










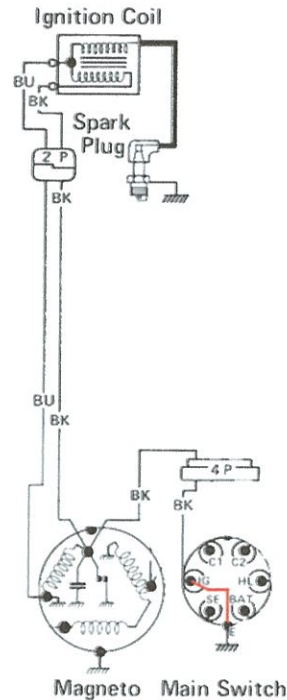


HODAKA 125 WOMBAT WIRING DIAGRAM (Ignition Circuit Only)

R - Red	LB - Light Blue
Y - Yellow	BU - Blue
G - Green	O - Orange
W - White	GY - Gray
BK - Black	P - Pink
BN - Brown	Y.G - Yellow/Green

	IG	E	BAT	C1	SE	C2	HL
OFF							
DAY							
NIGHT							

MAIN SWITCH



Here is the "Ignition Only" wiring diagram for the toaster tank Wombat (Model 94) . . . which almost exactly the same as for the Road Toad. The difference is that the Road Toad has a "Kill Switch" which wasn't on the Wombat.

The magneto generates its own power to create spark for the engine to run - no battery needed.

A "bonus" on this diagram is the detail of the Main Switch connections in the "OFF" position. Note that in the "OFF" position, the "IG" pole is connected to the "E" ("Earth" or "ground") pole of the main switch. This connection "shorts" any power generated by the magneto directly to "ground" . . . so the high tension coil (under the tank) doesn't get any "juice" to use to make spark voltage - and the engine can't start.

Turning the Main Switch to the "DAY" or the "NIGHT" position DIS-connects the "IG" pole from the "E" pole. With the magneto "juice" no longer shorted to ground, it can travel up to the high tension coil under the tank to help make spark. So the Main Switch doesn't turn the engine "ON", it really "un-kills" the engine. Sorry, that may have been too much detail - but it is interesting that the main switch "un-connects" something to allow the engine to run. But it does explain why simply disconnecting the Main Switch will allow the engine to run . . . important if you have forgotten (or lost) your key . . . or if the Main Switch is faulty. (I'd REALLY like to have a kill switch in the circuit, if the Main Switch is disconnected.)

Ed