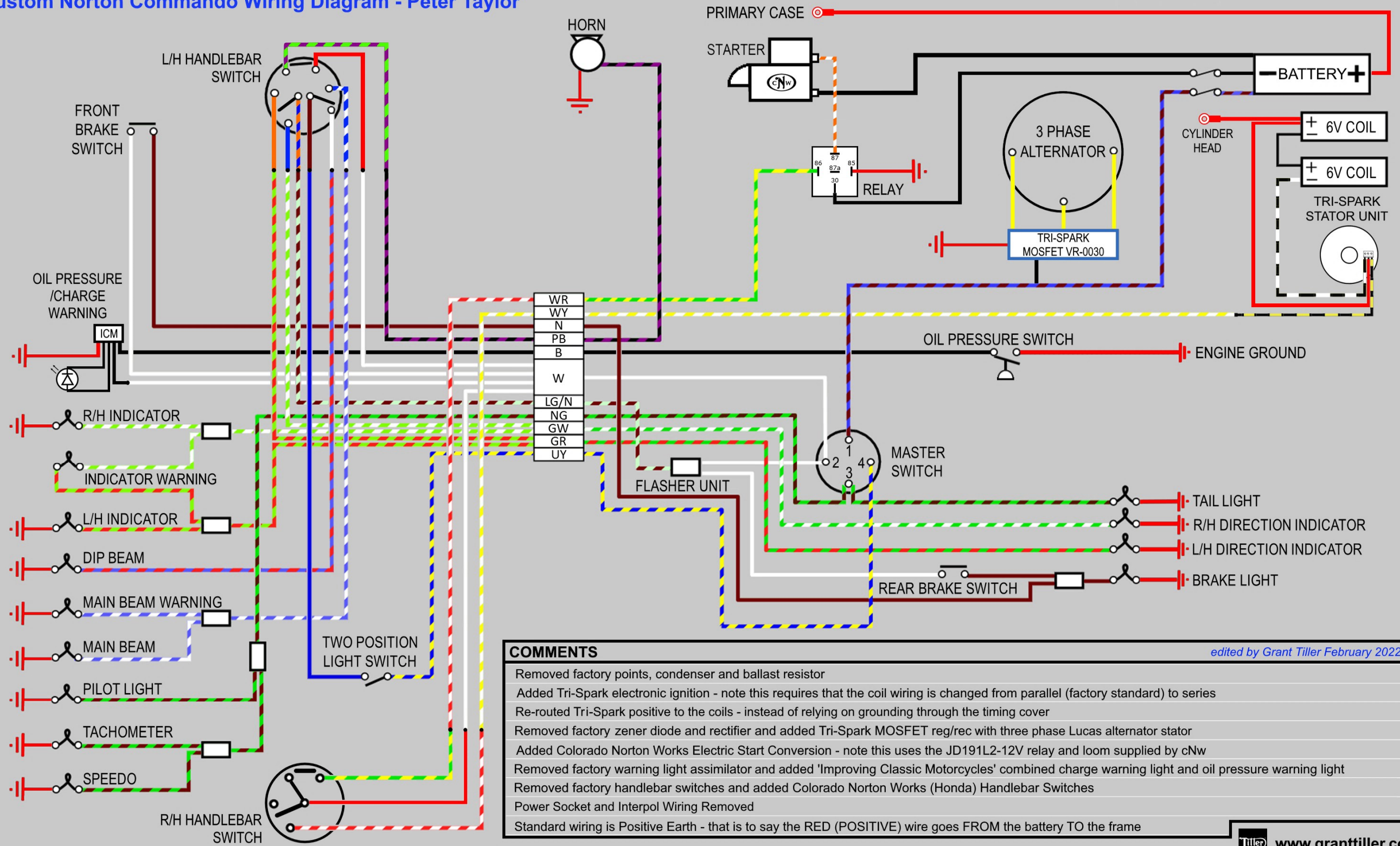


Custom Norton Commando Wiring Diagram - Peter Taylor



COMMENTS

- Removed factory points, condenser and ballast resistor
- Added Tri-Spark electronic ignition - note this requires that the coil wiring is changed from parallel (factory standard) to series
- Re-routed Tri-Spark positive to the coils - instead of relying on grounding through the timing cover
- Removed factory zener diode and rectifier and added Tri-Spark MOSFET reg/rec with three phase Lucas alternator stator
- Added Colorado Norton Works Electric Start Conversion - note this uses the JD191L2-12V relay and loom supplied by cNw
- Removed factory warning light assimilator and added 'Improving Classic Motorcycles' combined charge warning light and oil pressure warning light
- Removed factory handlebar switches and added Colorado Norton Works (Honda) Handlebar Switches
- Power Socket and Interpol Wiring Removed
- Standard wiring is Positive Earth - that is to say the RED (POSITIVE) wire goes FROM the battery TO the frame

edited by Grant Tiller February 2022