

Assembly and Installation

1. Assemble the brake hub in reverse order of disassembly. Liberally grease the bearings. Be sure to install the steel washer that fits between the bearing and circlip, otherwise the bearing will not seat properly.

2. Install the hub assembly, complete with brake shoes, etc., on the swing arm. Readjust the final drive chain.

3. Assemble the wheel hub in reverse order of disassembly. Liberally grease the bearings. Note that the bearings should be driven in place by applying pressure to the outer race only. Install the hollow spindle with the short end on the left-hand side, and install the bearing seals facing outward.

4. Install all the wheel and hub assembly in the reverse of the removal procedure. Do not forget the distance collar between the swing arm and hub. If the brake hub assembly was not removed, it will not be necessary to readjust the chain.

T100C, T100R, TR6R, TR6C, and T120R

FRONT

The front wheel assembly on the 500 and 650 cc models is basically the same as the arrangement used on the TR25W. It can be serviced in the same manner, except that on 500s, Triumph special tool no. 276 must be used to remove the left bearing retainer ring, rather than tool no. 61-3694.

Use the accompanying illustrations for reference.

REAR

NOTE: The 500 and 650 cc models are equipped with either standard or quickly detachable rear wheels.

Removal and Disassembly (Standard)

1. Disconnect the rear brake adjuster and the final drive chain.

2. Loosen the front securing bolt and swing the chainguard up out of the way.

3. Disconnect the torque arm at the hub.

4. Disconnect the speedometer cable.

5. Loosen the axle nuts and slide off the wheel assembly.

6. Unscrew the backing plate retaining nut and withdraw the brake assembly. Service the brake assembly as described in the TR25W section.

7. Remove the wheel spindle, complete with speedometer drive, out of the right side.

8. Remove the slotted screw that locks the left bearing retainer ring in place.

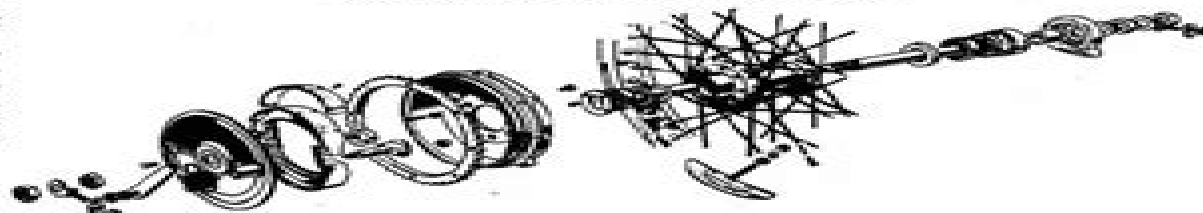
9. Remove the retainer ring with tool no. 276 or a suitable substitute. The ring has left-hand threads.

10. To gain access to remove the left bearing, drive the central distance piece from the left side until the grease retainer collapses. The bearing can now be driven out from the right side, using a suitable, soft drift.

11. Remove the backing ring, collapsed grease retainer and central dis-



Front wheel assembly, twin-leading shoe brake



Standard rear wheel (500 and 650)

tance piece.

12. Drive out the right bearing and dust cap with a drift approximately 1 1/8 in. in diameter.

13. Thoroughly clean all parts (except brake shoes) in kerosine or cleaning solvent and blow them dry with compressed air.

Inspection

Examine all parts carefully as described in the TR25W section.

Assembly and Installation

1. Liberally grease the bearings and retainers.

2. Drive in the right grease retainer (new or straightened) and bearing. Install the dust cap after making sure that the bearing and the cavities on either side of the bearing are filled with grease.

3. Install the distance piece, right grease retainer and right bearing. Make sure everything is well packed in grease.

4. Bring the distance piece in line with the axle, then install the threaded (left-hand) retainer ring.

5. Install the retainer locking screw.

6. The remainder of the assembly and installation procedure is a reversal of the removal and disassembly instructions.

Removal and Disassembly (Quickly Detachable)

1. Disconnect the speedometer cable.

2. Unscrew the axle from the right side of the machine and pull out the distance collar.

3. Pull the wheel clear of the engaging splines and remove it out the back of the machine.

4. Remove the locknut on the right side of the axle sleeve and lift off the speedometer drive unit.

5. Disassemble the wheel hub and bearings as previously described for the standard rear wheel.

6. Disconnect the final drive chain, brake operating rod and torque arm, and then remove the axle sleeve nut.

7. Disassemble the brake components as previously described in the TR25W section.

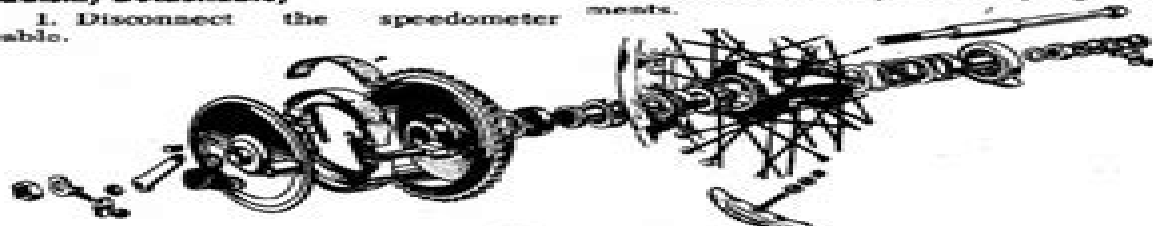
8. Press out the axle sleeve, then remove the bearing circlip located in the brake drum.

9. Pry out the retainer and felt washers, then drive out the bearing with a suitable drift.

10. Thoroughly clean all metal parts in kerosine or cleaning solvent, then blow them dry with compressed air. Do not spin the bearings until they have been completely dried and lubricated.

Inspection

Examine all parts as previously described and make any necessary replacements.



Quickly detachable rear wheel (500 and 650)

Triumph T120r Bonneville 1970 Repair Service Manual

Causey Enterprises, LLC

A red circular graphic with a gradient, appearing as a partial circle or a thick arc, located to the right of the Causey Enterprises, LLC text.

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WALNECK'S CLASSIC CYCLE TRADER, SEPTEMBER 1999 Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, OCTOBER 2007* Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 2006* Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 1997* Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, JANUARY 2001* Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, ISSUE #32** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, AUGUST 2005** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, JANUARY 1997** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, JUNE 1994** Causey Enterprises, LLC, **Cars & Parts** ,1989 **WALNECK'S CLASSIC CYCLE TRADER, AUGUST 2007** Causey Enterprises, LLC, *WALNECK'S CLASSIC CYCLE TRADER, MAY 2005* Causey Enterprises, LLC, **Triumph Bonneville, T100, Speedmaster, America, Thruxton & Scrambler Service & Repair Manual** Matthew Coombs, Phil Mather, Penny Cox, 2016 *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 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 **Triumph Bonneville, T110, Speedmaster, America & Thruxton Service & Repair Manual** Matthew Coombs, 2006-01-01 Covering both basic and advanced service and maintenance tasks for the Triumph Bonneville T100 Speedmaster America and Thruxton this garage manual covers models built between 2001 and 2005 *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 Motorcycle Restoration Guide** David Gaylin, 1997 These Triumph models are highly sought after classics that demand correct mechanical restoration and accurate refinishing Step by step instructions contained in this book **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 Bonneville and TR6 Motorcycle**

Restoration Guide David Gaylin, 2011-05-12 Triumph's Bonneville and its sibling the TR6 are two of the most revered models in all of motorcycling. Distinguished by their handsome lines and pace-setting performance, the Bonneville and Tiger ruled the streets and race tracks from their introduction in the late 1950s through Triumph's golden age in the 1960s. Devotion to the marque remained strong even as the sun slowly set on the company's fortunes in the late 1970s and early 1980s. The original Triumph's demise in 1983 simply served to cement the legendary status of its long-lived top guns, the Bonneville and TR6. Today the Bonnie and Tiger are highly sought-after classics machines whose pedigree demands correct mechanical restoration and accurate refinishing. *Triumph Bonneville and TR6 Motorcycle Restoration Guide 1956-1983* contains all the information needed to guarantee the correct restoration of your classic. More than 250 photos and extensive technical appendices supplement Triumph expert David Gaylin's thoroughly researched text.

Triumph T120r Bonneville 1970 Repair Service Manual Book Review: Unveiling the Magic of Language

In an electronic era where connections and knowledge reign supreme, the enchanting power of language has are more apparent than ever. Its ability to stir emotions, provoke thought, and instigate transformation is actually remarkable. This extraordinary book, aptly titled "**Triumph T120r Bonneville 1970 Repair Service Manual**," published by a very acclaimed author, immerses readers in a captivating exploration of the significance of language and its profound effect on our existence. Throughout this critique, we shall delve to the book is central themes, evaluate its unique writing style, and assess its overall influence on its readership.

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