ACG02 for Vincent Comet.  
Make sure that all generator drive parts in timing chest are in perfect condition. If they are in bad condition, misaligned, get them corrected by a professional. 
Use clamp ET176/2 with nuts E222 and 142, studs E109/5 and E109/10 and washers. Fit the Alton spur sprocket and 3.2 mm key, with M6 x 16 allen screw + washer, ensuring that the correct clearances are maintained between generator spur sprocket and idler gear ET50 at any time. To make clearance adjustment easier do NOT use the oil seal E224 but sealing compound.

ACG03 for Velocettes.  
Follow the general instructions in Fitting all models. Belt tension is obtained by movement of the whole Alton by slackening off the clamping strap. Once the above has been satisfied and ensured, the security of the pulley mounting screw etc. may be made good.

ACG04 for Triumph twin pre-unit motors.  
Follow instructions in Fitting all models. Plus when you fit the clamping strap, insert and tighten the supplied metric 5mm x 40mm central securing screw to aid assembly.

ACG05 for motorcycles with Magdyno.  
The Alton should be mounted in the same manner as the original Lucas dynamo using the original clamp and fittings. Once the Alton is correctly positioned in the cradle, fit and tighten the clamping strap. No you may fit the spacer, key and pulley, drive pinion or sprocket along with the 6mm x 15mm screw and special large washer provided in the kit. Check the alignment, gear engagement and rotation of the Alton. You can adjust the position by slackening the clamping strap slightly and turning the whole unit slightly. Once you are satisfied with the position and rotation, you can fully tighten the pinions screw.

Model specific information

ACG01 for Vincent twins.  
It's preferable to use the PD15 polyamide version that is supplied with the generator. If you decide to use the original metal version, it must be in excellent condition. The Alton should be mounted in the same manner as the original Lucas dynamo, ensuring that the correct clearances are maintained.  
Fit the Alton spur sprocket and 3.2 mm key, with M6 x 16 allen screw + washer, ensuring that the correct clearances are maintained between generator spur sprocket and idler gear ET50 at any time. To make clearance adjustment easier do NOT use the oil seal E224 but sealing compound.

ACG06 with V belt drive kit for BSA A10, A7 and Ariel Huntmaster.  
The Alton is supplied with generator drive replacement kit (one V-belt and two pulleys). There is no need to slacken off the Alton clamping strap, and tighten the supplied metric 5mm x 40mm central securing screw to aid assembly. 

ACG06C (11 tooth chain sprocket) for BSA A10, A7 and Ariel Huntmaster.  
The Alton is supplied with replacement sprocket adaptor. Follow the specific straight design of the Alton drive shaft. 
Follow instructions in Fitting all models. You should add grease to the drive chain.

ACG07 for AMC-AJS-Matchless singles.  
This model is supplied with a 19 tooth sprocket. It may be necessary to add 1 or 2 links to the generator chain to suit. 
Follow instructions in Fitting all models.

ACG08 for Norton 7, 88 and 99.  
Follow instructions in Fitting all models. Plus when you fit the clamping strap, insert and tighten the 3 supplied metric 5mm x 50mm screws to aid assembly.

ACG09 for AMC-AJS-Matchless twins.  
Follow instructions in Fitting all models. Plus when you fit the clamping strap, insert and tighten the supplied metric 5mm x 50mm screw to aid assembly.

Electrical connections  
To ensure conductivity, connections and extensions used should be made by soldering appropriate terminals to the cable tails.

For both polarities:  
1) Connect a yellow wire of the rectifier-regulator to one black wire from the Alton.  
2) Connect the other yellow wire of the rectifier-regulator to one black wire from the Alton.  
3) The regulator supplied allows you to choose either positive or negative polarity. It is important to check that the electrical equipment is fitted on your machine - some equipment is fitted on your machine - some cycles must be used with a battery. Failure to fit a battery or running with poor/interrupted connectivity to the battery for whatever reason will damage the rectifier-regulator and cause potentially irreparable damage. 
4) The battery will also cause damage to the system through overload/overheating thus damaging the internal components. Should the use of your motorcycle be intermittent then either, charge the battery before intended use or install a permanent 'smart trickle charger' to the system to maintain the battery and also extend its life (Optimate or similar). These units have already undergone extensive testing and delivery and any overload with the resultant damage caused by any of the above mentioned conditions will render the 2 year warranty void.

2) The continuous cruising rating for your Alton is 90 watts, with an absolute maximum of 150 watts. Even at 90 watts output this is still 40% more than the best Lucas range. One would expect a normal configuration to have a 45/55 watt headlight bulb, 21/5 watt stop/tail bulb, with an additional 10w for speedometer and side lights. Should the model be needed to run much above this the customer should expect this to use a further 10 to 15 watts of electricity. Adding those wattages together there is adequate power available for everything. The fitment of headlights akin to standard would not be the best for your bike or your pocket. Check your wattages - it is not rocket science.

The Alton you have just purchased for your British motorcycle must be used with a battery. This appliance does not carry a label to void the guarantee unless expressly discussed with Alton and approved before purchase. The same applies to incorrect fitting and failure to use the supplied regulator which will also cause damage to your Alton. 

The guarantee covers parts, repair or replacement (at Alton's discretion) plus the cost of transport to return the unit to the customer. It does not cover the cost of shipping the unit to Alton nor any work carried to the motorcycle upon which it was mounted nor any associated labour or other costs related to or resulting from vehicle breakdown. It does not cover the cost of any statutory rights. The Alton is assembled with special tools and should not be opened if you wish to keep the two year guarantee.