INSTALLATION INSTRUCTIONS

32AMP STATOR

READ THESE INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION!

NOTE: Refer to the Factory Shop Manual electrical section for safety instructions prior to preforming any repairs or installations of electrical components.

CAUTION! ALWAYS DISCONNECT THE BATTERY CABLES BEFORE PERFORMING ANY ELECTRICAL SYSTEM REPAIRS OR MODIFICATIONS.THIS WILL PREVENT DAMAGE TO THE ELECTRICAL SYSTEM OR ACCIDENTAL STARTING OF THE MOTORCYCLE IN CASE OF AN ELECTRICAL ARC CAUSED BY SHORTING THE BATTERY POWER TO GROUND.

WARNING! SEVERE DAMAGE TO THE ELECTRICAL SYSTEM OR PERSONAL INJURY MAY OCCUR BY NOT FOLLOWING THE ABOVE SAFETY INSTRUCTIONS.

CAUTION! The installation of the Spyke 32 Amp stator requires factory Harley Davidson® service tools in the disassembly of the clutch and primary chain sprocket. If you are not familiar with the disassembly of the primary drive assembly, or do not have the proper tools, Spyke recommends the installation be performed by a trained Harley Davidson® technician.

REMOVAL:

1. Disconnect the cables at the battery. Remove the ground (-) cable first and then the positive (+) cable.
2. Drain the oil in the primary chain case and remove the outer primary cover, compensating sprocket, primary drive and clutch as described in the factory manual. Remove the inner primary chain case if necessary.
3. Remove the alternator rotor using Harley Davidson® puller part no. 95960-52B. Note the location of the washers.
4. Unplug the regulator from stator. Remove the stator plug retainer and the four Torx head screws attaching the stator. Remove the stator.

NOTE: THE FACTORY SHOP MANUAL RECOMMENDS THAT THE TORX HEAD FASTENERS SHOULD NOT BE REUSED. ALWAYS REPLACE THE TORX HEAD FASTENERS WITH NEW PARTS.

NOTE: IF REPLACING THE FACTORY 38 AMP STATOR, USE THE SHORTER TORX HEAD FASTENERS FROM THE 32 AMP STATOR (HARLEY DAVIDSON P/N 2720).

STATOR AND ROTOR INSTALLATION:

WARNING! The Spyke rotor uses extremely strong magnets that may be damaged if the rotor is placed near any metal parts, tools, or hardware in the work area.

WARNING! Special tools are required in the installation of the rotor. The Spyke rotor uses extremely strong magnets that may cause the installer to lose hold of the rotor during installation. Severe injury may occur if the installer's fingers become pinched between the rotor and the engine case or the stator during installation. Use H-D tool P/N 41771 or Jim's tool P/N 758-147 when installing the rotor.

INSTALLING THE STATOR:

5. Install the Spyke 32 Amp stator using new fasteners (H-D Part no. 2720). Torque the mounting screws to the specs in the service manual. NOTE: Make sure the cable from the stator is routed so it does not pinch between the stator and the case, and so that the rotor does not rub it.
6. Re-install the stator plug retainer.
7. Place the small washer supplied in the kit over the crank shaft.

NOTE: Be careful that the magnets in the rotor do not pick up small metal parts or hardware from the work area.

8. Install the rotor on the crank shaft.
9. Re-install the primary drive assembly per factory service manual. NOTE: Use Loctite® 262 (red) on the threads of compensating sprocket nut.
10. Check sprocket alignment per factory service manual.

TROUBLE SHOOTING

Stator

1. The stator has 2 Pins, the pins should have continuity to each other, but the pins should **NOT** have continuity to ground.
2. With a volt meter on AC volts, the stator should be putting out 14 volts per 1,000 RPM. (Check at 1,000 and 3,000 RPM)
3. If all this test out properly your installation of the stator was successful.

Regulator

1. With the main switch OFF, measure the voltage from the regulator output terminal to ground. The reading should be 12 - 13 volts. If there is no voltage reading, the battery is disconnected.
2. Start the engine and bring the RPM to 1500. The voltage should rise 1/2 to 1 volt. This indicates that the voltage regulator is charging. This completes the test.

NOTE: Spyke Products are manufactured and inspected under strict procedures specified in the Spyke Quality Assurance Program and are packaged and shipped in specially designed boxes to insure against damage. Therefore, Spyke will not accept any rotors returned with chipped or

broken magnets as the cause of this can only be due to careless handling or improper installation techniques.

For technical assistance call 909/547-9058

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LIMITED WARRANTY

PerTronix, LLC. Warrants to the original Purchaser of its solid-state ignition system (product) that the module, trigger rotor and wiring (components) shall be free from defects in material and workmanship for a period of (12) months from the date of purchase.

If within the period of the foregoing warranty PerTronix finds, after inspection, that the product or any component thereof is defective, PerTronix will, at its option, repair such products or component or replace them with identical or similar parts PROVIDED that within such period Purchaser Promptly Notifies PerTronix, in writing, of such defects.