

The PME universal solid state regulator/rectifier is intended for use with permeant magnet, 12 volt single phase alternators up to 200 watts (16 amps). If no fuse is already fitted a 15-20 amp fuse should be fitted to isolate the battery from the electrical system if a fault occurs.

This unit can use used with a PME battery eliminator p/n BE1 or BE2. The alternator's output will determine if there is enough power to run the ignition when kick starting - battery eliminators do not make power so if it does not work the output of the alternator is not sufficient.

Fitting instructions

1. Remove the battery from your bike.

IMPORTANT: An accidental spark or incorrect polarity while installing your new regulator/rectifier can destroy it. Units returned with burnt out rectifiers caused by wrong polarity or short circuiting will not be replaced under warranty. Check twice before connecting the battery!

2. If applicable remove the old regulator/rectifier. Mount the PME unit securely to the bike.

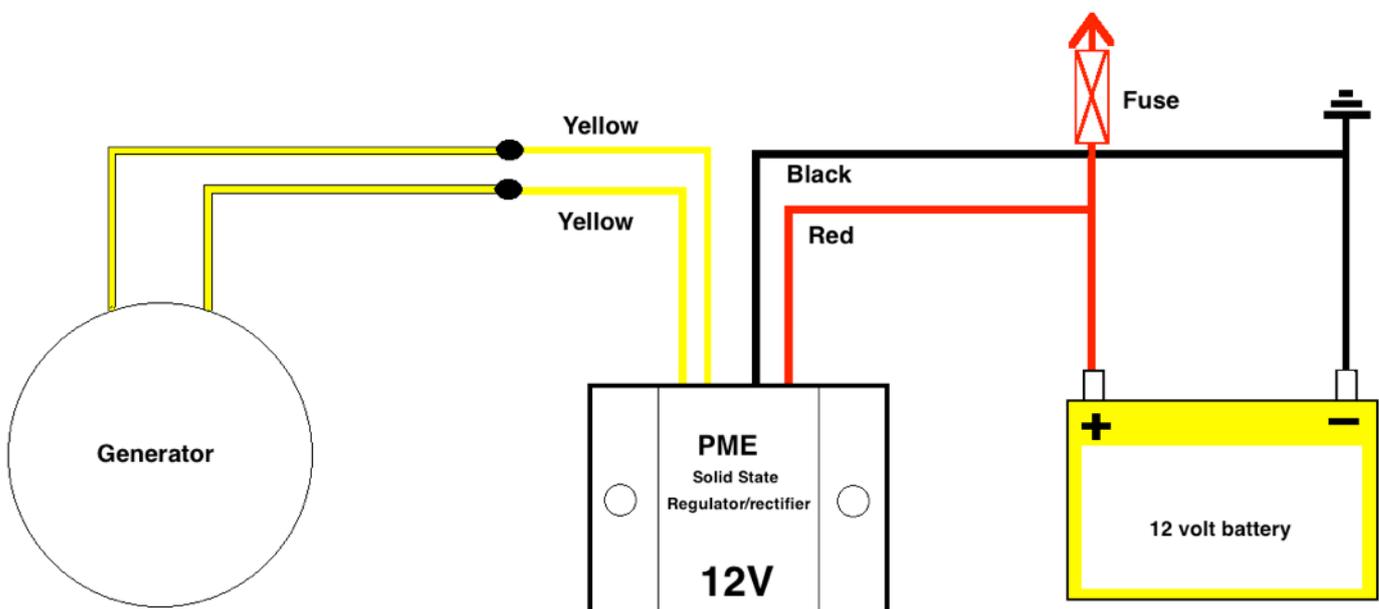
3. Identify the AC output wires coming from the generator, usually white or yellow and connect the two yellows from the new unit to these. **It does not matter which order these go.**

4. Connect the red to the bike's positive (normally red) and the black to the negative. Yamaha use black for ground. Some Suzuki models use black or black/white. Honda often use green for negative. You must use correctly crimped Japanese type crimp terminals to form the connections.

You must determine which colour is the correct one from the wiring diagram for your bike. The PME regulator/rectifier fits hundreds of machines and it would be impossible for us to have all the wiring diagrams on file.

5. Reconnect the battery.

Testing





RR12V-10

Measure the battery voltage with the engine off. Start the engine and check it again, it should be a little higher than the first reading. Rev the engine to 2,500 RPM and the output should be between 13.8 to 14.8 volts with the lights on or off.