

V-Twin Mfg.

- *VT No. 32-0212 12V Generator/Regulator, Low Output Black w/Regulator use w/Mini Battery 53-0505
- VT No. 32-0790 12V Generator/Regulator, Low Output Black w/Regulator use w/Mini Battery 53-0505
- VT No. 32-0787 12V Generator/Regulator, Low Output Chrome w/Regulator use w/Mini Battery 53-0505
- *VT No. 32-9000 2-Brush Style 12 volt, Generator/Regulator High Output, Black fits 1965-E1984 XL,BT
- VT No. 32-0788 2-Brush Style 12 volt, Generator/Regulator High Output, Black fits 1965-E1984 XL,BT
- VT No. 32-0789 2-Brush Style 12 volt, Generator/Regulator High Output, Chrome fits 1965-E1984 XL,BT
- VT No. 32-9001 Generator USA w/Regulator, 6 Volt Black

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

These instructions cover:

- VT No. 32-9000, 32-0788 & 32-0789 for 1936-1984 12-volt systems with 7 amps or larger battery. (See note 1)
- VT No. 32-0212, 32-0790 & 32-0787 for 1936-1964 12-volt systems with 5.5 amp battery in 6-volt oil tank. (6-volt conversion) (See notes 2 & 3)
- VT No. 32-9001 for 1936-1964 6-volt systems. (See notes 2 & 3)

Note: The above listed Generators will use one of the following gear kits based on the application the generator is being used for.

1. **XL Models use gear kit 32-0983.**
2. **BT models use gear kit 32-0204**

NOTES:

1. When replacing 65B generator (1982-83 Hitachi) add HD part # 31035-58 oil deflector. Use same gear.
2. For 1936 to 1957 models when replacing 3 BRUSH GENERATOR. Enlarge mounting holes in timing cover to .332 (letter Q). Drill from inside out. Use 32-0217 (HD# 31035-58 used on 2 brush generators from 1958-1981) oil deflector and stock gear. Discard old deflector and spring.
3. Check for clearance on foot clutch models. Overall length is 7.58 inches from gasket surface to fins.

Installation:

1. Disconnect battery negative terminal.
2. Install oil deflector 32-0217 (HD# 31035-58 used on 2 brush generators from 1958-1981) gear, washer and lock nut on generator shaft.
3. Install new gasket on generator. Install generator on motorcycle so fins are level with motor. **DO NOT MOUNT UPSIDE DOWN.** Check to see that lettering on fins is right side up and terminals face back and up. Install mounting bolts. Do not over tighten! If fins do not line up you have used the wrong set of mounting holes. There are two sets 15 degrees apart. (Having the fins level with the motor is for looks. It is all right to have them at a 15 degree angle).

WIRING:

All above models series have two terminals marked "B" and "L".

The "B" terminal is regulated power and can be connected directly to your battery or headlight switch (use 14 gage wire). If a battery is used we recommend a 20-amp fuse or breaker between battery and generator. The "L" terminal is for your generator light. If you do not have a generator light do not use this terminal. Connect the wire from your generator light that used to connect to the "A" terminal. If wiring from scratch you must have a two wire insulated socket. One wire gets power from the battery after the ignition switch. Usually the same place the oil light gets its power. The other wire connects to the "L" terminal on the generator. The light grounds through this terminal.

CAUTION: After generator wires are connected, it is necessary to polarize ("flash") the field coils in the generator to establish the correct generator polarity. This is done by quickly applying battery voltage to the generator armature terminal. This instant flow of current from the battery to the generator will set the polarity for correct operation.

Polarizing the Generator:

1. If using a battery take a jumper lead and momentarily touch positive battery terminal to (A) post on generator.
2. If using without a battery, use the following procedure:
 - A. Use any battery with correct voltage and ground the negative (-) side of battery to frame.
 - B. Connect positive (+) side of battery to (A) post on generator momentarily. Generator is now polarized.
 - C. Remove battery

***THIS GENERATOR IS POLARIZED AT THE FACTORY. NO FURTHER POLARIZATION IS NEEDED!**

Note: On FL Models the terminals are very close to the engine case. There should be sufficient clearance.