

The TRIUMPH Corporation

SERVICE BULLETIN

May 11, 1965

1965 "B" RANGE 650cc TWIN MODELS

BULLETIN No. 10

SUBJECT: Service Notes on 1965 Models

T1979T Washer - Price .10A Used between G/B sprocket and primary case.

Dealers report that the original equipment felt has a limited life and we enclose a sample of a domestic made part that we now supply and believe is more durable. Order some now. A new felt should be installed when you service a clutch or change a countershaft sprocket. This felt protects the primary seal E4578. It also fits the 500cc "C" Range Twin Models.

F5988T Rubber "O" Ring - Price .16A Fits switches of all Twin Models.

This part, shown on page 74 of your #3 Parts Book, is important to prevent wiring harness sockets from loosening at the lighting and ignition switches. We understand the original rubber band often fails. The enclosed sample domestic "O" ring is more durable. Order some now. When you service a customer's machine, lift the seat and check the switch sockets. No need to remove panel. Use Loctite on light switch knob screw after fitting "O" Ring. A loose socket can mean serious trouble by disconnecting the battery from the circuit causing high ignition voltage and "retard spark" that can lead to piston seizure, etc. Also fit the "O" Ring and Bracket F5983 to the Nacelle switches of the Thunderbird to eliminate electrical trouble caused by loose switch connections.

*E3833 Rubber Connector - Oil tank to overhead rocker Oil Feed Line.

We have had several reports from dealers that this rubber connector has "blown-off" of the steel tube welded to the oil return line at the bottom of the oil tank. A good suggestion to avoid serious trouble is to clean the painted steel tube and the rubber connector with TRI-COR Metal Cleaner to remove the oil film and then press the connector in place and use a suitable clamp or safety wire. SEE NOTE REVERSE SIDE

CD268 & CD312 MC Forged Pistons in .060" to .100" oversize for 650cc Twins

To meet popular demand, we carry in stock these large oversize pistons. (shown in 1965 Accessory Catalog) Genuine Factory pistons are not available in sizes larger than .040" oversize. Boring a 650cc cylinder to larger than "forty over" is risky. Always caution your customer that there is no guarantee against failure of the cylinder when it is bored larger than .050" oversize. If your customer insists on .060", .080" or .100" oversize, explain that it is "at his own risk" and is not recommended by us.

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CD376 Ignition Timer Disc - Price \$1.10A

Used with CD368 Ignition Timer Kit

We discover that some of these plastic discs are not accurately printed. The printing is mis-located with respect to the Center hole.

To check this, locate a 1965 engine on top center using the top center pin tool D571/2T and set one side of the disc on top center. Remove the pin and rotate the engine thru one revolution and drop the pin in the slot once more and check the "other" top center position on the disc. If the reading varies slightly, you can split the difference between the two.

If the variation is more than 3 degrees, replace the disc. We will send you free replacements for any that are bad. A new, more accurate disc of a different color (same part number) will soon be available.

Contact Breaker Cam Assembly

We now have a part number for the contact breaker cam and auto advance assembly for battery ignition twin cylinder models.

54415750 Ignition Cam and Auto Advance Assembly for 1963-65 TR6/R, TR6/C, T120/R, T120/C and T100S/R.

Service Note:

The contact breaker cam must be well lubricated where it pivots on the shaft. Use a high quality light grade oil. We suggest LRP100 which is ideal for the job. Spray this oil into the joint between the cam and the shaft. This will prevent sticking of the auto advance assembly. Frequent lubrication will assure smooth running. Order this handy, penetrating, spray lube. Six aerosol cans per case. Price \$6.00 net per case.

425379 Contact Breaker Plate Assembly - Price \$7.50A For all Twin Models with coil ignition.

We can supply this assembly from stock. A very handy item consisting of the base plate, two pairs of contact points and two condensers all assembled in one unit ready to install.

Service Note:

When setting the contact breaker points on a Twin Cylinder Model, always rotate the engine forward until the points are just fully open. Then adjust the gap (.014" to .016"). Make a reference mark on the end of the cam and turn the engine forward until the rubbing block of the other point lines up with this mark. Now adjust this contact. After setting these gaps check the timing using Tri-Cor Timer Kit then you may find it necessary to change one point gap slightly to obtain the same timing on both cylinders.

376/161 Amal Brass Float Needle - Price \$1.04

376/118 Special Large Needle Seat - Price \$1.20

We can now supply the above needle and seat combination. These parts should always be used together and are used in England for alcohol fuel. Dealers report that this combination float needle and seat gives good results with the 1-3/16" monobloc carburetor under racing conditions.

*REFERENCE E3833 - Rocker feed line connector - this line can be "blown-off" due to Inadequate Venting of the oil tank, or by a restriction in the oil tank return pipe. Carefully investigate these possibilities if you experience an oil line "blowing-off".