

CT110 Headlight Voltage Regulator (6 Volt)

This unique device is the result of many years of repairing Honda motorcycles. This particular design is only for the 6 Volt models, not the Australian 12 Volt models.

Some CT110's develop a habit of blowing the headlight bulb filaments, due to excess headlight Voltage. Usually this problem manifests after many years of trouble free operation. Over time, we began to identify that somehow the stator coil (the AC generator, alternator, or what Honda calls the dynamo) begins to output excess Voltage to the headlight. Headlight bulbs blow without warning from this over Volt condition.

It is also possible to blow headlight bulbs if the battery is disconnected, missing, neglected, discharged, or for any reason is unable to accept proper charge. This increase in headlight Voltage is common to several Honda motorcycles.

The 6 Volt CT110 headlight is powered directly from the engine stator, with AC power. The Pardue Brothers have designed and tested this device to destruction, and it has earned our seal of approval. We hope it rates as a quality item that Soichiro Honda would have approved of.

While the device is simple to install, we recognize that not everyone has extensive wiring experience. These instructions will guide you step by step to make the installation.

Thank you for your business.

The regulator will prevent excessive Volts from blowing headlight bulbs.
Bulbs will still blow from vibration and other normal causes.

If you have any problems or questions please review the instructions and insure you have done a good job wiring and installing the Voltage Regulator.

We are always available to assist you via email at info@parduebrothers.com

The part # 6VACRMB CT110 Headlight Voltage Regulator is Made to Last
It is Built Strong to Last Long and is Designed and Manufactured
in the United States of America by Americans that love to ride, repair, and
customize motorcycles

Warranty and Statement of Non Disclaimer:

The 6 Volt Honda CT110 Headlight Voltage Regulator is assembled by hand at our shops in Florida.

A great deal of care is taken to test each Regulator three times during the manufacturing process, once during initial circuit assembly, once after final assembly, and again before shipping. We feel like this is the best way to guarantee you get a solid performing part that will last for many years, and give trouble free service.

That said, the 6 Volt Honda CT110 has a unique electrical system that depends on good electrical connections throughout, and also a good 6 Volt lead acid battery as originally equipped by Honda. We define a good battery the way Honda does: a good battery is capable of being recharged; a good battery will consume one or more Amps of charging current, and will also discharge one or more Amps at 6 Volts or more into a load such as the headlight.

If the battery fails to take a charge, or if the bike has poor electrical connections, missing parts, one or more blown bulbs, has a defective rectifier, or if the battery is missing or disconnected, the Voltage that normally charges the battery is diverted to the headlight, tail light, stop light, dash illumination light, neutral safety light, high beam indicator light, turn signal system, and horn. The headlight will generally blow the selected low or high beam filament very quickly if the battery is in poor condition, poorly connected, or is missing altogether.

This product is not intended to replace the battery. This product is designed to protect the headlight filament from blowing out when the headlight Voltage is excessive due to a fully charged battery. In the event the battery is defective, missing, disconnected, or poorly connected, the Pardue Brothers 6 Volt Honda CT110 Headlight Voltage Regulator will try to regulate the excess Voltage and it will generate a lot of heat if this happens. Your bike wiring, stator, switches, or other systems such as the stator may develop problems from the extra load. It is possible to ruin the Pardue Brothers 6 Volt Honda CT110 Headlight Voltage Regulator and damage your bike if you operate it under these conditions.

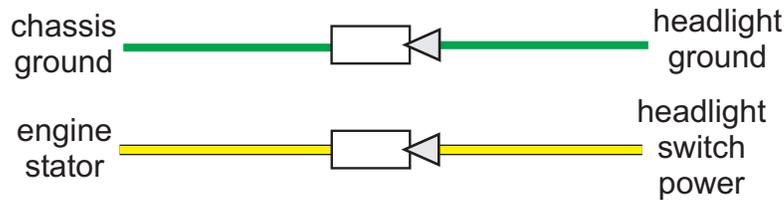
Because this is a product designed for off road, racing, and high performance use, we cannot be held liable or responsible in any way for any problem that arises from its use. Because you are fitting this device to a used, old motorcycle with an electrical system that had a weak design to begin with, and because you or someone you choose is performing the installation of the device, we cannot warrant or guarantee the device to be fit for any purpose except as filler material for the box it shipped in. By opening the box and removing the contents, you assume full liability for any sort of problem, malfunction, damage, or inability to use, ride, or service your motorcycle. Our maximum liability shall be the replacement of the product. Under no circumstances, Act of God, or for any and all reasons, will the Pardue Brothers be held liable for your use of this product.

If you think it is not working, send it to us, we will test it. If you send us a good story or photos of how you broke it, we will probably give you a new one. Maybe. As with all electrical parts, you have no recourse except to ask us to test the device, which we may or may not decide to replace. We build these things to endure and if you connect it properly to a well-maintained bike, it should last longer than your bike does.

IF ITS THIS GOOD ITS FROM THE LABS AND WORKSHOP OF JON PARDUE
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CT110 Headlight Voltage Regulator (6 Volt) Installation

STEP 1: Remove Headlight Bulb and Trim Ring Assembly to Get at the Headlight Wiring



STEP 2: Unplug ground and headlight switch wiring



STEP 3: Plug In the Headlight Regulator

Connect Voltage Regulator Ground (Green with Male) to Bike Chassis Ground

Connect Voltage Regulator Ground (Green with Female) to Headlight Bulb Ground (Green Male)



Connect Voltage Regulator (Yellow Male) to Engine Stator (Yellow Female)

Connect Voltage Regulator (Yellow Female) to Headlight Switch (Yellow Male)

STEP 4: Position Regulator and Re-Install Headlight

Position the Voltage Regulator in the Headlight Bucket, Up and Back Towards the Speedometer, Away from the Middle of the Bucket

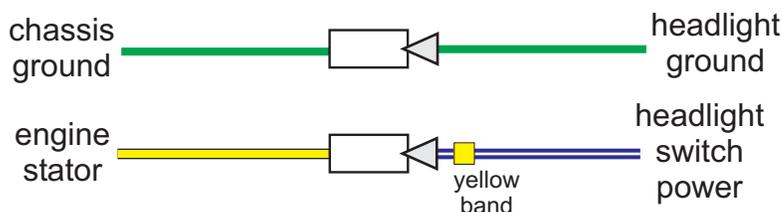
Re-Install the Headlight.

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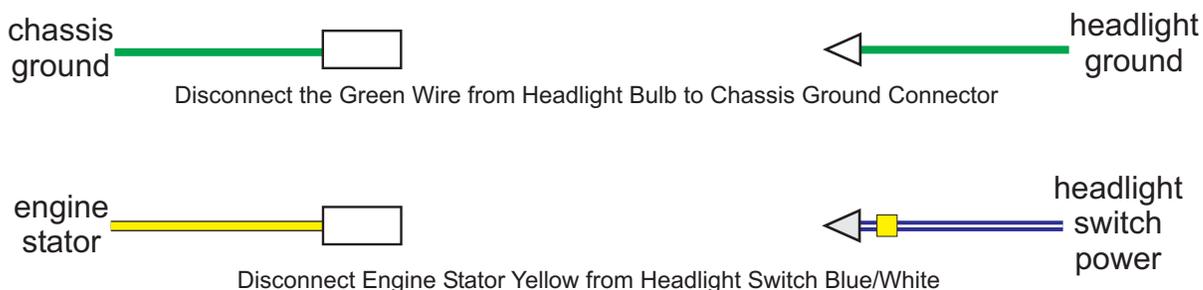
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1980 CT110 Headlight Voltage Regulator (6 Volt) Installation

STEP 1: Remove Headlight Bulb and Trim Ring Assembly to Get at the Headlight Wiring



STEP 2: Unplug ground and headlight switch wiring



STEP 3: Plug In the Headlight Regulator

Connect Voltage Regulator Ground (Green with Male) to Bike Chassis Ground

Connect Voltage Regulator Ground (Green with Female) to Headlight Bulb Ground (Green Male)



Connect Voltage Regulator (Yellow Male) to Engine Stator (Yellow Female)

Connect Voltage Regulator (Yellow Female) to Headlight Switch (Blue/White Male)

STEP 4: Position Regulator and Re-Install Headlight

Position the Voltage Regulator in the Headlight Bucket, Up and Back Towards the Speedometer, Away from the Middle of the Bucket

Re-Install the Headlight.

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