

Upgraded MOSFET Regulator (50A)

Modern motorcycle electrical systems are extremely powerful compared to older machines.

The standard of wiring and connections has to be far higher than most people are used to. Many systems will suffer problems and may burnout parts or fail if the wiring is even slightly less than 100%.

Fitting this part must be done by a trained & competent motorcycle electrician with the correct tools, equipment and the manufacturer's manual for the machine. This guide does not over-ride any warnings or cautions in the manual.

The correct crimping tools MUST be used. Crimped terminals should be crimped and soldered.

Poor wiring or incorrect connections will cause failures and invalidate your warranty.

This part can be fitted to many different machines so we identify the connections on the regulator, fitting to the particular machine and identifying the co-responding wires is the responsibility of the person doing the work.

- ✓ Intended for 3-phase, permanent magnet generators with a maximum output of 50 amps.
- ✓ Use with all lead/acid technology, sealed, gel and AGM batteries.
- ✗ Not intended to correct manufacturer's design faults on some Aprilia 1000cc models, Triumph and Ducati models where the generator is too powerful and has insufficient cooling.

Before starting work disconnect the battery and remove it from the machine.

The battery can blow the new unit in under a second if it is connected to the wrong pins or in the wrong polarity.

It is VITAL that you ensure the positive and negative connections are made to the right pins.

The three phase wires from the generator can be connected to the regulator's 3-phase input in any order.

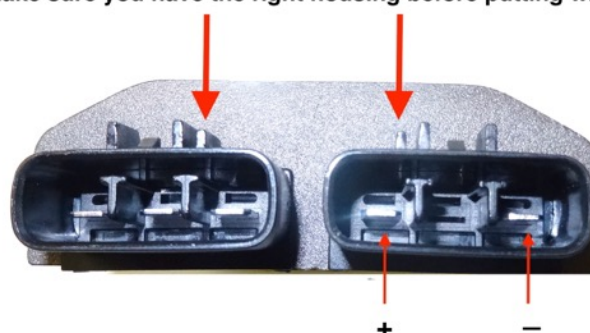
The two connector housings are 'handed' IE they are designed not to be swapped, to prevent the battery being connected to the 3-phase pins inadvertently.

When changing connectors the safety features that normally stop you making a wrong connection are not in place. Your diligence is the only thing preventing incorrect connection. Check your work thoroughly before applying battery power!

Check the charging with a high quality multimeter, set to DC connected across the battery terminals. A normal reading is between 13.8 and 14.8 volts when the engine revs are increased to 2,500 RPM, lights on or off. The battery's state of charge will effect the readings and may cause them to wander as it charges. . For in depth charging system checks & information, consult the workshop manual for your machine.

**Caution! The connectors only fit ONE way round!
Make sure you have the right housing before putting wires in!**

**Generator 3 Phase
connect in any order**



DC output