

Triumph

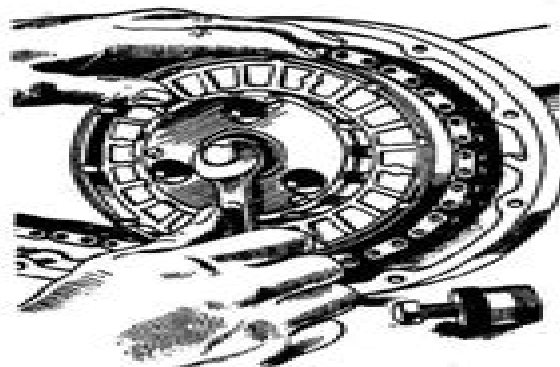
and then the lead can easily be removed.

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.

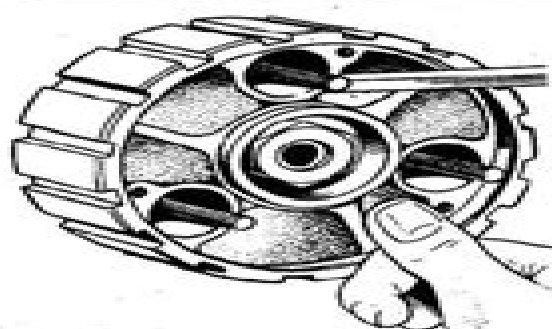
2. First thoroughly clean the primary chain then check it for wear by scribing two marks on a flat surface 12 in. apart, and centering two pivot pins at the scribe marks. Fully compressed, the chain link pivot should line up with the marks; fully stretched, it should not extend more than ¼ in. beyond 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 750 Triples T150v Trident 1969 1972 Service Manual

Ken Freund



Triumph 750 Triples T150v Trident 1969 1972 Service Manual:

WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 1991 Causey Enterprises, LLC, **TRIUMPH 750cc T150 & T150V TRIDENT 1968-1974 WORKSHOP MANUAL** Floyd Clymer, 2022-10-20 246 pages and more than 240 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the Triumph factory workshop manual part number 99 0963 0887 4223 The original 1969 Trident workshop manual 99 0887 was updated in 1972 under part number 99 0963 A short time later the introduction of a 5 speed gearbox 1972 and a front wheel disc brake 1973 necessitated the publication of a supplement 00 4223 which was then incorporated into the 99 0963 manual creating a single workshop manual for the 1968 through 1974 models Unfortunately the 99 0963 manual was also published without the 00 4223 supplement and the manual that includes the supplement can only be identified by the following notation printed to the bottom corner of the title page PART NO 99 0963 INCORPORATING 99 0887 AND SUPPLEMENT 00 4223 The difference in content between the two manuals that carry the same part number is extremely important to owners of the 5 speed and disc brake models There were a number of running changes made throughout the 6 year production run of these models and in order to provide information applicable to those changes the 00 4223 supplement was either merged or appended to the end of the appropriate sections within the manual However it is also important to note with regard to any maintenance and repair instructions and also the specifications in the General Data GD section that whenever engine numbers are stated the data will be specific to that particular series Therefore the reader is encouraged to pay close attention to any engine number notations and to read the entire section plus the supplemental data prior to commencing any work In conclusion 750cc T150 and T150V owners are subjected to considerable confusion surrounding the appropriate selection of the multitude of originals and reprints of the various 750cc Trident manuals that have recently flooded the marketplace However the combination manual 99 0963 99 0887 00 4223 is the most comprehensive manual for the entire line of 750cc Trident three cylinder motorcycles produced from 1968 through 1974 however it is somewhat scarce and difficult to find In addition many of the changes made during the production run necessitate the use of this combination manual and we are pleased to offer this reprint of the 99 0843 99 0948 00 4223 manual as a service to all 750cc T150 T150V owners In addition as the X75 Hurricane is a combination of both the Trident and the BSA Rocket 3 this manual will also be of interest to owners of that model The models covered are 1968 to 1970 T150 Trident 1971 to 1972 T150 Trident 1972 to 1974 T150V Trident with 5 speed gearbox and disc front brake

Triumph Workshop Manual Triumph Engineering Co., Ltd, 197? *Triumph Triples & Fours (carburettor engines) '91 to '04* Editors of Haynes Manuals, 2016-03-15 Complete coverage for your Triumph 750 900 Triples and 1200 Fours covering 750 900 and 1200cc for 1991 thru 2004 Fuel injected T509 955i Speed Triple Sprint ST RS T595 955i Daytona and 1999 on Tiger models are not covered 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

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