

INTERCHANGEABILITY OF EQUIPMENT



HEAD DOUBLE WOUND MACHINE REPLACING SINGLE WOUND UNITS

Our experience with the RM12 single wound alternator (47090) has enabled us to improve its performance and provide currents to give adequate battery charging under widely varying road conditions (see instructions overleaf).

We are now making this latest development available wherever an exchange unit is requested by supplying the double wound stator (465698) to replace the single wound unit. It is not necessary to replace the existing rotor or alter it in any way.

The wiring changes required are simple and straightforward. They should be done out in two stages.

MODIFICATIONS TO EXISTING WIRING (Fig. 1).

Reconnect all wiring shown dotted in Fig. 1. Reconnect as follows:—

- PRI terminal (2) to PRS terminal (12).
- PRI " (6) to PRS " (11).
- PRS " (4) to PRS " (6).
- PRS " (8) to Earth.
- Yellow to PRS (5).

ADDITIONAL WIRING

- Connect a lead between PRI (1) and PRS (7).
- Connect a lead between PRI (8) and PRS (6).
- Connect alternator BUFF cable to PRS (13).
- Connect alternator GREY cable to PRI (7).

Check that all connections are securely made. A quick check on the output can then be made by connecting an ammeter (0-10 amps) in series with the battery. Start the engine and run at 4,000 rpm (approx).

SWITCH POSITION	READING
OFF	$\frac{1}{2}$ - $1\frac{1}{2}$ amps
LOW	$2\frac{1}{2}$ - $3\frac{1}{2}$ "
HIGH	$3\frac{1}{2}$ - $4\frac{1}{2}$ "

More detailed test procedure for the Double Wound alternator are given on Page 32.

CHARGING RATE

These connections are perfectly satisfactory for all normal road use. If the motorcycle is fitted with Series B equipment is only used for Intown travelling at low speeds a higher rate of charging may be desirable during winter months.

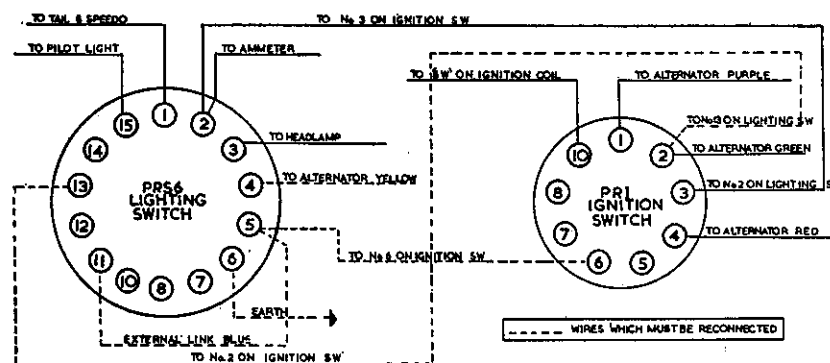


FIG. 1. EXISTING WIRING

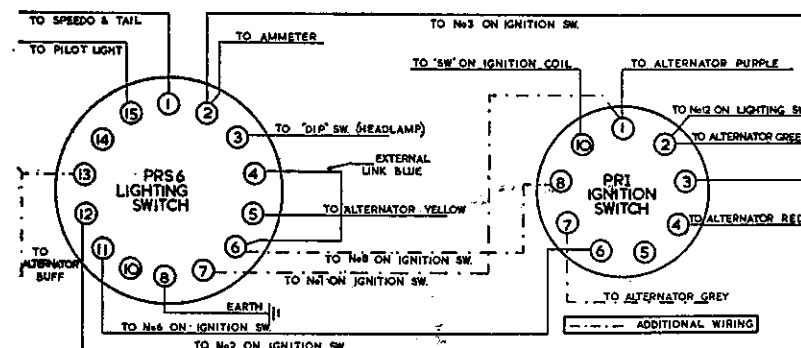


FIG. 2. NEW WIRING

To obtain this:—

Disconnect alternator Red lead at the snap connector under the saddle and join it to the Green lead from the alternator to the headlamp. This will give a higher charging rate in the "off" position of the lighting switch. Use a double snap connector (850641) for this so that green from headlamp and red and green from alternator are all connected together. This is by far the simplest method of connection and makes it easy to change to the lower charge rate for summer travel when higher road speeds are normal.