

ufacturer. If the unit requires an external power source, do not use the motorcycle battery. AC pulses in the machine's low tension wiring can trigger the strobe light and lead to incorrect readings.

4. At engine speeds above 2,000 rpm, one of the three marks on the alternator rotor (exposed by the Triumph patent plate) should line up directly with the bottom plate screw. If adjustment is necessary, loosen the no. 1 point set secondary bracket and shift the plate until the marks are aligned. Tighten the plate securing screws.

5. Repeat the above procedure on no. 2 cylinder (center), then no. 3 cylinder (left).

6. Reinstall the patent and inspection plates.

## CARBURETOR ADJUSTMENTS

### Idle Speed and Mixture

NOTE: Make these adjustments when the engine is at operating temperature.

#### SINGLE-CARBURETOR

1. Make sure there is some freeplay in the throttle cable so the slide will close fully.

2. Turn the pilot air screw in until it is lightly seated, then back it out 2½ turns. Start the engine. Adjust the idle speed (throttle stop) screw so that the engine idles at about 750 rpm.

3. Make any fine adjustments by turning the pilot air screw in either direction so that an even idle is obtained. It should not be necessary to vary this screw more than ¼ turn from the standard setting. If it is, there may be something wrong with the carburetor or engine. Check for fuel blockages, air leaks, etc.

4. Use the throttle cable adjuster to take up most of the slack in the cable. The twist grip should have 10-15° of rotation before the slide begins to rise.

#### TWIN-CARBURETOR

1. Make sure there is some slack in the main throttle cable so that the slides will close fully.

2. Screw each pilot air screw in gently until it is seated, then back them out 2½ turns.

3. Start the engine. Disconnect one of the spark plug leads and turn the throttle stop screw for the running cylinder in until the engine runs slowly but smoothly on one cylinder.

4. With both plug leads connected, rev the engine a few times to clean it out. Then disconnect the other plug lead, and turn the throttle stop screw for the running cylinder in until the engine runs slowly but smoothly on the one cylinder.

5. Connect the spark plug lead so that both cylinders will now be running. Idle speed will be very high. Back out each throttle stop screws by equal amounts until an idle speed of 500-750 rpm is obtained.

6. To smooth out the idle, if necessary, turn each pilot air screw in or out by equal amounts. It should not be necessary to turn either of them more than ¼

turn. If it is, there is probably a defect in the system: air leaks, fuel flow problem, impure gasoline, etc.

7. Synchronize the throttle slides.

8. Use the adjuster on the main throttle cable so that the slide begins to rise after about 10-15° of twist-grip rotation.

### Carburetor Synchronization, Twins

On twin-carburetor models, the throttle slides must be synchronized or one cylinder will lead the other while running. This operation should be carried out after setting the idle speed and mixture.

## Tune-Up Specifications

|                                  | T120W       | T100C       | T100R       | T100R       | T100C       |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| (See test procedures)            |             |             |             |             |             |
| CARBURETION                      |             |             |             |             |             |
| VALVES                           |             |             |             |             |             |
| Valve Tappet Clearance (cold):   |             |             |             |             |             |
| Intake (in.)                     | 0.006       | 0.002       | 0.002       | 0.002       | 0.002       |
| Intake (mm)                      | 0.203       | 0.050       | 0.050       | 0.050       | 0.050       |
| Exhaust (in.)                    | 0.010       | 0.004       | 0.004       | 0.004       | 0.004       |
| Exhaust (mm)                     | 0.254       | 0.100       | 0.100       | 0.100       | 0.100       |
| Valve Timing:                    |             |             |             |             |             |
| Intake Opens (BTDC)              | 51°         | 34°         | 40°         | 34°         | 34°         |
| Intake Closes (ABDC)             | 68°         | 53°         | 52°         | 55°         | 55°         |
| Exhaust Opens (BBDC)             | 78°         | 48°         | 61°         | 55°         | 55°         |
| Exhaust Closes (ATDC)            | 37°         | 27°         | 31°         | 34°         | 34°         |
| IGNITION                         |             |             |             |             |             |
| Spark Plug (standard) (Champion) | N3          | N4          | N4          | N3          | N3          |
| Spark Plug Gap:                  |             |             |             |             |             |
| (in.)                            | 0.020-0.025 | 0.020       | 0.020       | 0.025       | 0.025       |
| (mm)                             | 0.508-0.635 | 0.508       | 0.508       | 0.635       | 0.635       |
| Contact Breaker Gap:             |             |             |             |             |             |
| (in.)                            | 0.015       | 0.015       | 0.015       | 0.014-0.016 | 0.014-0.016 |
| (mm)                             | 0.381       | 0.381       | 0.381       | 0.350-0.400 | 0.350-0.400 |
| Ignition Timing:                 |             |             |             |             |             |
| Crankshaft Position (advanced)   | 37°         | 38°         | 38°         | 38°         | 38°         |
| Piston Position (BTDC):          |             |             |             |             |             |
| (in.)                            | 0.342       | 0.330       | 0.330       | 0.415       | 0.415       |
| (mm)                             | 8.687       | 8.380       | 8.380       | 10.4        | 10.4        |
|                                  | T120R       | T130        | T87T        | T160V       | T150V       |
| (See test procedures)            |             |             |             |             |             |
| CARBURETION                      |             |             |             |             |             |
| VALVES                           |             |             |             |             |             |
| Valve Tappet Clearance (cold):   |             |             |             |             |             |
| Intake (in.)                     | 0.002       | 0.002       | 0.002       | 0.002       | 0.002       |
| Intake (mm)                      | 0.152       | 0.20        | 0.20        | 0.20        | 0.15        |
| Exhaust (in.)                    | 0.004       | 0.002       | 0.002       | 0.002       | 0.002       |
| Exhaust (mm)                     | 0.100       | 0.203       | 0.15        | 0.15        | 0.20        |
| Valve Timing:                    |             |             |             |             |             |
| Intake Opens (BTDC)              | 34°         | 50°         | NA          | NA          | 50°         |
| Intake Closes (ABDC)             | 34°         | 64°         | NA          | NA          | 64°         |
| Exhaust Opens (BBDC)             | 53°         | 67°         | NA          | NA          | 67°         |
| Exhaust Closes (ATDC)            | 34°         | 47°         | NA          | NA          | 47°         |
| IGNITION                         |             |             |             |             |             |
| Spark Plug (standard) (Champion) | N3          | N3          | N3          | N3          | N3          |
| Spark Plug Gap:                  |             |             |             |             |             |
| (in.)                            | 0.025       | 0.020       | 0.025       | 0.025       | 0.020       |
| (mm)                             | 0.635       | 0.500       | 0.635       | 0.635       | 0.50        |
| Contact Breaker Gap:             |             |             |             |             |             |
| (in.)                            | 0.014-0.016 | 0.014-0.016 | 0.014-0.016 | 0.014-0.016 | 0.014-0.016 |
| (mm)                             | 0.350-0.400 | 0.350-0.400 | 0.350-0.400 | 0.350-0.400 | 0.350-0.400 |
| Ignition Timing:                 |             |             |             |             |             |
| Crankshaft Position (advanced)   | 38°         | 38°         | 38°         | 38°         | 38°         |
| Piston Position (BTDC):          |             |             |             |             |             |
| (in.)                            | 0.415       | 0.357       | 0.415       | 0.415       | 0.357       |
| (mm)                             | 10.4        | 9.07        | 10.4        | 10.4        | 9.07        |

# Triumph Tr25w 1968 1970 Factory Service Repair Manual

**Floyd Clymer**



## **Triumph Tr25w 1968 1970 Factory Service Repair Manual:**

**Popular Mechanics** ,1972-10 Popular Mechanics inspires instructs and influences readers to help them master the modern world Whether it s practical DIY home improvement tips gadgets and digital technology information on the newest cars or the latest breakthroughs in science PM is the ultimate guide to our high tech lifestyle **Road and Track** ,1972

**Popular Mechanics** ,1972 *Motor Trend* ,1972 **Triumph 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 650cc UNIT CONSTRUCTION TWINS 1963-1970 WORKSHOP MANUAL* Floyd Clymer,2022-08-12 240 pages and more than 250 illustrations and charts size 8 25 x 10 75 inches This publication is a reproduction of the Triumph factory workshop manual part number 99 0883 0889 The original 1963 through 1968 workshop manual part number 99 0883 was subsequently updated with the addition of a 1969 through 1970 manual part number 99 0889 Ultimately both manuals were merged by the factory into a single combined manual part number 99 0883 0889 This combination resulted in a comprehensive workshop manual for the entire line of UK and USA 650cc unit construction twins produced from 1963 through 1970 However as this publication is a combination of two separate workshop manuals some of the pages are duplicated Fortunately they occur sequentially and while one will be for the earlier models the other will apply to the later models and the reader is encouraged to exercise care in selecting the appropriate page from those duplications Please understand that this is how the factory dealt with the minor differences within this manual Unfortunately the distinction between earlier and later models is not very well defined For example depending upon the model the change from 6 to 12 volt electrics was spread over a 3 year period 1964 66 However a fairly significant change occurred in 1968 with the introduction of Amal Concentric carburetors and a twin leading shoe front brake Therefore 1968 is often incorrectly regarded as a demarcation point between early and late models but unfortunately it is not totally accurate There were a number of running changes made throughout the 8 year production run of these models and the way the factory identifies the point where those changes took place is by referencing engine numbers within each individual section of this manual Consequently it is important to note with regard to any maintenance and repair instructions and also the specifications in the General Data GD section that wherever engine numbers are stated the data will be specific to that particular series Therefore the reader is encouraged to read the entire section prior to commencing any work paying close attention to the engine number sub sections Owners of the 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 However the combination manual 99 0883 0889 is the most comprehensive manual for the entire line of UK and USA 650cc Unit Construction twins produced from 1963 through 1970 and covers all DU101 through DU90282 plus the later 1969 through

1970 alpha numeric series engines however it is somewhat scarce and difficult to find In addition many of the changes made during the production run would necessitate the use of both the individual manuals However those changes are combined in their entirety in the 99 0883 0889 manual and we are pleased to offer this reprint as a service to all 650cc Unit Construction owners The years and models covered are Thunderbird 6T 1963 1966 Trophy TR6 1963 1970 TR6R 1966 1970 TR6C 1966 1967 Bonneville T120 1963 1970 T120R 1963 1970 T120C 1963 1965 Thruxton 1965 TT 1964 1967 **HM Triumph TR 2 3 3A 4. 4A 1952 - 1967 OP** Haynes, 2013-08 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 675* Matthew Coombs, 2010-01-01 Daytona 675cc 06 10 Street Triple 675cc 08 10 Street Triple R 675cc 09 10 *Triumph Workshop Manual [for] Unit Construction 250 C.c. (15 Cu. Ins.) Single Cylinder TR25W.* Triumph Engineering Co., Ltd, 197? **The Complete Official Triumph TR4 and TR4A 1961, 1962, 1963, 1964, 1965, 1966, 1967 1968** British Leyland Motors Staff, 2016-01-15 Originally published in 1975 The Complete Official Triumph TR4 TR4A 1961 1968 was prepared in close cooperation with British Leyland Motors in order to provide complete authentic maintenance and repair information The Driver s Handbook at the beginning of this manual is the handbook that was provided with every new Triumph TR4 and TR4A The Workshop Manual making up the larger part of this book is the official factory manual and was originally intended for use by dealer service departments The publisher has incorporated additional factory procedures and specifications that have become available following the publication of the original factory information Includes Triumph TR4 TR4A Owner s Manual Triumph TR4 TR4A Repair Manual Triumph TR4 TR4A Competition Preparation Manual by R W Kas Kastner **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

*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 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

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

**Triumph Workshop Manual** Triumph Engineering Company, Triumph Motor Company, 1969\* *The Complete Official Triumph TR4 & TR4A, Model Years 1961-1968* British Leyland Motors, Bentley Publishers, 1975-01-01 We offer complete coverage for every Triumph sports car imported into America since 1953 **TRIUMPH 1956-1962 PRE-UNIT 650cc & 500cc TWINS - FACTORY MANUAL No.17** Floyd Clymer, 2024-01-17 192 pages and more than 70 illustrations and charts

size 6 625 x 10 25 inches This publication is a faithful reproduction of the Triumph Factory Manual No 17 for the 1956 to 1962 pre unit 650cc and 500cc twins The original manual states From Engine No 0945 and D101 September 1956 Onwards the later reprint of this same manual states 1956 to 1962 inclusive which would include the 650cc and 500cc pre unit swing arm twins built between September 1956 and August 1962 These would be the final pre unit model years ending with the introduction of the unit construction models identified by the DU engine number prefix Owners of the earlier 650cc and 500cc pre unit models are directed to Triumph Factory Manual No 11 ISBN 97815885002865 which covers the 1945 through 1955 models Owners of the unit construction 650cc and 500cc twins from 1962 through 1970 require the Triumph Factory Manual ISBN 9781588502667 THE VARIOUS 1945 to 1970 650cc 500cc MANUALS EXPLAINED 1945 1962 PRE UNIT MANUALS The original small format 5 1 2 x 8 1 2 stapled booklet style Manual No 11 covered the 1945 to 1955 rigid frame sprung hub and swing arm twins and remained in print under part number 99 0836 ISBN 9781588502865 through the mid 1960 s Manual No 11 was superseded by Manual No 17 Ref 800 62 which was ultimately reprinted without modifications under part number 99 0837 ISBN 9781588502872 It includes coverage for the last of the pre unit swing arm only 650cc and 500cc models from September 1956 up to August 1962 1963 1970 UNIT CONSTRUCTION MANUALS Manuals for these models commenced with the publication of a large format 8 1 2 x 11 3 ring bound manual part number 99 0883 that covered the 1963 September 1962 through the 1968 unit construction models The 99 0883 manual was subsequently updated by the publication of part number 99 0889 which was unique to the 1969 and 1970 models Ultimately both of these manuals were merged under part number 99 0883 0889 ISBN 9781588502667 as a single manual covering the 1963 through 1970 models Unfortunately owners of pre 1970 Triumph motorcycles are subjected to considerable confusion surrounding the appropriate selection from the multitude of originals and reprints of the various manuals that have recently flooded the online 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 Triumph Triples & Fours Penny Cox,Matthew Coombs,1996 HY TRMPH TRIP 4 91 95 **The Complete Official Triumph Gt6, Gt6+ & Gt6 Mk III: 1967, 1968, 1969, 1970, 1971, 1972, 1973: Comprising the Official Driver's Handbook and Workshop** British Leyland Motors,2015-09-01 Originally published in 1975 The Complete Official Triumph GT6 GT6 GT6 MK III 1967 1973 was prepared in close cooperation with British Leyland Motors in order to provide complete authentic maintenance and repair information The Driver s Handbooks at the beginning of this manual are the handbooks that were provided with every new Triumph GT6 GT6 and GT6 MK III The Workshop Manual making up the larger part of this book is the official factory manual and was originally intended for use by dealer service departments The publisher has incorporated additional factory procedures and specifications that have become available following the publication of the original factory information

**Triumph TR 2/4A, Range 1952-1967** Drake Publishers,1972

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