

CE-81A-97 Kit Instructions

Fitment

The CE-81A-97 is designed to replace the stock 38 or 45 amp system used on all 97-98 FLT* FLH*

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

Kit Contains

QTY	DESCRIPTION
1	Stator
1	Stator wire clip
1	Rotor
1	Wire kit
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.
3. HD-41771 rotor remover/Installer

Alternator Removal

- 1) Disconnect negative battery cable.
- 2) Consult appropriate service manual and remove outer primary cover.
- 3) Consult appropriate service manual and remove 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.
- 5) Remove rotor and take note of all spacers under rotor.
- 6) Unplug regulator from stator
- 7) Remove stator

Alternator Installation

- 1) Install the new stator. Feed the wires through hole in crankcase. Use a dull flat blade screwdriver and push on the flat surface of the grommet while gently pulling on the wires until 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 clamp supplied in kit.

- 2) Install 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.

3) Install the 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.

4) Install the rotor. No shims are used under the rotor.

5) Install output shaft extension.

6) Install compensator sprocket adjuster shoe and clutch if removed check chain alignment. Adjust shims as necessary.

7) Check primary chain alignment. Adjust if necessary.

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

12) Adjust the primary chain.

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

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

Regulator Removal

1) Disconnect the battery negative terminal.

2) Remove the old regulator.

A- Disconnect regulator B+ wire from the main circuit breaker

B- Disconnect the ground wire from the ground post

Note how the regulator wires are routed and cut necessary wire ties and remove wires.

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.

Regulator Installation

1) Connecting wires to the regulator

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

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

B- Regulator ground wire is 48" long and is labeled GND. Connect the end with the smaller ring terminal to regulator GND terminal on 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 the regulator up onto frame cross member so it straddles the motor mount.

3) Route the B+ and GND wires

Together the same way as old regulator wire. Connect yellow end of B+ wire to silver post of the main breaker). Connect GND wire to left side ground post located under seat in front of the battery.

4) Check all wires to be sure they are not in a vulnerable position. Keep wires away from the 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 the battery and the 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

-