Triumph

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 t bottom plate screw. If adjustment is necessary, loosen the no. I point set secondary bracket and shift the plate until the marks are aligned. Tighten the plate securing screws.

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

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

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

2. Term 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 ½ 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° or rotation before the slide begins to rise.

TWIN-CARBURETOR

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

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

 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.

 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 %

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.

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

Carburetor Synchronization,

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 mix1. Remove the air cleaner(s).

Position a mirror behind the carburetors or reach into the bores with the thumb and index finger of one hand.

Twist open the throttle slides, and feel, or watch, as the slides enter the bores. They should begin to enter their respective bores simultaneously.

4. An alternate method is to place a finger on each carburetor slide when closed, and then turn the twist-grip slightly. Both slides should begin to lift at the same time.

If adjustment is necessary, use the cable adjusters on the top of each carburetor raising or lowering them so the

Tune-Up Specifications

	Tune-op specifications						
	TRASW	If product	T-SHOW.	TASA	TARC		
CARBURETION	(See test procedures)						
VALVES							
Valve Tappet Clearance (cold):				0.000	0.002		
Innake (in.)	0.00%	0.000	(0),(0)(0)(2)	0.050	0.050		
Intoke (men)	OL22003	0.050	0.050	0.004	0.004		
Exhaust (in.)	0.000	0.004	0.004		0.100		
Exhancet (man)	01.005-4	0.500	(0.000)	0.100	OLDONO		
Valve Timing:							
Intake Opens		Section 2017	2000000	2047	25.62		
(BTOC)	49-12	294"	4907	2041	OHE .		
Intake Closes				Applica-	2000		
(ABDC)	68"	555	5/8/*	1000	acor.		
Exhaust Opens		F145000		2000 **	555*		
(BBDC)	不得性	457	64.*	369	363		
Exhaust Closes	1000000		261.**	2647	34"		
(ATDC)	20.0	07°	100	-344	201		
IGNITION							
Spark Plug (standard)							
(Champion)	D-0.20	298-46	250 (4)	5430	2423		
Smark Plant Gastel					12.000		
(Champion) Spack Plug Gap: (in.)	0.000-0.025	0.020	0.020	0.005	0.005		
Court)	0.505-0.635	0.508	0.5906	0.635	0.635		
Contact Breaker Capi							
(im.)	OLO 0155	0.045	0.005	0.014-0.016	0.014-0.016		
(man)	0.384	0.380	01.348(1	0.350-0.400	0.350-0.400		
Ignition Timing:							
Ceankshaft Position				5.4.23			
(advanced)	307	3/8"	23/8/7	38"	367		
Piston Position (BTDC):				350000000000000000000000000000000000000	POSSESSES CONTRACTOR		
(in.)	(D. 3-4/2)	0.330	(0.3300)	01.41.05	0.485		
Crown)	8,667	8.380	8.380	1/0.4	30.4		

	7120M	TARR	TREETY	37.8 60V	3' 11.50'W'			
CARBURETION	. (See text procedurer)							
VALVES								
Valve Tappet Clearance (cold):				0.008	0.006			
Intake (in.)	0.000	0.006	(0.0008	0.000	0.15			
Intake (mm)	0.050	0.152	0.20		0.005			
Exhaust (in.)	01.004	0.008	0.000	0.006	0.000			
Exhaunt (mm)	0.00	0.003	0.15	0.15	0.200			
Valve Timing:								
Intake Opens (BTDC)					50*			
(WTDC)	3947	50"	DV-AL	NA	OHM.			
Intake Closes			22.2	2000	64*			
(ABDC)	20-40°	64"	Deliver.	N.A.	CO-E			
Exhaust Opens			Carrier .	N/A	407			
(BBDC)	343-	67*	DNIA.	Print.	40.7			
Exhaust Closes			222		477			
(ATDC)	34"	47*	NA	N.A.	40.00			
IGNITION					Automobile and			
Smark Plug (standard)				NO	2003			
(Champion)	5435	PACE .	543	276-26	Section 1			
Spark Plug Cap:	100000000000000000000000000000000000000		Total Constitution	0.025	0.000			
(in.)	0.003	0.020	0.005	0.635	0.50			
(pom)	01.08/03/5	0.500	0.635	400 Michigan	100,000			
Contact Breaker Cap:	The state of the s		and the second second second	0.004-0.016	0.004-0.016			
(in.)	0.034-0.086	0.014-0.006	0.014-0.016	0.014-0.010	0.350-0.400			
(prom)	0.350 - 0.400	0.350-0.400	0.350-0.400	G1.353G-10.4600	COLUMN TO THE PARTY			
Ignition Timing)								
Ignition Timing: Crankshaft Position		545245	949200	7687	381			
(advanced)	38"	348°	3467	266	1949			
Piston Position (BTDC):			2500 Carrier #1		THE PERSON NAMED IN			
(in.)	OL4015	0.357	G0.44 0.55	0.435	0.357			
Cenan 3	140.4	9.07	110.4	3:01-6	9.07			

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Scott C. Dulebohn

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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 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 TR6R1966 1970 TR6C 1966

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

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