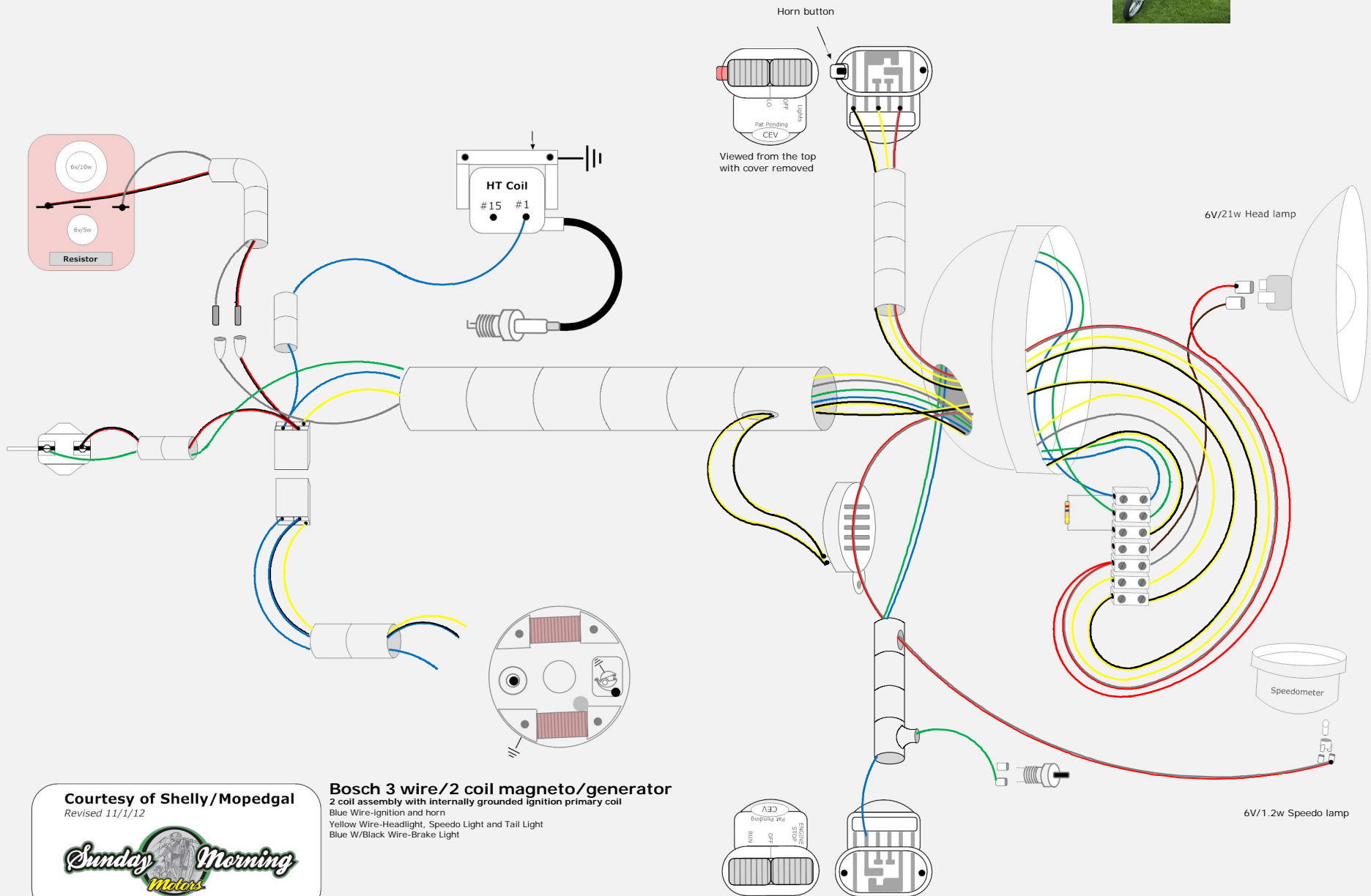


1979 Sachs Prima G3 (505/1D Engine) Moped



Courtesy of Shelly/Mopedgal
 Revised 11/1/12

Bosch 3 wire/2 coil magneto/generator
 2 coil assembly with internally grounded ignition primary coil
 Blue Wire-ignition and horn
 Yellow Wire-Headlight, Speedo Light and Tail Light
 Blue W/Black Wire-Brake Light

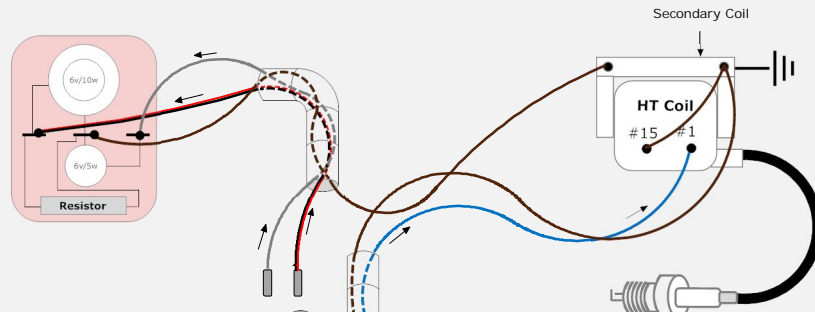
6v/1.2w Speedo lamp

1979 Sachs Prima G3 (505/1D Engine) Moped



Brake Resistor

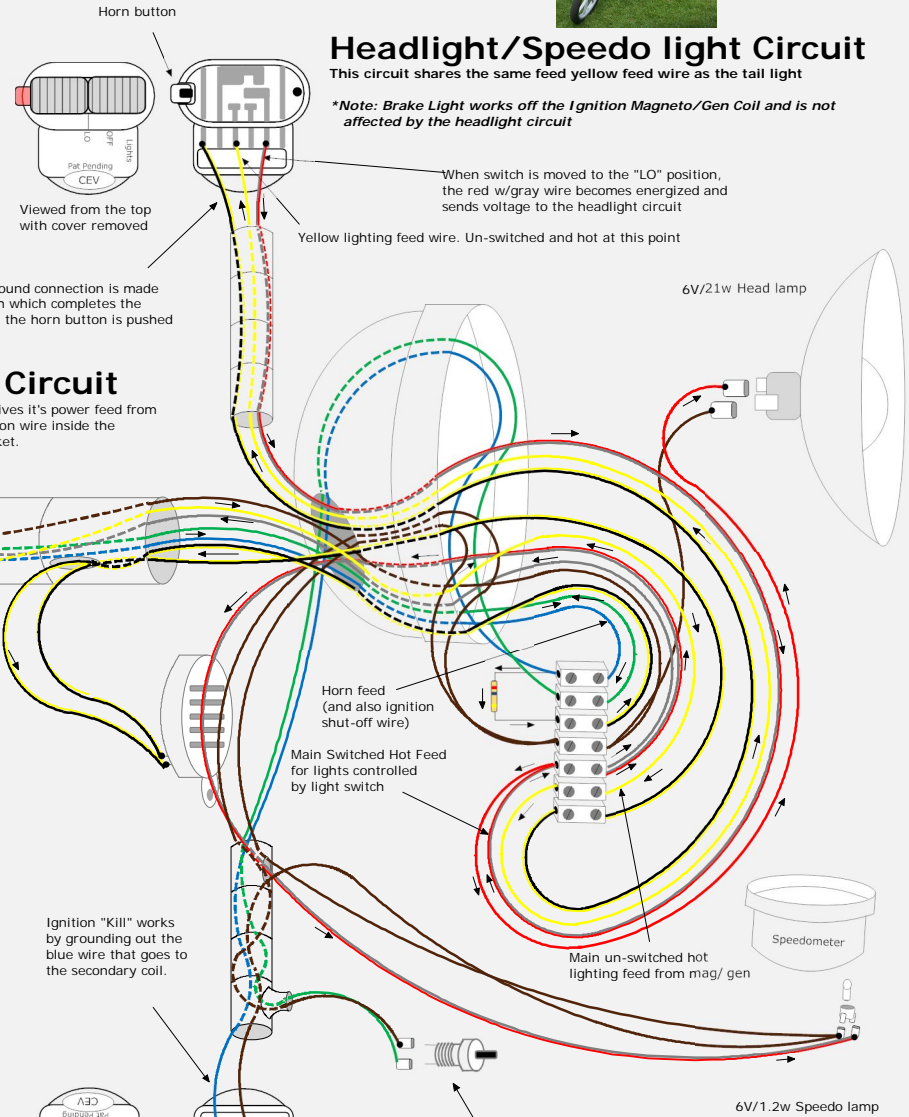
The brake light gets its power from the blue w/black ignition wire (which also serves as the return path/ground for the ignition primary coil). Without some kind of remedy, whenever the brake light would burnout, the ignition circuit would become broken and the moped would quit running whenever the brake lights were activated. The resistor is wired in parallel to the brake light bulb. It's purpose is to create an alternative path for electricity to flow should the bulb filament break/burnout. When a bulb burns out, the resistor automatically takes the place of the bulb and serves as a conduit for the ignition ground. The resistor has very little impact on a working bulb because electricity will flow thru the point of least resistance (in this case, the bulb filament)



Headlight/Speedo light Circuit

This circuit shares the same feed yellow feed wire as the tail light

**Note: Brake Light works off the Ignition Magneto/Gen Coil and is not affected by the headlight circuit*



Horn Circuit

The horn receives its power feed from the blue ignition wire inside the headlight bucket.

Tail Light Circuit

This circuit shares the same feed yellow feed wire as the headlight

**Note: Brake Light works off the Ignition Magneto/Gen Coil and is not affected by the tail light circuit*

Power is supplied for the lighting circuit from the yellow wire coming out of the magneto/generator. It sends AC voltage to the light switch.

Brake Light Circuit

This circuit is wired directly to the blue w/black ignition wire which serves as the power source. The brake light switches keep the circuit grounded until they are activated which releases the ground from the circuit and illuminated the bulb.

Ignition Circuit

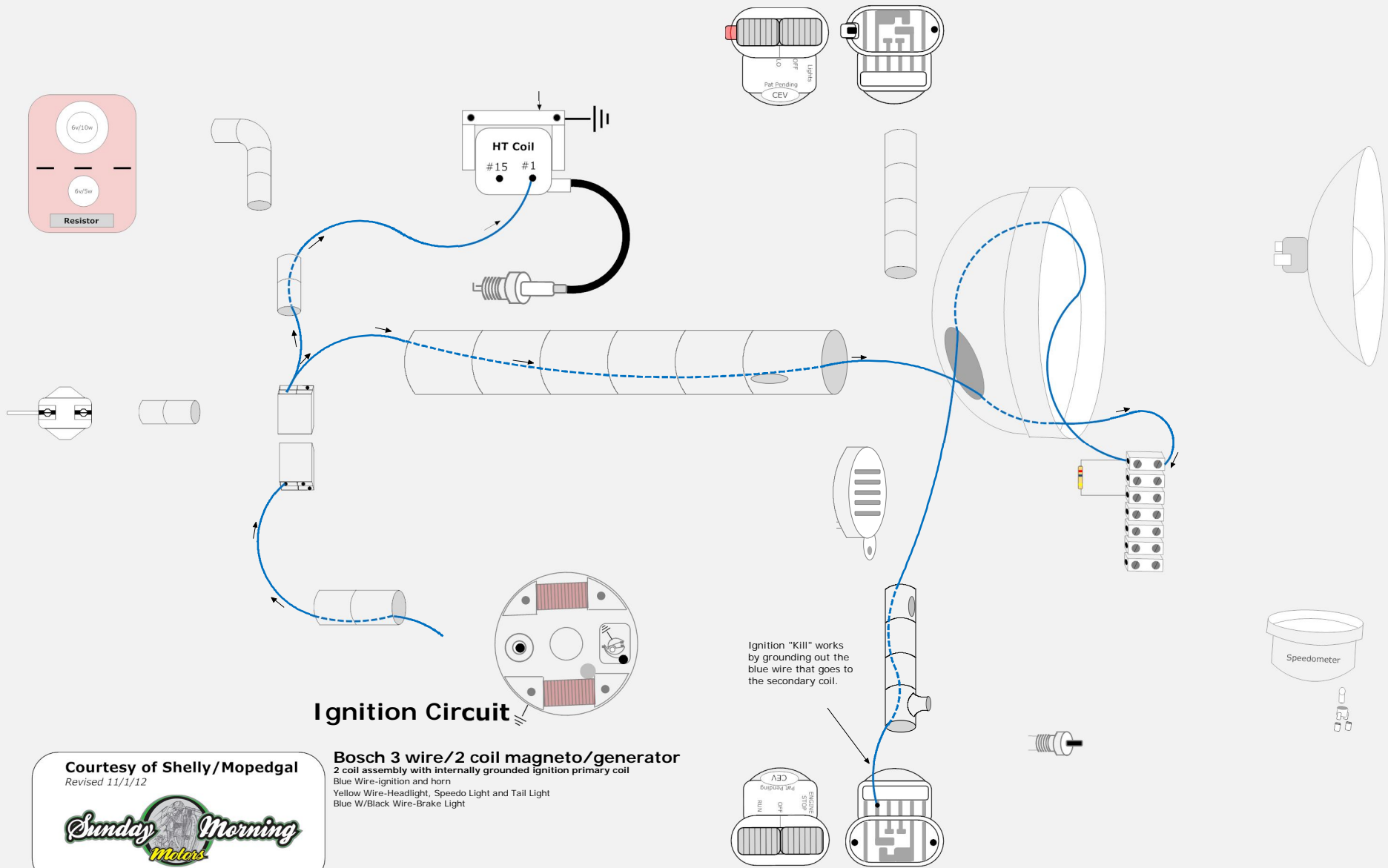
Bosch 3 wire/2 coil magneto/generator

2 coil assembly with internally grounded ignition primary coil
 Blue Wire-ignition and horn
 Yellow Wire-Headlight, Speedo Light and Tail Light
 Blue W/Black Wire-Brake Light

Courtesy of Shelly/Mopedgal
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RH Brake Light Switch
 Switch is a NO type (normally open) in its relaxed state (Position when brake lever is squeezed). When the brake lever is not being squeezed, a ground connection travels thru the switch which grounds out the black w/red wire.

1979 Sachs Prima G3 (505/1D Engine) Moped



Ignition Circuit

Ignition "Kill" works by grounding out the blue wire that goes to the secondary coil.

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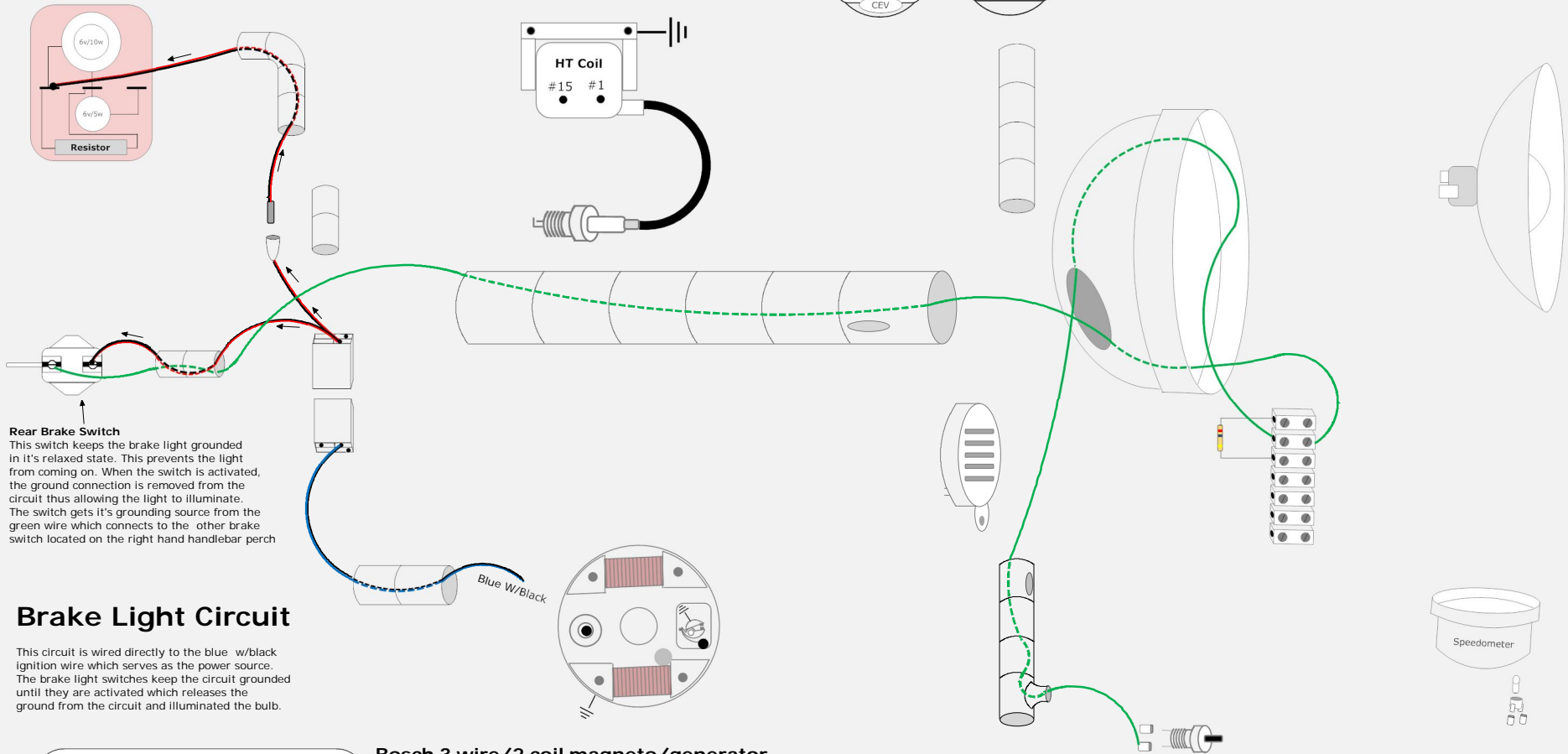
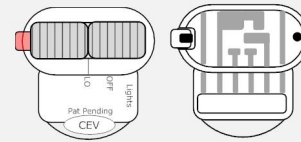
Bosch 3 wire/2 coil magneto/generator
2 coil assembly with internally grounded ignition primary coil
Blue Wire-ignition and horn
Yellow Wire-Headlight, Speed Light and Tail Light
Blue W/Black Wire-Brake Light

1979 Sachs Prima G3 (505/1D Engine) Moped



Brake Resistor

The brake light gets its power from the blue w/black ignition wire (which also serves as the return path/ground for the ignition primary coil). Without some kind of remedy, whenever the brake light would burnout, the ignition circuit would become broken and the moped would quit running whenever the brake lights were activated. The resistor is wired in parallel to the brake light bulb. It's purpose is to create an alternative path for electricity to flow should the bulb filament break/burnout. When a bulb burns out, the resistor automatically takes the place of the bulb and serves as a conduit for the ignition ground. The resistor has very little impact on a working bulb because electricity will flow thru the point of least resistance (In this case, the bulb filament)



Brake Light Circuit

This circuit is wired directly to the blue w/black ignition wire which serves as the power source. The brake light switches keep the circuit grounded until they are activated which releases the ground from the circuit and illuminates the bulb.

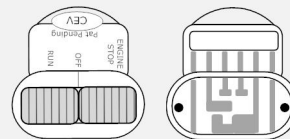
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Bosch 3 wire/2 coil magneto/generator

2 coil assembly with internally grounded ignition primary coil
 Blue Wire-ignition and horn
 Yellow Wire-Headlight, Speed Light and Tail Light
 Blue W/Black Wire-Brake Light



RH Brake Light Switch

Switch is a NO type (normally open) in it's relaxed state (Position when brake lever is squeezed). When the brake lever is not being squeezed, a ground connection travels thru the switch which grounds out the black w/red wire.

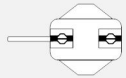
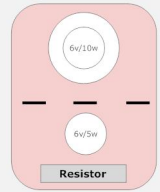
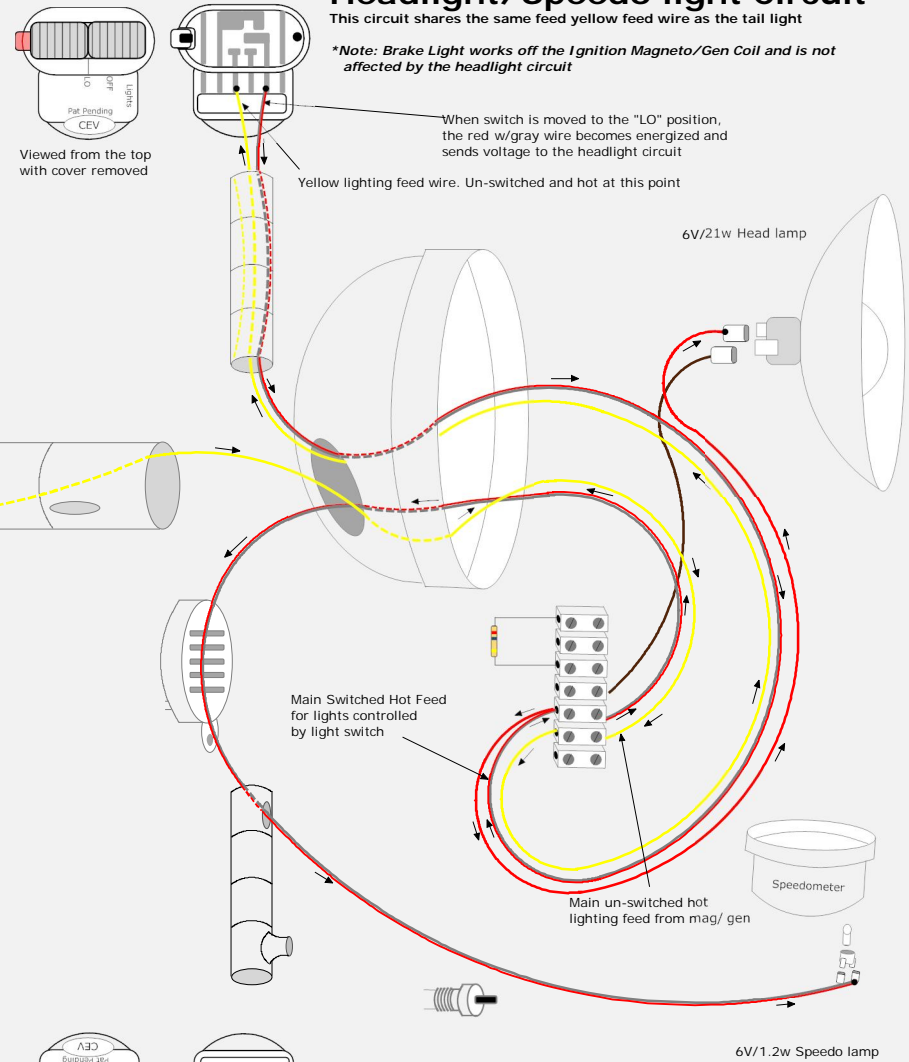
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Headlight/Speed light Circuit

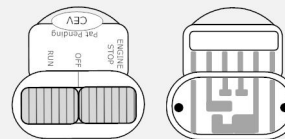
This circuit shares the same feed yellow feed wire as the tail light

**Note: Brake Light works off the Ignition Magneto/Gen Coil and is not affected by the headlight circuit*



Bosch 3 wire/2 coil magneto/generator

2 coil assembly with internally grounded ignition primary coil
 Blue Wire-ignition and horn
 Yellow Wire-Headlight, Speedo Light and Tail Light
 Blue W/Black Wire-Brake Light

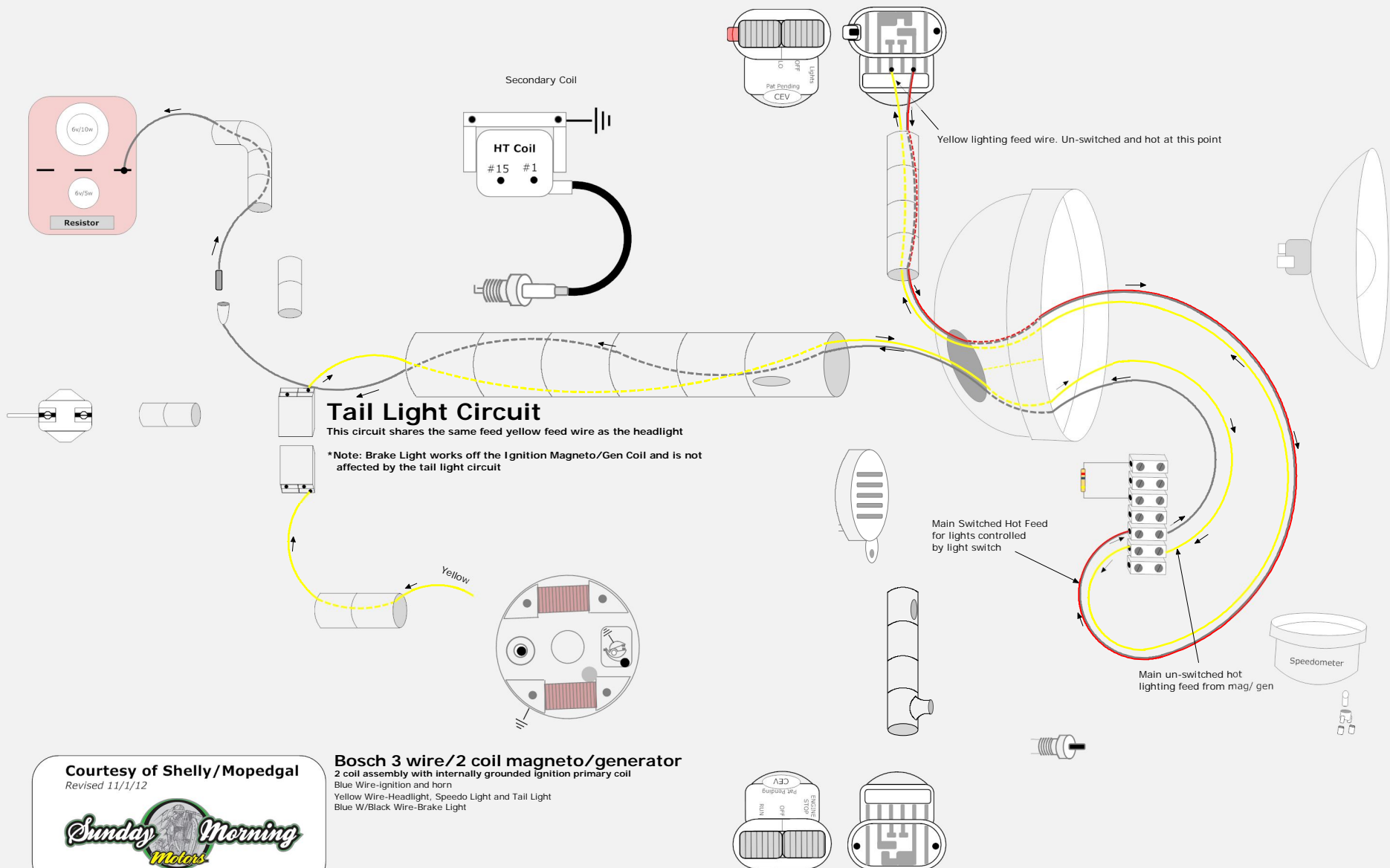


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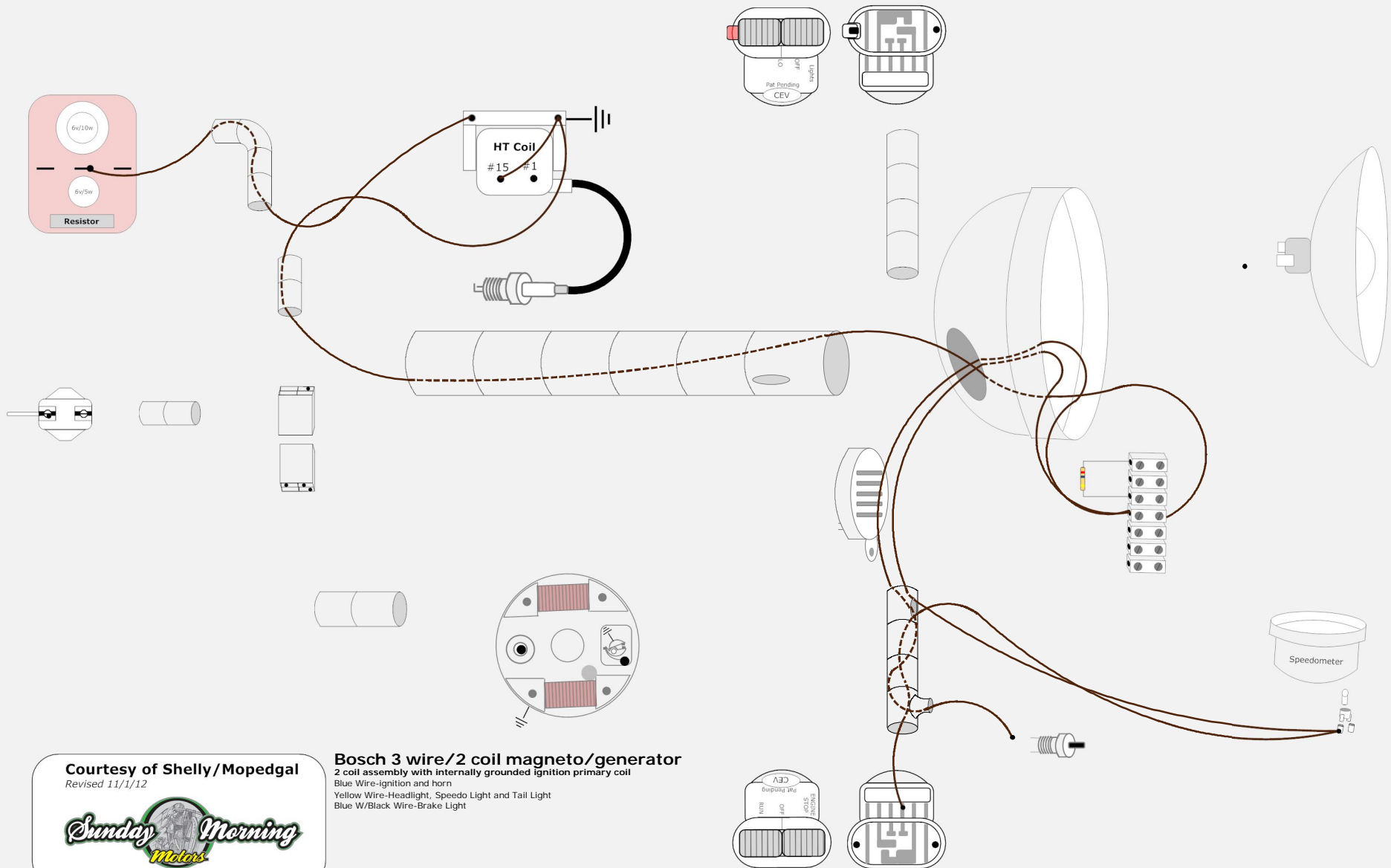
1979 Sachs Prima G3 (505/1D Engine) Moped




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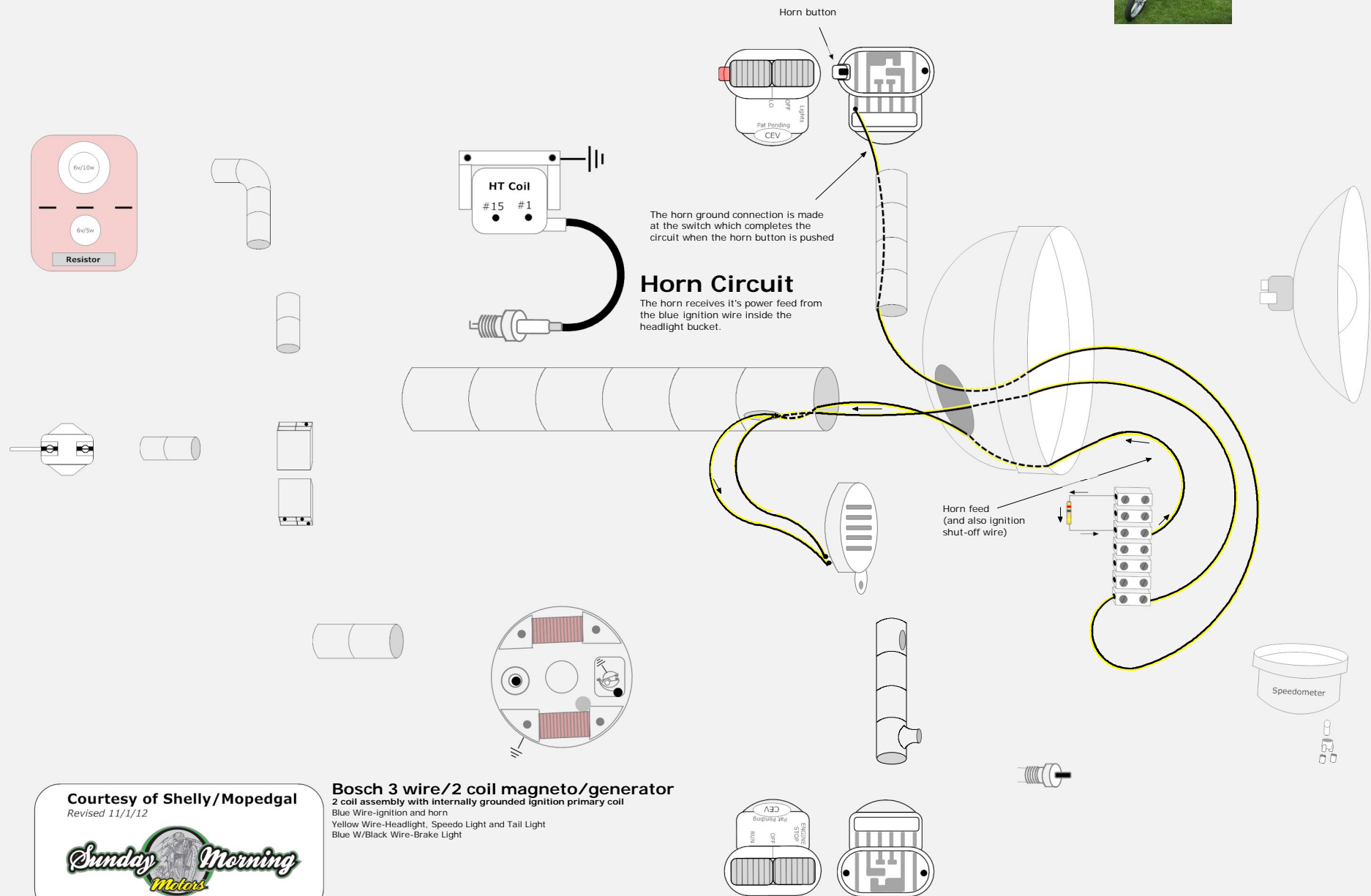
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