#### 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.

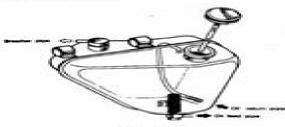
4. Remove the four attaching nuts and the oil sump filter located at the bottom of the crankcase. Also, disconnect the supply and scavenge lines at the crankcase union mut.

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	
Co-CHERCH SER	Specifications	

	THREE	TRACE	THOOK	TOTAL *	TRAC *
DIMENSIONS					
Net weight (lbs) Overall Height (in.) Overall Width (in.)	380.0	337.0	34(1.0)	365.0	265.0
Overall Height (in.)	43.25	3/8.0	38.0	38.0	38.0
Overall Width (in.)	28.0	20.5	26.5	27.5	27.5 84.0
Overall Length (in.)	83.0 53.0	83.25 53.5	53.5	55.0	55.0
Wheelbase (in.)	32.0	100.00		DECE NO.	100000
Seut Height (in.) Ground Clearance (in.)	8.5	7.5	7.5	6.0	6.0
ENGINE .	250	400	400	eseto.	649
Displacement (cc) Bore a Stroke (mm)	67 a 70	600 x 65.5 (2)	69 x 65.5 (2)	71 x 82 (2)	71 x 82 (2)
A Committee of the Comm	10:1	9.0 . 1	9.1 : 1	9.0 - 1	9.0 - 1
Carbanetor Type and	America	000	(B)	Armed	Armed
Carburetor Type and Model	9038/1			R930/23	BI900/83
TRANSMISSION		5.000 (c)	2010/2017	wet.	7.00
Clutch Type	met, multi-plate	multi-plate	west, mosts-plate	months ophistic	met, molti-plate
Internal Gear Satios	success-posses	secret-berne	Section Property and	manual process	Annual Property
Let	20.65%	0.47	2.47	2.44	20.444
Red	1.4645	1.01	1.01	1.,699	1.09
Shed	1.254	1.00	1.00	1.24	31.20-44
46h	1,000	1.00	1.00	1,00	1.00
Sprockets (no. of teeth)		-			
Engine	223	2545	200	250	22/00
Chatch	50	500	258	548	59
Gearbox	1.5	2.8	1.8	1.09	316
Bear Wheel	(E)	446	-605	465	400
CHASSES	20020200		A CANADA SA	abortole	
Front Suspension	month commit	per er shettle valv	an Sygner Backersongers	Vindyer-	
				Business.	
				type telescopte esped shocks	
Rear Suspension		swing some with	hydraulically damp	wound shocks	CONTRACTOR OF COLUMN
Tice Size: front	$3.25 \times 18$	3 第5 元 2章	3.25 x 19	3. 255 x 10	$3.25 \times 19$
2404.0	4.00 × 1.8	4.00 x 15	4.00 × 18	$4.00 \pm 18$	$4.00 \times 18$
ELECTRICAL	The second secon	1000	19.		12
System Voltage Generator Type	3.0	12		111	- A
Conscion Type		alternat			TARK!
	T.Deox. *	17.500	TATY	T140Y	France
DIMENSIONS	100000000		CONTRACT OF THE PARTY OF THE PA	5,55,557	2.2520
Net Weight (Be) Overall Height (in.) Overall Width (in.)	365.0	470.0	402 35.0	406 38.0	480
Overall Height (in.)	27.5	32.5	33.0	33.0	32.5
Overall Longth (in.)	84.0	86.0	87.5	8T.5	80.0
William Michigan China II	555 O	550, 215	55.0	565.0	540.20
Sout Height (in.)		38.0	3-1.45	31.5	32.0
Seat Height (in.) Ground Clearance (in.)	5.40	6.5	6.0	6.0	0.5
ENGINE					
	The Control of the Co			Contract Contract	100.000
Displacement (oc)	649	741	747	747	743
Bone a Stroke (month	71 × 62 (2)	ST & 70 (3)	TO x 82 (2)	76 - 82 (2)	67 - 79 (A)
Bore x Stroke (mm) Compression Ratio	71 x 82 (2) 9.0 : 1	67 x 70 (3)	76 x 82 (2) 8.0 : 1	747 76 x 82 (2) 8.6 : 1	67 = 70 (3) 9.5 : 1
Bone a Stroke (month	71 x 82 (2) 9.0 : 1 Assal E900/9 &	ST & 70 (3)	TO x 82 (2)	76 x 82 (2) 8.6 : 1 Amail L930/92 A	67 - 79 (A)
Bore x Stroke (mm) Compression Ratio Carburetor Type and	71 x 82 (2) 9.0 : 1 Assal	67 x 70 (3) 9.0 : 1 Amail	76 x 82 (2) 8.0 : 1 Amai	76 x 82 (2) 88 : 1 Acced	67 x 70 (3) 9.5 : 1 Amai
Bore x Stocke (mm) Compression Batto Carboreter Type and Model TRANSMISSION	71 x 82 (2) 9.0 : 1 Assal R930/9 & L930/10	67 k 70 (3) 9.0 : 1 Amal 623	76 x 82 (2) 8.6 ; 1 Amai R030/89	76 x 52 (2) 8.6 : 1 Amel 1,000/92 & 8030/89	67 x 70 (3) 9.5 : 1 Amai ene
Bore x Stroke (mass) Compression Ratio Carboretor Type and Model	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 A.mail 1,930/92 & 8930/89	67 x 70 (3) 9.5 : 1 Accal e20
Bore x Steeke (man) Compression. Battle Carboreter Type and Model TRANSMISSION Clutch Type	71 x 82 (2) 9.0 : 1 Assal R930/9 & L930/10	67 k 70 (3) 9.0 : 1 Amal 623	76 x 82 (2) 8.6 ; 1 Amai R030/89	76 x 52 (2) 8.6 : 1 Amel 1,000/92 & 8030/89	67 x 70 (3) 9.5 : 1 Amai ene
Boor x Stroke (man) Compression. Battio Carlouretter 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 A.mail 1,930/92 & 8930/89	67 x 70 (3) 9.5 : 1 Accal e20
Boor x Stocke (man) Compression. Battle Carboretor Type and Model TRANSMISSION Clutch Type Internal Cour Ratios 1st	71 x 82 (2) 9.0 : 1 Assad 2930/9 & L930/10 wet, multi-plate 2.44	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 Amal 1,930/92 & 8530/89 wet, multi-plate	er = 70 (3) 9.5 : 1 Amai eso wet, single-plat
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Boor x Stroke (man) Compression. Battio Carlouretter Type and Model  TRANSMISSION Chutch Type Internal Coar Ratios 1st 2nd 3rd 4th 5th Sprockets (no. of teeth)	71 x 82 (2) 9.0 : 1 Accad 80300/9 & L930/10 wet, multi-plate 2.44 1.69 1.24	er z 70 (3) 9.0 : 1 Amual 603 wet, single-plate 2.44 1.69 1.19	70 x 82 (2) 8.6 : 1 Accel 2000/89 west, multi-plane 2.50 1.84 1.40 1.19 1.00	76 x 82 (2) 8.6 : 1 Amail 1.000/92 & 8530/89 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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Bore x Steeke (man) Compression. Battin Carboretter Type and Model  TRANSMISSION Clutch Type Internal Gear Rarico Ist	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 Amual 2930/89 west modi-plane 2.56 1.54 1.40 1.40 1.00 20 55 56 50	76 x 82 (2) 8.6 : 1 Accord 1.000/92 & 8930/99 wet, multi-plate 2.59 1.84 1.40 1.10 1.00	err = 70 (3) 9.5 : 1 Accal e20 wee, slogle-plate 2.50 1.54 1.40 1.40 2.80 2.80 2.80 3.80 3.80
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Boor x Steeke (man) Compression. Battio Carlouvetter Type and Model  TRANSMISSION Clutch Type Internal Gear Ratios 1st 2nd 3rd 4th 4th Sph Sprockets (no. of teeth) Engless Clutch Cearbox Bear Wheel CHASSIS Front Suppension Fiear Suppension Fiear Suppension Tire Size: Front	71 x 82 (2) 9.0 : 1 Accel 1 Accel 1 Ac	er z 70 (3) 9.0 : 1 Amual 620 wet, single-plate 2.44 1.69 1.19 1.00 25 50 15	78 x 83 (2) 8.6 : 1 Amual 8930/89 west, multi-plane 2.56 1.54 1.40 1.19 1.00 20 55 20 47 telescopic, 1 swing arm with by 3.35 x 19	76 x 82 (2) 8.6 : 1 Amail 1.000/92 & 8930/93 & 9930/93 & 9930/92 & 1.84 1.40 1.10 1.00 29 25 27 47	err = 70 (3) 9.5 : 1 Accal e20  wee, slogle-plate 2.50 1.54 1.40 1.100 28 50 18 50 18 53 represed shocks ground shocks
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Boor x Steeke (man) Compression. Battie Carboretter Type and Model  TRANSMISSION Clutch Type  Internal Coar Ratios Let 2nd 3ed 3ed 5th Sph Sprockets (no. of teeth) Engless Clutch Coarbox Bear Wheel CHASSIS Front Suppension Fear Sampension Fear Sampension Tire Size: Front	71 x 82 (2) 9.0 : 1 Accel 1 Accel 1 Ac	er z 70 (3) 9.0 : 1 Amual 620 wet, single-plate 2.44 1.69 1.19 1.00 25 50 15	78 x 83 (2) 8.6 : 1 Amual 8930/89 west, multi-plane 2.56 1.54 1.40 1.19 1.00 20 55 20 47 telescopic, 1 swing arm with by 3.35 x 19	76 x 82 (2) 8.6 : 1 Amail 1.000/92 & 8930/93 & 9930/93 & 9930/92 & 1.84 1.40 1.10 1.00 29 25 27 47	err = 70 (3) 9.5 : 1 Accal e20  wee, slogle-plate 2.50 1.54 1.40 1.100 28 50 18 50 18 53 represed shocks ground shocks

Optional 5-speed gearbox available. Bation: 1st—2.585; 2nd—1.837; 3rd—1.400; 4rh—1.192; 5rh—1.000.
 52 tooth standard; 49 tooth optional.

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# Triumph T140v Bonneville 750 1973 1988 Repair Service Manual

**JG Myers** 

#### 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 & Derivatives 1973-1988** 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 Workshop Manual for Bonneville 750 and Tiger **750 Unit Construction Twins** ,198? **Triumph 650 & 750 Twins** Jeff Clew,1973 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

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