

TECH TIPS CONT.

tank front mounting studs. This allows a good supply of cooling air for the zener. Oh yea, one other thing. Torque the zener diode mounting stud to only 2-ft. pounds. For those of you without calibrated fingers this is not much beyond finger tight. Snug would be a good word. Don't go reaching for your five foot long cheater pipe to slip over the wrench.

The original battery was replaced by a Sears Die-Hard unit, catalog #28H44364. I've had real good luck with Die-Hard batteries. I've had one on a Norton Atlas for four years. Any battery that lasts that long on an Atlas should last forever on the somewhat smoother, (?), Ducati. This battery is a different size than the original so a new mounting is needed. My mounting is rather elaborate and I'm sure someone else could do it easier. As with any Sears product, a person has to be really desperate to pay full price. Wait till spring and the cycle batteries are usually on sale for 25% off. Be sure to always use distilled water to top off the battery and charge it on a trickle charger (1/4 - 1/2 amp.) once a month when no riding.

WIRING

If you haven't guessed by now the entire electrical system was rewired. It's not too difficult. Just don't plan on riding for a week or so. I'm enclosing a wiring diagram illustrating my basic system. It's not real easy to understand until one goes ahead and actually performs the work. Then it sort of falls together. Some comments:

- This is a positive ground system.
- On the diagram "yellow 14g" would mean a yellow wire that was 14 gauge.
- Any wires with the word "Yamaha" in the description are wires from the Yamaha switch.

d. An "L" in parenthesis indicates that this particular wire was loose. The other Yamaha wires no labeled "L" are part of the Yamaha switch harness.

e. The little numbers used throughout the diagram were used to keep track of where each wire started and ended.

f. Fuse sizes are mostly trial and error. Right now fuse 1 = 5A, fuse 2 = 10A, fuse 3 = 10A, fuse 4 = 15A and the fuse for the zener diode, fuse 5 = 10A.

g. Only the front brake switch is used to activate the brake light.

h. Blinkers are removed.

i. One warning concerning wiring the headlight, it is possible to hook up the headlight incorrectly and it will still give off light. The light will be real yellow and you'll say to yourself "that azzhole Wellenstein - this is worse than before". Interchange the headlight wires at the bulb connector until you get a nice white light on both high and low beams.

j. The rectifier and zener diode part numbers given will work for a positive ground system. Different part numbers would probably be required for use in a negative ground system. Therefore don't just remove your old voltage regulator and install the specified zener rectifier.

If anybody needs additional information do one of two things, give me a call (414) 388-3748 or go out and buy a Lucas Service Information Manual which sells for about \$8.00. It's the source for just about everything I've just written. A worthwhile investment. Good luck!

EUGENE WELLENSTEIN, 1401 First St., Kewaunee, WI 54216. (414) 388-3748.

