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 Subject: Proper Spark
 Plugs
 Models: All
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SERVICE BULLETIN

TRIUMPH MOTORCYCLE CORPORATION

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PROPER SPARK PLUGS

Recently an investigation of two 'B' Range units which, for no apparent reason, had suffered seized and holed pistons revealed that the failures were caused by the use of the wrong spark plugs, which were too hot.

In talking with the mechanics involved, we found that, during the routine service and tune-up, the Champion N-3 spark plugs had been removed and another brand installed, using a conversion chart to determine the heat range needed. This conversion chart was the start of the trouble, as the information was wrong, as is often the case.

USE THE PROPER SPARK PLUG HEAT RANGE

We strongly recommend the use of CHAMPION spark plugs in our motorcycles due to their proven reliability; however, if you choose to use another brand, be certain to use the proper heat range (SEE CHART BELOW).

RECOMMENDED SPARK PLUGS

| Model | CHAMPION | | K. L. G. | | N. G. K. | |
|-------|---------------|--------------------|---------------|--------------------|---------------|--------------------|
| | Normal Street | High-Speed Touring | Normal Street | High-Speed Touring | Normal Street | High-Speed Touring |
| T25 | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| T100C | N-4 | N-62 | FE80 | FE100 | B8E | B9E |
| T100R | N-4 | N-62 | FE80 | FE100 | B8E | B9E |
| TR5T | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| TR6 | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| T120 | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| TR7RV | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| T140V | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| T150V | N-3 | N-60 | FE100 | FE220 | B9E | B10E |
| TRX75 | N-3 | N-60 | FE100 | FE220 | B9E | B10E |