

The TRIUMPH Corporation

SERVICE BULLETIN

January 18, 1965

65/3

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: 1964 Type Fork Springs Fitted to "B" & "C" Range Twin Models as Shown Below.

The original equipment fork springs part H1660 were fitted to all 650cc Twin Models between engine #DU5825 and engine #DU13375. These same springs were also fitted to 500cc Twin Models from engine #H32465 through engine #H35987.

Original Equip. Fork Spring H1660.

Tri-Cor Replacement Spring H1660TH.

Free length 8-3/4"
Number of turns 13
Diameter of wire .193"
Spring gradient 30 lbs.

Free length 8-3/4"
Number of turns 17
Diameter of wire .207"
Spring gradient 32 lbs.

Tri-Cor Fork Spring H1660TH9/4 is same as H1660TH except 3/8" longer.
Free Length (9-1/8").

Tri-Cor Spring Spacer part CD397.

List Price \$.62A

This aluminum alloy spring spacer can be fitted under the bottom end of each fork spring of original equipment springs H1660 or Tri-Cor replacement H1660TH in order to change fork spring characteristics to suit customer requirements (see below).

During the past season we have had some complaints of "soft" fork springs and we suggest the following correction.

SYMPTOM: Customer complains "forks bottom" especially when riding double.

CAUSE: Spring has "settled" to free length of approx. 8-1/2".

CURE: Replace original equipment spring with H1660TH if the customer rides solo most of the time and prefers softest action fork. Next alternative is to fit H1660TH9/4 which give slightly more "pre-load". For heavier rider or double riding, we suggest H1660TH with CD397.

Original equipment fork springs that have proved unsatisfactory can be returned for credit under warranty or replaced free-of-charge with Tri-Cor springs.

When fitting new springs we suggest replacing the rubber fork boots and if original equipment type with eight convolutions are returned with claim tag, we will supply the latest twelve convolution type H1645 free-of-charge.

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Oil Leaks at Fork Seals.

This can be caused by rough surface of the stanchion tubes damaging the seals. Examine both stanchion tubes and smooth the surface with fine emery cloth if necessary. Weak fork springs can cause "bottoming" that could lead to leakage at the seals. Make sure that the correct amount of oil (190cc SAE 30 for each for leg) is used.

We have not been able to obtain sufficient supplies of original equipment "double lip" seals part H1500 and we are supplying a domestic made replacement seal part CD396. When installing this replacement seal remember it is necessary to fit two of these to each fork leg. The lip of the bottom seal facing downward and the one on top of it should be installed with the lip facing upward.

Special Competition Type "Sidecar" Fork Spring.

This Factory spring part H1697 should be used for sidecars and all heavy-duty applications such as Enduros, Scrambles, etc. Specifications are as follows:

- Free length 8-3/4"
- Number of turns 15-1/2
- Diameter of turns .213"
- Spring gradient 38-1/2 lbs.

Important Note.

All 1965 Models 650cc beginning with engine #DU13375 and 500cc beginning with engine #H35987 have forks with increased length of travel and are fitted with the following springs.

<u>1965 Models</u>	<u>Part No. of Fork Spring</u>	<u>Free Length of Fork Spring</u>
TR6/R, T120/R & 6T	H1891 (yellow/blue)	9-3/4"
TR6/C, T120/C & T120/TT SPEC.	H1892 (yellow/green)	9-3/4"
T100S/R and T100S/R with 17" wheels	H1891 (yellow/blue)	9-3/4"
T100S/C	H1892 (yellow/green)	9-3/4"

NOTE:

Competition Models have sidecar springs (H1892) and also fork damper kits fitted.

Very truly yours,

THE TRIUMPH CORPORATION

Rod Coates
Service Manager

Rod Coates:bjh