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 tapper 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 tapper 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 tapper 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.

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.
RITA Amplifier
Type AB 11 (Diatable)
Yellow Identification
Case Must Be Earthed

BATTERY
White-Purple
White-Orange
White-Black

Black
Existing feed from
Ignition cut-out
12v. (-)

BRITISH CYCLE SUPPLY
Call (902)542-7478
Fax (902)542-7479
info@britcycle.com

NOTICE
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.

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.

0.2-0.3mm. Radial Clearance

RITA SYSTEM FOR
TRIUMPH TRIDENT T150
& B.S.A. Rocket 3