

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 Bonneville T140e 1973 1988 Workshop Service Manual

**Standard-Triumph Sales Ltd. Service
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Triumph Bonneville T140e 1973 1988 Workshop Service Manual:

WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 2006 Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, JANUARY 2001** Causey Enterprises, LLC, *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

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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 Workshop Manual for Bonneville 750 and Tiger 750 Unit Construction Twins* ,198? Triumph TR5 and 6 Owner's Workshop Manual John Harold Haynes,2013-04 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 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 repairs to a high standard which will be both cost effective and satisfying Brakes suspension brightwork and trim are all also addressed making this an essential purchase for all Triumph 750 owners *Triumph Stag Owner's Workshop Manual*. John Harold Haynes,2012-12 A service and repair manual for the Triumph Stag **Triumph TR 2/4A, Range 1952-1967** Drake Publishers,1972

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

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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 Herald Owner's Workshop Manual J. L. S. Maclay,1986

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