

Cycle Electric Inc

**Charging Systems
for American V-Twins**

Top Quality Made In U.S.A

**Striving To Make The Highest Quality, Longest Lasting Charging Systems
From Knuckle To Twin Cam, We Have You Covered**

CE-445 38/45 Amp Rectifying Regulator

The CE-445 Rectifying Regulator is designed for use on 1995 -96 FLH, FLT'S with 38 and 45 amp alternators. It is also used in Cycle Electric Inc 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 terminals for sure positive wire connections and wiring versatility. The CE-445 comes with wire markers and ring terminals to apply to your existing wires.

REMOVAL

1995-96 FLHTCUI, FLHTCI, FLTCUI or whenever replacing H-D 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 have been obsolete. When changing the regulator and retaining the stock stator it is necessary to reterminat the stator wires.

- A. Disconnect battery negative terminal.
- B. 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.
- C. Locate 2 AC wires from alternator. Cut wires at base of regulator (or regulator plug on 95-96 models). Slide one piece of heat shrink labeled AC on each wire. Strip installation .180" and put a #10 ring terminal on each wire. Use only proper crimping tool. Improper crimp may cause failure leaving you on the side of the road. Test continuity. AC wires should have less then 2 ohms from wire to wire and no continuity from either wire to ground.
- D. Locate 2 DC wires on old regulator. Cut from base of regulator and strip installation.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 wires using heat shrink labeled B+ and GND provided. Apply #10 ring terminals. Use proper crimp tool. Improper crimp tool may cause failure.
- E. Retest all wires for proper labeling. Slide heat shrink over body of terminal and apply heat

INSTALLATION

- 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.
- B. Attach B+ wire to B+ terminal and GND wire to ground terminal on regulator. Position wires to follow contour of leg. Tighten terminal nuts.
- C. Flip regulator up onto mounting studs. Use stock nuts and tighten 7-10 ft. lbs.
- D. Reconnect battery negative cable. Start motor. Battery voltage should be 14.3-14.6.