

The TRIUMPH Corporation

SERVICE BULLETIN

June 18, 1964

1964 "B" RANGE 650cc TWIN MODELS

BULLETIN NO. 8

SUBJECT: Important Service Notes to be read by your Sales AND Service Personnel.

Electrical Problem - - - 1963-64 Twin Cylinder Models with 6 Volt Coil Ignition.

SYMPTOM: Engine starts okay and runs reasonably well at idle. As soon as you apply a load, however, (speeds in excess of 30 mph in high gear) the engine starts "bogging-down" and appears to "seize". Engine also lacks power and gives all the symptoms of running with a retard spark.

WARNING: Continued running under the above conditions can cause over-heating, piston seizure and SERIOUS ENGINE DAMAGE.

CAUSE: Battery is not in the electrical circuit due to:

1. Blown Fuse.
2. Broken battery connection.
3. Ammeter disconnected or failed.
(open circuit)
4. Headlight removed without connecting battery to switch.
5. Wiring harness socket at lighting switch disconnected (fallen off).
6. Broken wire (brown/white) between ammeter and lighting switch or between lighting switch and ignition switch (brown/white).

CURE: Locate and correct the short circuit or over-load that caused fuse failure. Replace blown fuse. Never run motorcycle with open circuit (blown fuse) or with battery removed.

If you remove the ammeter be sure to connect the two ammeter wires together to prevent open circuit between battery and lighting switch.

When removing headlight for competition use, you MUST connect the brown/white and brown/blue wires together. These are the wires which are normally connected to the ammeter terminals.

Why does the removal of battery from circuit cause this electrical problem???

Refer to 6 Volt Wiring Diagram on page 33 or 34 of 1963-64 Handbook.

1. Brown/white wire from the center rectifier post to #12A terminal of the Ignition switch feeds D.C. current from Rectifier through the Ignit. switch to the Ignit. coils by the white wire from Ignit. switch to coils.

When Ignit. is turned on, #12A term. is connected to #13 term.

2. This D.C. VOLTAGE supplied to the coils will steadily increase as engine speed increases UNLESS there is a suitable resistance (such as a battery) in the circuit. The high voltage at the coils will give a "Delayed Spark". This creates a bad running condition and the symptom of retard timing and can cause serious damage.

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CD390 Rubber Fork Boots - 1964 Models

Some dealers are having difficulty fitting these rubber boots. They are larger and longer than the original type. Make sure that the first rib at the bottom of the boot does not extend below the edge of the front fender. The edge of the fender should line up with the metal clamp. If the bottom of the rubber boot is located any lower than this, the outside of the diameter of the ribs will interfere with the fender which quickly wears a hole through the boot.

If original equipment boots fail, you can obtain the replacement type free-of-charge on claim. As soon as the new type factory fork boots are available they will be sent instead of CD390 as replacements for H1645.

Lucas #54330934 Lighting Switch Knob

This black plastic lighting switch knob is furnished as a replacement with a washer and mounting screw. We suggest that you use Loctite on the threads of this screw to prevent loss of the knob. It is also important to apply Loctite to the threads of this screw when setting-up a new machine for delivery.

Exhaust Pipes 1958 through 1962 "B" Range Models - - - Correct Part Numbers

Many dealers have difficulty interpreting the pictures and part numbers of exhaust pipes shown in the Blue "B" Range Parts Book #16 on page 44 and 45. Remember that the two-in-one up-swept exhaust pipes shown in the picture are not fitted to the TR6 Models sold in U.S.A. This picture shows the English type exhaust.

We suggest that you refer to our Index Service Bulletin #60/4 of March 14, 1960. This Bulletin was revised in 1961 and shows the correct part numbers for all "B" Range exhaust pipes fitted to U.S.A. Models from 1958 through 1962.

Lucas Alternator Stators and Rotors - - - Correct Part Numbers

We suggest that you refer to Index Service Bulletins 63/7 and 63/8. These Bulletins give the correct part numbers and prices for Exchange rotors, stators and regulators and they also show the correct part numbers and descriptions of stators and rotors fitted to all Triumph Models from 1954 through 1963.

SPEEDOS

Nisonger will replace any broken glass on 1964 Magnetic Speedo and Tach for \$4.00. The glass is held in place by a crimped bezel and takes a special tool by which to replace the bezel properly. Please send all instruments direct to:

Nisonger Corporation
125 Main St.
New Rochelle, New York

We can only replace or repair instruments originally fitted at the Factory to Triumph motorcycles.

Very truly yours,

THE TRIUMPH CORPORATION



Service Manager

Rod Coates:bjh