INSTALLATION INSTRUCTIONS

ALTERNATOR ROTOR FOR HARLEY DAVIDSON® BIG TWINS

(Replaces Harley Davidson® P/N 29957-81B)

Part # 55600

READ THESE INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION!

NOTE: The Compu-Fire rotor is designed to fit all Big Twin® models 1981 and later. The rotor may be used with stators rated 22 amp and 32 amp. The rotor must not be used with Compu-Fire 40 amp single phase charging systems. (Part No. 55515, 55550, or 55555)

Check the contents of the kit:

Alternator Rotor
Large Washer
Small Washer

WARNING! The installation requires factory Harley Davidson® service tools in the disassembly of the clutch and primary chain sprocket. If you are not familiar with the disassembly of the primary drive assembly, or do not have the proper tools, Compu-Fire recommends the installation be performed by a trained Harley Davidson® technician.

REMOVAL:

1. Disconnect the cables at the battery. Remove the ground (-) cable first and then the positive (+) cable.
2. Drain the oil in the primary chain case and remove the outer primary cover, compensating sprocket, primary drive and clutch as described in the factory manual.
3. Remove the alternator rotor using Harley Davidson® puller part no. 95960-52B. Note the location of the washers. Discard the washer on the inside of the rotor.

NOTE: If the Compu-Fire rotor is being installed on a 1981 – 1988 model with the Harley Davidson® 32 amp alternator kit already installed, the spacers and shim washers should already be properly positioned on the sprocket shaft. Discard the washers supplied in the kit and re-use the washers and shims in the same location from where they were removed.

The 32 amp alternator kit is identified by the stator plug protruding from the left crank case outer surface. The 22 amp stator plus is recessed into the crank case outer surface.

INSTALLATION:

4. Place the small washer supplied in the kit over the sprocket shaft (except when 32 amp Harley Davidson® alternator kit is already installed – see note above)

NOTE: Be careful that the magnets in the rotor do not pick up small metal parts or hardware from the work area.

5. Install the rotor on the sprocket shaft.

   Follow one of the following steps depending on the model application for correct placements of spacers and shims:

   - To install rotor on 1981 to 1990 Big Twins (except those with a 32 amp alternator kit installed) place the large washer supplied and original shim washers over the sprocket shaft (in that order). See figure 1.
   - To install rotor on 1991 and later FLT/FXR models, discard the large washer supplied in the kit. Place the original washer and shims over the sprocket shaft (in that order) See figure 2.
   - To install rotor on 1991 and later Softail and Dyna Glide models, discard the large washer supplied in the kit. Place the original shim washer over the sprocket shaft. The original thick spacer washer will be used under the compensating sprocket nut on final assembly. See figure 3.

6. Re-install the primary drive assembly per factory service manual. **NOTE:** Use Loctite® 262 (red) on the threads of compensating sprocket nut.
7. Check sprocket alignment per factory service manual.

IMPORTANT:

The Compensating nut must be torqued to the correct specifications.

1981 – 1990 Models 80 – 100 ft. lbs.
1991 – Later Models 150 – 165 ft. lbs.
Aftermarket sprocket shaft – Use Aftermarket Manufacturers Specifications.

8. Re-install the primary cover and fill with the correct amount of oil.
9. Verify that the Voltage Regulator plug is connected to the stator plug.
10. Reconnect the battery ground cable.

NOTE: Compu-Fire Products are manufactured and inspected under strict procedures specified in the Compu-Fire Quality Assurance Program and are packaged and shipped in specially designed boxes to insure against damage. Therefore, Compu-Fire will not accept any rotors returned with chipped or broken magnets as the cause of this can only be due to careless handling or improper installation techniques.

For technical assistance call 909/547-9058

Figure 1

1981 to 1990 Models

(Except those 1981 to 1988 models with a 32 amp alternator kit installed; see NOTE after Step 3 Page1)

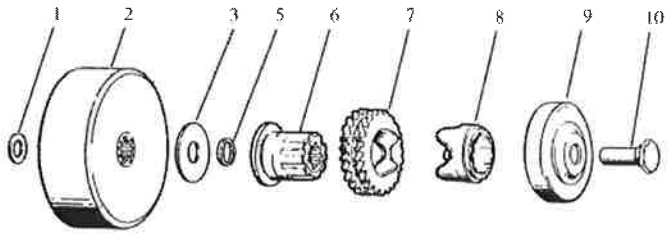


Figure 2

1991 and Later FLT / FXR Models

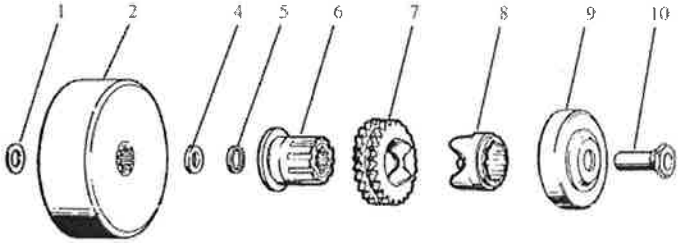
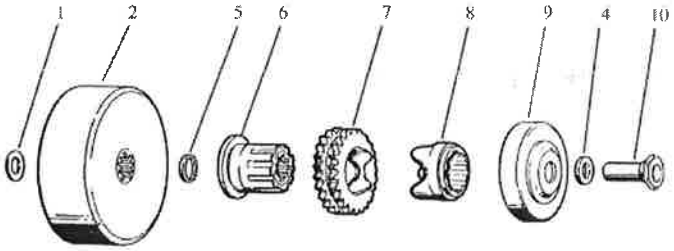


Figure 3

1991 and Later Softail. Dyna Glide Models



COMPU-FIRE®
ROTOR KIT COMPONENTS

1. **Spacer washer**
   (1.75 in. O.D. x 0.095 in. thickness)
2. **Alternator rotor assembly**
3. **Spacer washer**
   (2.81 in. O.D. x 0.219 in. thickness)

ORIGINAL EQUIPMENT COMPONENTS

4. **Spacer washer**
   (1.75 in. O.D. x 0.249 in. thickness)
5. **Shim washer(s) (variable thickness)**
6. **Shaft extention**
7. **Compensating sprocket**
8. **Sliding cam**
9. **Compensating sprocket cover assy.**
10. **Compensating sprocket nut**

For technical assistance call 909-547-9058

PERTRONIX
PERFORMANCE PRODUCTS

PerTronix, LLC.
440 E. Arrow Hwy.
San Dimas, CA 91773

LIMITED WARRANTY

PerTronix, LLC. Warrants to the original Purchaser of its solid-state ignition system (product) that the module, trigger rotor and wiring (components) shall be free from defects in material and workmanship for a period of (12) months from the date of purchase.

If within the period of the foregoing warranty PerTronix finds, after inspection, that the product or any component thereof is defective, PerTronix will, at its option, repair such products or component or replace them with identical or similar parts PROVIDED that within such period Purchaser Promptly Notifies PerTronix, in writing, of such defects.