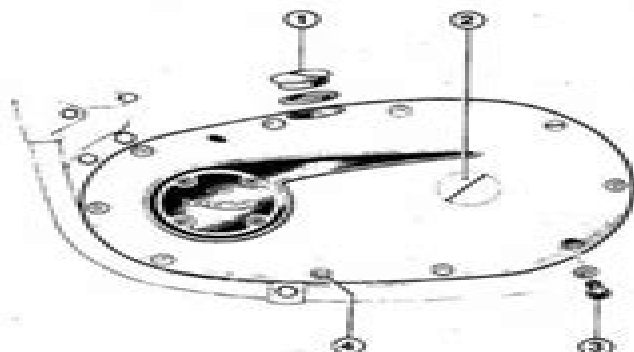




Early 250 chaincase filler (1), clutch adjustment cap (2), level (3) and drain (4) screws

tained by drillings which allow excess oil to re-enter the crankcase.

1. Remove the primary chaincase drain plug. This is also the chain adjuster cover plug. On some 500 models it may be necessary to remove the footpeg, striking it after the bolt is loosened to remove it from its taper.

2. Allow the oil to drain for about 10 minutes. Reinstall the drain plug. On older models, remove the level plug.

3. Remove the filler plug at the top of the case. On the older models, add the correct grade oil until it begins to seep from the level plug hole. Refit the level plug and filler plug.

On the more recent machines, add only about 1/4 pint of motor oil. The level will come up to the proper amount as the machine is ridden. Check with the level plug.

TR150, TR150V

1. The primary chaincase is lubricated by oil forced through the crankshaft bearing as outlined for late-model Twins.

2. After removing the drain plug and allowing several minutes for the oil to drain off, refit the drain plug. Add no more than 1/4 pint of motor oil. The level will rise as the machine is ridden, and will be maintained at the proper level by drillings in the crankcase.

Front Forks

1. Drain each fork leg separately.
2. Remove the drain bolt at the bottom of the fork slider. Hold the front brake and pump the forks several times to expel all the oil.

3. Refit the drain plug. Remove the filler cap at the top of the fork leg.

NOTE: On machines with resiliently-mounted handlebars, the handlebars may have to be removed to gain access to the filler caps.

4. Add the correct amount and type of oil, refit the cap; repeat the procedure with the remaining fork leg.

Final Drive Chain

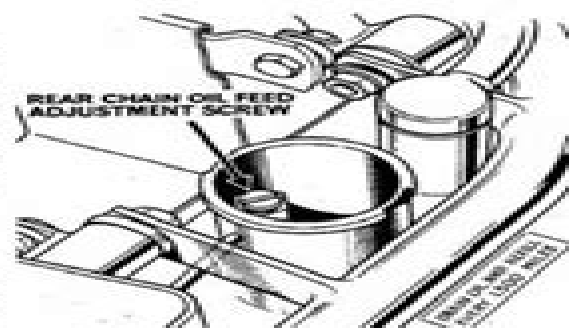
TR25W

Lubrication of the final drive chain is

totally dependent on the oil level in the primary chaincase. As the primary chain spins, it throws off the oil fed by the primary case collection chamber. This oil is collected by a small well at the back of the primary case and is then drip-fed to the chain.

500, 650, 750-3

The drive chain on these models is lubricated by means of an overflow tube from the neck of the oil tank. The flow is adjusted by means of a screw with a tapered tip threaded into the oil junction block in the neck of the tank. The screw is accessible after removing the tank filler cap. To increase oil flow to the chain, turn the screw counterclockwise. To decrease flow, turn the screw clockwise.



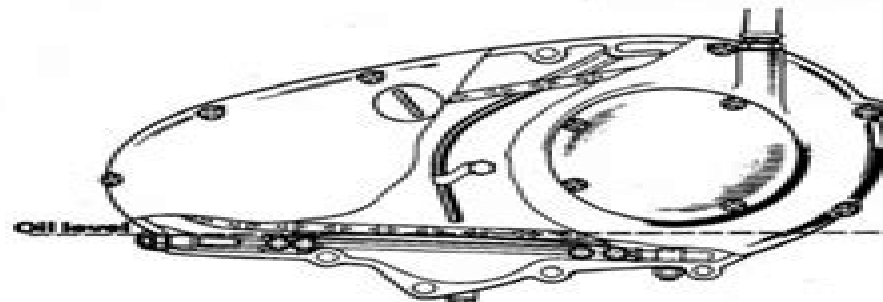
Chain oiler adjustment screw location (500, 650, and 750-3)

750 TWINS

The chain should be lubricated by hand at intervals, depending on conditions. No automatic oiler is fitted.

Grease Nipples

Both the front and rear drum brake cams, and the swinging arm pivot are fitted with grease nipples. The brake cams should be given only one stroke of a hand



Chaincase oil level (Trident)

grease gun; the swinging arm pivot should be greased until the lubricant spurts out the pivot O-rings.

Brake Pedal Spindle

The brake pedal spindle is located on the left, rear, engine mounting plate. Since the operating shaft is exposed to the air, it should be coated with grease to prevent dirt penetration and corrosion.

1. Back off the rear brake rod adjustment until there is plenty of play.

2. Remove the pedal retaining nut and pedal.

3. Clean up the operating shaft and bore of the pedal with fine emery cloth.

4. Apply the recommended grease to the shaft and reinstall the pedal. Make sure you don't forget the spring and washer that accompany the retaining nut.

Wheel and Steering Head Bearings

1. These bearings should be packed with a good grade of bearing grease every 12,000 miles.

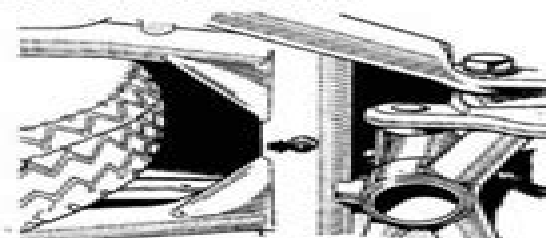
2. Refer to "Chassis" for removal and installation procedures.

SERVICE CHECKS AND ADJUSTMENTS

Clutch

TR25W, TWINS

1. Run down the clutch cable adjuster(s) until there is plenty of freeplay in the clutch hand lever.



Swing arm grease nipple (650)

Triumph T150 Trident 1969 1972 Factory Service Repair Manual

Penton Staff



Triumph T150 Trident 1969 1972 Factory Service Repair Manual:

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 Trident and BSA Rocket 3 Owners Workshop Manual, No. 136 John Haynes, 1965-06-01 Triumph Trident BSA Rocket 3 1969 75 Shop Manual Haynes *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

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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* Triumph Engineering Company,197?

Triumph Stag Owner's Workshop Manual. John Harold Haynes,2012-12 A service and repair manual for the Triumph Stag

Triumph GT6, Range: 1966-1972 Drake Publishers,1972 Triumph Triples & Fours Penny Cox,Matthew Coombs,1996

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