Wipac alternators re lightweights Via Andy Sochanik

They ALL have 6 coils arranged arranged around a laminated iron centre,
You can see these coils on all Wipac Stators, similar but better made than the Lucas stators.
All Wipac stators have 3 wire outputs, as early Lucas.

The 3-wire types (Wipac & Early Lucas) split the 6 coils between the 3 wires.
On Wipac, the White wire is the common with 3 coils to Orange, and 3 coils to Green, this gives two levels of output/charge for the 6V systems. The Electra having 12V from 'birth' has 1/3 and 2/3 output ie as per Lucas, ie the split is 4:2 on the 3-wire systems
On Wipac, with a good ohm-meter, Jubilee & Navigator should read about 1.5 ohms for White to Green, and White to Orange and 3 ohms Green to Orange.
So - we should get the same readings White to both colour leads, whilst colour to colour gives you the sum of both.
For an Electra stator therefore, we would expect 1 ohm between White and one colour and 2 ohms between White and the other colour - with the same 3 ohms across both colours. (Actual readings may depend on the meter you use, but the ratio of the readings to each matter).
For Lucas 3-wire alternators the rules and ratios apply as for the Electra (above), though the actual values may be different.

The last test for ALL stators is that there should be NO continuity to earth/chassis.
For this test, use your multimeter in its highest range,
There should be NO indication of a connection to the metal of the stator from the coils (any of the 3 wires will do for this test).
There may be a very slight indication - but it should be at least 500,000 ohms (or more).

6Volt AO

The Jubilee and Navigator when made, were 6Volt (Bear in mind the recommendations for 12V) with charge control/alt. output via the light switch (and ignition switch).
With the machine on side lights (with ignition as well) the charge to the battery was adequate. But reverting to ignition only there was an element of 'overcharge' so this was taken care of by the 'resistor'* built into the loom. Switching the headlight on removed this resistor and put the alternator on full output.
* I have seen several 'dangerous' attempts at supplying such a resistor within the loom. A decent/safe resistor can be supplied. But of course converting to 12V (and electronic ignition) is the real answer.