

**Triumph Motorcycles
(Meriden) Limited**

RECEIVED JUN 15 1979

Mike
TRIUMPH

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PLACENTIA,
California 92670,
USA.

For the attention of Mr. G. Moore

Dear Gordon,

Re your letter of June 15th, sorry about the delay in replying but things get a bit hectic on occasions.

1. Oil in Airbox

Would you confirm this applies to cycles with the latest breather tower with only one hole.

A complete strip as you suggest, seems a bit drastic as I am inclined to think the answer is to introduce more baffles similar to the Moto Morini unit. We have been experimenting with the breather tube connected to the carburettor balance pipe by a 'T' piece and so far it works. You might try it on your own cycle but its too early to recommend it to the customer.

2. Headlamp Bulb Failure

We seem to only suffer from this when the winter approaches and lights start going on. We have been testing Lucas sealed beam all glass units and these seem to be more reliable than the separate bulb. You do, of course, loose the pilot light, but that should not worry you. If you would care to try this, have a go. Do you require we should send same or can you find spares locally?

3. Split Image Strobe Light

At the factory we do not use a strobe but have a magnetic timing box with a dial read-out, the signal for which we take off the flywheel notch. Consequently we do not suffer from this phenomenon. I have no doubt if the difference is only the width of the timing mark setting midway between the two is quite satisfactory. Although we recommend 38° at 3500 rpm the engine will function 35/40° without damage and it would take a good man to sense the difference.

4. Pulse Sensor Connection

We have asked Lucas to improve the construction of the "chimney" and this is under way, but the wheels of Lucas "grind very slowly".

The assembly ^{track} are now alert to the fragile nature of the assembly and our troubles within the test and rectification area have disappeared.

5. Carburettor Settings v Emission Certification

The setting is declared to the EPA in the riders handbook. The electronic ignition model is certified following a back to back test and our claim that the electronic is less likely to go out of adjustment.

The figures we collected in the test do not indicate the electronic to be any better than a correctly adjusted contact breaker. However, we do agree its weak at the top end and works better with a 106 needle jet. Amal have agreed to bias the 105 towards the top limit thus keeping within the EPA certification. We would also remind you we have changed the cold start jet to a 35 (was 50) and have experimented with 25. Also the pilot jet down to 20.

This change (25 cold start - 20 pilot) works well in a normal climate and we would suggest you try it for yourself.

However Amal are working hard on the 1980 emission level spec. and this may well alter the carbs again.

6. N5 Sparking Plug Spec.

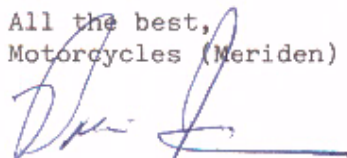
The N5 plug spec was arrived at in conjunction with Champion and followed a number of full load bench tests and one hour at 100 mph at MIRA testing ground. The N5 is more forgiving to the rich mixture when starting and the T140E parallel inlet cylinder head definitely runs cooler than the splayed T140V. We cannot fault the N5 on our testing and will be very surprised if anyone your side of the pond gets trouble.

7. Fitting electronic ignition to previous years models

John Nelson started on this project, left before completion and Harry Woolridge has taken it up. Harry tells me we have a wiring diagram which has been proved out and I will ask him to send you the details. You would encourage him if you could suggest a quantity you could sell !!

Hopefully I have managed to answer some of your questions, once more sorry about the delay.

All the best,
for Triumph Motorcycles (Meriden) Limited



Brian E. Jones
Senior Executive (Engineering)

PS: Keep writing the letters. It's good for moral!