1961-1976 Aermacchi/Harley-Davidson
Wiring Diagrams

SunnymeadCycles.com
Vintage American Motorcycle
Manual's & Catalog's on CD

24461 Sunnymead Blvd. #111
Moreno Valley, CA 92553
(951) 206-9640
4 stroke Sprint models
Figure 58-13, 1982 Model H, 1983 Models C & H
WIRING DIAGRAM KEY

1. Generator
2. Regulator
3. Battery (6V)
4. Warning Lamp (1.5 Watts)
5. Speedometer Lamp (2 Watts)
6. Ignition Light Switch
7. Fuse (30 A)
8. Headlamp Unit
9. Headlamp Dimmer and Horn Switch
10. Horn
11. Tail and Stop Lamp
12. Spark Plug
13. E.T. Ignition Coil
14. Circuit Breaker
15. Condenser
16. Emergency Starting Switch (1934 & earlier)
17. Terminal Board
18. Stoplight Switch
19. High Beam Indicator Lamp (Late 1936)

KEY TO COLOR CODE

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Figure 59-13A. 1934 to 1936 Models C and K

Revised: 9-66
WIRING DIAGRAM KEY - 1967-68 MODEL II

1. Generator
2. Regulator
3. Battery (6 Volt)
4. Warning Lamp (1.6 Watts)
5. Speedometer Lamp (3 Watts)
6. Ignition - Light Switch
7. Fuse (30A)
8. Headlamp Unit
9. Headlamp Dimmer
   and Horn Switch
10. Horn
11. Tail and Stop Lamp
12. Spark Plug
13. H.T. Ignition Coil
14. Circuit Breaker
15. Condenser
16. Terminal Board
17. Stoplight Switch
18. High Beam Indicator
   Lamp (1.5 Watt)

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Figure 52-132. 1967-68 Sprint H Wiring Diagram

Revised: 3-78
WIRING DIAGRAM KEY - 1967-68 MODEL SS

1. Generator
2. Regulator
3. Battery (6 Volts)
4. High Beam Indicator Lamp (1.5 Watts)
5. Generator Warning Lamp (1.5 Watts)
6. Speedometer Lamp (3 Watts)
7. Tachometer Lamp (3 Watts)
8. Ignition - Light Switch
9. Fuse (30 Amp.)
10. Headlamp
11. Headlamp Dimmer and Horn Switch
12. None
13. Tail and Stop Lamp
14. Spark Plug
15. Ignition Coil
16. Circuit Breaker
17. Condenser
18. Terminal Strip
19. Stoplight Switch

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Figure 5B-126 1967-68 Spring SS Wiring Diagram

Revised: 9-68
WIRING DIAGRAM KEY - 1969 MODEL SS

1. Generator
2. Regulator
3. Battery (6 Volts)
4. High Beam Indicator Lamp (1.5 Watts)
5. Generator Warning Lamp (1.0 Watts)
6. Speedometer Lamp (1.5 Watts)
7. Tachometer Lamp (2 Watts)
8. Ignition - Light Switch
9. Fuse (15 Amp.)
10. Headlamp
11. Headlamp Dimmer and Horn Switch
12. Horn
13. Tail and Stop Lamp
14. Spark Plug
15. Ignition Coil
16. Circuit Breaker
17. Condenser
18. Terminal Strip
19. Stoplight Switch

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Figure 5B-13C, 1969 Sprint SS Wiring Diagram

Revised: 10-71
WIRING DIAGRAM KEY - 1971-72 Model SX, 1972 SS

1. Generator
2. Regulator
3. Battery (6 Volts)
4. High Beam Indicator Lamp (1.6 Watts)
5. Generator Warning Lamp (1.3 Watts)
6. Speedometer Lamp (3 Watts)
7. Ignition-Light Switch
8. Fuse (15 Amps)
9. Headlight
10. Headlight Dimmer and Horn Switch
11. Horn
12. Horn
13. Tail and Stop Lamp
14. Spark Plug
15. Ignition Coil
16. Circuit Breaker
17. Condenser
18. Terminal Block
19. Stoplight Rear Switch
20. Stoplight Front Switch

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WIRING DIAGRAM KEY

1. Alternator
2. Rectifier-Regulator
3. Battery (12 Volt)
4. High Beam Indicator Lamp (3 Watts)
5. Generator Warning Lamp (1.5 Watts)
6. Speedometer Lamp (3 Watts)
7. Tachometer Lamp (3 Watts) (22 only)
8. Ignition-Light Switch
9. Fuse (5A Amp.)
10. Headlamp (25/35 Watts)
11. Headlamp Dimmer, Horn, and Directional Signal Switch
12. Horn
13. Tail and Stop Lamp (5/31 Watts)
14. Spark Plug
15. Ignition Coil
16. Ignition-Circuit Breaker
17. Condenser
18. Connector
19. Stoplight Rear Switch
20. Stoplight Front Switch
21. Starter Button
22. Starter Motor
23. Starter Solenoid
24. Directional Signal Flasher
25. Directional Signal Filter Lamp (3 Watts)
26. Right-Front Signal Lamp (21 Watts)
27. Left-Front Signal Lamp (21 Watts)
28. Right-Rear Signal Lamp (21 Watts)
29. Left-Rear Signal Lamp (21 Watts)

COLOR KEY

BLACK
BLUE
GREEN
BROWN
WHITE
GRAY
RED
YELLOW

VIOLET
AZURE (Light Blue)
BLACK AND AZURE
YELLOW AND GREEN
WHITE AND BLACK
RED AND BLACK
GREEN AND BLACK

IGNITION SWITCH CONTACTS

SWITCH POSITIONS
OFF
IGNITION
IGN. & LIGHTS
PARK

CONNECTS TERMINALS
NONE
1 - 2/9 - 7
1 - 2 - 3/4 - 5/8 - 7/8 - 9
5 - 16

Figure SB-15F, 1973 Sprint 88/EX Wiring Diagram

SB-30Y

ISSUED: 3-73
Figure 5B-130. 1974 Sprint SS/EX Wiring Diagram

Issued: 4-74
<table>
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<tr>
<th>LAMP DESCRIPTION &amp; VOLTAGE</th>
<th>WATTAGE OR CANDLEPOWER</th>
<th>PART NO.</th>
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<td>1973 &amp; Later</td>
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<td>61165-49</td>
<td>1973 &amp; Later</td>
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<td>21 C.P. 21 W.</td>
<td>85971-50</td>
<td>1973 &amp; Earlier</td>
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<td></td>
<td>66980-75P</td>
<td>1973 &amp; Later</td>
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<td>71050-61P</td>
<td>1961 to 66 - C, H</td>
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Issued: 4-73
2 stroke Lightweight models
Figure 5.1. Wiring Diagram (1974 and Early 1975, Type A Handlebar Switch/T1505-73P Key Switch)
Figure 5.2. Wiring Diagram (Late 1975, Type B Handlebar Switches/71505-73PA Key Switch)
Figure 5.3. Wiring Diagram (Late 1975, Type B Handlebar Switches/71505-75P Key Switch)
Figure 5.4. Wiring Diagram (Late 1975, Type C Handlebar Switches/71505-75P or 71514-75P Key Switch)
Figure 5.4A. Wiring Diagram (1976 & Later)

Issued 12-75

5-6A
ELECTRICAL SYSTEM

GENERAL

Figures 5.5 and 5.6 show the basic electrical system, excluding lights, functional switches, etc.

The system features a breakerless capacitor discharge ignition (CDI) (7), Figures 5.5 and 5.6. It also includes an alternator (4), ignition switch (3), high tension coil (6), spark plug (5), and an ignition capacitor charging coil located inside the alternator. The alternator has permanent internal magnets; two external trigger projections located on its circumference, and a pickup coil mounted on the crankcase at the side of the alternator rotor. The pickup coil is adjustable for both air gap and ignition timing.

Rotation of the rotor permanent magnets past the CDI charging coil generates alternating current which is transmitted to the capacitor inside the ignition module. This charges the capacitor. When the two projections on the rotor pass the pickup coil, a small alternating current pulse is generated which is transmitted to the silicon controlled rectifier (SCR) in the ignition module. This pulse turns on the SCR and stored electrical energy in the capacitor is allowed to pass through the primary windings in the high tension coil. This increases the voltage in the secondary windings and causes a high energy spark to occur at the electrode of the spark plug.

NOTE

The battery charging circuit and ignition circuit are two separate systems and they operate independently of each other.

TROUBLESHOOTING

If no spark occurs at spark plug, perform the following steps in sequence to determine cause and correction.

1. Replace spark plug.

2. Check ignition switch as follows. Do either A or B below, depending upon circuit configuration - either Figure 5.5 or 5.6.

A. If as in Figure 5.5, remove two green wires shown from back of ignition switch and connect wires together. If spark now occurs at plug when engine is turned over rapidly, the ignition switch is faulty and should be replaced.

B. If as in Figure 5.6, disconnect ground wire from ground lug of coil (6) to switch (3) at switch - blue wire (BE) in this case. If spark now occurs at the plug when engine is turned over rapidly, ignition switch is faulty and should be replaced.

---

Figure 5.5. Basic Electrical System (Early)

Revised 12-75
3. Check capacitor charging coil as follows.

Disconnect red wire from terminal 1 of ignition module (7) and slip insulator away from spade terminal. Following recommendations of manufacturer of your volt/ohm meter, zero the needle on the RX 100 scale and check the resistance between the red wire terminal and a good ground on the engine. A value between 500 and 600 ohms should be obtained. If the reading is substantially lower, an internally shorted coil is indicated and coil should be replaced. This coil is located behind the alternator rotor. It is the smallest coil. Note that a reading of 0 ohms resistance would indicate that the red wire is shorted to ground. A reading of infinite resistance would indicate an open coil or broken wire.

4. Check the pickup coil as follows.

Remove the green wire from the pick-up coil. Switch ohm meter to the RX 1 scale and again zero the pointer. Check the resistance between the insulated terminal of the pick-up and its metal body. For earlier coils, the value should be between 150 to 190 ohms; for later coils, 85 to 90 ohms.

5. Check the ignition coil as follows.

**Primary Side of Coil**

Disconnect the violet and black wires on the threaded terminal and the high tension cable from the tower of the high tension coil. Switch ohm meter to the RX 1 scale and zero the pointer. Connect one test lead to the "R" threaded terminal and the other test lead to the other threaded coil terminal to test primary resistance. A value of about 0.5 ohms should be obtained. Note: Since a low ohms reading below .5 ohms is usually unreliable with other than a labor-

6. Check wiring as follows.

Check for pinched wires behind stator plate and insulation wear from contact with crankshaft at this location. Also check all wire terminal connectors for correct wire location according to wiring diagram.

**NOTE**

A plastic wire guide was added to later units to route wires away from crankshaft. It is suggested that this be added to earlier units also.

7. Check the ignition module as follows.

If after each of the above outlined procedures have been followed and there still is no spark at the plug, it is recommended that the ignition module be replaced. Due to its internal circuitry, no conclusive tests can be made other than substitution of this unit.

---

**Figure 5.6. Basic Electrical System (Late)**

1. Battery
2. Rectifier
3. Ignition Switch
4. Alternator
5. Spark Plug
6. Ignition Coil
7. Ignition Module
8. Fuse

**COLOR KEY**

- R: RED
- B: BLACK
- O: ORANGE
- G: GREEN
- BN: BROWN
- V: VIOLET
- Y: BLUE
- Y: YELLOW

---

Revised 12-75
Figure 5B-21. Models M-50 and M-65 Wiring Diagram

1. Terminal plate
2. Magneto-generator
3. Stop-light switch
4. Tail light
5. Handlebar switches
6. Head lamp
7. Horn
8. Ignition coil
9. Spark plug
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1. Terminal board
2. Magneto generator
3. Stop-light switch
4. Tail light
5. Handlebar switch
6. Headlamp housing
7. Headlamp sealed unit connector
8. Speedometer lamp bulb
9. High beam indicator lamp bulb
10. Horn
11. Ignition coil
12. Spark plug

Figure 5B-21A. Model M-125 Wiring Diagram (1968)
COLOR KEY

B  BLACK
BL  BLUE
G  GREEN
GR  GRAY
R  RED
Y  YELLOW

1. Terminal plate
2. Magneto-generator
3. Stop-light switch
4. Tail light
5. Handlebar switches
6. Head lamp
7. Horn
8. Ignition coil
9. Spark plug
10. Ignition switch

Figure 5B-21B. 1969 Model M-65 Wiring Diagram

Revised: 10-71
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1. Terminal board
2. Magneto generator
3. Stop-light switch
4. Tail light
5. Handlebar switch
6. Headlamp housing
7. Headlamp sealed unit connector
8. Speedometer lamp bulb
9. High beam indicator lamp bulb
10. Horn
11. Ignition coil
12. Spark plug
13. Ignition switch

Figure 5B-21C. 1969 Model M-125 Wiring Diagram
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1. Terminal board
2. Magneto generator
3. Front stop light switch
4. Tail light
5. Handlebar switch
6. Headlamp housing
7. Headlamp sealed unit connector
8. Speedometer lamp bulb
9. High beam indicator lamp bulb
10. Horn
11. Ignition coil
12. Spark plug
13. Ignition switch
14. Rear stop light switch

Figure 5B-21D. Late 1969 Model M-125 Wiring Diagram
**SECTION 5B**
**Electrical - Wiring**

**Lightweight Models**

**WIRING DIAGRAM KEY**

1. Battery
2. Magneto generator
3. Fuse
4. Rectifier coil and diode
5. Handlebar switch
6. Headlamp connector
7. Ignition-light switch
8. Speedometer lamp
9. High beam indicator lamp
10. Horn
11. Ignition coil
12. Spark plug
13. Stoplamp front switch
14. Stoplamp rear switch
15. Headlamp terminal board
16. Terminal block
17. Tail and stop lamp

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**IGNITION SWITCH CONTACTS**

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**Figure 5B-21E. 1970 M-65 (Leggero) Wiring Diagram**

5B-50D

Issued: 9/80
WIRING DIAGRAM KEY

1. Battery
2. Magneto generator
3. Fuse
4. Rectifier coil and diode
5. Handlebar switch
6. Headlamp
7. Ignition-light switch
8. Speedometer lamp
9. High beam indicator lamp
10. Horn
11. Ignition coil
12. Spark plug
13. Stoplamp front switch
14. Stoplamp rear switch
15. Terminal block
16. Terminal block
17. Tail and stoplamp

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IGNITION SWITCH CONTACTS

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Figure 5B-21F. 1970 Model M-125 Rapido Wiring Diagram
WIRING DIAGRAM KEY

1. Battery
2. Magneto generator
3. Fuse
4. Rectifier coil and diode
5. Handlebar switch
6. Headlamp connector
7. Ignition-light switch
8. Speedometer lamp
9. High beam indicator lamp
10. Horn
11. Ignition coil
12. Spark plug
13. Stoplamp Front Switch
14. Stoplamp rear switch
15. Headlamp terminal board
16. Tail lamp

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<tr>
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<td>GY</td>
</tr>
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IGNITION SWITCH CONTACTS

<table>
<thead>
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<th>CONNECTS TERMINALS</th>
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<td>PARK</td>
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<td>IGN.</td>
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Figure 5B-21G, 1971 M-65 (Leggero) Wiring Diagram

5B-50F

Issued: 6-70
WIRING DIAGRAM KEY

1. Battery
2. Magneto generator
3. Fuse
4. Rectifier coil and diode
5. Handlebar switch
6. Headlamp
7. Ignition-light switch
8. Speedometer lamp
9. High beam indicator lamp
10. Horn
11. Ignition coil
12. Spark plug
13. Stoplamp front switch
14. Stoplamp rear switch
15. Terminal block
16. Terminal block
17. Tail lamp

COLOR KEY

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<td>R</td>
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IGNITION SWITCH CONTACTS

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Figure 5B-21H. 1971 M-125 (Rapido) Wiring Diagram

Revised: 10-71
Figure 5B-211. 1970-71 MSR-100 (Baja) Wiring Diagram

SECTION 5B
Electrical - Wiring

WIRING DIAGRAM KEY

1. Magneto - generator
2. Wire connector
3. Spark plug
4. Ignition coil
5. Ignition cutout button
6. Ignition coil bracket bolt
7. Condenser

5B-50H
Revised: 10-71
FIGURE 13. WIRING DIAGRAM

WIRING DIAGRAM KEY

1. Battery
2. Magneto generator
3. Fuse
4. Rectifier coil and diode
5. Handlebar switch
6. Headlamp
7. Ignition-light switch
8. Connector (2)
9. High beam indicator lamp
10. Horn
11. Ignition coil
12. Spark plug
13. Stoplamp front switch
14. Stoplamp rear switch
15. Terminal block
16. Tail lamp
17. Condenser

COLOR KEY

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IGNITION SWITCH CONTACTS

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</table>

Figure 5B-21J. 1972 M-05 (Leggero) Wiring Diagram

Issued: 10-71
Figure 13. Wiring Diagram

Wiring Diagram Key

1. Battery
2. Magneto generator
3. Fuse
4. Rectifier coil and diode
5. Handlebar switch
6. Headlamp
7. Ignition-light switch
8. Connector (2)
9. High beam indicator lamp
10. Horn
11. Ignition coil
12. Spark plug
13. Stoplamp front switch
14. Stoplamp rear switch
15. Terminal block
16. Tail lamp
17. Speedometer lamp
18. Condenser

Color Key

- BLACK
- BE (Blue)
- GREEN
- RV (Brown)
- WHITE
- GRAY

- RED
- YELLOW
- VIOLET
- BLACK AND BLUE
- GREEN AND BLACK

Ignition Switch Contacts

- OFF
- IGNITION
- IGN. & LIGHTS

Switch Position

Connects Terminals

- 1 - 2/6 - 7
- 1 - 2 - 3/4 - 5/6 - 7/8 - 9

Figure 5B-21K. 1972 M-126 (Rapido) Wiring Diagram

5B-50J
Issued: 10-71
WIRING DIAGRAM KEY

1. Headlamp
2. Handlebar switch
3. Ignition coil
4. Magneto-generator
5. Tail lamp
6. Stoplamp switch
7. Terminal block
8. Terminal block
9. Connector
10. Spark plug
11. Condenser

WIRING DIAGRAM (WITH LIGHTS)

COLOR KEY

| W | WHITE |
| Y | YELLOW |
| BN | BROWN |
| B | BLACK |
| R | RED |
| G | GREEN |

WIRING DIAGRAM KEY

1. Magneto - generator
2. Wire connector
3. Spark plug
4. Ignition coil
5. Ignition cutout button
6. Ignition coil bracket bolt
7. Condenser

WIRING DIAGRAM (WITHOUT LIGHTS)

Figure 5B-21L 1972 MSR-100 (Baja) Wiring Diagram
Issued: 10-71
FIGURE 12. WIRING DIAGRAM — MODEL MC

WIRING DIAGRAM KEY

1. Magneto generator
2. Handlebar switch
3. Headlamp
4. High beam indicator lamp
5. Horn
6. Ignition coil
7. Spark plug
8. Stoplamp front switch
9. Stoplamp rear switch
10. Tail lamp
11. Terminal block
12. Connector
13. Condenser

COLOR KEY

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<tr>
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</tbody>
</table>

Figure 5B-21M. MC-6S (Shortster) Wiring Diagram

5B-50L

Issued: 10-71
WIRING DIAGRAM KEY

1. Magneto generator
2. Handlebar switch
3. Headlamp
4. High beam indicator lamp
5. Horn
6. Ignition coil
7. Spark plug
8. Stoplamp front switch
9. Stoplamp rear switch
10. Tail lamp
11. Terminal block
12. Connector
13. Condenser

COLOR KEY

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<td>R</td>
<td>Red</td>
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<td>G</td>
<td>Green</td>
<td>Y</td>
<td>Yellow</td>
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<td>BN</td>
<td>Brown</td>
<td>G</td>
<td>Green and Black</td>
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BULB CHART

<table>
<thead>
<tr>
<th>Lamp Description</th>
<th>Watts</th>
<th>Harley-Davidson Part No.</th>
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<tbody>
<tr>
<td>Head Lamp</td>
<td>20/20</td>
<td>67717-73P</td>
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<tr>
<td>Tail/Stop Lamp</td>
<td>5/18</td>
<td>68165-47</td>
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<tr>
<td>High Beam Indicator Light</td>
<td>3</td>
<td>71093-67</td>
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Figure 5B-21N. 1973 & Earlier X-90 Wiring Diagram

Revised: 5/74
**BULB CHART**

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<th>Lamp Description</th>
<th>Watts</th>
<th>Harley-Davidson Part Number</th>
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<tbody>
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<td>Head Lamp</td>
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<td>67716-70P</td>
</tr>
<tr>
<td>Tail/Stop Lamp</td>
<td>5/18</td>
<td>68160-69P</td>
</tr>
</tbody>
</table>

**WIRING DIAGRAM KEY**

1. Headlamp  
2. Handlebar switch  
3. Ignition coil  
4. Magneto-generator  
5. Tail lamp  
6. Stop lamp switch  
7. Terminal block  
8. Terminal block  
9. Connector  
10. Spark plug  
11. Emergency ignition connector

**COLOR KEY**

- W  WHITE
- Y  YELLOW
- BN  BROWN
- R  BLACK
- R  RED
- G  GREEN
- BE  BLUE

*Figure 5B-21Q. SR-100 Wiring Diagram*

Issued: 4/73  
5B-50P
Figure 5B-21B. TX-125 Wiring Diagram
Figure 5B-71T. 1974 Z-90 Wiring Diagram
WIRING DIAGRAM KEY

1. Battery
2. Alternator
3. Fuse
4. Rectifier-Regulator
5. Handlebar Switch
6. Headlamp
7. Ignition-Light Switch
8. Connector (4)
9. High Beam Indicator Lamp
10. Horn
11. Ignition Coil
12. Spark Plug
13. Stoplamp Front Switch
14. Stoplamp Rear Switch
15. Flasher
16. Tail Lamp
17. Speedometer Lamp
18. Generator Signal Lamp
19. Direction Signal Lamp (4)

COLOR KEY

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IGNITION SWITCH CONTACTS

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<td>PARK</td>
<td>5 - 10</td>
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Figure 5B-71U. 1974 SX-125 Wiring Diagram

Issued: 5/74
LAMPS

When headlamp replacement is required, use only the prescribed sealed-beam unit. To replace the unit, on all but 1970 Rapidio models remove the headlamp door screw located beneath the headlamp housing. Simultaneously lift and swing unit up and free from headlamp body. Pull connector block from sealed-beam unit prongs. Remove retaining springs from headlamp door to free sealed-beam unit from rim.

To replace the unit, on 1970 Rapidio model, remove the outer molding screw located beneath the headlamp housing. Pull sealed beam unit and gasket out of rubber molding. Pull connector block from sealed-beam unit prongs.

Install new sealed-beam unit by reversing above operation. Unit should be positioned so that it registers correctly in rim. Make sure connector block contacts are clean to insure a good electrical contact. After final assembly, readjust headlamp as described under "Beam Adjustment".

To replace the headlamp assembly disconnect the two headlamp wires at their "connecting terminals."

Remove headlamp fastening bolts, spacers and washers and free lamp from motorcycle.

Assembly is the reverse order of disassembly.

BEAM ADJUSTMENT

The head lamp is of the sealed-beam type and does not require focusing, but the beam must be adjusted for direction when required. To get the greatest efficiency from the lamp, and to meet the requirements of law, make the following adjustments in a darkened room or at night.

1. Have the motorcycle standing on a level surface about 25 feet away from and headed toward a wall or screen upon which a horizontal line exactly the same height as the lamp center has been drawn. The motorcycle must be standing straight up on both wheels and the front wheel must be in straight-ahead alignment.

2. With engine running turn the light switch on. Check the beam for height. The top of the main beam of light should register on the wall or screen even with, but not higher than, the horizontal line mentioned above.

3. On speedometer-in-headlamp models, loosen brackets so the lamp can be tilted up or down to properly aim it in relation to the horizontal line. On 1970 & later MLD model, loosen bracket nut to aim headlight.

Revised: 5/74

---

### M-50, M-65 BULB CHART

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<td>Headlamp (1965-69)</td>
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<tr>
<td>Tail and Stop Lamp</td>
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### M-125 BULB CHART

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<tr>
<td>High Beam Indicator</td>
<td>1.5</td>
<td>71093-67P</td>
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<tr>
<td>Speedometer Light</td>
<td>1.5</td>
<td>71093-67P</td>
</tr>
<tr>
<td>Tail and Stop Lamp</td>
<td>5</td>
<td>68185-47</td>
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### MSR, SR-100 BULB CHART

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<td>Headlamp (1974)</td>
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### MC BULB CHART

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### X-90 BULB CHART

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<tr>
<td>Tail and Stop Lamp</td>
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<td>68160-69P</td>
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<tr>
<td>Stop Lamp</td>
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<td>High Beam Indicator ('73)</td>
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<td>High Beam Indicator ('74)</td>
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<tr>
<td>Speedometer Lamp ('74)</td>
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### Z-90, TX-125 BULB CHART
(1973 & Earlier)

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<td>Speedometer Light (TX only)</td>
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<tr>
<td>Turn Signal Indicator</td>
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<tr>
<td>Generator</td>
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<td>Tail Lamp</td>
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</tr>
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### CAUTION
Lamp bulbs of greater candle power must not be installed as the magneto-generator is designed to furnish adequate output for only the lamp bulb sizes specified.

If either filament of the head lamp bulb or tail lamp bulb fails, bulb must be replaced immediately because when this occurs, all of the output of lighting coil goes to one lamp, and the filament of that lamp is likely to burn out; also, on 1969 and earlier models, if stop lamp filament fails, engine will stop when rear brake is applied.

### Z-90, SX-125 BULB CHART
(1974)

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<td>Speedometer Light (Z-90)</td>
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<td>Turn Signal Indicator</td>
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<td>68556-73P</td>
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<tr>
<td>Generator</td>
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<td>71092-74P</td>
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<tr>
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