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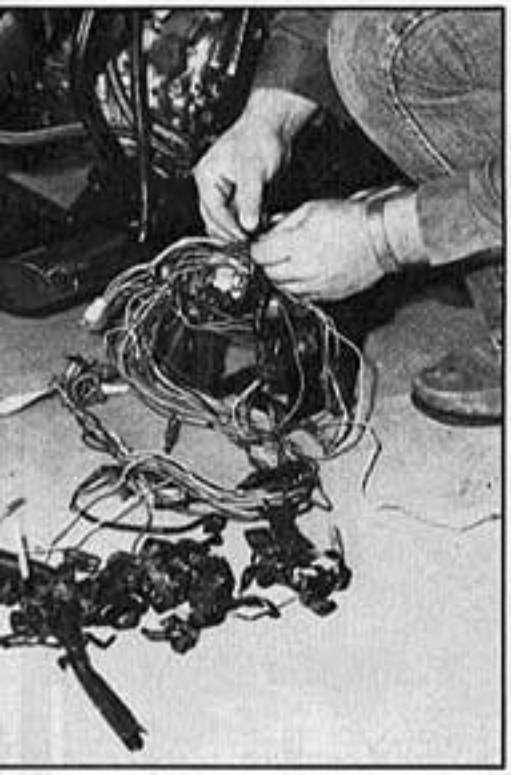


HONDA HOG ELECTRICS

One of the hardest parts of building a Honda chopper made almost easy!

by Steve Stillwell

All of the stock wiring must be removed from the motorcycle. You will be left with a bundle of wire beside the bike and two sets of wires coming out of the engine.

Out of all of the things encountered in building a Honda 750 chopper, one of the most difficult tasks to perform is the wiring. The electrics on the Japanese bikes always seem to be quite a bit more complicated than other bikes, but this is one problem you will have to overcome. As you might have already guessed, the next part of the building of the Honda Hog is the wiring.

I'll be the first one to admit that I really dreaded the idea of tearing out all

of the wiring on the stocker and hoping to be able to get it all back together again. If you don't feel that way about your Honda, then you must know a whole lot about motorcycle wiring because the 750 system has a lot of junctions, plugs, connectors and worst of all, fifteen miles of wires of a variety of colors!

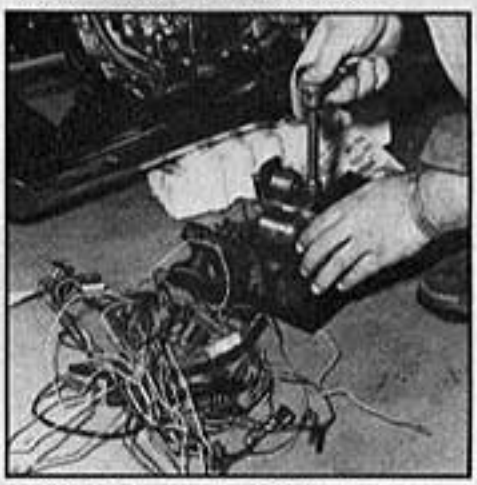
In this article, we are going to give you a step by step story on how we wired my 750. In any instance, this is going to be very complicated, even though we'll do our best to explain it. It is advisable that you have at least a working knowledge of the components of the system before starting out on this difficult task!

Now, if you are ready, start the task by removing all of the stock wiring harness from the Honda. Don't cut any wires; it is best to simply unsnap the connections and remove all of the mounting bolts. By the way, the battery should also be taken out of the bike and stored in a safe place at this time. Now, find yourself a good place to sit down and start removing all of the tape insulation and wrapping from the wiring harness. This will leave you with one big ball of colored wires! By this time, you will want to back out of this project, but you probably won't find it too hard after you overcome this fear.

The 750 Honda electrics are mounted underneath the left hand side cover. They should be removed from the bike and gently placed on a working bench or floor. Now, remove all of the wiring from this unit being careful to replace the nuts and not to damage the wiring and connectors. After all of the wiring is removed from the engine, you should have two wires running from the points and an eight blace male connector coming out of the left side of the engine.

Our wiring is all going to be located inside a Santee electrical box as shown in the picture. This box locates on top of the engine and creates a really neat and compact part of the chopper. The box is pre-drilled to mount onto three case bolts which extend through the top. Check the position of the mounting of this box before you proceed with the wiring. It should clear any obstructions easily.

ABOVE—We are using the Santee electrical box which fits into the flat part of the engine underneath the carburetors.



ABOVE—The Honda 750 electrical components are mounted onto a bracket which is mounted onto the stock battery box.

There are three basic components which will mount into the box. These parts are the voltage regulator, the starter solenoid and the rectifier. Remove the frame they are mounted on from the battery box. Now, it is a good idea to remove the rectifier from the assembly, just to gain a little working room. The next step is to remove the starter solenoid and turn it around. Remount it with the terminals pointed towards the middle of the components.

Now, just to settle your nerves a little bit, remove the three bolts which will be used to mount the electrical box. It is a good idea to mark them so they are reinstalled back into the same holes.

Before you can mount the electrical box though, you are going to have to do a little work on that eight pole male connector. It won't fit through the hole in the bottom of the box. The wires have to be removed from the connector and the easiest way to do this is with a small screwdriver or sharp piece of metal. Slip the end of it into the back of each wire releasing the clip; then remove the wire. What you will have left are seven wires; three yellow, one green, one white, one blue with red stripe and one green with red stripe. We will not be using the last two wires as they are for the oil pressure light and neutral indicator. You should use an oil gauge and be able to find neutral anyway.

Now, go back to the mass of wires and find a male, six prong connector. Remove all of the wires from it, as all you will need is the plug.

Now, route the wires from the engine through the hole in the bottom of the electrical box. Now, you are ready to mount the electrical box to the engine. To mount the electrical components to the inside of the box, we drilled one hole in the stock bracket they are all mounted on. Thus, everything is held in place when the engine bolts are tighten-

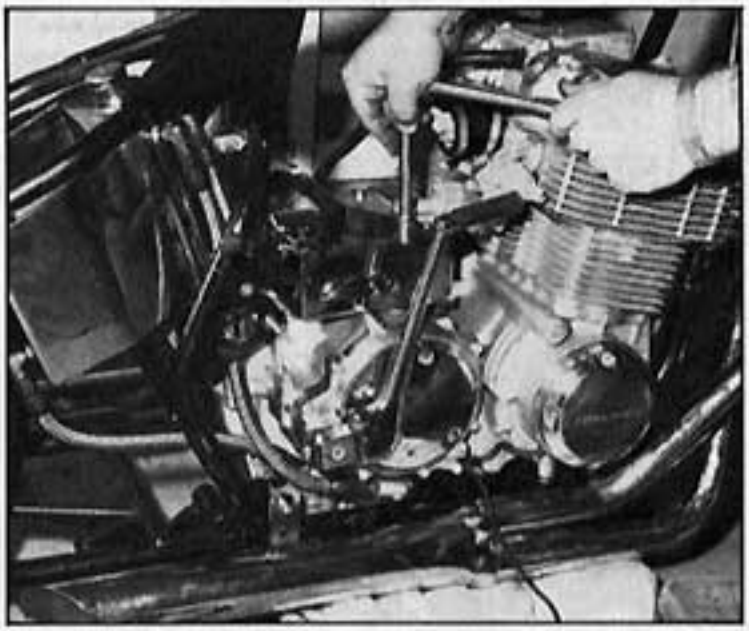
ABOVE—The electrical box mounts onto the three engine bolts as shown. Mark their stock position, then remove them.

ABOVE—There are seven wires coming out of the left side of the engine which must be removed from the male plug.

LEFT—You are only going to need five of the stock wires. These will be the three yellow, one white and one green.

RIGHT—Now go back to the stock harness and find a six lug, male connector. Remove all of the wires from it by the previous method.

LEFT—Drill a hole in the electrical component bracket and mount the whole assembly and electrical box on engine bolts.



ABOVE—Insert the six prong male connector onto that connector coming out of the rectifier. Install wires per text.

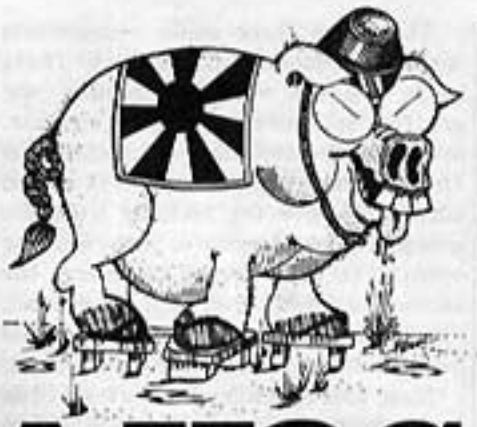
ed down. The rectifier can now be remounted, but leave the bolt loose, as you might have to remove it again later.

Now, place that six-pole male connector into the female connector coming out of the rectifier. Reinstall the three yellow wires to correspond to those of the rectifier. Do the same with the green wire. The white wire is then mounted into the middle, open slot in the bottom of the plug. Now you will be left with one open hole in each plug which will be used later. Believe it or not, you are through the hardest part!

If you haven't already mounted the switches, it is a good idea to do so, being sure to remove all the burrs from the holes.

Next, locate the white wire which previously mounted onto the regulator. They should be easy to find as they have an unusual blade connector. Mount this white wire to the center (white) pole on the voltage regulator and the other end into the open slot of the plug coming out of the rectifier.

Now you will need a red hot wire running from the A. pole on the solenoid to the open slot in the male connector coming out of the engine. Check to see that this plug mounts against the corresponding red wire coming out of the rectifier. While you are still on the A. pole on the solenoid, route a 10 gauge wire to the hot pole on the battery and a red wire from the A. pole of the solenoid to the off pole



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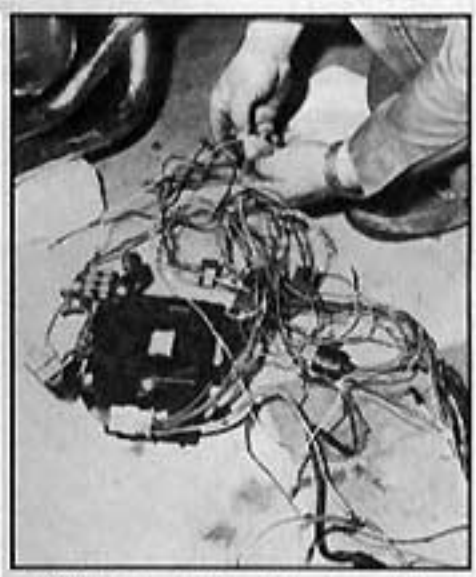
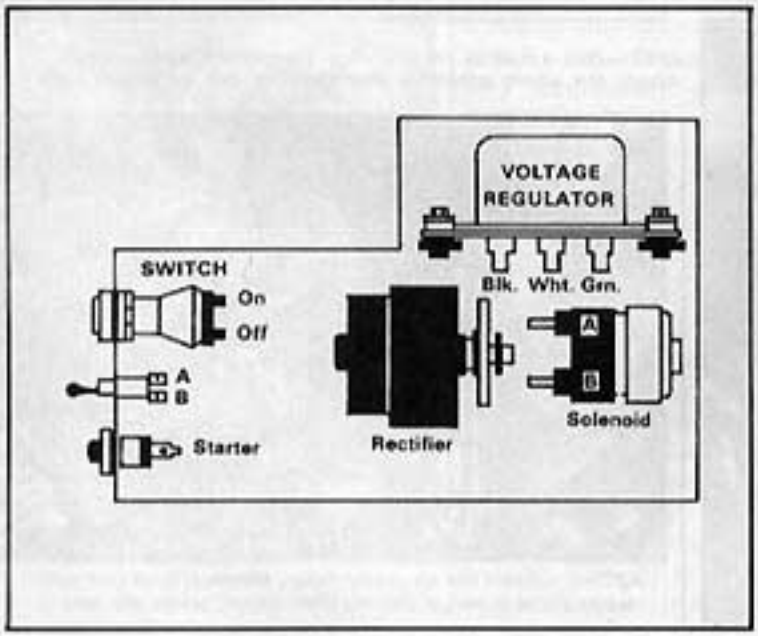
ABOVE—If you haven't already mounted your electrical switches, do so now. Best location seems to be the left side.

ABOVE—As you might have already guessed, the next step is to mount the ignition, toggle and started button switches.



ABOVE—Locate the white wire which previously attached to the regulator. Remount it to regulator and open slot in rect. plug.



LEFT—Some of the wiring can get a little confusing, so here is a look at the layout inside the electrical box.

BELOW—Now, you need red wires running from the A. pole of the solenoid to slot in engine plug and ignition.

on the ignition switch. Fuse the wire to the ignition which with a fifteen amp fuse and holder (not supplied from the stock harness).

The next step is to find the green wire from the voltage regulator. Connect it to the green terminal and the ground lug of the rectifier.

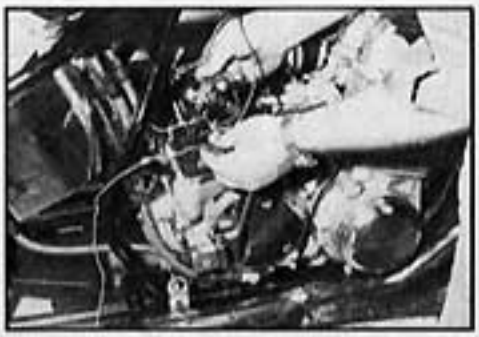
You'll note two wires extending from the middle of the starter solenoid. The yellow wire with the red stripe is to be routed to the terminal of your starter button. (If your starter button has two poles, route the other pole to a ground wire). The other wire extending out of the solenoid is black. Cut a section of black wire from the stock harness and connect the black terminal of the solenoid to the on side of the ignition switch.

To finish the wiring of the starter solenoid, connect the large black cable from the starter motor to the B. pole of the solenoid.

Now, you are going to need a bunch of hot wires to make all of your bike's components operate. Route a black wire from the black terminal of the voltage regulator to the on side of the ignition switch. You will also need hot wires running from this side of the ignition switch to the coils, stop light switch and light switch.

The coil wire should route into the "Y" connector and then to the two black wires with white stripes coming out of the coils. The blue and yellow wires of the coils connect to the corresponding wires of the points.

I really hope this helps out, but if you are still snowed under, latch onto a copy of Santee's 750 wiring instructions for their electrical box. It contains some pretty explicit diagrams. Santee is located at 651 Arroyo Ave., Dept. SC, San Fernando, California 91340.



ABOVE—A ten gauge wire has to be routed from the A. pole on the solenoid to the positive pole on the battery.

ABOVE—Find the original green wire from the regulator and connect it back to the regulator and the ground lug of the rectifier.

ABOVE—Two wires extend from the middle of the starter solenoid. Route the yellow wire with red stripe to the starter button.

ABOVE—If your starter button has two poles, route a black wire from the other pole to a good ground terminal.

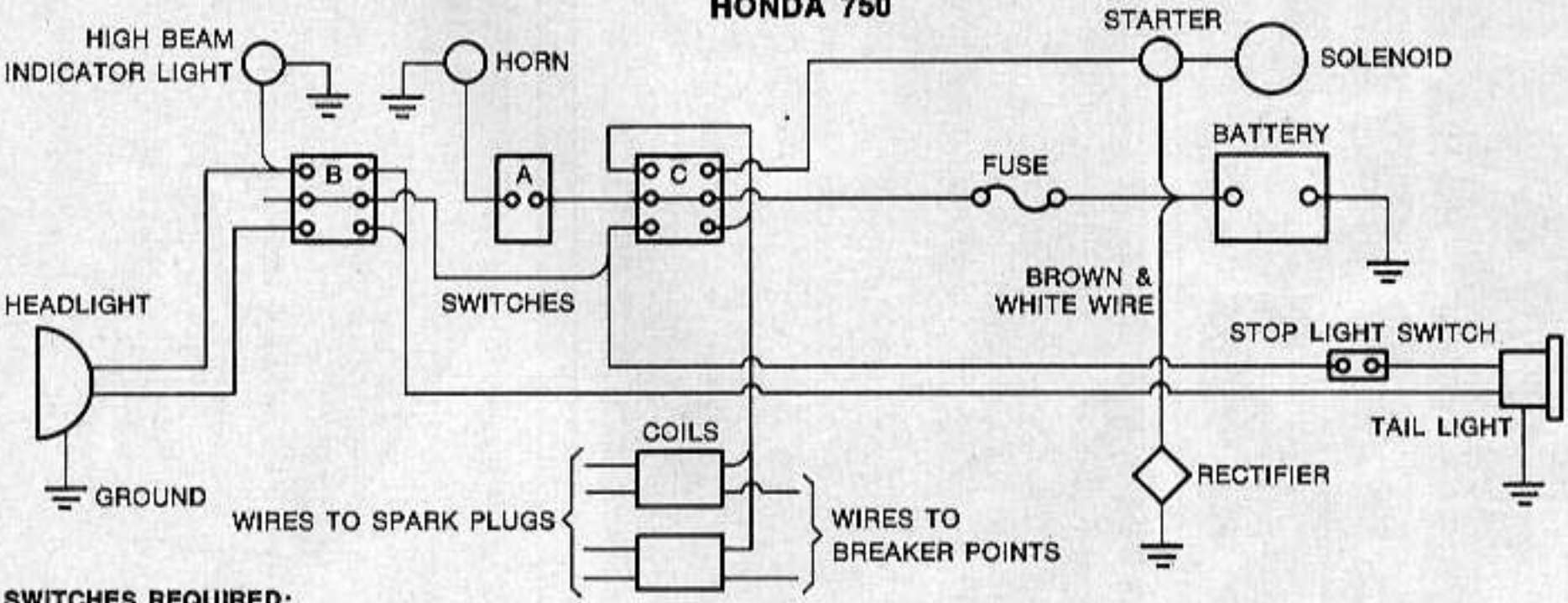
LEFT—Here's a look at the bunch of wires that must connect onto the A. pole of the starter solenoid. Mount them tightly.

BELOW—There is a black wire extending out of the starter solenoid. Connect it to the "on-side" of the ignition switch.

ABOVE—A large cable-like wire coming out of the starter motor must be connected to the B. terminal of the solenoid.

RIGHT—Tighten down all of the switches and route the wires around the components. Now, put on the top cover!

HONDA 750



SWITCHES REQUIRED:

A-1 TWO POSITION OFF-ON — TWO TERMINAL — HORN

B-1 THREE POSITION OFF-ON / SIX TERMINAL — LIGHTS OFF-ON — HIGH & LOW BEAM

C-1 THREE POSITION OFF-ON / SIX TERMINAL — IGNITION & LIGHTS