



SPARES for ROYAL ENFIELD & AMAL

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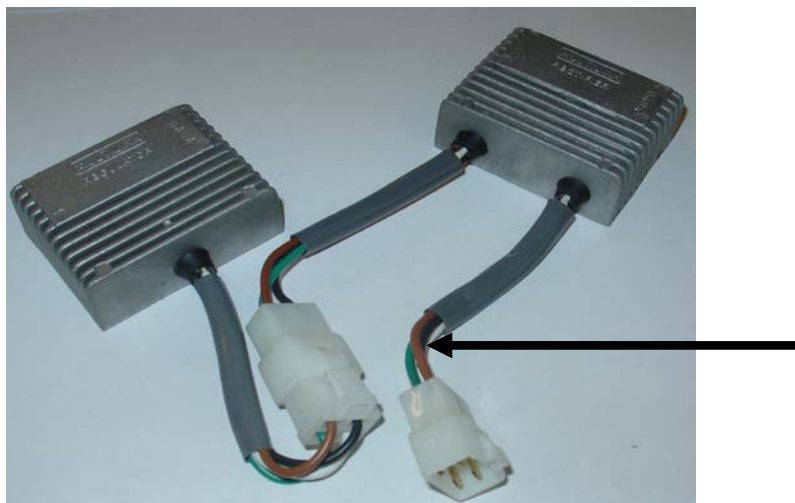
200004 POWERBOX FOR BULLETS

The Powerbox replaces a faulty or unavailable regulator and rectifier boxes. It will provide a regular charge to the lighting and charging system on your bike. It works with or without the battery.

PLEASE NOTE: if your engine is equipped with a Boyer Electronic Ignition set then we recommend that you DO NOT run the machine without a battery.

On late 1980's and 1990's Bullets the rectifier/regulator is mounted at the base of the rear mudguard. On late 1990's and 2000 Bullets the unit is mounted under the dual seat. In both cases fitting the Powerbox will require drilling 1 or 2 extra holes in the mudguard or bracket. (Only 2 mounting holes need used to fix the unit).

The existing rectifier/regulator usually looks like this (although the units fitted to your machine may be different from those shown):



These two units can be disconnected at the female block connector shown above by the arrow. They can then be discarded. The male block connector left in the harness can be cut off and insulated and the Powerbox is then connected to these leads.



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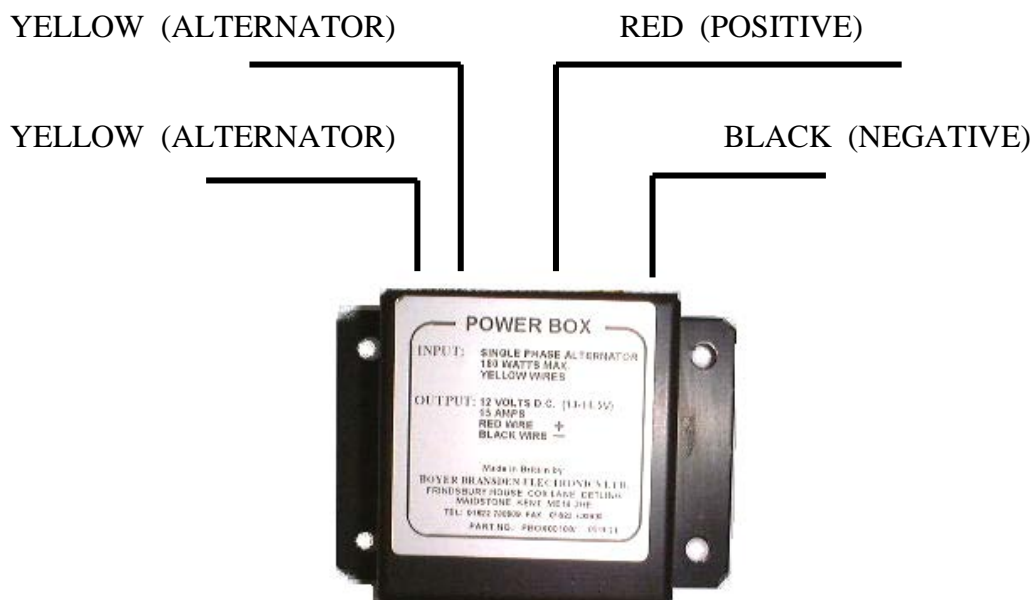
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Using the wiring connectors provided, connect the four wires as follows.

PLEASE NOTE: there is a mix of various colour wires used on Bullet alternators. The most common are listed below:

POWERBOX		Upto 1999	Late 1999 Onwards (AC/DC ALTERNATORS)	
RED	(POSITIVE) CONNECTS TO	BROWN	OR	RED/YELLOW
BLACK	(NEGATIVE) CONNECTS TO	BLACK	OR	BLACK
YELLOW	CONNECTS TO	GREEN	OR	VIOLET
YELLOW	CONNECTS TO	WHITE	OR	VIOLET

The two yellow wires on the Powerbox can be connected either way round.



Ensure that air can circulate around the Powerbox, to keep it cool.

NEVER connect the battery the wrong way round. If not already fitted we would recommend placing a fuse in one or other of the battery connections.

When running without a battery, isolate and insulate the battery wiring - removal of the fuse is acceptable.