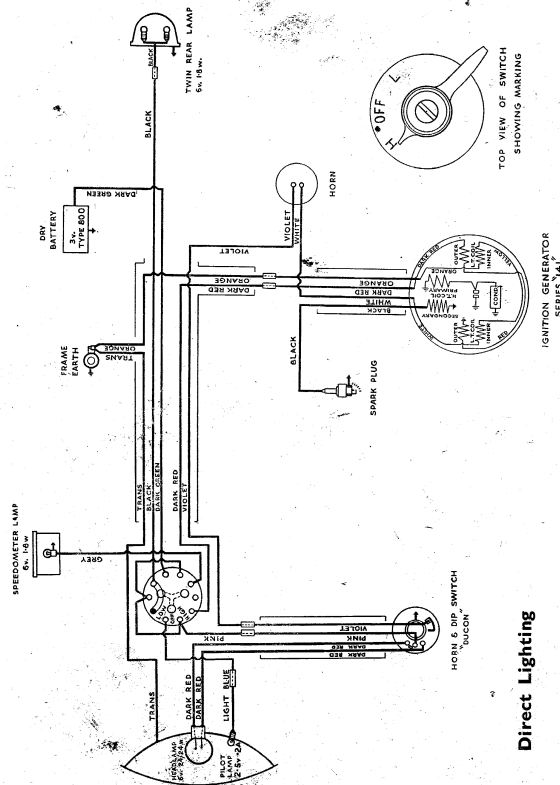


# Electrical Equipment

**DIRECT LIGHTING.** Your machine is normally supplied with direct lighting equipment in which alternating current is supplied by the flywheel generator when the engine is running. The lights are controlled by the main switch in the headlamp shell and the headlamp beam can be dipped by means of the dipper switch on the handlebar.

Provision is made for fitting a twin cell dry battery for parking lights and clips and wiring will be found inside the toolbox. Owners are advised to make maximum use of the direct lighting and to switch on to the dry battery for parking only. The dry battery receives no charge and should be replaced when exhausted.



Direct Lighting

## REPLACEMENT BULBS (Direct Lighting).

Headlamp main bulb	..	6 volt 24/24w.
Headlamp parking light	..	2.5 volt 2 amp.
Tail light bulb	..	6 volt 1.8 watt.
Speedometer bulb	..	6 volt 1.8 watt.

**HEADLAMP.** The main bulb has twin filaments, one filament providing the main driving beam and the other a dipped beam, brought into operation by the dipper switch on the left handlebar, when required. The pilot bulb is mounted in the reflector under the main bulb.

The design of the lamp holder, lamp and reflector assembly is such that when the bulb is correctly positioned, no focussing is required.

The reflector and front glass are made up as one assembly and no attempt should be made to separate them. The components cannot be purchased separately.

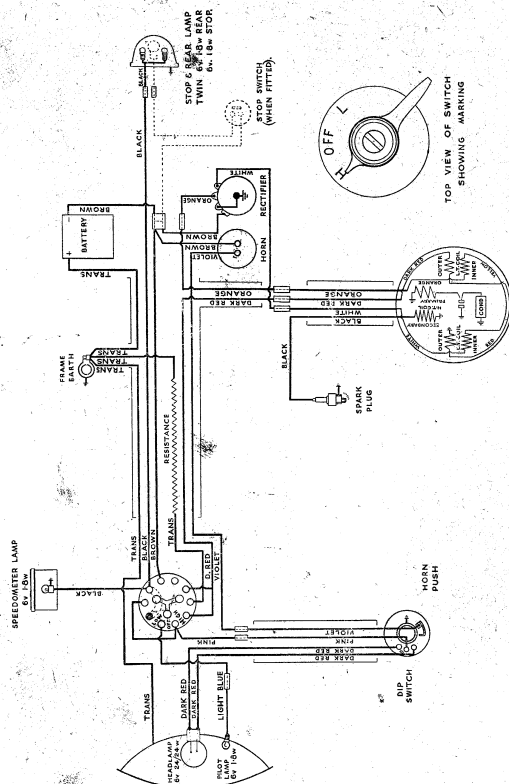
**TAIL LIGHT.** Of Wico-Pacy design, the new tail light incorporates a reflecting surface complying with British traffic regulations. Twin bulbs are employed.

**STOP LIGHT.** On models with rectifier-battery lighting, a stop light switch may be fitted and provision is made inside the tail light for a stop light bulb — 6 volt, 18W. S.B.C.

**REMOVING LIGHT UNIT AND RIM.** Slacken the screw on bottom of the lamp body at the front, pull the rim outwards from the bottom and, as the front comes away, raise slightly to disengage top tag from lamp shell. Twist the back shell in an anti-clockwise direction and pull it off. The main bulb can then be removed from its housing in the reflector assembly. The lamp rim is secured to the light unit by spring clips which can be removed by pressing with a screwdriver blade, at the same time working away from the edges.

**REPLACING LIGHT UNIT AND RIM.** Lay the light unit in the rim so that the location block on the unit engages with the forked brackets on the rim. Replace the clips by springing in, so that they are evenly spaced around the rim. To replace the back shell, engage the projections on the inside of the back shell with the slots in the holder, press on and secure by twisting it to the right. Engage top tag on headlamp rim with the small slit in the shell, and gently force the bottom of the rim back into the shell, after which re-tighten the locking screw on the bottom of lamp body.

## RECTIFIER BATTERY LIGHTING.



Rectifier Battery Lighting

## REPLACEMENT BULBS (Rectifier Battery Lighting).

Headlamp main bulb	..	6 volt 24/24 watt.
Headlamp pilot bulb	..	6 volt 1.8 watt.
Tail light bulbs	..	6 volt 1.8 watt.
Stop light	..	6 volt 18 watt.
Speedometer bulb	..	6 volt 1.8 watt.

A rectifier-battery lighting set can be fitted to your motor cycle. The rectifier is fitted under the cushion seat and the battery is a Lucas PUZ/5E/10, 6 volt, inside the frame centre section.