

The TRIUMPH Corporation

SERVICE BULLETIN

1967 "A" RANGE TIGER CUB 200cc

BULLETIN No. 5

April 26, 1967

SUBJECT: Important Service Information 1967 - T20/M Tiger Cub Models

1. Ignition Timing

All 1967 - T20/M models were fitted with a 7:1 compression ratio piston and it has been found that these machines often run better with an ignition timing of 32° fully advanced, instead of the 36° timing recommended for earlier models.

2. Forks "Topping" on Full Extension

Some early production Cubs showed this symptom which was caused by the damping sleeve HL896 being fitted upside down. All 1967 Cubs shipped from Baltimore after December 7, 1966 were corrected. If you encounter this complaint, we suggest that you remove the damping sleeve and re-install it correctly with the large inside diameter facing upwards. If we receive a blue labor adjustment card we will issue you a credit of \$5.00 to cover the labor.

3. Improved Gears

Mainshaft first gear (T2328) and layshaft first gear (T2326) with K/S ratchet were fitted at the factory after engine number 3855. Also, these new improved kickstart and M/S first gear were fitted to an earlier group of engine numbers shipped to dealers from Baltimore after December 7, 1966.

NOTE: The two new gears mentioned above have a different shape of tooth and pitch diameter from the original gears and thus they must always be installed in pairs. There is no change in the number of teeth of each gear, but there is a difference in the shape of the teeth. In the new layshaft low gear, it is also noticeable that the holes in the side face of the gear are smaller and of a different shape in order to strengthen the gear to prevent breakage under a heavy kickstart load.

4. Valve Clearance

After engine number 5004, a standard camshaft with "ramp" cams was fitted to the T20/M model and the valve clearance for any machine after that number should be adjusted to .010" for best performance.

5. A.C. Ignition

If a T20/M develops a hard starting symptom and the spark at kickstart speeds is weak, it is well to remove the primary cover to check the position of the alternator rotor. With the piston on top center, the keyway in the drive side shaft located at 3 o'clock should always be used to drive the rotor.