

## Wiring Kit.

Rewiring a British Bike? Can't find a standard loom? Need a special loom? (Triton etc) You want to do the rewire yourself but not sure of the parts you need? We have the answers! The British bike industry (and the car industry) from the mid 60s standardised on the wiring colour scheme, so using this system we can supply the following parts.

A set of correctly coloured wires of nominal length.

A set of connectors, bullets, Lucas (spades), eyelets, snaps, etc.

2 lengths of sleeving (rear lights/main loom).

A reel of PIB (self amalgamating) tape.

A quality fuse holder (1¼).or blade fuse holder?

Some cable ties.

A colour sheet to explain all the wiring colours.

A contents sheet.

There are a few decisions to make when ordering the kit, please send these 7 answers with your order.

1. Dynamo or Alternator?
2. Is the bike Positive or Negative earth?
3. If alternator is it 6V Alternator switching or 12V Zener Diode or Regulator/Rectifier?
4. Ignition- Magneto, Points/coil, Electronic?
5. 2 or 4 way or type of Ignition Switch?
6. Bullet type/size/crimp?
7. Fuse holder-1¼ or blade?

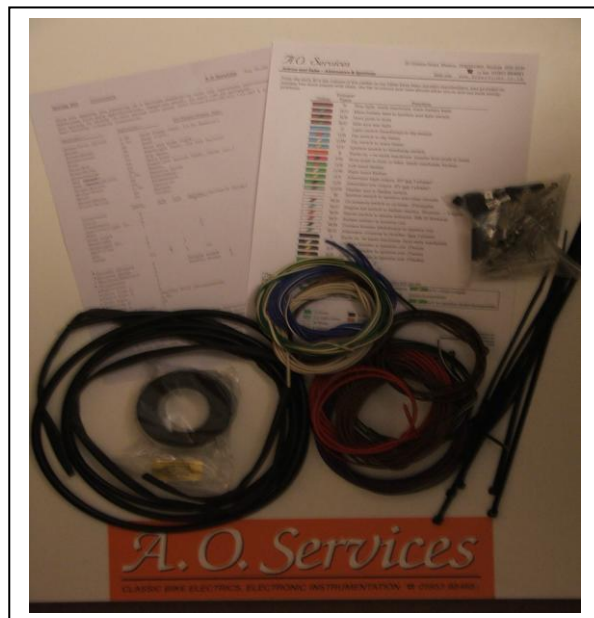
**Connectors**-We supply Luca's with clear covers as per the original loom and ring terminals. We do not use the RED or BLUE pre-insulated connectors.

**Bullets**-The British Motor industry has used the 4.7mm bullet for very many years with Snap connectors, ie the F crimp bullet, as used on all the Commandos and Triumphs in the 1970s/80s but these are no longer available. We can offer Brass bullets for soldering but they can also be crimped with the right expensive tool . (There are other Japanese bullet systems but different sizes ) The brass bullet for crimping has to be correct for the size of cable you are using.

14/030=1mm cable-1mm bullets

28/030=2mm cable-2mm bullets

Please specify.



We can also supply wiring for indicators (£5-00) and any extras to the above kit.

**Alternator Kit £42**

**Dynamo Kit £40**