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Item 1.

Description: Throttle Balance

Models affected: Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948

The throttle balance procedure described in the above models' Service Manuals is correct for the Street Triple and Street Triple R only.

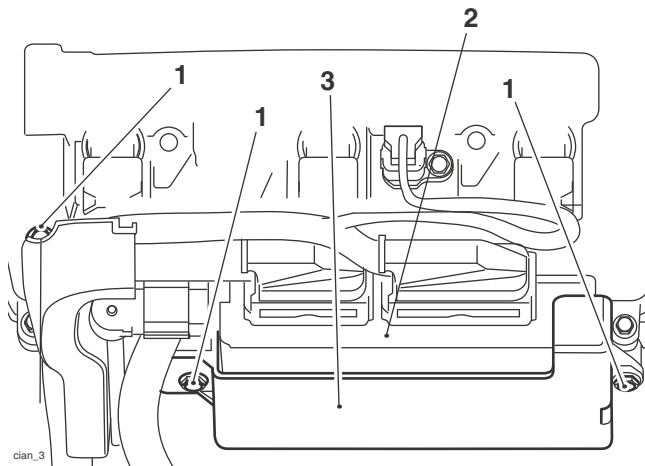
For the correct method of throttle balance for the above models, carry out the following procedure.

Warning

Do not disconnect the fuel line from the injectors in the airbox upper section. If this fuel line is disconnected during the throttle balance procedure, fuel will be pumped from the fuel tank via the fuel pump which may lead to a fire hazard which could result in personal injury.

Note:

- **The throttles cannot be balanced using equipment to measure vacuum in each throttle. Instead, the Triumph diagnostic software must be used.**
1. Remove the seat and fuel tank, as described in the Service Manual.
 2. Release the three fixings and detach the engine control module (ECM) and its bracket from the airbox.

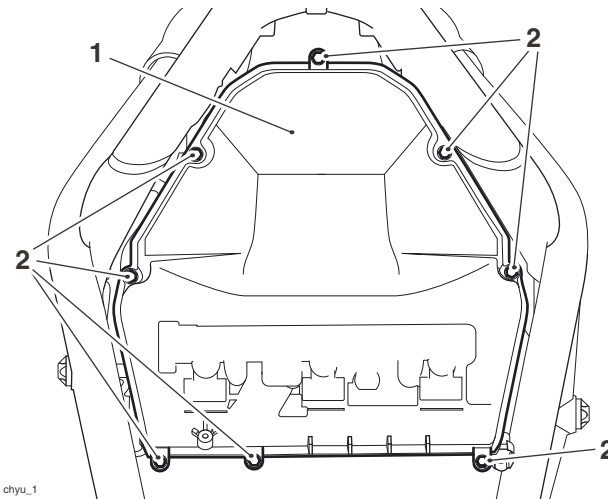


1. Fixings
2. ECM
3. ECM bracket

Note:

- **The immobiliser ECU is attached to the inside surface of the airbox upper section. Note the routing of its harness for installation.**
- **When detaching the airbox upper section from the lower section, the air filter element will be attached to the upper section.**

3. Release the eight fixings and detach the airbox upper section from the lower section.



1. Airbox upper section
2. Fixings

Note:

- **Note the orientation of the air filter for installation.**
4. Remove the air filter element from the airbox upper section and position the upper section to one side.
 5. Remove the airbox lower section as described in the Service Manual.

Warning

When carrying out the throttle balance procedure, do not raise the engine speed above 3,500 rpm. If the engine speed exceeds 3,500 rpm the injectors in the airbox upper cover may start to inject fuel which may lead to a fire hazard which could result in personal injury.

Note:

- **Do not disconnect the multiplugs from any of the injectors in the airbox upper section. If these injectors are disconnected, the relevant injector in the throttle bodies will also be inoperative.**
6. The connection of the extension cable T3880123, fuel pressure gauge adapter marked 'B' and the adjustment of the throttle balance are as described in the Service Manual.
 7. When the throttles are balanced, stop the engine and disconnect the diagnostic tool.

Note:

- **Because fuel stored in the fuel line will be at 3.5 bar pressure, it is essential that the fuel pressure is reduced before any dismantling of the fuel rail takes place. To reduce pressure, briefly crank the engine with the fuel pump disconnected.**
8. Disconnect the fuel pressure gauge adapter and wiring extension.
 9. Refit the airbox and fuel tank, as described in the Service Manual.
 10. Remove the exhaust extraction hoses from the silencer.
 11. Refit the seat, as described in the Service Manual.

Please mark your copy of the Service Manual with this information.

Item 2.

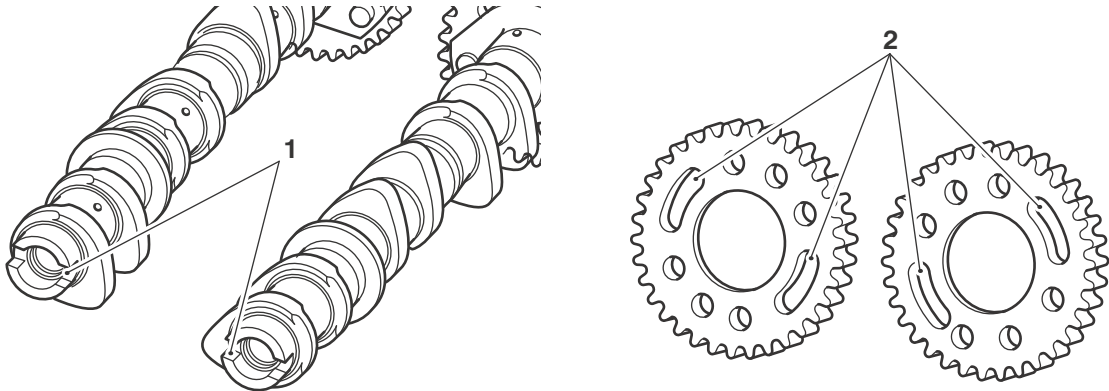
Description: Camshafts

Models affected: Tiger 800, Tiger 800 ABS and Tiger 800XC ABS

New camshafts have been introduced to the above models from engine number 602078 and are not retrofittable.

The difference between the original and new camshafts are as follows:

- The camshaft end, opposite the sprocket, has a slot which is used for timing.
- The sprocket for the new camshaft has elongated holes for timing.
- The crankcase has a hole for the timing pin.
- The crankshaft has a hole for the timing pin.



1. Slot

2. Elongated slots

The removal, installation and timing of the new camshafts is different to that described in Service Manual, see Removal - Camshaft on page [4](#).

The removal and installation of the camshaft drive chain tensioner is also different to that described in the Service Manual, see Removal - Camshaft Drive Chain Tensioner on page [10](#).

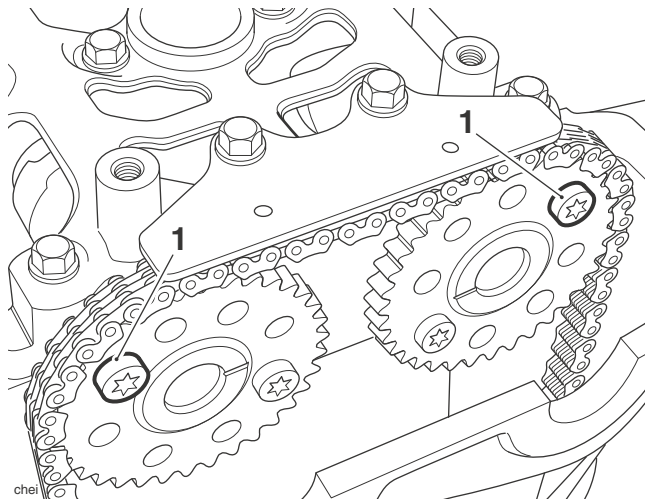
Removal - Camshafts

1. Remove the camshaft cover and the crankcase cover, as described in the Service Manual.
2. Remove the spark plugs to reduce compression resistance when turning the engine.
3. Rotate the engine using the bolt fitted to the end of the crankshaft so any two camshaft sprocket fixings are accessible.

Note:

- **The camshaft sprocket fixings need only be loosened sufficiently to allow the sprockets to rotate on the camshafts.**
- **The camshaft sprocket fixings must never be re-used if loosened or removed; however new fixings should only be installed during final tightening after the timing procedure has been completed.**
- **If the sprockets are to be removed from the camshafts, temporarily refit the sprockets for timing adjustment using the old fixings, and only install new fixings during final tightening.**

- Loosen the two camshaft sprocket fixings. Do not remove the fixings at this stage.



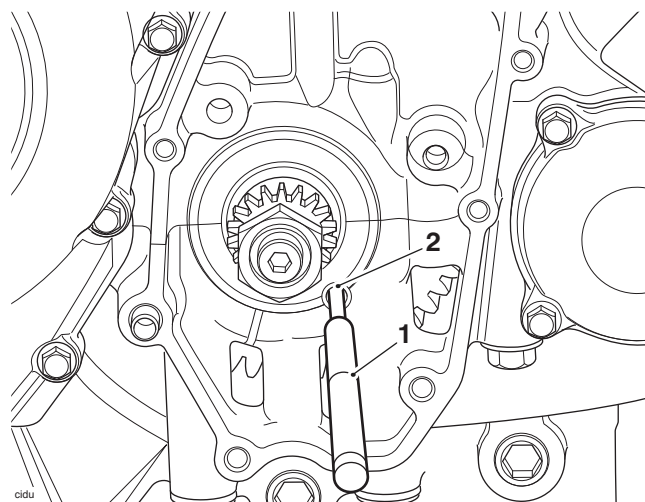
1. Fixings

- Rotate the crankshaft until the remaining two fixings are accessible.

! Caution

Do not rotate the crankshaft further once the four camshaft sprocket bolts have been loosened. Rotation of the crankshaft with the four sprocket bolts loose will result in valve to piston contact and serious engine damage.

- Loosen the two remaining camshaft sprocket fixings. Do not remove the fixings at this stage.
- Evenly release the hydraulic tensioner mounting bolts until the plunger spring tension has been released.
- Remove the hydraulic tensioner and discard the O-ring and gasket.
- Remove the camshaft ladder and camshafts as described in the Service Manual.
- Remove the camshaft drive chain and if necessary the tensioner blade and rubbing strip, as described in the Service Manual.
- Rotate the crankshaft clockwise (the normal direction of rotation), using the bolt fitted to the end of the crankshaft. Stop rotation when number 1 cylinder is at Top Dead Centre (TDC), that is when the 'dot' mark on the primary gear aligns with the line on the crankcase.
- Insert the Crankshaft Timing Pin T3880601 into the timing holes in the crankcase and crankshaft.



1. Crankshaft Timing Pin T3880601

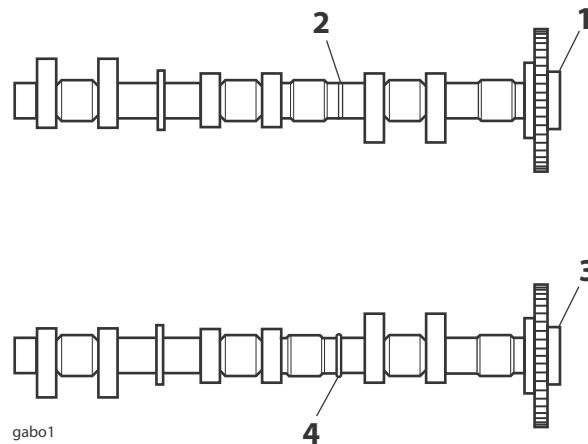
2. Timing hole in crankcase

- At this stage the camshafts and sprockets can be separated if required.

Camshaft and Sprocket Identification

Note:

- **The inlet and exhaust camshafts are different. They can be identified by a raised feature in the centre of the exhaust camshaft, which is machined off on the inlet camshaft. The camshafts can be further identified with a letter 'I' for inlet or 'E' for exhaust stamped on the end of the sprocket boss.**



1. Inlet camshaft
2. Machined section
3. Exhaust camshaft
4. Raised section

The same sprocket is used for both inlet and exhaust camshafts, and is attached to the camshaft using slotted bolt holes. The same holes are used when fitting the sprocket to either camshaft.

Note that the mark on the camshaft boss is not a timing mark, it is used as a visual aid during the timing adjustment procedure.

Accurate camshaft timing can only be obtained using the correct timing method and service tools as described below.

Camshaft and Bearing Cap Inspection

The camshaft and sprocket inspection is the same as described in the Service Manual.

Camshaft Installation and Timing

Caution

The camshaft sprockets are attached to the camshafts using slotted bolt holes. This allows for very accurate valve timing and therefore improved performance and fuel economy.

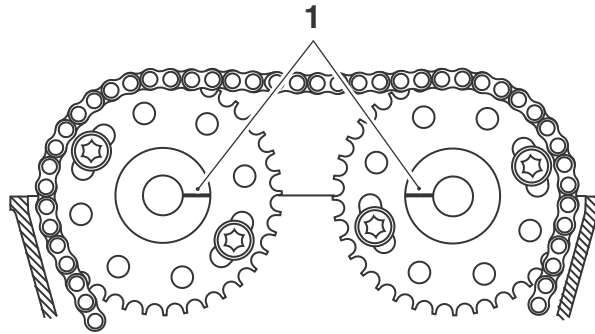
Never fit the camshaft sprockets without correctly setting the camshaft timing using the service tools and timing procedure described below. Severe engine damage will result from incorrect valve timing adjustment.

1. Check that the 'dot' mark on the primary gear is still aligned with the line on the crankcase and the Crankshaft Timing Pin T3880601 is installed. Ensure the crankshaft cannot rotate.
2. Thoroughly clean the camshafts and journals. Inspect the ends of the camshafts for correct fitment of the sealing plugs. Lubricate the camshafts with clean engine oil before fitting to the head.
3. If removed, refit the camshaft sprockets noting their orientation, and secure using the original bolts. DO NOT tighten the fixings at this stage; the sprockets must be free to rotate.
4. Refit the camshaft drive chain and, if removed, the tensioner blade and rubbing strip, as described in the Service Manual.

Note:

- **Locate each camshaft to the head ensuring the camshafts are correctly identified (inlet and exhaust) and are also correctly located over their respective valve banks.**

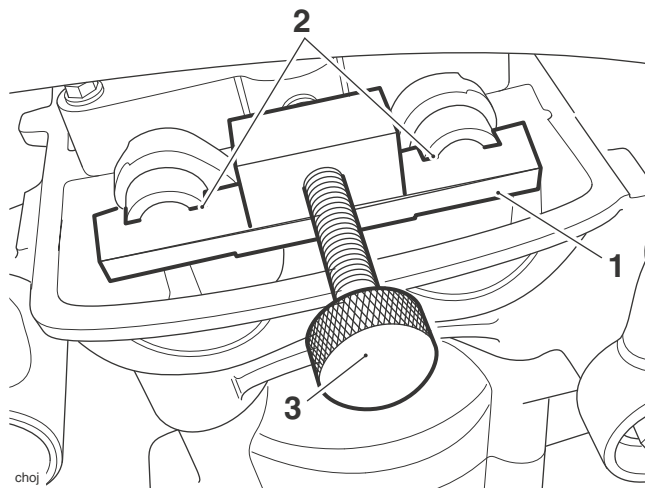
5. Refit the exhaust camshaft to the cylinder head, hooking the camshaft drive chain over the sprocket as you do so.
6. Ensure there is no slack between the crankshaft and exhaust sprocket when the sprocket fixings are centrally located within the slotted holes. Ensure alignment marks on the end of the camshaft journals are pointing inwards.
7. Refit the inlet camshaft to the cylinder head, hooking the chain over the sprocket as you do so.
8. Ensure the fixings on the inlet sprocket are also centrally located within the slotted holes when there is no slack between the exhaust and inlet sprockets. Ensure alignment marks on the end of the camshaft journals are pointing inwards.
9. Check that the chain is correctly located around the crankshaft, and both camshaft sprockets.
10. Rotate the camshafts until the alignment marks on the end of the camshaft journals are pointing inwards.



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1. Camshaft alignment marks

11. Insert the Plate Camshaft Timing T3880640 into the camshaft slots, ensuring the removal screw is unscrewed fully, as shown below. Ensure that the tool is centrally located between the camshafts.



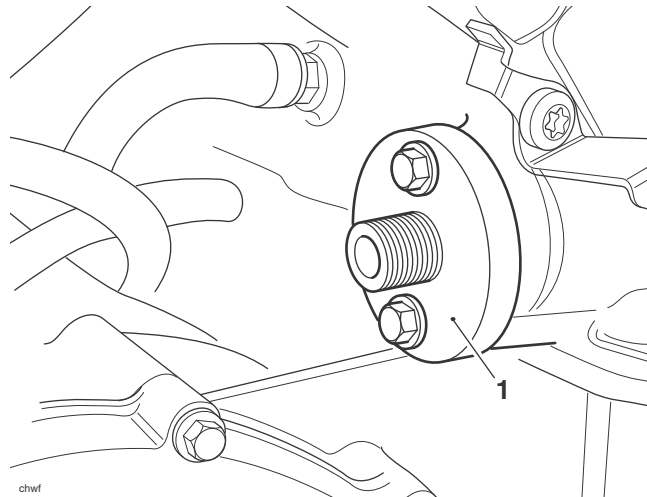
1. Plate Camshaft Timing T3880640

2. Camshaft slots

3. Removal screw

12. Lubricate the camshaft bearing areas of the camshaft ladder with a 50/50 solution of engine oil and molybdenum disulphide grease and fit the camshaft ladder as described in the Service Manual.

13. Fit the Camshaft Timing Tensioner T3880607 using the original fixings and tighten to **8 Nm**.



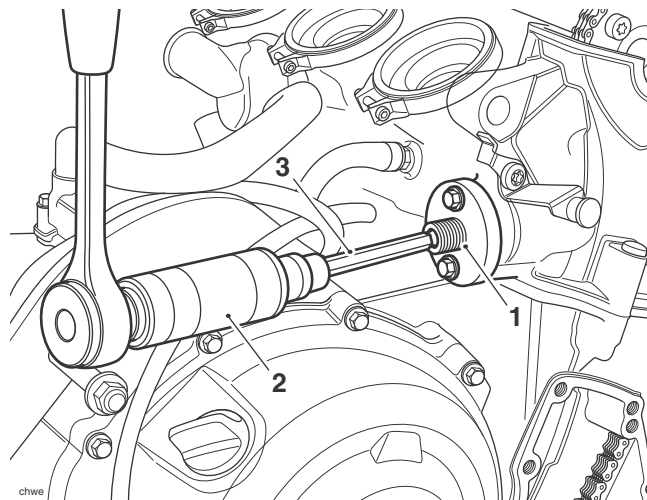
1. Camshaft Timing Tensioner T3880607



Caution

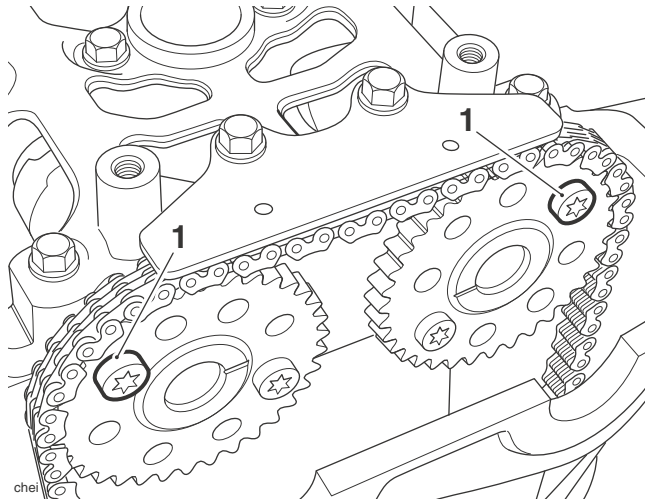
The torque value stated is very important to accurate timing. Always use the correct value of **0.6 Nm**, as set using the Torque Limiter T3880609. Using an incorrect torque value will result in incorrect valve timing being set, or damage to the tensioner blade or other valve train components. Either condition may result in serious damage to the engine, reduced engine performance, or reduced fuel economy.

14. Using the Torque Limiter T3880609, and the 6 mm Ball Ended Allen Key supplied, tighten the Camshaft Timing Tensioner T3880607 to **0.6 Nm** preset by the Torque Limiter T3880609.



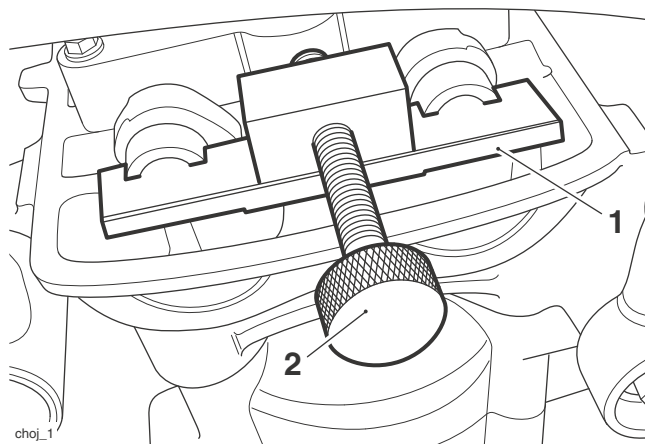
- 1. Camshaft Timing Tensioner T3880607**
2. Torque Limiter T3880609
3. 6 mm Ball Ended Allen Key

15. Remove and discard the two accessible (uppermost) camshaft sprocket fixings. Install new fixings with a drop of ThreeBond 1375B locking compound (or equivalent) to the threads. Tighten to **22 Nm**.



1. Uppermost fixings

16. Remove the Plate Camshaft Timing T3880640 by rotating the removal screw clockwise as shown below.



1. Plate Camshaft Timing T3880640

2. Removal screw

17. Remove the Crankshaft Timing Pin T3880601.

! Caution

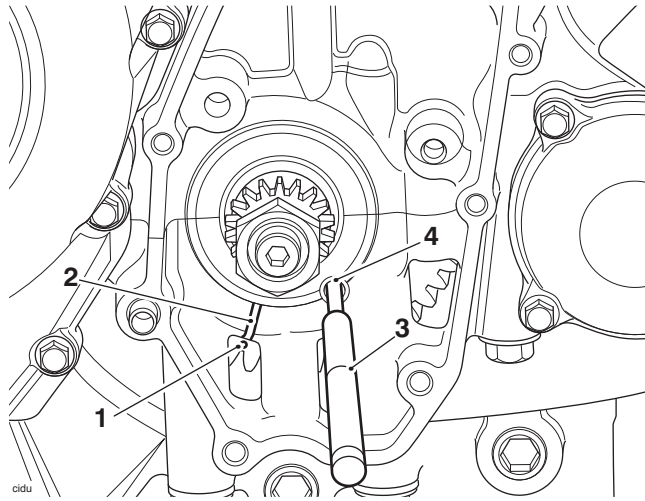
Always check that the Plate Camshaft Timing T3880640 has been removed before rotating the engine. Severe damage will result to the camshafts or Plate Camshaft Timing T3880640 if engine rotation is attempted with the tool installed.

18. Rotate the engine until the remaining two sprocket fixings are accessible.
19. Remove and discard the two remaining camshaft sprocket fixings. Install new fixings with a drop of ThreeBond 1375B locking compound (or equivalent) to the threads. Tighten to **22 Nm**.
20. Place a suitable wedge between the camshaft drive chain tensioner blade and crankcase, to hold the camshaft drive chain taut during removal of the Camshaft Timing Tensioner T3880607.
21. Release the tension on the Camshaft Timing Tensioner T3880607 and remove it.
22. Refit the timing chain tensioner, incorporating a new gasket and O-ring, see Installation - Camshaft Drive Chain Tensioner on page [12](#).
23. Rotate the crankshaft clockwise 2 complete turns, using the bolt fitted to the end of the crankshaft. Stop rotation when number 1 cylinder is at Top Dead Centre (TDC), that is when the 'dot' mark on the primary gear aligns with the line on the crankcase.

Note:

- **Before inserting the timing pin, ensure the 'dot' on the primary gear is aligned with the line on the crankcase.**

24. Insert the Crankshaft Timing Pin T3880601 into the timing holes in the crankcase and crankshaft.



1. 'Dot' mark
2. Marker line
3. Crankshaft Timing Pin T3880601
4. Timing hole in crankcase

25. Check that the timing marks are still approximately aligned (to check that the camshaft timing has not moved during Camshaft Timing Tensioner T3880607 removal).
26. Remove the Crankshaft Timing Pin T3880601.
27. Check the valve clearances. Adjust as necessary, as described in the Service Manual.
28. Fit the crankcase cover and camshaft cover as described in the Service Manual.

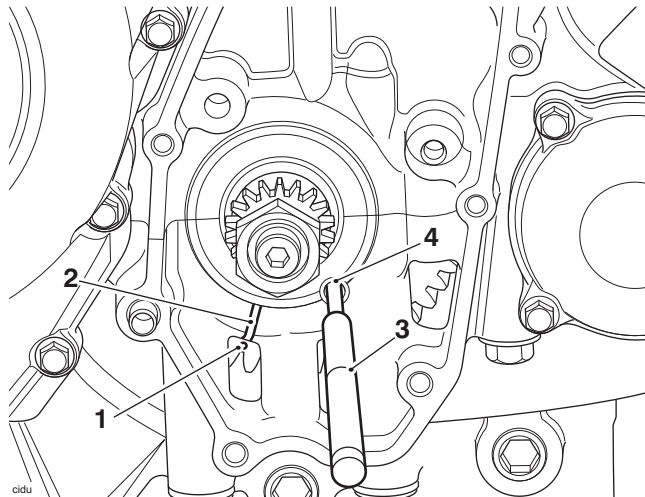
Removal - Camshaft Drive Chain Tensioner

1. Remove the camshaft cover and the crankshaft cover, as described in the Service Manual.
2. Remove the spark plugs to reduce compression resistance when turning the engine.
3. Rotate the crankshaft clockwise (the normal direction of rotation), using the bolt fitted to the end of the crankshaft. Stop rotation when number 1 cylinder is at Top Dead Centre (TDC), that is when the 'dot' mark on the primary gear aligns with the line on the crankcase.

Note:

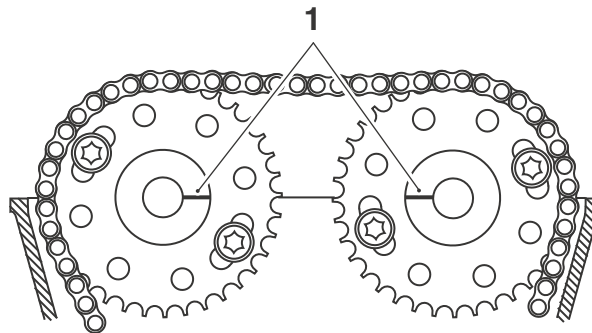
- **While rotating the crankshaft, ensure that the front camshaft drive chain rubbing blade remains in its mounting.**
- **Before inserting the timing pin, ensure the 'dot' on the primary gear is aligned with the line on the crankcase.**

4. Insert the Crankshaft Timing Pin T3880601 into the timing holes in the crankcase and crankshaft.



1. 'Dot' mark
2. Marker line
3. Crankshaft Timing Pin T3880601
4. Timing hole in crankcase

5. In addition to the 'dot' mark alignment, at TDC, the alignment marks on the camshaft bosses will point inwards.



1. Camshaft alignment marks

6. Place a suitable wedge between the camshaft drive chain tensioner blade and crankcase, to hold the camshaft drive chain taut during removal of the tensioner.

Warning

The hydraulic tensioner is under spring tension. Always wear hand, eye, and face protection when withdrawing the tensioner mounting bolts and take great care to minimise the risk of injury and loss of components.

Note:

- **Note the orientation of the hydraulic tensioner.**
7. Evenly release the hydraulic tensioner mounting bolts until the plunger spring tension has been released.
 8. Remove the hydraulic tensioner and discard the O-ring and gasket.

Inspection

The inspection of the hydraulic tensioner is as described in the Service Manual.

Installation - Camshaft Drive Chain Tensioner

1. Check that the 'dot' mark on the primary gear is still aligned with the line on the crankcase and the Crankshaft Timing Pin T3880601 is installed. Ensure the crankshaft cannot rotate.
2. Ensure that the wedge fitted earlier is still holding the camshaft drive chain tensioner blade in contact with the camshaft drive chain.
3. Check that the camshaft alignment marks point inwards.
4. Set the hydraulic tensioner onto the first tooth of the ratchet as described in the Service Manual.
5. Fit a new O-ring and gasket to the hydraulic tensioner.
6. Fit the tensioner to the cylinder head as noted for removal. Tighten the bolts to **9 Nm**.
7. Remove the camshaft drive chain tensioner blade wedge, taking care not to move or damage the tensioner blade.
8. To release the hydraulic tensioner, rotate the crankshaft 1/4 of a turn anti-clockwise using the bolt fitted to the end of the crankshaft. Then rotate the crankshaft clockwise until the 'dot' mark on the primary gear aligns with the line at the bottom of the cover.
9. Check that there is tension in the camshaft drive chain and the timing marks at the camshaft sprockets are correctly aligned.

Note:

- **After fitting to the engine, the hydraulic tensioner will be empty of engine oil. After starting the engine, the camshaft drive chain and tensioner blade will be noisy until full pressure is felt at the tensioner plunger. This could take up to 5 seconds.**
10. Check that the tensioner plunger is correctly located in the middle of the camshaft drive chain tensioner blade when viewed from above.

Please mark your copy of the Service Manual with this information.

Item 3.

Description: Clutch and Brake Lever Pivot Pins

Models affected: Tiger Explorer XC

When refitting the clutch or brake lever pivot pins on the above models, apply a smear of silicone grease to the shank of the pivot pin.



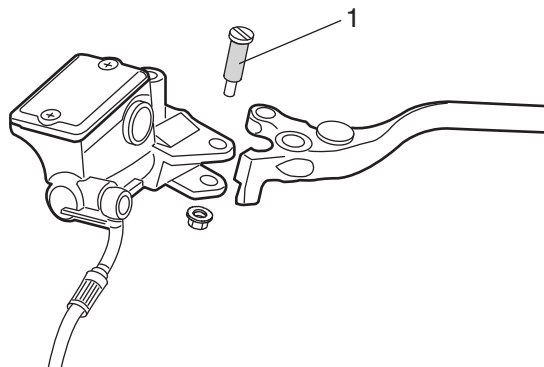
Warning

Never use mineral based grease (such as lithium or copper based grease) in any area where contact with the braking system hydraulic seals and dust seals is possible. Mineral based grease will damage the hydraulic seals and dust seals in the calipers and master cylinders. Damage caused by contact with mineral based grease may reduce braking efficiency resulting in an accident.

The tightening of the pivot pin and its lock nut is as described in the Service Manual.

Note:

- **Models already in service need not be re-tightened unless the fixings have been loosened or removed.**



1. Shank, pivot pin

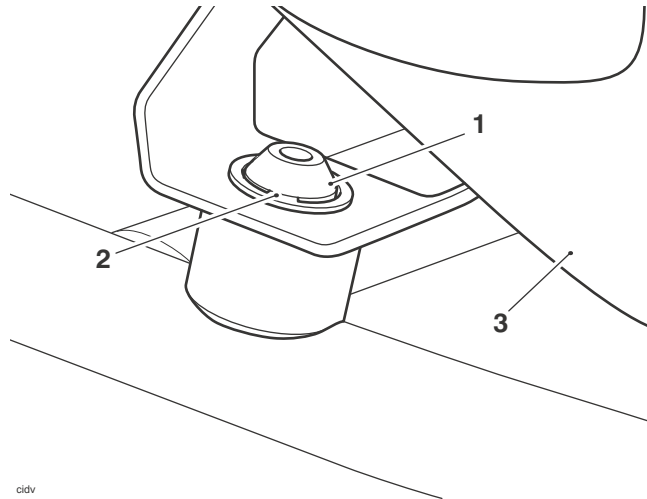
Please mark your copy of the Service Manual with this information.

Item 4.**Description:** Centre Stand Up Stop Rubber**Models affected:** Trophy, Trophy SE, Tiger Explorer and Tiger Explorer XC

On some of the above models, an E-clip is used to secure the up stop rubber to its mounting.

If fitting a new up stop rubber, ensure an E-clip is fitted to secure the up stop rubber as shown in the illustration below.

For models that did not have an E-clip fitted to the original up stop rubber, refer to the EPC for the part number and fit a new E-clip.



1. Up stop rubber
2. E-clip
3. Exhaust

Please mark your copy of the Service Manual with this information.

Item 5.

Description: Rear Subframe Lower Fixings

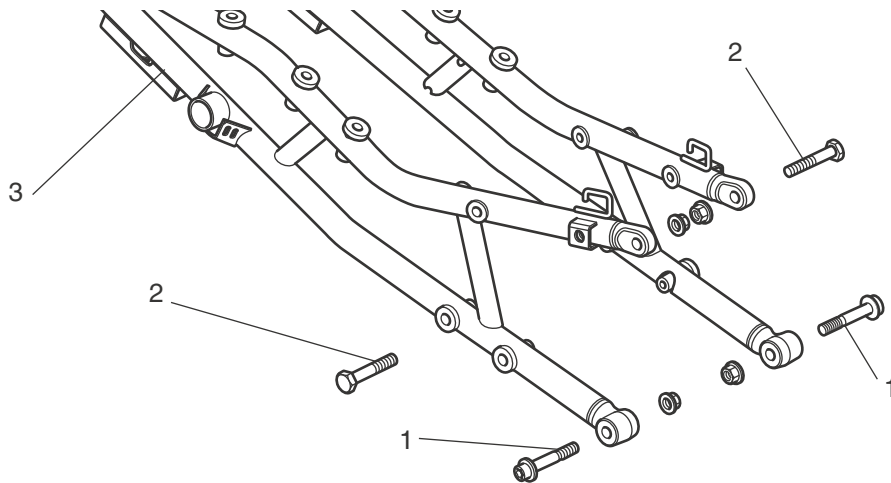
Models affected: Tiger 1050 Sport

The torque figure for the lower fixings on the rear subframe has changed to **60 Nm** on the above model.

The lower and upper fixings for the rear subframe now have the same torque figure of **60 Nm**.

Note:

- **Models already in service need not be re-tightened unless the bolts have been loosened or removed.**



1. Lower fixings
2. Upper fixings
3. Rear subframe

Please mark your copy of the Service Manual with this information.

Item 6.

Description: Rear Brake Disc

Models affected: Tiger 800, Tiger 800 ABS, Tiger 800XC and Tiger 800XC ABS

The service limit for the rear brake disc described in the above models' Service Manuals is incorrect. The correct service limit is 5.0 mm.

The standard thickness of the rear brake disc is 6 mm, as described in the Service Manual.

Please mark your copy of the Service Manual with this information.

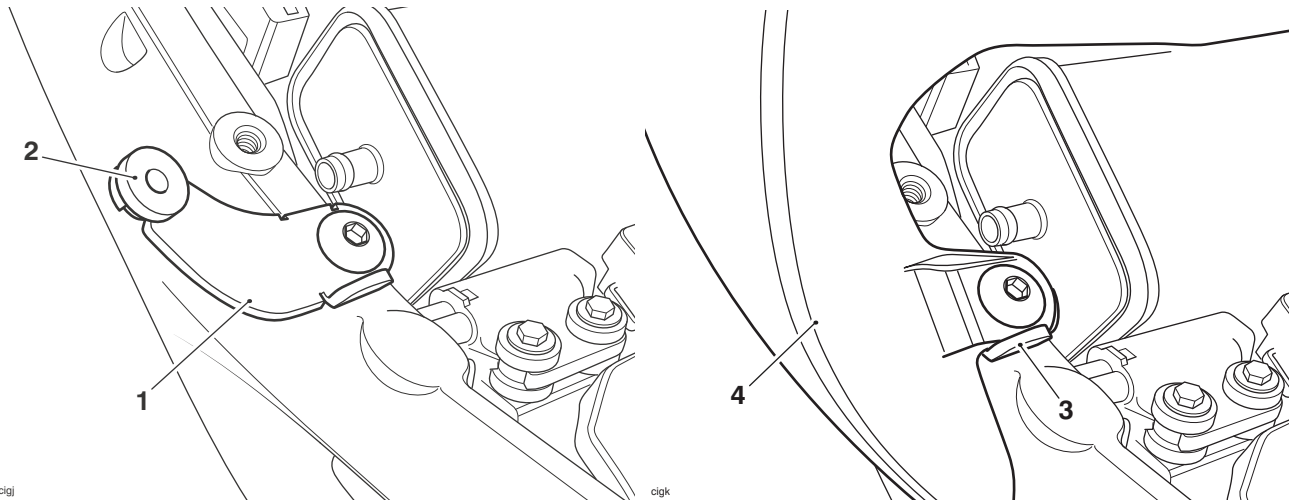
Item 7.

Description: Support Bracket, Rear Body Panel

Models affected: Daytona 675 from VIN 564948 and Daytona 675R from VIN 564948

A support bracket and rubber foot assembly has been introduced to the front of the rear body panels on the above models from VIN 601623. The bracket is positioned between the rear panel and the rear subframe and its orientation is as shown in the illustration below.

The torque figure for the fixing remains at **3 Nm**.



1. Bracket and rubber foot assembly (shown with rear panel removed for clarity)

2. Rubber foot

3. Bracket

4. Rear body panel (right hand side shown)

Please mark your copy of the Service Manual with this information.

Item 8.

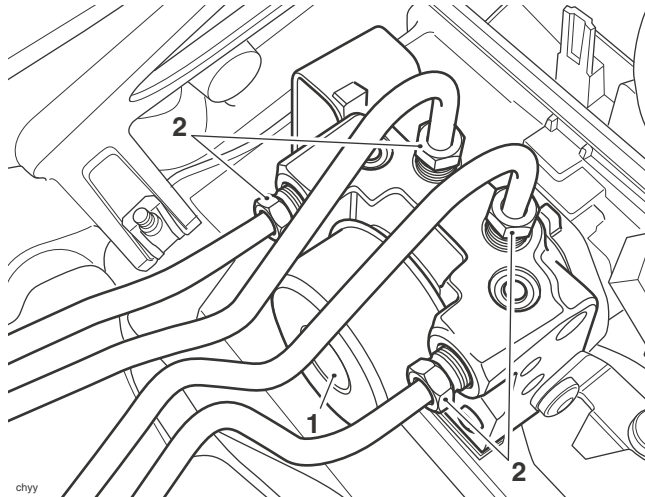
Description: Brake Line Unions to ABS Modulator

Models affected: Daytona 675 from VIN 564948 and Street Triple from VIN 560477

The torque figure for the brake line unions to the ABS modulator have changed to **15 Nm** on the above models.

Note:

- **Models already in service need not be re-tightened unless the fixings have been loosened or removed.**



1. ABS modulator
2. Brake line unions

Please mark your copy of the Service Manual with this information.

Item 9.

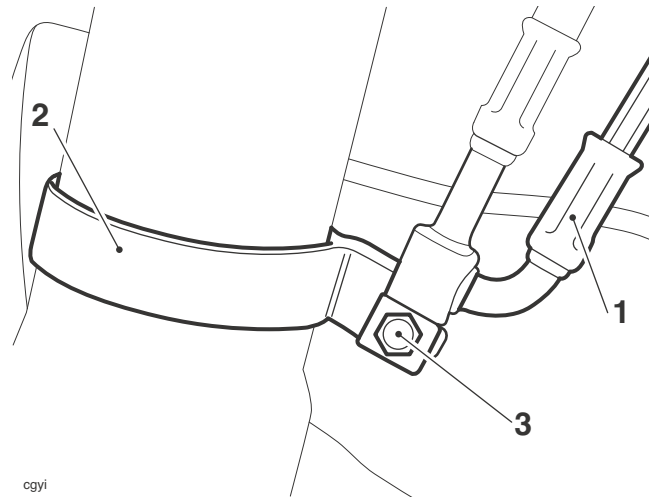
Description: Front Brake Hose Fixing

Models affected: Tiger 800XC and Tiger 800XC ABS

The torque figure for the fixing securing the front brake hose to its clip on the front fork has changed to **4 Nm** on the above models.

Note:

- **Models already in service need not be re-tightened unless the fixing has been loosened or removed.**



1. Brake hose
2. Brake hose clip
3. Fixing

Please mark your copy of the Service Manual with this information.

Item 10.

Description: **Harness Guide Fixings**

Models affected: **Trophy and Trophy SE**

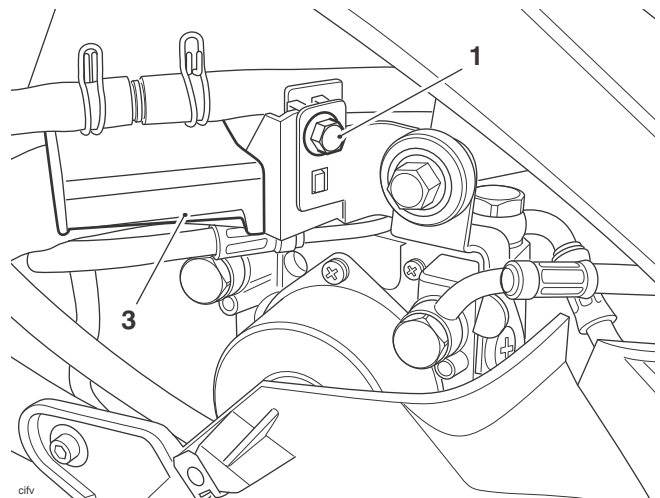
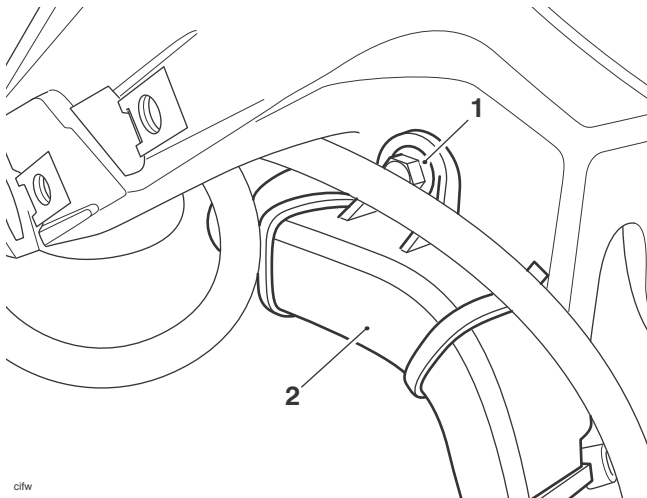
! Caution

Over tightening the fixings will damage the harness guides. Always tighten the fixings to the torque value shown below.

The torque figure for the fixings securing the front right hand harness guide to front subframe and the centre harness guide near the ABS modulator has changed to **3 Nm** on the above models.

Note:

- **Models already in service need not be re-tightened unless the fixings have been loosened or removed.**



1. Fixings
2. Harness guide, front right hand
3. Harness guide, centre

Please mark your copy of the Service Manual with this information.

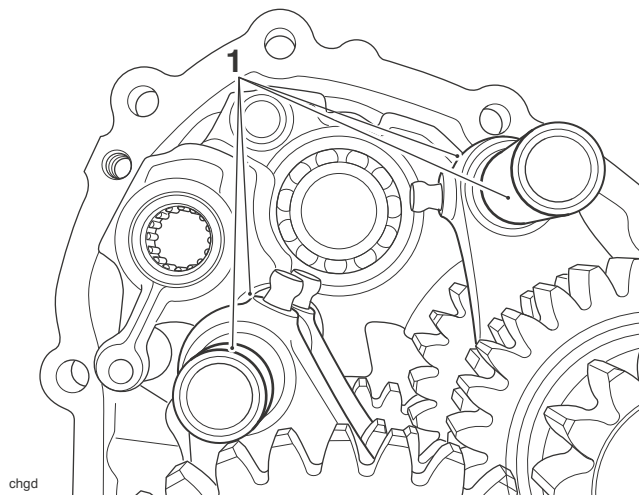
Item 11.

Description: Selector Fork Shaft

Models affected: Tiger Explorer, Tiger Explorer XC, Trophy and Trophy SE

The Transmission assembly chapter of the above Service Manual explains the fitting of the input and output gear selector shafts.

If the transmission is rebuilt for any reason, each end of the selector shafts must be coated with a 50/50 solution of engine oil and molybdenum disulphide grease as shown below.



1. 50/50 engine oil and molybdenum disulphide grease

Please mark your copy of the Service Manual with this information.

Item 12.

Description: Breather Cover Tightening Sequence

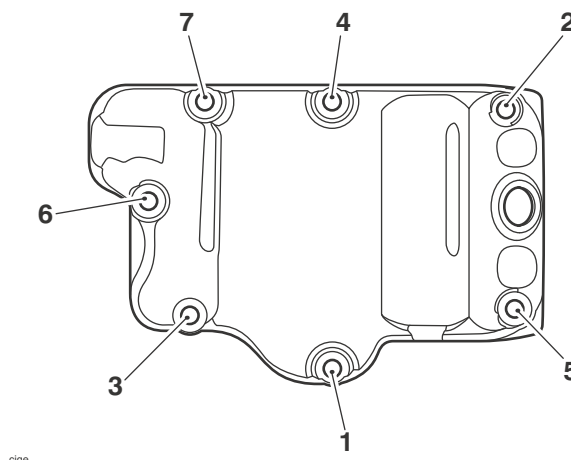
Models affected: Tiger Explorer, Tiger Explorer XC, Trophy and Trophy SE

A tightening sequence for the engine breather cover has been introduced on the above models.

Tighten the new fixings to **11 Nm** in the sequence shown below.

Note:

- **Models already in service need not be re-tightened unless the bolts have been loosened or removed.**



Engine Breather Cover Bolts Tightening Sequence

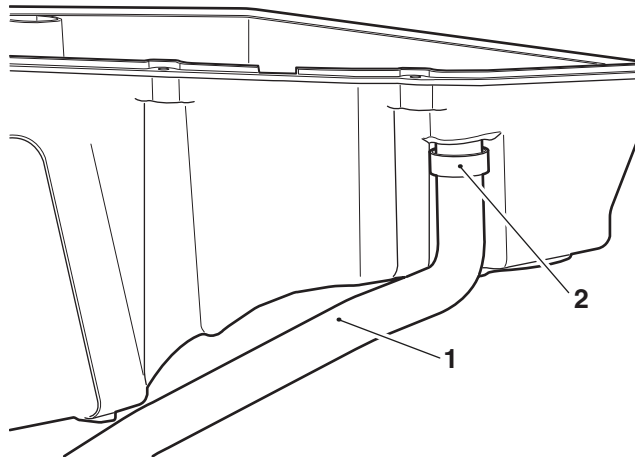
Please mark your copy of the Service Manual with this information.

Item 13.

Description: **Secondary Air Injection to Airbox Hose Spring Clip**

Models affected: **Street Triple from VIN 560477**

The spring clip securing the secondary air injection hose to the airbox has been removed on the above models from VIN 587665.



1. Secondary air injection hose

2. Spring clip

Please mark your copy of the Service Manual with this information.

Item 14.

Description: **Front Fork Protectors and their Fixings**

Models affected: **Rocket III Roadster**

New front fork protectors and their fixings have been introduced to the above model from VIN 605701 and are retrofittable.

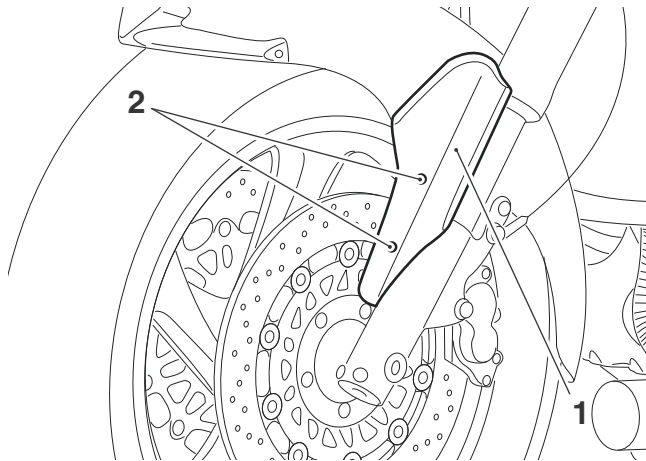
The only visual difference between the original and latest condition fork protectors is the powder coat finish around the fixings area. Because of this finish, encapsulated fixings are used to secure the protectors to the front forks.

If replacing the front fork protectors from VIN 605701, refer to the EPC for the part numbers.

If replacing the front fork protectors up to VIN 605700, encapsulated fixings must be used to secure the front fork protectors. To facilitate this a parts kit, part number T2045817 is available. The parts kit consists of:

- Front fork protectors.
- Encapsulated fixings.

The torque figure for the fixings remains at **9 Nm** as described in the Service Manual.



1. Front fork protector

2. Fixings

Please mark your copy of the Service Manual with this information.

Item 15.

Description: Clutch Assembly

Models affected: Tiger Explorer, Tiger Explorer XC, Trophy and Trophy SE

In order to ensure the correct end float of the clutch assembly, shims may be fitted between the clutch's bearing sleeve and thrust washer on the above models from engine number 600339.

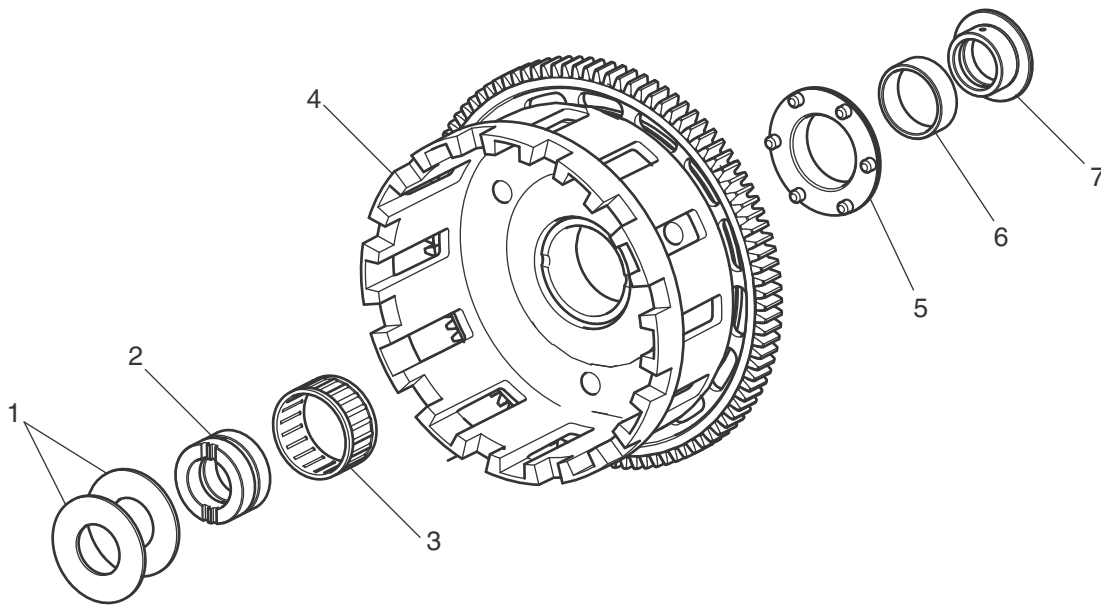
To ensure the correct end float, the parts kit T1170460 must fitted if one or more of the following items is to be replaced in service:

- Bearing sleeve for the clutch outer drum.
- Outer drum.
- Oil pump drive sprocket.
- Bearing bush for the oil pump drive sprocket.

Engines built prior to the above engine number must also use this parts kit if any of the clutch components, listed above, are to be replaced.

Each parts kit is assembled to an input shaft at the factory and the end float is measured. Depending on the measurement zero to six shims will be added to the parts kit.

The parts kit contains the items shown in the illustration below.



1. Shims, quantity may vary
2. Bearing sleeve, clutch outer drum
3. Needle roller bearing, clutch outer drum
4. Outer drum
5. Oil pump drive sprocket
6. Needle roller bearing, oil pump drive sprocket
7. Bearing bush, oil pump drive sprocket

Note:

- **Both of the needle roller bearings are available as spares and are the only items that can be replaced without the need to replace the clutch outer drum assembly.**

The removal and installation of the clutch is as described in the Service Manual noting the following.

Removal

Caution

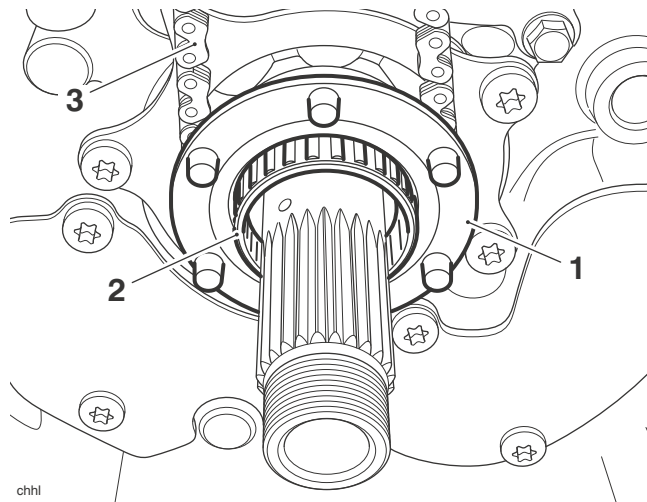
To ensure the correct end float of the clutch drum, do not use the original components that have been removed and are to be discarded including, if fitted, the original shims as described in the following procedure.

All the components in the parts kit must be fitted along with the original thrust washer as described in the following procedure.

1. After the clutch outer drum assembly has been removed, discard the following items:
 - Remove and discard the oil pump drive sprocket, its needle roller bearing and bush.
 - Clutch outer drum assembly, its needle roller bearing and bearing sleeve.
 - Shims, if fitted.

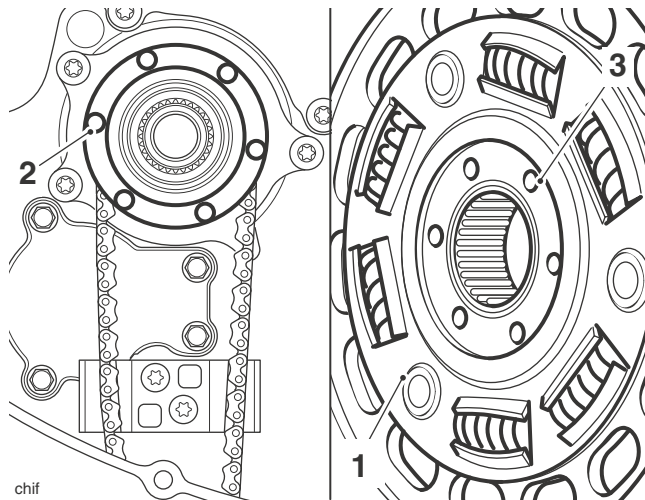
Installation

1. Fit the new oil pump drive sprocket, its new needle roller bearing and new bearing bush to the transmission input shaft and onto the drive chain.



1. Oil pump drive sprocket
2. Needle roller bearing
3. Drive chain

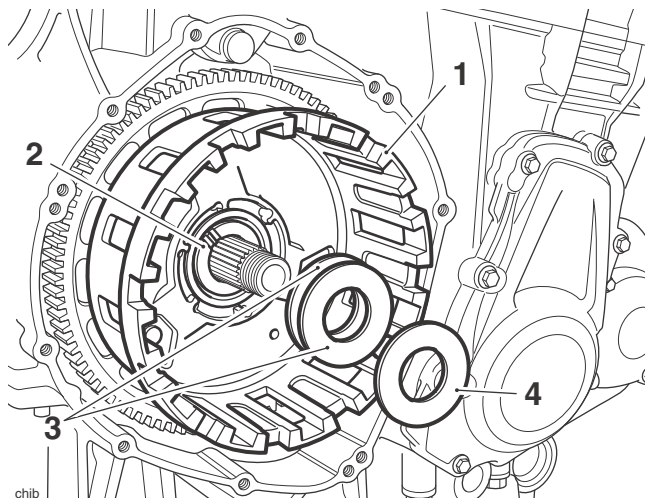
- Position the new clutch outer drum assembly, with its new needle roller bearing to the input shaft. Align the oil pump drive pegs with the corresponding holes in the rear of the clutch outer drum.



- Clutch outer drum
- Oil pump drive sprocket pegs
- Oil pump drive holes

Note:

- When the bearing sleeve is correctly fitted, it will be a flush fit with the clutch drum face.
- While holding the clutch outer drum in position and ensuring correct engagement with the oil pump drive, fit the new bearing sleeve, new shims and the original thrust washer.



- Clutch outer drum
- Bearing sleeve
- Shims
- Thrust washer

- The installation of the clutch centre and pressure plate is as described in the Service Manual.

Please mark your copy of the Service Manual with this information.

Initial and date when read and return to central file holder

Service Manager	Parts Manager	Sales Manager	Workshop Supervisor	Technician 1	Technician 2