preventing lubricant from reaching the tappets.

If for any reason the tappet guide block is removed, it should be refitted as described in Section B21, but the oil feed holes should be checked to ensure that they are not blocked by foreign matter.

The correct method of assembly of the tappets is shown in Fig. B16. The machined cut away faces (C) should be facing the outside of the tappet guide block, i.e. the tappets must not be fitted with the cutaways facing one another, otherwise the oil holes (B) drilled in the annular groove of the tappet block (A) will not be able to supply lubricant to the tappets.

Care should be taken to ensure that the cylinder block is correctly located over the two dowels in the left half-crankcase.

The tappets should be well lubricated prior to wedging them in their original positions in the tappet guide blocks. To facilitate an easy assembly of the cylinder block over the pistons, two collars, part number Z22, are required. The collars should be placed over the pistons to compress the piston rings, and withdrawn over the connecting rods when the pistons are sufficiently engaged in the block. Refit the eight cylinder base nuts.



Fig. B15. Refitting the cylinder block

part number Z22, are required. The collars should be placed over the pistons to compress the piston rings, and withdrawn over the connecting rods when the pistons are sufficiently engaged in the block. Refit the eight cylinder base nuts.

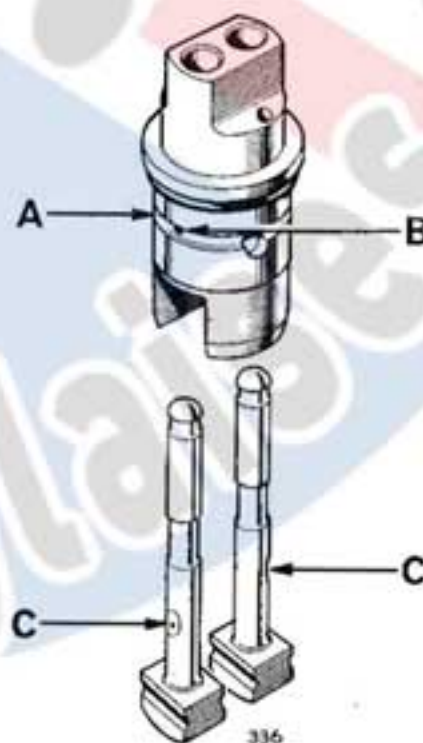


Fig. B16. Showing the correct method of assembly of the exhaust tappets

SECTION B20

INSPECTING THE TAPPETS AND GUIDE BLOCKS

The base of the tappet is fitted with a "Stellite" tip. This material has good wear resisting qualities but the centre of the tip may show signs of slight indentation. If the width of the indentation exceeds $\frac{1}{32}$ in. then the tappet should be renewed.

It is not necessary to remove the tappet guide blocks for inspection purposes; the extent of wear

can be estimated by rocking the tappet whilst it is in position in the guide block. It should be a sliding fit with little or no sideways movement, (see "General Data" for working clearances).

Excessive play between the tappets and guide block may cause undesirable mechanical noise.

SECTION B21

RENEWING THE TAPPET GUIDE BLOCKS

Place the cylinder block in an inverted position on the bench. Remove the locking screw and drift out the guide block using service tool 61-6008, as shown in Fig. B17.

"O" ring oil seals are fitted between the tappet blocks and cylinder block. The seals must be replaced whenever oil leakage is noted at this point or whenever the tappet blocks are removed and refitted. Under no circumstances must the tappet guide blocks be interchanged. The exhaust tappets are pressure lubricated through the exhaust tappet guide block and the oilways must therefore be cleaned out carefully before assembly.

To fit the new guide block, first grease the outer surface to assist assembly, then align the location hole in the guide block and cylinder block base, and drive in the guide block using 61-6008, until the shoulder is flush with the flange.



Fig. B17. Refitting a tappet guide block

SECTION B22

REMOVING AND REFITTING THE PISTONS

It is most important that the alloy connecting rods are not damaged by contact with the sharp crankcase edge. For this reason four gear lever rubbers should be placed over the four central cylinder base studs.

Removal of the pistons is facilitated by the use of a proprietary removal tool (see Fig. B18). Remove the inner and outer circlips and press out the gudgeon pin with the removal tool. The pistons are

pistons are removed they should be suitably scribed inside so that they can be refitted in their original positions. When refitting the pistons, first place the inner circlip in position to act as a stop, then press the gudgeon pin into position using a service tool.

It is advisable to renew the four circlips; this can be done for negligible cost.

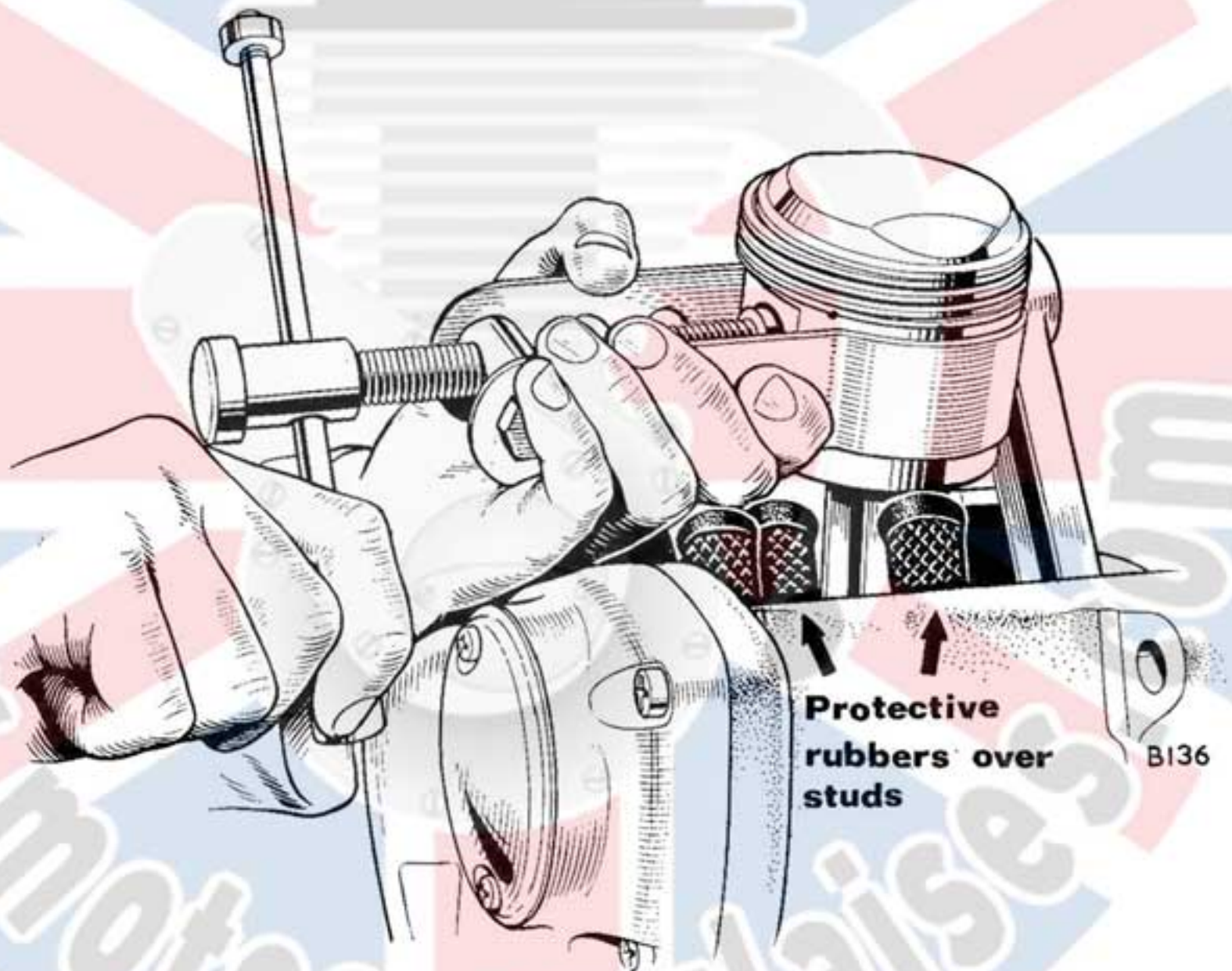


Fig. B18. Removing a piston

then free to be removed. Alternatively, the pistons may be removed by driving out the gudgeon pin with a suitable drift. However, this is not a recommended practice, and may result in a damaged piston or distorted connecting rod. **The need for care cannot be overstressed when using this method to remove the gudgeon pin.** When the

If there is no alternative to driving the gudgeon pin into position with a drift, the piston should be heated to 100°C (boiling-water temperature), to assist assembly.

Finally, check that all the gudgeon pin retainer circlips are in position, and are correctly fitted. This is extremely important.

SECTION B23

REMOVING AND REPLACING THE PISTON RINGS

There should be little difficulty in removing piston rings, if the following procedure is adopted. Lift one end of the top piston ring out of the groove and insert a thin steel strip between the ring and piston. Move the strip round the piston, at the same time lifting the raised part of the ring upwards with slight pressure. The piston rings should always be lifted off and replaced over the top of the piston.

If the piston rings are to be refitted the carbon deposits on the inside surface of the rings must be removed and the carbon deposits in the piston ring grooves must also be removed.

When fitting new piston rings, the bores must be lightly honed with a fine-grade emery cloth so that the new piston rings can become bedded down properly. The honing should be carried out with an oscillatory motion up and down the bore until an even "criss-cross" pattern is achieved. The recommended grade of emery for this purpose is 300. Thoroughly wash the bores in paraffin (kerosene) and check that all traces of abrasives are removed.

Pistons and rings are available in .010, .020, .030 and .040 inches. (.254, .508, .762 and 1.016 mm.) over-sizes. When fitting new rings the gap must be checked in the lowest part of the cylinder bore. The ring must lie square to the bore for checking purposes, and to ensure this, place the piston crown onto the ring and ease it down the bore. Check the gap with feeler gauges.



Fig. B19. Refitting a tapered piston ring 37

Piston rings, when new, should have the following gap clearances:

Compression ring gap: .010" to .014" (.25 to .35 mm.)

Scraper ring gap: .010" to .014" (.25 to .35 mm.)

Refitting the piston rings is straight forward, but check that the two compression rings are fitted the right way up.

The two taper compression rings are marked "TOP" to ensure correct assembly, and should be fitted with the "TOP" marking towards the cylinder head (see Fig. B19).

SECTION B24

INSPECTING THE PISTONS AND CYLINDER BORES

PISTONS

Check the thrust areas of the piston skirt for signs of seizure or scoring.

The piston skirt is of a special oval form and is designed to have limited working clearances within the bore. The clearances are given in "General Data".

Prior to inspection, ensure that both the cylinder bores and the pistons are clean and free from dirt, etc. Any deposits of burnt oil round the piston skirt can be removed by using a petrol (gasolene) soaked cloth.

NOTE: The top lands of the piston have working clearance varying from .016 in. to .020 in. and thus allows the top piston ring to be viewed from above, and the piston to be rocked slightly. However, this is not critical, it is the skirt clearances that are all-important.

CYLINDER BORES

The maximum wear occurs within the top half-inch of the bore, whilst the portion below the piston ring working area remains relatively unworn. Compare the diameters, measured at right angles to the gudgeon pin, to obtain an accurate estimate of the wear. A difference between these figures in

excess of .005 in. (.13 mm.) indicates that a rebore is necessary. Compare the figures obtained with those given below so that an accurate figure for the actual wear can be determined.

An approximate method for determining the wear in a cylinder bore is that of measuring the piston ring gap at various depths in the bore and comparing with the gap when the ring is at the bottom of the cylinder. The difference between the figures obtained, when divided by 3 (an approximation of π) equals the wear on the diameter. As above, if the difference exceeds .005 (.13 mm.), this indicates that a rebore is necessary.

SECTION B25

TABLE OF SUITABLE RE-BORE SIZES

Piston marking in. (mm.)	Suitable bore sizes	
	in.	mm.
Standard:—	2.7948	70.993
	2.7953	71.006
Oversizes:— +.010 (.254 mm.)	2.8048	71.247
	2.8053	71.260
+.020 (.508 mm.)	2.8148	71.501
	2.8153	71.514
+.040 (1.016 mm.)	2.8348	72.009
	2.8353	72.022

SECTION B26

PISTON IDENTIFICATION

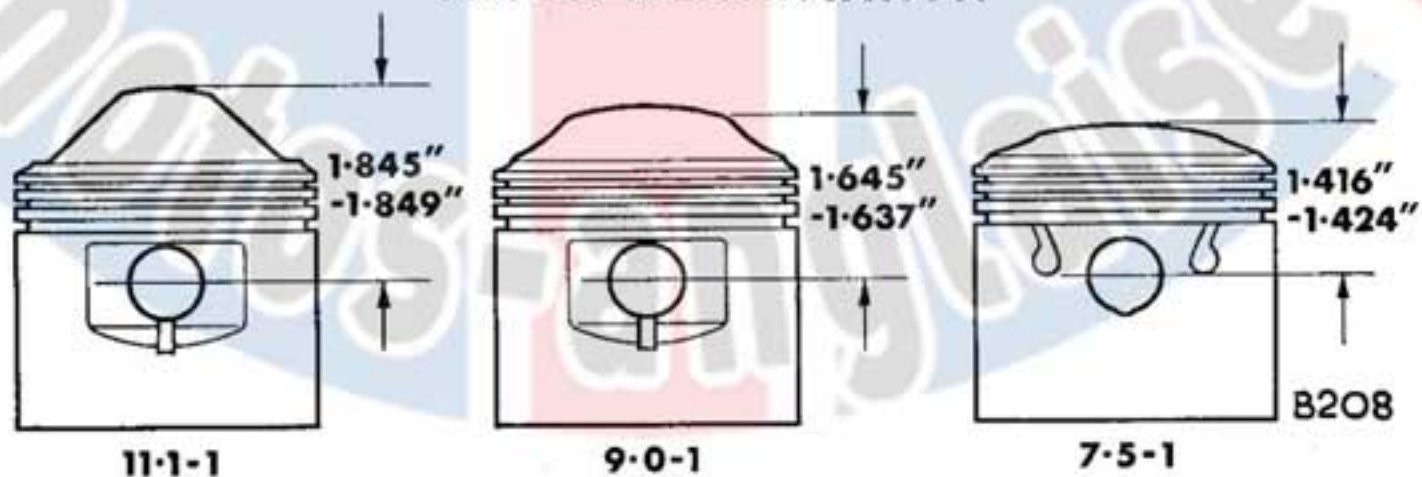


Fig. B20. Piston identification. All measurements taken from the gudgeon pin centre line to the highest point of the crown

SECTION B27

RENEWING THE SMALL END BUSHES

The small end bush wear, which normally is very slight, can be estimated when sliding the gudgeon pin through the bush. If it is in good condition the pin will be a sliding fit in the bush, with no play being in evidence.

Renewal of the small end bushes can be easily achieved by using the new bush to press out the old one. For this purpose a threaded bolt, about 4 in. long and a $1\frac{1}{4}$ in. long piece of tube with an inside diameter of $\frac{7}{8}$ in. will be required.

Place a suitable washer and the new bush onto the bolt, then offer it into the old bush. Place the piece of tube and a suitable washer over the bolt and screw the nut on finger-tight. Centralise the bush and tube and align the oilway in the new bush with that in the connecting rod. When the nut is tightened the new bush will extract the old one.

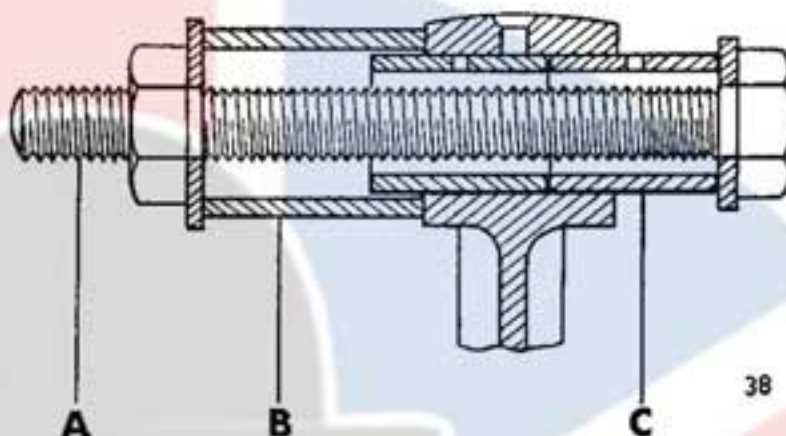


Fig. B21. Extracting a small end bush

Finally, ream the bore of the bush to the size given in "General Data", taking care not to allow any metallic particles to enter the crankcase. When reamering the bush, ensure that its bore is parallel with the big-end bore.

SECTION B28

REMOVING AND REPLACING THE CONTACT BREAKER

The contact breaker mechanism is housed in the timing cover on the right of the engine and is driven by the exhaust camshaft. It consists of two sets of points (one per cylinder), two auxiliary backplates with cam adjustment and a fully automatic centrifugal type advance and retard mechanism. The working parts are protected by a circular cover and gasket. The engine oil is prevented from entering the contact breaker cavity by means of an oil seal fitted to the inner wall of the timing cover. The complete contact breaker unit can be removed from the timing cover with the aid of service tool D782.

First, disconnect the leads from the battery terminals or remove the fuse from the holder adjacent to the battery, then remove the two screws and withdraw the outer cover and gasket. Remove the centre bolt and screw in service tool D782 until the cam unit is released from its locking taper in the camshaft. Unscrew the tool and remove the cam unit.

To completely detach the contact breaker unit it will be necessary to disconnect the two leads from the ignition coils and remove the appropriate frame

clips so that the leads can be withdrawn through the holes in the crankcase and timing cover.

It is advisable to make a note of the degree figure which is stamped on the back of the cam unit, as this indicates the advance range, which it is necessary to know for accurate static timing purposes.

Prior to replacing the cam unit it is advisable to add a small drop of lubricating oil to the pivot pins only, not the cam pivot. The cam unit slot should be located on the peg in the camshaft and the centre bolt screwed in and tightened.

IMPORTANT NOTE: "Run out" on the contact breaker cam or misalignment of the secondary backplate centre hole can result in contact between the cam and backplate. This can result in the auto advance remaining retarded or the spark retarding. To check for "run-out" check the point gap with the contact nylon heel aligned with the cam scribe mark for each set of points. Should there be a discrepancy greater than

0.003 in. tap the outer edge of the cam with a brass drift with the cam securing bolt tight. In cases of misalignment of the secondary backplate hole, check the cam clearance in different positions and elongate the hole only where the backplate rubs the cam.

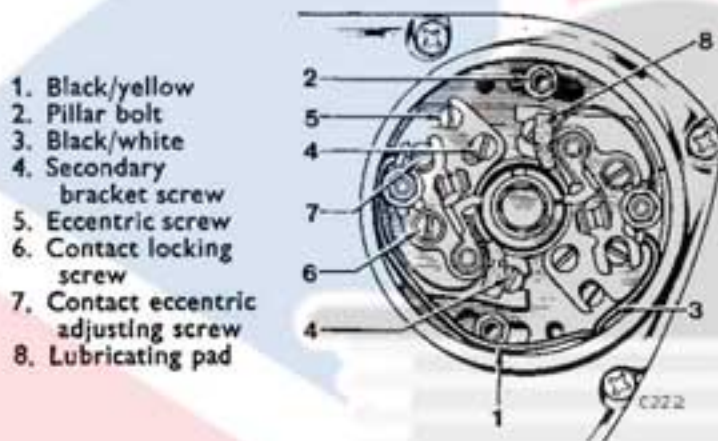


Fig. B22. Contact breaker 6CA

To adjust the contact breaker gaps, turn the motor with the starter pedal until the scribe mark on the cam aligns with the nylon heel of one set of points. Measure the point gap using a 0.015 in. feeler gauge. If outside the limits, slacken the contact adjusting screw, adjust the gap by turning the eccentric screw, and re-tighten the adjusting screw.

Revolve the motor until the second set of points is lined up with the scribe line, and adjust as before.

NOTE: Setting the ignition timing is fully described in Sections B29 to B31.

SECTION B29

IGNITION TIMING —INITIAL PROCEDURE

Initial assembly of the contact breaker mechanism and auto advance unit prior to final timing of the engine:—

- (1) Remove both sparking plugs and all four rocker box caps. Set the engine at T.D.C. with both valves closed in the right hand cylinder.
- (2) Assemble the auto advance unit into the exhaust camshaft, locating on the camshaft peg where it is fitted.
- (3) Assemble the C.B. plate taking care not to trap the C.B. leads, assembling the plate so that one set of C.B. points is located at 7

o'clock. Loosely assemble the hexagonal pillar bolts and flat washers.

- (4) Lock the auto advance cam into the taper using the central fixing bolt. For static timing remove the bolt again, taking care not to release the taper of the cam. Temporarily fit another washer with a centre hole just large enough to fit over the cam bearing, thus allowing the washer to bear hard on the end of the cam. Rotate the cam carefully to its limit against the auto advance springs, holding in this position whilst the centre bolt is re-fitted and nipped up. The fully advanced position has then been located.

SECTION B30

STATIC TIMING WHERE NO STROBOSCOPE IS AVAILABLE

Rotate the engine until the nylon heel of the C.B. points aligns with the scribe marking on the cam. At this stage set both points gaps to 0.015 in.

Locate the crankshaft at 38° B.T.D.C. using the timing body and plunger D2195 and D572 as shown below.

It will be found easiest to start with the pistons at T.D.C. (checked through the sparking plug hole) and then, with both sparking plugs removed and second gear engaged, rotate the rear wheel backwards. As the crank is turned by this means, pressure on the timing plunger will locate it at 38° B.T.D.C. Remove the rocker caps to establish which cylinder is on the compression stroke (i.e. which cylinder has both valves closed). Note that the timing side cylinder is operated by the contact points with the black/yellow lead and the drive side with the black/white lead.

When it has been decided which cylinder is being timed, rotate the main contact breaker backplate on its slots until the particular contact points just open. This can be checked using a battery and light or by an 0.0015 in. feeler gauge between the points. Alternatively unless the battery has been removed or disconnected, turn the ignition switch "on" and the position where the points open can be identified by the ammeter needle giving a "flick" back to zero.

Attention should now be turned to the other cylinder. Remove the timing plunger, turn the engine forwards through 360° (1 revolution) and relocate the timing plunger. The second set of points should now be adjusted as above but the main backplate must not be disturbed. Adjust only on the secondary backplate. Finally secure all screws, lubricate both sides of the cam with Shell Retinax A grease, replace the cover plate and the sparking plugs, finally engaging neutral gear.

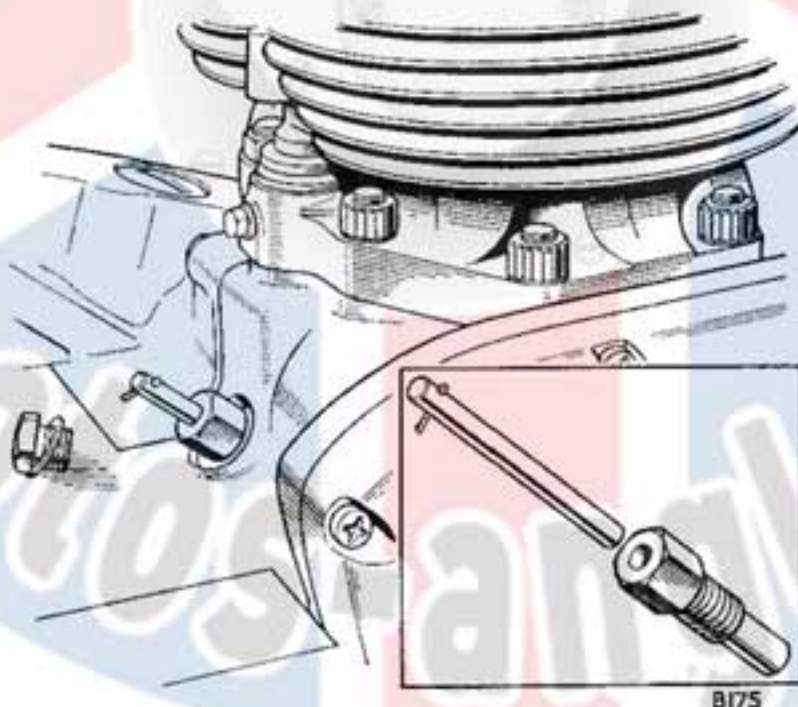


Fig. B23. Showing T.D.C. body and plunger in situ

SECTION B3I

IGNITION TIMING BY STROBOSCOPE

Undertake the initial procedure as in Section B29.

Remove the inspection plate secured by three screws) from the primary chaincase. As seen in Fig. B24 there is a marking on the outer face of the rotor which is to coincide with an ignition pointer on the primary chaincase to achieve the correct 38° ignition timing position.

NOTE: When using a stroboscope powered by a 12 volt battery as on external power source, do not use the machines own battery equipment. (A.C. pulses in the low tension machine wiring can trigger the stroboscope and give false readings).

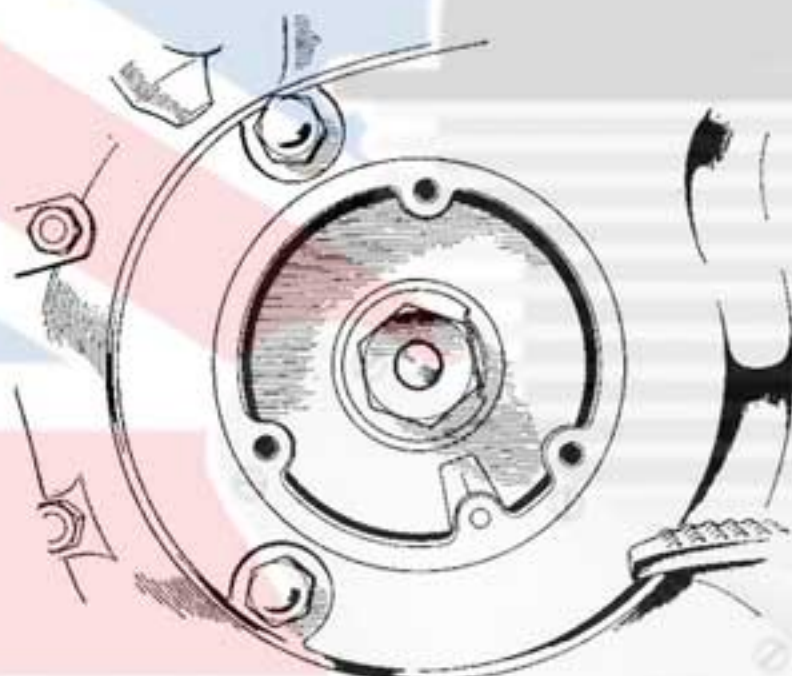


Fig. B24. Rotor marking

- (1) Connect the stroboscope to the right hand spark plug lead and start the engine. Read the strobo-light on the rotor marking in relation to the timing pointer with the engine running at 2,000-R.P.M. or more.

Adjust the main backplate on its slots until the marks align whereupon the timing on the one cylinder is correct.

- (2) Repeat for the L.H. plug and adjust the timing by slackening off the clamping screw on the auxilliary backplate and turning the eccentric screw (see Fig. B22) until again the markings align. Timing is then correct. Refit the primary chaincase inspection plate.

SECTION B32

REMOVING AND REPLACING THE TIMING COVER

Remove the contact breaker as described in Section B28.

Disconnect the oil switch lead at the spade terminal. Unscrew the eight recessed screws which serve to retain the timing cover and if necessary tap the cover on the front blanking plug with a hide mallet until the cover is free. When the cover is removed, the crankshaft and contact breaker oil seals should be inspected for wear and cracks and renewed if necessary. To remove the crankshaft oil seal, the retainer circlip must first be removed by means of long-nosed pliers or a narrow screwdriver.

Unscrew the hexagonal plug from the front edge of the cover and thoroughly clean all parts in paraffin (kerosene). Clean out the oil drillings with a jet of compressed air and replace the plug and copper washer.

The oil pressure switch in the front of the timing cover has a taper thread and requires no sealant on the threads, for competition use a blanking plug is available to take the place of the switch.

To replace the cover, first check that the oil seals are facing in the correct direction (see Fig. B25) and that the circlip is located correctly in its groove, then carefully clean the junction surfaces of the timing cover and crankcase and remove any traces of used jointing compound. Apply a fresh coat of a suitable proprietary jointing compound evenly over the timing cover junction surface. Screw the tapered adaptor pilot (service tool D486) into the exhaust camshaft and smear it with oil to assist assembly. Check that both the location dowels are in their correct positions, slide the cover into position and screw in the eight recessed screws.

Finally, replace the contact breaker assembly and reset the ignition timing as shown in Sections B29 to B31.

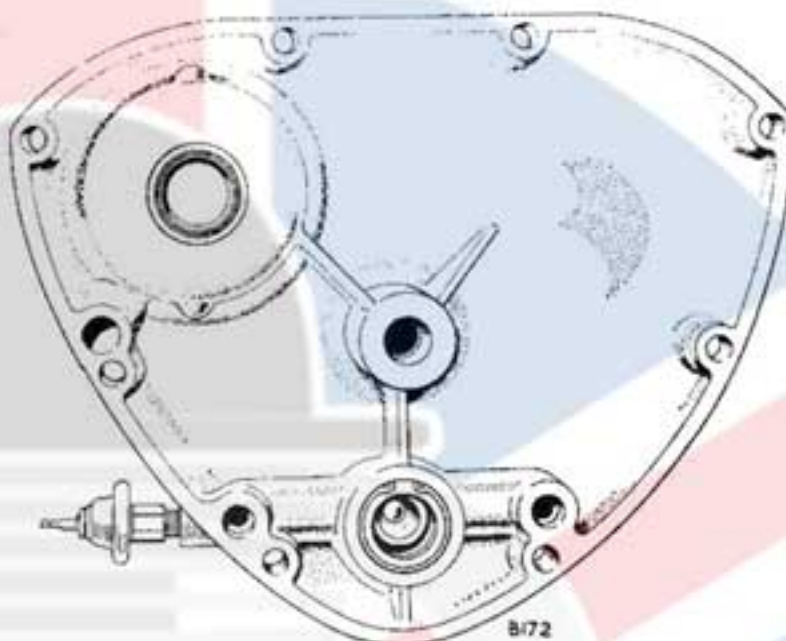


Fig. B25. Timing cover oil seal location



Fig. B26. Location of three long screws in timing cover

NOTE: The three longer screws should be fitted in the holes marked "X" in Fig. B26.

SECTION B33

REMOVING AND REPLACING THE OIL PUMP

To remove the oil pump, first remove the contact breaker mechanism, and the timing cover as described in Sections B28 and B32.

The oil pump is held in position by two conical nuts. When these are removed, the oil pump can be withdrawn from the mounting studs. The paper gasket should be renewed.

Full details concerning inspection, testing and rectification of the oil pump are given in Section A7.

When replacing the oil pump, care should be taken to ensure that the new gasket is fitted correctly and that the cones of the conical nuts and washers fit into the counter-sunk holes in the oil pump body.

SECTION B34

EXTRACTING AND REFITTING THE VALVE TIMING PINIONS

Before attempting to remove any of the valve timing gears it is necessary to release the load on the camshafts caused by compressed valve springs. This should be done by removing the rocker boxes as detailed in Section B2, or may be achieved by sufficiently slackening the valve clearance adjuster screws; however, this is not always advisable as it may result in a push rod becoming disengaged.

Remove the contact breaker as detailed in Section B28.

Remove the timing cover as described in Section B32 and the oil pump as shown in Section B33. Select 4th (top) gear, apply the rear brake and unscrew the nuts retaining the camshaft and crankshaft pinions, then withdraw the intermediate wheel.

NOTE: The camshaft pinion retainer nuts have **LEFT-HAND** threads. The crankshaft pinion retainer nut has a **RIGHT-HAND** thread.

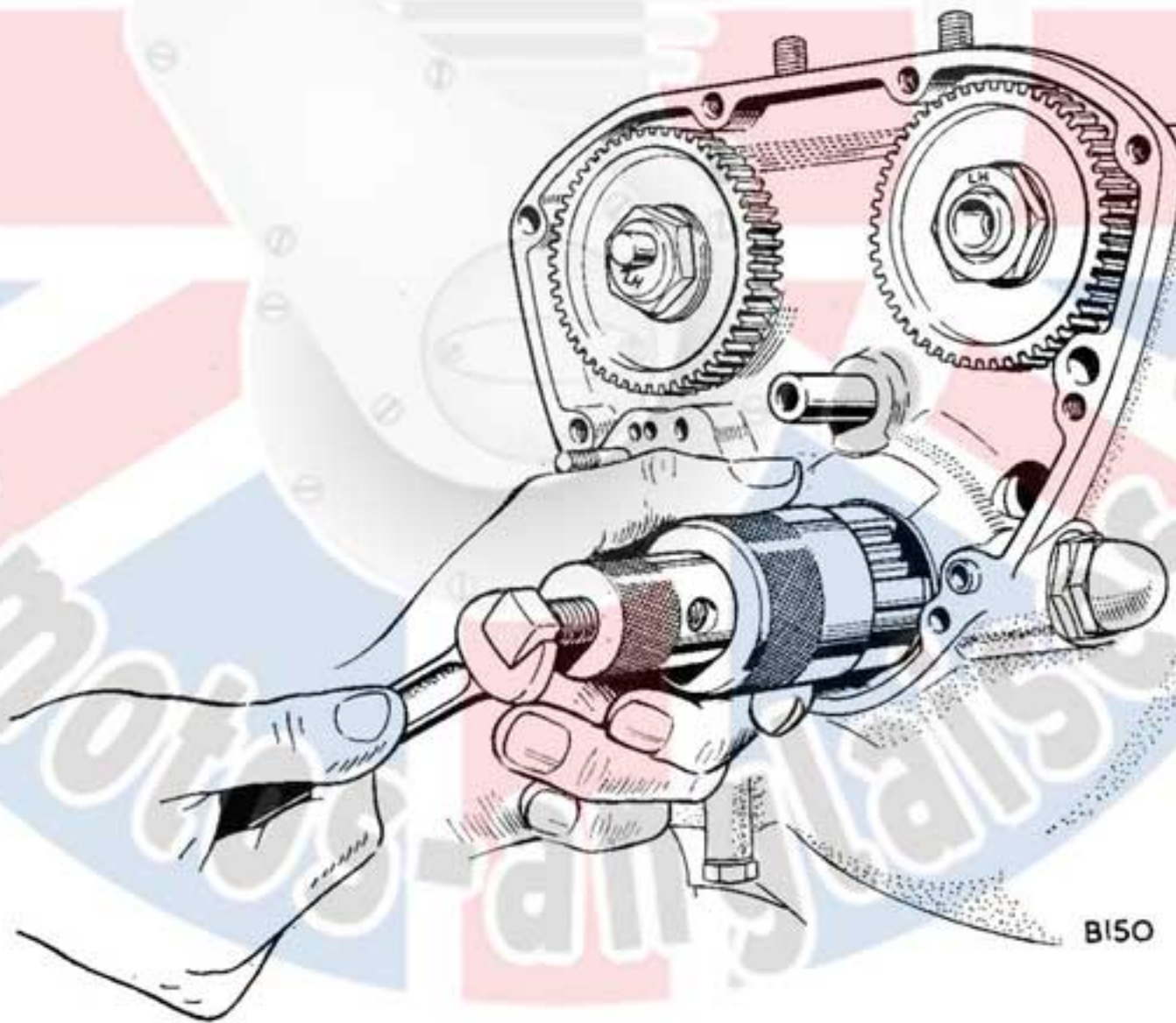


Fig. B27. Extracting the crankshaft pinion

CRANKSHAFT PINION

Removal of the crankshaft pinion is facilitated by service tool 61-6019, which consists of a protective cap and three claw extractor body, complete with extractor bolt.

To extract the pinion, first press the protection cap over the end of the crankshaft, then place the extractor over the pinion, locate the three claws behind the pinion and screw down the body to secure them. Using a tommy bar and spanner the crankshaft pinion can then be extracted (see Fig. B27). When this is achieved, the key and (clamping washer if fitted) should be removed and placed in safe-keeping.

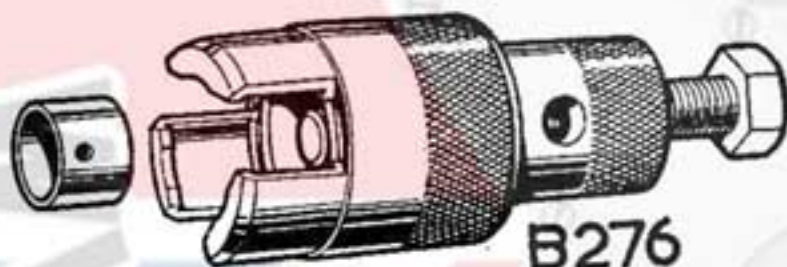


Fig. B28. Extractor tool 61-6019 showing protection cap which fits over crankshaft

Refitting the crankshaft pinion is aided by service tool Z79 which consists of a tubular drift and a guide, to ensure correct alignment.

When replacing the clamping washer ensure that the chamfered side is towards the crankshaft shoulder. Screw the guide onto the crankshaft. Smear the bore of the crankshaft pinion with grease to assist assembly and position it over the guide, so that the counter bore is outwards. Align the key and keyway and drive the pinion onto the crankshaft.

CAMSHAFT PINIONS

To facilitate extraction and replacement of both the inlet and exhaust camshaft pinions, the extractor and replacement adaptor should be used in conjunction with the service tool supplied under assembly number D2213.

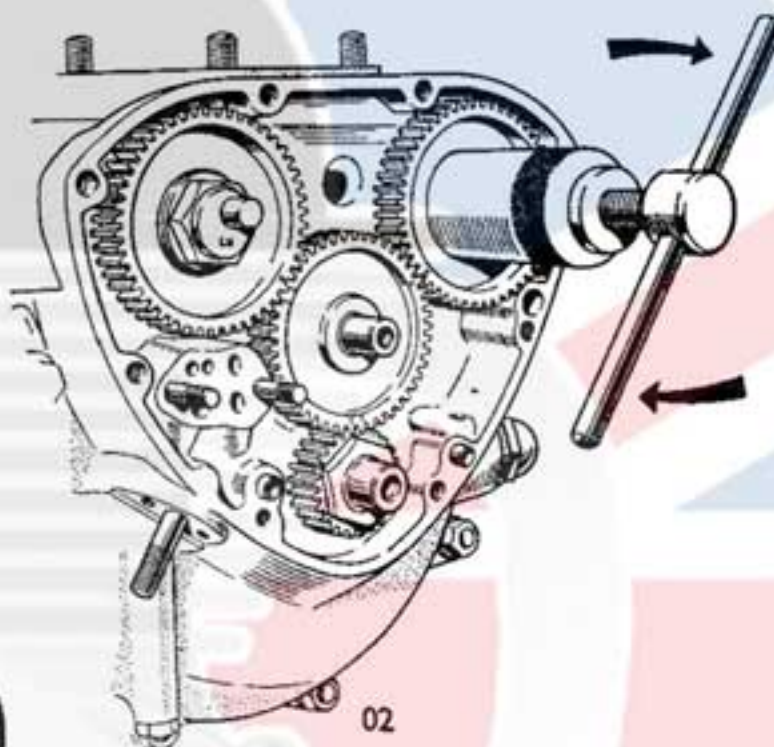


Fig. B29. Extracting camshaft pinion using D2213

To extract the pinion, first screw on the extractor body, then screw in the extractor bolt; the pinion will then be withdrawn from the camshaft (see Fig. B29).

In the case of the exhaust camshaft, the adaptor should be positioned on the end of the camshaft to avoid damage to the contact breaker location taper. The location keys in each of the camshafts are a tight fit, and may be left in position if it is not intended subsequently to remove the camshafts from the crankcase.

When replacing the pinions, first check that the keys are located correctly, then screw the adaptor into the assembler bolt and onto the camshaft.

The camshaft pinion should be lubricated to assist assembly, and the extractor body screwed onto it (remember that it is a left-hand thread). When this is done, slide the pinion and body over the replacer bolt, align the key and correct keyway and screw on the replacer nut and washer.

REFITTING THE INTERMEDIATE WHEEL

Turn the camshafts and crankshaft timing until the marks are towards the intermediate wheel spindle, then offer the wheel to the spindle with the timing marks aligned as shown in Fig. B31, for the particular model. Fourth gear should then be selected and the rear brake applied, so that the camshaft and crankshaft pinion retainer nuts can be tightened to the correct torque (see General Data). Reassembly then continues as a reversal of the above instructions.

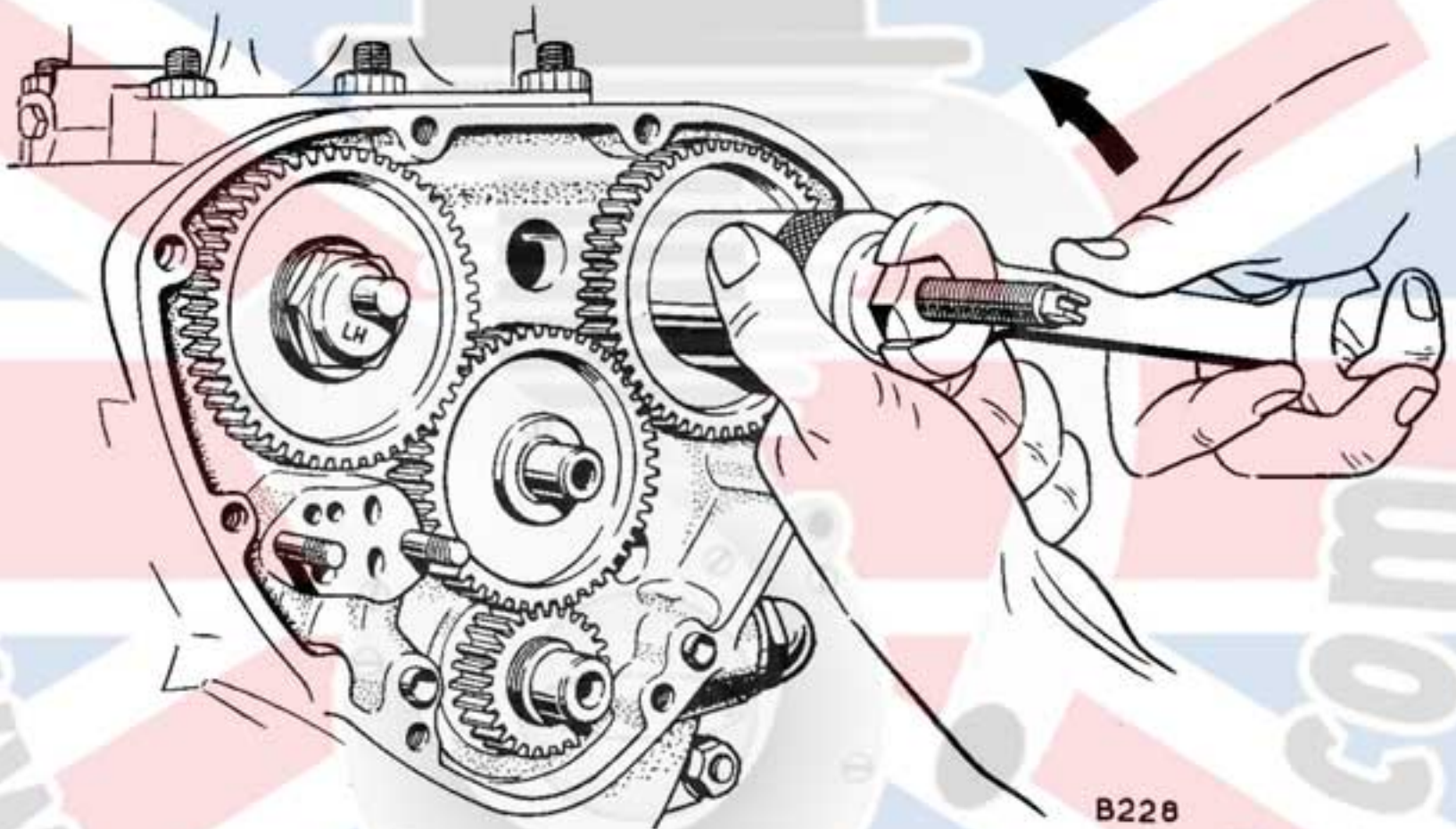


Fig. B30. Refitting the camshaft pinions

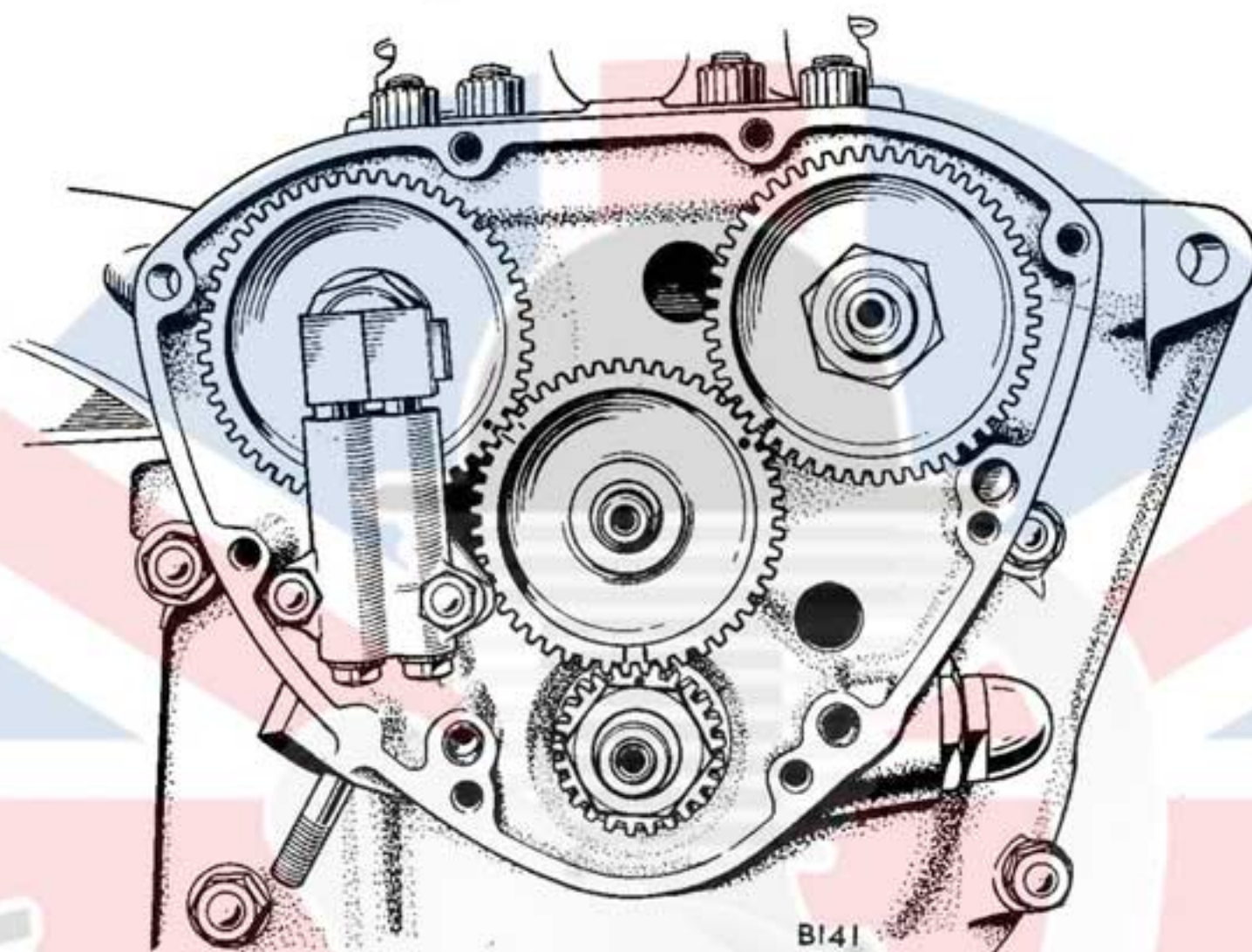


Fig. B31. Intermediate wheel location

- (1) Exhaust camshaft pinion dot aligned with dot on Intermediate wheel.
- (2) Crankshaft pinion dot aligned with twin dashes on Intermediate wheel.
- (3) Inlet camshaft pinion. Dot aligned long dash.

SECTION B35

VALVE TIMING

The valve timing is sufficiently accurate for machines which are to be used under normal conditions, when the intermediate wheel is assembled in the position shown in Fig. B31, and the camshaft pinions are located by means of the keyway directly opposite the timing mark.

It should be noted that, due to the intermediate wheel having a prime number of teeth, the timing

marks only coincide every 94th revolution, thus there is no cause for alarm if the timing marks will not readily re-align.

When checking the valve timing against the figures given in "General Data" for the particular model, it should be noted that these figures are relative to a valve rocker clearance of .020 in. (.5 mm.) for checking only.

SECTION B36

DISMANTLING AND REASSEMBLING THE CRANKCASE ASSEMBLY

It is advisable to partially dismantle the engine unit whilst it is fixed to the motorcycle, then remove the remaining crankcase assembly and dismantle it on a work bench.

Proceed as described in Section B1 for removal of the engine unit, but leave the rear chain connected and the engine firmly mounted in the frame by means of the front and bottom engine mounting bolts. Remove the outer primary cover as shown underneath the engine (two snap connectors).

Unscrew three nuts securing the stator and withdraw it from over the mounting studs. Do not try to withdraw the leads at this stage.

Remove the pressure plate and clutch plates as detailed in Section C4. Select 4th gear and apply the rear brake, then unscrew the clutch hub securing nut and extract the clutch hub as shown in Section C9. When the primary chain has been threaded over the stator the sleeve nut should be unscrewed and the stator leads withdrawn.

Remove the gearbox outer cover and dismantle the gearbox (see Section D) then remove the rocker boxes, cylinder head, block and pistons as shown in Sections B2, B14, B19 and B22 respectively, then disconnect the control cable(s) and remove the carburetter(s).

Remove the contact breaker, timing cover complete with oil switch and oil pump (Sections B28, B32 and B33) then extract the crankshaft pinion. If it is required to inspect or change the camshafts or bushes, the camshaft pinions should also be extracted.

Remove the front and bottom engine mounting studs, disconnect the rear chain and remove the crankcase assembly.

Remove the crankcase filter and oilway blanking plug located at the bottom of the crankcase in line with the oil pump, and catch any oil that may be present in the crankcase.

Grip the crankcase firmly in a vice by means of the bottom mounting lug and unscrew the three bolts from the left side which are situated at the cylinder barrel spigots and rear of the primary drive breather

outlet. Then the remaining four studs and unscrew two nuts adjacent to the gearbox housing. The crankcase-halves may now be parted using extractor tool No. 61-6064. When the halves are apart, withdraw the crankshaft assembly and store it carefully,

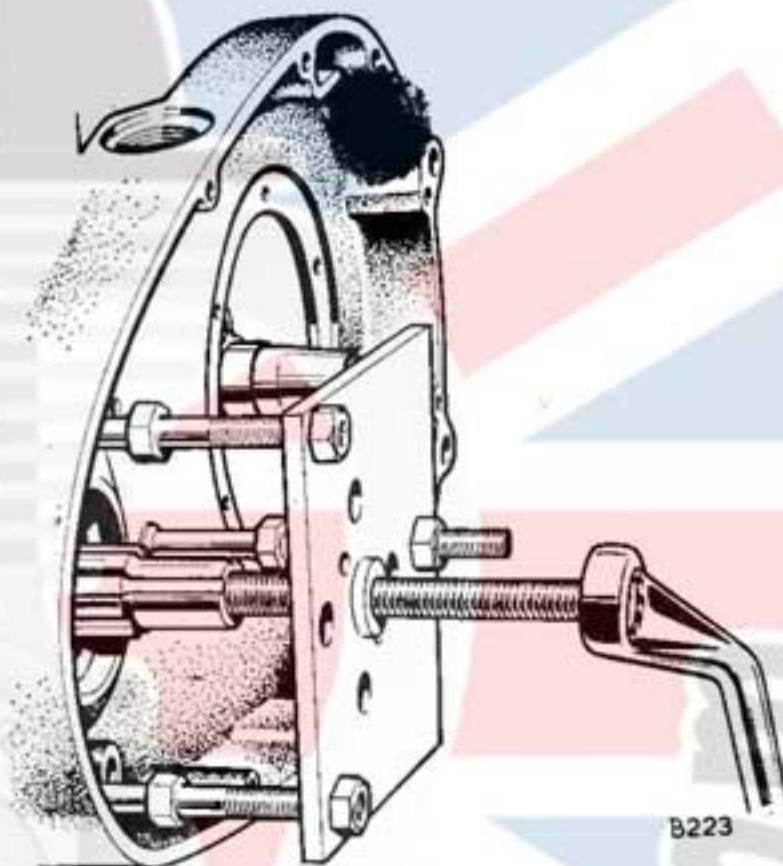


Fig. B32. Parting the crankcase halves using service tool 61-6064

Thoroughly clean and degrease the crankcase paying particular attention to the oilways. **DO NOT DAMAGE** the scavenge pipe to crankcase joint.

REASSEMBLY

Prior to reassembly, the junction surfaces should be carefully scraped clean, giving special attention to the location spigot and dowels. Replace the oilway blanking plug located at the bottom of the R/H crankcase in line with the oil pump, and crankcase filter.

Mount the left half-crankcase on its side on two wooden blocks, or a bench with a hole in for crankshaft clearance, lubricate the main bearings and camshaft bushes. Assemble the crankshaft into position ensuring that it is right home in the bearing by giving it a sharp blow with a hide mallet.

Note that the crankshaft is located to the timing side.

Apply a fresh coat of jointing compound to the junction surface of the left half-crankcase then lubricate the main bearings and camshaft bushes in both halves of the crankcase. Position the con-rods centrally and lower the right half-crankcase into position over the crankshaft. When the halves are mated, check the crankshaft and camshafts for freedom of rotation. The crankshaft should revolve freely whilst the camshafts should offer little or no resistance to rotation by hand.

Refit the crankcase securing bolts and studs, and tighten them until they are just "pinched-up".

Check that the cylinder block junction surface of the crankcase is level.

If there is a slight step between the two halves, this should be corrected by tapping the front and rear of the crankcases as required, until a level surface is achieved. The crankcase securing bolts should then be tightened, a turn at a time, to the torque figures given in "General Data".

Reassembly then continues as a reversal of the dismantling instructions. Prior to refitting the cylinder block, pour approximately $\frac{1}{4}$ pint of oil into the crankcase.



SECTION B37

STRIPPING AND REASSEMBLING THE CRANKSHAFT ASSEMBLY

Grip the crankshaft conveniently in a suitable vice and place rag over any sharp edges to avoid the connecting rods becoming damaged. Mark the connecting rods, caps and crankshaft so that they can be replaced in their original positions.

NOTE: The connecting rod, cap and nut are centre punched on initial assembly so that the cap may be refitted correctly relative to the connecting rod.

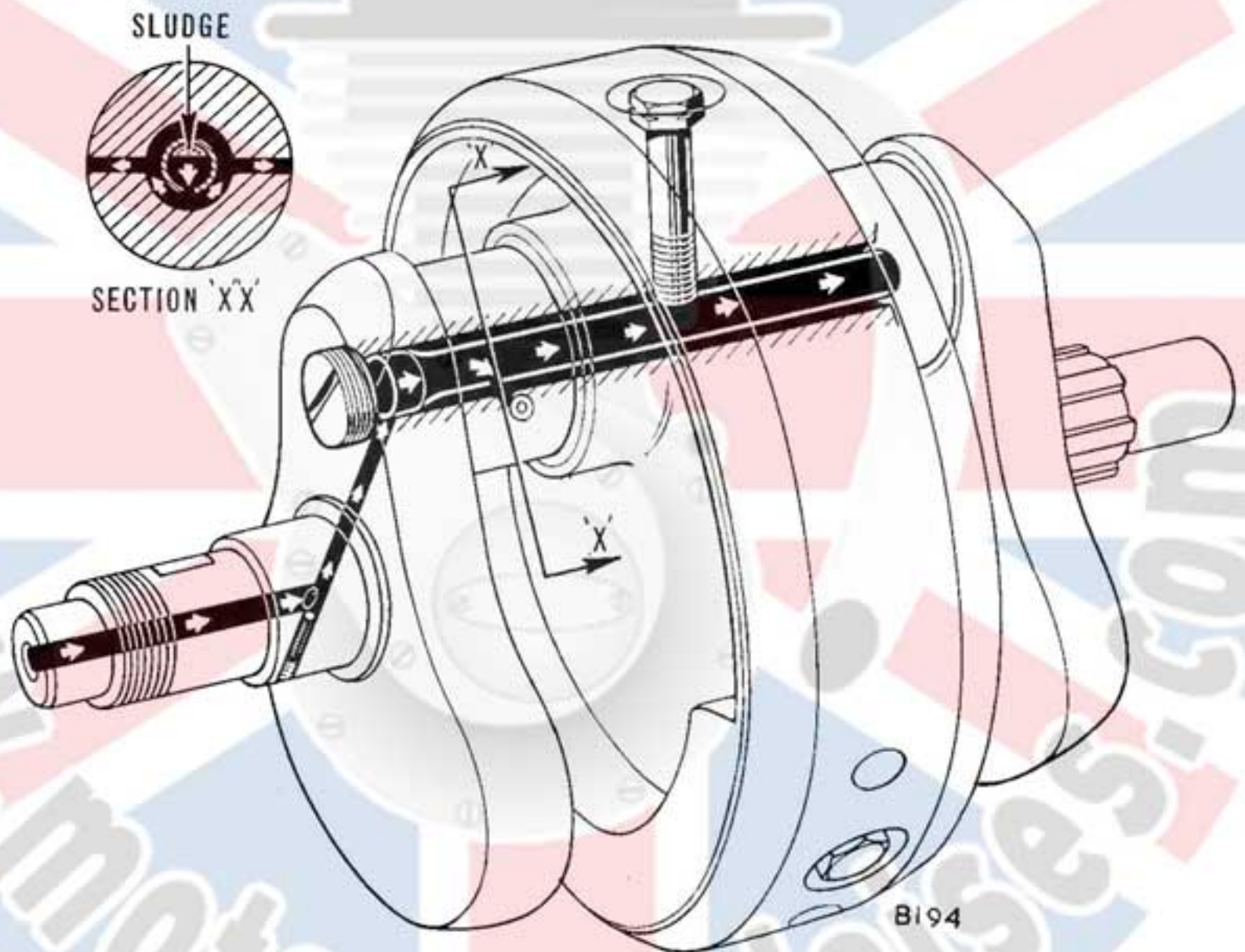


Fig. B33. Sectional view of crankshaft—showing oil tube

Unscrew the cap retainer nuts, a turn at a time to avoid distortion, then remove the caps and connecting rods. Refit the nuts to their respective bolts to ensure correct reassembly.

Using a large impact screwdriver, unscrew the oil tube retainer plug from the right end of the big-end journal. If difficulty is encountered, drill a $\frac{1}{8}$ in. dia. hole to $\frac{1}{2}$ in. depth in the crankshaft, to remove the centre punched indentation which locks the oil tube retainer plug in position.

Unscrew the flywheel bolt adjacent to the big-end journal, then withdraw the oil tube using a hooked rod located in the flywheel bolt location hole (see Fig. B33).

Thoroughly clean all parts in paraffin (kerosene) then clean the oil drillings using a jet of compressed air. Particular attention should be given to checking that each oil drilling is free from blockage.

To remove the flywheel, unscrew the remaining two bolts, (later models use a washer located under the head of each of the flywheel bolts), and press out the crankshaft, using a press which can give a load of up to 5 tons. (Ensure that there is a centre punch mark on the RIGHT side of the flywheel before removing; this enables the flywheel to be replaced in its original position).

Replacing the flywheel is best done when the oil tube is correctly located in position. Offer the oil tube into the crankshaft with the flywheel bolt holes in the tube and crankshaft aligned. Insert a flywheel bolt temporarily to locate the oil tube in position.

Tightly screw in the plug and centre punch the crankshaft opposite the slot so that the plug is locked in position.

To re-assemble the flywheel it should be heated to 100°C., then placed over the crankshaft (which should be cold) with the centre punch mark to the RIGHT. It will be necessary to turn the flywheel through 180° to get it over the crankshaft web. Turn it to its correct position relative to the crankshaft as soon as this is achieved, and align the bolt holes.

The flywheel bolts should be tightened to the torque figure given in "General Data" using a small amount of proprietary sealant such as "TRIUMPH

LOCTITE[®] to obviate any possibility of the bolts working loose. (Note, later models use a washer under the head of each flywheel bolt).

If a new or re-ground crankshaft or a new flywheel has been fitted, the assembly should be re-balanced,

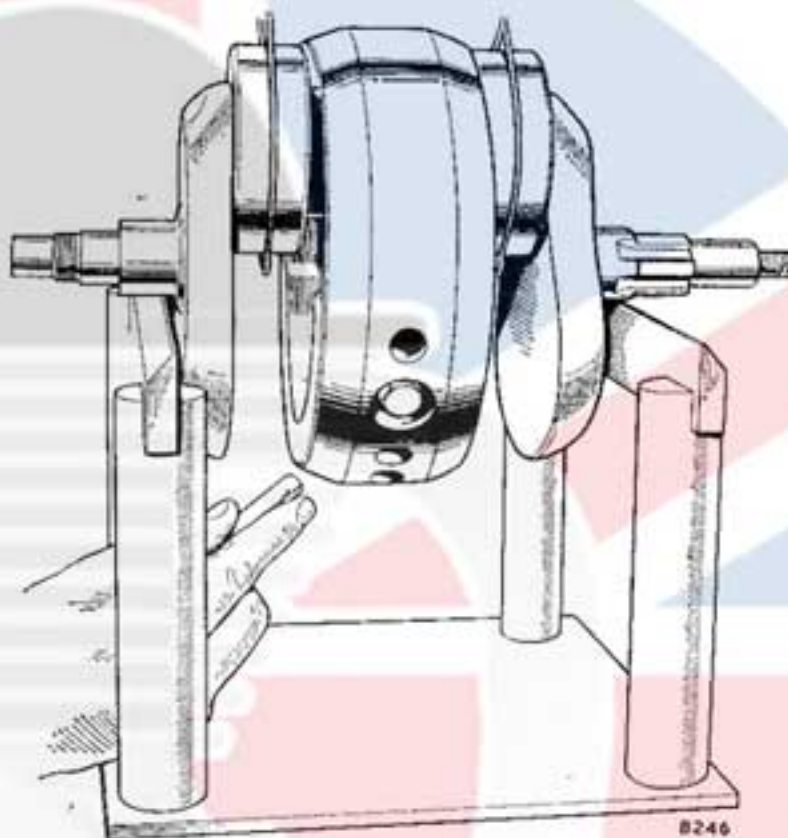


Fig. B34. Balancing the crankshaft

(to an 85% balance factor) using two service balance weights Z138 (689 gms. each) for both flywheel conditions. Place the assembly on true horizontal knife edges, resting it on the left and right main bearing diameters. Allow the assembly to come to rest, then mark the lowest point of the flywheel with chalk. Turn the assembly through 90° and if it returns to the same position drill a $\frac{3}{8}$ in. dia. hole centrally, adjacent to the chalk mark, to a depth of approximately $\frac{1}{2}$ in.

Repeat the balancing procedure again making a chalk mark as necessary, and drill further holes until the assembly will come to rest in any position when placed on the knife edges. The drilled holes should have a distance of approximately $\frac{3}{4}$ in. between centres.

Finally, thoroughly wash the assembly in paraffin (kerosene) and check that the oil-ways are free from blockage.

SECTION B38

REFITTING THE CONNECTING RODS

First, ensure that the connecting rod and cap and both the front and rear of the bearing shells are scrupulously clean, then offer the shells to the rod and cap and locate the shell tabs into their respective slots. Smear the bearing surfaces with oil and refit the rod and cap to their original journals, ensuring that the centre punch marks are aligned and that the tab location slots are adjacent (see Fig. B35).

Refit the bolts and screw on the nuts to the given torque figure.

On the very latest machines, centre punch marks are no longer used on the connecting rod nuts and on both these models and earlier ones with centre punch marks we now prefer the use of a torque wrench, to tightening to bolt extension as in previous instructions.

Finally, force oil through the drilling at the right end of the crankshaft with a pressure oil can until it is expelled from both big-end bearings, thus indicating that the oil passages are free from blockage and full of oil.

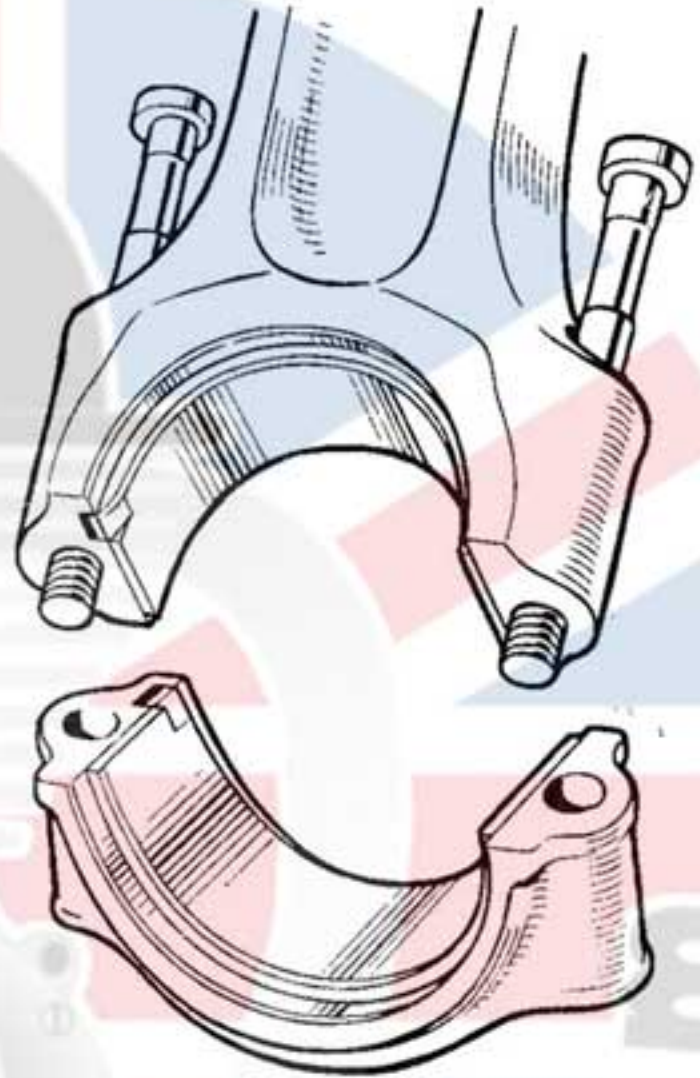


Fig. B35. Refitting the connecting rods

SECTION B39

INSPECTING THE CRANKCASE COMPONENTS

In preparation for inspection, thoroughly clean the crankcase-halves, main bearings, crankshaft and connecting rods, etc., in paraffin (kerosene) and allow them to drain. If there is an air pump accessible, then dry the components with a jet of compressed air and examine them as follows:—

(1) BIG-END BEARINGS

The extent of wear to the big-end journals can be determined by inspecting the bearing surfaces for scoring and by measuring the diameter of the journals. Light score marks can be reduced with smooth emery cloth but ensure that all parts are carefully washed after this operation.

Where a journal has been slightly scored the big-end shell bearings should be renewed. If the scoring and wear is extensive the big-end journals should be reground to a suitable size as given below.

NOTE: The replaceable white metal big-end bearings are pre-finished to give the correct diametral clearance. Under no circumstances should the bearings be scraped or the connecting rod and cap joint faces filed.

Shell bearing marking	Suitable crankshaft size	
	In.	mm.
Standard:—	1.6235 1.6240	41.237 41.250
Undersize:—		
—010	1.6135 1.6140	40.983 40.996
—020	1.6035 1.6040	40.729 40.742

Service reground crankshafts are obtainable from a TRIUMPH dealer or in the U.K. from the TRIUMPH ENGINEERING CO. LTD., SERVICE DEPARTMENT.

(2) MAIN BEARINGS

Clean the bearings thoroughly in paraffin (kerosene), then dry them with a jet of compressed air. Test the bearing for roughness by spinning. Check the centre race for side-play and inspect the balls and tracks for any signs of indentation and pocketing. Examine the main bearing diameters on the crankshaft for wear. The bearings should be a tight push fit on the crankshaft and a press fit in the crankcase. A loose fitting bearing would tend to cause crankcase "rumble". The correct diameters of the main bearing journals are given in "General Data".

(3) CAMSHAFTS AND BUSHES

The camshaft bushes normally show very little sign of wear until a considerable mileage has been covered. A rough check on the wear can be made by inserting the camshaft into the bearing and feeling the up and down movement. An exact check can be made by measuring the camshaft with a micrometer and measuring the camshaft bushes with calipers. The working clearance figures are given in "General Data". Wear on the cam form will be mainly centred on the opening flank of the cam and on the lobe of the cam. Particular attention should be given to these areas when examining the cam form for grooving. In a case where there is severe grooving the camshaft and tappet followers should be renewed.

A method of estimating the extent of wear on the cam form is that of measuring the over-all height of the cam and the base-circle diameter. The difference is the cam lift. If all other aspects of the camshaft are satisfactory and the wear on the cam form does not exceed 0.010 in., then the camshaft may be used for further service.

(4) CRANKCASE FACES AND DOWELS

Ensure that the faces of the crankcases are not damaged in any way and that any dowels are in position, particularly the metering dowel on the timing cover face near the pressure release valve. The dowel is counter bored, incorporates a metering pin, and should be assembled with the larger bore outermost.

SECTION B40

RENEWING THE MAIN BEARINGS

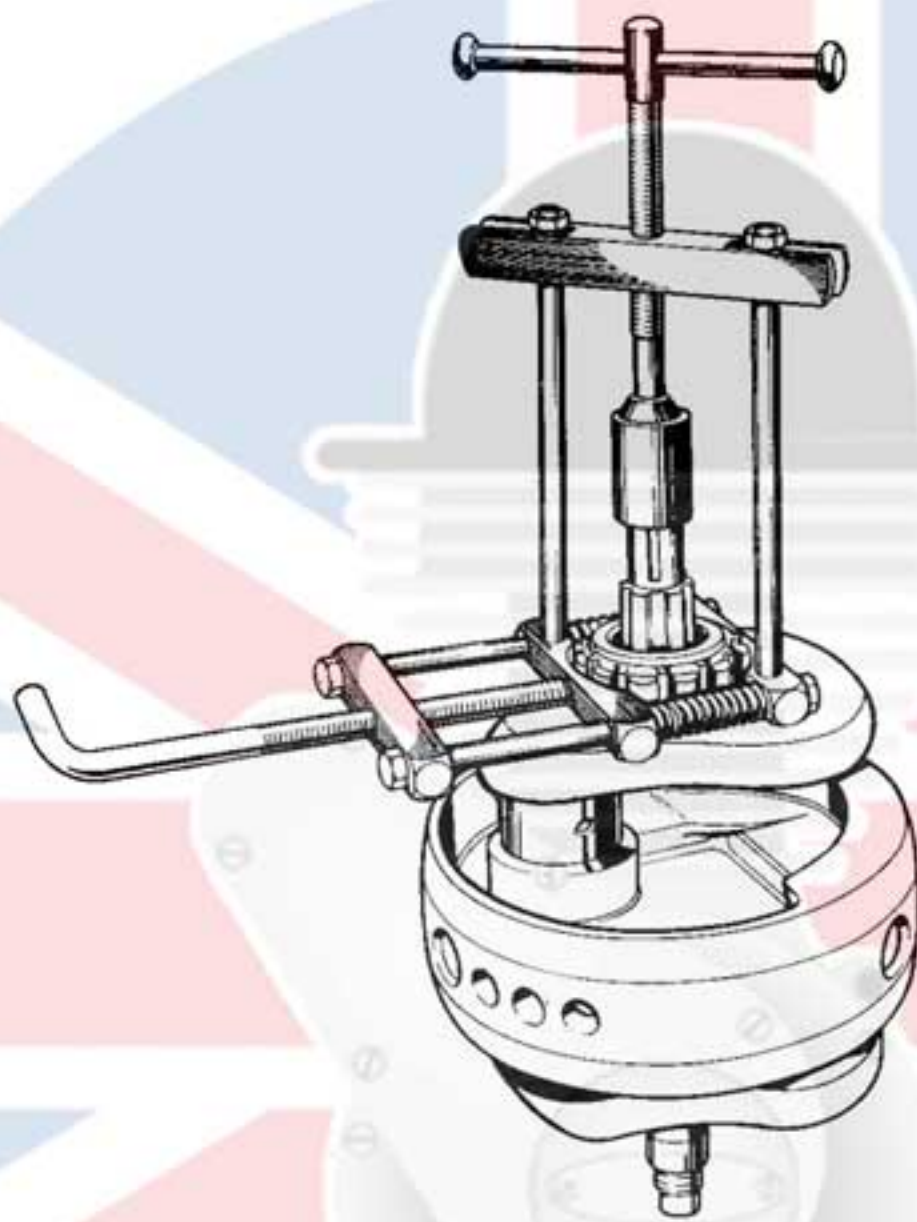


Fig. B36. Removal tool for roller bearing inner race.

To remove the timing side ball journal bearing heat the crankcases to approximately 100°C and drive the bearing inwards using service tool Z14. Alternatively, a suitable drift can be made from a piece of $1\frac{1}{4}$ in. diameter mild steel bar, about 6 in. long by turning it to $1\frac{1}{8}$ in. diameter for $\frac{1}{2}$ in. at one end.

On the drive side roller bearing the inner portion will be withdrawn with the crankshaft. The outer spool however will still involve heating the crankcase and if it is very tight in the case will require the use of special tool Z162 which expands to grip the outer spool.

The rollers and cap can be removed from the crankshaft using tool No. D3677. (See Fig. B36.)

To assemble the new bearings first ensure that the main bearing housing is clean, then heat the crankcase to approximately 100°C. and drive in the bearing using a tubular drift onto the outer race. Ensure that the bearing enters its housing squarely. If possible, use a press. Suitable dimensions for the drift are $2\frac{3}{4}$ in. outside diameter x 6 in. long.



Fig. B37. Roller main bearing

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SECTION B41

RENEWING CAMSHAFT BUSHES

To remove the camshaft bushes in the RIGHT half-crankcase heat the crankcase to 100°C. and drive the bush out from the outside, using a suitable drift. While the crankcase is still hot, drive in the new bush, ensuring that the oil feed hole in the bush and the crankcase drilling are aligned. A suitable drift for this purpose can be made from a 6 in. long piece of M.S. bar of $1\frac{1}{8}$ in. diameter, by machining a pilot on one end $\frac{7}{8}$ in. diameter x 1 in. long.

To remove the camshaft bush from the LEFT half-crankcase, a tap is necessary. An ideal size is $\frac{7}{8}$ in. diameter x 9 Whit. When a good thread has been cut in the old bush, heat the crankcase (100°C.) and screw in a suitable bolt. Grip the bolt in a vice and drive the crankcase with a hide mallet until the bush is removed. Do not attempt to lever the bush out of position with the bolt, or the case

may be damaged. If the tap is used in place of the bolt, care must be taken not to give too hard a knock to the crankcase or the brittle tap may break.

Retained behind the inlet camshaft bush is the breather valve porting disc, which is located by means of a peg. When renewing the bush ensure that the disc is located correctly on the peg.

The sintered bronze camshaft bushes are machined to size before pressing in, therefore only the smallest amount of metal will need to be removed when they are renewed. See "General Data" for reaming sizes and working clearances.

When reaming is completed, the crankcase must be thoroughly washed in paraffin (kerosene) and allowed to drain. Preferably, use a jet of compressed air to ensure that all swarf is removed.

SECTION B42

REMOVING AND REPLACING THE TACHOMETER DRIVE

Where the optional tachometer is fitted, there is a right angled drive gearbox as shown in Fig. B38. It is not necessary to part the crankcases to remove the drive gearbox. When the large slotted end cap is removed and the engine turned over quickly the drive gear should be ejected. If this is not so, the gear can be withdrawn with long-nosed pliers. The left-hand threaded centre bolt holding the drive gearbox to the crankcase will then be seen. A $\frac{1}{2}$ in. Whitworth thin box spanner is needed to release this and the box will then come away from the crankcase. The driven gear housing is secured by a locking pin and is a relatively tight fit.

It will be noted that a spade in the back of the tachometer gearbox slots into a slotted plug which is permanently driven into the end of the exhaust camshaft.

The reassembly procedure for the drive gearbox is the reversal of the above.

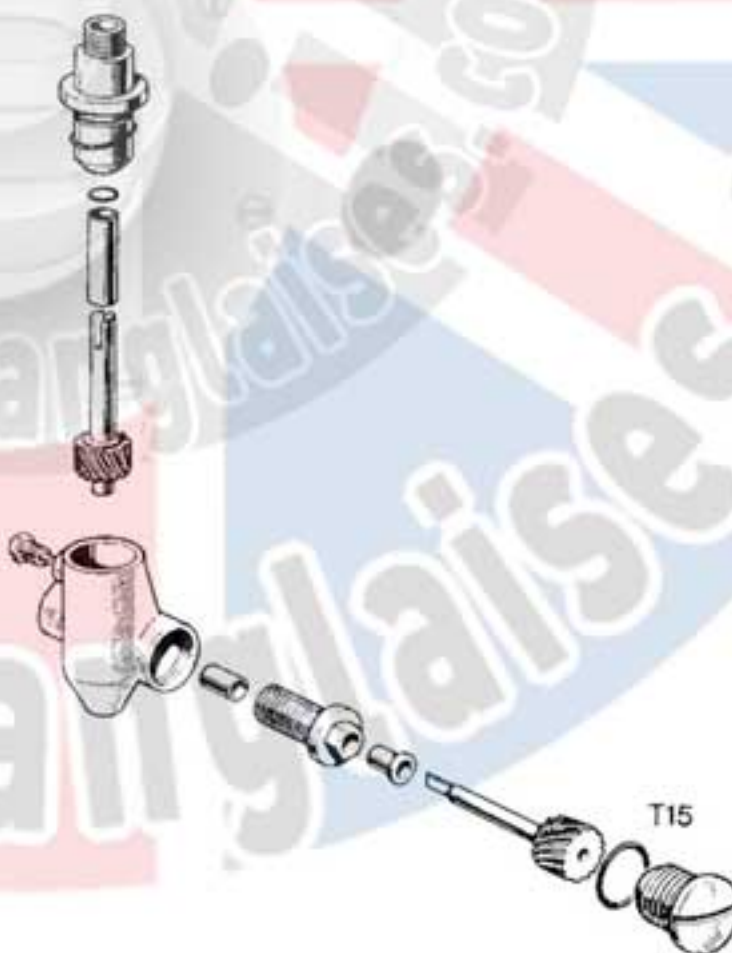


Fig. B38. Exploded view of tachometer gearbox.

SECTION C

TRANSMISSION

DESCRIPTION	Section
ADJUSTING THE CLUTCH OPERATING MECHANISM	C1
ADJUSTING THE PRIMARY CHAIN TENSION	C2
REMOVING AND REPLACING THE PRIMARY COVER	C3
REMOVING AND REFITTING THE CLUTCH PLATES... ..	C4
INSPECTING THE CLUTCH PLATES AND SPRINGS	C5
ADJUSTING THE CLUTCH PRESSURE PLATE	C6
RENEWING SHOCK ABSORBER RUBBERS	C7
REMOVING AND REPLACING THE STATOR AND ROTOR	C8
REMOVING AND REPLACING THE CLUTCH AND ENGINE SPROCKETS	C9
INSPECTION OF THE TRANSMISSION COMPONENTS	C10
CLUTCH AND ENGINE SPROCKET ALIGNMENT	C11
REAR CHAIN ALTERATIONS AND REPAIRS	C12

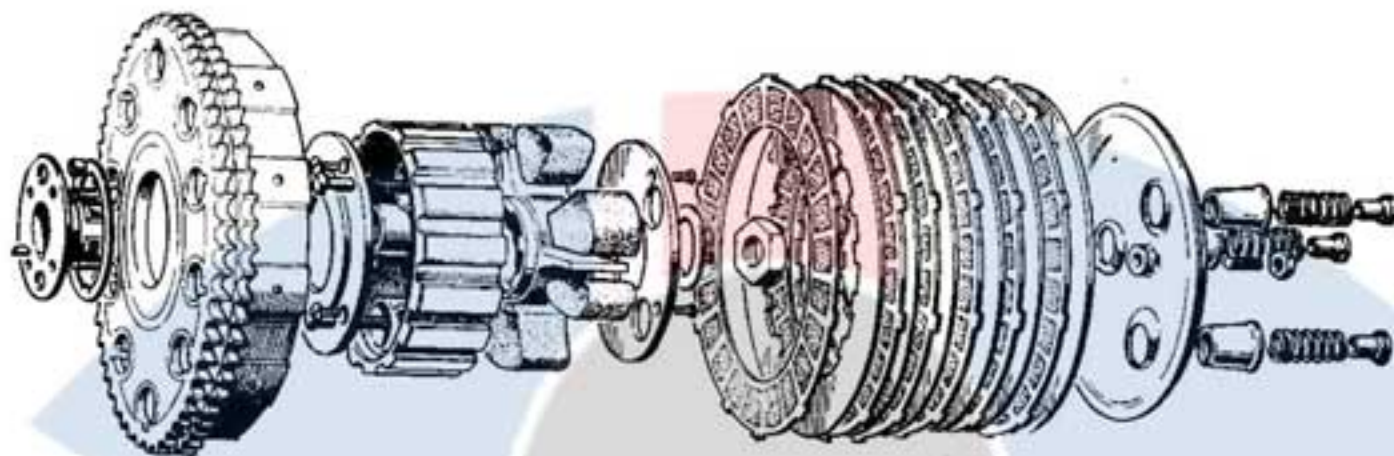


Fig. C1. General arrangement of clutch and shock absorber unit

DESCRIPTION

The clutch is of a multiplate type, using synthetic friction material on the bonded drive plates and incorporating a transmission shock absorber. The pressure on the clutch plates is maintained by three springs held in position by three slotted nuts.

The clutch is designed to operate in oil and it is essential that the oil level in the chaincase is maintained, otherwise the bonded segments of the driven clutch plates may burn and disintegrate under heavy loading. Always use the recommended grade of oil (see Section A2). If a heavier grade of oil is used the clutch plates will not readily separate

when disengaged, which will cause a certain amount of difficulty when changing gear due to clutch drag.

The shock absorbing unit transmits the power from the clutch sprocket via the clutch plates to the gearbox mainshaft. Within the shock absorber unit the drive is transmitted through three large rubber pads to the three-armed spider which is splined to the clutch centre; this in turn is located to the gearbox mainshaft by means of a locking taper and key. In addition, there are three rubber rebound pads. The total effect of the rubber pads is to reduce the variations in engine torque at low speeds, providing an extremely smooth transmission of power to the gearbox.

SECTION C1

ADJUSTING THE CLUTCH OPERATING MECHANISM

The clutch, which is situated within the outer primary cover on the left of the machine, can be adjusted by means of the handlebar adjuster, pushrod adjuster and the pressure plate springs, the latter only being accessible for adjustment when the outer primary cover is removed. Section C4 fully describes adjusting the springs and pressure plate.

The clutch operating rod should have $\frac{1}{16}$ inches (1.5 mm.) clearance between the clutch operating mechanism and the pressure plate. To achieve this remove the inspection cap from the centre of the

primary cover, then slacken the clutch cable handlebar adjustment right off.

Unscrew the hexagonal lock nut and screw in the slotted adjuster screw in the centre of the pressure plate until the pressure plate just begins to lift. Unscrew the adjuster one full turn and secure it in that position by re-tightening the lock-nut.

The clutch operating cable should then be re-adjusted, by means of the handlebar adjuster, until there is approximately $\frac{1}{8}$ inches (3 mm.) free movement in the cable.



Fig. C2. Exploded view of clutch operating mechanism

If the clutch is dragging and normal adjustment of the operating rod and operating cable produces no improvement, it will be necessary to remove the outer primary cover and check the pressure plate for true running as shown in Section C6.

To maintain a smooth and easy clutch operation, particular attention should be given to the recommended primary chaincase oil change periods (see Section A1) and clutch cable lubrication (see Section A18).

SECTION C2

ADJUSTING THE PRIMARY CHAIN TENSION

The primary chain is of the Duplex type and is non-adjustable as the centres of the engine mainshaft and gearbox mainshaft are fixed. Provision for take-up of wear in the primary chain is made by means of a rubber faced tension slipper blade below the lower run of the chain. The free movement in the chain can be felt with the finger after removing the top inspection plug adjacent to the cylinder block, with the engine stopped, of course.

The correct chain adjustment is $\frac{3}{8}$ in. (9.5 mm.) free movement. To adjust the chain tension first place a drip tray underneath the chaincase and unscrew the hexagonal pillar bolt adjacent to the centre stand left hand lug.

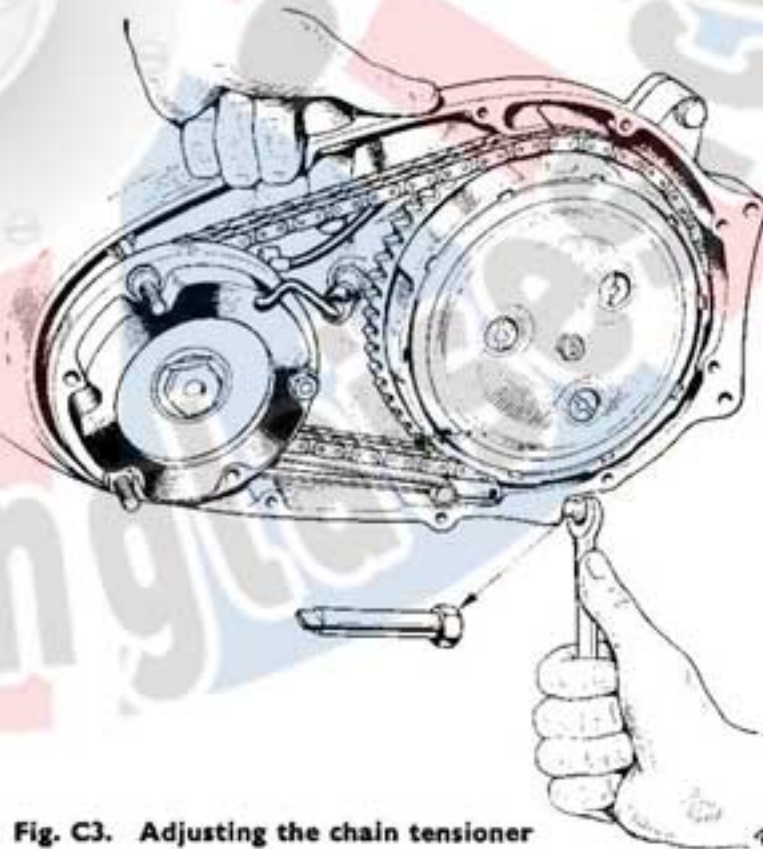


Fig. C3. Adjusting the chain tensioner

Insert the short hexagon headed screwdriver D2108 (supplied in the toolkit) and adjust the tension as required.

When adjustment is completed, check that the chaincase contains the recommended amount of oil (see Section A2).

SECTION C3

REMOVING AND REPLACING THE PRIMARY COVER

Slacken the left finned clip bolt, left silencer clip bolt and remove the nut and bolt securing the left exhaust pipe bracket forward of the engine. Remove the exhaust pipe as in Section B13.

Slacken off the adjustment at the rear brake operating rod until the brake pedal is clear of the primary cover.

Unscrew the left footrest securing nut and withdraw the footrest.

Place a drip tray underneath the primary cover and remove the hexagonal pillar bolt adjacent to the centre stand lug and allow the oil to drain from the

chaincase. It is not necessary to disturb the rotor cover plate.

Remove the two domed nuts and copper washers and unscrew eight recess screws from the periphery of the primary cover. Withdraw the cover and paper gasket.

Refitting the cover is the reversal of the above instructions but fit a new paper gasket. Fitting the gasket can be aided by smearing the crankcase joint surface with grease. It is not advisable to use a jointing compound for this application.

Finally, replace the drain plug and fibre washer and 'prime' the chaincase with approximately $\frac{1}{4}$ pint of fresh engine oil. (See Section A2).

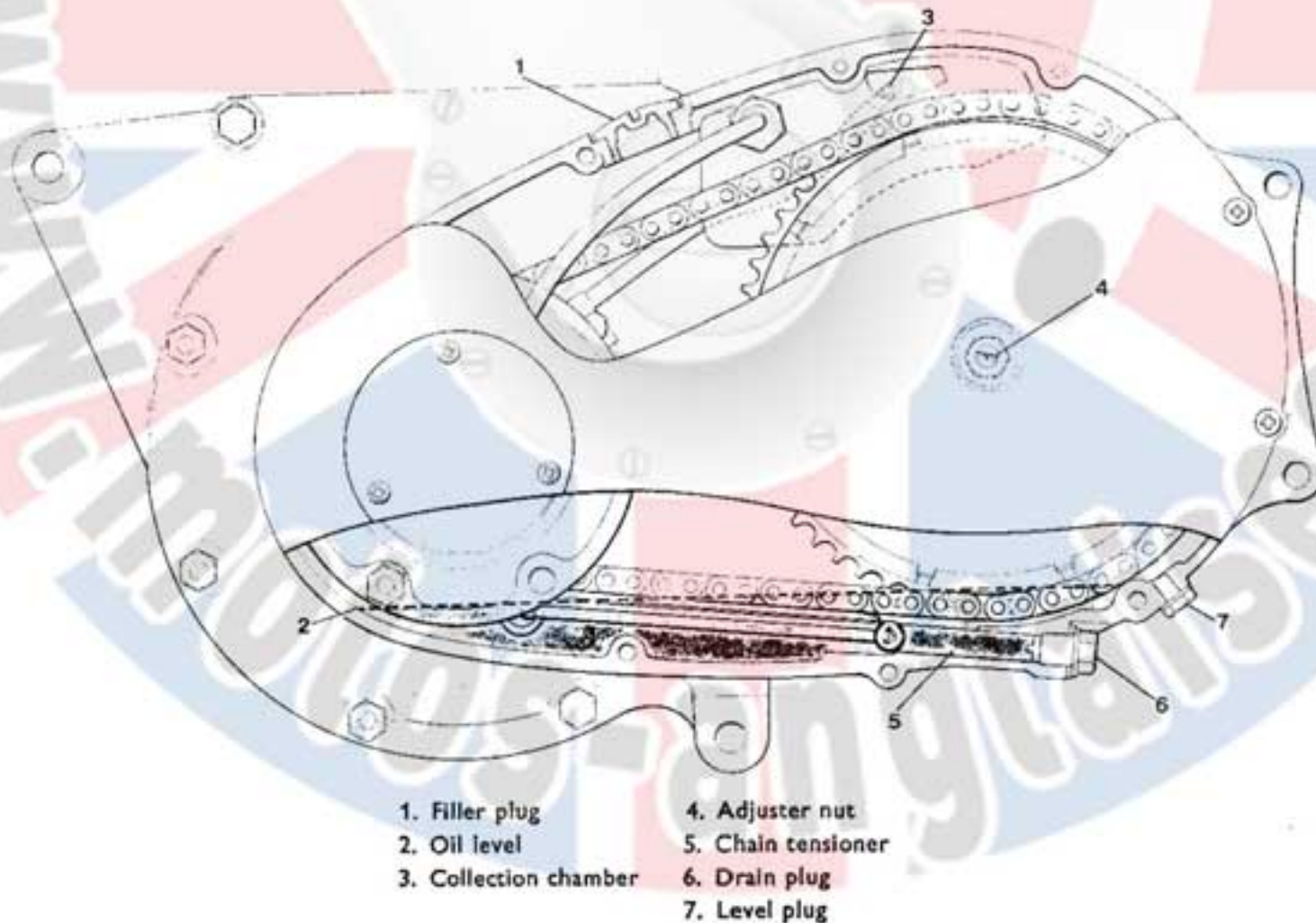


Fig. C4. Section through primary chaincase

SECTION C4

REMOVING AND REFITTING THE CLUTCH PLATES

Remove the outer primary cover as described in Section C3.

The three pressure plate springs are locked in position by means of location "pips" in the cups and on the drive adjuster nuts. To facilitate removal of the slotted adjuster nuts, insert a knife blade under the head of the nut whilst the nut is unscrewed (using a screwdriver of the type shown in Fig. C5). Withdraw the springs, cup and pressure plate assembly. Removal of the clutch plates is facilitated by means of two narrow hooked tools which can be made from a piece of $\frac{1}{8}$ in. dia. wire by bending to form a hook at one end. Thoroughly clean all parts in paraffin (kerosene) and inspect the clutch springs and plates for excessive wear (see section C5). When replacing the clutch plates remember that the bottom position is occupied by a bonded plate.

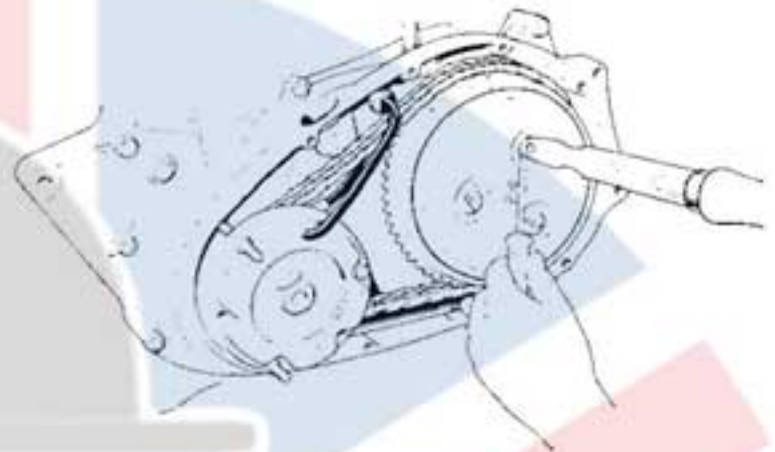


Fig. C5. Unscrewing the clutch spring nuts

Ensure that the cups are located correctly and assemble the springs and nuts, then adjust the pressure plate for true running as described below. Reassembly then continues as the reversal of the above instructions.

SECTION C5

INSPECTING THE CLUTCH PLATES AND SPRINGS

The bonded friction plates should be examined for excessive wear to the driving tags and the overall thickness of the clutch plates should be measured to determine the wear to the friction faces. If the reduction in thickness is more than .030 in. (.75 mm.) when checked against a new plate the plate should be renewed. Check the fit of the driving tags in the clutch housing. The clearance should not be excessive.

Check the plain steel driven plates for flatness by placing the plates horizontally on a perfectly flat surface such as a thick piece of plate glass.

Original finish on the driven plates is a phosphoric acid etched surface and hence the plates need not be polished. Check the fit of the plate on the shock absorber housing. The radial clearance should not be excessive.

Inspect the clutch springs for compressive strength by measuring the length of the spring and comparing it with the dimensions given in "General Data". If a spring has shortened more than 0.1 in. (2.5 mm.) the complete set should be renewed. It is not advisable to renew just one or two springs as this may ultimately result in the pressure plate running unevenly.

SECTION C6

ADJUSTING THE CLUTCH PRESSURE PLATE

When the pressure plate is refitted or requires adjustment, the following procedure should be observed. With neutral selected, sit astride the machine, disengage the clutch, then depress the kickstart-pedal and observe the rotation of the pressure plate; it should revolve true relative to the clutch housing. If it does not do so, the three slotted nuts must be initially adjusted so the ends of the clutch pins are flush with the heads of the nuts. The nut is prevented from unscrewing by a

"pip" on the underside and to unscrew a nut, a narrow screwdriver should be used to hold the spring away from the "pip" of the nut as shown in Fig. C5.

When the nuts are flush with the ends of the pins depress the kickstart again and mark the "high-spot" with chalk, then screw in the nearest nut(s) about half a turn and try again. Repeat this procedure until the plate rotates evenly without "wobbling".

SECTION C7

RENEWING SHOCK ABSORBER RUBBERS

When the primary cover and clutch plates are removed, access is gained to the shock absorber unit, which consists of a housing, paddle or spider, inner and outer cover plates and shock absorbing rubbers.

To remove the rubbers for inspection or renewal, first unscrew the three screws which serve to retain the shock absorber cover plate and lever the plate free, using a suitable small lever.

The shock absorber rubbers can be prised out of position, using a sharp pointed tool, commencing by levering out the smaller rebound rubbers first.

When the three small rebound rubbers are removed the large drive rubbers will be free to be withdrawn.

If the rubbers show no signs of punctures or cracking, etc., they can be refitted, but remember that a slight puncture in the rubber can ultimately result in the rubber disintegrating.

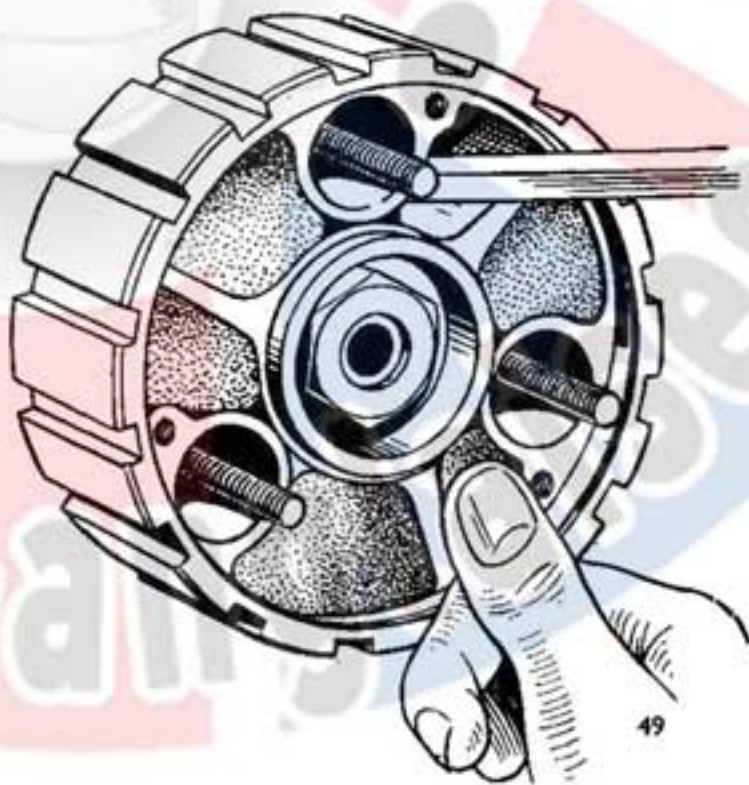


Fig. C6. Replacing the shock absorber rubbers

To replace the shock absorber drive and rebound rubbers, first install all three of the larger drive rubbers in position as shown in Fig. C6. Follow through by inserting and replacing the smaller rebound rubbers. It may prove necessary to lever the shock absorber spider arms using a small tommy bar or similar to facilitate assembly, but this operation can be accomplished 'in situ' on the machine without the need for special tools or equipment, or necessity for removing the complete unit from the machine.

Although the rubbers are of an oil resistant type, it is not advisable to use oil or grease as an aid to reassembly as this may shorten the working life of the rubber.

Ensure that the three shock absorber outer cover screws are tight. Use a screwdriver that engages the complete length of the screw slot. Apply Triumph "LOCTITE" to the screw threads before final assembly.

SECTION C8

REMOVING AND REPLACING THE STATOR AND ROTOR

First disconnect the stator leads at the top rear of the primary chaincase then, with the primary cover removed, unscrew the three stator retaining nuts and withdraw the stator from over the mounting studs and withdraw the lead from the sleeve nut. If any difficulty is encountered, unscrew the sleeve nut and the lead can then be withdrawn easily. To remove the rotor unbend the tab washer and unscrew the mainshaft nut using a box spanner and mallet, or, alternatively, select 4th (top) gear and apply the rear brake, then unscrew the nut.

Check the rotor carefully for signs of cracking or fatigue failure. Store the rotor within the stator to prevent metal particles adhering.

When replacing the rotor ensure that the key is located correctly, then tighten the nut to the torque figure given in "General Data".

When refitting the stator, ensure that the side of the stator with the leads connecting the coils together is outermost, then tighten the retaining nuts to the torque figure given in General Data Section. Insert the lead into the sleeve nut and connect the wires to those of the same colour code from the main harness at the frame saddle tube.

Check that the position of the lead is such that it cannot foul the chain.

Finally, rotate the crankshaft and ensure that the rotor does not foul the stator. It should be possible to insert a feeler gauge of at least 0.008 in. (0.2 mm.) thickness between each of the stator pole pieces and the rotor.

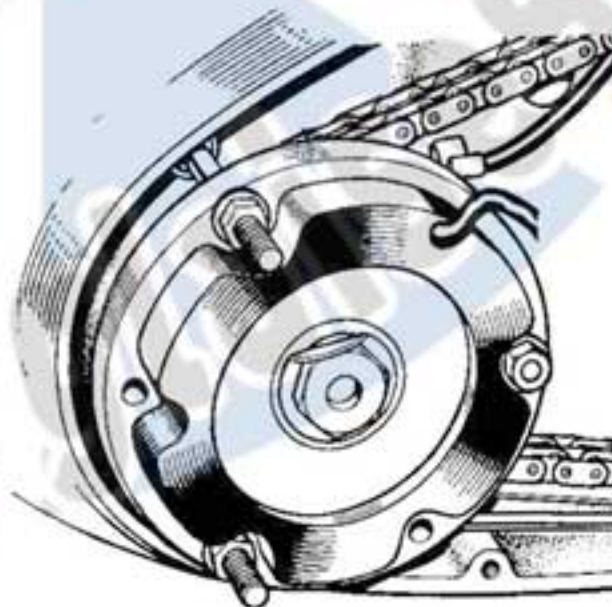


Fig. C7. Showing stator location on crankcase

SECTION C9

REMOVING AND REPLACING THE CLUTCH AND ENGINE SPROCKETS

Remove the primary cover as shown in Section C3, then remove the pressure plate and clutch plates, as shown in Section C4. Insert the locking plate Z13 into the clutch housing and remove the stator and rotor as described in Section C8. Remove the rotor key and distance piece and slacken off the chain tensioner. Unscrew the clutch hub self locking securing nut then remove the cupped washer.

As the primary chain is of the endless type, the clutch and engine sprockets have to be extracted simultaneously using extractor D622/3 and extractor tool 61-6014 as shown in Figs. C8 and C9.

is released. When this is achieved, assemble the engine sprocket extractor, No. 61-6014, and screw in the centre bolt and extract the engine sprocket.

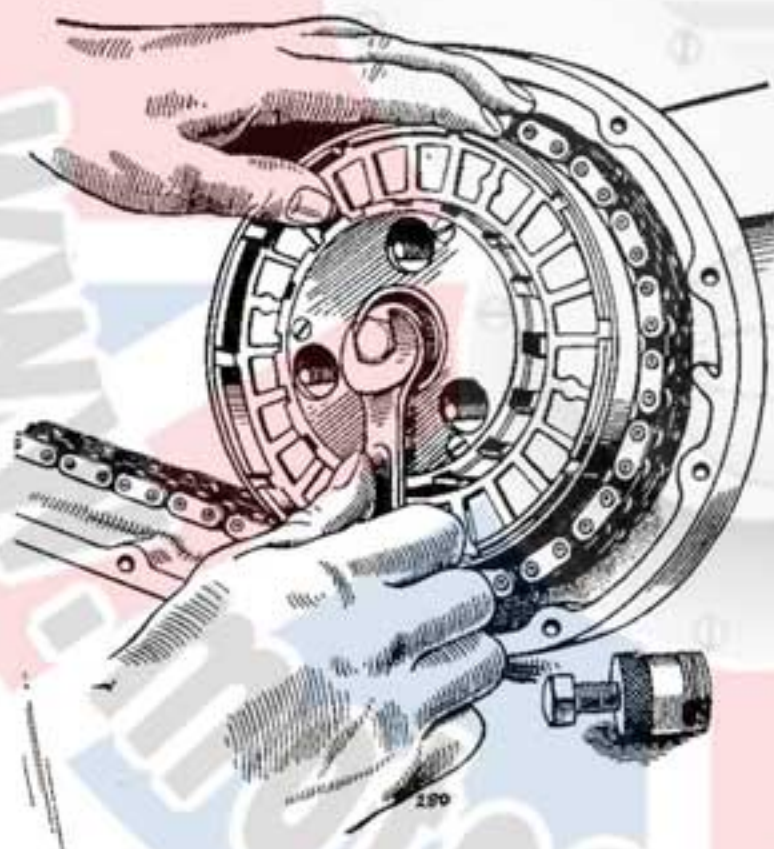


Fig. C8. Extracting the clutch centre, using extractor D662/3 and locking plate Z13

Screw the body of the clutch extractor into the clutch hub until the maximum depth of thread is engaged, then tighten the centre bolt until the hub

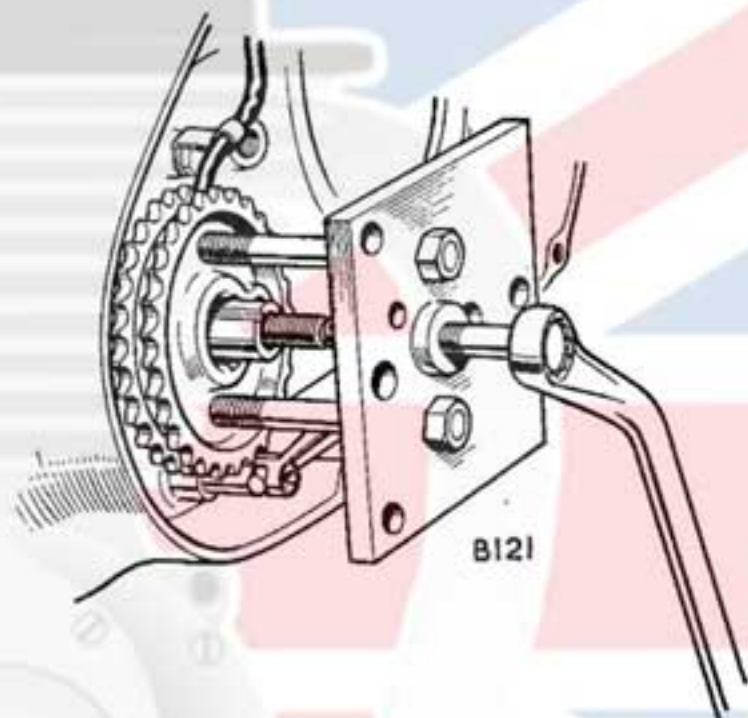


Fig. C9. Extracting the engine sprocket, using service tool 61-6014

Press out the hub from the shock absorber to release the sprocket, thrust washer, rollers and threaded pins.

Finally, remove the key from the gearbox mainshaft and check that the oil seal in the primary chain inner cover is a good fit over the high gear. To renew this oil seal the circular cover should be removed. When replacing the cover, use a new paper gasket and ensure that the oil seal is pressed in with the lip relative to the cover as shown in Fig. C10.

SECTION C10

INSPECTION OF THE TRANSMISSION COMPONENTS

- (1) Inspect the primary chain for excessive wear of the rollers and pivot pins and check that the elongation does not exceed $1\frac{1}{2}\%$. To do this first scribe two marks on a flat surface exactly 12 in. (30.5 cm.) apart, then after degreasing or washing the chain in paraffin (kerosene), place the chain opposite the two marks. When the chain is compressed to its minimum free length the marks should coincide with the centres of two pivot pins 32 links apart. When the chain is stretched to its maximum free length the extension should not exceed $\frac{1}{4}$ in. (6.25 mm.).

Inspect the condition of the sprocket teeth for signs of hooking and pitting.

A very good method of indicating whether the chain is badly worn or not is to wrap it round the clutch sprocket and attempt to lift the chain from its seating at various points round the sprocket. Little or no lift indicates that both the sprocket and chain are in good condition.

- (2) Check the fit between the shock absorber spider and the clutch hub splines. The spider should be a push fit onto the clutch hub and there should not be any radial movement.

Similarly check the fit of the engine sprocket splines onto the crankshaft. Again, there should not be any radial movement.

If either the spider or the engine sprocket are tight fitting on the clutch hub and crankshaft respectively, there is no cause for concern as such a fit is to the best advantage.

- (3) Check the clutch hub roller bearing diameter, the rollers themselves and the bearing of the clutch sprocket for excessive wear and pitting etc. Measure the rollers, clutch hub and clutch sprocket bearing diameters and compare them with the dimensions given in "General Data".

If the diameters of the rollers are below the bottom limit, they should be renewed. When purchasing new rollers ensure that they are in accordance with the dimensions given in "General Data". In particular, check that the length is correct.

- (4) Check that the shock absorber spider is a good working fit in the inner and outer retaining plates and that the arms of the spider have not caused excessive score marks on the inner faces of the retaining plates. A good idea is to check the working clearance by assembling the shock absorber unit without the rubbers.
- (5) Inspect the clutch operating rod for bending, by rolling it on a flat surface such as a piece of plate glass. Check that the length of the rod is within the limits given in "General Data". This component should not be replaced with anything other than a genuine Triumph spare part. The ends of the rod are specially heat treated to give maximum wear resistance.

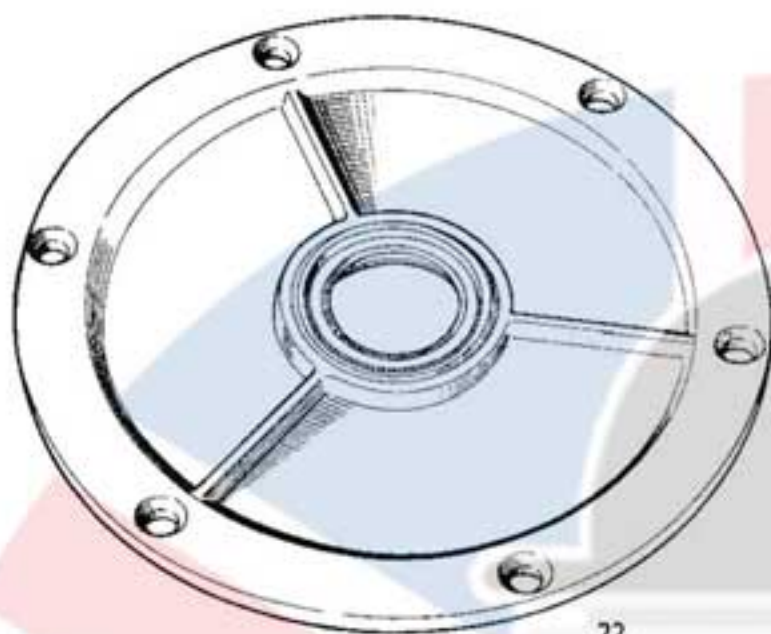


Fig. C10. Oil seal in gearbox sprocket detachable cover

Thoroughly clean all parts in paraffin (kerosene) and inspect them for wear or fatigue as shown in Section C10.

Grease the clutch hub and fit the thrust washer and 20 of the correct rollers.

Do not use $\frac{1}{4}$ in. \times $\frac{1}{4}$ in. bright ended rollers.

Place the sprocket in position and press on the shock absorber complete with the three threaded pins. If the splines are loose use Triumph "LOCTITE".

When replacing the primary chain and sprockets, ensure that the taper ground boss of the engine sprocket is towards the crankshaft main bearing and the oil seal. With the gearbox mainshaft key carefully in position, locate the clutch hub onto the mainshaft taper and tap it slightly to lock it onto the taper.

Place the primary chain over the engine sprocket and drive the sprocket onto the crankshaft.

Offer the clutch locking tool Z13 into the clutch plate housing and then refit the cup washer, and clutch self-locking nut.

Engage fourth gear, apply the rear brake and tighten the clutch securing nut to the torque figure given in "General Data".

Do not forget to fit the distance piece between the engine sprocket and rotor and remember to refit the rectangular section rotor locating key. Re-assembly then continues as a reversal of the above instructions. Finally, replenish the chaincase with the recommended grade of oil (see Section A2).

Note.—Alternatively, the clutch sprocket may be removed by prising out the twenty roller bearings and allowing the sprocket to move both outwards and forwards until it can be unmeshed from the primary chain. This alternative only applies if the shock absorber assembly can readily be detached from the hub to allow access to the rollers.

SECTION C11

CLUTCH AND ENGINE SPROCKET ALIGNMENT

It is important that the engine and gearbox sprockets are accurately in line, otherwise rapid wear of the primary chain and sprockets will occur. This will result in the chain rollers fracturing and the chain breaking. This would almost certainly cause irreparable damage to the crankcase.

Correct alignment of the sprockets is easily effected by the use of spacing shims removed or replaced from behind the engine sprocket. The alignment can be initially checked by placing a straight edge alongside both sprockets (e.g. a steel rule) after

first removing the primary chain (See previous section). Any gap produced is in excess of 0.005" maximum tolerance then the engine sprocket must be shimmed accordingly. Place the appropriate shim between the engine sprocket and the spacer that sits up against the roller bearing.

Shims are available as follows:—

0.010" thick—Part Number 70-8038

0.030" thick—Part Number 71-2660

SECTION C12

REAR CHAIN ALTERATIONS AND REPAIRS

If the chains have been correctly serviced, very few repairs will be necessary. Should the occasion arise to repair, lengthen or shorten a chain, a rivet extractor, as shown in Fig. C13, and a few spare parts will cover all requirements.



To **SHORTEN** a chain containing an **EVEN NUMBER OF PITCHES** remove the dark parts shown in (1) and replace by cranked double link and single connecting link (2).



To **SHORTEN** a chain containing an **ODD NUMBER OF PITCHES** remove the dark parts shown in (3) and replace by a single connecting link and inner link as (4).



To **REPAIR** a chain with a broken roller or inside link, remove the dark parts in (5) and replace by two single connecting links and one inner link as (6).



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Fig. C12. Rear chain alterations

RIVET EXTRACTOR (PART NUMBER 167)

The rivet extractor can be used on all motorcycle chains up to $\frac{3}{4}$ in. pitch, whether the chains are on or off the wheels.

When using the extractor:—

- (1) Turn screw anti-clockwise to permit the punch end to clear the chain rivet.
- (2) Open the jaws by pressing down the lever (see below).
- (3) Pass jaws over chain and release the lever. Jaws should rest on a chain roller free of chain link plates (see below).
- (4) Turn screw clockwise until punch contacts and pushes out rivet end through chain outer link plate. Unscrew punch, withdraw extractor and repeat complete operation on the adjacent rivet in the same chain outer link plate. The outer plate is then free and the two rivets can be withdrawn from opposite sides with the opposite plate in position. Do not use the removed part again.

When the alterations are finished the chain should be lubricated as shown in Section A13.



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Fig. C13. Chain link rivet extractor, part number 167



SECTION D

GEARBOX

DESCRIPTION

Section

SEQUENCE OF GEARCHANGING	...	...	...	...	...	...	...	...	D1
REMOVING AND REPLACING THE OUTER COVER ASSEMBLY	...	...	...	...	...	...	...	...	D2
DISMANTLING AND REASSEMBLING THE KICKSTART MECHANISM	...	...	...	...	...	...	...	...	D3
DISMANTLING AND REASSEMBLING THE GEARCHANGE MECHANISM	D4
INSPECTING THE GEARCHANGE AND KICKSTART COMPONENTS	D5
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INSPECTION OF THE GEARBOX COMPONENTS	D9
RENEWING MAINSHAFT AND LAYSHAFT BEARINGS	D10
REASSEMBLING THE GEARBOX	...	...	...	...	...	...	...	...	D11
CHANGING THE GEARBOX SPROCKET	...	...	...	...	...	...	...	...	D12

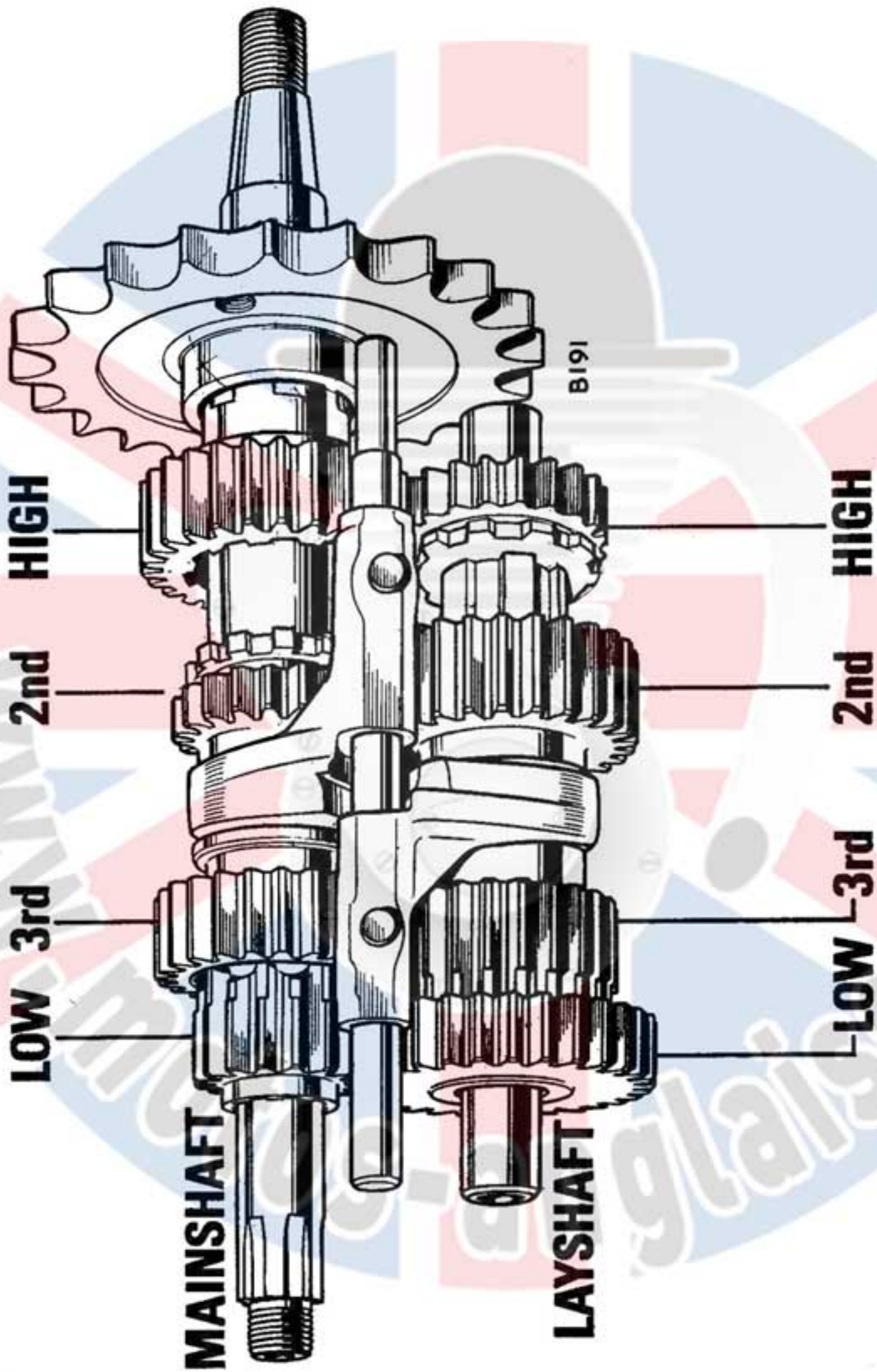


Fig. D1. Plan of Gearbox Components

SECTION DI

SEQUENCE OF GEARCHANGING

The gearbox is operated by the pedal on the right side of the machine, the pedal being splined to the gear change spindle and plunger housing. Two chamfered plungers with springs fit into the housing in such a way that as the gear pedal is moved up and down the plungers locate in the teeth at the out-board end of the quadrant. The quadrant is pivoted in the centre and the inboard end is formed to mate with the captive pinion of the camplate. See Fig. D2.

Figs. D3A to D3E illustrate the camplate with its leaf spring and the two engaging pins of the selector forks can be seen clearly in the camplate track. The four sliding pinions (the inboard pinions) are moved along the mainshaft and layshaft by the selector forks as the forks are moved together and apart against the track of the camplate. Note the

arcs showing the selector roller position relative to the camplate spindle in each gear. The neutral positions of the camplate and gears are shown in Fig. D3A.

When the pedal is depressed to engage low gear (first) the camplate is turned clockwise moving the layshaft selector fork to mesh the layshaft sliding gear with the layshaft first gear. As second gear is selected by lifting the pedal, the camplate is moved anti-clockwise to move the layshaft sliding gear into mesh with the layshaft second gear.

Movement in the same direction will select third gear by moving both the selector forks, which in turn moves the layshaft sliding gear to a neutral position and the mainshaft sliding gear into mesh with the mainshaft third gear.

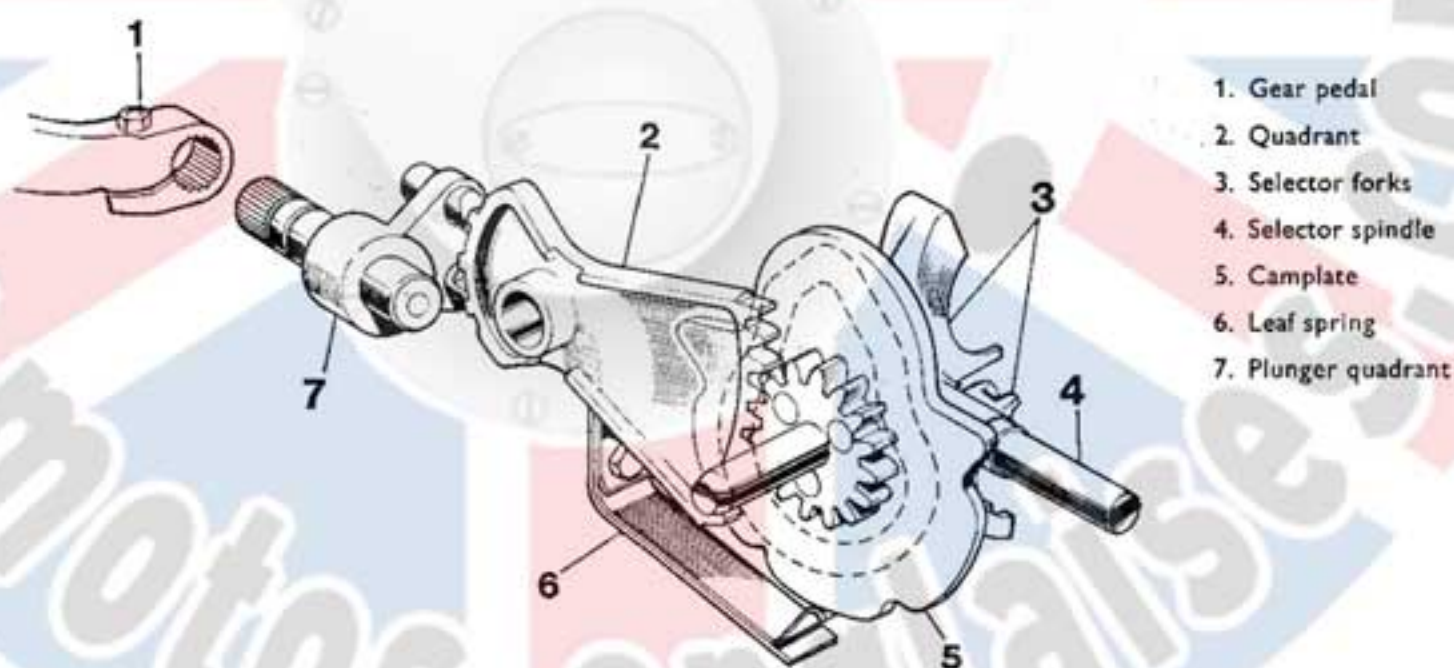


Fig. D2. Gear selection components

NEUTRAL



Fig. D3A. Gear camplate selectors and gear cluster in neutral position

FIRST



SECOND



Fig. D3B. First gear selected (Note arrowed line showing power being transmitted through the gear cluster)

Fig. D3C. Second gear

The final movement into top gear (fourth) is in the same direction and moves the mainshaft sliding gear into mesh with the high gear, that is, the gear onto which is fitted the gearbox sprocket. It should

be noted that throughout the range of gear pedal movements the gear pedal spindle and plunger housing return to the original position ready for the next selection.

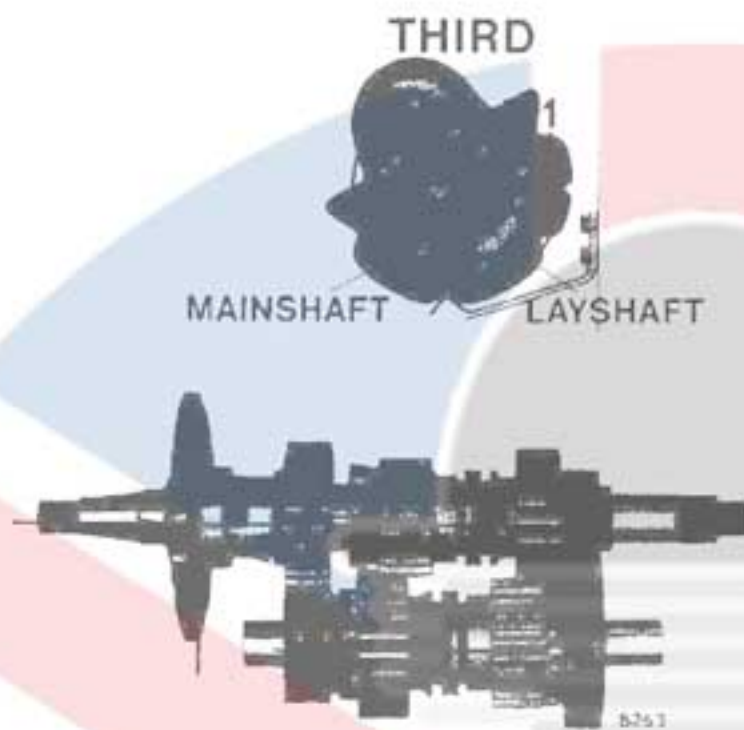


Fig. D3D. Third gear

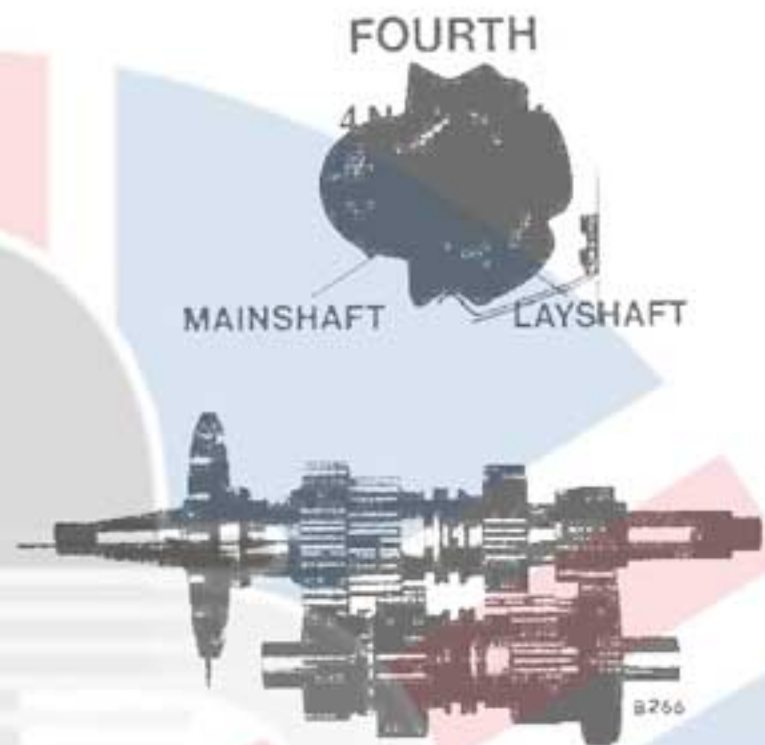


Fig. D3E. Fourth gear

SECTION D2

REMOVING AND REPLACING THE GEARBOX OUTER COVER ASSEMBLY

Slacken the right exhaust pipe finned clip bolt, silencer clip bolt and remove the exhaust pipe bracket nut and bolt and drive the R.H. exhaust pipe free with a hide mallet. Unscrew the right footrest securing nut and withdraw the footrest.

Slacken off the clutch cable adjustment and slip out the cable nipple at the handlebar control. Slide the rubber cover up away from the abutment for the cable at the gearbox end and unscrew the abutment.

Remove the large slotted plug from the gearbox outer cover and access will be gained to the clutch operating arm. It is only necessary then to release the cable nipple from the arm with the finger.

Place a drip tray underneath the gearbox and unscrew the gearbox filler plug and drain plug.

Engage 4th (top) gear. This will allow several otherwise difficult nuts to be unscrewed by subsequently applying the rear brake when required.

Unscrew the top and bottom hexagonal nut and the recess screws from the periphery of the gearbox

cover. Depress the kickstart lever slightly and tap the cover until it is free.

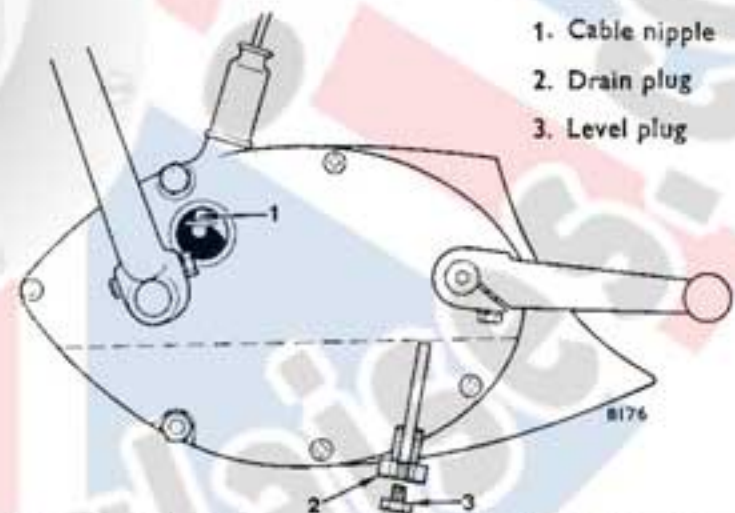


Fig. D4. Showing gearbox oil level and oil drain plugs

When the cover is removed, the gear-change mechanism, kickstart mechanism and clutch operating mechanism will be accessible. The gearchange pedal should be carefully raised then depressed, to control the release of the plungers and springs from the gearchange quadrant.

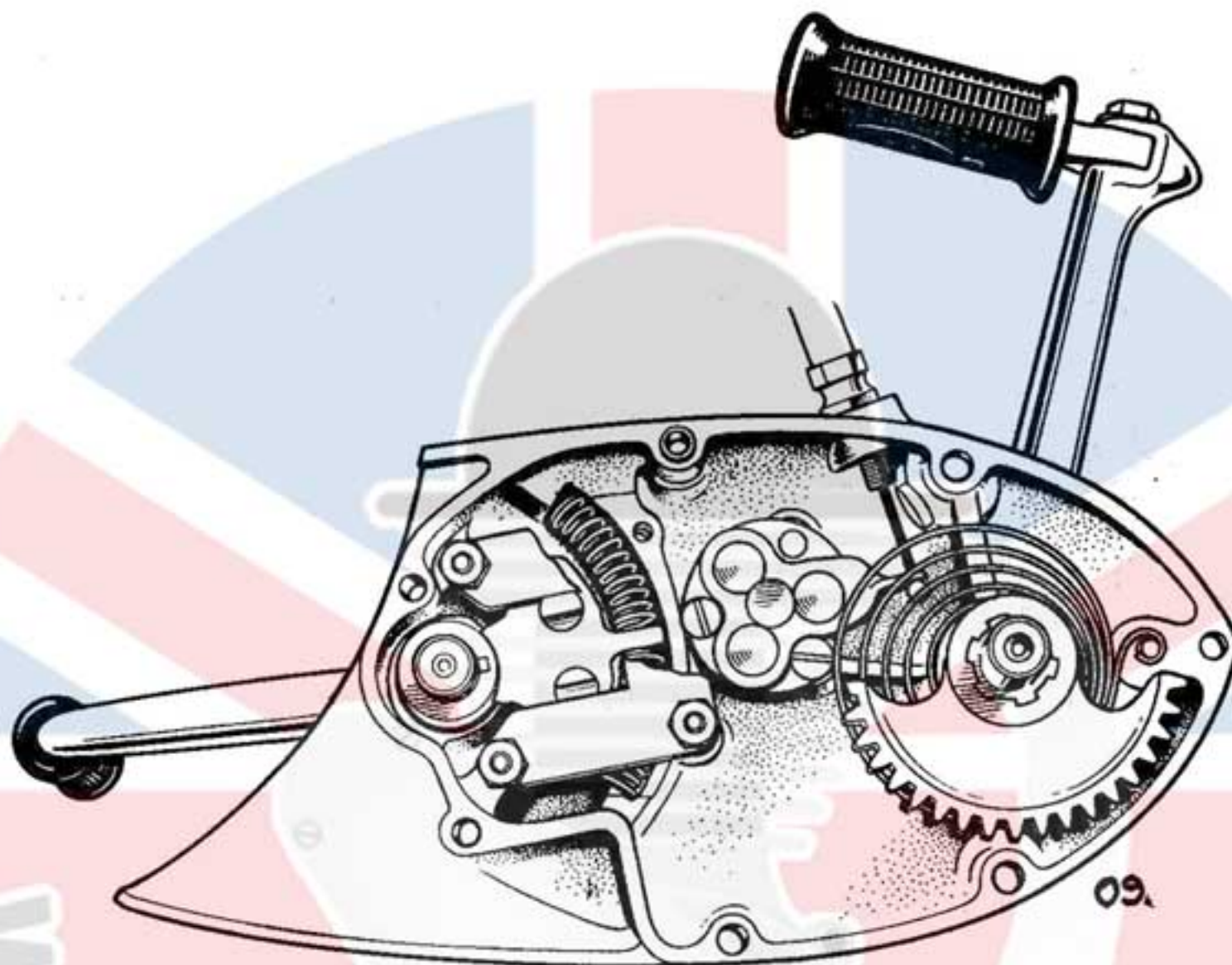


Fig. D5. Gearbox outer cover, showing gearchange mechanism, clutch operating mechanism and kick-start quadrant

Prior to refitting the outer cover ensure that the junction surface is clean and free from any deposits of old jointing compound, then thoroughly clean it in paraffin (kerosene). Apply a fresh coat of jointing compound to the junction surface and ensure that the two location dowels are in position.

Turn the kickstart pedal until it is half way down its operational stroke and offer the cover to the gearbox. Check that the kickstart pedal returns to its normal fully-returned position. Reassembly then continues as a reversal of the above Instructions. Finally, refill the gearbox to the correct level with the recommended grade of oil (see Section A2).

SECTION D3

DISMANTLING AND REASSEMBLING THE KICKSTART MECHANISM

Slacken the kickstarter crank cotter pin nut about two or three turns and release the cotter pin from its locking taper by using a hammer and a soft metal drift. Slide the pedal off the shaft and withdraw the quadrant and spring assembly. Apply the rear brake, bend back the tab on the lock washer and unscrew the kickstart ratchet pinion securing nut from the gearbox mainshaft. Withdraw the pinion, ratchet, spring and sleeve, then thoroughly clean

all parts in paraffin (kerosene) and inspect then for wear etc., as shown in Section D5.

If the kickstarter quadrant is to be renewed the spindle should be driven out using a hammer or press and the gear quadrant pressed onto the spindle so that the kickstart crank location flat is positioned correctly relative to the quadrant (see Fig. D6).

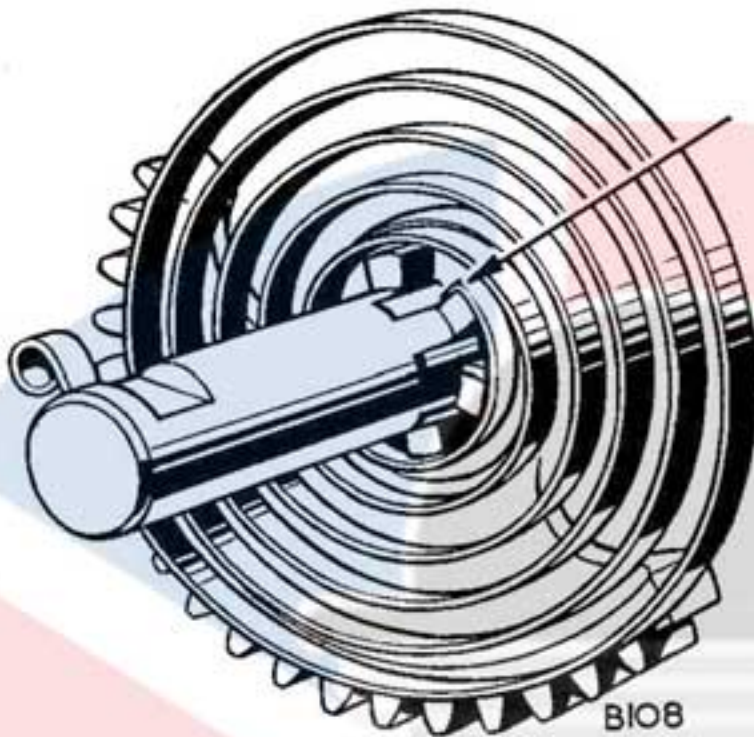


Fig. D6. Kickstart quadrant and spring. Arrow indicates correct spring location

To reassemble the mechanism, first refit the thin walled steel sleeve, spring, pinion and ratchet to the gearbox mainshaft and assemble the tab washer, then screw on the retaining nut to the torque figure given in "General Data". **Do not over-tighten the retaining nut as this may result in failure of the thin walled inner steel sleeve.**

Fit the return spring to the kickstart quadrant as shown in Fig. D6. Offer the spindle into the kickstart bush and locate the return spring onto the anchor peg at the rear of the cover. Fit the oil seal over the spindle and assemble the kickstart crank, locking it into position with the cotter pin from the rear. Refit the outer cover as shown in Section D2. Do not forget to refit the oil seal. Refill the gearbox with the correct grade of lubricant (Section A2).

SECTION D4

DISMANTLING AND REASSEMBLING THE GEARCHANGE MECHANISM

Slacken off the gear change pedal locking bolt and withdraw the pedal from the serrated shaft. A little leverage between the pedal and the cover may be necessary. For this, choose a suitable tool to avoid damage to the cover.

Remove the four nuts and locking washers securing the guide plate. Withdraw the guide plate, plunger quadrant and curved return springs. Thoroughly clean the parts in paraffin (kerosene) and inspect them for wear etc., as shown in Section D5.

To reassemble the mechanism, first fit a new rubber "O" ring to the spindle and offer it to the outer

cover bush using a smear of oil to assist assembly, then refit the two quadrant return springs and ensure that they locate correctly over the step in the cover. To facilitate assembly of the springs, first fit the gearchange pedal and clamp it in position, thus enabling the quadrant to be turned and the springs to be compressed (see Fig. D5).

Refit the retainer plate, not forgetting the locking washers which fit one under each of the four nuts. Finally, refit the springs and plungers, taking care that they are not suddenly ejected from their seats during assembly.

SECTION D5

INSPECTING THE GEARCHANGE AND KICKSTART COMPONENTS

GEARCHANGE:

- (1) Inspect the gearchange plungers for wear and ensure that they are a clearance fit in the quadrant. Check the plunger springs by comparing their lengths with the figures given in "General Data".
- (2) Examine the plunger guide plate for wear and grooving on the taper guide surfaces. Renew

the plate if grooving has occurred.

- (3) Inspect the footchange pedal return springs for fatigue and if they show signs of corrosion due to condensation, they should be renewed.
- (4) Examine the gearchange quadrant bush for wear and possible ovality by inserting the quadrant into the bush and feeling the amount of play.

- (5) Check the tips of the plungers and the teeth of the camplate operating quadrant for chipping and wear. To remove the camplate quadrant, first remove the inner cover as shown in Section D8, then remove the two split pins and withdraw the spindle.

KICKSTART:

- (1) Examine the kickstart quadrant for chipped or broken teeth or looseness on the spindle and the kickstart return spring for fatigue cracks and signs of wear, particularly at the centre where it engages on the splines of the spindle.
- (2) Examine the kickstart spindle bush for wear. If the required measuring instruments are not available, use the spindle as a gauge and feel the amount of play.
- (3) Examine the kickstart ratchet mechanism for wear, giving particular attention to the ratchet teeth ensuring that they have not become chipped or rounded. Check that the thin walled steel bush is a clearance fit in the kickstart pinion and that the spring is not badly worn.
- (4) Finally, check that the kickstart stop peg is firmly pressed into the inner cover and is not distorted.

SECTION D6

RENEWING KICKSTART AND GEARCHANGE SPINDLE BUSHES

If it is found necessary to renew the kickstart spindle bush this should be done by completely stripping the outer cover of its assembly parts and heating it to 100°C., then driving the bush out using a suitable shouldered drift. Press in the new bush while the cover is still hot.

Adopt a similar procedure for renewal of the outer cover gearchange spindle bush. The inner cover bush does not usually wear much, even after great mileage has been covered. However, if it is required to renew the bush, the inner cover should be

removed (Section D8) and the camplate operating quadrant disconnected.

Using a suitable tap (e.g. $\frac{3}{4}$ in. dia. x 10 Whit.) cut a thread in the bush to a depth of $\frac{3}{4}$ in.; heat the cover to 100°C., then reinsert the tap, or, preferably, a suitable bolt. Grip the bolt (or tap) firmly in a vice, then drive the cover away using a hide mallet until the bush is free.

A press or suitably shouldered drift is required to drive in the new bush, which should be done whilst the cover is still hot.

SECTION D7

CLUTCH OPERATING MECHANISM

The clutch operating mechanism, which is situated in the gearbox outer cover, consists of two spring loaded plates held apart by three balls, which are seated in conical indentations in the plates.

Wear in this mechanism is negligible, even after excessive mileage has been covered, so long as the gearbox oil level is maintained at the recommended level. The mechanism is removed as a unit by unscrewing two slotted screws and is then easily dismantled. The parts are arranged as shown in

Fig. D7, which should be referred to when re-assembling the mechanism.



Fig. D7. Exploded view of clutch operating mechanism

SECTION D8

DISMANTLING THE GEARBOX

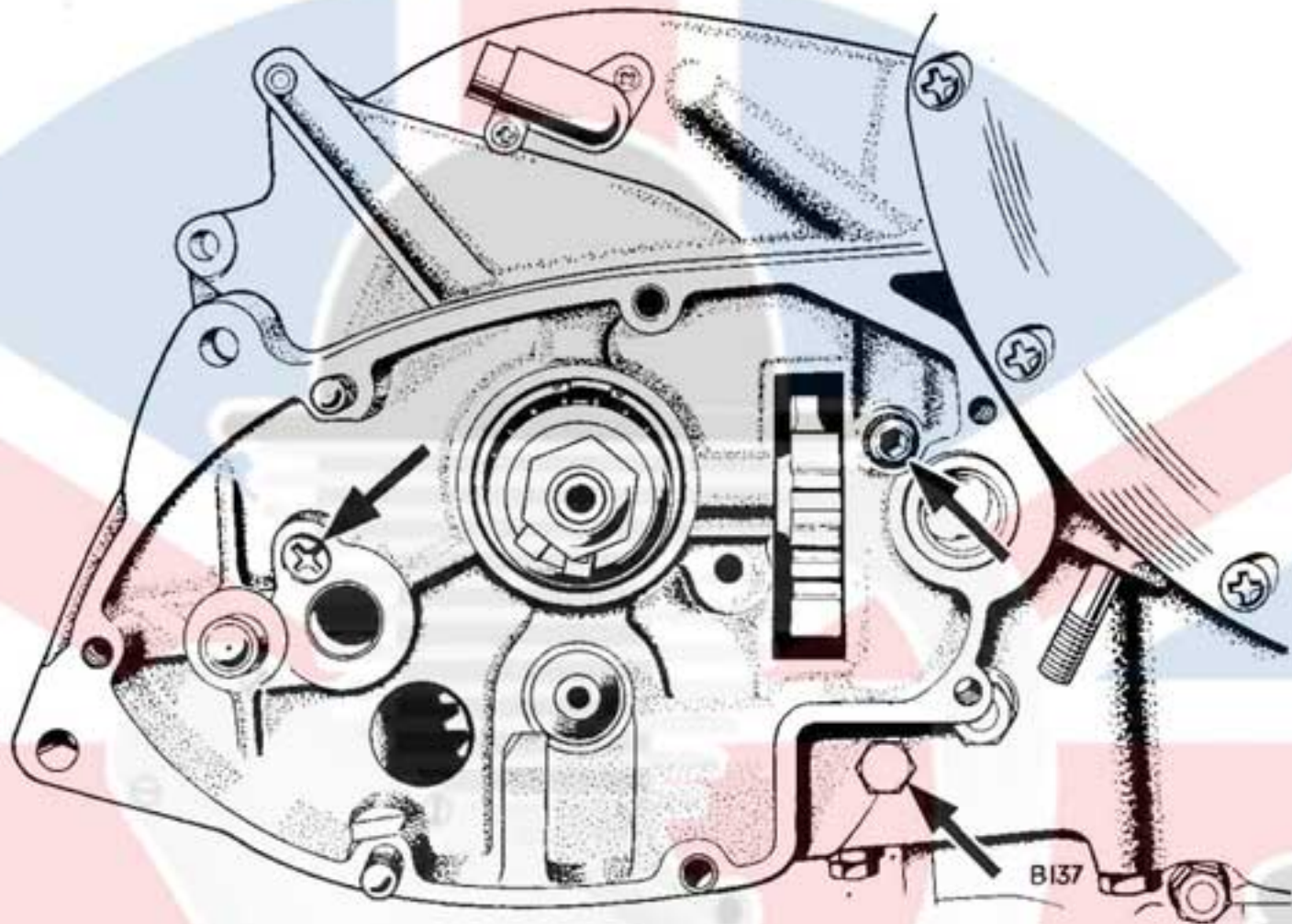


Fig. D8. Gearbox inner cover retaining screws

Remove the gearbox outer cover as shown in Section D2, leaving the gearbox with 4th (top) gear selected.

Remove the two short bolts, two long bolts and a centre nut which serves to retain the rear right engine mounting plate, then withdraw the plate.

Bend back the tags on the lock washer and unscrew the kickstart pinion ratchet retainer nut from the end of the gearbox mainshaft. This should be easily achieved with 4th (top) gear selected and the rear brake applied.

Remove the outer primary cover and dismantle the transmission as shown in Section C., not forgetting, finally, to remove the key from the gearbox mainshaft.

The gearbox inner cover is retained by a socket screw, a Phillips recessed screw and a hexagonal bolt (See Fig. D8). When these are removed the cover can be released by tapping it outwards with a hide mallet. The gearbox mainshaft can be withdrawn easily after the selector fork spindle has been removed. The layshaft and remaining gears can then be withdrawn. Remove the camplate and spindle assembly, then remove the two brass thrust washers which locate over the needle roller bearings.

The mainshaft high gear, in which the gearbox mainshaft runs, is locked through the main bearing and gearbox sprocket. The oil is prevented from leaving the gearbox through the main bearing by an oil seal which runs on a ground boss on the gearbox sprocket. To remove the mainshaft high gear

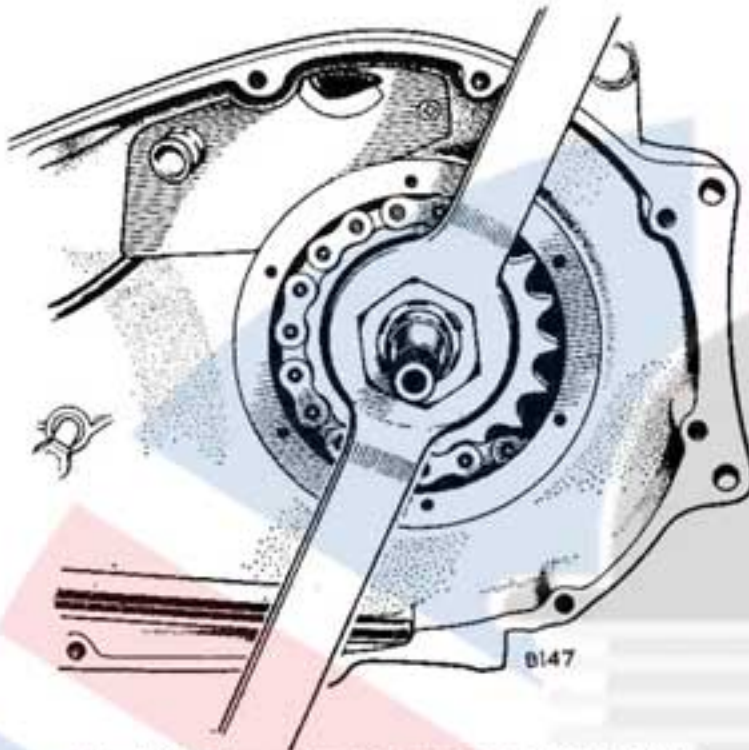


Fig. D9. Removing the gearbox sprocket nut with rear brake applied

and renew the oil seal it will be necessary to remove the sprocket. This can be done by removing the circular plate from the primary inner cover at the rear of the clutch, tapping back the bent over portion of the locking plate and unscrewing the large hexagonal gearbox sprocket nut (1.66 in. across flats). To facilitate removal of the nut, spanner number Z63 is available.

When the nut is removed, drive the high gear through into the gearbox using a hammer with a soft metal drift.

To remove the sprocket, disconnect the rear chain and remove it from around the sprocket, which can then be easily withdrawn through the aperture.

Check the oil seal for cracking and wear. If there has been any signs of excessive oil leakage, renew it.

SECTION D9

INSPECTION OF THE GEARBOX COMPONENTS

Thoroughly clean all parts in paraffin (kerosene) and check them for wear and fatigue, as follows:—

- (1) Inspect the gearbox housing and inner cover for signs of cracking and damage to the joint faces. Check that the location dowels are in position correctly in the gearbox and inner cover (2 dowels each). In preparation for reassembly, clean the junction surfaces of the gearbox, inner cover and outer cover of any old deposits of jointing compound.
- (2) Examine both the mainshaft and layshaft for signs of fatigue, damaged threads and badly worn splines. Check the extent of wear to the bearing diameters of both shafts by comparing them with the figures given in "General Data". Examine the shafts carefully for signs of seizure. Excessive friction resistance and seizure will be indicated by local colouring on the shaft.
- (3) Check the layshaft needle roller bearing by inserting the layshaft and feeling the amount of play.
- (4) Inspect the gearbox mainshaft ball bearing races for roughness due to pitting or indentation of the ball tracks. An estimate can be made of ball wear by feeling the amount of side play of the centre track. It should not be possible to detect any movement by hand if the bearing is in good condition. The mainshaft should be a hand press fit in the inner cover bearing. Similarly the mainshaft high gear should be a good hand press fit in the opposite bearing.
- (5) Examine the gears thoroughly, for chipped, fractured or worn teeth. Check the internal splines and bushes. Make sure that the splines are free on their respective shafts with no tendency to bind, and the bushes in the mainshaft high gear and layshaft low gear are not loose or excessively worn. Again, reference should be made to the dimensions given in "General Data".
- (6) Check that the selector fork rod is not grooved and that it is a good fit in the gearbox casing and the inner cover. Inspect the selector fork running faces for wear. This will only have occurred if the gearbox is being continually used with a badly worn mainshaft bearing.

(7) The gear selector camplate should be inspected for signs of wear in the tracks. Excessive wear will occur if the mainshaft main bearing has worn badly. Check the fit of the camplate spindle in its housing. Examine the complete gear wheel for excessive wear. Difficulty will be encountered in gear selection, causing subsequent damage to the gears, if this gear is badly worn.

(8) Examine the mainshaft high gear bush for wear by inserting the mainshaft into it and feeling the amount of play. It is advisable to take micrometer readings of the mainshaft and compare them with caliper readings of the bush. If the clearance is excessively greater than the figure given in "General Data" the bush should be renewed as shown in Section D10.

SECTION D10

RENEWING MAINSHAFT AND LAYSHAFT BEARINGS

MAINSHAFT

The mainshaft ball bearings are a press fit into their respective housings and are retained by spring circlips to prevent sideways movement due to end thrust. To remove the right bearing, first lever out the circlip, then heat the cover to approximately 100°C. and drive out the bearing using a suitably shouldered drift. The new bearing should be pressed or drifted in whilst the cover is still hot using a suitable tubular drift onto the outer race (2½ in. outside diameter x 6 in. long). Do not forget to refit the circlip.

To remove the high gear bearing on the left of the machine, first lever out the large oil seal (which must be renewed), then remove the retainer circlip. Carefully heat the casing locally to approximately 100°C. then drive out the bearing from the inside by means of service tool Z15 or a suitably shouldered drift. Whilst the casing is still hot, drive in the new bearing, using a suitable tubular drift onto the outer race, then refit the circlip and press in the new oil seal.

MAINSHAFT HIGH GEAR BUSH

If it is required to renew this bush, this can be done by pressing out the bush using a suitable drift, which can be made from a 5 in. x 7/8 in. diameter piece of bar by machining a 1 1/8 in. dia. x 3/4 in. long pilot at one end. The bush must be pressed out by

inserting the drift at the teeth end of the gear. The new bush must be pressed in with the oil groove in the bore of the bush at the teeth end.

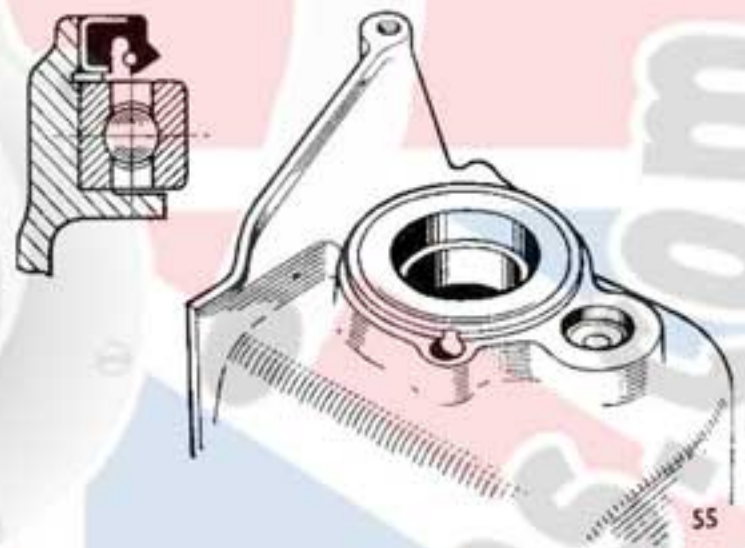


Fig. D10. Section through gearbox mainshaft oil seal

Finally, ream the bush to size using service tool reamer 61-6010. The pressed-in bore size is given in "General Data".

LAYSHAFT

The right needle roller bearing should be removed by heating the cover to approximately 100°C. then pressing or drifting out the bearing using a tool similar to that shown in Fig. D11 overleaf.

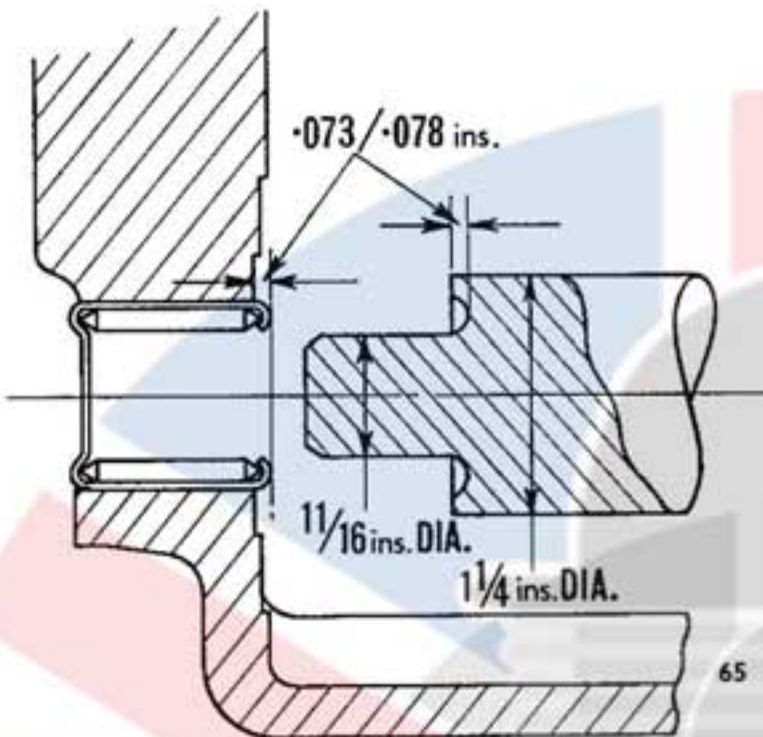


Fig. D11. Sketch of needle roller and drift

The new bearing should be pressed in, plain end first, whilst the cover is still hot, from the inside of the cover, until $.073/.078$ in. of the bearing protrudes above the cover face (see Fig. D11).

The left needle roller bearing is of the closed-end type and is accessible from the left, through the sprocket cover plate aperture. The casing should be heated to approximately 100°C . and the bearing driven through into the gearbox using a soft metal drift, taking care not to damage the bore into which the bearing fits. The new bearing must be carefully pressed in whilst the casing is hot, until $.073/.078$ in. protrudes above the spot face surface inside the gearbox. Do not use excessive force or the needle roller outer case may become damaged, resulting in the rollers seizing, or breaking up.

Finally, the outer portion of the bore into which the bearing fits, should be sealed with a suitable proprietary sealant.

SECTION D11

REASSEMBLING THE GEARBOX

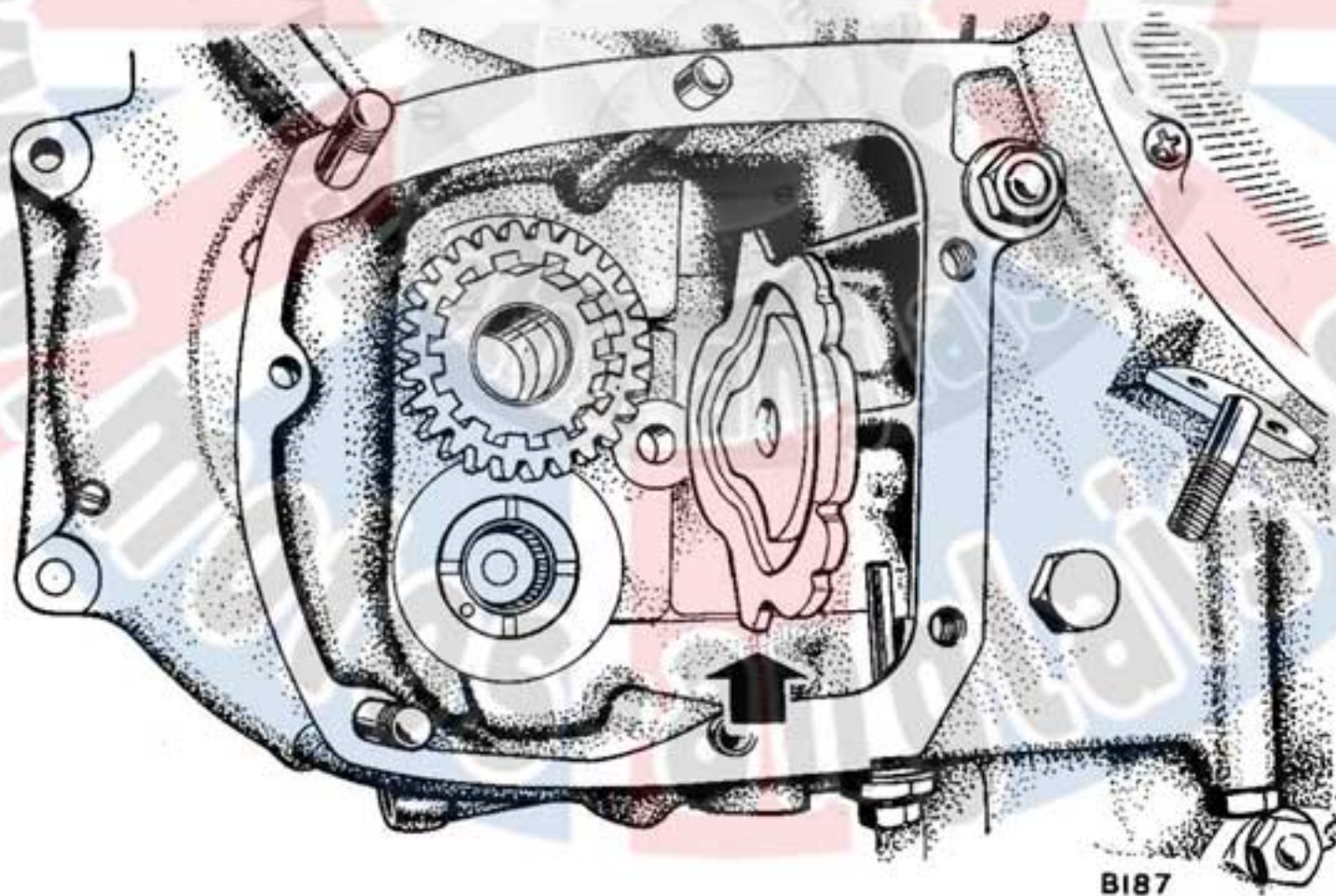


Fig. D12. Reassembling the gearbox. Arrow indicates camplate in the fourth gear position

Drive the new oil seal up to the main bearing with the lip and spring towards the bearing. Press the high gear into the bearing. Lubricate the ground tapered boss of the sprocket with oil and slide it onto the high gear. Screw on the securing nut finger tight.

Re-mesh the rear chain with the sprockets and replace the connecting link. Apply the rear brake and tighten the sprocket securing nut as tight as possible using service tool Z63. (See Fig. D9).

Smear the extended rose of the high gear with oil and replace the circular cover plate using a new paper gasket.

Lubricate the camplate spindle and offer it into the spindle housing with the gearbox.

Position the selector forks in their respective grooves in the gears as shown in Fig. D13. (The fork with the smaller radius is for the mainshaft cluster). The assembly is now ready to be offered into the gearbox housing. As the mainshaft and layshaft are being located in their respective bearings, the gears should be slid into position and aligned so that the selector forks locate in the tracks in the camplate and the bores for the selector forks are approximately aligned. Smear the selector fork spindle

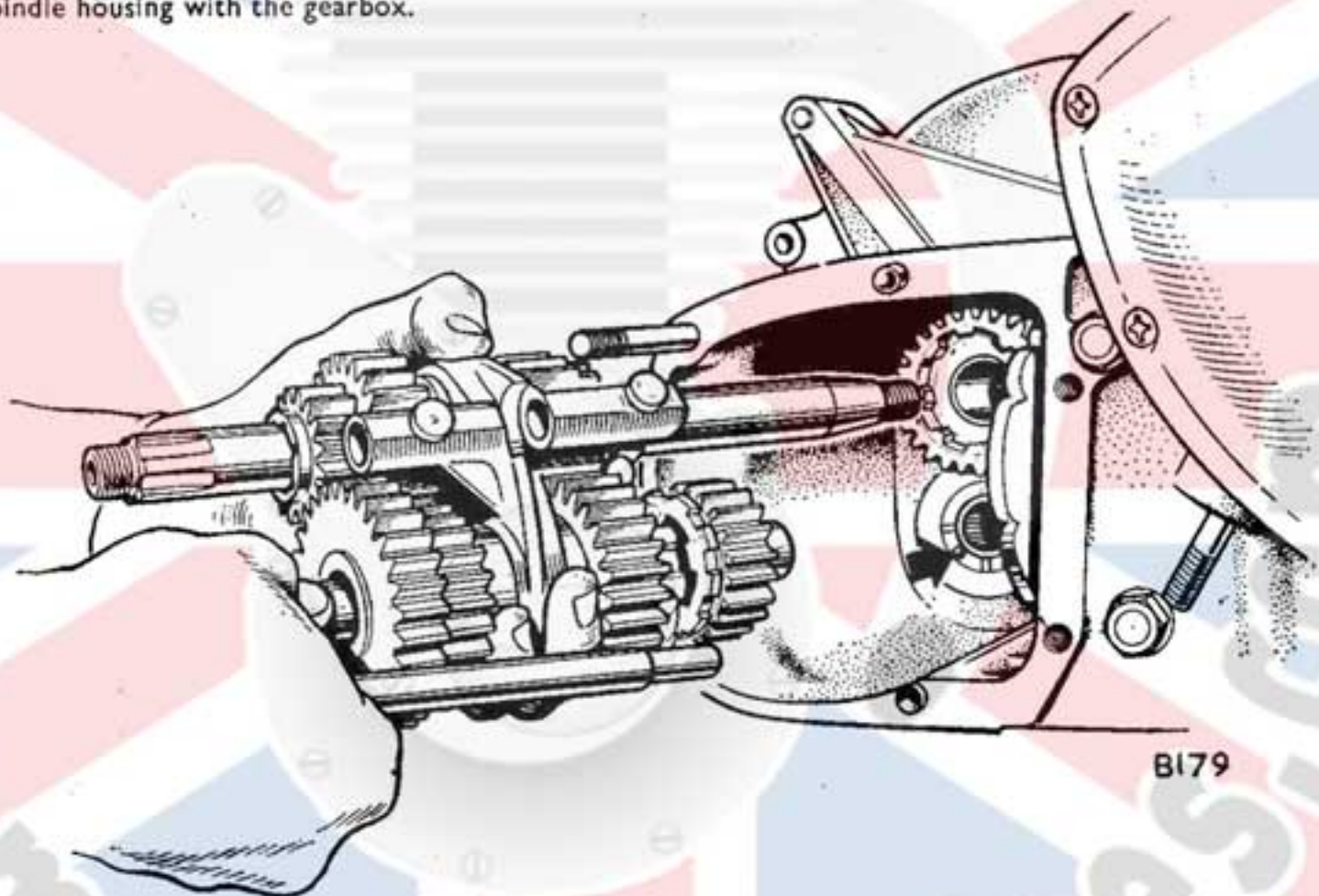


Fig. D13. Reassembling the gearbox components. Arrows indicate camplate rollers in position and thrust washer correctly located

Set the camplate in 4th gear position. Locate the bronze thrust washer over the inner needle roller bearing. The thrust washer can be held in position by smearing its rear surface with grease. Note that the grooved surface of the thrust washer is towards the layshaft. (See Fig. D13).

Lubricate the mainshaft and layshaft captive gears, then assemble the mainshaft and layshaft gear clusters as shown in Fig. D13.

with oil and slide it through the selector forks, shoulder end first, until it is fully engaged in the gearbox housing. The mainshaft selector fork will be noted to be in the innermost position.

Check the camplate operating quadrant is moving freely in the inner cover and position the bronze layshaft thrust washer over the needle roller bearing in the inner cover. Again, use grease to hold the thrust washer in position during assembly.

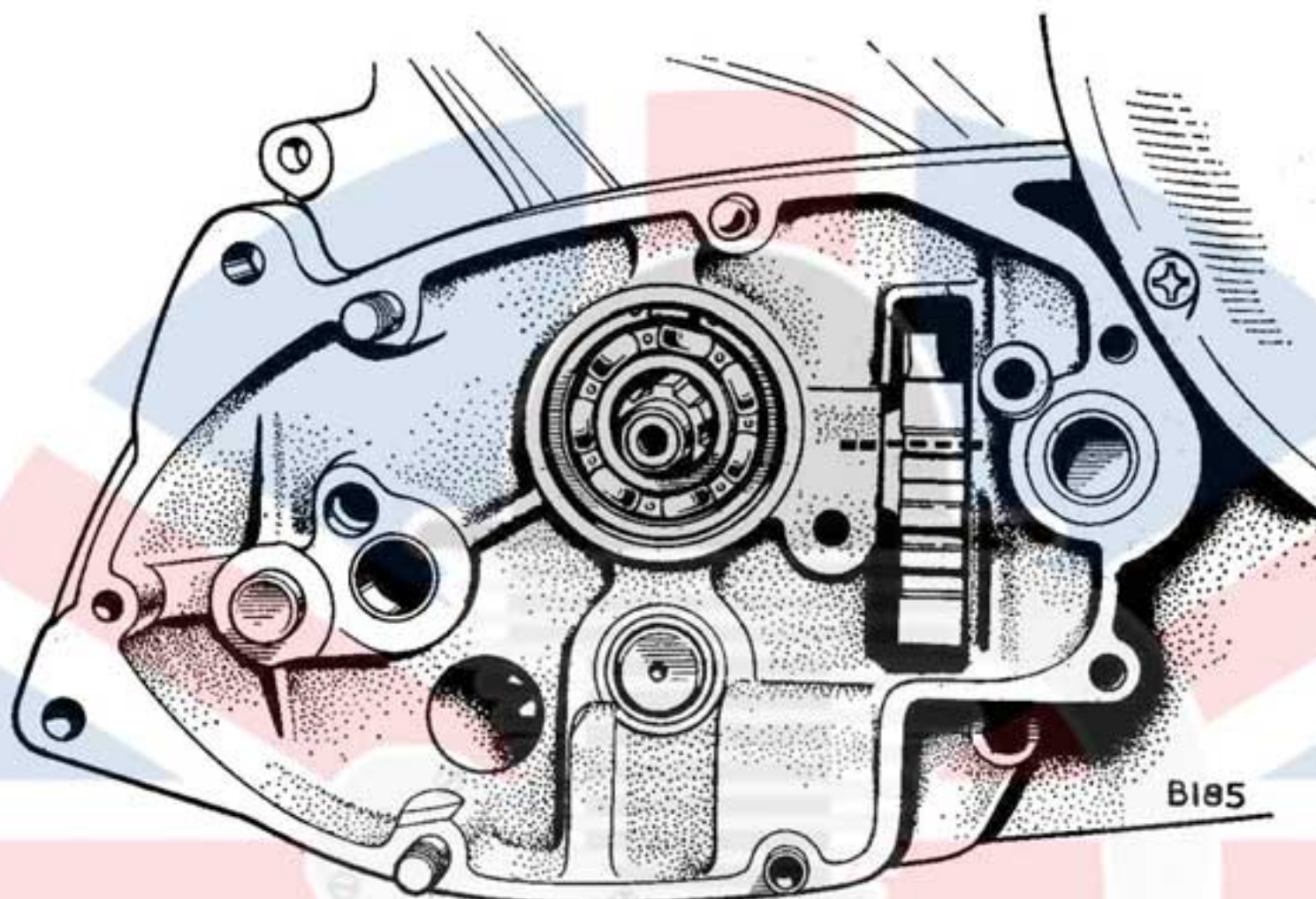


Fig. D14. Refitting the gearbox inner cover

Using a pressure oil can, lubricate all the moving parts in the gearbox, then apply a fresh coat of jointing compound to the gearbox junction surface.

Ensure that the two location dowels are in position and offer the Inner cover assembly to the gearbox. When the cover is approximately $\frac{1}{4}$ in. (6 mm.) away from the gearbox junction face, position the camplate quadrant in the 4th gear position. (See Fig. D14).

Screw in the socket screw, recessed screw and the bolt, then temporarily assemble the outer cover and gearchange lever and check that the gearchanging sequence is correct by simultaneously operating the gearchange pedal and turning the rear wheel. In the event of any problem of selection it must be assumed

that the quadrant teeth are not engaged accurately with the camplate pinion. To rectify this, remove the inner cover again and check that the camplate has been set as shown in Fig. D12. Offer up the inner cover again ensuring that the quadrant is correctly positioned. (See Fig. D14).

When correct gearchanging is established, reassemble the kickstart pinion and ratchet, replace the tab washer and screw on the securing nut to the torque figure given in "General Data". To facilitate this, the rear brake should be applied with fourth gear selected.

Refit the gearbox outer cover as shown in section D2 then reassemble the transmission, referring to section A2 for the correct quantities and grades of lubricant for the primary chaincase and gearbox.

SECTION D 12

CHANGING THE GEARBOX SPROCKET

To gain access to the gearbox sprocket, first remove the left footrest and exhaust pipe and then remove the outer primary cover as shown in Section C3.

Remove the pressure plate, clutch plates and withdraw the shock absorber unit and clutch sprocket as shown in Section C9. Remove the key from the gearbox mainshaft and unscrew the six screws which serve to retain the circular cover.

Apply the rear brake, then unscrew the gearbox sprocket securing nut using service tool number Z63. The rear chain may now be disconnected and the gearbox sprocket withdrawn through the aperture.

Before fitting the new sprocket check that the gearbox oil seal is in good condition and that the

rear chain is not excessively worn. Check the extension as shown in Section A13. If the old chain is to be retained for further use it should be thoroughly cleaned in paraffin and lubricated in a grease bath, lubricate the ground boss with oil, fit a new locking plate and slide the sprocket over the gearbox mainshaft and high gear. When the sprocket is located on the splines screw on the securing nut finger tight, then re-connect the chain.

With the rear brake applied tighten the nut until it is as tight as possible and tap over the lockplate.

When replacing the circular cover plate, use a new paper gasket. Ensure that the oil seal is correctly engaged over the protruding nose of the high gear. Reassembly then continues as a reversal of the above instructions.





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SECTION DV

FIVE SPEED GEARBOX

DESCRIPTION	Section
SEQUENCE OF GEARCHANGING...	DV 1
REMOVING AND REPLACING THE OUTER COVER ASSEMBLY ...	DV 2
DISMANTLING AND REASSEMBLING THE KICKSTART MECHANISM ...	DV 3
DISMANTLING AND REASSEMBLING THE GEARCHANGE MECHANISM ...	DV 4
INSPECTING THE GEARCHANGE AND KICKSTART COMPONENTS ...	DV 5
RENEWING KICKSTART AND GEARCHANGE SPINDLE BUSHES ...	DV 6
CLUTCH OPERATING MECHANISM ...	DV 7
DISMANTLING THE GEARBOX ...	DV 8
INSPECTION OF THE GEARBOX COMPONENTS ...	DV 9
RENEWING MAINSHAFT AND LAYSHAFT BEARINGS ...	DV 10
REASSEMBLING THE GEARBOX ...	DV 11
CHANGING THE GEARBOX SPROCKET ...	DV 12

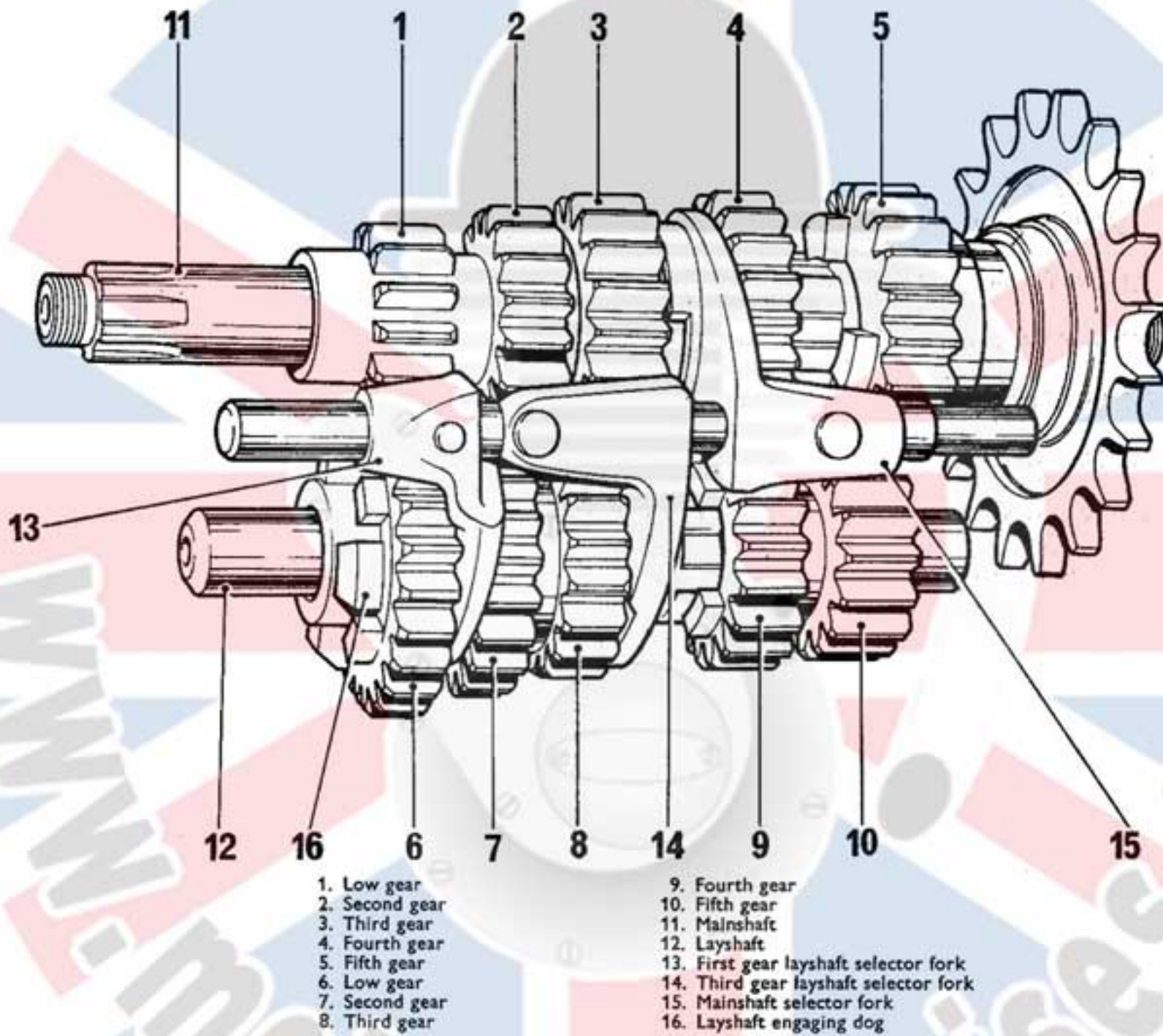


Fig. DV 1. Plan of Gear Components

SECTION DV I

SEQUENCE OF GEARCHANGING

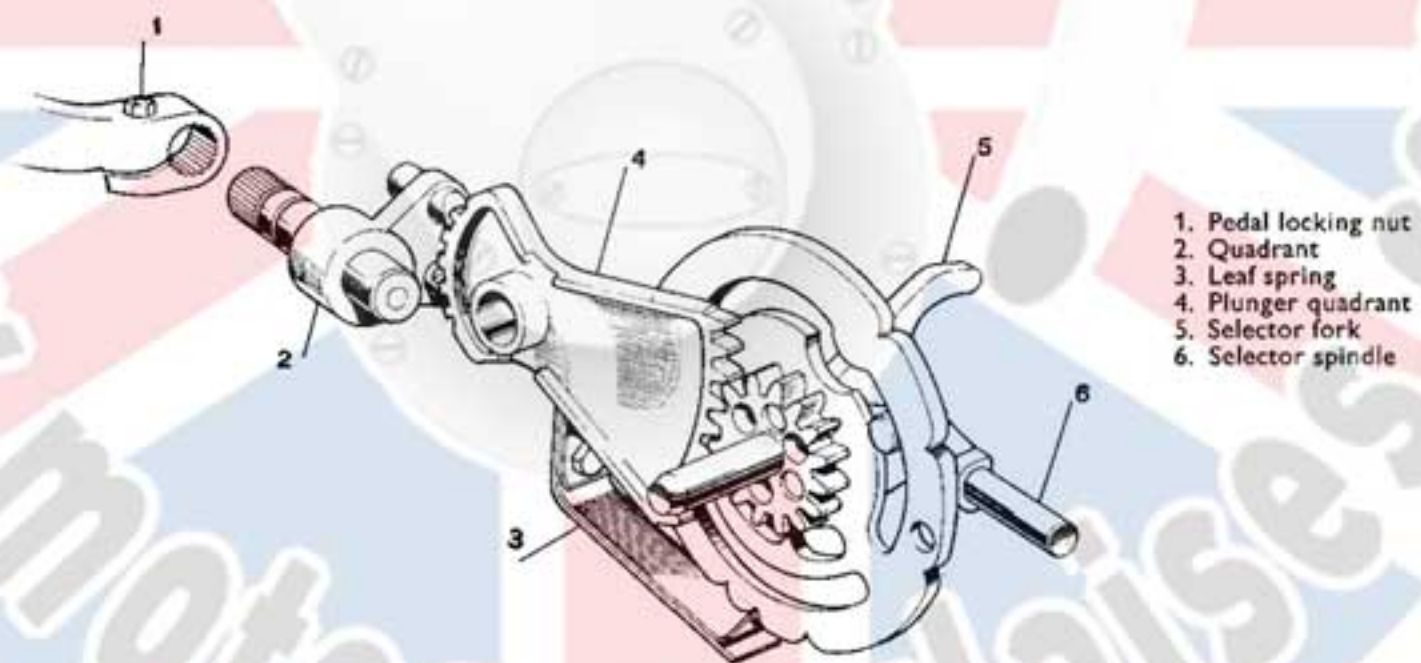
The gearbox is operated by the pedal on the right side of the machine, the pedal being splined to the gear change spindle and plunger housing. Two chamfered plungers with springs fit into the housing in such a way that as the gear pedal is moved up and down the plungers locate in the teeth at the out-board end of the quadrant. The quadrant is pivoted in the centre and the inboard end is formed to mate with the captive pinion of the camplate. See Fig. DV 2.

Figs. DV 3(i) to DV 3(vi) illustrate the camplate with its leaf spring and the three engaging pins of the selector forks which can be seen in the camplate track. The three sliding pinions are moved along the mainshaft and layshaft by the selector forks. The neutral positions of the camplate and gears are shown in Fig. DV 3(ii).

When the pedal is depressed to engage low gear (first) the camplate is turned anti-clockwise moving the layshaft selector fork to mesh the sliding first gear with the engaging dog on the end of the layshaft. (The engaging dog is illustrated in Fig. DV 1.)

As second gear is selected by lifting the pedal, the second layshaft selector fork brings the sliding third gear into mesh with the layshaft second gear, while the previous selector fork disengages first gear from the engaging dog.

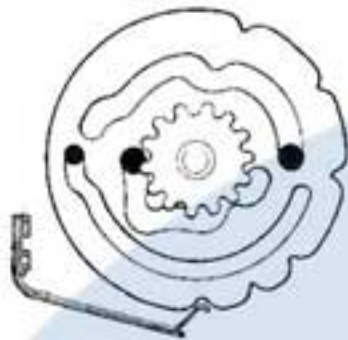
Movement of the gear lever in the same direction will select third gear by moving the mainshaft sliding gear into mesh with the mainshaft third gear. At the same time the second layshaft selector disengages second gear.



1. Pedal locking nut
2. Quadrant
3. Leaf spring
4. Plunger quadrant
5. Selector fork
6. Selector spindle

Fig. DV 2. Gear selection components

FIRST GEAR



NEUTRAL

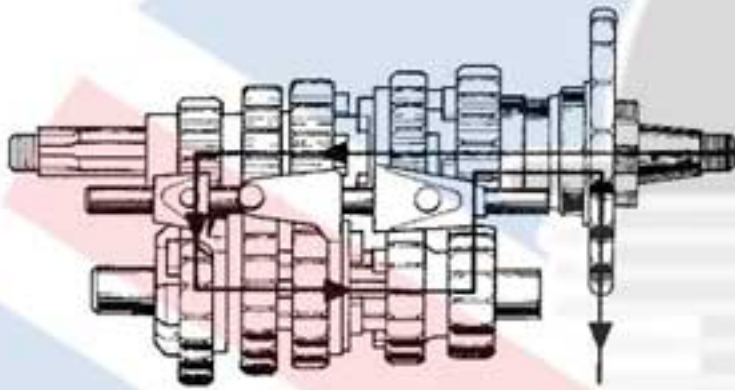
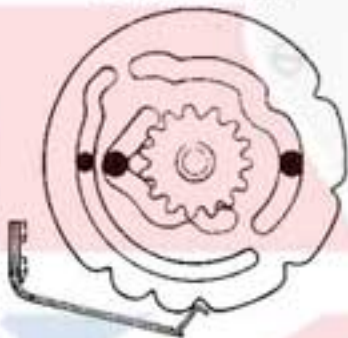


Fig. DV 3(i)



Fig. DV 3(ii)

SECOND GEAR



THIRD GEAR

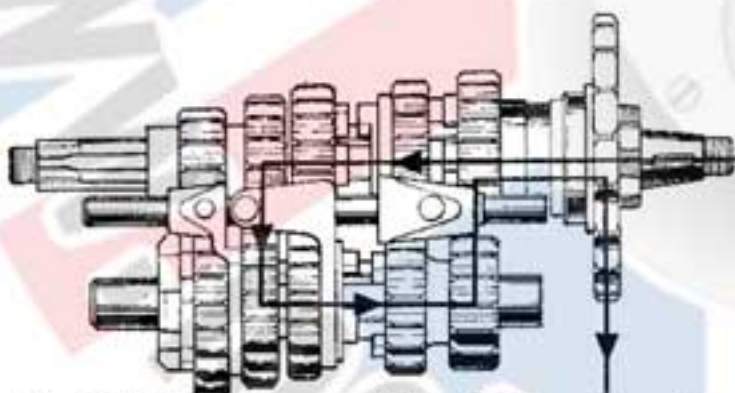
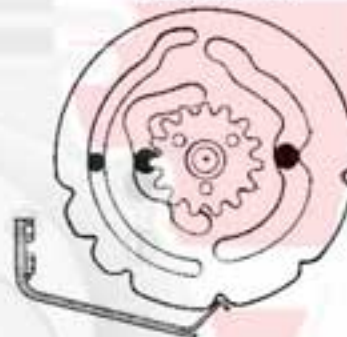


Fig. DV 3(iii). First gear selected (Note arrowed line showing power being transmitted through the gear cluster)

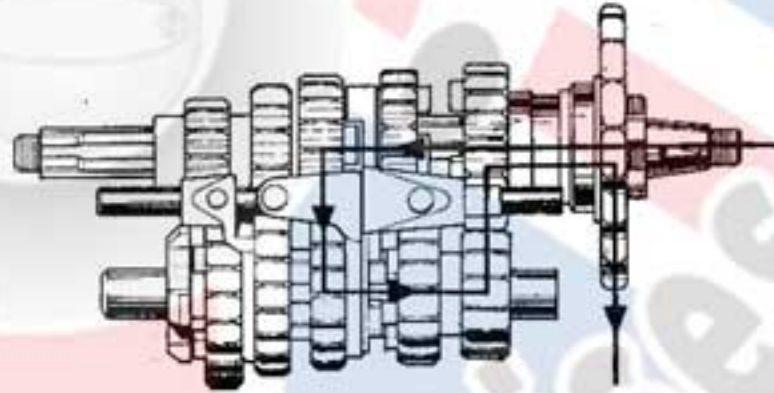


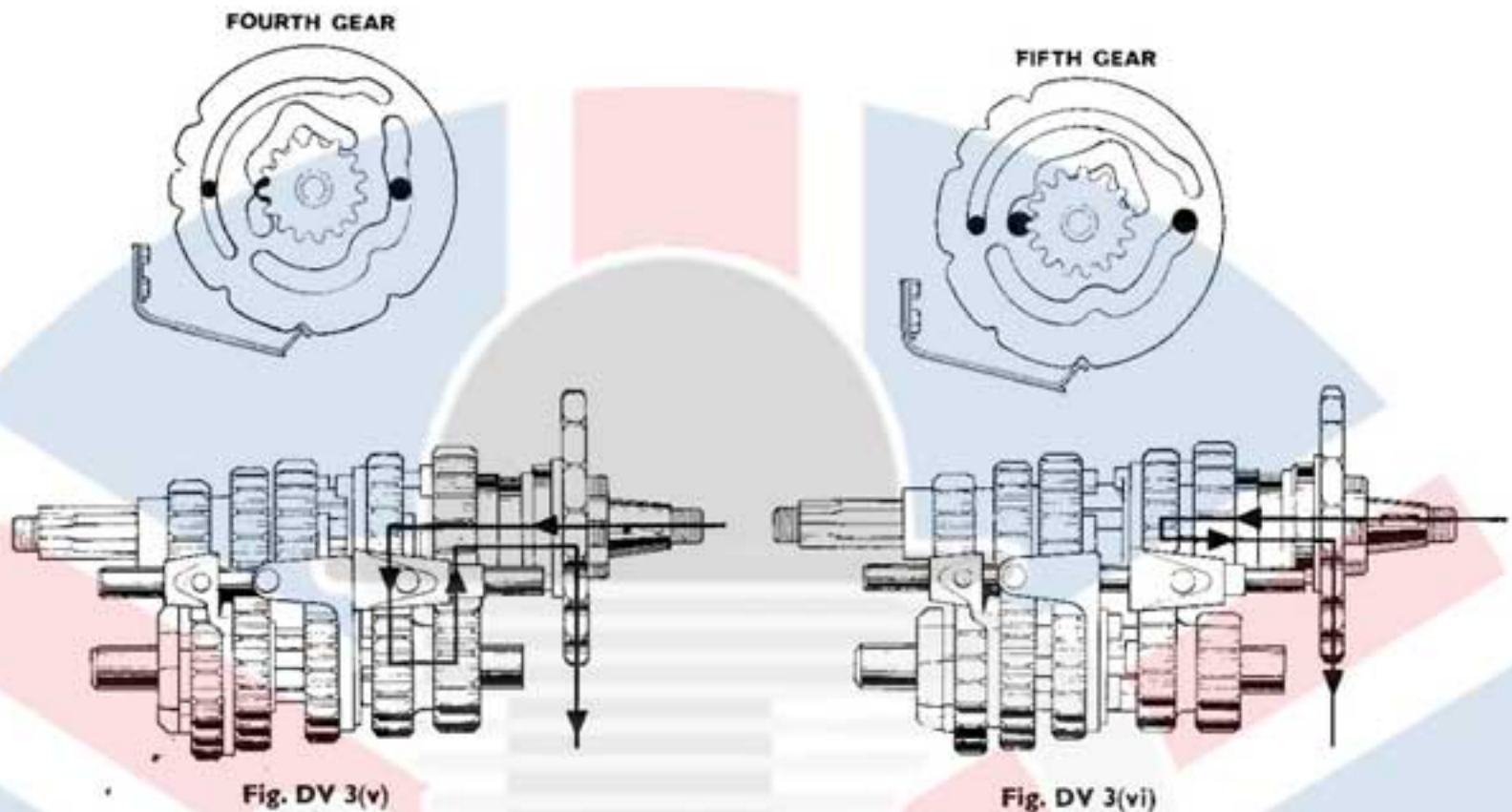
Fig. DV 3(iv)

Further movement of the gear lever will select fourth gear by moving the sliding layshaft third gear into mesh with the layshaft fourth gear while the mainshaft fourth gear is moved into a neutral position.

Finally, fifth gear is obtained by a final movement of the lever in the same direction. The mainshaft selector fork will bring the mainshaft sliding gear

(fourth gear) into mesh with the mainshaft fifth gear. At the same time the second layshaft sliding gear (third gear) is moved into a neutral position.

It should be noted that throughout the range of gear pedal movements the gear pedal spindle and plunger housing return to the original position ready for the next selection.



SECTION DV 2

REMOVING AND REPLACING THE GEARBOX OUTER COVER ASSEMBLY

Slacken the right and left side exhaust pipe finned clip bolts. Remove both the silencer clip bolts at the crankcase. Slacken the silencer to exhaust pipe clip on the left side. Loosen the balance pipe clip bolts. It will now be possible to remove the right hand exhaust system. It is easier to remove the exhaust pipe still attached to the silencer. Use a rubber headed mallet to knock the exhaust pipe away from the cylinder head stub.

Remove the right footrest by detaching the fixing nut from behind the rear engine plate.

Slacken off the clutch cable adjustment and slip out the cable nipple at the handlebar control. Slide the rubber cover up away from the abutment for the cable at the gearbox end and unscrew the abutment.

Remove the large slotted plug from the gearbox outer cover and access will be gained to the clutch operating arm. It is only necessary then to release the cable nipple from the arm with the finger.

Place a drip tray underneath the gearbox and unscrew the gearbox filler plug and drain plug.

Engage 5th (top) gear. This will allow several otherwise difficult nuts to be unscrewed by subsequently applying the rear brake when required.

Unscrew the top and bottom hexagonal nut and the recess screws from the periphery of the gearbox cover. Depress the kickstart lever slightly and tap the cover until it is free.

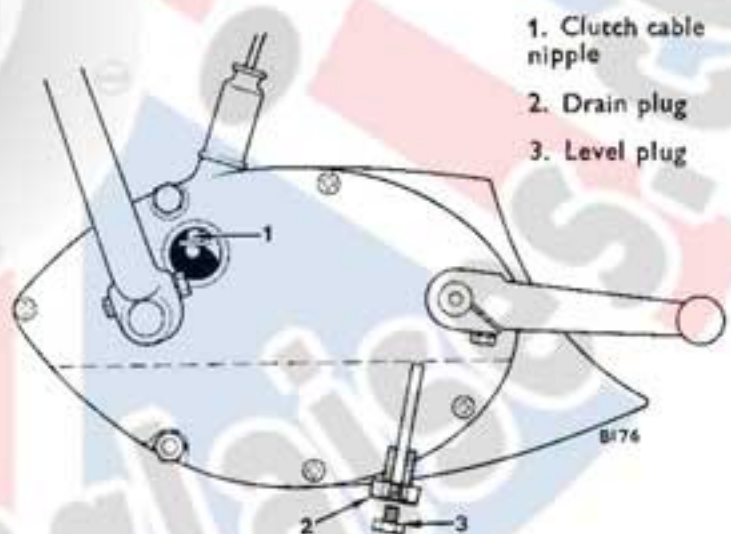


Fig. DV 4. Showing gearbox oil level and oil drain plugs

When the cover is removed, the gear-change mechanism, kickstart mechanism and clutch operating mechanism will be accessible. The gearchange pedal should be carefully raised then depressed, to control the release of the plungers and springs from the gearchange quadrant.

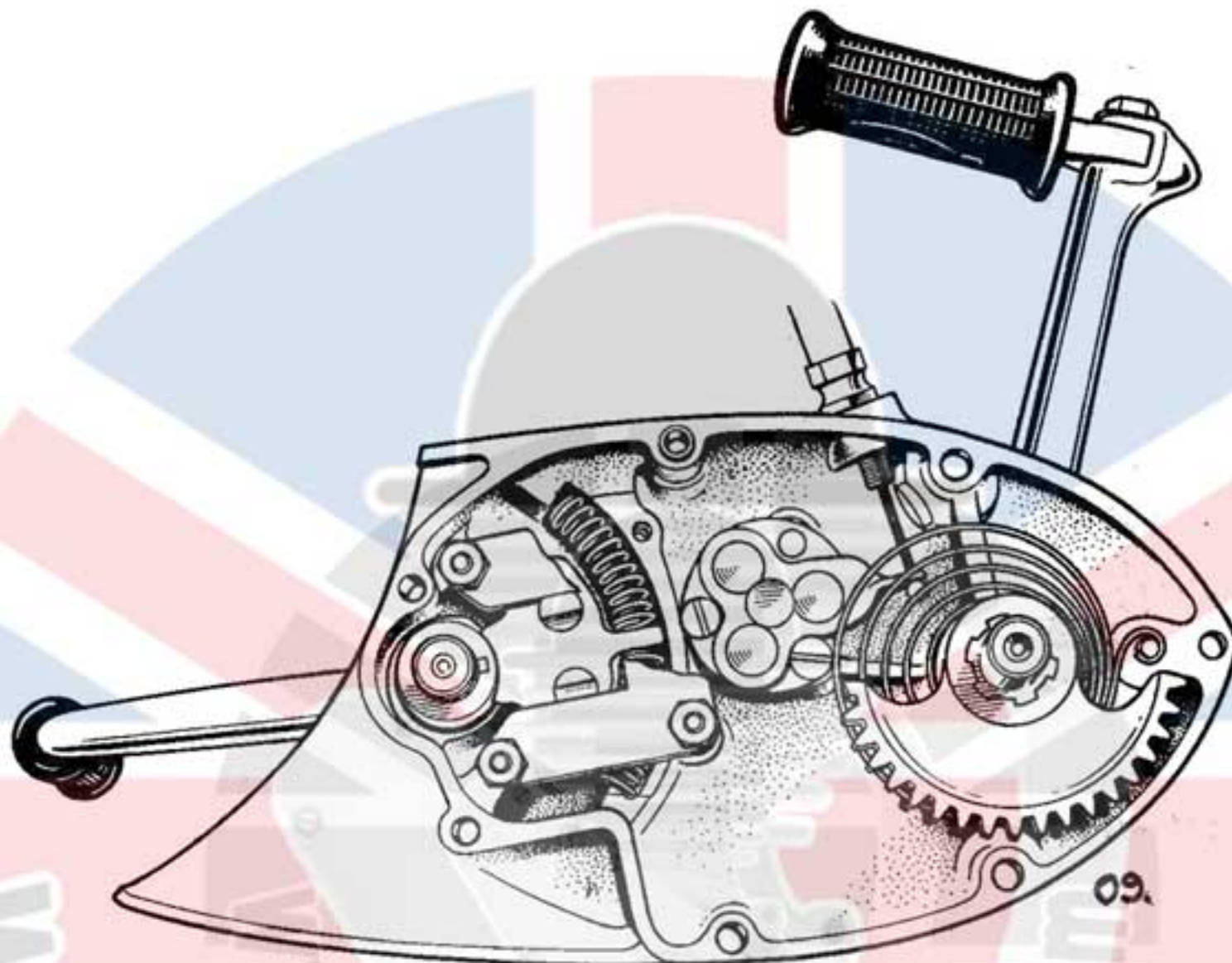


Fig. DV 5. Gearbox outer cover, showing gearchange mechanism, clutch operating mechanism and kickstart quadrant

Prior to refitting the outer cover ensure that the junction surface is clean and free from any deposits of old jointing compound, then thoroughly clean it in paraffin (kerosene). Apply a fresh coat of jointing compound to the junction surface and ensure that the two location dowels are in position.

Turn the kickstart pedal until it is half way down its operational stroke and offer the cover to the gearbox. Check that the kickstart pedal returns to its normal fully-returned position. Reassembly then continues as a reversal of the above instructions. Finally, refill the gearbox to the correct level with the recommended grade of oil (see Section A2).

SECTION DV 3

DISMANTLING AND REASSEMBLING THE KICKSTART MECHANISM

Slacken the kickstarter crank cotter pin nut about two or three turns and release the cotter pin from its locking taper by using a hammer and a soft metal drift. Slide the pedal off the shaft and withdraw the quadrant and spring assembly. Apply the rear brake, bend back the tab on the lock washer and unscrew the kickstart ratchet pinion securing nut from the gearbox mainshaft. Withdraw the pinion, ratchet, spring and sleeve, then thoroughly clean

all parts in paraffin (kerosene) and inspect them for wear etc., as shown in Section DV 5.

If the kickstarter quadrant is to be renewed the spindle should be driven out using a hammer or press and the gear quadrant pressed onto the spindle so that the kickstart crank location flat is positioned correctly relative to the quadrant (see Fig. DV 6).

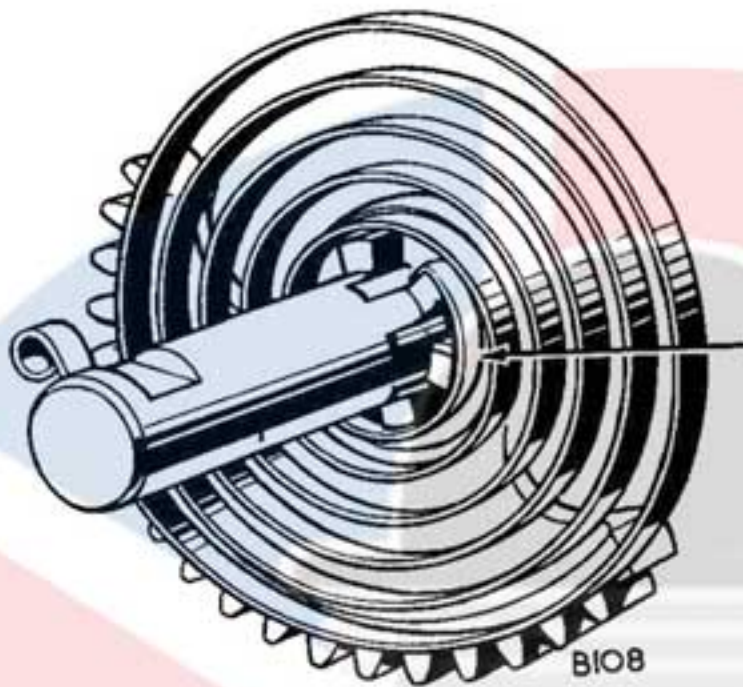


Fig. DV 6. Kickstart quadrant and spring. Arrow indicates correct spring location

To reassemble the mechanism, first refit the thin walled steel sleeve, spring, pinion and ratchet to the gearbox mainshaft and assemble the tab washer, then screw on the retaining nut to the torque figure given in "General Data". **Do not over-tighten the retaining nut as this may result in failure of the thin walled inner steel sleeve.**

Fit the return spring to the kickstart quadrant as shown in Fig. DV.6. Offer the spindle into the kickstart bush and locate the return spring onto the anchor peg at the rear of the cover. Fit the oil seal over the spindle and assemble the kickstart crank, locking it into position with the cotter pin from the rear. Refit the outer cover as shown in Section DV 2. Do not forget to refit the oil seal. Refill the gearbox with the correct grade of lubricant (Section A2).

SECTION DV 4

DISMANTLING AND REASSEMBLING THE GEARCHANGE MECHANISM

Slacken off the gear change pedal locking bolt and withdraw the pedal from the splined shaft. A little leverage between the pedal and the cover may be necessary. For this, choose a suitable tool to avoid damage to the cover.

Remove the four nuts and locking washers securing the guide plate. Withdraw the guide plate, plunger quadrant and curved return springs. Thoroughly clean the parts in paraffin (kerosene) and inspect them for wear etc., as shown in Section DV 5.

To reassemble the mechanism, first fit a new rubber "O" ring to the spindle and offer it to the outer

cover bush using a smear of oil to assist assembly, then refit the two quadrant return springs and ensure that they locate correctly over the step in the cover. To facilitate assembly of the springs, first fit the gearchange pedal and clamp it in position, thus enabling the quadrant to be turned and the springs to be compressed (see Fig. DV 5).

Refit the retainer plate, not forgetting the locking washers which fit one under each of the four nuts. Finally, refit the springs and plungers, taking care that they are not suddenly ejected from their seats during assembly.

SECTION DV 5

INSPECTING THE GEARCHANGE AND KICKSTART COMPONENTS

GEARCHANGE:

- (1) Inspect the gearchange plungers for wear and ensure that they are a clearance fit in the quadrant. Check the plunger springs by comparing their lengths with the figures given in "General Data".
- (2) Examine the plunger guide plate for wear and grooving on the taper guide surfaces. Renew the plate if grooving has occurred.
- (3) Inspect the footchange pedal return springs for fatigue and if they show signs of corrosion due to condensation, they should be renewed.
- (4) Examine the gearchange quadrant bush for wear and possible ovality by inserting the quadrant into the bush and feeling the amount of play.

- (5) Check the tips of the plungers and the teeth of the camplate operating quadrant for chipping and wear. To remove the camplate quadrant, first remove the inner cover as shown in Section DV 8, then remove the two split pins and withdraw the spindle.

KICKSTART:

- (1) Examine the kickstart quadrant for chipped or broken teeth or looseness on the spindle and the kickstart return spring for fatigue cracks and signs of wear, particularly at the centre where it engages on the splines of the spindle.

- (2) Examine the kickstart spindle bush for wear. If the required measuring instruments are not available, use the spindle as a gauge and feel the amount of play.
- (3) Examine the kickstart ratchet mechanism for wear, giving particular attention to the ratchet teeth ensuring that they have not become chipped or rounded. Check that the thin walled steel bush is a clearance fit in the kickstart pinion and that the spring is not badly worn.
- (4) Finally, check that the kickstart stop peg is firmly pressed into the inner cover and is not distorted.

SECTION DV 6

RENEWING KICKSTART AND GEARCHANGE SPINDLE BUSHES

If it is found necessary to renew the kickstart spindle bush this should be done by completely stripping the outer cover of its assembly parts and heating it to 100°C., then driving the bush out using a suitable shouldered drift. Press in the new bush while the cover is still hot.

Adopt a similar procedure for renewal of the outer cover gearchange spindle bush. The inner cover bush does not usually wear much, even after great mileage has been covered. However, if it is required to renew the bush, the inner cover should be

removed (Section DV 8), and the camplate operating quadrant disconnected.

Using a suitable tap (e.g. $\frac{3}{4}$ in. dia. \times 10 Whit.) cut a thread in the bush to a depth of $\frac{3}{4}$ in.; heat the cover to 100°C., then reinsert the tap, or, preferably, a suitable bolt. Grip the bolt (or tap) firmly in a vice, then drive the cover away using a hide mallet until the bush is free.

A press or suitably shouldered drift is required to drive in the new bush, which should be done whilst the cover is still hot.

SECTION DV 7

CLUTCH OPERATING MECHANISM

The clutch operating mechanism, which is situated in the gearbox outer cover, consists of two spring loaded plates held apart by three balls, which are seated in conical indentations in the plates.

Wear in this mechanism is negligible, even after excessive mileage has been covered, so long as the gearbox oil level is maintained at the recommended level. The mechanism is removed as a unit by unscrewing two slotted screws and is then easily dismantled. The parts are arranged as shown in

Fig. DV 7, which should be referred to when reassembling the mechanism.



Fig. DV 7. Exploded view of clutch operating mechanism

SECTION DV 8

DISMANTLING THE GEARBOX

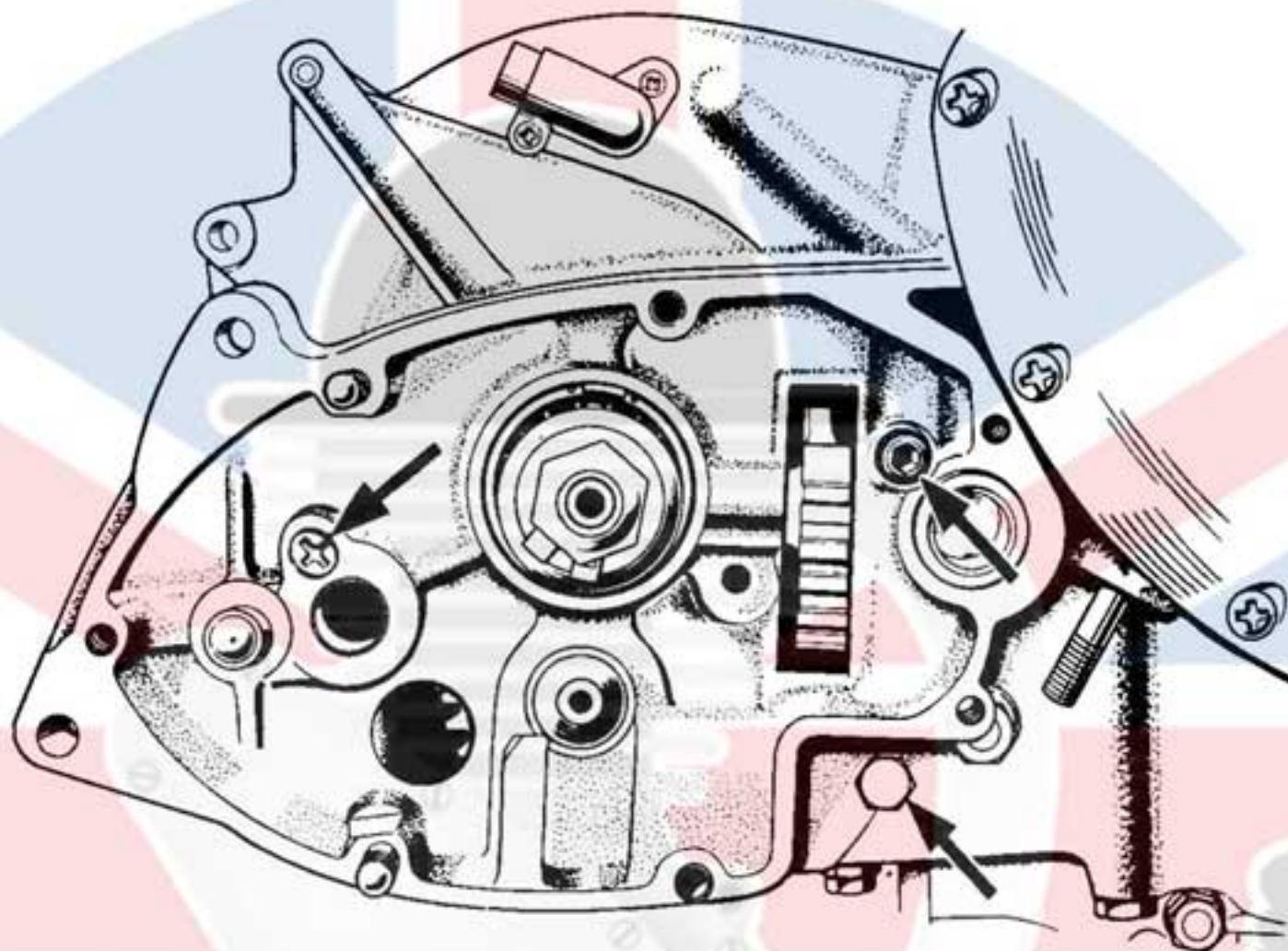


Fig. DV 8. Gearbox inner cover retaining screws

Remove the gearbox outer cover as shown in Section DV 2, leaving the gearbox with 5th (top) gear selected.

Remove the two short bolts, two long bolts and a centre nut which serves to retain the rear right engine mounting plate, then withdraw the plate.

Bend back the tags on the lock washer and unscrew the kickstart pinion ratchet retainer nut from the end of the gearbox mainshaft. This should be easily achieved with 5th (top) gear selected and the rear brake applied.

Remove the outer primary cover and dismantle the transmission as shown in Section C, not forgetting, finally, to remove the key from the gearbox mainshaft.

The gearbox inner cover is retained by a socket screw, a Phillips recessed screw and a hexagonal bolt (See Fig. DV 8). When these are removed the cover

can be released by tapping it outwards with a hide mallet.

Withdraw the engaging dog from the layshaft. See Fig. DV 9, then remove the circlip from the end of the layshaft with a pair of circlip pliers. Pull the selector rod out and then remove the layshaft first gear with its selector fork. Withdraw the second gear from the layshaft and then remove the mainshaft complete with first, second and third gears in position. Remove the mainshaft fourth and layshaft third gears with their selector forks and then withdraw the layshaft with the fifth and fourth gears in position. Detach the two brass thrust washers which locate over the needle roller bearings. Before removal of the camplate, the mainshaft high gear will have to be detached from the gearbox sprocket and withdrawn from the crankcase. This can be done by removing the circular plate from the primary inner cover at the rear of the clutch, tapping back the bent-over portion of the locking plate and unscrewing the large hexagonal gearbox

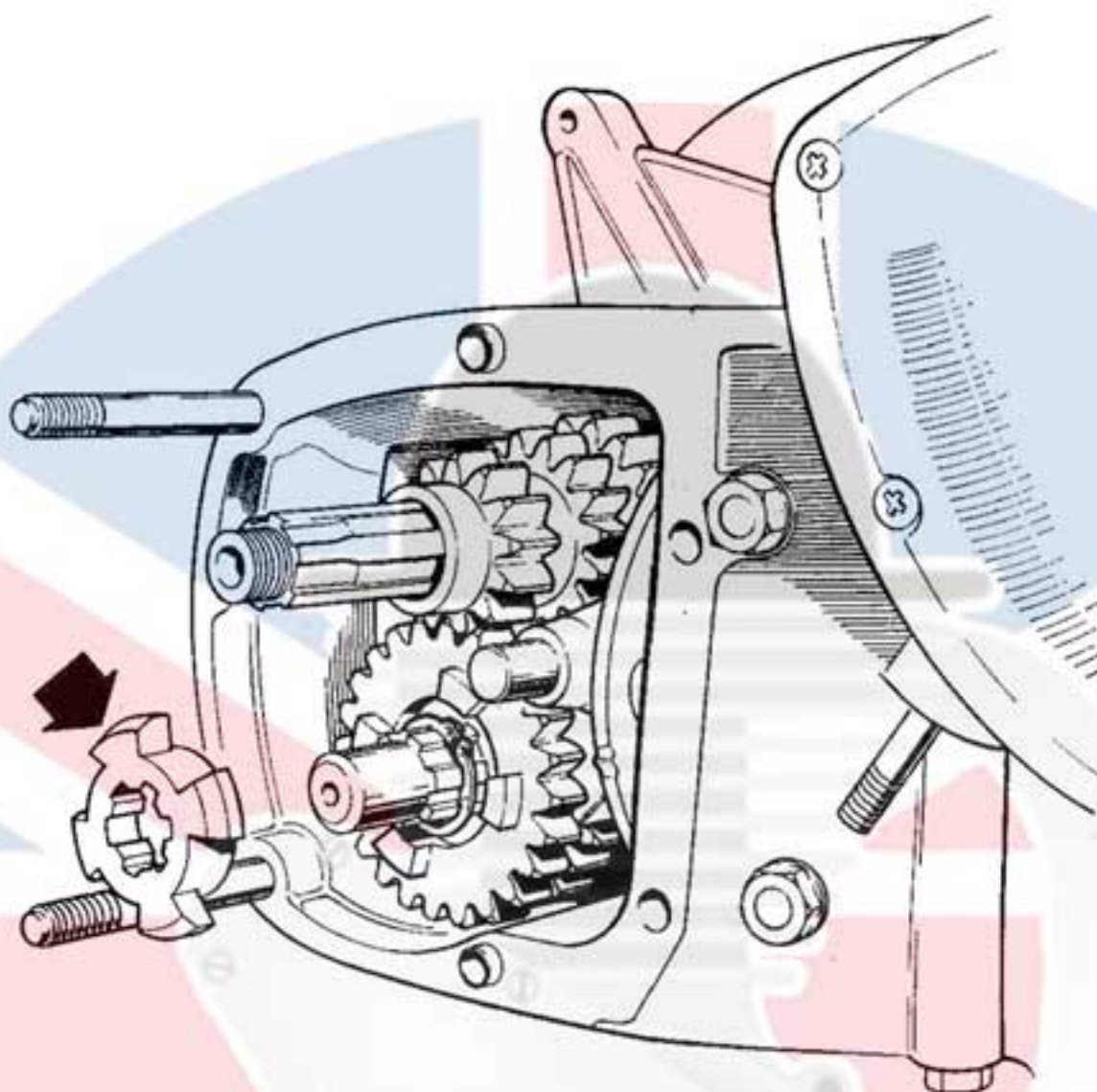


Fig. DV 9. Showing removal of engaging dog

sprocket nut (1.875" across the flats). To facilitate removal of the nut, Workshop Tool number 60-6125 is available. When the nut has been removed, tap the high gear into the gearbox using a hide mallet or a soft metal drift. It is now possible to remove the camplate from its housing in the crankcase. To remove the gearbox sprocket, disconnect the rear

chain and remove it from around the sprocket which can now be easily withdrawn through the aperture.

The oil is prevented from leaving the gearbox through the main bearing by an oil seal which runs on a ground boss on the gearbox sprocket. Check the oil seal for cracking and wear (see Section DV 10 for bearing and oil seal removal details).

SECTION DV 9

INSPECTION OF THE GEARBOX COMPONENTS

Thoroughly clean all parts in paraffin (kerosene) and check them for wear and fatigue, as follows:—

- (1) Inspect the gearbox housing and inner cover for signs of cracking and damage to the joint faces. Check that the location dowels are in position correctly in the gearbox and inner cover (2 dowels each). In preparation for re-assembly, clean the junction surfaces of the gearbox, inner cover and outer cover of any old deposits of jointing compound.
- (2) Examine both the mainshaft and layshaft for signs of fatigue, damaged threads and badly worn splines. Check the extent of wear to the bearing diameters of both shafts by comparing them with the figures given in "General Data". Examine the shafts carefully for signs of seizure.

Excessive friction resistance and seizure will be indicated by local colouring on the shaft.

- (3) Check the layshaft needle roller bearing by inserting the layshaft and feeling the amount of play.
- (4) Inspect the gearbox mainshaft bearings for roughness due to pitting or indentation of the ball/roller tracks. Note that the high gear bearing operates directly in a roller bearing pressed into the right hand side crankcase half. If wear is apparent at the high gear bearings (check general data for high gear spigot dimensions), it will be necessary to replace the roller bearing and the high gear. Under no circumstances should the bearing or the high gear be replaced independently. Check the inner cover bearing by feeling the amount of side play of the centre track. It should not be possible to detect any movement by hand if the bearing is in good condition. The mainshaft should be a push fit into the inner cover bearing.
- (5) Examine the gears thoroughly, for chipped, fractured or worn teeth. Check the internal splines, dogs and bushes. Make sure that the splines are free on their respective shafts with

no tendency to bind, and the bushes in the mainshaft third gear, layshaft second gear and layshaft first gear are not loose or excessively worn. Again, reference should be made to the dimensions given in "General Data".

- (6) Check that the selector fork rod is not grooved and that it is a good fit in the gearbox casing and the inner cover. Inspect the selector fork running faces for wear. This will only have occurred if the gearbox is being continually used with a badly worn mainshaft bearing.
- (7) The gear selector camplate should be inspected for signs of wear in the selector tracks. Excessive wear will occur if the mainshaft main bearing has worn badly. Check the fit of the camplate spindle in its housing. Examine the camplate gear wheel for excessive wear. Difficulty will be encountered in gear selection, causing subsequent damage to the gears, if this gear is badly worn.
- (8) Inspect the mainshaft high gear needle roller bearings for roughness or fracture. Check the mainshaft diameter with the "General Data" and check for surface pitting or damage due to scoring.

SECTION DV 10

RENEWING MAINSHAFT AND LAYSHAFT BEARINGS

MAINSHAFT

The mainshaft bearings are a press fit into their respective housings and are retained by spring circlips to prevent sideways movement due to end thrust. To remove the right bearing, first lever out the circlip, then heat the cover to approximately 100°C. and drive out the bearing using a suitably shouldered drift. The new bearing should be pressed or drifted in whilst the cover is still hot using a suitable tubular drift onto the outer race (2½ in. outside diameter × 6 in. long). Do not forget to refit the circlip.

To remove the high gear bearing on the left of the machine, first lever out the large oil seal (which

must be renewed), then remove the retainer circlip. Carefully heat the casing locally to approximately 100°C., then drive out the bearing from the inside by means of a suitably shouldered drift. Whilst the casing is still hot, drive in the new bearing, using a suitable tubular drift onto the outer race, then refit the circlip and press in the new oil seal.

MAINSHAFT HIGH GEAR BEARINGS

Two caged needle bearings are fitted into each end of the high gear and they can be both pressed out together using a drift of the dimensions shown in Fig. DV 10.



Fig. DV 10. Drift dimensions

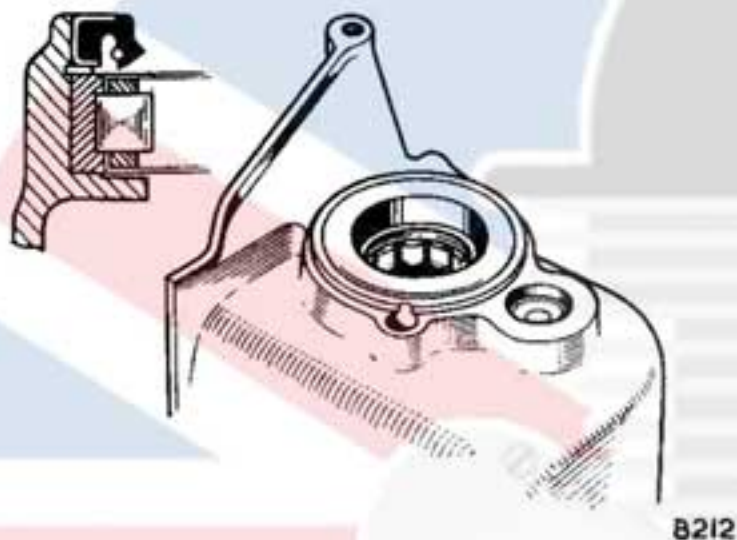


Fig. DV 11. Section through gearbox mainshaft oil seal

LAYSHAFT

The right needle roller bearing should be removed by heating the cover to approximately 100°C., then pressing or drifting out the bearing using a tool similar to that shown in Fig. DV 12.

The new bearing should be pressed in, plain end first, whilst the cover is still hot, from the inside of the cover, until .073/.078 in. of the bearing protrudes above the cover face (see Fig. DV 12).

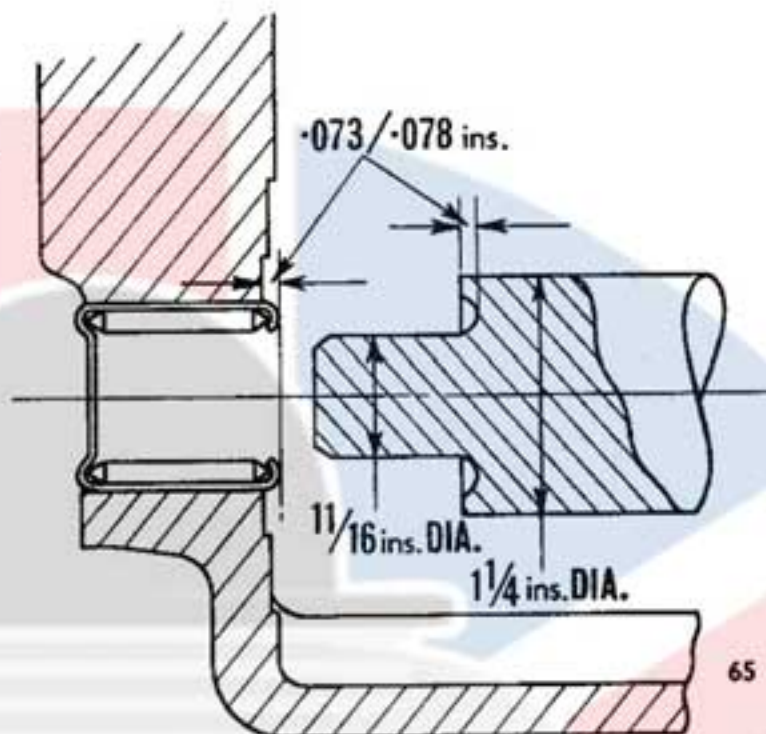


Fig. DV 12. Sketch of needle roller and drift

The left needle roller bearing is of the closed-end type and is accessible from the left, through the sprocket cover plate aperture. The casing should be heated to approximately 100°C. and the bearing driven through into the gearbox using a soft metal drift, taking care not to damage the bore into which the bearing fits. The new bearing must be carefully pressed in whilst the casing is hot, until .073/.078 in. protrudes above the spot face surface inside the gearbox. Do not use excessive force or the needle roller outer case may become damaged, resulting in the rollers seizing, or breaking up.

Finally, the outer portion of the bore into which the bearing fits, should be sealed with a suitable proprietary sealant.

SECTION DV II

REASSEMBLING THE GEARBOX

Lubricate the camplate spindle and offer it into the spindle housing within the gearbox.

Drive the new oil seal up to the main bearing with the lip and spring towards the bearing. Press the high gear into the bearing. Lubricate the ground tapered boss of the sprocket with oil and slide it onto the high gear. Screw on the securing nut finger tight.

Re-mesh the rear chain with the sprockets and replace the connecting link. Apply the rear brake and tighten the sprocket securing nut as tight as possible using service tool 61-6125.

Smear the extended nose of the high gear with oil and replace the circular cover plate using a new paper gasket.

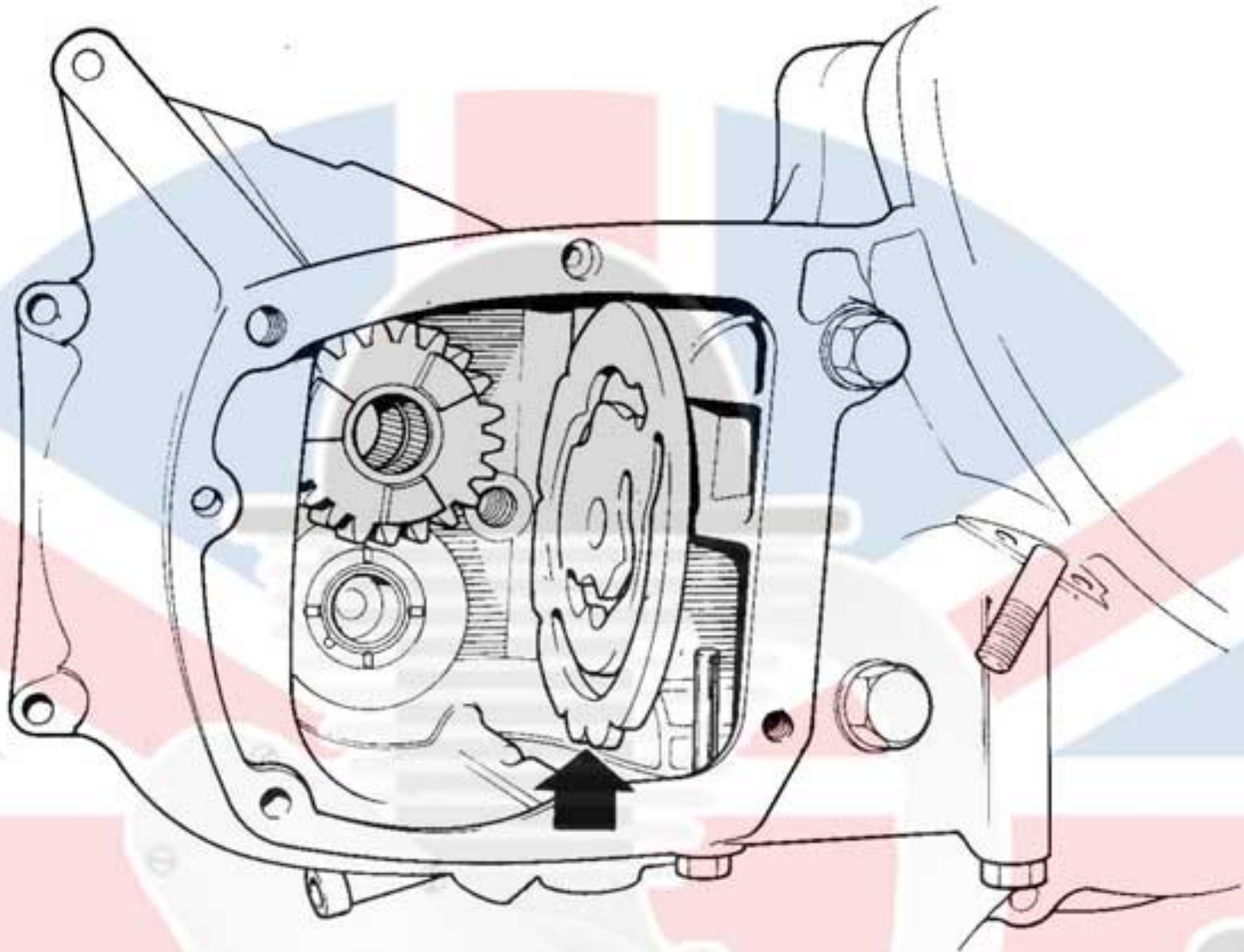


Fig. DV 13. Reassembling the gearbox. Arrow indicates camplate in the neutral position.

Locate the bronze thrust washer over the inner needle roller bearing. The thrust washer can be held in position by smearing its rear surface with grease. Note that the grooved surface of the thrust washer is towards the layshaft. (See Fig. DV 13).

Set the camplate in the neutral gear position (See Fig. DV 13). Lubricate the needle roller bearings in the high gear (use oil recommended in Section A2) and layshaft bearing. Place the mainshaft fourth gear with its respective selector fork onto the mainshaft. See Fig. DV 1. This selector fork has a large engaging pin and no cuttaway on the housing. Assemble the shaft into the high gear using a heavy grease to retain the selector fork on the gear and in the camplate track. Replace the layshaft assembly with fifth and fourth gears into the gearbox and engage with the mainshaft fifth and fourth gears (note that with the gearbox in the neutral position none of the sliding dogs will be engaged).

Replace the layshaft third gear with its respective selector fork (See Fig. DV 1). This selector fork

has a large engaging pin and a cuttaway on the selector housing. Then replace the mainshaft third gear and engage with the layshaft third. Replace the layshaft second gear after first lubricating the bush with oil. Replace the combined first and second gear onto the mainshaft. Replace the layshaft bottom gear with its selector fork (this selector fork has a small diameter engaging pin and a cuttaway to match the previous selector fork. See Fig. DV 1. Replace the selector rod. Fit the circlip onto the end of the layshaft and the engaging dog up against the circlip. Turn the camplate towards the inner cover from the top thereby placing the gearbox into the first gear position (note engaging dog on layshaft will be in mesh with the dogs on the layshaft first gear).

Check the camplate operating quadrant is moving freely in the inner cover and position the bronze layshaft thrust washer over the needle roller bearing in the inner cover. Again, use grease to hold the thrust washer in position during assembly.

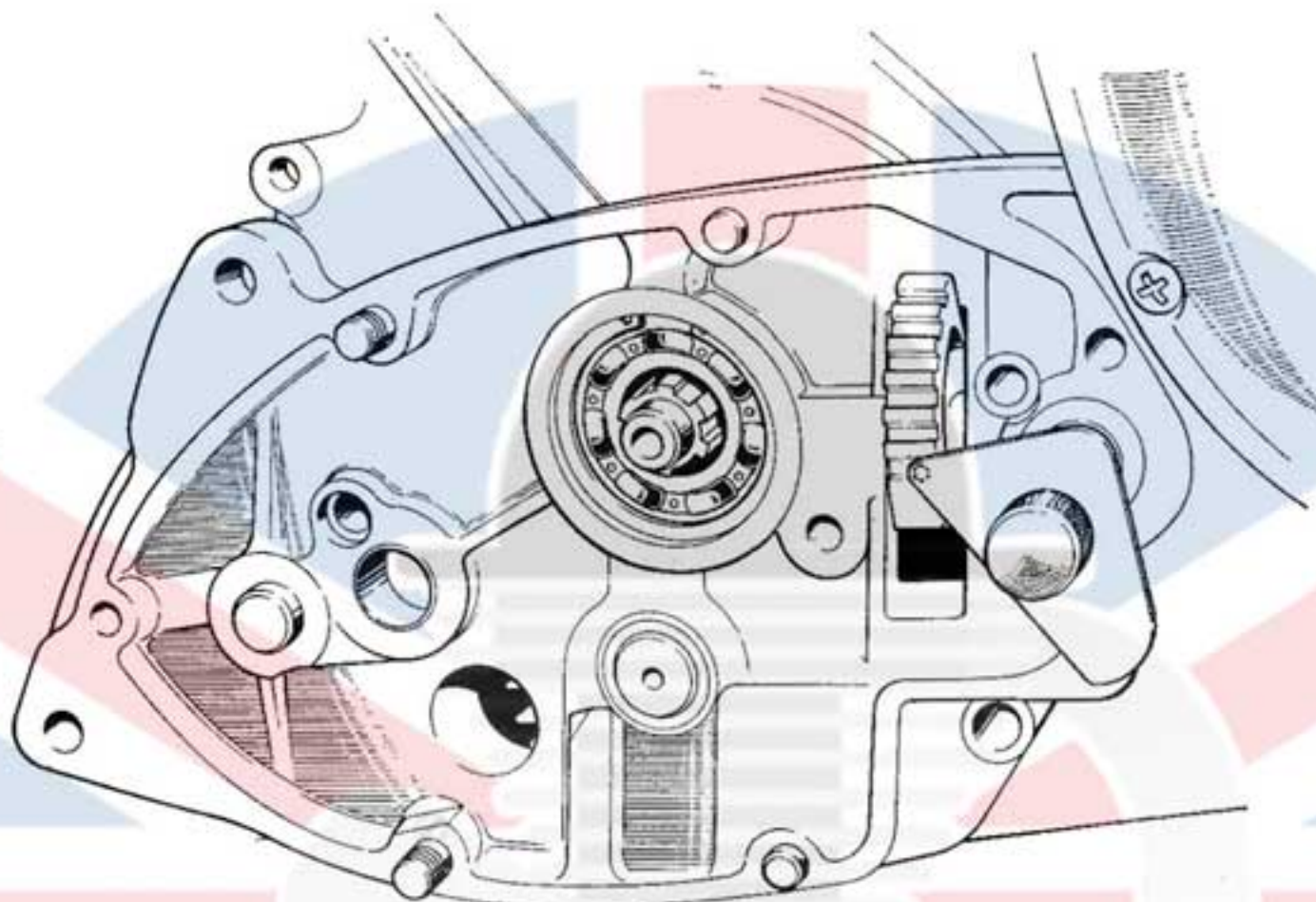


Fig. DV 14. Refitting the gearbox inner cover

Using a pressure oil can, lubricate all the moving parts in the gearbox, then apply a fresh coat of jointing compound to the gearbox junction surface.

Ensure that the two location dowels are in position and offer the inner cover assembly to the gearbox. When the cover is approximately $\frac{1}{4}$ in. (6 mm.) away from the gearbox junction face, position the camplate quadrant as detailed in Fig. DV 14 and position service tool 60-6128 as shown. If this tool is not available line up the top edge of the second tooth on the quadrant with the centre line passing through the footchange spindle housing.

Screw in the socket screw, recessed screw and the bolt, then temporarily assemble the outer cover and gearchange lever and check that the gearchanging sequence is correct by simultaneously operating the gearchange pedal and turning the rear wheel. In

the event of any problem of selection it must be assumed that the quadrant teeth are not engaged accurately with the camplate pinion. To rectify this, remove the inner cover again and check that the camplate has been set as shown in Fig. DV 14. Offer up the inner cover and repeat as previous.

When correct gearchanging is established, reassemble the kickstart pinion and ratchet, replace the tab washer and screw on the securing nut to the torque figure given in "General Data". To facilitate this, the rear brake should be applied with fourth gear selected.

Refit the gearbox outer cover as shown in section DV 2 then reassemble the transmission, referring to section A2 for the correct quantities and grades of lubricant for the primary chaincase and gearbox.

SECTION DV 12

CHANGING THE GEARBOX SPROCKET

To gain access to the gearbox sprocket, first remove the left footrest and exhaust pipe and then remove the outer primary cover as shown in Section C3.

Remove the pressure plate, clutch plates and withdraw the shock absorber unit and clutch sprocket as shown in Section C9. Remove the key from the

gearbox mainshaft and unscrew the six screws which serve to retain the circular cover.

Apply the rear brake, then unscrew the gearbox sprocket securing nut using service tool number 60-6125. The rear chain may now be disconnected and the gearbox sprocket withdrawn through the aperture.

Before fitting the new sprocket check that the gearbox oil seal is in good condition and that the rear chain is not excessively worn. Check the extension as shown in Section A13. If the old chain is to be retained for further use it should be

thoroughly cleaned in paraffin and lubricated in a grease bath, lubricate the ground boss with oil, fit a new locking plate and slide the sprocket over the gearbox mainshaft and high gear. When the sprocket is located on the splines screw on the securing nut finger tight, then re-connect the chain. With the rear brake applied tighten the nut until it is as tight as possible and tap over the lockplate.

When replacing the circular cover plate, use a new paper gasket. Ensure that the oil seal is correctly engaged over the protruding nose of the high gear. Reassembly then continues as a reversal of the above instructions.





SECTION E

FRAME AND ATTACHMENT DETAILS

	Section
REMOVING AND REFITTING THE FUEL TANK	E1
REMOVING SIDE PANELS AND FILTER HOUSING	E2
REMOVING PROP STAND	E3
REMOVING THE CENTRE STAND	E4
REMOVING REAR BRAKE PEDAL... ..	E5
REMOVING TWINSEAT	E6
CHAINGUARD REMOVAL	E7
CONTROL CABLE REPLACEMENT	E8
REMOVING COIL PLATE	E9
REMOVING REAR LIGHT UNIT	E10
REMOVING HORN	E11
REMOVING REAR STOP SWITCH	E12
REMOVING AND REPLACING THE BATTERY CARRIER ASSEMBLY	E13
REMOVING AND REPLACING THE MUDGUARDS	E14
ADJUSTING THE REAR SUSPENSION	E15
REMOVING AND REFITTING THE REAR SUSPENSION UNITS	E16
STRIPPING AND REASSEMBLING THE SUSPENSION UNITS	E17
REMOVING AND REFITTING THE SWINGING FORK	E18
RENEWING THE SWINGING FORK BUSHES	E19
FRAME ALIGNMENT	E20
REPAIRS	E21
PAINTWORK REFINISHING	E22
FITTING REPLACEMENT SEAT COVERS	E23

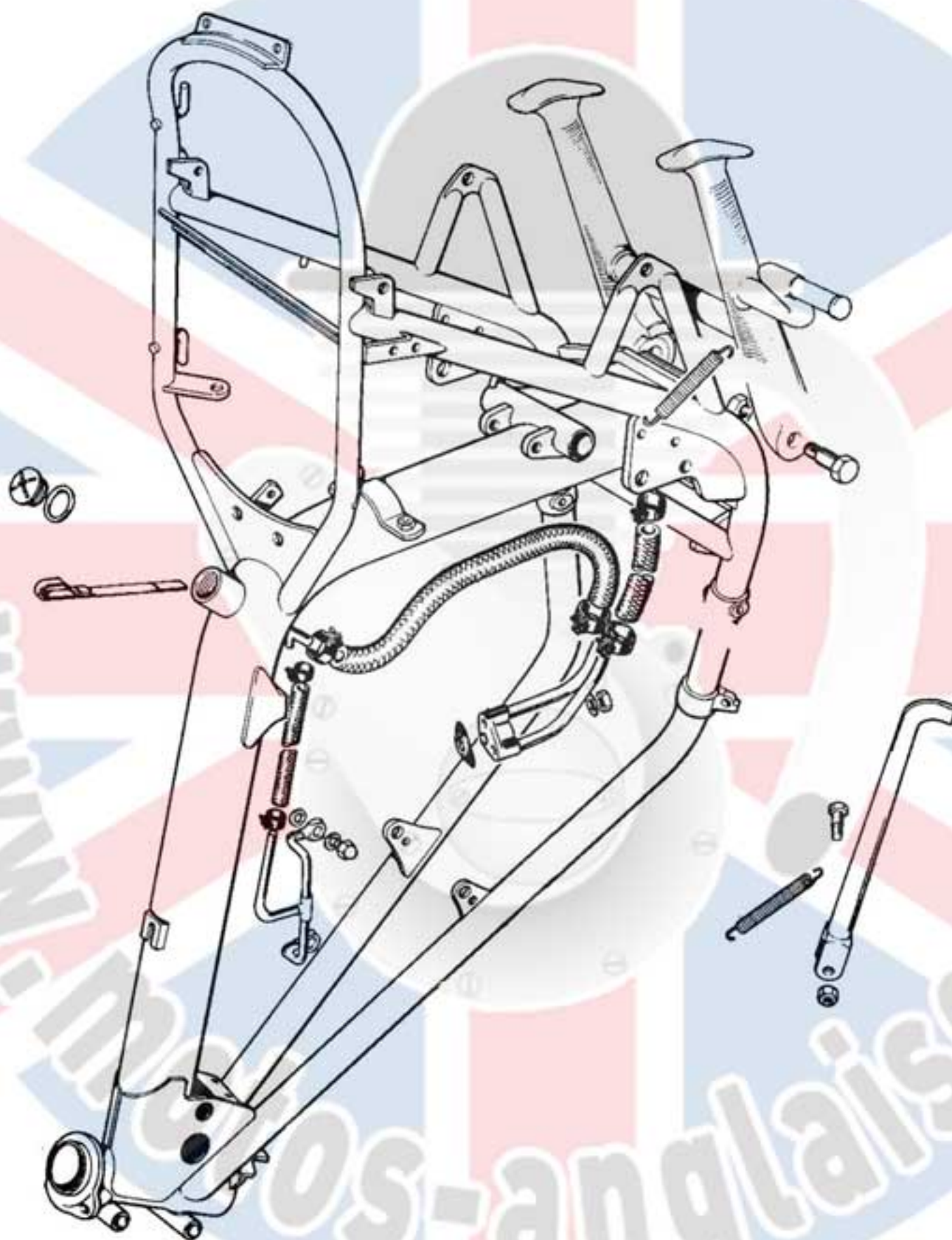


Fig. E1. General arrangement of frame assembly

SECTION E1

REMOVING AND REPLACING THE FUEL TANK

Ensure that the fuel taps are in the "OFF" position and disconnect the feed pipes. Remove the rubber grommet from the centre of the fuel tank and unscrew the sleeve nut revealed below.

The tank can now be pulled away from the frame. Note assembly of rubber sleeve and washers securing the tank. See Fig. E2.



Fig. E2. Fuel tank mounting

SECTION E2

REMOVING SIDE PANELS AND FILTER HOUSING

Detach filter cover by removing the single bolt situated in the-centre. Loosen the two bolts and nuts contained inside the housing that retain the side panel. The holes in the panel are slotted; hence the panel can be pulled away from the frame. The rearmost end of the panel is secured to the frame by rubber bushes integral with the panel and pushed onto spigots welded to the frame. (The

ignition switch on the right hand side will have to be disconnected as panel is removed).

To remove the aluminium filter housing remove two securing bolts retaining the housing to the frame and the two 4BA bolts and nuts that secure the two halves of the housing. These are contained in the well at the foremost part of the housing.

SECTION E3

REMOVING THE PROP STAND

The prop stand leg is secured to a lug on the frame by means of a bolt and locking nut. Remove the bolt, pull the bolt away from the lug and disconnect the return spring.

When reassembling, attach the spring to the frame and leg, then push the leg onto the lug and fit the bolt.

SECTION E4

REMOVING THE CENTRE STAND

The centre stand is secured to the frame by two bolts passing through welded brackets. Remove the bolts when the stand is in the raised position (i.e. when the return spring is slackest).

When reassembling, bolt the stand to frame and while holding the stand in the raised position stretch the return spring with the aid of a "pozidrive" headed screwdriver (or similar) and attach the spring into position.

SECTION E5

REMOVING REAR BRAKE PEDAL

Unscrew the brake rod adjustment screw at the rear brake operating lever and remove. Remove the pedal securing bolt and locknut and withdraw

the pedal and rod from the machine. When the pedal has been replaced refer to Section F5 for the correct adjustment procedure.

SECTION E6

REMOVING TWINSEAT

Detach check strap from the underside of the seat by removing the small "pozidrive" screw.

Then remove the two attachment bolts at the front seat hinge and slide the seat away towards the rear of the machine.

SECTION E7

CHAINGUARD REMOVAL

Remove the fixing bolt at the front of the chainguard and loosen the left side lower suspension unit bolt.

The chainguard mounting is slotted at the suspension unit bolt fixing and the chainguard can now be lifted clear and withdrawn from the rear of the machine.

SECTION E8

CONTROL CABLE REPLACEMENT

FRONT BRAKE CABLE

Detach the cable at the handlebar lever by fully slackening the adjuster. Note that the nipple is floating but not removable from the cable. Using the slack produced relax the nipple from the front brake lever and withdraw the trunnion. As this is done, two steel washers will be released from the brake lever. Remove the return spring and pull the cable through the remaining trunnion.

To replace the cable, firstly pass the cable through the trunnion in the rear brake lever and ensure that the cable abutment locates correctly in the counterbore. See Fig. E3.

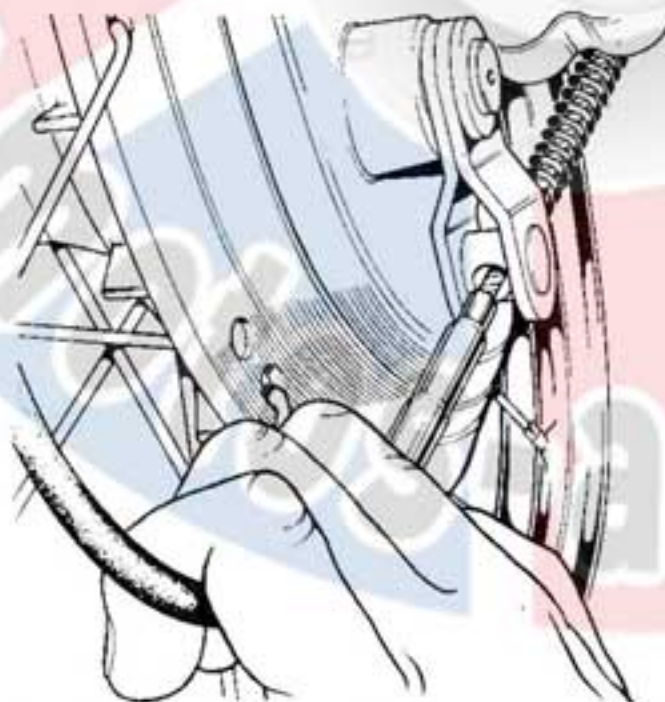
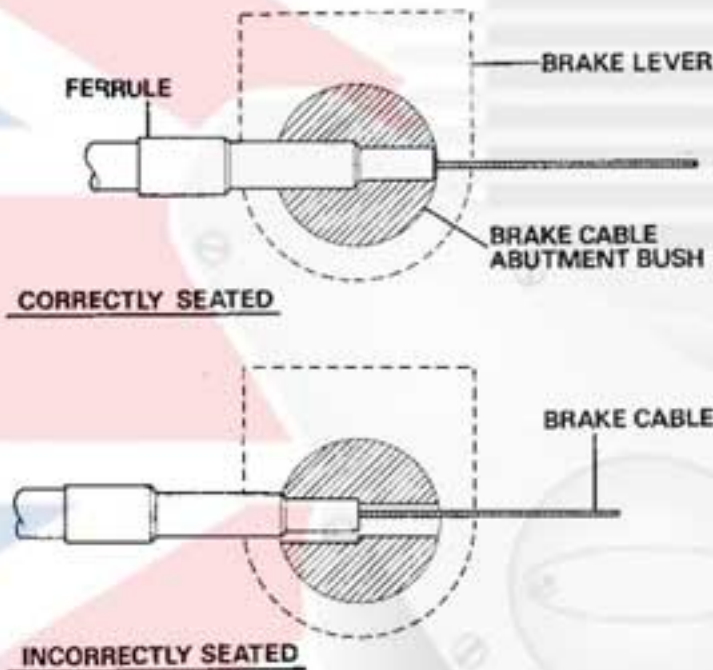


Fig. E3. Correct replacement of cable abutment

Replace the return spring onto the cable and hold the spring in a compressed position to reveal some clear cable.

Position the end of the cable inner between the fork of the front brake lever and position a steel washer to the outside of the cable. Hold the washer in this position by pressing the cable against the fork. Pass the trunnion through the lever, the washer, and over the cable and then push the trunnion fully home through the fork lever. Position the nipple into the counterbore. Finally, replace the cable at the front brake handlebar lever and adjust as detailed in Section F5.

Clutch Cable

Slacken off the clutch cable adjustment and slip out the cable nipple at the handlebar control. Slide the rubber cover away from the abutment at the gearbox end and unscrew the abutment. Remove the large slotted plug from the gearbox outer cover and access will be gained to the clutch operating arm. It is then only necessary to release the cable nipple from the arm with the finger. Replacement is the reversal of the above instruction. Note that there is a grease nipple incorporated in the outer casing and this should be employed regularly to ensure maximum lubrication of the cable.

Throttle Cable(s)

To remove the throttle cable(s) first of all remove the fuel tank. See Section E1. Remove the top cap(s) from the carburetter(s). It will be found easier to disconnect the cable from the throttle slide if the twist grip is removed from the handlebar and the cable(s) disconnected.

Then pull back the return spring in the throttle slide and remove the needle and needle clip. With the spring still retracted push the cable through the slide and when the nipple is clear pull it across the figure of eight slot and withdraw the cable. Note that the U.K. and General Export T120's have a 'two into one' throttle cable arrangement incorporating a junction box. The cables can be detached from the junction box by unscrewing the two halves of the casing and releasing the nipples.

When reassembling the box grease the internals liberally.

Note: When reassembling the throttle slides into the carburetter do not apply any form of lubricant

to the bearing surface; this will undoubtedly cause the slide to stick. Simply remove any surface deposits on the slide with a very fine carborundum paper and then wash with gasoline (petrol). When the cables have been replaced readjust them as detailed in Section B12.

Air Control Cables

Remove the fuel tank and top caps of the carburetter(s) as for the removal of the throttle cables. To disconnect the air valve, push the valve guide tube and spring along with the air cable until the cable

nipple protrudes sufficiently out-of its counterbore to be pushed out of its slot. The cable, spring and guide can now be pulled clear of the valve. Disconnect the cable from the control lever by unscrewing the centre fixing nut, removing the lever arm and detaching the nipple.

The air cables incorporate a two into one junction box similar to the junction box for the throttle cables on Home and General Export T120 models. The body of the junction box can be dismantled by unscrewing each half and then disconnecting the nipples therein. When replacing new cables ensure that the junction box is well lubricated with grease.

SECTION E9

REMOVING AND REPLACING THE COIL PLATE

The pressed steel plate holding the ignition coils, rectifier, condenser pack and flasher unit is situated in the rear frame underneath the twinseat. Firstly, disconnect all the electrical wiring at the relevant terminals. The front of the plate is attached to the rear of the battery carrier assembly. Detach the battery carrier from the coil plate by unscrewing two slotted head screws that pass through the rubber bushes in the top two mounting points.

These screws can be reached with a suitably long screwdriver. Note there are captive nuts on the coil plate. Finally, remove the bolt attaching the rear of the plate to the mudguard. The plate assembly can now be lifted clear of the machine. Replacement is the reversal for the above instructions. Refer to the wiring-diagram for the correct rewiring procedure. (See Section H19).

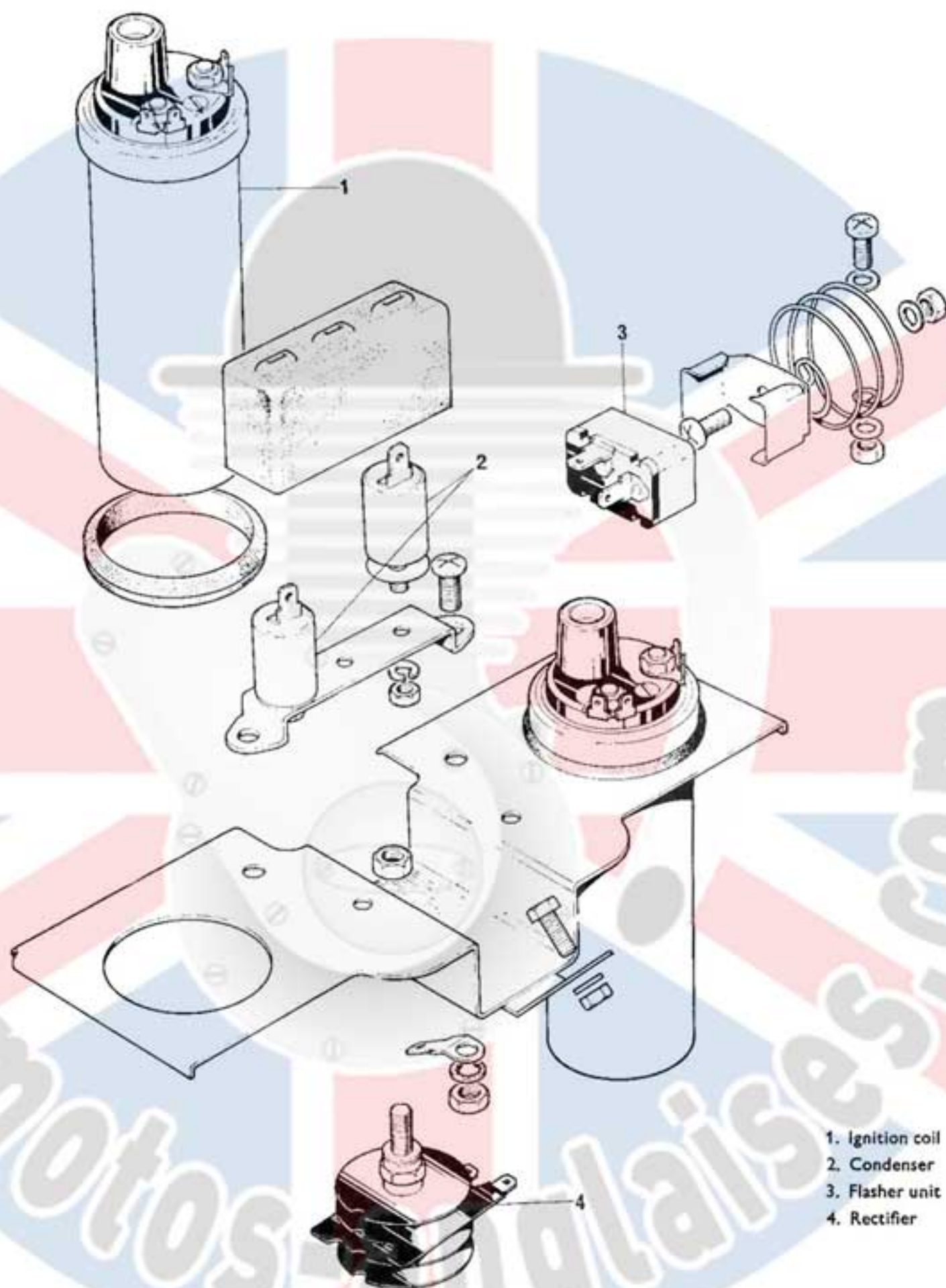


Fig. E4. Coil Plate Mountings

SECTION E10

REMOVING AND REPLACING REAR LIGHT UNIT

Three bolts attach the unit to the mudguard and these are accessible from underneath the mudguard blade. As the unit is removed disconnect the snap

connectors from beneath the housing. See Section H11 for the dismantling procedure of the tail light.

SECTION E11

REMOVING THE HORN

The horn can be removed from the frame without detaching the fuel tank, but if difficulty is encountered remove the fuel tank as detailed in section E1.

Two nuts and bolts secure the horn to a bracket below and behind the head lug.

SECTION E12

REMOVING REAR STOP SWITCH

Two pozidrive screws secure the stop switch assembly to the rear frame member.

Release these screws and detach the return spring. Disconnect the electrical connections.

SECTION 13

REMOVING AND REPLACING THE BATTERY CARRIER

Using a screwdriver of suitable length remove the three slotted constant diameter bolts that sit in the rubber retaining bushes that secure the carrier to the frame. The mountings towards the rear of the machine have captive nuts attached to the coil plate. The front mounting point has a locking nut on the

right side and earth connecting wire underneath. It will now be possible to lift the battery carrier vertically clear of the machine. Replacement is the reversal of the above. Ensure that the earth connection is clean and tight. Replace the battery and note route of breather pipe.

SECTION E14

REMOVING AND REPLACING THE MUDGUARDS

Rear Mudguard

Before attempting to remove the mudguard firstly remove the rear wheel. See Section F6. Disconnect the rear light unit by removing the three attachment bolts from underneath the mudguard blade, lifting the light away from the mudguard and disconnecting the snap connectors.

Detach the two nuts and bolts at the front mounting bracket. Remove the two nuts and bolts at the top of the mudguard. Note that the twinseat check strap is attached to one of these bolts. Remove the two nuts and bolts at the rear frame loop.

Disconnect the engine breather pipe from the primary chaincase. Remove both the top rear suspension unit bolts. The mudguard complete with grab rail, number plate and breather pipe can now be removed from the machine.

Reassembly is the reversal of the above instructions.

Front Mudguard

The front mudguard is clamped onto rubber bushes at the fork legs. To remove the mudguard loosen the clamp retaining bolts and lift the mudguard clear. Check the condition of the mounting rubbers and renew if necessary.

SECTION E15

ADJUSTING THE REAR SUSPENSION

The movement is controlled by Girling combined coil spring and hydraulic damper units. The hydraulic damping mechanism is completely sealed but the static loading of the spring is adjustable.

A three position cam ring is concealed beneath a sleeve with a castellated adjuster ring. The notch location is not visible but rotation in the direction shown increases the load and vice versa.

Adjusting spanner D2184 is needed for this adjustment. Both units must be adjusted equally and a quick visual check can be made on the adjusted positions by comparison from the rear of the machine.

The standard lowest position is for solo riding, the second position is for heavier solo riders or when luggage is carried on the rear of the machine and the third or highest position is for use when a pillion passenger is being carried.

The table below shows the spring rates and colour codes for the purposes designated.

	Rate lb./in.	Fitted Length (ins.)	Colour Code (Marked on top of spring)
T120R TR6C TR6R	100	8.4	Green/Green



Fig. E5. Adjusting the rear suspension unit. Note the arrow showing direction of rotation to increase the spring rating.

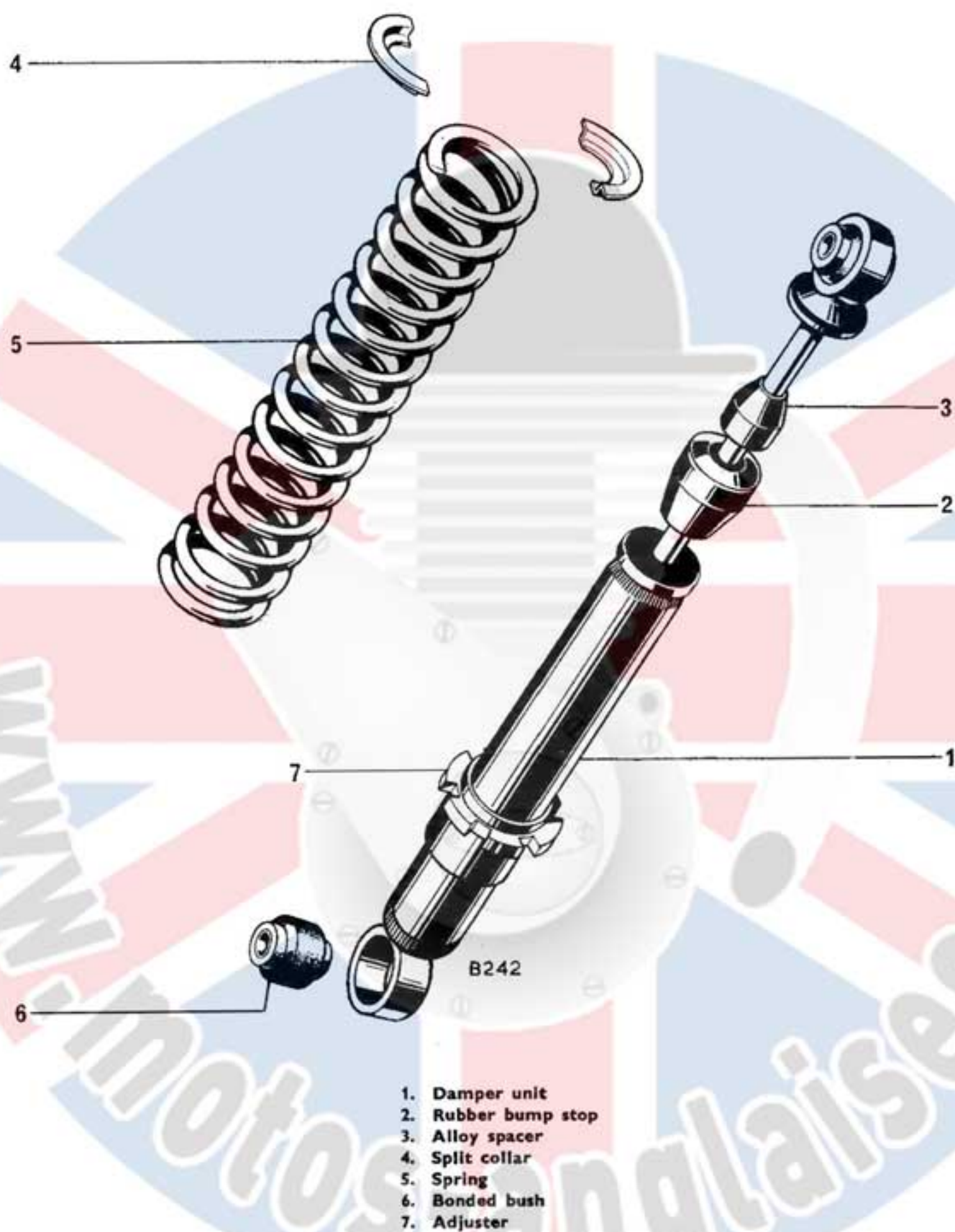


Fig. E6. Exploded view of the rear suspension unit

SECTION E16

REMOVING AND REFITTING THE REAR SUSPENSION UNITS

Lift the twinseat by releasing the catch on the left side.

Remove the top two suspension unit bolts. Then remove the lower fixing bolts. Note that the left

side fixing bolt secures the rear portion of the chainguard.

When replacing the units notice that the top fixing bolts also secure the grab rail.

SECTION E17

STRIPPING AND REASSEMBLING THE SUSPENSION UNITS

The suspension unit consists of a sealed hydraulic damper unit, and outer coiled spring. The static loading on the spring is adjustable and should be set according to the type of conditions under which the machine is to be used (see Section E15).

To dismantle the suspension unit and remove the spring, it is required to compress the spring whilst the two semi-circular spring retainer plates are removed. To do this first turn the cam until it is in the "LIGHT-LOAD" position, then carefully grip the bottom lug in a vice. Take firm hold of the spring and pull it until it is sufficiently compressed to allow the spring retainers to be removed.

The damper unit should be checked for leakage, bending of the plunger rod and damping action. Check the bonded pivot bushes for wear and ensure that the sleeve is not loose in the rubber bush.

The bushes can be easily renewed by driving out the old one and pressing in the new one using a smear of soapy water to assist assembly. Under no circumstances should the plunger rod be lubricated.

Note.—For information concerning suspension units or spare parts, the local Girling agent should be consulted.

Reassembly is a reversal of dismantling. Check that the cam is in the light load position before compressing the spring.

SECTION E18

REMOVING AND REFITTING THE SWINGING FORK

Remove the rear wheel. See Section F6. Slacken the lower left side suspension unit fixing bolt and remove the front securing bolt. Withdraw the chainguard from the machine. Remove the rear suspension units. See Section E16.

Unscrew the swinging arm spindle nut from the right side and withdraw the spindle from the left side. The swinging arm can now be pulled away from the frame. Note the four rubber dust covers on the pivot housing. Remove the sleeve spindles from the pivot ends and thoroughly wash all parts in kerosene (paraffin). Inspect the bore of the bushes and the diameter of the sleeve spindles for

excessive wear. Check the dimensions with the sizes given in 'GENERAL DATA'. If the working clearance is excessive the bushes will require renewing. See Section E19.

The parts should be reassembled in the order shown in Fig. E6 with a sufficient supply of grease as recommended in Section O. Assemble the spindle sleeves into their housings and offer the swinging arm up to the frame with the rubber dust covers in position. Refit end thrust washers and replace the spindle. The spindle should be tightened sufficiently until the fork will move upwards and downwards with a little effort.

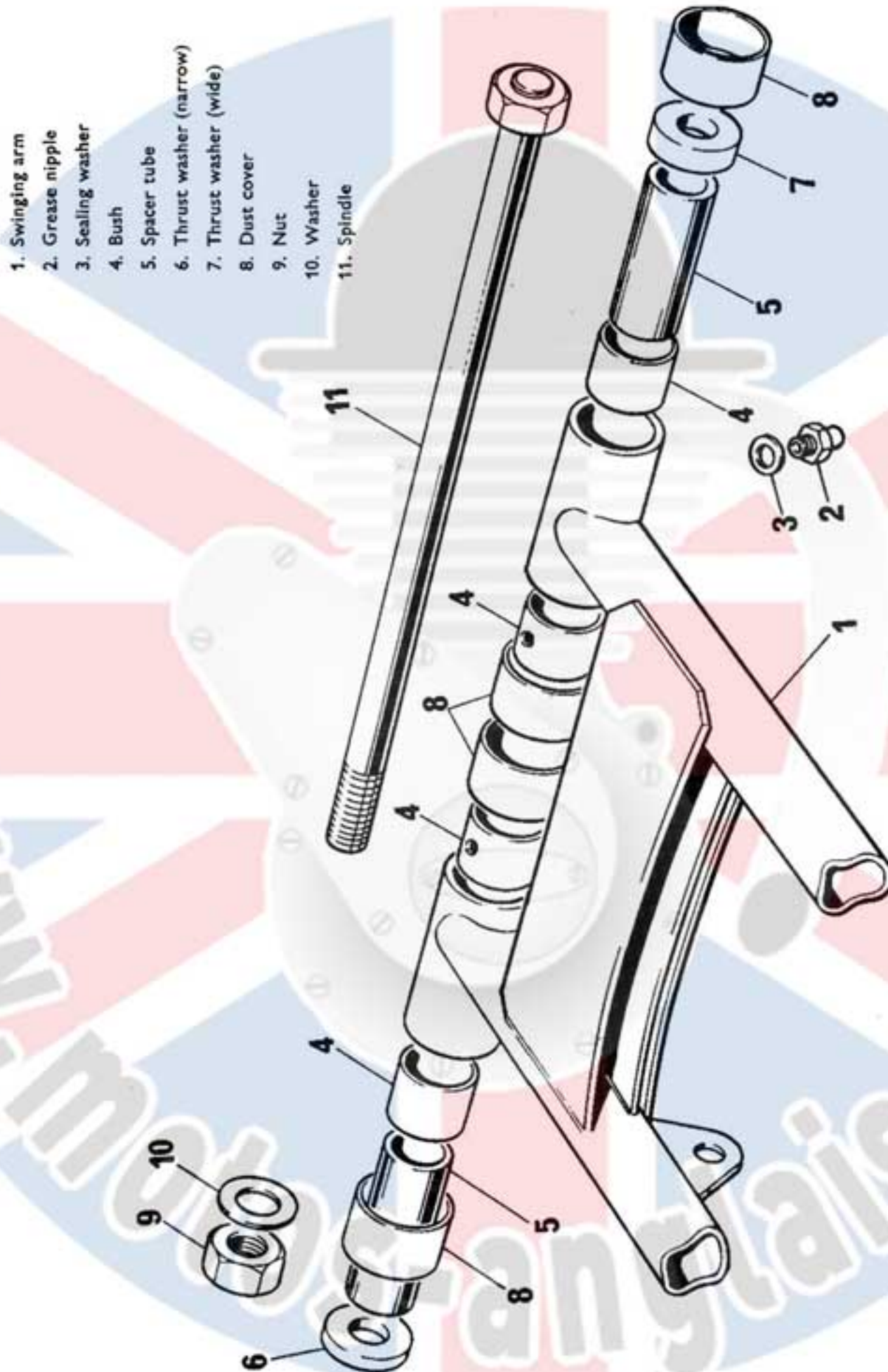


Fig. E7. Swinging Arm Components

SECTION E19

RENEWING THE SWINGING FORK BUSHES

The bushes can be removed from their respective housings using service tool 61-6117. Assemble the tool into the housing as shown in Fig. E8 (bottom) and by turning the bolt nut it will be possible to extract the bushes into the spacer tube. Reassemble new bushes as shown in Fig. E8 (top). Press in one bush at a time from each end of the housing using a little grease to assist assembly.

The new bushes are of the steel backed pre-sized type and when pressed in will give the correct diametral working clearance.

Alternatively the bushes can be removed using a mild steel shouldered drift of suitable dimensions (i.e. 1 in. dia. and $1\frac{1}{8}$ in. dia.). It will be possible to drift one bush through the housing thereby knocking out the second bush at the same time.

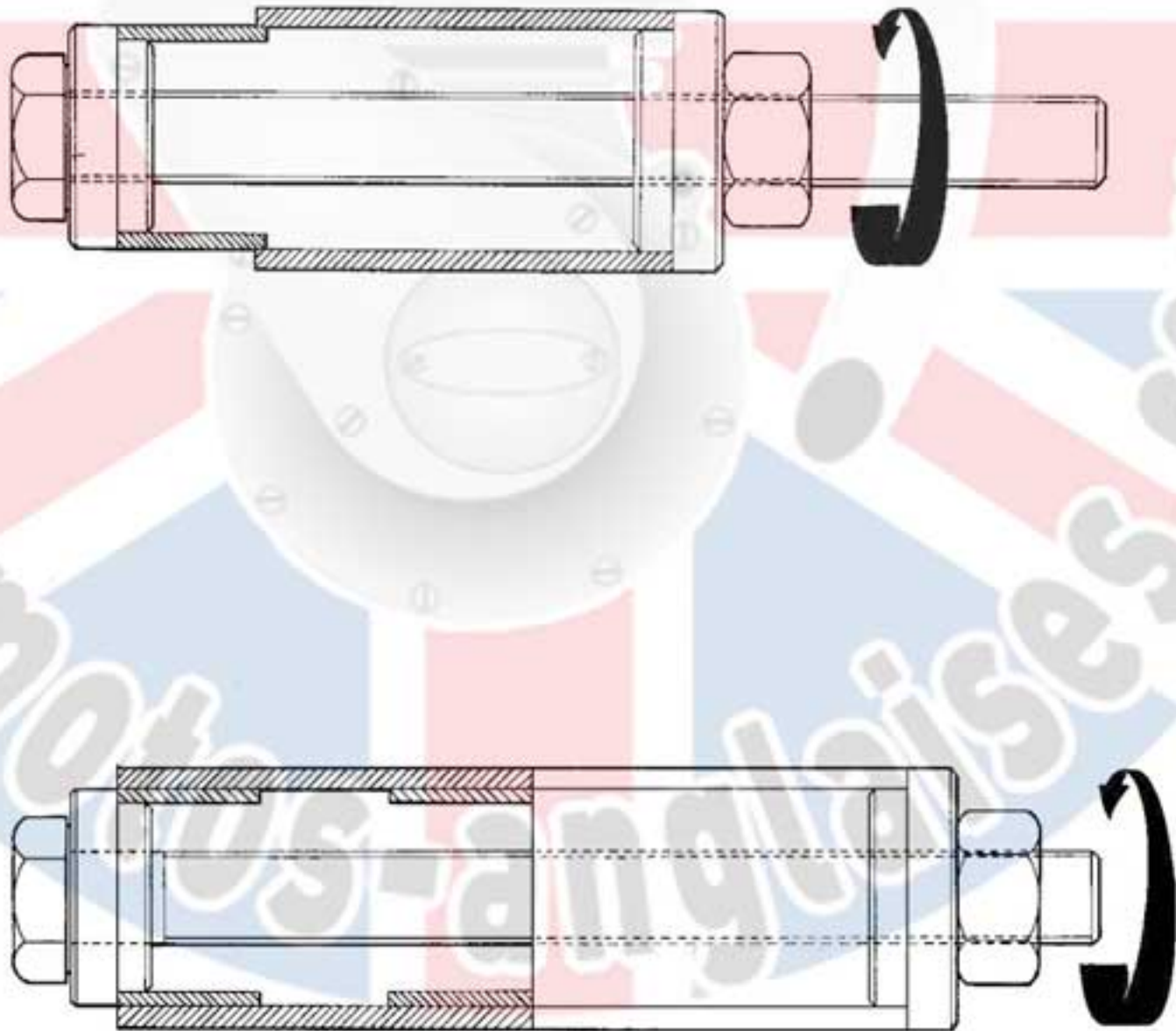


Fig. E8. Removing and replacing the swinging arm bushes using Service Tool 61-6117
(Bottom view shows removal of bush)

SECTION E20

FRAME ALIGNMENT

If the machine has been damaged in an accident the frame must be checked for breakage or fracture at all the welded seams. Due to the design of the frame providing an extremely rigid structure, it is highly unlikely that the frame will bend or twist to any degree without fracture occurring. Under no circumstances should any attempt be made to re-align or reshape the frame as this will cause high stress concentration which can only result in further fracture taking place.

Fracture is extremely likely to occur at the head lug gussets, (particularly in the case of a head-on collision). The frame must be completely stripped down and the steering head races removed. Note the areas at the webs joining the head lug to the

main frame tube and at the lower bearing housing in the head lug itself.

See Figs. E9 and E10. Also carefully check the front down tubes for any deforming or splitting. If necessary remove all the paint from the suspected area and check again.

In cases of side collision etc. if the damage is not immediately apparent a simple check can be made by attempting to place spindles or bolts of suitable length and diameter through the swinging arm pivots and engine mounting positions. Mis-alignment will be apparent if the spindle or bolt fouls its exit hole.

Note Fig. E11 for the critical dimensions of the frame. If possible check these if any doubt is revealed.



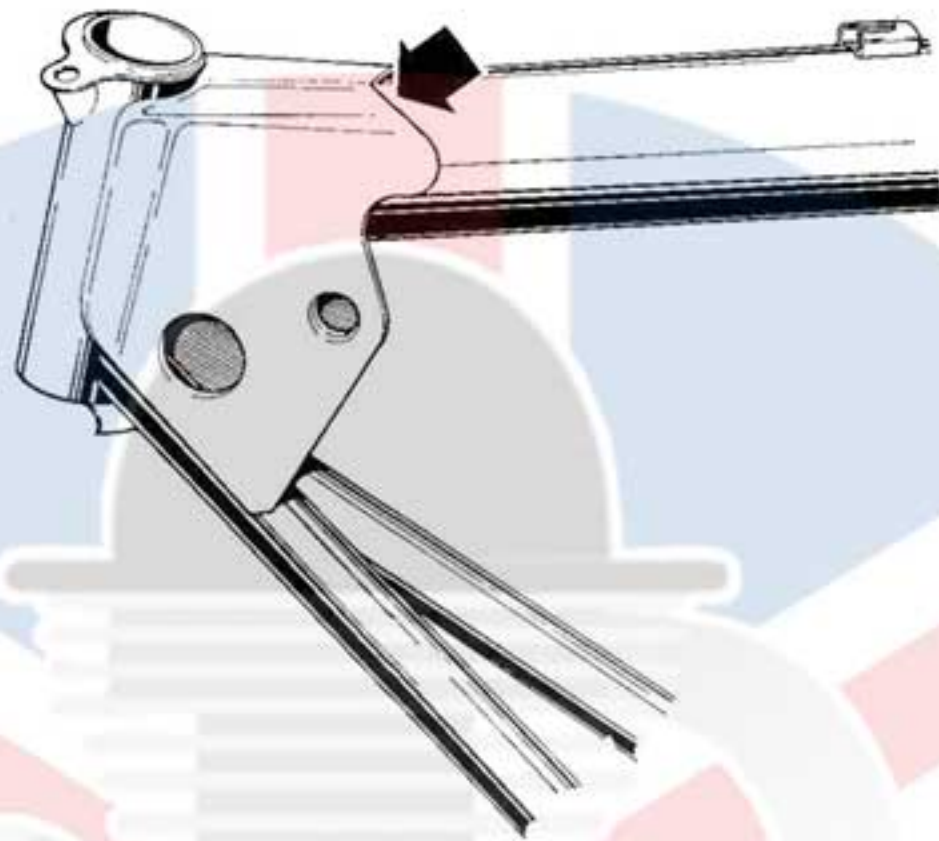


Fig. E9. Fracture at rear of head lug

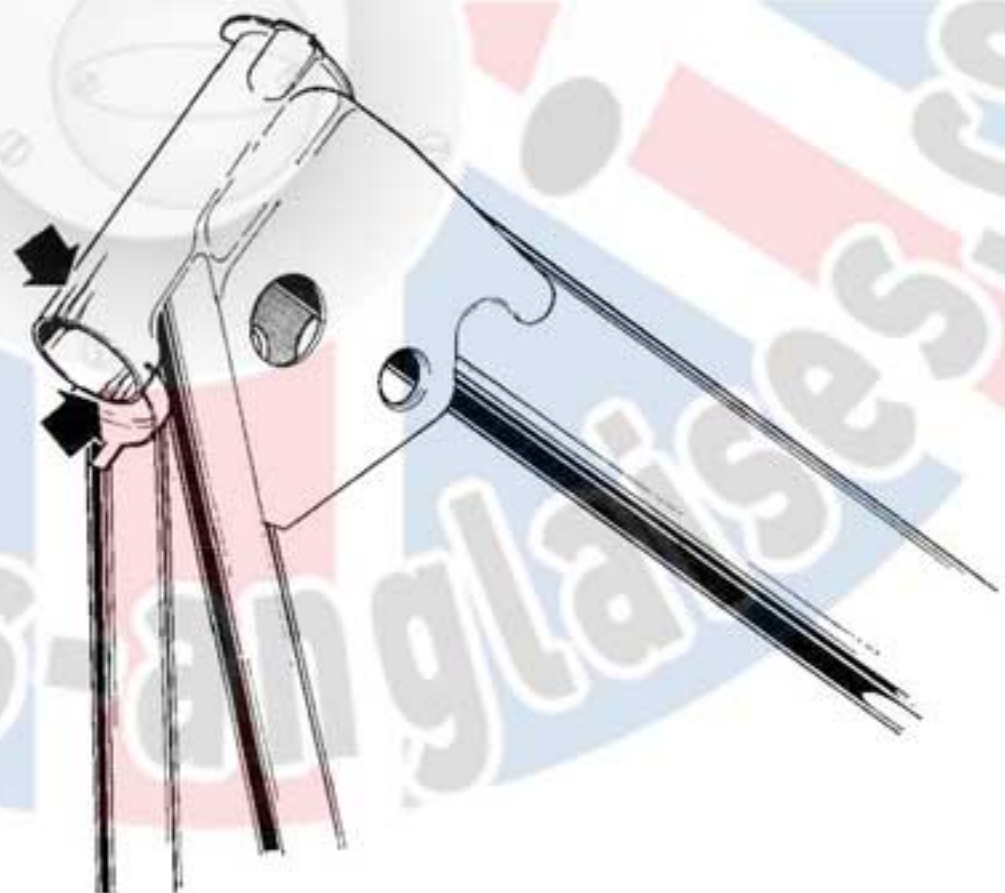


Fig. E10. Fracture at bottom bearing housing

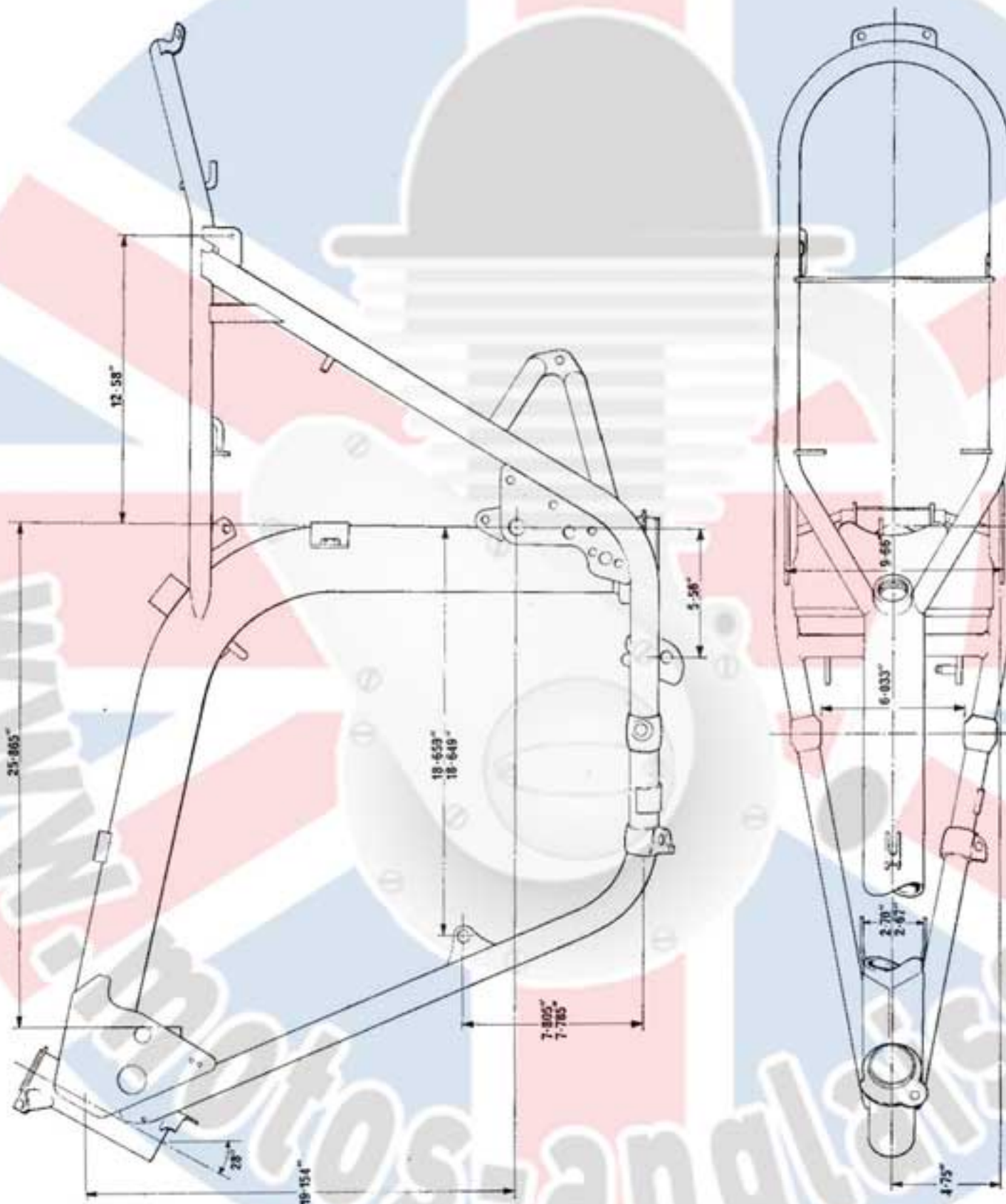


Fig. E11. Basic dimensions of the frame

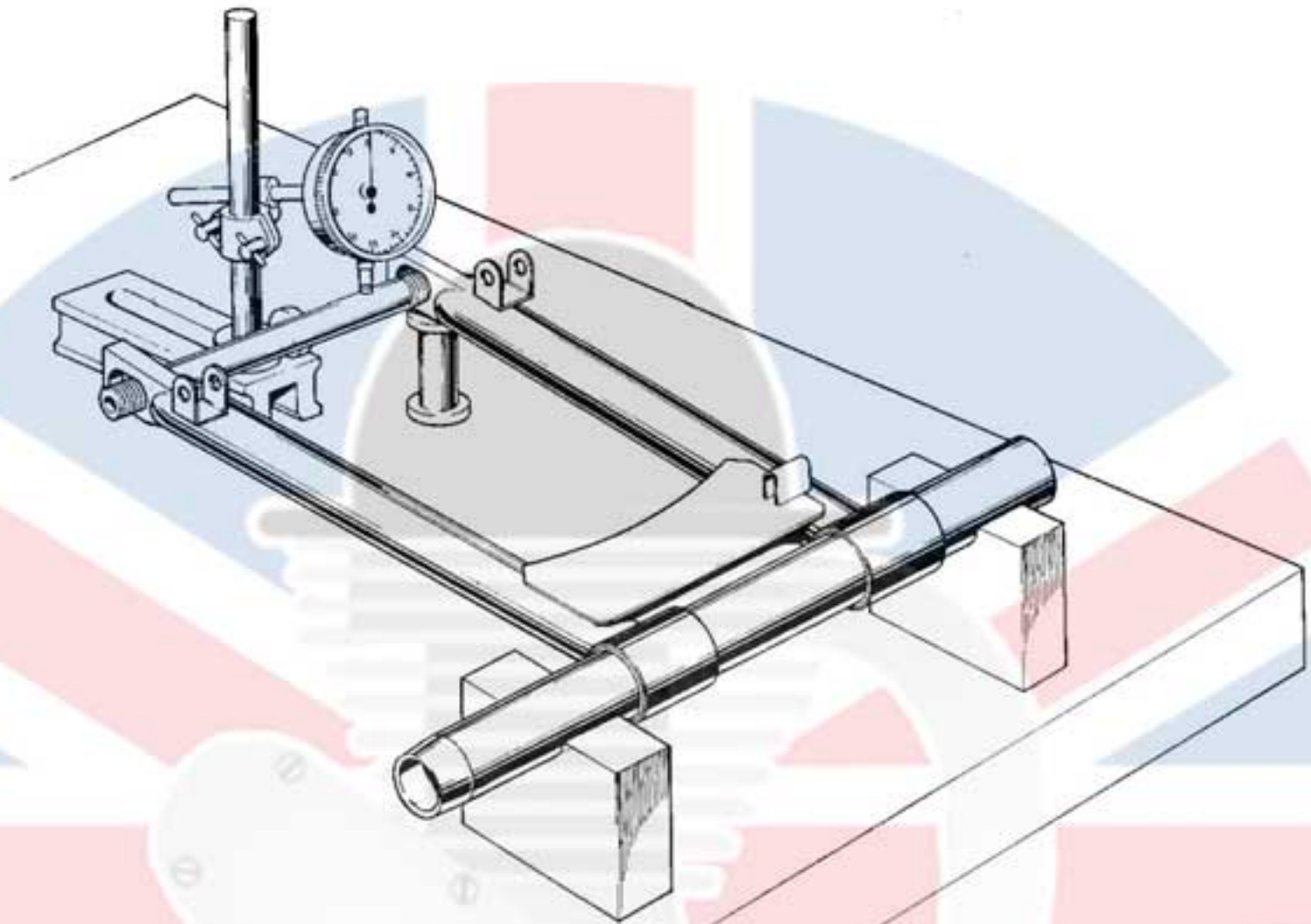


Fig. E12. Checking the swinging fork

SWINGING FORK

It is required to check that the centre line of the pivot spindle is in the same plane as the centre line of the rear spindle. To do this, first place a tube or bar of suitable diameter into the swinging fork bearing bushes, then mount the swinging fork on two "V" blocks, one either side, and clamp it lightly to the edge of the checking table. Fit the rear wheel spindle into the fork end slots or, alternatively, use a straight bar of similar diameter, then support a fork end so that the swinging fork is approximately horizontal. Height readings should then be taken at both ends of the wheel spindle to establish any mis-alignment. (Fig. E12).

Next, check that the distance between the fork ends is as given in "General Data".

It is now necessary to lever the fork ends in the

correcting direction until the wheel spindle can be inserted and found to be parallel with the pivot bush centre line. To do this, a bar of 4 ft. length and suitable diameter is required. It is now that great care is required. Insert the bar at the end of the swinging fork adjacent to the suspension unit mounting brackets so that it is over the "high" fork leg and under the "low" fork leg. Exert gentle pressure at the end of the bar then insert the spindle and re-check the alignment. Repeat this procedure using increased loads until the spindle height readings shows that the swinging arm is now mis-aligned in the opposite sense. A small leverage now applied from the other side will bring the wheel back to parallel.

Note: Apply the leverage bar as near as possible to the suspension unit brackets, otherwise the tubes may become damaged. DO NOT USE THE FORK ENDS.

SECTION E22

PAINTWORK REFINISHING

PAINT STRIPPING

Except in cases where a "touch-up" is to be attempted, it is strongly recommended that the old finish is completely stripped and the refinish is carried out from the bare metal. A suitable paint stripper can be obtained from most paint stores and accessory dealers.

The stripper should be applied with a brush and allowed approximately 10 minutes to react. A suitable scraper should be used to remove the old finish, then the surface cleaned with water using a piece of wire wool. Ensure that all traces of paint stripper are removed. If possible, blow out crevices with compressed air.

It is advisable to strip a small area at a time to avoid the stripper drying and also to enable easier neutralizing of the stripper.

Finally, the surface should be rubbed with a grade 270 or 280 emery cloth to give a satisfactory finish then washed off with white spirits or a suitable cleaner solvent.

PRIMING

A thin coat of cellulose primer must be sprayed onto the surface prior to application of an undercoat or stopper. Undercoat and stopper will not adhere satisfactorily to bare metal. It is advisable to thin the primer by adding 1 part cellulose thinners to 1 part primer. Ensure that the primer is dry before advancing further.

APPLYING STOPPER

Imperfections and slight dents in the surface may be filled with stopper, but rubbing down with "wet and dry" should not be attempted until the undercoat or surfacer has been applied.

Apply the stopper with a glazing knife in thin layers, allowing approximately 20 minutes for drying between each layer. After the last layer, allow the stopper about 6 hours (or over-night if possible) to dry. Heavy layers or insufficient drying time will result in risk of surface cracking.

UNDERCOAT (SURFACER)

Most cellulose undercoats also called surfacers, will suffice for a base for TRIUMPH finishes. About two or three coats are required and should be sprayed on in a thinned condition using 1 part cellulose thinners to 1 part undercoat. Allow approximately 20 minutes between each coat.

If stopper has been applied the final layer of undercoat should be sprayed on after smoothing the surface with "wet and dry" abrasive as shown below.

WET AND DRY SANDING

After application of the undercoat, the surface should be rubbed down with 270 or 280 grade abrasive paper used wet. An ideal method is to have a rubber block approximately 3in. x 2 in. x 1 in. around which to wrap the emery paper. However, this is only recommendable for flat surfaces; where rapid change of sections occur, a thin felt pad is more useful.

The abrasive paper should be allowed to soak in cold water for at least 15 minutes before use. A useful tip is to smear the abrasive surface of the paper with soap prior to rubbing down. This will prevent clogging and should at least treble the useful life of the paper if it is washed thoroughly after each rub-down.

When the surface is smooth enough, wash it thoroughly with water and dry off with a clean sponge.

If smoother surface than this is required it can be given another layer of undercoat and then the rubbing down procedure repeated using 320 or 400 grade of paper depending upon conditions.

FINISHING

Before spraying on the finishing coats the surface must be quite smooth, dry and clean. It is important that conditions are right when finish spraying is to be carried out otherwise complications may occur. Best conditions for outdoor spraying are those on a dry sunny day without wind. Moisture in the atmosphere is detrimental to paint spraying.

The first coat should be thinned in the ratio of 50% cellulose thinners to 50% lacquer. Subsequent coats should have a higher proportion of thinners as shown below.

	Cellulose Thinners	Lacquer
1st Coat	50%	50%
2nd Coat	60%	40%
3rd Coat	70%	30%
4th Coat	80%	20%

Between each coat the surface may be flatted by hand with 320 or 400 abrasive paper as required.

Allow at least 10 minutes between each coat and after the final coat leave overnight or 24 hours if possible. For most purposes the 2nd coat of finishing is more than adequate.

POLISHING

The final colour coat must be completely dry before cutting and polishing. Using a clean rag rub down with brass polish or fine cutting paste and burnish to a high gloss using a clean mop before applying a suitable wax polish for protection and shine.

Note.—TRIUMPH supply only the finishing lacquers. These are available in aerosol sprays only.

FLAMBOYANT FINISHES

To regain the original depth of colour or shade, when applying flamboyant finishes, they must be applied onto the correct base colour, e.g.:

Finish	(Ser. Ref.)	Base Colour	(Ser. Ref.)
Olympic flame		Silver	
Trophy red		Silver	

SECTION E23

FITTING REPLACEMENT SEAT COVERS

'Quiltop' twinseats have a cover retained by sprags which are part of the seat pan.

When fitting a replacement seat cover it is **very important** to first soak the complete cover assembly in hot water in order to soften the plastic so that it can easily be stretched into place. After soaking the cover in hot water, wring out the

excess water and you will find that the cover can very easily be stretched into place to give a neat fit without any wrinkles. This job is very difficult if you do not follow this suggested method.

Ideally the seat should be allowed to dry out in a warm place before being put back into service.

SECTION F

WHEELS, BRAKES AND TYRES

DESCRIPTION	Section
REMOVING AND REFITTING THE FRONT WHEEL	F1
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SECTION F1

REMOVING AND REFITTING THE FRONT WHEEL

Place the machine with the front wheel approximately 6 inches off the ground. First slacken the handlebar front brake adjuster then disconnect the cable at the brake plate. See section E8 for details. Loosen the anchor plate stud fixing nut and then unscrew the four wheel spindle cap nuts from the base of each fork leg and remove the wheel. When refitting the wheel it is important to note the following instructions otherwise the anchor plate will become distorted.

Place the front wheel assembly into the forks at the same time locating the anchor plate stud into

the slot in the right hand fork leg. Fit the spindle end caps and tighten all the nuts evenly until the cap is 'pinch' tight then slacken all of them half a turn. Pull the wheel to the right hand side of the machine until the anchor plate facing boss touches the mating lug on the fork leg. With the wheel in this position tighten the spindle clamp nuts evenly to the recommended torque figure (15 lbs. ft.). Check that there is no gap between the anchor plate facing boss and the fork leg. Retighten the anchor plate stud nut. Finally reconnect the front brake cable and readjust.

SECTION F2

REMOVING AND REFITTING THE FRONT WHEEL BEARINGS

Remove the front wheel from the fork (see Section above). Remove the retaining nut and withdraw the front anchor plate from the brake drum. Unscrew the retainer ring (left hand thread) using service tool 61-3694.

The right bearing can be removed by using the spindle and driving through from the left side. Withdraw the inner grease retaining disc. To remove the left bearing, spring out the circlip and

insert the spindle from the right side, driving the bearing out complete with inner and outer grease retainer plates.

Fully clean all parts in paraffin (kerosene). Clean and dry the bearings thoroughly. Compressed air should be used for drying out the ball races. Test for end float and inspect the balls and races for any signs of pitting. If there is any doubt about their condition, the bearings should be renewed.

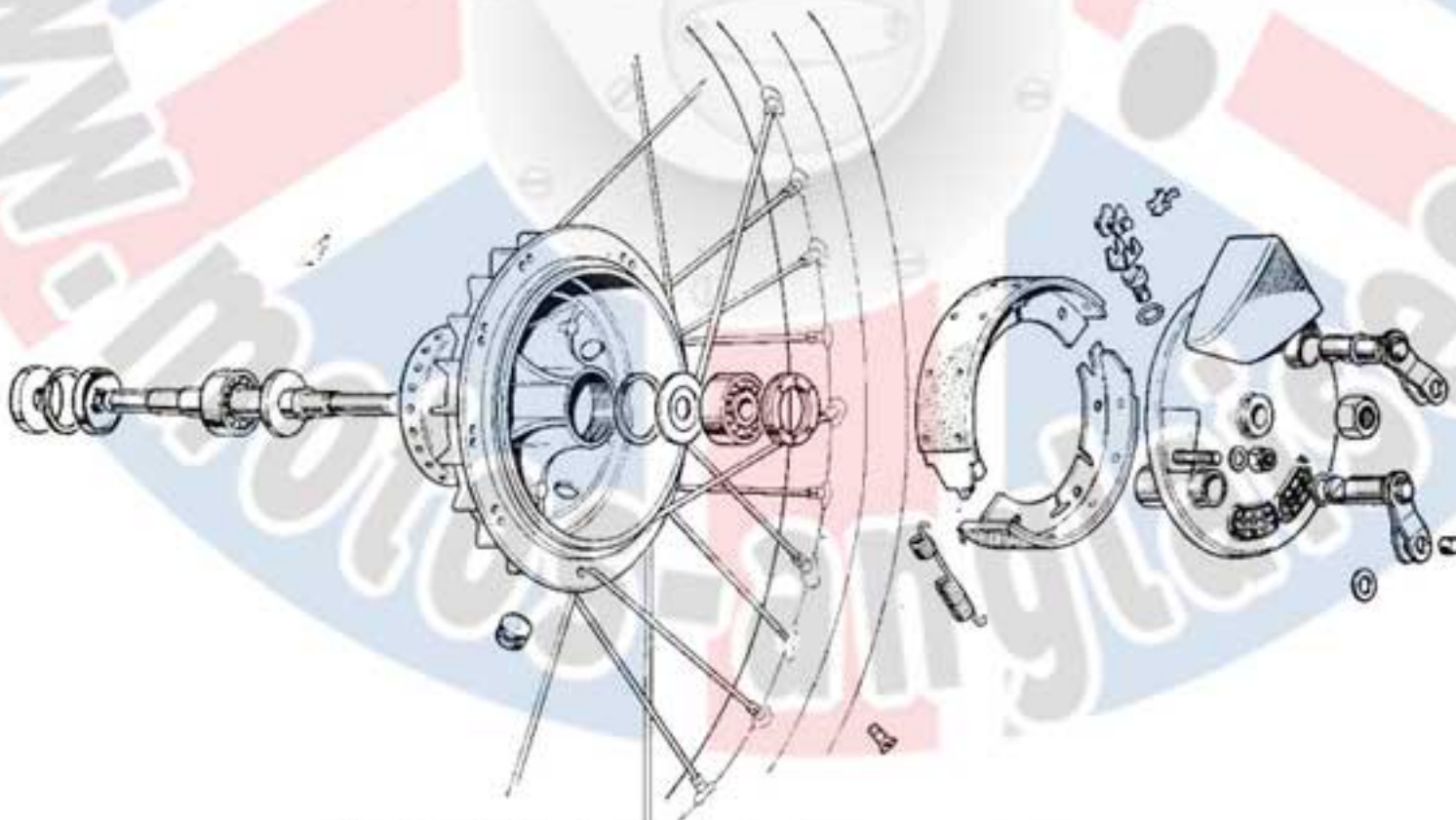


Fig F1 Exploded view of front wheel bearing arrangement

To refit the bearings, first insert the left inner grease retainer, bearing and outer dust cap, using a liberal amount of grease (see Section A2). Refit the spring circlip and insert the shouldered end of the wheel spindle from the right, using it as a drift to drive the bearing and grease retainer until they come up to the circlip. Re-insert the spindle the opposite way round and refit the right hand

grease retainer disc. Drive the right bearing into position well smeared with grease, then screw in the retainer ring (left hand thread) until tight.

Finally, tap the spindle from the left to bring the spindle shoulder up against the right bearing. Refer to Fig. F1 for correct layouts. Reassembly then continues as a reversal of the above instructions.

SECTION F3

STRIPPING AND REASSEMBLING THE FRONT BRAKE TWIN LEADING SHOE TYPE

Access to the front brake shoes is gained by removing the wheel (see Section F1). The brake plate is retained by a centre nut. Remove the centre nut and the brake plate assembly will then lift away complete. Disconnect one end of each brake return spring and lift away the second shoe. Remove the brake shoe actuating plungers from their housings on the brake plate. Note the "O"-ring on the tappets. Replace them if suspect. The cam and lever assembly can now be removed from brake plate. The rubber "O"-ring on the spindle should also be replaced if necessary. Note the assembly of the snail cam adjuster and inspect for wear on the teeth.

INSPECTION PROCEDURE

- (1) Examine the anchor plate for cracks or distortion, particularly in the brake cam housing.
- (2) Clean out the grease in the brake cam spindle and remove any rust with a fine emery cloth.

- (3) Inspect the return springs for signs of fatigue and distortion. Renew them if necessary.

- (4) Examine the brake drum for scoring or ovality. In the case of the rear wheel if the drum requires skimming it should be removed from the wheel. Do not skim more than .010 in. from the drum. If the diameter exceeds more than .010 in. the drum should be renewed.

In the case of the front wheel drum, scoring or signs of ovality can be removed by similar procedure.

- (5) Examine the brake shoes. The brake linings should be replaced immediately the rivets show signs of having worn level with the linings face, or the linings show signs of cracks or uneven wear. Also check that the brake shoes are not cracked or distorted in any way.

To reassemble the shoes, first grease the cam and the actuating plunger and then assemble them into

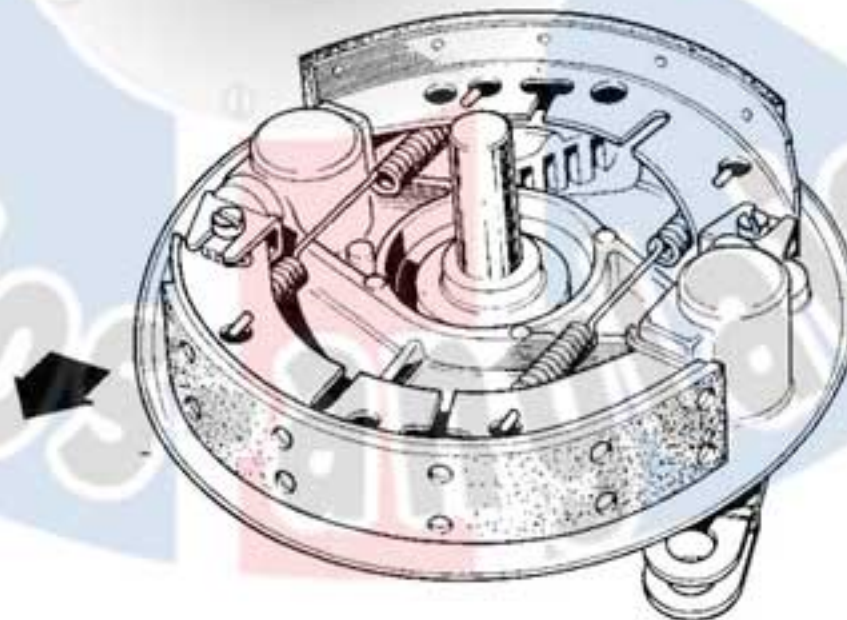


Fig. F2 Removing brake shoes—2LS

the brake plate. Assemble the springs onto the brake shoes (as shown in Fig. F3) and holding the shoes apart rest them onto the brake plate with the snail cam adjusters in position. Then force the shoes apart and into their respective locations.

While replacing the shoes the anchor plate can be effectively supported by gripping a spindle of suitable size in a vice and placing the plate over it (see Fig. F2).

The complete brake plate is now ready for fitting to the wheel. Replace the anchor plate over the wheel spindle and lock it home with the spindle nut.

Finally, refit the wheel and adjust the brake (see Sections F1 and F7).

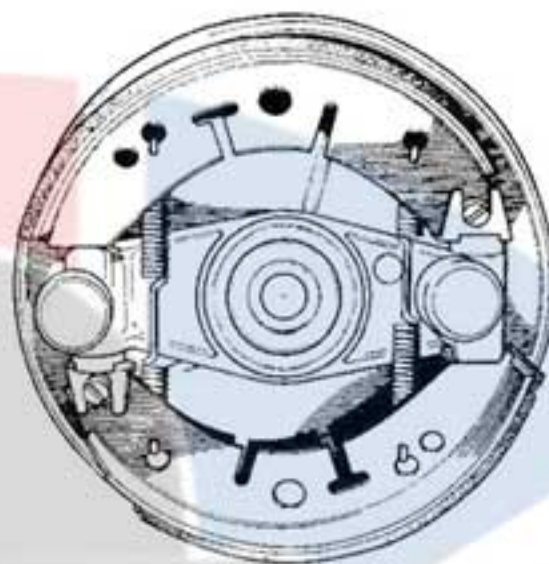


Fig. F3. 2LS brake assembled showing position of shoes

SECTION F4

STRIPPING AND REASSEMBLING REAR BRAKE

Access to the rear brakeshoes is gained by removing the rear wheel. (See Section F5). Remove the brake shoes by lifting one brake shoe away from the brake plate until the return spring becomes disconnected. (See Fig. F4).

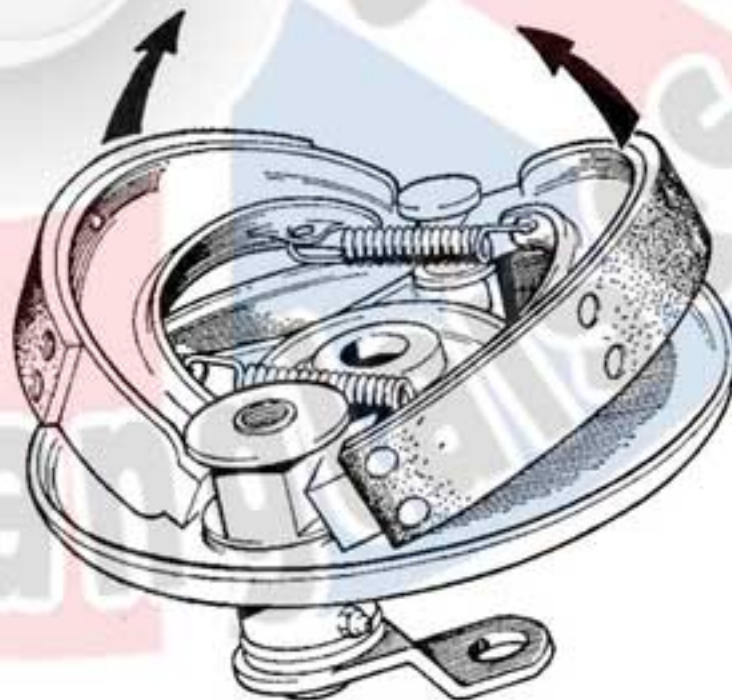


Fig. F4. Removing brake shoes

To reassemble the brake shoes to the brake anchor plate first place the two brake shoes on the bench in their relative positions. Fit the return springs to the retaining hooks, then taking a shoe in each hand (see Fig. F5) and at the same time holding the springs in tension, position the shoes as shown over the cam and fulcrum pin and snap down into position by pressing on the outer edges of the shoes.

Note. When replacing the brake shoes, note that the leading and trailing brake shoes are not interchangeable and ensure that they are in their correct relative positions as shown in Fig. F5.

The rear brake has a fully floating cam and therefore the shoes are automatically self centralising.

Adjustment of the rear brake is achieved by the wing nut on the rear end of the brake operating rod. Turn the nut clockwise to reduce clearance. From the static position before the brake is applied there should be about $\frac{1}{2}$ in. (1.2 cm.) of free movement before the brake starts to operate.



Fig. F5. Position of brake shoes

SECTION F5

REAR WHEEL REMOVAL AND REPLACEMENT

Support the machine on a suitable stand so that the rear wheel is approximately 12 in. clear of the ground. Uncouple the rear chain at its spring link and remove it from the rear wheel sprocket. Leave the chain in position on the gearbox sprocket; this will much simplify replacement.

Disconnect the speedometer drive cable at the drive gearbox at the right side of the rear wheel. Detach

the torque arm at the brake plate and remove the bolt and nut from the front fixing. Loosen the bottom left side suspension unit bolt and lift chain-guard for clearance. Loosen the wheel spindle nut at the right-hand side and pull the wheel out of the swinging fork and away from the machine. When replacing the wheel check section F11 for front and rear wheel alignment and section F16 for rear chain adjustment.

SECTION F6

REMOVING AND REPLACING REAR WHEEL BEARINGS

The hub is fitted with two identical single row ball bearings which are a press fit into the hub.

Remove the speedometer drive ring (left hand thread) from the right side and the bearing retaining ring (right hand thread) from the left side. Use service tool No. 61-3694 to remove bearing retainer. Using a drift (of the dimensions shown in Fig. F6) knock out the spacer tube contained between the bearings taking one bearing with it. This operation can be carried out from either side of the wheel. See Fig. F7.

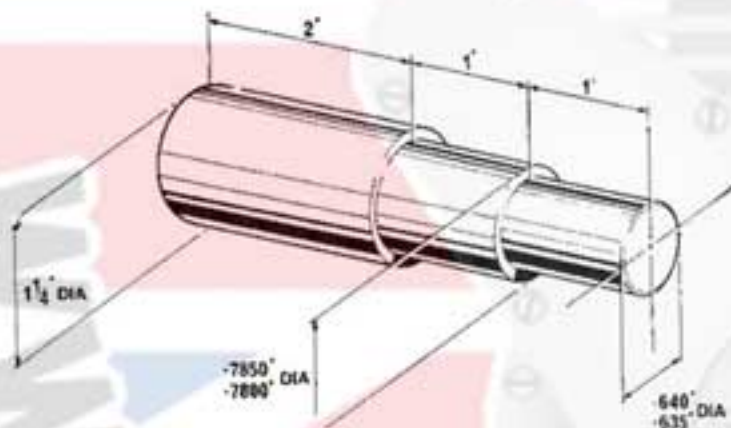


Fig. F6. Wheel bearing drift

If a drift of the correct dimensions is not used then the spacer tube will be damaged and have to be replaced.

The bearing is an interference fit on the spacer tube and should be removed using the same drift as before. The spacer tube and drift can now be used to knock the remaining bearing out of the hub. Remove the bearing from the spacer tube.

To examine the bearings, wash thoroughly in paraffin and if possible, blow out with a high pressure air line. Examine each bearing carefully for signs of

roughness indicating broken balls or damaged tracks, or excessive play.

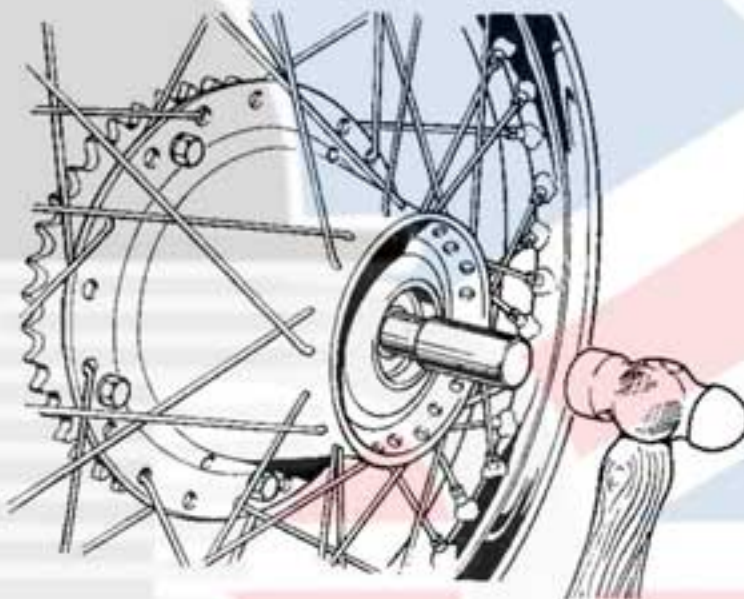


Fig. F7. Drifting the wheel bearings

The grease retainers behind the bearings should not require attention. But if replacement is necessary knock them out using a drift from inside the hub.

Replace the bearing onto the spacer tube and place the assembly into the hub from the left side. Drift the bearing into the housing and down onto the grease retainer with a suitable diameter drift. Force must be applied to the outer ring of the bearing and not the inner ring. If possible use a hand press for replacing these bearings.

Replace the retaining ring and tighten using tool No. 61-3694. Replace the remaining bearing from the right side.

Reassembly of the hub is simply the reverse of the dismantling procedure but, when pressing the bearings in, apply pressure only to the outside ring of the bearing and ensure that the retainer on the left-hand side is quite tight.

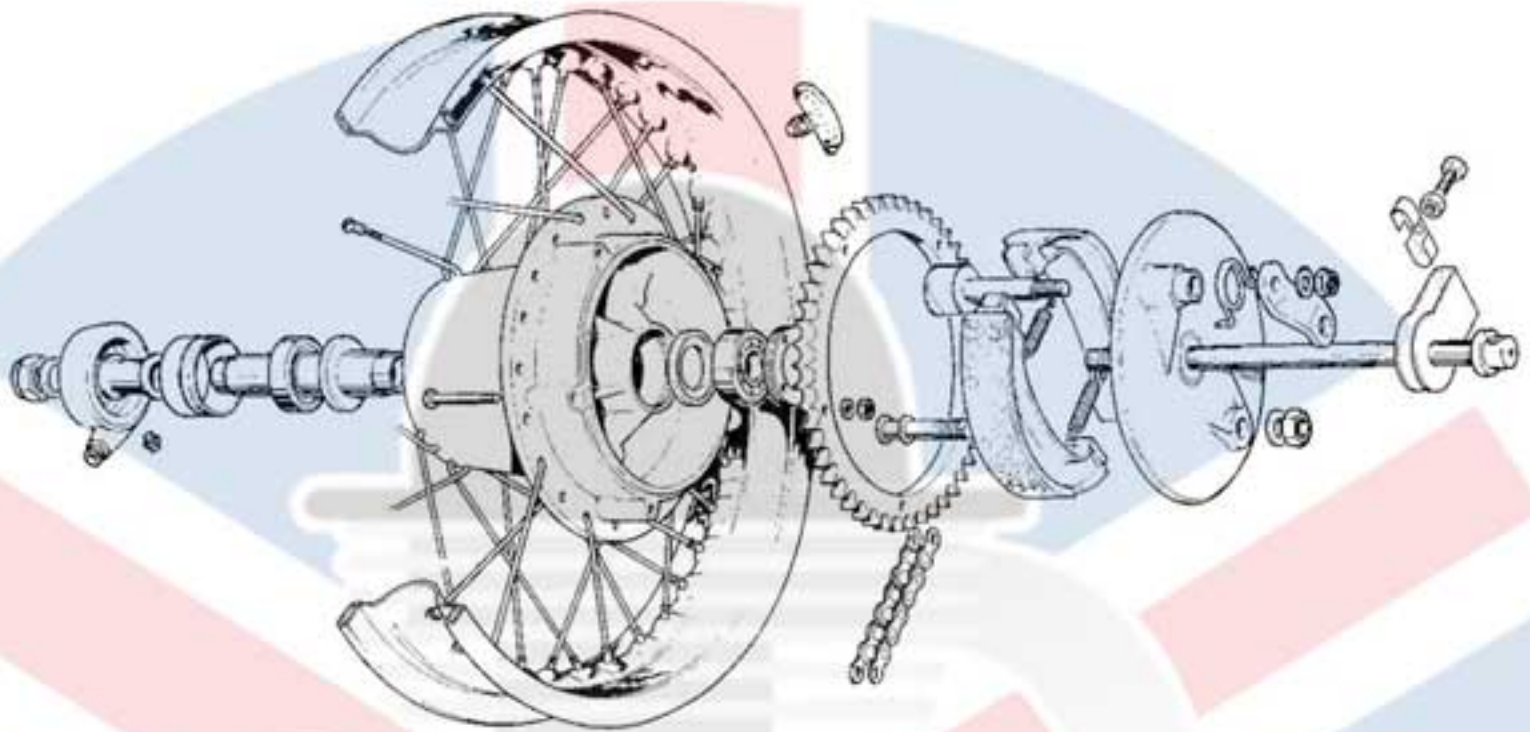


Fig. F8 Exploded view of rear wheel assembly

SECTION F7

BRAKE ADJUSTMENT

The brakes must be adjusted to give maximum efficiency at all times and for this to be maintained, the shoes should be just clear of the drum when the brake is off, and close enough for immediate contact when the brake is applied. The brakes must not be adjusted so closely, however, that they are in continual contact with the drum; excessive heat may be generated, resulting in deterioration of braking efficiency.

On twin leading shoe brakes the expansion of the shoes is equalised by the caliper action of the cam levers. The cable adjuster is combined with the control lever on the handlebar and should be set to eliminate slackness without applying the brakes. After considerable mileage it may be necessary to re-position the shoes within the brake drum.

Individual adjustment of the shoes is provided by a screw at the actuating tappet of each screw. Slacken off the cable adjuster at the handlebar lever and remove the rubber grommet from the hub shell. Rotate the wheel until the aperture is opposite to the adjuster screw. The adjuster turns with a series of clicks and must be rotated in a clockwise direction

until it cannot be turned any further. At this point the shoes will be fully expanded against the drum. Now unscrew the adjuster until the wheel is free to rotate and the shoe is just clear of the drum. Turn the wheel through half a revolution and repeat the adjustment on the remaining shoe. Check that the wheel revolves freely. Now adjust the clearance in the cable at the adjuster on the control lever. Turn the knurled nut until there is approximately $\frac{1}{8}$ in. to $\frac{1}{4}$ in. slack in the cable at the lever.

The rear brake is adjusted by turning the self-locking sleeve in a clockwise direction (viewed from the rear of the machine), to shorten the effective length of the brake rod and so open the shoes in the drum.

Note that if maximum efficiency is to be obtained, the angle between the brake cable or rod and the operating lever on the brake plate should not exceed 90° when the brake is fully applied.

The rear brake shoes are of the fully-floating type (i.e., they are not pivoted on a fulcrum) and are therefore self-centralizing.

SECTION F8

RENEWING BRAKE LININGS (REAR BRAKE)

Hold the shoe firmly in a vice and, using a good sharp chisel, cut off the peened-over portion of the rivet as shown below.

Drive out the rivet with a suitable pin punch and discard the old lining. Reverse the shoe in the vice and draw-file the face of the shoe to remove any burrs.

Clamp the new lining tightly over the shoes and, using the shoe holes as a jig, drill straight through the lining with a $\frac{3}{32}$ in. diameter drill.

Remove the clamps and, holding the lining carefully in the vice, counterbore or countersink (according to the type of rivet used) each hole to no more than two-thirds the thickness of the lining, i.e., if the lining is $\frac{3}{16}$ in. thick, then the counterbore must not be deeper than $\frac{1}{8}$ in.

Having prepared the linings for riveting, start at the centre and position the lining with one or more rivets.

Place a suitable mandrel in the vice, clamp the linings to the shoes with either small "G" or toolmakers clamps and peen-over the rivets as

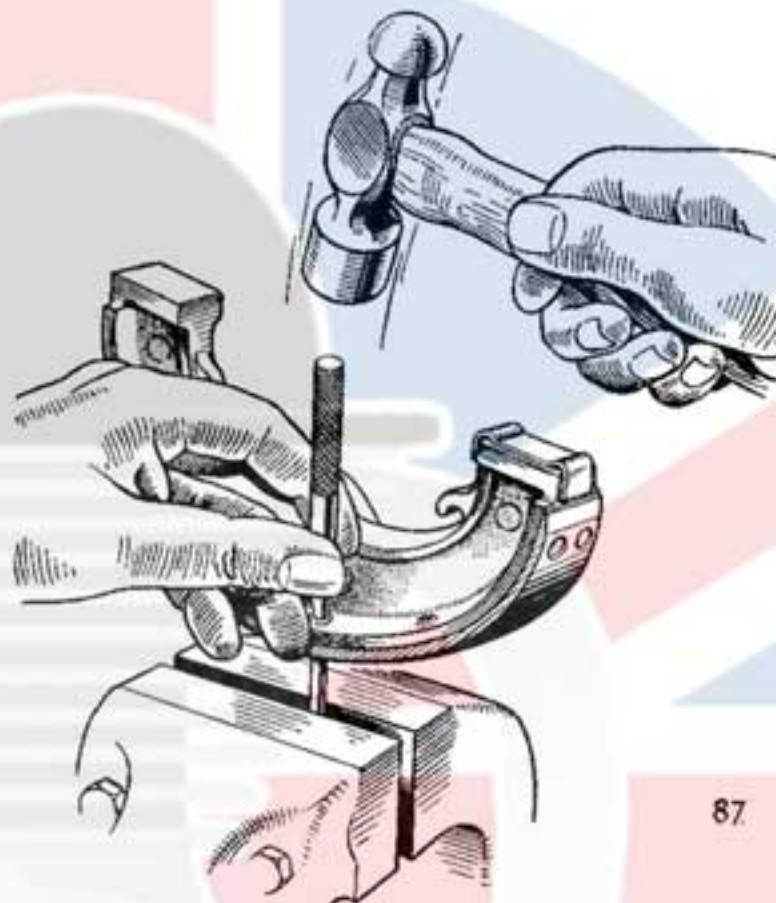


Fig. F10. Punching lining rivets

shown in Fig. F10, working alternatively outwards from the centre.

The mandrel used in the vice must be flat on the end and the diameter should be no more than that of the rivet head. It will also help to bed the rivet down if a hollow punch is used before peening.

Note. If the clamps are used correctly, that is, next to the rivet being worked on, the linings can be fitted tightly to the shoe.

If the linings are fitted incorrectly, a gap will occur between the lining and the shoe, resulting in inefficient and "spongy" braking.

When the riveting is completed, file a good chamfer at each end of the lining to approximately half its depth and lightly draw-file the face of the lining to remove any fraze caused by the drilling.

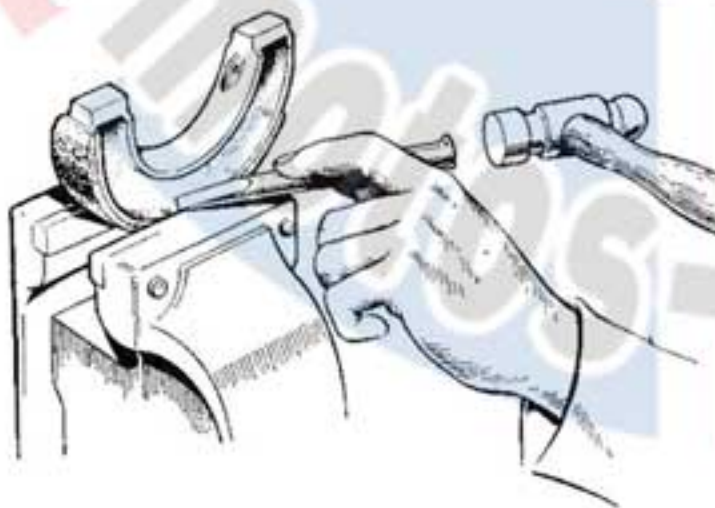


Fig. F9. Chiselling off brake rivets

SECTION F9

WHEEL BUILDING

This is a job which is best left to the specialist as it is essential that the wheel is laced correctly and that when truing, the spokes are correctly tensioned.

It is however, possible for the less experienced to avoid trouble by periodically examining the wheels. As spokes and nipples bed down the tension will be lost and unless this is corrected the spokes will chafe and ultimately break.

Periodically test the tension either by "ringing", that is striking with a metal tool or by placing the fingers and thumb of one hand over two spokes at a time and pressing them together.

If tension has been lost there will be no ringing tone and the spokes will move freely across each other. When a spoke needs tensioning, the nipple through the rim must be screwed further on to the spoke but at the same time, the truth of the wheel must be checked and it may be necessary to ease the tension

at another part of the wheel in order to maintain its truth.

It will therefore be obvious that spoke replacement, spoke tensioning or wheel truing are not operations to be treated lightly.

Careful examination of the wheel will show that for every spoke there is another pulling in the opposite direction and that the adjacent spoke goes to the opposite side of the hub.

Increasing the tension tends to pull the rim so, to counteract this, it is sometimes necessary to increase the tension on the spoke or spokes either side to maintain the truth of the wheel.

With a little care and patience it is possible for the unskilled to at least re-tension the spokes but, turn each nipple only a little at a time as, once the spoke is under tension only a fraction of a turn is sometimes sufficient to throw the rim badly out of truth.

SECTION F10

WHEEL BALANCING

When a wheel is out of balance it means that there is more weight in one part than in another. This is very often due to variation in the tyre and at moderate speeds will not be noticed but at high speeds it can be very serious, particularly if the front wheel is affected.

Wheel balancing can be achieved by fitting standard one ounce and half ounce weights which are readily available, as required. All front wheels are balanced complete with tyre and tube before leaving the

factory and if for any reason the tyre is removed it should be replaced with the white balancing "spot" level with the valve. If a new tyre is fitted, existing weights should be removed and the wheel re-balanced, adding weights as necessary until it will remain in any position at rear. Make sure that the brake is not binding while the balancing operation is being carried out.

For normal road use it is not found necessary for the rear wheel to be balanced in this way.

SECTION F11

FRONT AND REAR WHEEL ALIGNMENT

When the rear wheel has been fitted into the frame it should be aligned correctly by using two straight edges or "battens" about 7 feet long. With the machine off the stand the battens should be placed alongside the wheel, one either side of the machine and each about four inches from the ground. When both are touching the rear tyre on both sides of the wheel the front wheel should be mid way between

and parallel to both battens. Turn the front wheel slightly until this can be seen. Any necessary adjustments must be made by first slackening the rear wheel spindle nut, then turning the spindle adjuster nuts as required ensuring that the rear chain adjustment is maintained. Refer to Fig. F1 for illustration of correct alignment. Note that the arrows indicate the adjustment required.

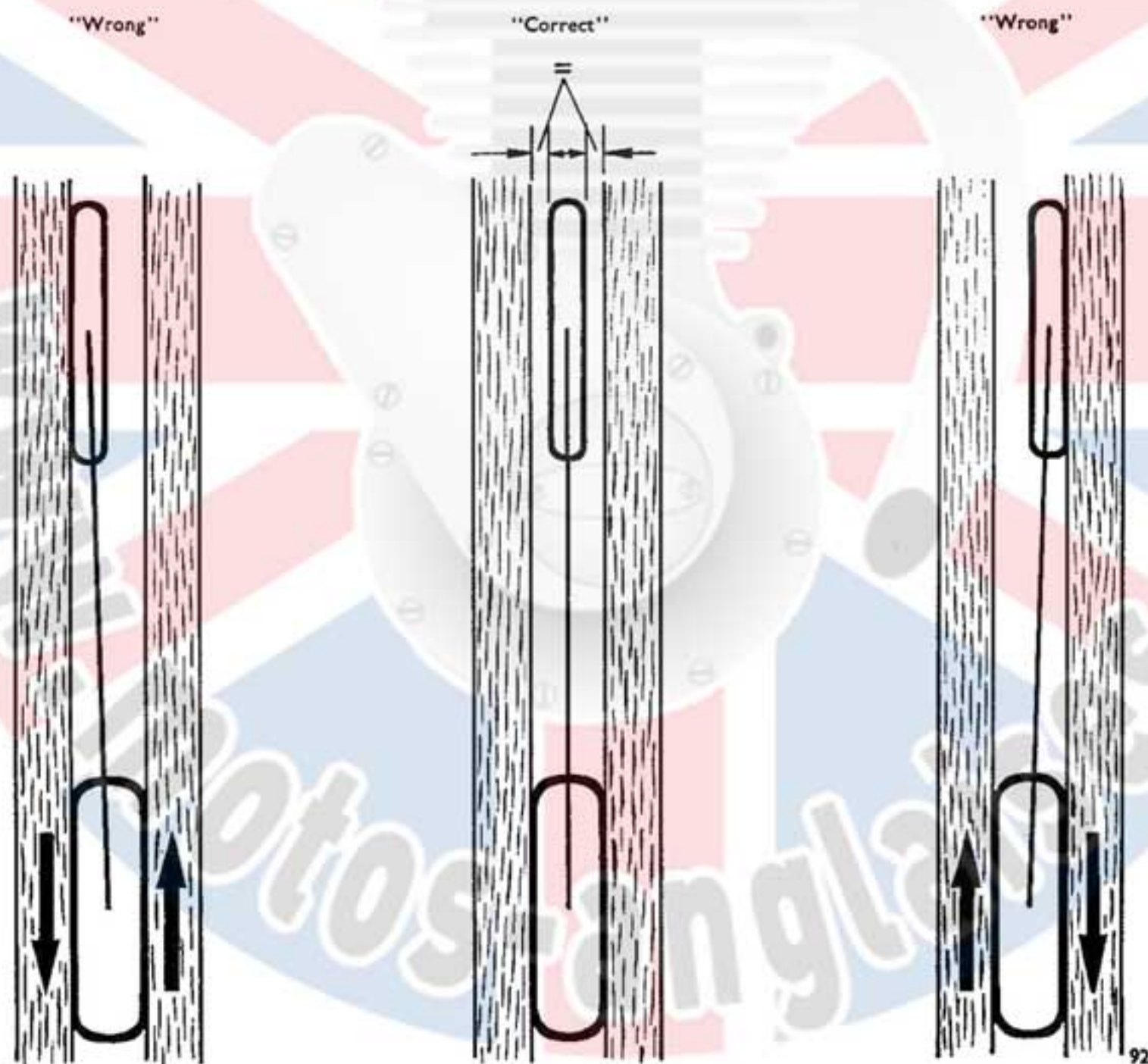


Fig. F11. Aligning the front and rear wheels

SECTION F12

REMOVING AND REFITTING TYRES

To remove the tyre first remove the valve cap and valve core, using the valve cap itself to unscrew the core. Unscrew the knurled valve securing nut and then place all parts where they will be free from dirt and grit. It is recommended that the cover beads are lubricated with a little soapy water before attempting to remove the tyre. The tyre lever should be dipped in this solution before each application. First, insert a lever at the valve position and whilst carefully pulling on this lever, press the tyre bead into the well of the rim diametrically opposite the valve position (see Fig. F12). Insert a



Fig. F12. Removing the first bead of the tyre—Lever inserted close to valve whilst bead is pressed into well on opposite side of wheel

second lever close to the first and prise the bead over the rim flange. Remove the first lever and reinsert a little further round the rim from the second lever. Continue round the bead in steps of two to three inches until the bead is completely away from the rim. Push the valve out of the rim and then withdraw the inner tube. To completely remove the tyre first stand the wheel upright and then insert a lever between the remaining bead and the rim. The tyre should be easily removed from the rim as shown in Fig. F13.



Fig. F13. Removing the first bead of the tyre, using two tyre levers

REFITTING THE TYRE

First place the rubber rim band into the well of the rim and make sure that the rough side of the rubber band is fitted against the rim and that the band is central in the well. Replace the valve core and inflate the inner tube sufficiently to round it out without stretch, dust it with french chalk and insert it into the cover with the valve located at the white "balancing spot" leaving it protruding outside the beads for about four inches either side of the valve. At this stage it is advisable to lubricate the beads and levers with soapy water (see Fig. F14).



Fig. F14. Cover and tube assembled ready for refitting to the wheel

Squeeze the beads together at the valve position to prevent the tube from slipping back inside the tyre and offer the cover to the rim, as shown in Fig. F15, at the same time threading the valve through the valve holes in the rim band and rim. Allow the first bead to go into the well of the rim and the other bead to lie above the level of the rim flange.



Fig. F15. Refitting the tyre to the wheel. Note valve engaged in rim hole

Working from the valve, press the first bead over the rim flange by hand, moving forward in small steps and making sure that the part of the bead already dealt with, lies in the well of the rim. If necessary use a tyre lever for the last few inches, as shown in Fig. F16. During this operation continually check that the inner tube is not trapped by the cover bead.



Fig. F16. Levering the first bead onto the rim

Press the second bead into the well of the rim diametrically opposite the valve. Insert a lever as close as possible to the point where the bead passes over the flange and lever the bead into the flange, at the same time pressing the fitted part of the bead into the well of the rim. Repeat until the bead is completely over the flange, finishing at the valve position (see Fig. F17).



Fig. F17. Refitting the second bead over the wheel rim. Care must be taken not to trap inner tube

Push the valve inwards to ensure that the tube near the valve is not trapped under the bead. Pull the valve back and inflate the tyre. Check that the fitting line on the cover is concentric with the top of the rim flange and that the valve protrudes squarely through the valve hole. Fit the knurled rim nut and valve cap. The tyre pressure should then be set to the figure given in General Data.

SECTION F13 SECURITY BOLTS

Security bolts are fitted to the rear wheel to prevent the tyre "creeping" on the rim when it is subjected to excessive acceleration or braking. Such movement would ultimately result in the valve being torn from the inner tube. There are two security bolts fitted to the rear wheel, which are equally spaced

either side of the valve and thereby do not affect the balance of the wheel.

Note. The security bolt nuts must not be overtightened, otherwise excessive distortion may occur.

Where a security bolt is fitted the basic procedure for fitting and removing the tyre is the same, but the following instruction should be followed:—

- (1) Remove the valve cap and core as described.
- (2) Unscrew the security bolt nut and push the bolt inside the cover.
- (3) Remove the first bead as described.
- (4) Remove the security bolt from the rim.
- (5) Remove the inner tube as described.
- (6) Remove the second bead and tyre.

For refitting the tyre and inner tube:—

- (1) Fit the rim band.

- (2) Fit the first bead to the rim without the inner tube inside.
- (3) Assemble the security bolt into the rim, putting the nut onto the first few threads (see Fig. F19).
- (4) Partly inflate the inner tube and fit it into the tyre.
- (5) Fit the second bead but keep the security bolt pressed well into the tyre, as shown in Fig. F21, and ensure that the inner tube does not become trapped at the edges.
- (6) Fit the valve stem nut and inflate the tyre.
- (7) Bounce the wheel several times at the point where the security bolt is fitted and then tighten the security bolt nut.



Fig. F18. Placing the security bolt in position



Fig. F19. Refitting the second bead with the security bolt in position

SECTION F14

TYRE MAINTENANCE

To obtain optimum tyre mileage and to eliminate irregular wear on the tyres it is essential that the recommendations governing tyre pressures and general maintenance are followed. The following points are laid out with this in mind.

- (1) Maintain the correct inflation pressure as shown in "General Data". Use a pressure gauge frequently. It is advisable to check and restore tyre pressures at least once per week. Pressures should always be checked when tyres are cold and not when they have reached normal running temperatures.
- (2) When a pillion passenger or additional load is carried, the rear tyre pressure should be increased appropriately to cater for the extra load.

- (3) Unnecessary rapid acceleration and fierce braking should always be avoided. This treatment invariably results in rapid tyre wear.
- (4) Regular checks should be made for flints, nails, small stones etc, which should be removed from the tread or they may ultimately penetrate and damage the casing and puncture the tube.
- (5) Tyres and spokes should be kept free of oil, grease and paraffin. Regular cleaning should be carried out with a cloth and a little petrol (gasoline).
- (6) If tyres develop irregular wear, this may be corrected by reversing the tyre to reverse its direction of rotation.

Before inflating, check that the fitting line on the tyre wall just above the bead on each side is concentric with the rim.

If necessary bounce the wheel to help seat the tyre but, see that there is adequate pressure to prevent damaging the tyre or tube and only use moderate force. If the tyre will not seat, it is better to release the pressure, apply soap solution to lubricate and re-inflate.

Inflate to the required pressure and check fitting lines again. Inflation should not be too rapid, particularly at the commencement, to allow the beads to seat correctly on the rim.

See that the valve protrudes squarely through the valve hole before screwing down the knurled nut and finally, replace the dust cap.

SECTION F15

TYRE PRESSURES

The recommended inflation pressures of 24 p.s.i. (front tyre) and 25 p.s.i. (rear tyre) are based on a riders weight of 140 lb. If the riders' weight exceeds 140 lb. the tyre pressure should be increased as follows:—

Front Tyre

Add 1 lb. per square inch for every 28 lb. in excess of 140 lb.

Rear Tyre

Add 1 lb. per square inch for every 14 lb. in excess of 140 lb.

It is further recommended that when carrying a pillion passenger or equipment giving additional

weight, the inflation pressures should be increased in relation to the actual load on each tyre, as indicated in the chart below. To find the load on each tyre, place the front and rear wheel in turn, on to a weighbridge. The reading should be taken when the rider is seated on the machine together with the additional weights.

	Inflation pressure (lb. per sq. in.)					
	16	18	20	24	28	32
Front	Load per tyre (lb.)					
	200	230	260	320	380	440
Rear	280	310	335	390	450	500

SECTION F16

REAR CHAIN ADJUSTMENT

Rear Chain

The adjustment of the rear chain is controlled by draw bolts fitted to each end of the rear wheel spindle. The correct adjustment for the rear chain is $\frac{3}{4}$ in. free movement with the machine on its wheels and the chain at its tightest point or $1\frac{1}{4}$ in. with the machine on the stand and the chain at its slackest point. If the adjustment of the chain is outside these limits it should be corrected by loosening the wheel spindle nuts and the brake torque stay nut on the anchor plate and then adjusting the draw bolts an equal number of turns. Always apply the brake pedal to centralise the brake plate and keep it applied while you tighten the spindle nut. Recheck the chain adjustment. If the wheel alignment was correct originally the adjustment of the nuts by an equal number of turns should

preserve that alignment but if you are doubtful whether the rear wheel is in line then you should use a straight edge or piece of string alongside the rear wheel; making allowance for the difference in section between the rear tyre and the front tyre and then tighten or loosen the draw bolt adjuster on the right side so that the rear wheel lines up with the front wheel. If the rear wheel is not in line the road holding of the machine will be adversely affected and the effect on the rear chain and rear wheel sprocket will cause rapid wear. When the adjustment is satisfactory check the tightness of the wheel spindle nut, adjuster draw bolts and brake torque stay nuts. Finally check the adjuster of the brake operating rod. There is no automatic oil feed to the rear chain which should be lubricated manually with an oil gun weekly.

SECTION F17

BRAKING PERFORMANCE DATA

The following information is in accordance with the requirements of the U.S. Federal Highway Administration, Department of Transportation.

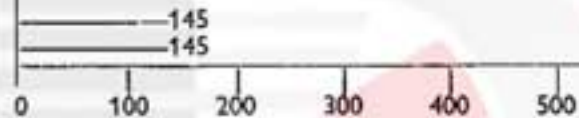
This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—
TRIUMPH T120R BONNEVILLE

A. Fully Operational Service Brake

LOAD
LIGHT
MAXIMUM



Stopping distance in feet from 60 m.p.h.

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 m.p.h. and a limiting speed of 35 m.p.h. The high-speed pass assumes an initial speed of 50 m.p.h. and a limiting speed of 80 m.p.h.

Notice:—The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—
AS ABOVE

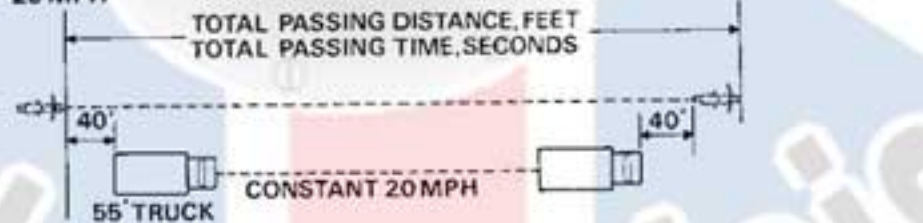
Summary Table

LOW-SPEED PASS 363 feet; 7.5 seconds
HIGH-SPEED PASS 1,015 feet; 10.3 seconds

LOW-SPEED
INITIAL SPEED:

20 MPH

LIMITING SPEED: 35 MPH



HIGH-SPEED
INITIAL SPEED:

50 MPH

LIMITING SPEED: 80 MPH



The following information is in accordance with the requirements of the U.S. Federal Highway Administration, Department of Transportation.

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading.

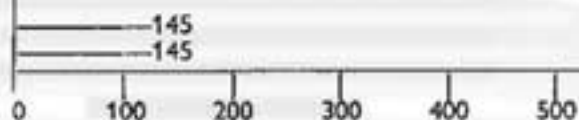
The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—

TRIUMPH TR6R TIGER 650 & TRIUMPH TR6C TROPHY 650

A. Fully Operational Service Brake

LOAD
LIGHT
MAXIMUM



Stopping distance in feet from 60 m.p.h.

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 m.p.h. and a limiting speed of 35 m.p.h. The high-speed pass assumes an initial speed of 50 m.p.h. and a limiting speed of 80 m.p.h.

Notice:—The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—

AS ABOVE

Summary Table

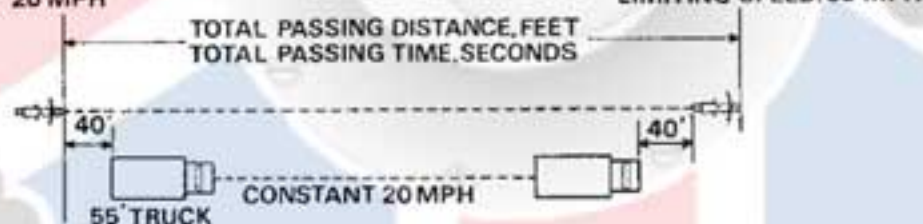
LOW-SPEED PASS 364 feet; 7.6 seconds

HIGH-SPEED PASS 1,115 feet; 11.6 seconds

LOW-SPEED
INITIAL SPEED:

20 MPH

LIMITING SPEED: 35 MPH



HIGH-SPEED
INITIAL SPEED:

50 MPH

LIMITING SPEED: 80 MPH



The following information is in accordance with the requirements of the U.S. Federal Highway Administration, Department of Transportation.

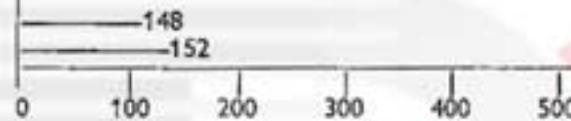
This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—
TRIUMPH T120RV BONNEVILLE

A. Fully Operational Service Brake

LOAD
LIGHT
MAXIMUM



Stopping distance in feet from 60 m.p.h.

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

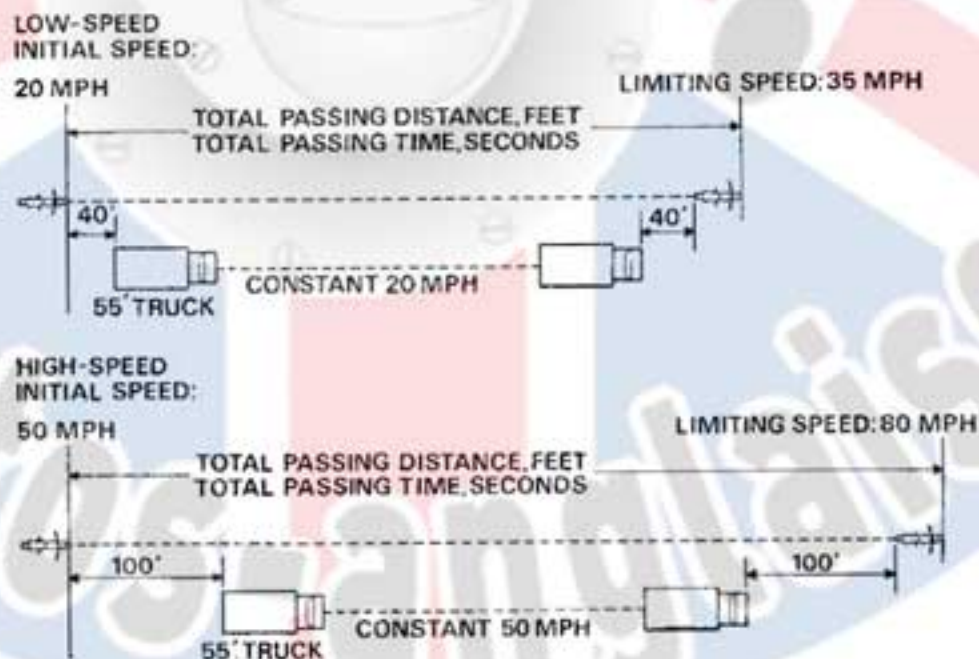
The low-speed pass assumes an initial speed of 20 m.p.h. and a limiting speed of 35 m.p.h. The high-speed pass assumes an initial speed of 50 m.p.h. and a limiting speed of 80 m.p.h.

Notice:—The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—
AS ABOVE

Summary Table

LOW-SPEED PASS 375 feet; 8.0 seconds
HIGH-SPEED PASS 940 feet; 9.4 seconds



The following information is in accordance with the requirements of the U.S. Federal Highway Administration, Department of Transportation.

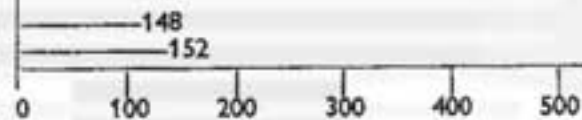
This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—
TRIUMPH TR6CV TROPHY 650, TR6RV TIGER 650

A. Fully Operational Service Brake

LOAD
LIGHT
MAXIMUM



Stopping distance in feet from 60 m.p.h.

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 m.p.h. and a limiting speed of 35 m.p.h. The high-speed pass assumes an initial speed of 50 m.p.h. and a limiting speed of 80 m.p.h.

Notice:—The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:—
AS ABOVE

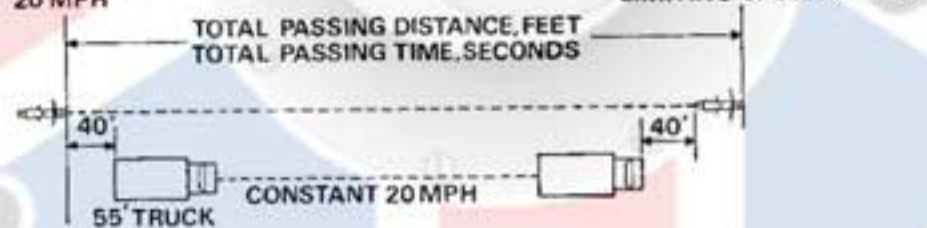
Summary Table

LOW-SPEED PASS 375 feet; 8.0 seconds
HIGH-SPEED PASS 946 feet; 9.5 seconds

LOW-SPEED
INITIAL SPEED:

20 MPH

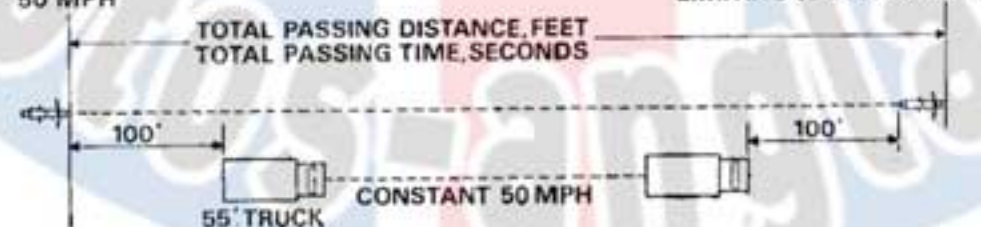
LIMITING SPEED: 35 MPH



HIGH-SPEED
INITIAL SPEED:

50 MPH

LIMITING SPEED: 80 MPH



SECTION G

TELESCOPIC FORKS

INDEX

	Section
DESCRIPTION	—
STEERING HEAD ADJUSTMENT	G1
RENEWING HEAD RACES	G2
STRIPPING AND REASSEMBLING THE FORK LEGS	G3
FORK ALIGNMENT	G4
HYDRAULIC DAMPING	G5

DESCRIPTION

The front fork is of the telescopic type using high grade steel tube stanchions. They are ground to a micro finish and hard chromium plated over their entire length.

The alloy bottom members are precision bored and provide the bearing for the stanchion. Internal main springs are fitted and locate on the damper tube.

An oil seal is contained in the top lip of each bottom member and is protected by a rubber dust cover.

Oil is contained in each bottom member and serves the dual purpose of damping and lubrication. Oil is added by removal of the fork cap nuts and drained at the plugs provided.

Damping of the fork action is achieved by the use of a damper valve in conjunction with a series of bleed holes in a fixed valve.

SECTION G1

STEERING HEAD ADJUSTMENT

It is important that the steering head bearings are always correctly adjusted.

Place a strong support underneath the engine so that the front wheel is raised clear of the ground then, standing in front of the wheel, attempt to push the lower fork legs backwards and forwards. Should any play be detected, the steering head must be adjusted.

If possible, ask a friend to place the fingers of one hand lightly round the head lug, whilst the forks are being pulled back and forth. Any play will be felt quite easily by the fingers.

It should be possible to turn the forks from side to side quite smoothly and without any "lumpy" movement. If the movement is "lumpy", the rollers are indented into the races or broken. In either case the complete bearing should be renewed.

To adjust the steering head assembly, slacken the clamp nut B, Fig. G1 and the top yoke adjuster nut A then tighten down the adjuster nut until adjustment is correct. There should be no play evident in the

races but great care must be taken not to over-tighten, or the rollers will become indented into the races, making steering extremely difficult and dangerous.

Having carried out the adjustment, tighten the clamp nuts and the top yoke pinch bolt securely. Re-check the adjustment.

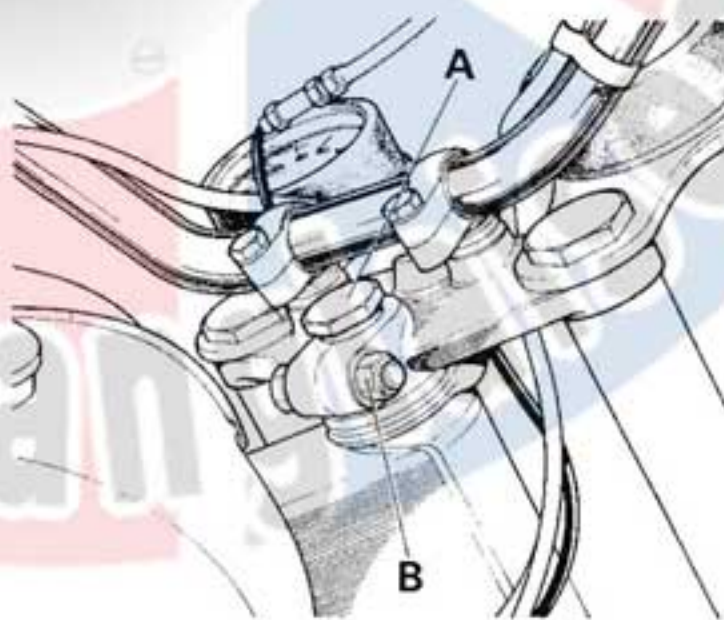


Fig. G1. Steering head adjustment

SECTION G2

RENEWING HEAD RACES

Place a strong support underneath the engine so that the front wheel is raised-clear of the ground. Remove the front wheel (see Section F1). Remove the front mudguard (see Section E14).

The steering head can be dismantled without stripping the forks. Remove the fuel tank (see page E1). With reference to Section H10 remove the head-lamp complete with mounting brackets. Disconnect the speedometer drive cable and the illumination light. Remove the four bolts securing the handlebars to the top lug and support the handlebars on the frame. Remove the fork cap nuts and place the speedometer to one side. Slacken the top yolk pinch bolt (A) and remove the adjuster nut (B).

Then using a raw-hide mallet strike the undersides of the top lug alternately to release it from its taper fit on the stanchions. Place the yolk to one side and withdraw the steering stem out of the head lug. The taper roller bearings can now be removed from the stem and the top lug for cleaning and inspection. Check for pitting and fracture of the roller surface. The bearing must be replaced if any of these faults are in evidence.

The steering head outer races have a very long serviceable life and should not need replacement for a very considerable mileage. If however their replacement is deemed necessary the races can be removed using a suitable drift from inside the head lug. Replacement of the new race is effected by using service tool 61-6121.

SECTION G3

STRIPPING AND REASSEMBLING THE FORK LEGS

Before commencing work on the forks it is advisable to have the following service tools and replacements available:

- (a) Oil seal for dust excluder (2)
- (b) Oil for damper valve (2)
- (c) Service tool (61-6113)

Remove the front wheel as described in Section F1. Unscrew the small drain plugs at the bottom of each fork leg adjacent to the wheel spindle and drain out the oil by pumping the forks up and down a few times. Support the machine on a box with the front forks clear of the ground. Remove the handlebar by unscrewing the two self-locking nuts which secure the eye bolts underneath the top lug. Remove the front mudguard (see Section E14). Remove the fork cap nuts. Place the speedometer and tachometer to one side after first disconnecting the drive cables and the illuminating lights.

Remove the internal fork springs. Using service tool 61-6113 placed down into the stanchion; hold the valve assembly while the retaining allen screw is being unscrewed at the base of the fork leg.

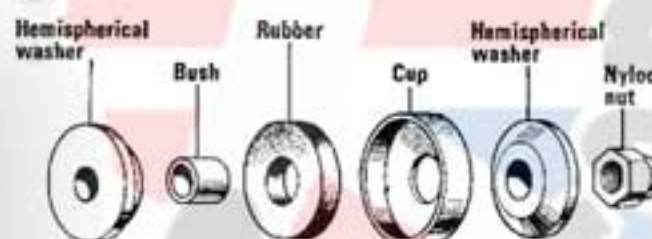


Fig. G2. Handlebar mountings

At this stage it will be possible to remove the fork leg by sliding it from the stanchion. The stanchions can remain in position on the machine and will only require removal if they are to be replaced because of damage (the stanchions are easily removed by slackening the pinch bolts on the bottom yolk and withdrawing the stanchions. When refitting tighten the pinch bolts to 18/20 lbs./ft.).

The dust cover on the fork leg can easily be prised off by hand.

The damper valve assembly is retained in the bottom of the stanchion by an aluminium nut which should be carefully removed with a ring spanner or similar.

The valve assembly consists of a fixed bleed valve which has its own oil seal, a clapper valve, a spring support nut and a rebound spring. It should not be necessary to strip this assembly unless the fixed bleed valve has contracted damage in any way.

The oil seal on the bleed valve can easily be replaced by hand. If using a screwdriver to prise the seal away from the valve be careful not to damage the bearing surface as the material is a soft alloy. (Refer to Fig. G3 for details of the assembly).

Care must be taken not to lose the sealing washer contained in the bottom of the fork leg. The base of the valve stem rests on this seal and the allen screw is replaced from the outside of the leg. Refer to the exploded drawing on page G6 for assembly details.

The oil seal contained in the top of the fork leg can

be removed with a tool of the design shown in Fig. G4. This tool can be simply manufactured from a strip of mild steel material approx. 12 in. long \times 1 in. wide and $\frac{1}{8}$ in. depth. The design is such that the tool does not come into direct contact with the aluminium fork leg thereby causing unreparable damage. As an alternate a long tyre lever carefully used will be found adequate. **Note.** When using either of these tools make several attempts to remove the seal by working around the periphery of the fork leg, otherwise the tool will rip through the lip of the seal.

Make sure the housing for the seal is clean and free from burns at the top edge and drift the new seal into the housing using the following method:—

Place the bore stanchion into the fork leg and place a small polythene bag over the top lip of the stanchion. Push the oil seal over the stanchion and down into position on the fork leg. It is important that the



Fig. G3. Damper valve assembly

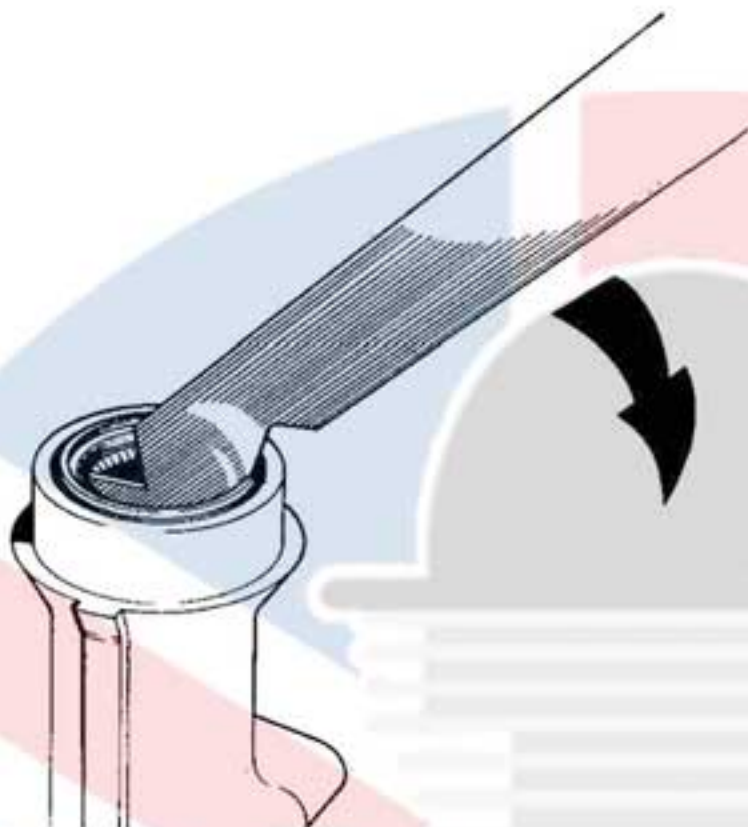


Fig. G4. Removing oil seal

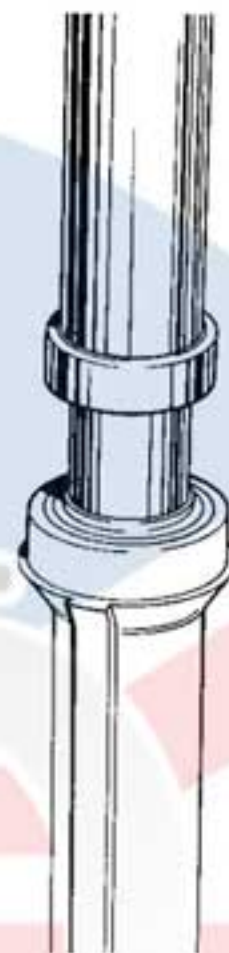


Fig. G5. Replacing oil seal

polythene is used because the lip of stanchion has a sharp edge that may easily scratch or damage the precision edge of the seal. Even a scratch that may not be readily visible to the eye will cause leakage at the seal. A drift will be required to replace the oil seal into the housing. This can be simply fabricated from an early type steel fork outer member. A turned shoulder will have to be machined and brazed or welded to one end of the fork leg. See Fig. G5 for details. It is important to assemble the oil seal with the stanchion in position because the seal must sit squarely in the counterbore otherwise leakage will occur.

The stanchion can now be removed.

Check all components for cleanliness and wash in fuel if necessary. Examine the bore of the stanchion and clean with a cloth pushed into the bore.

Reassembly of the fork leg is a reversal of the dismantling procedure. Replace the valve into the bottom of the stanchion. Apply some red loctite to the aluminium retaining nut and tighten to a torque of 25 ft./lbs.

Check that the small "Dowty" sealing washer is located in the well in the base of the fork leg. (If this washer shows signs of damage or wear it must be replaced).

Push the rubber dust cover onto its location groove on the fork leg and then replace the leg on the stanchion.

As the leg is refitted onto the stanchion the stem of the damper valve assembly must be located on top of the "Dowty" sealing washer. If difficulty is encountered during this operation, service tool 61-6113 which is used to retain the valve assembly while it is being removed may be used to navigate the damper valve onto its location.

The allen screw can then be replaced into the bottom of the fork leg and tightened as described above.

Replace the fork springs and refill the fork legs with the correct quantity of oil (see Section A2 for details). Replace the fork cap nuts including the speedometer (and tachometer, where fitted) and tighten them to a torque of 40 ft./lbs. Reconnect the speedometer drive and illumination light.

Replace the handlebars (see Section G3). Replace the front mudguard. Refit the front wheel (see Section F1).

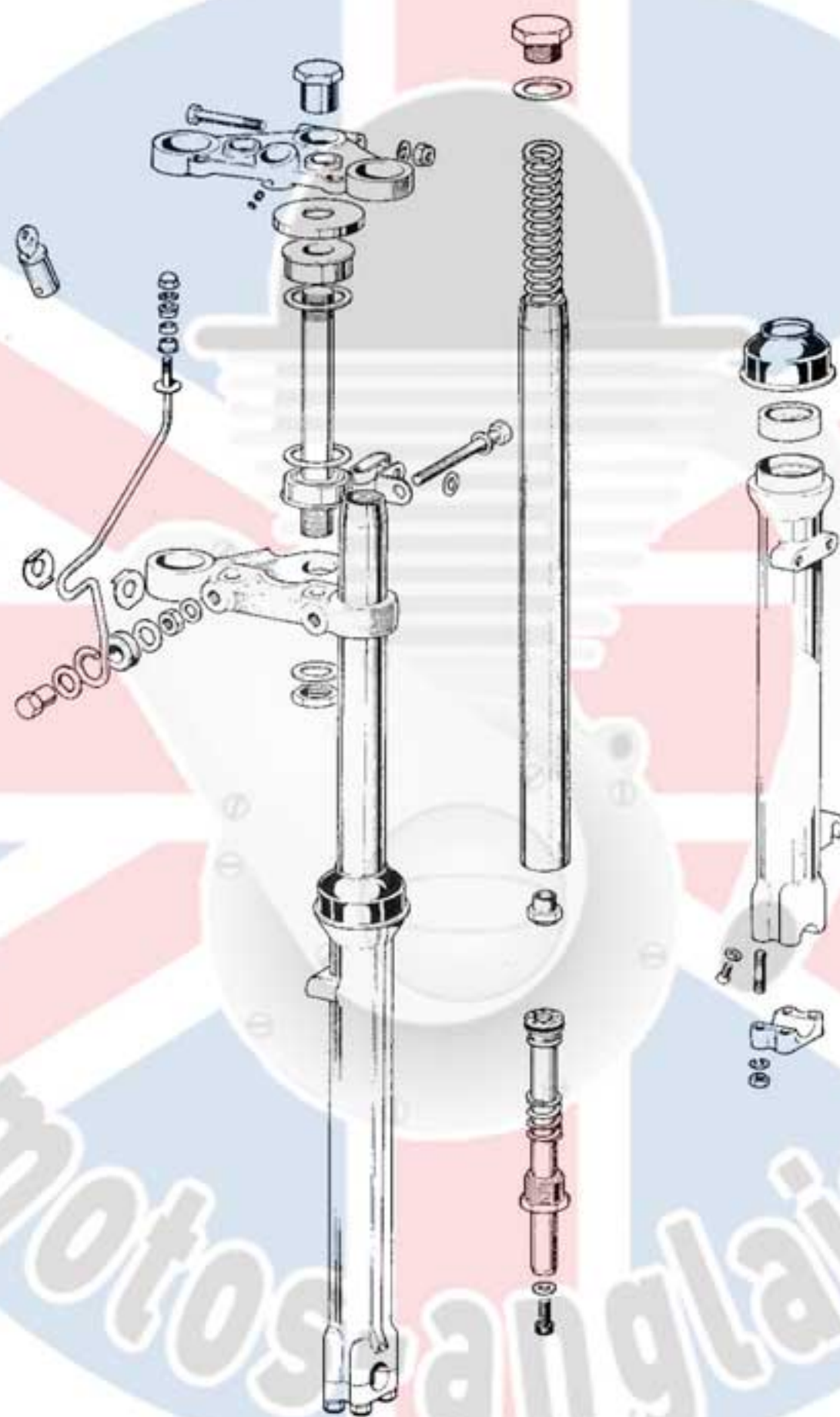


Fig. G6. Fork assembly details

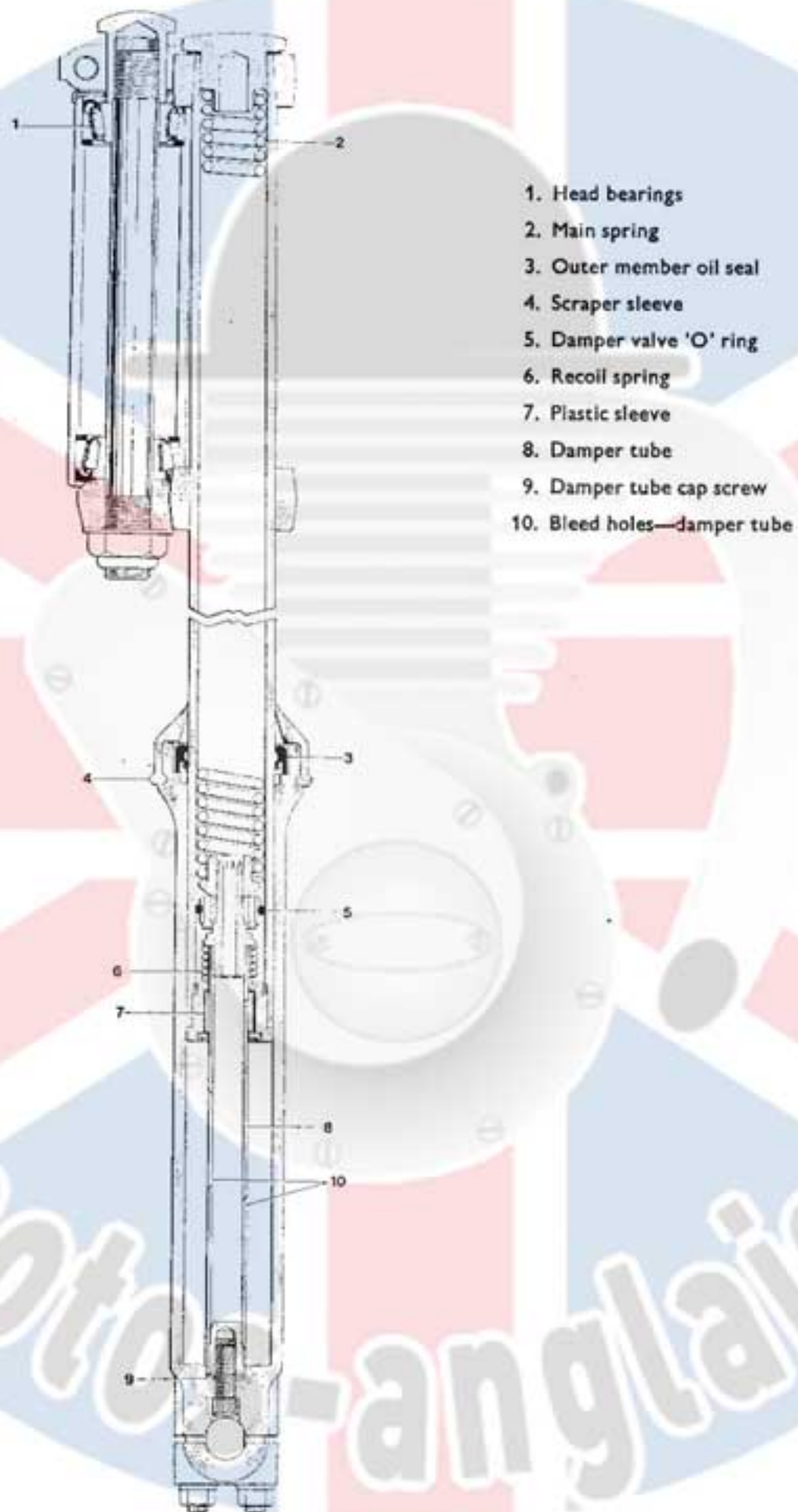


Fig. G7. Sectional view of assembled fork leg

SECTION G4

FORK ALIGNMENT

After replacing the fork legs, mudguard and wheel, it may be found that the fork is incorrectly aligned.

To rectify this, the fork wheel spindle cap nuts must first be screwed up tight on the right-hand leg and the spindle cap on the left-hand leg slackened off. Also loosen the top caps and the pinch bolts in both the bottom and top yokes. The forks should now be pumped up and down several times to line them up and then tightened up from bottom to top, that is, wheel spindle, bottom yoke pinch bolts, top caps and finally, the steering stem pinch bolt in the top yoke.

If, after this treatment, the forks still do not function satisfactorily then either the fork stanchions are bent or one of the yokes is twisted.

The stanchions can only be accurately checked for straightness with special equipment such as a surface plate. Special gauges are also required to check the yokes. It is possible, however, to make a reasonable check of the stanchions by rolling them on a surface plate or flat surface such as a piece of plate glass, but it is not a simple operation to straighten a bent tube, and a new part may be necessary.

Check the stanchions for truth by rolling them slowly on a flat checking table. A bent stanchion may be realigned if the bow does not exceed $\frac{5}{32}$ in. maximum. To realign the stanchion, a hand press is required. Place the stanchion on two swage "V" blocks at either end and apply pressure to the raised portion of the stanchion. By means of alternately pressing in this way and checking the

stanchion on a flat table the amount of bow can be reduced until it is finally removed.

Having checked the stanchions for straightness and reset as necessary, the top and bottom yokes can now be checked. First, assemble the two stanchions into the bottom yoke so that a straight edge across the lower ends is touching all four edges of the tubes, then tighten the pinch bolts. Now view them from the side; the two stanchions should be quite parallel. Alternatively, the lower 12 in. of the stanchions can be placed on a surface plate, when there should be no rocking.

To reset, hold one stanchion in a vice (using soft clamps) and reposition the other stanchion, using a longer and larger diameter tube to obtain sufficient leverage. Having checked the stanchions this way, check the gap between them on the ground portion.

The next step is to place the top yoke in position over the stanchions, when the steering stem should be quite central.

The final step is to check if the tubes are parallel when assembled into the top yoke only. In this case the bottom yoke can be fitted loosely on the tubes, acting as a pilot only.

Though it is permissible to rectify slight errors in alignment by resetting, it is much safer to replace the part affected especially when there is excessive misalignment. Works reconditioned units are available to owners in the United Kingdom through the dealer network.

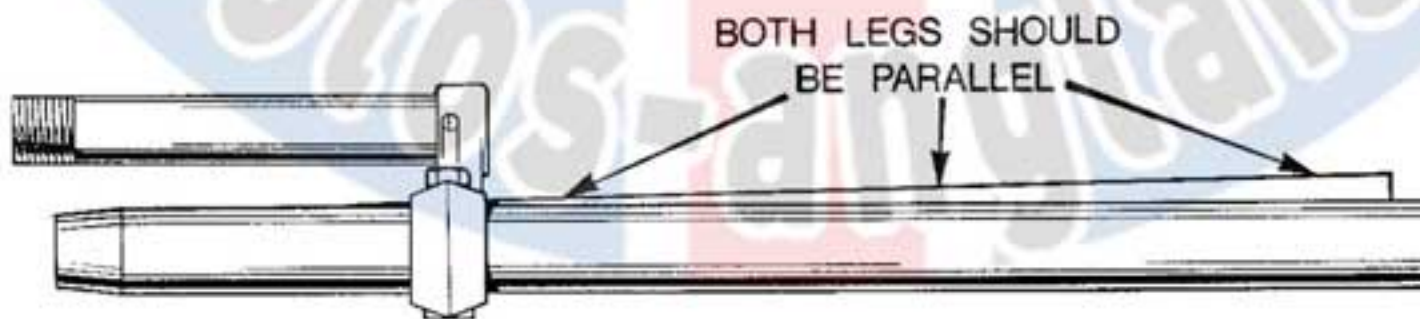


Fig. G8. Fork leg alignment

SECTION G5

HYDRAULIC DAMPING

Note the valve assembly which is retained in the bottom of the fork leg. Bleed holes are contained in the valve stem and in a sub-assembly at the top of the stem. This particular valve operates in conjunction with a damper valve which acts as a restrictor.

Oil is contained in the bottom member the level of which is always above the valve assembly. On compression the oil is forced through bleed holes in the valve stem. As the travel increases the bleed holes are progressively sealed off by a plastic sleeve and the damping increases until finally the stanchion is trapped on a cushion of oil which acts as the final

bump stop. During this operation a vacuum is created in the space formed between the bottom of the stanchion and the damper valve, hence oil is transferred into this compartment through the eight bleed holes in the valve.

On expansion the oil in this newly formed compartment is compressed, the damper valve closes and the oil is bled through four small holes in the damper valve itself and then progressively through the holes in the valve stem. While this operation is being executed, oil is transferred back into the bottom member in readiness for the next compression.





SECTION H

ELECTRICAL SYSTEM

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(b) CHECKING THE ALTERNATOR OUTPUT	
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STORAGE LIFE	
TESTING	
SERVICE NOTES	
WIRING	

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INTRODUCTION

The electrical system is supplied from an alternating current generator contained in the primary chain-case and driven from the crankshaft. The single charge rate generator output is then converted into direct current by a silicon diode rectifier. The direct current is supplied to a 12 volt 8 ampere/hour battery with a Zener diode in circuit to regulate the battery current.

The current is then supplied to the ignition system which is controlled by a double contact breaker driven direct from the exhaust camshaft. The contact breaker feeds two ignition coils, one for each cylinder, and the three capacitors are mounted separately in a waterproof pack. The battery

supplies current for the headlamp, tail lamp and instruments and warning lamps.

The routine maintenance needed by the various components is set out in the following sections. All electrical components and connections including the earthing points to the frame of the machine must be clean and tight.

No emergency start facility is provided since there is however sufficient voltage to start the machine when a discharged battery is in circuit.

A single PUZ5A battery is used.

SECTION H1 BATTERY INSPECTION AND MAINTENANCE

The battery containers are moulded in translucent polystyrene through which the acid level can be seen. The battery top is so designed that when the cover is in position, the special anti-spill filler plugs are sealed in a common venting chamber. Gas from the filler plugs leaves this chamber through a vent pipe union at the side of the top. The vent at the other side of the top is sealed off. Polythene tubing is attached to the vent pipe union to lead corrosive fumes away from parts of the machine which may otherwise suffer damage.

To prepare a dry-charged battery for service, first discard the vent hole sealing tape and then pour into each cell pure dilute sulphuric acid of appropriate specific gravity to THE COLOURED LINE. (See table (a)). Allow the battery to stand for at least one hour for the electrolyte to settle down, thereafter maintain the acid level at the coloured line by adding distilled water.

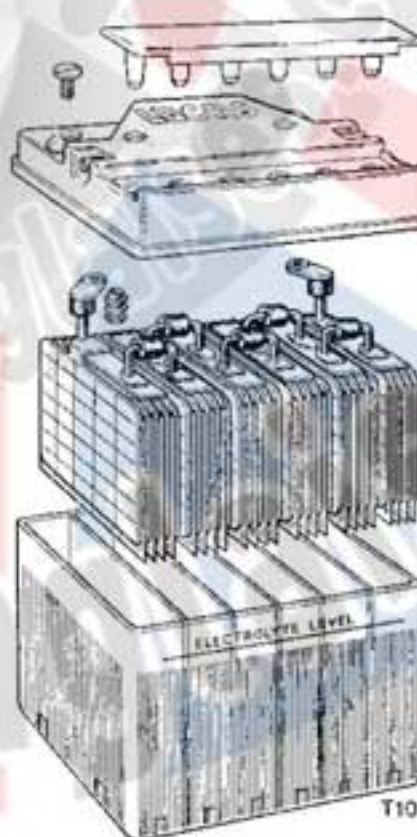


Fig. H1. Exploded view of battery

H1. PART A. ROUTINE MAINTENANCE

Every week examine the level of the electrolyte in each cell. Lift the battery out of the carrier so that the coloured filling line can be seen. Add distilled water until the electrolyte level reaches this line.

Note.—On no account should batteries be topped up to the separator guard but only to the coloured line.

With this type of battery, the acid can only be reached by a miniature hydrometer, which would indicate the state of charge.

Great care should be taken when carrying out these operations not to spill any acid or allow a naked flame near the electrolyte. The mixture of oxygen and hydrogen given off by a battery on charge, and to a lesser extent when standing idle, can be dangerously explosive.

The readings obtained from the battery electrolyte should be compared with those given in table (a). If a battery is suspected to be faulty it is advisable to have it checked by a Lucas Service Centre or Agent.

**SPECIFIC GRAVITY OF ELECTROLYTE
FOR FILLING THE BATTERY**

U.K. and Climates normally below 90°F (32.2°C)		Tropical Climates over 90°F (32.2°C)	
Filling	Fully charged	Filling	Fully charged
1.260	1.280/1.300	1.210	1.220/1.240

Every 1,000 miles (1,500 k.m.) or monthly, or more regularly in hot climates the battery should be cleaned as follows. Remove the battery cover and clean the battery top. Examine the terminals: if they are corroded scrape them clean and smear them with a film of petroleum jelly, such as vaseline. Remove the vent plugs and check that the vent holes are clear and that the rubber washer fitted under each plug is in good condition. Note that current batteries have the plugs en bloc and no washers are used on this type.

**H1. PART B. MAXIMUM PERMISSABLE
ELECTROLYTE TEMPERATURE
DURING CHARGE**

Climates normally Below 80°F (27°C)	Climates between 80–100°F (27–38°C)	Climates frequently above 100°F (38°C)
100°F (38°C)	110°F (43°C)	120°F (49°C)

Notes.

The specific gravity of the electrolyte varies with the temperature. For convenience in comparing specific gravities, they are always corrected to 60°F., which is adopted as a reference temperature. The method of correction is as follows:

For every 5°F. below 60°F. deduct .020 from the observed reading to obtain the true specific gravity at 60°F. For every 5°F. above 60°F., add .020 to the observed reading to obtain the true specific gravity at 60°F.

The temperature must be indicated by a thermometer having its bulb actually immersed in the electrolyte and not the ambient temperature. To take a temperature reading tilt the battery sideways and then insert into the electrolyte.

SECTION H2

COIL IGNITION SYSTEM

DESCRIPTION

The coil ignition system comprises two ignition coils and a contact breaker fitted in the timing cover and driven by the exhaust camshaft. The ignition coils are mounted underneath the twinseat on a pressed mounting plate. Apart from cleaning the coils, in between the terminals and checking the low tension and high tension connections, the coils will not require any other attention. Testing the ignition coils is amply covered in H2 Part C below whilst testing the contact breaker is described in H2 Part D. The 6CA type of contact breaker is used. The condensers are housed separately in a rubber covered pack below the twinseat. Access to the condensers is gained by lifting the twinseat and detaching the condenser pack from the mounting plate.

The best method of approach to a faulty ignition system, is that of first checking the low tension circuit for continuity as shown in H2 Part A, and then following the procedure laid out in H2 Part B to locate the fault(s).

Failure to locate a fault in the low tension circuit indicates that the high tension circuit or sparking plugs are faulty, and the procedure detailed in H2 Part E must be followed. Before commencing any of the following tests, however, the contact breaker and sparking plugs must be cleaned and adjusted to eliminate this possible source of fault.

H2 PART A. CHECKING THE LOW TENSION CIRCUIT FOR CONTINUITY

To check whether there is a fault in the low-tension circuit and to locate its position, the following tests should be carried out:—

First inspect the in-line fuse in the battery earth cable (brown/blue lead) and replace if suspect.

Check also the cut-out switch; this can be done by disconnecting the white, and white/yellow lead from the left handlebar switch and connecting them together. This will complete the ignition circuit by by-passing the cut-out switch.

H2 PART B. FAULT FINDING IN THE LOW TENSION CIRCUIT

To trace a fault in the low tension wiring, turn the ignition switch to "IGN" position and then crank the engine until both sets of contacts are opened, or alternatively, place a piece of insulating material between both sets of contacts whilst the following test is carried out.

With the aid of a D.C. voltmeter and 2 test-prods (voltmeter 0–15 volts for 12 volt electrical systems), make a point to point check along the low tension circuit starting at the battery and working right through to the ignition coils, stage by stage, in the following manner, referring to the relevant wiring diagram in Section H20.

Note.—It will be necessary to disconnect the Zener Diode before the test is carried out. To do this remove the brown/blue lead from the Diode centre terminal.

- (1) First, establish that the battery is earthed correctly by connecting the volt meter across the battery negative terminal and the machine frame earth. No voltage reading indicates that the red earthing lead is faulty (or the fuse blown, where fitted). Also, a low reading would indicate a poor battery earth connection. Check also the fuse in the main negative lead.
- (2) Connect the voltmeter between the left ignition coil (—Ve) terminal and earth and then the right ignition coil (—Ve) terminal and earth. No voltage reading indicates a breakdown between the battery and the coil (—Ve) terminal, or that the switch connections are faulty.
- (3) Connect the voltmeter between ignition switch input terminal and earth. No reading indicates that the brown and blue lead has faulty connections. Check for voltage at the brown/blue lead connections at rectifier, and lighting switch terminals No's 2 and 3.

- (4) Connect the voltmeter across ignition switch output terminal and earth. No reading indicates that the ignition switch is faulty and should be replaced. Battery voltage reading at this point but not at the ignition coil (-Ve) terminals indicates that the white lead has become "open circuit" or become disconnected.
- (5) Disconnect the black/white, and black/yellow leads from the (+Ve) terminals of each ignition coil. Connect the voltmeter across the (+Ve) terminal of the left coil and earth and then the (+Ve) terminal of the right coil and earth. No reading on the voltmeter in either case indicates that the coil primary winding is faulty and a replacement ignition-coil should be fitted.
- (6) With both sets of contacts open reconnect the ignition coil leads and then connect the voltmeter across both sets of contacts in turn. No reading in either case indicates that there is a faulty connection or the internal insulation has broken down in one of the condensers (capacitors).

If a capacitor is suspected then a substitution should be made and a re-test carried out.
- (7) Finally, reconnect the Zener Diode brown/blue lead and then connect the voltmeter between the Zener Diode centre terminal and earth. The voltmeter should read battery volts. If it does not the Zener Diode is faulty and a substitution should be made. Refer to Section H5 for the correct procedure for testing a Zener Diode on the machine. Ignition coil check procedure is given in Section H2, Part C.

H2 PART C. IGNITION COILS

The ignition coils consist of primary and secondary windings wound concentrically about a laminated soft iron core, the secondary winding being next to

the core. The primary winding usually consists of some 300 turns of enamel covered wire and the secondary some 17,000–26,000 turns of much finer wire—also enamel covered. Each layer is paper insulated from the next in both primary and secondary windings.

To test the ignition coils on the machine, first ensure that the low tension circuit is in order as described in H2 Part A above then disconnect the high tension leads from the left and right sparking plugs. Turn the ignition switch to the "ignition only" position and crank the engine until the contacts (those with the black/yellow lead from the ignition coil) for the right cylinder are closed. Flick the contact breaker lever open a number of times whilst the high tension lead from the right ignition coil is held about $\frac{3}{4}$ in. away from the cylinder head. If the ignition coil is in good condition a strong spark should be obtained. If no spark occurs this indicates the ignition coil to be faulty.

Repeat this test for the left high tension lead and coil by cranking the engine until the contacts with the black/white lead from the remaining ignition coil are closed.

Before a fault can be attributed to an ignition coil it must be ascertained that the high tension cables are not cracked or showing signs of deterioration, as this may often be the cause of mis-firing etc. It should also be checked that the ignition points are actually making good electrical contact when closed and that the moving contact is insulated from earth (ground) when open. See Test H2 Part B. It is advisable to remove the ignition coils and test them by the method described below.

BENCH TESTING AN IGNITION COIL

Connect the ignition coil into the circuit shown in Fig. H3 and set the adjustable gap to 9 mm. for MA12 types (12 volt). With the contact breaker running at 100 r.p.m. and the coil in good condition, not more than 5% missing should occur at the spark gap over a period of 15 seconds. The primary winding can be checked for short-circuit coils by connecting an ohmmeter across the low tension terminals. The reading obtained should be within the figures quoted hereafter (at 20°C).

Coil	Primary Resistance	
	Min.	Max.
MA6	1.8 ohms.	2.4 ohms.
MA12	3.0 ohms.	3.4 ohms.

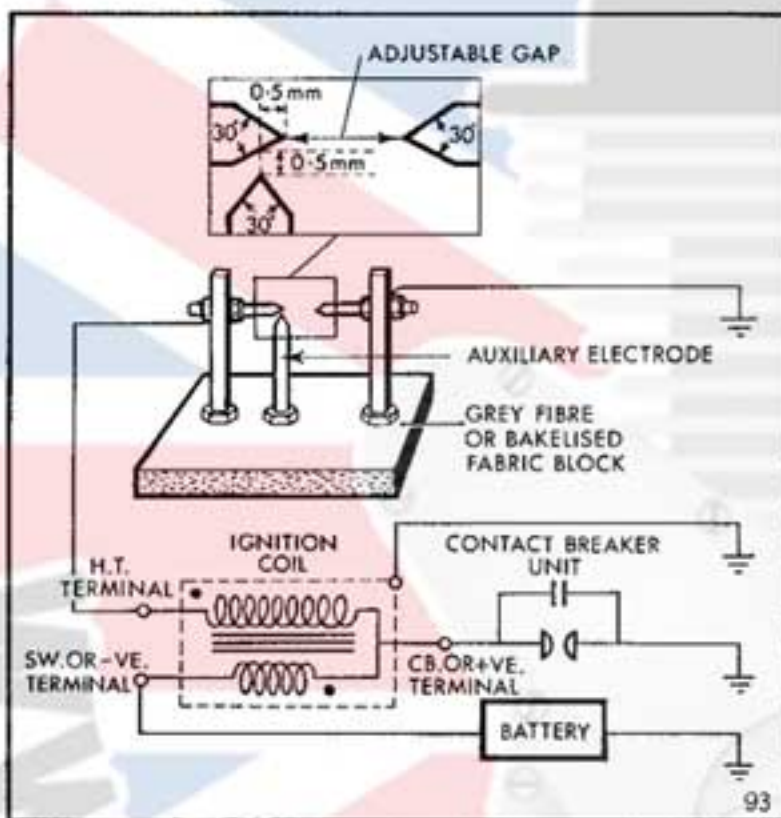


Fig. H2. Ignition coil test rig

H2 PART D. CONTACT BREAKER

Faults occurring at the contact breaker are in the main due to, incorrect adjustment of the contacts or the efficiency being impaired by piling, pitting or oxidation of the contacts due to oil etc. Therefore, always ensure that the points are clean and that the gap is adjusted to the correct working clearance as described in Section B28.

To test for a faulty condenser, first turn the ignition switch to the 'ignition only' position and then take voltage readings across each set of contacts in turn with the contacts open. No reading indicates that the condenser internal insulation has broken down. Should the fault be due to a condenser having a

reduction in capacity, indicated by excessive arcing when in use, and overheating of the contact faces, a check should be made by substitution.

Particular attention is called to the periodic lubrication procedure for the contact breaker which is given in section A10. When lubricating the parts ensure that no oil or grease gets onto the contacts.

If it is felt that the contacts require surface grinding then the complete contact breaker unit should be removed as described in Section B28 and the moving contacts disconnected by unscrewing the nut which secures the low tension lead, removing the lead and nylon bush. The spring and contact point can be removed from the pivot spindle.

Repeat this procedure for the other contact point.

Grinding is best achieved by using a fine carborundum stone or very fine emery cloth, afterwards wiping away any trace of dirt or metal dust with a clean petrol (gasoline) moistened cloth. The contact faces should be slightly domed to ensure point contact. There is no need to remove the pitting from the fixed contact.

When reassembling, the nylon bush is fitted through the low tension connection tab, and through the spring location eye.

H2 PART E. CHECKING THE HIGH TENSION CIRCUIT

If ignition failure or mis-firing occurs, and the fault is not in the low tension circuit, then check the ignition coils as described in Part C. If the coils prove satisfactory, ensure that the high tension cables are not the cause of the fault.

If a good spark is available at the high tension cable, then the sparking plug suppressor cap or the sparking plug itself may be the cause of the fault. Clean the sparking plug and adjust the electrodes to the required setting as described in Section H3 and then re-test the engine for running performance. If the fault recurs then it is likely the suppressor caps are faulty and these should be renewed.

SECTION H3

SPARKING PLUGS

It is recommended that the sparking plugs be inspected, cleaned and tested every 3,000 miles (4,800 km.) and new ones fitted every 12,000 miles (20,000 km.).

To remove the sparking plugs a box spanner ($\frac{1}{2}$ in. (19.5 mm.) across flats) should be used and if any difficulty is encountered a small amount of penetrating oil (see lubrication chart Section A2) should be placed at the base of the sparking plug and time allowed for penetration. When removing the sparking plugs identify each plug with the cylinder from which it was removed so that any faults revealed on examination can be traced back to the cylinder concerned.

Due to certain features of engine design the sparking plugs will probably show slightly differing deposits and colouring characteristics. For this purpose it is recommended that any adjustments to carburation etc., which may be carried out to gain the required colour characteristics should always be referred to the left cylinder.

Examine both plugs for signs of oil fouling. This will be indicated by a wet, shiny, black deposit on the central insulator. This is caused by excessive oil in the combustion chamber during combustion and indicates that the piston rings or cylinder bores are worn.

Next examine the plugs for signs of petrol (gasoline) fouling. This is indicated by a dry, sooty, black deposit which is usually caused by over-rich carburation, although ignition system defects such as a discharged battery, faulty contact breaker, coil or capacitor defects, or a broken or worn out cable may be additional causes. To rectify this type of fault the above mentioned items should be checked with special attention given to carburation system. Again, the left plug should be used as the indicator. The right plug will almost always have a darker characteristic.

Over-heating of the sparking plug electrodes is indicated by severely eroded electrodes and a white, burned or blistered insulator. This type of fault is usually caused by weak carburation, although plugs which have been operating whilst not being screwed down sufficiently can easily become over-heated due to heat that is normally dissipated through to the cylinder head not having an adequate

conducting path. Over-heating is normally symtomsed by pre-ignition, short plug life, and "pinking" which can ultimately result in piston crown failure. Unnecessary damage can result from over-tightening the plugs and to achieve a good seal between the plug and cylinder head a torque wrench should be used to tighten the plugs to the figure quoted in "General Data".

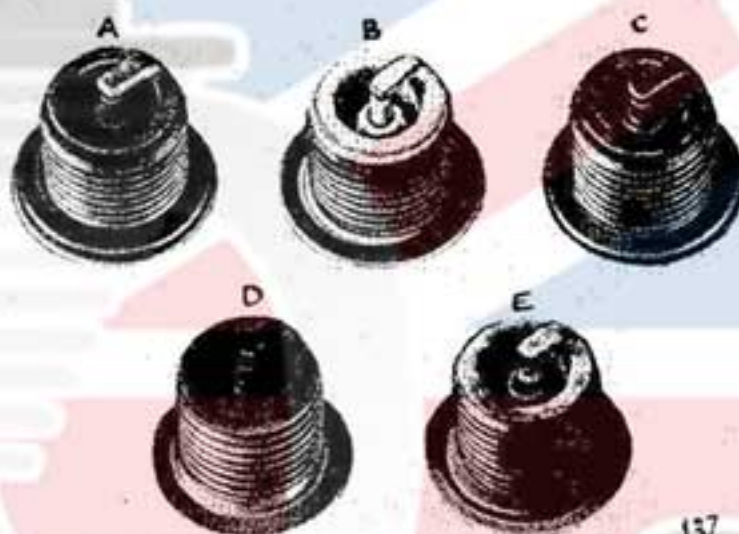


Fig. H3. Sparking plug diagnosis

A plug of the correct grade will bear a light flaky deposit on the outer rim and earth electrode, and these and the base of the insulator will be light chocolate brown in colour. A correct choice of plug is marked A. B shows a plug which appears bleached, with a deposit like cigarette ash; this is too 'hot-running' for the performance of the engine and a cooler-running type should be substituted. A plug which has been running too 'cold' and has not reached the self-cleaning temperature is shown at C. This has oil on the base of the insulator and electrodes, and should be replaced by a plug that will burn off deposits and remove the possibility of a short-circuit. The plug marked D is heavily sooted, indicating that the mixture has been too rich, and a further carburation check should be made. At illustration E is seen a plug which is completely worn out and badly in need of replacement.

To clean the plugs it is preferable to make use of a properly designed proprietary plug cleaner. The maker's instructions for using the cleaner should be followed carefully.

When the plugs have been carefully cleaned, examine the central insulators for cracking and the centre electrode for excessive wear. In such cases the plugs have completed their useful life and new ones should be fitted.

Finally, before re-fitting the sparking plugs the electrodes should be adjusted to the correct gap setting of .020 in. (.5 mm.). Before refitting sparking plugs the threads should be cleaned by means of a wire brush and a minute amount of graphite grease smeared onto the threads. This will prevent any possibility of thread seizure occurring.

If the Ignition timing and carburation settings are correct and the plugs have been correctly fitted, but over-heating still occurs then it is possible that carburation is being adversely affected by an air

leak between the carburetter, manifold and the cylinder head. This possibility must be checked thoroughly before taking any further action. When it is certain that none of the above mentioned faults are the cause of over-heating then the plug type and grade should be considered.

Normally the type of plugs quoted in "General Data" are satisfactory for general use of the machine, but in special isolated cases, conditions may demand a plug of a different heat range. Advice is readily available to solve these problems from the plug manufacturer who should be consulted.

Note.—If the machine is of the type fitted with an air filter or cleaner and this has been removed it will affect the carburation of the machine and hence may adversely affect the grade of sparking plugs fitted.

SECTION H4

CHARGING SYSTEM

DESCRIPTION

The charging current is supplied by the alternator, but due to the characteristics of alternating current the battery cannot be charged direct from the alternator. To convert the alternating current to direct current a full wave bridge rectifier is connected into the circuit. The alternator gives full output, all the alternator coils being permanently connected across the rectifier. For this reason the alternator has only 2 output leads.

Excessive charge is absorbed by the Zener Diode

which is connected across the battery. Always ensure that the ignition switch is in the "OFF" position whilst the machine is not in use, to prevent overheating of the ignition coils, and discharging the battery.

To locate a fault in the charging circuit, first test the alternator as described in H4 Part B. If the alternator is satisfactory, the fault must lie in the charging circuit, hence the rectifier must be checked as given in Section H4 Part C and then the wiring and connections as shown in Section H4 Part D.

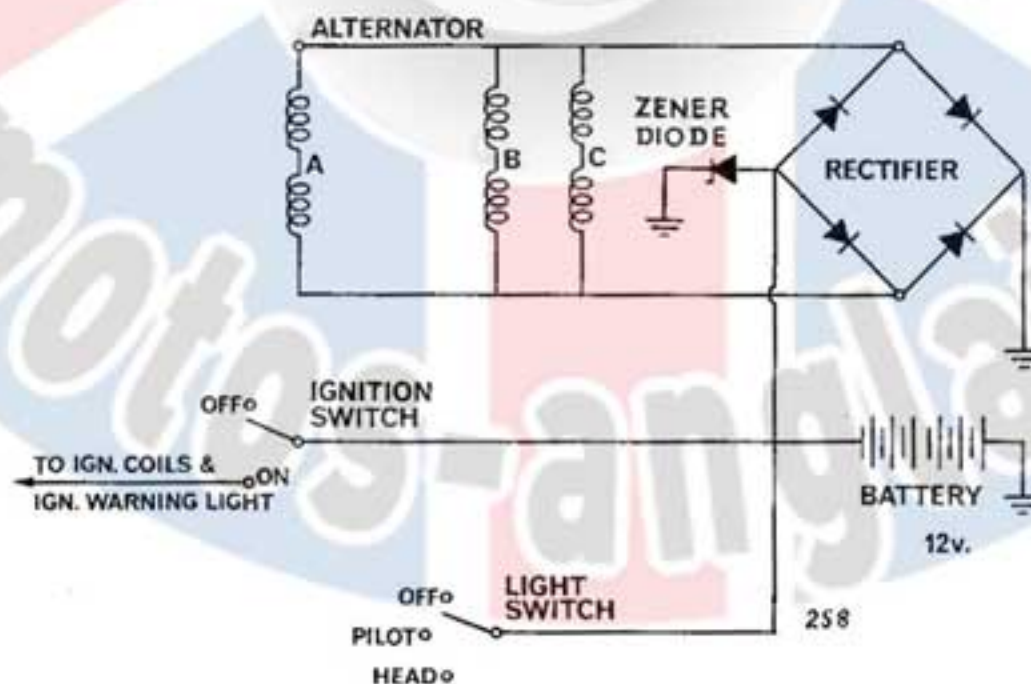


Fig. H4. Schematic diagram of 12 volt charging circuit

H4 PART A. CHECKING THE D.C. OUTPUT AT THE RECTIFIER

For this test the battery must be in good condition and a good state of charge, therefore before conducting the test ensure that the battery is up to the required standard, or alternatively fit a good replacement battery.

Disconnect the brown/blue centre lead at the rectifier, connect D.C. ammeter (0–15 amp.) in series between the main brown/blue lead and the centre terminal, then start the engine and run it at approximately 3,000 r.p.m. (equivalent to 45 m.p.h. in top gear).

Note.—Ensure that the ammeter is well insulated from the surrounding earth points otherwise a short circuit may occur.

A single charge rate is used and irrespective of switch positions the minimum D.C. output from the rectifier at 3,000 r.p.m. should be no less than 9.5 amperes.

H4 PART B. CHECKING THE ALTERNATOR OUTPUT

Disconnect the alternator output cables underneath the engine and run the engine at 3,000 r.p.m. (equivalent to 45 m.p.h. in top gear).

Connect an A.C. voltmeter (0–15 volts) with 1 ohm load resistor in parallel with each of the alternator leads in turn as shown in the table, Fig. H20, and observe the voltmeter readings. A suitable 1 ohm load resistor can be made from a piece of nichrome wire as shown in Section H4 Part E.

From the results obtained, the following deductions can be made:—

- (i) If the readings are all equal to or higher than those quoted for the particular model then the alternator is satisfactory.
- (ii) A low reading on any group of coils indicates either that the leads concerned are chafed or damaged due to rubbing on the chains or that some turns of the coils are short circuited.
- (iii) Low readings for all parts of the test indicates either that the green/white lead has become chafed or damaged due to rubbing on the chain(s) or that the rotor has become partially

demagnetised. If the latter case applies, check that this has not been caused by a faulty rectifier or that the battery is of incorrect polarity, and only then fit a new rotor.

- (iv) A zero reading for any group of coils indicates that a coil has become disconnected, is open circuit, or is earthed.
- (v) A reading obtained between any one lead and earth indicates that coil windings or connections have become earthed.

If any of the above mentioned faults occur, always check the stator leads for possible chain damage before attempting repairs or renewing the stator.

It is beyond the scope of this manual to give instruction for the repair of faulty stator windings.

H4 PART C. RECTIFIER MAINTENANCE AND TESTING

The silicon bridge rectifier requires no maintenance beyond checking that the connections are clean and tight, and that the nut securing the rectifier to the frame is tight. It should always be kept clean and dry to ensure good cooling, and spilt oil washed off immediately with hot water.

Note.—The nuts clamping the rectifier plates together must not be disturbed or slackened in any way.

When tightening the rectifier securing nut, hold the spanners as shown in Fig. H5, for if the plates are twisted, the internal connections will be broken. Note that the circles marked on the fixing bolt and nut indicate that the thread form is $\frac{1}{4}$ in. U.N.F.

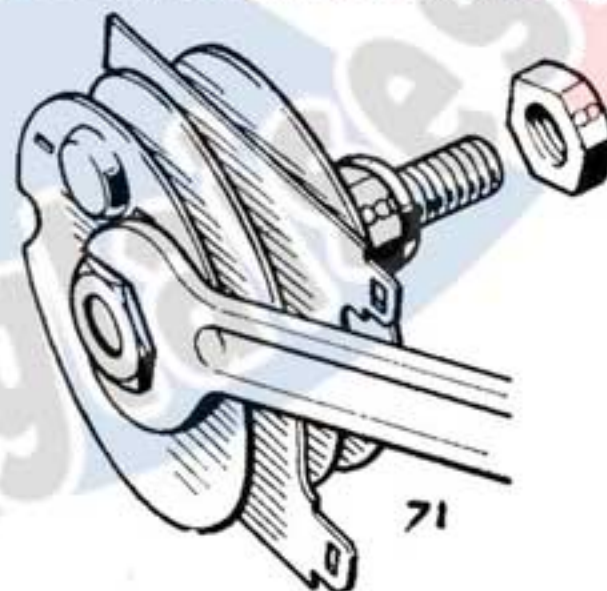


Fig. H5. Refitting the rectifier

TESTING THE RECTIFIER

For test purposes disregard the end earth (ground) terminal

To test the rectifier, first disconnect the brown/blue lead from the rectifier centre terminal and insulate the end of the lead to prevent any possibility of a short circuit occurring, and then connect a D.C. voltmeter (with 1 ohm load resistor in parallel) between the rectifier centre terminal and earth.

Disconnect the alternator green/white lead and reconnect to rectifier green/yellow terminal by means of a jumper lead.

Note. Voltmeter positive terminal to frame earth (ground) and negative terminal to centre terminal on rectifier.

Ensure that all the temporary connections are well insulated to prevent a short circuit occurring then turn the ignition switch to the 'ignition only' position and start the engine.

With the engine running at approximately 3,000 r.p.m. (approximately 45 m.p.h. in top gear) observe the voltmeter readings. The reading obtained should be at least 7.5V minimum.

- (i) If the reading is equal to or slightly greater than that quoted, then the rectifier elements in the forward direction are satisfactory.
- (ii) If the reading is excessively higher than the figures given, then check the rectifier earthing bolt connection.
- (iii) If the reading is lower than the figures quoted or zero readings are obtained, then the rectifier or the charging circuit wiring is faulty and the rectifier should be disconnected and bench tested so that the fault can be located.

Note that all of the above conclusions assume that the alternator A.C. output figures were satisfactory. Any fault at the alternator will, of course, reflect on the rectifier test results. Similarly any fault in the charging circuit wiring may indicate that the rectifier is faulty. The best method of locating a fault is to disconnect the rectifier and bench-test it as shown below:

BENCH TESTING THE RECTIFIER

For this test the rectifier should be disconnected and removed. Before removing the rectifier,

disconnect the leads from the battery terminals to avoid the possibility of a short circuit occurring.

Connect the rectifier to a 12 volt battery and 1ohm load resistor, and then connect the D.C. voltmeter in the V2 position, as shown in Fig. H6. Note the battery voltage (should be 12V) and then connect the voltmeter in V1 position whilst the following tests are conducted.

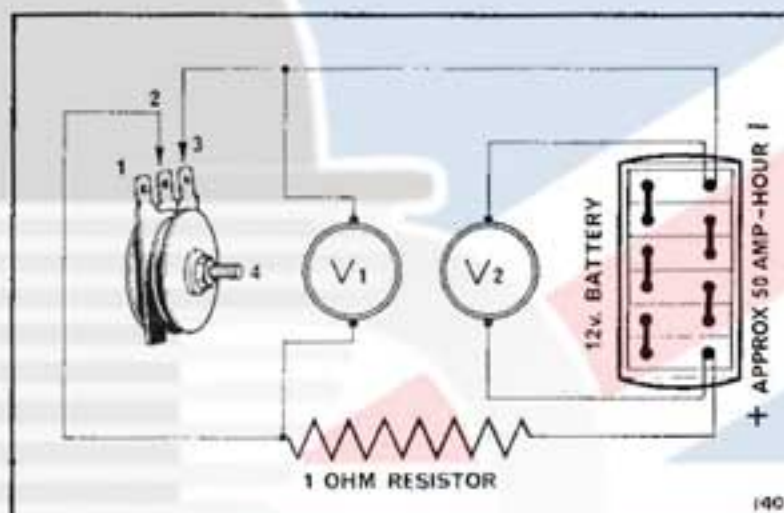


Fig. H6. Bench testing the rectifier

A voltmeter in position V1 will measure the volt drop across the rectifier plate. In position V2 it will measure the supply voltage to check that it is the recommended 12 volts on load.



Fig. H7. Rectifier—showing terminal connections for bench tests 1 and 2

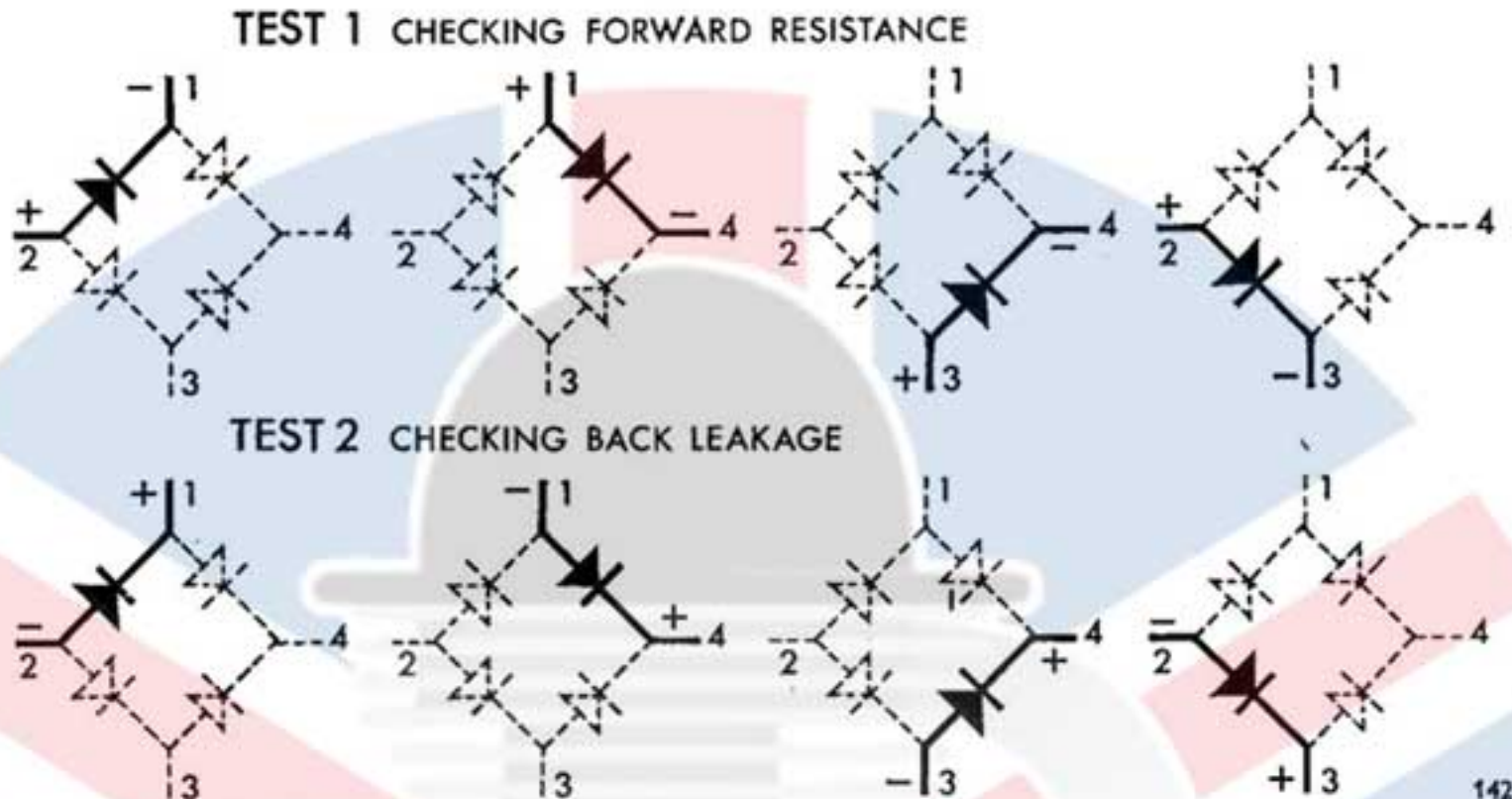


Fig. H8. Rectifier test sequence for checking forward resistance and back leakage

Test 1. With the test leads, make the following connections but keep the testing time as short as possible to avoid overheating the rectifier cell: (a) 1 and 2, (b) 1 and 4, (c) 3 and 4, (d) 3 and 2. Each reading should not be greater than 2.5 volts with the battery polarity as shown.

Test 2. Reverse the leads or battery polarity and repeat Test 1. The readings obtained should not be more than 1.5 volts below battery voltage (V_2) (i.e. 10.5 volts minimum.)

If the readings obtained are not within the figures given, then the rectifier internal connections are shorting or aged and the rectifier should be renewed.

H4 PART D. CHECKING THE CHARGING CIRCUIT FOR CONTINUITY

All six alternator coils are connected in parallel so that the full alternator output is available irrespective of the lighting switch position. This also makes an emergency start system unnecessary and it is therefore possible to use a simplified wiring circuit.

First check that there is voltage at the battery and that it is correctly connected into the circuit +ve earth (ground). Ensure that the fuse has not blown.

(i) First, check that there is voltage at the rectifier centre terminal by connecting a D.C. voltmeter, with 1 ohm load resistor in parallel, between the rectifier centre terminal (not the end terminal and earth (remember (+ve) positive earth (ground))). The voltmeter should read battery volts. If it does not, disconnect the alternator leads at the snap connectors under the engine unit.

(a) Fit a jumper lead across the brown/blue and green/yellow connections at the rectifier, and check the voltage at the snap connector. This test will indicate whether the harness alternator lead is open circuit.

(b) Repeat this test at the rectifier for the white/green lead.

H4 PART E. CONSTRUCTING A ONE-OHM LOAD RESISTOR

The resistor used in the following tests must be accurate and constructed so that it will not over-heat otherwise the correct values of current or voltage will not be obtained.

A suitable resistor can be made from 4 yards ($3\frac{3}{4}$ metres) of 18 S.W.G. (.048 in. (i.e. 1.2 m.m.) dia.) NICHROME wire by bending it into two equal parts and calibrating it as follows:—

- (1) Fix a heavy gauge flexible lead to the folded end of the wire and connect this lead to the positive terminal of a 6 volt battery.
- (2) Connect a D.C. voltmeter (0–10V) across the battery terminals and an ammeter (0–10 amp) between the battery negative terminal and

the free ends of the wire resistance, using a crocodile clip to make the connection.

- (3) Move the clip along the wires, making contact with both wires until the ammeter reading is numerically equal to the number of volts indicated on the voltmeter. The resistance is then 1 ohm. Cut the wire at this point, twist the two ends together and wind the wire on an asbestos former approximately 2 inches (5 cm.) dia. so that each turn does not contact the one next to it.

SECTION H5

ZENER DIODE CHARGE CONTROL

DESCRIPTION

The Zener Diode output regulating system uses all the coils of the 6-coil alternator connected permanently across the rectifier, provides automatic control for the charging current. The Diode may be connected through the ignition switch or direct to the centre terminal of the rectifier.



Fig. H9. Zener Diode

Assuming the battery is in a low state of charge its terminal voltage (the same voltage is across the Diode) will also be low, therefore the maximum charging current will flow into the battery from the alternator. At first none of the current is by-passed by the Diode because of it being non-conducting due to the low battery terminal volts. However, as the battery is quickly restored to a full state of

charge, the system voltage rises until at 13.5 volts the Zener Diode is partially conducting, thereby providing an alternative path for a small part of the charging current. Small increases in battery voltage result in large increases in Zener conductivity until, at approximately 15 volts about 5 amperes of the alternator output is by-passing the battery. The battery will continue to receive only a portion of the alternator output as long as the system voltage is relatively high.

Depression of the system voltage, due to the use of headlamp or other lighting equipment, causes the Zener Diode current to decrease and the balance to be diverted and consumed by the component in use.

If the electrical loading is sufficient to cause the system voltage to fall to 14 volts, the Zener Diode will revert to a high resistance state of non-conductivity and the full generated output will go to meet the demands of the battery.

MAINTENANCE

The Zener Diode is mounted on an aluminium heat sink. Providing the Diode and the heat sink are kept clean, and provided with an adequate airflow, to ensure maximum efficiency, and provided a firm flat "metal to metal" contact is maintained between the base of the Diode and the surface of the heat sink, to ensure adequate heat flow, no maintenance will be necessary.

ZENER DIODE— CHARGING REGULATOR

TEST PROCEDURE

(Procedure for Testing on the Machine)

The test procedure given below can be used when it is required to check the performance of the Zener Diode type ZD715 whilst it is in position on the machine. It is essential that the battery is in a fully charged state otherwise the tests below will not be accurate. If in doubt, substitute a battery that is fully charged.

Good quality moving coil meters should be used when testing. The voltmeter should have a scale 0–18, and the ammeter 0–5 amps min. The test procedure is as follows:—

- (A) Disconnect the cable from the Zener Diode and connect ammeter (in series) between the Diode Lucar terminal and cable previously disconnected. The ammeter red or positive lead must connect to the Diode Lucar terminal.

- (B) Connect voltmeter across Zener Diode and heat sink. The red or positive lead must connect to the heat sink which is earthed to the frame of the machine by its fixing bolts and a separate earth lead. The black lead connects to the Zener Lucar terminal.

- (C) Start the engine, ensure that all lights are off, and gradually increase engine speed while at the same time observing both meters:—

- (i) the series connected ammeter must indicate zero amps, up to 12.75 volts, which will be indicated on the shunt connected voltmeter as engine speed is slowly increased.
- (ii) increase engine speed still further, until Zener current indicated on ammeter is 2.0 amp. At this value the Zener voltage should be within 13.5 volts to 15.3 volts.

TEST CONCLUSIONS:—

If the ammeter in test (i) registers any current at all before the voltmeter indicates 13.0 volts, then a replacement Zener Diode must be fitted.

If test (i) is satisfactory but in test (ii) a higher voltage than that stated is registered on the voltmeter, before the ammeter indicates 2.0 amp, then a replacement Zener Diode must be fitted.

SECTION H6

ZENER DIODE LOCATION

The Zener Diode is mounted in the wall of the right hand side half of the air cleaner body. The aluminium construction of the air cleaner body serves as a heatsink and dissipates excess charge current in the form of heat. (See Section H5).

To remove the diode first remove the air cleaner outer cover from the right hand side by removing the single securing nut and washer at the centre of the cover. (See Fig. H10). The rubber hose connection between the carburettor and the body is a press fit into the cover and is easily disconnected. Disconnect the double brown/blue "lucar" connector from the diode and then remove the securing nut and serrated washer and withdraw the diode.

When refitting, the diode nut must be tightened with extreme care to a maximum torque of 22/28 lb. in. Also great care must be taken to ensure that any foreign matter does not become trapped between the bottom face of the diode and the wall of the cleaner body.

Any such particle would cause an air gap thereby reducing the heat conductivity between the diode

and the body causing overheating of the diode insulation and resulting in damage.

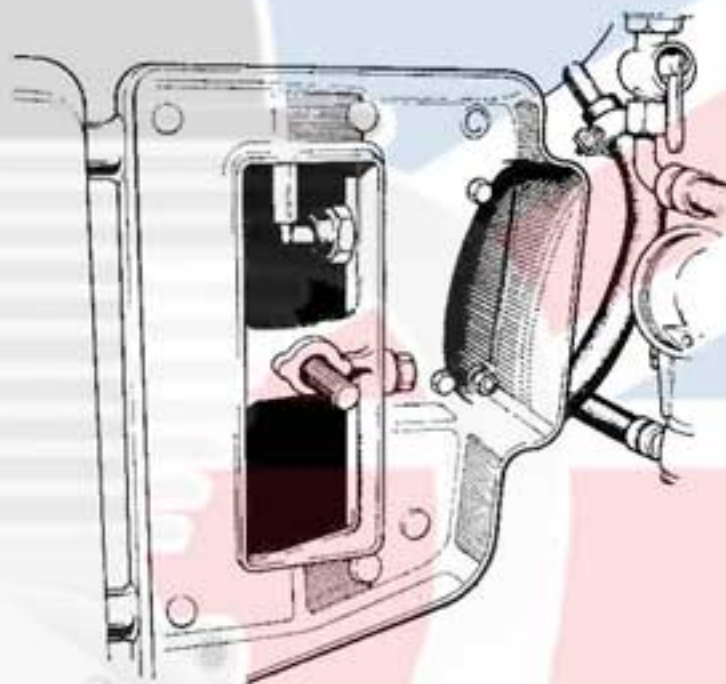


Fig. H10. Location of Zener Diode

SECTION H7

ALTERNATOR AND STATOR DETAILS— SPECIFICATIONS AND OUTPUT FIGURES

MODELS	System voltage	Ignition type	Alternator type	Stator No.
T120, TR6, T120R, TR6R	12 V.	Coil	RM.21	47205

Fig. H11. Alternator—type and stator details

SECTION H8

ELECTRIC HORN

DESCRIPTION

The horn is of a high frequency single note type and is operated by direct current from the battery. The method of operation is that of a magnetically operated armature, which impacts on the cone face, and causes the tone disc of the horn to vibrate. The magnetic circuit is made self interrupting by contacts which can be adjusted externally.

If the horn fails to work, check the horn connection wiring. Check the battery for state of charge. A low supply voltage at the horn will adversely effect horn performance. If the above checks are made and the fault is not remedied, then adjust the horn as follows.

HORN ADJUSTMENT

When adjusting and testing the horn, do not depress the horn push for more than a fraction of a second or the circuit wiring may be overloaded.

A small hexagon head adjustment screw situated near the terminals is provided to take up wear in the internal moving parts of the horn. To adjust, turn this screw anticlockwise until the horn just fails to sound, and then turn it back (clockwise) about one quarter to half a turn.

SECTION H9

HEADLAMP

DESCRIPTION

The headlamp is of the sealed beam unit type and access is gained to the bulb and bulb holder by withdrawing the rim and beam unit assembly. To do so, slacken the screw at the top of the headlamp and prise off the rim and beam unit assembly.

The bulb can be removed by first pressing the cylindrical cap inwards and turning it anticlockwise. The cap can then be withdrawn and the bulb is free to be removed.

When fitting a new bulb, note that it locates by means of a cutaway and projection arrangement. also note that the cap can only be replaced one way, the tabs being staggered to prevent incorrect reassembly. Check the replacement bulb voltage and wattage specification and type before fitting. Focusing with this type of beam unit is unnecessary and there is no provision for such.

BEAM ADJUSTMENTS

The beam must in all cases be adjusted as specified by local lighting regulations. In the United Kingdom the Transport Lighting Regulations reads as follows:—

A lighting system must be arranged so that it can give a light which is incapable of dazzling any person standing on the same horizontal plane as the vehicle at a greater distance than twenty five feet from the lamp, whose eye level is not less than three feet—six inches above that plane.

The headlamp must therefore be set so that the main beam is directed straight ahead and parallel with the road when the motorcycle is fully loaded.

To achieve this, place the machine on a level road pointing towards a wall at a distance of 25 feet away, with a rider and passenger, on the machine, slacken the two pivot bolts at either side of the headlamp and tilt the headlamp until the beam is focused at approximately two feet six inches from the base of the wall. Do not forget that the headlamp should be on "full beam" lighting during this operation.

SECTION H10

REMOVING AND REFITTING THE HEADLAMP

Disconnect the leads from the battery terminals then slacken the light unit securing screw at the top of the headlamp. Prise the rim of the light unit free. Detach the pilot bulbholder from the light unit and disconnect the three bulbholder leads at the snap connectors. Disconnect the two terminals from the lighting switch by loosening the small retaining screws. Pull out the warning light bulbs from their holders at the back of the shell and disconnect the red earth wire. The indicator body and attachment stalk can be removed from the headlamp by unscrewing the nut situated against the headlamp bracket.

This nut is an integral part of the attachment stalk and screws into a captive nut on the inside of the headlamp shell.

Note: TR6C models have separate retaining nuts securing the attachment stalk at the inside of the headlamp shell.

Note the assembly of clamping washers at the headlamp bracket.

By bending the two retaining clips away from the rubber grommet at the rear of the headlamp shell (T120R, TR6R only) it will be possible to remove the harness through the resulting aperture. Reassembly is the reversal of the above procedure, but reference should be made to the wiring diagram in Section H19. Finally set the headlamp main beam as detailed in Section H9.

SECTION H11

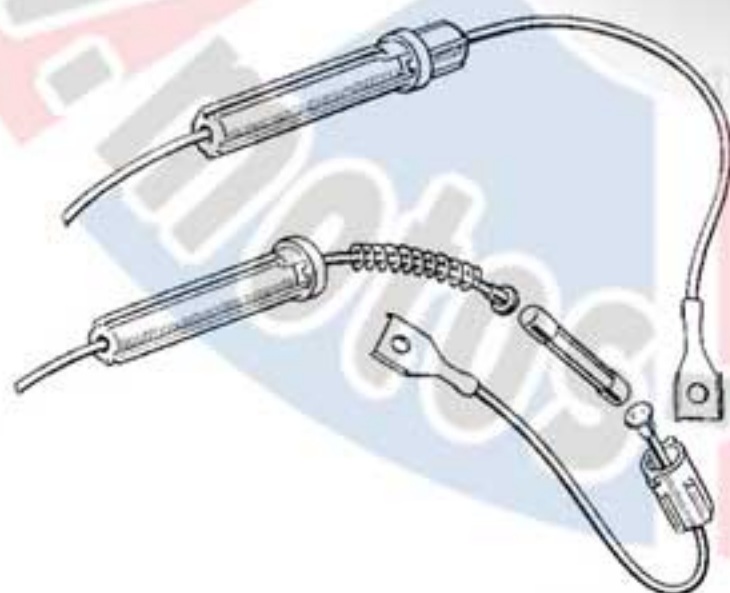
TAIL AND STOP LAMP UNIT

Access to the bulbs in the tail and stop lamp unit is achieved by unscrewing the two slotted screws which secure the lens. The bulb is of the double-filament offset pin type and when a replacement is carried out, ensure that the bulb is fitted correctly.

Check that the two supply leads are connected correctly and check the earth (ground) lead to the bulb holder is in satisfactory condition. When refitting the lens, do not overtighten the fixing screws or the lens may fracture as a result.

SECTION H12

FUSES



B245

Fig. H12. Exploded view of fuseholder assembly

The fuse is to be found on the brown/blue live lead from the battery negative terminal. It is housed in a quickly detachable shell and is of 35 amp fuse rating.

Before following any fault location procedure always check that the fuse is not the source of the fault. A new fuse-cartridge should be fitted if there is any doubt about the old one.

SECTION H13

IGNITION SWITCH

All models are fitted with an ignition switch incorporating a "barrel" type lock. These locks use individual "Yale" type keys and render the ignition circuit inoperative when the switch is turned off and the key removed. It is advisable for the owner to note the number stamped on the key to ensure a correct replacement in the event of the key being lost. (See wiring diagram, Fig. H19 for switch positions).

Three Lucar connectors are incorporated in the switch and these should be checked from time to time to ensure good electrical contact.

The switch body can be released after first removing the right hand side panel. See Section E2. Detach the switch from the panel by removing the large retaining nut.

The battery leads should be removed before attempting to remove the switch to avoid a short circuit.

The lock is retained in the body of the switch by a spring loaded plunger. This can be depressed with a

pointed instrument through a small hole in the side of the switch body and the lock assembly withdrawn after the lock and switch together have been detached from the machine.

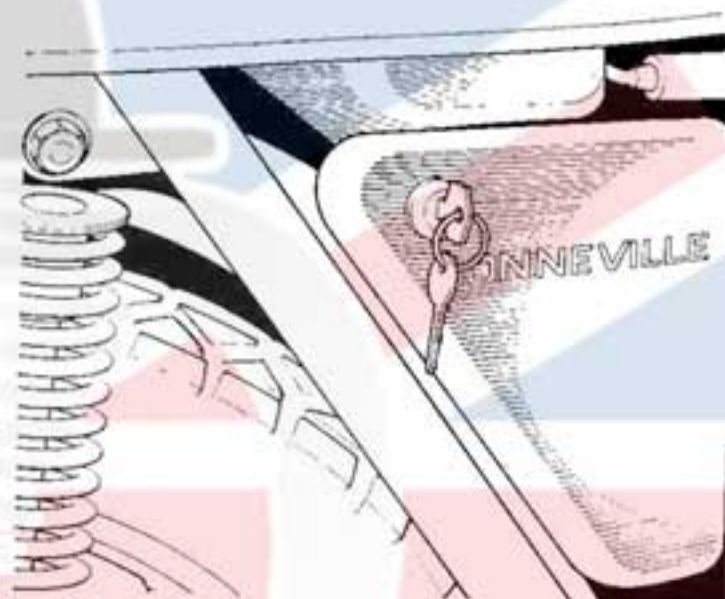


Fig. H13. Showing the ignition switch

SECTION H14

FLASHER LAMPS

Access to the bulb in the flasher lamp unit can be obtained by unscrewing the two Phillips head screws. To remove the bulb, depress inwards and turn anti-clockwise. When replacing the bulb make sure it is securely fitted.

REMOVING AND REFITTING FRONT FLASHER LAMPS

Remove the headlamp rim and light unit. See Section H10. Disconnect the green wire from the snap connector. Remove the flasher lamp by relieving the locking nut and turning the lamp unit anti-clockwise.

Finally pull the wire through the flasher lamp stalk. When refitting check the general data for locking nut torque.

REMOVING AND REFITTING REAR FLASHER LAMPS

Disconnect the battery terminals, remove the tail lamp support, refer to Section E10. Disconnect the green wires at the Snap Connectors and repeat as in the removal of the front flasher unit.

SECTION H15

WARNING LAMPS

Warning lamps are fitted into the headlamp shell on all models. The green light indicates high beam. The orange warning light serves the flasher lamps and becomes illuminated in conjunction with the flasher lamps when they are operational. The red warning light is connected into the ignition circuit and also to an electrically controlled oil pressure

switch situated at the timing cover. This results in the warning light operating as soon as the ignition is turned on with the engine stopped but extinguishes as oil pressure develops beyond a predetermined minimum critical pressure when the motor is running.

SECTION H16

STOP LAMP SWITCHES

The front and rear stop lamp switches are both sealed units requiring no maintenance, other than a routine check on the security and cleanliness of terminals. The front stop switch is fitted into the front brake cable in the region of the headlamp and cannot be removed without stripping the cable after removal of one of the nipples.

The rear stop switch is fitted to the rear frame tube and initial adjustment is effected by the short bolt and locknut mounted in a flange on the brake pedal. Once set further adjustment should be unnecessary.

SECTION H17

OIL PRESSURE SWITCH

The oil pressure switch is a sealed unit fitted into the front of the timing cover on all models.

The oil switch is designed to operate at 7–11 lb.

pressure at which stage the oil warning light will be extinguished. There is no simple method of checking the function of the switch except by substitution.

SECTION H18

CAPACITOR IGNITION (MODEL 2MC)

The Lucas motor cycle capacitor system has been developed to enable machines to be run with or without a battery. The rider therefore has the choice of running with normal battery operation or running without battery if desired (e.g. competing in trials or other competitive events) and for emergency operation in case of battery failure.

Machines can readily be started without the battery and run as normal with full use of standard lighting. When stationary, however, parking lights will not work unless the battery is connected. The capacitor system also has the advantage of being less critical with regard to alternator timing.

The system utilises the standard 12-volt battery-coil ignition equipment with the Zener diode charging regulator mounted on an efficient heat sink, plus a spring mounted high capacity electrolytic capacitor (Model 2MC), of a special shock-resistant type.

The energy pulses from the alternator are stored by the capacitor to ensure that sufficient current

flows through the ignition coil at the moment of contact opening, thus producing an adequate spark for starting. When running, the capacitor also helps to reduce the d.c. voltage ripple.

Also with this system alternator timing is less critical. Provided the centres of the rotor and stator poles are roughly in line in the fully retarded position (i.e. as normal battery) emergency start condition which is 30° past magnetic neutral) satisfactory starting will be obtained. Furthermore any auto-advance angle and speed characteristics may be used and perfect running ignition performance achieved.

IDENTIFICATION OF CAPACITOR TERMINALS

The 2MC capacitor is an electrolytic (polarised) type and care must be taken to see that the correct wiring connections are made when fitting. Spare Lucar connectors are supplied to assist in connecting up. Looking at the terminal end of the unit it will be seen that there are two sizes of Lucar connector. The small $\frac{1}{8}$ in. Lucar is the positive (earth) terminal the rivet of which is marked with a spot of red paint. The double $\frac{1}{4}$ in. Lucar forms the negative terminal.

The illustration on the previous page shows the spring and capacitor. The capacitor should be positioned with its terminals pointing downwards. When fitting the spring to the capacitor, insert the capacitor at the widest end of the spring and push it down until the small coil locates in the groove on the capacitor body.

STORAGE LIFE OF MODEL 2MC CAPACITOR

The life of the 2MC is very much affected by storage in high temperatures. The higher the temperature the shorter its shelf life. At normal temperature i.e. 20°C. (68°F.) it will have a shelf life of about 18 months. At 40°C. (86°F.) about 9 to 12 months. Therefore, storing in a cool place will maintain their efficiency.



Fig. H14. Capacitor and spring

TESTING

The efficiency of a stored capacitor can be determined fairly accurately with the aid of a voltmeter (scale 0-12 volts) connected to the terminals of a charged capacitor and the steady reading on the meter noted. The procedure is as follows:—

- (a) Connect the capacitor to a 12-volt supply and leave connected for 5 seconds. Observe carefully the polarity of connections, otherwise the capacitor may be ruined.
- (b) Disconnect the supply leads and allow the charged capacitor(s) to stand for at least 5 minutes.
- (c) Connect the voltmeter leads to the capacitor and note the steady reading. This should not be less than 9.0 volts for a serviceable unit. If it is less, the capacitor is leaking and must be replaced.

If a voltmeter is not available a rough check can be made by following the procedures in (a) and (b) and using a single strand of copper wire instead of the voltmeter to short-circuit the capacitor terminals. A good spark will be obtained from a serviceable capacitor at the instant the terminals are shorted together.

WIRING AND INSTALLATION

The capacitor is fitted into the spring and should be mounted with its terminals downwards. The capacitor negative terminal and Zener diode must be connected to the rectifier centre (d.c.) terminal (brown/white), and the positive terminal must be connected to the centre bolt earthing terminal.

The mounting spring should be attached to any convenient point under the twin seat.

SERVICE NOTES

Before running a 2MC equipped machine with the battery disconnected it is essential that the battery negative lead be insulated to prevent it from re-connecting and shorting to earth (frame of machine). This can be done by removing the fuse from its holder and replacing it with a length of $\frac{1}{4}$ in. dia. dowel rod or other insulating medium.

A faulty capacitor may not be apparent when used with a battery system. To prevent any inconvenience arising, periodically check that the capacitor is serviceable by disconnecting the battery to see if the machine will start and run in the normal manner, with full lighting also available.

Do not run the machine with the Zener Diode disconnected as the 2MC capacitor will be damaged due to excessive voltage.

A capacitor kit is available under part number C.P.210.

SECTION H19

WIRING DIAGRAMS

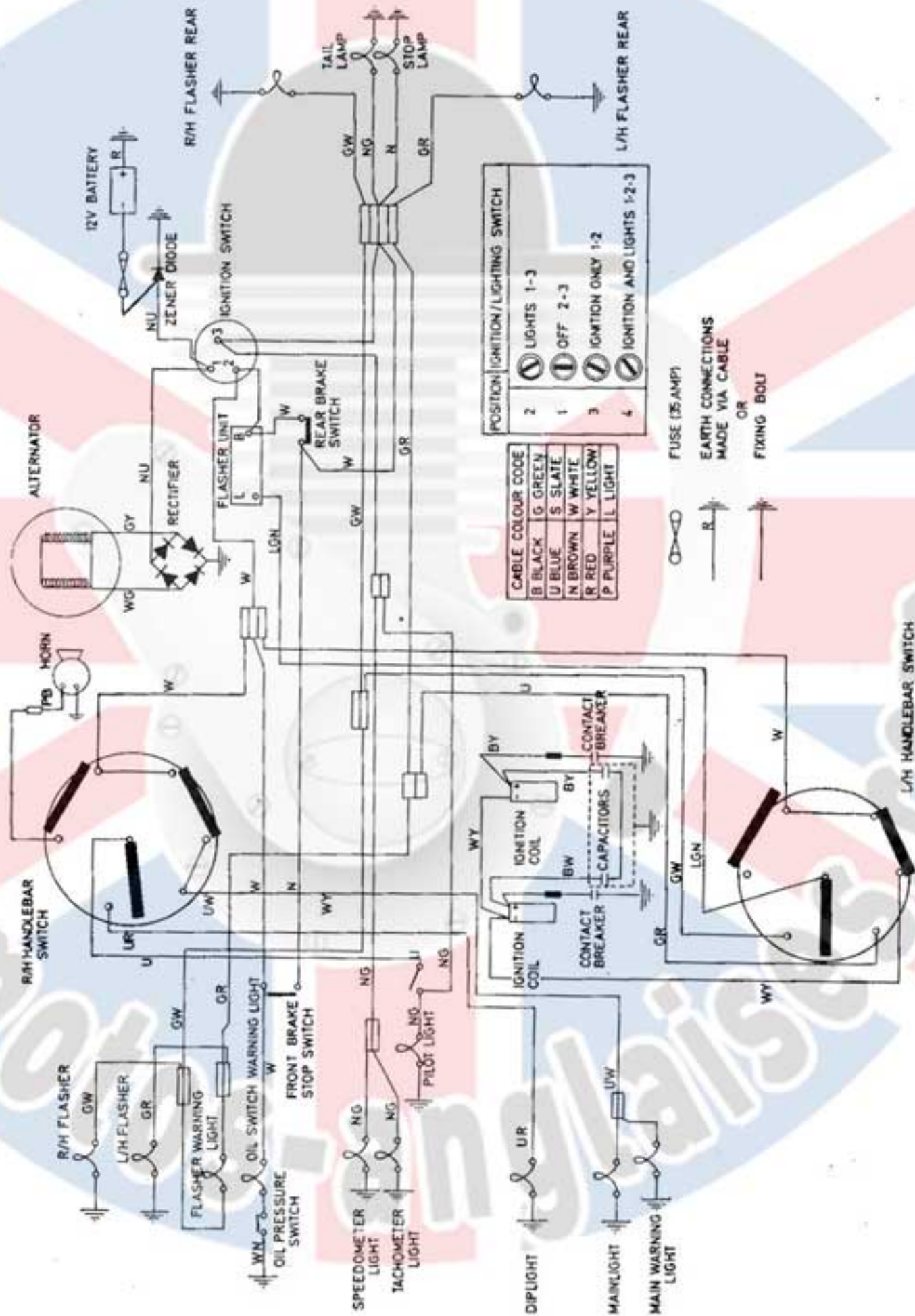


Fig. H15. Wiring diagram (later models) from engine number HG 30870

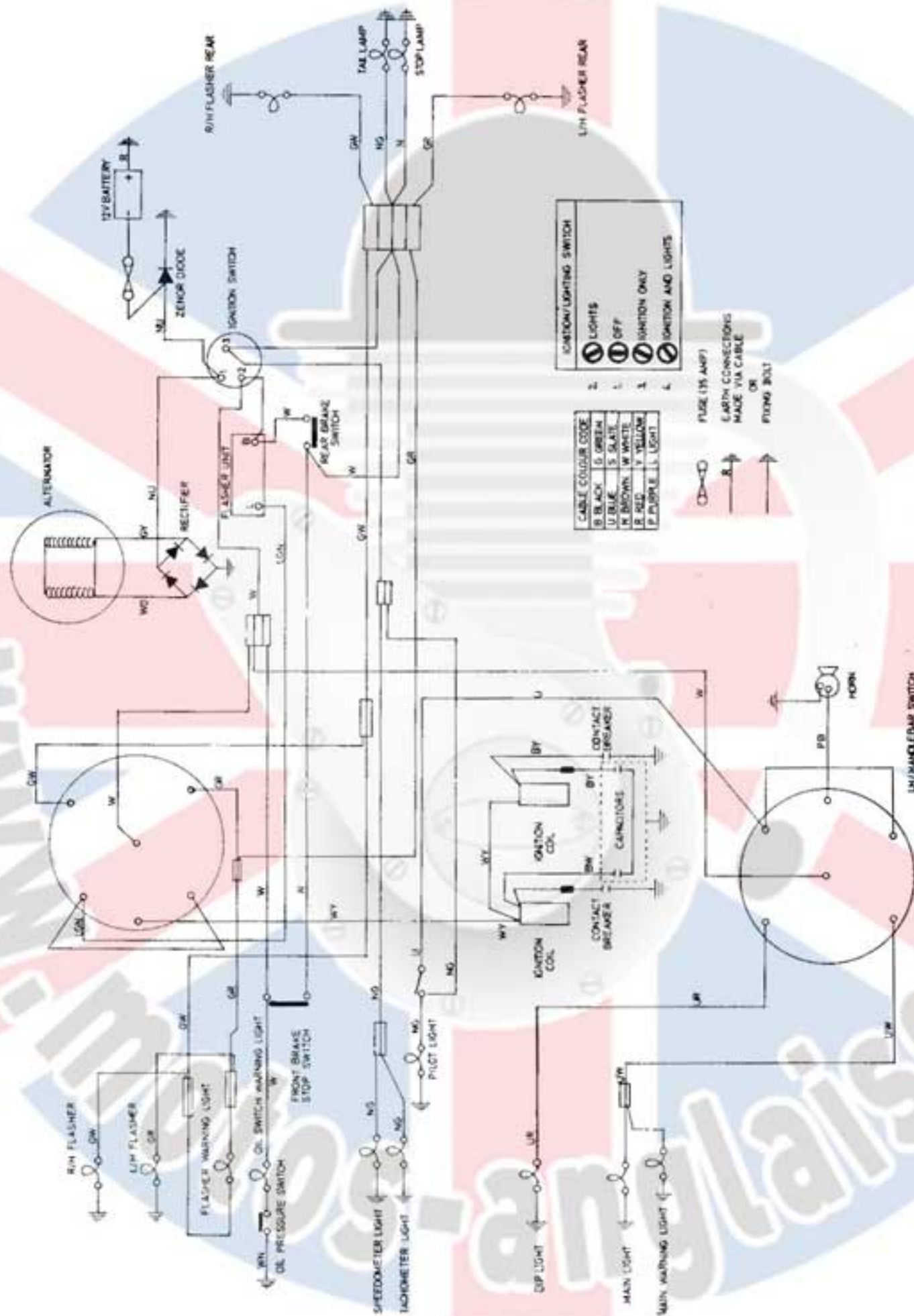


Fig. H16. Wiring diagram all models up to engine number HG 30870

SECTION J

WORKSHOP SERVICE TOOLS

INTRODUCTION

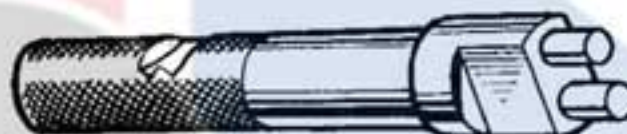
This section of the Workshop Manual illustrates pictorially the workshop service tools that are available for carrying out the major dismantling and re-assembly operations on the UNIT CONSTRUCTION 650 c.c. Triumph Motorcycle.

The section is divided into sub-sections relating to the main section headings in this manual, illustrating those tools mentioned and used in the appropriate section text.

	Section
ENGINE ...	J1
TRANSMISSION	J2
GEARBOX ...	J3
WHEELS ...	J4
FRONT FORKS ...	J5
MOTORCYCLE TOOLKIT ...	J6

SECTION J I

ENGINE

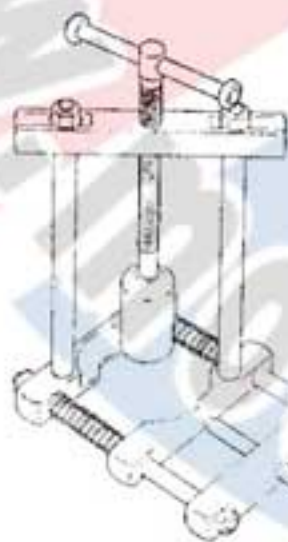


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61-6008. Tappet guide block punch



61-6063. Valve guide removal and replacement tool

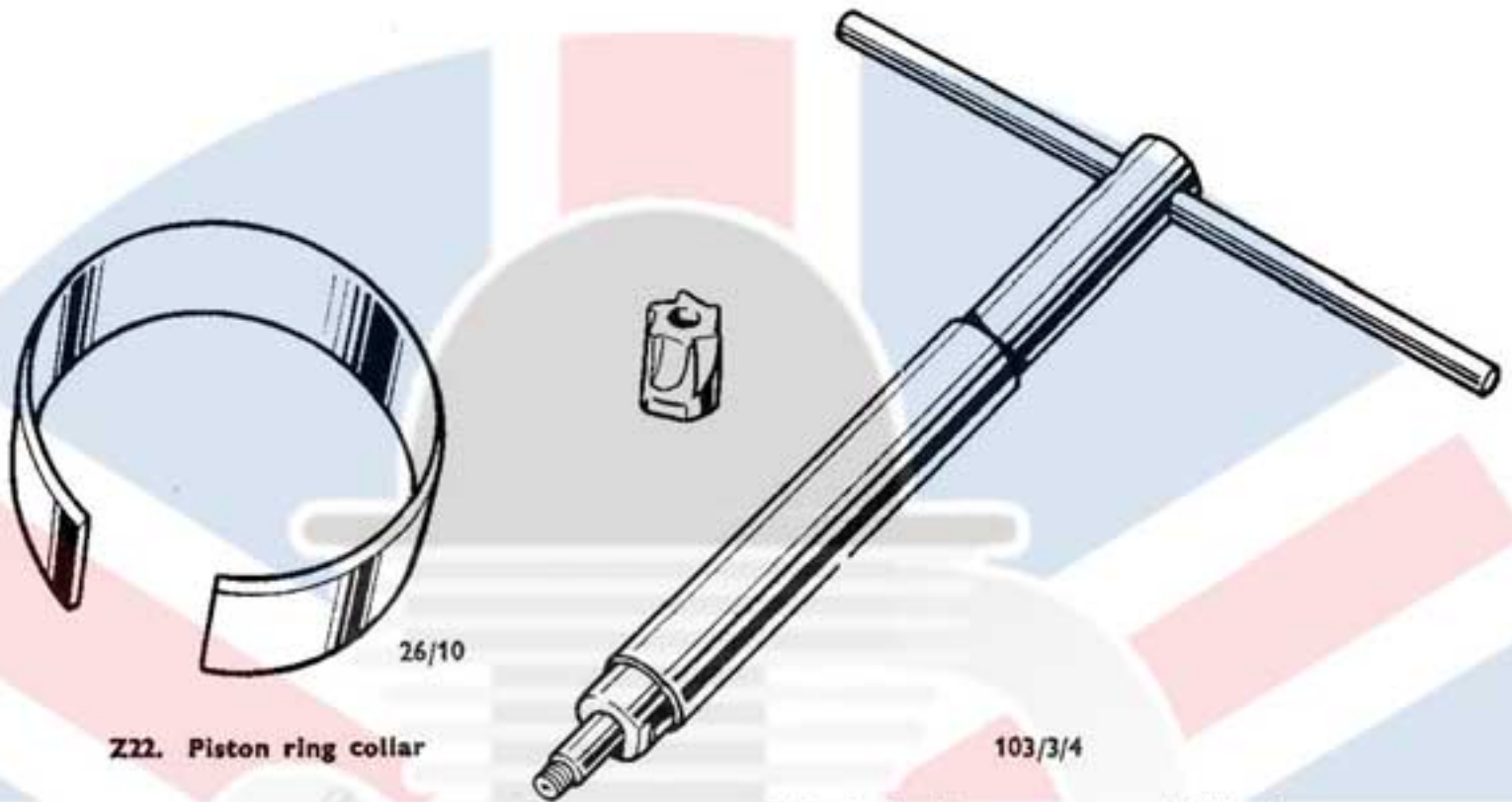


D3677 Crankshaft bearing removal tool (inner race)



D1833. Valve seat cutter (inlet)
 D1832. Valve seat cutter (exhaust)
 D1836. Blending cutter (inlet)
 D1835. Blending cutter (exhaust)
 D1863. Arbor, pilot and tommy bars

ENGINE (CONTINUED) J1

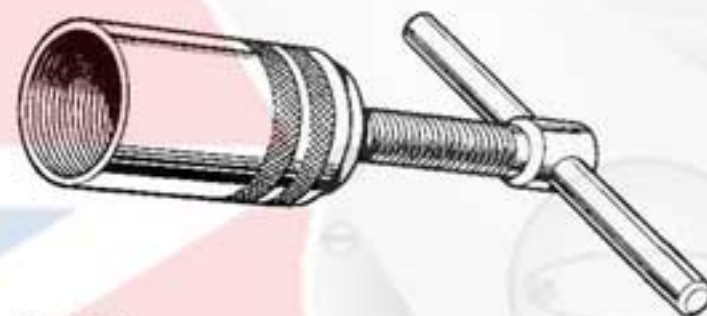


Z22. Piston ring collar

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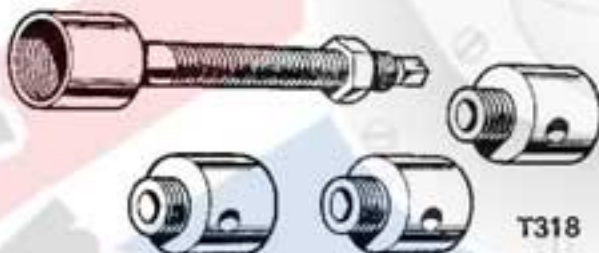
Z55. Left side reamer, camshaft bushes

Z56. Arbor for left side reamer, camshaft bushes



26/3

D782. Contact breaker cam extractor



D2213. Camshaft pinion extractor and replacer with adaptors

T318



26/4

D486. Pilot for contact breaker oil seal when replacing timing cover



103/9

Z138. Crankshaft balance weight (689 gms.) with Z107 spring



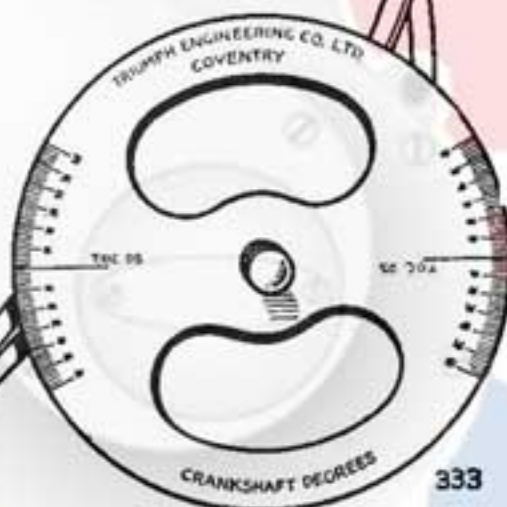
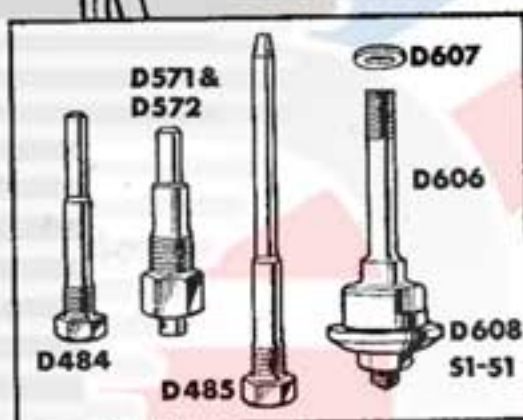
T250

61-6019. Crankshaft pinion extractor

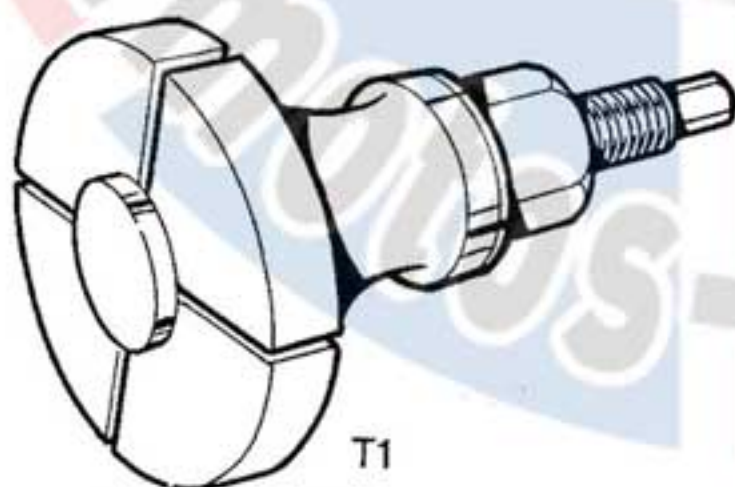
ENGINE (CONTINUED) J1



D2014. Stroboscope timing plate



CP207. Stroboscope timing kit



Z162. Roller bearing outer race removal tool



D1859. Flywheel locating body and plunger

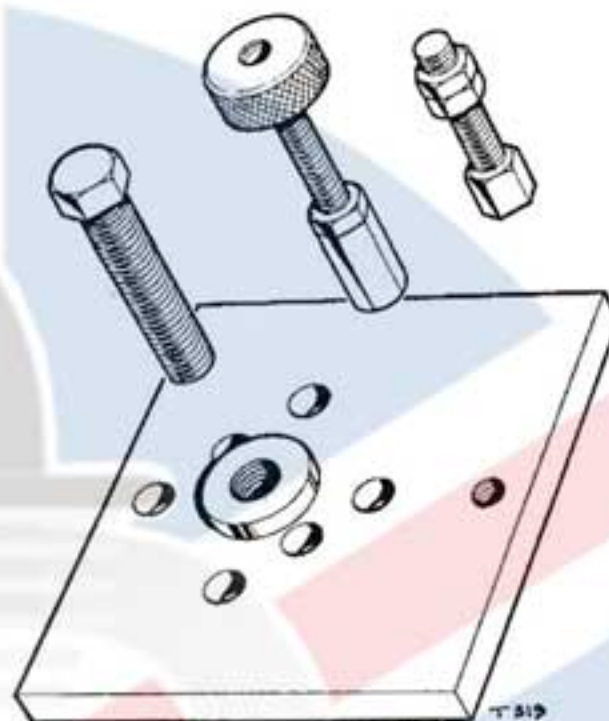
ENGINE (CONTINUED) J1



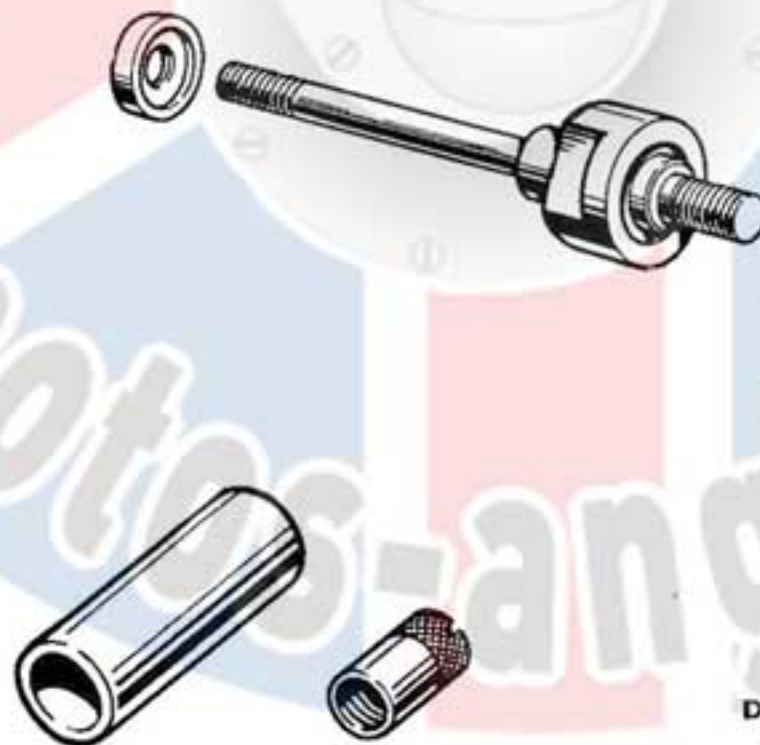
Z73. 14 mm. tap



D2221. Oil seal compressor
for replacing the rocker spindle

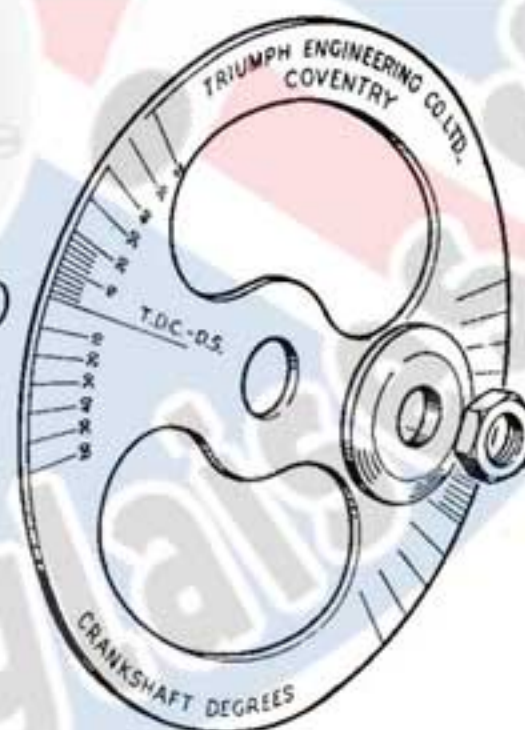


61-6014. Crankcase parting tool and sprocket extractor



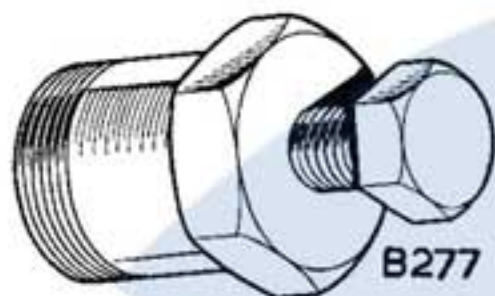
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Z79. Crankshaft pinion punch and guide

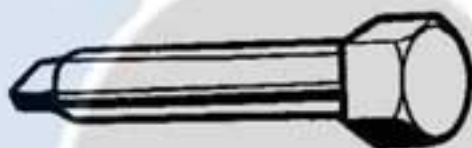


D605/8. Timing disc and adaptor with washers
S1—S1 Nut (see page J4 for separate Part Nos.)

SECTION J2 TRANSMISSION



B277



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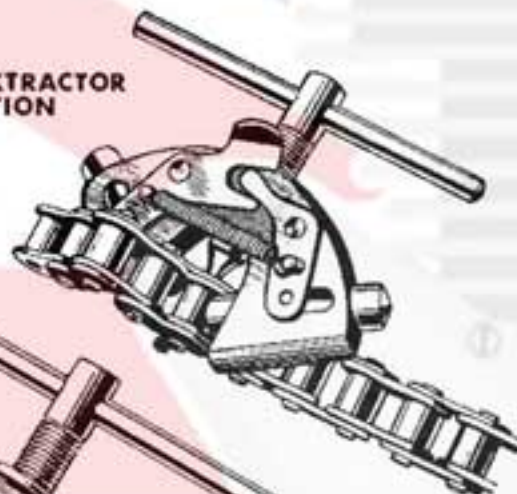
146

D1861. Clutch hub extractor

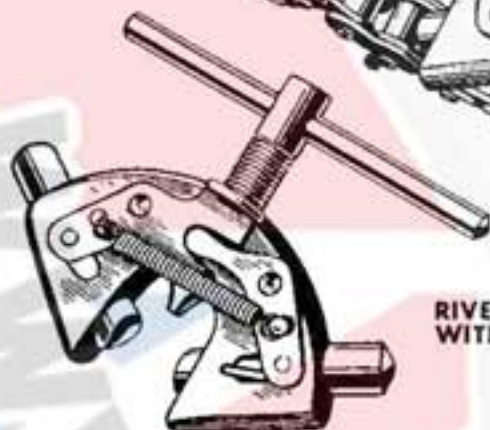
D1208. Chain tensioner adjuster plug

DA70. Clutch nut screwdriver

RIVET EXTRACTOR
IN POSITION

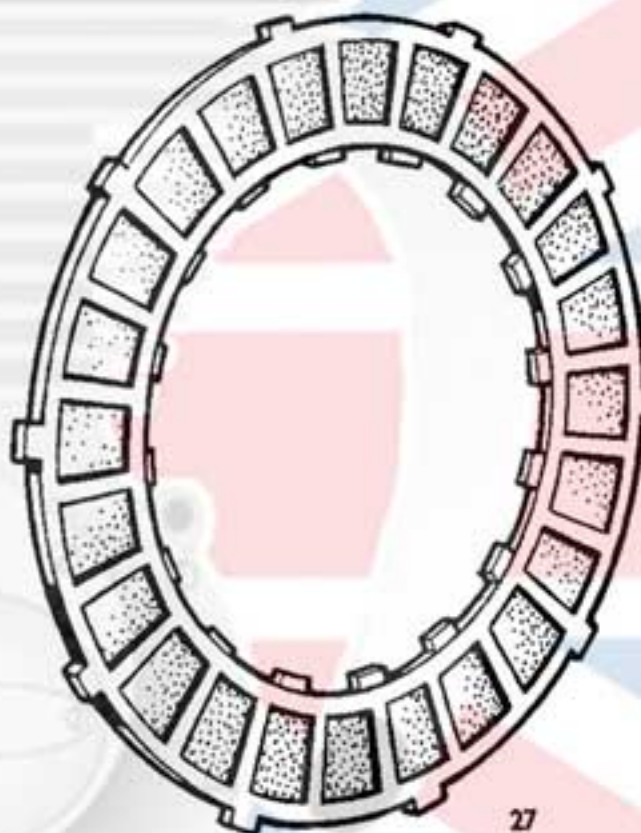


RIVET EXTRACTOR
WITH JAWS OPEN



167. Rear chain rivet extractor

91



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Z13. Clutch locking plate

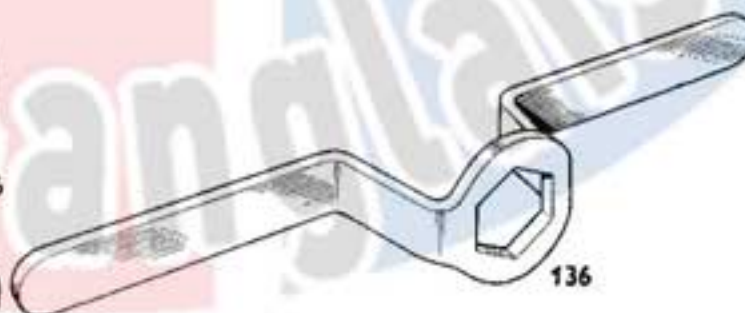
SECTION J3 GEARBOX



61-6026. Gearbox main bearing shouldered punch 156



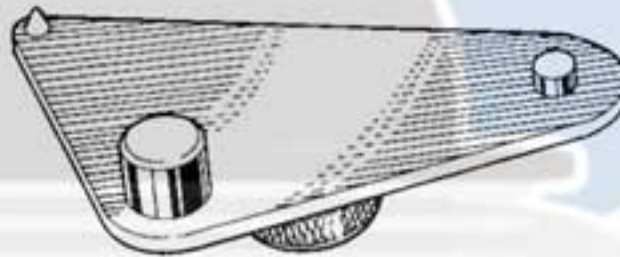
61-6010. Reamer for gearbox high gear bush 157



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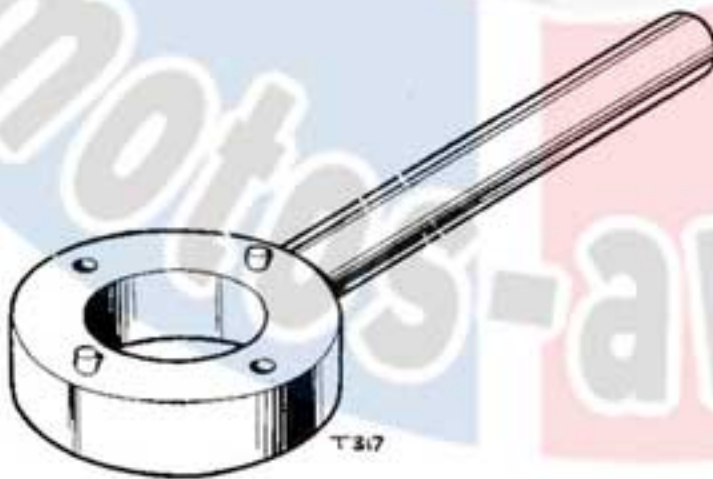
Z63. Gearbox nut box spanner (4 speed models)
60-6125 Gearbox nut spanner (5 speed models)

GEARBOX (CONTINUED)



61-6128. Bottom gear fixture (for 5 speed gearboxes only)

SECTION J4
WHEELS



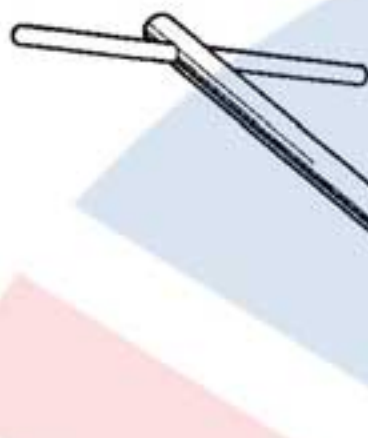
61-3694. Wheel bearing locking ring spanner



Swinging arm bush remover and replacer No. 61-6117

SECTION J5

FRONT FORKS



Fork damper valve removal tool No. 61-6113



Head race bearing drift 61-6121





CONVERSION

TABLES

INCHES TO MILLIMETRES—UNITS

Inches	0	10	20	30	40
0		254.0	508.0	762.0	1016.0
1	25.4	279.4	533.4	787.4	1041.4
2	50.8	304.8	558.8	812.8	1066.8
3	76.2	330.2	584.2	838.2	1092.2
4	101.6	355.6	609.6	863.6	1117.6
5	127.0	381.0	635.0	889.0	1143.0
6	152.4	406.4	660.4	914.4	1168.4
7	177.8	431.8	685.8	939.8	1193.8
8	203.2	457.2	711.2	965.2	1219.2
9	228.6	482.6	736.6	990.6	1244.6

One Inch—25.399978 millimetres

One Metre—39.370113 inches

One Mile—1.6093 kilos

One Kilo—.62138 miles

DECIMALS TO MILLIMETRES—FRACTIONS

1/1000	
inches	mm.
.001	.0254
.002	.0508
.003	.0762
.004	.1016
.005	.1270
.006	.1524
.007	.1778
.008	.2032
.009	.2286

1/100	
inches	mm.
.01	.254
.02	.508
.03	.762
.04	1.016
.05	1.270
.06	1.524
.07	1.778
.08	2.032
.09	2.286

1/10	
inches	mm.
.1	2.54
.2	5.08
.3	7.62
.4	10.16
.5	12.70
.6	15.24
.7	17.79
.8	20.32
.9	22.86

FRACTIONS TO DECIMALS AND MILLIMETRES

Fractions			Decimals	mm.
		1/64	·015625	·3969
	1/32		·03125	·7937
		3/64	·046875	1·1906
1/16			·0625	1·5875
		5/64	·078125	1·9844
	3/32		·09375	2·3812
		7/64	·109375	2·7781
1/8			·125	3·1750
		9/64	·140625	3·5719
	5/32		·15625	3·9687
		11/64	·171875	4·3656
3/16			·1875	4·7625
		13/64	·203125	5·1594
	7/32		·21875	5·5562
		15/64	·234375	5·9531
1/4			·25	6·3500
		17/64	·265625	6·7469
	9/32		·28125	7·1437
		19/64	·296875	7·5406
5/16			·3125	7·9375
		21/64	·328125	8·3344
	11/32		·34375	8·7312
		23/64	·359375	9·1281
3/8			·375	9·5250
		25/64	·390625	9·9219
	13/32		·40625	10·3187
		27/64	·421875	10·7156
7/16			·4375	11·1125
		29/64	·453125	11·5094
	15/32		·46875	11·9062
		31/64	·484375	12·3031
1/2			·5	12·7000

Fractions			Decimals	mm.
		33/64	·515625	13·0969
	17/32		·53125	13·4937
		35/64	·546875	13·8906
9/16			·5625	14·2875
		37/64	·578125	14·6844
	19/32		·59375	15·0812
		39/64	·609375	15·4781
5/8			·625	15·8750
		41/64	·640625	16·2719
	21/32		·65625	16·6687
		43/64	·671875	17·0656
11/16			·6875	17·4625
		45/64	·703125	17·8594
	23/32		·71875	18·2562
		47/64	·734375	18·6531
3/4			·75	19·0500
		49/64	·765625	19·4469
	25/32		·78125	19·8437
		51/64	·796875	20·2406
13/16			·8125	20·6375
		53/64	·828125	21·0344
	27/32		·84375	21·4312
		55/64	·859375	21·8281
7/8			·875	22·2250
		57/64	·890625	22·6219
	29/32		·90625	23·0187
		59/64	·921875	23·4156
15/16			·9375	23·8125
		61/64	·953125	24·2094
	31/32		·96875	24·6062
		63/64	·984375	25·0031
1			1	25·4000

MILLIMETRES TO INCHES—UNITS

mm.	0	10	20	30	40
0		.39370	.78740	1.18110	1.57480
1	.03937	.43307	.82677	1.22047	1.61417
2	.07874	.47244	.86614	1.25984	1.65354
3	.11811	.51181	.90551	1.29921	1.69291
4	.15748	.55118	.94488	1.33858	1.73228
5	.19685	.59055	.98425	1.37795	1.77165
6	.23622	.62992	1.02362	1.41732	1.81103
7	.27559	.66929	1.06299	1.45669	1.85040
8	.31496	.70866	1.10236	1.49606	1.88977
9	.35433	.74803	1.14173	1.53543	1.92914

mm.	50	60	70	80	90
0	1.96851	2.36221	2.75591	3.14961	3.54331
1	2.00788	2.40158	2.79528	3.18891	3.58268
2	2.04725	2.44095	2.83465	3.22835	3.62205
3	2.08662	2.48032	2.87402	3.26772	3.66142
4	2.12599	2.51969	2.91339	3.30709	3.70079
5	2.16536	2.55906	2.95276	3.34646	3.74016
6	2.20473	2.59843	2.99213	3.38583	3.77953
7	2.24410	2.63780	3.03150	3.42520	3.81890
8	2.28347	2.67717	3.07087	3.46457	3.85827
9	2.32284	2.71654	3.11024	3.50394	3.89764

MILLIMETRES TO INCHES—FRACTIONS

1/1000	
mm.	Inches
0.001	.000039
0.002	.000079
0.003	.000118
0.004	.000157
0.005	.000197
0.006	.000236
0.007	.000276
0.008	.000315
0.009	.000354

1/100	
mm.	Inches
0.01	.00039
0.02	.00079
0.03	.00118
0.04	.00157
0.05	.00197
0.06	.00236
0.07	.00276
0.08	.00315
0.09	.00354

1/10	
mm.	Inches
0.1	.00394
0.2	.00787
0.3	.01181
0.4	.01575
0.5	.01969
0.6	.02362
0.7	.02756
0.8	.03150
0.9	.03543

DRILL SIZES

Letter	Size	Letter	Size
A	.234	N	.302
B	.238	O	.316
C	.242	P	.323
D	.246	Q	.332
E	.250	R	.339
F	.257	S	.348
G	.261	T	.358
H	.266	U	.368
I	.272	V	.377
J	.277	W	.386
K	.281	X	.397
L	.290	Y	.404
M	.295	Z	.413

Number	Size	Number	Size	Number	Size	Number	Size
1	.2280	14	.1820	27	.1440	40	.0980
2	.2210	15	.1800	28	.1405	41	.0960
3	.2130	16	.1770	29	.1360	42	.0935
4	.2090	17	.1730	30	.1285	43	.0890
5	.2055	18	.1695	31	.1200	44	.0860
6	.2040	19	.1660	32	.1160	45	.0820
7	.2010	20	.1610	33	.1130	46	.0810
8	.1990	21	.1590	34	.1110	47	.0785
9	.1960	22	.1570	35	.1100	48	.0760
10	.1935	23	.1540	36	.1065	49	.0730
11	.1910	24	.1520	37	.1040	50	.0700
12	.1890	25	.1495	38	.1015	51	.0670
13	.1850	26	.1470	39	.0995	52	.0635

WIRE GAUGES

No. of Gauge	Imperial Standard Wire Gauge		Brown and Sharpe's American Wire Gauge	
	Inches	Millimetres	Inches	Millimetres
0000	.400	10.160	.460	11.684
000	.372	9.448	.410	10.404
00	.348	8.839	.365	9.265
0	.324	8.299	.325	8.251
1	.300	7.620	.289	7.348
2	.276	7.010	.258	6.543
3	.252	6.400	.229	5.827
4	.232	5.892	.204	5.189
5	.212	5.384	.182	4.621
6	.192	4.876	.162	4.115
7	.176	4.470	.144	3.664
8	.160	4.064	.128	3.263
9	.144	3.657	.114	2.906
10	.128	3.251	.102	2.588
11	.116	2.946	.091	2.304
12	.104	2.641	.081	2.052
13	.092	2.336	.072	1.827
14	.080	2.032	.064	1.627
15	.072	1.828	.057	1.449
16	.064	1.625	.051	1.290
17	.056	1.422	.045	1.149
18	.048	1.219	.040	1.009
19	.040	1.016	.035	.911
20	.036	.914	.032	.811
21	.032	.812	.028	.722
22	.028	.711	.025	.643
23	.024	.609	.023	.573
24	.022	.558	.020	.511
25	.020	.508	.018	.454
26	.018	.457	.016	.404
27	.0164	.416	.014	.360
28	.0148	.375	.012	.321
29	.0136	.345	.011	.285
30	.0124	.314	.010	.254

FOOT POUNDS TO KILOGRAMMETRES

	0	1	2	3	4	5	6	7	8	9	
—		0.138	0.227	0.415	0.553	0.691	0.830	0.968	1.106	1.244	—
10	1.383	1.521	1.659	1.797	1.936	2.074	2.212	2.350	2.489	2.627	10
20	2.765	2.903	3.042	3.180	3.318	3.456	3.595	3.733	3.871	4.009	20
30	4.148	4.286	4.424	4.562	4.701	4.839	4.977	5.116	5.254	5.392	30
40	5.530	5.668	5.807	5.945	6.083	6.221	6.360	6.498	6.636	6.774	40
50	6.913	7.051	7.189	7.328	7.466	7.604	7.742	7.881	8.019	8.157	50
60	8.295	8.434	8.572	8.710	8.848	8.987	9.125	9.263	9.401	9.540	60
70	9.678	9.816	9.954	10.093	10.231	10.369	10.507	10.646	10.784	10.922	70
80	11.060	11.199	11.337	11.475	11.613	11.752	11.890	12.028	12.166	12.305	80
90	12.443	12.581	12.719	12.858	12.996	13.134	13.272	13.411	13.549	13.687	90

MILES TO KILOMETRES

	0	1	2	3	4	5	6	7	8	9	
—		1.609	3.219	4.828	6.437	8.047	9.656	11.265	12.875	14.484	—
10	16.093	17.703	19.312	20.922	22.531	24.140	25.750	27.359	28.968	30.578	10
20	32.187	33.796	35.406	37.015	38.624	40.234	41.843	43.452	45.062	46.671	20
30	48.280	49.890	51.499	53.108	54.718	56.327	57.936	59.546	61.155	62.765	30
40	64.374	65.983	67.593	69.202	70.811	72.421	74.030	75.639	77.249	78.858	40
50	80.467	82.077	83.686	85.295	86.905	88.514	90.123	91.733	93.342	94.951	50
60	96.561	98.170	99.780	101.389	102.998	104.608	106.217	107.826	109.436	111.045	60
70	112.654	114.264	115.873	117.482	119.092	120.701	122.310	123.920	125.529	127.138	70
80	128.748	130.357	131.967	133.576	135.185	136.795	138.404	140.013	141.623	143.232	80
90	144.841	146.451	148.060	149.669	151.279	152.888	154.497	156.107	157.716	159.325	90

POUNDS TO KILOGRAMS

	0	1	2	3	4	5	6	7	8	9	
—		0.454	0.907	1.361	1.814	2.268	2.722	3.175	3.629	4.082	—
10	4.536	4.990	5.443	5.897	6.350	6.804	7.257	7.711	8.165	8.618	10
20	9.072	9.525	9.979	10.433	10.886	11.340	11.793	12.247	12.701	13.154	20
30	13.608	14.061	14.515	14.968	15.422	15.876	16.329	16.783	17.237	17.690	30
40	18.144	18.597	19.051	19.504	19.958	20.412	20.865	21.319	21.772	22.226	40
50	22.680	23.133	23.587	24.040	24.494	24.948	25.401	25.855	26.308	26.762	50
60	27.216	27.669	28.123	28.576	29.030	29.484	29.937	30.391	30.844	31.298	60
70	31.751	32.205	32.659	33.112	33.566	34.019	34.473	34.927	35.380	35.834	70
80	36.287	36.741	37.195	37.648	38.102	38.555	39.009	39.463	39.916	40.370	80
90	40.823	41.277	41.731	42.184	42.638	43.091	43.545	43.998	44.452	44.906	90

MILES PER GALLON (IMPERIAL) TO LITRES PER 100 KILOMETRES

10	28.25	15	18.83	20	14.12	25	11.30	30	9.42	35	8.07	40	7.06	50	5.65	60	4.71	70	4.04
10½	26.90	15½	18.22	20½	13.78	25½	11.08	30½	9.26	35½	7.96	41	6.89	51	5.54	61	4.63	71	3.98
11	25.68	16	17.66	21	13.45	26	10.87	31	9.11	36	7.85	42	6.73	52	5.43	62	4.55	72	3.92
11½	24.56	16½	17.12	21½	13.14	26½	10.66	31½	8.97	36½	7.74	43	6.57	53	5.33	63	4.48	73	3.87
12	23.54	17	16.61	22	12.84	27	10.46	32	8.83	37	7.63	44	6.42	54	5.23	64	4.41	74	3.82
12½	22.60	17½	16.14	22½	12.55	27½	10.27	32½	8.69	37½	7.53	45	6.28	55	5.13	65	4.35	75	3.77
13	21.73	18	15.69	23	12.28	28	10.09	33	8.56	38	7.43	46	6.14	56	5.04	66	4.28	76	3.72
13½	20.92	18½	15.27	23½	12.02	28½	9.91	33½	8.43	38½	7.34	47	6.01	57	4.96	67	4.22	77	3.67
14	20.18	19	14.87	24	11.77	29	9.74	34	8.31	39	7.24	48	5.89	58	4.87	68	4.16	78	3.62
14½	19.48	19½	14.49	24½	11.53	29½	9.58	34½	8.19	39½	7.15	49	5.77	59	4.79	69	4.10	79	3.57

PINTS TO LITRES

	0	1	2	3	4	5	6	7	8
—	—	.568	1.136	1.705	2.273	2.841	3.411	3.978	4.546
1	.142	.710	1.279	1.846	2.415	2.983	3.552	4.120	4.688
2	.284	.852	1.420	1.989	2.557	3.125	3.693	4.262	4.830
3	.426	.994	1.563	2.131	2.699	3.267	3.836	4.404	4.972

GALLONS (IMPERIAL) TO LITRES

	0	1	2	3	4	5	6	7	8	9	
—	—	4.546	9.092	13.638	18.184	22.730	27.276	31.822	36.368	40.914	—
10	45.460	50.005	54.551	59.097	63.643	68.189	72.735	77.281	81.827	86.373	10
20	90.919	95.465	100.011	104.557	109.103	113.649	118.195	122.741	127.287	131.833	20
30	136.379	140.924	145.470	150.016	154.562	159.108	163.645	168.200	172.746	177.292	30
40	181.838	186.384	190.930	195.476	200.022	204.568	209.114	213.660	218.206	222.752	40
50	227.298	231.843	236.389	240.935	245.481	250.027	254.473	259.119	263.605	268.211	50
60	272.757	277.303	281.849	286.395	290.941	295.487	300.033	304.579	309.125	313.671	60
70	318.217	322.762	327.308	331.854	336.400	340.946	345.492	350.038	354.584	359.130	70
80	363.676	368.222	372.768	377.314	381.860	386.406	390.952	395.498	400.044	404.590	80
90	409.136	413.681	418.227	422.773	427.319	431.865	436.411	440.957	445.503	450.049	90

POUNDS PER SQUARE INCH TO
KILOGRAMS PER SQUARE CENTIMETRE

	0	1	2	3	4	5	6	7	8	9	
—	—	0.070	0.141	0.211	0.281	0.352	0.422	0.492	0.562	0.633	—
10	0.703	0.773	0.844	0.914	0.984	1.055	1.125	1.195	1.266	1.336	10
20	1.406	1.476	1.547	1.617	1.687	1.758	1.828	1.898	1.969	2.039	20
30	2.109	2.179	2.250	2.320	2.390	2.461	2.531	2.601	2.672	2.742	30
40	2.812	2.883	2.953	3.023	3.093	3.164	3.234	3.304	3.375	3.445	40
50	3.515	3.586	3.656	3.726	3.797	3.867	3.937	4.007	4.078	4.148	50
60	4.218	4.289	4.359	4.429	4.500	4.570	4.640	4.711	4.781	4.851	60
70	4.921	4.992	5.062	5.132	5.203	5.273	5.343	5.414	5.484	5.554	70
80	5.624	5.695	5.765	5.835	5.906	5.976	6.046	6.117	6.187	6.257	80
90	6.328	6.398	6.468	6.538	6.609	6.679	6.749	6.820	6.890	6.960	90

U.N.E.F. SCREW THREADS

Dia.	No. of thds.	Core dia.	Tap drill	Dia.	No. of thds.	Core dia.	Tap drill
1/4 in.	32	·2162 in.	5-60 mm.	1 in.	20	·9459 in.	61/64 in.
5/16 in.	32	·2787 in.	7-20 mm.	1-1/16 in.	18	1-0024 in.	1-010 in.
3/8 in.	32	·3412 in.	11/32 ins.	1-1/8 in.	18	1-0649 in.	1-072 ins.
7/16 in.	28	·3988 in.	10-20 mm.	1-3/16 in.	18	1-1274 in.	1-135 in.
1/2 in.	28	·4613 in.	11-80 mm.	1-1/4 in.	18	1-1899 in.	1-196 in.
9/16 in.	24	·5174 in.	13-30 mm.	1-5/16 in.	18	1-2524 in.	32-00 mm.
5/8 in.	24	·5799 in.	14-75 mm.	1-3/8 in.	18	1-3149 in.	33-50 mm.
11/16 in.	24	·6424 in.	·6480 in.	1-7/16 in.	18	1-3774 in.	1-385 ins.
3/4 in.	20	·6959 in.	45/64 in.	1-1/2 in.	18	1-4399 in.	1-447 in.
13/16 in.	20	·7584 in.	49/64 in.	1-9/16 in.	18	1-4948 in.	1-1/2 in.
7/8 in.	20	·8209 in.	53/64 in.	1-5/8 in.	18	1-5649 in.	1-572 in.
15/16 in.	20	·8834 in.	57/64 in.	1-11/16 in.	18	1-6274 in.	41-50 mm.

B.A. SCREW THREADS

No.	Dia. of bolt	Thds. per inch	Dia. tap drill	Core dia.
0	·2362	25-4	·1960	·1890
1	·2087	28-2	·1770	·1661
2	·1850	31-4	·1520	·1468
3	·1614	34-8	·1360	·1269
4	·1417	38-5	·1160	·1106
5	·1260	43-0	·1040	·0981
6	·1102	47-9	·0935	·0852
7	·0984	52-9	·0810	·0738
8	·0866	59-1	·0730	·0663
9	·0748	65-1	·0635	·0564
10	·0669	72-6	·0550	·0504
11	·0591	81-9	·0465	·0445
12	·0511	90-9	·0400	·0378
13	·0472	102-0	·0360	·0352
14	·0394	109-9	·0292	·0280
15	·0354	120-5	·0260	·0250
16	·0311	133-3	·0225	·0220

B.S.W. SCREW THREADS

Dia. of bolt (inch)	Threads per inch	Dia. tap drill (inch)	Core dia.
1/4	20	.1968	.1860
5/16	18	1/4	.2412
3/8	16	5/16	.2950
7/16	14	23/64	.3460
1/2	12	13/32	.3933
9/16	12	15/32	.4558
5/8	11	17/32	.5086
11/16	11	37/64	.5711
3/4	10	41/64	.6219
13/16	10	45/64	.6844
7/8	9	3/4	.7327
15/16	9	13/16	.7952
1	8	55/64	.8399

B.S.F. SCREW THREADS

Dia. of bolt (inch)	Threads per inch	Dia. tap drill (inch)	Core dia.
7/32	28	.1770	.1731
1/4	26	.2055	.2007
9/32	26	.238	.2320
5/16	22	.261	.2543
3/8	20	.316	.3110
7/16	18	3/8	.3664
1/2	16	27/64	.4200
9/16	16	.492	.4825
5/8	14	35/64	.5335
11/16	14	39/64	.5960
3/4	12	21/32	.6433
13/16	12	23/32	.7058
7/8	11	25/32	.7586
1	10	57/64	.8719
1-1/8	9	1	.9827
1-1/4	9	1-1/8	1.1077
1-3/8	8	1-15/64	1.2149
1-1/2	8	1-35/64	1.3399
1-5/8	8	1-31/64	1.4649


U.N.C. SCREW THREADS

Dia.	No. of thds.	Core dia.	Tap drill
1/4 in.	20	.1959 in.	5-20 mm.
5/16 in.	18	.2524 in.	6-60 mm.
3/8 in.	16	.3073 in.	8-00 mm.
7/16 in.	14	.3602 in.	9-40 mm.
1/2 in.	13	.4167 in.	10-80 mm.
9/16 in.	12	.4723 in.	12-20 mm.
5/8 in.	11	.5266 in.	13-50 mm.
3/4 in.	10	.6417 in.	16-50 mm.
7/8 in.	9	.7547 in.	49/64 in.
1 in.	8	.8647 in.	22-25 mm.
1-1/8 in.	7	.9704 in.	63/64 in.
1-1/4 in.	7	1.0954 in.	1-7/64 in.
1-3/8 in.	6	1.1946 in.	1-13/64 in.
1-1/2 in.	6	1.3196 in.	1-21/64 in.
1-3/4 in.	5	1.5335 in.	1-35/64 in.
2 in.	4-1/2	1.7594 in.	1-25/32 in.

U.N.F. SCREW THREADS

Dia.	No. of thds.	Core dia.	Tap drill
1/4 in.	28	.2113 in.	5-50 mm.
5/16 in.	24	.2674 in.	6-90 mm.
3/8 in.	24	.3299 in.	8-50 mm.
7/16 in.	20	.3834 in.	9-90 mm.
1/2 in.	20	.4459 in.	11-50 mm.
9/16 in.	18	.5024 in.	12-90 mm.
5/8 in.	18	.5649 in.	14-50 mm.
3/4 in.	16	.6823 in.	11/16 in.
7/8 in.	14	.7977 in.	0-804 in.
1 in.	12	.9098 in.	23-25 mm.
1-1/8 in.	12	1.0348 in.	26-50 mm.
1-1/4 in.	12	1.1598 in.	29-50 mm.
1-3/8 in.	12	1.2848 in.	1-290 in.
1-1/2 in.	12	1.4098 in.	36-00 mm.





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