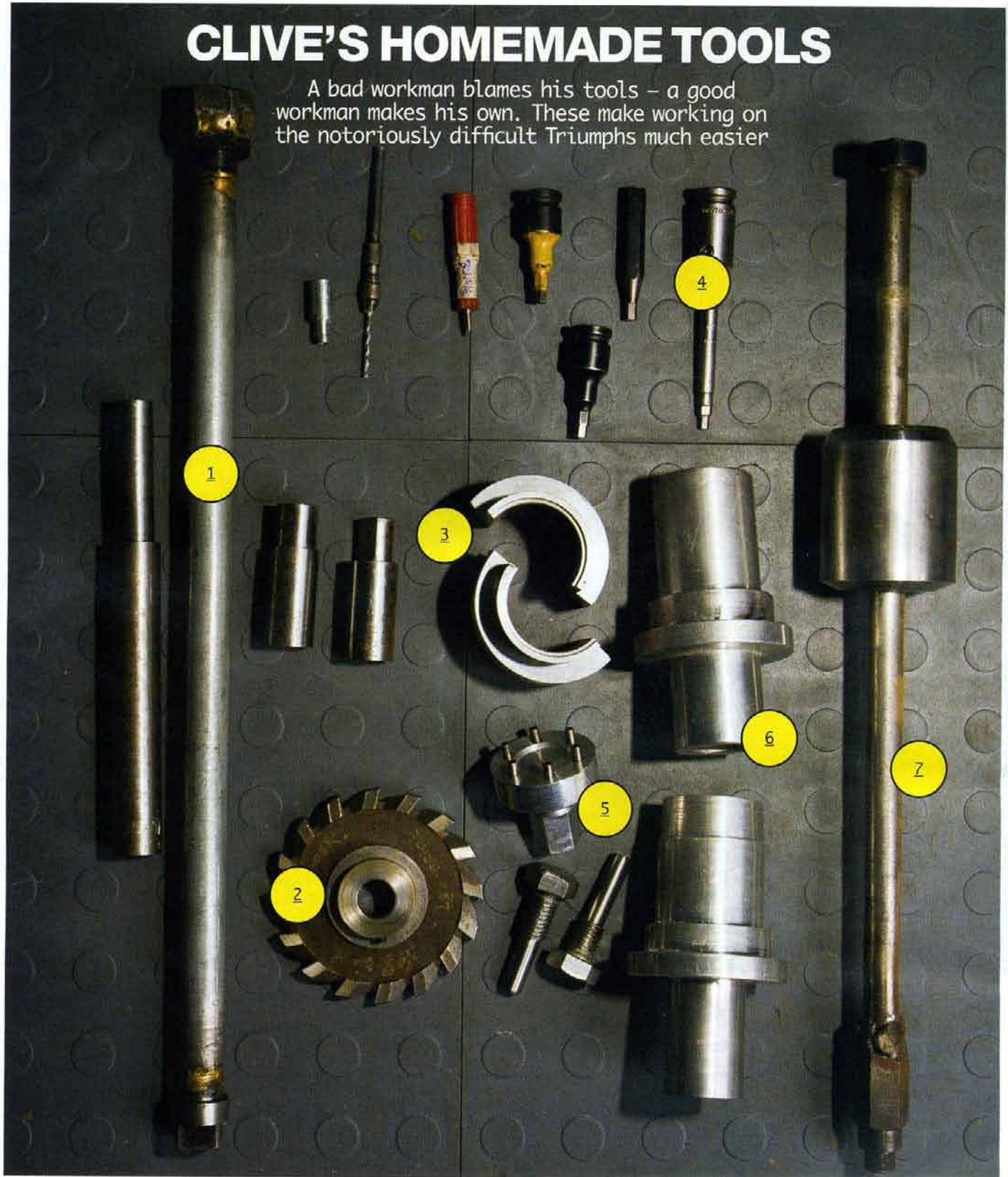




CLIVE'S HOMEMADE TOOLS

A bad workman blames his tools – a good workman makes his own. These make working on the notoriously difficult Triumphs much easier



1) Damper rod tool

Designed to hold the damper rod on late 90s Triumph while you undo the bottom nut. A Triumph tool is available, but this is better.

2) Cutting tool

Early Hinckley Triumphs had a lot of trouble with sprags. Fitting bigger ones from the T595 helps, but you need to machine the crankcases to get them to fit.

3) Fork seal drift for USD fork Triumphs

In two parts, so fork seals can be located before or after assembly.

4) Odd-size allen bolts

Clive uses a 5.1mm bolt for use on damaged 5mm Triumph caliper pins – they tap in easily to rounded allen holes. The bigger 6mm ones are for brake disc bolts, which seize up over time.

5) Top yoke nut tool

The standard Triumph tool only has two pins, but Clive didn't think that it was strong enough, so he and his machining guru Paul Messenger designed this one with five pins. It locates better and can take more torque.

6) Wheel spacers

These fit inside the wheels of single-sided swingarm Triumphs

to be used when the wheels and tyres are balanced. They are made to Paul's design

7) Slide hammer

This is designed and built to knock out the pin that holds the drag link on a single-sided suspension linkage. The pin corrodes and gets stuck. This tool made from a front wheel spindle and makes a messy job much easier and quicker.