TRIUMPH UNIT T120/TR6 FITTING SHEET

IT MAY BE NECESSARY TO MODIFY OR REPLACE CERTAIN COMPONENTS. CHECK FIRST AS MACHINE SPECS CAN VARY.

REMOVE THE STATOR SHORT MOUNTING PILLAR. REPLACE WITH A PILLAR HAVING A LONGER OUTER SECTION AS IN THE SKETCH. MODIFY THE ALTERNATOR STATOR AS DIMENSIONED IN THE SKETCH.

OUTPUT WIRES FROM THE STATOR SHOULD EXIT FROM THE TOP, NOT THE OUTER FACE AS MANUFACTURED.

DIG OR CHIP ENCAPSULATION CAREFULLY FROM AROUND OUTPUT WIRES SO THAT THE WIRES CAN BE ROUTED AS IN SKETCH.FACE BACK THE OUTER EDGE OF ENCAPSULATION TO THE DIMENSION SHOWN TAKE CARE NOT TO REMOVE TOO MUCH OR ELECTRICAL WINDINGS MAY BE DAMAGED. IF THE INNER ENCAPSULATION IS MORE THAN ILLUSTRATED DIMENSION (CHECK CLEARANCE FIRST) EITHER MACHINE TO THIS DIMENSION OR MAKE LONGER SPACERS TO GIVE CLEARANCE FROM THE STATOR TO THE FRONT PULLEY.

MODIFY THE INSIDE OF THE CHAINCASE COVER AROUND THE EDGE OF THE FRONT ACCESS PLATE. MACHINE ANY BOSSES TO DIMENSION SHOWN TO CLEAR THE ALTERNATOR STATOR . REMOVE THE CHAINBLADE TENSIONER.

FILL OIL BALANCE HOLES IN CRANKCASE (3 x 1/16) IF THIS MODIFICATION HAS BEEN CARRIED OUT.

FIT THE CRANKSHAFT OIL SEAL AT DRIVESIDE MAIN BEARING .FIT THE FRONT PULLEY, CLUTCH DRUM & BELT.FIT ROTOR AND LOCK NUT. FIT 6 WASHERS ON EACH STATOR PILLAR. FIT ALTERNATOR STATOR AND RETAINING WASHERS/NUTS.

USE 4 FRICTION PLATES IN THE CLUTCH DRUM ENSURING THAT THE FIRST PLATE IS A FIBRE FOLLOWED BY A STEEL ENDING WITH A FIBRE.

NB THE PUSHROD END SHOULD BE GROUND TO A BULLET SHAPE TO FIT INTO THE CUP OF THE ADJUSTER

CLUTCH ADJUSTMENT

THE CLUTCH PUSHROD MAY NEED SHORTENING SLIGHTLY TO ALLOW FULL THREAD ENGAGEMENT OF THE ADJUSTING SCREW. IT IS IMPORTANT THAT APPROX. HALF TURN FREE PLAY IS MAINTAINED AT THE CLUTCH PUSHROD. THIS SHOULD BE CHECKED PERIODICALLY AND AFTER BEDDING IN OF THE CLUTCH.

THE 6 SPRING ADJUSTING NUTS SHOULD INITIALLY BE SCREWED DOWN UNTIL THE STUD IS FLUSH WITH THE SLOT IN THE NUT. CHECK "RUN OUT" OF THE PRESSURE PLATE BY SPINNING THE WHEEL WITH FIRST GEAR ENGAGED. ANY RUN OUT OR WOBBLE CAN BE CORRECTED BY INCREASING PRE-LOAD OF SPRING AT THE HIGH SPOT. ADDITIONAL PRE-LOAD CAN BE APPLIED BY APPLYING AN EQUAL NUMBER OF TURNS IN THE 6 NUTS. ADJUSTMENT IS INFINITELY VARIABLE IN ORDER THAT THE CLUTCH PRESSURE CAN BE MATCHED TO THE ENGINES TORQUE.

PERFECT RUNNING CAN BE ACHIEVED WITH A LITTLE CARE AND WILL RESULT IN A MUCH IMPROVED CLUTCH RELEASE.

BOB NEWBY RACING

LOWBROW CUSTOMS
MOTO PARTS & ACCESSORIES

BNR BELT DRIVE ASSEMBLY T120