

The TRIUMPH Corporation

SERVICE BULLETIN

February 25, 1966 66/2

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: Tachometer Drive Gearbox

All Triumph twin models for 1966 (except 6T, T100/C and TR6/C) are fitted with a new 4 to 1 tachometer. 1963 thru 1965 models had a 2 to 1 tachometer with cable driven at half engine speed. The 1966 angle drive gearbox gives a reduction of 2 to 1 to drive the cable at one-quarter engine speed. The gearbox assembly is E5756 for "B" Range and E5755 for "C" Range.

NOTE: There is no part number given in either Parts Book for the aluminum housing itself which is shown as reference #16 in both books. We suggest that you enter the following two numbers in your books as soon as possible.

Part No. E5758 - Tach Gearbox Housing only for "B" Range 650cc twins.

Part No. E5757 - Tach Gearbox Housing only for "C" Range 500cc twins.

All other parts in the assembly except the above housing are interchangeable.

IMPORTANT SERVICE NOTE

We have had some reports of the Tach Gearbox Assembly loosening where it is attached to the crankcase with the Sleeve Nut E5153. Correct this as follows:

1. Remove End Cap E5759 with a screw driver and using a pointed scriber in the center hole of Driving Gear E5157 withdraw this gear.
2. Use a thin wall 7/16" American deep socket to remove the gearbox from the crankcase.
3. Throw away the black fiber washer, replace it with aluminum Stat-O-Seal washer Tri-Cor Part No. CD454 and thoroughly tighten the Sleeve Nut.

Tachometer Drive Thimble Part No. E4700

All Unit Construction Triumph twin engines since 1963 have this small cup shaped piece pressed in the left hand end of the exhaust camshaft.

IMPORTANT SERVICE NOTE

Your cost of the above part is only 14¢. The cost of labor, however, to install this important part could be \$50.00 or more. Because of this, we urge every dealer to keep a few of these parts in stock and whenever a 1963 or later twin engine is dismantled for overhaul ALWAYS examine this part and if it is loose in the camshaft or the slot is worn it should be replaced. When in doubt, ALWAYS install a new thimble in the exhaust camshaft and make certain that it is pressed in properly.