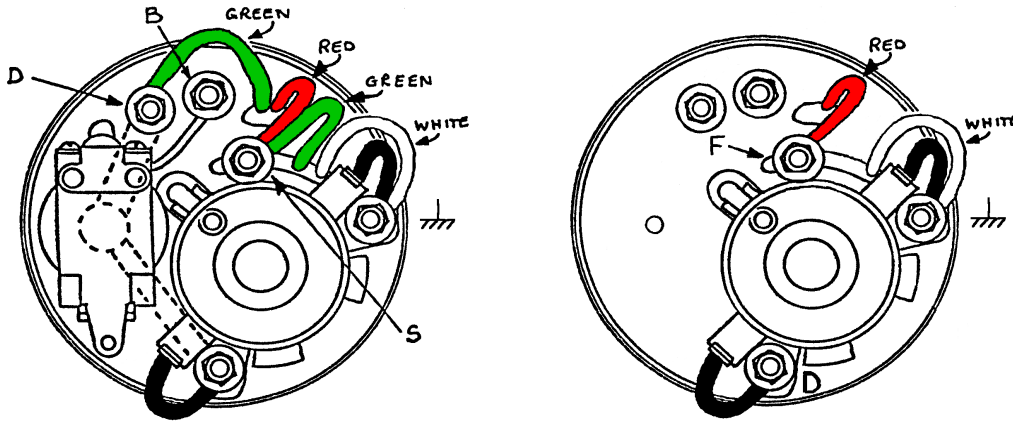
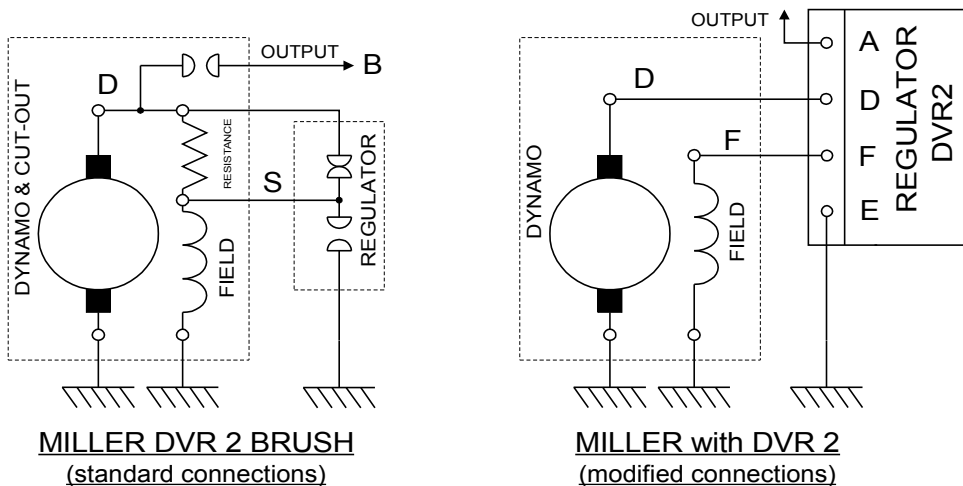


Using a Miller DVR dynamo with a DVR2 from Dynamo Regulators

The Miller DVR dynamo differs from the more commonplace Lucas style dynamo in having a second 'resistance' field winding, and inclusion of a cut-out bobbin within its end cover. Both dynamo types have a main field winding with one end to 'earth' (often described as shunt connection). The DVR2 regulator is a compact, precise and robust electronic voltage regulator designed for use with shunt connected machines. The DVR dynamo is readily modified to conform to the Lucas F-A-D-E connection used by the DVR2.



1. Remove the entire cut-out unit
2. Disconnect and insulate (or remove completely) the 2 leads to the resistance winding. This has a resistance of about 7 Ω, and the wires were originally green.
3. Leave the Red & White field winding wires (resistance about 4 Ω) in place between the earth and other screw terminal, formerly designated 'S' and which now becomes 'F'.
4. Connect to the DVR2 regulator; F to DVR2-F and non-earth brush terminal to DVR2-D
5. The regulated output from DVR2-A usually goes to the ammeter and lights switch. A fuse (10 or 12 Amp) should be fitted in this line.
6. It is good practice to connect a separate earth connection from the dynamo to the return of the headlight bulb (usually the highest current path) and to the DVR2-E wire.



Dynamo polarity should be checked before connecting the battery. This may be done on the bike. Note that the DVR2 will function without the battery connected.

The information in this data-sheet is provided for guidance and is believed to be accurate. However DRL assumes no liability as a result of its use in a particular application. In case of any doubt the user is strongly advised to seek advice from an experienced auto-electrical technician. Classic vehicles electrical systems very likely will have been modified from the manufacturers original standard over many years of use.