R P M	30/30W HEADLIGHT Key in:		25/25W HEADLIGHT Key in:	
	day position	night position	day position	night position
2,000	0 amps	−1.8 amps	0 amps	−1.1 amps
3,000	+0.2 amps	−0.3 amps	+0.2 amps	+0.1 amps
4,000	+0.5 amps	+0.4 amps	+0.6 amps	+0.7 amps
5,000	+1.1 amps	+0.7 amps	+1.2 amps	+0.9 amps
6,000	+1.9 amps	+0.8 amps	+2.0 amps	+1.1 amps
7,000	+2.6 amps	+0.9 amps	+2.6 amps	+1.2 amps
8,000	+3.6 amps	+1.9 amps	+3.6 amps	+1.3 amps

ELECTRICAL SYSTEM MODIFICATIONS

If a customer is experiencing battery discharging problems the following modifications can be performed to the electrical system.

These changes are only recommended after each and every electrical component in the standard electrical system has been tested and then verified that each piece performs satisfactorily.

Caution: This modification will cause the headlight to be slightly dimmer at idle speed. With the modification the current from the magneto goes through the rectifier and then directly to the headlight and taillight. The stop light, horn and turn signal lights continue to operate off the battery.

Modifications to the Full Wave Rectifier

1. Completely isolate the rectifier from the frame. The rectifier cannot be grounded to the frame. Use electrical tape and plastic tubing to completely insulate the mounting bolt from shorting out against the frame at its mounting point.

Switch Modifications

Refer to illustrations #3 and #4 for the modified ignition switches.

Refer to illustration #5 for the modified switch code.

1. Remove the Violet wire from the lug and ground this wire to the switch housing.

2. Remove the Black wire from the lug.

3. Remove the Brown wire from the lug and solder this wire to the lug from which the Black wire was removed. (Reference step 2)

4. Remove the Green/Yellow wire from the lug and solder this wire to the Black wire. Insulate. (Reference step 2)

   (Caution: This wire does not solder to the lug. The two wires are soldered together.)


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