

# Mistral Engineering

Unit B, 51a Carysfort Road, London, N16 9AF

Telephone: 01-254 2627

## FITTING INSTRUCTIONS - BSA ROCKET 3

### DISMANTLING

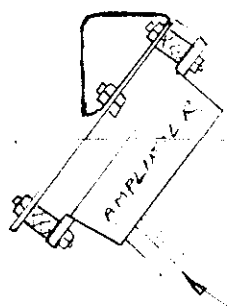
1. Remove Points Cover and Battery Cover.
2. Disconnect Coils. (Leave HT leads in Place).
3. Remove the wires from the three contact breakers and take out the contact breaker plate as a complete assembly. Remove the auto-advance unit from the taper in the camshaft using the 5/16th U.N.F. extractor thread.

### 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° B.T.D.C. using the timing mark and 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.

AMPLIFIER  
ASSEMBLY  
TO TOOLBOX.

(1/4" OR 6.5mm.)  
DRILL IS  
REQUIRED.)



DRILLING POSITION FOR 1/4" HOLE  
APPROX. 50MM (2"). BUT CHECK  
CLEARANCE TO BATTERY CARRIER,  
FRAME & POINT COVER.

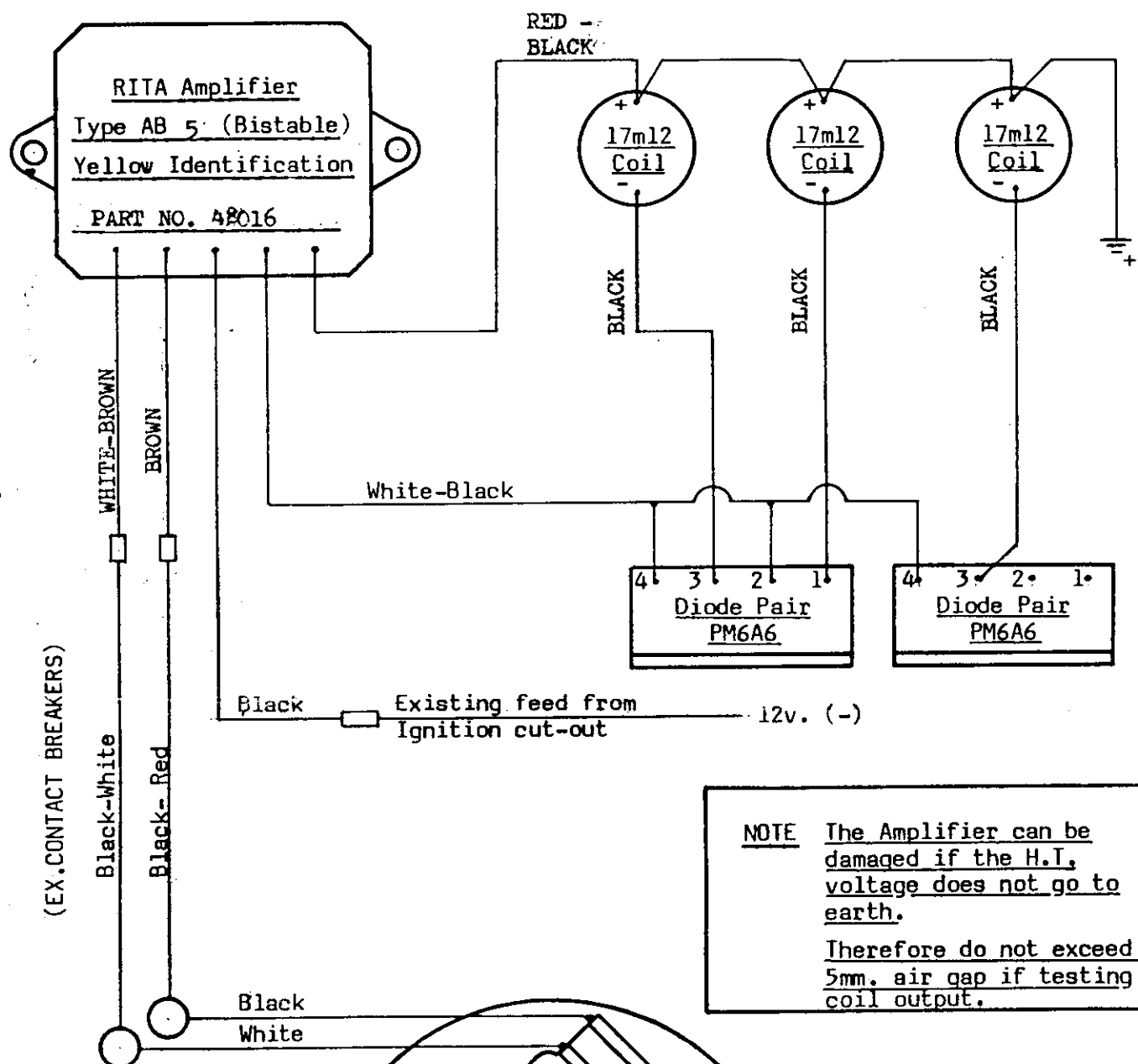
Drill the top of the toolbox between the Rectifier and the Flasher Unit to accept the mounting bracket for the diode-pairs. The spades on the diodes to face towards the back of the motorcycle. Use the M5 screws, washers and nuts supplied.

### 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 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 Red-Black links supplied. The coils' negative terminals are connected to the diode pairs with the Black links supplied, check the diode pair numbers with the diagram.

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 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.



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.

