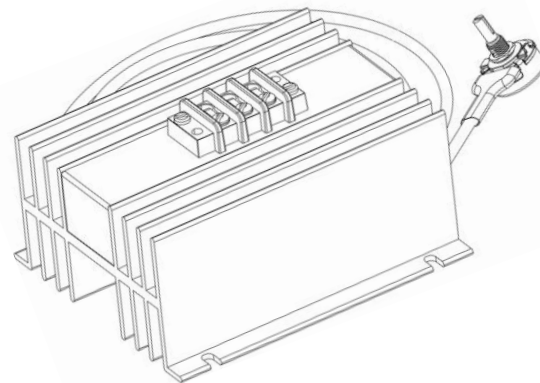
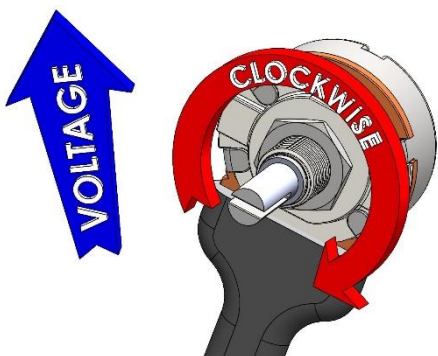


# External Regulator Installation

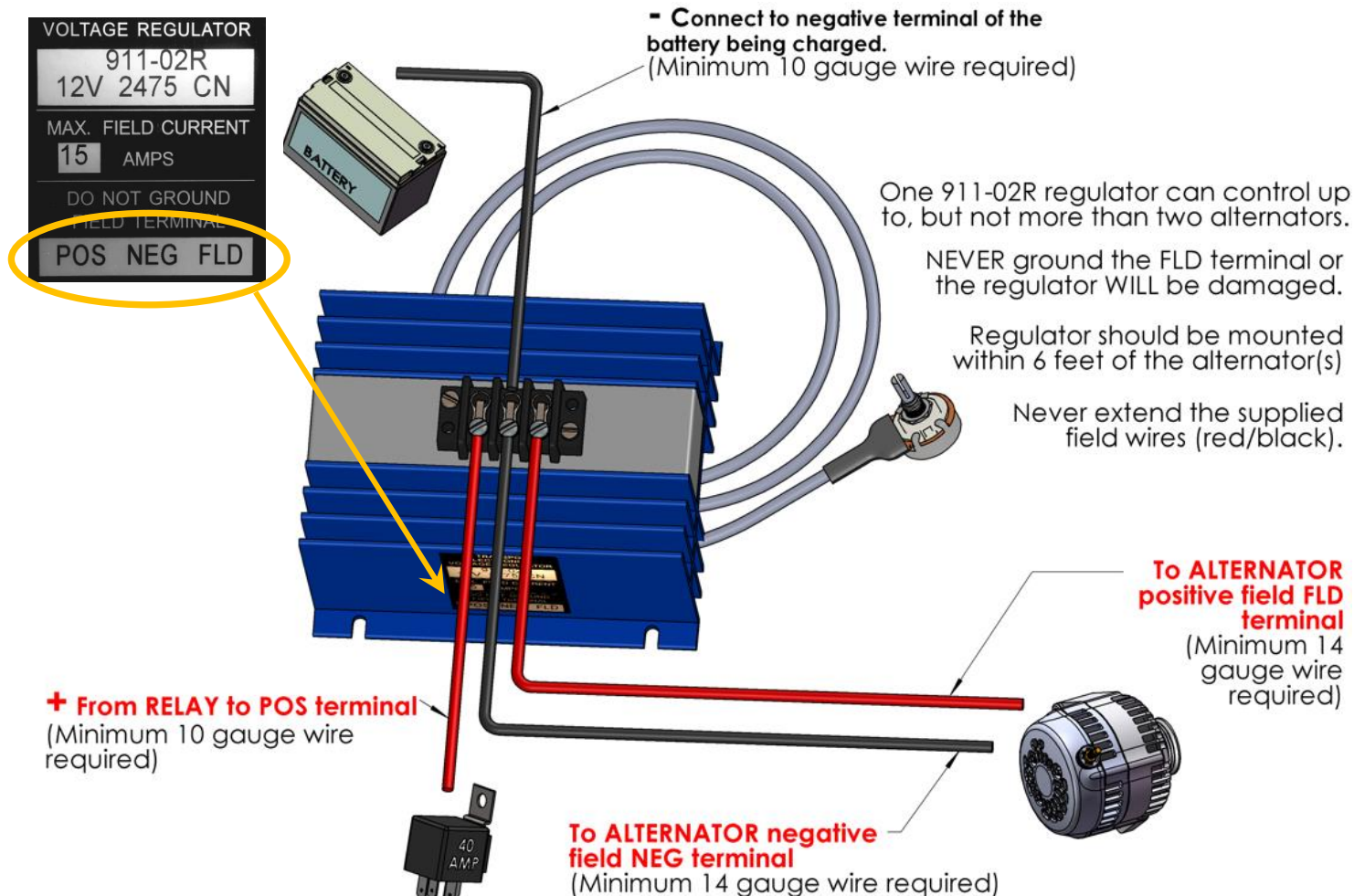


**NOTE:** Regulator mounting can be under the hood or inside the passenger compartment.

**WARNING:** The regulator's voltage setting increases as the knob is rotated clockwise. Start with the setting all the way down, which is fully counterclockwise.

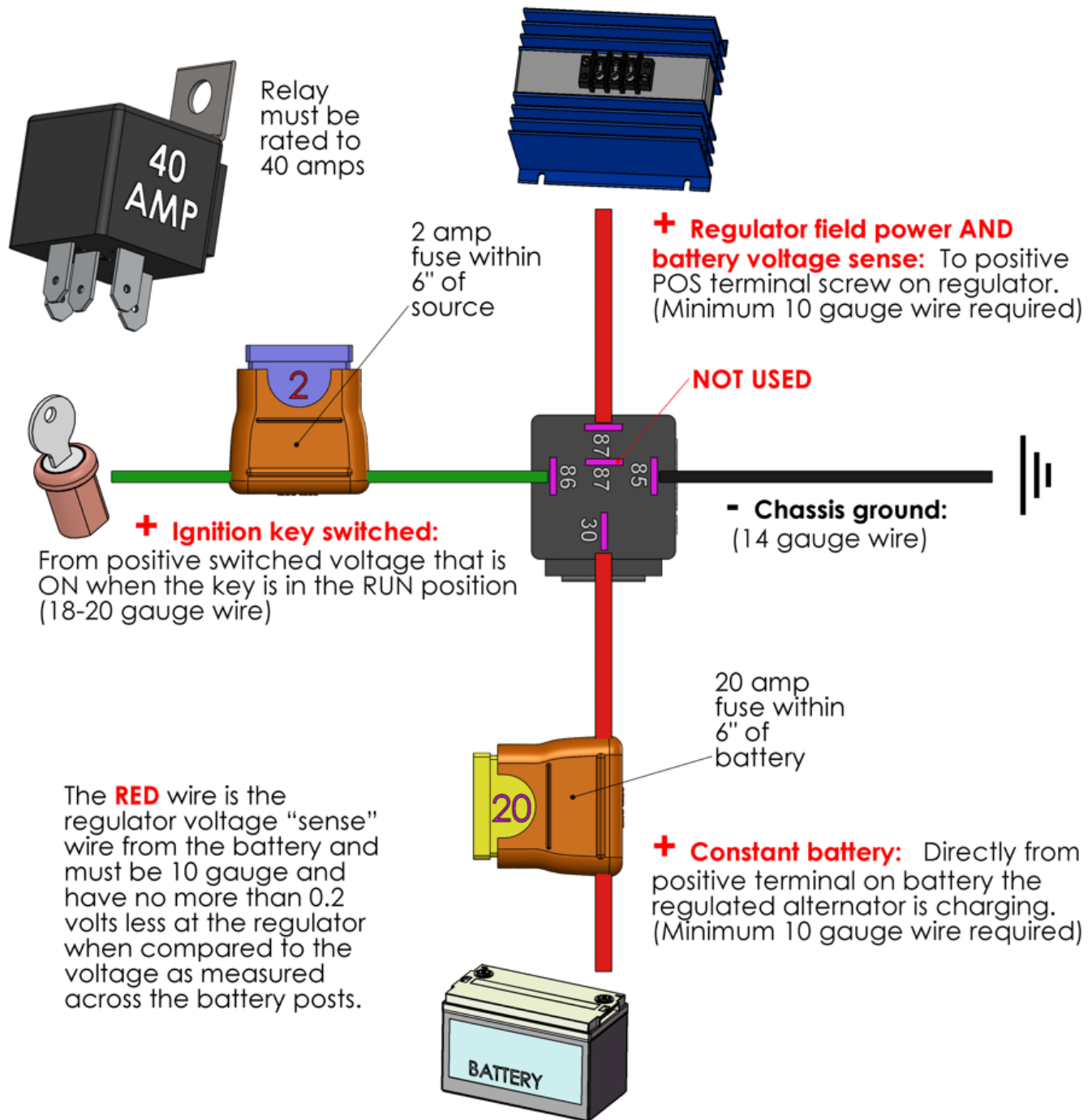


## 1. Regulator wiring overview: (see following sections for specifics)



## 2. Power connections:

**WARNING:** In dual voltage systems, it is imperative that the **RED Constant Battery** sense wire from pin 30 of the relay terminates to the battery bank that the regulator is controlling. Improper installation can result in damage to any connected electrical component.

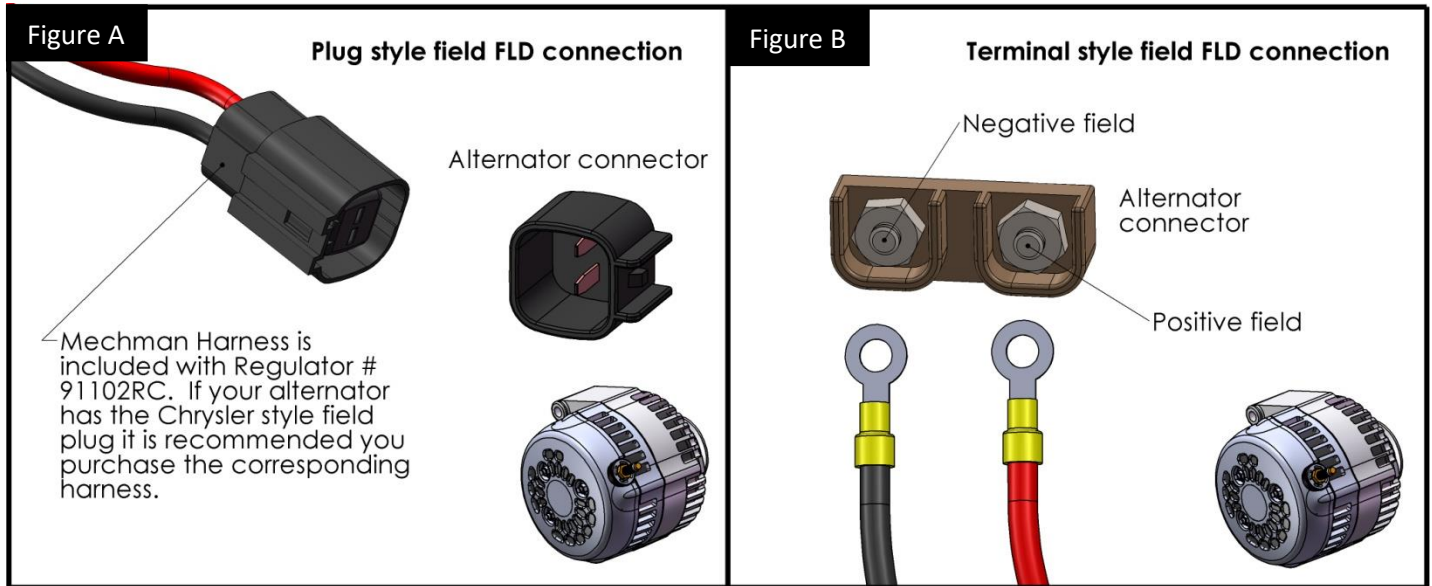


### 3. Alternator field connections:

Most Mechman alternators need to be custom built for use with external regulation. Standard internally regulated alternators are not compatible with this external regulator, and would need to be modified internally in order to have the proper field connections required.

Compatible alternator field connections-

- Plug, (figure A)
- Terminal(s), (figure B)



### 4. Before starting your vehicle:

1. Double check that all newly installed wiring is correct.

**WARNING:** Make sure all connections have been made before starting the vehicle. Do not run the alternator without the charge cable or regulator connected. Doing this puts the alternator in full field and will result in the failure of your alternator.

2. Make sure your battery bank is fully charged before starting the vehicle. Never use your alternator to recharge depleted batteries. Use an appropriate battery charger to bring all batteries to full charge if needed.
3. Turn the regulator's voltage dial to its lowest setting (fully counterclockwise).
4. Make sure you have the least load on the alternator possible (all accessories turned off).
5. While monitoring the battery voltage, increase it to your desired voltage set point. Once you reach the desired voltage, you should not adjust it again.

**WARNING:** Some voltage drop from high loads and thermal changes is normal. Attempting to adjust the regulator to compensate for this can damage electrical components and the alternator, voiding its warranty.