

The TRIUMPH Corporation

SERVICE BULLETIN

1964 "B" RANGE 650cc TWIN MODELS

BULLETIN NO. 6

March 6, 1964

SERVICE NOTES ON 1964 MODELS - - - CONTINUATION OF BULLETIN NO. 4

NEW FORK ASSEMBLY

Refer to Blue Bulletin #4, November 8th. This new fork is giving very good service. There are, however, three important points to watch for.

1. Oil leaks at threads of chrome fork seal nut. Always seal these threads when you set up a new machine (see Service Bulletin 64/1 Jan. 17th). Use your new CD367 fork nut wrench! If you have not received one of these wrenches, order one now!
2. Damage to lower portion of rubber fork boots. Watch for a condition where the bottom coils of the fork spring pinch the rubber boot. If a hole develops here your customer will not be happy. The Factory is developing a new rubber boot with a different shape to prevent this. We can now supply a new improved rubber boot complete with two clamps (CD390).
3. Latest production machines have felt seal washer (T1071) between the spacer at the top of the fork spring and the fork crown or middle lug. Add this seal to early models to prevent water from getting in at the top of the fork boot (see Blue Bulletin #4 Nov. 8th).

IGNITION TIMING

We have now sent each Dealer one Top Center Tool (CD385) and one complete Ignition Timer Kit (CD368). Refer to Service Bulletin 64/3 Feb. 19th. These tools will give you a quick method of checking and adjusting ignition timing of all 1963 and 1964 Triumph Models. Refer to Service Bulletin 64/2 for additional information.

SERVICE PROBLEM - - - - - Sticking Throttle Slides

Watch out for this trouble. We have had a few reports of distorted carburetor bodies, due to over-tightening the flange bolts. Distortion may also be caused by the groove for the "O" Ring not being deep enough to accomodate the rubber ring. Reduce the thickness of the "O" Ring by sanding it off with emery paper. You can also remove the paper washer and the hard asbestos insulator block to prevent distortion. This may be satisfactory with a Bonneville, but with the TR6 single carburetor and aluminum manifold, however, the insulation block is required between cylinder head and carburetor, especially during hot weather. This trouble has only developed since the introduction of the #389 1-1/8" carburetors fitted to 1964 - T120 and TR6 Models.

Continued.....

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SERVICE PROBLEM - - - - - Sticking Throttle Slides Continued

If you experience distorted carburetor bodies under warranty, be sure to send us the carburetor body only and we will send you a free-of-charge replacement by return mail. Remember, however, DO NOT send the complete carburetor. Always remove the loose pieces and send us the body only. If you want to avoid tying up your customer's machine, order a mixing chamber body only (part #389/002 for 1-1/8" size and part #389/004 for 1-3/16" size). We will send you the body and bill you for it and then issue you a credit on claim when you return the distorted body.

NEW ITEMS - - - - - NEW ITEMS

CD390 RUBBER FORK BOOTS FOR 1964 TWINS

LIST PRICE

\$2.49-B each

These differ from the original equipment type and will prevent damage due to interference between the rubber boot and the bottom coils of the fork spring. Two metal clamps sent with each fork boot.

LRP/100 SPECIAL OIL IN AEROSOL CANS

LIST PRICE

\$2.00-A

We now have this useful lubricant in stock packed six cans per case. It is a very handy material to use for many applications requiring a specialized lubricant designed to penetrate and maintain a protective film. We find it is ideal for lubricating the contact breaker cam where it fits on its shaft. You may remember seeing our demonstration of this oil at the Dealer's School.

NEW FLEX SEAL

LIST PRICE

\$1.89-B

Same good product and same price. We now offer this popular liquid gasket compound packed three cans per case. If you order one can we will send you one case of 3 cans (minimum quantity).

JOMO "HARD-FACED" RACING CAMS

LIST PRICE

\$30.32-C each

We can now supply from stock the following popular racing cams recommended for use in both "B" & "C" Range Triumph Twins. These cams are known as "TT Grind" for the "B" Range Twins and "Scrambles Grind" for the "C" Range Twins. Both of these cams have .313" lift measured at the cam lobe. This is the same as the genuine Factory racing cam often known as the "Q" Cam. The timing of these cams is essentially the same as the Factory racing cam with inlet opening 40° and closing 60° and exhaust opening 60° and closing 40°. These readings taken at .020" lift at the cam with racing tappets.

"B" Range 650cc TwinsPART NUMBERDESCRIPTION

CD324/TTB

Either inlet or exhaust through 1962 Models, also
Inlet only for 1963 and 1964 Models.

CD330/TTB/63

Exhaust for 1963-64 Models with double contact breaker points.

"C" Range 500cc Twins

CD326/SCC

Inlet through 1963 Models with Spiral Gear to Drive Distributor.

CD327/SCC

Exhaust through 1962 Models can also be used for Inlet in
1963 and 1964 Models (no spiral gear on this camshaft).

CD332/SCC/63

Exhaust for 1963-64 Models with double contact points.

We will issue a credit allowance of \$3.00 for a used cam of the same type as ordered if it is in acceptable condition.