The Triumph Corporation

SERVICE BULLETIN

December 8, 1965

1966 "B" RANGE 650cc TWIN MODELS

BULLETIN No. 11

SUBJECT: Service Notes on 1966 Model "B" Range Twins

Electrical

The wire terminal (brown/blue "HOT" wire from battery to the wiring harness) is too large to fit the negative battery terminal. Cut it to size and bend it over after fastening to the battery, otherwise it could cause a direct short against the bottom of the seat.

Diode Part No. 49345

The center mounting post of the diode is a 1/4" - 28 thread. Be careful when tightening this nut as the diode is made of brass and if the nut is over-tightened it will twist the mounting stud off and destroy the diode. To test the performance of a diode, refer to page H24 of the latest edition of CD411 looseleaf Factory Workshop Manual, or our Index Service Bulletin #65/17.

Ignition Key

There are 80 variations of the new ignition keys and it is important for a dealer to make a note of the number of the key when he sells the motorcycle (we have a place to mark this on your New Motorcycle Free Service Check List). We carry in stock replacement keys for each number.

20 Amp. Fuse

The original equipment 35 amp. fuse is too large for the new 1966 12 volt electrical system. We suggest replacing this fuse with a 20 amp. type.

Oil Leaks at Push Rod Cover Tube Seals

The white rubber sealing rings at the top and bottom of each push rod cover tube, (#E3547) are .095" thick. To cure oil leaks, replace with #E4752 which are the same material, but .125" thick. When fitting cylinder head ALWAYS measure the amount of compression on the push rod cover tube seals. With the cover tubes, seals and head in position, check gap between cylinder head and head gasket (use 1/16" drill for a gauge). Less than 1/16" compression can result in leaks. Too much compression can lead to cylinder head distortion. Shown below are three alternative rings that can be used.

PART NO.	THICKNESS OF SEAL
E1497RT	.070"
E3547	.095"
E4752	.125"

Exhaust Adaptors (E5914)

The new threaded exhaust pipe adaptors are made of aluminum instead of steel and it is important that these be carefully tightened before setting up a new machine and whenever the exhaust pipes are removed. We now offer a handy wrench for this purpose (Part No. CD441) and will soon be sending one of these tools to every dealer.

New "Adjustable" Rear Chain Oiler

In some cases the oil feed to the rear chain cannot be shut off completely in spite of the screw in the top of the oil tank being tightened all the way. You will probably find that this is caused by the tapered end bottoming in the hole, or the thread on the end of the screw could be bottoming in the tapped hole. This problem can be corrected by removing about 1/16" from the taper end, or removing the first two threads of the screw. Be careful not to over-tighten the adjustment screw as this could break it at the small diameter between the taper and the thread. Let us know if this trouble cannot be overcome and you should explain to your customer how he can control the lubrication of the rear chain.

Oil Feed to OHV Rocker Arms

Make sure the rubber tube is a tight fit on the steel tube at the oil tank filler neck. To prevent the rubber tube from working loose we suggest fitting a convenient clamp, part (#E3513). Serious loss of oil can result if the rubber hose becomes disconnected from the tank.

Oil Leaks - Front Forks

We have received some complaints of oil leaks at the threaded joint between the chrome plated dust excluder sleeve nut and the top of the lower sliding tube. When setting-up a new model, always correct this condition. Un-screw the sleeve nut, clean the threads with TRI-COR Metal Cleaner and apply B & K Super Gasket Sealer, or Super 300 Permatex liquid sealing compound on the threads. It is important to use either of these special compounds which will definitely eliminate oil leaks. Always use CD367 Wrench to tighten the chrome plated sleeve nut.

Tank Emblems

Dealers report difficulty fitting the new die cast tank emblems. Always check the tapped holes in the tank with the Phillips head screw before fitting the emblem. If the screw cannot be easily screwed all the way in place, re-tap the hole using an American #10-32 tap. When fitting the emblem always start both screws at the same time. By tightening each screw a little at a time, the emblem will be drawn up properly against the curved surface of the gas tank.

VDO ENDURO Speedometers

These special speedometers supplied with 1966 - T100/C and TR6/C models have been improved. If one should fail during the 90 day guarantee period, be sure to send it with a claim tag to:

VDO Instruments
90 Victor Ave.
Detroit, Michigan 48203

DO NOT send VDO to The Triumph Corporation for guarantee adjustment or repairs.

Vibration

If you notice an unusual vibration, especially in the footrest, make certain that there is clearance between the jiffy stand lug on the bottom frame tube and the surface of the crankcase. If necessary, increase the clearance by using a thin file or a double thickness hack saw blade. The crankcase should not touch the stand lug or the frame tube at that point.