

The **TRIUMPH** *Corporation*

SERVICE BULLETIN

March 30, 1966

1966 "B" RANGE TWIN MODELS

BULLETIN NO. 14

SUBJECT: Important Service Notes on Latest Production Triumph Twins.

New 12 Volt Battery - - - Lucas Part No. PUZ5A

Beginning with T120/R - Engine No. DU34174 all subsequent Triumph Twin Models will have this new 12 volt Lucas battery. Check the following important instructions.

1. Service battery according to white instruction card packed with battery.
2. Make sure one vent hole is plugged and fit the black plastic tube to other vent pipe.
3. The rubber lining (F6969) is IMPORTANT to prevent damage to plastic battery case.
4. Fit battery with filler cap to rear and vent tube on left side. Fit top hold-down bracket which also holds the white filler cap panel in place.
5. Grease battery terminals or coat with Wonderlube to prevent corrosion.
6. With fully charged battery, the current input should be about 2.0 Amps. max. with the zener diode connected. To make a quick check of diode performance, unplug the white wire at the diode terminal and if the input increases to approx. 7.0 Amps. you will know that the diode is operating OK. Use Tri-Cor Test Set, or other good quality ammeter for this test.

L679 Stop Tail Lamp Assembly

To avoid rotation of the tail lamp bulb holder and breakage of the ground strap the tail lamp should be assembled as follows:

1. Remove plastic lens from tail lamp bracket.
2. Before fastening the tail lamp bracket and rubber backing to the black steel tail lamp plate (F6849) make certain that the bulb holder is inserted into the rubber backing properly (some dealers prefer to cement the holder into the rubber using Tri-Cor Flex Seal or equivalent).

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L679 Stop Tail Lamp Assembly Continued

3. Locate the small metal tab fastened to the bulb holder between the two small rubber projecting lugs (at two o'clock position). Then lay the flexible ground strap on top of this tab and THEN fasten the H shaped bracket in place using the two hex head screws, but making certain that the ground strap AND the metal tab are both underneath the bracket. When drawing up the two hex head screws and pulling the bracket and the rubber backing against the black steel mounting plate you will note that the bracket holds the ground strap and the metal tab tightly against the rubber and positions it between the two small projecting rubber lugs. Rotation of the bulb holder will be prevented if the parts are assembled this way. Now fasten the tail lamp and backing plate to the cast aluminum tail lamp adaptor and then fasten the complete assembly to the rear fender.

Tachometer Drive Gearbox

When setting up a new machine check the tach drive gearbox to make sure that it is tightly fitted to the crankcase (see Service Bulletin 66/2 of February 25th). If there is a black fiber washer fitted between the tach drive gearbox and the crankcase it is a good idea to replace this with Tri-Cor "Stat-O-Seal", part #CD454. We are pleased to report that a similar sealing washer (to replace the fiber washer) will soon be fitted at the factory.

Exhaust Pipe Adaptors

Use your special "Ring Wrench", part #CD441 to tighten these adaptors in the cylinder head before fitting the exhaust pipes. Use exhaust pipe "Sizing Tool", CD443 for correcting pipes that are difficult to fit.

Oil Lines

When setting-up a new machine always tighten the nut that holds the "Oil Pipes and Junction Block" (E4590) to the crankcase. If this joint is loose it can cause serious lubrication troubles.

SPECIAL NOTE: If a TR6/C is used "in the woods" reposition both front clamps that hold the rubber oil lines to the metal pipes. Rotate the clamps so the ends point upwards to help prevent them from catching on an obstruction that could pull the flexible pipe loose and cut off the oil supply to the engine.

T120/R Carburetors

Latest production T120/R models after DU34174 have 3½ throttle slides fitted in place of #4 slides. These richer slides give better cold weather starting.

Rear Wheel Sprocket

Check the eight 1/4" bolts (W1500) that hold the steel sprocket to the rear brake drum. Make sure these are tight. Let us know if you have trouble with these bolts loosening; also if using Loctite cures the problem.