#### MAINTENANCE

NOTE: Common maintenance procedures are explained in detail in "Geneval Information."

#### LUBRICATION

#### Engine.

NOTE: Always change oil when the engine is at operating temperature.

#### **工程:25%**

1. Remove the right side-panel.

2. Using a suitable container and funnel to catch the oil, remove the oil tank filter located in the lower right corner of the tank. Clean the filter in solvent.

3. Allow the tank to drain for about five minutes, then lean the machine toward the right side to make sure that all the oil has been removed.

4. Remove the four attaching nuts and the oil sump filter located at the bottom of the crankcase. Also, disconnect the supply and scavenge lines at the crankcase union mut.

5. Wash the sump filter in solvent, then allow it to air dry or blow it dry with compressed air.

6. Reinstall the sump filter and gasket, connect the supply and scavenge lines, and reinstall the oil tank filter.

7. Add the recommended oil to the tank until it reaches the correct level mark on the dipstick. Do not overfill it, as excessive venting will result.

8. Let the engine run for several minutes, then recheck the oil level and top up if necessary.



2050 will tandle

#### 500 AND 650

1. Remove the sump drain plug and fillber.

Thoroughly clean the filter in sol-2. weeping to

3. Allow the oil to drain for approximately five minutes, then reinstall the filter (with gasket) and the sump drain

Remove the oil tank filler cap.

Position a container under the oil tank, then remove the tank drain plug or disconnect the oil feed line.

6. Remove the oil tank filter and clean

it thoroughly in colvent.

7. If possible, clean the oil tank with

F	Comments and a second	
Contracts and	Specifications	

	THREE	TRACE	THOOK	Property *	TRAC *
DIMENSIONS	- Charles I and	TT-AA-TANAS		ero ero engane no	
Net weight (lbs) Overall Height (in.) Overall Width (in.)	380.0	337.0	34(1.0)	368.0	265.0
Overall Height (in.)	43.25	38.0	38.0	38.0	38.0
Overall Length (in.)	28.0 53.0	96.5 83.25	53.25	54.0	84.0
Wheelbase (in.)	53.0	53.5	53.5	55.0	55.0
Seat Height (in.) Ground Clearance (in.)	32.0	U-Transfer		The same of the sa	The second second
	8.5	7.5	77.45	6.0	6.0
ENGINE Displacement (cc)	250	490	400	60.600	6.69
Bore a Stroke (mm)	67 x 70	69 x 65.5 (2)	69 x 65.5 (2)	$71 \times 82 \times 21$	71 x 82 (2)
Commence of the state of the st	DO : 1	9.0 . 1	9.1 . 1.	GLO: 1	9.0 : 1
Carburetor Type and Model	Ameni possza	(B)	<b>®</b>	Armail Respoyate	Armel BISOR/ES
TRANSMISSION	manage a				
Clutch Type	met.	teret,	serget.	west.	west,
	multi-plate	multi-plate	smooths-plante	months plants	smoltii-pliete
Internal Gear Satios	0.68	0.47	0.47	2.44	2.44
Red	1.65	1.01	1.01	1.09	1.09
Sterd	1.04	1.00	1 000	1.334	3.20-6
46h	1,000	1.00	1.00	1.00	1.00
Sprockets (no. of teeth)		-			
Engine	10176	256	200	259	200
Chatch.	192	58	258	348	59
Gearbox	1/5	18	18	46	16
Bear Wheel	(E)	46	-609	440	4001
CHASSES Front Suspension	most discour	per or shoulde valv	e-type telescopic	abouttle	
				Non-Dynes-	
				By great	
Rear Suspension		and the same and the	hydraulically damp	type telescopte erped shocks	
Tice Size: front	$3.25 \times 18$	3.25 x 19	3.25 x 19	3. 編集 · 19	$3.25 \times 19$
PORT	4.00 x 18	4.00 = 2.5	4.00 × 18	$4.00 \pm 18$	$4.00 \times 18$
ELECTRICAL					-caracter.
System Voltage	12	12	12	18	12
Consentor Type		alternat			
	TURON.	11000	TATE .	Titory	Entered.
DIMIENSIONS					0.00000
Net Weight (Be) Overall Height (in.) Overall Width (in.)	365.0	470.0	4002	406	480
Overall Height (in.)	38.0	43.5 32.5	38.0	38.0	32.5
Overall Longth (in.)	84.0	86.0	87.5	ST.5	88.0
William Branch City 1	185.0	56.25	55.0	55.0	56.3
Seat Height (in.) Ground Clearance (in.)		38.0	341.45	31.5	0.5
	5.0	6.5	6.0	(SUD)	68.29
ENGINE Displacement (co.)	6.00	741	747	747	7543
Displacement (cc)	649 71 x 82 (2)	741 67 x 70 (3)	747 76 x 84 (2)	フタ × 8年 (年)	67 - 79 (A)
Displacement (cc) Bose x Stroke (mm) Compression Batio	71 x 82 (2) 9.0 : 1	67 x 70 (3)	76 x 82 (2) 8.0 : 1	76 x 82 (2) 8.6:1	67 = 70 (3) 9.5 : 1
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Displacement (cc) Bose x Stroke (mm) Compression Batio	71 x 82 (2) 9.0 : 1	67 x 70 (3)	76 x 82 (2) 8.0 : 1	76 x 82 (2) 8.6:1	67 = 70 (3) 9.5 : 1
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Displacement (oc) Bore v Steeke (mm) Compression Ratio Carburetor Type and	71 x 82 (2) 9.0 : 1 Assal 9930/9 & L900/10	87 x 70 (3) 9.0 : 1 Amal eto	76 x 82 (2) 8.6 : 1 Accul R030/89	76 x 82 (2) 8.6 : 1 Amel 1,930/92 & 8930/89	67 x 70 (3) 9.5 : 1 Accal e20
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Displacement (oc) Bore x Stocke (mm) Compression Battin Carburetter Type and Model TRANSMISSION Clutch Type Internal Gear Battice	71 x 82 (2) 9.0 : 1 Assal 8930/9 & L900/10 wet, multi-plate	er a ro (3) 9.9 : 1 Amul ero wet, single-plate	70 x 82 (2) 8.6 : 1 Accel 2020/89	76 x 82 (2) 8.6 : 1 Amel 1,930/92 & 8930/89	67 x 70 (3) 9.5 : 1 Accal e20
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Displacement (cc) Bore a Steeke (man) Goespression Battie Carlsoveter Type and Model  TRANSMISSION Clutch Type Internal Goar Bartico Ist 2nd 3rd	71 x 82 (2) 9-0:1 Assail 8935/9 & L935/10 wet, multi-plate 2.44 1.69 1.24	87 x 70 (3) 9.0 : 1 Amail 620 wet, single-plate 2.44 1.69 1.19	76 x 82 (2) 8.6 : 1 Accal 20000/80 west, mobi-plane 2.50 1.84 1.40	76 x 82 (2) 8.6 : 1 Assal 1,930/92 a 8930/89 wet, multi-plate 2,59 1,54 1,40	err = 70 (3) 9.5 : 1 Aemal eno med, mingle-plate 2.50 1.84 1.40
Displacement (oc) Bore x Stocke (mm) Compression Battin Carboreter Type and Model  TRANSMISSION Clutch Type Internal Gear Ratios 1st 2nd 3rd 4th	71 x 82 (2) 9.0 : 1 Amail R930/9 & L930/10 wet, multi-plate 2.44 1.69	er a ro (3) 9.0 : 1 Arnal ero wet, single-plate 2.44	76 x 83 (2) 8.6 : 1 Accell 2930/89 west, multi-plane 2.50 1.84 1.40 1.19	76 x 82 (2) 8.6 : 1 Amad 1.000/92 & 8930/93 wet, multi-plate 2.59 1.54 1.40 1.10	err = 70 (3) 9.5 : 1 Access error single-plate 2.59 1.84 1.40 1.19
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Displacement (cc) Bore a Steeke (man) Goespression. Ratio Compression. Ratio Carloweter Type and Model  TRANSMISSION Clutch Type Internal Goar Ratios let 2nd 3rd 4th Speckets (no. of teeth) Speckets (no. of teeth) Cearbox	71 x 82 (2) 9.0 : 1 Assal 1 2030/10 & L930/10 wet, multi-plate 2.44 1.69 1.00	er i 70 (3) 9.9 : 1 Amal 625 wet, single-plate 2.44 1.69 1.00	76 x 82 (2) 8.6 : 1 Associate 20000/89 wet, smilti-plate 2.59 1.54 1.40 1.19 1.00 29 58	76 x 82 (2) 8.6:1 Amal 1.000/92 a 8030/69 wet, multi-plate 2.59 1.84 1.40 1.10 29 50 50	err = 70 (3) 9.5 : 1 Aesal erro single-plate 2.50 1.40 1.10 28 50 18
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Optional 5-speed gearbox available. Bation: 1st—2.555; 2nd—1.637; 3rd—1.400; 4rh—1.192; 5rh—1.000.
 52 tooth standard; 49 tooth optional.

© Amal 375/273 prior to serial no. H.57083, Amal 893/8 after serial no. H.57083. © Amal 376/324 and 325 before serial no. H.5708, Amal 626/9 and 10 after serial no. H.5708.

# Triumph T140v Bonneville 750 1973 1988 Repair Service Manual

**Matthew Coombs** 

#### Triumph T140v Bonneville 750 1973 1988 Repair Service Manual:

American Motorcyclist, 1990-07 American Motorcyclist magazine the official journal of the American Motorcyclist Associaton tells the stories of the people who make motorcycling the sport that it is It's 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 Cars & Parts ,1991 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 T140 Bonneville & <u>Derivatives 1973-1988</u> Roy Hunt Bacon,1990-06-01 Triumph Bonneville T140 and Derivatives Roy Bacon, 1996-04-01 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, T100, Speedmaster, America, Thruxton & Scrambler Service & Repair Manual Matthew

Coombs, Phil Mather, Penny Cox, 2016 **Triumph 650 & 750 Twins** Jeff Clew, 1973 Triumph Workshop Manual for Bonneville 750 and Tiger 750 Unit Construction Twins ,198? 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 650 and 750 Twins Owners Workshop TRIUMPH 750cc TWINS 1979-1983 WORKSHOP MANUAL Floyd Manual Jeff Clew, Chris Rogers, 1981 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 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 Bonneville, T100, Speedmaster, America, Thruxton & Scrambler '01 to '15 Editors of Haynes Manuals, 2015-12-01 Complete coverage for your Triumph Bonneville covering Bonneville T100 Speedmaster America Thruxton and Scrambler for 2001 to 2012 Routine Maintenance and servicing Tune up procedures Engine clutch and transmission repair Cooling system Fuel and exhaust Ignition and electrical systems Brakes wheels and tires Steering suspension and final drive Frame and bodywork Wiring diagrams Reference Section With a Haynes manual you can do it yourself from simple maintenance to basic repairs Haynes writes every book based on a complete teardown of the motorcycle We learn the best ways to do a job and that makes it quicker easier and cheaper for you Our books have clear instructions and hundreds of photographs that show each step Whether you re a beginner or a pro you can save big with Haynes Step by step procedures Easy to follow photos Complete troubleshooting section Valuable short cuts Model history and pre ride checks in color Color spark plug diagnosis and wiring diagrams Tools and workshop tips section in color Triumph Motorcycle Restoration Guide David Gaylin, 1997 These Triumph models are highly sought after classics that demand correct mechanical restoration and accurate refinishing Step by step Triumph Bonneville, T110, Speedmaster, America & Thruxton Service & Repair instructions contained in this book Manual Matthew Coombs, 2006-01-01 Covering both basic and advanced service and maintenance tasks for the Triumph Bonneville T100 Speedmaster America and Thruxton this garage manual covers models built between 2001 and 2005

Triumph Bonneville T140 Mark Paxton,2017-12-12 The Triumph 750 is probably the classic British motorcycle that most people will recognize whether they are enthusiasts or not The bike's desirability continues to grow aided by its easy availability and excellent parts back up Triumph Bonneville T140 is aimed at the DIY enthusiast interested in renovation and restoration and is fully illustrated with high quality color images coupled with clear and concise text Following the real life resurrection of a T140E with all the work being carried out by the author the book shows how to assess wear in all mechanical components then assists in deciding the most cost effective method of dealing with it The process is dealt with in detail giving the owner the confidence to carry out epairs to a high standard which will be both cost effective and satisfying

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