

Triumph

Assembly and Installation

1. Assemble the brake hub in reverse order of disassembly. Liberally grease the bearings. Be sure to install the steel washer that fits between the bearing and circlip, otherwise the bearing will not seat properly.

2. Install the hub assembly, complete with brake shoes, etc., on the swing arm. Readjust the final drive chain.

3. Assemble the wheel hub in reverse order of disassembly. Liberally grease the bearings. Note that the bearings should be driven in place by applying pressure to the outer race only. Install the hollow spindle with the short end on the left-hand side, and install the bearing seals facing outward.

4. Install all the wheel and hub assembly in the reverse of the removal procedure. Do not forget the distance collar between the swing arm and hub. If the brake hub assembly was not removed, it will not be necessary to readjust the chain.

T100C, T100R, TR6R, TR6C, and T120R

FRONT

The front wheel assembly on the 500 and 650 cc models is basically the same as the arrangement used on the TR25W. It can be serviced in the same manner, except that on 500s, Triumph special tool no. 276 must be used to remove the left bearing retainer ring, rather than tool no. 61-3694.

Use the accompanying illustrations for reference.

REAR

NOTE: The 500 and 650 cc models are equipped with either standard or quickly detachable rear wheels.

Removal and Disassembly (Standard)

1. Disconnect the rear brake adjuster and the final drive chain.

2. Loosen the front securing bolt and swing the chainguard up out of the way.

3. Disconnect the torque arm at the hub.

4. Disconnect the speedometer cable.

5. Loosen the axle nuts and slide off the wheel assembly.

6. Unscrew the backing plate retaining nut and withdraw the brake assembly. Service the brake assembly as described in the TR25W section.

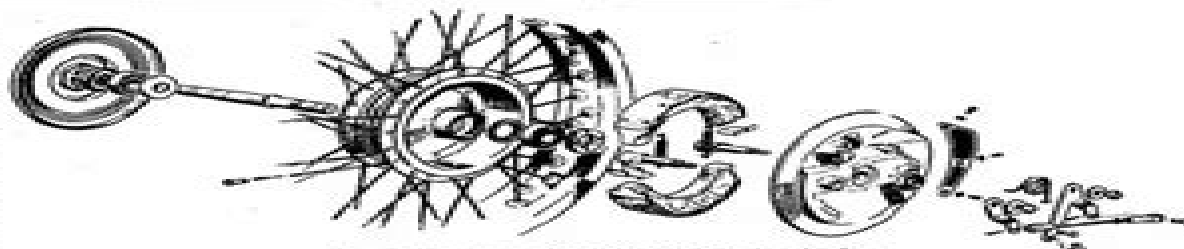
7. Remove the wheel spindle, complete with speedometer drive, out of the right side.

8. Remove the slotted screw that locks the left bearing retainer ring in place.

9. Remove the retainer ring with tool no. 276 or a suitable substitute. The ring has left-hand threads.

10. To gain access to remove the left bearing, drive the central distance piece from the left side until the grease retainer collapses. The bearing can now be driven out from the right side, using a suitable, soft drift.

11. Remove the backing ring, collapsed grease retainer and central dis-



Front wheel assembly, twin-leading shoe brake



Standard rear wheel (500 and 650)

tance piece.

12. Drive out the right bearing and dust cap with a drift approximately 1 1/8 in. in diameter.

13. Thoroughly clean all parts (except brake shoes) in kerosine or cleaning solvent and blow them dry with compressed air.

Inspection

Examine all parts carefully as described in the TR25W section.

Assembly and Installation

1. Liberally grease the bearings and retainers.

2. Drive in the right grease retainer (new or straightened) and bearing. Install the dust cap after making sure that the bearing and the cavities on either side of the bearing are filled with grease.

3. Install the distance piece, right grease retainer and right bearing. Make sure everything is well packed in grease.

4. Bring the distance piece in line with the axle, then install the threaded (left-hand) retainer ring.

5. Install the retainer locking screw.

6. The remainder of the assembly and installation procedure is a reversal of the removal and disassembly instructions.

Removal and Disassembly (Quickly Detachable)

1. Disconnect the speedometer cable.



Quickly detachable rear wheel (500 and 650)

2. Unscrew the axle from the right side of the machine and pull out the distance collar.

3. Pull the wheel clear of the engaging splines and remove it out the back of the machine.

4. Remove the locknut on the right side of the axle sleeve and lift off the speedometer drive unit.

5. Disassemble the wheel hub and bearings as previously described for the standard rear wheel.

6. Disconnect the final drive chain, brake operating rod and torque arm, and then remove the axle sleeve nut.

7. Disassemble the brake components as previously described in the TR25W section.

8. Press out the axle sleeve, then remove the bearing circlip located in the brake drum.

9. Pry out the retainer and felt washers, then drive out the bearing with a suitable drift.

10. Thoroughly clean all metal parts in kerosine or cleaning solvent, then blow them dry with compressed air. Do not spin the bearings until they have been completely dried and lubricated.

Inspection

Examine all parts as previously described and make any necessary replacements.

Triumph Motorcycle 1969 1973 Trident T150 Repair Srcv Manual

Matthew Coombs, Phil Mather



Triumph Motorcycle 1969 1973 Trident T150 Repair Srvc 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

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 SERVICE AND MAINTENANCE MANUAL TRIUMPH MOTORCYCLES 1935-1949 BROWN F.T & DAVIES A. C., 2009 **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

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 carburettors 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 675 Matthew Coombs, 2010-01-01 Daytona 675cc 06 10 Street Triple 675cc 08 10 Street Triple R 675cc 09 10

Triumph Service Manual, 1999 **Triumph Triples & Fours** Penny Cox, Matthew Coombs, 1996 HY TRMPH TRIP 4 91 95 **Chilton's Repair and Tune-up Guide for Triumph Motorcycle**

Through 1972 Chilton Automotive Editorial Staff, 1972-09-01 *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 Bonneville and TR6 Motorcycle Restoration Guide* David Gaylin, 2011-05-12 Triumph's Bonneville and its sibling the TR6 are two of the most revered models in all of motorcycling Distinguished by their handsome lines and pace setting performance the Bonneville and Tiger ruled the streets and race tracks from their introduction in the late 1950s through Triumph's golden age in the 1960s Devotion to the marque remained strong even as the sun slowly set on the company's fortunes in the late 1970s and early 1980s The original

Triumph's demise in 1983 simply served to cement the legendary status of its long-lived top guns the Bonneville and TR6. Today the Bonnie and Tiger are highly sought after classics machines whose pedigree demands correct mechanical restoration and accurate refinishing. Triumph Bonneville and TR6 Motorcycle Restoration Guide 1956-1983 contains all the information needed to guarantee the correct restoration of your classic. More than 250 photos and extensive technical appendices supplement Triumph expert David Gaylin's thoroughly researched text. **Triumph Bonneville, T100, Speedmaster, America, Thruxton & Scrambler Service & Repair Manual** Matthew Coombs, Phil Mather, Penny Cox, 2016. Triumph Workshop Manual Triumph Engineering Co., Ltd, 197? **Triumph F1 Triples Service & Repair Manual** Matthew Coombs, 2001. Haynes offers the best coverage for cars, trucks, vans, SUVs and motorcycles on the market today. Each manual contains easy-to-follow step-by-step instructions linked to hundreds of photographs and illustrations. Included in every manual is a troubleshooting section to help identify specific problems, tips that give valuable short-cuts to make the job easier and eliminate the need for special tools, notes, cautions and warnings for the home mechanic, color spark plug diagnosis and an easy-to-use index. **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 Water-cooled Twins Matthew Coombs, Phil Mather, 2020. 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 T595 Daytona [and] T509 Speed Triple Motorcycle Service Manual**, 1996. *Triumph Daytona, Speed Triple, Sprint & Tiger* Max Haynes, 2009-03-01. Haynes offers the best coverage for cars, trucks, vans, SUVs and motorcycles on the market today. Each manual contains easy-to-follow step-by-step instructions linked to hundreds of photographs and illustrations. Included in every manual is a troubleshooting section to help identify specific problems, tips that give valuable short-cuts to make the job easier and eliminate the need for special tools, notes, cautions and warnings for the home mechanic, color spark plug diagnosis and an easy-to-use index.

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