

Unscrew the cap retainer nuts, a turn at a time to avoid distortion, then remove the caps and connecting rods. Refit the nuts to their respective bolts to ensure correct reassembly.

Using a large impact screw driver, unscrew the oil tube retainer plug from the right end of the big-end journal. If difficulty is encountered, drill an $\frac{1}{8}$ in. diameter hole to $\frac{1}{4}$ in. depth in the crankshaft, to remove the centre punched indentation which locks the oil tube retainer plug in position.

Unscrew the flywheel bolt adjacent to the big end journal, then withdraw the oil tube using a hooked rod located in the flywheel bolt location hole (see Fig. B39).

Thoroughly clean all parts in paraffin (kerosene) then clean the oil drillings using a jet of compressed air. Particular attention should be given to checking that each oil drilling is free from blockage.

To remove the flywheel unscrew the remaining two bolts and press out the crankshaft from the right (plain bearing) using a press which can give a load of up to five tons. (Ensure that there is a centre punch mark on the right side of the flywheel before removing; this enables the flywheel to be replaced in its original position).

Replacing the flywheel is best done when the oil tube is correctly located into position. Offer the oil tube into the crankshaft with the flywheel bolt holes in the tube and crankshaft aligned. Insert a flywheel bolt temporarily to locate the oil tube in position.

Apply a hydraulic type thread sealant to the crankshaft threads, and screw in the plug tightly. Centre punch the crankshaft opposite the slot so that the plug is locked in position.

To reassemble the flywheel it should be heated to 100° centigrade then placed over the crankshaft (which should be cold) with the centre punch mark to the right. It will be necessary to turn the flywheel through 180° to get it over the crankshaft web. Turn it to its correct position relative to the crankshaft as soon as this is achieved, and align the bolt holes.

The flywheel bolts should be tightened to the torque figure given in GENERAL DATA using Triumph Loctite Sealant to obviate any possibility of the bolts working loose.

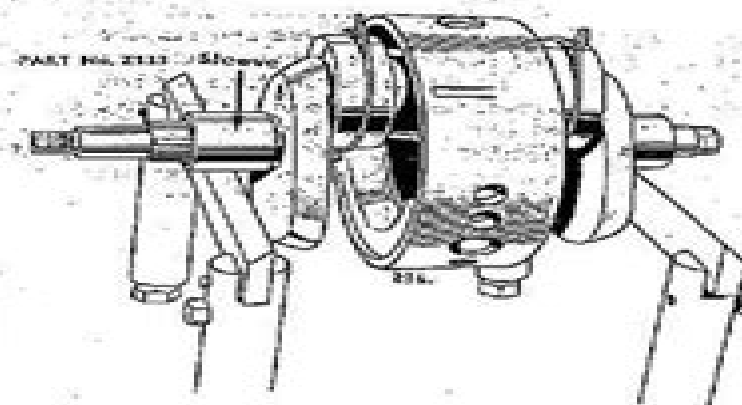


Fig. B40. Balancing the crankshaft (using sleeve Z133 on timing side)

If a new or reground crankshaft or a new flywheel has been fitted, the assembly should be rebalanced, using two service balance weights Z122 (490 gra. each). Place the assembly on two horizontal knife edges, resting it on the left and right main bearing diameters. Allow the assembly to come to rest, then mark the lowest point of the flywheel with chalk. Turn the assembly through 90° and if it returns to the same position drill a $\frac{1}{8}$ in. diameter hole centrally, adjacent to the chalk mark, to a depth of approximately $\frac{1}{4}$ in.

NOTE: A sleeve should be fitted over the L/H main bearing journal for this test. (See Fig. B40). Part No. Z133.

Repeat the balancing procedure, again making a chalk mark as necessary, and drill further holes until the assembly will come to rest in any position when placed on the knife edges. The drilled holes should have a distance of approximately $\frac{1}{2}$ in. between centres.

Finally, thoroughly wash the assembly in paraffin (kerosene) and check that the oil ways are free from blockage.

Triumph 350 500 1963 1974 Full Service Repair Manual

Brendan G. Carr



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