Building a Featherlastic

Part IX

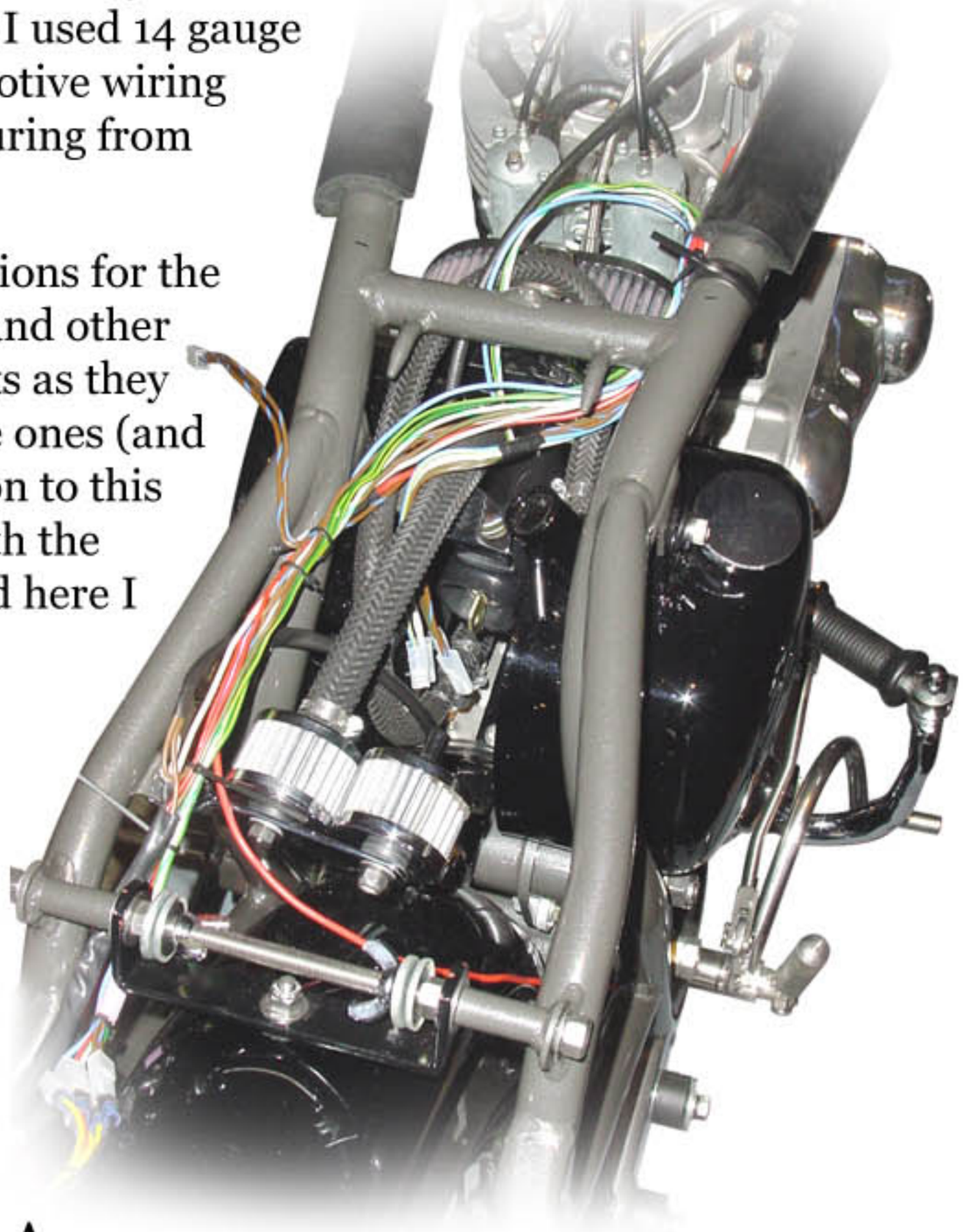
Finally getting to the point of wiring this 4 year project is pretty exciting for me. Since it is essentially a Commando in a '67 Atlas frame, I started out with a new Commando wiring harness. First I unraveled the harness tape and wrapped small nylon ties as needed to keep wire groupings together. Since I'm not installing turn signals (and there's lots of unused wires that come in these Commando looms), I then weeded out the unnecessary wiring. Next I laid the bare harness into the frame and lengthened and shortened wires as needed. I also added wiring for the ammeter in the headlight shell which runs in-line with the hot wire from the battery (positive ground of course). For this I used 14 gauge and everywhere else 16 gauge automotive wiring as it is multi-stranded to resist fracturing from vibration.

Brass British bullets (Norvil) and crimping tool (NAPA)

Boyer EI in bracket

After researching connector options for the wiring harness to the headlight and other items, I decided on British bullets as they are more robust than the Yankee ones (and politically correct). The exception to this is where the harness joins up with the Podtronic's voltage regulator and here I soldered in tab connectors.

I avoided the temptation to use the frame for grounding and instead ran ground wires to items like the head light and tail light. After I've put a few miles on the bike and know that everything is working properly, I'll wrap the harness with "Rescue" tape - a silicone tape that fuses into itself to form a solid waterproof seal.



Podtronics under the "hump"

At places where the wiring has the potential to rub (like the rear fender, rear brake light switch, etc.) I used rubber sheathing and/or grommets. For the headlight wiring, I modified a new Commando headlight harness which mated perfectly with the British bullets.

Next, I fire it up and take it for a test ride!/BC