

REGULATOR INFORMATION FOR 1961 MODELS

Four types of regulators are used on current 1961 production motorcycles as follows:

1. Two-unit voltage regulator, Delco-Remy No. 1118-995, is used on the standard Sportster, Duo-Glide, and Servi-Car models that are not equipped with radio.
2. Three-unit current and voltage regulator, Delco-Remy No. 1119-187D, is used for moderate load requirements on Duo-Glide and Servi-Car models intended for police use with low drain radio.
3. Three-unit current and voltage regulator, Delco-Remy No. 1118-707D, is used for high load requirements on Duo-Glide and Servi-Car models intended for police use with fan-cooled generator and high drain radio.
4. Two-unit voltage regulator, Delco-Remy No. 1118-989, is used only on the Sportster CH.

The 1118-995 and 1118-989 two-unit voltage regulators are very similar in appearance but must not be used in place of each other. Before making any replacement, adjustment or servicing, be sure that correct regulator is being used, and also be sure of following correct specifications for adjusting or servicing. Identify regulator by the Delco-Remy number stamped on regulator mounting bracket. This number is underlined in column 3 of table below.

No.	Harley-Davidson Part No.	Delco-Remy Part No.	Type	Settings		Test Specifications
				Adjust Amps	Adjust Volts	
1	74510-47A	<u>1118-995</u>	2-unit	None	7.2	Delco-Remy 1R116
2	74511-58	<u>1119-187D</u>	3-unit	15	7.4	Delco-Remy 1R118A
3	74611-51A	<u>1118-707D</u>	3-unit	20	7.5	Delco-Remy 1R118A
4	74510-59	<u>1118-989</u>	2-unit	None	6.7	Harley-Davidson Master Service Manual Section 5I-3

On Duo-Glide motorcycles where trouble is experienced with excessive loss of water from the battery due to overcharging, this may be due to high voltage setting of the regulator (see table) or an incorrect regulator is being used.

After November 1959, the two-unit voltage regulator, Part No. 74510-47, Delco-Remy No. 1118-794, was superseded by Part No. 74510-47A, Delco Remy No. 1118-995. This regulator has a higher field resistance for improved battery charge control. Only the later No. 1118-995 regulator is furnished on parts order for service requirements. The No. 1118-995 regulator should be used where trouble is experienced with overcharging the battery due to motorcycle operation over long distances under daytime low-load conditions.

NOTE: On Duo-Glide motorcycles having extra electrical accessory load such as stoplamps, turn signals, etc., electrical load may be high enough to overload the generator. In this case, installation of the three-unit current and voltage regulator, Delco-Remy No. 1119-187D, is recommended to protect the generator. Regulator with fittings for mounting is available under Part No. 74500-58.

HARLEY-DAVIDSON MOTOR CO.
Milwaukee, Wisconsin, U. S. A.

Harley-Davidson, Inc. has given us permission to provide this document on our website for the sole purpose of helping us restore our motorcycles.

Harley-Davidson, Inc. retains copyright over these materials, and NO reproduction or other use of these materials is permitted without prior authorization from Harley-Davidson, Inc.

The **Old Sportster and K-model Research Group (OSKRG)** is a group of individuals who have spent years researching the minute differences in the parts, fit, finish, and configuration of the Harley-Davidson 1952-1956 K-Models, and (early) 1957-1969 Sportster models.

The results of our research is published on our website
www.harleyKmodel.com