

V-Twin Mfg.
Accel Mechanical Regulator
Fits 1965-1978 XLCH; 12 Volt Bosch Type
VT No. 32-0626 Black; 32-0627 Chrome

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.

ACCEL electromechanical voltage regulators are designed to replace Bosch style regulators installed as original equipment by Harley Davidson on 1965 through 1977 XLCH 900 and 100cc BT an 1965 through 1966 XLH 900cc models. They replace OEM part #74511-65 and are intended to be used in conjunction with any 13 volt HD model number 64 generator.

Caution: Read these instructions carefully before installing this new regulator. Failure to follow the instructions may result in damage to regulator or generator.

Installation Instructions:

1. Turn off key and disconnect battery cable at negative battery terminal.
2. Before removing regulator from motorcycle disconnect two wires at regulator terminal marked "B+ " and mark them with battery wire tags supplied with regulator.
3. Now disconnect wires sat regulator terminals marked "61" and "D+". Identify both wires with tag marked "Generator"Armature wire" supplied with new regulator.
4. Now disconnect wire at regulator terminal marked "DF" and identify with tag marked "Generator Field Wire" supplied with new regulator.
5. Remove old voltage regulator and replace with Accel model making sure to reconnect wires to regulator terminals in same sequence as removed. Check wire tags to be sure wires are connected to correct terminal.
6. Reconnect battery cable to battery terminal.
7. Polarize the charging system. This operation is very important and these instructions must be flowed exactly. Obtain a piece of wire approximately 8" long and 1/16" diameter. Hold one end of 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 regulator terminal marked "D+" or "DF" or any other metal with the wire (see figure 1).
8. If the procedure above is followed, the red indicator light on the instrument panel should be of 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 that 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 I may demand a greater charging rate than the generator can suppl 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 hat 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.

