

TECHNICAL HANDBOOK

TRIUMPH

MOTORCYCLE 500 c.c.
MODEL T.R.W.

Engine No's.
14401 N to 25764 NA

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TRIUMPH ENGINEERING COMPANY LIMITED,
MERIDEN WORKS, ALLESLEY,
COVENTRY.

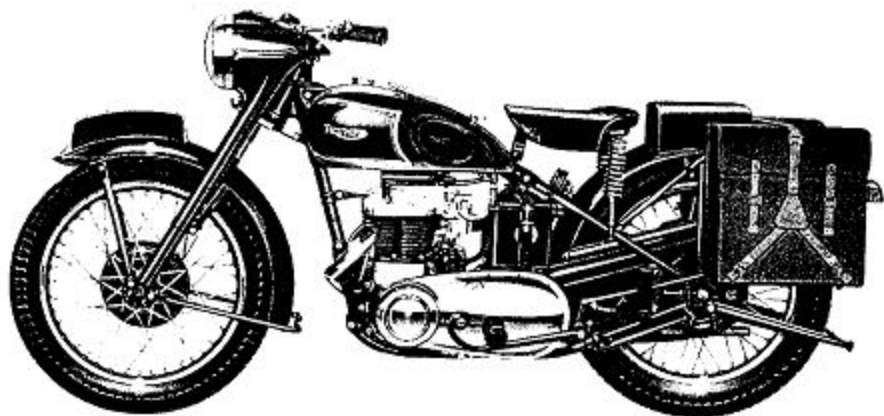
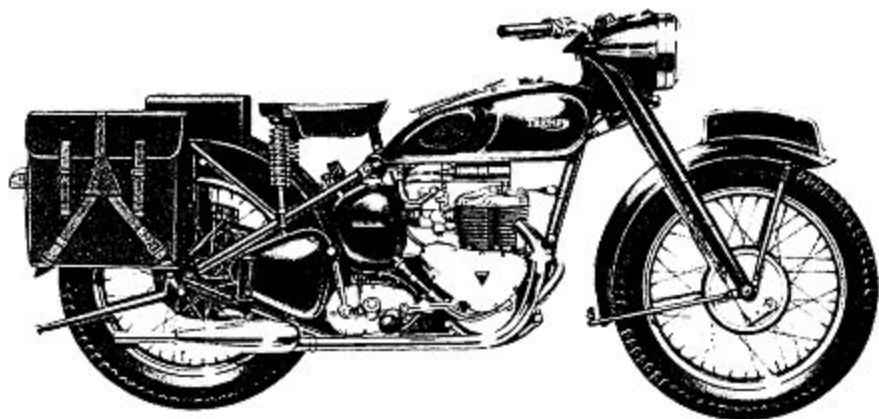


Fig. 1 LEFT SIDE OF MACHINE



Unclip the distributor cap, disconnect the sparking plug leads from the plugs and remove the H.T. wiring complete. Disconnect the three generator leads from the connectors on the down tube, under the saddle (dark green, green and yellow, and light green).

EXHAUST SYSTEM

15. Exhaust pipes and silencer—slacken off the branch pipe clip. Unscrew the front connection and silencer hanger bolt and take away the exhaust system complete.

BRAKE PEDAL & FOOTREST ASSEMBLY

16. (1) Remove the spindle nut and slide the foot-brake pedal off the spindle.

(2) Unscrew the left hand footrest securing nut. Remove the footrest. Withdraw the other footrest complete with rod. Do not lose the distance piece between the primary chaincase and engine plate.

PRIMARY DRIVE

17. (1) Chaincase cover: Mk. 1 and 2, disconnect the generator wire, take out the securing screws and remove the primary chaincase cover.

Chaincase cover: Mk. 2B, free the generator cable from the frame to allow removal of the chaincase cover.

Unscrew the securing screws and withdraw the cover carefully from the inner cover. (Note:—On all marks the outer cover



houses the generator stator windings which can be damaged if roughly handled.

- (2) Unscrew the nut securing the generator rotor-engine sprocket assembly, and carefully ease the rotor off the shaft. Mk. 1 and 2 have an engine shock absorber on the drive shaft.
- (3) Remove the four slotted clutch nuts with the special screwdriver provided in the tool kit, at the same time depressing the spring underneath with a thin screwdriver (Fig. 5), to prevent the "pip" on the underside of the clutch nut locking in the spring.

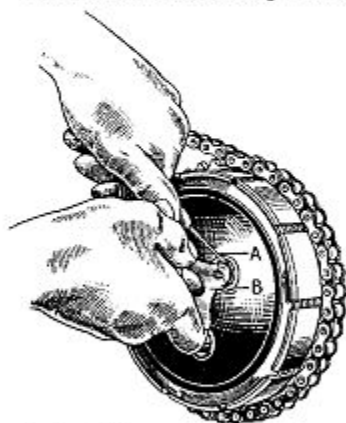


Fig. 5. To Remove Clutch Spring Nuts.

Withdraw springs, pressure plate, clutch plates and clutch push rod. Tap back the lock washer tab from the mainshaft nut and insert the clutch locking tool (see Fig. 6, page 14), then unscrew the mainshaft nut. If the locking tool is not available several sharp blows applied to the tommy bar may be necessary to loosen the nut. To facilitate removal of the clutch housing a special extractor tool is used, which screws into