

## Wiring Questions for a 62 Morris Mini –

I'm wondering if I need any more or any different parts.

I am doing a custom wiring of a 62 Morris Mini because I didn't want to return to a 2 or 4 fuse wiring harness. I suppose I should say sorry for making this decision, but it is a decision never-the-less that I've made, and have progressed with the wiring reasonably well, I think, up to the question(s) in this document. The challenge has been that the car was put together from parts, and may not be an exact 62 Morris Special as indicated by the information on the car body. The wiring was 50 years old, of course, and terribly deteriorated, to include painted over, and faded beyond recognition. I've used a couple wiring diagrams to make judgments about the original wiring of the car. I've gotten to the point involving the wiring of the Starter Switch/Solenoid to the starter and to the LRA100 Alternator GXE8211. I've tried to illustrate the wiring as I have presently planned it, and am wondering if I'm on the right path, or am I going to burn everything up? The car was positive ground, and I'm now going to have it negative ground. A new alternator is used in place of the positive ground generator, the positive ground radio is not being converted and a radio is not presently planned. Ammeter is not being used. Other original gauges and sending units will be used.

First, I'll ask a brief version of my question on this page. Then I've subsequently, via the rest of this document, tried to provide some diagrams and detailed explanations of the question as it applies to my custom wiring.

The question is: What is the purpose of each of the spades on the LRA 100 Alternator GXE8211?

Small top spade: alternator excitor?

Middle large spade: power to alternator?

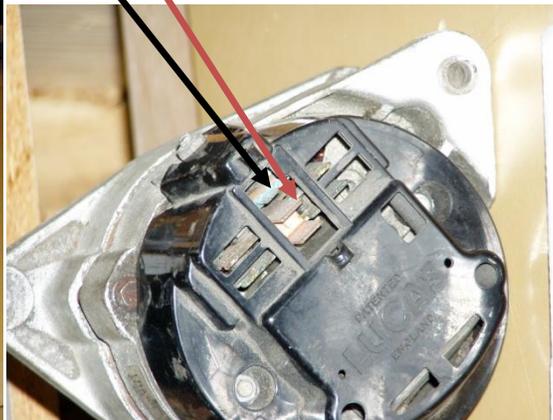
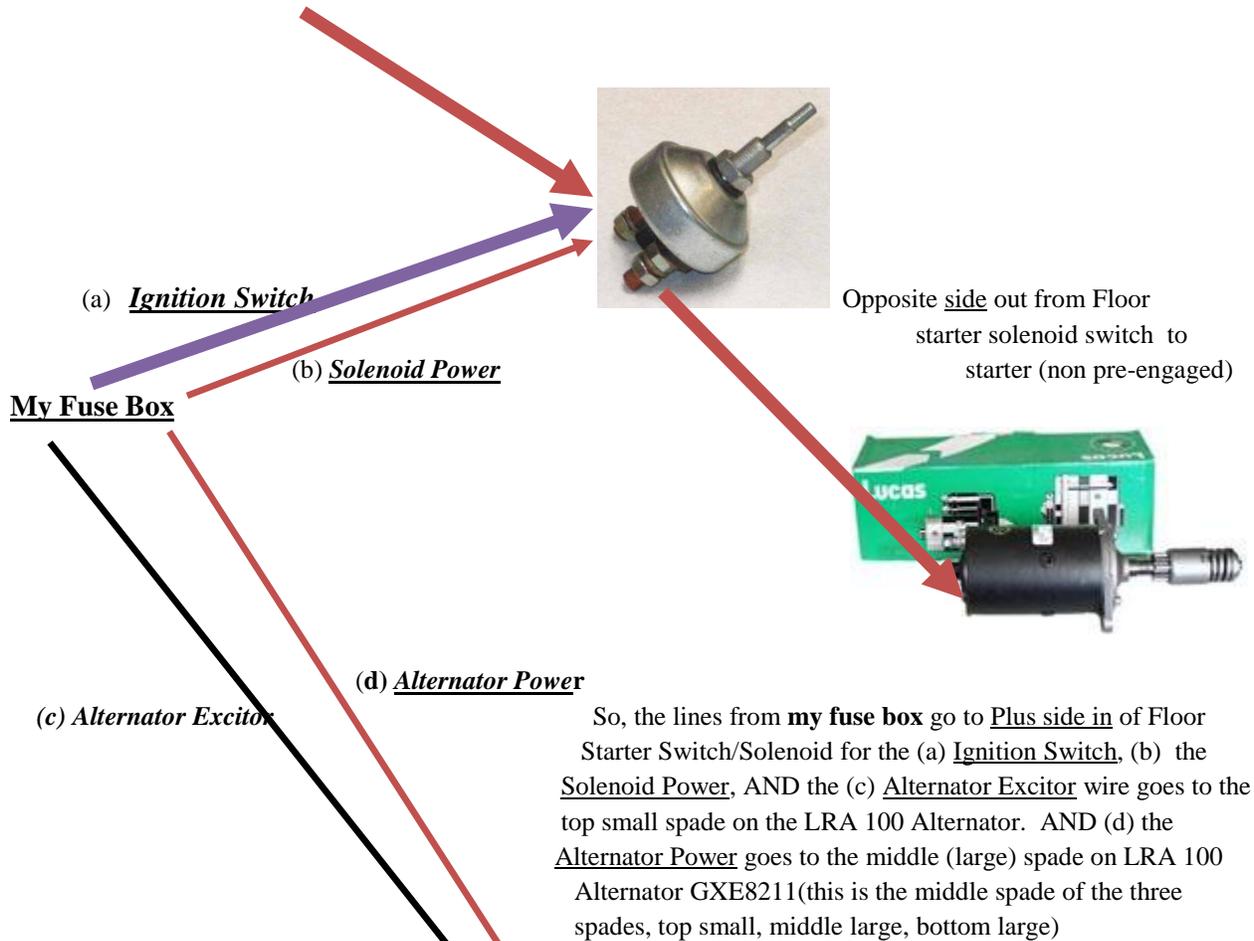
Bottom large spade: ????

In the following pages, I have identified the detail questions with the following format: **Q??**

See next page please.....



Positive battery terminal to **Pos side in** of Floor Starter/Solenoid switch, which looks like this..

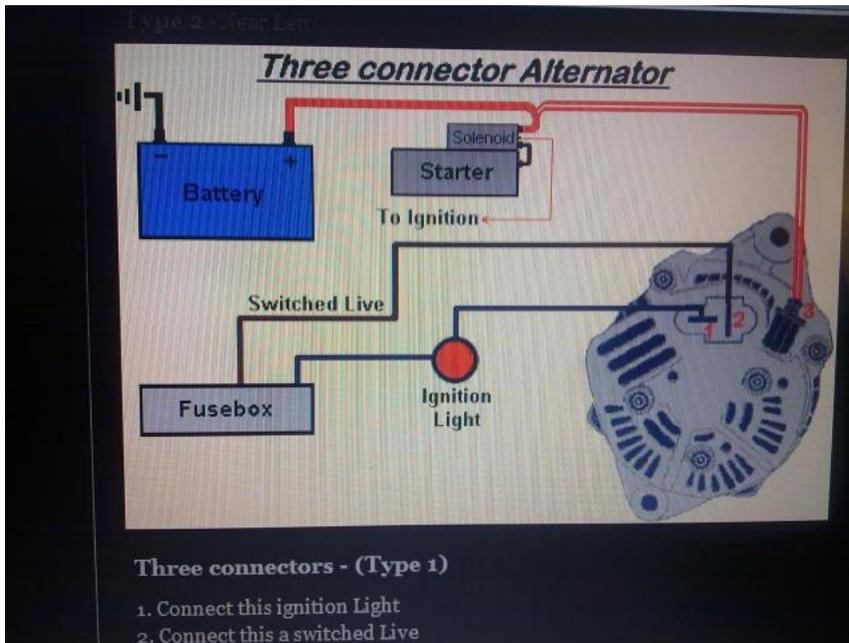


**Again, The top small spade I plan to use for the Alternator Excitor wire. And the middle spade I plan to use for the Alternator Power.**

**Q1:** My plan for the top “small” spade is for the alternator excitor wire. Does this make sense?

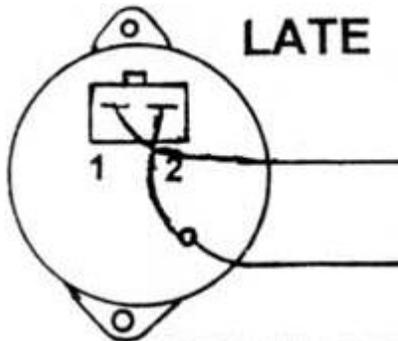


So, the third Spade (bottom) on the Alternator is connected how? Same question as Q5.  
See this diagram; see notes below this diagram with questions, that causes me to question my initial sketch above on page 2:

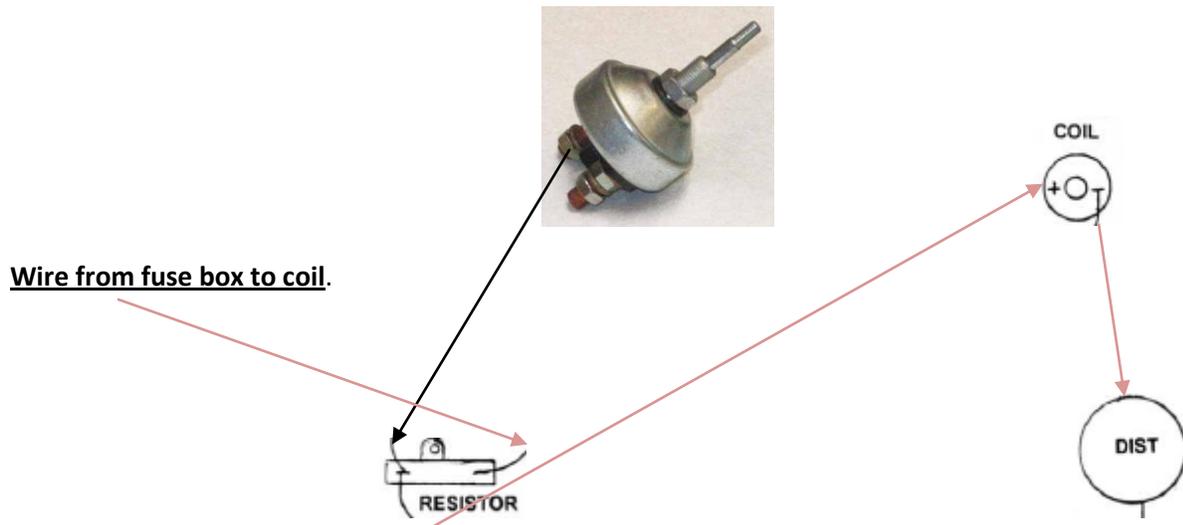


My conclusion is that this is not the same type of alternator connections, since it appears that the bottom Spade is connected to the Solenoid. In my harness plan, as discussed on page 2 above, the middle Spade is connected between the Fuse Box and this middle Spade on the alternator. And in my harness plan, as discussed above the Solenoid power wire goes directly to the Solenoid, also page 2 above. Thus the bottom Spade on the Alternator is not connected, in my plan, to anything but the other large Spade, thus leading to the diagram below.

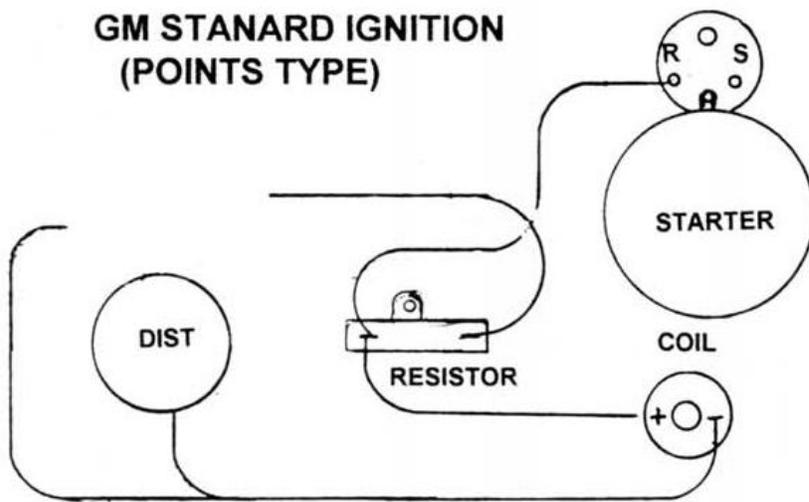
This diagram, that shows the two large Spades connected together.



This leads to a question regarding the coil and distributor wiring in relation to the above sketch/plan.



This is the diagram from the wiring harness I'm using/following for the above self drawn sketch:



So, if I understand this correctly, there should be a wire out from the Positive Side of the Starter Switch/Solenoid to the resistor. And the resistor also receives power from the coil wire supply out of the fuse box.

**Q5. Do you think this** is correct for my application?

**Q6.** Finally, again, the reason I ask these questions is that I'm wondering if the combination Starter Switch/Solenoid is the best item for my project, or would a separate Solenoid and separate Starter Switch make more sense?