

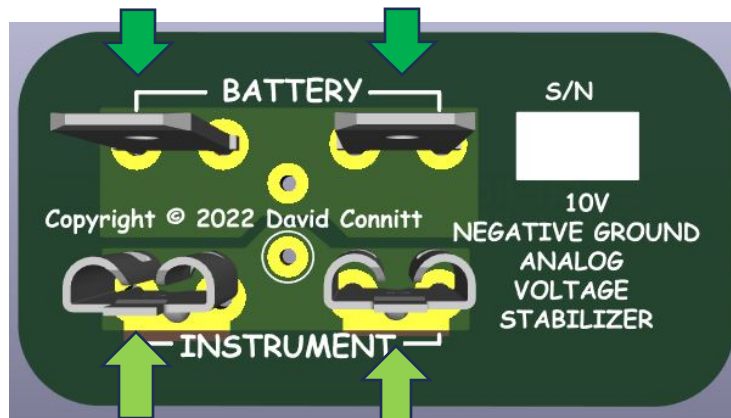
Rebuilt Negative Ground

Analog Voltage Stabilizer P/N BR1307/00RN Style 1

SN: 294

Test Voltage: 10.05 VDC

Connect all green wires here



Connect green/Lt. green wires here

Thank You for your Order!

This rebuilt +10-volt Analog Voltage output "Stabilizer" is designed to directly replace the original British motorcar electromechanical Voltage Stabilizer using your original metal enclosure offering modern solid-state dependability and accuracy to your British car fuel and temperature gauges.

Features:

1. The unit is a drop-in replacement with all electrical and mechanical connections in the same relative position as the original equipment and rebuilt into your original metal Voltage Stabilizer case.
2. The solid-state regulator is designed specifically for use in the rugged automotive environment and is mechanically and thermally bonded to your metal case to aid it in transferring heat out of the regulator which is a major source of semiconductor failure.
3. All additional components are high quality close tolerance parts.
4. The regulator has reverse polarity protection and can withstand current surges from possible battery jumps.
5. All Voltage Stabilizers are burned in at 150% nominal load for a minimum 24 hours prior to shipment.

Specifications:

Input Voltage Range: 11.5 - 15 Volts DC

Output Voltage Range: 9.90 -10.06 Volts DC

Pre-Install Checks

Before installing your rebuilt Voltage Stabilizer:

1. Verify that you have battery Voltage on the green wire with the ignition on and it is below 15 volts.
2. Verify that you have between 20-200 ohms of resistance between the green/Lt Green instrument wire(s) and ground.

Do not install your rebuilt Voltage Stabilizer until you have corrected any wiring issues. Feel free to contact me via the email below if you need help!

Installation Instructions:

Your rebuilt Voltage Stabilizer has 2 parallel battery terminals & 2 parallel instrument terminals similar to your original unit. You can use either battery terminal or either instrument terminal or both to make your connections as shown in the graphic on the first page.

1. **Disconnect negative battery connection.**
2. **Mount the Rebuilt Voltage Stabilizer**

Attach your rebuilt Voltage Stabilizer to its original mounting point making sure the contact surface is a clean metal surface and there is a good mechanical/electrical bond between the Rebuilt Voltage Stabilizer case and battery ground.

3. **Battery Connections:**

Your original Voltage Stabilizer should have at least one solid green wire that was connected to the "B" terminal on your original Voltage Stabilizer which are **MALE TERMINALS**. This is the supply to your rebuilt Voltage Stabilizer. Using a multimeter and with the ignition key on you should see battery voltage on one of the green wires. The "B" terminals on your original voltage stabilizer are labeled "Battery " on your rebuilt voltage stabilizer and are indicated with green arrows in the graphic on page 1. The green wire(s) can be connected to either of the "Battery" terminals on your rebuilt Voltage Stabilizer.

4. **Instrument Connections:**

5. Your original Voltage Stabilizer should have at least one solid green/Lt. green wire connected to the "I" terminal on your original Voltage Stabilizer which are **FEMALE**

TERMINALS. The green/Lt. green wire(s) can be connected to either of the "Instrument" terminals on your rebuilt Voltage Stabilizer.

6. Reconnect the negative battery terminal.
7. Turn on your ignition and your temperature and fuel gauge should respond. The gauge needles will be slow to respond as they are "buffered" to work with the original electromechanical Stabilizer but you now have an accurate Voltage reference for your gauges.

If you have any questions with the installation or operation of your rebuilt Voltage Stabilizer, you can contact me at dconnitt@gmail.com or by cell: (513) 484-8420.