

CYCLE ELECTRIC INC

Installation Instructions

CE-62A

The CE-62A is designed to fit Evo motor models, which the regulators are mounted between the front down tubes on the frame.
Will fit 91-98 FXD Dyna and
84-99 FXST Softail models.

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 on wet clutch models.
- 3) Remove outer primary cover.

Note: step 4 will help determine what variable thickness shims will be necessary to achieve proper primary chain alignment

4) Check primary chain alignment. Place a straight edge across the gasket surface on the inner primary. Using a dial caliper, measure the distance from the straight edge to the primary chain as close to the clutch as possible with the chain pushed all the way in. Record this measurement as A. Repeat measuring as close to the compensator sprocket as possible. Label this measurement B. Subtract B from A and note this C. $A-B=C$.

C can be a positive or negative number but should not exceed +/- .030".

5) 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.

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

7) Remove rotor and all spacers under rotor.

Note: It may be necessary to remove the inner primary on earlier models.

8) Unplug regulator from stator

9) Remove 4 stator mounting screws. Remove 2 stator plug clamp screws. Remove old stators.

Alternator Installations

1) Install new stator plug and plug clamp in case. Use lock-tight 222 purple on clamp screws.

Note: some engine cases do not use plug clamps.

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.

Install stator wires into plug housing. Insert wire in hole #1 #2 and #3. Push in until terminal snaps in. after all three wires are fully inserted install the orange locking clip

Rotor installation

1- Install small diameter .095" shim supplied with kit on output shaft before rotor.

2- Install rotor on output shaft.

3- 1970-1990 Place large 2.81" O.D. x .219" thick shim (supplied with kit) on output shaft after rotor.

1991-later Softtail and Dyna models no spacer washers are used on out side of rotor.

4- All models-add necessary variable thickness shims to achieve proper primary chain alignment. If dimension C from step 4 of removal is within +/- .030", reuse the same variable thickness spacers between the thick shim and output shaft extension.

If dimension C was more than +/- .030", use thicker or thinner shims as necessary to get C within +/-

.030
If C is positive, use thinner shims. If C is negative, use thicker shims.

If C = -.040 and you add .060 C would = +. 020

When C=zero compensator sprocket and clutch sprocket are in line.

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 circuit 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. This kit is designed to fit on models that the regulator mounts between the front down tubes on the frame. The new regulator should bolt to the stock mount.

2) Route the DC+ output wire to the main circuit breaker and Connect it to the silver post.

3) Connect AC plug to stator, on rubber mount models keep wires away from front motor mount. It moves and can damage wires.

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 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.

5) Reconnect battery and start motor. Test battery voltage. Voltage should run 14.2 to 14.6.

Have A Good Ride!!

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