

The TRIUMPH Corporation

SERVICE BULLETIN

July 23, 1965

65/9

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: Important Service Notes to be Read by Sales and Service Personnel.

Chain Oiler - Late 1965 Twin Cylinder Models.

A production change on late 1965 Twin Cylinder Models was incorporated to provide a means of lubricating the rear drive chain. To accomplish this a pin hole was made in the projecting boss on the surface of the circular aluminum plate located behind the clutch. The addition of this chain oiler has resulted in complaints from some dealers and riders who feel that the excess oil is annoying. To plug this hole remove the plate and peen the hole shut. Be sure to periodically apply TRI-COR Wonderlube to the chain if this step is taken.

RETARD SPARK

CAUTION: Serious engine damage can result from a blown fuse or broken ammeter. Refer to Blue Service Bulletin #8 - dated June 18, 1964.

A common cause of ammeter failure is the needle pivot set screw loosening. To prevent this happening apply a drop of 3-M cement to the head of the set screw in the back of the ammeter.

If all other tests outlined in Blue Service Bulletin #8 fail to help, carefully check the wiring on the motorcycle against a wiring diagram for that model.

AMAL CARBURETOR HINTS AND TIPS

Enclosed with this bulletin is a very good pamphlet describing Amal Monobloc Carburetors. With careful study you will find the solution to almost any problem you may encounter.