

The TRIUMPH Corporation

SERVICE BULLETIN

TO ALL EASTERN TRIUMPH DEALERS:

January 17, 1964 64/1

SUBJECT: Basic Instructions for Set-Up of NEW 1964 Triumph Twin Cylinder Motorcycles

Carefully uncrate and unpack new model. Wipe off excess grease and proceed as follows:

1. FORKS - See Special Service Note below for the new 1964 Twin Model Forks.

Remove handlebar lug from fork assembly. Place 20 balls (24 for "C" Range) in top frame cup and 20 balls (24 for "C" Range) on lower fork cone. Heavy grease will hold balls in place.

Fit fork assembly. Fit top cone. Fit handlebar lug. Fit one stanchion tube nut to hold assembly in position.

Fit bearing adjusting nut. Fully tighten. Then back off 1/8 turn to provide proper bearing adjustment. Tighten adjusting nut pinch bolt. Add 190 c.c. SAE #20 (winter) or SAE #30 (summer) oil to each fork leg. Tighten stanchion tube nut (using 1-1/2" U.S. socket and at least 15" leverage).

Fit handlebar. Fit steering damper.

2. FRONT MUDGUARD AND WHEEL - Fit mudguard and center it between fork legs.

Remove the caps from the bottom of the fork legs and check tightness of flanged bolt H1063 using 2BA socket. Scrape excess paint from inside surfaces of lower fork tube lug and adjacent cap. Fit front wheel and replace caps correctly (milled side of cap faces the wheel).

3. HEADLAMP AND CONTROLS - Tachometer normally is fitted on the left speedo on the right. Ground wire from instruments should be fastened to front tach bracket mounting bolt. Connect drive cables through tach and speedo and then carefully locate clutch and brake cables between gas tank and front frame down tube.

4. Check horn mounting bolts and rectifier ground connection. Fit Twin seat.

Scrape excess paint from joint surface between footrests and rear engine plates. Thoroughly tighten footrest mounting bolts.

Fit exhaust pipes and mufflers. Be sure that pipes and clips are pushed all the way up against alloy cylinder head to insure proper cooling.

1964 FORKS - IMPORTANT OPERATION TO ELIMINATE OIL LEAKS.

Before fitting the Fork Assembly to the motorcycle, loosen the middle lug pinch bolt and remove each fork leg assembly. Hold bottom end of lower fork tube in the vice, unscrew the chrome fork seal sleeve nut using Tri-Cor wrench CD367. Clean male and female threads with Tri-Cor Metal Cleaner. Use Aviation liquid Permatex on threads and reassemble. Tighten sleeve nut using CD367 wrench. To prevent water from getting into forks, add felt seal T1071, or cork-synthetic washer F4047 (oil tank cap gasket) as a seal between the top fork spring retainer and the middle fork lug.

See Blue Bulletin #4 - November 8, 1963.

In order to guarantee customer satisfaction and make certain that every Triumph performs as it should, the following suggestions are offered. Every new model sold by the dealer should be carefully checked and road tested before placing it in the customer's hands.

1. Check all accessible bolts, nuts and drain plugs. Lubricate spark plug threads before tightening plugs.
2. Service battery. Check Lucas instructions and use 1.240 Sp. G. acid.
3. Make sure oil tank is clean. For Twins use Castrol SAE #30 in Summer, SAE #20 in Winter. For Lightweights use Castrol 10W - 30 multi-viscosity oil.
4. Add proper quantity of oil to gearbox. (See handbook supplied with model) Use Castrol SAE #50 for all road models. Tri-Cor Gearlube for racing Cubs.
5. Add proper quantity of oil to primary drive. (See handbook) Use Castrol SAE #20.
6. Check primary and rear chain adjustment. (See handbook supplied with model)
7. Grease swinging arm pivot bearing (fitting on bottom).
8. • Oil cable nipples and clevis pins with Wonderlube.
9. Check tire pressures. (See handbook) 20 psi front and rear.
10. Check valve clearance. We suggest .004 inlet and .006 exhaust.
11. Adjust brake, clutch controls. (See handbook)
12. We suggest raising throttle needles one notch for all models during break-in period. This provides a rich mixture for cooler running. Needles can be repositioned at 500 mile check-over as required for proper running. Remove rear tank bolt and raise tank to remove tops of T120 carburetors.
13. Fit Tri-Cor "Sparky" terminals, part #D105 in place of plastic plug terminals.
14. Adjust cables so throttle slides open evenly.
15. Road test the new model for several miles. Be sure it runs and steers properly and that all controls function as they should.
16. After road test, check the following points:
 1. Lights, horn, battery charging circuit for proper operation.
 2. All controls for need of further adjustments.
 3. Possibility of oil or gasoline leaks.
 4. Proper adjustment of primary chain.
 5. Adjust carburetors for a good idle condition.
17. Encourage customer to read riders' manual supplied with machine. He should understand proper operation of controls and "break-in" procedure.
18. Advise customer when to return for initial service check-over. Fill out warranty card and mail to The Triumph Corporation, with Battery Certificate.