FULL WAVE ELECTRICAL SYSTEM MODIFICATIONS
(ME-125, ME-76 & ME-74)

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. These changes eliminate the headlight and taillight being run directly off of the battery. 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 blinker lights remain being run directly off of the battery. Refer to illustration #4 & 5 for two types of modified ignition switches. Refer to illustration #6 for the modified switch code.

Modifications to the full wave rectifiers

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 (P#11105017)

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

2. Remove the green/yellow wire from the lug and connect to the black lug leaving the black wire connected to the lug or splice the green/yellow wire to the black wire.

3. Remove the brown wire from the lug and reconnect this wire to the lug from which the green/yellow wire was removed (reference step 2).

NOTE: Be certain that all new connections are insulated and all modifications are done from the back side of the ignition switch.

TEST PROCEDURE FOR BATTERY CHARGE RATE
(Modified Full Wave Switch System)

Battery 6V4AH (P#11105058)

Use an ampmeter with a maximum of 5 amp scale. Disconnect the Green/Red wire from the (—) side of the battery and plug one meter test lead into the male connector and the other meter test lead into the female connector. Start the motorcycle and observe the meter as to whether the battery is receiving a (+) or (—) charge.


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