

A decorative frame composed of dashed white lines and arrows. A horizontal dashed line spans the width of the text area. A vertical dashed line descends from its right end, with a curved arrow pointing downwards. Another vertical dashed line descends from the left end of the horizontal line, with a curved arrow pointing upwards.

Fluids Team:

Daniel and Andy's never-ending
quest to stop oil leaks.

'63



Drip drip
drip...

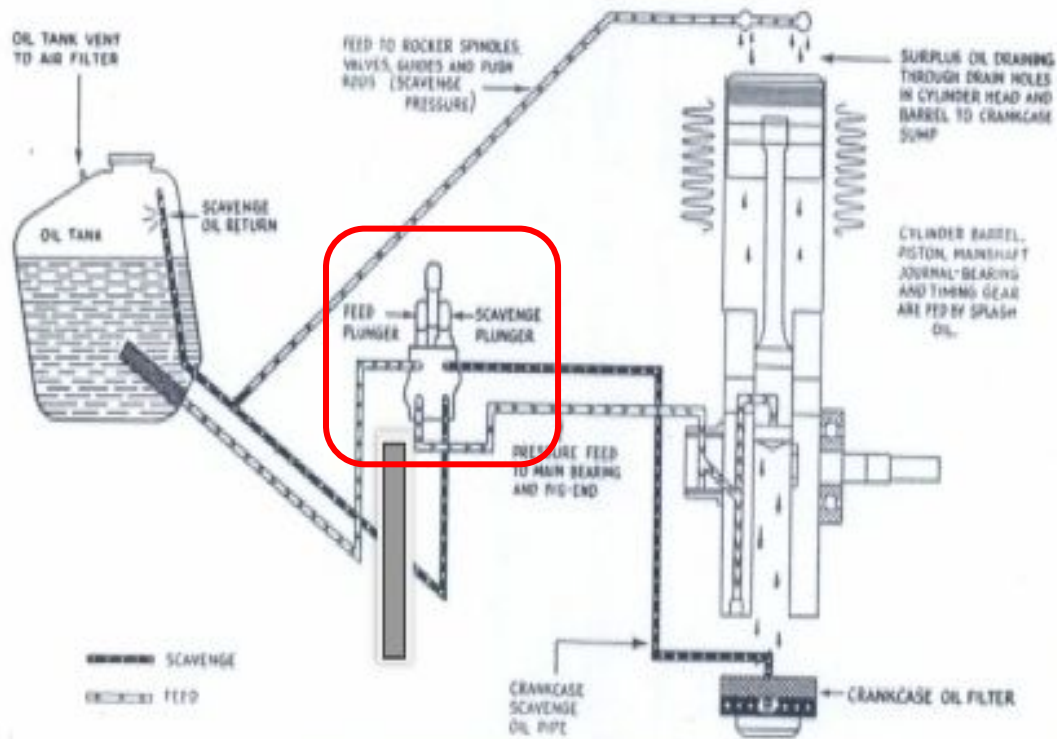


Fig. 2. ENGINE LUBRICATION DIAGRAM

Lubrication System

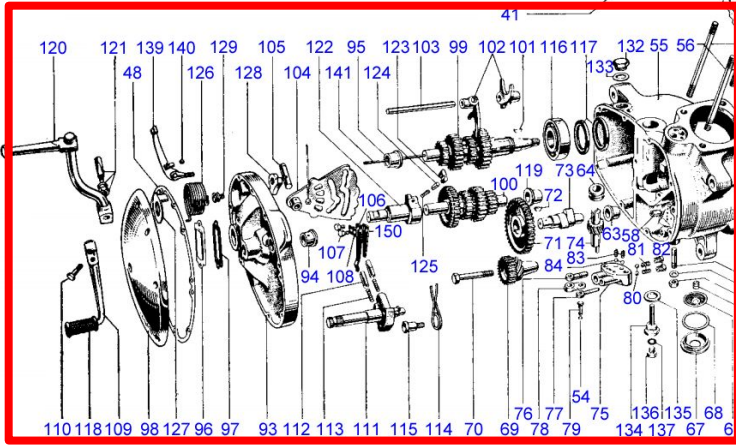
Triumph Oil system:

-constant lubrication through 2 lines

Feed plunger: sends oil to the head as well as the crankshaft

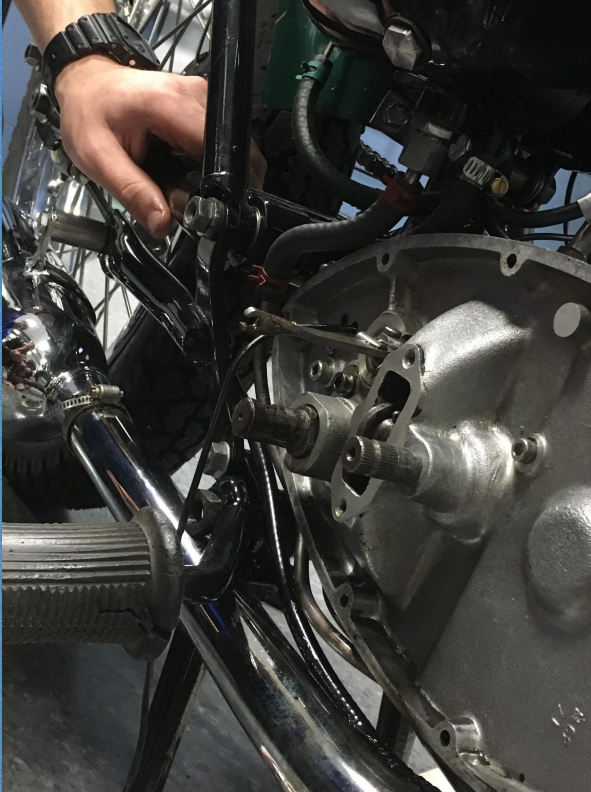
Scavenge plunger: Returns oil back to the tank.

- ```
- take apart timing
side to investigate
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## Initial Concerns: The Outer Timing Cover



- Leaking that reached the outer timing cover when opened (big no-no).
- Oil was already drained prior to opening cover



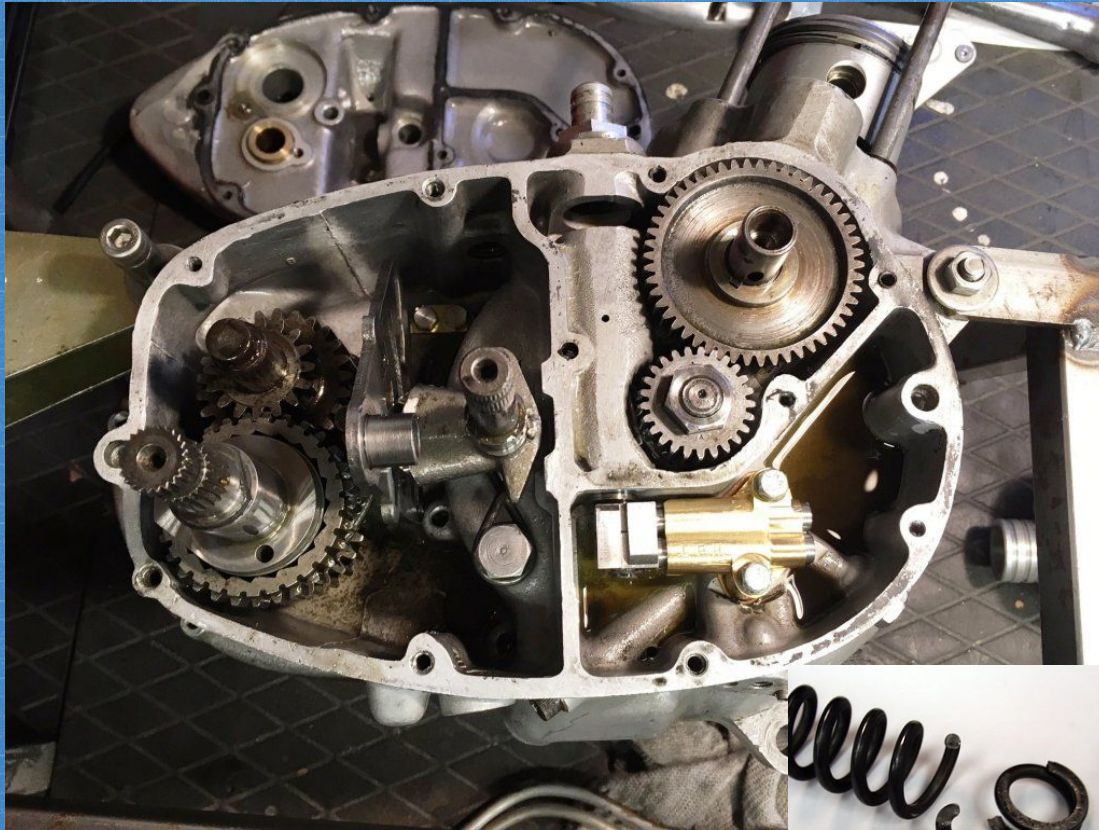
## The Push Forward: Surpassing the Inner Timing Cover

Risqué techniques  
employed  
(troubles getting  
Tri-Bond off)

Professor  
Littman's finesse  
enables us to  
take off cover  
easily







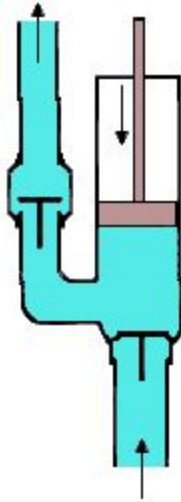
## Oil Pump Problems:

- Previous group failed to properly tighten oil pump
- Attention was not brought to broken spring

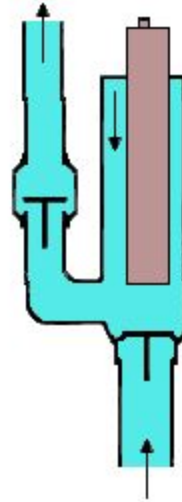




Piston pump

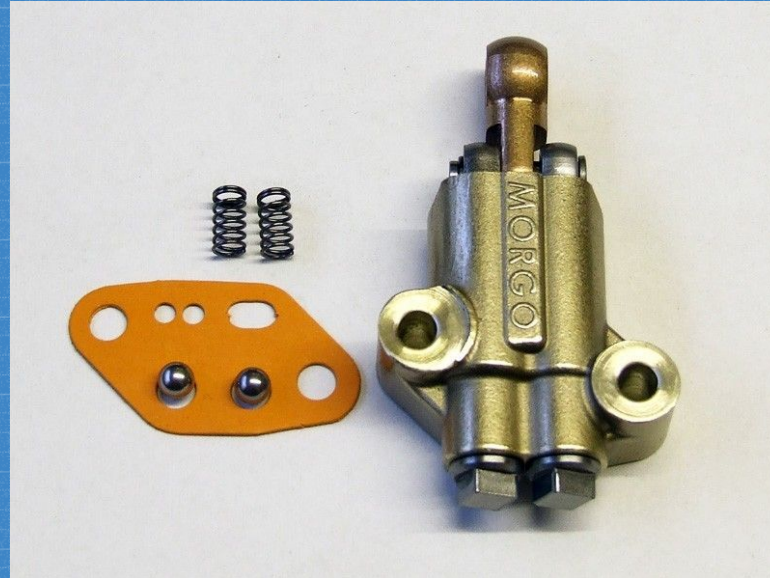
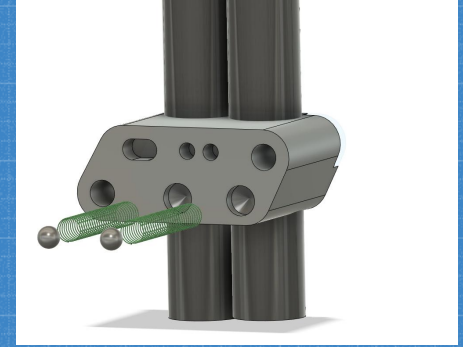


Plunger pump





# Motorcycle Ingenuity (Ingenuity)





# Triumph Legacy and Tasks Still Left:

- Still hemorrhaging oil (but hopefully no internal bleeding from the oil pump).
- Next suspect: Scavenge line manifold gasket
- Pumping the tires with air

