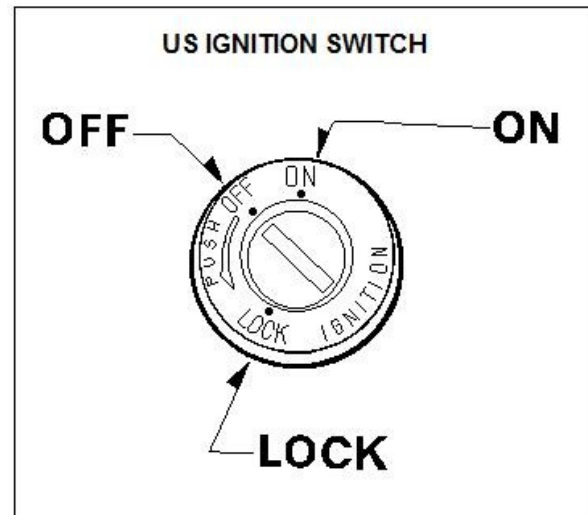
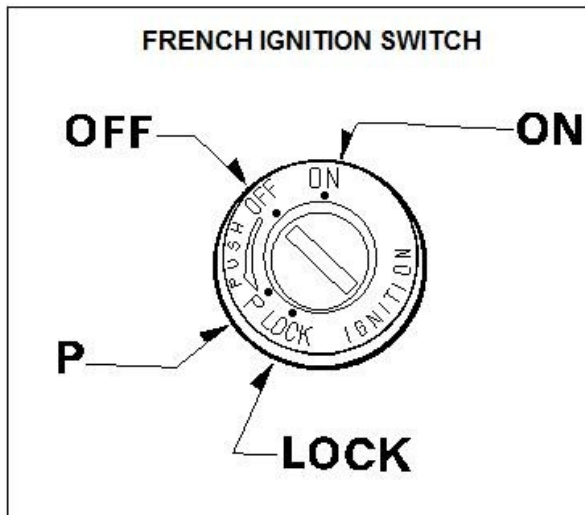


### FRENCH IGNITION CONNECTOR



### US IGNITION CONNECTOR



If you look at the top drawing that is the wiring set up for my French ignition switch, the below one is the U.S model now my pc has a pilot light in the headlight I dont think the us model has a pilot light, also I am to believe the us model the headlight comes on when you turn on the ignition. Now when I plug in the us ignition I can run the bike my indicators work so do the brake lights and all the clock lights and clock indicator lights and the horn and my main and high beam light work, but my main back light number plate light and my pilot light does not work. So to get around this I took the wiring off the french ignition and screwed it onto the bottom of the us ignition switch. Now everything works fine light wise,

now if you look at the picture under the wiring these are the positions on both the french and the us switch, you will note that the french ignition has a P for parking the us model does not now when I turn off the ignition and put on the steering lock my parking lights come on and cannot be switched off as there isnt another key position like my french one. So the us lock position has become my P position. Now I thought I would disconnect the parking light wire from the ignition which on the top picture is the black and yellow wire, when I do this I get back to the problem that when I turn my ignition on I have no pilot light and no main back lights and number plate light.

If you trace the yellow and black wire through the system it goes into the fusebox at fuse B parking (dont know if the us model uses this fuse as a parking light fuse) and comes out of the fuse box as a black wire this black wire goes to the main back light and numberplate light now if you look at the 89' wiring diagram there is no sight of the pilot light on the diagram but I have a black wire that goes to that and comes out as a green wire and a brown wire to my headlamp on my headlamp

I have the plug that goes into the light bulb but there are also an extra 2 wires green and brown that go to my pilot light (does the us model have this green and brown wire ?).

So I am wondering if I cut the yellow and black wire from either side on the ignition connector, and lengthen the wires to go to an illuminated switch on the dash could I then put on my steering lock and switch them off via the switch, reason for it being illuminated so I know I have turned it back

on when I ride the bike at night. I have also been told that it may fail the mot as I cant turn off the parking lights when the steering lock is on.

Only other solution is to fit an electrical cut off switch as on rally cars if they turn over the electrics can be killed from outside the car this can be fitted into the trunk and connects to the starter switch and to the battery when the key is turned onto the off position this kills all electrical power to the bike then the lights will not work when the steering lock is put on, I have instructions with pictures of how to fit this onto a pc800 I got from ipcrc form a lad that has fitted it to his pc also this would be a good anti theft device.

Finally I know some will think why not just buy a french ignition switch I have tried david silvers and the lad I spoke to there said I can no longer get any new parts for my french pc as they are all unavailable and have to buy the US model parts or find an ignition on ebay but they are all US ones and I only know of one other french blue pc in this country I have tried the french ebay but theres nothing on there other than that its a case of finding french breakers that might have one and as I dont speak french or know any french breakers thats a no goer