

Triumph Oil Pump Rebuilds

The same pump design that makes Triumphs immune to “oil wet sumping”, like their BSA and Norton cousins, also makes them intolerant of small pieces of trash circulating in the oil supply. If your oil pressure lamp is flickering, your oil has stopped returning to your oil tank, or your oil pressure has been measured very low, then the first and cheapest step may be to clean the oil pump of accumulated trash.

Oil Pump Repair

Drain the oil from the tank. Remove the auto advance unit, timing cover and then the oil pump. Over a light colored, clean paper towel, remove the 2 square plugs on the bottom of the pump. Withdraw the springs, balls and plungers. Wash the body and the insides of the square plugs over the towel in clean solvent, thinner or maybe a spray cleaner. Any microscopic debris will collect on the towel and will be much easier to see. That's the reason for the light colored towel.

Inspect the ball seats under a light. They should be dull colored, but not cut or gouged. Wrap the pump body in leather and clamp in a vise, bottom-side up. Drop in the old balls. With a small punch give them each a small tap with a light hammer. Inspect the new seats and insure your "valve job" made a good seat all the way around. Discard the old balls. Drop in NEW balls, clean springs and the square plugs. Tighten the plugs to about 8 ft-lbs.

Inspect pistons and pump walls for gouging. Light scoring is usual. Fill cylinders with new oil and install pistons. Be sure and get the pistons in their correct holes! Replace the aluminum pump block if gouged.

Check center gear shaft for tightness in engine case. Check center gear bush for tightness on shaft.
[Beginner Option: Chase the center timing gear as it rolls around the shop floor!]

Be careful installing the pump gasket and make sure the holes line up. Torque the oil pump to the engine per the manual using same nuts and lock washers. Renew the crankshaft oil seal first. If you bugger it, then you have a spare. If installed OK, then replace the points oil seal with seal #2. Pre-lube both seals. Seals are best installed using a socket. Note also that these 2 oil seals face different directions.

Slide the timing cover straight on, and VERY slowly. Pay attention to how the points seal slides over the end of the cam. If you have a Norton buddy, they have a special tool to help with this. Long screws go in the bottom 2 holes.

Oil Pressure Relief Valve

You might also wish to disassemble and wash you oil pressure relief valve. It's a very simple device, but can also collect trash after 30 years. The one maintenance item is to install a new pressure control spring. After 30 years under compression the springs tend to shorten, which lowers your oil pressure well below factory specifications.

Fill the oil tank with engine oil. Set the ignition timing with a strobe light. Test ride. Pick up women. Test ride women. Pick up beer. Test beer. It's as simple as that.

Hope this helps!

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