

# Charging Problems?

## Check the Stator:

1. Disconnect the regulator from the stator at the terminal inside the crankcase.
2. Check for continuity between either stator pin and the crankcase. Continuity indicates that the stator is grounded and needs to be replaced.
3. Check the resistance between the stator pins. A reading of 0.1 to 0.2 ohms should be present. A lower reading requires that the stator be replaced.

## Check the Output:

1. Again disconnect the regulator, and connect a voltmeter set to AC volts across the stator terminals. With the engine running at 2000 rpm, there should be a reading of 32-40 AC volts. The output will increase or decrease 16-20 AC volts for every 1000 rpm.

## Check the Current Draw:

1. With all accessories, ignition, and headlamp high beam turned on, read the current draw.
2. The current draw should be at least 3.5 Amps lower than the output listed in the SPECIFICATIONS section of the Harley-Davidson® service manual. You may have too many accessories drawing power for the system to handle.

Have the Battery Load Tested.

## How Do I Polarize My Generator?

1. A generator that is not polarized will burn relay points, cause a dead battery, or damage to the generator.
2. Momentarily touch a jumper wire between the BAT and GEN terminals on the generator.