

Triumph

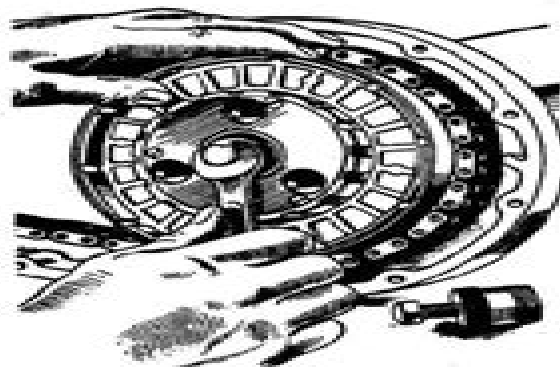
and then the lead can easily be removed.

5. Remove the rotor.
6. Remove the rotor key and distance piece.

7. Remove the clutch hub securing nut and cup.

NOTE: Machines prior to serial no. H49833 have a tab washer and a different cup washer, rather than the self-locking securing nut.

8. Screw the body of extractor no. Z13 into the clutch hub until it bottoms, then tighten the center bolt until the hub is released.



Removing the clutch housing

9. Assemble extractor no. Z151 and D662/3 on the engine sprocket and tighten its center bolt until the engine sprocket is released.

10. Withdraw the engine sprocket, clutch hub, and primary chain together.

11. Remove the transmission mainshaft key and check the oil seal for leakage.

INSPECTION

1. Inspect the clutch shock absorber for worn rubbers or punctures. They can be removed by prying them out, small rubbers first. Replace as necessary. When reassembling, apply thread-locking compound to the cover plate securing screws.

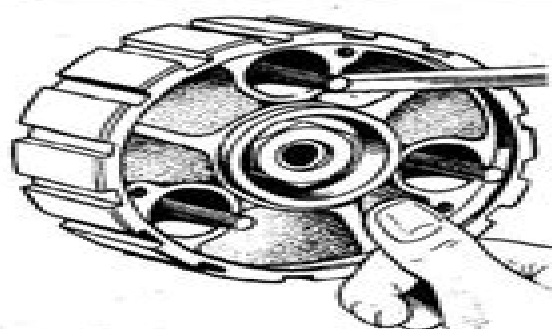
2. First thoroughly clean the primary chain then check it for wear by scribing two marks on a flat surface 12 in. apart, and centering two pivot pins at the scribe marks. Fully compressed, the chain link pivot should line up with the marks; fully stretched, it should not extend more than ¼ in. beyond the marks.

3. Check the fit between the shock absorber spider and the clutch hub splines. The spider should be a push fit on the clutch hub, with no radial movement.

4. Check the fit of the engine sprocket on the crankshaft in the same manner. There should be no radial movement.

5. Check the clutch hub bearing diameter, rollers, and clutch sprocket bearing. Replace any bearing rollers that are pitted or worn. See specifications.

6. Make sure the shock absorber spider is a good fit in the inner and outer



Installing clutch hub rubbers

retaining plates, and that the arms have not excessively scored the inner surface of the retaining plates.

ASSEMBLY

1. Grease the clutch hub and install the thrust washer and twenty of the correct rollers. Do not use ¼ in. x ¼ in. rollers.

2. Position the hub and press the shock absorber, complete with the three threaded pins, on the hub.

3. Install a new tapered distance collar behind the engine sprocket, with the taper toward the crankshaft main bearing and oil seal.

4. Install the transmission mainshaft key and tap the clutch hub onto its taper.

5. Lubricate the primary chain and lay it over the clutch sprocket.

6. Wrap the chain around the engine sprocket, then position the sprocket on the crankshaft.

7. Place clutch locking tool Z13 in the clutch plate housing, then install the cup washer and self-locking nut. Torque the nut to specifications.

NOTE: On machines before serial no. H49833, install the tab washer with the long tab in the hole in the shock absorber spider, install the securing nut and bend a tab to lock the nut.

8. Install the alternator rotor, making sure that the key or locating peg is correctly positioned.

9. Install the alternator stator. Put a 0.008 in. (0.2 mm) feeler gauge between each stator pole and the rotor. Turn over the engine to make sure that the rotor and stator do not touch.

Transmission Countershaft Sprocket

REMOVAL AND INSTALLATION

1. Disassemble the clutch and primary drive as previously described. Remove the sprocket cover.

2. Bend back the tab washer and, while holding the rear brake, remove the sprocket securing nut.

3. Slide off the final drive chain and remove the countershaft sprocket.

4. Make sure the oil seal is in good condition, then lubricate the ground boss

of the new sprocket and position it on the transmission mainshaft.

5. Replace the tab washer, screw on the securing nut finger-tight, then, with the chain in place, tighten the nut to torque specifications.

6. Oil the bushing that protrudes from the mainshaft high gear and install the sprocket cover with a new paper gasket.

7. The remainder of installation is a reversal of the removal procedure.

Clutch and Shifter Operating Mechanisms

DISASSEMBLY

1. Remove the right exhaust header pipe and footrest.

2. Drain the gearbox oil.

3. Disconnect the clutch cable from the actuating lever.

4. Remove the two nuts and four recessed screws that secure the gearbox outer cover. Remove the kick-starter.

5. Hold the gearshift lever in one hand, then tap the cover with a soft-faced mallet until it is free to be removed.

6. Unscrew the two nuts inside the gearbox outer cover and remove the shifter return springs complete with the thrust buttons and distance pieces.



Clutch operating mechanism

7. Unscrew the countersunk screw that secures the clutch operating mechanism and withdraw the assembly.

8. Remove the shifter lever pinch bolt, remove the lever, and then withdraw the shaft from the cover.

9. Remove the cotter pin from the clutch operating shaft. This will release the clutch operating balls.

10. Remove the two cotter pins and disconnect the plungers and springs from the shifter quadrant.

11. If the shifter spindle bushing requires replacement, heat the outer cover to 100°C and drive it out with a suitable, shouldered drift. Drive in the new bushing before the cover has a chance to cool.



Clutch mechanism installed

Triumph Trident T150 1969 1973 Full Service Repair Manual

John Haynes



Triumph Trident T150 1969 1973 Full Service Repair Manual:

WALNECK'S CLASSIC CYCLE TRADER, MARCH 2002 Causey Enterprises, LLC, *TRIUMPH 750cc T150 & T150V TRIDENT 1968-1974 WORKSHOP MANUAL* Floyd Clymer, 2022-10-20 246 pages and more than 240 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the Triumph factory workshop manual part number 99 0963 0887 4223 The original 1969 Trident workshop manual 99 0887 was updated in 1972 under part number 99 0963 A short time later the introduction of a 5 speed gearbox 1972 and a front wheel disc brake 1973 necessitated the publication of a supplement 00 4223 which was then incorporated into the 99 0963 manual creating a single workshop manual for the 1968 through 1974 models Unfortunately the 99 0963 manual was also published without the 00 4223 supplement and the manual that includes the supplement can only be identified by the following notation printed to the bottom corner of the title page PART NO 99 0963 INCORPORATING 99 0887 AND SUPPLEMENT 00 4223 The difference in content between the two manuals that carry the same part number is extremely important to owners of the 5 speed and disc brake models There were a number of running changes made throughout the 6 year production run of these models and in order to provide information applicable to those changes the 00 4223 supplement was either merged or appended to the end of the appropriate sections within the manual However it is also important to note with regard to any maintenance and repair instructions and also the specifications in the General Data GD section that whenever engine numbers are stated the data will be specific to that particular series Therefore the reader is encouraged to pay close attention to any engine number notations and to read the entire section plus the supplemental data prior to commencing any work In conclusion 750cc T150 and T150V owners are subjected to considerable confusion surrounding the appropriate selection of the multitude of originals and reprints of the various 750cc Trident manuals that have recently flooded the marketplace However the combination manual 99 0963 99 0887 00 4223 is the most comprehensive manual for the entire line of 750cc Trident three cylinder motorcycles produced from 1968 through 1974 however it is somewhat scarce and difficult to find In addition many of the changes made during the production run necessitate the use of this combination manual and we are pleased to offer this reprint of the 99 0843 99 0948 00 4223 manual as a service to all 750cc T150 T150V owners In addition as the X75 Hurricane is a combination of both the Trident and the BSA Rocket 3 this manual will also be of interest to owners of that model The models covered are 1968 to 1970 T150 Trident 1971 to 1972 T150 Trident 1972 to 1974 T150V Trident with 5 speed gearbox and disc front brake

How to Restore Triumph Trident T150/T160 & BSA Rocket III Chris Rooke, 2016-05-01 Written by an enthusiast with many years experience of working on classic British motorcycles this book covers the complete dismantling refurbishment and rebuilding of two Tridents a 1973 Triumph T150V and a 1975 Triumph T160 This immensely helpful book covers all parts of the rebuild in great detail parts that other manuals gloss over leaving the restorer confused and frustrated From the simplest of jobs such as removing the fuel tank through to detailed explanations of rebuilding the engine and carburetors

this manual is an absolute must for any enthusiast contemplating working on their Triumph or BSA triple Over 650 colour photographs and detailed text descriptions clarify every stage engine gearbox clutch electrics frame wheels forks swinging arm brakes instruments the whole bike Highly readable and entertaining the author readily admits to the various pitfalls and mistakes he makes in order for others to avoid them Designed to sit alongside existing workshop manuals this book is intended to help the owner complete a full restoration of their beloved triple Essential garage literature Triumph Trident and BSA Rocket 3 Owners Workshop Manual, No. 136 John Haynes,1965-06-01 Triumph Trident BSA Rocket 3 1969 75 Shop Manual Haynes **Triumph Workshop Manual** Triumph Engineering Co., Ltd,197? *Clymer Vintage British Street Bikes: BSA, Norton, Triumph Repair Manual* Penton Staff,1993-04-01 With the help of the Clymer Vintage British Street Bikes BSA Norton Triumph Repair Manual in your toolbox you will be able to maintain service and repair your motorcycle to extend its life for years to come Clymer manuals are very well known for their thorough and comprehensive nature This manual is loaded with step by step procedures along with detailed photography exploded views charts and diagrams to enhance the steps associated with a service or repair task This Clymer manual is organized by subsystem with procedures grouped together for specific topics such as front suspension brake system engine and transmission It includes color wiring diagrams The language used in this Clymer repair manual is targeted toward the novice mechanic but is also very valuable for the experienced mechanic The service manual by Clymer is an authoritative piece of DIY literature and should provide you the confidence you need to get the job done and save money too The specific models covered by this manual are BSA 500cc Unit Twins 1963 1972 BSA 650cc Unit Twins 1963 1972 Norton 750cc Commando 1969 1975 Norton 850cc Commando 1969 1975 Triumph 500cc Twins 1963 1979 Triumph 750cc Twins 1963 1979 *Triumph TR7 Service and Repair Manual* John Harold Haynes,Peter Ward,2014-06 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work **Triumph Trident and BSA Rocket 3 Owners Workshop Manual, No. 136** John Haynes,1965-06-01 Triumph Trident BSA Rocket 3 1969 75 Shop Manual Haynes **Triumph 675** Matthew Coombs,2010-01-01 Daytona 675cc 06 10 Street Triple 675cc 08 10 Street Triple R 675cc 09 10 HM Triumph TR 2 3 3A 4. 4A 1952 - 1967 OP Haynes,2013-08 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work **Triumph Triples & Fours** Penny Cox,Matthew Coombs,1996 HY TRMPH TRIP 4 91 95 **Triumph Workshop Manual** Triumph Engineering Company,197? **Triumph Stag Owner's Workshop Manual.** John Harold Haynes,2012-12 A service and repair manual for the Triumph Stag **Triumph Water-cooled Twins** Matthew Coombs,Phil Mather,2020 **SERVICE AND MAINTENANCE MANUAL TRIUMPH MOTORCYCLES 1935-1949** BROWN F.T & DAVIES A. C.,2009 **Triumph Triples & Fours (carburettor engines) '91 to '04** Ken Freund,2007-08-01

This repair manual covers Triumph with carburetor engines Trident 750 1991 1998 Trident 900 1991 1998 Sprint 900 1993 1998 Trophy 900 1991 2001 Trophy 1200 1991 2003 Speed Triple 750 1996 Speed Triple 900 1994 1996 Daytona 750 1991 1993 Daytona 900 1992 1996 Daytona Super III 1994 1996 Daytona 1000 1991 1993 Daytona 1200 1993 1998 Thunderbird 900 1995 2003 Thunderbird 900 Sport 1998 2004 Adventurer 900 1996 2001 Legend TT 900 1998 2001 and Tiger 900 1993 1998 Note the fuel injected 1997 on Triumph T509 955i Speed Triple 1998 on 955i Sprint ST 1997 on T595 955i Daytona and 1999 Tiger models are not covered in this manual **Triumph Daytona, Speed Triple, Sprint & Tiger 885/955cc**

Matthew Coombs, Phil Mather, 2006 Triumph Tr2, Tr3 and Tr4 1953-1965 Owners Workshop Manual F.

Clymer, 2009-04-01 An illustrated Owner's Workshop Manual for the TR2 TR3 TR4 series of Triumph sports cars built between 1953 and 1965 This is a faithful reproduction of the Floyd Clymer Triumph Owners Handbook of Maintenance Repair originally published in the US circa 1969 This manual includes complete technical data service and maintenance information and detailed instructions for the repair and overhaul of all the major mechanical and electrical components including Engine Fuel System Cooling System Clutch Gearbox Propeller Shaft Rear Axle Front Suspension Steering Springs Shock Absorbers Wheels Tires and Brake system There is detailed information on the Electrical System and its component parts and a comprehensive tuning section and complete technical specifications For the later series of TR4's there is an appendix that details the set up and adjustment of Stromberg carburetors There is adequate detailed text and diagrams to assist in major refurbishing such as an engine rebuild or even a complete mechanical renovation making it an invaluable resource for collectors and restorers of these classic Triumph sports cars *Triumph Motorcycles Illustrated Workshop Manual 1945-1955* Floyd Clymer, 2007-02-01 1945 to 1955 and later Models An illustrated workshop manual covering Triumph twin cylinder motorcycles from 1945 to 1955 This is a faithful reproduction of the Factory Workshop Manual No 11 originally published in the US by Floyd Clymer The major revision in the later pre unit factory manuals was the addition of technical specifications for the T120 Bonneville 1959 Unfortunately those revisions also included the deletion of repair data for rigid frame sprung hub and 3T models This makes the Factory Workshop Manual No 11 the most comprehensive workshop manual available for pre unit twin cylinder Triumph motorcycles up to and including 1962 models as it includes repair and maintenance data for the full line of rigid frame sprung hub swing arm and 350cc models Much more detailed than the owner's handbook this manual provides the information necessary for the overhaul of engines gear boxes frames swing arm forks wheels hubs carburetors electrics etc essential information for the enthusiast owner or restorer of these classic motorcycles Size 5 5 x 8 5 with 224 pages and 84 illustrations includes 8 pages of detailed technical specification charts and both an illustration index and a comprehensive index of contents Applicable to the following models 5T Speed Twin T100 Tiger 100 TR5 Trophy 6T Thunderbird T110 Tiger 110 and 3T De Luxe Includes maintenance and repair data for the following engines Twin Cylinder 350cc OHV 500cc OHV and 650cc OHV Triumph Trident BSA Rocket 3 Owners

Workshop Manual Frank Meek, 1988

Whispering the Secrets of Language: An Psychological Journey through **Triumph Trident T150 1969 1973 Full Service Repair Manual**

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Table of Contents Triumph Trident T150 1969 1973 Full Service Repair Manual

1. Understanding the eBook Triumph Trident T150 1969 1973 Full Service Repair Manual
 - The Rise of Digital Reading Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Triumph Trident T150 1969 1973 Full Service Repair Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Triumph Trident T150 1969 1973 Full Service Repair Manual

- Personalized Recommendations
 - Triumph Trident T150 1969 1973 Full Service Repair Manual User Reviews and Ratings
 - Triumph Trident T150 1969 1973 Full Service Repair Manual and Bestseller Lists
5. Accessing Triumph Trident T150 1969 1973 Full Service Repair Manual Free and Paid eBooks
 - Triumph Trident T150 1969 1973 Full Service Repair Manual Public Domain eBooks
 - Triumph Trident T150 1969 1973 Full Service Repair Manual eBook Subscription Services
 - Triumph Trident T150 1969 1973 Full Service Repair Manual Budget-Friendly Options
 6. Navigating Triumph Trident T150 1969 1973 Full Service Repair Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Triumph Trident T150 1969 1973 Full Service Repair Manual Compatibility with Devices
 - Triumph Trident T150 1969 1973 Full Service Repair Manual Enhanced eBook Features
 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Highlighting and Note-Taking Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Interactive Elements Triumph Trident T150 1969 1973 Full Service Repair Manual
 8. Staying Engaged with Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Triumph Trident T150 1969 1973 Full Service Repair Manual
 9. Balancing eBooks and Physical Books Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Triumph Trident T150 1969 1973 Full Service Repair Manual
 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
 11. Cultivating a Reading Routine Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Setting Reading Goals Triumph Trident T150 1969 1973 Full Service Repair Manual
 - Carving Out Dedicated Reading Time
 12. Sourcing Reliable Information of Triumph Trident T150 1969 1973 Full Service Repair Manual

- Fact-Checking eBook Content of Triumph Trident T150 1969 1973 Full Service Repair Manual
- Distinguishing Credible Sources

13. Promoting Lifelong Learning

- Utilizing eBooks for Skill Development
- Exploring Educational eBooks

14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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