

CYCLE ELECTRIC INC

Installation Instructions

CE-8188

22 Amp Stator

The CE-8188 will fit all big twins 1970-98

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

Stator 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
- 8) Remove 4 stator mounting screws. Remove 2 stator plug clamp screws. Remove stators.

Stator Installation

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

Rotor Installation

- 1- Install small diameter .095" shim on output shaft before rotor.
- 2- Install rotor on output shaft.
- 3- 1970-1990 Place large 2.81" O.D. x .219" thick shim on output shaft after rotor.
1991-later FLT and FXR use a .249 thick shim 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.
- 5- Install inner primary if removed.
- 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.
- 9) Connect regulator plug to stator, on rubber mount models keep wires away from front motor mount. It moves and can damage wires.

Note: Don't forget to add oil on wet clutch models.

Have A Good Ride!!

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