







## Fitting Digital Regulator

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Author	Message
<b>symphony</b>  Joined: 02 Jan 2005 Posts: 21	<p>Posted: 17 Jan 2005 07:22 pm Post subject: Fitting Sterling Pro Digital Regulator</p> <p> <a href="#">quote</a>  <a href="#">edit</a>  <a href="#">IP</a></p> <hr/> <p>I have just bought a Sterling Pro Digital Regulator and will be fitting it soon to my Bavaria 32 (MD2020 engine), any tips for fitting. Is the Valeco (volvo) alternator negative or positive field? In the fitting instructions I have to fit a wire to a 12volt supply that is only present when the engine is running or fit a switch to turn the alternator on, as there is no ignition switch has anybody who has fitted one of these any helpful advice.</p> <p>Paul Symphony</p>




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<b>Playtime</b>  Joined: 20 Nov 2004 Posts: 22	<p>Posted: 26 Jan 2005 09:12 am Post subject:</p> <p> <a href="#">quote</a>  <a href="#">edit</a>  <a href="#">IP</a></p> <hr/> <p>Paul</p> <p>I fitted the Adverc controller to Playtime so can't help directly with the Sterling.</p> <p>Regarding the 12 V supply - there should be some switch arrangement for controlling 12v power to the engine - the engine sensors/instruments etc. are not 'on' all the time, are they? Also, how do you start the engine - with a button? If the only switch controlling the engine supply is the main battery switch then you might have to put an extra switch next to the starter button(?) to control power to the Sterling.</p> <p>Good luck</p> <hr/> <p>Roger Playtime (B38 Ocean)</p>
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<b>symphony</b>  Joined: 02 Jan 2005 Posts: 21	<p>Posted: 26 Jan 2005 02:21 pm Post subject:</p> <p> <a href="#">quote</a>  <a href="#">edit</a>  <a href="#">IP</a></p> <hr/> <p>Thanks for that I guess the best way is to connect it to the on/off switch on the Volvo engine panel. Or the fused supply to the engine on the connection box by the starter motor, that is only on when the engine switch is on.</p>
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<b>Playtime</b>  Joined: 20 Nov 2004 Posts: 22	<p>Posted: 27 Jan 2005 09:14 am Post subject:</p> <p> <a href="#">quote</a>  <a href="#">edit</a>  <a href="#">IP</a></p> <hr/> <p>Paul</p> <p>I think the latter sounds good - shorter wire and probably more accessible etc.</p> <p>Roger</p> <hr/> <p>Roger Playtime (B38 Ocean)</p>
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<b>symphony</b>  Joined: 02 Jan 2005	<p>Posted: 04 Feb 2005 10:00 pm Post subject:</p> <p> <a href="#">quote</a>  <a href="#">edit</a>  <a href="#">IP</a></p> <hr/> <p>Futher to the 12volt switched supply , you can use the D+ on the altinator.</p>
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**trollinger**

Posted: 08 Feb 2005 10:36 am Post subject:

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Joined: 07 Feb 2005  
Posts: 4  
Location: Dartmouth

Just fitted a sterling. I took the 12v feed from the Volvo instrument panel so the Sterling only operates when the ignition is on. Took the sensing lead and temperature sensor back to the service battery positive.  
Little nervous about dismantling the Valeo alternator but in the event no problem. I have a gas powered soldering iron which proved most effective in soldering the two brush wires. Important to follow the instructions carefully. Sterling helpline is also good.  
Very pleased with the result.

dartkel

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**symphony**

Posted: 24 Feb 2005 09:09 pm Post subject:

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Joined: 02 Jan 2005  
Posts: 21

Further to above have noticed that when I switch off the main battery switch the less than 10.8 volt light comes on and will only go off if i switch any device switch on. I did connect the black wire all the way to the battery as well as the red from the prodigital. Maybe I should just run the black to the main switch so it is isolated from the battery when the main is off. Anybody had similar problem.

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