

INSTALLATION INSTRUCTIONS

ACCEL VOLTAGE REGULATOR 201107 (BLACK) & 201107C (CHROME)

ACCEL electro mechanical voltage regulators, part #201107 (black painted) and part #201107C (chrome plated) are designed to replace Bosch style regulators installed as original equipment by Harley-Davidson on 1965 through 1977 XLCH900 and 1000cc twins and 1965 through 1966 XLH900cc twine. They replace OEM part #7451165 and are intended to be used in conjunction with any 12 volt Harley-Davidson model #64 generators.

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

Step 1

Turn off key and disconnect the battery cable at the negative battery terminal.

Step 2

Before removing regulator from the motorcycle, disconnect the two at regulator terminal marked "B+" (battery) and mark them with the battery wire tags supplied with the regulator.

Step 3

Now disconnect the wires at the regulator terminals marked "61" and "D+" and mark them with the "Generator Armature Wire" tags supplied.

Step 4

Next disconnect the wire at the regulator terminal marked "DF" and mark them with the "Generator Field Wire" tags supplied with the regulator.

Step 5

Remove the old voltage regulator and replace with the ACCEL model making sure to reconnect the wires to the regulator terminals in the same sequence as they were removed. Check the wire tags to be sure the wires are connected to the correct terminals.

Step 6

Reconnect the battery cable to the negative terminal.

Step 7

Polarizing the charging system. This operation is very important and these instructions must be followed exactly. Obtain a piece of wire approximately 8" long and 1/16" diameter. Hold one end of the wire against the screw head on the regulator terminal marked "61" (armature) and the other end to the regulator terminal marked "B+" (battery) for a maximum of two (2) seconds. There may be a spark but there is no danger to you. Do not touch the regulator terminals marked "D+" or "DF" or any other metal with the wire (See Figure 1).

Step 8

If the procedure above is followed, the red indicator light on the instrument panel should be off at any RPM slightly idle. If this does not happen, we recommend you consult a qualified electrical systems mechanic. Your motorcycle may have other problems that could cause extensive electrical damage.

IMPORTANT NOTICE: A LOW CHARGED 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.

