

Royal Enfield Combined Regulator & Rectifiers RR12V-24 & -25

We supply a combined regulator and rectifier upgrade that replaces both earlier single unit as well as separate rectifier and regulators fitted to later models. The unit is the same for both versions but to avoid you having to sift through wiring diagrams, one has colour coded tags and the other a matching 'plug in' connector (replaces the two separate regulator and rectifier units). The only thing that the owner may have to do is fabricate a simple mounting method.

We make connection easy with either coloured sleeving to match the bike's wiring colours or with a plug in matching connector.

To fit the unit, first disconnect the battery. Then remove the old regulator rectifier. On later machines its important to remove both the regulator and rectifier units. The new combined unit does the job of both of the old units.

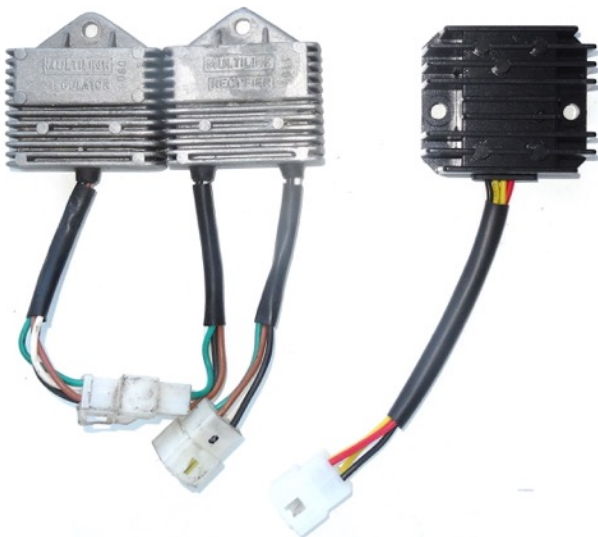
In the case of two separate units, plug in the combined unit to the wiring loom. With early single units, match the coloured sleeves to the same coloured wires on the bike.

Secure the new combined regulator rectifier to the bike

Reconnect the battery and test the unit is working. If you have a multimeter select it DC volts and connect it across the battery terminals. With the engine running at 2,500 RPM check the battery voltage is between 13.8 and 14.5 volts with the lights on and off.

If you don't have a meter, let the engine idle with the headlamp on. When revved the headlamp should noticeably brighten up.

RR12V-24 = Plug in replacement for separate rectifier and regulator units



RR12V-25 = Replacement for early Indian made Bullets with single unit



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