

Hidden fitting of a DVR3 in a Morris 8

The e-mail message below is exactly as received from a satisfied customer with kind permission.

He describes a way of fitting the DVR3 under the controller so it is hidden from view. The 3 brush dynamo was first modified to 2 brush operation. Further technical details of the charging system update is included in the DRL data-sheet [DVR3 3 brush.pdf](#)

“Hi Michael,

Many thanks for the regulator. I installed it the same week as it arrived and I am totally impressed with its performance. I have been plagued with charging problems on my 1937 Series 1 Morris 8 since I purchased it more than a year ago. It would either overcharge on a long run or if I adjusted the third brush on the dynamo to reduce the charge to a few amps it would then go to negative charge when the lights were on. I even tried changing the resistance of the shunts in the CFR2 cutout. I also rewired to the PCL switch this made little difference so all I could do was to increase the charge by adjusting the third brush if I had to do a night run on vintage car outings - then change it back later. I think that the PCL switch may have an internal resistance problem on the charging contacts as the charge was all over the place.

However I have travelled a few hundred miles since installing your electronic regulator and I am impressed that even with a trafficator on the amp meter barely changes and once the battery is fully charged the amp meter runs close to zero. I am also impressed that the voltage floats at 7.0 volts which is perfect. (I have been in the battery business for many years and I am the General manager for a major deep cycle and industrial importer/distributor so I know a bit about batteries and the ideal charge rates)

I fitted the regulator in the bottom of an old CFR2 after machining out the bottom to allow the new regulator to fit in the space. I also removed all the old connections to the terminals and re-wired and connected the electronic regulator to the CFR2 terminals. I also used the old field coil fuse holder on the CFR2 to become the charging fuse for this new system.

I have attached photos of the CFR2 and the finished job so that you can see what I have done. I am a bit of a purist as far as my car appearance is concerned so my main objective is to improve what needs improving whilst maintaining an authentic look.

Best Regards
Denis M
New Zealand”

Owner's photos of the DVR3 installation



CFR2 unit



DVR3 fitted in controller base



Installed under the bonnet



1937 Morris 8

A neat installation with the new regulator completely hidden from the most searching view once the controller is installed on the bulkhead plate.

The thermal pad on the DVR3 bonds to the metal for excellent heat transfer, and helps to ensure the long term reliability of the system.