Elektronik Sachse MHP GmbH & Co. KG

Installation Manual

Regulator REG1 for single-phase alternators

Item: REG1

version: afffe98

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1 Function

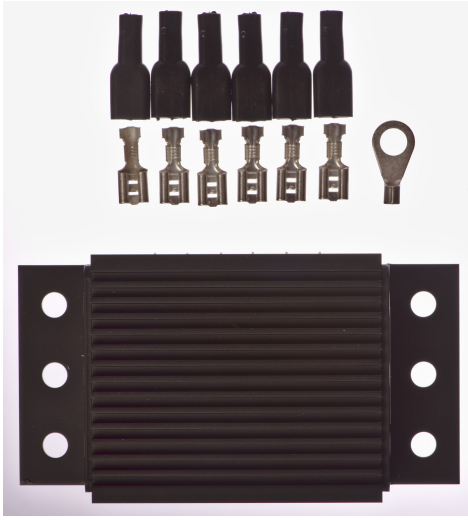
The Elektronik Sachse REG type regulators are modern electronic regulators that are very efficient and suitable for many different types of bikes, classic and modern. This regulator is not suitable for bikes with a positive ground.

A battery is required for this regulator to operate. It will not regulate without a battery. It can be used with lead acid or LiIon batteries, but not with super caps.

The voltage is measured on the `+ign` pin and compared to the target value. Depending on the voltage level, the regulator sends charging current to the battery using the `+Bat` wire or disconnects the alternator until the voltage level on `+ign` drops below the target value.

This regulator replaces the original regulator and diodes/rectifier (if applicable). The original regulator and rectifier has to be disconnected.

2 Scope of Delivery



3 Mounting

The regulator is not water proof. However, the electronics are coated with a special coating, so water can't cause any damage. That having said, the regulator should be mounted in a well ventilated location in a way that water entering the regulator has a change to drain. For example with the connection terminal facing down. Water residing in the regulator permanently is not desired and might shorten the lifetime.

The more air flow the regulator is exposed to, the more power the regulator can drive. So if a high wattage alternator is used, more care should be taken in placing the regulator in a well ventilated spot.

4 Electrical Connections

Connector	Function
C	Charge control light, optional
+ign	Switched 12 V voltage
GND	Ground –
~	Alternator AC
~	Alternator AC
+Bat	Battery, charging current



Figure 1 Connections of the REG1.

The charge control light is optional for this regulator. If the bike does not have a charge control light, just leave the C connector unconnected.

The regulator housing is connected to minus (ground). It's not required to run a separate connection to the regulator housing, using the ground pin GND on the terminal connector is sufficient.

Which of the two leads from the alternator go on which terminal connection on the regulator is of no importance.

The +ign connection can be run with a thinner wire, e. g. 1 mm^2. The remaining connections should have a larger wire diameter to minimise losses, e. g. 1.5 mm^2 – 2.5 mm^2.

All connections are mandatory, except if specifically mentioned that they're optional.

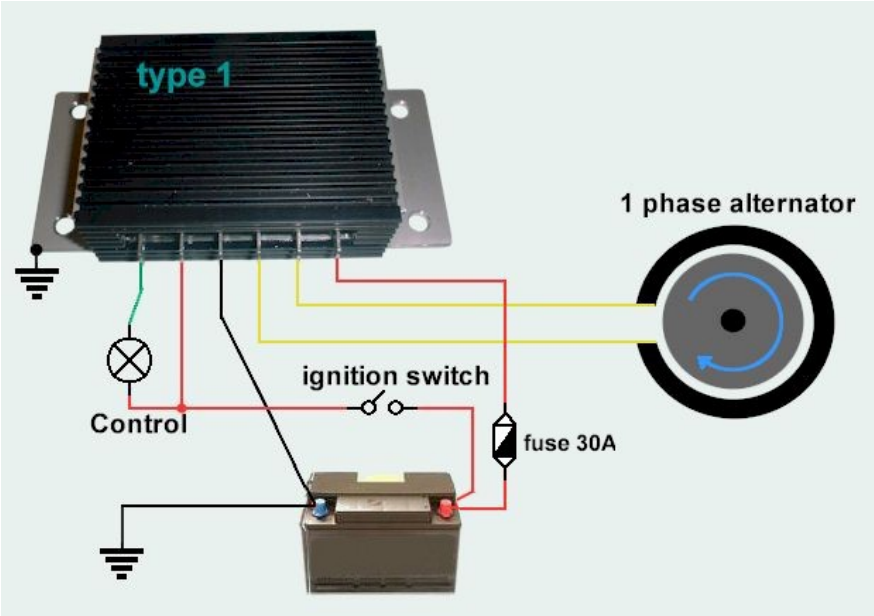


Figure 2 General schematic of how the regulator is connected.

The provided 6.3 mm crimp connections can be crimped using special crimp pliers or also with regular pliers (although not advisable). In the latter case it might make sense to solder the crimp connections to the wire to guarantee a good connection.

5 Settings

All Elektronik Sachse REG type regulators have an adjustable charging voltage. The charging voltage can be changed according to the battery type used and ambient temperature. The regulators come with a default setting of 14 V, which is a sane default value and compatible with all types of batteries. So it's not necessary to readjust the charging voltage after installation.

To fine-tune the charging voltage, start with a well charged battery and turn off the headlights for the following procedure. Measure the voltage directly on the battery and rev up the engine. If the voltage on the battery is lower then the desired voltage, turn the rotary dial *counter-clockwise*. If it's too high, turn the dial the other way.

The selectable voltage range is approximately 13 V – 15 V.

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