



Our combined regulator/rectifier RR12V-15 and 16 are units intended to replace separate regulator and rectifier units on GT 250 & 500 models. The unit is the same for both, however we have fitted the correct connector to suit each model.

This unit can be used with lead acid, sealed, AGM batteries or battery-less with our eliminator (part number BE1). It must not be used with lithium batteries.

Fitting advice

1. The new unit does not bolt directly to the old mounting points so ensure a secure and safe mounting is devised.

2. The separate regulator and rectifier must be disconnected from the wiring loom and removed. The wire that went to the regulator is left un-used with the new unit. This must be tied back and insulated as it will be live when the engine is running. The original connector housing will ensure sufficient insulation.



3. Plug in the new combined regulator/rectifier to the **rectifier** plug.

5. The black wire with the ring terminal on the RR unit is the earth. Suzuki use black with white trace to mark the earth wire. It can be connected to the battery negative terminal or placed under the bolt where the wiring loom is earthed to the frame.

6. The battery must be in good condition and fully charged, if it quickly loses charge, was fitted when a serious charging system fault developed or won't accept a charge the battery is suspect must be replaced.

Start the engine and check the charging rate at the battery terminals. Use a good quality digital multimeter. When the engine is revved the voltage should be between 13.8 and 14.7 volts. Check to see that it settles within this range as the lights are switched on and off.

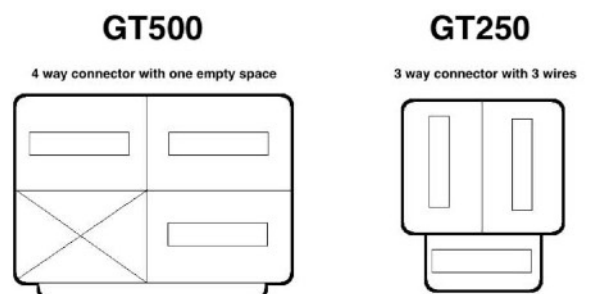
Trouble shooting.

Remember these bikes are approximately 4 decades old and wiring problems in the original parts are very likely. New parts are rarely faulty so your attention should be directed to the bike's wiring and items that have not been replaced if there is a problem.

This regulator is designed for lead/acid batteries. It will not charge Lithium batteries correctly and is likely to be damaged if connected to a lithium battery. Serious damage to the bike's wiring and charging system is common where lithium batteries are used.

If the voltage is below 12.8 or does not rise up when the engine RPM is increased to 2,500 RPM check:

- The earthing to the wiring loom/battery.
- Poor earthing in the wiring loom.
- Broken connections in the wiring loom.
- The generator coils - these suffer with age and are easily damaged by careless use of flywheel pullers.



Connectors on new RR unit