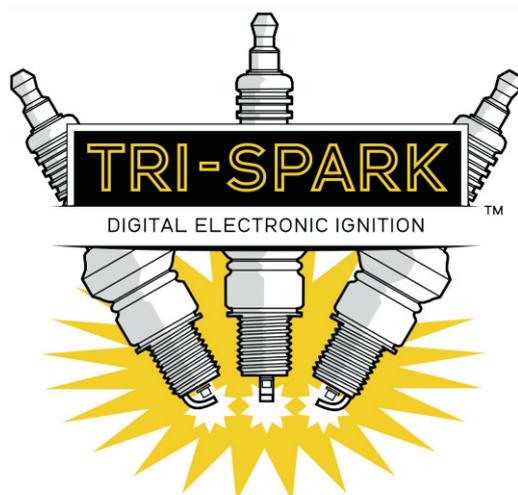


Tri-Spark Installation Guide

High Output 3 phase alternator kit – KIT-0003



Thank you for purchasing a Tri-Spark alternator kit for your machine. Here at Tri-Spark we have an ongoing commitment to monitor and improve our methods wherever possible to achieve the highest standards for our products. Your comments, favourable or otherwise are always welcome and needed to assess our standards and methods.

For your own safety, we strongly recommend that you engage a qualified technician to install your new alternator kit. The following information is provided as guidance to assist them in the installation and setup .

Installing the new stator will involve opening the engine casing and removing the existing alternator. This should be done in accordance with the instructions given in your workshop manual for the engine. The complete installation may require tab washers, seals and gaskets not supplied with the kit and may be purchased from your parts supplier. Once the existing stator is removed it may be evident that the rotor is in poor condition - please contact us for a replacement.

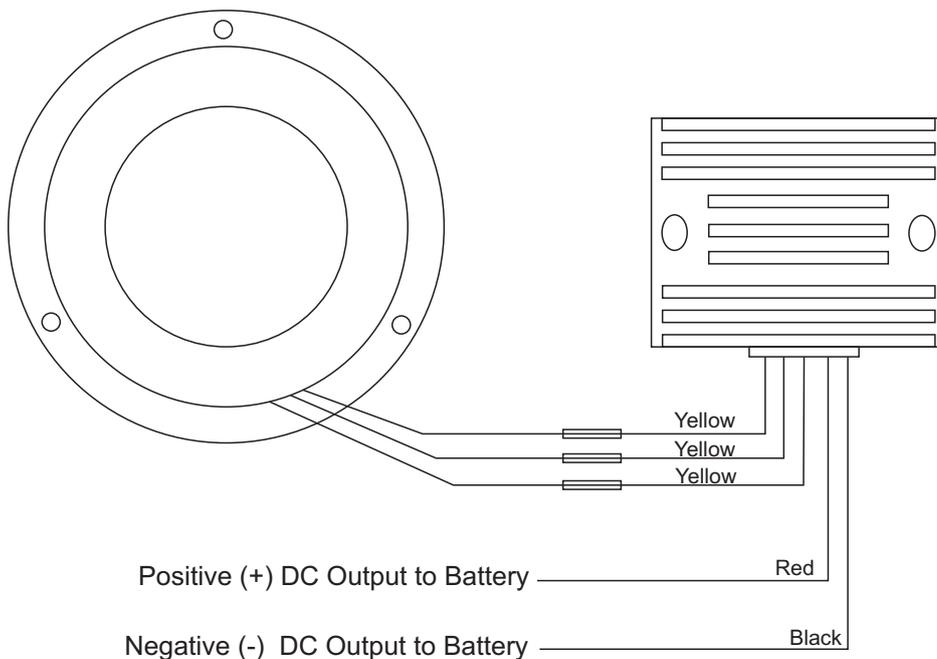
Important: when the new stator is installed check for even clearance in the gap between the rotor and metal poles of the stator. A brass shim or stainless gauge may be inserted in the gap to check the clearance.

The voltage regulator should be installed where there is some air flow as it is expected to get warm in normal operation. Under the battery tray may be a suitable location on some models. The wiring may be connected negative or positive earth as there is no internal connection to the regulator case. The three yellow wires on the regulator are interchangeable and may be connected to any one of the stator wires.

The Tri-Spark Voltage regulator replaces the rectifier and zener diode - these components should be disconnected and removed as part of the installation.

Please see over for a suggested wiring diagram - refer to the wiring diagram for your machine for specific details of the wiring and connections.

Remember to disconnect the battery before making any changes to the bike's wiring



A 15A fuse may be connected inline with the red wire for added protection.

The voltage regulator should maintain 14.0 to 14.5 volts for battery charging.

Caution - Reversing the polarity of the regulator WILL damage the unit. Always check the polarity carefully when connecting the battery.

Caution - Contact between the rotor and stator WILL result in damage as shown here. Please ensure the stator to rotor clearance is checked and adjusted to be even all the way around. Clearance of 10 thou or as per your workshop manual should be achieved.

This damage is the result of rubbing - not an electrical fault or manufacturing fault and is not covered by warranty. Please refer installation to an expert if you are unsure.

