

ROCKER SHAFT SPACER KIT

All Triumph 6 cylinder engine

(except early Vitesse 1600)

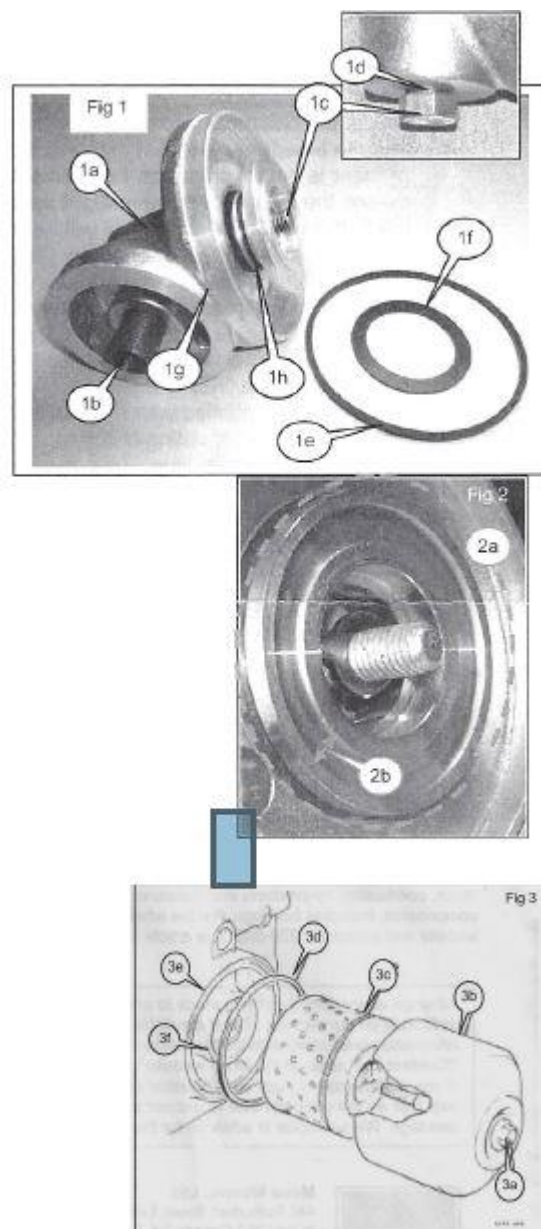
Part Number: RR1238

About the design

There are two O-rings. The large outer O-ring (1e) fits in the groove in the block. The lip (1g) on the adaptor fits in the groove, compressing the O-ring like the edge of the original oil canister. The smaller flat O-ring (1f) fits in a groove (1h, 2b) in the centre section of the adaptor, and this seals against the inner ring in the block (3f). The relative height of this inner ring in the block changed during production. The filter head therefore incorporates a floating centre section (2a) that is spring loaded. The spring presses the centre section and the inner seal (1f which rides in the groove 2b) up against the inner ring (3f) in the block.

Installation

1. Drain engine oil.
2. Clean all dirt away from the outside of the filter.
3. Clean off the block around the oil filter housing.
4. Remove stock oil filter assembly from the side of the engine. Remove the bolt (3a), the canister (3b) and the filter element (3c).
5. Remove the square cross section O-ring (3d) from the groove in the block (3c).



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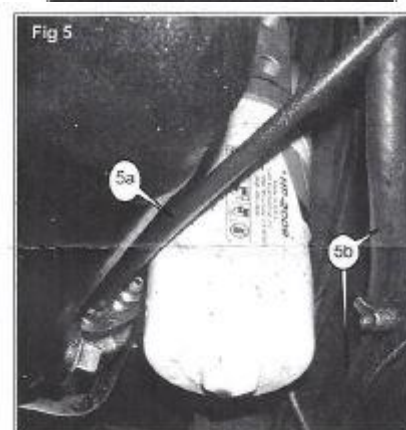
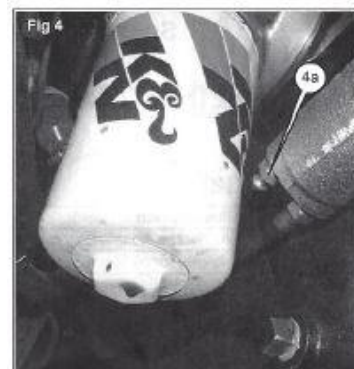
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6. Carefully inspect the groove in the block (3e) for the remnants of old O-rings. It may be necessary to carefully scrape out the debris with a small flat bladed screwdriver.
7. Carefully wipe off the sealing surfaces on the block.
8. Smear a light film of oil on the large o ring (1e) and install it in the groove in the block (3e).
9. Smear a light film of oil on the small flat O-ring (1f) and place it in the groove (2b) in the adaptor.
10. Place the copper washer (1d) on the bolt (1c).
11. Coat the sealing ring on the oil filter with clean engine oil. Thread it onto the nipple (1b) on the adaptor.
12. Hold the aluminium adaptor in place with the filter hanging straight down. Thread the bolt (1c) with the washer (1d) into the block until it is snug. You should still be able to rotate the adaptor slightly.
13. Check the clearance around the filter. Make sure that the bleeder screw (4a) in the clutch slave cylinder is not touching the filter. This usually means the filter will not be straight up and down, the bottom of the filter will be slightly forward too clear the bleeder screw (4a).
14. The clutch hose (5a) will not be an issue so long as it is in the correct port on the slave cylinder.
15. The fuel line (5b) is tucked into the frame rail and will not be a problem unless someone has modified the line.
16. Once you are satisfied with the angle of the filter, tighten the mounting bolt (1c).
17. Replace the oil drain plug.

18. Fill the engine with fresh oil.
19. Start the engine and check for leaks.
20. As always after an oil change, allow time for the oil to circulate completely before revving the engine.



For service kit order
RR1238SKI (Scan with
smartphone camera to
order)



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