

Tri-Spark Ignition for Trident and Rocket 3 P/N TRI-0001

For British triple cylinder engines from 1968 to 1975
Triumph T150, T160, BSA Rocket 3 and Hurricane



Tri-Spark Digital Electronic Ignition

- Easier starting
- Superior running
- Stronger idle
- Less prone to plug fouling

The Tri-Spark Ignition for triples utilises 21st century technology to provide simple installation, superior running and easy starting. Many years of experience with classic motorcycles and extensive development has resulted in this high precision, zero maintenance, compact and reliable system.

Key Features

- Sequential firing of coils (no wasted spark)
- Digital chip controlling all functions
- Idle stabilisation
- accurate advance curve in 50 RPM steps
- Dwell control for low drain on the battery
- Black box operation down to 7.5 volts
- Timing fully advanced at 3800RPM
- LED for static timing
- Easy installation - pickup unit supplied with cable attached.
- Rotor, coil wires, fuse holder, fuse, control box, hardware and cable ties included.
- Ignition Coil protection feature – coils are always “OFF” when the engine is stopped

Also available: Tri-Spark Rectifier Regulator, Tri-Spark Coils, Tri-Spark HT leads with suppressor caps. Ballast resistor for use with 6 volt coils.

Spark Energy Explained

Have you ever taken a spark plug out to look at the spark and thought “this is so weak – is this why my bike won’t start and misfires all the time”?

The spark discharge current across a typical gap looks something like this at high RPM.

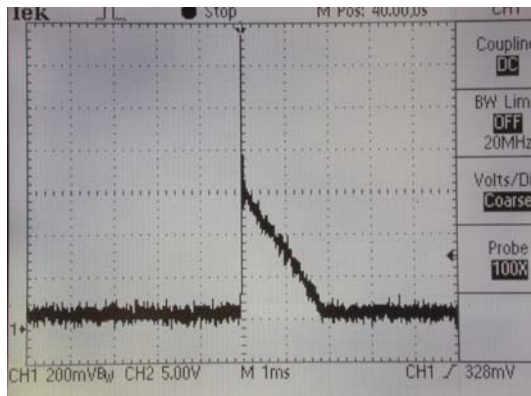


Example of a hot spark

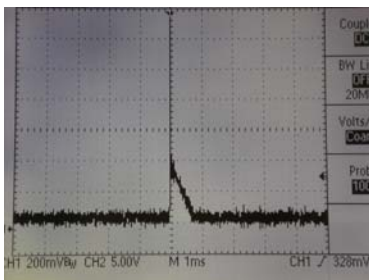


.....a not so hot spark

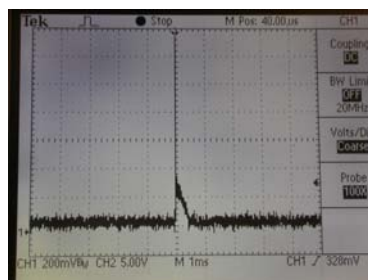
Spark Discharge current comparison (Digital scope Image)



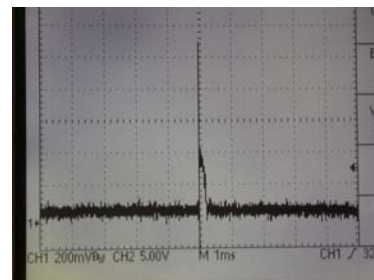
The Tri-Spark Triple system firing a 12 volt coil



Competitor A
Firing Lucas 4 volt coils



Competitor B
Analog system 6 V coils



Competitor B
Digital system 6 V coils

Tri-Spark claims the highest spark energy and duration by comparison.

Note: If the Battery voltage is reduced even slightly the results will shift dramatically in favour of the Tri-Spark system. These charts show the spark current at the electrode.

The spike height indicates the spark current. The width indicates spark duration.

In each case the systems were tested with the same 12 volt supply (25 amp), test equipment and settings.

Lucas ignition coils were used for the Competitor A and B test.

*If you want a high power spark and superior running
Tri-Spark is the system you have been looking for.*