

38 AMP ALTERNATOR UPGRADE KIT KIT PN 2202228

Application

All 1999/2000/2001 Victory V92 models



THE NEW AMERICAN MOTORCYCLE™

Before you begin, read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

Kit Components:

<u>Qty.</u>	<u>Part No.</u>	<u>Part Description</u>	<u>Qty.</u>	<u>Part No.</u>	<u>Part Description</u>
1	2410230	Asm., Voltage Regulator	1	1014074	Asm., Primary Sleeve
1	3021211	Flywheel, 38 Amp	6	7517882	Screw, M6 X 15
1	7517837	Bolt, Oil Jet	6	7080138	Tie Strap
1	4010436	Stator, 38 Amp	1	9917952	Instructions
1	5245036	Bracket, Stator Wire			

You will need to supply:

Torque Wrench 0-200 In. Lbs.

Engine Lock Tool PV-43502-A

Torque Wrench 0-100 Ft. Lbs.

Loctite™ 242 (Blue)

Flywheel Puller PV-43533

IMPORTANT: Perform all steps correctly and completely.

INSTALLATION INSTRUCTIONS

Primary Cover Removal

1. Securely support the motorcycle in an upright position.
2. Drain the engine oil.
3. Remove the shift lever linkage pinch bolt.
4. Release the clutch cable from the clutch release arm.
5. Unplug the stator connector.
6. Remove the two bolts from the floorboard and remove the floor board and shift lever.
7. Remove the primary cover screws and emblem screws.
8. Remove the primary cover and emblem cover.

Stator Removal

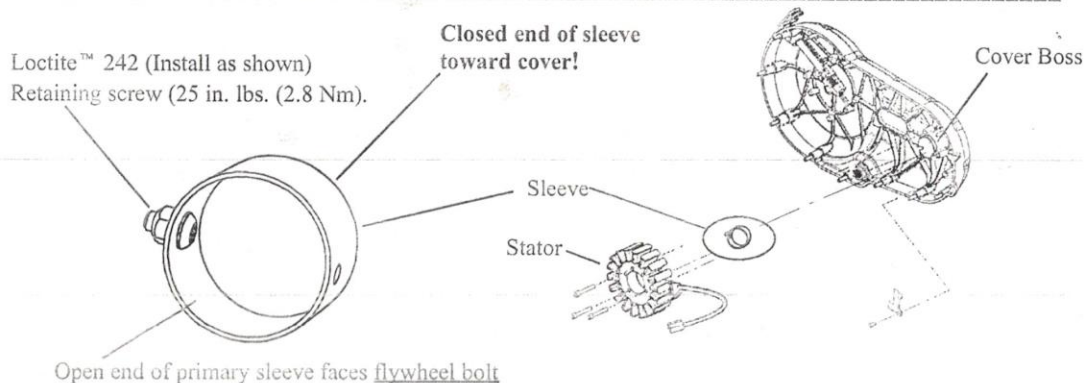
1. Place the primary cover on a bench with padded material between the primary cover and bench top.
2. Remove the wiring retainer plate.
3. Remove the three (3) stator screws.
4. Remove the stator from the primary cover.
5. Clean the primary cover gasket surface.
6. Inspect the screw holes and stator screws. Clean the holes and replace screws if threads are damaged.

Primary Sleeve / Stator Installation

1. Apply Loctite™ 242 to threads of button head screw and nut. Assemble the screw to the primary sleeve with nut to outside as shown in Ill.1 below and torque to 25 in. lbs. (2.8 Nm). Allow adequate cure time for the locking agent as directed on the Loctite™ instructions. Cure time is reduced if parts are cleaned and primed with Loctite™ Primer N. Note: Some kits may have the screw and nut pre-assembled to the sleeve.
2. **NOTE: THE OPEN END OF THE PRIMARY SLEEVE FACES THE FLYWHEEL BOLT. THE CLOSED END OF THE SLEEVE FACES THE PRIMARY COVER.**
3. Align the screw of the primary sleeve with any slot in the stator boss of the primary cover. Carefully press or drive the sleeve into the stator boss of the primary cover until it is flush with the top of the boss.
4. Install the new stator (PN 4010436) into the primary cover, taking care to route the wires correctly beneath the stator.
5. Apply Loctite™ 242 thread locker to stator screws.
6. Insert the screws into the assembly and torque to 100 in-lbs (11.3 Nm).
7. Install the wiring plate and torque the screw to 50 in-lbs (5.7 Nm).
8. Install the wire grommet into the groove in the primary cover.

Flywheel Removal / Installation

1. Lock the engine with the engine lock tool (PN PV-43502-A).
2. Remove the flywheel retaining bolt.
3. Install the flywheel puller (PV-43533). Tighten the puller bolt to remove the flywheel.
4. Inspect and retain the woodruff key.
5. Note the relationship of the flywheel keyway to the flywheel adapter. Viewed from the rear, a "T" on the flywheel adapter should line up with the flywheel keyway.
6. Remove the six (6) screws retaining the flywheel adapter.
7. Remove the adapter.
8. Install the flywheel adapter to the new flywheel (PN 3021211) exactly as noted in step 5.
9. Install six (6) new screws (PN 7517882) into the adapter and torque to 115 in-lbs (13 Nm).
10. Thoroughly clean the tapered flywheel and crankshaft areas.
11. Install the flywheel on the crankshaft while aligning the woodruff key with the keyway. Use caution not to drop the key into the crankcase.
12. Install the new M12 X 30 bolt (PN 7517837) and flat washer into the crankshaft.
13. Lock the engine with the engine lock tool PV-43502-A and torque the flywheel bolt to 75 ft-lbs (101 Nm).
14. Install the clutch cable into the release arm.



III. 1

Primary Cover Installation

1. Clean the gasket surfaces of the crankcase. Use care when removing the old gasket. Careless removal practices can damage the gasket surface.
2. Ensure that the alignment dowels are in position.
3. Place a new primary cover gasket (PN 5830119 not included in kit) on the crankcase. Use a small amount of grease on the gasket to help hold it in place during assembly.
5. Observe the alignment of the clutch release arm on the pinion shaft. Proper orientation of the clutch release arm is 15 degrees to the left of the primary cover parting line when all of the slack is taken out in a clockwise direction. If necessary, pull back on the primary cover slightly and turn the clutch release pinion shaft until proper alignment is obtained. Align the clutch rack insert with the pinion shaft using a flat blade screwdriver until the primary cover seats against the crankcase.
6. Install the M6 X 65 primary screws and torque to 85 in-lbs (9.6 Nm).
7. Install the primary cover emblem and torque the screws to 85 in-lbs (9.6 Nm).

CAUTION

The flywheel magnets have considerable energy. When the primary cover approaches the crankcase the flywheel magnets may pull the primary cover on quickly and forcefully. Make sure that fingers are not trapped between the primary cover and the crankcase or personal injury may occur.

4. Place the primary cover onto the crankcase. The primary cover will tend to stick slightly at the shift shaft. Hold the alternator side (front) of the primary cover to keep the primary cover from sticking when the cover is installed. No more than firm hand pressure is needed to properly install the cover.

Floorboard and Shifter Installation

1. Place the floorboard assembly onto the frame using the floorboard support bolts to loosely hold in place.
 2. Install the shift lever linkage onto the shift shaft so that the angle between the shifter rod and rear shifter lever is 90 degrees.
 3. Install the nuts onto the floorboard support bolts and torque to 35 ft-lbs.
 4. Install the M6 x 20 socket head screw into the rear shift lever and torque to 115 in-lbs.
 5. Adjust the shifter lever height by turning the shifter rod to lengthen or shorten the shift linkage as required. For proper heel shifting the rear shift lever must be adjusted so that it remains above the floorboard at all times during shifting.
 6. Tighten the lock nuts on the shifter rod.
 7. Fill the engine with oil.
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Regulator / Rectifier Replacement

1. Remove the seat.
 2. Remove the left side frame cover.
 3. Disconnect the negative battery leads.
 4. Disconnect the regulator/rectifier AC and DC wiring connectors. **NOTE:** Depending on the year of manufacture, the DC regulator wires may go all the way to the battery or to a two-pin connector near the regulator.
 5. Remove the two regulator retaining bolts and remove the regulator assembly.
 6. Install the new regulator (PN 2410230) using the existing hardware.
 7. Route the DC wiring along the lower tube and up to the battery in front of the swing arm pivot.
 8. Attach the red wire to the battery positive post and the black wire to the negative post. Reconnect all grounds that were previously disconnected.
 9. Connect the three-pin AC connector to the alternator.
 10. Use the provided tie wraps to secure all wiring along the frame tubes.
 11. Replace the side cover and seat.
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Alternator System Testing

1. Turn on the ignition switch.
2. Cycle the speedometer mode switch to indicate battery voltage. It should read 12.4–12.8 volts. Charge the battery if necessary.
3. Start the engine and set the RPM to 1500 using the fast idle lever.
4. Observe the alternator voltage. It should quickly rise to 13.8–14.6 volts. If this condition is met, the system is functioning correctly.
5. If battery voltage does not rise with RPM inspect wiring connections, battery, and re-test.
6. Turn off the ignition switch.
7. Ensure that all wiring is secured and that no oil leaks exist around the primary cover.