

FITTING INSTRUCTIONS - 750c.c. TRIUMPH TRIDENT T.150

Dismantling

1. Remove Points Cover and Battery Cover. Remove the Battery and Battery Carrier which is held by 3 bolts.
2. Disconnect Coils. (Leave H.T. leads in place).
3. Remove the nut from the bottom mudguard bolt and remove the bolt from the back of the oil tank where the coil bracket stay is attached.
4. Remove the wires from the three contact breakers and take out the contact breaker plate as a complete assembly. Remove the auto-advance unit from the taper in the camshaft using the 5/16th U.N.F. extractor thread.

Assembly

Screw the Pickup Backplate on to the engine using the bottom screw and the L.H. screw. The Backplate should be in the middle of its adjustment slots and it may be necessary to use the extra washers supplied in the kit. Fit the Reluctor, finger tight only, into the camshaft taper and set the 0.2-0.3 mm. gap. It is unnecessary to slacken the pivot screw to adjust the air gap. Set any cylinder at 38° B.T.D.C. on the compression stroke, using the timing marks on the alternator. Turn the Reluctor in the taper until it traps the 5 mm. timing spacer as shown on the diagram. Lock up the centre bolt of the Reluctor and the 2 bolts holding the plate and check the air gap with feeler gauges.

Fit the Amplifier using the bottom mudguard bolt into the thread in the amplifier bracket and the nut and bolt on the back of the oil tank. Ensure that the case of the amplifier is earthed with the link supplied. Pass the amplifier wires up to the coils, avoiding rubbing points and sharp corners. The battery carrier and battery can now be re-assembled but do not connect the battery until the wiring is complete.

DIODES The three Diodes attached to the enclosed harness should be taped to the bike's original harness in a convenient position. (Revised Sept. 1990)

Wiring

Remove the spade connections from the 3 condensers. Connect the single Black-Red and Black-White to the White-Orange and White-Purple from the amplifier. Tape the joints to ensure that they do not pull apart. Insulate the ends of the double White-Yellow, the double Black-Red and the double Black-White. Join the Black from the amplifier to the single White-Yellow. Wire the coils in PARALLEL as shown in the diagram, the amplifier is connected to a coil positive terminal, all the coils' positive terminals are interconnected and one is earthed to the frame making sure that a good contact is made using the White-Yellow and Red links supplied. The coils' negative terminals are connected to the diodes with the White-Black links supplied.

Join the Black wire of the pickup to the Red-Black contact breaker wire and the Yellow wire of the pick-up to the White-Black contact breaker wire. Use the terminal stud, which is designed to insulate each pair of eyelets from each other and from the baseplate.

Run the engine and adjust the fully advanced (38°) timing, using a stroboscope at 6,500 R.P.M.

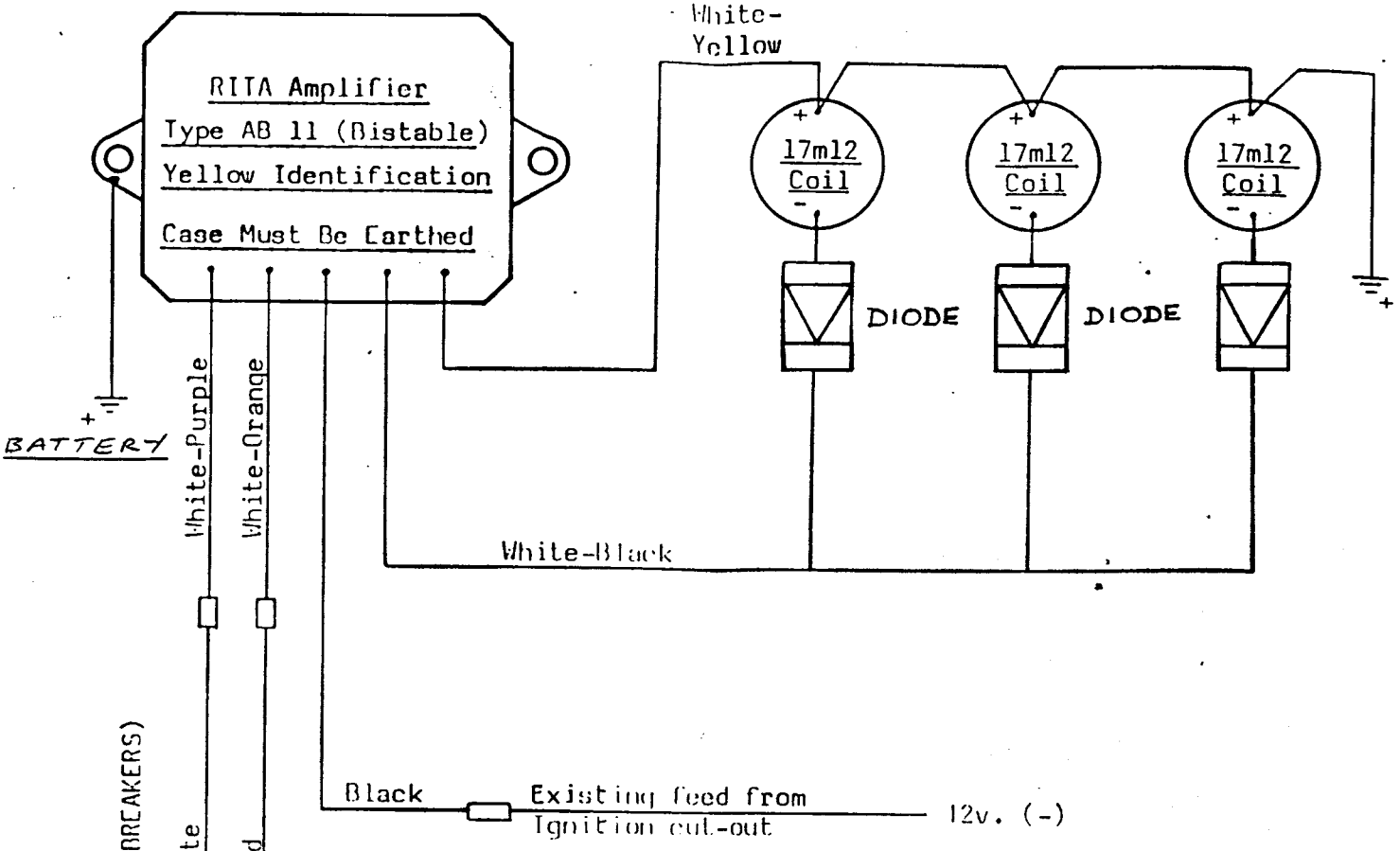
It is only necessary to take a spot reading and this is achieved more easily with an assistant.

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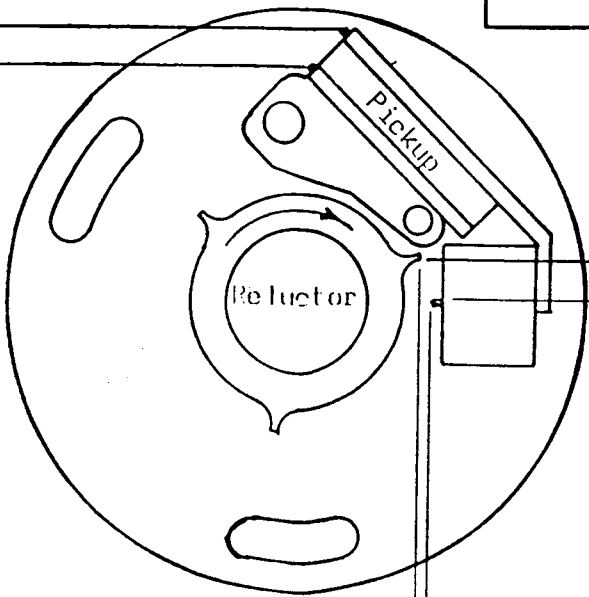
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info@britcycle.com



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NOTE The Amplifier can be damaged if the H.T. voltage does not go to earth.
 Therefore do not exceed a 5mm. air gap if testing coil output.



Use setting spacer with engine at full advance on the compression stroke (any cylinder). Check stroboscopically at 6,500 R.P.M.

