T-5165-6, T-5165-12 Magneto Battery Charger

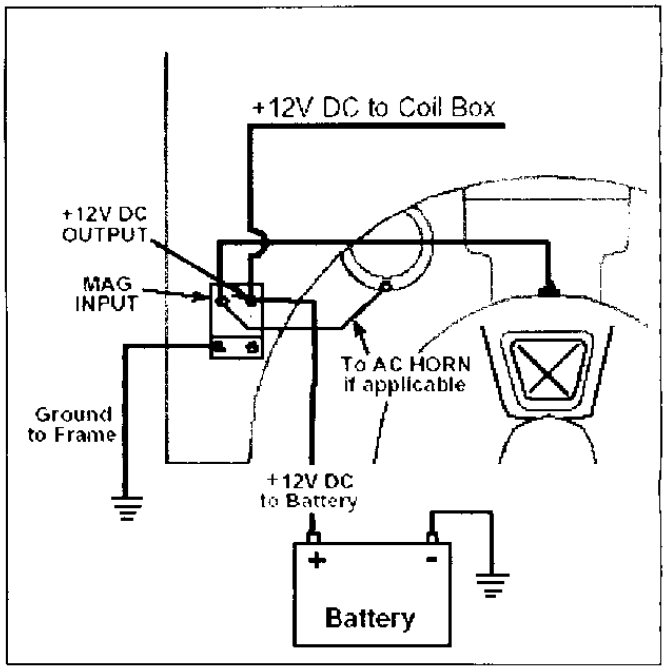
Introduction:
Congratulations on your purchase of the Bittner Engineering Electronic Magneto Voltage Regulator. Before you begin installing your new Magneto Voltage Regulator, please read the entire installation procedure. Pay close attention to all of the precautions outlined. Each regulator is thoroughly tested and properly functioning prior to shipment. Bittner Engineering is not responsible for replacement or repair if improper installation results in damage to the unit. Repair service is available at a reasonable cost to the customer. It should be noted that this regulator will not charge your battery if your magneto is in poor condition. Furthermore, it will not charge your battery when the engine is at a slow idle due to the resulting low magneto voltage output. If your magneto is in good condition, (at least 18 to 20 VAC at 30 mph) you will charge your battery at a constant rate. Bittner Engineering, LLC. is not liable for preexisting electrical problems or damage caused by improper installation of the Electronic Magneto Voltage Regulator. Note: Some customers have had problems operating the original Model T coils while the regulator is connected. This is because by design, the regulator interrupts the magneto pulses when the battery is fully charged or during minimal load conditions. For this reason, we don't recommend this regulator for vintage coil operation.

Precautions:
Although your Electronic Magneto Voltage Regulator is easy to install, it will be damaged if it is not properly installed.
Be sure your car has a negative ground system. Many people think they have a negative ground until they check it. Damage to your magneto or other components on your car could occur if you fail to install the regulator properly. Never work on the regulator with the battery connected.
Follow each installation step exactly as outlined below.

Three Step Installation Procedure

1) Disconnect Battery!

2) Install Regulator
With a volt meter, verify your car is wired with a negative ground. If it is a positive ground, you will need to reverse this condition prior to installing the regulator. Position the regulator on the back of the firewall under the floor boards, where it can't be seen, and mark the two hole positions. Drill two 3/32" pilot holes 1/2 " deep. Mount the regulator by stacking two flat washers behind the unit at each screw location. This helps to offset the regulator, allowing air to circulate around it. The ground wire should be installed under the head of one of the pan head screws. The other end of the ground wire should be grounded to the frame or other well-grounded location. Connect the supplied magneto wire to the left stud (AC). You can also connect other AC accessories such as the original AC horn to the left (MG AC) stud. Connect the battery (positive) wire to the right stud (DC). The coil box wire should also be connected to the right stud (DC) if a True-Fire Electronic ignition is to be installed.



3) Reconnect the battery and enjoy your Model T