

B.D.K. RACE ENGINEERING.

Kawasaki ZX10R Alternator Fitting Info

Contents:

- 1 x Stator assembly mounted in modified casing.
- 1 x Rotor assembly
- 1 x Regulator/Rectifier unit

Fitting:

- 1) Remove the original alternator cover and stator assembly.
- 2) Remove the original flywheel (you will need an extractor for this) and replace with our flywheel (anodized nut outwards) and replace the original bolt and tighten to 30ft lbs not the manufacturer's specified torque setting.
- 3) Ensure that the locating dowels are present either in the cover or in the engine casing and that they are undamaged.
- 4) Take the new cover and alternator assembly and fit to the engine taking care to line up the casing when fitting so as not to damage the alternator coils through misalignment. Ensure the gasket faces are clean, meet flush and that a complete gasket is present before tightening to manufacturer's spec.
- 5) Mount the new regulator unit in place of the old. It plugs directly into the alternator with the red and black leads going to the battery positive and negative terminals respectively. The blue wire needs to be connected to a switched live so that there is no drain on the battery when the bike is not running (usually straight after the ignition switch). Alternatively the blue wire can be connected to the battery via a switch to isolate the r/r when the bike is left standing. **THE BLUE WIRE MUST BE CONNECTED FOR THE GENERATOR TO WORK.**

Please Note: Never run the bike with the battery or regulator/rectifier disconnected as this will cause damage to the alternator. Please also be aware that as the system is designed for race use it only starts charging the system at approx 5000rpm, if left running for long periods of time below this it will eventually flatten the battery.

When the generator starts overcoming losses the green light on the reg/rec will shine brightly.

Always start bike with a fully charged battery & either remove the fuse from the regulator positive wire or isolate the 12V +ve supply when not running the bike.

Important : All bolts must be fitted with thread locking compound
- FAILURES HAVE OCCURRED IF NOT!

Do not use standard regulator

If in doubt, ask:



B.D.K. RACE ENGINEERING ASHWELLTHORPE IND EST, NORWICH, NR16 1ER, UK
+44 (0)1508 481713 James@bdkraceeng.co.uk Web Site: www.bdkraceeng.co.uk
Webshop: www.bdkraceeng.co.uk/tc

B.D.K. RACE ENGINEERING.

Testing your race generator if a fault is suspected:

- 1) Check that there is a 30 or 35A fuse in the reg/rec positive lead and that it is not blown.
- 2) Ensure that there is at least 12V DC at the blue wire feed with the ignition on and that the connection is secure.
- 3) Connect the reg/rec to the stator and with the battery terminals and blue wire fixed if your battery has 13+V you should see a very dim light from the reg/rec LED (you may need to shield out the light to see this).
- 4) Check that the three pins in both the stator side and reg/rec side connectors are firmly fixed by giving them a gentle tug each in turn.
- 5) Unplug the stator from the reg/rec and check continuity between the stator pins – you should have continuity between any two of them, but no continuity between any of them and earth.
- 6) With the stator unplugged from the reg/rec and whilst the engine is running at a fixed speed measure the voltage in AC across the pins out of the stator in turn (three different ways).
It is important that your meter is set to AC before doing this, and you should be getting the same voltage between any two pins. You should be getting somewhere between 3V & 4V per 1krpm, ie 9-12V for 3krpm.
- 7) Reconnect the stator to the reg/rec. Fire the bike up, set your multi-meter to DC and measure the voltage across the battery terminals. You should be seeing between 13V and 14.1V across the terminals at around 5k rpm. The generator will not fire below around 3krpm. The green LED on the reg/rec should be brightly lit – this indicates over 13.5V.
- 8) If all the above have been checked and yet the desired charging is not happening get in touch with us for further instruction and advice before sending the unit back.

Warranty and Liability Disclaimer

Due to the high stress environment of high performance riding, competition riding and especially from previous or future crash damage, in common with other racing parts no warranty, guarantee or liability is expressed or implied whatsoever in terms of but not limited to the item itself and any consequential damage. It is imperative that customers understand and recognise that they are purchasing racing equipment which has been designed with performance in mind over longevity and that they are solely responsible for their own skill and judgment when selecting and installing these products.