

This **negative earth** electronic regulator is the replacement RF95 you have been waiting for. It replaces any Lucas RF95 type regulator fitted to a **NEGATIVE** earth vehicle originally fitted with a Lucas RF95 mechanical regulator.

Manufactured in England using the highest quality components.

It must be fitted by an electrically competent person.

Please read these instructions carefully before/during fitting.

This electronic dynamo regulator offers a high output and comes complete with exacting current limiting circuitry. It has a robust and reliable design, using latest electronic components assembled with 'surface mount' technology. It is electrically rugged and fault tolerant. It has a solid aluminium heat sink to 'sink' the small amount of heat it produces and keep its circuitry cool. Cool = reliable and long lasting.

Protection features that a mechanical device DOESN'T have

The unit is protected against voltage spikes from the dynamo or on the battery cable.

The current limit circuitry offers protection from excessive drain due to faulty wiring or a low or failing battery. It will tolerate short circuiting of the output.

A standard 30mm quick blow glass fuse is fitted under the regulators lid.

In the event of an external fault or overloading, the fuse will blow.

The fuse ensures that the regulator **and** dynamo are protected against fault and overloading.

Do not use a fuse rated higher than **that fitted or damage will be done in the event of a fault.**

Your Dynamo

Your dynamo **MUST** be a two brush machine with a B type (LUCAS TYPE) field.

You **MUST** polarize the dynamo before connecting this new regulator.

Disconnect the 2 wires (D&F) from the dynamo

Run a thin wire from battery positive and brush it onto the dynamo F terminal until a crisp blue spark is seen.

The dynamo is now polarized negative earth.

Fitting the regulator unit and checking your wiring

Fitting your regulator is easy enough if you follow these instructions **PRECISELY**. First and foremost **disconnect the vehicles battery and remove the regulators fuse (under the regulators lid).**

Fix the regulator down.

Before connecting anything, using a multimeter set to its audible continuity setting, check the wires at the regulator box marked **F, A, D and E** go to **F** on the dynamo, the **Ammeter, D** on the dynamo and **Earth** respectively. Touch one probe on a wire at the regulator box and the other end on the respective wire at the dynamo end.

You **MUST** get continuity on all 4 wires.

Connect all wires as before. If required, strip back the wires and double them over to ensure a good connection.

Any bad connections and the regulator won't work properly. If the earth is lost the dynamo will run unregulated and could fail so please make sure all connections are as intended.

If unsure, seek advice from an auto electrician.

Once you are satisfied all wires and connections are sound, double check them, re-connect the **D and F** wires to the dynamo, re fit the fuse and connect the battery.

In use

Start the engine and raise the revs slowly. The ammeter shows a charge with the rev's slightly raised from tick over. You'll soon notice **better charging** especially at low speeds or with lights on.

This also means **brighter lights** and a **properly charged battery**.

You can now drive your car with electrical peace of mind.

24 MONTH GUARANTEE

This electronic regulator has been load tested continuously for 20 mins after manufacture and is in perfect working order. It is therefore guaranteed for 12 months from the date of invoice against manufacturing defects or component failure in normal use, but not for improper fitting or use.