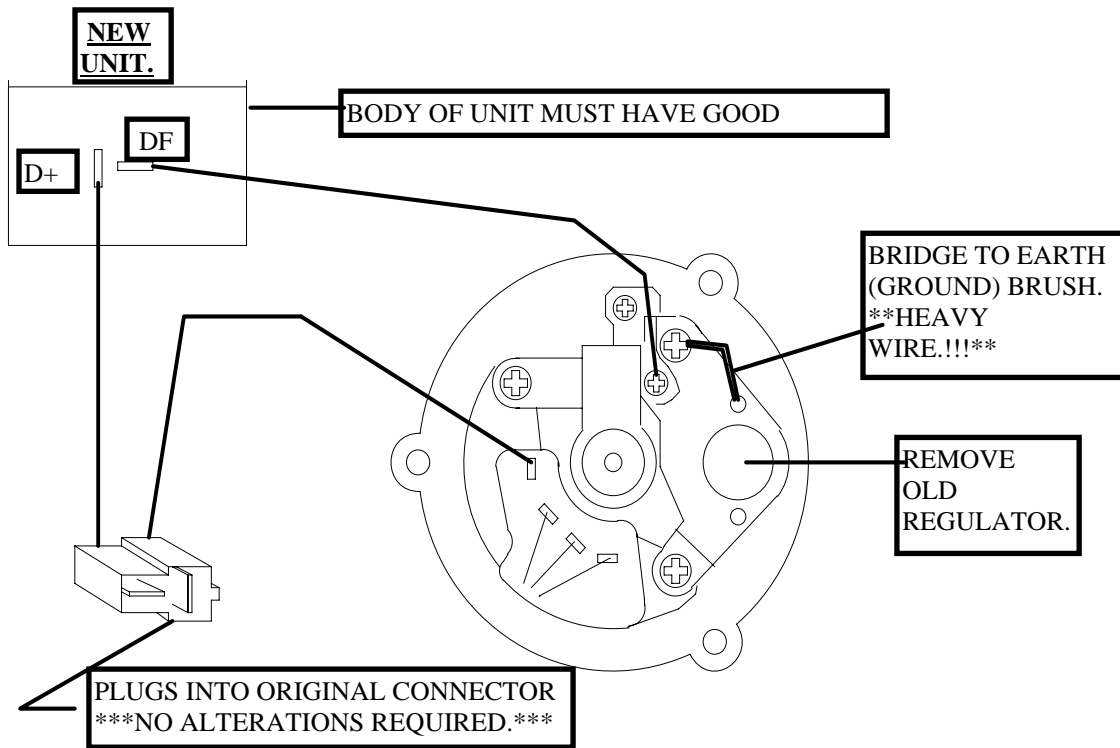


CHEAP "LATE MODEL" ALTERNATOR REGULATOR.



As with most Motorcycle Parts "AFTER MARKET" people will eventually get on the bandwagon and bring out a cheap and hopefully reliable REGULATOR for these alternators, as yet they have not, so in the interim the fitting of an INGRAM or BOSCH unit will be an ECONOMICAL CHOICE.

The original regulator is removed, cut off solder connectors at the rear. Use the top bolt and nut along with a fairly heavy "BRIDGING WIRE" to EARTH OUT the OLD REGULATOR BODY connection. Refit the regulator base (minus metal regulator), reconnect the original loom and the BRIDGING WIRE.

At the "MAIN CONNECTOR" (where the wire plugs into the MOTORCYCLE LOOM) remove the SWITCHED wire ie. the wire that is turned ON and OFF with the ignition switch, use a new wire with the same connector and plug it into the switched power socket of the connector, the other end of this wire goes to the D+ connection of the "NEW REGULATOR", the DF connection of the NEW REGULATOR connects to the wire that was removed from the CONNECTOR (used to be the SWITCHED power).

The body of the NEW REGULATOR must have a GOOD EARTH.
Start and run the motor, check that the VOLTAGE output is 13.5 to 14.2 VOLTS.

REGULATOR Part numbers :- Bosch RE55, Ingram 831253

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