

ufacturer. If the unit requires an external power source, do not use the motorcycle battery. AC pulses in the machine's low tension wiring can trigger the strobe light and lead to incorrect readings.

4. At engine speeds above 2,000 rpm, one of the three marks on the alternator rotor (exposed by the Triumph patent plate) should line up directly with the bottom plate screw. If adjustment is necessary, loosen the no. 1 point set secondary bracket and shift the plate until the marks are aligned. Tighten the plate securing screws.

5. Repeat the above procedure on no. 2 cylinder (center), then no. 3 cylinder (left).

6. Reinstall the patent and inspection plates.

CARBURETOR ADJUSTMENTS

Idle Speed and Mixture

NOTE: Make these adjustments when the engine is at operating temperature.

SINGLE-CARBURETOR

1. Make sure there is some freeplay in the throttle cable so the slide will close fully.

2. Turn the pilot air screw in until it is lightly seated, then back it out 2½ turns. Start the engine. Adjust the idle speed (throttle stop) screw so that the engine idles at about 750 rpm.

3. Make any fine adjustments by turning the pilot air screw in either direction so that an even idle is obtained. It should not be necessary to vary this screw more than ¼ turn from the standard setting. If it is, there may be something wrong with the carburetor or engine. Check for fuel blockages, air leaks, etc.

4. Use the throttle cable adjuster to take up most of the slack in the cable. The twist grip should have 10–15° of rotation before the slide begins to rise.

TWIN-CARBURETOR

1. Make sure there is some slack in the main throttle cable so that the slides will close fully.

2. Screw each pilot air screw in gently until it is seated, then back them out 2½ turns.

3. Start the engine. Disconnect one of the spark plug leads and turn the throttle stop screw for the running cylinder in until the engine runs slowly but smoothly on one cylinder.

4. With both plug leads connected, rev the engine a few times to clean it out. Then disconnect the other plug lead, and turn the throttle stop screw for the running cylinder in until the engine runs slowly but smoothly on the one cylinder.

5. Connect the spark plug lead so that both cylinders will now be running. Idle speed will be very high. Back out each throttle stop screws by equal amounts until an idle speed of 500–750 rpm is obtained.

6. To smooth out the idle, if necessary, turn each pilot air screw in or out by equal amounts. It should not be necessary to turn either of them more than ¼

turn. If it is, there is probably a defect in the system: air leaks, fuel flow problem, impure gasoline, etc.

7. Synchronize the throttle slides.

8. Use the adjuster on the main throttle cable so that the slide begins to rise after about 10–15° of twist-grip rotation.

Carburetor Synchronization, Twins

On twin-carburetor models, the throttle slides must be synchronized or one cylinder will lead the other while running. This operation should be carried out after setting the idle speed and mixture.

Tune-Up Specifications

	T120W	T100C	T100R	T100R	T100C
(See test procedures)					
CARBURETION					
VALVES					
Valve Tappet Clearance (cold):					
Intake (in.)	0.006	0.002	0.002	0.002	0.002
Intake (mm)	0.203	0.050	0.050	0.050	0.050
Exhaust (in.)	0.010	0.004	0.004	0.004	0.004
Exhaust (mm)	0.254	0.100	0.100	0.100	0.100
Valve Timing:					
Intake Opens (BTDC)	51°	34°	40°	34°	34°
Intake Closes (ABDC)	68°	53°	52°	55°	55°
Exhaust Opens (BBDC)	78°	48°	61°	55°	55°
Exhaust Closes (ATDC)	37°	27°	31°	34°	34°
IGNITION					
Spark Plug (standard) (Champion)	N3	N4	N4	N3	N3
Spark Plug Gap:					
(in.)	0.020–0.025	0.020	0.020	0.025	0.025
(mm)	0.508–0.635	0.508	0.508	0.635	0.635
Contact Breaker Gap:					
(in.)	0.015	0.015	0.015	0.014–0.016	0.014–0.016
(mm)	0.381	0.381	0.381	0.350–0.400	0.350–0.400
Ignition Timing:					
Crankshaft Position (advanced)	37°	38°	38°	38°	38°
Piston Position (BTDC):					
(in.)	0.342	0.330	0.330	0.415	0.415
(mm)	8.687	8.380	8.380	10.4	10.4
	T120R	T130	T87T	T160V	T150V
(See test procedures)					
CARBURETION					
VALVES					
Valve Tappet Clearance (cold):					
Intake (in.)	0.002	0.002	0.002	0.002	0.002
Intake (mm)	0.152	0.20	0.20	0.20	0.15
Exhaust (in.)	0.004	0.002	0.002	0.002	0.002
Exhaust (mm)	0.100	0.203	0.15	0.15	0.20
Valve Timing:					
Intake Opens (BTDC)	34°	50°	NA	NA	50°
Intake Closes (ABDC)	34°	64°	NA	NA	64°
Exhaust Opens (BBDC)	53°	67°	NA	NA	67°
Exhaust Closes (ATDC)	34°	47°	NA	NA	47°
IGNITION					
Spark Plug (standard) (Champion)	N3	N3	N3	N3	N3
Spark Plug Gap:					
(in.)	0.025	0.020	0.025	0.025	0.020
(mm)	0.635	0.500	0.635	0.635	0.50
Contact Breaker Gap:					
(in.)	0.014–0.016	0.014–0.016	0.014–0.016	0.014–0.016	0.014–0.016
(mm)	0.350–0.400	0.350–0.400	0.350–0.400	0.350–0.400	0.350–0.400
Ignition Timing:					
Crankshaft Position (advanced)	38°	38°	38°	38°	38°
Piston Position (BTDC):					
(in.)	0.415	0.357	0.415	0.415	0.357
(mm)	10.4	9.07	10.4	10.4	9.07

Triumph Tr25w 1968 1970 Service Repair Manual

Penny Cox, Matthew Coombs



Triumph Tr25w 1968 1970 Service Repair Manual:

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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 675 Matthew Coombs,2010-01-01 Daytona 675cc 06 10 Street Triple 675cc 08 10 Street Triple R 675cc 09 10 Triumph Workshop Manual [for] Unit Construction 250 C.c. (15 Cu. Ins.) Single Cylinder TR25W. Triumph Engineering Co., Ltd,197? **Triumph Stag Owner's Workshop Manual.** John Harold Haynes,2012-12 A service and repair manual for the Triumph Stag

Triumph TR5 and 6 Owner's Workshop Manual John Harold Haynes,2013-04 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 TR 2/4A, Range 1952-1967** Drake Publishers, 1972 **Triumph Workshop Manual** Triumph Engineering Company, Triumph Motor Company, 1969* **TRIUMPH 650cc UNIT CONSTRUCTION TWINS 1963-1970 WORKSHOP MANUAL** Floyd Clymer, 2022-08-12 240 pages and more than 250 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the Triumph factory workshop manual part number 99 0883 0889 The original 1963 through 1968 workshop manual part number 99 0883 was subsequently updated with the addition of a 1969 through 1970 manual part number 99 0889 Ultimately both manuals were merged by the factory into a single combined manual part number 99 0883 0889 This combination resulted in a comprehensive workshop manual for the entire line of UK and USA 650cc unit construction twins produced from 1963 through 1970 However as this publication is a combination of two separate workshop manuals some of the pages are duplicated Fortunately they occur sequentially and while one will be for the earlier models the other will apply to the later models and the reader is encouraged to exercise care in selecting the appropriate page from those duplications Please understand that this is how the factory dealt with the minor differences within this manual Unfortunately the distinction between earlier and later models is not very well defined For example depending upon the model the change from 6 to 12 volt electrics was spread over a 3 year period 1964 66 However a fairly significant change occurred in 1968 with the introduction of Amal Concentric carburetors and a twin leading shoe front brake Therefore 1968 is often incorrectly regarded as a demarcation point between early and late models but unfortunately it is not totally accurate There were a number of running changes made throughout the 8 year production run of these models and the way the factory identifies the point where those changes took place is by referencing engine numbers within each individual section of this manual Consequently it is important to note with regard to any maintenance and repair instructions and also the specifications in the General Data GD section that wherever engine numbers are stated the data will be specific to that particular series Therefore the reader is encouraged to read the entire section prior to commencing any work paying close attention to the engine number sub sections Owners of the 650cc machines are subjected to considerable confusion surrounding the appropriate selection of the multitude of originals and reprints of the various 650cc manuals that have recently flooded the marketplace However the combination manual 99 0883 0889 is the most comprehensive manual for the entire line of UK and USA 650cc Unit Construction twins produced from 1963 through 1970 and covers all DU101 through DU90282 plus the later 1969 through 1970 alpha numeric series engines however it is somewhat scarce and difficult to find In addition many of the changes made during the production run would necessitate the use of both the individual manuals However those changes are combined in their entirety in the 99 0883 0889 manual and we are pleased to offer this reprint as a service to all 650cc Unit Construction owners The years and models covered are Thunderbird 6T 1963 1966 Trophy TR6 1963 1970 TR6R 1966 1970 TR6C 1966

1967 Bonneville T120 1963 1970 T120R 1963 1970 T120C 1963 1965 Thruxton 1965 TT 1964 1967

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