

REGULATOR RECTIFIER REPLACEMENT UNIT Z900A4 Z1000A1 Z1000A2 Z900/1000 LTD 1975-1978

REMOVE SIDE PANELS AND LOCATE THE ORIGINAL RECTIFIER AND REGULATOR.

THESE SHOULD BE TWO SEPERATE UNITS

THE ORIGINAL RECTIFIER HAS A WHITE PLUG ON THE END OF IT WHILE THE REGULATOR HAS A GREEN PLUG ON THE END OF IT.

REMOVE BOTH OF THESE UNITS COMPLETELY ALONG WITH ANY EARTH WIRES THAT MAY BE CONNECTED TO THEM, NORMALLY THESE ARE BLACK OR BLACK/YELLOW AND ANY OTHER WIRES CONNECTED TO THEM. PUT THESE UNITS TO ONE SIDE, YOU WILL NOT NEED THEM, THIS COMBINED UNIT REPLACES BOTH OF THEM.

THE NEW UNIT COMES WITH A WHITE PLUG CONNECTOR (SOMETIMES IT IS GREEN, DEPENDS ON WHAT THE MANUFACTURER HAVE WHEN THEY ASSEMBLE THEM)

PLUG THIS WHITE CONNECTOR (MALE) INTO THE GREEN FEMALE CONNECTOR IN THE 4 PLUG SUB LOOM. THIS IS THE LOOM WHERE YOU DISCONNECTED THE ORIGINAL UNITS FROM. IT WILL ONLY GO IN ONE WAY SO DONT FORCE IT.

THE WHITE FEMALE CONNECTOR ON THE SUB LOOM WILL NOW BE LEFT WITH NOTHING PLUGGED INTO IT, THIS IS CORRECT.

(the 4 way sub loom is the one with the GREEN/WHITE/BLUE/BROWN female plugs on it, normally bolted to the plate on the side of the battery box)

THE BLACK SINGLE WIRE FROM THE NEW UNIT IS THE EARTH, YOU MAY HAVE TO CUT BACK THE SHEATH FROM THE WIRING TO MAKE IT MORE ACCESSABLE. THIS BLACK WIRE SHOULD BE CONNECTED TO THE NEGATIVE ON THE BATTERY OR THE EARTH ON THE CRANKCASES (BOTTOM REAR NEAR THE KICKSTART COVER)

THE WHITE WIRE IS THE FEED BACK TO THE POSITIVE ON THE BATTERY BUT IT NEEDS TO GO THROUGH THE FUSE SYSTEM SO THERE IS NORMALLY A WHITE SPARE CONNECTOR LEFT OVER FROM WHERE YOU TOOK OFF THE ORIGINAL UNITS. ANY ONE WILL DO, AS LONG AS IT FEEDS THROUGH THE FUSE BOX BEFORE IT GOES BACK TO THE BATTERY.

THE NEW UNIT WILL NORMALLY FASTEN WHERE THE OLD REGULATOR CAME OFF, ALTHOUGH SOMETIMES YOU MAY NEED TO MOUNT IT USING JUST ONE OF THE MOUNTING HOLES.