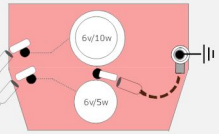
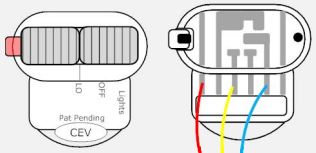
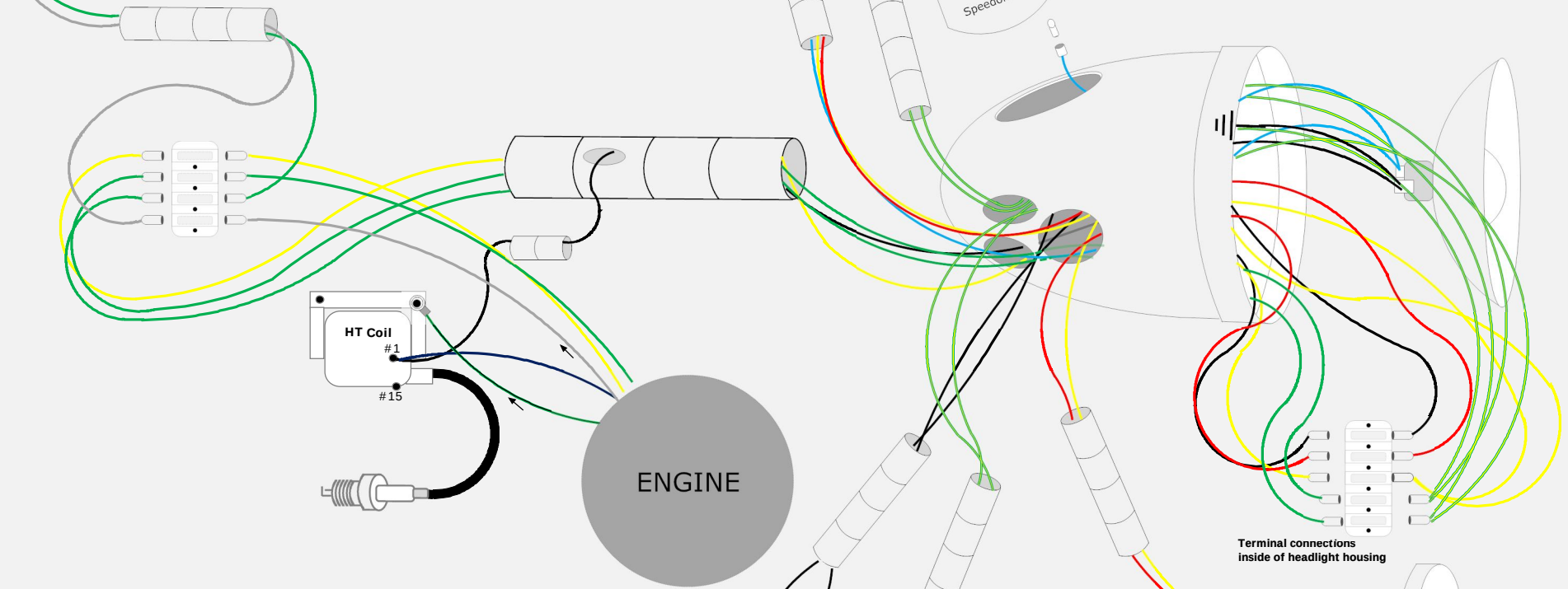
1978 Batavus Starflite Moped

Typical "Superman" style taillight assy with common ground to mounting stud



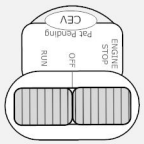
Viewed from the top with cover removed





Terminal connections inside of headlight housing

Viewed from the top with cover removed



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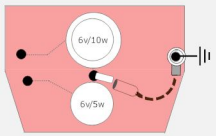
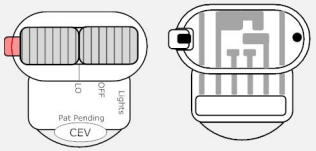
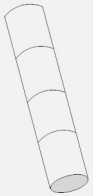
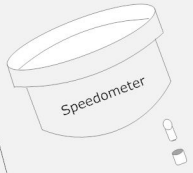


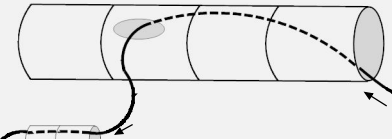


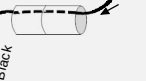


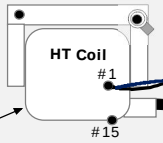


Ignition Circuit

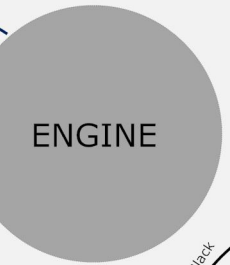
The ignition circuit is internally grounded and uses only a single blue primary coil wire that feeds up to the #1 terminal on the 6V HT coil. A black wire is pigtailed at the same terminal that comes from the kill switch. The black wire is part of a open grounding circuit. Once the switch is activated, the black wire grounds out the ignition which causes it to stop producing a spark.

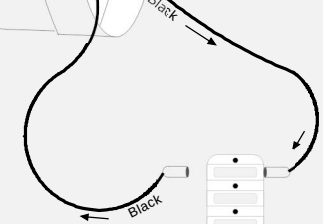


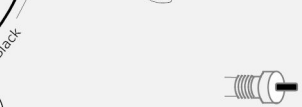


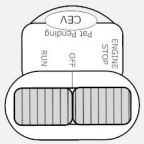


6V HT Coil







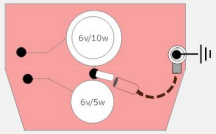


Viewed from the top with cover removed

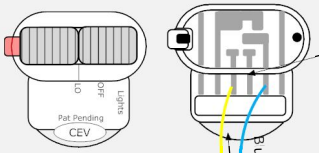
Ignition "Kill" works by grounding out the ignition circuit

1978 Batavus Starflite Moped

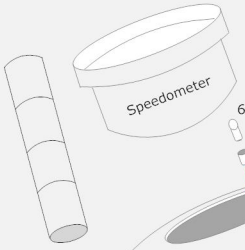
Typical "Superman" style taillight assy with common ground to mounting stud



Viewed from the top with cover removed

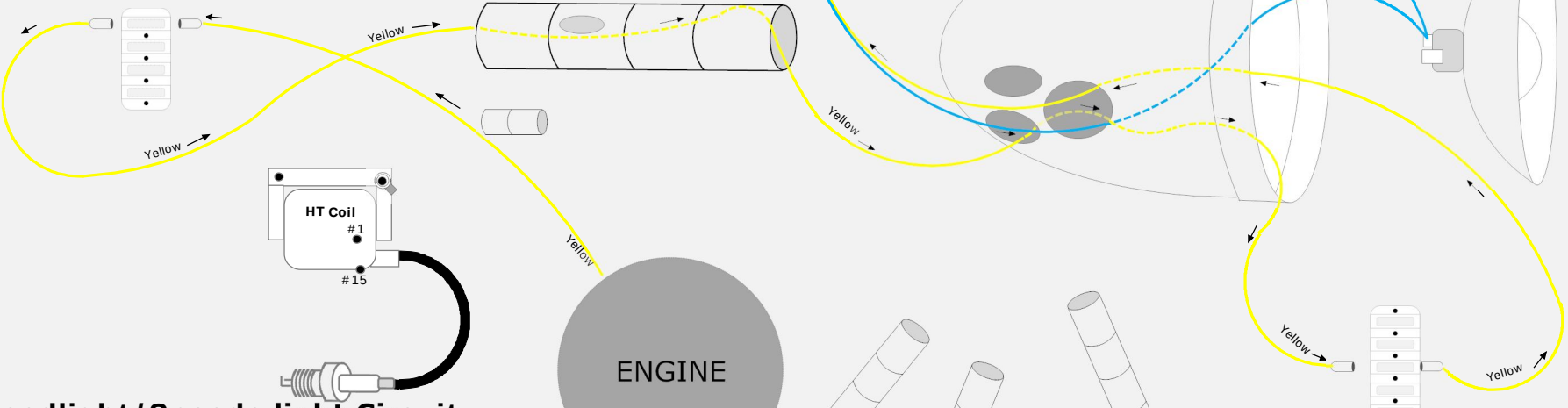


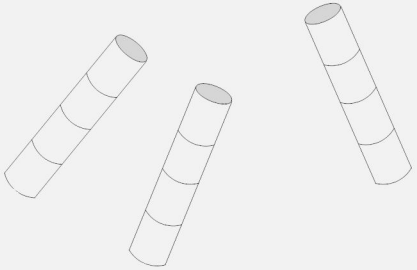
When switch is moved to the "LO" position, the blue wire becomes energized and sends voltage to the headlight circuit

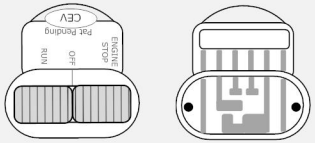


6V/1.2w Speedo lamp

6V/21w Head lamp







Terminal connections inside of headlight housing

Headlight / Speedo light Circuit

Yellow wire out of the engine is the feed wire for the headlight, speedo light and horn

***Note: Brake Light works off it's own Magneto/Gen Coil and is not affected by the headlight circuit**

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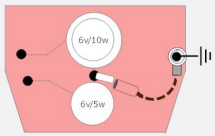
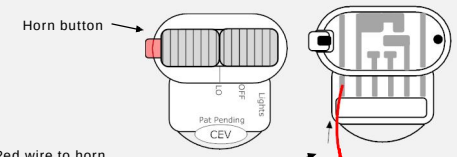


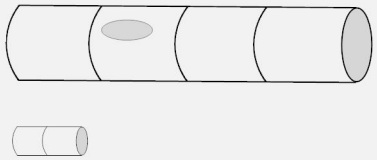


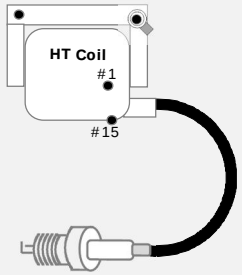
Red wire to horn

When horn button is pressed, red wire completes the ground connection which allows power to horn

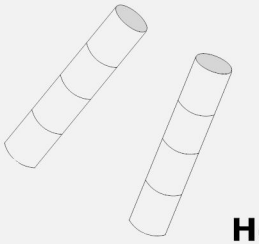
Red

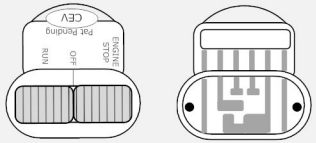
Speedometer





ENGINE





Yellow

Red

Red

Yellow

Feeds power to horn circuit

Horn Circuit

Red

Yellow

6 V/ AC type buzzer horn

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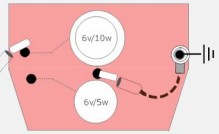
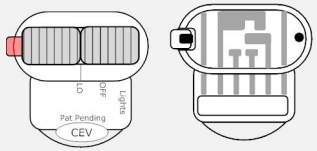


Brake Light Circuit

The brake light is energized when the levers are squeezed (the switch goes to it's relaxed/normal position) which causes the hot lead wires to be completed in a circuit. since the switches are wired in parallel, either switch will complete the circuit.



Green w/Yellow (x2)

LH Brake light Switch
Switch is a NC type (normally closed) in it's relaxed state
(Position when brake lever is squeezed)

Speedometer

Green

Green

Green

Green

Green

Green

Green

Green

Green

Green

Green w/Yellow

Green w/Yellow

Green

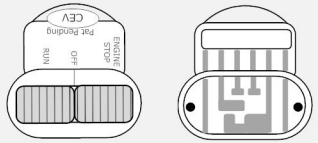
Green

Green

Green

HT Coil
#1
#15

ENGINE



Green w/Yellow (x2)

RH Brake light Switch
Switch is a NC type (normally closed) in it's relaxed state
(Position when brake lever is squeezed)

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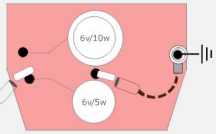
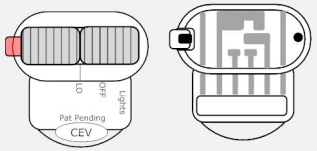
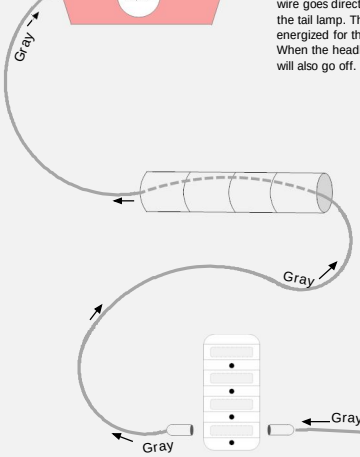
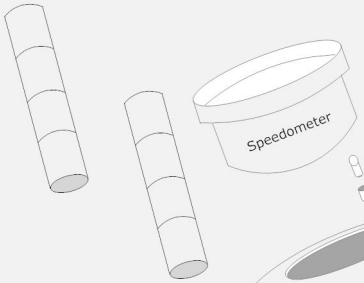


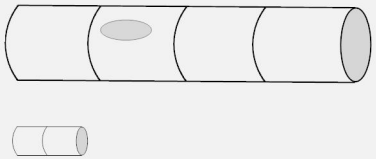
Tail Light Circuit

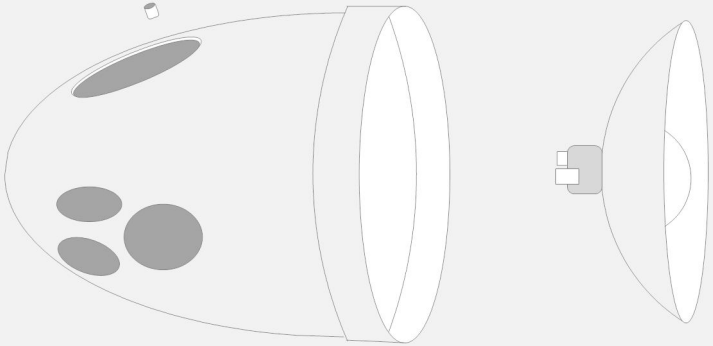
The tail light circuit gets it's power from the gray wire coming out of the magneto assy. This circuit is very simple because the gray wire goes directly from the terminal block to the tail lamp. The headlight circuit must be energized for the tail light coil to function. When the headlight is turned off, the tail light will also go off.

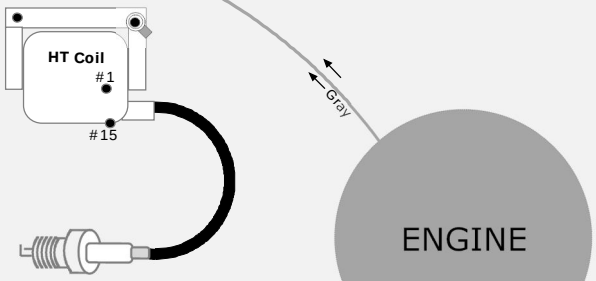


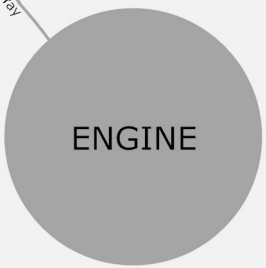


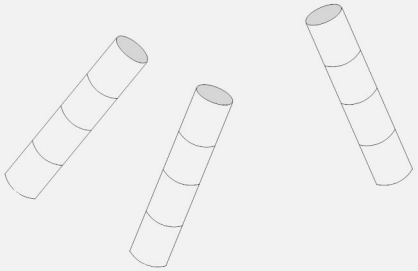


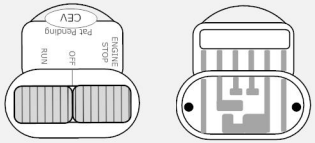












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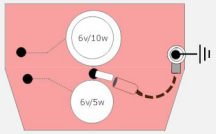

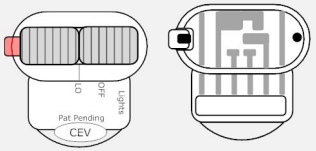

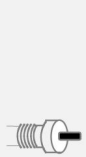

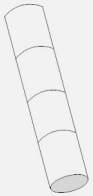

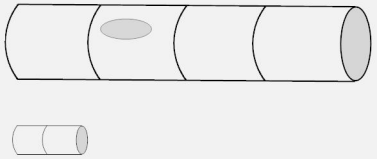

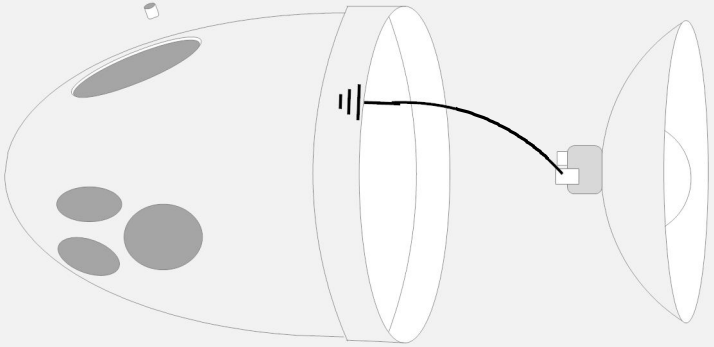

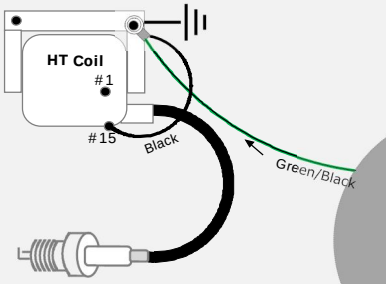

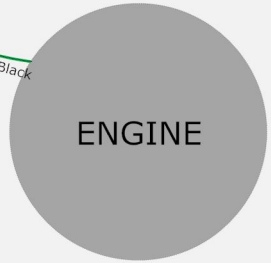

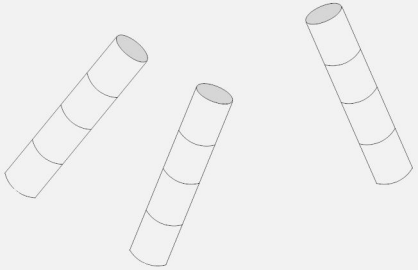

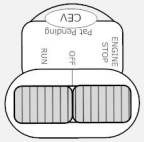

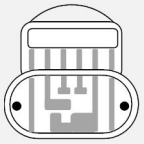

Common Ground Circuit