

SERVICE BULLETIN



M-1111

February 16, 2001

NEW STATOR FOR 1999 AND LATER FLT MODELS

General

FLT models used the same stator on both 38 amp and 45 amp charging systems. The 45 amp system on fuel injected models uses a different rotor with stronger magnets to achieve the higher output. Unfortunately, higher output could sometimes result in higher stator temperatures, which could lead to power loss and reduced service life.

An improved stator went into production on all fuel injected FLT model vehicles on January 2, 2001. The new stator incorporates new winding techniques and increased wire diameter. These changes provide reduced power loss and a reduction in stator temperature, which are benefits for FLT model EFI charging systems.

Use your inventory of old style stators (Part No. 29987-99) on 1999 and later carbureted FLT model vehicles only. Afterwards, use the new stator (Part No. 29987-99A) on **both carbureted and fuel injected** motorcycles whenever stator replacement is required.

NOTE

*On some 1999 or later FLT model vehicles, the stator wires and the placement of the stator/voltage regulator connector could allow primary chaincase lubricant to seep from the chaincase into the connector. To prevent this condition from occurring, the stator/voltage regulator connector was relocated. While the new stator offers a number of benefits, it does **NOT** currently address the seepage problem. Therefore, if the new style stator is installed on a vehicle built prior to the production change, relocate the stator/voltage regulator connector and reroute the wiring as described in Service Bulletin M-1107.*

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
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