

V-Twin Mfg.
Volt Tech Regulator Black
VT Part No. 32-9154

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.

The 32-9154 (CE-445) Rectifying Regulator is designed for use on 1995-1996 FLH, FLHT with 38 and 48 amp alternators. It is also used in Cycle Electric CE-38A and CE-45A Alternator kits. It can be used with any Harley-Davidson 38, 45 or 48 amp single phase (2 wire) alternator. It features stud terminal for sure positive wire connection and wiring versatility. The CE-445 comes with wire markers and ring terminals to apply to your existing wires.

Installation Instructions:

Removal:

1995-96 FLHTCUI, FLHTCI, FLTCUI or whenever replacing OEM regulator #29921-95.

1995-96 fuel injected models came with a 38-amp alternator that used unique connector plugs, These plugs have gold connectors with orange rubber sealing boots. They plug directly into the regulator. These connectors are now obsolete from HD. When changing the regulator and retaining the stock stator it is necessary to re terminate the stator wires.

1. Disconnect battery negative terminal.
2. Remove new regulator from box and set aside. Unbolt old regulator and set upside down on new regulator box. This should make a suitable stand.
3. Locate 2 AC wires from alternator. Cut wires at base of regulate (or regulator plug on 1995-1996 model). Slide one piece of heat shrink labeled AC on each wire. Strip insulation .180" and put a #10 ring terminal on each wire. Use only proper crimping tool. Improper crimp may cause premature failure. Be sure to test continuity. AC wires should have less than 2 ohms from wire to wire and no continuity from either wire to ground.
4. Locate 2 DC wires on old regulator. Cut from base of regulator and strip installation back .180". Use continuity tester to determine positive wire from ground wire. Ground wire will have continuity to ground (engine case or unpainted frame member) and positive wire will not. Mark wire using heat shrink labeled B+ and GND provided. Apply #10 ring terminals. Use proper crimp tool. Improper crimp may cause failure.
5. Retest all wires for proper labeling. Slide heat shrink over body of terminal and apply heat.

Installation:

1. A. Set CE-445 Regulator upside down in box and in front of motorcycle. Attach two AC wires to terminals labeled AC. Position wires to follow contour of legs for better appearance. Tighten terminal nuts.
2. Attach B+ wire to B+ terminal and GND wire to ground terminal on regulator. Position wires to follow contour of leg. Tighten terminal nuts.
3. Flip regulator up onto mounting studs. Use stock nuts and tighten 7-10 ft. lbs.
4. Reconnect battery negative cable. Start motor. Battery voltage should be 14.3-14.6 volts.