The following are a few suggestions for increase engine life based on feedback given this year from several race teams and advice from our Design department:

1. Use Mobil 1 oil.
2. Increase oil level – 4 litres approx (between 0.5 and 1 litre above standard)
3. Use a baffled sump gasket to reduce movement of the oil under heavy braking. Make sure there are holes at the front of the gasket to help the return of the oil from the engine.
4. De-burr crankshaft oil holes.
5. Reduce oil pump speed using the larger diameter sprocket and longer chain, to reduce cavitation at high speed.
6. Modify the pressure relief valve (or use the Triumph Rocket III part) to increase oil pressure.
7. DLC coat gudgeon pins to reduce wear.
8. Build engine with nominal or bigger clearances.
9. Restrict the oil feed to the alternator to increase gallery pressure. You may be able to block it off completely if using the race kit alternator, but monitor temperatures. In the UK climate, it has been possible to run the race kit alternator with no oil feed, but that might not be the case in warmer climates.
10. Gearbox selector fork – for competition use, the input fork needs to be changed frequently. We are making a change for 2009 to add a friction-reducing coating to all selector forks.
11. Main bearing shells will show signs of wear very quickly, with copper visible at the edges of the bearing. This is not a problem, however, as the bearing will still function perfectly well.
12. Be careful when using non-standard oil coolers, as they may reduce oil pressure.

1. Gebruik Mobil olie
2. Verhoog olie niveau – ± 4 ltr
   0,5 – 1 ltr boven normaal.
3. Gebruik een.
   baffle = verwaffen of helletten.

4 De-burr = Her open.