

Tim's International Motorcycle Supply, Inc.

**TIMS**

## **Congratulation on your purchase of an Alternator Conversion Kit for your CBX**

Please read the installation instruction to avoid damage to your bike and alternator.

It is a true bolt on kit. Alternator comes in black or silver to fit your CBX. NO modifications necessary. It uses a Kawasaki alternator, which puts out 340 watts. It will charge your battery already at idle. It will also enable you to run more accessories on your CBX. No more worries about stock alternator brush life, burned out stator, worn out clutch plates, rectifier/regulator failure. This beautiful (from high-grade, high strength aircraft aluminum crafted) conversion kit will give you a piece of mind on the road. It comes with all bolts and washers (stainless steel) and the alternator is pre-installed on the adapter plate. The kit includes: Alternator, adapter plate, Coupler with 4 rubber cushions and bolts. Installation is very easy and straightforward.

## **INSTALLATION**

Unplug the stock regulator/rectifier from the main wiring harness and the alternator plug from the regulator/rectifier. You can remove the stock regulator/rectifier from the bike as it is not needed anymore (the new alternator has everything build in). Remove your stock alternator, clutch plate, spring and trust washer. Remove the seal from your stock alternator and put it on the new conversion kit. In case you have removed the new coupler from your new alternator (comes pre-installed) put the coupler back on to the new alternator using the four (supplied) rubber cushions. The cushions go on to the new coupler not on the alternator. Place the (now completed) assembly on the motor and push the coupler gently on to the alternator drive shaft. Don't use force. It should slide in so the adapter plate is flush with the motor housing. Turn the adapter plate so that the wire faces the two o'clock position. Attach the adapter plate with the 3 supplied bolts to the motor. Feed the wire to the other side of the bike and plug the black wire to the ground (black on the main harness) and the other one to the red on your existing wiring harness where you have removed the plug from the regulator/rectifier earlier. The green wire on the main harness is not needed anymore. You are done. Enjoy a trouble free ride. Although the alternator is bulletproof, parts are easy to get and to replace in case something goes wrong with it. The alternator is tested but comes without warranty. Please feel free to ask questions.

**Thanks,  
TIMS**