



SAFE-START

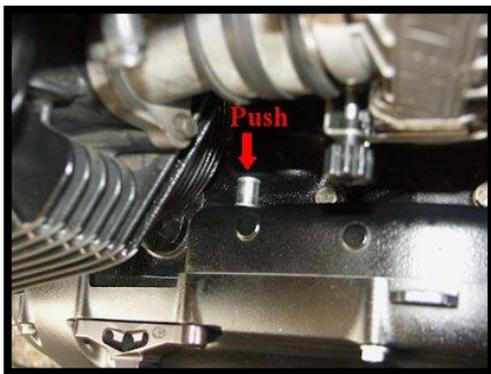
Idler Boss Reinforcement

Installation Guide

N.B. JB Weld requires a 24 hour curing period for full strength, do not add oil back in to the engine before the end of this period.

- 1) Put your bike on the centre stand/paddock stand and remove the spark plugs for easier turning of the engine when removing and re-fitting the idler gear. Please refer to your workshop manual for instructions on how to remove and replace the clutch cover.

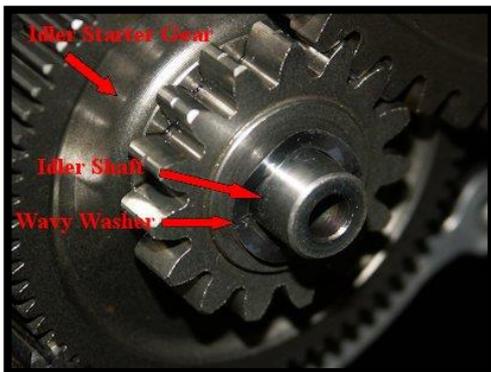
Here are a couple of tips for when you remove the clutch cover:



On earlier models as you remove the clutch cover, you must push on the engine breather tube to ensure it doesn't bend or crack.



Don't lose the wavy washer which is located behind the clutch cover.



2) Once the clutch cover has been removed, you will need to remove the wavy washer from the idler shaft, pull out the idler shaft and then remove the idler gear. This gear can be awkward to remove, but by turning the meshed larger driven gear a little, it will come out.



3) Wipe around the idler boss area with a clean rag to remove the excess oil, then use the surface cleaner cloth supplied to ensure the area is squeaky clean, ready for the JB Weld.



4) Stick the white dot supplied on to the idler boss to seal the hole. Squeeze an equal amount of JB Weld out of each tube on to a disposable surface (about 25% of each tube) and mix thoroughly.



5) Now put on the glove supplied and apply a thin layer of JB Weld to the idler boss. Ensure JB Weld is worked in to the grooves in the tower and then completely cover the bottom of the Safe-Start as shown.



6) Look through the hole in the Safe-Start to centralize the idler boss before pushing the Safe-Start home.



7) Keep pressure on the Safe-Start until the top of the idler boss protrudes slightly from the top of the Safe-Start.



8) Wipe any excess JB Weld from around the edges of the Safe-Start and from the facing surface of the idler gear boss with a clean cloth. Use a clean part of the cloth for each wipe or it'll just keep smudging. Now remove the white sticky dot from the top of the boss.



9) After 24 hours, the JB Weld will have cured and you can start reassembly.

N.B. It is vitally important that no JB Weld is left on the facing surface of the idler shaft boss or in the idler boss hole to ensure correct operation of the starter motor.

N.B. - This is only a guide, you must be fully competent with the tasks in hand, if you are not, have a fully qualified mechanic carry out these tasks. Triumph Twin Power cannot be held responsible for any damage or injury you inflict on your bike, yourself or other people. - Triumph Twin Power - ©2008-2017