

IGNITION AND HEADLAMP SWITCHES AND WARNING LIGHTS

110. Description

The ignition switch incorporates a "barrel" type lock, having individual "Yale" type keys rendering the ignition circuit inoperative when the switch is turned off and the key removed. It is advisable for the owner to note the number stamped on the key to ensure a correct replacement in the event of the key being lost.

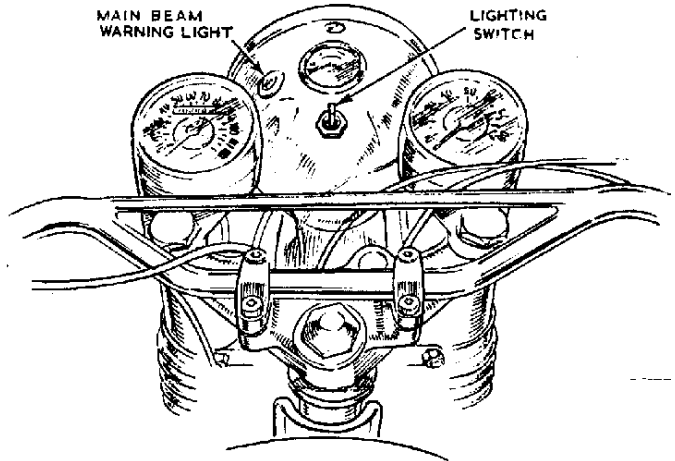
Three Lucar connectors are incorporated in the switch and these should be checked from time to time to ensure good electrical contact. The switch body can be released from the switch panel by removing the large retaining nut and pushing the switch out. The battery leads should be removed before attempting to remove the switch to avoid a short circuit.

The lock is retained in the body of the switch by a spring loaded plunger. This can be depressed with a pointed instrument through a small hole in the side of the switch body and the lock assembly withdrawn after the lock and switch together have been detached from the machine.

111. General

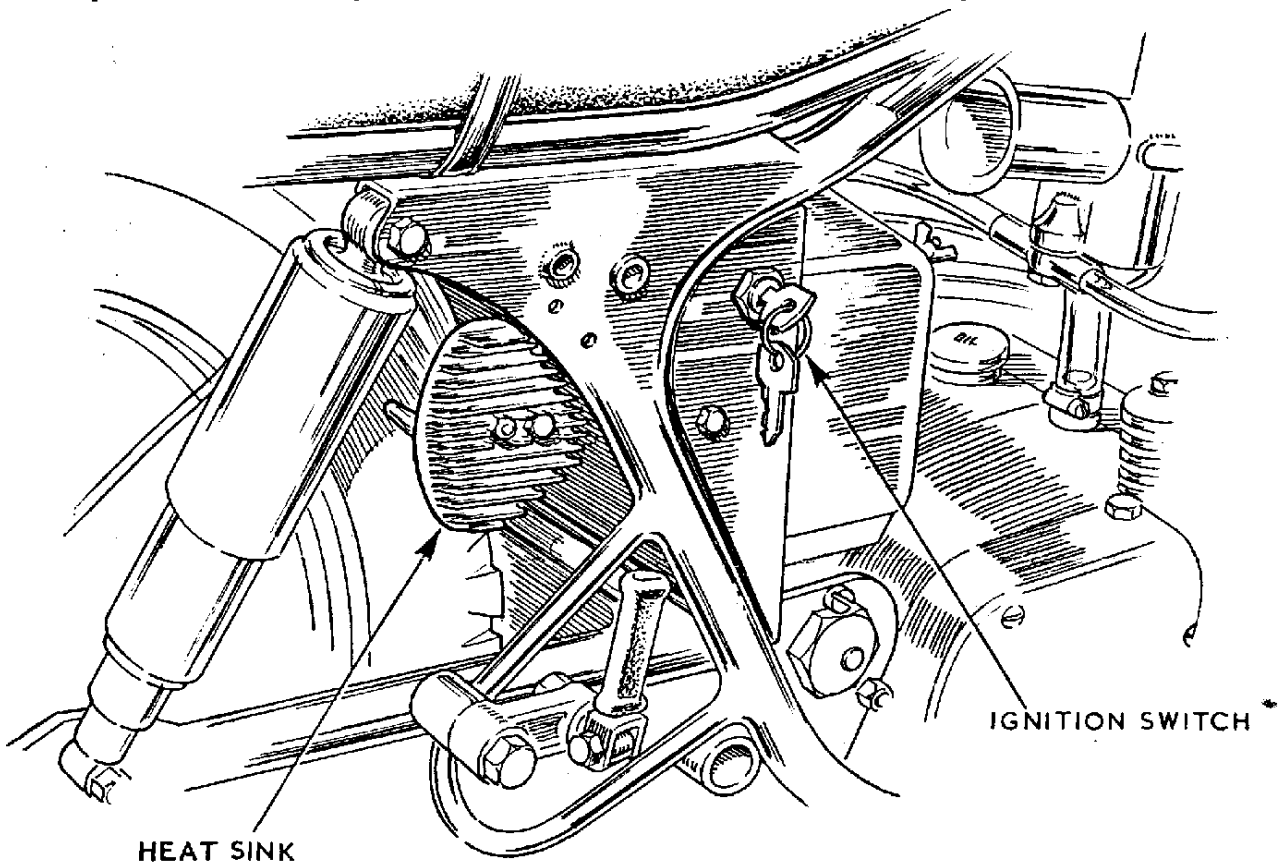
A headlamp main beam (red) warning light is incorporated in the headlamp shell.

Bulb replacement is simple and only requires extraction by normal hand pressure of the bulb adaptor from its location.



LOCATION OF MAIN BEAM WARNING

Fig. 36



HEAT SINK
SHOWING THE IGNITION SWITCH FINNED HEATSINK ZENER DIODE LOCATION

Fig. 37