

Cycle Electric Inc.

CE-71A Kit Instructions

Fitment

The CE-71A will fit
ALL 85-88 FLT* FLH* 85-88 FXR*

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

Kit Contains

<u>QTY</u>	<u>DESCRIPTION</u>
1	Stator
1	Retainer clamp
1	Rotor
1	Regulator
1	.271" spacer
1	Wire kit
1	50 Amp Breaker
1	Circuit Breaker Clamp
4	Stator Mounting Screws
2	¼ -28 x 1¼ Bolts
2	¼ -28 Locknuts
2	¼" Flat washers
6	Wire Ties.

Things Needed Not Included In Kit

1. Primary gasket for your model.
2. Additional variable thickness shims may be required to obtain proper primary chain alignment.

Alternator Removal

- 1) Disconnect negative battery cable.
- 2) Consult appropriate service manual and the remove outer primary cover.
- 3) Consult appropriate service manual and remove the compensator sprocket.
Note: After several thousand miles it may be possible to remove the compensator sprocket and chain adjustor shoe without removing the clutch. Caution: Do not put excessive side force on chain.
- 4) Remove output shaft extension. Take note of all shims and spaces between output shaft extension and rotor. There should be a .219" shim and a thin shim. *****
- 5) Remove the rotor and all spacers under the rotor.
- 6) Unplug the regulator from the stator
- 7) Remove the stator mounting bolts. Remove the wire clamp screws and remove the stator

Alternator Installation

- 1) Install new stator. Feed the wires through the hole in the crankcase. Use a dull flat blade screwdriver and push on the flat surface of the grommet while gently pulling on the wires until the grommet slides into position. The wire clamp area should line up.

Do not slide the grommet too far because it may not slide back without causing grommet damage.

Note: the retaining clamp area on the CE-8011 stator has been enlarged and requires a modified clamp. Use the clamp supplied in this kit.

5) Install the grommet retainer clamp. Use lock-tight 222 (purple) on retainer screws.

Note: If your cases do not have wire clamp screw holes, use high temp silicone sealer (preferably black) to hold grommet in place. When using sealer the grommet will slide in the hole very easy. Do not let first lip on grommet to come out the top of case hole.

6) Install four new stator-mounting screws (supplied). Torque to 30-40 In-Lb.

CAUTION!

When installing the rotor, keep fingers away from edge. The magnetic force may cause rotor to suddenly be drawn inward and could pinch fingers if in the way.

7) Install the .271 spacer supplied in this kit on the out put shaft

8) Install rotor.

9) Install variable thickness shims removed in step 4 of alternator removal. This shim is usually between .020" and .060" thick. **(DO NOT USE .219 SPACER.)**

10) Install output shaft extension.

11) Install compensator sprocket adjuster shoe and clutch if removed. Check the primary chain alignment. Adjust as necessary.

12) After confirming that the primary chain is properly aligned, apply red lock-tight #262 to threads on output shaft and torque to 150 to 165 ft/lb.

If clutch was removed, use lock-tight number 262 and torque to 70-80 ft-lb (left-hand thread).

12) Adjust primary chain.

13) Assemble primary cover and all other components previously removed.

14) Fill primary with oil. Oil should be level with the bottom edge of clutch plates.

Regulator Removal

1) Disconnect battery negative terminal.

2) Remove old regulator.

A- Disconnect regulator B+ wire from the main circuit breaker (See chart for location).

2) Disconnect regulator DC wire from Acc. side of main breaker (except 84-86 dressers the regulator connects to a terminal stud on the steering head).

Take note of how the regulator wire is routed and cut the necessary wire ties and remove the wire.

Note: If you tie a piece of nylon cord or fishing line to the ring terminal before pulling wire out, you can use this cord to pull new wire in place.

3) Remove the regulator with the steal bracket from lower frame cross member.

Mounting 50 amp breaker

Note: 1985-1988 models came stock with a 30 Amp main breaker. Do not change to a larger breaker or switches and wires will not be properly protected and may burn up. Add the 50A auxiliary breaker supplied in this kit. We recommend that new accessories that use a lot of amps be connected to the silver

terminate on the new 50A breaker. If you want these accessories to activate from your ignition switch, use a relay.

1) Mount the breaker bracket on the front side of the battery tray. Remove the battery. Drill a .192" to .196" hole (#10 drill) and secure the new breaker bracket with the pop rivet supplied.

2) Insert the new 50A breaker in the new breaker bracket.

3) Connect the small end of the 13" wire to copper color terminal on the new circuit breaker. Connect large end to the positive terminal on the battery.

Regulator Installation

Note: The bottom of the feet on the regulator is cut at an angle to lean the regulator away from the oil filter. Be sure to mount the regulator so it leans forward away from the oil filter.

1) Connecting wires to the regulator

Note: When connecting wires, place the regulator upside down with something soft under fins so the paint won't be scratched.

A- The Regulator B+ wire is 50" long. One end has yellow marker on it. Connect end labeled B+ to B+ terminal on regulator.

B- The regulator ground wire is 32" and is labeled GND. Connect the end with the smaller ring terminal to the GND terminal on the regulator.

Note: For best appearance, position wires to follow the contour of the regulator legs.

C- To connect the AC wires place the regulator upside-down on suitable stand in front of front motor mount. The regulator-shipping box should work. Connect one AC wire from stator to each AC terminal on the regulator. It doesn't matter which one goes where.

2) Mounting Regulator

Flip regulator up onto frame cross member so it straddles the motor mount. use 1/4-28x 1 1/4 bolts (supplied) to mount regulator.

3) Rout the B+ wire and connect the yellow end to silver terminal of new 50-amp breaker.

Route GND wire along lower right frame rail. Follow crossover bracket to the left side. Connect to the 5/16" bolt where the braided ground cable connects. This bolt also connects your inner primary to frame.

4) Check all wires to be sure they are not in a vulnerable position. Keep wires away from front motor mount and exhaust pipes. Do not run wires on the bottom of frame rail where they will get pinched if you bottom out.

Replace all wire ties previously cut and add new where necessary.

Testing

Reconnect battery and start motor.

Check voltage at the battery terminals.

With a good battery you should get 14.3 to 14.6 VDC.

Have A Good Ride