Charging Problems?

Check the Stator:

- 1. Disconnect the regulator from the stator at the terminal inside the crankcase.
- 2. Check for continuity between either stator pin and the crankcase. Continuity indicates that the stator is grounded and needs to be replaced.
- 3. Check the resistance between the stator pins. A reading of 0.1 to 0.2 ohms should be present. A lower reading requires that the stator be replaced.

Check the Output:

1. Again disconnect the regulator, and connect a voltmeter set to AC volts across the stator terminals. With the engine running at 2000 rpm, there should be a reading of 32-40 AC volts. The output will increase or decrease 16-20 AC volts for every 1000 rpm.

Check the Current Draw:

- 1. With all accessories, ignition, and headlamp high beam turned on, read the current draw.
- 2. The current draw should be at least 3.5 Amps lower than the output listed in the SPECIFICATIONS section of the Harley-Davidson[®] service manual. You may have too many accessories drawing power for the system to handle.

Have the Battery Load Tested.

How Do I Polarize My Generator?

- 1. A generator that is not polarized will burn relay points, cause a dead battery, or damage to the generator.
- 2. Momentarily touch a jumper wire between the BAT and GEN terminals on the generator.