

Technical News

Issue 154

Strictly Confidential

December 2013

Item 1.

Description: Excessive Top End Engine Noise - Valve Guides and Camshaft Chain Tensioner
Models affected: Trophy and Trophy SE

Note:

- This Technical News item applies to all markets except the United Kingdom.

If a customer reports excessive top-end engine noise on an engine fitted to the above models up to VIN 602960, the dealer is requested to replace the cylinder head with a new cylinder head and camshaft drive chain tensioner following the procedure listed below.

Warranty Claim Instructions

Fault code 01150491

Repair time allowance 11.00 hrs (includes admin allowance)

Genuine Parts Information

There are two cylinder head service kits available.

For the correct cylinder head service kit make a note of the motorcycle VIN number and refer to the table below.

VIN	Repair Code	Kit Part Number	Kit Description
Up to 584030	91152808	T1152811	Cylinder Head Service Kit
From 584031	91152809	T1152816	Cylinder Head Service Kit

In addition, a valve shim kit (part number T1130066) will automatically be issued to each dealer. This shim kit contains sufficient shims to correctly set the first motorcycles. Dealers are required to retain and re-use the removed shims in subsequent repairs.

Dealers are required to order six control plate fixings (part number T2020609) for use during installation.

Note:

- Some affected motorcycles up to VIN 602960 have been rectified by Triumph prior to release from the factory.
- The modified motorcycles can be identified by checking the 'VIN Enquiry' on Triumphonline.net.

Genuine Parts Ordering Instructions

For Triumph Subsidiary and Overseas Distributor dealers using Triumph Warranty On-Line with Parts Auto Ordering Flag switched on: Order all repair parts by submitting a New Prior through the Warranty On-Line system. Entering the above repair code in a New Prior will automatically add the parts required and labour times for this Technical News.

For Overseas Distributor dealers NOT using Triumph Warranty On-Line or for Overseas Distributor dealers using Triumph Warranty On-Line with Parts Auto Ordering Flag switched off: Orders should be placed using the normal parts ordering procedure.

Genuine Parts Return Instructions

Dealers are required to retain and re-use the removed shims in subsequent repairs.

Dealers are to retain all other parts for 90 days. All parts must be stored in a secure, non-public accessed area and correctly identified with a completed warranty label. Thereafter the parts must be rendered unusable prior to scrapping.

Removal

Replace the cylinder head and camshaft drive chain tensioner following the procedure detailed below.



Warning

Before starting work, ensure the motorcycle is stabilised and adequately supported. This will help prevent it from falling and causing injury to the operator or damage to the motorcycle.

1. Remove the engine from the frame, as described in the Service Manual.
2. Remove the cylinder head, as described in the Service Manual.
3. Remove the throttle body transition pieces, thermostat and coolant temperature sensor, retaining the parts for re-use on the new cylinder head.
4. Remove the valves, valve springs, and spring platforms, retaining the parts for re-use on the new cylinder head.

Installation

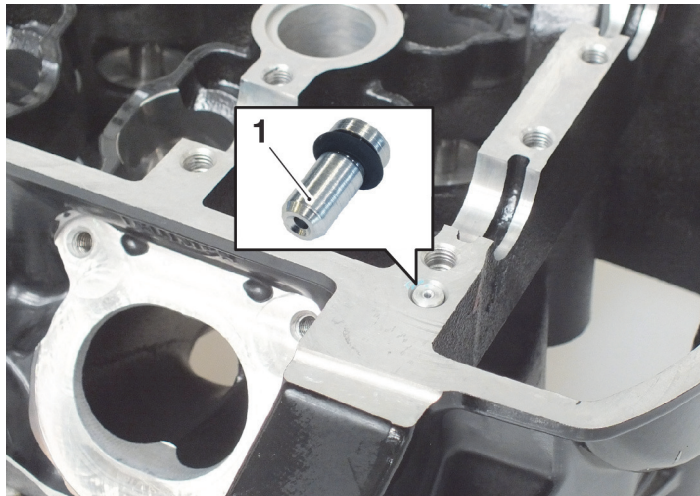


Caution

Prior to fitting the spares kit, ensure the spares kit part number is correct to the VIN number. Failure to fit the correct spares kit may result in loss of engine oil pressure, oil leaks, engine noise and may cause serious engine damage.

1. Install the spring platform and stem seals, valves and valve springs to the new cylinder head as described in the Service Manual.
2. Refit the throttle body transition pieces and thermostat as described in the Service Manual.
3. Apply a drop of ThreeBond 1374 to the threads of the coolant temperature sensor and refit the sensor as described in the Service Manual.

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4. Fit the O-ring to the cylinder head oil restrictor (both are supplied in the kit) and fit the oil restrictor to the new cylinder head.



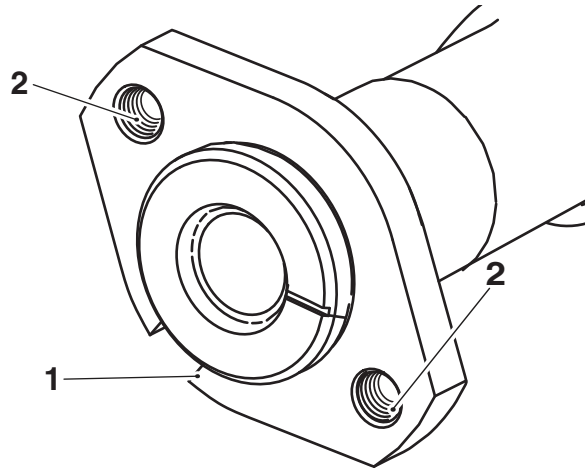
1. Oil restrictor and O-ring



Caution

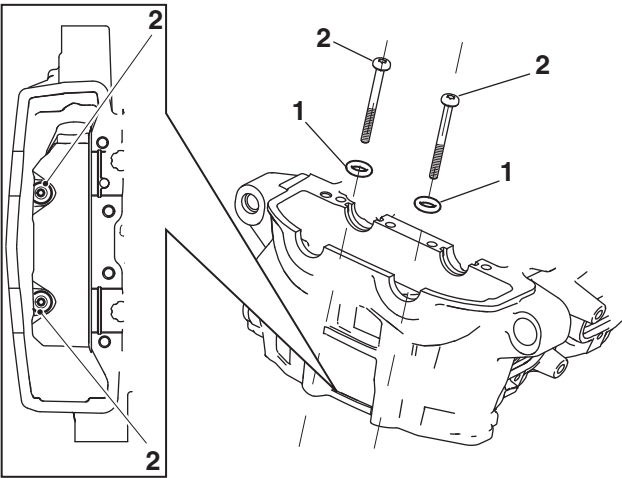
Failure to clean the threads of the camshafts could cause the camshaft boss to crack during the tightening sequence. Always clean the threads as described above and install new bolts during assembly.

5. Using an M7 x 1 mm tap or other suitable tool, clean the threads of the inlet and exhaust camshafts.



- 1. Camshaft**
2. Threads

6. Install the cylinder head using the parts supplied in the spares kit, as described in the Service Manual, noting the following:
7. **Models up to VIN 584030:** Fit the copper washers to the right hand outer cylinder head screws.



1. Copper washers

2. Screws

8. Refit the engine to the frame, as described in the Service Manual.
9. Refit the bodywork, as described in the Service Manual.

Initial and date when read and return to central file holder

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