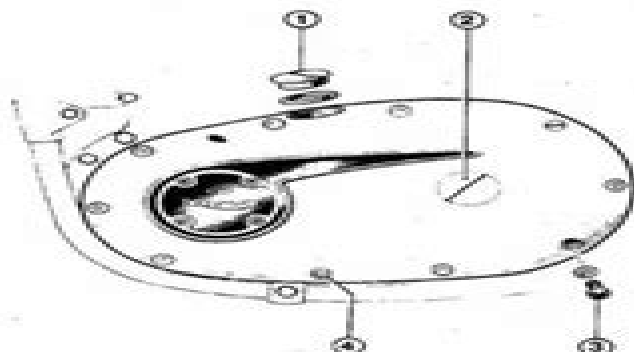




Early 250 chaincase filler (1), clutch adjustment cap (2), level (3) and drain (4) screws

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 $\frac{1}{4}$ 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 $\frac{1}{4}$ 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

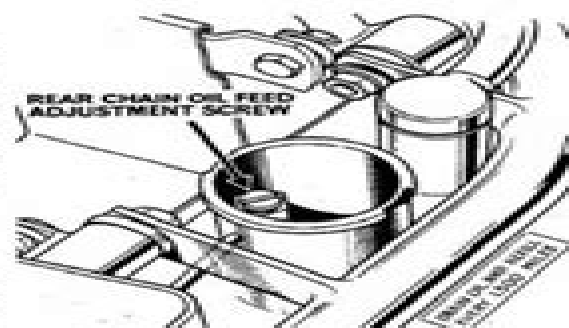
TR25W

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.



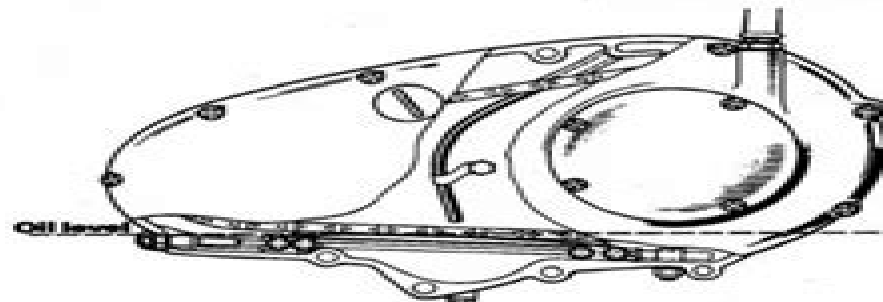
Chain oiler adjustment screw location (500, 650, and 750-3)

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.

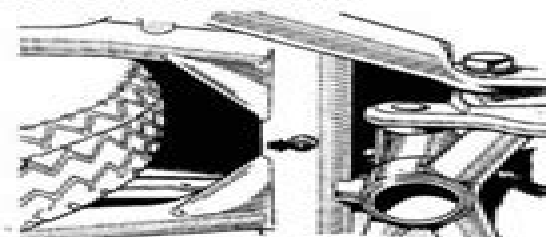
2. Refer to "Chassis" for removal and installation procedures.

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 Repair Service Manual

Penton Staff



Triumph T150 Trident 1969 1972 Repair Service 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 *Walneck's Classic Cycle Trader* , *The National union catalog, 1968-1972* ,1973 *The National Union Catalogs, 1963-* ,1964 **National Union Catalog** ,1973 Includes entries for maps and atlases 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 **Triumph Workshop Manual** Triumph Engineering Co., Ltd, 197? **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 **How to Restore Triumph Trident T150/T160 & BSA Rocket III** Chris

Rooke,2016-05-01 Written by an enthusiast with many years experience of working on classic British motorcycles this book covers the complete dismantling refurbishment and rebuilding of two Tridents a 1973 Triumph T150V and a 1975 Triumph T160 This immensely helpful book covers all parts of the rebuild in great detail parts that other manuals gloss over leaving the restorer confused and frustrated From the simplest of jobs such as removing the fuel tank through to detailed explanations of rebuilding the engine and carburettors this manual is an absolute must for any enthusiast contemplating working on their Triumph or BSA triple Over 650 colour photographs and detailed text descriptions clarify every stage engine gearbox clutch electrics frame wheels forks swinging arm brakes instruments the whole bike Highly readable and entertaining the author readily admits to the various pitfalls and mistakes he makes in order for others to avoid them Designed to sit alongside existing workshop manuals this book is intended to help the owner complete a full restoration of their beloved triple Essential garage literature 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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 - Chapter 5: Conclusion
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