

The TRIUMPH Corporation

SERVICE BULLETIN

July 19, 1966

1966 "B" RANGE TWIN MODELS

BULLETIN No. 17

SUBJECT: Service Problems

Seat Cover Failure -- Acid Damage

SYMPTOM: Stitching at the side of the seat fails. Acid from battery damages chrome.

CAUSE: Acid fumes from battery are drawn up through the holes in the steel seat pan and attack the threads causing the seat cover to "fall apart." Acid drips down the battery and corrodes the mufflers.

CURE: With the early bikes that have two small white batteries you must put a piece of rubber inner tube over the batteries to prevent this trouble.

The latest Lucas PUZ5E large 12 volt battery often leaks badly at the blue plastic strip "cemented" into the top of the battery. This is the strip that has a vent pipe at each end. Make sure that one end is plugged and that the other end is connected to the black plastic vent tube that is supplied with the new motorcycle. To cure leakage at the edges of the blue plastic strip roughen the surface with emery cloth and paint it with Flex-seal. This will seal the top of the battery and prevent acid damage to seat, etc. The fumes and acid MUST be carried away by the vent tube to prevent damage to seat and mufflers.

Defective E5914 Exhaust Pipe Adaptors

SYMPTOM: Loose exhaust pipes where they clamp to adaptors at the cylinder head.

CAUSE: The aluminum adaptors fitted prior to Engine No. DU41563 will collapse due to exhaust heat. This causes them to loosen in the threads of the cylinder head. The temperature then increases and causes further collapsing of the adaptors.

CURE: Replace the aluminum adaptors with the earlier steel type. If you send us the engine numbers we will supply replacement steel adaptors (E3583) free of charge.

WARNING: Watch for loose exhaust pipes and replace the defective aluminum adaptors as soon as possible! A loose adaptor will cause damage to the threads in the cylinder head. If you have a cylinder head with bad threads send it to us for repair under guarantee. If the damage is severe the head must be replaced. We will soon send every Dealer a handy tool for repairing damaged threads.

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Wet-Sumping -- Excess oil in crankcase and not returning to oil tank.

SYMPTOM: Oil blowing out of crankcase breather tube. Smoking exhaust. High oil consumption.

CAUSE: This problem can be caused by:

1. Dirt or chips in ball check valve of oil pump (scavenge side of pump).
2. Damaged check valve seat, weak spring or scored piston or cylinder of pump.
3. Restriction in passage of oil return.
 - (a) Gasket (E3763) mislocated (see important note below).
 - (b) Blockage in steel return pipe welded to bottom of oil tank.
 - (c) Blockage of oil tank vent tube (Causing back-pressure).
4. Air leak in oil pickup passage. Make sure hex head threaded plug (E4539) shown on page 22 of #4 parts book (ref. No. 14) is tight. Also tighten E1310 nut where oil feed and return pipe junction block is fastened to crankcase.

NOTE: The attached sample gasket (E3763T) is the improved TRICOR type that we now supply. It is a close fit on the stud and has larger holes to prevent oil flow restriction. Order a good supply of these new TRICOR gaskets NOW! Scrap any old ones you have in stock and do NOT use the type supplied in the gasket sets.

"Black Book" -- TRIUMPH Service Bulletins (We sent one free to every Dealer two weeks ago)

Have you received this important loose leaf black binder? This set of Bulletins is for your mechanic's use! We are now sending you two copies of each new Service Bulletin. Make sure that one is put in the "Black Book" that belongs in your SHOP.

1966 Supplementary Pages for CD411 Looseleaf Factory Workshop Manual

We are sending every dealer one set of this 50 page illustrated supplement. This is IMPORTANT information. Be sure to put these in your master copy of the CD411 "white" Workshop Manual. The new pages replace old ones to bring the Manual up to date for 1966.

Additional sets will be available for 50¢ net per set.

Yours truly,

THE TRIUMPH CORPORATION


Service Manager

Rod Coates:ib