

Installation Instructions
CE-67T

The CE-67T is a three phase charging system designed to fit all 99-03 and FXD

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

Alternator Removal

- 1) Disconnect negative battery terminal.
- 2) Drain primary case oil on wet clutch models.
- 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 and all spacers under rotor.
Note: It may be necessary to remove the inner primary on earlier models.
- 7) Unplug regulator from stator and remove plastic plug receptacle from stator side. First using small needle nose pliers remove the orange lock clip from inside the plug. Then use a same small screwdriver to release the locking tab and remove each wire from the plug receptacle one at a time.
- 8) Remove 4 stator-mounting screws. Remove 2 stator plug clamp screws. Remove stators.

Alternator Installation

- 1) Install the 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) Install stator wires into plug housing. Insert wires in hole #1 #2 and #3. It dose not matter which wire goes in which hole. Push in until terminal snaps in. after all three wires are fully inserted install the orange locking clip.
- 4) Install rotor slowly. Take care not to let the magnets hit the stator. Do not let the rotor snap in to place or magnet damage may occur.

Note: no shims are used under the rotor on Twin Cam models.

- 5) Reinstall any shims and spacers removed in step 6 of Alternator Removal.
- 6) Install compensator sprocket with chain adjuster Shoe, and clutch if removed.
- 7) Adjust primary chain.
- 8) Check primary chain alignment.
- 9) 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 the old wire is routed. Cut wire ties and remove wire.
- 4) Unbolt regulator and remove.

Install New Regulator

- 1) Mount the new regulator. Use the stock mounting bolts.
- 2) Route the B+ output wire to the main circuit breaker. Connect it to the silver post of main the breaker.
- 3) Connect the ground wire
- 4) Plug the stator to regulator.
- 5) 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.

- 6) Reconnect the battery and start motor. Test battery voltage. It should run 14.2 to 14.6 volts.

Have A Good Ride!!