To remove Diode only, disconnect the brown/white double "Lucar" connector from the Diode. Unscrew the nut which secures the Diode (see Fig. 33). When refitting, the Diode nut must be tightened with extreme care. The correct torque is 24–28 lbs. in. To remove the finned heat sink, remove the front bolt from the retaining bracket. A double red earth (ground) wire is attached at this point.
NOTE—The earth wire must NOT be placed between the Zener body and heat sink as this could cause a heat build up possibly resulting in a Zener Diode failure.

HORN

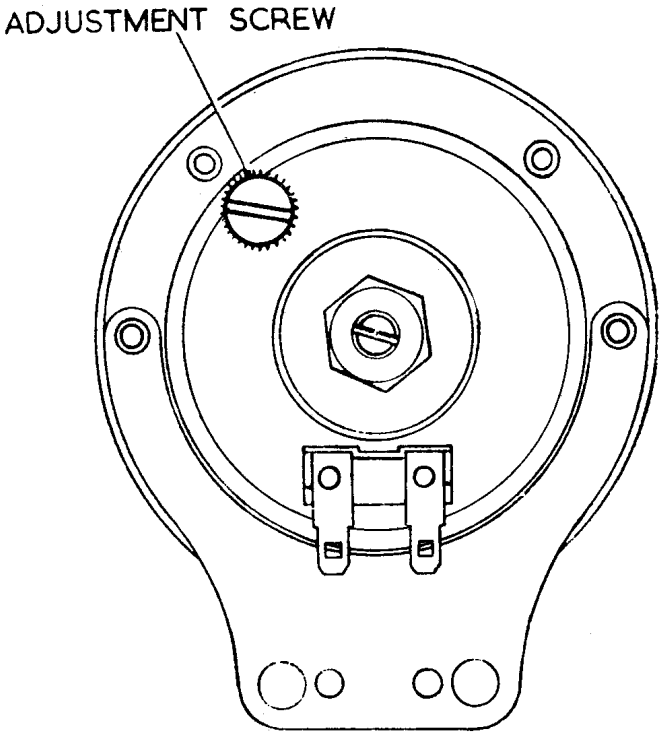
103. Description

The 6H horn is of a high frequency single note type and is operated by direct current from the battery. The method of operation is that of a magnetically operated armature, which impacts on the cone face, and causes the tone disc of the horn to vibrate. The magnetic circuit is made self interrupting by contacts which can be adjusted externally.

If the horn fails to work, check the mounting bolts etc., and horn connection wiring. Check the battery for state of charge. A low supply voltage at the horn will adversely effect horn performance. If the above checks are made and the fault is not remedied, then adjust the horn as follows.

104. Horn Adjustment

When adjusting and testing the horn, do not depress the horn push for more than a fraction of a second or the circuit wiring may be overloaded.



HORN ADJUSTMENT SCREW
Fig. 34

A small serrated adjustment screw situated near the terminals (see Fig. 34), is provided to take up wear in the internal moving parts of the horn. To adjust, turn this crew anticlockwise until the horn just fails to sound, and then turn it back (clockwise) about one quarter to half a turn.

LAMP UNITS

105. Description

The headlamp is of sealed beam unit type and access is gained to the bulb and bulb holder by withdrawing the rim and beam unit assembly. To do so slacken the screw at the top of the headlamp and prise off the rim and beam unit assembly.

The bulb can be removed by first pressing the cylindrical cap inwards and turning it anticlockwise. The cap can then be withdrawn and the bulb is free to be removed.

When fitting a new bulb, note that it locates by means of a cutaway and projection arrangement. Also note that the cap can only be replaced one way, the tabs being staggered to prevent incorrect reassembly. Check the replacement bulb voltage and wattage specification and type before fitting. Focusing with this type of beam unit is unnecessary and there is no provision for such.

106. Beam Adjustments

The beam must in all cases be adjusted as specified by local lighting regulations. In the United Kingdom the Transport Lighting Regulations reads as follows:—

A lighting system must be arranged so that it can give a light which is incapable of dazzling any person standing on the same horizontal plane as the vehicle at a greater distance than twenty-five feet from the lamp, whose eye level is not less than three feet-six inches above that plane.

The headlamp must therefore be set so that the main beam is directed straight ahead and parallel with the road when the motor cycle is fully loaded. To achieve this, place the machine on a level road pointing towards a wall at a distance of twenty-five feet away with a rider and passenger, on the machine, slacken the two pivot bolts at either side