

500 (H57083 and Later)

INITIAL PROCEDURE

These models are fitted with alternator rotor marks and timing plunger stops at TDC and 38° BTDC for each cylinder.

First make sure the auto advance unit is correctly positioned on the camshaft locating peg. Lock the auto advance in the full advance position using a suitably sized washer which will bear on the breaker cam when the bolt is tightened (see illustration). Remove the plugs and rocker box covers.

STATIC TIMING

1. Remove the plug behind and between the cylinders. Turn the engine over slowly in the normal direction of rotation until the right cylinder is on the compression stroke, and close to TDC.

2. Install timing plunger and body Nos. D653/D654 and rotate the engine slowly applying slight pressure to the plunger until it drops into the crankshaft hole. The engine should now be at TDC and the right cylinder should be on the compression stroke. Check that there is clearance at both valves. If not, turn the crankshaft 360° to locate the right cylinder on its compression stroke.

3. Lift out the plunger, and rotate the engine backwards. When the plunger drops for the second time, the piston is at the firing point of 38° BTDC.

4. If no timing plunger is available, the piston can be positioned at the firing point by removing the inspection cap from the front of the primary chaincase. After establishing the right piston at TDC on its compression stroke, turn the engine backwards until the rotor and stator marks align. This will be the full advance firing point.

NOTE: Later machines have the stator pointer built in, but some earlier models require the use of adaptor No. D2014 which has two marks, "B" and "C." Use the line marked "C."

5. When the piston is positioned as outlined, a timing or test light should indicate that the right cylinder's points have just opened. The points for the right cylinder have the black/yellow primary wire.

6. If adjustment is necessary, loosen the two pillar bolts, and rotate the entire

point plate until the points just open. Tighten the bolts.

7. Turn the engine 360°, engage the plunger or line up the rotor and stator marks to position the piston at 38° BTDC, and check that the left cylinder (black/white primary wire) just open. If they do not, loosen the two secondary bracket screws, and turn the eccentric screw until timing is corrected. Tighten the bracket screws.

NOTE: If timing has been lost completely, as after rebuilding the engine, it is advisable to set the points plate and the eccentric screws at about the middle of their adjustment range before resetting the timing.

DYNAMIC TIMING

1. A strobe light can be used by means of the rotor and stator timing marks beneath the plate at the forward end of the primary chaincase.

NOTE: If the strobe light requires a battery power source, do not use the motorcycle battery.

2. The marks should align above 2,000 rpm. Check the right cylinder (black/yellow primary wire) first, and adjust the timing, if necessary, by moving the point plate as explained in Step 6, above. Repeat the test with the left cylinder, changing the timing by moving the left cylinder points only as explained in Step 7, above.

650, 750 Twin

1. The procedures are the same as for 500 (H57083 and later) since the points are the same type. Note the following:

2. The plunger and body to be used are D2195/D572.

3. If the machine does not have a stator pointer, use D2014. If dynamic timing is being carried out with this pointer, use line "B."

T150, T150V

The Trident is equipped with one set of points for each cylinder. The firing order is one-three-two. The right (no. one) cylinder point lead is white/black; the center (no. two) red/black, and the left (no. three) yellow/black.

STATIC TIMING

NOTE: Early model Tridents have

three timing marks scribed onto the rotor, 120° apart, each one for a different cylinder. Late models have two sets of timing marks which are distinguished by "A" or "B."

When timing late engines before Serial No. PG 01603, use the "A" timing marks. For engines after PG 01603, line up the "B" timing marks.

1. Remove the spark plugs and rocker box inspection caps. Put the transmission in gear so that the engine can be rotated by turning the rear wheel.

2. Locate approximate top dead center by rotating the engine until no. 1 piston is at the top of its compression stroke (i.e., both valves closed with clearance at the tappets).

3. Install Triumph timing plunger and body no. D1858, then slowly rotate the engine backward until the plunger locks the crankshaft at 38° BTDC.

4. If the automatic advance unit is not installed, assemble it loosely with an extra washer on the central bolt to lock the cam in the fully advanced position. If it is installed, remove the central bolt and add the extra washer. The washer should have a hole just a little larger than the cam bearing.

5. When the auto-advance unit is fully advanced, the no. 1 cylinder points should just be opening. If this is not the case, loosen the secondary breaker plate screws and shift the plate until the points begin to open.

6. Remove the timing plunger and locate the no. 3 cylinder at TDC on the compression stroke. Rotate the engine backwards until the plunger indicates that the piston is at 38° BTDC. Repeat the procedure outlined above on the no. 3 cylinder points, then again on no. 2 cylinder points.

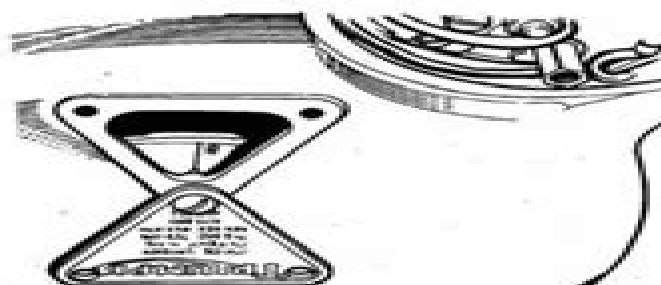
7. Remove the extra washer on the central bolt.

DYNAMIC TIMING

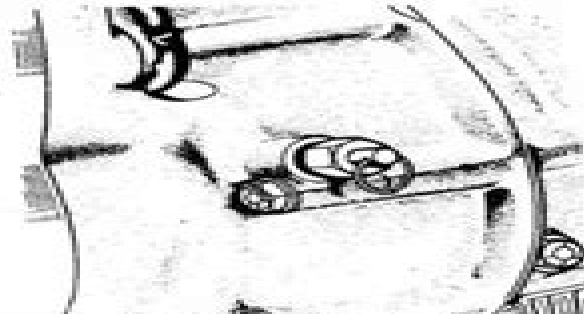
1. Remove the two top screws of the Triumph patent plate on the primary chaincase. Just loosen the bottom screw, as it will serve as a pointer.

2. Remove the ignition inspection plate located at the front of the primary chaincase.

3. Connect the strobe light to the right cylinder as instructed by the strobe man-



Trident timing marks (from Engine No. PG01603)



Timing plunger installed (Trident)

Triumph T140v Bonneville 1973 1988 Factory Service Manual

Roy Bacon



Triumph T140v Bonneville 1973 1988 Factory Service Manual:

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 750cc TWINS 1979-1983 WORKSHOP MANUAL](#) Floyd Clymer, 2024-03-04 206 pages and more than 210 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the March 1984 second publication of the May 1982 Triumph factory workshop manual part number 99 7059 It also includes the May 1983 supplement 99 7089 for the 8 valve T140W TSS This manual is applicable to all 1979 to 1983 750cc UK General Export and USA models including the T140E Bonneville T140E 2 Bonneville T140E S Electro Bonneville TR7 Tiger TR7T Tiger Trail and the 650cc TR65 Thunderbird 650 The supplement extends the coverage to include the 8 valve 1982 to 1983 750cc TSS and TSX models Obviously this manual will also be of use to owners of the 1985 1988 T140 Devon Bonneville Unfortunately Triumph was in deep financial trouble by mid 1982 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 Yet another issue associated with the mounting financial problems was the apparent scramble to introduce new models or variants of existing models in order to encourage buyers This resulted in a proliferation of model numbers a list of some but likely not all of those variants is included below 1979 T140E TR7V T140D 1980 T140ES 1981 T140PE TR7T TR65 650cc TS8 1 Royal Bonneville 1982 TSS TSX TR65T 1983 TSX8 TSX4 Thunderbird 600 Daytona 600 Consequently owners of the 1979 to 1983 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 1973 to 1978 750cc machines are directed to workshop manual ISBN 9781588502919

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 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 Workshop Manual for Bonneville 750 and Tiger 750 Unit Construction Twins*, 198? **Triumph T140 Bonneville & Derivatives 1973-1988** Roy Hunt Bacon, 1990-06-01

Triumph Bonneville T140 and Derivatives Roy Bacon, 1996-04-01 **TRIUMPH 650cc TWINS 1971-1973**

OIL-IN-FRAME WORKSHOP MANUAL, 2024-02-18 210 pages and more than 220 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the January 1972 Triumph factory workshop manual part number 99 0947 This manual is applicable to all 650cc oil in frame UK General Export and USA models including the T120R TR6R TR6C T120RV TR6RV and TR6CV manufactured between October 1970 and September 1973 It is generally accepted that 1971 through 1973 are the appropriate model years for the 650cc oil in frame machines However in September 1973 the Triumph employees barricaded the factory gates and began an 18 month sit in effectively managing the company as a co operative During that 18 month period there were some T120RV models assembled and released However the remainder did not leave the factory until the sit in ended in 1975 Consequently the actual production run for the T120RV can be considered to be from 1971 to 1975 While many of the mechanical components were shared with the earlier 650cc twins the introduction of the oil in frame models required the publication of a revised factory workshop manual that covered both the new electrical and mechanical components and the five speed models that were introduced in 1972 Consequently owners of the late model 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 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 While the oil in frame models are easily identified owners of those models are encouraged to verify that the workshop manual is appropriate for their machine A quick check of the engine number is the most accurate method

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

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