

# Triumph

and then the lead can easily be removed.

5. Remove the rotor.
6. Remove the rotor key and distance piece.

7. Remove the clutch hub securing nut and cup.

**NOTE:** Machines prior to serial no. H49833 have a tab washer and a different cup washer, rather than the self-locking securing nut.

8. Screw the body of extractor no. Z13 into the clutch hub until it bottoms, then tighten the center bolt until the hub is released.



Removing the clutch housing

9. Assemble extractor no. Z151 and D662/3 on the engine sprocket and tighten its center bolt until the engine sprocket is released.

10. Withdraw the engine sprocket, clutch hub, and primary chain together.

11. Remove the transmission mainshaft key and check the oil seal for leakage.

## INSPECTION

1. Inspect the clutch shock absorber for worn rubbers or punctures. They can be removed by prying them out, small rubbers first. Replace as necessary. When reassembling, apply thread-locking compound to the cover plate securing screws.

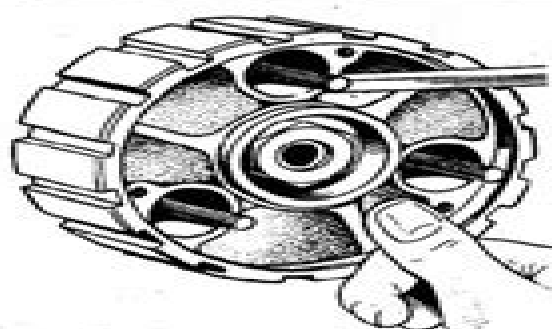
2. First thoroughly clean the primary chain then check it for wear by scribing two marks on a flat surface 12 in. apart, and centering two pivot pins at the scribe marks. Fully compressed, the chain link pivot should line up with the marks; fully stretched, it should not extend more than ¼ in. beyond the marks.

3. Check the fit between the shock absorber spider and the clutch hub splines. The spider should be a push fit on the clutch hub, with no radial movement.

4. Check the fit of the engine sprocket on the crankshaft in the same manner. There should be no radial movement.

5. Check the clutch hub bearing diameter, rollers, and clutch sprocket bearing. Replace any bearing rollers that are pitted or worn. See specifications.

6. Make sure the shock absorber spider is a good fit in the inner and outer



Installing clutch hub rubbers

retaining plates, and that the arms have not excessively scored the inner surface of the retaining plates.

## ASSEMBLY

1. Grease the clutch hub and install the thrust washer and twenty of the correct rollers. Do not use ¼ in. x ¼ in. rollers.

2. Position the hub and press the shock absorber, complete with the three threaded pins, on the hub.

3. Install a new tapered distance collar behind the engine sprocket, with the taper toward the crankshaft main bearing and oil seal.

4. Install the transmission mainshaft key and tap the clutch hub onto its taper.

5. Lubricate the primary chain and lay it over the clutch sprocket.

6. Wrap the chain around the engine sprocket, then position the sprocket on the crankshaft.

7. Place clutch locking tool Z13 in the clutch plate housing, then install the cup washer and self-locking nut. Torque the nut to specifications.

**NOTE:** On machines before serial no. H49833, install the tab washer with the long tab in the hole in the shock absorber spider, install the securing nut and bend a tab to lock the nut.

8. Install the alternator rotor, making sure that the key or locating peg is correctly positioned.

9. Install the alternator stator. Put a 0.008 in. (0.2 mm) feeler gauge between each stator pole and the rotor. Turn over the engine to make sure that the rotor and stator do not touch.

## Transmission Countershaft Sprocket

### REMOVAL AND INSTALLATION

1. Disassemble the clutch and primary drive as previously described. Remove the sprocket cover.

2. Bend back the tab washer and, while holding the rear brake, remove the sprocket securing nut.

3. Slide off the final drive chain and remove the countershaft sprocket.

4. Make sure the oil seal is in good condition, then lubricate the ground boss

of the new sprocket and position it on the transmission mainshaft.

5. Replace the tab washer, screw on the securing nut finger-tight, then, with the chain in place, tighten the nut to torque specifications.

6. Oil the bushing that protrudes from the mainshaft high gear and install the sprocket cover with a new paper gasket.

7. The remainder of installation is a reversal of the removal procedure.

## Clutch and Shifter Operating Mechanisms

### DISASSEMBLY

1. Remove the right exhaust header pipe and footrest.

2. Drain the gearbox oil.

3. Disconnect the clutch cable from the actuating lever.

4. Remove the two nuts and four recessed screws that secure the gearbox outer cover. Remove the kick-starter.

5. Hold the gearshift lever in one hand, then tap the cover with a soft-faced mallet until it is free to be removed.

6. Unscrew the two nuts inside the gearbox outer cover and remove the shifter return springs complete with the thrust buttons and distance pieces.



Clutch operating mechanism

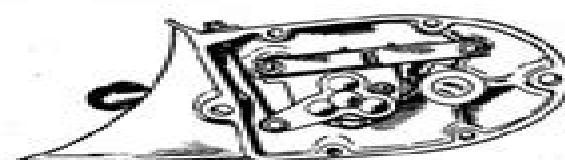
7. Unscrew the countersunk screw that secures the clutch operating mechanism and withdraw the assembly.

8. Remove the shifter lever pinch bolt, remove the lever, and then withdraw the shaft from the cover.

9. Remove the cotter pin from the clutch operating shaft. This will release the clutch operating balls.

10. Remove the two cotter pins and disconnect the plungers and springs from the shifter quadrant.

11. If the shifter spindle bushing requires replacement, heat the outer cover to 100°C and drive it out with a suitable, shouldered drift. Drive in the new bushing before the cover has a chance to cool.



Clutch mechanism installed

# 1970 Triumph Bonneville Manual

**R Barnett**



## **1970 Triumph Bonneville Manual:**

**WALNECK'S CLASSIC CYCLE TRADER, OCTOBER 2007** Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, APRIL 2003 Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 2006 Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 2002** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, APRIL 2008** Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, JUNE 2007 Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 2000 Causey Enterprises, LLC, **Subject Guide to Books in Print ,2001** **Subject Guide to Children's Books in Print 1997** Bowker Editorial Staff,R R Bowker Publishing,1996-09 *Runways & Racers* Terry O'Neil,2011 Runways and Racers focuses on sports car races held at military installations throughout America in the early 1950s It was a marriage of convenience for the Sports Car Club of America and the Strategic Air Command with both parties gaining advantages from the arrangement The thorn in the side turned out to be a Congressman whose own aspirations exceeded his standing but who found himself in a position to be able to influence the outcome of events **Northeast American Sports Car Races 1950-1959** Terry O'Neil,2010 This book focuses on the different aspects that contributed to the development of Northeast American sports car racing during the 1950s The evolution from amateur drivers racing on public roads in 1950 to both professional and amateur drivers racing at private purpose built tracks in 1959 demanded huge leaps of faith trust and understanding The transition was neither easy nor uneventful for drivers clubs or track owners and the tragedy politics and in **Cars & Parts** ,1999-07 Road and Track ,1990 Whitaker's Cumulative Book List ,1979 *Haynes Lincoln Towncar 1970-1995* Mark Ryan,John H. Haynes,1995 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

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