TRINITY Racing

WARNING! **1.877.FASTOYS**

TRINITY RACING DOES NOT TAKE REPONSIBLITY FOR DAMAGES THAT MAY OCCUR DURING OPERATION OF YOUR VEHICLE UNDER IMPROPER JET SETTINGS. IT IS THE FINAL RESPONSIBLITY OF THE OWNER/RIDER TO ADJUST JETTING TO SPECIFIC RIDING CONDITIONS AND ELEVATION BEFORE RIDING.

PLEASE FOLLOW ALL OF THESE INSTRUCTIONS CAREFULLY.

Stage IV Timing Plate Instructions

IT'S EASY TO INSTALL THE QUICK CHANGE TIMING PLATE !

1. Simply remove the flywheel. (use the proper I.D. puller or you might be buying a $ 350.00 flywheel ! The puller costs $ 12.99)

2. Remove the OEM plate from the stator. (be careful not to break any wires)

3. Then mount the quick change timing plate in the same manner use green lock tight or it's equivalent.

4. Route the wires around the rear of the timing plate using the rear mounting screw. (make sure that the wires are not going to touch the flywheel)

5. Re-install the timing plate to the engine , use lock tight (make sure it has a clean contact)

6. Re-install the flywheel (make sure the surfaces are clean) torque (60 feet lbs.) set the gap on the pickup with the center and lower bolt (.020) the center bolt will never need to be loosened again, other then for removal.

The quick change timing plate is pre-set at 0 degrees. To adjust simply loosen the two allen screws on either end. Adjust downward for advance (+) and upward for retard (-) . Each line equals 1 degree plus or minus. Remember to tighten the screws when finished. Your done!

The average timing for a bike on race gas is 5 degrees advance you may push it a little further to 7 degrees, pump gas go to 2 degrees.

If you have a stroker crank you will have to adjust it differently as the (o) mark will change

THANK YOU FOR YOUR BUSINESS. HAVE A FUN AND SAFE RIDE!

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