



sleeve, and contact breaker lead.

3. Remove the contact adjusting screw, then lift the unit out.

INSTALLATION

Installation is a reversal of the removal procedure. Do not forget to install the fiber washer that fits between the moving point spring and the fixed point backing plate.

GAP ADJUSTMENT

1. Put the transmission in gear and rotate the engine by turning the rear wheel until the nylon heel of the contact breaker is aligned with the scribed mark on the breaker cam.

2. Loosen the contact adjusting screw and turn the eccentric screw until a snug slip-fit is obtained with the appropriate feeler gauge.

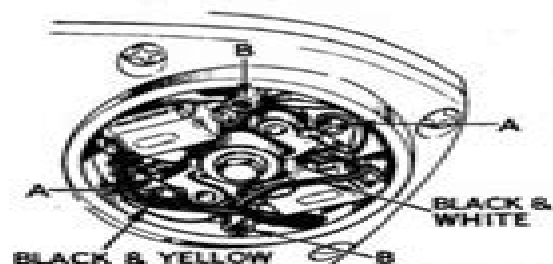
3. Tighten the adjusting screw and recheck the gap.

500 (Before H57083)

The point assembly is located behind a circular cover plate on the right side of the engine, and is driven off the right exhaust camshaft.

REMOVAL

1. Remove the points cover and gasket.



2. Remove the two sleeve nuts ("A" in the illustration), withdraw the points and condenser, and carefully disconnect the primary wire.

3. Remove the contact adjusting screw and turn the eccentric screw until a snug slip-fit is obtained with the appropriate feeler gauge.

INSTALLATION

Installation is the reverse of removal. Add a drop of motor oil to the point pivots before refitting.

GAP ADJUSTMENT

1. Remove the spark plugs.

2. Rotate the engine until the nylon heel of one set of points aligns with the

mark scribed on the breaker cam.

3. Insert the appropriate feeler gauge and, if necessary, loosen sleeve nuts "A" (see illustration) and shift the breaker point plate until a snug slip-fit is achieved.

4. Repeat the above for the other set of points.

5. Check to make sure the breaker plate is correctly positioned. The set of points with the black/yellow lead should be situated toward the rear. Also make certain that the pillar bolts are in the center of their adjustment slots.

500 (H57083 and Later), 650, 750 Twin

The points are beneath a cover plate on the right, front side of the engine.

REMOVAL

1. Remove the cover plate.

2. Remove the primary wire terminal nut, and disconnect the wire, noting any insulators and their positions.

3. Remove the contact locking screw and remove the points.

INSTALLATION

Installation is the reverse of removal. Lubricate the pivot with a drop of oil. Note wire connections.

GAP ADJUSTMENT

1. Turn the engine over until the scribed mark on the breaker cam aligns with the nylon heel of one of the points.

2. Check the gap with the proper feeler gauge. It should be a snug slip-fit if correct. If adjustment is necessary, loosen the contact locking screw, and turn the contact eccentric adjusting screw until the gap is correct. Tighten the locking screw and recheck gap.

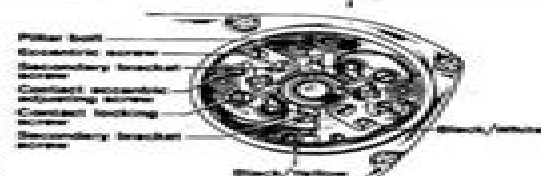
3. Repeat the procedure with the other set of points.

T150, T150V

The procedure for removal, installation, and gapping is the same as outlined for 650 and 750 Twins, above, except that three sets of points must be gapped. Note wire color codes by referring to the accompanying illustration.

IGNITION TIMING

NOTE: Points should be cleaned and gapped before setting ignition timing.



TR25W

INITIAL PROCEDURE

Before actually setting static timing, the piston must be located at the specified number of degrees before top dead center and the automatic spark advance mechanism must be locked in the fully advanced position.

1. Remove the small inspection cover at the front of the primary chaincase.

2. As can be seen through the aperture, a timing mark is scribed on the face of the alternator rotor and a pointer is mounted at the bottom of inspection hole.

3. Rotate the engine until it is on its compression stroke (i.e., both valves closed), then align the rotor mark and pointer. The piston is now located 37° before top dead center.

4. An alternate method of locating the piston, only possible on later machines, is by using Triumph special plunger and body (no. 61-2915 and 61-D572). Locate the piston on its compression stroke, then rotate the engine gently backward while applying slight pressure to the plunger. The plunger will drop into position, locking the piston at 37° before top dead center.

5. Now that the piston is correctly located, the automatic advance unit must be locked in the fully advanced position. This is necessary because, due to manufacturing tolerances, slight variation in spark timing will occur at one end of the advance curve or the other. In general, it is preferred that this variation does not affect high speed performance; therefore the mechanism should be set at the fully advanced position so that any fluctuations will occur only at idle speeds.

6. Carefully remove the cam central bolt and fit an extra washer on the bolt.

Triumph Bonneville T140v 1973 1988 Repair Service Manual

Roy Bacon



Triumph Bonneville T140v 1973 1988 Repair Service Manual:

Triumph Bonneville, T100, Speedmaster, America, Thruxton & Scrambler Service & Repair Manual Matthew Coombs, Phil Mather, Penny Cox, 2016 *Triumph Bonneville, T110, Speedmaster, America, Thruxton and Scrambler Service and Repair Manual* Matthew Coombs, Phil Mather, 2007 Bonneville 790cc 01 06 Bonneville 865cc 2007 T100 790cc 02 04 T100 865cc 05 07 America 790cc 02 06 America 865cc 2007 Speedmaster 790cc 03 04 Speedmaster 865cc 05 07 Thruxton 865cc 04 07 Scrambler 865cc 06 07 **TRIUMPH 750cc TWINS 1973-1978 WORKSHOP MANUAL** Floyd Clymer, 2024-03-14 222 pages and more than 200 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the 99 0983R revised 1979 edition of the May 1973 Triumph factory workshop manual It should be noted that the original May 1973 manual part number 99 0983 was also updated in 1978 using the same part number However the R suffix was added to the 1979 revision as it now included a December 1979 supplement 99 7140 for the 1979 and later T140E equipped with electronic ignition and the new Lucas RM24 alternator This manual is applicable to all 1973 to 1978 750cc UK General Export and USA twins including the T140V Bonneville T140RV Bonneville T140E Bonneville the TR7RV Tiger and the TR7V Tiger As noted previously the 11 page supplement extends the coverage to include the 1979 and later T140E models Unfortunately Triumph was already experiencing financial troubles and it is obvious that they were doing everything they could to cut costs Consequently the print quality of these later Triumph factory manuals was somewhat compromised by the re use of images and text from earlier manuals This re use is apparent in this manual as the quality of the images and the density of the text varies within the page and or from one page to another While we have done our best to normalize the print density there will still be variations that were just too difficult to correct Unfortunately owners of the 1973 to 1978 models are subjected to considerable confusion surrounding the appropriate selection of the multitude of originals and reprints of the various manuals that have recently flooded the marketplace We encourage you to exercise caution when purchasing a manual for your motorcycle or automobile as many of the reprints found on internet websites are from bedroom sellers at enticingly low prices by individuals that really have no idea what they are selling Many are nothing more than poor quality comb bound photocopies that are scanned and printed complete with greasy pages and thumbprints and as such are deceptively described as pre owned used or even refurbished In addition they are often advertised for the incorrect series and or model years Owners of the later 1979 to 1983 750cc machines are directed to workshop manual ISBN 9781588502902 which will also be of use to owners of the 1985 1988 T140 Devon Bonneville **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 Bonneville, T110, Speedmaster, America & Thruxton Service & Repair Manual** Matthew Coombs, 2006-01-01 Covering both basic and advanced service and maintenance tasks

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Triumph Bonneville, T100, Speedmaster, America, Thruxton & Scrambler '01 to '15 Editors of Haynes Manuals,2015-12-01 Complete coverage for your Triumph Bonneville covering Bonneville T100 Speedmaster America Thruxton and Scrambler for 2001 to 2012 Routine Maintenance and servicing Tune up procedures Engine clutch and transmission repair Cooling system Fuel and exhaust Ignition and electrical systems Brakes wheels and tires Steering suspension and final drive Frame and bodywork Wiring diagrams Reference Section With a Haynes manual you can do it yourself from simple maintenance to basic repairs Haynes writes every book based on a complete teardown of the motorcycle We learn the best ways to do a job and that makes it quicker easier and cheaper for you Our books have clear instructions and hundreds of photographs that show each step Whether you re a beginner or a pro you can save big with Haynes Step by step procedures Easy to follow photos Complete troubleshooting section Valuable short cuts Model history and pre ride checks in color Color spark plug diagnosis and wiring diagrams Tools and workshop tips section in color **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 650 & 750 Twins Jeff Clew,1973 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

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