

## CYCLE ELECTRIC INC

### **DGV-5000 SERIES INSTALLATION INSTRUCTIONS**

These instructions cover:

**DGV-5000** for 1936-1984 12-volt systems with 7 amps or larger battery. (See note 1)

**DGV-5000-L** for 1936-1964 12-volt systems with 5.5 amp battery in 6-volt oil tank. (6-volt conversion) (See notes 2 & 3)

**DGV-5006** FOR 1936-1964 6-volt systems. (See notes 2&3)

#### **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 #31035-58 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 (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 15degree angle).

#### **WIRING**

The DGV-5000 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.

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

\* On FL Models the terminals are very close to the engine case. This should be sufficient clearance.