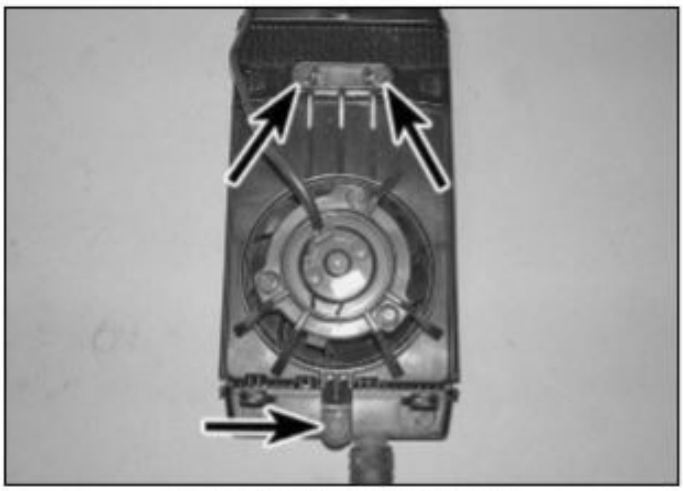
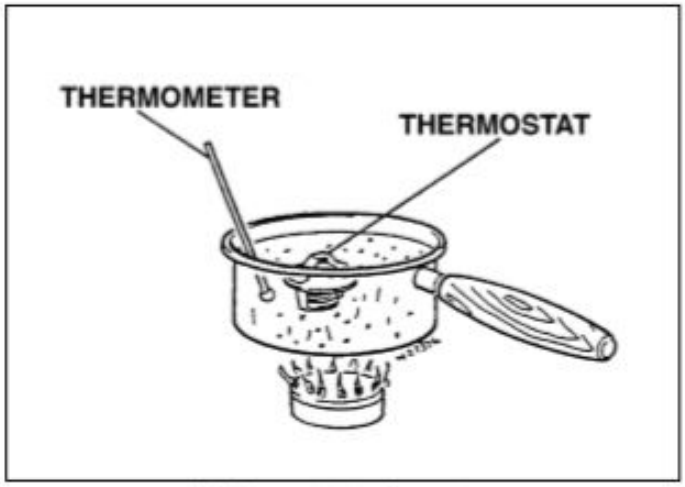


3.5 Cooling fan screws (arrowed)

4.3a Unscrew the bolts and displace the cover

4.3b Remove the thermostat



4.5 Thermostat testing set-up

3 Cooling fan

Check

1 If the engine is overheating and the coolant temperature warning light comes on, yet the cooling fan isn't cutting in, first check the fan fuse in the fusebox (see Chapter 8).

2 If the fuse is good, remove the fuel tank (see Chapter). On the Bobber undo the wiring connector holder screw on the right-hand side of the frame **(see illustration 2.2)**. Disconnect the fan wiring connector **(see illustration 2.3a)**. Using a 12 volt battery and two jumper wires, connect the positive (+) battery lead to the brown/pink wire terminal in the fan side of the wiring connector and the negative (–) lead to the black wire terminal. Once connected, the fan should operate. If it does not, and the wiring between the connector and the fan is good, then the fan is faulty.

3 If the fan motor works check the fan relay (see Chapter 8), then the ECT sensor (see Chapter 4). If they work check the wiring and connectors in the cooling fan circuit, referring to Chapter 8, Section 2 and to the wiring diagram for your model at the end of Chapter 8.

Removal and installation

Warning: The engine must be completely cool before carrying out this procedure.

4 Remove the radiator (Section 2).

5 Undo the fan screws and remove the fan **(see illustration)**.

6 Installation is the reverse of removal.

4 Thermostat

Warning: The engine must be completely cool before carrying out this procedure.

1 The thermostat is automatic in operation and should give many years service without requiring attention. In the event of a failure, if the valve stays open the engine will take much longer than normal to warm up, and if the valve stays shut the coolant will be unable to circulate and the engine will overheat. Neither condition is acceptable, and the fault must be investigated promptly.

Removal

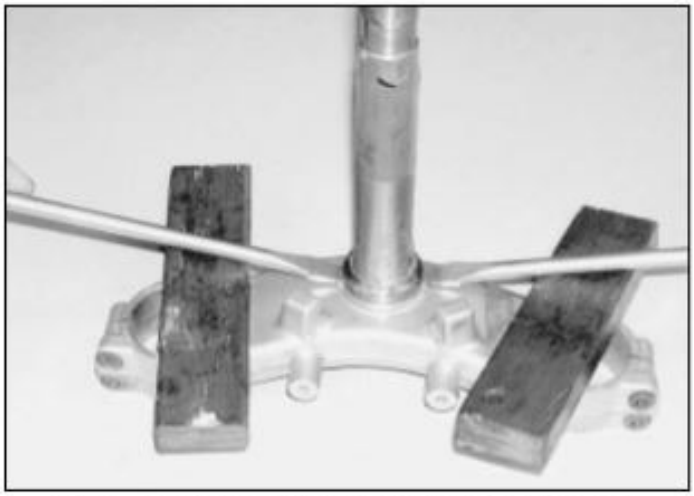
2 Drain the cooling system (see Chapter 1).

3 Unscrew the thermostat cover bolts, displace the cover and remove the thermostat **(see illustrations)**.

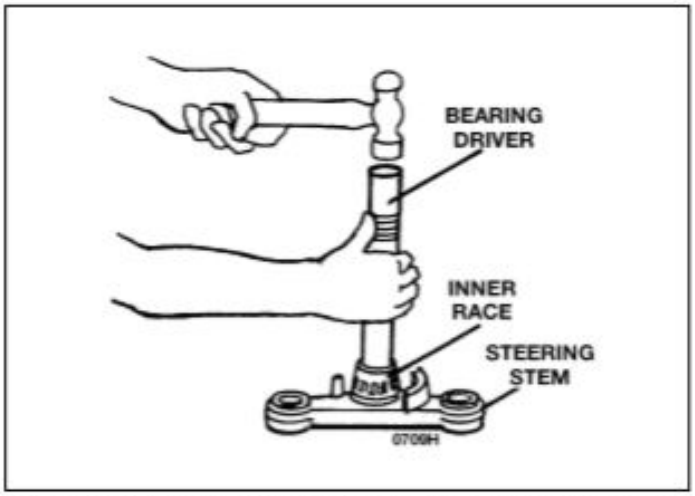
Check

4 Examine the thermostat visually before carrying out the test. If it remains in the open position at room temperature, it is faulty.

5 Suspend the thermostat by a piece of wire in a container of cold water. Suspend a thermometer capable of reading temperatures up to 110°C in the water so that the bulb is close to the thermostat **(see illustration)**. Make sure neither the thermostat nor



10.6b... using one or more of the methods described, as necessary



10.7 Drive the new bearing on using a suitable driver or a length of pipe

beneath the seal and race, use two levers placed on opposite sides of the race to work it free, using blocks of wood to improve leverage and protect the yoke **(see illustration)**. If the race is firmly in place, carefully cut it off using a Dremel or angle grinder – you will probably not need to cut all the way through, as often the race may crack after a groove has been cut, or you can work a screwdriver or chisel in the groove to finally split it. Alternatively, take the steering stem to a Triumph dealer.

7 Fit the new seal and lower race onto the steering stem. A length of tubing with an internal diameter slightly larger than the steering stem that bears only on the inner top flat rim of the race, and does not touch the sloping bearing surface of the race itself, will be needed to tap the new race into position **(see illustration)**. Heating the race first to expand it and cooling the stem in a freezer will make it easier to fit.

8 Install the steering stem (Section 9).

11 Rear shock absorber(s)

Warning: Do not attempt to disassemble the shock absorber. It is nitrogen-charged under high pressure. Improper disassembly could result in serious injury. Take the shock to a Triumph dealer or suspension specialist for servicing or disposal.

Removal

All models except the Bobber

1 If possible remove and install the shock absorbers one at a time to avoid having to support the bike – one shock absorber maintains support while the other is removed. If you are removing both shocks at the same time support the motorcycle upright on level ground on an auxiliary stand or stands (but not a rear paddock stand) – make sure that no weight is transmitted through any part of the rear suspension. You can use blocks of wood under the back of the frame **(see illustration 11.5a)** – use a rear paddock stand to initially raise the rear of the bike, then put the blocks under the frame, then remove the paddock stand. If you don't have a stand have an assistant tilt the bike to one side and place blocks under the high side, then carefully lift the bike onto the blocks and place blocks under the other side. Position a block or blocks of wood under the rear wheel so that it does not drop when the second shock is removed **(see illustration 11.5b)**. Tie the front brake lever on so the bike can't roll forward.

2 On the Street Twin, Street Cup, Thruxton and Thruxton R remove the silencer (see Chapter 4).

3 On the T100, T120, Street Twin, Street Cup and Scrambler unscrew the shock absorber bolts, noting the washers, and draw the shock off its mounts **(see illustrations)**.

11.3a Unscrew the bolts...

11.3b ... and remove the shock