



TS185 & TS250 1973-1978 Charging Stabiliser

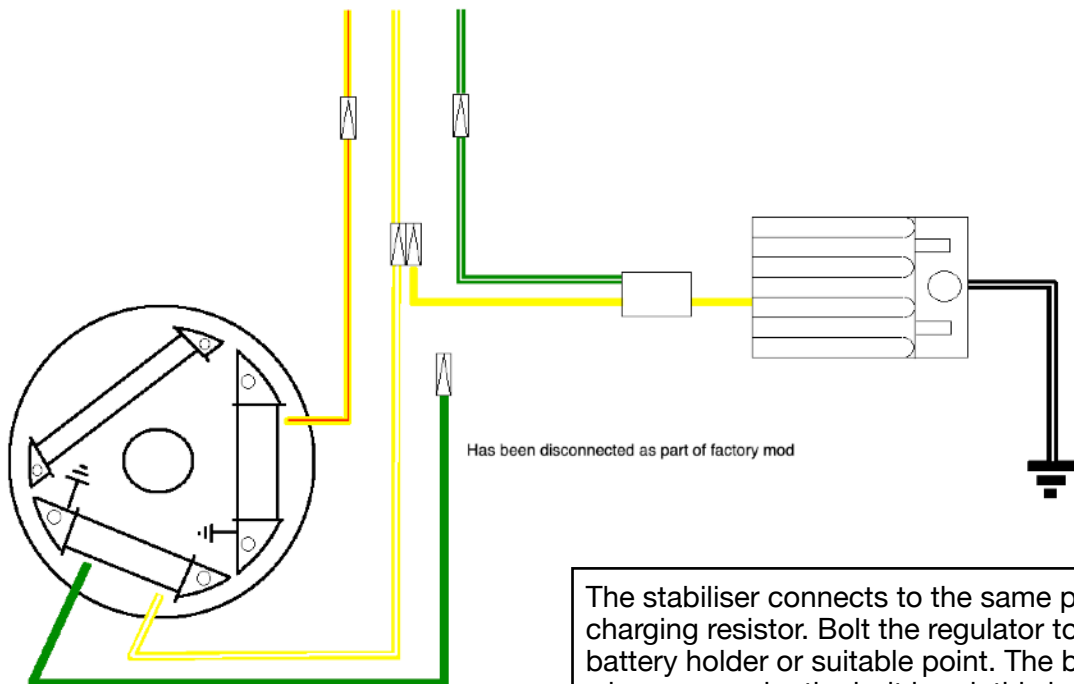
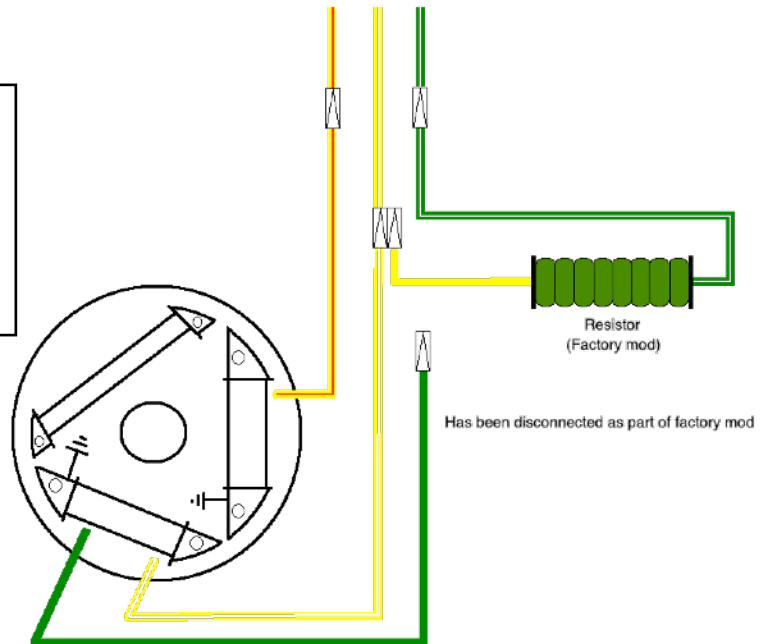
Skill Level: Pro

Rex's charge 6 volt stabiliser kit is intended for TS models 1973-78 that have a separate charge and lighting coils in the generator. This kit has a 'Pro' skill rating meaning you must be experienced with motorcycle mechanics and be able to work from a wiring diagram. You may wish to have a bike mechanic or club expert do this work. Tech support is available via e-mail only.

Our regulator actively controls the charging, soaking away power when the battery is fully charged. It is by no means as fully controlled as a modern charging system but it is a huge improvement over the fixed resistor fitted as new, or under a bulletin. It will reduce the likelihood of acid being expelled from the battery breather and greatly reduces over charging.

It is assumed that bikes have the resistor fitted. This is normally located under the battery. Locate it and follow the wires back to their connection point.

If it is not fitted it is a simple matter of identifying the wires and connecting the regulator as shown



The stabiliser connects to the same place as the charging resistor. Bolt the regulator to the battery holder or suitable point. The black/white wire goes under the bolt head, this is the earth wire.

The case **MUST** be earthed to the wiring loom.

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Access the wires from the generator at the wiring junction next to the air-filter.

They have a rubber boot protecting them.



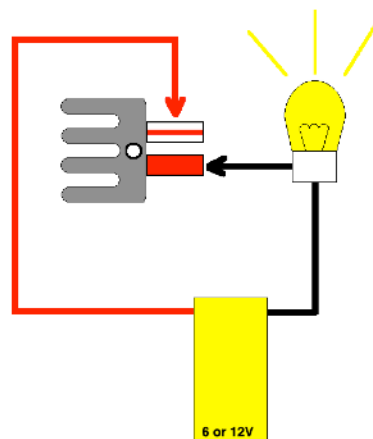
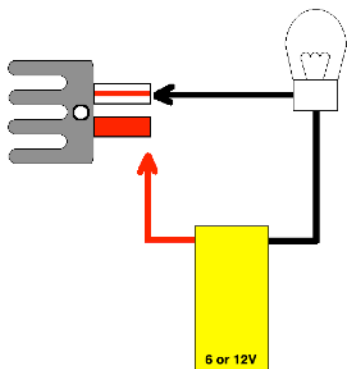
The charge resistor is located under the battery holder. Remove this, it is no longer used.

It is possible to fabricate a bracket for the new regulator to fit here.

It is important the black/white wire supplied with the regulator is earthed to the regulator case and also to the motorcycle WIRING LOOM.

It is a good idea to test that the rectifier is working. This is a very basic test using a battery and bulb. Either a 6 or 12 volt battery can be used and a bulb, the same voltage as the battery, of anywhere between 4 to 21 watts can be used. The rectifier is OK to test using 12V.

The test simply involves connecting the rectifier in a circuit, then reversing the connections as shown. One way the bulb should light and the other it must be unlit. If it doesn't light either way or remains lit the rectifier has failed and must be replaced.



Once you have made all the connections, check the system functions. Start the engine and measure the voltage at the battery, above idle should remain at 7.5V +/- 1.0V. If this is the case the system is working.

Batteries that have been subject to over charging, no longer hold a charge or have lost all their acid must be replaced.