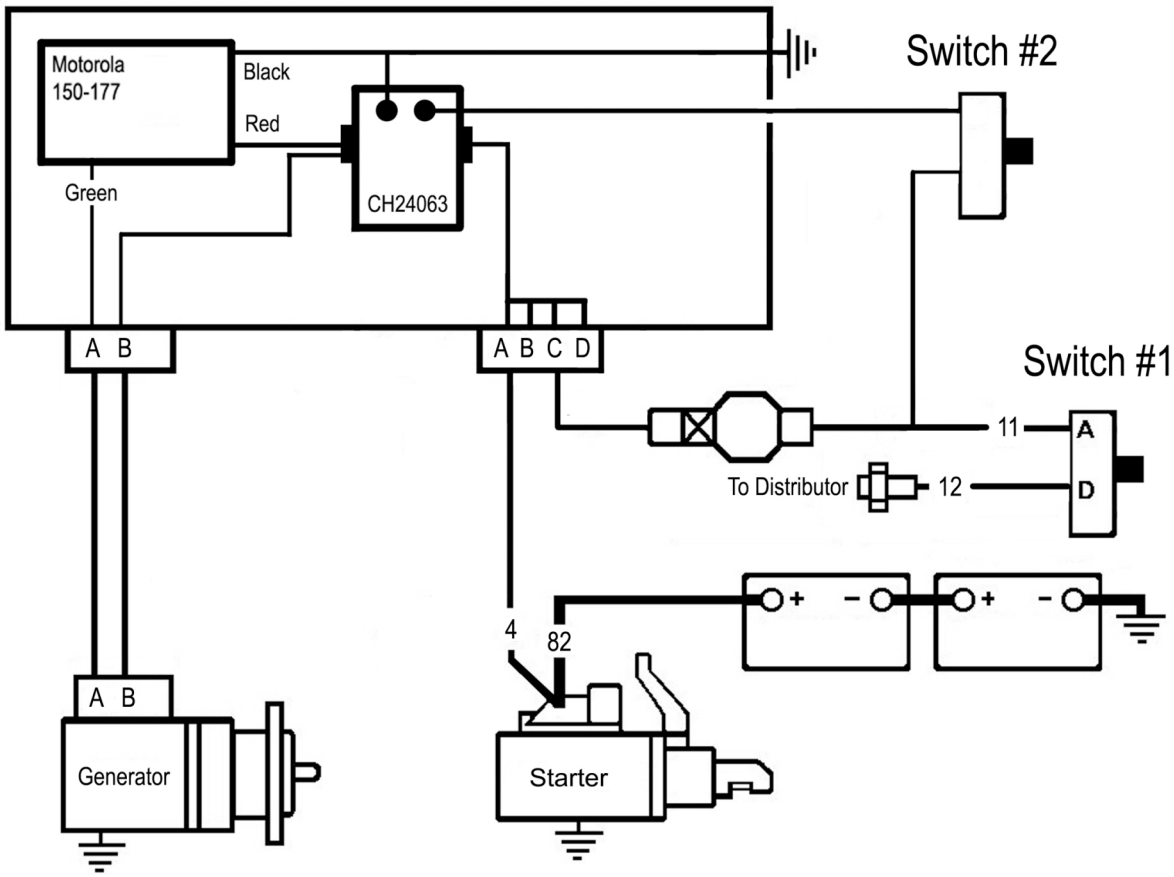

OWNER: Scott Pedersen, 1035 Circle Dr., Brookings SD 57006 [http://biomicro.sdstate.edu/pederses/vogon.html]
DESIGNER: Scott Nielsen, 704 Main Ave. S., Brookings SD 57006 605-697-7543

GOALS: After the 'original' 24-volt voltage-regulator failed, my 1952 M-37 (#34594) went on to burn through two solid-state regulators over a 3-year period. The appearance and cost of those replacement regulators left a great deal to be desired. Therefore, I wanted a system in which the original voltage-regulator housing could be filled with a relay and small solid-state voltage regulator and accomplish the job while maintaining a "correct" appearance under the hood. The diagram above is straight forward enough, and is easily installed in the original housing using the existing mounting holes.

PROBLEMS: I didn't want to tear into the heavy power cables threaded into the voltage regulator chassis. To get around this, I ran the #10/11 circuit wire up from the ignition switch, through the firewall, under the regulator, and through a small hole (threaded plug) located on the back wall of the regulator chassis. The miniaturized voltage regulator and it's pirated circuitry necessitated a relay and an additional 'on' switch for the relay itself. This switch prevents the batteries from spinning-up the generator as if it were a motor. Obviously, this circuitry came engineered/integrated in the much larger slab-like voltage regulator units.

SOLUTION: The various parts are readily available – assembling the connections, switches, and then running the wire shown in the diagram above, are all relatively minor issues. Unless you look VERY carefully for the single wire running out the back of the voltage regulator housing, the installation appears "stock". I don't mind the extra switch on the dash, but I'm sure others may find a more MV/acceptable switch set-up. The only odd bit is that if you turn both switches on at the same time, you will eventually blow-out the regulator. Therefore…(see below).

OPERATION OF THIS SYSTEM:
1. Turn ignition switch on (switch #1), start engine, let engine come to smooth idle
2. Turn charging switch on (switch #2) – this engages the voltage regulator & charges the batteries
3. Shut-down – both switches to 'Off'.