The TRIUMPH Corporation

SERVICE BULLETIN

April 7, 1967 67/2

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: 1966 and Early 1967 - 650cc "B" Range Twins
Service Problem --- Loose Pivot Bolt at Swinging Arm Bearing

We urge all dealers to watch for this condition which can cause serious problems if preventive maintenance is not taken when the trouble first develops.

SYMPTOM: A loose condition at the swinging arm bearing can be detected by putting the machine on the center stand and gripping the rear tire at a point just below the tip of the rear fender to feel for side play or looseness at the rear suspension pivot point.

CAUSE: If the pivot bolt, F6150 for 1966 models and S591 (unified thread) for 1967 models is not sufficiently tight it can work loose in spite of the fact that the tab washer F5944 and the lock nut (NT297 for 1966 or S545 for 1967) is still in place. In severe cases the bolt can back off until the head presses the rubber oil return line against the inside surface of the right hand rear engine plate. This will cut off the return oil to the tank, causing severe wet-sumping that can lead to a major failure (burned out connecting rod bearings).

CURE: Remove both engine plates and also the lock nut and tab washer on the left hand end of the bolt. Then tighten the pivot bolt to 45 foot pounds torque and carefully check the swinging arm for any loose condition. If this corrects the trouble, clean the threads on the bolt, apply Loctite and while holding the bolt tight, assemble the lock nut and tighten it to 45 foot pounds torque.

CAUTION: If the machine has been operated for considerable mileage with a loose pivot bolt, the hole in the frame lug just under the head of the bolt can become enlarged and this will prevent proper tightening of the assembly and could cause further serious trouble as it will allow the right hand end of the bolt to "work" forward and back in the frame. This will cause bad handling at high speeds. We suggest that you send us a report if you have a frame where this condition exists as we can suggest a method of repair to avoid the need of replacing the complete front frame section.

The subject trouble has occurred with 1966 models in the engine number range between DU39100 and DU44394. Also some difficulty with loose pivot bolts was experienced with early 1967 models between engine numbers DU44394 and DU48157.

NOTE: Always check your customers' machines for this serious loose condition whenever you have the opportunity. Keep a record of those that are corrected. The arm should be free to swing, but without any looseness or end play.

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