

Part # BOALT-Rect063

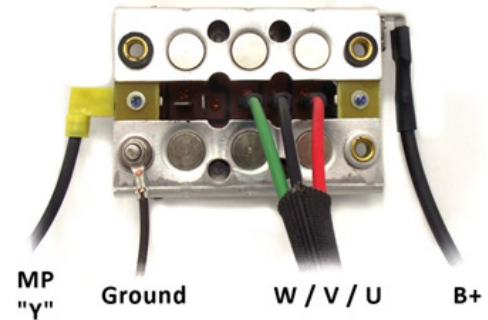
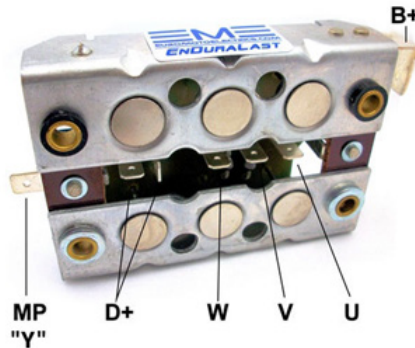
EnDuraLast Diode Board / Rectifier -

Replaces BOSCH Diode Board.

Wiring harness available separately

Part # BOALT-HAR063

EnDuraLast



EnDuraLast Diode Board Installation.

Prior to installation ensure that the negative battery ground cable is disconnected before beginning installation of the EnDuraLast Diode Board. Failure of disconnecting the battery ground cable can result in a short if the diode board touches the front engine cover.

1. Once the negative battery cable is disconnected the front engine cover may be removed. Remove the front engine cover and disconnect the 3 yellow stator wires and "Y" connection from the alternator. Then remove the red B+ wires from the terminal at the lower left corner of the stock diode board.
2. Detach the diode board from the bike frame by removing the four allen screws holding the diode board in place. Note: Models later than 1977 are mounted by four rubber retention studs on the inside of the timing cover. It is recommended that these rubber studs be replaced with solid metal studs to improve grounding exponentially. With metal studs there is no worry of moving connections and unwanted contact.
3. Remove the blue D+ wire from the back of the diode board. Once disconnected the entire unit may be removed.
4. Remove the top engine cover to reach the starter solenoid and replace the red B+ connection from the starter solenoid upper terminal nut with the wire provided. Ensure that the connection does not contact the engine case to avoid a damaging short.
5. Now connect the blue D+ wire to back of the new diode board and reattach the diode board using the four screws provided. Note: The provided screws are slightly shorter than the original screws due to the smaller width size of the new diode board.
6. For models with the rubber mounting studs reuse your original screws and washers. The new ground wires can now be installed from the mounting nuts on the back of the diode board to the allen screws on the alternator housing. Note: You must use the new ground wires provided as the old ground wires are unreliable and can cause a short if they make contact with solder points on the back of the diode board. A firm connection is desired with no room for the connection to move around on the terminal.
7. Connect the three stator wires from the alternator to the W, V, U connections on the diode board. The sequence of connection on these three connections is insignificant and may be connected in any orientation. For later models with the additional "Y" connection attach the former cable accordingly to the terminal near the W, V, U connections.
8. Now connect the red B+ wires to one of the spade connectors on the side of the diode board. Be sure that none of the wires make contact with the engine case. Use zip-ties to fasten the wires down in a safe location.