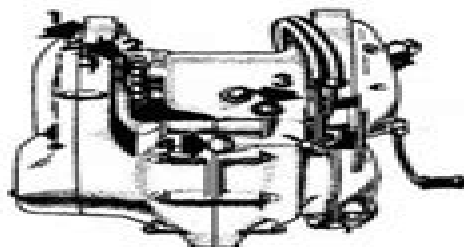


500 models

1. Primary chaincase level plug
2. Primary chaincase drain plug and chain tensioner adjustment
3. Gearbox drain and level plug
4. Sump drain and filter plug



550, 750 Twin

1. Primary chaincase level plug
2. Primary chaincase drain plug and chain tensioner adjustment
3. Gearbox drain and level plug
4. Sump drain and filter plug

flushing oil. If it is not available, use kerosene, but make sure all traces are removed before filling the tank with oil.

8. Fill the tank with the recommended lubricant. The correct level is $1\frac{1}{2}$ in. below the filler cap. Do not exceed this level, as excessive venting will result.

9. Allow the engine to run for several minutes, and recheck the oil level, topping it up if necessary.

TR7V, T140V

Note that the oil for these models is carried in the frame backbone. A filter is also fitted at the bottom of the frame oil reservoir.

1. When the engine is warm, remove the hex-head sump drain plug from beneath the engine. This plug houses the sump filter as well.

2. Allow the oil to drain from the sump for at least ten minutes. Clean the sump plug filter in a suitable solvent, check the condition of the gasket, then replace the filter and the drain plug.

3. Remove the oil reservoir filler cap. Remove the drain plug from the center of the base plate at the very bottom of the frame oil reservoir. Allow to drain for at least ten minutes.

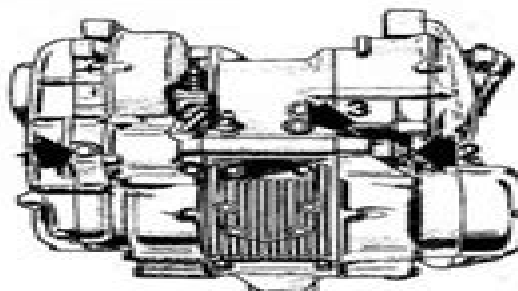
4. Remove the four nuts which secure the cover plate at the bottom of the reservoir, and remove the plate from the studs. Noting the location of the two gaskets (one above the filter base flange, and the other below), clean the filter in a suitable solvent.

5. Flushing the reservoir with kerosene is recommended.

6. The filter gaskets should be replaced. Refit the filter, cover plate, cover plate nuts, and drain plug. Fill the reservoir with the correct amount and recommended grade of oil. Check the oil level after the engine has been run for several miles.

T150, T150V

1. When the engine is warm, remove the six nuts and lockwashers which secure the crankcase sump filter plate to the bottom of the crankcase. Carefully remove the plate. Allow the oil to drain for about ten minutes.



Trident

1. Primary chaincase drain plug
2. Oil filter housing cap
3. Gearbox drain and level plug
4. Sump drain and filter plug

2. Clean the sump filter in a solvent. The gaskets on either side of the filter should be replaced upon reassembly. Replace the filter, noting that the pocketed end is towards the rear of the engine. Tighten the nuts gradually and evenly.

3. Remove the oil tank filler cap, and the right side-panel. Drain the oil from the oil tank, then remove the tank oil filter, and wash it in a solvent.

4. Flushing out the oil tank with kerosene is recommended.

5. Remove the cartridge-type main feed oil filter. This is located beneath the large cap nut just below the forward end of the gearbox outer cover. Note that the filter is pulled out with a pair of needle-nosed pliers. There is a spring immediately beneath the cap nut, and an O-ring on the end of the filter. The filter should be replaced every time the oil is changed.

6. When replacing the filter, be sure that the O-ring and the filter washer are in good condition.

CAUTION: When the filter is refitted, be sure that the hole in the filter faces inward.

Refill the oil tank with the correct quantity and recommended grade of oil. Check the level with the dipstick after the engine has run for several miles.

Gearbox

All gearbox components, including the shifter and kick-start mechanisms, are lubricated by oil splash. The oil should be changed at 500 miles in new or reconditioned engines, and at every recommended service interval thereafter.

NOTE: Drain oil when it is warm.

TR25W

1. Remove the nylon filler plug and the dipstick from the top of the gearbox.

2. Remove the plug on the bottom of the gearbox and drain the oil.

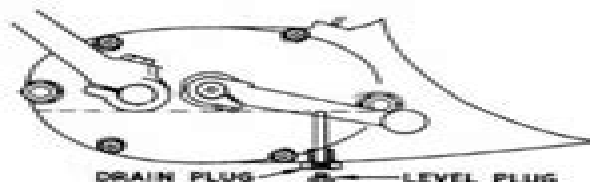
3. After draining, reinstall the plug, making sure that the sealing O-ring is in good condition.

4. Fill the gearbox with the recommended lubricant to the line marked on the dipstick.

OTHER MODELS

1. Remove the transmission drain plug located at the bottom of the gearbox.

2. After letting the oil drain for about ten minutes, reinstall the drain plug, but without the level plug that normally screws into it.



Gearbox drain and level plug

3. Remove the gearbox oil filler plug on the case cover and add fresh oil until it flows out the level plug hole.

4. Reinstall the level plug.

Primary Chaincase

Like the gearbox, the primary chaincase is lubricated by oil bath. On all models, the primary oil supply is contained within the case, where a collection chamber and a feed pipe provide direct lubrication to the primary chain and sprockets.

TR25W

1. On early machines, two of the chaincase securing screws serve as drain and level plugs. On later bikes, a vertical drain plug is provided at the bottom of the case and the forwardmost of the lower chaincase securing screws serves as a level plug.

2. Remove the chain inspection cap on top of the chaincase.

3. Remove the drain plug or screw and level screw.

4. Let the oil drain for about ten minutes, then reinstall the drain plug or screw.

5. Pour the specified amount of the recommended lubricant into the chaincase through the chain inspection cap until it flows out the level screw hole.

6. Reinstall the level screw and chain inspection cap.

NOTE: Oil containing molybdenum disulfide or graphite, or oil additives, must not be used in the primary chaincase.

TWINS

On models after about 1971, the primary chaincase oil is automatically supplied by oil forced through the drive side crankshaft bearing. The level is main-

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Floyd Clymer



Triumph 650 Tr6r Tr6c Trophy 1967 1974 Service Repair Manual:

Triumph TR 2/4A, Range 1952-1967 Drake Publishers,1972 *Triumph 650 & 750 Twins* Jeff Clew,1973

Workshop Manual for Unit Construction 650cc Twins Triumph Motor Company. Service Division,1966 **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 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 **Triumph 650 and 750 Twins Owners Workshop Manual** Jeff Clew, Chris Rogers, 1981 **Triumph 675** Matthew Coombs, 2010-01-01 Daytona 675cc 06 10 Street Triple 675cc 08 10 Street Triple R 675cc 09 10 *The Complete Official Triumph TR6 & TR250, Model Years 1967-1976*, 1978 We offer complete coverage for every Triumph sports car imported into America since 1953 *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 TR5, TR250, TR6, 1967-1975 Brooklands Books Ltd, 2006-03-05 Compact A5 size manual in the Glovebox series *The Complete Official Triumph TR6 and TR250 1967-1976* British Leyland Motors Staff, 2015-11-01 The Complete Official Triumph TR6 TR250 1967 1976 includes complete coverage of Triumph TR6 and Triumph TR250 models sold in the United Kingdom and in North America during the model years 1967 1976 Includes Official Triumph TR6 and TR250 Driver s Handbook Official Triumph TR6 and TR250 Workshop Manual **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 *TR6 Repair Operation Manual* Triumph Motor Company. Service Division, 1972 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 350cc & 500cc UNIT CONSTRUCTION TWINS 1963-1974 WORKSHOP MANUAL Floyd Clymer,Velocepress,2022-08-26 260 pages and more than 290 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the Triumph factory workshop manual part number 99 0843 0948 0950 The original workshop manual part number 99 0843 was subsequently updated and merged with workshop manual 99 0948 This merged double manual also included a supplement part number 99 0950 which extended the coverage up to the 1974 models The supplement was appended to the double manual such that Section A Lubrication System is followed by a Section AA Lubrication System supplement and Section B Engine is followed by a Section BB Engine supplement etc etc This combination of 99 0843 0948 0950 was published as a single workshop manual applicable to the entire range of 350cc and 500cc unit construction twins from 1963 through 1974 This reprint is a faithful reproduction of that combination manual There were a number of running changes made throughout the 11 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 To assist in identifying the appropriate information applicable to those changes the supplements were appended to the end of each appropriate section 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 plus the supplemental section prior to commencing any work paying close attention to any engine number notations Owners of the 350cc and 500cc machines are subjected to considerable confusion surrounding the appropriate selection of the multitude of originals and reprints of the various 350cc and 500cc manuals that have recently flooded the online marketplace Based on our research at least six manuals were issued for different series of engine numbers throughout the 11 year production run However the 99 0843 0948 0950 combination manual is the most comprehensive manual for the entire line of 350cc and 500cc unit construction twins produced from 1963 to 1974 It covers all engine numbers from H29733 through H67331 plus the later 1969 through 1974 alpha numeric series engine numbers unfortunately it is somewhat scarce and difficult to find In

addition many of the changes made towards the end of the production run necessitate the use of the supplement and we are pleased to offer this reprint of the combination manual as a service to all Triumph 350cc and 500cc unit construction owners The 1963 to 1974 models covered are Tiger 100 T100SS Tiger 1963 1965 T100 Tiger 1966 T100S Tiger 1967 1970 T100T T100R Daytona 1966 1974 T100C Trophy 1966 1972 Speed Twin 5TA 1963 1966 Tiger 90 T90 1963 1969 Twenty One 3TA 1963 1966 *Triumph Stag Owner's Workshop Manual*. John Harold Haynes, 2012-12 A service and repair manual for the Triumph Stag *Triumph TR 5, TR 250, TR 6, 1967-70 Autobook* Kenneth Ball, 1970 **Triumph TR 5, TR 250, TR 6, 1967-73 Autobook** Kenneth Ball, 1973 *Triumph Triples & Fours* Penny Cox, Matthew Coombs, 1996 HY TRMPH TRIP 4 91 95 Triumph Motorcycles Illustrated Workshop Manual 1937-1951 Floyd Clymer, 2007-01-01 1935 to 1939 MODELS An Illustrated Workshop Manual Covering Pre War Triumph Twin And Single Cylinder Motorcycles From 1935 To 1939 After the outbreak of war in September 1939 all of the Triumph motorcycles constructed were destined for military use civilian production did not resume again until 1946 This is a faithful reproduction of the 1939 Floyd Clymer E T Brown Workshop Manual originally published in the US in 1947 It includes repair and maintenance data for rigid frame pre war single cylinder SV OHV and twin cylinder OHV Triumph motorcycles from 1935 to 1939 Much more detailed than the owner s handbook this manual provides the information necessary for the overhaul of engines carburetors clutches gear boxes forks electrics etc essential information for the enthusiast owner or restorer of these classic motorcycles Measuring 5 5 x 8 5 with 96 pages and 56 illustrations Applicable To The Following Models L2 1 2 1 2 5 3 1 3 2 3 5 5 1 5 2 5 3 5 4 5 5 5 10 6 1 Tiger 70 Tiger 80 Tiger 90 2H Tiger 70C 3S 3H Tiger 80C 5H Tiger 90C 6S 2HC 3SC 5T Speed Twin 5S and T100 Tiger 100 Includes Maintenance And Repair Data For The Following Engines Single Cylinder 250cc OHV 350cc SV 350cc OHV 500cc SV 500cc OHV 550cc SV and 600cc SV Twin Cylinder 500cc OHV and 650cc OHV

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