

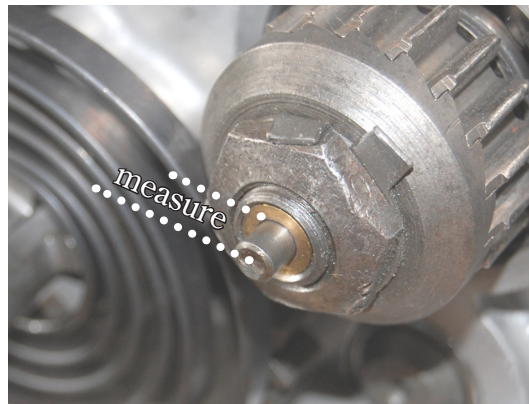
BSA and Triumph
SRM-PP1/2/3/4/5



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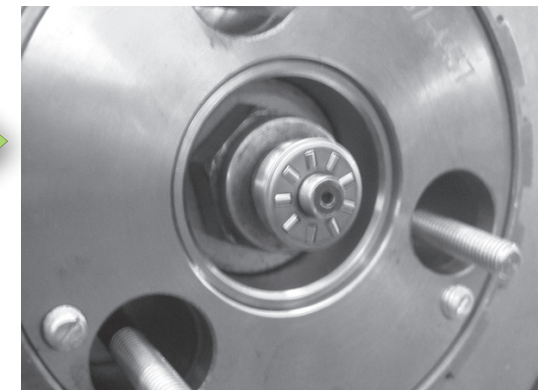
6 To fit Triumph and BSA clutches, 3 and 4 spring (BSA A50, A65 see section 1)

Before commencing fitment of the SRM Pressure Plate, or removal of clutch components, please measure the amount the clutch pushrod protrudes from the shaft on the timing side of the engine (right hand). Remove timing side case, make sure the pushrod is making good contact with the clutch mechanism on the primary side and measure as shown



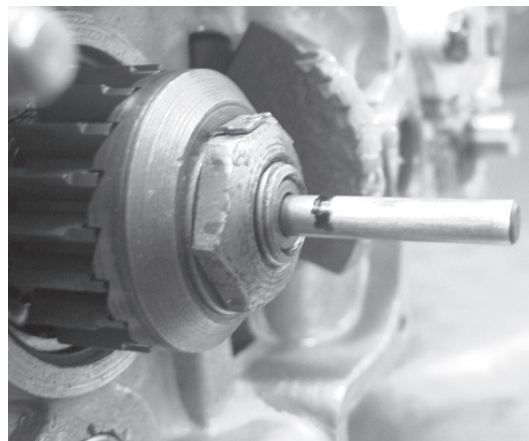
7 It is assumed the clutch is assembled and ready to have the pressure plate fitted.

Insert the clutch pusher supplied with the kit as shown, with the bearing facing outward. Refit the clutch spring cups, springs and clutch spring nuts. Do not over tighten, the springs should show approx one coil over the spring cups. Turn the clutch adjusting screw clockwise with a 4mm allen key until contact is made with the shaft, now turn the screw anti-clockwise one complete turn (see section 2)



8 Refit the clutch pushrod from the timing case side (Right hand side of machine) make sure the pushrod is seated against the clutch mechanism and measure the distance the rod protrudes (pic). The rod needs to protrude from the shaft the same distance as measured in section 6 (above)

Mark the rod with the measurement taken (section 6) remove the pushrod and cut to length



9 Make sure the cut end is smooth and square. The ends of the pushrod may be hardened by heating until cherry red and then quenching in water or oil.

Adjust clutch action by taking up play with clutch adjusting screw, then back off screw 1/4 turn, secure locknut. Refit all components and cases. Adjust free-play at handlebar clutch lever.

NB On early 4 spring type clutches, the spring cups may not be deep enough for the springs with the SRM Pressure plate fitted. In this instance please use Triumph T120/140 spring cups part number 57-1931 (BSA use 68-3287) and springs part number 57-1560

SRM Pressure Plate Fitments

SRM-PP1/2	BSA A50, A65 Triumph T120, T140
SRM-PP3	BSA A7, A10, Goldstar, B series
SRM-PP4	Triumph 3TA, 5TA, T100
SRM-PP5	Triumph 3TA, 5TA

For further help please see website
www.srmclassicbikes.com



Please read through the installation instructions thoroughly. Some measurements need to be taken before disassembly!

The SRM Pressure plate is designed to be used with either BSA or Triumph, using 3 and 4 spring clutches. Additional operating and fitment advice is available from the the SRM website, along with FAQ and general help

 www.srmclassicbikes.com

The SRM-Pressure Plate Kit is made up of;

Three or four spring pressure plate

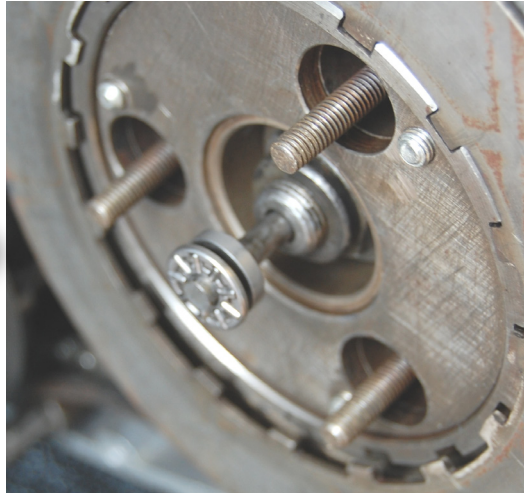
Clutch adjusting screw and locknut

Clutch pusher and bearing (top-hat)

Please ensure the kit is complete and correct for your clutch.

* See notes on spring compatibility in section 9

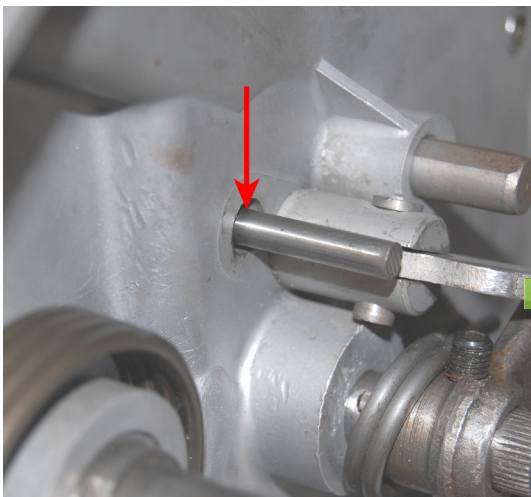
1 To fit BSA A50 and A65 clutches, 3 and 4 spring (Triumph and BSA, pre-unit and singles, see section 6) It is assumed the clutch is assembled and ready to have the pressure plate fitted. Insert the clutch pusher (tophat) supplied with the kit as shown, with the bearing facing outward



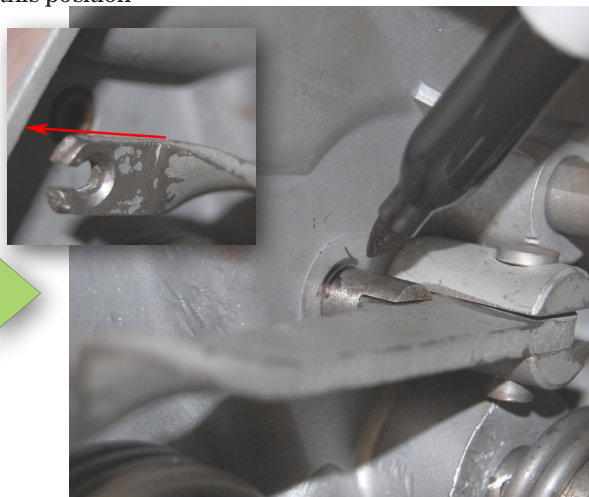
2 Make all measurements with new friction plates, if fitted Refit the clutch spring cups, springs and clutch spring nuts. Turn the clutch adjusting screw clockwise with a 4mm allen key until contact is made with the shaft, now turn the screw anti-clockwise one complete turn



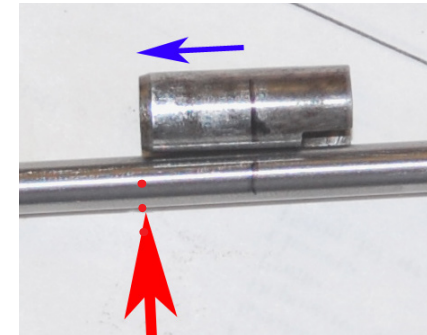
3 Refit the clutch pushrod from the timing case side (Right hand side of machine) make sure the pushrod is seated against the clutch mechanism and mark the protruding rod level with the face of the case as shown. Now remove the clutch pushrod



4 Refit the clutch operating plunger in the pushrod hole, slot end outermost and with the clutch operating lever engaged in the plunger slot. The operating lever is in it's correct, relaxed position when it's inner edge makes an approx line with the casing gasket face, as shown. With the lever and plunger making snug contact, mark the plunger in this position



5 Using the marks placed on the clutch operating plunger and the clutch pushrod, line them up as shown. The correct operating length of the clutch pushrod will be a reduction in it's length approx equal to the depth normally taken by the plunger (blue arrow), cut the pushrod (red arrow)



Make sure the cut end is smooth and square. The ends of the pushrod may be hardened by heating until cherry red and then quenching in water or oil. Adjust clutch action by taking up play with clutch adjusting screw, then back off screw 1/4 turn, secure locknut. Refit all components and cases, adjust free-play at handlebar clutch lever.