INSTALLATION INSTRUCTIONS

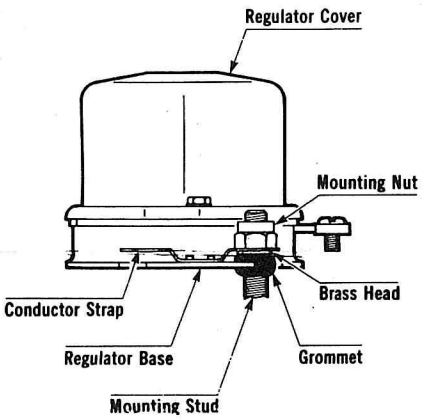
This 12 volt three unit voltage and current regulator is designed to replace the Delco Remy style regulators installed as original equipment by Harley Davidson on 1965-1969 FL & FX 1200cc Twins; 1967-1977 XLH 900/1000cc Twins; and 19671973 Servicar Twins. It replaces OEM #74510-64 and is intended to be used in conjunction with any 12 volt Harley Davidson model #64 12 volt generator.

CAUTION: READ THESE INSTRUCTIONS CAREFULLY BEFORE INSTALLING THIS NEW REGULATOR. FAILURE TO FOLLOW INSTRUCTIONS MAY RESULT IN DAMAGE TO NEW REGULATOR OR GENERATOR.

1. Turn off ignition key and disconnect battery cable at negative battery terminal.
2. Disconnect wire marked BAT (battery) and identify this wire with a tag marked BAT supplied with new regulator.
3. Disconnect wire at regulator terminal marked ARM (armature) and identify with tag marked ARM supplied with new regulator.
4. Disconnect wire at regulator terminal marked FLD (field) and identify with tag marked FLD supplied with new regulator.
5. Remove all three regulator mounting nuts and save for mounting new regulator.
6. Making sure the ignition key is in off position, attach the three (3) rubber grommets with brass inserts that are supplied with the new regulator to the base of the new regulator. (See fig. 1)
   CAUTION: The brass insert is used for grounding the regulator. The brass insert head must be in contact with the underside of the ground strap on one end of the regulator and the underside of the mounting screw head on the other end of the regulator. (See fig. 1)
7. Reinstall regulator making sure to reconnect wires to regulator terminals in same sequence as removed. Check wire tags to make sure wires are connected to correct terminals.
8. Reconnect battery cable to battery terminal.
9. Polarize the charging system. This operation is very important and these instructions must be followed exactly. Obtain a piece of wire approximately eight (8) inches long and 1/16 inch diameter. Hold one end of the wire against the screw head on the regulator terminal marked ARM, and one end on the regulator terminal marked BAT for a maximum of two (2) seconds. There may be a spark but there is no danger to you. Do not touch regulator terminal marked FLD or any other metal with the wire. (See Fig. 2)
10. If the procedure above is followed the red indicator light in the instrument panel should be off at any rpm slightly above idle. If this does not happen, we recommend you consult a qualified electrical systems mechanic. Your motorcycle may have other problems which could cause extensive electrical damage.

IMPORTANT NOTICE: A low charged battery or a battery that has shorted plates and is not capable of being charged to a normal voltage can cause a good voltage regulator to appear defective. The reason is that it may demand a greater charging rate than the generator can supply at the voltage setting of a good regulator. As a result the voltage output would appear low when, in fact, the voltage regulator has never come up to the setting of the regulator and may also generate excessive heat inside the regulator which would cause the voltage control level to be lower than normal.

Voltage regulators that have "arcing" marks on the terminals indicate that wires have been improperly installed.



Install grommet with brass head up touching conductor strap.

Fig. 1

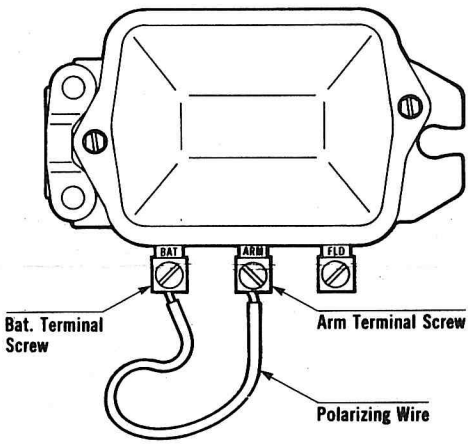


Fig. 2

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