Triumph

and then the lead can easily be removed.

5. Hemove the rotor.

6. Remove the reter key and distance

Remove the clutch hub securing nut and cup.

NOTE: Machines prior to serial no. H49833 have a tab washer and a different cup washer, rather than the self-

locking securing mut.

8. Screw the body of extractor no.

213 into the clutch hub until it bottoms,
then tighten the center bolt until the hub

is released.



Removing the clutch bousing

 Assemble extractor no. Z151 and D662/3 on the engine sprocket and tighten its center bolt until the engine sprocket is released.
 Withdraw the engine sprocket,

10. Withdraw the engine sprociet, clutch hub, and primary chain together.

 Remove the transmission mainshaft key and check the oil seal for leakage.

IMSPECTION

 Inspect the clutch shock absorber for worn rubbers or punctures. They can be removed by prying them out, small rubbers first. Replace as necessary. When reassembling, apply thread-locking comround to the cover plate securing screws.

pound to the cover plate securing screws.

2. First thoroughly clean the primary chain then check it for wear by scribing two marks on a flat surface 12 in. apart, and centering two pivot pins at the scribe marks. Fully compressed, the chain link pivot should line up with the marks; fully stretched, it should not extend more than % in. beyond the marks.

Check the fit between the shock absorber spider and the clutch hub splines.
 The spider should be a push fit on the clutch hub, with no radial movement.
 Check the fit of the engine specifiet

 Check the fit of the engine specifies on the crankshaft in the same manner.
 There should be no radial movement.

Check the clutch hub bearing diameter, rollers, and clutch sprocket bearing.
 Replace any bearing rollers that are pitted or worn. See apecifications.

ted or worn. See specifications.

6. Make sure the shock absorber spider is a good fit in the inner and outer



Installing clutch hab rubbers

retaining plates, and that the arms have not excessively scored the inner surface of the retaining plates.

ASSEMBLY

 Grease the clutch hub and install the thrust washer and twenty of the correct sollers. Do not use ¼ in. x ¼ in. willers!

2. Position the hub and press the shock absorber, complete with the three

threaded pins, on the hub.

 Install a new tapered distance collar behind the engine sprocket, with the taper toward the crankshaft main bearing and oil seal.

4. Install the transmission mainshaft key and tap the clutch hub onto its taper. 5. Lubricate the primary chain and lay

it over the clutch sprocket.

 Wrap the chain around the engine sprocket, then position the sprocket on the crankshaft.

 Place clutch locking tool Z13 in the clutch plate housing, then install the cup washer and self-locking nut. Torque the nut to specifications.

NOTE: On machines before serial no. H49853, install the tab washer with the long tab in the hole in the shock absorber spider, install the securing nut and bend a tab to lock the nut.

8. Install the alternator rotor, making sure that the key or locating peg is cor-

rectly positioned.

 Install the alternator stator. Put a 0.008 in. (0.2 mm) feeler gauge between each stator pole and the rotor. Turn over the engine to make sure that the rotor and stator do not touch.

Transmission Countershaft Sprocket

REMOVAL AND INSTALLATION

 Disassemble the clutch and primary drive as previously described. Remove the sprocket cover.

Bend back the tab washer and, while holding the rear brake, remove the sprocket securing nut.

Slide off the final drive chain and remove the countershaft sprocket.

 Make sure the oil seal is in good condition, then lubricate the ground boss

of the new sprocket and position it on the transmission mainshaft.

Replace the tab washer, screw on the securing not finger-tight, then, with the chain in place, tighten the nut to torque specifications.

 Oil the bushing that protrudes from the mainshaft high gear and install the sprocket cover with a new paper gasket.

The remainder of installation is a reversal of the removal procedure.

Clutch and Shifter Operating Mechanisms DISASSEMBLY

 Remove the right exhaust header pipe and footrest.

Drain the gearbox oil.

 Disconnect the clutch cable from the actuating lever.

 Remove the two nuts and four recessed screws that secure the gearbon outer cover. Remove the kick-starter.

Hold the gearshift lever in one hand, then tap the cover with a soft-faced mallet until it is free to be removed.

 Unscrew the two nuts inside the gearbox outer cover and remove the shafter return springs complete with the thrust buttens and distance pieces.



Chetch operating mechanism

Unscrew the countersunk screw that secures the clutch operating mechanism and withdraw the assembly.

Remove the shifter lever pinch bolt, remove the lever, and then withdraw the shaft from the cover.

 Remove the cotter pin from the clutch operating shaft. This will release the clutch operating balls.

 Bemove the two cetter pins and disconnect the plungers and springs from the shifter quadrunt.

11. If the shifter spindle bushing sequires replacement, heat the outer cover to 10°C and drive it out with a suitable, shouldered drift. Drive in the new bushing before the cover has a chance to cool.



Clietch mechanism installed

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