



## *Superior Ignitions*

by Rex Caunt



### Fitting Instructions for Triumph Twin Extra Retard Ignition Curve

1. Fit the back plate in place of the alternator stator with the coil in the 6 o'clock position. (This may require repositioning to enable the correct ignition timing to be obtained).
2. Fit the aluminium alloy spacer to the main shaft pushing it up to the engine sprocket.
3. Fit the rotor to the main shaft using the original key.
4. Turn the engine to it's top dead centre position, then align the timing marks on the stator and rotor by moving the back plate in it's slots.(If this Position cannot be obtained the back plate will require rotating through 120 deg.) This will give a fully advanced timing of 38 deg.
5. Tighten the rotor and the back plate nuts to the manufacturers torque settings.
6. Pass the wiring through the crankcase grommet and secure it to the chassis.If the timing cover has a pin for strobing please make sure it does not touch the stator wires.
7. Mount the H.T. coil to the chassis usually beneath the fuel tank ensuring the bracket is in the vertical plane to avoid fatigue fracture.
8. Mount the small CDI Module by its 6mm fixing hole and ensure the brown wire with 6mm ring terminal is well earthed.Connect the BLACK wire from the stator to earth then connect the BLUE wire from the stator to the red wire on the module.Connect the BLUE wire from the module to the positive spade on the HT coil.Connect the BROWN wire from the module to the NEGATIVE spadeThe RED cable with a female spade is for a stop switch or cut-out if required. The H.T. cables are screwed into the coil and can be shortened if necessary. Set the plug gaps to  $0.027 \pm (0.7\text{mm.})$
9. Carefully check fastenings and connections for tightness and security and you are now ready to go.

For more information please contact Rex at:

Tel/Fax: 01455 846963

Email: [rex@rexcaunracing.com](mailto:rex@rexcaunracing.com)