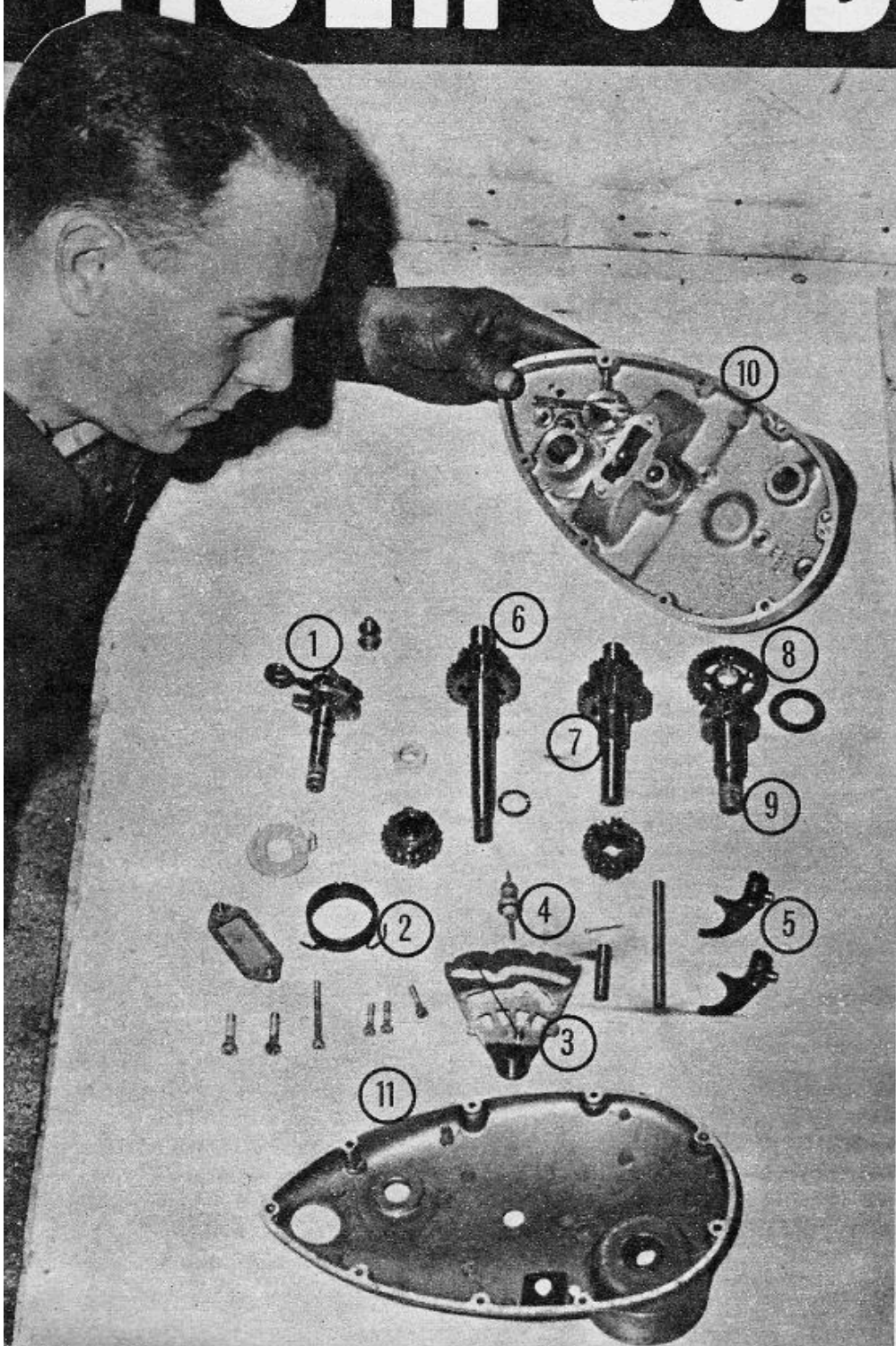


KNOW  
YOUR  
GEARBOX

GEORGE COX OF HARVEY'S REBUILDS THE TRIUMPH

# TIGER CUB BOX



As common with many other lightweight motorcycles, the gearbox of the famous Triumph Tiger Cub is integral with the engine unit. Thus the clutch assembly has to be stripped out before the gear box is accessible. Overhauling should only be necessary after some 25,000 miles and then it is quite likely that the selector forks will be the only worn parts. Here George Cox, of Harvey's Motor Cycles, South Lambeth Road, London, shows you what to do.

Before you start the work of re-assembling the gearbox make sure that you have all the necessary tools and then lay out all the parts on a clean bench. If a bench is not available then use a clean sheet of paper to lay the parts on. This will prevent them from getting mixed up with any other items you may have laying around.

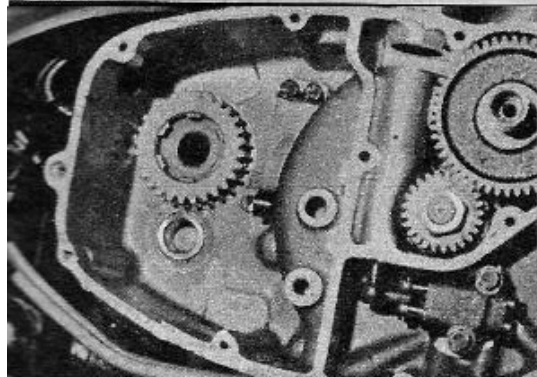
Then check that all the unit parts are built up and that the numerous other parts, including odd nuts, washers, gaskets and oil seals are all to hand.

Also required is an oil gun, though if you do not possess one of these a can of clean oil and a paint brush will do. Don't forget that all the parts should be liberally oiled before the assembly process takes place.

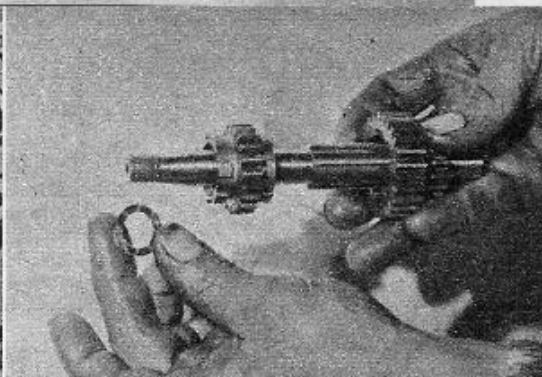
Follow these general rules and you will find that the Triumph Tiger Cub gearbox presents no problem.

## KEY TO PARTS

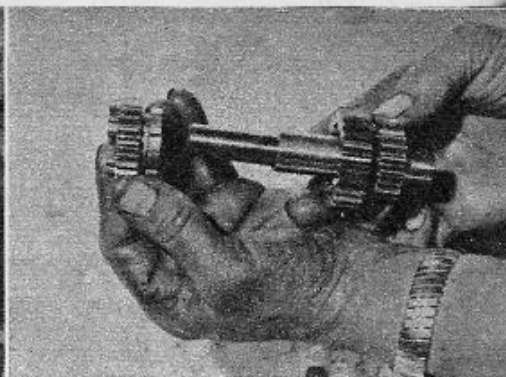
1, Gear selector unit. 2, Kickstart return spring. 3, Cam-plate. 4, Gear indicator mechanism. 5, Gear selector forks. 6, Gearbox main shaft. 7, Gearbox layshaft. 8, Low gear pinion. 9, Kick start spindle. 10, Inner gearbox casing. 11, Outer gearbox casing.



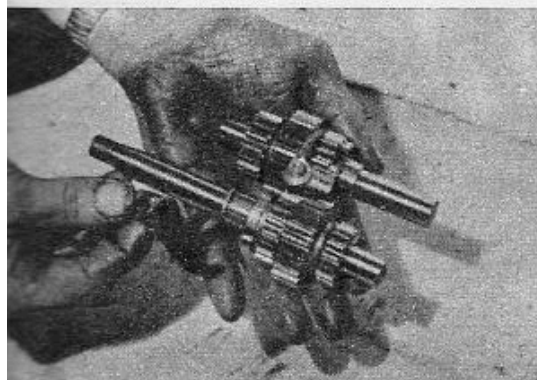
**1** This is the gearbox housing. Note final-drive gear is still in place and check it to see if there is any play in the bush



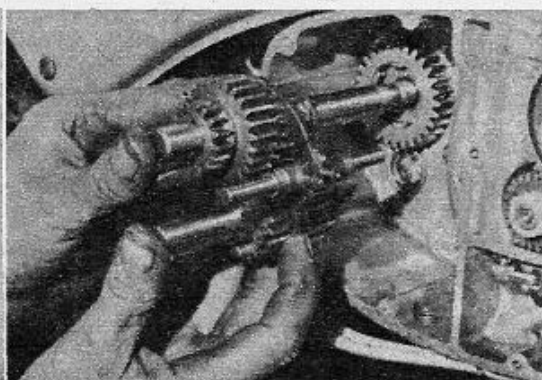
**2** First step is to reassemble the mainshaft cluster. Slide on second gear and thrust washer. Vital that channels face final drive



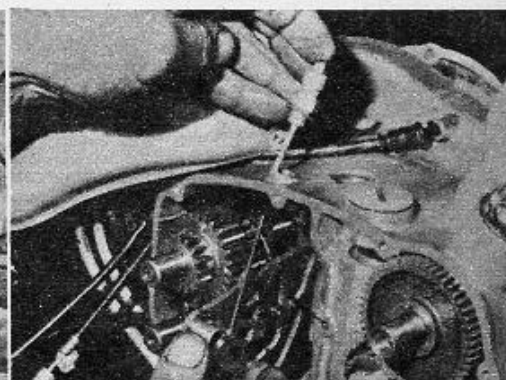
**3** Assembly of layshaft cluster follows. Third gear is slid on to shaft and the six shouldered segments locate in the low gear



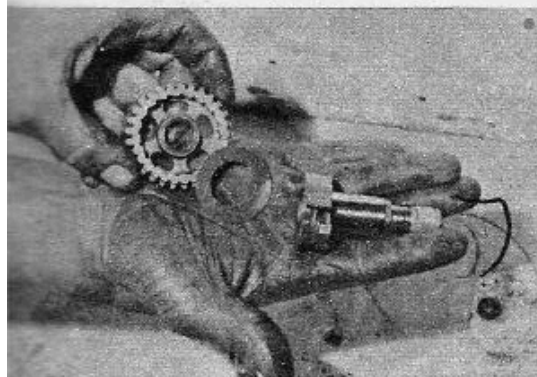
**4** The selector forks must now be positioned. One is located in mainshaft second gear and the other in layshaft third gear



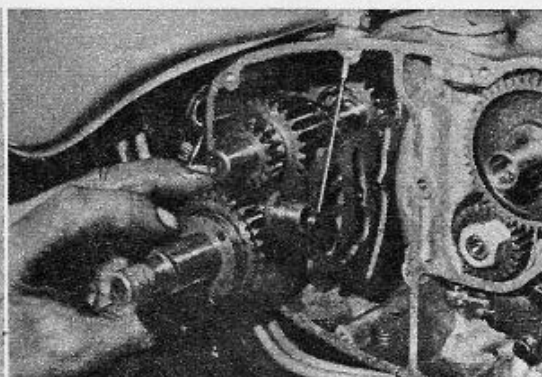
**5** Whole gear cluster is now held by selector fork spindle. It locates in case. Ensure that spindle hole is free of oil



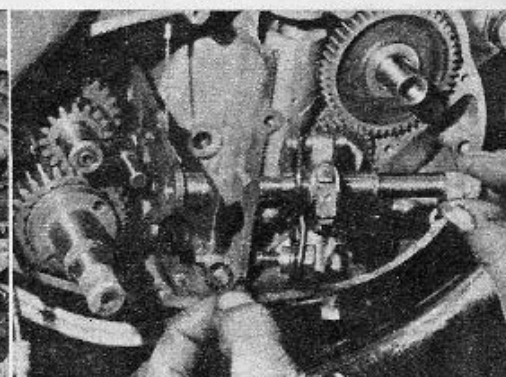
**6** Locate the cam-plate over the selector fork rollers and make sure that indicator rod faces away from the gear cluster



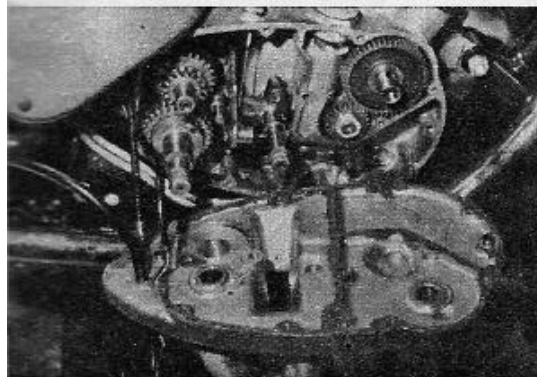
**7** Kick-start spindle is now in layshaft low gear. Retaining disc must be between these two parts or pawl will ruin the gear wheel



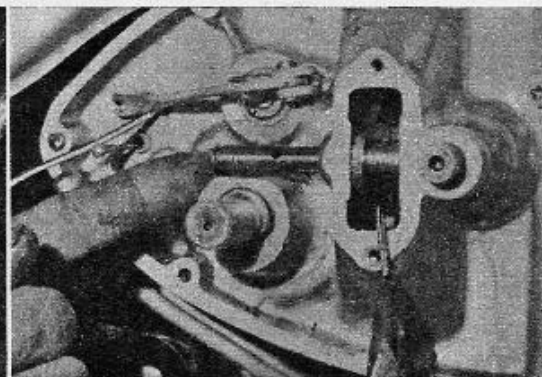
**8** It is important that the lobe on the kickstart spindle is positioned at "6 o'clock" or the inner casing will not fit



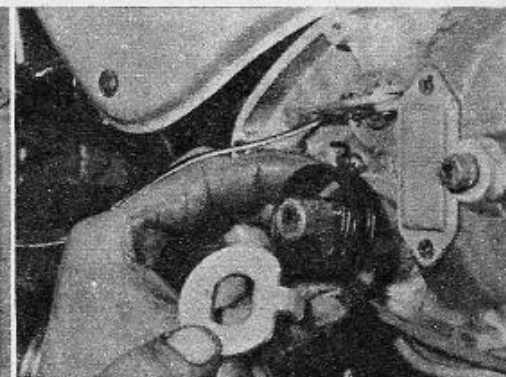
**9** Gearchange quadrant is now put in the two locating holes in the gearbox casting. Also fit the small shake-proof washer



**10** Now offer up the inner casing. Before this position correctly the clutch cable, distributor wire and the breather pipe unit



**11** Fit the felt washer over the gearchange quadrant spindle. Now locate cam-plate spindle as shown and secure with the split-pin



**12** Fit the inspection cap over the aperture shown. Last step is to locate kick-start spring under tension and then fit outer case