

TRIUMPH CLASSIC MOTORCYCLES

British Restoration Specialists

PRECISION BRITISH ENGINE REBUILDS INCLUDE BALANCED, BLUE-PRINTED, POLISHED

6 Month – 6,000 mile Limited Parts & Labor Warranty!

OUR PREMIUM REBUILDING PROCESS INCLUDES:

- Complete disassembly of engine, transmission & clutch. Chemically striped and cleaned sludge-trap tube, crankshaft & crankcase oil galleys. Carefully inspected, measured and re-assembled balanced crankshaft, re-sized connecting rods, camshafts, pistons & rings, cylinder, cylinder head, valve-guides, rocker boxes, transmission & clutch with all new bushings, bearings, & seals.
- Freshly Bored & Honed Cylinder(s)
- Polished & re-sized connecting rods, with new wrist-pin bushings; precision honed to size
- Machined head with new premium valves & valve guides, honed for precision fit, faced and ground valves & valve seats.
- Dynamically balanced crankshaft, flywheel, connecting rods, pistons, wrist-pins & chain-wheel
- Vapor blasted crankcases, cylinder head, transmission covers and all related aluminum parts
- Upgraded double lip engine and transmission seals and Viton o-rings to help prevent typical engine oil leaks.

Also Included At No Additional Charge: New Hardware, Vapor Blasted Engine Cases, Newly Chrome Plated Push Rod Tubes, Kick Starter, Shift Lever, Painted Cylinder, Polished Connecting Rods, Polished Outer Cases, Rocker Boxes & Caps.

INCLUDED PARTS & LABOR

New Rod Bearings

New Main Bearings

New Oil Pump

New Pistons, Rings, Wrist-Pins & Keepers w/Fresh New Cylinder Bore & Plateau Hone

New Genuine Valve Springs, Premium Bronze Valve Guides along with Premium Hardened Intake & Exhaust Valves.

New Carburetor(s)

New Electronic Ignition, Stator, Rotor (as required)

Re-Sized Connecting Rods; wrist-pin bushings precision honed for a perfect fit

Re-Sized Rod Big-Ends

New or Re-Surfaced Cam Followers, Camshaft(s) & Re-Ground Crankshaft Journals as required

Precision Surfaced Cylinder & Cylinder Head

Complete Engine, Primary & Transmission Gaskets / Seals, Hardware, Spark Plugs

TRANSMISSION

New Transmission Needle & Ball Bearings

New Thrust Washers

New High Gear Bushing(s) (or Needle Bearings on Late Models)

New Gaskets & Oil Seals

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NEW CLUTCH ASSEMBLY

New Genuine Fiber Clutch Plates

Newly Reconditioned Steel Plates with raised metal surface for better grip

New Alloy Outer Clutch Cover with Needle Thrust Bearing for Easy Clutch Pull & Release (some models)

New Clutch Springs & Clutch Nuts

New Clutch Hub Thrust Washer

New Clutch Roller Bearings

New Primary Chain, Tensioner Blade, Rod & Adjuster

New Clutch Center Rubbers

New Bearings, Seals, Gaskets, Case Screws, Lock Tabs, & All Required Hardware

Note: All Remanufactured Engines are dynamically balanced and include New Spark Plugs, Ignition Points, Condensers, (unless electronic), Special Engine Oil, Transmission Oil and Primary Chain-case Oil (some models).

Included at No-Charge

Hardware installation kit which includes all BSF/UNF/UNC engine mounting hardware

As Needed At Additional No-Charge: Tappets, Tappet Guide Blocks, Sludge-Trap & Plug, Primary Chain Tensioner Blade & Rod, Clutch Actuating Rod, Shift-Forks, Cam Plate, Engine Sprocket, Incorrect, Missing or Broken Hardware.

Additional Charges May Apply to the Following: Engine Removal & Installation, Crankshaft & Camshaft Damage, Transmission Gears, Stripped Threads, Broken Studs/Bolt Removal, Cylinder & Head Fin Repair and Case Welding.

These Engines are suitable for daily use, high performance operation and for high-end restorations

Racing Options Include: High-Compression Pistons, Billet Cams, Racing Valve-Springs, Racing Push-Rods, Ported & Polished Cylinder Head and More...

Delivery World Wide