

The TRIUMPH Corporation

SERVICE BULLETIN

April 7, 1967

67/3

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: 1966 and early 1967 - 650cc and 500cc Triumph twin models with 12 volt battery ignition system.

Service Problem --- Ignition trouble with models that have Lucas coils. 1966 - TR6/R and T100/R models. Also 1967 - TR6/R (1967 - T100/R models have Siba coils).

SYMPTOM: Loss of power and serious over-heating that could lead to a piston seizure. Owner complains that engine is "bogging-down" as though brakes are dragging or engine seizing, at engine speed of approx. 3700 RPM.

CAUSE: A "maverick spark" can occur during the inlet cycle. This "extra" spark will cause premature burning of the inlet charge (mixture) to produce over-heating and loss of power. The spark is caused by a voltage surge when the points close. It usually happens with Lucas 12 volt coils. It is not likely to happen with the Siba coils fitted to 1966 - '67 T120/R and 1967 - T100/R models.

To check for this condition, try to eliminate the symptom by unplugging the three alternator leads at the junction block. If this eliminates the symptom you can be reasonably certain that the over-heating or piston seizure is caused by this "extra" unwanted spark.

CURE: Replace the original ignition cam 54441729 by the new type/54419124. This new cam has a much longer dwell when the points are closed and is known as the "160° cam". The longer dwell allows the points to close much earlier and at a time when combustion cannot occur.

We can supply the 160° cam (54419124) from stock. The older style (54441729) should only be used for 6 volt battery ignition models up to and incl. 1965. If you fit the new 160° cam to a 6 volt model it would cause extra drain on the battery.

Note For Ordering: We suggest that you order a few of the new 160° contact breaker cams immediately. If you will return to us the original equipment cams (short dwell) we will replace them free-of-charge with the new type. At the same time if you will return to us any early sleeve and action plates, we will also supply free-of-charge replacements of the latest type part #54415751. This sleeve and action plate can be identified by the black finish and it has the smallest slot (for the locating pin) which reduces distortion of the taper that can cause a "wobble" of the contact breaker cam.

CAUTION: None of the information in this Service Bulletin applies to A.C. ignition models such as the T100/C, TR6/C or the T120/TT Special.

1967 - T120/R models after Engine No. DU51771 and T100/R models after Eng. No. H51616 have the new 160° ignition cam fitted at the factory.

THE TRIUMPH CORPORATION