

# Rooster Booster

The Rooster RR6-150 is a combined 6 Volt Single Phase Regulator Rectifier rated at 150 Watts and is suitable for fitment to most classic motorcycles equipped with an alternator. The module can be used on machines with either Positive or Negative earth electrical systems.



The easiest way to install a Rooster RR6-150 is as follows:-

Remove the original rectifier and regulator (if fitted). Often the module can be connected directly to wires that were connected to the original rectifier and the job is over.

The two LIGHT GREEN wires should be connected to the output wires of the ALTERNATOR. They will work either way around.

The RED wire is the module +ve output wire and should be connected to the motorcycle frame if your machine is +ve earth or the +ve battery connection if the machine is wired for –ve earth.

The BLACK is the module –ve output wire and should be connected –ve battery terminal if your machine is +ve earth or the frame if your machine is wired for –ve earth.

Please test the module is charging you battery by starting your machine and placing a meter across the battery whilst revving the bike.

You should get readings between 6.4 and 7.2 volts.



**Please Note:**

This module is not suitable for 3 phase alternator systems and you should ensure that your motorcycle is using a single phase unit.

Generally single phase alternators have 2 output wires and 3 phase models have 3.

If your alternator has more than 3 output wires then it may be designed for an ET ignition system such as the BSA Bushman models. If this is the case please contact us for further details.

Some single phase alternators have 3 wire connections like a 3 phase system. In these cases they usually switch alternator coils in and out of the circuit when the lighting is used in an early attempt to regulate the alternator output.

This is not required when using the Rooster RR6-150 and it is better to rewire the machine to pass all of its power into the regulator rectifier module.

This involves linking a couple of the alternator wires together. Which two wires will depend on the model of motorcycle you own.

This is a relatively simple modification and should not take long to achieve.

Please either call or email us for details of this modification. We may need you to supply a circuit diagram but this is not necessary for most machines.

Remember that if this modification is not made then any faults maybe with your motorcycle switches and not with your alternator or regulation\rectifier components.



## Installation Notes:

Bantam D14 Colours....

Alternator – Yellow, Light Green, Orange.

Rectifier DC – Translucent (+ve Earth), Brown (-ve)

Rectifier AC – Light Green, White

To send the full power to the regulator rectifier module...

- 1/. Disconnect the battery.
- 2/. Link the Orange and Yellow wires from the Alternator then connect this union to either of the LIGHT GREEN wires coming from the RR6-150.
- 3/. Take the Light Green wire from the original rectifier and connect it to the 'other' LIGHT GREEN wire coming from the RR6-150.
- 4/. Take the Translucent wire from the original rectifier and connect it to the Red wire coming from the RR6-150.
- 5/. Take the Brown wire from the original rectifier and connect it to the Black wire coming from the RR6-150
- 6/. Take the White wire from the original rectifier and insulate it with some tape or remove the bullet connector from the loom so that it is not used and cannot 'short circuit' to the frame, metalwork or any other wire.
- 7/. If required, you can now remove the redundant rectifier.
- 8/. Reconnect the battery.