

B.D.K. RACE ENGINEERING.

Buell 1125R - Alternator Fitting Info

Contents:

- 1 x Stator windings assembly
- 1 x Rotor assembly
- 6 x M5 x 30 button head screws
- 3 x M6 x 10 Low cap head screws

Fitting:

- 1) Remove the original alternator cover and flywheel assembly
- 2) Unbolt the trigger wheel, place the trigger wheel back on the crankshaft and screw the new lightweight rotor on, this acts as the retaining nut. When screwing the nut on, use the thread locker provided and torque to 30ft/lb.
- 3) Remove the original windings noting where the wires fit and carefully clean the threads.
- 4) Coat the M6 Low cap head screws liberally with thread locking compound and use these to mount the backing plate taking care that the wire follows the same path as before.
- 5) Coat the M5 screws with thread locking compound and (after checking that the wires are not trapped) fix the winding cup to the mounting plate. Please note the screws should all be engaged before tightening and you should tighten the screws evenly over several passes until the heads bite into the surface of the stator. It is normal for the heads of the screws to deform slightly.
- 6) Ensure that the cover fits back on without making contact before refitting it and tightening the bolts according to the manufacturer's instructions
- 7) Remove the original regulator / rectifier.
- 8) Fit the enclosed reg/rec wherever convenient. We recommend that it be fitted securely with at least one bolt where it gets a good flat contact to a metal surface. The other end can be tie-wrapped or bolted.
- 9) The blue wire must be connected to 12V positive supply (often the kill switch) – if it is connected to the battery +ve then the unit must be isolated when the bike is not running (remove the fuse).



Please Note: Never start or operate the motorcycle with the battery or regulator/rectifier disconnected as this will cause damage to the alternator. Please also be aware that as the system is designed for race use it only starts charging the system at approx 5000rpm, if left running for long periods of time below this it will eventually flatten the battery. When the generator starts overcoming losses the green light on the reg/rec will shine brightly.

Always start bike with a fully charged battery & remove fuse from regulator OR isolate the 12V power supply after each use

Also note that the regulator body must be earthed at all times

Important : All bolts must be fitted with thread locking compound – FAILURES HAVE OCCURRED IF NOT!

Do not use standard regulator

If in doubt – ask:



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Testing your race generator if a fault is suspected:

- 1) Check that there is a 30 or 35A fuse in the reg/rec positive lead and that it is not blown.
- 2) Ensure that there is at least 12V DC at the blue wire feed with the ignition on and that the connection is secure.
- 3) Connect the reg/rec to the stator and with the battery terminals and blue wire fixed if your battery has 13+V you should see a very dim light from the reg/rec LED (you may need to shield out the light to see this).
- 4) Check that the three pins in both the stator side and reg/rec side connectors are firmly fixed by giving them a gentle tug each in turn.
- 5) Unplug the stator from the reg/rec and check continuity between the stator pins – you should have continuity between any two of them, but no continuity between any of them and earth.
- 6) With the stator unplugged from the reg/rec and whilst the engine is running at a fixed speed measure the voltage in AC across the pins out of the stator in turn (three different ways).
It is important that your meter is set to AC before doing this, and you should be getting the same voltage between any two pins. You should be getting somewhere between 3V & 4V per 1krpm, ie 9-12V for 3krpm.
- 7) Reconnect the stator to the reg/rec. Fire the bike up, set your multi-meter to DC and measure the voltage across the battery terminals. You should be seeing between 13V and 14.1V across the terminals at around 5k rpm. The generator will not fire below around 3krpm. The green LED on the reg/rec should be brightly lit – this indicates over 13.5V.
- 8) If all the above have been checked and yet the desired charging is not happening get in touch with us for further instruction and advice before sending the unit back.

Warranty and Liability Disclaimer

Due to the high stress environment of high performance riding, competition riding and especially from previous or future crash damage, in common with other racing parts no warranty, guarantee or liability is expressed or implied whatsoever in terms of but not limited to the item itself and any consequential damage. It is imperative that customers understand and recognise that they are purchasing racing equipment which has been designed with performance in mind over longevity and that they are solely responsible for their own skill and judgment when selecting and installing these products.



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