

Triumph

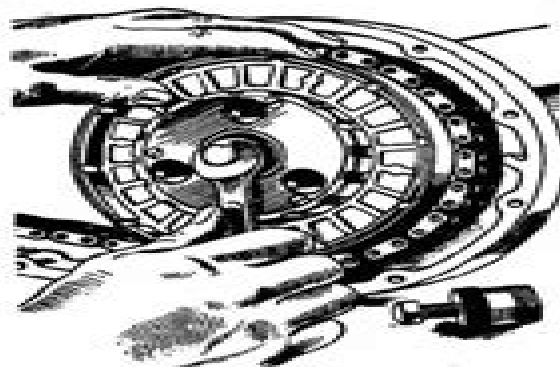
and then the lead can easily be removed.

5. Remove the rotor.
6. Remove the rotor key and distance piece.

7. Remove the clutch hub securing nut and cup.

NOTE: Machines prior to serial no. H49833 have a tab washer and a different cup washer, rather than the self-locking securing nut.

8. Screw the body of extractor no. Z13 into the clutch hub until it bottoms, then tighten the center bolt until the hub is released.



Removing the clutch housing

9. Assemble extractor no. Z151 and D662/3 on the engine sprocket and tighten its center bolt until the engine sprocket is released.

10. Withdraw the engine sprocket, clutch hub, and primary chain together.

11. Remove the transmission mainshaft key and check the oil seal for leakage.

INSPECTION

1. Inspect the clutch shock absorber for worn rubbers or punctures. They can be removed by prying them out, small rubbers first. Replace as necessary. When reassembling, apply thread-locking compound to the cover plate securing screws.

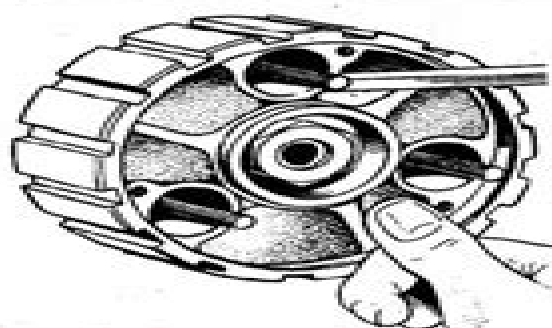
2. First thoroughly clean the primary chain then check it for wear by scribing two marks on a flat surface 12 in. apart, and centering two pivot pins at the scribe marks. Fully compressed, the chain link pivot should line up with the marks; fully stretched, it should not extend more than ¼ in. beyond the marks.

3. Check the fit between the shock absorber spider and the clutch hub splines. The spider should be a push fit on the clutch hub, with no radial movement.

4. Check the fit of the engine sprocket on the crankshaft in the same manner. There should be no radial movement.

5. Check the clutch hub bearing diameter, rollers, and clutch sprocket bearing. Replace any bearing rollers that are pitted or worn. See specifications.

6. Make sure the shock absorber spider is a good fit in the inner and outer



Installing clutch hub rubbers

retaining plates, and that the arms have not excessively scored the inner surface of the retaining plates.

ASSEMBLY

1. Grease the clutch hub and install the thrust washer and twenty of the correct rollers. Do not use ¼ in. x ¼ in. rollers.

2. Position the hub and press the shock absorber, complete with the three threaded pins, on the hub.

3. Install a new tapered distance collar behind the engine sprocket, with the taper toward the crankshaft main bearing and oil seal.

4. Install the transmission mainshaft key and tap the clutch hub onto its taper.

5. Lubricate the primary chain and lay it over the clutch sprocket.

6. Wrap the chain around the engine sprocket, then position the sprocket on the crankshaft.

7. Place clutch locking tool Z13 in the clutch plate housing, then install the cup washer and self-locking nut. Torque the nut to specifications.

NOTE: On machines before serial no. H49833, install the tab washer with the long tab in the hole in the shock absorber spider, install the securing nut and bend a tab to lock the nut.

8. Install the alternator rotor, making sure that the key or locating peg is correctly positioned.

9. Install the alternator stator. Put a 0.008 in. (0.2 mm) feeler gauge between each stator pole and the rotor. Turn over the engine to make sure that the rotor and stator do not touch.

Transmission Countershaft Sprocket

REMOVAL AND INSTALLATION

1. Disassemble the clutch and primary drive as previously described. Remove the sprocket cover.

2. Bend back the tab washer and, while holding the rear brake, remove the sprocket securing nut.

3. Slide off the final drive chain and remove the countershaft sprocket.

4. Make sure the oil seal is in good condition, then lubricate the ground boss

of the new sprocket and position it on the transmission mainshaft.

5. Replace the tab washer, screw on the securing nut finger-tight, then, with the chain in place, tighten the nut to torque specifications.

6. Oil the bushing that protrudes from the mainshaft high gear and install the sprocket cover with a new paper gasket.

7. The remainder of installation is a reversal of the removal procedure.

Clutch and Shifter Operating Mechanisms

DISASSEMBLY

1. Remove the right exhaust header pipe and footrest.

2. Drain the gearbox oil.

3. Disconnect the clutch cable from the actuating lever.

4. Remove the two nuts and four recessed screws that secure the gearbox outer cover. Remove the kick-starter.

5. Hold the gearshift lever in one hand, then tap the cover with a soft-faced mallet until it is free to be removed.

6. Unscrew the two nuts inside the gearbox outer cover and remove the shifter return springs complete with the thrust buttons and distance pieces.



Clutch operating mechanism

7. Unscrew the countersunk screw that secures the clutch operating mechanism and withdraw the assembly.

8. Remove the shifter lever pinch bolt, remove the lever, and then withdraw the shaft from the cover.

9. Remove the cotter pin from the clutch operating shaft. This will release the clutch operating balls.

10. Remove the two cotter pins and disconnect the plungers and springs from the shifter quadrant.

11. If the shifter spindle bushing requires replacement, heat the outer cover to 100°C and drive it out with a suitable, shouldered drift. Drive in the new bushing before the cover has a chance to cool.



Clutch mechanism installed

Triumph Race Manual

Floyd Clymer



Triumph Race Manual:

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 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

Runways & Racers Terry O'Neil, 2011 Runways and Racers focuses on sports car races held at military installations throughout America in the early 1950s It was a marriage of convenience for the Sports Car Club of America and the Strategic Air Command with both parties gaining advantages from the arrangement The thorn in the side turned out to be a Congressman whose own aspirations exceeded his standing but who found himself in a position to be able to influence the outcome of events

Northeast American Sports Car Races 1950-1959 Terry O'Neil, 2010 This book focuses on the different aspects that contributed to the development of Northeast American sports car racing during the 1950s The evolution from amateur drivers racing on public roads in 1950 to both professional and amateur drivers racing at private purpose built tracks in 1959 demanded huge leaps of faith trust and understanding The transition was neither easy nor uneventful for drivers clubs or track owners and the tragedy politics and in

Chilton's Motorcycle Repair Manual, 1976

Bill Hartack Bill Christine, 2016-11-18 Bill Hartack won the Kentucky Derby five times and seemed to hate every moment If only Bill could have gotten along with people the way he got along with horses a trainer said His impoverished upbringing didn't help his mother was killed in an automobile accident the family home burned down his father was murdered by a girlfriend and he was estranged from his sisters for most of his life Larry King his friend said it was just as well Hartack never married because it wouldn't have lasted Hartack was one of racing's most accomplished jockeys But he was an inveterate grouch and gave the press a hard time At 26 he was inducted into the Hall of Fame Whenever the media tried to bury him he would win another Derby At the end of his life he was found alone in a cabin in the Texas hinterlands Drawn from dozens of interviews and conversations with family members friends and enemies this book provides a full account of Hartack's turbulent life

American Motorcyclist, 1993-12 American Motorcyclist magazine the

official journal of the American Motorcyclist Association tells the stories of the people who make motorcycling the sport that it is. It is available monthly to AMA members. Become a part of the largest, most diverse and most enthusiastic group of riders in the country by visiting our website or calling 800 AMA JOIN.

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.

The Ideal Orator and Manual of Elocution John Wesley Hanson (Jr.), Lillian Woodward Gunckel, 1895.

WALNECK'S CLASSIC CYCLE TRADER, JULY 2006 Causey Enterprises, LLC,

Popular Science, 1949-05. Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

Triumph Race Manual Book Review: Unveiling the Magic of Language

In an electronic era where connections and knowledge reign supreme, the enchanting power of language has become much more apparent than ever. Its ability to stir emotions, provoke thought, and instigate transformation is really remarkable. This extraordinary book, aptly titled "**Triumph Race Manual**," written by a highly acclaimed author, immerses readers in a captivating exploration of the significance of language and its profound impact on our existence. Throughout this critique, we will delve into the book's central themes, evaluate its unique writing style, and assess its overall influence on its readership.

https://ftp.barnabastoday.com/book/detail/HomePages/Training_Instructors_Guide_Example.pdf

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