



Q.P.D. Belt Drive Instructions BSA/Triumph Unit Twin

Removing:

- 1) Remove outer cover after draining oil.
- 2) Remove stator.
- 3) Remove magnetic rotor.
- 4) Remove clutch plates.
- 5) Remove clutch center.
- 6) Remove engine sprocket, chain and clutch sprocket.
- 7) Remove clutch sprocket from hub and center.
- 8) Set aside - no longer needed:
 - a) Engine sprocket
 - b) Clutch sprocket
 - c) Chain
 - d) Chain adjuster, shim, spacers and oil tube
 - e) Clutch hub
 - f) 20 rollers
 - g) thrust washer

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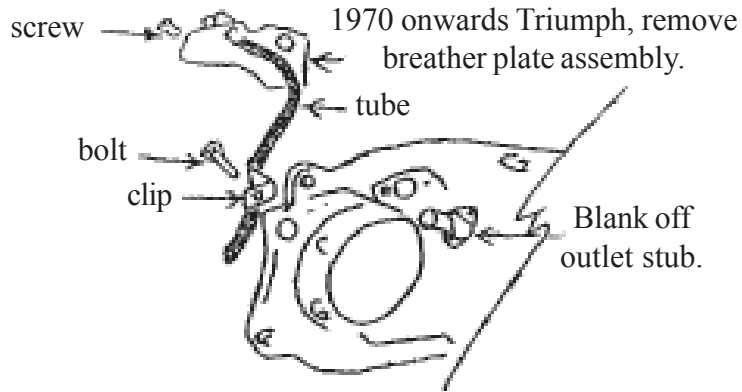
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On frames with vent tubes in neck of frame, drill the one piece tappet inspection cover. Install 1/8 x 27 fitting. Install hose from fitting to the tube. Then drill vent hole in oil filler cap - very small hole. Wire gauge drill.

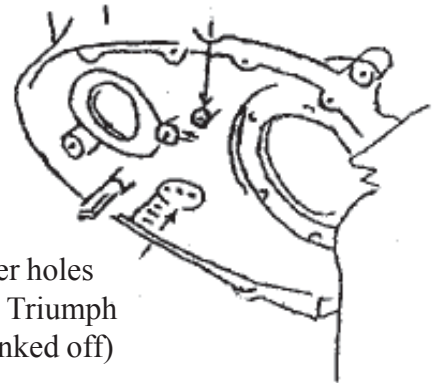
Installing:

- 1) Install 3 sheet metal screws in 3 breather holes - see illustration. *(70 on Triumph Only)
- 2) Install clutch sprocket complete with center on main shaft.
- 3) Place sprocket on shaft, push sprocket tightly in place. Then remove sprocket using two tapped holes provided, using proper puller. Note: For checking seal - avoid improper puller. Your new seal should now be in place, flush with case.
- 4) Install belt on Q.P.D. front sprocket and Q.P.D. rear sprocket. (On the edge of pulleys)
- 5) Caution: Do not, at any time, force belt on to sprockets. It is a precision size and will fit if proper installation is used.
- 6) Install flange on front sprocket.
- 7) Install magnet on shaft.
- 8) Install stator; tighten.
- 9) Install nut on crankshaft; tighten.
- 10) Install nut on mainshaft; tighten.
- 11) Install clutch plates, Q.P.D. dry plates.
- 12) Kick over engine to align belt.
- 13) Please note: Left foot shift TR7/T140 Triumph models, make certain weld on foot change spindle does not touch rear sprocket.. Grind down if it does.
- 14) Primary covers with timing plate. Grind down 3 bumps to ensure proper fit of cover, if necessary.



Ignore breather instructions for BSA and pre-1970 Triumph twin. 1970 on Triumph needs to have new breather hose fitted by drilling and tapping timing plug at back of crankcase and fitting hose. (With PCV valve for best breathing.)

Hole where tube is held with bolt and clip.



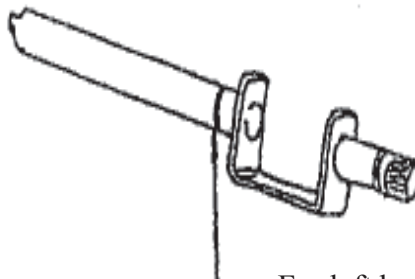
Breather holes (1970 on Triumph to be blanked off)

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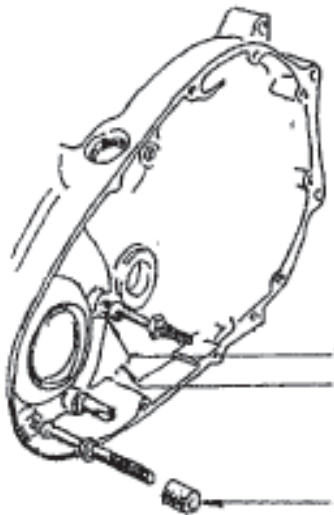
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For left hand shift TR7/T140, machine o-ring groove, if not there, to retain oil in gearbox.



1970 onwards Triumph 650/750: remove rear stud, install spacer, reinstall. (three sheet metal screws)

Spacers on 2 front studs. (prior to 1973 Triumph 650)