

# The TRIUMPH Corporation

## SERVICE BULLETIN

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November 21, 1967 67/15

TO ALL EASTERN TRIUMPH DEALERS:

SUBJECT: Roller Bearing(E2879) Fitted to the Crankshaft Drive Side on "B" Range 650cc Engines beginning with DU24875.

Many dealers have trouble removing the roller bearing outer race from the drive side crankcase of 650cc engines since 1966. The race is too light to develop enough inertia to drop out of the case when the hot case is knocked against a block of wood.

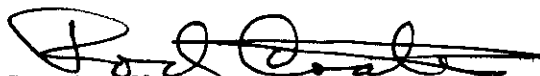
Here is the best method of quickly removing the bearing race without damaging the crankcase.

- 1) Remove the crankshaft oil seal E3876.
- 2) Measure  $7/32$ " from the inside edge of the  $2-1/8$ " diameter hole on the outside of the crankcase and center punch two spots opposite each other. The distance between the two punch marks will be  $2-9/16$ ".
- 3) Using a  $5/32$ " drill bit sharpened to a shallow angle, drill at the two center punch marks until the drill bit bottoms against the hardened bearing race.
- 4) Heat the crankcase around the bearing race using at least a #5 torch tip.
- 5) When the crankcase is hot, use a  $1/8$ " pin punch to alternately punch the bearing race on either side until it falls out.
- 6) Before installing the new bearing outer race you MUST drill through the two holes and carefully remove any burrs from the inside face. The new race must drop all the way in its housing and cover the two holes you have drilled.
- 7) Reheat the crankcase and drop the new replacement bearing race in place.

NOTE: NEVER interchange the outer bearing race with another roller and inner race assembly. Each outer race is finish ground to fit its own roller assembly.

Very truly yours,

THE TRIUMPH CORPORATION

  
Service Manager

Rod Coates:mm