



## Data Sheet No. 2A

**Subject: Wiring Harness**

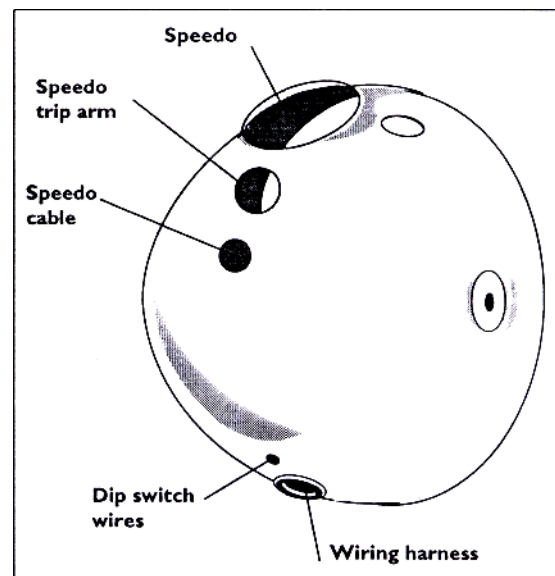
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There are 2 sheets to this subject

A few notes on rewiring a Sunbeam:

### Section A

This is all inside the headlamp shell and enters via the large lipped hole underneath the shell ... not by the large hole just below the speedo which does in fact take the speedo trip arm. Just below this hole is a smaller one which takes the speedo cable. Just above the harness hole is another smaller one which takes the dipswitch wiring Section H. It is important not to confuse these holes otherwise you will find the speedo cable appears too short! Note the white wire with a double connector on it ... this takes one wire from each of the warning lights (not included in the harness). Grommets should be used on all holes except the main harness hole in the headlamp, which is lipped already. Never run any wire through a bare metal hole!



### Section B

The harness lies alongside the steering head on the LEFTHAND side (the speedo cable goes to the right) and goes on top of the front tank bracket. The horn wire goes up to the handlebar, and the dynamo wires go down to the dynamo where they fit into the dynamo terminal block by means of a kidney-shaped holding piece and two SPECIAL ends (this is important for a good connection).

The harness from section B to C lies along the frame top tube, underneath it ... and either clipped to it with the original clips, or just taped to it, with two sponge-rubber pads to absorb any tank rattles. It loops OVER the rear top mounting assembly, and the two wires run down to the oil switch and distributor. The rest of the harness enters the control box through the large SECOND HOLE DOWN on the front face of the control box. The top hole is for the speedo cable. All have rubber grommets.

### Section D

The battery wire goes through a small hole (with grommet) in the top righthand corner inside the box into the adjoining battery box. The wires to the CVC unit (or the 12 volt unit if fitted instead) require special care. Note the earth tag MUST only be bolted to the FRONT bolt as this is the only one directly earthed to the frame. Where all four wires go into the back of the CVC they have special ends for a good connection. When bolting the CVC into the control box, make sure that none of the wires get trapped behind it as this will cause no charge!



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## **Section E**

The ignition switch wiring is straight forward. The ammeter has no indication as to which is + or -. All that is required is to make sure that it reads on the plus side when charging and on the minus side when discharging ... which is actually putting the purple/white wire to the left-hand side of the ammeter.

## **Section F**

Section F leaves the control box through a small hole (with grommet) in the bottom of the box, next to the larger hole through which the speedo cable exits. From here it loops over a special lug welded to the rear side of the battery box (which holds it clear of the clutch arm!), and thence down to the horn, and stoplight switch. The stoplight switch is generally bolted to the horn bracket with the spring hooked to the eye of the rear brake rod pivot pin.

## **Section G**

The offside or right-hand side beading along the edge of the rear mudguard is not squeezed tight but deliberately left open along its length to allow the taillight wires to be pushed into the channel so formed. Once pushed in the edge is crimped at the dimpled spots to hold it. This channel may not be deep enough to hold the stoplight wires as well, so tape it to the taillight wires at intervals only, in between these crimps. Snap connectors join the two wires to the bulb holder in the taillight, and the other two ends come out at the front end of the mudguard through a small hole (with grommet) just above the pivot bar, and enter the control box by a similar hole adjacent in the top of the control box. Inside the control box, the taillight wire connects to the ignition switch and the stoplight wire to the connector on section F.

## **Section H**

One end of this enters the headlamp as explained in section A and connects, with *SPECIAL ENDS* to the main and dip sides of the headlamp bulb holder. The third connection goes to the blue/white wire. The other end of this section enters the dipswitch on the handlebars.

## **Section I**

The CVC earth has already been mentioned, the battery *MUST* be earthed likewise to the front bolt holding the battery box to the frame.

### *Note:*

The bulbholder in the headlamp is also earthed to the inside of the headlamp shell (not included in the harness).

*See diagrams on Data Sheet 2 B*

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