

# M I S T R A L   E N G I N E E R I N G

## Fitting Instructions - 750 c.c. Triumph (3 Cylinder)

### (Without Starter Motor)

#### Dismantling

1. Remove Points Cover and Battery Cover. Remove the Battery and Battery Carrier which is held by 3 bolts.
2. Remove the coils having first disconnected the H.T. leads and the other wiring on the coils. These will come out easier if lubricated with soapy water or hand cleanser or oil. Replace with the 4 volt coils supplied.
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 the engine at  $38^{\circ}$  B.T.D.C. using the timing mark and turn the Reluctor in the taper until it traps the 4.5 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. 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.

#### Wiring

Remove the spade connections from the 3 condensers. Connect the single Black-Red and Black-White to the Brown and White-Brown from the amplifier. Tape the joints to ensure 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. Link the coils in series as shown, using the two short links supplied. Connect the Black-White from the amplifier to the negative terminal of the last coil. Connect the Red-Black from the amplifier to the positive terminal of the first coil. At the same place on this coil fit the Red-Black earth link supplied and bolt the other end of it to the frame, making sure that a good contact is made.

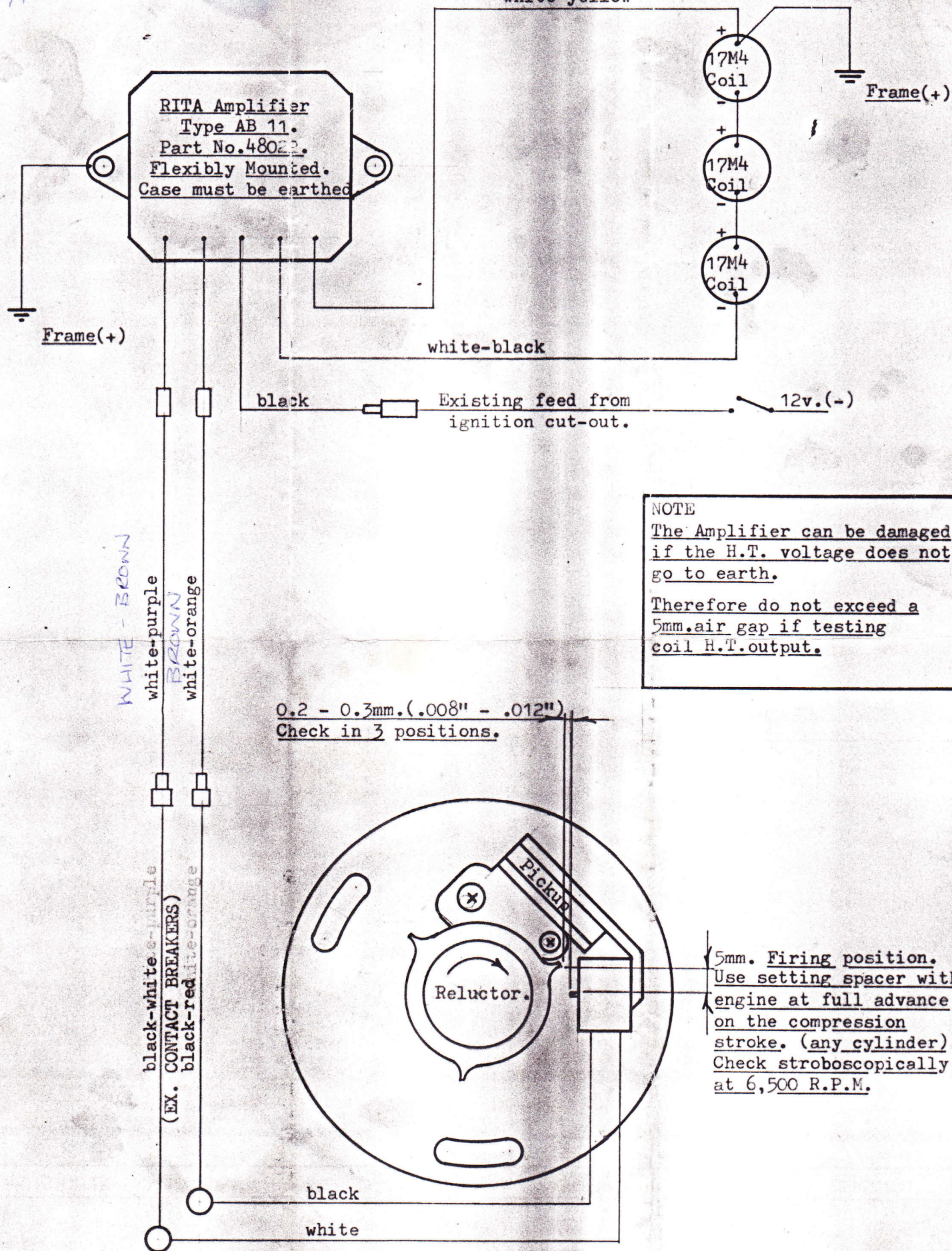
Join the Black wire of the pickup to the Red-Black contact breaker wire and the White wire of the pick-up to the White-Black contact breaker wire. Use the terminal stud, which is designed to insulate each pair of eyelets from each other and from the base-plate.

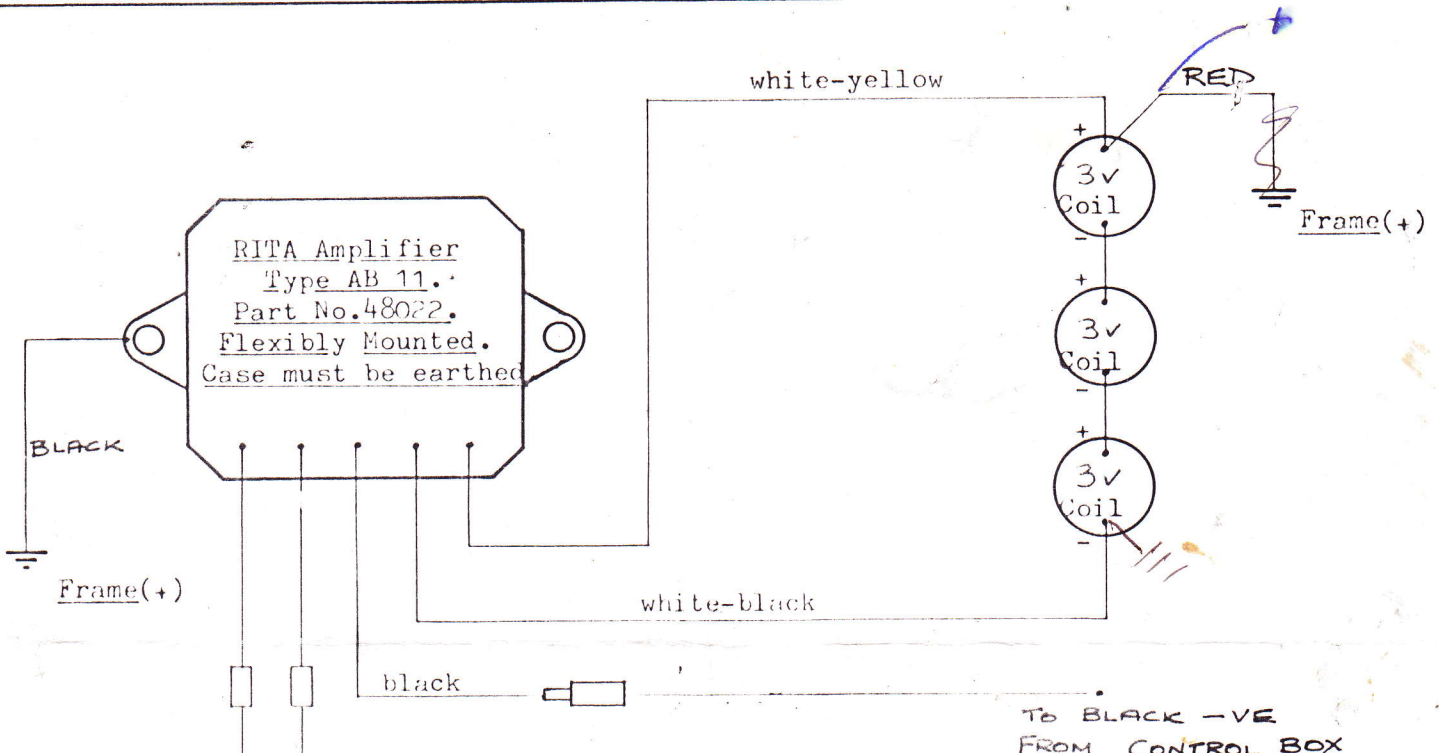
Run the engine and adjust the fully advanced ( $38^{\circ}$ ) timing, using a stroboscope at 6,500 R.P.M.

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

\* OLD COIL

RED/BLACK  
white-yellow





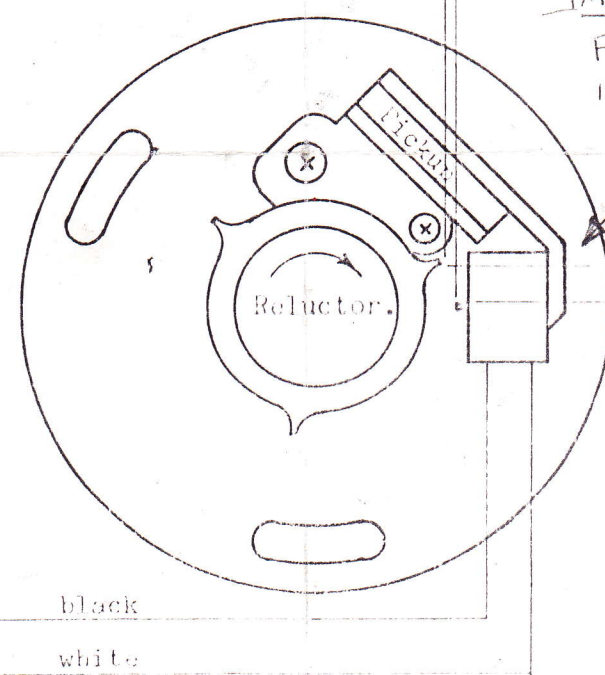
- NOTE:- CONTROL BOX**
- ① CONNECT 2 X GREEN WIRES FROM BOX TO WHITE/GREEN AND GREEN/YELLOW FROM RM19 ALTERNATOR.
  - ② RED WIRE - BOLT TO GOOD EARTH ON FRAME.

**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 H.T. output.

white-purple  
 white-orange

0.2 - 0.3mm (.008" - .012")  
 Check in 3 positions.

black-white  
 (EX. CONTACT BRACKETS)  
 black-red



**IMPORTANT**  
 FIT P.U ASSEMBLY IN 3/4 POSITION, AS DIAGRAM

5mm. Firing position. Use setting spacer with engine at full advance on the compression stroke. (any cylinder). Check stroboscopically at 6,500 R.P.M.

REV  
 KNOBEN