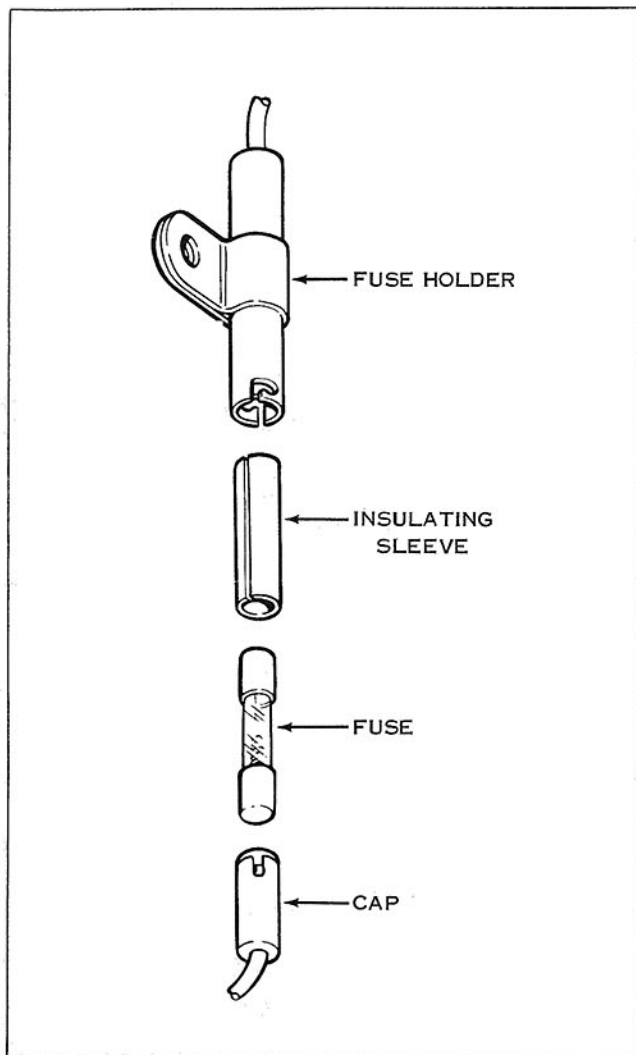


GENERATOR FUSE



The following Harley-Davidson models have a cartridge type fuse in the generator field circuit to protect the electrical system.

1. Duo-Glide & Servi-Car Models with 3-unit current and voltage regulator (For Police-Radio application)
2. Sportster CH Model
3. Model 165

The fuse holder is attached at the regulator and has a bayonet type disconnect for removal of the fuse. A fibre sleeve surrounds the fuse inside the metal fuse holder to insulate it.

When the fuse is removed from the fuse holder for any reason, make sure that the fibre insulating sleeve is in place around the fuse when the fuse is put back in the fuse holder.

The insulating sleeve is absolutely necessary to prevent grounding of the generator field through the metal fuse holder. If the sleeve is not properly installed over the fuse, the generator field will be grounded, resulting in uncontrolled high output from the generator which will burn out the lights and damage the generator.

The above precautions must be observed on all models which use a fuse. On the Sportster CH model, it is especially important since a battery is not connected in the generator armature circuit to offer resistance to excessive generator output.

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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
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