

Installation

1. Check that number 1 cylinder is at top dead centre (TDC).
2. Ensure that the wedge steel washer is still holding the tensioner blade in contact with the cam chain. Check that the camshaft timing marks point inwards and are level with the part face of the head.
3. Set the tensioner plunger into the first tooth of the camshaft (i.e. minimum extension) by manually lifting the tensioner post.



Tensioner Plunger Set-up

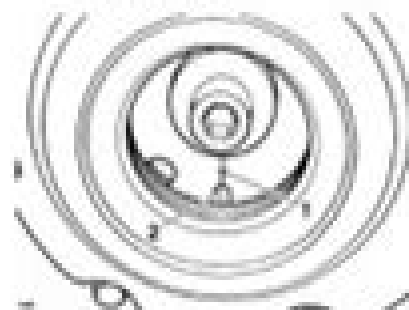
4. Fit the tensioner, complete with a new gasket, to the upper crankcase and tighten the retaining bolts to 8 Nm.

NOTE:

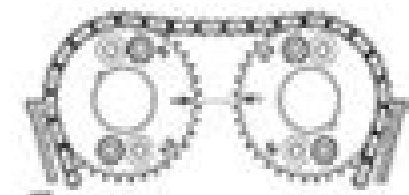
- When fitting a new tensioner, observe the following:
 1. Remove the new tensioner assembly from the packaging. On examination, it can be seen that the tensioner nut will not be tightened fully into the tensioner body and that the tensioner 'nose' (i.e. the part which actually contacts the chain rubbing strip) is fully retracted into the housing.
 2. Prior to assembly into the engine it is necessary to disassemble the tensioner nut, washer and spring. To do this without damaging the internal components, turn the tensioner nut at least a half turn clockwise (i.e. tighten it further into the housing) until the plunger springs outwards. The tensioner nut can then be withdrawn safely without causing internal damage to tensioner components.

5. Refit the tensioner blade wedge, taking care not to force or damage the tensioner blade.

6. Fit a new sealing washer to the centre nut, using finger pressure only, push the oil-fillet section of the tensioner into firm contact with the tensioner blade. Pull the spring and centre nut to the tensioner. Tighten the centre nut to 22 Nm.
7. Check that the tensioner plunger is correctly located in the middle of tensioner blade when viewed from above.
8. Rotate the engine through a full revolution, and coast number 1 cylinder to TDC. Ensure that the T1 mark on the spring clutch aligns with the line at the bottom of the cover.



1. T1 Mark
2. Marked line
3. Check that the camshaft timing marks align as illustrated below.



Camshaft to Cylinder Head Alignment Marks

10. Re-check tensioner plunger location against the tensioner blade.

11. Refit the cam cover as described earlier in this section.
12. Check the G-ring in the crank cover inspection plate. Remove as necessary.
13. Refit the crank cover inspection plate, tightening it to 18 Nm.
14. Refit all items removed for access as described in the relevant sections of the service manual.

NOTE:

- Refit and reconnect the battery (positive (red) lead first).

CAM CHAIN

Removal

NOTE: For access to the cam chain:

- Disconnect the battery, negative (black) lead first.
- Remove the fuel tank (see section 6).
- Remove the airbox (see section 6).
- Remove the cam cover (see this section).
- Remove the cam chain tensioner (see this section).
- Remove the camshafts (see this section).
- Remove the starter gear cover (see section 7).
- Remove the right hand crank cover (see 'starter gear' in section 7).
- Remove the spring clutch and drive gear (see 'starter gear' in section 7).
- 1. Remove the bolt from the centre of the cam chain housing in the cylinder head.



1. Centre Bolt

2. The cam chain is removed from inside the head-space or through the crankcase, after first detaching the chain from the crankshaft gear.

Triumph 955i Manual

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Triumph 955i Manual:

WALNECK'S CLASSIC CYCLE TRADER, JUNE 2009 Causey Enterprises, LLC, Triumph TR 2, 3, 3A, 4, 4A Owners Workshop Manual John Harold Haynes, 1997 **American Book Publishing Record**, 2001 **Triumph Daytona, Speed Triple, Sprint & Tiger 885/955cc** Matthew Coombs, Phil Mather, 2006 **WALNECK'S CLASSIC CYCLE TRADER, MAY 2003** Causey Enterprises, LLC, Triumph Motorcycles Illustrated Workshop Manual 1945-1955 Floyd Clymer, 2007-02-01 1945 to 1955 and later Models An illustrated workshop manual covering Triumph twin cylinder motorcycles from 1945 to 1955 This is a faithful reproduction of the Factory Workshop Manual No 11 originally published in the US by Floyd Clymer The major revision in the later pre unit factory manuals was the addition of technical specifications for the T120 Bonneville 1959 Unfortunately those revisions also included the deletion of repair data for rigid frame sprung hub and 3T models This makes the Factory Workshop Manual No 11 the most comprehensive workshop manual available for pre unit twin cylinder Triumph motorcycles up to and including 1962 models as it includes repair and maintenance data for the full line of rigid frame sprung hub swing arm and 350cc models Much more detailed than the owner s handbook this manual provides the information necessary for the overhaul of engines gear boxes frames swing arm forks wheels hubs carburetors electrics etc essential information for the enthusiast owner or restorer of these classic motorcycles Size 5 5 x 8 5 with 224 pages and 84 illustrations includes 8 pages of detailed technical specification charts and both an illustration index and a comprehensive index of contents Applicable to the following models 5T Speed Twin T100 Tiger 100 TR5 Trophy 6T Thunderbird T110 Tiger 110 and 3T De Luxe Includes maintenance and repair data for the following engines Twin Cylinder 350cc OHV 500cc OHV and 650cc OHV **Cycle World Magazine**, 2004-01 **HM Triumph TR 2 3 3A 4. 4A 1952 - 1967 OP** Haynes, 2013-08 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work

Triumph TR2, 3, 3A, 4, 4A John Lennox Sim MacLay, Brian Leonard Chalmers-Hunt, 1972 **Triumph TR 2, 3, 3A, 4, 4A Owners Workshop Manual** John Harold Haynes, John Lennox Sim MacLay, Brian Leonard Chalmers-Hunt, 1980 **Triumph TR7 Service and Repair Manual** John Harold Haynes, Peter Ward, 2014-06 This is one in a series of manuals for car or motorcycle owners Each book provides information on routine maintenance and servicing with tasks described and photographed in a step by step sequence so that even a novice can do the work **Triumph Motorcycles Illustrated Workshop Manual 1937-1951** Floyd Clymer, 2007-01-01 1935 to 1939 MODELS An Illustrated Workshop Manual Covering Pre War Triumph Twin And Single Cylinder Motorcycles From 1935 To 1939 After the outbreak of war in September 1939 all of the Triumph motorcycles constructed were destined for military use civilian production did not resume again until 1946 This is a faithful reproduction of the 1939 Floyd Clymer E T Brown Workshop Manual originally published in the US in 1947 It includes repair and maintenance data for rigid frame pre war single cylinder SV OHV and twin cylinder OHV Triumph

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- Chapter 2: Essential Elements of Triumph 955i Manual
- Chapter 3: Triumph 955i Manual in Everyday Life
- Chapter 4: Triumph 955i Manual in Specific Contexts
- Chapter 5: Conclusion

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