

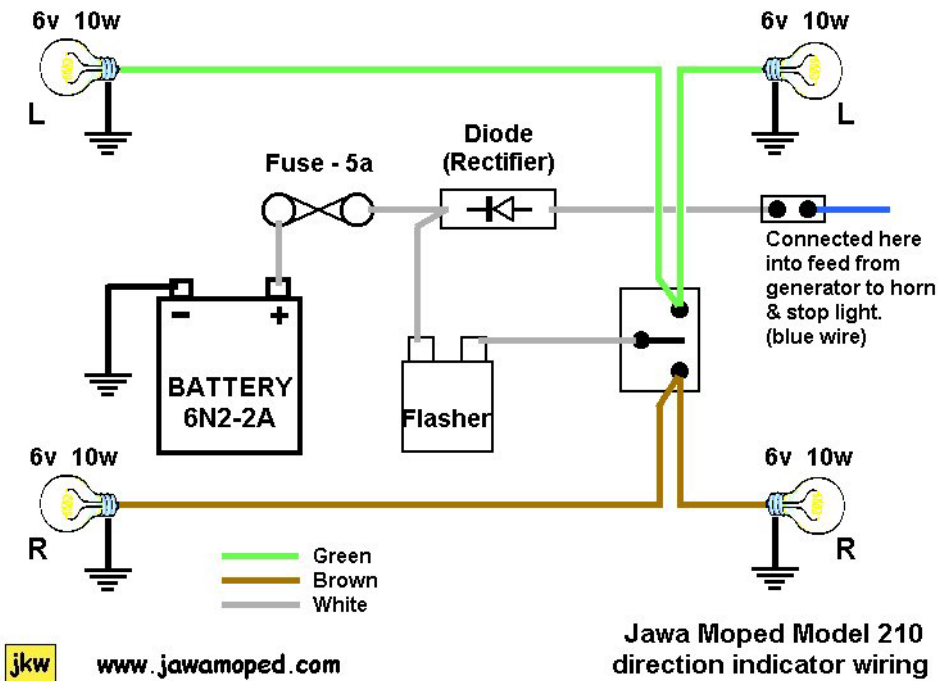
Direction Indicators for Jawa and Babetta mopeds

The mopeds were not fitted with indicators as standard by the factory, and in many countries mopeds were not required to be equipped with them. In the U.K. indicators became a legal requirement for motorcycles from 1 August 1986 but have never been a requirement for mopeds. Indicators were fitted onto the "Nippy De Luxe" version of the model 207 and onto some model 210s as a bit of an afterthought by the importer.

Since Jawa moped electrics are all AC systems and indicator flasher units need a DC supply to work, the indicator circuit is largely separated from the rest of the moped's electrics.

The circuit is shown below and consists of four stalk indicators with 6 volt 10 Watt bulbs, on rather crude mounting brackets, and a small 6 volt lead/acid battery mounted in a little steel box on the side of, or under, the rear carrier. There is also a conventional, 2 terminal, 6 volt, flasher unit and a 5 amp. fuse mounted in one of the rear tool trays, and a handle bar mounted switch, all connected up as shown below. There was no indicator warning light included.

The indicator circuit is connected to the moped generator by means of the diode to rectify the AC current and provide a small DC current to help keep the battery charged.



I have a modified version of this arrangement for the indicators on my wife's red and pink moped. Instead of a lead/acid battery, I have used a battery carrier with 4 'C' type torch batteries. The batteries, a fuse and the flasher unit are all housed inside the right hand tool tray, see the photo below. Because the batteries are not rechargeable the connection into the mopeds generator is omitted. The arrangement would not work with dry rechargeable batteries connected to the generator, because the widely variable voltage and current supplied would destroy the batteries. To conserve batteries I have changed the indicator bulbs to lower powered, 4 Watt ones.

