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Rectifier Straight Wire Instructions

OVERVIEW

When corrosion develops in the rectifier's connection to the wiring harness, enough heat is generated to actually melt the rectifier's connector. The melting of the connector will cause a failure in the charging system and will cause the car's battery to drain completely. A common fix for this problem is to eliminate the connector and **straight wire** the rectifier into the harness.

Note: Depending on the location of the rectifier, you may need to extend some wires.

COMPONENTS

- New Rectifier
- 2 Large Butt Connectors
- 3 Medium Butt Connectors
- Heat Shrink

TOOLS

- Crimping Pliers
- Lighter or Heat Gun
- Phillips Head Screwdriver or 10mm Wrench

PROCESS

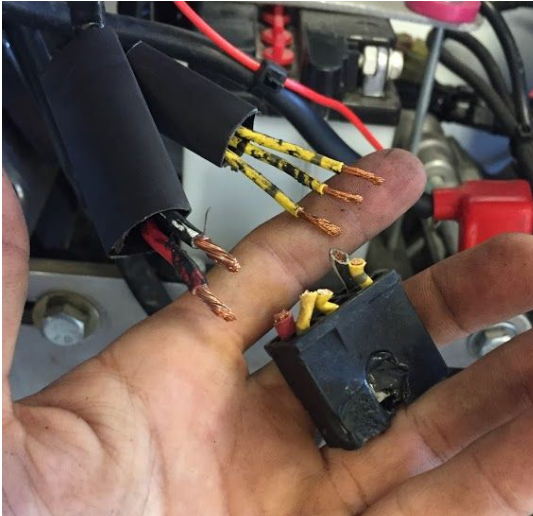
1. Disconnect Battery terminals and move the wires to the side. Use tape if necessary to ensure that the terminals are not accidentally shorted.



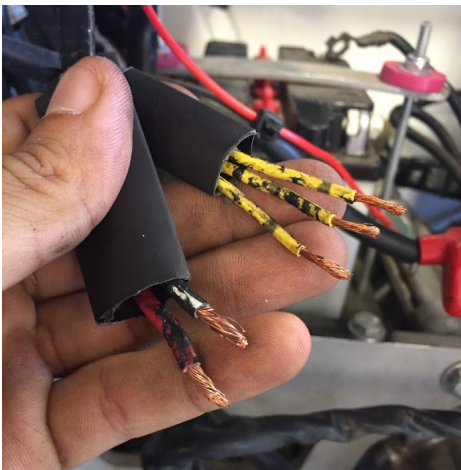


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2. Cut connectors off both the Harness side and Rectifier side and strip all wires



3. Slide on appropriate size heat shrink



4. Crimp butt connectors to rectifier wires



5. Wire connections go as follows
 - a. Red->Red
 - b. Black->Black
 - c. Yellow wires->Remaining wires (order does not matter)



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6. Cover Butt Connectors with heat shrink



7. Heat the heat shrink with a heat gun or lighter in a sweeping motion
 - a. Be careful not to burn through the heat shrink or other electrical components. If you see smoke, you done messed up...



8. Reconnect battery terminals

9. Mount Rectifier



10. Start car to test
 - a. Battery voltage should be 13.3V-13.5V at idle (800-900RPM) and will increase with RPM to ~13.4V-13.8V