

1962 Tiger100ss Restoration

I purchased this bike back in 2006. The bike was intact with the engine running but frame, tin work, wheel and electric all needed renovation. In 2008 I decided to leave the engine alone, other than a clean and polish and renovate the rest of the bike. It has always been a good looker. I took the bike to many local shows being a class winner on many occasions



I intend to sell it next year and I want it spot on! The bike had done 29000 miles So I started a full engine stripped down and on examination the pistons, bore, crank and shells were all standard with very little wear I then made a list of the parts I needed.





Parts as returned from Vapour blasting.

The alloy parts were collected for cleaning by Vapour Blasting Services, again thanks to them for an excellent service. They did the work on my 1966 TR6 which is waiting to be assembled (will I ever get the time?). So much better to start off with parts in this condition.

I will renew - the big end shells bolts, the main bearings, pressure relief valve. The cylinder bore only need honing and with new piston rings. There will be many other minor parts springs , gaskets etc

I purchased many of these parts from Oliver Barnes at Trisupply. I have always had good service from him in the past and has good quality parts. I also use Len Craig – really good service and knows all about Triumphs. Thanks to both for the excellent service.

Being a member of the British Motorcycle Preservation Society gives me access to other experience members where problems or technical issues can be discussed or need resolving . We also have access to specialist tools.

Anyway on with the story. I have taken photos as the rebuild has taken place.



Engine assembled and ready to be lifted into frame



A major issue I had was to find a 1 ½ in box spanner to tighten up the final drive sprocket.

You can pay a lot for a simple box spanner but when you have a usefully son in law you don't need to pay??? See the photo. He also made the other end 1 ¾ to fit the TR6 engine.

I have been polishing, the chain case and timing cover prior to assembly with good advice from Perfect Polishing Kits Be more aggressive ?

Fitted the primary chain and clutch housing. Renewed the friction plates used some GRAPHOGEN (I was very luck in contacting Graphogen they had just brought out a new tube size of this product and sent me a sample –great thanks) on the 10 roller bearings and finally fixed the chain case with new Allen screws. Looks great.

Minor adjustment to the primary chain and then refitted the drain and inspection plugs. Used 20 SAE oil to ensure smooth clutch action. Had to replace the clutch cable and opted for a nylon lined cable to again make it a smooth action.

The polished timing cover needs a new patent plate, unfortunately the original screws did not come out and new holes had to be re drilled and the plate screwed and glued. Again I used hexagonal screws to replace the worn Phillips screws

The carburettor was cleaned and I fitted new Amal parts to refurbish it. All now refitted adjustment will be done later.

Now refitting the stand, footrests and exhaust. Tank and seat to follow.

Then I will be back on the road and ready for display at our Annual Show to be held in conjunction with Llangollen Railway Classic Transport Weekend 2nd and 3rd July 2017 at Glyndyfrdwy Station near Corwen