



*On wet clutch models, switching the rotor shims (large .219" inside rotor and small .095" shim outer rotor) will achieve satisfactory shimming. On dry clutch models this may cause the rotor to hit the primary chain. When checking for clearance, be sure compensator sprocket nut is torqued and primary chain is properly aligned. If primary chain still contacts rotor, switch shims back to stock location (small .095" inside large .219" outside) and use variable thickness shims under rotor to achieve clearance between rotor and stator. .060" should be enough. To check for clearance between stator and rotor, use a straight edge on top of shims and check for clearance between the straight edge and stator. Minimum clearance should be .040". When putting extra shims under the rotor, the same amount must be removed from between rotor and output shaft extension to maintain primary chain alignment. On ridged mount motor models, there may not be enough room between rotor and primary case to use 32A stator*

- 6- Install inner primary if removed.
- 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  
1970 to early 1984, battery positive terminal or main breaker battery term.  
Late 84-up Acc.side of main breaker (except 84-86 dressers-regulator connects to a terminal stud on the steering head).  
*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) If using the same wire routing as old regulator compare, output wire lengths and cut new regulator wire to length. Apply ring terminal using proper crimping tool.  
*Note: Improper crimp on solder-less connectors can cause charging system problems. That will leave you on the side of the road. If you do not have a crimping tool, borrow or buy one. **Do not use pliers or rice grips.***
- 2) Mount new regulator. Be sure regulator has a good ground connection from the case of regulator to the frame of motorcycle.
- 3) Route DC+ output wire to main circuit breaker or fuse. On models with circuit breakers, connect wire to silver post of main breaker. If using a fuse connect regulator on opposite side from the battery.  
*Note: It is our opinion everything connected to a battery should run through a fuse or circuit breaker except the starter motor if you have one.*
- 4) Connect AC plug to stator, on rubber mount models keep wires away from front motor mount. It moves and can damage wires.
- 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 in the very bottom of 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 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!!**

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