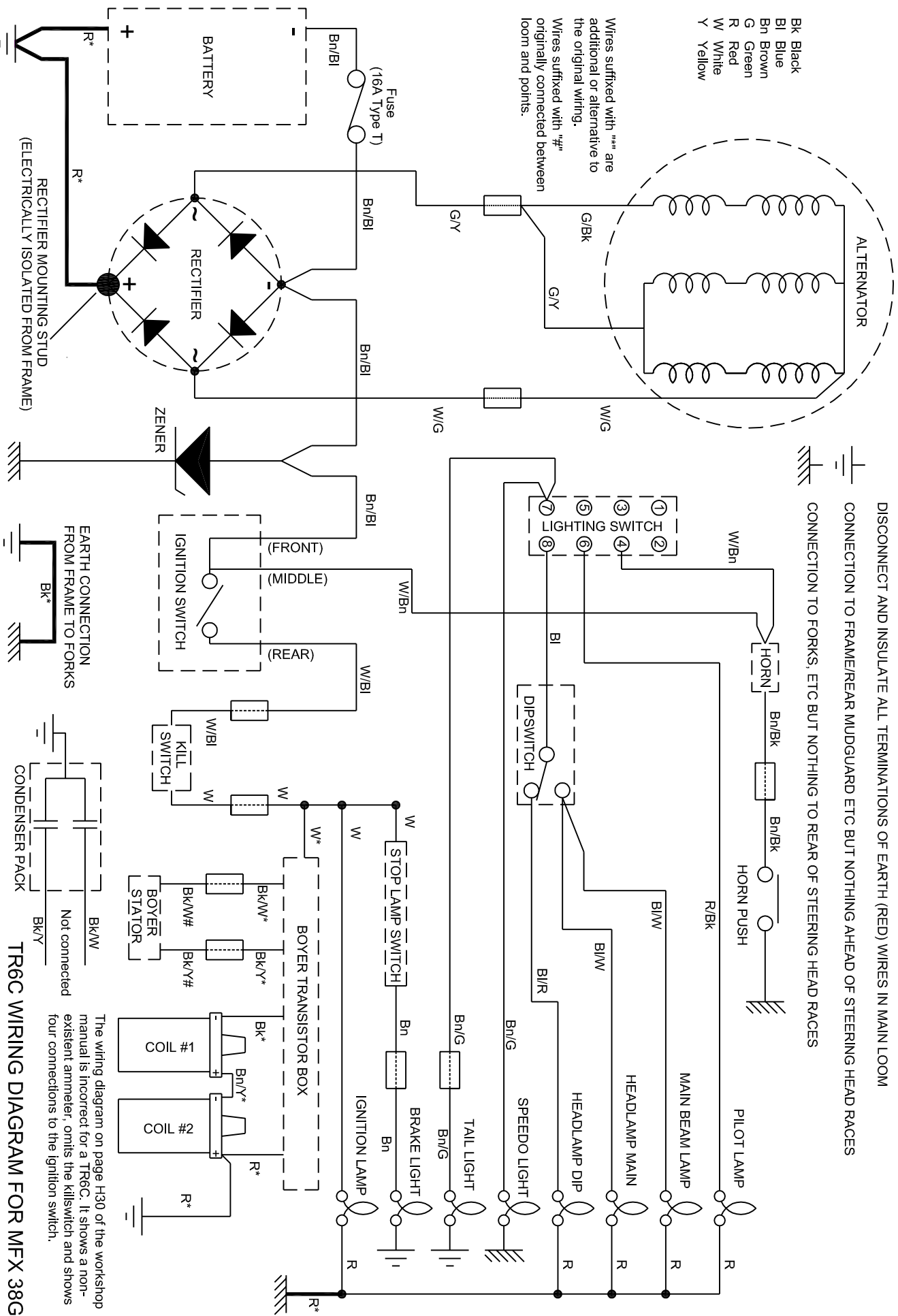


With the standard wiring, the +ve of the battery only connects to the frame of the bike through the rectifier mounting stud, to which Batt+ is connected, is electrically isolated from the frame by the rubber bushes via which the support strap and rectifier mounting bracket are mounted. The red, 14/0.010, earth wires are only rated at 6amps but, under fault conditions, can be passing much greater currents and cause the loom to go into meltdown. That could occur if the fault current is slightly less than that of the blowing current of the fuse (typically 35 amps). It will certainly occur if Batt- is connected to the frame and that can happen quite easily with a slightly tall battery when the seat metalwork touches Batt-. The solution is to dispense with use of earth wires in the loom.

- Bk Black
- Bl Blue
- Bn Brown
- G Green
- R Red
- W White
- Y Yellow

Wires suffixed with "" are additional or alternative to the original wiring.
 Wires suffixed with "#" are originally connected between loom and points.



DISCONNECT AND INSULATE ALL TERMINATIONS OF EARTH (RED) WIRES IN MAIN LOOM

CONNECTION TO FRAME/REAR MUDGUARD ETC BUT NOTHING AHEAD OF STEERING HEAD RACES

CONNECTION TO FORKS, ETC BUT NOTHING TO REAR OF STEERING HEAD RACES

The wiring diagram on page H30 of the workshop manual is incorrect for a TR6C. It shows a non-existent ammeter, omits the killswitch and shows four connections to the ignition switch.

TR6C WIRING DIAGRAM FOR MFX 38G