

Villiers rectifiers and 'regulators'

No doubt due to the newer regulator rectifier coming on the market for the bigger bikes, I find quite often the question 'can I fit an A Reg (or equivalent) to a Villiers engine?' The answer is unequivocal NO. The Villiers engines never generated enough electricity in the first place such that they needed proper regulating. So please do not consider fitting one. There is always some degree of regulation supplied by the battery itself, and in fact if you fit as big a battery as possible-say 9Ahr or more then there is less to worry about the need for battery regulation.

You can however get rid of the original Selenium rectifier and upgrade to a modern silicon one. Sometimes especially on the 2T you can gain a smidging more electricity by converting from a half wave circuit to a full wave and incorporate a full wave rectifier as per the 4T diagram/engine connections.

The selenium rectifier is always a large (2" or more) circular plated thing. It is often a duck egg colour. Throw them away. Often its centre bolt is used to mount it (and earth it).

The silicon rectifier needs to be properly connected and the easiest way to manage this is when you order it from A O Services is to send a copy of your wiring diagram so that I can modify it and point out what connects to what on the new rectifier. The new modern square rectifier needs to be mounted on a flat metallic surface as a heat sink, ie being painted is fine but mounted on rubber (or wood!) is not a lot of use.