

# Cycle Electric Inc.

## CE-32T, CE-32TL

The CE-32T and CE-32TL will fit Twin Cam Dyna and Softail models.

The CE-32T is designed for 1999-2003 FXD Dyna models

The CE-32TL is designed for 2000 Softail (The CE-32TL comes with a low voltage regulator specially tuned for Softails)

These kits are designed to replace stock charging systems on the models listed. They reuse the stock plastic stator plug housing. They will fit other Twin Cam models. If installing on models not listed a stator plug housing will be needed.

These are generalized instructions and are not intended to be all-inclusive. For more detail on your model see service manual.

### Alternator Removal

1) Disconnect negative battery terminal.

2) Drain primary case oil.

3) Remove outer primary cover.

4) Consult appropriate service manual and remove compensator sprocket.

*Note: After several thousand miles it may be possible to remove the compensator sprocket and chain adjuster shoe without removing the clutch. Caution: Do not put excessive side force on chain.*

5) Remove output shaft extension. Take note of all shims and spaces between output shaft extension and rotor.

6) Remove rotor.

7) Unplug regulator from stator. Remove the stator plug housing. First remove the blue secondary lock using a small hock or long #6 wood screw in the small hole in the middle. It will pull out. Then using a small screwdriver release the locking tab and remove each wires one at a time.

8) Remove 4 stator mounting screws. Remove 2 stator plug clamp screws. Remove stators.

### Alternator Installation

1) Install stator wire through the hole in the case. Pull gently on the wires to seat the case sealing grommet. On twin cam models the first lip on the grommet well come all the way through and seat on the out side of the case.

2) Mount stator to engine case with new mounting screws (supplied). Screws have thread-locking compound already applied. Torque screws to 30-40 in-lbs.

3) Insert stator plug terminals in to the stator plug housing removed in step 8. Push in until they click into place. Reinstall blue secondary lock.

4) Install rotor.

*Note: Twin Cam models do not use shims under the rotor.*

5) Add stock shim removed in step 5.

6) Install output shaft extension.

7) Install compensator sprocket with chain adjuster shoe, and clutch if removed.

- 8) Adjust primary chain.
- 9) Check primary chain alignment.
- 10) Install outer primary and other parts removed.  
*Note: Don't forget to add oil on wet clutch models.*

### **Regulator-Remove Old Regulator**

- 1) Disconnect battery negative terminal.
- 2) Disconnect regulator DC wire from the main breaker.  
*Note: if you tie a piece of fishing line to the ring terminal of old regulator wire before pulling wire out. You can use this cord to pull the new wire in place.*
- 3) Take note of how old wire is routed. Cut wire ties and remove wire.
- 4) Unbolt regulator and remove.

### **Install New Regulator**

- 1) Mount new regulator. Use the stock mounting bolts with the star washers supplied. Insert star washers between the bolt head and the regulator. This will insure the regulator has a good ground connection.  
*Note: The stock regulator has an external ground wire that connects to the mounting bolt. This is not needed.*
- 2) Route DC+ output wire to main circuit breaker. Connect wire to silver post of main breaker.
- 3) Plug stator to regulator.
- 4) Check the routing of all wires to be sure they are not in a vulnerable position. Keep wires away from exhaust pipes and moving parts. Be sure wires are not on the very bottom of the lower frame or they will get pinched if you bottom out.  
Replace all wire ties previously cut and add new ones where necessary.
- 5) Reconnect battery and start motor. Test battery voltage. All "L" model regulators should run between 13.7~14.1 Standard models should run 14.2 to 14.6 depending on what model you have.

## **Have A Good Ride!!**