ELECTRONIC REGULATOR

INSTALLATION INSTRUCTIONS

BOSCH

WITH THE ENGINE SHUT OF:

1.- DISCONNECT THE BATTERY

2.- MAKE SURE THE CONNECTORS OF THE VEHICLE ARE FREE OF OXIDES, DIRT AND CORROSION

3.- CONNECT THE TERMINAL "D+" AND CHECK THE ORDER OF THE WASHERS WITH FIG. 1

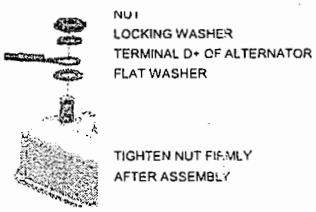


FIG. 1

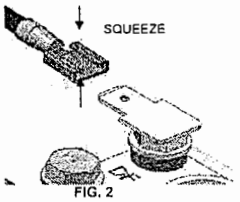


FIG. 2

4.- MOUNT THE REGULATOR ON THE CHASSIS AND MAKE SURE THE GROUND CONNECTION IS SCREWED ON SIMULTANEOUSLY WITH THE REGULATOR IN FIG. 3



CABRIOLET POSITION

FIG. 3





BEETLE POSITION

5.- CONNECT THE 3/8 SPADE TERMINALS TO THE DOUBLE TERMINAL (B+) OF THE REGULATOR MAKE SURE A FIRM CONTACT IS ESTABLISHED. IF NOT, SQUEEZE THE PRESSURE CONTACTS WITH A PAIR OF PLIERS IN ACCCORDANCE WITH FIG. 2

IT IS ABSOLUTELY NECESSARY TO MAKE SURE THE CONTACT IS FIRM TO PREVENT DAMAGE TO THE ELECTRICAL SYSTEM

6.- CONNECT TERMINALS "DF" AND "61" AND MAKE SURE THEY HAVE A TIGHT FIT. IF NOT, SQUEEZE THE TERMINALS WITH A PAIR OF PLIERS IN ACCORDANCE WITH FIG. 2

7.- TURN THE IGNITION SWITCH TO THE "IGN" POSITION. MAKE SURE THE CHARGE INDICATOR LIGHT LIGHTS UP. IF THE INDICATOR LIGHT DOES NOT LIGHT UP, CHECK THE ELECTRICAL INSTALLATION.

8.- START THE ENGINE AND ACCELERATE. MAKE SURE THE CHARGE INDICATOR LIGHT GOES OUT, IF THE LIGHT DOES NOT GO OUT, THEN POLARIZE THE GENERATOR.

TO POLARIZE THE GENERATOR:

WITH THE REGULATOR INSTALLED AND CONNECTED AND THE ENGINE RUNNING, MAKE A SHORT CIRCUIT BETWEEN TERMINAL "D+" AND "B+" WITH AN INSULATED PIECE OF WIRE STRIPPED AT THE ENDS (16 Gge OR LESS) FOR 1 SECOND (FIG. 4). THE INDICATOR LIGHT MUST GO OUT AND REMAIN

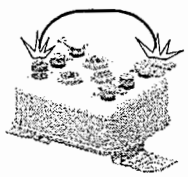
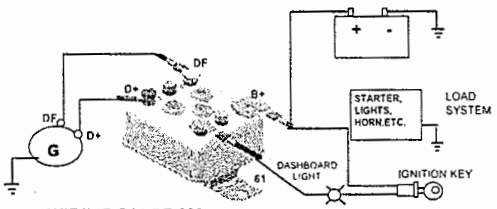


FIG. 4



WIRING DIAGRAM