

The TRIUMPH Corporation

SERVICE BULLETIN

September 21, 1967

67/10

TO ALL EASTERN TRIUMPH DEALERS

SUBJECT: Gearbox Mainshaft and Swinging Arm Bolt Threads "B" & "C" Range Motorcycles

The threads of the subject parts have been changed from C.E.I. to Unified.

"B" Range Only

Swinging Arm Bolt & Nut

	<u>Bolt</u>	<u>Nut</u>		<u>Fitted</u>
Old Type:	F6150	NT297	9/16" x 20 CEI Thread	1963-66 models
New Type:	S620	S545	9/16" x 18 Unified Thread	This new bolt replaces S591 fitted to early '67 models

Some of the old type swinging arm bolts have "brazed-on" heads. We recommended that these bolts be replaced with the new improved one piece S620 bolt. The new S620 bolt can be fitted to all frames beginning with 1963 as the two threads are sufficiently similar to work in the narrow (5/16") frame lug. Check Service Bulletin 67/2 for correct installation.

Standard Ratio Gearbox Mainshafts

<u>"B" Range</u>	<u>Mainshaft</u>	<u>K/S Nut</u>	<u>Clutch Nut</u>	<u>Thread</u>
Old Type:	T914	NT297	T1047	9/16" x 20 CEI at both ends
New Type:	T2436	S594	S586	9/16" x 18 UNF at both ends

"C" Range

Old Type:	T1948	T2009	T1047	9/16" x 20 CEI both ends
New Type:	T2275	S594	S586	9/16" x 18 UNF both ends

The new gearbox mainshafts use a self-locking nut on the clutch end and require a deeper clutch puller to accommodate an increase in length of the threaded shaft. All CD222 pullers in our stock will fit the new mainshafts.

We have reports of failures of kickstarter end of the new T2436 mainshaft. We will replace any such failed part under guarantee.

Very truly yours,

THE TRIUMPH CORPORATION


Service Manager

Rod Coates:bjh