

CONTACT POINTS



FACTORY

DEALER

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Service Release #6-27

TRAILBLAZER SPEED KIT

These special hints are released for the information of the dealer who requires advice on how to obtain a higher performance from the Trailblazer. The machine in its standard form is a very potent motorcycle. Its speed, economy, and handling qualities are very high indeed. However, some enthusiasts would like a higher performance so we have a kit to offer.

The kit comprises of these three parts and this can be made available at the list price of \$124.10, subject to your regular dealer discount.

- 2 High Compression Pistons 8 1/2 - 1
- 1 Amal 1/1/8 TT Carburetor
- 1 Exhaust Camshaft XX32705

The fitting of this kit necessitates the removing of the inlet cam and replacing with the exhaust cam supplied with the kit. When retiming the engine the exhaust camshaft timing mark on the sprocket should be retarded one tooth backwards (attached drawing shows timing for speed fit). The exhaust cam which replaces the inlet should have the timing mark on the sprocket as standard.

The pistons are fitted in the normal manner, and to obtain the desired compression ratio various cylinder head gaskets are available.

Approx. Comp. ratios	9 - 1	Fit no gasket
	8 1/2 - 1	Fit .020 gasket
	8 - 1	Fit .046 gasket

The Amal carburetor supplied is slightly larger in diameter than the present Monobloc, and it will be necessary to enlarge the inlet port accordingly. The Trailblazer head is very well designed and a very fine racing finish can be made to the cylinder head when porting and polishing.

A special carburetor tuning sheet will accompany the carburetor. The above parts can be purchased as a kit or separately.

SPEED TIMING 1955-56 TRAILBLAZER WITH 2 EXHAUST CAMS

Exhaust Cam XX32705 Replaces Standard
Inlet Cam for the Timing given both Cams

Approx Timing
Inlet Opens 140° BTDC
Inlet Closes 90° ABDC
Exhaust Open 58° BBDC
Exhaust Closes 60° ATDC

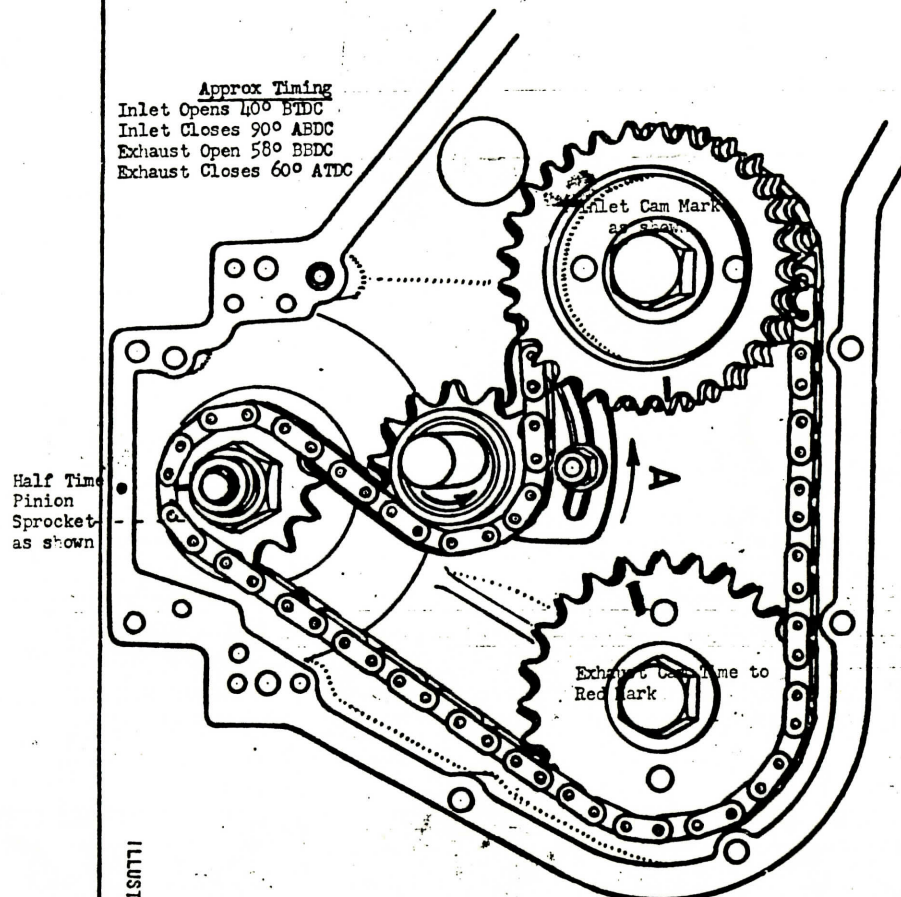


ILLUSTRATION 32

Exhaust Cam Timing Mark
Retarded 1 Tooth from Standard
Marked Red