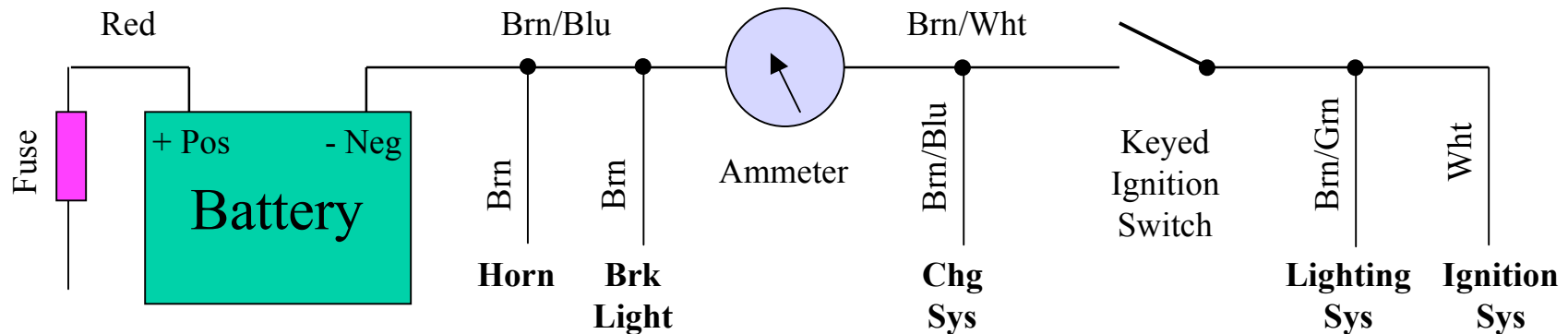


# Typical Lucas Ammeter Wiring



## SUPPORTING DETAIL

The object is to get MOST of the current flow to pass through the ammeter so that an accurate reading can be obtained. Power actually flows both ways in the BRN/BLU wire according on the speed of the engine. At high RPM the Charging System supplies most of the power, so the power flows towards the battery. At idle the Battery supplies most of the power, so the power flows out of the battery. The ammeter merely indicates which way the power is flowing.

- The Horn and the Brake Lamp were generally connected before the Ammeter because 1) they are not ON very long, and 2) their current draw is so high that it would “peg” the ammeter, maybe even hurt the ammeter if used simultaneously. On later models (starting in 1971) with no Ammeter, these connections were moved to the other side of the Ignition Sw so that the key was able to shut off all electrical functions.
- The Charging System is connected between the meter and the Ignition Sw so that 1) any charging current can be read on the meter, and 2) the ignition will not be powered by the spinning alternator even after the key is turned OFF.
- Lights and Ignition need to be after the Ignition Sw so that the switch and key can control their operation.
- The Ignition Switch and Ammeter do not change the character of the power and are therefore considered “passive” devices. That is, they do not constitute a “Load” on the system (they do not “use” electricity).