Item number 333-131/A Hi-Output Alternator Kit, solid state, replacement

This kit consists of a 220 Watt 3 Phase stator, a high output magnetic rotor with markings suitable for British singles, twins, and triples, and a 12V regulator/rectifier powerbox, to replace the stock LUCAS charging system completely while offering much higher output at all engine speeds. This should ensure a well charged battery and allow installation of brighter lights and usage of accessories such as heated clothing, etc. and will work on any alternator equipped British bike where space allows.

A few points regarding installations are:

a) Ensure stator and rotor are installed as per the factory manual, and that there is sufficient clearance between the two. Check with a feeler gauge, rotating the crank slightly and checking in a number of different positions, then rotating crank and checking again. If there is any rotating contact under any conditions, your alternator can be badly damaged.

b) You should replace the stator wire grommet(s) and cover gasket(s) with new ones to avoid oil leakage. Consult the specific factory partsbook for the correct items for the bike.

c) The stator has 3 wires, and is supplied with original type bullet connectors fitted. To hook the stator wires to the powerbox yellow wires, 3) 391-900269 bullets and 3) 391-200988 female connectors can be ordered. The colour code does not matter on these 3 wires.

d) The electrical system can be set up for either positive or negative ground by hooking either the red (positive) or black (negative) wire to the frame of the bike, through a fuse holder, available complete as part 391-54938986. Make sure the battery and rest of the bike’s electrics are set up to match. If a stock bike is being upgraded, other than 1979 and later Triumph twins, all alternator equipped British bikes were positive ground originally, and retaining this can help prevent confusion.

e) Please Note: When using SPARX regulator rectifiers you must use resisted spark plugs as circuitry is sensitive. Using unresisted plugs can cause over charging.
SIMPLY CONNECT THE 3 OUTPUT WIRES FROM THE 3 PHASE STATOR TO THE 3 YELLOW AC WIRES OF YOUR SPARX BOX. THE RED+ AND THE BLACK- THEN CONNECT INTO YOUR MOTORCYCLE WIRING

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