

# Triumph T120 Fork Changes During 1968 & 1969 Model Years

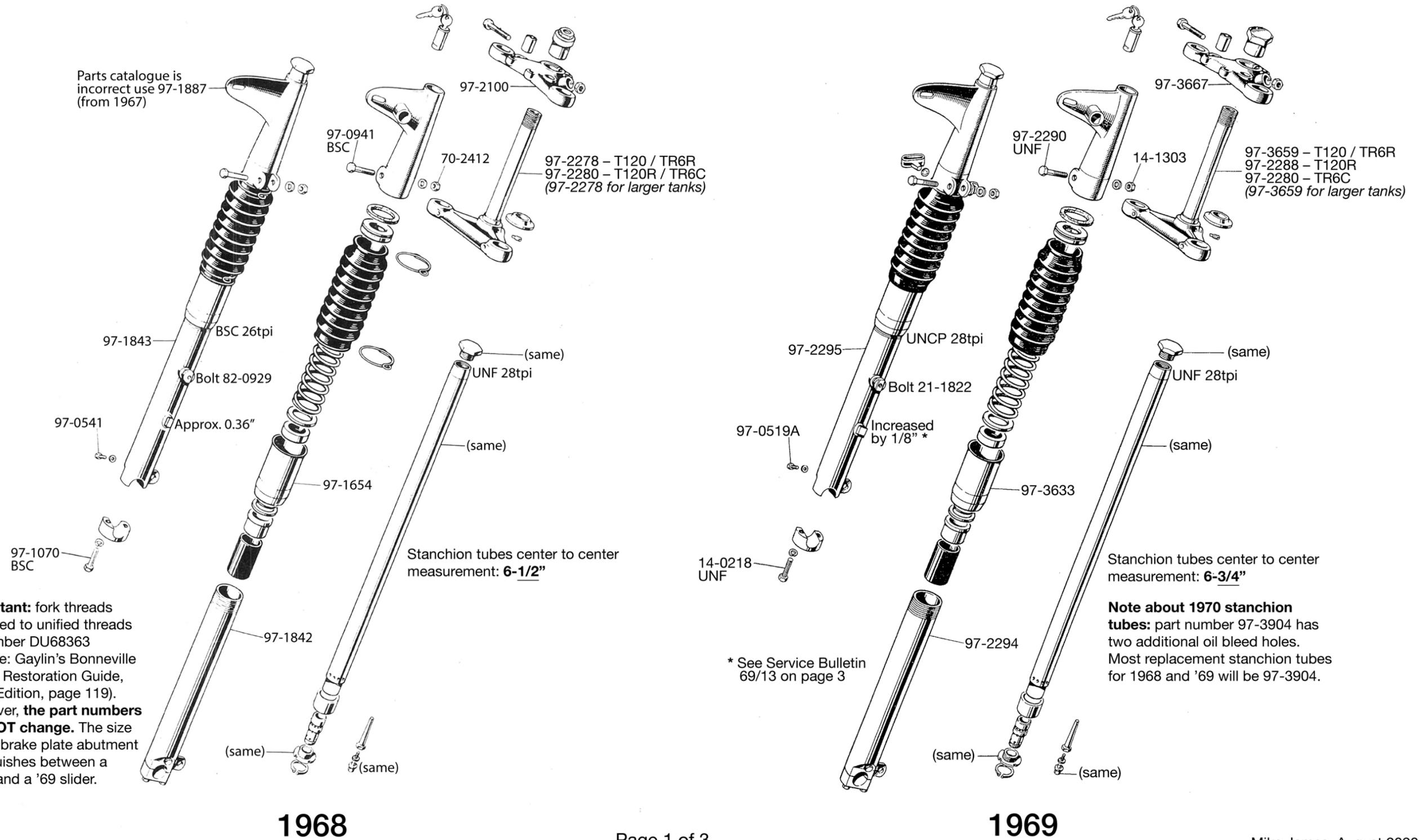
Essentially the major changes to the T120 forks from 1968 to 1969 were to increase the width between the stanchion tubes, and to continue the migration to unified threads.

Increasing the width of the forks for the 1969 model year was an adjustment likely associated with the changes to the brake plate that began with the introduction of the twin leading shoe (TLS) front brake for the 1968 models. (Some 1967 models were retrofitted by the dealers with factory supplied upgrade kits.) The brake plate was changed again for 1969 to reroute and reduce the length of the brake cable. Whatever the actual reason for the increased fork width, **the center to center measurement of the stanchion tubes increased by 1/4"** from 6-1/2" in 1968 to 6-3/4" for 1969 models.

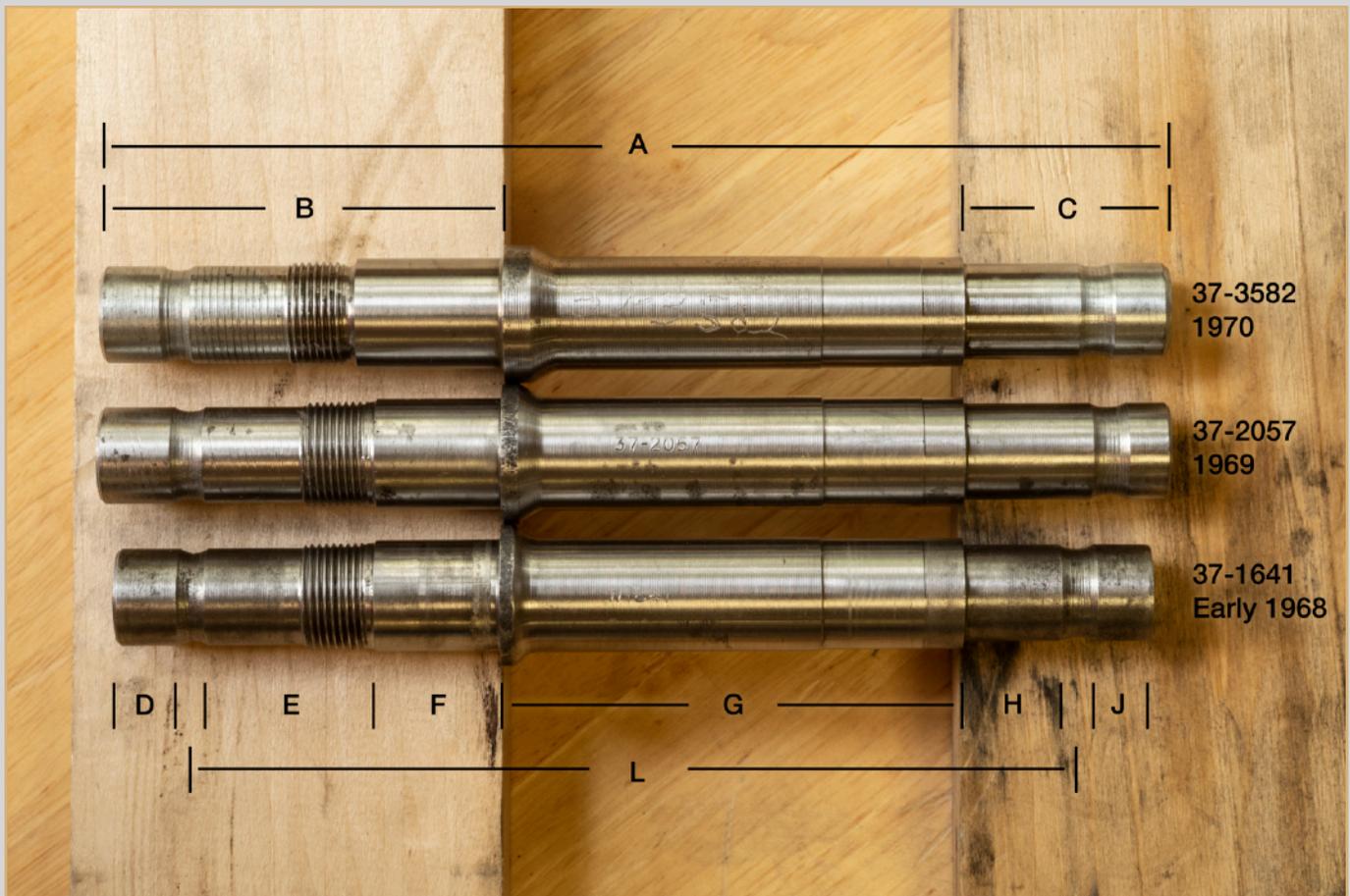
When the width between the stanchion tubes increased, this made it necessary to **increase the size of the brake plate abutment** on the inside right bottom member (slider). The abutment increased approximately 1/8" from the slider toward the brake plate.

Given that some later 1968 sliders required unified thread hardware it is important to measure the brake plate abutment on the right slider to determine whether the slider is for a 1968 or a '69 fork. Using a 1968 slider on a 1969 fork will mean there is very little (possibly too little) abutment securing the brake plate.

Finally, wider forks meant the introduction of a **wider axle**. Differentiating the axles used in 1968, '69 and '70 is covered on the next page.



## Triumph T120 Axles for 1968, 1969 & 1970 Model Years



	37-1641	37-2057	37-3582
<u>Lengths</u>	<u>Early 1968</u>	<u>1969</u>	<u>1970</u>
A	7.25"	7.50"	7.50"
B	2.68"	2.81"	2.81"
C	1.30"	1.42"	1.42"
D	.44"	.52"	.41"
E	1.18"	1.22"	1.15"
F	.88"	.88"	1.04"
G	3.25"	3.25"	3.25"
H	.66"	.89"	.81"
J	.40"	.30"	.40"
L	6.20"	6.47"	6.47"

# The TRIUMPH Corporation

## SERVICE BULLETIN

9<sup>th</sup> June 1969

69/13

TO ALL TRIUMPH DEALERS

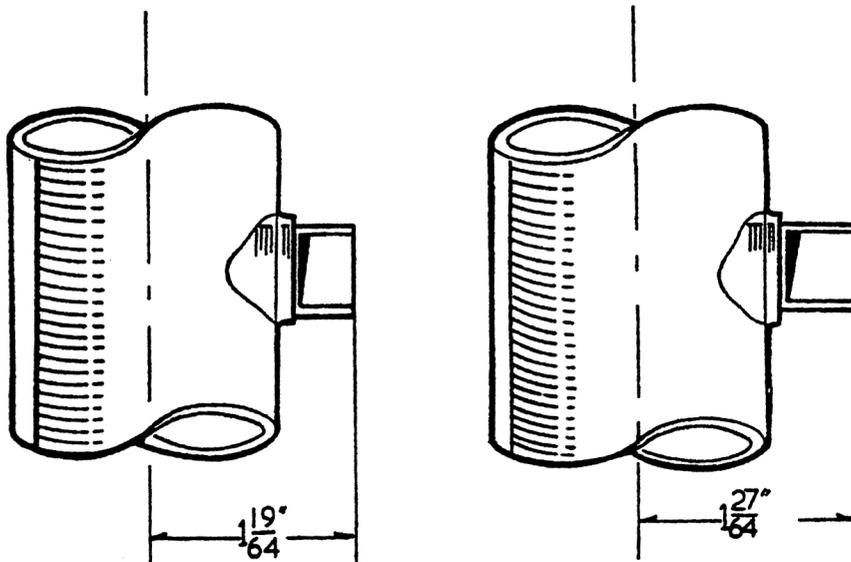
SUBJECT:

### 1969 TRIUMPH FRONT FORK - DIMENSIONAL CHANGE - STANCHION CENTRES

All 750cc three cylinder models; 650cc Twins from engine no. DU85904; 500cc Twins from engine no. H65573 use 6 3/4" centre spacing, front fork stanchion tubes.

Earlier Triumph models all used 6 1/2" centre spacing.

Front brake anchor peg (see sketch) for 1969 models is 1/8" longer than preceding models, requiring a new part number for R.H. Lower Member.



H1843 (1968)  
R. H. Lower Member

H2295 (1969)  
R. H. Lower Member

IMPO

R.T.A

NT - 1/4" length of engagement must be maintained between anchor peg and brake plate. If an earlier R.H. Lower Member were used for a 1969 model, insufficient engagement would result.

Similarly, 1969 front wheel spindles are 1/4" longer than, and thus not interchangeable with, former models.

**Explanation of  
Fork Bottom Members  
Superseded In 1970**

## Explanation of Fork Bottom Members Superseded In 1970

In 1970, the fork bottom members (sliders) were improved by strengthening the anchor plate peg and the mudguard mounting brackets among other changes. The *Triumph Service Bulletin No. 362, December 1970*, indicated that all sliders from 1965 through 1970 were to be superseded to parts with the improvements. Note that even though the “new” 1970 sliders were equivalent to the original 1970 sliders, the part numbers were changed because the factory included the axle spindle caps, studs, bolts, washers and nuts needed to mount the wheel and the mudguard.

<u>YEAR</u>	<u>STANCHION</u>	<u>SIDE</u>	<u>ORIGINAL</u>	<u>SUPERCEDED</u>	
1970	6-3/4"	LEFT	97-3921	97-4170	Part numbers changed to reflect that spindle cap, studs, * hardware were included with sliders
	WIDE	RIGHT	97-3922	97-4220	
1969	6-3/4"	LEFT	97-2294	97-4170	“Improved” anchor plate peg & mudguard mounts
	WIDE	RIGHT	97-2295	97-4220	
-1965	6-1/2"	LEFT	97-1842	97-4170	97-4171 is a modified version of 97-3922 (1970 slider) and is indicated by a machined groove along the anchor plate peg
1968	NARROW	RIGHT	97-1843	97-4171	

Triumph Service Bulletin No. 362 from December 1970, is reproduced on the following page.



This Bulletin supercedes the previous issue under the same number

# SERVICE BULLETIN

No. 362

## REPLACEMENT FRONT FORK BOTTOM MEMBERS

Variations of the 1970 type of fork bottom members using welded lugs will in future be supplied to service earlier "B" and "C" Range conditions. This will reduce the effective quantity of stock items and allow earlier machines to benefit from current design techniques.

The new members will be supplied complete with mudguard attachment details, wheel spindle caps, studs, washers and nuts.

When ordering replacement members refer to the list below:-

### Original Equipment

1965-68	H1842 L/H - H1843 R/H
1969	H2294 L/H - H2295 R/H
1970	H3921 L/H - H3922 R/H

### Description of Service Parts

H4170 L/H = H3921 + 1 H3926 Square nut )  
 1 D2025 Plain washer ) Mudguard attachment  
 1 H4071 Tab washer ) details  
 1 14-0113 Bolt )

H4171 R/H = Modified version of H3922 (shorter anchor plate peg for 6½ ins. centre forks. Identified by machined groove along anchor plate peg, + mudguard attachment details as above.

H4220 R/H = H3922 (for 6¾ in. centre forks) + above details.

### Replacement Part Numbers

H1842 L/H	use	H4170	) To reduce dealers stock items.
H1843 R/H		H4171	
H2294 L/H	use	H4170	)
H2295 R/H		H4220	
H3921 L/H	use	H4170	)
H3922 R/H		H4220	

Dec. 1970