

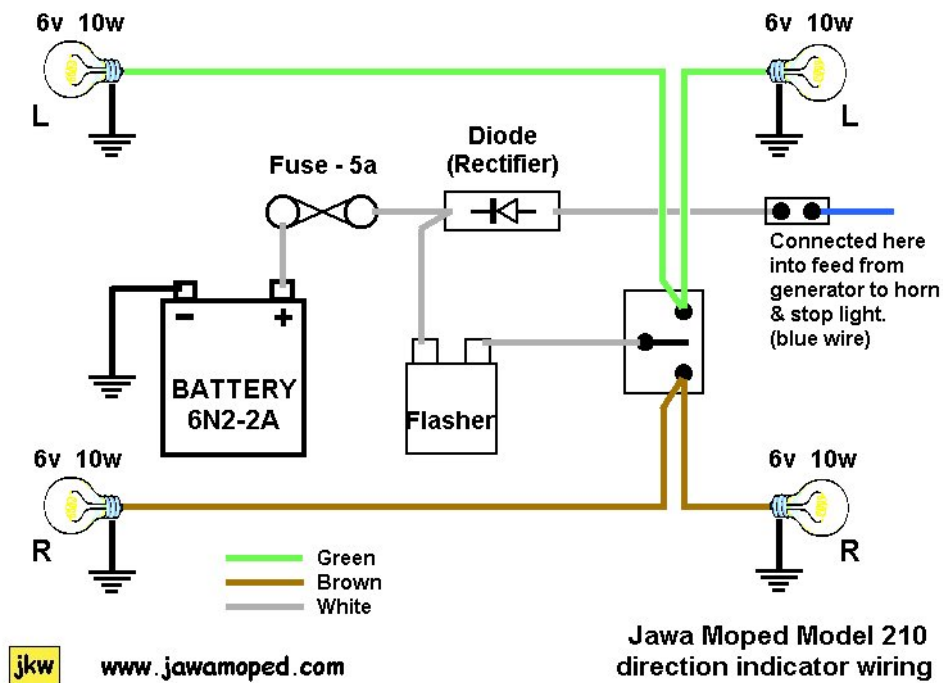
Direction Indicators for Jawa & Babetta mopeds

The mopeds were not fitted with indicators as standard by the factory, & I believe that in many countries mopeds were not required to be equipped with them. In the U.K. this was the case until 1986, after which time indicators became a legal requirement for all powered two wheelers. Indicators were therefore fitted onto model 210s as a bit of an afterthought, by either the factory or by the importer.

Since Jawa moped electrics are all AC systems & 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 & consists of four stalk indicators with 6 volt 10 Watt bulbs, on rather crude mounting brackets, & a small 6 volt lead/acid battery mounted in a little steel box on the side of 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 & 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 & 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, I do not believe that the arrangement would work with dry rechargeable batteries connected to the generator, because the widely variable voltage & current supplied would "fry" the batteries. To conserve batteries I have changed the indicator bulbs to lower powered, 4 Watt ones.

