

**Triumph Motorcycles  
(Meriden) Limited**

**TRIUMPH**

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British Cycle Service,  
47 Balsam Avenue,  
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U.S.A.

For the attention of Mr. J. Senko

Dear John,

Your letter of July 17th has been forwarded to me by our Service Manager in UK and we have subsequently collected our thoughts regarding the life expectancy of the DS roller main bearing.

Our service manager knows of no problems with this part and our experimental test machines similarly are virtually unknown to fail.

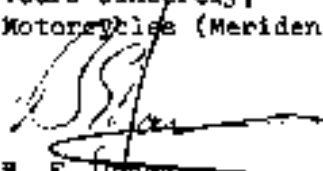
Some three years ago we modified the radial clearance specified to C2 (one dot). Previously a CN (two dot) had been used and occasionally complaints of knock were received but the alteration to the tighter clearance completely cured this fault.

We are bound to agree with you, petrol dilution can cause problems and some of the fault lies with the tap. In September 1979 we changed the design of the tap and the replacement has been very successful. The new tap is completely interchangeable and we would advise anybody in trouble to fit the latest type.

Regarding your offer to assist our development by fitting a seal behind the sprocket and adding large screened holes similar to the BSA single, we have no experience of this applied to the Triumph and whereas we would naturally be interested to know results, we cannot accept any responsibility for your testing.

Thank you for your interesting letter and we appreciate your assistance.

Yours sincerely,  
for Triumph Motorcycles (Meriden) Limited

  
B. E. Jones  
Senior Executive (Engineering)

BEJ/HDS  
31st July 1980