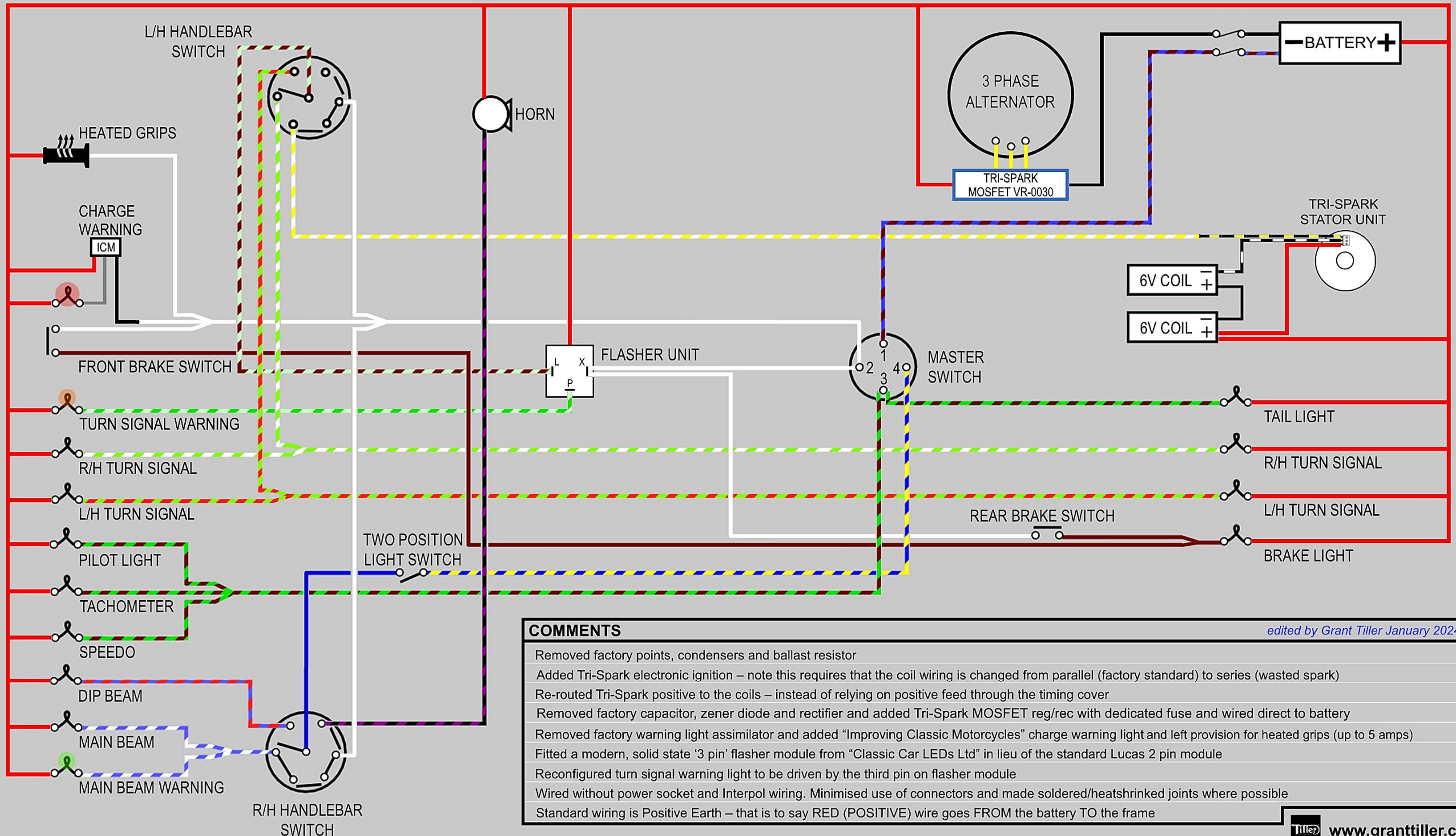


Custom Norton Commando Wiring Diagram - Peter Gallant



COMMENTS *edited by Grant Tiller January 2024*

- Removed factory points, condensers and ballast resistor
- Added Tri-Spark electronic ignition – note this requires that the coil wiring is changed from parallel (factory standard) to series (wasted spark)
- Re-routed Tri-Spark positive to the coils – instead of relying on positive feed through the timing cover
- Removed factory capacitor, zener diode and rectifier and added Tri-Spark MOSFET reg/rec with dedicated fuse and wired direct to battery
- Removed factory warning light assistor and added “Improving Classic Motorcycles” charge warning light and left provision for heated grips (up to 5 amps)
- 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
- Wired without power socket and Interpol wiring. Minimised use of connectors and made soldered/heatshrink joints where possible
- Standard wiring is Positive Earth – that is to say RED (POSITIVE) wire goes FROM the battery TO the frame