

MATCHLESS G2CS

1959 - 1960

The output of the G2CS alternator with direct lighting and A.C. ignition, can be increased and the equipment on the motorcycle converted to battery ignition and lights.

The alternator stator coils must be reconnected as shown on the wiring diagram. Care must be used to connect the wires exactly as shown to assure proper output and to prevent damage. All connections must be securely soldered and properly insulated. The unused wires should be pulled out of the loom leaving only the Red and White wires.

A heavy duty rectifier Wipac S2642 or Lucas 47132 must be used to handle the increased alternator output. The Red and White wires connect to the A.C. (outside) rectifier terminals and the D.C. (center) terminal is connected to the NEGATIVE post of the battery.

A six volt ignition coil Wipac S0604 or Lucas 45077 should be installed and wired as shown on the diagram with a toggle or push pull switch between the battery and coil primary terminal post. If the contact breaker points show discoloration or burning, a condenser to match the coil should be installed.

The Red wire in the harness which connects to the headlamp switch plug should be connected to the battery negative terminal or the wire shortened to inside the headlamp and spliced to the brown battery wire at the switch plug.

The output of the alternator taken with a D.C. ammeter in the battery circuit will be about 4.5 amps and should show a charge at speeds above 20 miles per hour.