

### **Additional product data:**

- ✔ This modified charging system is based on actual Original Equipment currently fitted on Moto Guzzi, Ducati, Laverda, etc...
- ✔ Moto Guzzi used to 1992 the same basic Bosch system the BMW R airhead used.
- ✔ This design has been around since 1993, current supplier as OE since 1998.
- ✔ The rotor and stator are "bullet proof".
- ✔ When talking about permanent magnet rotors, many people start to question the weight. The permanent magnet rotor weighs about 2 pounds 3 oz. This -8% or -3 ounces lighter versus the highest output conventional rotor / wound coil available ( 2 pounds 6 oz). The lower rotor weight is important due to the rotational mass issue on the end of the crankshaft.
- ✔ This permanent magnet rotor is a 14-pole design; it has been mechanically mated with a stainless steel insert that is heat staked into the rotor; this is what adapts the rotor from the keyed straight crank that current Guzzi, etc. use, to the tapered crankshaft for the airheads and early Guzzis.
- ✔ The rotor has no coil, so will not burn out.
- ✔ The stator weight is inconsequential since it does not rotate. Obviously it does weigh more since it has more windings.
- ✔ Wiring is supplied in the form of a kit with 12 and 16 gauge wire and terminals and connectors. The wiring kit that is supplied has a 30-amp blade fuse to prevent any potential over-charging demand from the paired rotor / stator.
- ✔ The rectifier regulator can be mounted most anywhere with proper cool air circulation and the wiring is adaptable to the specific application.
- ✔ Combination electronic rectifier / voltage regulator is very dependable. It is critical that it be mounted in a location with ample air circulation.

### **Frequent Responses and Comments to FAQ's:**

- ✔ The permanent magnet rotor is bullet proof and well matched to the stator, which has no known failures in the field.
- ✔ All diodes create heat when converting AC to DC; that is the major problem with the 6 diodes in the original rectifier/ diode being located under the alternator cover- it can not get enough cooling. The aftermarket rectifiers are Mitsubishi or Delco units mounted on a circuit board. They do have more heat dissipation ability than the original Bosch diode board, but it's still mounted under the alternator cover.... !
- ✔ Mounting the rectifier / regulator away from heat soak episodes is important as heat is the major culprit of all electronics failures
- ✔ Fitting the unit in place the place of the voltage regulator under the tank. The horn mount or neaby is also very good location for air circulation.
- ✔ The main performance feature of the EnDuralast system is that it will provide stable 14.2 voltage at low RPM; the Bosch or other Bosch-design systems can not ; pure physics.
- ✔ The gel cell battery (Odyssey, etc) chemistry requires higher constant voltage than the Bosch system can provide. Your lights (extra ! wow) , battery and starter will thank you. (not to mention your fingers and torso with the heated accessories...).
- ✔ I have been in the charging & starting industry for 29 years; first with Lucas than with BOSCH USA; I can recognize all the components out there and can speak to their features and benefits...