

The TRIUMPH Corporation

SERVICE BULLETIN

December 8, 1965

65/20

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: Chain Oiler - - Late 1965 Twin Models and Early Production 1966 Models

We enclose a copy of our Index Bulletin 65/9 sent to all dealers last July. The first paragraph of this bulletin is self-explanatory.

The early production 1966 - 650cc Twins and 500cc Twins had this small oil hole in the circular cover plate behind the clutch assembly. If a customer complains of oil leakage from the primary at this point, we suggest that you plug this hole as follows:

Loosen primary chain adjustment all the way. Remove primary cover, clutch pressure springs, pressure plate and clutch plates from clutch housing. Using CD150 Clutch Holder Tool, remove the mainshaft nut and then pull the cush drive and clutch center assembly off of the spline. You can then remove the loose rollers and the clutch housing and sprocket without disturbing the engine sprocket, alternator, rotor, or primary chain. With clutch sprocket removed, close the small hole in the aluminum cover plate by peening it over. Grease inner race of the clutch sprocket and insert rollers before re-fitting clutch center on spline. This is the quickest way of doing the job.

"B" Range 650cc Twins up to engine #DU27893 and "C" Range 500cc Twins up to engine #H41567 have the above mentioned oil hole. If you close off this "chain oiler" hole send us a claim tag showing the engine number and name of customer. We will issue you a credit of \$4.00.

Very truly yours,

THE TRIUMPH CORPORATION


Service Manager

Rod Coates:bjh

Enclosure