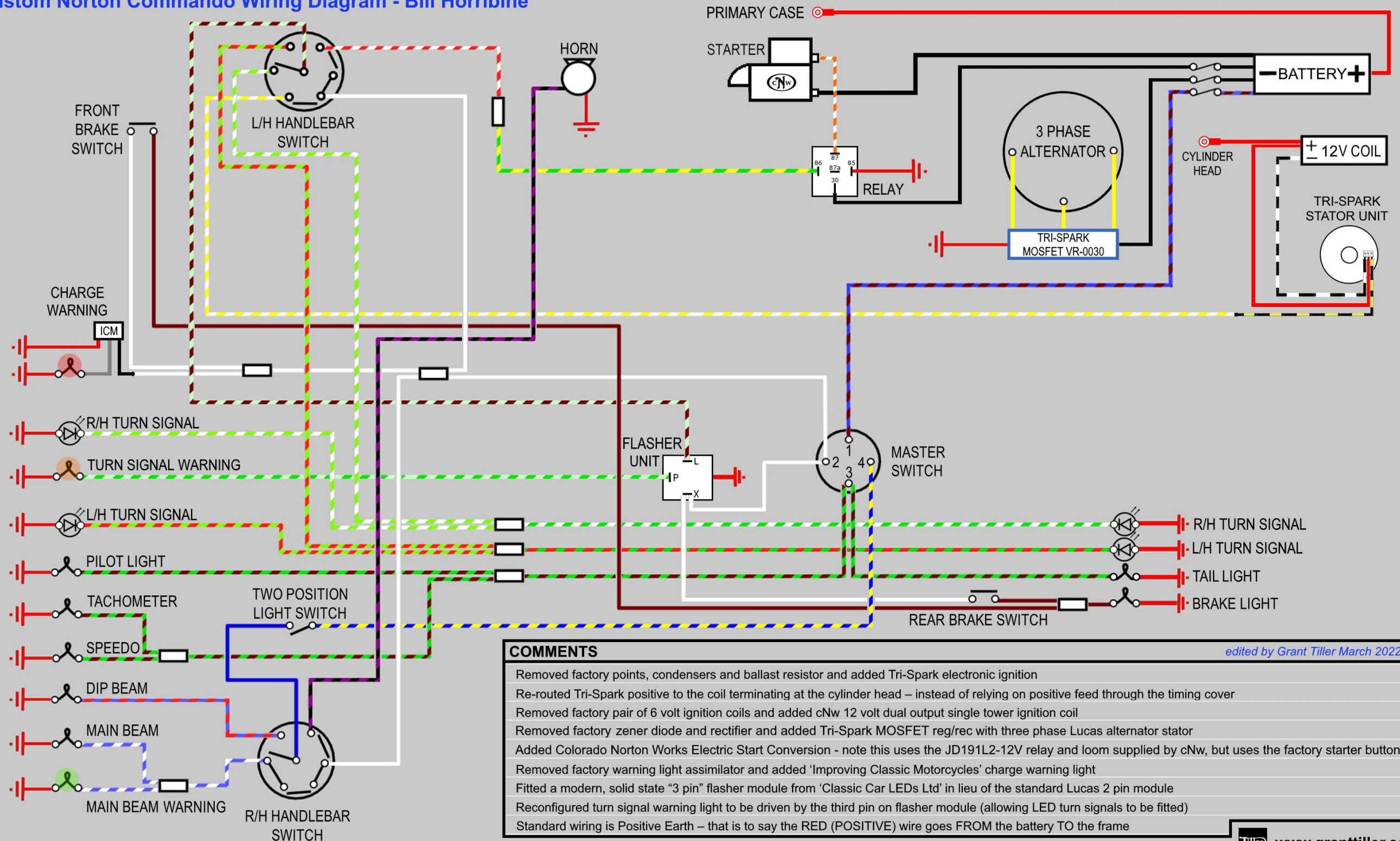


Custom Norton Commando Wiring Diagram - Bill Horribine



COMMENTS

Removed factory points, condensers and ballast resistor and added Tri-Spark electronic ignition
 Re-routed Tri-Spark positive to the coil terminating at the cylinder head – instead of relying on positive feed through the timing cover
 Removed factory pair of 6 volt ignition coils and added cNw 12 volt dual output single tower ignition coil
 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, but uses the factory starter button
 Removed factory warning light assmilator and added 'Improving Classic Motorcycles' charge warning light
 Fitted a modern, solid state "3 pin" flasher module from 'Classic Car LEDs Ltd' in lieu of the standard Lucas 2 pin module
 Reconfigured turn signal warning light to be driven by the third pin on flasher module (allowing LED turn signals to be fitted)
 Standard wiring is Positive Earth – that is to say the RED (POSITIVE) wire goes FROM the battery TO the frame

edited by Grant Tiller March 2022