The TRIUMPH Corporation

SERVICE BULLETIN

BULLETIN #22 December 18, 1967

Service Hints and Tips for 1968 Twin Models

Strobe Light Timing

Fully advanced ignition timing can easily be checked using Tri-Cor CD458 or equivalent Strobe timing light. Proceed as follows:

1. Remove three screws and access plate from primary chaincase.
2. Lock crankshaft at 38° BTDC and scribe a line on encapsulated surface of stator to correspond with the existing timing mark on rotor.
3. Start engine, increase speed until strobe light indicates contact breaker cam is fully advanced (usually about 2500 RPM). Timing markes on rotor and stator should line up at full advance. Readjust contact point gap (.015") or rotate point plate to correct the timing and check both cylinders.
4. All 1968 models have a 38° timing notch in the flywheel. "B" Range notch is accessible after removing plug at bottom front of crankcase. 1968 "C" Range models have two 3/16" diameter holes in the flywheel accessible by removing plug in crankcase behind cylinder. One 3/16" diameter hole ("C" Range only) locates TDC, the other 38° before TDC.

   The 1968 breaker plate assembly is improved for 1968. Each set of contact points has two eccentric screws. One eccentric screw enables you to quickly adjust the point gap. The other eccentric screw enables you to "reposition" the contact point assembly separately to obtain correct ignition timing. You can now be sure of having both the contact gap AND the ignition timing correct.

NOTE: If you reposition the contact point assembly, it is a good idea to recheck the point gap. Also, note that the 1968 ignition cam has a mark on the face of the cam to be used as a handy uniform reference point when adjusting each point gap.

CAUTION: The 1968 contact breaker cam and auto advance assembly is 1/8" longer than the previous type and we will soon supply a new adjustable puller CD523 to use in place of the early D484T puller.

Steering Damper Kit Part No. CD488---------- List Price $7.44A

We can supply this kit of parts to fit 1968 - T120/R, TR6/R and T100/R models. Be sure to specify the part number CD488 when ordering.

1968 Zener Diode Heat Sink Bracket

You may experience trouble with the early 3/32" thick zener diode heat sink bracket breaking. These thin brackets should be replaced with the new stronger 1/8" thick bracket H2236 which we will supply to you free-of-charge upon request.

Tachometer Drive Gearbox Lubrication

On set-up and service work, be sure to check the lubrication of the tach drive gearbox. The gears should be coated with a light grease such as Lubriplate.

Headlight Bulbs

We have some new 12 volt headlight bulbs (Part #446) that have filaments with greater strength to resist vibration. We would be glad to supply a sample free bulb for test if you have an owner who has recently experienced repeat failures of headlight bulbs.

Exhaust Adaptors

Now is the time of year to replace any aluminum exhaust adaptors that were fitted as original equipment to all 650cc "B" Range twins from engine number DU22582 in 1965 to engine number DU41563 in 1966 production. For further information on this important service problem, refer to Blue Bulletins #17 July 19, 1966 and #18 August 8, 1966.

Many dealers have failed to replace the aluminum adaptors with the steel type. We are still offering the steel adaptors, Part No. E3583 free-of-charge if you will send us the engine numbers of those machines that you have corrected.

One dealer reports a lot of time wasted checking for a mysterious "knock" in the engine which he finally discovered to be caused by a loose aluminum exhaust adaptor allowing the exhaust pipe clamp to rattle against the cylinder head at certain engine speeds. Engine vibration and serious damage to cylinder head can be caused by loose adaptors.

We can salvage a head with damaged exh. port threads with a special heli-coil insert. The cost of this repair, ($6.00) cannot be claimed under guarantee, but is cheaper than replacing the cylinder head. This repair is limited to the Tiger Cub and "B" Range twins.

Successful dealers always contact Triumph owners during Dec., Jan. and Feb. to take care of important service jobs so the customer's machine will be "ready to go" in March. Here are three typical jobs that will "pay off" for both dealer and owner at this time of year.

	Reference Service Bulletin
1. Replace aluminum exhaust adaptors with steel type. (Supplied free-of-charge to customer)	Blue #17 & 18 "Exhaust Adaptors" and "Repair Tool"
2. Service the swinging arm pivot bearing. (All 650cc models from 1963 thru 1967). Check for loose condition, damaged threads and early type pivot. Fit the latest improved type bolt S620 with unified thread. Use special thick washers, F7675, if necessary.	Yellow 67/2 & 67/10 "Swinging Arm Bearing & Bolt"
3. For Bushings. Check for loose condition of the upper and lower fork bushings H441 & H443. If the sintered iron (gray color) fork bushings are fitted to a Triumph twin used for Scrambles rapid wear can take place and this can ruin the stanchion tubes as well as the lower sliding tubes and cause extensive damage. Whenever you service a fork assembly ALWAYS replace iron bushings with the bronze type.	Yellow 67/11 "Fork Bushings"

Spark Plug Heat Range

It is recommended that on all 1967 & 1968 "B" Range motorcycles spark plugs of Champion N3 heat range be used. Comparable plugs of other brands are:
KLG FE100, Lodge 3HLN, Autolite AG901, Bosch W260T2 and NGK B7E.

Main Jet Size

It is recommended by the factory that the main jet size on all 1967 & 1968 "B" Range Triumphs fitted with the new concentric type carburetor, be increased by one size. Individual tuning requirements vary from one machine to another, but we suggest you start by fitting the following jet sizes on models shown below:

	930 Type Concentric Carburetors
TR6/R and TR6/C	230 Main Jet
T120/R	220 Main Jet

The carburetor needle should initially be set in the middle position.