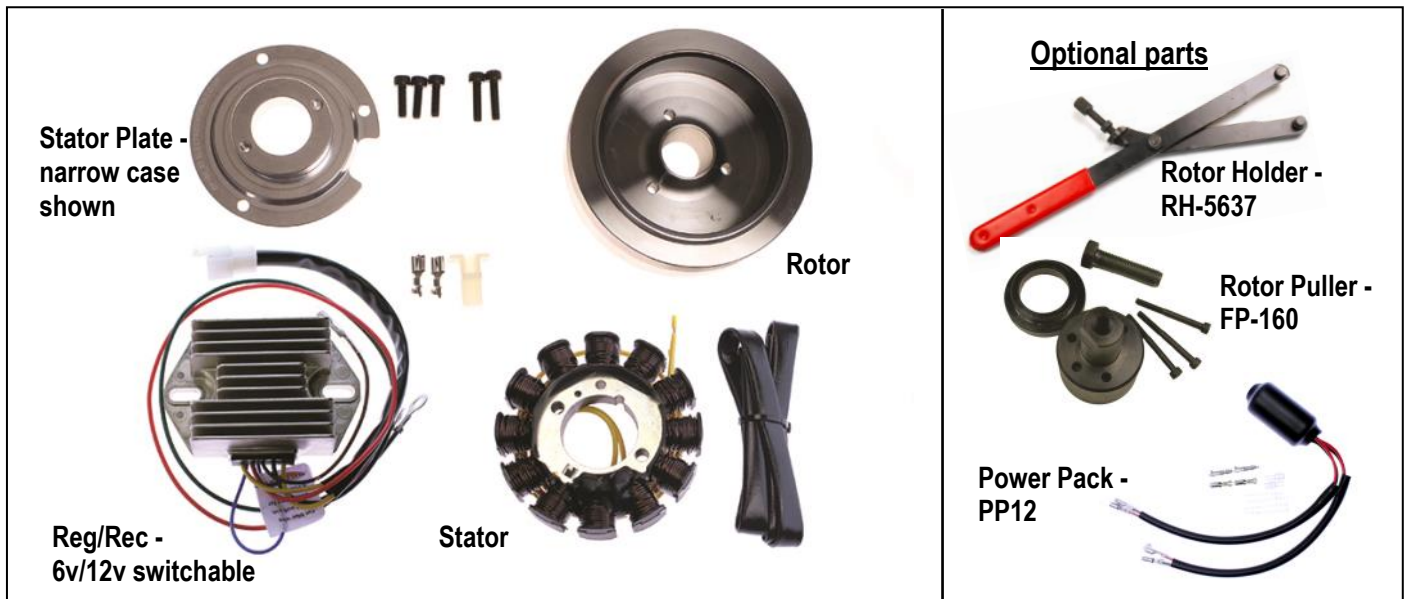


# Ducati Alternator System

**STK-160** (narrow case)

**STK-163** (wide case)



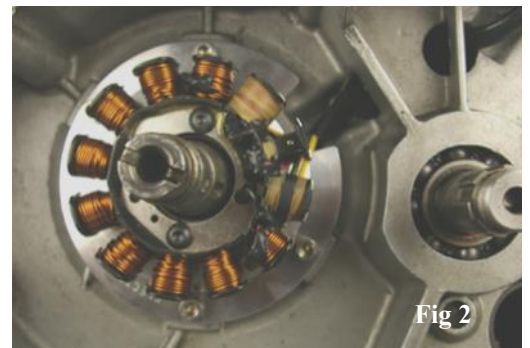
## PRODUCT FEATURES

- Complete alternator system
- 120w alternator, greatly improving on original 40w/60w systems

## Fitting Instructions

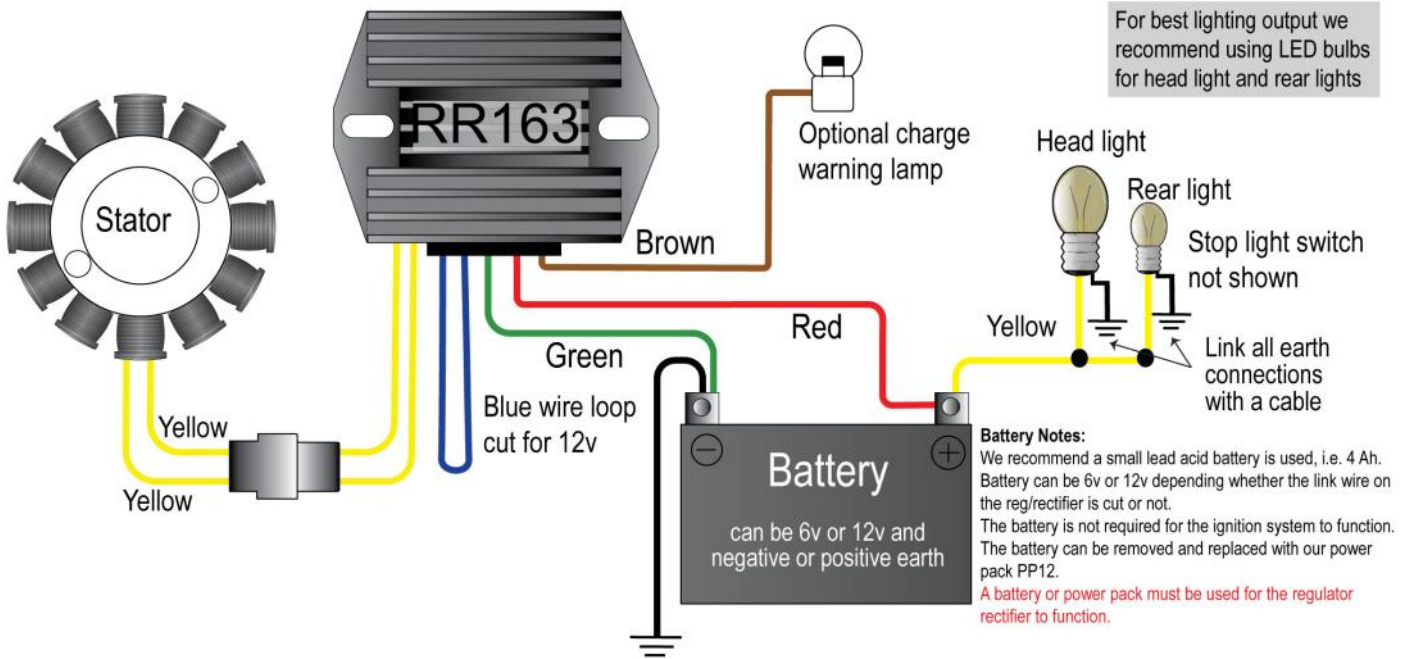
### Detailed Installation Guide

- Step 1** Remove LH engine cover. Remove the clutch and primary drive gear. Note: if the correct clutch basket holding tool is not available an air or electric impact driver will normally remove the nuts without holding the clutch basket.
- Step 2** Remove the original flywheel, then the stator can then be removed.
- Step 3** The original regulator/rectifier is not required and can be taken off.
- Step 4** **Fitting the new stator** - the cable feed through the crankcase can be tight, a pull cord may be used by taping to end of the stator harness. For narrow case engines (STK-160) the stator plate has x3 screws, for this type the plate needs fixing first, followed by the stator, as there is insufficient room for screw access. Use Loctite or similar when fitting the screws.
- Step 5** **Important** - before fitting the rotor check inside that there is nothing attached to the magnet ring-washer, screws etc, also check the stator. Loose pieces will quickly damage the stator. Also check the crankshaft taper for damage, poor condition can result in the rotor moving relative to the crankshaft.
- Step 6** Replace primary gear and clutch, tighten to factory specified torques, replace cover using new gasket.
- Step 7** Fit the reg/rec in a convenient position. Plug in harness to the stator and reg/rec. Using wiring diagrams overleaf connect reg/rec to a battery or a power pack (optional part supplied by us).





STK-160, STK-163 - wiring diagram



STK-160, STK-163 - wiring diagram using our power pack (PP12)

