

# Mistral Engineering

TRIUMPH ONLY  
BRITISH ONLY

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## FITTING INSTRUCTIONS - TRIUMPH DAYTONA 500

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### Dismantling

Remove the petrol tank. Take off all the wiring connectors from the coils and remove condensers. Remove the contact breaker plate assembly and the advance/retard unit.

### Assembly

N.B. These instructions assume originality and a certain amount of improvisation maybe needed to make all the components fit properly.

1. Fit the diode pair to a coil bracket using the hole drilled  $\frac{1}{4}$ ".

N.B. The diode pair looks like a replacement rectifier used on some machines but internally is entirely different, and the components should not be interchanged.

2. Fit the amplifier to the lug from which the condenser pack has been removed.  
• Ensure that there is metal to metal contact between the bracket to which the amplifier case earth has been fitted and the abutting face on the frame. These faces may be greased before assembly to prevent corrosion later.

Note The amplifier will not work correctly unless the aluminium case is earthed. Bring the amplifier harness forward over the back of the amplifier and up to the diode pair avoiding sharp edges and rubbing points.

3. Fit the reluctor into the camshaft taper with the key peg engaged in the reluctor keyway and tighten the centre bolt. Fit the pick-up plate in the retarded position as shown on the diagram and nip up the two pillar bolts. At this stage the pick-up wires are run out through the back of the timing case, up the front frame tube and plugged into the appropriate amplifier wires.

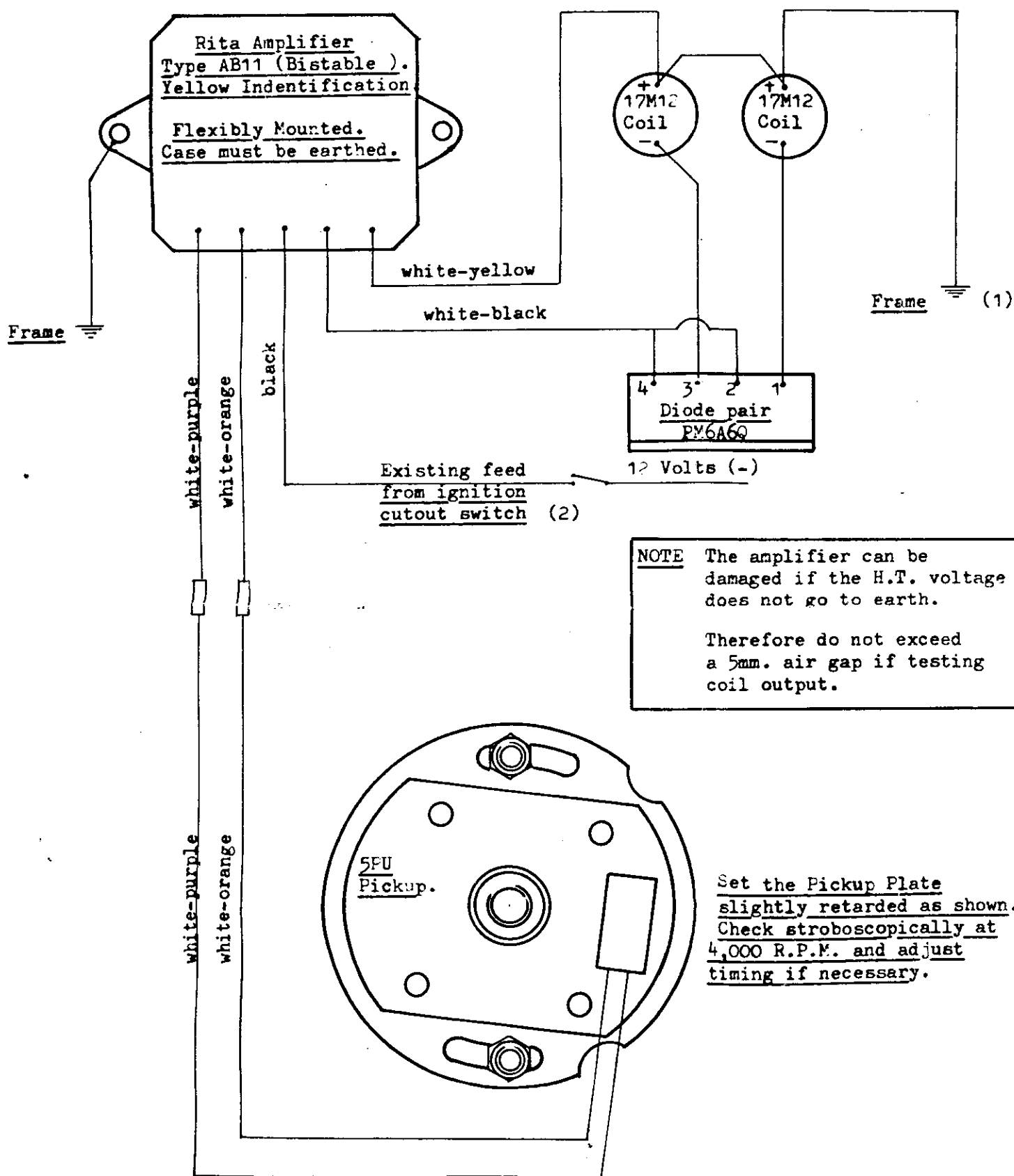
### Wiring

The wires for the diode pair are prepared with end connections to plug in to the original wiring removed from the coils. Since the original connections are not all required for the RITA circuit, it is necessary to insulate the ends of the female lucars that are not required in order that they do not short to earth on the frame.

Therefore tape over the single female lucar on the white-yellow. Connect the amplifier wires as shown on the diagram, i.e. black to double white-yellow (or white-blue on some models). Tape round the joint of the plastic sleeves to avoid them pulling apart.

Connect the wiring as shown in the diagram ensuring the wires are not trapped or liable to chafe.

Run the engine and adjust the fully-advanced timing position using a stroboscope. A flash reading at 5,000 R.P.M. is necessary as there is a slight increase in advance up to this speed.



RITA System for Triumph Twin, using AB11 amplifier and 5PU Pickup.  
Positive Earth shown. For Negative Earth, reverse functions 1 and 2.