



Engine parts replaced!



Exhaust before being vapour blasted

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<< **T**o help the whole process I enlisted the help of Chris Foxley, who has extensive experience with all Hinckley Triumphs as he was until recently the Service Manager for a Triumph dealer. Chris has many contacts with small companies (such as powder coating) and also had the engine bolts re-plated, a considerable saving over buying new ones. Chris' experience in rebuilding and racing some Meriden triples and his attention to detail was a good example to me on my first big restoration.



Engine back in the frame

**Overall the restoration threw up some interesting factors:**

- A** Replacing any bolts is very expensive! Re-plating was considerably cheaper!
- B** The crackle black finish on the engine crankcases and engine covers does not seem to be a finish available at any Powder Coaters these days so I had to go for a flat satin finish.
- C** Virtually all the small parts are still available from Triumph but don't underestimate the costs of the small parts. The 4 shouldered bolts to hold the air boxes on either side of the bike cost over £3.00 each (plus VAT) and 4 were required. The original bolts were missing and the race team used tie wraps instead presumably for speed when needing to strip the bike down.
- D** Take lots of photos, I thought I had done this but when refurbished parts came to be refitted I did not always know how they went back. It was helpful having another Speed Triple parked in the garage for me to have a look at, but not everyone has this benefit. You can't take enough! Having a workshop manual also helps.

Sourcing the missing parts was a combination of eBay (a swing-arm for £10.00!) and TOMCC members. Roy Shilling had recently stripped a Speed Triple for parts for his sidecar outfit and was able to supply me with a decent top yoke, one handlebar and other small parts).

eBay is an interesting experience, the swing-arm was so cheap as the seller wanted pick up only, but he lived on Dartmoor! Fortunately my brother lives in the area, so he went over to pick it up and I then collected it when I next visited him.

The engine strip down revealed some interesting problems, the most obvious being the fact three of the cylinder head bolts snapped off, as the engine had never been fitted with any anti-freeze during its 18 year life. Anti-freeze contains anti-corrosion inhibitors, which are just as important as its anti-freezing properties.

Whilst the engine was stripped the revised sprag clutch was fitted as was new clutch plates, the original ones being worn and blued. The valves were also ground in and a new timing chain was fitted.



Rear shock after refurb

- E** A full engine rebuild cost over £1000 in parts although this did include an upgraded sprag clutch and a complete clutch assembly.
- F** Cultivate your local powder coater and make his life easier by degreasing all parts first and ask if there is a discount for bulk. If you don't ask you don't get!
- G** Be careful when ordering bolts from Triumph as many part numbers have been superseded, it's the same part but the finish may have changed. In the case of the Speed Triple many bolts need to be in a Black finish, unfortunately the superseded parts are all in silver!
- H** Remember to fit the rider footpegs before fitting the swing arm. I didn't and scratched my newly powder coated swing-arm fitting the footpeg.
- I** I used an ABBA stand bolted to the footpeg hangers and this made replacing the swing-arm much easier. ABBA do make different fittings for each bike and is well worth the money.

I have tried to finish the bike as it was when it raced, which has meant having to make a replica racing number board (copied from an original) and to those that want one, I can sell additional replicas and am now getting the sponsor stickers replicated also.