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T140 Electric Starter Kit



Note: The belt drive kit is a replacement for your OE Triumph primary drive. Your existing clutch centre and shock absorber unit and clutch plates are incorporated with the 2 pulleys and the toothed belt. The belt kit runs dry to improve clutch efficiency.

The kit video is available to view on YouTube:

<https://youtu.be/HnNOhaSI8p4>



1. Remove the Alternator and primary drive including the clutch assembly and primary chain tensioner & clutch backing plate.
2. Remove the engine sprocket and spacers to expose the main bearing.
3. Drift oil seal (spring facing in) into the crankcase.
4. Locate 3x breather holes below the main bearing and seal with rivets provided.
5. Fit new clutch backing plate with 6x countersunk flat screws and engage the new clutch centre onto the gearbox main shaft.
6. Drift the engine belt pulley fully home on the crankshaft, use the alternator-shouldered nut when possible to ensure a smooth location process. Remove the outer belt guide plate.
7. Using the 10x countersunk Allen (Hex) screws attach the starter ring to the clutch pulley using Loctite 243 thread lock.
8. Engage the new wider gearchange crossover shaft provided with the clutch pulley, and ensure the sprung thrust washer (located in a position with tape) is against the crossover shaft bush.
9. Fit clutch pulley with crossover shaft engaged onto the clutch centre.
10. Replace the adapted Clutch Shock Absorber unit onto the clutch centre splines. Secure the clutch centre with the washer and gearbox main shaft nut.
11. Engage the drive belt over the starter ring and onto the clutch pulley. Use two 3/8" bolts or other means to turn the front engine pulley whilst engaging the drive belt.

"Well done! Now have a cup of Yorkshire tea using
the tea bag provided!"

Now refit the outer guide plate onto the engine pulley using Loctite 243 with the 2x Allen (Hex) screws previously removed. Refit clutch plates, pressure plate, alternator rotor and starter and primary case. (You must use Allen (Hex) screws provided to fit the primary case).

12. Engine Breathing: Remove' the timing plug and replace it with the engine breather bongo into the plug timing hole ~as assembled). Check you have clearance between the top of the bongo bolt and solenoid housing.
 - (I) T140V Run breather pipe over the top of the engine into breather spigot for oil-in-frame under the headstock.
 - (II) T140E Run the breather pipe over the top of the engine use the 'T piece provided to connect with rocker box breather pipe to the headstock.
13. Offer up the starter motor engaging the pinion drive shaft into the bush located in the primary case. Secure the positive terminal cable to the solenoid terminal.
14. Secure the electric motor with 2 x 8mm Allen (Hex) screws with spring washers provided. Use Loctite 243 and 20 lbs torque.

The starter motor is (-)NEGATIVE EARTH

Use a Mosfet regulator rectifier to reverse polarity.

From the negative terminal of the battery secure the earth cable to the engine plate.

15. Mount the starter button on the handlebar. Use a suitable feed from the ignition switch and the red 15 amp wire in the kit to the Black/ White wire on the button and plug the Red wire into the starter solenoid.

Note: There is an alternative spring-loaded replacement ignition switch which fits in the boss on the Left-Hand headlamp ear (T140V models).

16. The Electric Start Kit is now ready for use.



Any issues arising please don't hesitate to call:

(00 44) 1743 860146

