

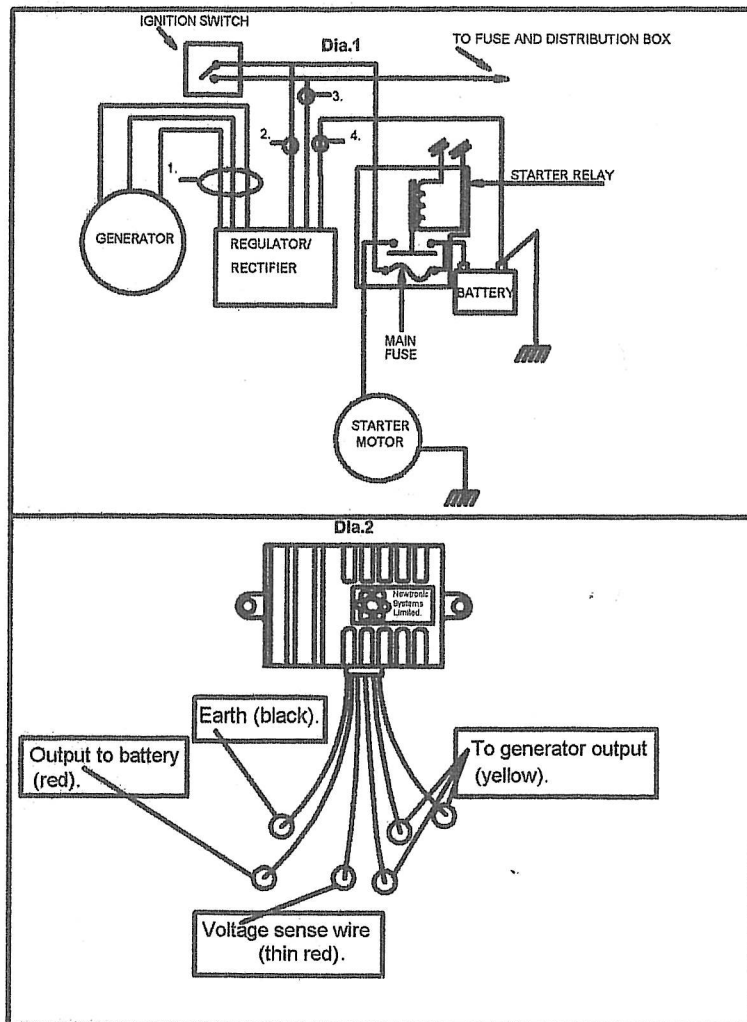
FITTING INSTRUCTIONS FOR RECTIFIER/REGULATOR STANDARD PMR

This rectifier/regulator is suitable for three phase Permanent Magnet Rotor types of alternator (with 3 output wires) as fitted to some motorcycles. It is advisable to have a wiring diagram for the bike to be worked on so that the relevant wires can be identified more easily. Below is a typical wiring layout for three phase Permanent Magnet Types. Due to the large number of different motorcycle manufacturers this diagram is representative only, and will NOT apply to every 'bike'. Use the individual wiring diagram of the motorcycle in question to check similarities.

In Dia.1, 3 wires (marked '1') are shown emerging from the generator. These are carrying alternating current from the generator to the rec.reg. where it is converted to direct current, which the 'bikes' main electrical system works on. The current is then regulated to keep the battery charged at around 14.3 volts while the bike is running. Wire 3 is used to keep even tighter control over the output voltage. It will be connected near the 'load' side of the ignition switch to measure the actual voltage there and influence the regulator to keep the correct supply level at that point.

Under NO circumstances should this wire be connected to a permanent live (this will cause battery drain), or left disconnected (this will cause over-charging and void the warranty of the unit).

Firstly identify the original unit fitted to the bike and remove it noting the wire colours. Select the 3 wires from the generator (Dia.1) and connect to the unit via the 3 yellow wires (dia.2). The order of connection is unimportant. The black wire connects to a good earth. The thick red wire goes directly to the battery feed, or main fuse. The remaining thin red wire is the voltage sense wire and should connect to the remaining wire on your 'bike' (usually brown, black or orange). If your bike does not have this extra wire then connect to the fuse-box at the 'load' side of the ignition, or any convenient ignition switched supply. Secure the unit using the lugs on the casing. Variations from Dia.1 may be found. If in doubt contact the factory on +44(0)1254 680187. All connections must be sound for the unit to function efficiently. Taped or twisted connections are NOT sufficient.



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