

# The TRIUMPH Corporation

## SERVICE BULLETIN

August 24, 1967

67/7

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: Exhaust Tappet Lubrication System for 650cc Twins

Starting with 1966 model "B" Range twins (after Eng. #DU24875) the exhaust tappets have been pressure lubricated with oil to reduce exhaust camshaft and tappet wear.

Up to Eng. #DU63042 this lubrication system has used exhaust tappets with a 9/32" flat on the stem and a special dowel containing a metering jet in the front of the timing cover.

Starting with Eng. #DU63043 the exhaust tappet stem flats have been shortened to 3/32" to give a "timed" effect and the dowel/metering jet in the timing cover has been removed and replaced with the T989 hollow dowel previously used before DU24875.

To summarize the parts changes:

<u>Eng. #DU24875 - DU63042</u>	<u>Identifying Feature</u>
Exhaust Tappets - Racing E6490 Standard E6329	9/32" length of flat on stem
Timing cover dowel E6800/3 (complete with metering jet)	
OR	
Timing cover dowel E6348 (complete with metering jet)	
<u>From Eng. #DU63043</u>	
"Timed" Exhaust Tappets - Racing E8801 Standard E8895	3/32" length of flat on stem
Timing Cover Dowel T989	Plain hollow tube with no metering jet.

You must keep the dowel and tappets together as they are listed. It would be wise when doing major work on an engine from DU24875 - DU63042 to replace the tappets and dowel/metering jet with the latest parts used in all "B" Range engines beginning with DU63043.

Very truly yours,

THE TRIUMPH CORPORATION

  
Service Manager

Rod Coates:bjh