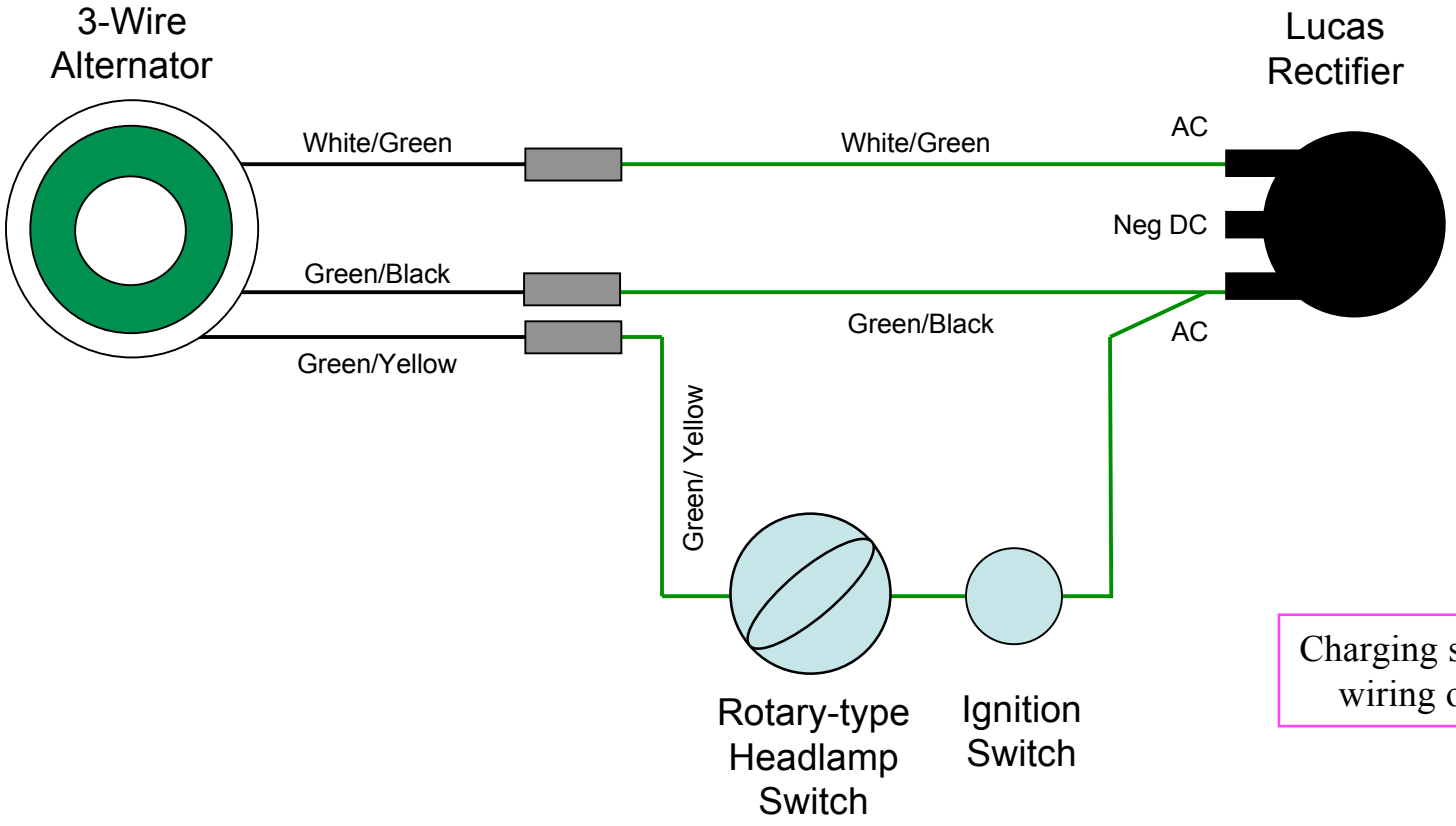
Lucas 3-Wire Alternator

Stock Wiring



Charging system wiring only

Before the introduction of AC regulators, all 6V and some 12V British motorcycles used the 3-wire Lucas alternator. On those machines the rotary light switch not only turned ON the headlamp, but also activated additional charging coils in the alternator to match the additional load. 1) Now that lights must be ON all the time, and 2) because these older type light switches tend to be more troublesome, it may be better to wire the alternators fully ON, like a post-1968 model.

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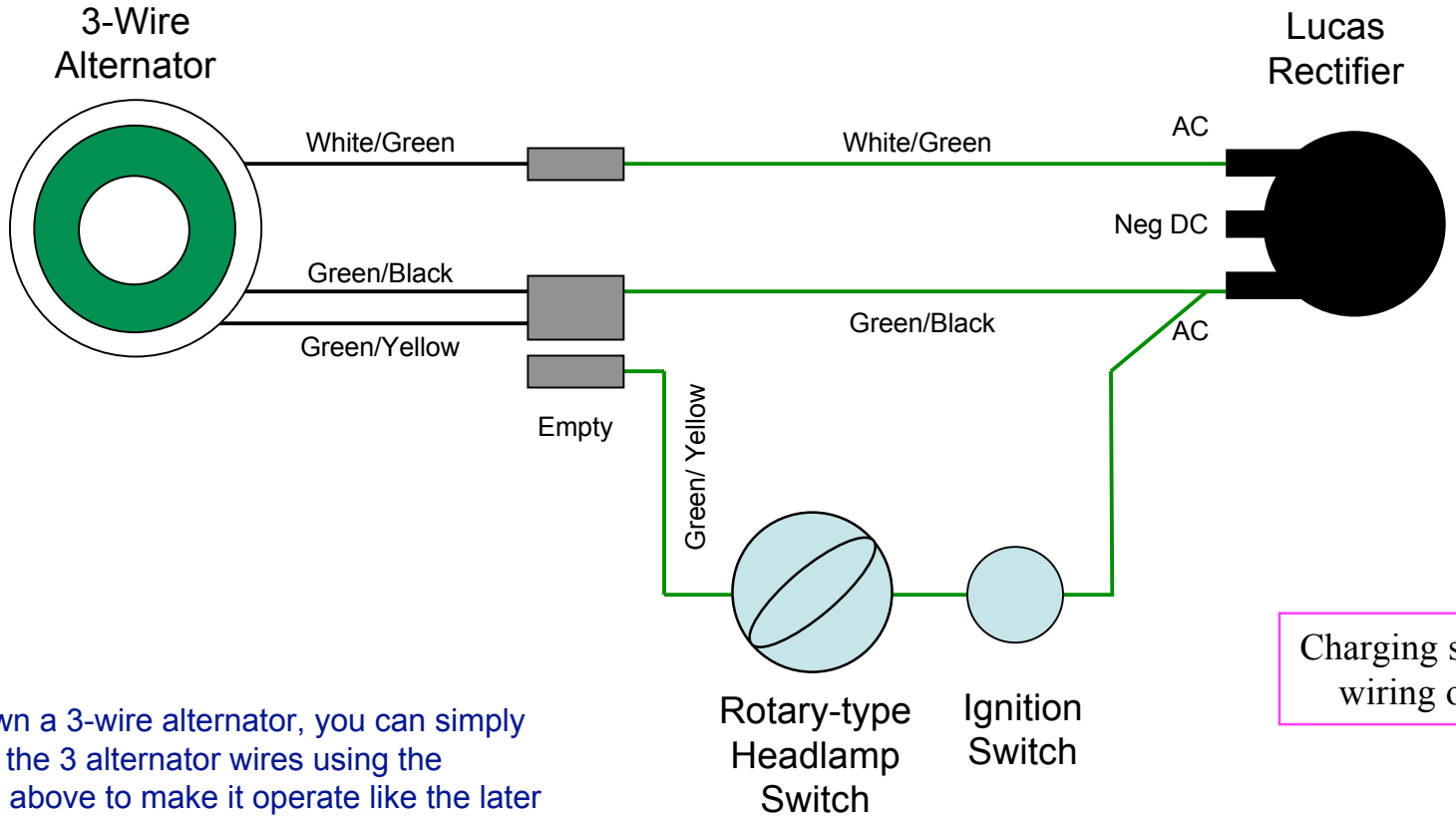
Quickie Re-Wiring



Charging system wiring only

If you own a 3-wire alternator, you can simply connect the 3 alternator wires using the diagram above to make it operate like the later model 2-wire alternator.

The total power output from a Lucas 3-wire stator is exactly the same as the later model 2-wire stator (120 Watts).

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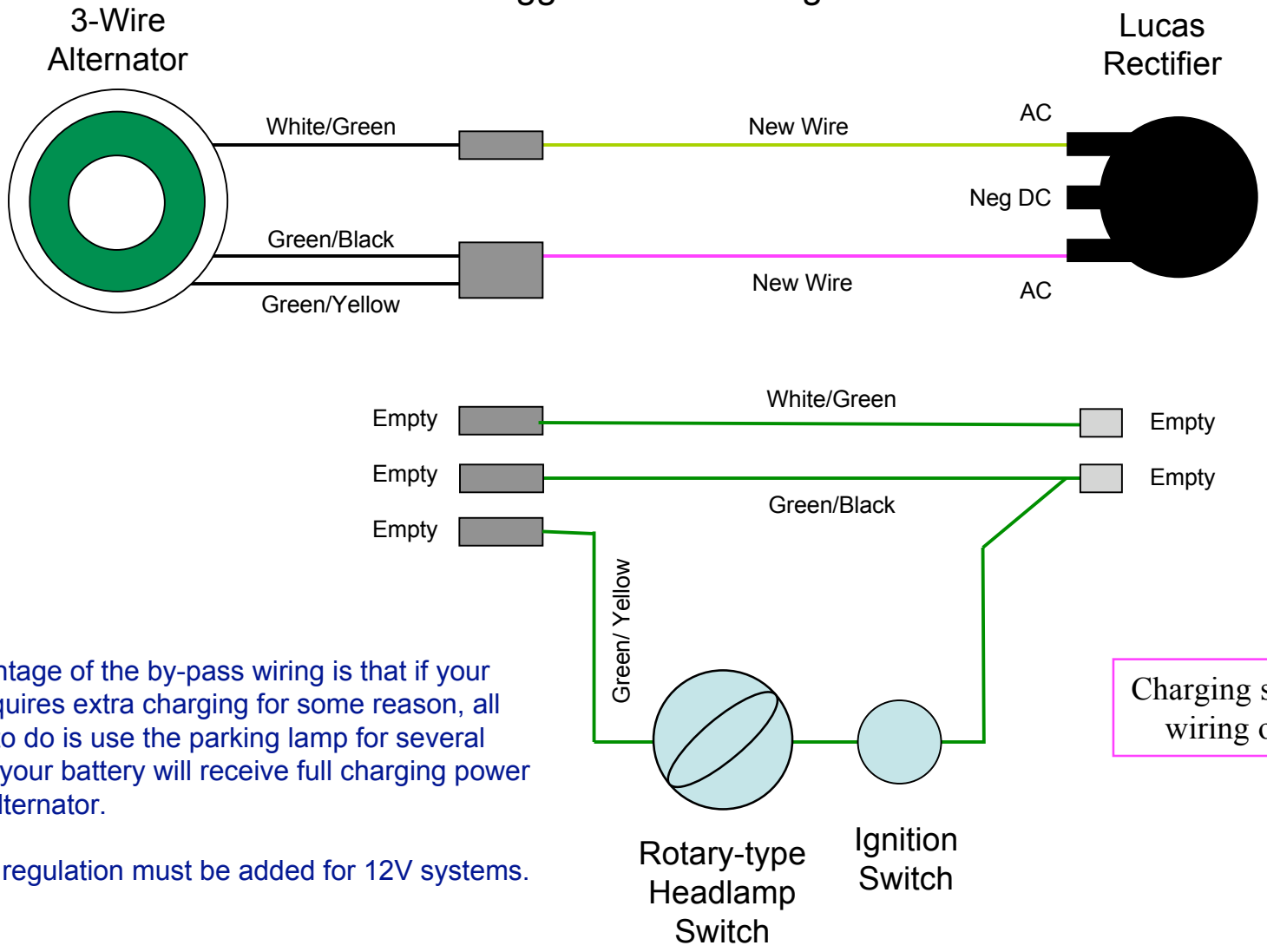
Suggested Re-Wiring



One advantage of the by-pass wiring is that if your battery requires extra charging for some reason, all you have to do is use the parking lamp for several miles and your battery will receive full charging power from the alternator.

Additional regulation must be added for 12V systems.

Charging system wiring only

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