

TRIKE MODELS

2025 HARLEY-DAVIDSON® OWNER'S MANUAL



Harley-Davidson Motor Company
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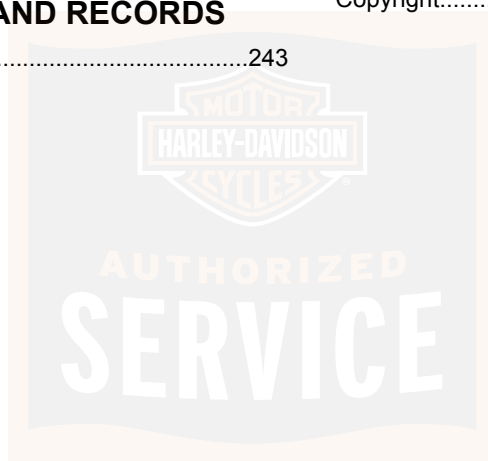
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NOTES



YOUR OWNER'S MANUAL

We Care About You

Welcome to the Harley-Davidson Motorcycling Family! When enjoying your Harley-Davidson motorcycle, be sure to ride safely, respectfully and within the limits of the law and your abilities. Always wear a helmet, proper eyewear and protective clothing, and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley and read and understand your owner's manual from cover to cover.

This manual has been prepared to acquaint you with the operation, care and maintenance of your motorcycle and to provide you with important safety information. Follow these instructions carefully for maximum motorcycle performance and for your personal motorcycling safety and pleasure. Your Owner's Manual contains instructions for operation and minor maintenance. Major repairs are covered in the Harley-Davidson Service Manual. Such major repairs require the attention of a skilled technician and the use of special tools and equipment. Your Harley-Davidson dealer has the facilities, experience and Genuine Harley-Davidson parts necessary to properly render this valuable service. We recommend that any emission system maintenance be performed by an authorized Harley-Davidson dealer.

Attend a rider safety course. To enroll in a Harley-Davidson Riding Academy course, call 1-414-343-4056 (U.S.) or visit www.harley-davidson.com/learn toride. In the United States, for information about Motorcycle Safety Foundation rider courses, call 1-800-446-9227 or visit www.msf-usa.org.

United States Owners

Your Harley-Davidson motorcycle conforms to all applicable U.S. Federal Motor Vehicle Safety Standards and U.S. Environmental Protection Agency regulations effective on the date of manufacture. Protect your privilege to ride by joining the American Motorcyclist Association. Visit www.americanmotorcyclist.com for more information.

Harley-Davidson reserves the right to change specifications, equipment or designs at any time without notice and without incurring obligation.

CUSTOMER SERVICE ASSISTANCE

Most sales or service issues are resolved at the dealership.

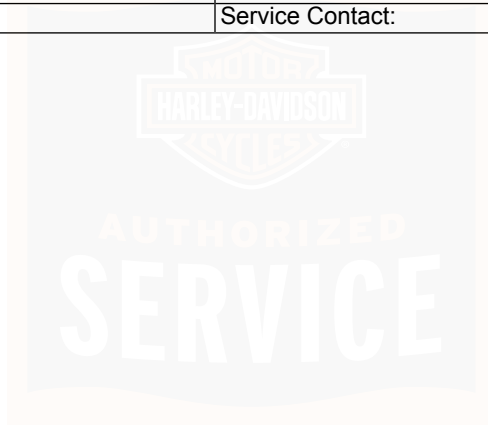
1. Discuss your problem with the appropriate personnel at the dealership in the Sales, Service or Parts area. If that proves unsuccessful, speak to the owner of the dealership or the general manager.

2. If you cannot resolve the issue with the dealership, contact the Harley-Davidson Customer Support Center. Harley-Davidson Motor Company Attention: Harley-Davidson Customer Support Center P.O. Box 653 Milwaukee, Wisconsin 53201 1-800-258-2464 (U.S. only) 1-414-343-4056

For customers outside the US, contact your local Harley-Davidson market office, call 1-414-343-4056 or visit harley-davidson.com.

Table 2. Vehicle and Personal Data

PERSONAL INFORMATION	DEALER INFORMATION
Date of Purchase:	
Name:	Name:
Address:	Address:
Address:	Address:
Vehicle Identification Number:	Sales Contact:
Key Number:	Service Contact:



SAFETY DEFINITIONS

Statements in this manual preceded by the following words are of special significance:

⚠ WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury. (00119a)

⚠ CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. (00139a)

NOTICE

NOTICE indicates a potentially hazardous situation which, if not avoided, may result in property damage. (00140b)

NOTE

Refers to important information and is placed in italic type. It is recommended that you take special notice of these items.

SAFE OPERATING RULES

⚠ WARNING

Three-wheeled motorcycles are different from two-wheeled motorcycles and other vehicles. They operate, steer, handle and brake differently. Unskilled or improper use could result in loss of control, death or serious injury.

- Take a rider training course.
- Read owner's manual before riding, adding accessories or servicing.
- Wear a helmet, eye protection and protective clothing.
- Never tow a trailer.

(00587e)

⚠ WARNING

Operating a motorcycle requires physical stamina, sensory abilities, motor coordination, and mental alertness. It is the responsibility of the operator to perform a self-assessment to determine their ability to safely operate a motorcycle. Avoid operating a motorcycle:

- If you have physical, medical, or mental limitations.
- If you are under the influence of alcohol, drugs, or medications.

- If you experience drowsiness, exhaustion, confusion, inability to concentrate, impaired reaction time, numbness or loss of sensation.

Failure to avoid these, or other conditions that impair your judgment or ability to operate a motorcycle can lead to an accident which could result in death or serious injury. (16804a)

Harley-Davidson Motorcycles Are for On-Road Use Only

This motorcycle is not equipped with a spark arrester. This motorcycle is designed to be used only on the road. Operation or off-road usage in some areas may be illegal. Obey local laws and regulations.

General

WARNING

Consult a Harley-Davidson dealer regarding any questions or problems that occur in the operation of your motorcycle. Failure to do so can aggravate an initial problem, cause costly repairs, cause an accident and could result in death or serious injury. (00020a)

NOTE

Harley-Davidson recommends that you obtain information and formal training in the correct motorcycle riding technique. In the United States, the Motorcycle Safety Foundation® offers beginning, advanced and 3-wheel basic rider safety courses. Call 800-446-9227 for information.

- Steering and handling characteristics for a three wheeled motorcycle are different than a two wheeled motorcycle. Approach corners and sharp turns using the appropriate speed and steering technique to handle the turn and prevent rollover.
- The rear of the vehicle is wider than a typical motorcycle. Check for proper clearance when maneuvering, cornering, parking and operating the vehicle in reverse.
- Make sure all equipment required by federal, state and local law is installed and in good operating condition.
- Know and respect the rules of the road. Read the safety information that is provided by your state or regional traffic authority.
- In the United States, read the RIDING TIPS booklet that is provided with this owner's manual. Read the MOTORCYCLE HANDBOOK which is made available by your state or regional traffic authority.
- Protect your motorcycle against theft. Lock the front fork. Remove the key when parking your motorcycle.

Operation

Before operating your new motorcycle, it is your responsibility to read and follow the operating and maintenance instructions in this manual and follow these rules for your personal safety.

- Before starting the engine, review the BEFORE RIDING > PRE-RIDE CHECKLIST (Page 39).

⚠ WARNING

Striking an object, such as a curb or pothole can cause internal tire damage. If an object is struck, have the tire inspected immediately inside and out by a Harley-Davidson dealer. A damaged tire can fail while riding and adversely affect stability and handling, which could result in death or serious injury. (00058b)

⚠ WARNING

Travel at speeds appropriate for road and conditions and never travel faster than posted speed limit. Excessive speed can cause loss of vehicle control, which could result in death or serious injury. (00008a)

- Do not exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the influence of any other condition affecting stability and increases the possibility of loss of control.

- Pay strict attention to road surfaces and wind conditions and keep both hands on the handlebar grips at all times when riding the motorcycle. The vehicle may be subject to upsetting forces such as wind blasts from passing trucks, holes in the pavement, rough road surfaces, rider control error, etc. These forces may influence the handling characteristics of your motorcycle. If this happens, reduce speed and guide the motorcycle with a relaxed grip to a controlled condition. Do not brake abruptly or force the handlebar. This may aggravate an unstable condition.
- New riders should gain experience under various conditions while riding at moderate speeds.
- Operate your motorcycle defensively. In an accident, a motorcycle does not afford the same protection as an automobile.
- It is the rider's responsibility to instruct passengers on proper riding procedures.
- Do not allow other individuals to operate the motorcycle unless they are experienced, licensed riders and are thoroughly familiar with the operation of the motorcycle.

⚠ WARNING

If Equipped: Front and/or rear guards are not intended to provide protection from bodily injury in a collision with another vehicle or any other object. (00022d)

Steering and Handling

⚠ WARNING

Do not operate vehicle with forks locked. Locking the forks restricts the vehicle's turning ability, which could result in death or serious injury. (00035a)

⚠ WARNING

Regularly inspect shock absorbers and front forks. Replace leaking, damaged or worn parts that can adversely affect stability and handling, which could result in death or serious injury. (00012a)

⚠ WARNING

Do not operate motorcycle with loose, worn or damaged steering or suspension systems. Contact a Harley-Davidson dealer for repairs. Loose, worn or damaged steering or suspension components can adversely affect stability and handling, which could result in death or serious injury. (00011a)

⚠ WARNING

Do not open storage compartments while riding. Distractions while riding can lead to loss of control, which could result in death or serious injury. (00082a)

⚠ WARNING

When riding on wet roads, brake efficiency and traction are greatly reduced. Failure to use care when braking, accelerating or turning on wet roads can cause loss of control, which could result in death or serious injury. (00041a)

Accessories and Cargo

⚠ WARNING

Do not exceed the motorcycle's Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR). Exceeding these weight ratings can lead to component failure and adversely affect stability, handling and performance, which could result in death or serious injury. (00016f)

- GVWR is the sum of the weight of the motorcycle, accessories and the maximum weight of the rider, passenger and cargo that can be safely carried.
- The GVWR is shown on the information label, located on the frame steering head or the frame downtube.
- GAWR is the maximum amount of weight that can be safely carried on each end of the motorcycle.

- For GVWR and GAWR, front and rear, see OWNER MANUAL > SPECIFICATIONS (Page 33).

⚠ WARNING

Improper loading of cargo or installation of accessories can affect motorcycle stability and handling, which could result in death or serious injury.

- Keep cargo weight concentrated close to the motorcycle and as low as possible to minimize the change in the motorcycle's center of gravity.
- Distribute weight evenly on both sides of the vehicle.
- Do not load bulky items too far behind the rider or add weight to the handlebars or front forks.
- Do not exceed maximum load capacity stated on the label for bags, luggage, and racks, if equipped. Combined load of luggage rack and Tour-Pak must not exceed load capacity on the label within the Tour-Pak.
- Do not exceed the maximum load capacity stated within the media compartment, when indicated and if equipped.
- Check that cargo is secure. The cargo cannot shift while riding. Periodically recheck load.
- Close and lock luggage before riding or leaving the vehicle unattended.

- Accessories that change the operator's riding position may increase reaction time and affect handling of the motorcycle.
- Items with large surface areas, such as fairings, windshields, backrests and luggage racks (if equipped) can adversely affect stability and handling.

(14717c)

Tires

⚠ WARNING

Harley-Davidson recommends the use of its specified tires. Harley-Davidson vehicles are not designed for operation with non-specified tires, including snow, moped and other special-use tires. Use of non-specified tires can adversely affect stability, handling or braking and lead to loss of vehicle control, which could result in death or serious injury. (00024d)

⚠ WARNING

Be sure tires are properly inflated, balanced, undamaged, and have adequate tread. Inspect your tires regularly and see a Harley-Davidson dealer for replacements. Riding with excessively worn, unbalanced, improperly inflated, overloaded or damaged tires can lead to tire failure and adversely affect stability and handling, which could result in death or serious injury. (00014b)

⚠ WARNING

Replace punctured or damaged tires. In some cases, small punctures in the tread area may be repaired from within the removed tire by a Harley-Davidson dealer. Speed should NOT exceed 80 km/h (50 mph) for the first 24 hours after repair, and the repaired tire should NEVER be used over 129 km/h (80 mph). Failure to follow this warning could lead to tire failure and result in death or serious injury. (00015b)

⚠ WARNING

Do not use liquid tire balancers or sealants in aluminum wheels. Using liquid tire balancers or sealants can cause rapid corrosion of the rim surface, which could cause tire deflation. Tire deflation can cause loss of vehicle control, which could result in death or serious injury. (00631b)

- Tire pressure will vary with changes in ambient and tire temperature. Always maintain proper tire pressure as specified in OWNER MANUAL > SPECIFICATIONS (Page 33). Do not load tires beyond the GAWR specified in OWNER MANUAL > SPECIFICATIONS (Page 33). Under-inflated, over-inflated or overloaded tires can fail.

Towing and Trailing

⚠ WARNING

Do not pull a trailer with a motorcycle. Pulling a trailer can cause tire overload, damage and failure, reduced braking performance, and adversely affect stability and handling, which could result in death or serious injury. (00018c)

⚠ WARNING

Do not tow a disabled motorcycle. Towing can adversely affect stability and handling, which could result in death or serious injury. (00017a)

- Never tow a trailer.

Fuel and Exhaust

⚠ WARNING

Stop the engine when refueling or servicing the fuel system. Do not smoke or allow open flame or sparks near gasoline. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00002a)

⚠ WARNING

Avoid spills. Slowly open fuel filler cap. Do not fill above bottom of filler neck insert, leaving air space for fuel expansion. Secure filler cap after refueling. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00028b)

- Refuel in a well-ventilated area with the engine off.
- Remove the fuel filler cap slowly.
- Do not fill fuel tank above the bottom of the filler neck insert. Leave air space to allow for fuel expansion.
- If fuel tank was completely drained, add at least 1 gal (3.79 L) of gas.

⚠ WARNING

Avoid contact with exhaust system and wear protective clothing that completely covers legs while riding. Exhaust pipes and mufflers get very hot when engine is running and remain too hot to touch, even after engine is turned off. Failure to wear protective clothing could result in burns or other serious injury. (00009a)

⚠ WARNING

Do not run motorcycle in a closed garage or confined area. Inhaling motorcycle exhaust, which contains poisonous carbon monoxide gas, could result in death or serious injury. (00005a)

⚠ WARNING

Engine exhaust from this product contains chemicals known to the State of California to cause cancer, and birth defects or other reproductive harm. (00004f)

Brakes

⚠ WARNING

Brakes are a critical safety component. Contact a Harley-Davidson dealer for brake repair or replacement. Improperly serviced brakes can adversely affect brake performance, which could result in death or serious injury. (00054a)

⚠ WARNING

Apply front and rear brakes evenly. Favoring one brake accelerates wear and reduces braking efficiency. Operation with excessively worn brakes can lead to brake failure, which could result in death or serious injury. (00135a)

⚠ WARNING

DOT 4 brake fluid absorbs moisture from the atmosphere over time, changing the properties of the fluid. Check brake fluid moisture content at every service interval or annually (whichever comes first). Flush and replace the brake fluid every two years, or sooner if moisture content is 3% or greater. Failure to flush and replace fluid can adversely affect braking, which could result in death or serious injury. (06304b)

⚠ WARNING

Contact with DOT 4 brake fluid can have serious health effects. Failure to wear proper skin and eye protection could result in death or serious injury.

- If inhaled: Keep calm, remove to fresh air, seek medical attention.
- If on skin: Remove contaminated clothing. Rinse skin immediately with plenty of water for 15-20 minutes. If irritation develops, seek medical attention.
- If in eyes: Wash affected eyes for at least 15 minutes under running water with eye lids held open. If irritation develops, seek medical attention.
- If swallowed: Rinse mouth and then drink plenty of water. Do not induce vomiting. Contact Poison Control. Immediate medical attention required.
- See Safety Data Sheet (SDS) for more details available at [sds.harley-davidson.com](https://www.harley-davidson.com/sds)

(00240e)

To ensure the brake system is performing to design, check the moisture content of the brake fluid at every service interval or at least annually using a DOT 4 brake fluid moisture tester (part number HD-48497-A or equivalent) following the instructions included with the tool. Flush DOT 4 fluid every 2

years or sooner if the brake system fluid test shows moisture content is 3% or greater.

Harley-Davidson recommends using Harley-Davidson Platinum Label DOT 4 Brake Fluid because of its superior moisture and corrosion inhibiting properties.

Battery

⚠ WARNING

Batteries, battery posts, terminals and related accessories contain lead and lead compounds, and other chemicals known to the State of California to cause cancer, and birth defects or other reproductive harm. Wash hands after handling. (00019e)

⚠ WARNING

Batteries contain sulfuric acid, which could cause severe burns to eyes and skin. Wear a protective face shield, rubberized gloves and protective clothing when working with batteries. **KEEP BATTERIES AWAY FROM CHILDREN.** (00063a)

NOTICE

It is possible to overload the vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system. (00211d)

⚠ WARNING



CONTAINS BUTTON OR COIN CELL BATTERY. KEEP OUT OF REACH OF CHILDREN.

Ingestion can result in death or serious injury. Choking, chemical burns and perforation of soft tissue may result. Severe burns can occur within 2 hours of ingestion or placement in any part of the body. Seek medical attention immediately. (13105b)

Hazardous Materials

⚠ CAUTION

Prolonged or repeated contact with used motor oil may be harmful to skin and could cause skin cancer. Promptly wash affected areas with soap and water. (00358b)

Maintenance

⚠ WARNING

Perform the service and maintenance operations as indicated in the regular service interval table. Lack of regular maintenance at the recommended intervals can affect the safe operation of your motorcycle, which could result in death or serious injury. (00010a)

NOTICE

When lifting a motorcycle using a jack, be sure jack contacts both lower frame tubes where down tubes and lower frame tubes converge. Never lift by jacking on cross-members, oil pan, mounting brackets, components or housings. Failure to comply can cause serious damage resulting in the need to perform major repair work. (00586d)

- A new motorcycle must be operated according to the special break-in procedure. See BEFORE RIDING > BREAK-IN RIDING RULES (Page 40).
- Proper care and maintenance, including tire pressure, tire condition, tread depth and proper adjustment to steering head bearings are important to stability and safe operation of the motorcycle. See SPECIFICATIONS > SPECIFICATIONS (Page 33).

Parts and Accessories

⚠ WARNING

Harley-Davidson parts and accessories are designed for Harley-Davidson motorcycles. Using non-Harley-Davidson parts or accessories can adversely affect performance, stability or handling, which could result in death or serious injury. (00001b)

- Use only Harley-Davidson approved parts and accessories. Use of certain other manufacturer's performance parts will void your new motorcycle warranty. See your Harley-Davidson dealer for details.

⚠ WARNING

Use Harley-Davidson replacement fasteners. Aftermarket fasteners can adversely affect performance, which could result in death or serious injury. (00013a)

- See your Harley-Davidson service manual for proper torque values.
- Aftermarket fasteners may not have the specific property requirements to perform properly.

⚠ WARNING

See ACCESSORIES AND CARGO section within the SAFETY FIRST section in your owner's manual. Improper cargo loading or accessory installation can cause component failure and adversely affect stability, handling and performance, which could result in death or serious injury. (00021c)

- Harley-Davidson Motor Company cannot test and make specific recommendations concerning every accessory or combination of accessories sold. Therefore, the rider must be responsible for safe operation of the motorcycle when installing accessories or carrying additional weight.
- Additional electrical equipment may overload the electrical system possibly resulting in electrical system and/or component failure.

ANTI-LOCK BRAKE SYSTEM (ABS)

⚠ WARNING

If ABS lamp continues flashing at speeds greater than 5 km/h (3 mph) or remains on continuously, the ABS is not operating. The standard brake system is operational, but wheel lock up can occur. Contact a Harley-Davidson Dealer to have ABS repaired. A locked wheel will skid and can cause loss of vehicle control, which could result in death or serious injury. (00361b)

To operate motorcycles equipped with an anti-lock brake system, see OPERATION > REFLEX-LINKED BRAKES WITH CORNERING-ENHANCED ABS (Page 121).

RULES OF THE ROAD

- Always use your turn signals and exercise caution when passing other vehicles going in the same direction. Never pass going in the same direction at street intersections, on curves or when going up or down a hill.
- At street intersections, give the right-of-way. Do not presume you have the right-of-way, as the other driver may not know that it is your turn.
- Always signal when preparing to stop, turn or pass.

- Promptly obey all traffic signs, including those signs used for the control of traffic at intersections. Always obey traffic signs near schools and at railroad crossings.
- When intending to turn, signal at least 30.5 m (100 ft) before reaching the turning point. If turning across an intersection, move over to the centerline of the street (unless local rules require otherwise). Slow down when entering the intersection and turn carefully.
- Never anticipate a traffic light. When a change is indicated from GO to STOP (or STOP to GO), slow down and wait for the light to change. Never run through a yellow or red traffic light.
- While turning, watch for pedestrians, animals, as well as vehicles.
- Do not leave the curb or parking area without signaling. Make sure that your way is clear to enter moving traffic. A moving line of traffic always has the right-of-way.
- Make sure that your license plate is installed in the position specified by law. Make sure that your license plate is always clearly visible. Keep the license plate clean.
- Ride at a safe speed that is consistent with the type of highway you are on. Pay strict attention to whether the road is dry, oily, icy or wet.
- Watch for debris such as leaves or loose gravel.

- Weather and traffic conditions on the highway dictate adjusting your speed and driving habits accordingly.

NOISE CONTROL SYSTEM

Tampering

Removal or replacement of any noise control system component may be prohibited by law. This prohibition includes modifications made prior to vehicle sale or delivery to the ultimate purchaser. Use of a vehicle on which noise control system components have been removed or rendered inoperative may also be prohibited by law.

SAFETY SYMBOL DEFINITIONS

These are some of the symbols that you may see on your motorcycle and may accompany safety words, see SAFETY FIRST > SAFETY DEFINITIONS (Page 3). The symbols indicate potential safety hazards and avoidance actions to prevent a hazardous situation. The symbols may be present in manuals, instructions, on the motorcycle and/or Parts & Accessory product labels. Refer to SAFETY FIRST > SAFE OPERATING RULES (Page 3), the appropriate section in this manual and/or Parts & Accessory instructions for additional safety information.

- Yellow triangle: Safety symbol alerting to a hazard. Table

- Red circle with line: Prohibition symbol to avoid a situation which may lead to a hazard, personal injury and/or property damage. Table 4
- Blue circle: Mandatory action to avoid a hazard resulting in personal injury and/or property damage. Table 5

Table 3. General Warning Symbols








SYMBOL	SYMBOL DEFINITION	SYMBOL	SYMBOL DEFINITION
	General Warning indicating a hazard.		Explosive material hazard.
	Crash hazard.		Corrosive chemical burn hazard.
	Electric shock hazard.		Hot surface hazard.
	Battery charging hazard.		

Table 4. General Prohibition Symbols










SYMBOL	SYMBOL DEFINITION	SYMBOL	SYMBOL DEFINITION
	General prohibition sign to signify a prohibited action.		Do not expose to fire.
	Do not service without proper training or tools. Qualified technician only. Not user serviceable. No user replaceable parts. Refer service to qualified technician.		Do not perform action above indicated temperature.
	Do not touch.		Never tow a trailer.
	Keep away from open flame. Avoid smoking, flames, or sparks.		Do not use an extension cord.
	Do not add weight.		

Table 5. General Mandatory Action Symbols














SYMBOL	SYMBOL DEFINITION	SYMBOL	SYMBOL DEFINITION
	General mandatory action.		Wear proper protective riding apparel.
	Keep out of reach of children.		Wear proper hand protection.
	Refer to appropriate manual or instructions.		Wear proper Personal Protective Equipment (PPE).
	Take a rider training course.		Wear proper eye protection.
	Wear a helmet and eye protection.		

Table 6. General Information Symbols

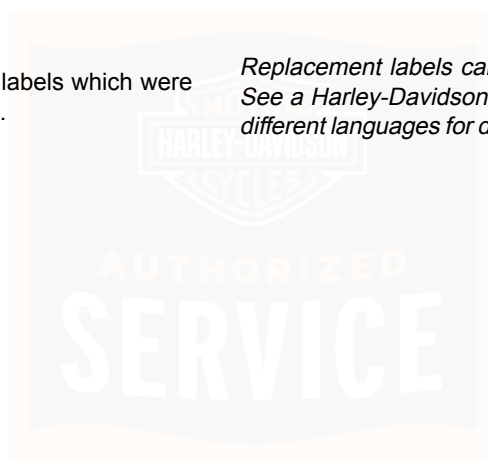
SYMBOL	SYMBOL DEFINITION	SYMBOL	SYMBOL DEFINITION
	Contains button or coin cell battery. Hazardous if swallowed.		Protect from rain or wet conditions.
	First responder cut loop. Emergency Personnel/First Responder use only.		Do not add more weight than specified.

LABELS

See Figure 1 for safety and maintenance labels which were on the vehicle when new. Refer to Table 7.

NOTE

Replacement labels can be purchased for your motorcycle. See a Harley-Davidson dealer. Some labels are available in different languages for destinations outside the United States.



1

**WARNING**

- Take a rider training course.
- Read Owner's Manual before riding, adding accessories or servicing

Three wheeled motorcycles are different from two wheeled motorcycles and other vehicles. They operate, steer, handle and brake differently. Unskilled or improper use could result in loss of control, death or serious injury.

- Wear a helmet, eye protection and protective clothing.
- Never tow a trailer.

For a manual, find nearest dealer at 1-414-343-4058 or www.harley-davidson.com

14000396

2

**WARNING**

A connected battery can cause a spark or motorcycle startup while servicing. Death or serious injury could occur.

- Disconnect negative cable before servicing.
- Keep cable away from terminal while servicing.

15368-01A

3

**WARNING**

Too much weight in Trunk can cause loss of control. Death or serious injury could occur.

- Do not put more than 50 pounds in Trunk.
- See Accessories and Cargo section of Owner's Manual for more information.

BM40-28

4

WARNING

Too much weight in Tour-Pak® can cause loss of control. Death or serious injury could occur.

- Do not put more than 25 pounds (11.3 kg) in Tour-Pak® on 2008 & earlier motorcycles.
- Do not put more than 30 pounds (13.6 kg) in Tour-Pak® on 2009 & later motorcycles.
- See Accessories and Cargo section of Owner's Manual for more information.

M0521-71C

5

**TIRE AND LOADING INFORMATION**
RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT

SEATING CAPACITY
NOMBRE DE PLACES

TOTAL	2	FRONT AVANT	1	REAR ARRIERE	1
-------	---	----------------	---	-----------------	---

The combined weight of occupants and cargo should never exceed 771 kg or 1700 lbs.
Le poids total des occupants et du chargement ne doit jamais dépasser 771 kg ou 1700 lb.

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DES PNEUS À FROID	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT AVANT	M790B16	248 kPa, 36 psi	VOIR LE MANUEL DE L'USAGER POUR PLUS DE RENSEIGNEMENTS
REAR ARRIERE	P205/69R15	179 kPa, 26 psi	
SPARE DE SECOURS	NOT APPLICABLE SANS OBJET	NOT APPLICABLE SANS OBJET	

28963-10

6

**TIRE AND LOADING INFORMATION**
RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT

SEATING CAPACITY
NOMBRE DE PLACES

TOTAL	2	FRONT AVANT	1	REAR ARRIERE	1
-------	---	----------------	---	-----------------	---

The combined weight of occupants and cargo should never exceed 771 kg or 1700 lbs.
Le poids total des occupants et du chargement ne doit jamais dépasser 771 kg ou 1700 lb.

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DES PNEUS À FROID	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT AVANT	130/60B19	248 kPa, 36 psi	VOIR LE MANUEL DE L'USAGER POUR PLUS DE RENSEIGNEMENTS
REAR ARRIERE	P215/45R18	179 kPa, 26 psi	
SPARE DE SECOURS	NOT APPLICABLE SANS OBJET	NOT APPLICABLE SANS OBJET	

14002115

Figure 1. Labels

Table 7. Labels

ITEM	PART NO.	DESCRIPTION	LOCATION	TEXT
1	14000396	General warnings	Top of air cleaner cover	<p>WARNING: Three wheeled motorcycles are different from two wheeled motorcycles and other vehicles. They operate, steer, handle and brake differently. Unskilled or improper use could result in loss of control, death or serious injury.</p> <ul style="list-style-type: none"> • Take a rider training course. • Read Owner's Manual before riding, adding accessories or servicing. • Wear a helmet, eye protection and protective clothing. • Never tow a trailer. <p>For a manual, find nearest dealer at 1-414-343-4056 or www.harley-davidson.com</p>
2	15368-01A	Battery warning	Under seat, behind fuel tank on main harness trough	<p>WARNING: A connected battery can cause a spark or motorcycle startup while servicing. Death or serious injury could occur.</p> <ul style="list-style-type: none"> • Disconnect negative cable before servicing. • Keep cable away from terminal while servicing.
3	83446-09	Trunk load limits	Inside trunk door	<p>WARNING: Too much weight in Trunk can cause loss of control. Death or serious injury could occur.</p> <ul style="list-style-type: none"> • Do not put more than 50 pounds in Trunk. • See Accessories and Cargo section of Owner's Manual for more information.

Table 7. Labels

ITEM	PART NO.	DESCRIPTION	LOCATION	TEXT
4	90821-74C	Tour-Pak load limits (FLHTCUTG)	Inside Tour-Pak lid	<p>WARNING: Too much weight in Tour-Pak® can cause loss of control. Death or serious injury could occur.</p> <ul style="list-style-type: none"> Do not put more than 25 pounds (11.3 kg) in Tour-Pak® on 2008 and earlier motorcycles. Do not put more than 30 pounds (13.6 kg) in Tour-Pak® on 2009 and later motorcycles. See Accessories and Cargo section of Owner's Manual for more information.
5	83563-10	Tire label (FLHTCUTG)	Under right side cover	<p>TIRE AND LOADING INFORMATION SEATING CAPACITY, TOTAL 2, FRONT 1, REAR 1 The combined weight of occupants and cargo should never exceed weight specifications. See BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48) for tire data and see SPECIFICATIONS > SPECIFICATIONS (Page 33) for maximum weight allowed.</p>
6	14002116	Tire label (FLRT/FLTRT)	Under right side cover	<p>TIRE AND LOADING INFORMATION SEATING CAPACITY, TOTAL 2, FRONT 1, REAR 1 The combined weight of occupants and cargo should never exceed weight specifications. See BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48) for tire data and see SPECIFICATIONS > SPECIFICATIONS (Page 33) for maximum weight allowed.</p>

NOTES



VEHICLE IDENTIFICATION NUMBER (VIN)

General

See Figure 3. A unique 17-digit serial or Vehicle Identification Number (VIN) is assigned to each motorcycle. Refer to Table 8.

Location

See Figure 2. The full 17-digit VIN is stamped on the right side of the frame near the steering head. In some destinations, a printed VIN label is also attached on the front downtube.

Abbreviated VIN

An abbreviated VIN showing the vehicle model, engine type, model year, and sequential number is stamped on the left side of the crankcase between the engine cylinders.

NOTE

Always give the full 17-digit Vehicle Identification Number when ordering parts or making any inquiry about your motorcycle.

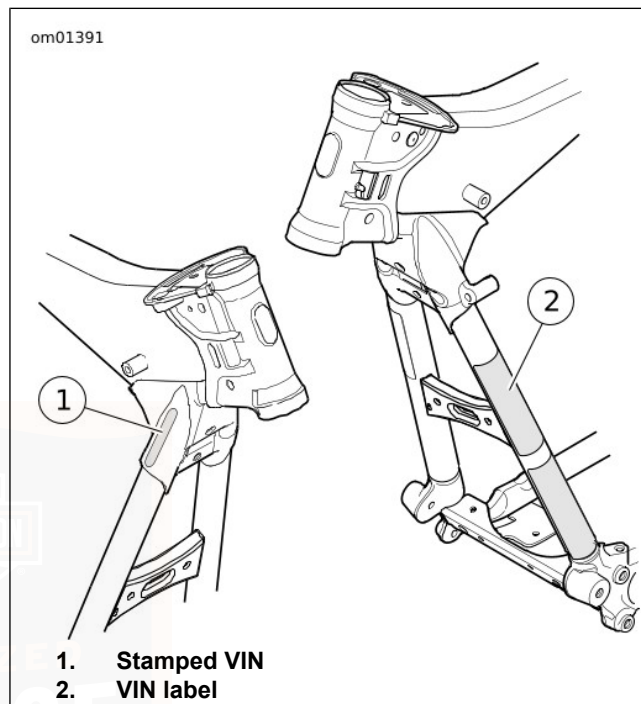


Figure 2. VIN Locations

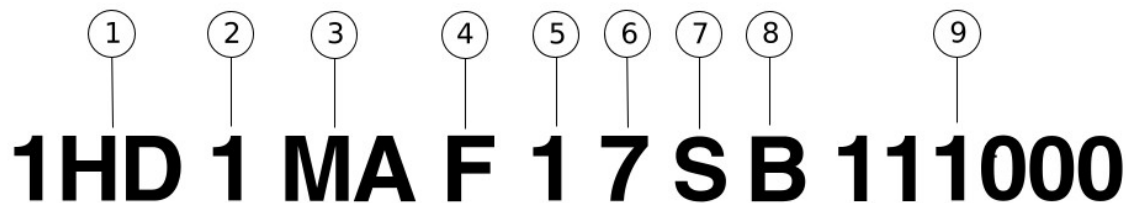


Figure 3. Typical Harley-Davidson VIN: 2025 Trike Models

Table 8. Harley-Davidson VIN Breakdown: 2025 Trike Models

POSITION	DESCRIPTION	POSSIBLE VALUES
1	World manufacturer identifier	1HD=Originally manufactured in the United States 5HD=Originally manufactured in the United States or Thailand for sale outside of the United States 932=Originally manufactured in Brazil MLY=Originally manufactured in Thailand
2	Motorcycle type	1=Heavyweight motorcycle (901 cm ³ or larger)
3	Model	See VIN model table
4	Engine type	F=Twin-Cooled™ Milwaukee-Eight™ 114 Engine, 1868 cm ³ P=Milwaukee-Eight™ 114 Engine, 1868 cm ³

Table 8. Harley-Davidson VIN Breakdown: 2025 Trike Models

POSITION	DESCRIPTION	POSSIBLE VALUES
5	Calibration/configuration, introduction	1=Domestic (DOM) 2=California (CAL) 3=Canada (CAN) 4=ENG/EN2/HDI/HD2/HD4 5=Japan (JPN/JP2) 6=Australia (AUS/AU2) 7=Brazil (BRZ) 8=Asia Pacific (APC) 9=IN2 0=ASEAN (AZN) A=China (CHN) G=HD3
6	VIN check digit	Can be 0-9 or X
7	Model year	S=2025
8	Assembly plant	B=York, PA U.S.A. D=H-D Brazil-Manaus, Brazil (CKD) S=Tasit, Pluagdang, Rayong, Thailand
9	Sequential number	Varies

Table 9. VIN Model Codes: Trike Models

CODE	MODEL
MA	FLHTCUTG Tri Glide® Ultra
MC	FLRT Freewheeler
MF	FLTRT Road Glide® 3

MODELS AND FEATURES

Some models, features or configurations shown in this manual may not be available in all markets.

PRIMARY CONTROLS AND SERVICE COMPONENTS

Familiarize yourself with the location of all the controls and service components on your motorcycle.

NOTE

Illustrations are for general reference only. Controls and service components shown are general locations and representations that do not show a specific model of motorcycle.

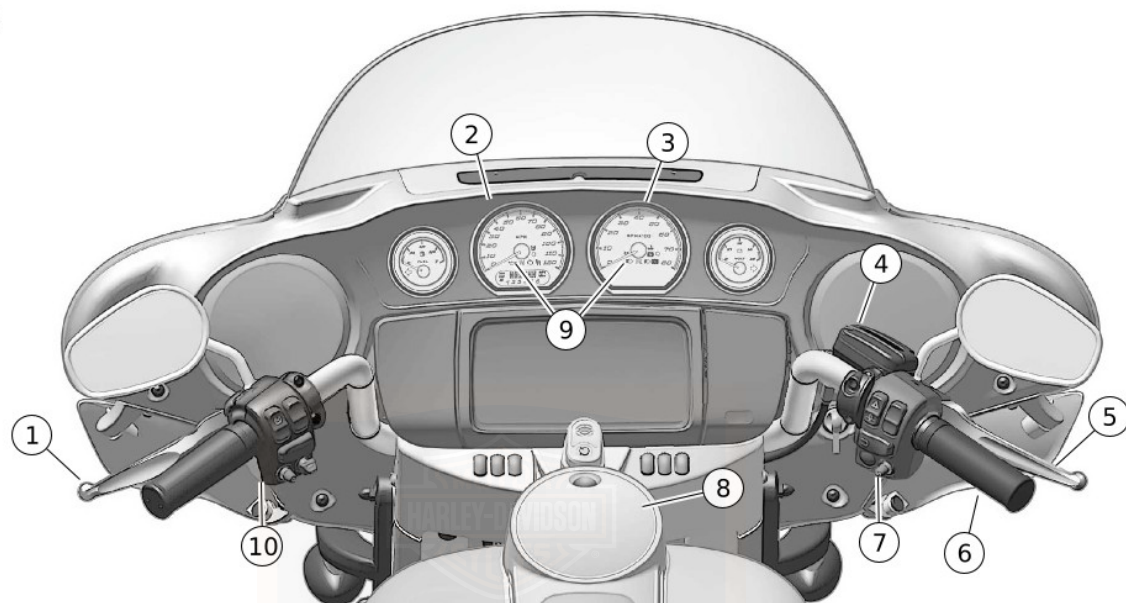
Harley-Davidson reserves the right to change specifications, equipment or designs at any time without notice and without incurring obligation.

See Figure 4, Figure 5 or Figure 6 for rider controls and service components accessible when seated.

See Figure 7 for rider controls and service components accessible from the right.

See Figure 8 for rider controls and service components accessible from the left.

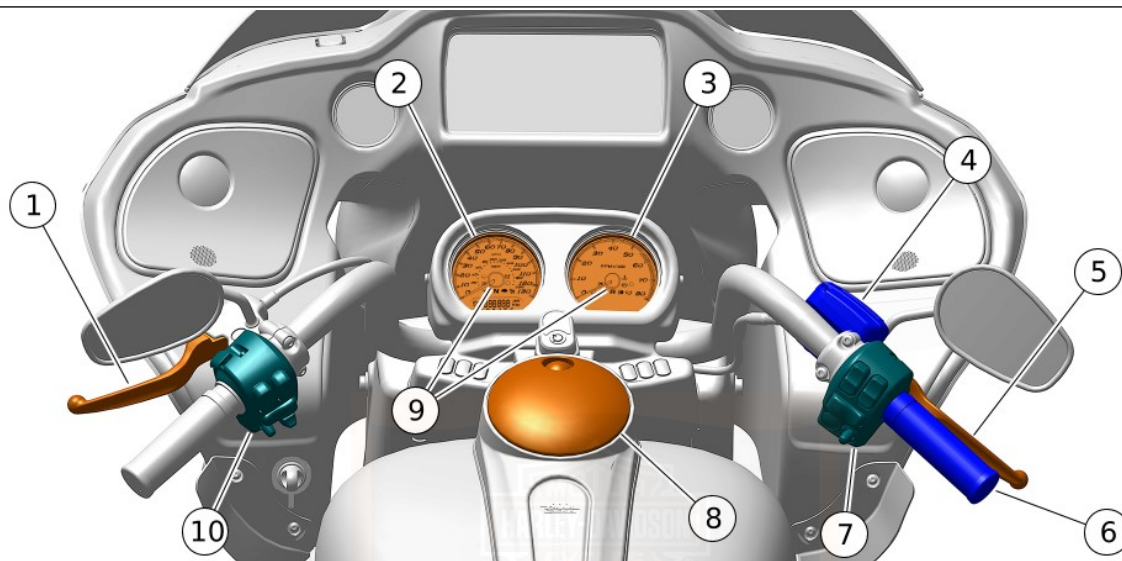




1. Clutch hand lever
2. Speedometer/odometer
3. Tachometer
4. Front brake fluid reservoir
5. Front brake lever

6. Throttle twist grip
7. Right hand control module
8. Fuel filler door
9. Indicator lamps
10. Left hand control module

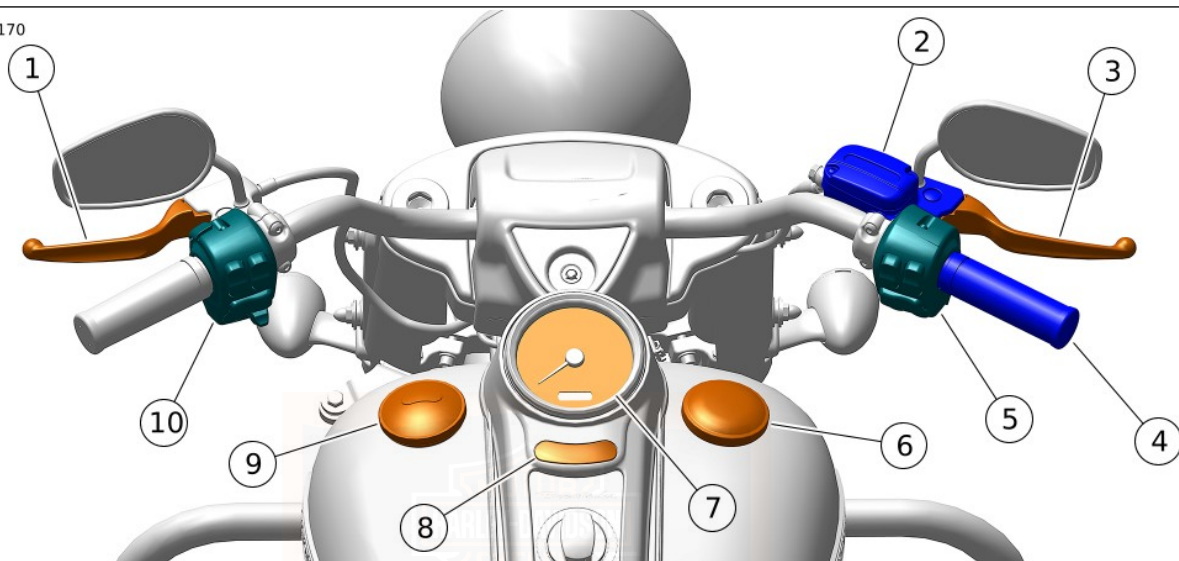
Figure 4. Controls and Service Components (FLHTCUTG Models)



- | | |
|--------------------------------|------------------------------|
| 1. Clutch hand lever | 6. Throttle twist grip |
| 2. Speedometer/odometer | 7. Right hand control module |
| 3. Tachometer | 8. Fuel filler door |
| 4. Front brake fluid reservoir | 9. Indicator lamps |
| 5. Front brake lever | 10. Left hand control module |

Figure 5. Controls and Service Components (FLTRT Road Glide 3 Models)

1731170

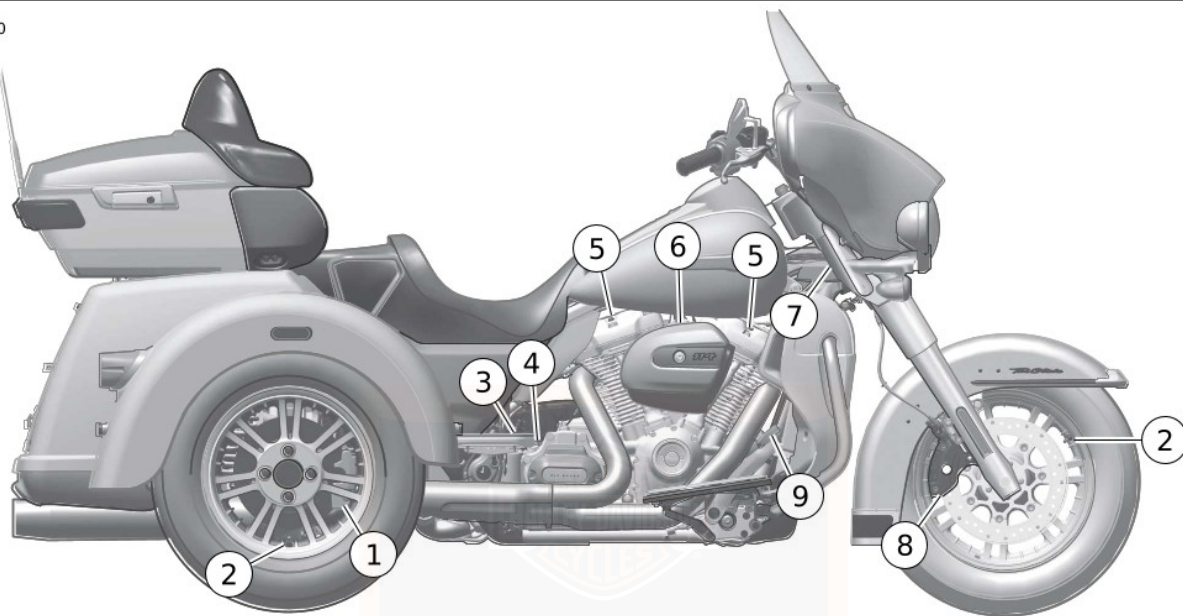


1. Clutch hand lever
2. Front brake fluid reservoir
3. Front brake lever
4. Throttle twist grip
5. Right hand control module

6. Fuel cap
7. Speedometer/odometer
8. Indicator lamps
9. Fuel gauge
10. Left hand control module

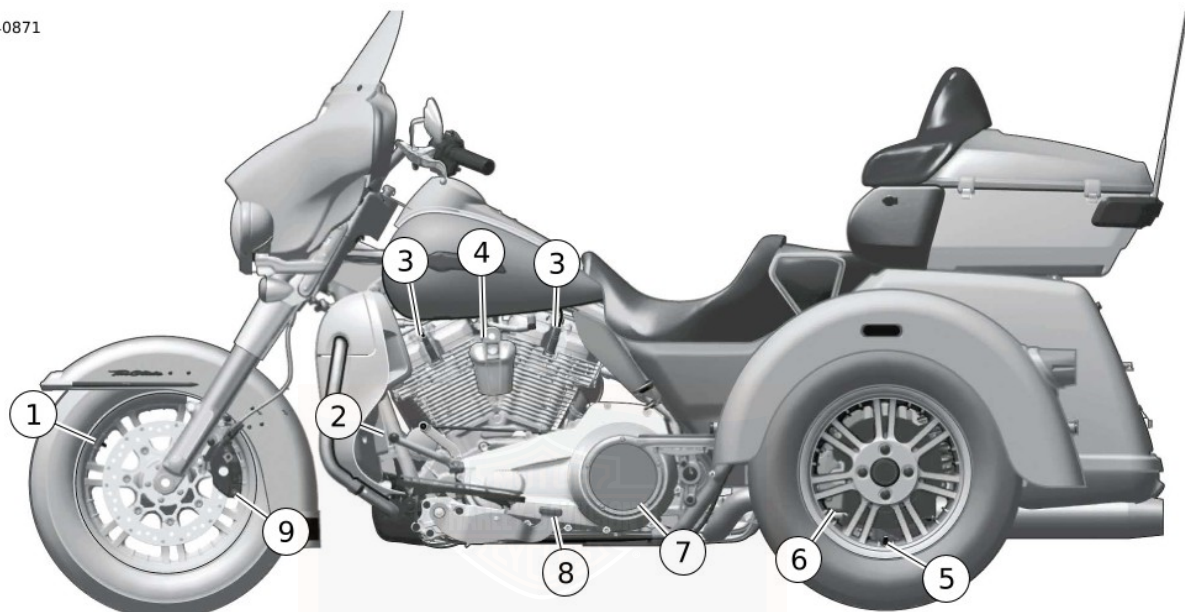
Figure 6. Controls and Service Components (FLRT)

1165240



- | | |
|-----------------------------|-------------------------------|
| 1. Rear brake caliper | 6. Air cleaner |
| 2. Air pressure valve | 7. Rear brake fluid reservoir |
| 3. Oil filler cap/dipstick | 8. Front brake caliper |
| 4. Transmission filler plug | 9. Rear brake pedal |
| 5. Spark plug | |

Figure 7. Controls and Service Components (typical)



1. Air pressure valve
2. Gear shift lever
3. Spark plug
4. Horn
5. Air pressure valve

6. Rear brake caliper
7. Clutch cover
8. Parking brake
9. Front brake caliper

Figure 8. Controls and Service Components (typical)

NOTES



SPECIFICATIONS

NOTE

- *Specifications in this publication may not match those of official certification in some markets due to timing of publication printing, variance in testing methods, and/or motorcycle differences. Customers seeking officially recognized regulatory specifications for their motorcycle should refer to certification documents and/or contact their respective dealer or distributor.*

- *Harley-Davidson reserves the right to change specifications, equipment or designs at any time without notice and without incurring obligation.*



Tires

Table 10. Specified Tires: Trike

MODEL	MOUNT	SIZE	SPECIFIED TIRE	PRESSURE (COLD 20 °C (68 °F)) *	
				psi	kPa
Tri Glide™ Ultra (FL-HTCUTG), Freewheeler™ (FLRT), Road Glide® 3 (FLTRT)	Front	19 in	Dunlop D408F 130/60B19 M/C 61H	36	248
Tri Glide™ Ultra (FL-HTCUTG), Freewheeler™ (FLRT), Road Glide® 3 (FLTRT)	Rear	18 in	Dunlop TK100 P215/45 R18 83T	26	179

- Do not rotate valve stems from their properly installed position. Can affect the valve stem seal and result in a slow leak.

For models equipped with TPMS:

- Do not use the TPMS as a pressure gauge when adding or removing air from a tire. Sensor data is sent to the TPMS at varying intervals which does not refresh immediately when adding or removing air from the tire. Over-inflation or under-inflation can result.
- The TPMS sensor will not communicate pressures above 345–414 kPa (50.0–60.0 psi) depending on altitude.
- Air is used to calibrate the TPMS. Use of 100 percent nitrogen does affect the accuracy of the system.
- Do not use liquid tire balancers or sealing agents in wheels with a TPMS sensor. Damage to the sensor can result.

⚠ WARNING

Harley-Davidson recommends the use of its specified tires. Harley-Davidson vehicles are not designed for operation with non-specified tires, including snow, moped and other special-use tires. Use of non-specified tires can adversely affect stability, handling or braking and lead to loss of vehicle control, which could result in death or serious injury. (00024d)

Weights and Dimensions

Table 11. Weights

ITEM	Tri Glide™ Ultra (FLHTCUTG)		Freewheeler™ (FLRT)		Road Glide® 3 (FLTRT)	
	lb	kg	lb	kg	lb	kg
Running weight ⁽¹⁾	1237	561	1131	513	1164	528
Maximum added weight allowed ⁽²⁾	463	210	569	258	536	243
GVWR ⁽³⁾	1700	771	1700	771	1700	771
GAWR front	511	232	511	232	511	232
GAWR rear	1189	539	1189	539	1189	539

(1) The total weight of the motorcycle as delivered with all oil/fluids and approximately 90% of fuel.

(2) The total weight of accessories, cargo, riding gear, passenger and rider must not exceed this weight.

(3) European Union only: A minimum of 30% loading on front axle is required by EU 44/2014. This may limit the load capacity of the Tour-Pak and trunk depending on rider and passenger weights.

Table 12. Dimensions

ITEM	Tri Glide™ Ultra (FLHTCUTG)		Freewheeler™ (FLRT)		Road Glide® 3 (FLTRT)	
	in	mm	in	mm	in	mm
Length	105.1	2670	103	2615	103	2615
Overall width	54.7	1390	55.3	1405	55.3	1405
Overall height ⁽¹⁾	56.3	1430	45.3	1150	52.8	1340
Wheelbase	65.7	1670	65.7	1670	65.7	1670
Ground clearance	4.9	125	4.9	125	4.9	125
Saddle height ⁽²⁾	27.1	700	26.2	665	26.5	673
(1) To top of mirrors.						
(2) With 81.7 kg (180 lb) rider on seat.						

Capacities

Table 13. Capacities

ITEM	U.S.	METRIC
Fuel tank (total)	6.0 gal	22.7 L
Low fuel warning light on (approximate)	1.0 gal	3.8 L
Engine oil capacity with filter *		
Twin-cooled (new system)	5.0 qt	4.7 L
Air-cooled (new system)	5.2 qt	4.9 L
Service oil change (all)	4.75 qt	4.5 L
Transmission ** (approximate)	34 oz	1.0 L

Table 13. Capacities

ITEM	U.S.	METRIC
Primary chaincase (dry fill; approximate) ***	34 oz	1.0 L
Coolant, Twin-cooled models (approximate)	0.8 qt	0.8 L
* When refilling, initially add 3.8 L (4.0 qt). Add more as needed to bring level within specification. ** When refilling, initially add 0.83 L (28 fl oz) Add more as needed to bring level within specification. *** Amount is approximate. Fill to bottom of pressure plate OD with vehicle upright.		

Engine and Transmission

Table 14. Engine: Milwaukee-Eight™ 114 Engine

ITEM	SPECIFICATION	
Number of cylinders	2	
Type	4-cycle, 45 degree V-Type, air-cooled Single camshaft Single balance shaft	
Compression ratio	10.5:1	
Bore	4.016 in	102 mm
Stroke	4.500 in	114.3 mm
Displacement	114 in ³	1868 cm ³
Fuel requirement	Premium unleaded	
Lubrication system	Pressurized, dry sump with oil cooler and fan	

Table 15. Engine: Twin-Cooled™ Milwaukee-Eight™ 114 Engine

ITEM	SPECIFICATION	
Number of cylinders	2	
Type	4-cycle, 45 degree V-Type, Twin-Cooled Single camshaft Single balance shaft	

Table 15. Engine: Twin-Cooled™ Milwaukee-Eight™ 114 Engine

ITEM	SPECIFICATION	
Compression ratio	10.5:1	
Bore	4.016 in	102 mm
Stroke	4.500 in	114.3 mm
Displacement	114 in ³	1868 cm ³
Fuel requirement	Premium unleaded	
Lubrication system	Pressurized, dry sump	
Cooling system	Liquid-cooled cylinder heads with lower fairing-mounted radiators and electric pump	

Table 16. Transmission

ITEM	SPECIFICATION
Type	Constant mesh, foot shift
Speeds	6 forward

Electrical

Table 17. Electrical

ITEM	SPECIFICATION
Ignition timing	Not adjustable
Battery	12 V, 28 Ah, 405 CCA sealed and maintenance free
Charging system	46-50 A maximum output
Spark plug size	10 mm

Table 17. Electrical

ITEM	SPECIFICATION	
Spark plug gap	0.031-0.035 in	0.80-0.90 mm

Table 17. Electrical

ITEM	SPECIFICATION	
Spark plug torque	84-108 in-lbs	9.5-12.2 Nm



REMOVING MOTORCYCLE FROM STORAGE

1. Charge and install the battery. See SERVICE PROCEDURES > BATTERY MAINTENANCE (Page 195).
2. Inspect spark plugs. See MAINTENANCE AND LUBRICATION > REPLACING SPARK PLUGS (Page 190).
3. Inspect air filter and replace if necessary. See MAINTENANCE AND LUBRICATION > INSPECTING AIR FILTER (Page 188).
4. Inspect drive belt and sprocket. See MAINTENANCE AND LUBRICATION > CHECK DRIVE BELT DEFLECTION (Page 173).
5. Perform the items in the BEFORE RIDING > PRE-RIDE CHECKLIST (Page 39).

PRE-RIDE CHECKLIST

1. Check the amount of fuel in the tank. Add fuel if required. See BEFORE RIDING > FILLING THE FUEL TANK (Page 41).
2. Adjust mirrors to proper riding positions. See BEFORE RIDING > ADJUSTING MIRRORS (Page 56).
3. Check the engine oil level. See MAINTENANCE AND LUBRICATION > CHECK ENGINE OIL LEVEL (Page 162).
4. Check the coolant level (if equipped). See MAINTENANCE AND LUBRICATION > COOLING SYSTEM (Page 184).
5. Check brake fluid level. See MAINTENANCE AND LUBRICATION > BRAKES (Page 176).
6. Inspect brake pads and discs for wear. See MAINTENANCE AND LUBRICATION > BRAKES (Page 176).
7. Check the hand and foot controls to be sure they are operating properly. Operate the front and rear brakes, throttle, clutch and shifter. See OWNER MANUAL > OPERATION (Page 77).
8. Inspect brake lines for wear or damage.
9. Check steering for smoothness by turning the handlebar through the full operating range.

⚠ WARNING

Be sure tires are properly inflated, balanced, undamaged, and have adequate tread. Inspect your tires regularly and see a Harley-Davidson dealer for replacements. Riding with excessively worn, unbalanced, improperly inflated, overloaded or damaged tires can lead to tire failure and adversely affect stability and handling, which could result in death or serious injury. (00014b)

10. Check tire condition, pressure and motorcycle loading. Refer to BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48) for correct tire inflation pressure and motorcycle weight allowances.
11. Check rear shock settings. Adjust if necessary. See BEFORE RIDING > ADJUSTING SHOCK ABSORBERS (Page 58).
12. Check for any fuel, oil or hydraulic fluid leaks.
13. Check drive belt for wear or damage.

⚠ WARNING

Be sure headlamp, tail and stop lamp and turn signals are operating properly before riding. Poor visibility of rider to other motorists can result in death or serious injury. (00478b)

14. Check all electrical equipment and switches including the stop lamp, turn signals and horn for proper operation.
15. Service your motorcycle as necessary.

BREAK-IN RIDING RULES

The First 500 Miles (800 Kilometers)

To allow optimal break-in of your motorcycle's parts, we recommend the following:

At all times:

- Do not lug the engine by running or accelerating at very low rpm. Refer to: OPERATION > SHIFTING GEARS (Page 126).
- Drive slowly and avoid fast starts at wide open throttle until the engine has warmed up.

During the first 160 km (100 mi):

- Avoid hard braking. Break-in new brakes with moderate use for the first 160 km (100 mi).

During the first 800 km (500 mi):

- Keep the engine speed below 3500 rpm in any gear. Do not run the engine at high rpm longer than needed for shifting or passing.
- Vary the engine speed and load. Avoid operating at any steady engine speed for long periods. Cruise control, if equipped, should not be used.

Perform the initial service called out in SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243) to adjust for break-in of components and to remove powertrain contaminants.

FILLING THE FUEL TANK

See SAFETY FIRST > SAFE OPERATING RULES (Page 3) and review the following safety procedures.

⚠ WARNING

Avoid spills. Slowly open fuel filler cap. Do not fill above bottom of filler neck insert, leaving air space for fuel expansion. Secure filler cap after refueling. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00028b)

⚠ WARNING

Do not store motorcycle with gasoline in tank within the home or garage where open flames, pilot lights, sparks or electric motors are present. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00003a)

⚠ WARNING

Do not use aftermarket fuel caps. Aftermarket fuel caps may fit improperly and leak, which could lead to death or serious injury. See a Harley-Davidson dealer for approved fuel caps. (00034a)

NOTICE

Do not spill fuel onto the motorcycle while refueling. Immediately wipe up fuel spills on your motorcycle. Fuel can cause damage to cosmetic surfaces. (00147b)

NOTICE

Use only unleaded fuel in catalytic converter-equipped motorcycles. Using leaded fuel will damage the emission control system. (00150c)

See Figure 9. Do not overfill the fuel tank. Insert the pump nozzle into the filler hole. Do not fill the tank beyond the bottom of the filler neck. A warm engine, the sun or extreme

temperatures can cause the fuel to expand. Fuel can spill out of the tank and damage the finish. See SAFETY FIRST > SAFE OPERATING RULES (Page 3).

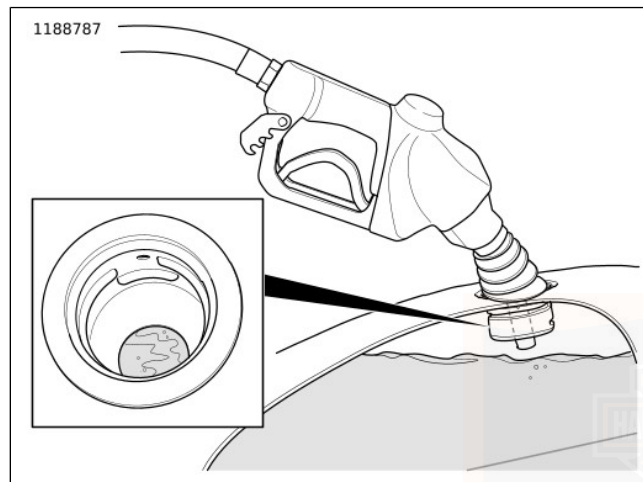


Figure 9. Fuel Level below Filler Neck

Without Fairing

See Figure 10. The fuel filler cap is on the right side of the fuel tank. Some vehicles have a locking fuel cap.

The cap on the left side is the fuel gauge. The fuel gauge is not removable.

With Fairing

The fuel filler cap is beneath a pushbutton or locking door on the fuel tank.

Pushbutton fuel door: See Figure 11. Push button to release the door.

Locking fuel door: See Figure 12. Unlock fuel door with the ignition key. Lock fuel door by removing key and closing fuel door.

Fuel Filler Cap Operation

Remove: Turn fuel filler cap counterclockwise to remove.

Install: Turn fuel filler cap clockwise until it clicks. The ratchet action of the cap prevents over-tightening.

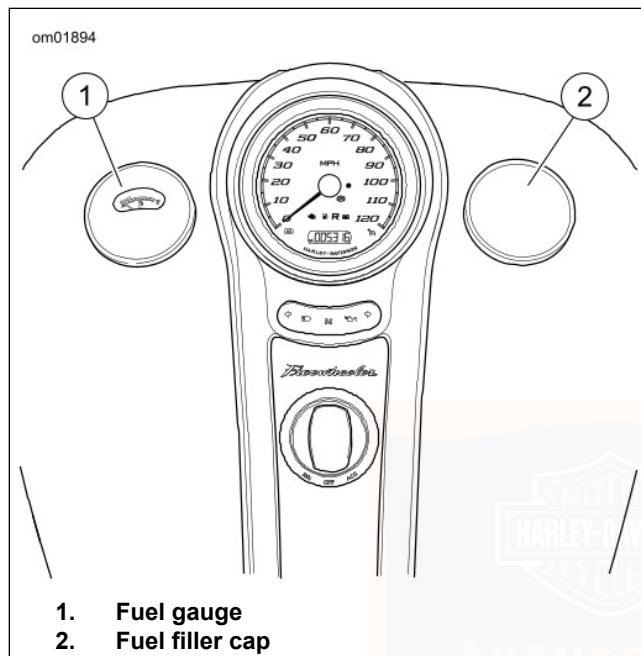


Figure 10. Fuel Tank: Without Fairing

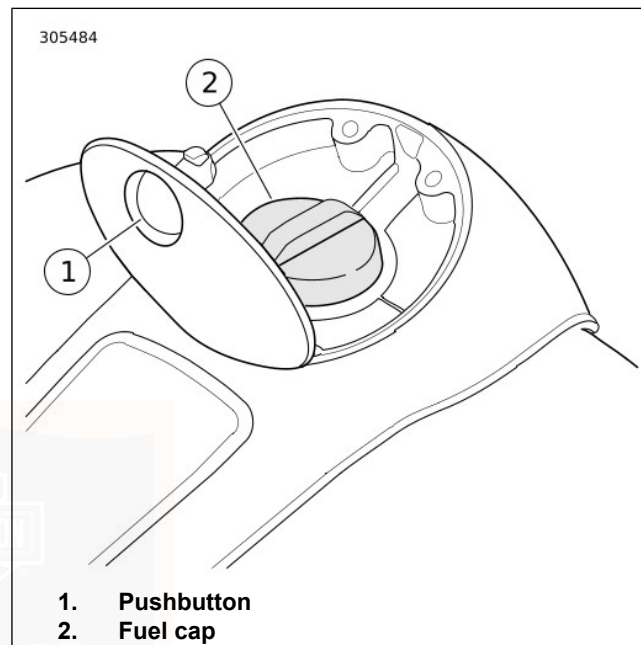


Figure 11. Pushbutton Fuel Door: With Fairing

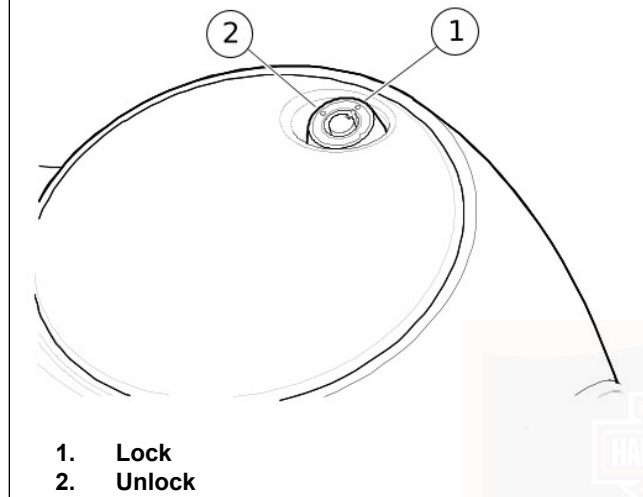


Figure 12. Locking Fuel Door

FUEL SYSTEM INFORMATION

Gasoline

Your motorcycle was designed to get the best performance and efficiency using unleaded gasoline. Most gasoline is blended with alcohol and/or ether to create oxygenated blends.

The type and amount of alcohol or ether added to the fuel is important.

NOTICE

Do not use gasoline that contains methanol. Doing so can result in fuel system component failure, engine damage and/or equipment malfunction. (00148a)

NOTICE

Use only unleaded fuel in catalytic converter-equipped motorcycles. Using leaded fuel will damage the emission control system. (00150c)

- ETHANOL fuel is a mixture of ethanol (grain alcohol) and unleaded gasoline and can have an impact on fuel mileage.
- REFORMULATED OR OXYGENATED GASOLINES (RFG) describes gasoline blends that are specifically designed to burn cleaner than other types of gasoline. This results in fewer tailpipe emissions. They are also formulated to reduce evaporative losses to the environment. Reformulated gasolines use additives to oxygenate the gas. Your motorcycle will run normally using this type of fuel. Harley-Davidson recommends using it whenever possible as an aid to cleaner air in our environment.




- Some gasoline blends might adversely affect starting, driveability or fuel efficiency. If any of these problems are experienced, try a different brand of gasoline or gasoline with a higher octane blend.

Table 18. Octane Rating

SPECIFICATION	RATING
Pump Octane (R+M)/2	91 (95 RON)



Table 19. Fuel Specification

Common Identifier	Specification	Rating
MTBE	Methyl Tertiary Butyl Ether	Gasoline/Methyl Tertiary Butyl Ether (MTBE) blends are a mixture of gasoline and as much as 15% MTBE. Gasoline/MTBE blends use in your motorcycle is approved.
Methanol	Methanol or Racing Fuel	Do not use racing fuel or fuel containing methanol; use of these fuels will damage the fuel system.
	5% Ethanol	Fuels with an ethanol content of up to 5% (E5) may be used in your motorcycle without affecting vehicle performance.
	10% Ethanol	Fuels with an ethanol content of up to 10% (E10) may be used in your motorcycle without affecting vehicle performance. United States customers: The United States' Clean Air Act prohibits the use of gasoline blends containing greater than 10% ethanol in motorcycles.
	22% Ethanol	Fuel in the Brazilian market has ethanol content which ranges from 21–27.5%. Harley-Davidson Motorcycles configured for Brazil are equipped with engine control calibrations developed to work properly with these fuels. Use of fuels with high ethanol content in Harley-Davidson motorcycles intended for other regulatory markets may result in poor drivability, setting of the check engine light and potential engine damage.
	85% Ethanol	Do not use fuel containing 85% ethanol. Use of these fuels will damage the fuel system and may lead to engine damage.

Catalytic Converter

Vehicles in some markets are equipped with catalytic converters.

NOTICE

Do not operate catalytic converter-equipped vehicle with engine misfire. If you operate the vehicle under this condition, the exhaust will become abnormally hot, which can cause vehicle damage, including emission control loss. (00149c)

REFLEX LINKED ANTI-LOCK BRAKE SYSTEM (ABS)

Identification

See Figure 13. Reflex Linked ABS can be identified by a wheel speed sensor on the left side of the front wheel. The wheel speed sensor has a clip with an 'ABS' marking.

See Figure 14. This system can also be identified by an ABS module (EHCU) behind the right side cover.

See OPERATION > REFLEX-LINKED BRAKES WITH CORNERING-ENHANCED ABS (Page 121) for linked brake operation.

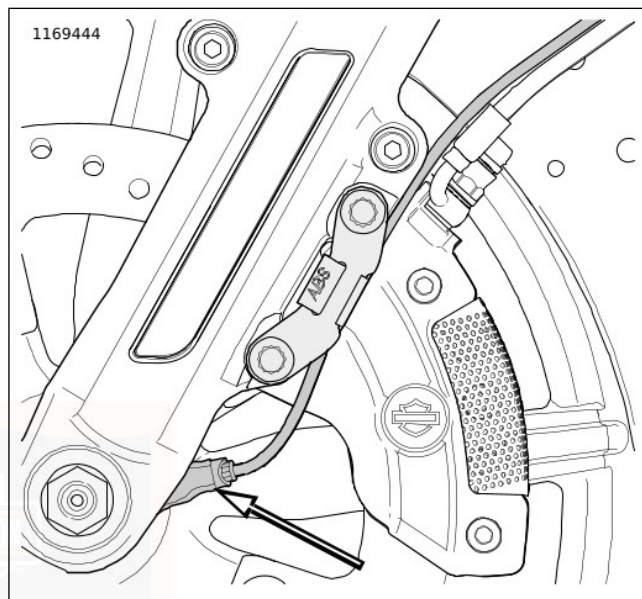


Figure 13. Wheel Speed Sensor (ABS identification typical)

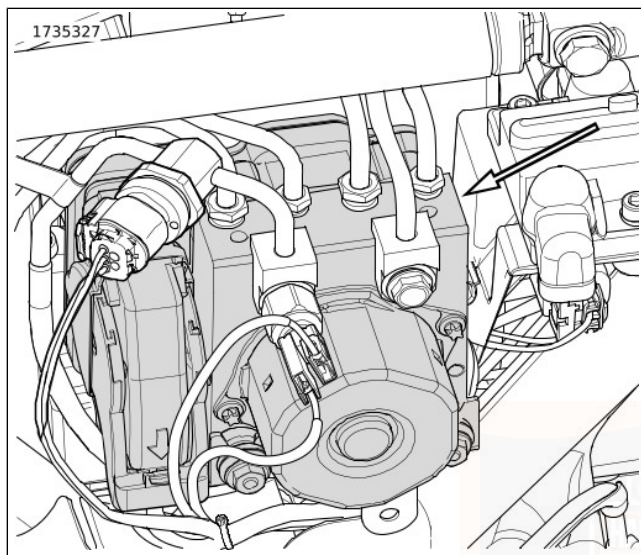


Figure 14. ABS Module (EHC) (behind right side cover)

CHECKING TIRE PRESSURE AND INSPECTING TIRES

General Information

⚠ WARNING

Match tires, tubes, rim strips or seals, air valves and caps to the correct wheel. Contact a Harley-Davidson dealer. Mismatching can lead to tire damage, allow tire slippage on the wheel or cause tire failure, which could result in death or serious injury. (00023c)

⚠ WARNING

Harley-Davidson front and rear tires are not the same. Interchanging front and rear tires can cause tire failure, which could result in death or serious injury. (00026a)

Tire Pressure

⚠ WARNING

Be sure tires are properly inflated, balanced, undamaged, and have adequate tread. Inspect your tires regularly and see a Harley-Davidson dealer for replacements. Riding with excessively worn, unbalanced, improperly inflated, overloaded or damaged tires can lead to tire failure and adversely affect stability and handling, which could result in death or serious injury. (00014b)

Tire pressures should be set using information in Table 20 and Table 21. Tires are considered Cold Tires if the vehicle has not been recently ridden. The tire pressure increases as the tire warms. Tires can warm due to both riding and high ambient air temperatures. Tires can remain warm for up to 2 hours after riding. For the most accurate reading, check tire pressures with a good gauge before riding while the tires are cold.

Check tire pressure:

- As part of the pre-ride checklist.
- At every scheduled service interval.

For Cold Tires with an Ambient Air Temp of 20 °C (68 °F) or less: Table 20



Table 20. Specified Tires: Trike

MODEL	MOUNT	SIZE	SPECIFIED TIRE	PRESSURE (COLD 20 °C (68 °F)) *	
				psi	kPa
Tri Glide™ Ultra (FL-HTCUTG), Freewheeler™ (FLRT), Road Glide® 3 (FLTRT)	Front	19 in	Dunlop D408F 130/60B19 M/C 61H	36	248
Tri Glide™ Ultra (FL-HTCUTG), Freewheeler™ (FLRT), Road Glide® 3 (FLTRT)	Rear	18 in	Dunlop TK100 P215/45 R18 83T	26	179

- Do not rotate valve stems from their properly installed position. Can affect the valve stem seal and result in a slow leak.

For models equipped with TPMS:

- Do not use the TPMS as a pressure gauge when adding or removing air from a tire. Sensor data is sent to the TPMS at varying intervals which does not refresh immediately when adding or removing air from the tire. Over-inflation or under-inflation can result.
- The TPMS sensor will not communicate pressures above 345–414 kPa (50.0–60.0 psi) depending on altitude.
- Air is used to calibrate the TPMS. Use of 100 percent nitrogen does affect the accuracy of the system.
- Do not use liquid tire balancers or sealing agents in wheels with a TPMS sensor. Damage to the sensor can result.

For Cold Tires with an Ambient Air Temp higher than 20 °C (68 °F): Refer to the first column in Table 21 to determine the tire pressure adjustments. For example: If the motorcycle has not been ridden for 2 hours or more and the ambient temperature is 31 °C (88 °F), the recommended front and rear pressures are Table 20 pressures plus 14 kPa (2 psi).

Tires warm due to riding which increases the tire pressure. If the vehicle has been recently ridden, refer to the second column in Table 21 to determine the tire pressure adjustment. For example: If the motorcycle has been recently ridden and

the ambient temperature is 31 °C (88 °F), the recommended front and rear pressures are the Table 20 pressures plus 48 kPa (7 psi).

If a tire pressure adjustment is made when the vehicle has been recently ridden, re-adjust the tire pressure per recommendations when the tires have cooled. Tires can remain warm for up to 2 hours after riding.

Harley-Davidson does not perform any testing with only nitrogen in tires. Harley-Davidson neither recommends nor discourages the use of pure nitrogen to inflate tires.

Table 21. Tire Pressure Adjustment

AMBIENT AIR TEMPERATURE	MOTORCYCLE NOT RIDDEN FOR 2 HOURS OR MORE: ADD TO FRONT AND REAR PRESSURES IN SPECIFIED TIRES TABLE	MOTORCYCLE RECENTLY RIDDEN: ADD TO FRONT AND REAR PRESSURES IN SPECIFIED TIRES TABLE
20 °C (68 °F) or less	0 kPa (0 psi)	34 kPa (5 psi)
26 °C (79 °F)	7 kPa (1 psi)	41 kPa (6 psi)
31 °C (88 °F)	14 kPa (2 psi)	48 kPa (7 psi)
37 °C (99 °F)	21 kPa (3 psi)	55 kPa (8 psi)
42 °C (108 °F) or higher	28 kPa (4 psi)	62 kPa (9 psi)

Inspecting Tires

▲ WARNING

Replace tire immediately with a Harley-Davidson specified tire when wear bars become visible or only 1 mm (1/32 in) tread depth remains. Riding with a worn tire could result in death or serious injury. (00090c)

Check tire tread:

- As part of the pre-ride checklist.
 - At every scheduled service interval.
1. Inspect each tire for punctures, cuts and breaks.

Harley-Davidson tires are equipped with wear bars that run horizontally across the tread.

A tire is considered worn when the wear bars are visible or if only 0.8 mm (0.031 in) tread depth remains. A worn tire can:

- Be more easily damaged leading to tire failure.
- Provide reduced traction.
- Adversely affect stability and handling.

See Figure 15, Figure 16 and Figure 19. Arrows on tire sidewalls pinpoint location of wear bar indicators.

See Figure 17, Figure 18 and Figure 20. Always replace tires before the tread wear bars appear.

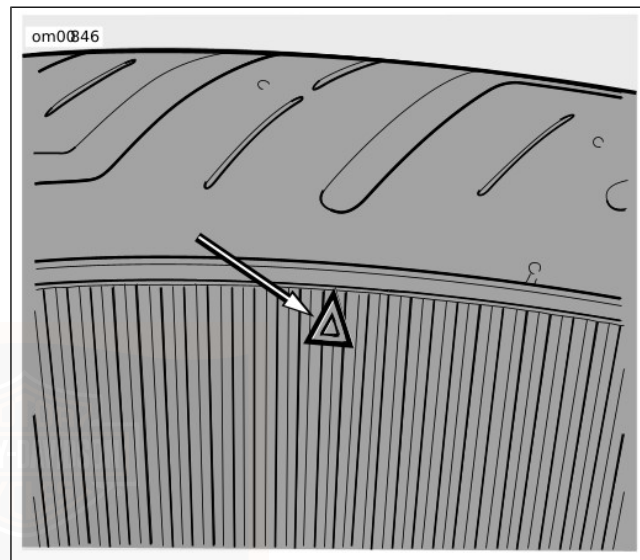


Figure 15. Dunlop Sidewall Tread Wear Indicator Bar Locator

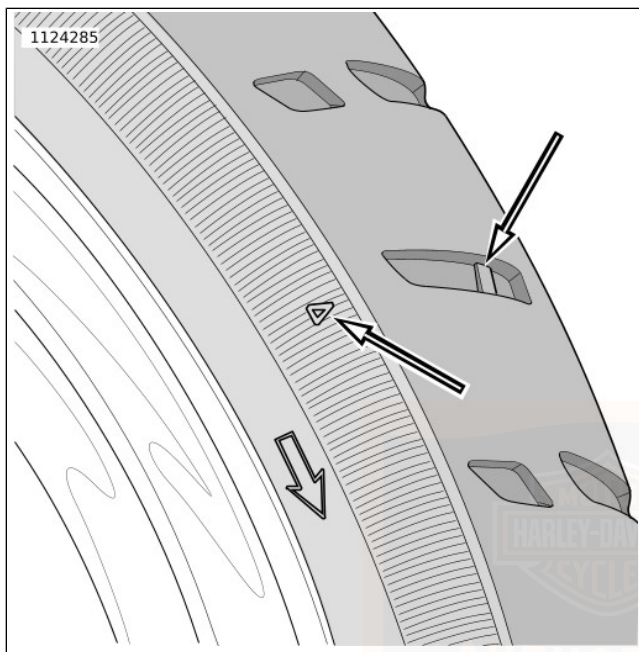


Figure 16. Tire Sidewall Wear Bar Locator: FLRT/FLTRT

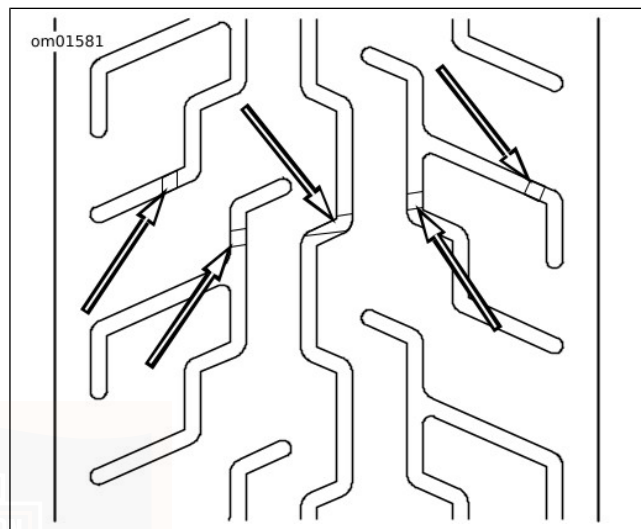


Figure 17. Dunlop Tread Wear Indicator Bar Appearance

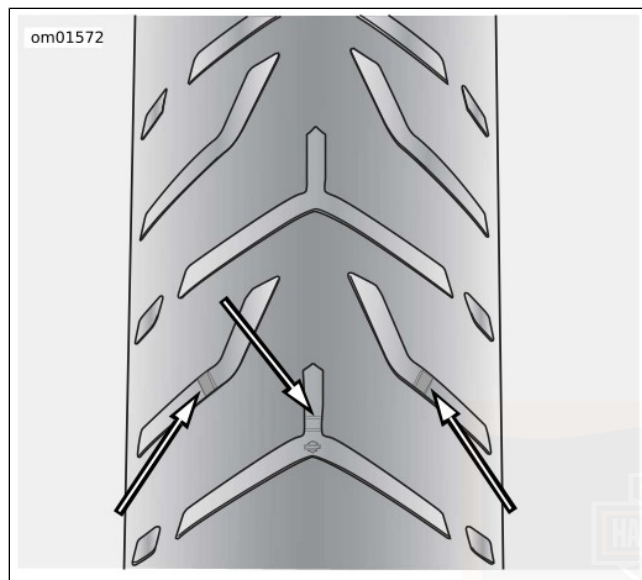


Figure 18. Wear Bar Appearance: FLRT/FLTRT

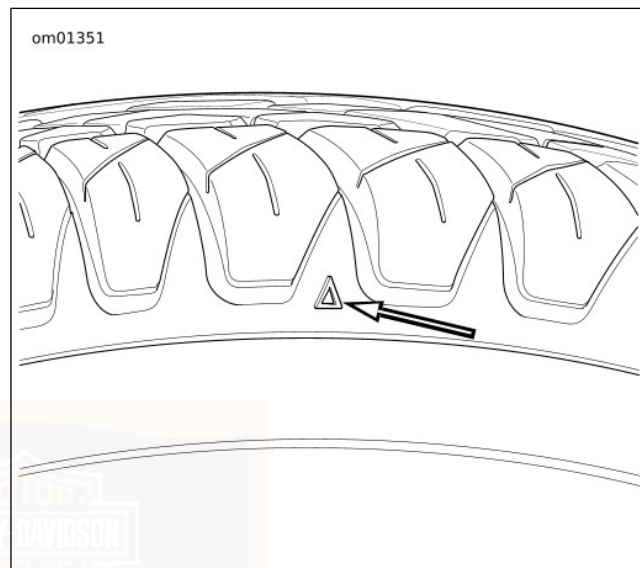


Figure 19. Rear Tire Tread Wear Bar Indicator

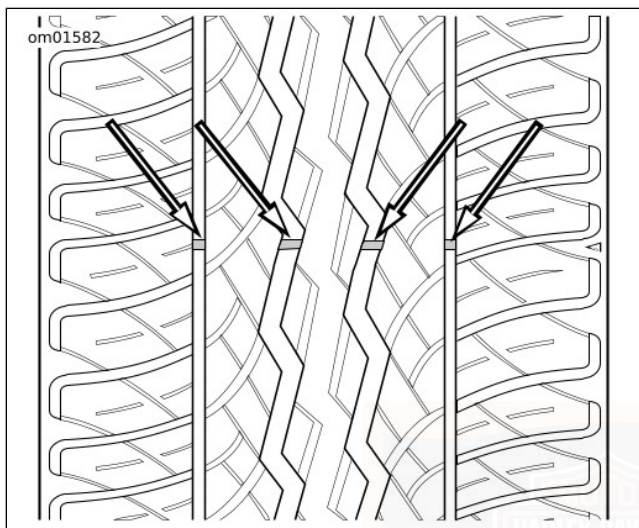


Figure 20. Dunlop Rear Tire Wear Bar Appearance

Replacing Tires

⚠ WARNING

Tires are a critical safety component. Contact a Harley-Davidson dealer for tire repair or replacement. Improper tire service can adversely affect stability and handling, which could result in death or serious injury. (00057a)

⚠ WARNING

Harley-Davidson recommends the use of its specified tires. Harley-Davidson vehicles are not designed for operation with non-specified tires, including snow, moped and other special-use tires. Use of non-specified tires can adversely affect stability, handling or braking and lead to loss of vehicle control, which could result in death or serious injury. (00024d)

⚠ WARNING

Only install original equipment tire valves and valve caps. A valve, or valve and cap combination, that is too long or too heavy can strike adjacent components and damage the valve, causing rapid tire deflation. Rapid tire deflation can cause loss of vehicle control, which could result in death or serious injury. (00281a)

⚠ WARNING

Replace punctured or damaged tires. In some cases, small punctures in the tread area may be repaired from within the removed tire by a Harley-Davidson dealer. Speed should NOT exceed 80 km/h (50 mph) for the first 24 hours after repair, and the repaired tire should NEVER be used over 129 km/h (80 mph). Failure to follow this warning could lead to tire failure and result in death or serious injury. (00015b)

▲ WARNING

Replace tire immediately with a Harley-Davidson specified tire when wear bars become visible or only 1 mm (1/32 in) tread depth remains. Riding with a worn tire could result in death or serious injury. (00090c)

New tires are needed if any of the following conditions exist (refer to Table 20 for the specified replacement tires):

- Tread wear bars become visible on the tread surfaces.
- Tire cords or fabric become visible through cracked sidewalls, snags or deep cuts.
- Bumps, bulges or slits in the tire.
- Punctures, cuts, or other damage to the tire that cannot be repaired.

When installing tires on rims, do not rely on tread design to determine direction of rotation. Always be sure the rotational arrows molded into the sidewalls point in the direction of rotation when the vehicle is moving forward.

ADJUSTING MIRRORS

▲ WARNING

Objects in mirrors are closer than they appear. Use caution when judging distance of objects in mirrors. Failure to judge correct distances could result in death or serious injury. (00033a)

Your motorcycle has two convex rear view mirrors.

This type of mirror is designed to give a much wider view to the rear than a flat mirror. However, cars and other objects seen in this type of mirror look smaller and farther away than they actually are.

- Use caution when judging the size or relative distance of objects seen in rear view mirrors.
- Always adjust the rear view mirrors to reflect the area behind the motorcycle before riding.

NOTE

Adjust mirrors so you can see a small portion of your shoulders in each mirror. This will help you establish the relative distance of vehicles to the rear of your motorcycle.

TIRE PRESSURE MONITORING SYSTEM (TPMS)

NOTE

TPMS has been calibrated to use air in the tire. Use of 100 percent nitrogen may affect the accuracy of the system.

Each tire should be checked cold before riding and inflated to the inflation pressure recommended by Harley-Davidson in BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48) and shown on the VIN/tire inflation pressure label (included on vehicles in US/Canada).

Models equipped with a tire pressure monitoring system (TPMS) have a low tire pressure lamp that illuminates when one or more of your tires is significantly under-inflated. Accordingly, when the low tire pressure lamp illuminates, stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure.

Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle's handling and stopping ability. It is important to set the tire pressure properly. Failure to do so can result in a low pressure alert at higher ambient air temperatures. Recommended cold tire pressures are shown in BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48).

If tire pressure is to be checked when the vehicle has been recently ridden and the tires are warm, refer to BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48) to determine corrected pressures. If hot tire pressure has been adjusted, re-adjust pressure per recommendations when tire has cooled.

TPMS is not a substitute for proper tire maintenance. It is the rider's responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure lamp.

Models equipped with TPMS also have a TPMS fault indicator to indicate when the system is not operating properly. The TPMS fault indicator is combined with the low tire pressure lamp. When the system detects a fault, the low tire pressure lamp will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists. The security lamp will also turn on to indicate that a diagnostic trouble code exists. When the fault indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended.

TPMS faults may occur for a variety of reasons, including the installation of replacement tires or wheels on the vehicle that prevent the TPMS from functioning properly.

Always check the TPMS fault indicator after replacing one or more tires or wheels on your vehicle to ensure that the

replacement tires and wheels allow the TPMS to continue to function properly.

ADJUSTING SHOCK ABSORBERS

Calculate Preload Setting

⚠ WARNING

Do not exceed the motorcycle's Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR). Exceeding these weight ratings can lead to component failure and adversely affect stability, handling and performance, which could result in death or serious injury. (00016f)

Adjust rear suspension to suit load conditions, riding style and personal comfort. Increase preload to accommodate additional weight and cargo, reduce preload to accommodate less weight and cargo. Do not exceed maximum GVWR or GAWR.

NOTE

*To determine the motorcycle configuration check the model character stamped on the VIN. See **YOUR MOTORCYCLE > VEHICLE IDENTIFICATION NUMBER (VIN)** (Page 23).*

1. Refer to Table 22 or Table 23. Add weight of rider to total weight of passenger and/or cargo to identify proper preload setting.



Table 22. Suspension Preload Table: Tri Glide Ultra (FLHTCUTG)

		Additional Weight of PASSENGER, CARGO AND ACCESSORIES																		
	LB	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
	KG	0	5	9	14	18	23	27	32	36	41	45	50	54	59	64	68	73	77	82
RIDER WEIGHT																				
LB	KG	Full Turns of Knob																		
150	68	0	0	0	0	1	3	4	5	6	8	9	10	11	12	14	15	16	17	19
160	73	0	0	0	1	2	3	5	6	7	8	10	11	12	13	14	16	17	18	19
170	77	0	0	1	2	3	4	6	7	8	9	10	12	13	14	15	17	18	19	20
180	82	0	0	2	3	4	5	6	8	9	10	11	12	14	15	16	17	19	20	21
190	86	0	1	2	4	5	6	7	8	10	11	12	13	15	16	17	18	19	21	22
200	91	1	2	3	4	6	7	8	9	10	12	13	14	15	17	18	19	20	21	23
210	95	2	3	4	5	6	8	9	10	11	13	14	15	16	17	19	20	21	22	24
220	100	2	4	5	6	7	8	10	11	12	13	15	16	17	18	19	21	22	23	NA
230	104	3	4	6	7	8	9	10	12	13	14	15	17	18	19	20	22	23	NA	
240	109	4	5	7	8	9	10	11	13	14	15	16	17	19	20	21	22	NA		
250	113	5	6	7	9	10	11	12	13	15	16	17	18	19	21	22	23	NA		
260	118	6	7	8	9	11	12	13	14	15	17	18	19	20	22	23	NA			
270	122	7	8	9	10	11	13	14	15	16	17	19	20	21	22	NA				

SERVICE

Table 23. Suspension Preload Table: FLRT/FLTRT

		Additional Weight of PASSENGER, CARGO AND ACCESSORIES																			
		LB	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
		KG	0	5	9	14	18	23	27	32	36	41	45	50	54	59	64	68	73	77	82
Rider Weight																					
LB	KG		Full Turns of Knob																		
150	68		0	0	0	2	3	5	6	8	9	11	13	14	16	17	19	20	22	23	25
160	73		0	0	1	3	4	6	7	9	11	12	14	15	17	18	20	21	23	25	26
170	77		0	1	2	4	5	7	8	10	12	13	15	16	18	19	21	22	24	26	27
180	82		0	2	3	5	6	8	10	11	13	14	16	17	19	20	22	24	25	27	28
190	86		1	3	5	6	8	9	11	12	14	15	17	18	20	22	23	25	26	28	29
200	91		3	4	6	7	9	10	12	13	15	16	18	19	21	23	24	26	27	28	29
210	95		4	5	7	8	10	11	13	14	16	17	19	21	22	24	25	27	28	29	30
220	100		5	6	8	9	11	12	14	15	17	19	20	22	23	25	26	28	29	30	
230	104		6	7	9	10	12	13	15	17	18	20	21	22	24	25	27	28	29	30	
240	109		7	8	10	11	13	14	16	18	20	21	22	24	25	27	28	29	30		
250	113		8	9	11	12	14	15	17	20	21	22	23	25	26	28	29	30			
260	118		9	10	12	13	15	16	18	21	23	23	24	26	27	28	29	30			
270	122		10	11	13	14	16	17	19	23	24	24	25	27	28	29	30				

Adjustment

1. Remove seat. See SERVICE PROCEDURES > SEAT (Page 219).
2. Rotate adjuster out of stowed position.

3. See Figure 21. Rotate adjustment knob clockwise to increase preload setting, or counterclockwise to decrease preload setting until indicator knob shows appropriate preload setting on the scale.
4. Return adjuster to stowed position.

5. Install seat. See SERVICE PROCEDURES > SEAT (Page 219).

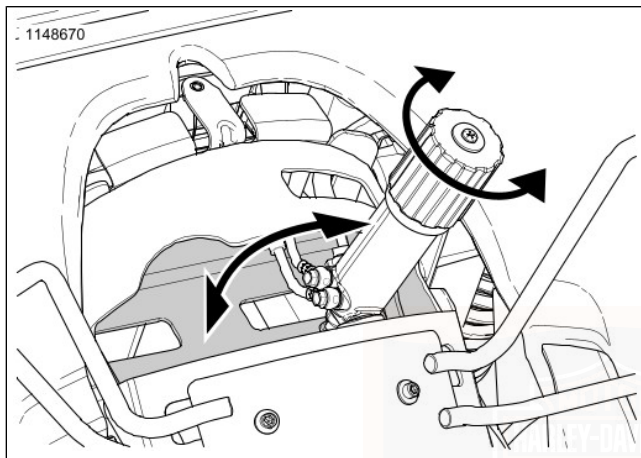


Figure 21. Rear Suspension Adjuster

PARKING BRAKE

See Figure 22. The parking brake pedal is on the left side of vehicle. The parking brake mechanically engages brakes for both rear wheels preventing the vehicle from rolling when parked. The parking brake indicator lamp turns on when the parking brake is applied.

Do not use parking brake when the vehicle is in motion. It is not an emergency brake. Always release the parking brake before riding.

NOTE

As brake pads wear, the parking brake may require adjustment to firmly engage the rear brakes. The parking brake indicator lamp turns on when the parking brake is applied, even if the parking brake is not properly adjusted. See MAINTENANCE AND LUBRICATION > PARKING BRAKE (Page 181) for inspection and adjustment.

Applying Parking Brake

1. Bring the vehicle to a complete stop.
2. Shift to first gear and shut off engine.
3. Apply front brake and cover rear brake with right foot.
4. See Figure 22. With the left foot, firmly push down the parking brake pedal until it cannot be pushed any further.

Releasing Parking Brake

1. Apply front brake and cover rear brake with right foot.
2. See Figure 22. With the left foot, firmly press the parking brake pedal and release. The parking brake returns to the released position.

NOTE

Foot pressure on the parking brake pedal when it is released may not allow the parking brake to reset properly. Allow the pedal to return to the released position with the operator's foot off the parking brake pedal.

3. Start motorcycle. The parking brake indicator lamp should be off. Operate the motorcycle normally.

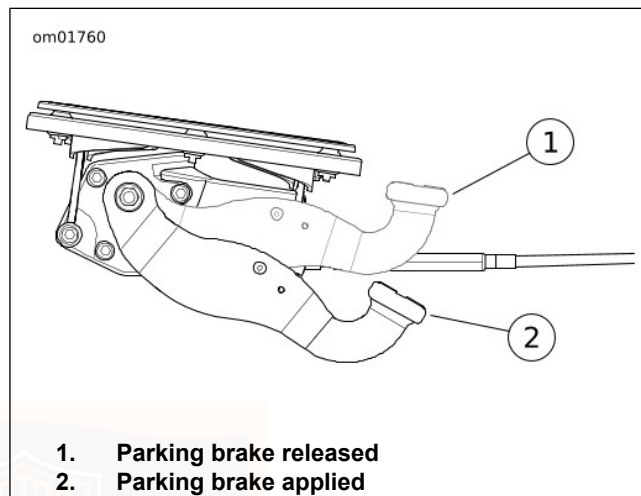


Figure 22. Parking Brake

SECURITY SYSTEM

Components

The security system consists of a control module, a hands-free antenna mounted on the motorcycle and a hands-free fob carried by the rider. The security system lamp in the speedometer face indicates when security is armed or disarmed.

See SECURITY SYSTEM > ARMING AND DISARMING (Page 68).

Options

See a Harley-Davidson dealer or www.harley-davidson.com for security system options.

SECURITY SYSTEM FOB

Assigning Fob

See Figure 23. Key fobs are electronically assigned to the security system by a Harley-Davidson dealer. Only two fobs can be assigned at any one time.

Purchase replacement fobs from a Harley-Davidson dealer. The fobs can only be assigned to an individual motorcycle by a trained Harley-Davidson technician.

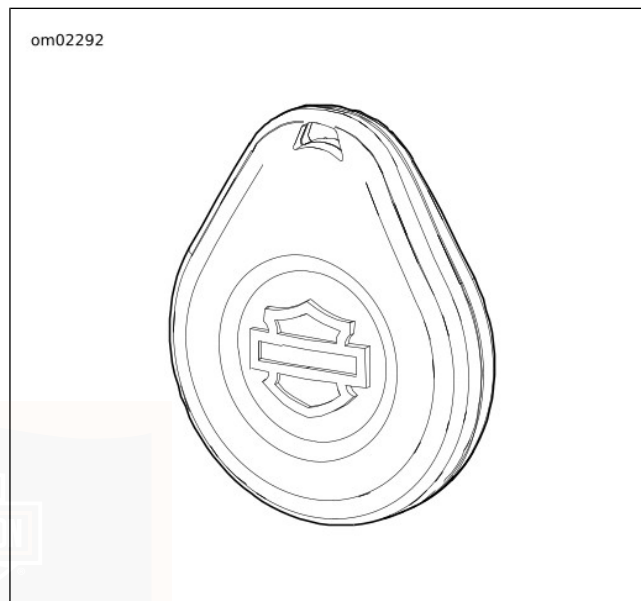


Figure 23. Fob: Security System

NOTE

- The module will arm only if the fob has been assigned by a Harley-Davidson dealer and a Personal Identification Number (PIN) has been entered in the system. Record the PIN on the Personal Information page in the front of this Owner's Manual and on the removable wallet card.

- If the fob is misplaced or fails, the rider can refer to the wallet card and use the PIN to manually disarm the system. See SECURITY SYSTEM > ARMING AND DISARMING (Page 68) and SECURITY SYSTEM > TROUBLESHOOTING (Page 74).
- The rider can change the PIN at any time. See SECURITY SYSTEM > PERSONAL IDENTIFICATION NUMBER (PIN) (Page 65).

Fob Battery

⚠ WARNING



CONTAINS BUTTON OR COIN CELL BATTERY. KEEP OUT OF REACH OF CHILDREN.

Ingestion can result in death or serious injury. Choking, chemical burns and perforation of soft tissue may result. Severe burns can occur within 2 hours of ingestion or placement in any part of the body. Seek medical attention immediately. (13105b)

Replace the fob battery every year.

NOTE

- The reusable label found on the fob packaging lists the serial number of the fob. For reference, affix the label to a blank "NOTES" page in this Owner's Manual.
 - See Figure 24. The serial number of the fob is also found on the inside of the fob.
1. See Figure 24. To open the fob, turn a thin blade in the slot (1).
 2. Remove the battery (2) and discard in accordance with local regulations.
 3. Install a **new** battery (Panasonic CR2032 or equivalent) with the positive side up.
 4. Align the two halves of the fob. Snap the halves together.

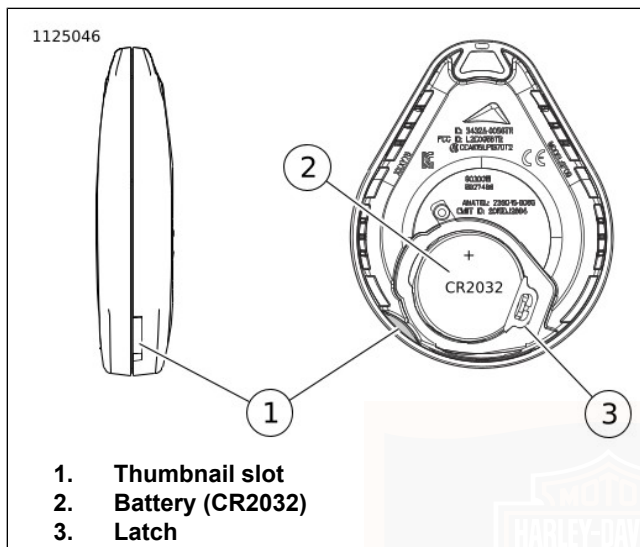


Figure 24. Replace Fob Battery

Riding with a Fob

- Always carry the fob when riding, loading, fueling, moving, parking or servicing the motorcycle.
- Do not leave the fob attached to the handlebars or store the fob in a luggage compartment. Unintentionally leaving the fob with the motorcycle when it is parked prevents the system from activating the alarm.

- Do not ride with the fob stored in a metal case or with the fob closer than 76 mm (3.0 in) to a mobile phone, PDA, display or other electronic device. Any electromagnetic interference may prevent the fob from disarming the system.
- For added security, always lock the fork and remove the key when parked. If the fob is within range and the motorcycle is unlocked, tampering with the motorcycle will not activate the alarm.

Riding without a Fob

If the motorcycle is ridden without the fob in acceptable proximity, the odometer window temporarily displays "NO FOB." To restart a motorcycle without a fob, disarm the security system with the PIN.

PERSONAL IDENTIFICATION NUMBER (PIN)

The personal identification number (PIN) is a number that can be used to disarm the security system. Use the PIN in case the assigned fob is misplaced, fails or if the fob cannot communicate with the motorcycle because of electromagnetic interference.

A PIN is a five-digit number (1-9, no zeros).

Changing the PIN

The rider can change the PIN at any time. Refer to Table 24.

Table 24. Changing the PIN

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Select a 5-digit (1 thru 9) PIN and record it.		
2	With an assigned fob present, turn the engine stop switch to OFF .		
3	Turn the ignition switch to IGN .		
4	Cycle the OFF/RUN switch twice: RUN - OFF - RUN - OFF - RUN .		
5	Press left turn signal switch two times .	ENTER PIN will scroll through the odometer window.	
6	Press right turn signal switch one time and release.	Turn signals will flash three times. Current PIN will appear in odometer. The first digit will be flashing.	
7	Enter first digit of new PIN by pressing and releasing the left turn signal switch until the selected digit appears.		
8	Press right turn signal switch one time and release.	The new digit will replace the current in odometer window.	
9	Enter second digit of selected PIN by pressing and releasing the left turn signal switch until the selected digit is present.		

Table 24. Changing the PIN

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
10	Press right turn signal switch one time and release.	The new digit will replace the current in odometer window.	
11	Enter third digit of the selected PIN by pressing and releasing the left turn signal switch until the selected digit is present.		
12	Press right turn switch one time and release.	The new digit will replace the current in odometer window.	
13	Enter fourth digit of new PIN by pressing and releasing the left turn signal switch until the selected digit is present.		
14	Press right turn switch one time and release.	The new digit will replace the current in odometer window.	
15	Enter fifth digit of the new PIN by pressing and releasing the left turn signal switch until the selected digit is present.		
16	Press right turn switch one time and release.	The new digit will replace the current in odometer window.	
17	Turn the engine stop switch OFF , then turn the ignition switch to OFF .		Pushing the engine stop switch to OFF stores the new PIN in the module.

SECURITY STATUS INDICATOR

See OPERATION > INDICATORS (Page 88). The security lamp in the speedometer face indicates the status of the security system.

- **Armed:** A lamp that blinks approximately every 3 seconds indicates that the system is armed.
- **Disarmed:** After the system disarms and the ignition is on, the lamp will remain illuminated for approximately four seconds and then turn off.
- **Service:** If the lamp remains lit continuously, see a Harley-Davidson dealer.

ARMING AND DISARMING

Arming

When the motorcycle is parked and the ignition is turned to OFF or ACCESSORY, the security system arms automatically within five seconds if no motion is detected. Even when the fob is present, the system arms.

On arming, the turn signals flash twice and the optional siren chirps twice if the siren is in the chirp mode. While armed, the indicator lamp in the speedometer face flashes every three seconds.

NOTE

Models with optional siren: The system must be in the chirp mode for the siren to chirp on arming or disarming. See SECURITY SYSTEM > SIREN CHIRP MODE (CONFIRMATION) (Page 72).

Disarming

With the fob present, the rider may ride or move the motorcycle for parking, storage or service without setting off the alarm. Disarming is automatic as long as the fob is within range.

Fob: An armed security system is automatically disarmed when the fob is present and the motorcycle is moved or the ignition switch is turned to IGNITION or ACCESSORY. The range of the fob is 2 m (5 ft).

When the system disarms, the optional siren chirps once and the security indicator lamp illuminates for a solid four seconds and then turns off.

Personal identification number (PIN): If the fob is misplaced or if the present fob fails to communicate, the system can be disarmed with the personal identification number (PIN). Refer to Table 25.

Disarming with a PIN

Disarm the security system manually using the PIN if the fob is lost, the fob battery is discharged or if where you parked there is a strong electromagnetic interference.

Do not turn handlebars or straddle seat. During a PIN disarm, if the security system detects motorcycle motion the system will activate the alarm.

NOTE

- If a mistake is made while entering PIN, turn the ignition switch to OFF before entering the last digit and then start the procedure from the beginning.
- If the procedure fails to disarm the security system, wait two minutes before attempting another PIN disarm.
- The security system remains disarmed until the ignition is turned to OFF.
- At any time during a PIN disarm if the fob is brought within range, the security system disarms as the module receives the coded signal from the fob.

Table 25. Entering a PIN to Disarm Security System

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	If necessary, verify the current 5-digit PIN.		Should be recorded.
2	Turn ignition to IGN .	If armed, the odometer window display will read: ENTER PIN and the security lamp will be flashing at a fast rate. The headlight will not be on.	
3	Press and release the left turn signal switch.	In the odometer window, a flashing 1 will appear.	
4	Advance the digit by tapping the left turn signal until the odometer window displays the first digit of the PIN.	The first digit in the odometer will be the first digit in the PIN.	

Table 25. Entering a PIN to Disarm Security System

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
5	Press right turn switch 1 time .	The first digit is stored and the next digit will flash.	Serves as enter key.
6	Advance the second digit using the left turn switch until the digit reaches the second digit of the PIN.	The second digit in the odometer will be the second digit in the PIN.	
7	Press right turn switch 1 time .	The second digit is stored and the next dash will flash.	Serves as enter key.
8	Advance the third digit using the left turn switch until it reaches the third digit of the PIN.	The third digit in the odometer will be the third digit in the PIN.	
9	Press right turn switch 1 time .	The third digit is stored and the next dash will flash.	Serves as enter key.
10	Advance the fourth digit using the left turn switch until it reaches the fourth digit of the PIN.	The fourth digit in the odometer will be the fourth digit in the PIN.	
11	Press right turn switch 1 time .	The fourth digit is stored and the next dash will flash.	Serves as enter key.
12	Advance the fifth digit using the left turn switch until it reaches the fifth digit of the PIN.	The fifth digit in the odometer will be the fifth digit in the PIN.	
13	Press right turn switch 1 time .	The fifth digit is stored. The security system indicator lamp stops blinking.	Security System is disarmed.

ALARM

Ignition Disabled

When the fob is not present and the system is armed, if the ignition switch is turned to IGNITION or ACCESSORY, the security lamp will flash at a fast rate and the odometer window display will scroll "ENTeR PIN". The headlamp will not turn on.

After approximately 10 seconds, if the system does not receive a left turn signal switch input, the display will go blank. The ignition system will remain disabled until the fob is present or the current PIN is entered.

Warnings

Once armed, if the motorcycle is moved and the fob is not present, the alarm will warn the operator with three alternate flashes of the turn signals and a chirp of the optional siren.

Within four seconds, if no further motion is detected and/or the ignition is turned to OFF, the system will remain armed without activating the alarm.

If the motorcycle motion continues, the system will issue a second warning four seconds after the first.

NOTE

During warnings and alarms, the starter motor and the ignition circuits are disabled.

Alarm Activation

If the security system is still detecting motion and/or if the ignition has not been turned back to OFF after a second warning, the system will activate the alarm.

When activated, the security system will:

- Alternately flash the four turn signals.
- Sound the optional siren.

Duration: The alarm will stop within 30 seconds and if no motion is detected, the alarm will not restart.

However, if motorcycle motion continues, the system will repeat the 30 second alarm and recheck for motion. The alarm will repeat this 30 second alarm cycle for five minutes (10 cycles) or until the alarm is deactivated.

NOTE

The alarm will also activate the LED, vibration or audible modes of a Harley-Davidson security pager. A pager can operate either in silent or in combination with an optional siren. The range of a pager can be up to 0.8 km (0.5 mi). See a Harley-Davidson dealer for details.

Deactivate Alarm

- **Key fob:** Bring the fob to within 1.5 m (5 ft) of the motorcycle. After the module identifies that the fob is present, the system will terminate the alarm.
- **PIN entry:** Enter the PIN to deactivate the alarm. If an error is made while entering the PIN, wait until the alarm is between cycles to enter the PIN.

SIREN CHIRP MODE (CONFIRMATION)

Vehicles with optional siren can be set to chirp upon arming and disarming.

Chirp Mode

In chirp mode, the siren sounds two chirps when arming, and a single chirp when disarming.

Chirpless Mode

In chirpless mode, the siren does not chirp on arming or disarming.

The siren still provides warning chirps and sounds the alarm if the motorcycle is moved without the fob present.

Switching Modes

Perform the following to switch between chirp and chirpless modes.

1. With security fob present, set the ignition switch to IGNITION.
2. Count two seconds, set the ignition switch to OFF.
3. When the security lamp turns off (but before the turn signals flash twice), immediately set the ignition switch to IGNITION.
4. Count two seconds, immediately set the ignition switch to OFF.
5. When the security lamp turns off (but before the turn signals flash twice), immediately set the ignition switch to IGNITION. The system changes mode. The siren chirps or remains silent accordingly.

TRANSPORT MODE

When transporting the motorcycle, place the system in the transport mode. Otherwise, the alarm activated by motion detection can discharge the battery.

In the transport mode, the security system is armed without enabling the motion detector for one ignition cycle. This allows the vehicle to be picked up and moved in an armed state.

However, any attempt to start the engine when the fob is not within range will trigger the alarm.

To Enter Transport Mode

1. With an assigned fob within range, turn the ignition switch to IGNITION.
2. Before the security lamp goes out, turn the ignition switch to OFF.
3. Within three seconds, simultaneously press both the left and the right turn signal switches.
4. After the turn signals flash once, the system enters the transport mode. With the fob removed, the motorcycle can be moved without setting off the alarm.

NOTE

Models with fairing: When transport mode is enabled the odometer window will display *TSPORT MODE ACTIVE* message.

To Exit Transport Mode

With the fob present, turn the ignition switch to IGNITION to disarm the system.

STORAGE AND SERVICE DEPARTMENTS

Long-Term Parking

To maintain arming, store the fob beyond the range of the antenna. The antenna range is approximately 1.5 m (5 ft). Have the fob present before moving parked motorcycle.

If the motorcycle will not be operated for several months, such as during the winter season, see AFTER RIDING > STORING MOTORCYCLE (Page 154).

Service Departments

When the motorcycle is left at a Harley-Davidson dealer, there are two options:

1. Leave an assigned fob with the dealer.
2. To maintain possession of the fob, ask the dealer to disable the system for service (service mode) before leaving the dealership. Once service mode is active, the vehicle can be operated without an assigned fob present. To maintain the service mode, the assigned fobs must be kept out of range. If the fob appears in range, the service mode is cancelled.

DISCONNECTING POWER

All Models

When disconnecting the battery or removing the main fuse, perform the following steps.

1. Verify that the fob is present.
2. Turn the ignition switch to IGNITION.
3. Pull the main fuse from its holder.
4. Disconnect the battery if needed.

NOTE

Place the ignition switch in the OFF position before installing the main fuse.

TROUBLESHOOTING

Security Lamp

If the security lamp stays illuminated while riding, see a Harley-Davidson dealer.

Fob

If the security system continues to actuate warnings and alarms with the fob present, check for:

1. **Electromagnetic interference:** Other electronic devices, power lines, or other electromagnetic sources can cause the security system to operate inconsistently.
 - a. Verify that the fob is not in a metal enclosure or within 76 mm (3 in) of any other electronic devices.
 - b. Place the fob on the seat and set the ignition switch to IGNITION. After the system disarms, return the fob to a convenient location.
 - c. Move motorcycle at least 5 m (15 ft) from the spot of interference.
2. **Discharged fob battery:** Use the PIN to disarm the system. Replace the battery. See SECURITY SYSTEM > SECURITY SYSTEM FOB (Page 63).

NOTE

Models with fairing: When fob battery is low the odometer window will display FOB LOW BATT message.

3. **Damaged fob:** Use the PIN to disarm the motorcycle. Replacement fobs are available for purchase from a Harley-Davidson dealer.

Siren (If equipped)

- If the siren does not chirp two or three times on a valid arming command from the security module, the siren is either in the Chirpless Mode, not connected, not working, or the siren wiring was opened or shorted while the siren was disarmed.
- If the siren is armed and the internal siren battery is dead, shorted, disconnected, or has been charging for a period longer than 24 hours, the siren will respond with three chirps on arming instead of two.
- The internal siren battery may not charge if the vehicle's battery is less than 12.5 volts.
- If the siren enters the self-driven mode where it is powered from the siren's internal 9 volt battery, the turn signal lamps may or may not alternately flash. If the security module activates the siren, the turn signal lamps will alternately flash. If the siren has been armed and a security event occurs, and the siren is in self-driven mode, the siren will alarm 20-30 seconds and then turn off for 5-10 seconds. This alarm cycle will be repeated ten times if the siren is in the self-driven mode.



NOTES



IGNITION SWITCH

⚠ WARNING

The automatic-on headlamp feature provides increased visibility of the rider to other motorists. Be sure headlamp is on at all times. Poor visibility of rider to other motorists can result in death or serious injury. (00030b)

See YOUR OWNER'S MANUAL section. Be sure to record all your key numbers in the space provided at the front of this book.

See Figure 25. The ignition switch controls electrical functions of the motorcycle.

⚠ WARNING

Do not operate vehicle with forks locked. Locking the forks restricts the vehicle's turning ability, which could result in death or serious injury. (00035a)

NOTICE

Protect your vehicle against theft. Failure to lock the motorcycle after parking could result in theft and/or equipment damage. (00151b)

NOTICE

Do not lubricate barrel locks with petroleum based lubricants or graphite. Inoperative locks may result. (00152a)

NOTE

- *Harley-Davidson recommends removing key from ignition/fork lock before operating motorcycle. If you do not remove key, it can fall out during operation.*
- *ACCESSORY - Accessories and hazard warning flasher can be turned on. Instrument lamps are on. Brake lamp and horn can be activated. Key may be removed.*
- *The lamps illuminate when the switch is in the IGNITION position, as required by law in some localities.*

AUTHORIZED
SERVICE

Table 26. Ignition Switch Positions

MODEL	FUNCTION	LABEL	OPERATION
Without Fairing	Switch*	OFF	Ignition, lamps and accessories are off.
		ACCESSORY	Accessories are on. Hazard warning flashers can be left on. Instrument lamps are on. Brake lamp and horn can be activated.*
		IGNITION	Ignition, lamps and accessories are on.**
With Fairing	Key Lock	LOCK	Locks the switch in either the FORK LOCK or ACCESSORY position. Remove the key for security.
		UNLOCK	Unlocks the switch. Unlocked, the switch can be rotated to any of the 4 positions. To prevent loss when riding, remove the key.
	Switch	FORK LOCK	Locks fork in left position to discourage unauthorized use of vehicle when parked. See OPERATION > FORK LOCK (Page 80) for operation.
		OFF	When switch is in OFF position, the ignition, lamps and accessories are off.
		IGNITION	When the switch is in the IGNITION position, the motorcycle can be started and all lamps and accessories will operate.
		ACCESSORY	In ACCESSORY, the instrument lamps and accessories operate but the engine can not be started. Brake lamp and horn can be activated. The 4-way hazard flashers operate. The switch can be locked in ACCESSORY.

* Switch lock is under the switch cover. Insert key and turn key counterclockwise to lock, clockwise to unlock. Key may be removed in any position.

** International models: Position lamp and tail lamp are also on.

SERVICE

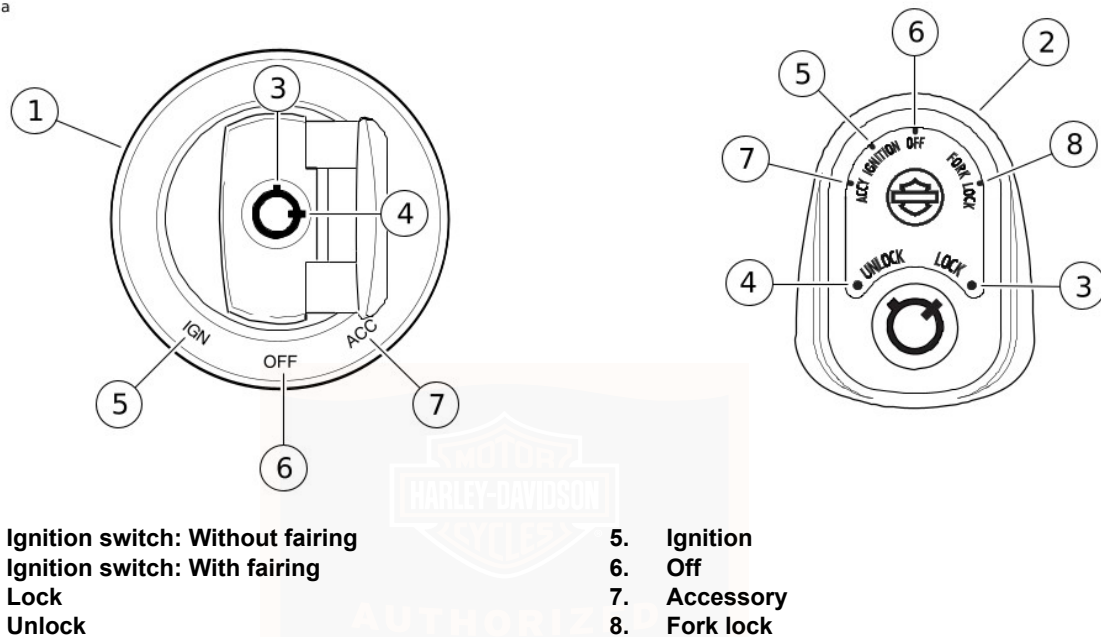


Figure 25. Ignition Switch

FORK LOCK

NOTICE

Protect your vehicle against theft. Failure to lock the motorcycle after parking could result in theft and/or equipment damage. (00151b)

Using the fork lock immediately after parking your motorcycle will discourage unauthorized use or theft.

Without fairing: See Figure 26. The fork lock is at the top of the steering head, behind the headlamp nacelle and inset in the handlebar clamp shroud.

With fairing: See Figure 25. The fork lock is integrated into the ignition switch.

NOTE

Do not force the switch into the locked position or switch damage can occur.

⚠ WARNING

Do not operate vehicle with forks locked. Locking the forks restricts the vehicle's turning ability, which could result in death or serious injury. (00035a)

To Lock Fork: Without fairing

1. Turn fork to full left position.
2. See Figure 26. Insert key and turn key counterclockwise to LOCK position. Remove key.
3. To unlock fork, insert key and turn clockwise to UNLOCK position. Remove key.
4. Check steering for proper operation by turning the handlebars through the full operating range. Handlebars should turn smoothly without binding.

To Lock Fork: With fairing

1. Turn fork to full left position.
2. See Figure 25. Turn switch knob to FORK LOCK. Push knob down.
3. Insert key and turn key to LOCK position. Remove key.
4. To unlock fork, insert key and turn to UNLOCK position. Remove key. Rotate switch knob out from the FORK LOCK position.
5. Check steering for proper operation by turning the handlebars through the full operating range. Handlebars should turn smoothly without binding.

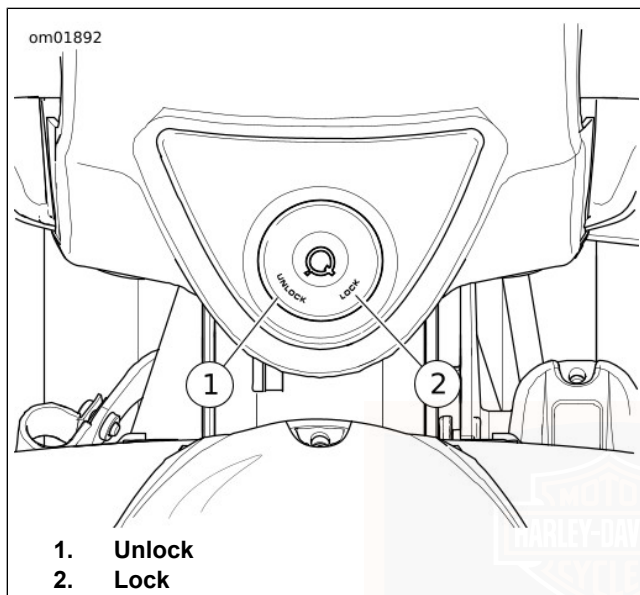


Figure 26. Fork Lock: Without Fairing

GENERAL: CONTROLS AND INDICATORS

⚠ WARNING

Identify and understand the specific features of your vehicle. Failure to understand how these features affect the vehicle's operation can lead to an accident, which could result in death or serious injury. (00043b)

Some features explained are unique to certain models. These features may be available as accessories for your Harley-Davidson motorcycle. See a Harley-Davidson dealer for a complete list of accessories that will fit your specific motorcycle.

CONTROLS, INSTRUMENTS AND SWITCHES

Clutch Hand Lever

⚠ WARNING

Do not position fingers between hand control lever and handlebar grip. Improper hand positioning can impair control lever operation and cause loss of vehicle control, which could result in death or serious injury. (00032a)

See Figure 4, Figure 5 or Figure 6. The clutch hand lever is operated with the fingers of the left hand. See OPERATION > SHIFTING GEARS (Page 126).

Gear Shift Lever

See Figure 27. The gear shift lever is operated with the left foot. Neutral is found between first and second gear in the six speed shift pattern. See OPERATION > SHIFTING GEARS (Page 126).

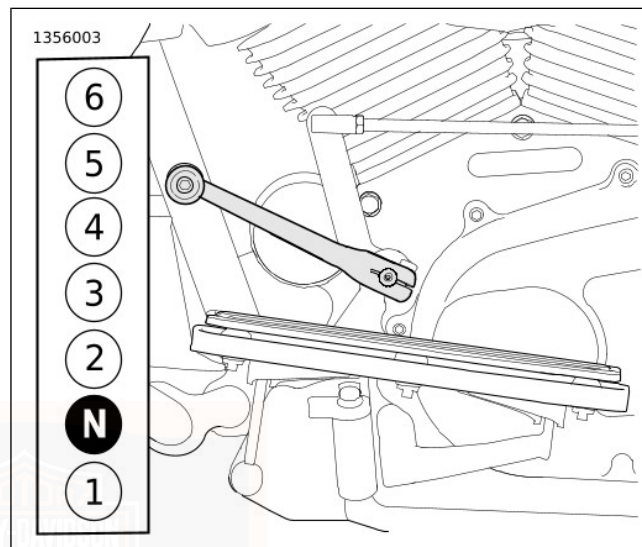


Figure 27. Gear Shift Lever and Shift Pattern

Left-Hand Control Module

See Figure 4, Figure 5 or Figure 6. Operate the switches on the left hand control module with the thumb of the left hand. See OPERATION > LEFT HAND CONTROL SWITCHES (Page 93).

Speedometer/Odometer

See Figure 4, Figure 5 or Figure 6. The current road speed is displayed in the speedometer. The accumulated mileage and individual trip mileage is displayed in the odometer window in the face of the speedometer. See OPERATION > INSTRUMENTS (Page 84).

Right-Hand Control Module

See Figure 4, Figure 5 or Figure 6. Operate the switches on the right hand control module with the thumb of the right hand. See OPERATION > RIGHT HAND CONTROL SWITCHES (Page 96).

Brakes

▲ WARNING

Do not position fingers between hand control lever and handlebar grip. Improper hand positioning can impair control lever operation and cause loss of vehicle control, which could result in death or serious injury. (00032a)

Front brake lever: See Figure 4, Figure 5 or Figure 6. The front brake lever controls the front brake. Operate the hand lever with the fingers of the right hand.

Rear brake pedal: See Figure 7. The rear brake pedal activates the rear wheel brake.

Apply brakes evenly to prevent wheels from locking up. A balance between rear and front brake is best.

Throttle Twist Grip

Accelerate: See Figure 4, Figure 5 or Figure 6. Slowly twist throttle twist grip backward (toward rear of motorcycle) to open the throttle.

Decelerate: Slowly twist throttle control grip forward (toward the front) to close the throttle.

OFF/RUN Switch

NOTE

The headlamp and tail lamps operate when the switch is in the RUN position.

See Figure 32. To start the engine, see OPERATION > STARTING THE ENGINE (Page 117).

INSTRUMENTS

Speedometer

⚠ WARNING

Travel at speeds appropriate for road and conditions and never travel faster than posted speed limit. Excessive speed can cause loss of vehicle control, which could result in death or serious injury. (00008a)

With fairing: See Figure 28.

Without fairing: See Figure 29. The speedometer registers forward speed in miles per hour (U.S.) or kilometers per hour (international).

Instrument backlighting activates after a slight delay. Changes to ambient lighting, such as going through a tunnel, may briefly change backlighting.

Tachometer

NOTICE

See OPERATING RECOMMENDATIONS section. Do not operate the engine above maximum safe RPM as shown under OPERATION (red zone on tachometer). Lower the RPM by upshifting to a higher gear or reducing the amount of throttle. Failure to lower RPM may cause equipment damage. (00159a)

With fairing: See Figure 28. The tachometer measures the engine speed in revolutions per minute (rpm x 100).

Without fairing: See Figure 29. A digital tachometer is displayed in the odometer window.

Fuel Gauge

The fuel gauge indicates the approximate amount of fuel in the fuel tank.

Without fairing: The fuel gauge is on the left side of the fuel tank. See Figure 30.

With fairing: See Figure 28. The fuel gauge is on the instrument panel.

Voltmeter

With fairing: See Figure 28. The voltmeter indicates the measured electrical system voltage. With the engine running above 1500 rpm, the voltmeter should register 13.0-14.5 volts with battery at full charge.

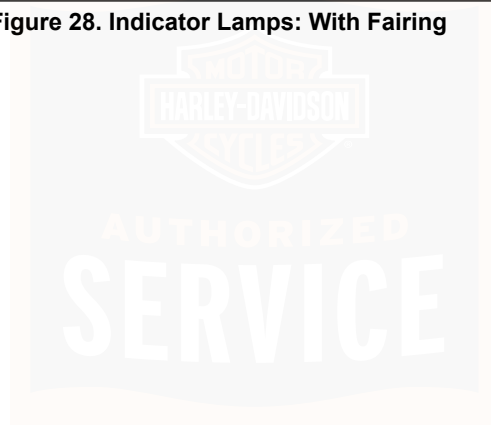
Vehicle Information: With fairing

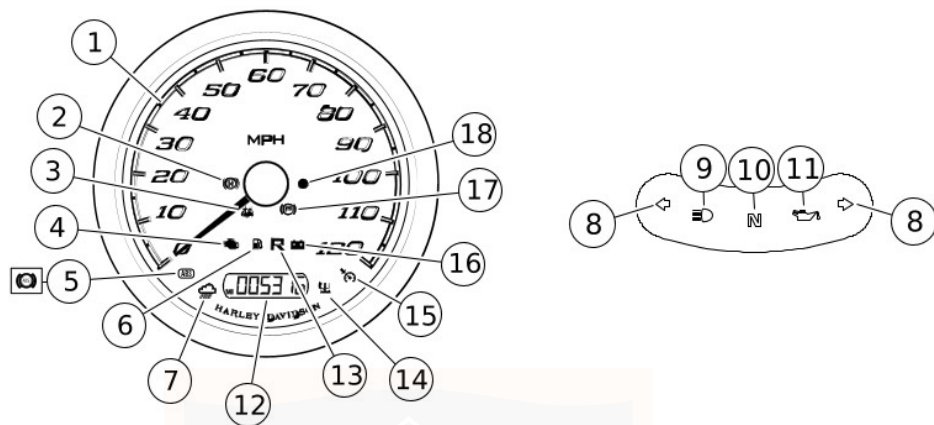
More information can be displayed within the infotainment system. See OPERATION > BOOM! BOX INFOTAINMENT SYSTEM (Page 110).



- | | |
|---|---------------------------------------|
| 1. Fuel gauge | 15. Auxiliary/fog lamp indicator |
| 2. Low fuel | 16. Reverse |
| 3. Speedometer | 17. Headlamp high beam |
| 4. Traction control | 18. Low tire pressure/TPMS fault lamp |
| 5. Security/Fault indicator | 19. Cruise control |
| 6. Not used | 20. Check engine |
| 7. Tachometer | 21. Neutral |
| 8. Engine coolant temperature | 22. Gear indicator |
| 9. Light sensor (not an indicator) | 23. Odometer window |
| 10. Battery discharge | 24. Oil pressure |
| 11. Voltmeter | 25. Not used |
| 12. Right turn signal indicator | 26. Not used |
| 13. Parking brake | 27. Left turn signal indicator |
| 14. ABS icon (km/h ABS icon also shown) | |

Figure 28. Indicator Lamps: With Fairing





- | | |
|--|------------------------------|
| 1. Speedometer | 10. Neutral |
| 2. Not used | 11. Oil pressure |
| 3. Traction control | 12. Odometer window |
| 4. Check engine | 13. Reverse |
| 5. ABS icon (km/h ABS icon also shown) | 14. Not used |
| 6. Low fuel | 15. Cruise control |
| 7. Not used | 16. Battery discharge |
| 8. Turn signal indicator | 17. Parking brake |
| 9. Headlamp high beam | 18. Security/Fault indicator |

Figure 29. Indicator Lamps: Without Fairing

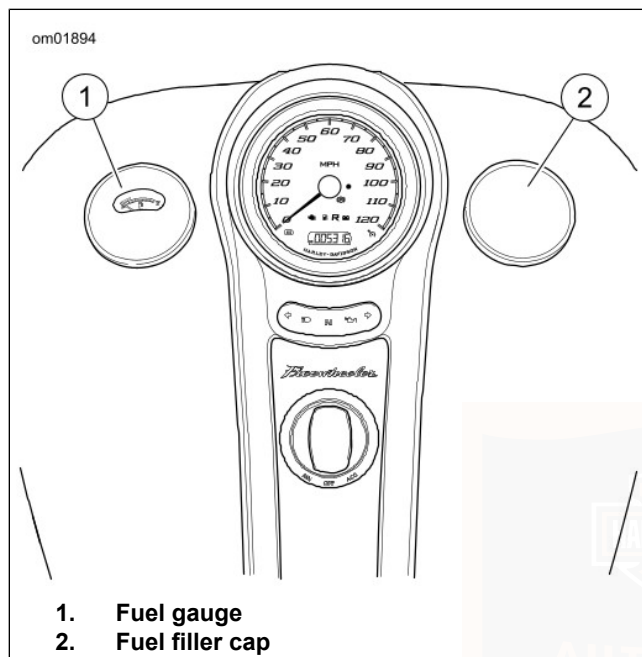


Figure 30. Fuel Tank: Without Fairing

INDICATORS

NOTE

Some indicator lamps may not be on all models.

Check Engine Lamp

See OPERATION > INSTRUMENTS (Page 84). The check engine lamp indicates the condition of the engine/engine management system.

The check engine lamp normally comes on when the motorcycle is first turned on. During this time, the engine management system runs a series of self-diagnostics.

If the engine lamp does not turn off after starting the engine or comes on at any other time, see a Harley-Davidson dealer.

Low Fuel Lamp

See OPERATION > INSTRUMENTS (Page 84). The low fuel warning lamp indicates when the gasoline in the tank reaches the low fuel level (approximate). Refer to Table 13 for the low fuel level. See OPERATION > ODOMETER WINDOW DISPLAYS (Page 100) for fuel range features.

Flashing: If the low fuel lamp flashes continuously or remains on after filling the fuel tank, see a Harley-Davidson dealer.

Battery Discharge Lamp

See OPERATION > INSTRUMENTS (Page 84). The battery discharge lamp indicates overcharging or undercharging of the battery. Refer to SERVICE PROCEDURES > BATTERY MAINTENANCE (Page 195).

Security/Fault indicator Lamp

See OPERATION > INSTRUMENTS (Page 84). The security lamp displays the status of the security system and electrical self-diagnostics for the motorcycle. Refer to SECURITY SYSTEM > SECURITY SYSTEM (Page 63) for security system operation.

Flashing: The security system is armed.

Solid (security system armed): The alarm has been activated.

Solid (security system disarmed): If lamp remains on this indicates a fault, see a Harley-Davidson dealer.

Turn Signal Indicator Lamps

Flashing: A turn signal is activated. When the 4-way hazard flashers are operating, both turn indicators flash simultaneously.

Rapid flashing: A turn signal bulb is not operating. Exercise caution and use hand signals. Replace inoperative components at earliest opportunity.

Headlamp High Beam Lamp

See OPERATION > INSTRUMENTS (Page 84). The headlamp high beam lamp is on when the high beam or flash to pass switch is activated.

Neutral Lamp

See OPERATION > INSTRUMENTS (Page 84). The neutral lamp is on when the transmission is in neutral and reverse is not enabled. The neutral lamp turns off when the reverse lamp turns on.

Cruise Control Lamp

Off: Cruise control is not enabled.

Orange: Cruise control is enabled. Cruising speed is not set or has been disengaged.

Green: Cruising speed is set.

Auxiliary/Fog Lamp Indicator Lamp (models with)

The auxiliary/fog lamp indicator is on when the auxiliary/fog lamps are turned on.

Gear Indicator: Fairing Equipped Models

See OPERATION > INSTRUMENTS (Page 84). On equipped models, the currently selected gear (1-6) is displayed in the odometer window. The gear indicator is calculated from the vehicle speed and engine speed. The gear indicator remains blank when the transmission is in neutral, the clutch lever is pulled in or the vehicle is not moving.

The gear indicator may be momentarily inaccurate depending on rider clutch use characteristics and clutch wear. This can occur if the clutch is allowed to slip either due to excessive wear, misadjusted clutch or if the operator rides the clutch.

ABS Lamp

▲ WARNING

If ABS lamp continues flashing at speeds greater than 5 km/h (3 mph) or remains on continuously, the ABS is not operating. The standard brake system is operational, but wheel lock up can occur. Contact a Harley-Davidson Dealer to have ABS repaired. A locked wheel will skid and can cause loss of vehicle control, which could result in death or serious injury. (00361b)

Flashing: See OPERATION > INSTRUMENTS (Page 84). The ABS lamp begins flashing when the vehicle is turned on. The flashing lamp indicates that the system is in self-diagnosis mode. It continues to flash until motorcycle speed exceeds 5 km/h (3 mph). ABS is not operational until the lamp turns off.

Solid: Continuous illumination of the lamp indicates an ABS fault. ABS is disabled and the brakes are operating as non-ABS brakes. See a Harley-Davidson dealer for service.

Reverse Lamp

See OPERATION > INSTRUMENTS (Page 84). The reverse lamp indicates that reverse is enabled. See OPERATION > REVERSE OPERATION (Page 129) for reverse operation.

Parking Brake Lamp

See OPERATION > INSTRUMENTS (Page 84). The parking brake indicator lamp turns on when the parking brake is applied. See BEFORE RIDING > PARKING BRAKE (Page 61) for parking brake operation.

Engine Coolant Temperature Lamp (models with)

NOTICE

If the engine coolant temperature indicator lamp remains lit, always check the coolant level. If the coolant level is normal and the lamp is still lit, stop the engine at once and do not ride further until the trouble is located and the necessary repairs are made. Failure to do so may result in engine damage. (00158a)

⚠ WARNING

Do not loosen or remove pressure cap when cooling system is hot. The cooling system is under pressure and hot coolant and steam can escape from pressure cap, which could cause severe burns. Allow motorcycle to cool before servicing the cooling system. (00091c)

On Twin-Cooled vehicles, the engine coolant temperature lamp is on when the coolant has exceeded threshold temperature.

Check and add coolant as necessary. See MAINTENANCE AND LUBRICATION > COOLING SYSTEM (Page 184). For other possible coolant system issues, see MAINTENANCE AND LUBRICATION > COOLING SYSTEM (Page 184).

If coolant level is sufficient and the lamp remains on, stop the engine immediately and see a Harley-Davidson dealer for service.

Oil Pressure Lamp

NOTICE

If the oil pressure indicator lamp remains lit, always check the oil supply first. If the oil supply is normal and the lamp is still lit, stop the engine at once and do not ride further until the trouble is located and the necessary repairs are made. Failure to do so may result in engine damage. (00157a)

See OPERATION > INSTRUMENTS (Page 84). The oil pressure lamp turns on when the ignition is turned on. The lamp remains on until the engine is started.

If the lamp is on while the engine is running, sufficient oil is not circulating through the engine.

Check and add engine oil as necessary. See MAINTENANCE AND LUBRICATION > CHECK ENGINE OIL LEVEL (Page 162). For other possible causes, see TROUBLESHOOTING > ENGINE (Page 223).

If the engine oil level is sufficient and the lamp remains on, stop the engine immediately and see a Harley-Davidson dealer for service.

OUTER SERVICE

Low Tire Pressure/TPMS Fault Lamp (models with)

⚠ WARNING

Be sure tires are properly inflated, balanced, undamaged, and have adequate tread. Inspect your tires regularly and see a Harley-Davidson dealer for replacements. Riding with excessively worn, unbalanced, improperly inflated, overloaded or damaged tires can lead to tire failure and adversely affect stability and handling, which could result in death or serious injury. (00014b)

See OPERATION > INSTRUMENTS (Page 84). The low tire pressure/TPMS fault lamp indicates when a low tire pressure condition or a TPMS system fault has occurred.

Flashing (60 seconds, followed by solid lamp): TPMS fault has been detected. The security lamp also turns on to show that a diagnostic trouble code exists. This event can occur for a variety of reasons, including loss of signal from the sensors or sensor battery failure. Tire pressure data may not be available while the lamp is lit. See a Harley-Davidson dealer for service.

Solid: The system has detected that one or more tires have low pressure. The radio will also indicate details for this condition. Safely stop the vehicle and use a tire pressure gauge to check the pressure of each affected tire. Inflate the tires according to Specified Tires Table in SPECIFICATIONS

> SPECIFICATIONS (Page 33) or as specified on the label on the frame downtube. The lamp will turn off when you begin riding the motorcycle with the correct pressure in the tires. Also refer to BEFORE RIDING > CHECKING TIRE PRESSURE AND INSPECTING TIRES (Page 48) to compensate tire pressures for tires that have recently been ridden. If tire pressure is adjusted per specified tires table, readjust per recommendations in Tire pressure Adjustment table at the earliest convenience.

NOTE

Do not use the TPMS system as a pressure gauge when adding or removing air from a tire. Sensor data is sent to the TPMS at varying intervals (depending on whether the vehicle is in motion, parked, or has a significant change in tire pressure). The tire pressure data may not refresh immediately when adding or removing air from the tire. Over or under-inflation can result.

See BOOM! BOX OWNER'S MANUAL for TPMS functions in the radio.

Traction Control Lamp

Solid: Traction control has been turned off.

Flashing: Traction control system active intervention.

Off: Traction control system is on.

Solid with Security/Fault indicator lamp On: Continuous illumination of the lamp with the Security/Fault indicator lamp indicates a traction control fault. Traction control is disabled and the motorcycle is operating as traction control turned off. See a Harley-Davidson dealer for service.

LEFT HAND CONTROL SWITCHES

Trigger Switch

See Figure 31. **Vehicle off:** Press the trigger switch (1) to display the accumulated mileage in the odometer.

Vehicle in accessory/ignition mode: Press the trigger switch to cycle through the odometer functions Refer to Table 27.

High Beam

See Figure 31. Press the high beam switch (2) to activate the high beam. The (blue) high beam indicator lamp is lit when the high beam is on. Refer to Table 27.

Low Beam/Flash to Pass

Low beam: See Figure 31. Press the bottom of the switch to (3) activate the low beam.

Flash to pass: When the low beam switch is on, press and release the flash to pass switch (3) to flash the high beam before passing another vehicle. The high beam indicator lamp

on the instrument cluster is illuminated as long as the flash to pass switch is pressed.

When in accessory, press the flash to pass switch to activate the headlamp. Refer to Table 27.

Voice Recognition Switch

See Figure 31. The voice recognition switch (4) activates the voice recognition features on equipped vehicles. With a headset connected, press the voice command switch. The radio shows a list of available commands. Speak the desired command into the headset microphone. See the BOOM! BOX OWNER'S MANUAL.

Cruise Control Switch

See Figure 31. The CRUISE/SET/RESUME switch (5) automatically regulates the speed of the vehicle. See OPERATION > CRUISE CONTROL (Page 105) for detailed operation. Refer to Table 27

CRUISE: Press the CRUISE switch straight in to enable cruise control. The cruise control indicator lights orange. Pressing the CRUISE switch again turns off cruise control

SET/-: With cruise control enabled, press SET/- to set the cruising speed. The cruise control indicator lights green. While at cruising speed, press SET/- to decrease the regulated speed.

RESUME/+: If cruise control is disengaged (such as a braking event), press RESUME/+ to resume the previous cruising speed. While at cruising speed, press RESUME/+ to increase speed.

HOME/VOLUME/PREVIOUS/NEXT Switch

See Figure 31. The HOME/VOLUME/PREVIOUS/NEXT (6) five-way switch operates radio features on equipped vehicles. See the BOOM! BOX OWNER'S MANUAL.

HOME: Press the HOME switch straight in to transition to the HOME screen on the radio.

VOLUME: Press the switch up to increase volume or down to decrease volume.

PREVIOUS/NEXT: Press the switch to the left or right to seek up/down for a radio station or to select the previous/next media file.

Left Turn Signal

Activate: See Figure 31. Press the left turn signal switch (7) to activate the left turn signal. Refer to Table 27.

Cancel:

Manual Operation: Press the left turn signal switch to cancel the right turn signal.

Automatic Operation: The turn signal lamps automatically cancel when a full turn has been detected based on speed, acceleration and turn completion.

The lamps also cancel if the turn signal has been activated for a prolonged period (20 flashes) while the motorcycle speed is greater than 7 mph (11 km/h). If the motorcycle is stopped or moving slower than this speed, the turn signal continues flashing.

NOTE

Front turn signal lamps also function as running lamps. This feature may not be available in all markets.

Horn

See Figure 31. The horn is operated by pressing the horn switch (8). The horn can be activated for up to 10 seconds at a time. If the horn switch is held for a longer period, the horn automatically deactivates. Refer to Table 27.

Traction Control Switch

See Figure 31. The traction control switch (9) activates and deactivates the traction control system. Refer to Table 27.

Disable: Press switch for 1 second with engine running and vehicle stopped.

Enable: Press switch at anytime to resume traction control operation.

NOTE

Traction control is automatically enabled at each ignition start cycle.

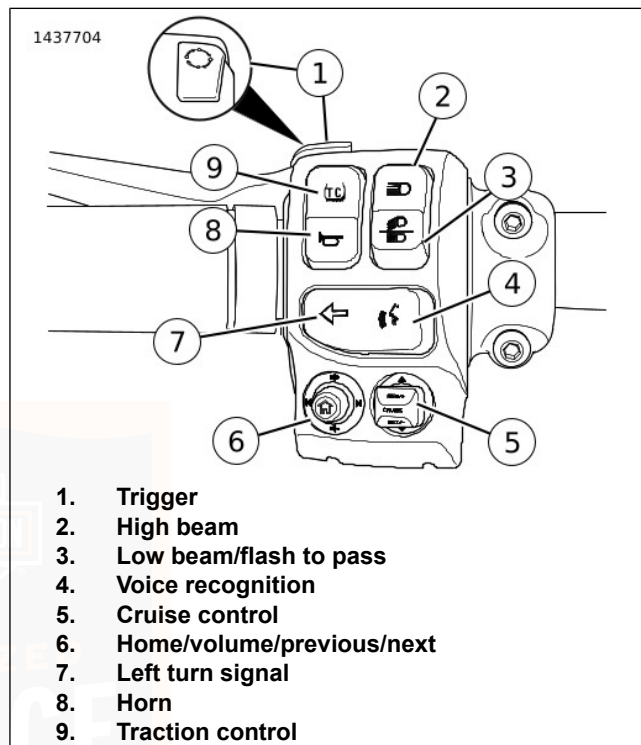


Figure 31. Left Hand Switch Module (typical)

Table 27. Left-Hand Control Switches






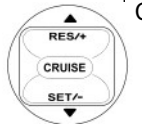

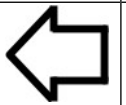


SWITCH	NAME	FUNCTION
	Trigger	Press the switch to alternate odometer displays.
	High beam	Press the switch to switch the headlamp to high beam.
	Low beam/ Flash to pass	Press the switch to switch the headlamp to low beam. Press and release to flash the high beam.
		In ACC, press to activate the headlamp.
	Voice recognition	Initiates a voice recognition session.
	Cruise control	Three-way switch, operates cruise control functions.

Table 27. Left-Hand Control Switches

SWITCH	NAME	FUNCTION
	Home/volume/ previous/next	Five-way switch, operates radio functions.
	Left turn	Press the switch to signal a left turn.
	Horn	Press the switch to sound the horn.
	Traction control	Press the switch to deactivate and activate traction control.

RIGHT HAND CONTROL SWITCHES

Hazard Warning 4-Way Flasher

See Figure 32. The hazard switch (1) is used to leave a stranded motorcycle in the 4-way flashing mode. With the flashers, the motorcycle can be left with the ignition off until assistance is found. Refer to Table 28.

1. With the OFF/RUN switch in the run position, press on the hazard warning triangle to activate the 4-way flashers.

NOTE

- *The fob must be present when turning on the 4-way flashers and when canceling the flashers.*
 - *The four-way flashers will operate when the vehicle is tipped over regardless of OFF/RUN switch position. See OPERATION > STARTING AFTER TIPOVER (Page 118).*
2. Turn OFF/RUN switch to the off position. The 4-way flashers continue for 2 hours or until cancelled by the rider.
 3. To cancel, turn the OFF/RUN switch to the run position. Press the warning triangle above the start switch.

OFF

See Figure 32. Press the engine OFF/RUN switch to off (2) to shut off the engine. Refer to Table 28.

RUN

See Figure 32. Push the engine OFF/RUN switch to run (3) to enable engine start and run. The engine OFF/RUN switch must be in the run position to start or operate the engine. Refer to Table 28.

Right Turn Signal

Activate:

See Figure 32. Press the right turn signal switch (4) to activate the right turn signal. Refer to Table 28.

Cancel:

Manual Operation: Press the right turn signal switch to cancel the right turn signal.

Automatic Operation: The turn signal lamps automatically cancel when a full turn has been detected based on speed, acceleration and turn completion.

The lamps also cancel if the turn signal has been activated for a prolonged period (20 flashes) while the motorcycle speed is greater than 7 mph (11 km/h). If the motorcycle is stopped or moving slower than this speed, the turn signal continues flashing.

NOTE

Front turn signal lamps also function as running lamps. This feature may not be available in all markets.

CURSOR/SELECT Switch

See Figure 32. The CURSOR/SELECT five-way switch (5) operates radio features on equipped vehicles. See the BOOM! BOX OWNER'S MANUAL. Refer to Table 28.

SELECT: Press the SELECT switch straight in to select or toggle a feature on the radio screen.

CURSOR: Press the switch in the desired direction to move the cursor or selection on the radio screen.

Back switch

See Figure 32. The back switch (6) operates radio features on equipped vehicles. See the BOOM! BOX OWNER'S MANUAL. Refer to Table 28.

Start/Reverse

Start:

1. Turn ignition switch to IGNITION.
2. Figure 32. Switch the OFF/RUN switch to the run position (3). Shift the transmission to neutral. The neutral (green) indicator illuminates. See OPERATION > STARTING THE ENGINE (Page 117).
3. Press the start switch (7) to operate the starter motor. Refer to Table 28.

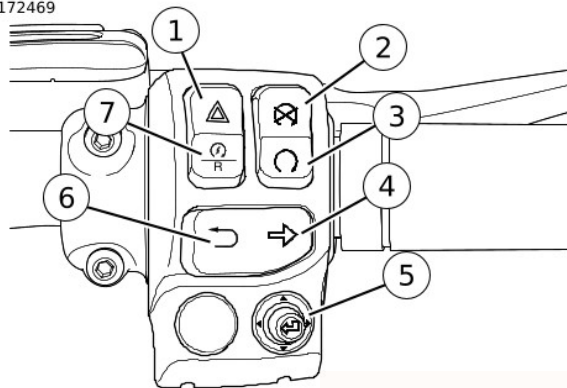
NOTE

- When the starter is activated, the headlamp is momentarily turned off to reduce battery load.
- If the engine does not start, the starter motor runs for ten seconds and stops. Release the start switch. Press the start switch to try again. After several unsuccessful attempts to start the engine, see a Harley-Davidson dealer.

Reverse:

The reverse control switch operates the electric reverse motor once the engine is running and transmission is in neutral. The reverse enable indicator is lit when reverse operation is enabled. See OPERATION > REVERSE OPERATION (Page 129) for detailed operation.

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1. Hazard warning
2. Off
3. Run
4. Right turn signal
5. Cursor/Select
6. Back
7. Start/Reverse

Figure 32. Right Hand Switch Module

Table 28. Right Hand Control Switches

SWITCH	NAME	FUNCTION
	Hazard	Press to activate the 4-way flashers.
	Off	Press to stop the engine or to prevent the engine from starting.
	Run	Press to allow the engine to start.
	Right turn	Press to signal a right turn.
	Cursor/Select	Five-way switch, operates radio functions.

Table 28. Right Hand Control Switches

SWITCH	NAME	FUNCTION
	Back	Press to go back to previous screen on radio.
 	Start/Reverse	Press to start the engine. Engine running: Press to engage reverse.

ODOMETER WINDOW DISPLAYS

NOTICE

Never attempt to tamper with or alter the vehicle odometer. This is illegal. Tampering with or altering a vehicle odometer may cause equipment damage. (00160a)

NOTE

The trigger switch is located on the front of the left hand control. See Figure 31.

Odometer

See Figure 33. The odometer shows the total accumulated mileage for the motorcycle. Press the trigger switch to cycle through different odometer functions. The time (Freewheeler®

(FLRT)) and odometer can be displayed while the motorcycle is turned off by pressing the trigger switch.

Changing units (Freewheeler (FLRT)): With odometer displayed, press and hold the trigger switch until the units change to MI or KM for motorcycles without an audio system. All odometer functions will display the selected units.

Changing units (Fairing equipped models): Change the settings in the radio to ENGLISH UNITS or METRIC. All radio and odometer functions will display the selected units. See BOOM! BOX OWNER'S MANUAL.

Trip Odometers

The two trip odometers (A and B) display the total accumulated mileage since they were last reset. To check, press and release the trigger switch until the desired trip odometer (A or B) is displayed.

Reset: With the desired trip odometer displayed (A or B), press and hold the trigger switch until the selected trip odometer resets to zero.

Fuel Range

The fuel range display shows the approximate mileage available with the amount of fuel left in the fuel tank. The range display is only updated when the vehicle is moving.

Display Fuel Range: With the ignition switch in the ACCESSORY or IGNITION position, press the trigger switch until fuel range is displayed. The fuel range is indicated by the letter "R" in the left side of the display. The calculated remaining distance (miles or kilometers) to empty is displayed, based on the amount of fuel in the tank.

Low Fuel: The fuel range is automatically displayed in the odometer window when the low fuel lamp is on. When the fuel range drops to 10 miles or 10 kilometers remaining, the odometer window displays "LO RNG" to indicate that the motorcycle is nearly out of fuel. Refuel as soon as possible. Refer to Table 13.

Turn Off Automatic Low Fuel Popup: With the fuel range displayed, hold the trigger switch until the fuel range flashes two times. To turn this feature back on, hold the trigger switch until the fuel range flashes once.

Reset: Resetting the low fuel warning lamp and fuel range requires sufficient fuel in the tank and an ignition cycle change (IGNITION-OFF-IGNITION).

Adding at least 7.6 L (2 USgal) of fuel allows the fuel range to update. The fuel range slowly updates over the next 48 km (30 mi) after refueling.

Battery Reconnection and Initialization: If the battery is disconnected and reconnected, the gauge requires

approximately a half tank of fuel to initialize fuel range functionality.

Digital Tachometer: Freewheeler (FLRT)

Press and release the trigger switch until the digital tachometer is displayed. The odometer window briefly displays a "GEAR/RPM" message, then displays the current gear and engine speed (revolutions per minute).

Time: Freewheeler (FLRT)

See Figure 34. On Freewheeler® (FLRT) models, the time is displayed in the odometer window. Perform the following steps to configure time.

1. Turn the ignition switch to ACCESSORY or IGNITION.
2. Repeatedly press the trigger switch until the time is displayed.
3. **12HR/24HR:** Press and hold the trigger switch until 12HR begins to flash. Press the trigger switch to toggle between 12 hour (12HR) or 24 hour (24HR) clock display.
4. **Hour:** Press and hold the trigger switch until the hour is flashing. Repeatedly press the trigger switch to advance hours to the correct time.
5. **Minutes:** Press and hold the trigger switch until the minutes begin flashing. Repeatedly press the trigger switch to advance minutes to the correct time.

6. **AM/PM:** If 12HR was selected, press and hold the trigger switch until AM/PM begins flashing. Press the trigger switch to toggle between AM or PM.

NOTE

AM or PM will not appear in the regular time display. The motorcycle uses the selection for diagnostic purposes.

7. Press and hold the trigger switch to save time settings.
8. Turn ignition switch OFF.

Tip Indicator

WARNING

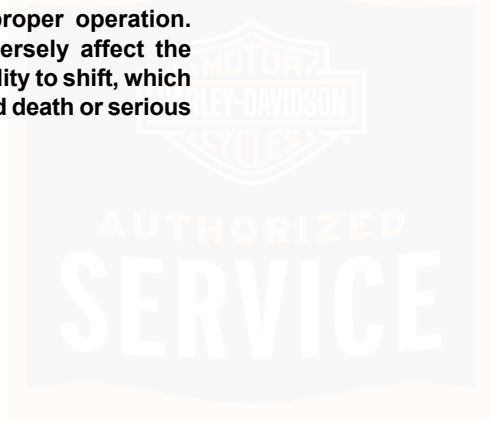
If tip occurs, check all controls for proper operation. Restricted control movement can adversely affect the performance of the brakes, clutch or ability to shift, which could result in loss of vehicle control and death or serious injury. (00350a)

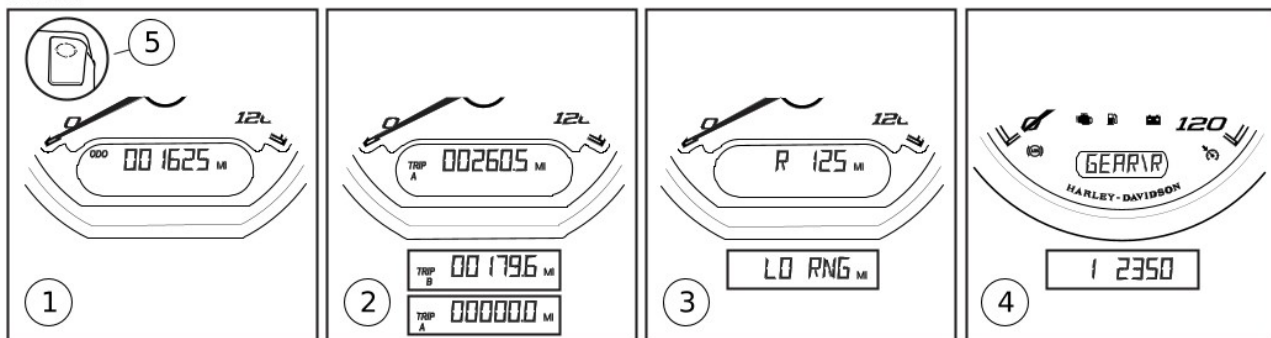
See Figure 35. If the motorcycle is tipped over, the word "tiP" appears in the odometer window. The engine will not start until the tip condition is reset. See OPERATION > STARTING AFTER TIPOVER (Page 118) to reset.

No Fob Message

If the motorcycle has a security system and is driven off leaving the fob behind, 'NO FOB' temporarily displays in the odometer window.

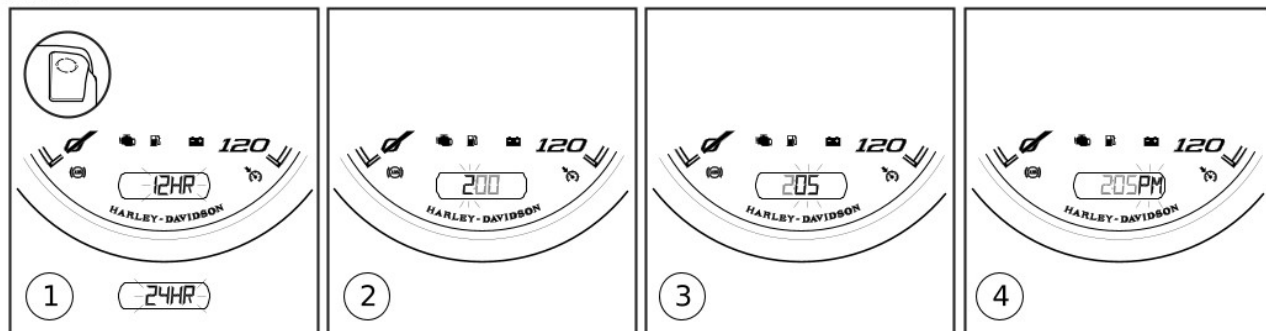
Without the fob, the motorcycle can only be started with a manual PIN entry to disarm the security system. See SECURITY SYSTEM > ARMING AND DISARMING (Page 68).





1. Odometer
2. Trip odometers (A, B, reset)
3. Fuel range (low fuel range)
4. Digital tachometer (Freewheeler® (FLRT))
5. Trigger switch (left hand control)

Figure 33. Odometer Functions



1. 12-hour/24-hour setting
2. Hours setting
3. Minutes setting
4. AM/PM setting (12-hour mode)

Figure 34. Setting Time: Freewheeler (FLRT)

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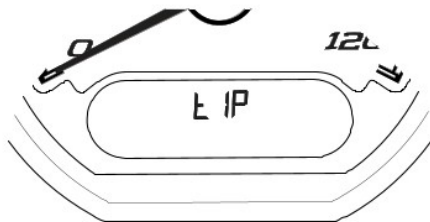


Figure 35. Tip Indicator

CRUISE CONTROL

⚠ WARNING

Do not use the cruise control system in heavy traffic, on roads with sharp or blind curves or on slippery roads of any kind. Using the cruise control in these circumstances can cause loss of control, which could result in death or serious injury. (00083a)

⚠ WARNING

Travel at speeds appropriate for road and conditions and never travel faster than posted speed limit. Excessive speed can cause loss of vehicle control, which could result in death or serious injury. (00008a)

Turn Cruise On

NOTE

Cruise control operates when:

- At least 10 seconds have lapsed since the engine was started.
- Vehicle speed is between 40–145 km/h (25–90 mph) in second or higher gear.

See Figure 36. Press the CRUISE switch to turn on cruise (1). When on, the cruise icon in the speedometer face glows amber.

Set Cruise Speed

See Figure 36. When the motorcycle reaches your intended speed, press the SET/- switch down to set the cruise speed (2). The amber cruise icon changes to green.

If necessary, adjust the cruise speed to match the speed limit or traffic conditions:

Increase/Decrease Cruise

Tapping the RES/+ switch up increases speed by 1.6 km/h (1 mph). Holding up the RES/+ switch gradually increases cruise speed.

Tapping the SET/+ switch down decreases speed by 1.6 km/h (1 mph). Holding the switch down gradually decreases cruise speed.

Disengage Cruise

See Figure 36. To drop out of cruise speed, roll the throttle closed through the roll-off switch (3).

Cruise also disengages when the rider:

- Squeezes the front brake lever or presses the rear brake pedal.
- Squeezes the clutch lever.
- Rolls the throttle open more than 16 km/h (10 mph) above the set speed.

NOTE

Traction control intervention can cause cruise control to disengage.

Resume Cruise

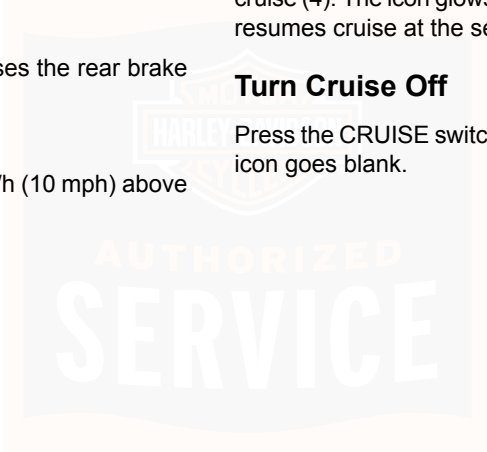
NOTE

If the current speed is more than 24 km/h (15 mph) below the cruise speed, cruise will not resume.

See Figure 36. If cruise has been disengaged yet the cruise indicator is amber, pressing the RES/+ switch up resumes cruise (4). The icon glows green. The motorcycle automatically resumes cruise at the set speed.

Turn Cruise Off

Press the CRUISE switch to turn off cruise control. The cruise icon goes blank.



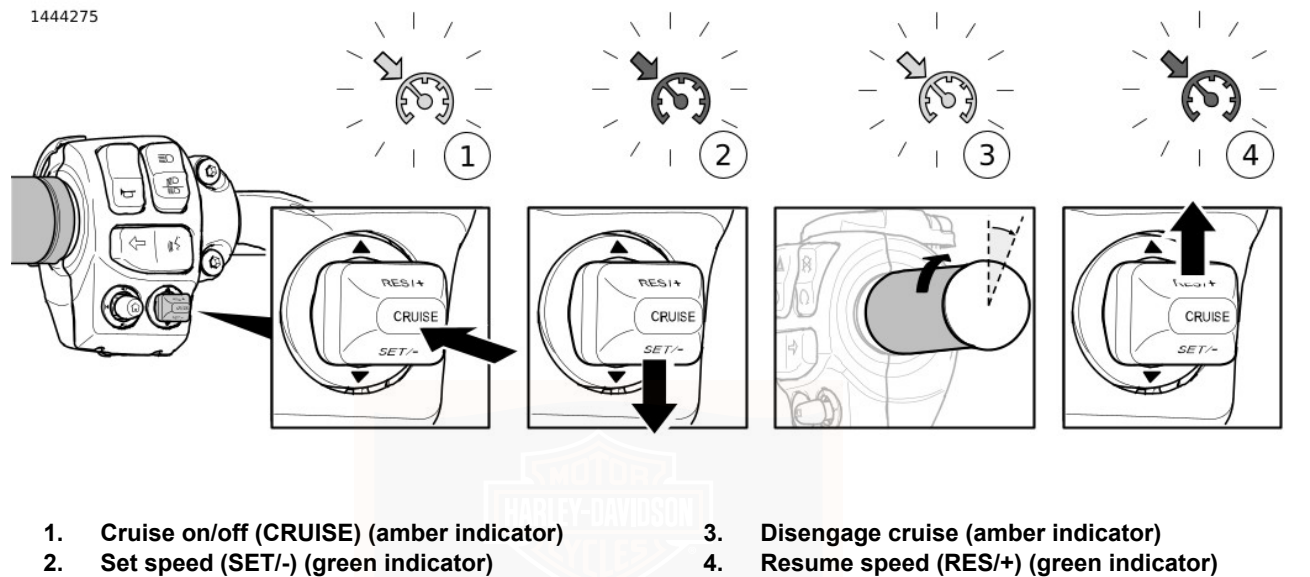


Figure 36. Cruise Control (typical)

ELECTRONIC THROTTLE CONTROL (ETC)

This motorcycle has an Electronic Throttle Control (ETC). Instead of using a mechanical cable connection to the throttle body, this technology uses redundant grip sensors to indicate rider requested throttle position to the Electronic Control

Module (ECM). The ECM then regulates proper fuel/air intake and ignition timing based on the rider's actions.

The Electronic Control Module (ECM) monitors the status of the grip sensors, throttle plate actuation and airflow. If Trouble Codes are detected, the ECM disables cruise control,

illuminates the check engine lamp and will transition to one of the following modes.

ETC Limited Performance Mode

The rider experiences near-normal operation. The motorcycle operates with provisions to guard against unintended acceleration.

ETC Power Management Mode

The throttle plate actuator returns to an "idle detent" or "limp-home" position, which provides enough torque to achieve speed of about 40 km/h (25 mph). The motorcycle's response to grip sensor input is reduced.

ETC Forced Idle Mode

The throttle plate actuator is forced to a "fast idle" position, which provides enough torque to crawl, but not enough torque to operate at traffic speeds.

ETC Forced Shut Down Mode

The engine is forced to shut down.

ACCESSORY SWITCH

NOTICE

It is possible to overload the vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system. (00211d)

See Figure 37. A panel for accessory switches is next to the ignition switch in the fairing cap. Switches can be added for installed accessories. The maximum load per switch is 2 amps.

See Figure 38. The accessory connector is located under the left side cover. See a Harley-Davidson dealer or www.harley-davidson.com for electrical accessories that fit your motorcycle.

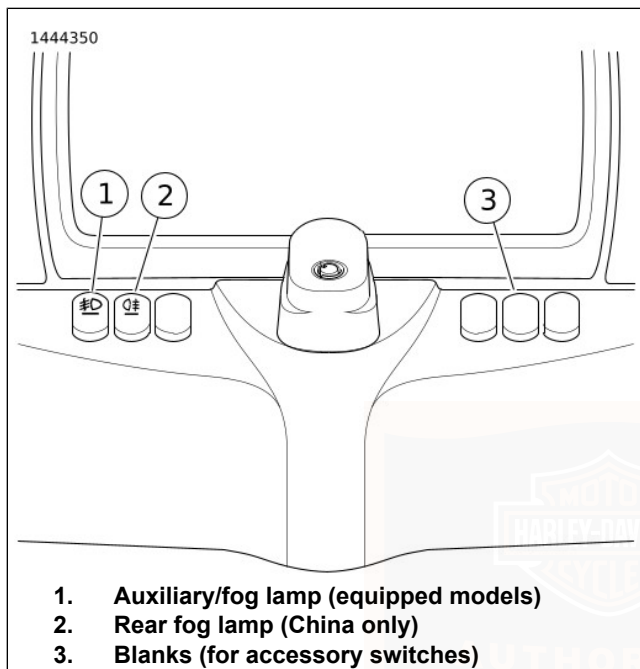


Figure 37. Dash Panel Switches (FLHTCUTG models)

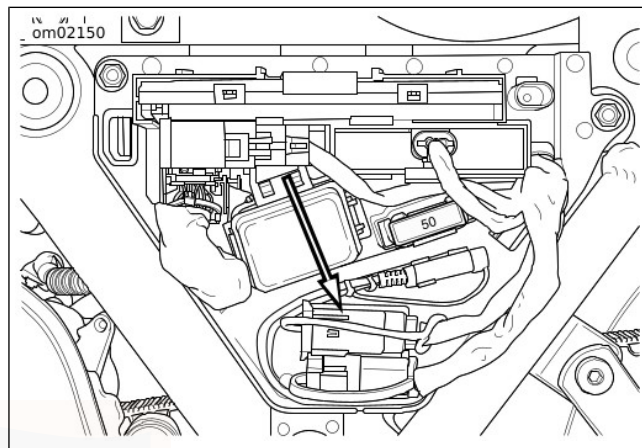


Figure 38. Accessory Connector (under left side cover)
AUXILIARY/FOG LAMPS

The auxiliary/fog lamps provide extra light to the road and surrounding environment in dark or rainy conditions. The lamps also give the motorcycle more visibility to other motorists.

See Figure 36. On models equipped with the auxiliary/fog lamps, the switch is on the left side of the fairing cap.

Domestic/Canada configurations: The auxiliary/fog lamps are configured to turn off when the high beam headlamp is turned on, except as required by state/province.

Auxiliary/fog lamps can be configured to remain on or turn off with high beam operation based on legal requirements for each location. See your Harley-Davidson dealer.

BOOM! BOX INFOTAINMENT SYSTEM

⚠ WARNING

Set volume levels and other controls on audio and electronic devices before riding. Distractions can lead to loss of control, resulting in death or serious injury. (00088b)

⚠ WARNING

Do not select a volume level that blocks out traffic noise or interrupts the concentration necessary for safe operation of the motorcycle. Distractions or a volume level that blocks out traffic noise could cause loss of control resulting in death or serious injury. (00539b)

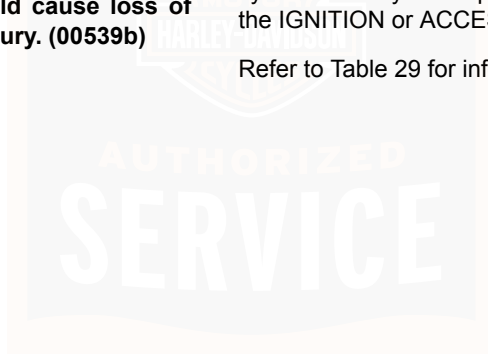
NOTE

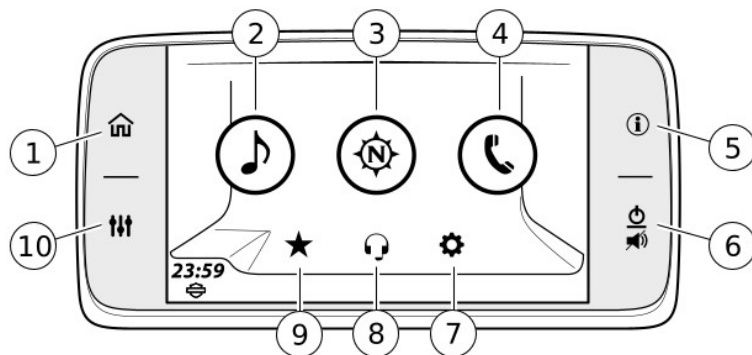
- See *BOOM! BOX OWNER'S MANUAL* for a complete description of features and instructions for operation.
- Perform system set-up and get familiar with the controls and features of the infotainment system before operating the motorcycle on the road.
- For additional instruction and information, see an authorized Harley-Davidson dealer and online resources at www.harley-davidson.com/touring.

A full version of the Boom!™ Box GTS owner's manual is downloadable at www.harley-davidson.com or H-D.com/BoomBoxGTS/manual.

See Figure 39. Some vehicles have a Boom! Box infotainment system. The system operates while the ignition switch is in the IGNITION or ACCESSORY position.

Refer to Table 29 for infotainment button functions.





- | | |
|---------------------------------|--------------------|
| 1. Home | 6. Power/Mute |
| 2. Audio | 7. Setup |
| 3. Navigation | 8. Communications |
| 4. Phone | 9. Favorites |
| 5. Information (Vehicle Status) | 10. Audio Settings |

Figure 39. Faceplate Home Screen Selections

Table 29. Faceplate Home Screen Selections

Press	Result
1 [Home]	Displays Home screen. Toggle between Home screen and active media.
	Available selections: Audio, Navigation, Phone, Setup, Communications, Favorites.

Table 29. Faceplate Home Screen Selections

Press	Result
2 [Audio]	Displays active source with audible content information. Available selections: FM, AM, WB (weather band). Optional selections: When connected: iPod, USB Media, Bluetooth Audio. If equipped: SiriusXM.
3 [Navigation]	Displays map with current position. Available selections: Search, Menu, Stop Route, Highway Services (shows only on highways), Data Wing (right and left), Zoom (in and out). Informational display: Current Street, Compass, Next Maneuver, Distance to Next Maneuver, Next Street, Repeat.
4 [Phone]	Displays menus for staying connected. Available selections: Calls, Contacts, Messages, Keypad, SOS.
5 [Info]	Displays vehicle status. Available selections: Info, Engine/Fuel Info, Ride Summary, TPMS (models with).
6 [Mute/Power]	Toggles power on and off (hold for three seconds). Silence or pause audio.
7 [Setup]	Configure system settings. Do before riding the motorcycle. Available selections: Audio Settings, Display, Global Presets, Keyboard, Bluetooth setup, Wireless Headset, Units, Clock, Rear Controls, System Information, Language, Projection Mode.
8 [Communication]	Displays enabled communication devices. Available selections: Intercom (when enabled), Citizen Band (CB, if equipped).
9 [Favorites]	Displays saved favorites. Available selections: Tuner, Media, Phone, Destination.
10 [Audio Setup]	Displays audio setting screen. Available selections: Bass, Treble, Audio Routing, Fade, Volumes.

HEADSET CONNECTION

NOTICE

Do not pull on the cord to remove the headset from the socket. Pull on the headset jack to disconnect the headset from the socket. (00174a)

See Figure 40 and Figure 41. Some vehicles have a rider headset connector on the fuel tank panel and a passenger headset connector on the left speaker pod. The headsets are used to operate the CB, intercom, voice recognition and other features on equipped models.

Use the Harley-Davidson 7-pin DIN headset that is supplied with equipped models or purchased from a Harley-Davidson dealer. Other headset microphones will not work. See the instructions that are included with the headset to install in a helmet.

Connect the headset by aligning the connector index on the headset connector with the console index on the connector.

Audio routing for the headset is controlled through the radio. Volume and push-to-talk functions are done using the rider and passenger hand controls. See the BOOM! BOX OWNER'S MANUAL.

The socket caps remain shut when not in use to prevent dirt and water from entering the socket. Close both socket caps before washing the motorcycle.

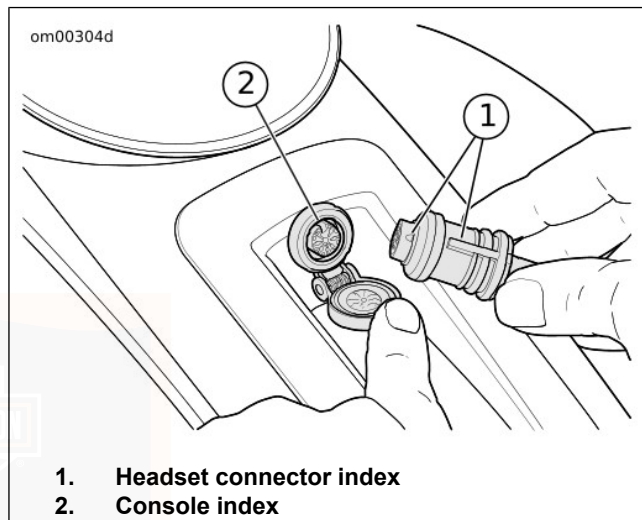


Figure 40. Rider Headset Connector (typical)

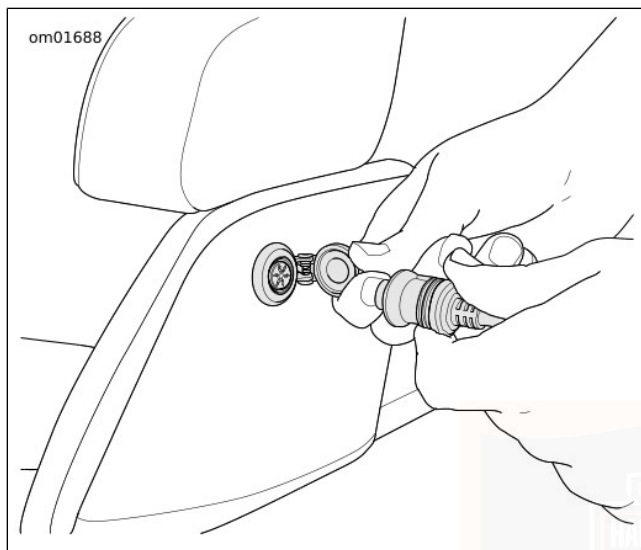


Figure 41. Passenger Headset Connector

PASSENGER CONTROLS

See Figure 42. Some vehicles have passenger controls on the right side of the Tour-Pak. These controls allow the passenger to operate functions in the infotainment system. See **BOOM! BOX OWNER'S MANUAL** for detailed instructions.

Mode Switch

MODE: Press switch straight in to select the next available audio source.

UP/DN: Press switch up/down to select the previous/next radio station or media file.

Push-To-Talk (PTT)/Volume (VOL) Switch

PTT: Press switch to transmit over CB or intercom.

VOL+/VOL-: Press switch up/down to raise/lower the volume to the passenger headset.

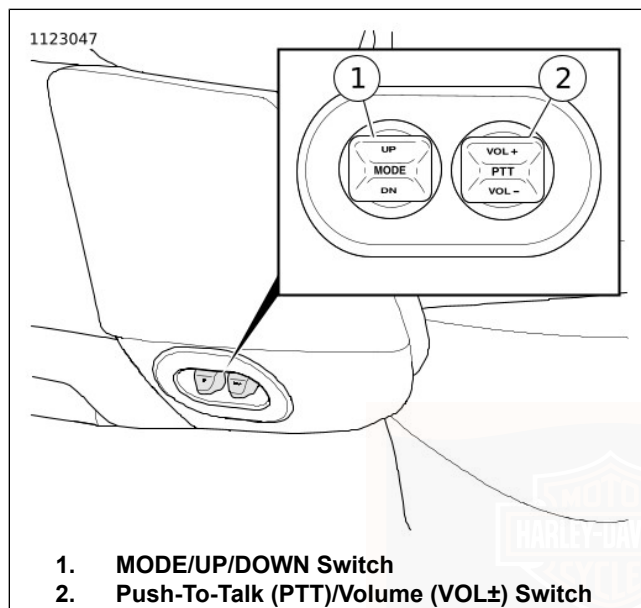


Figure 42. Passenger Controls

RADIO ANTENNA

The radio antenna mast is threaded on a mount at the rear of the vehicle. When installing, hand-tighten only.

MEDIA COMPARTMENT

See Figure 43 or Figure 44. The Jukebox media compartment is an enclosure in the dash which may be used to connect a media device or store small items. Media players and USB storage devices with media files can be connected to the USB port. Radio system updates are also performed through a USB storage device.

The USB port charges the connected device while the motorcycle is turned on or while in accessory mode. See BOOM! BOX OWNER'S MANUAL to install updates or play files.

Open:

- **FLHTCUTG:** See Figure 43. Push lower portion of door and release.
- **FLTRT:** See Figure 44. Lift media compartment door.

Close:

- **FLHTCUTG:** Firmly push the door shut until latch engages.
- **FLTRT:** Close media compartment door.

Install USB or media device: Connect device to the USB port. Rest device in the padded cradle. Close the compartment door.

Door latch reset (FLHTCUTG): If compartment door was forced open or is not latching properly, the door latch may need to be reset. Push the door shut. Open the door. Close the door again to engage the latch mechanism.

Keep door closed while riding to prevent items from falling out. Remove valuable items from the media compartment before leaving the vehicle unattended.

The cradle can be removed to clean within the media compartment. Install the cradle before riding to prevent media devices from moving in the compartment and to minimize vibration.

NOTE

Do **not** use media players with hard drives. Vibration may cause internal damage to device.

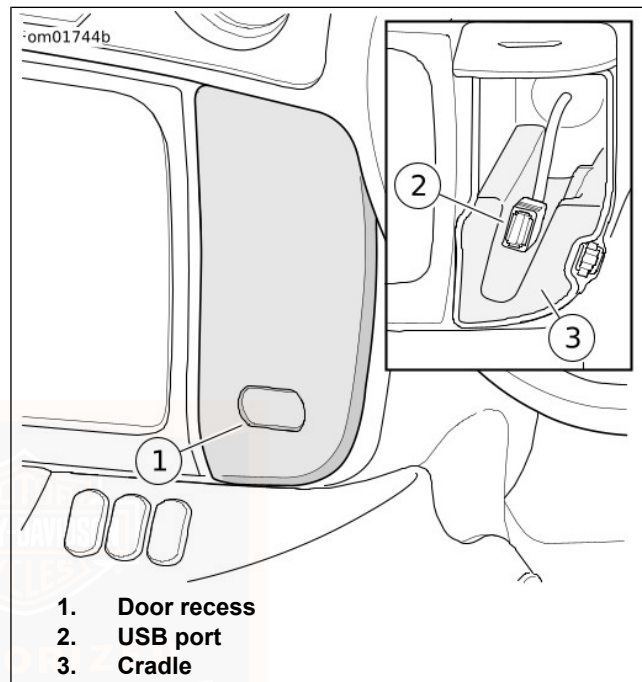


Figure 43. Media Compartment: FLHTCUTG

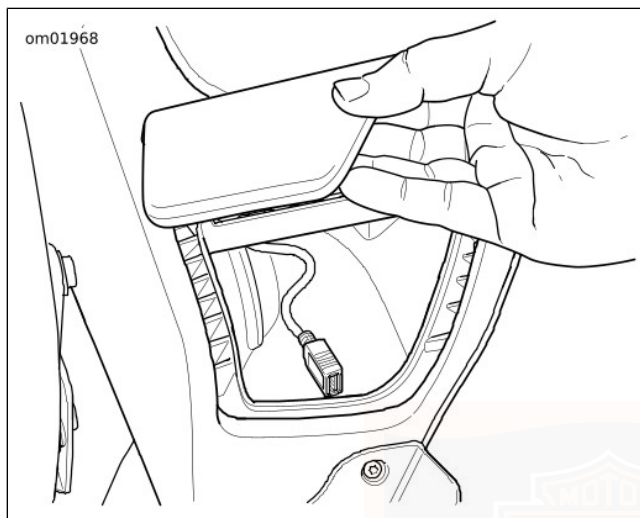


Figure 44. Media Compartment: FLTRT

STARTING THE ENGINE

General

NOTICE

The engine should be allowed to run slowly for 15-30 seconds. This will allow the engine to warm up and let oil reach all surfaces needing lubrication. Failure to comply can result in engine damage. (00563b)

1. With security system fob present, turn ignition switch to IGNITION.
2. Set the OFF/RUN switch to RUN. See Figure 45.

NOTE

- The check engine lamp will light when the ignition is turned on. You will hear the fuel pump run for a short time as it pressurizes the fuel system.
- To allow enhanced lubrication of the engine before startup, the engine will crank a number of turns before starting.

Starting Engine In Neutral

1. Apply the front or rear brake to prevent movement of the motorcycle.
2. Squeeze the clutch lever in against the hand grip. Shift transmission to neutral (with the green neutral lamp lit).
3. Do not roll the throttle.
4. Press the engine start switch to start the engine.

Starting Engine In Gear

1. You **must** apply the front or rear brake to start the engine and to prevent movement of the motorcycle.
2. You **must** squeeze the clutch lever in against the hand grip.

3. Do not roll the throttle.
4. Press the engine start switch to start the engine.

NOTE

If the engine does not start, the starter motor will operate for five seconds and then stop. Release and press the START switch. After several unsuccessful start attempts, see TROUBLESHOOTING > ENGINE (Page 223). See an authorized Harley-Davidson dealer for service.

When the engine has started, release the parking brake before riding the motorcycle as you normally would. See BEFORE RIDING > PARKING BRAKE (Page 61).

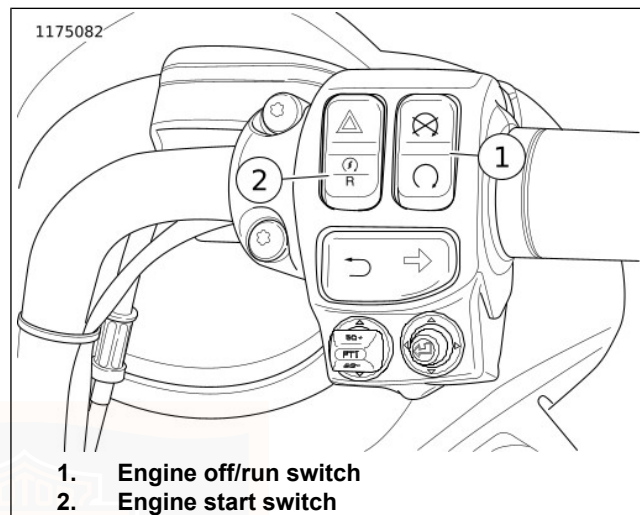


Figure 45. Right Handlebar Controls (typical)

STARTING AFTER TIPOVER

⚠ WARNING

If tip occurs, check all controls for proper operation. Restricted control movement can adversely affect the performance of the brakes, clutch or ability to shift, which could result in loss of vehicle control and death or serious injury. (00350a)

NOTE

- If the motorcycle is tipped over, the word "tIP" appears in the odometer window and four-way flashers activate.
 - The engine cannot start until the tip condition is reset.
 - The ignition must be reset to turn four-way flashers off.
1. Set motorcycle upright.
 2. Cycle the ignition switch and the OFF/RUN switch to OFF.
 3. Wait 10 seconds.
 4. Cycle the ignition switch to IGNITION.
 5. Cycle the OFF/RUN switch to RUN.
 6. Push hazard switch to turn four-way flashers off.

ENGINE IDLE TEMPERATURE MANAGEMENT SYSTEM (EITMS)

The Engine Idle Temperature Management System (EITMS) can provide limited cooling of the rear cylinder for riders who frequently find themselves in prolonged idle conditions or traffic congestion. Riders can enable or disable EITMS to complement their riding style.

Operation

- If EITMS is active, releasing the clutch lever to the clutch engagement zone will deactivate EITMS and begin firing the rear cylinder. While the vehicle is stopped, the rider may benefit from twisting the throttle/raising engine speed slightly just before riding away, which will deactivate EITMS and begin firing the rear cylinder immediately regardless of clutch lever position.
- The Milwaukee Eight 114 engine warm idle speed is 950 RPM. Idle speed can vary depending on other factors including electrical load on the vehicle. When EITMS is active on these engines, the idle speed will increase to 950-1000 RPM until EITMS is deactivated.

Activation

NOTE

EITMS will not operate within the first 30 seconds after starting the engine.

EITMS will turn off the rear cylinder fuel injector **when all of the following preset parameters are met:**

- Throttle position is at idle
- Motorcycle speed is under 1.2 mph (2 km/h)
- Engine speed is under 1200 RPM

- Engine Temperature (ET) sensor input reading is above preset level
- Ambient Air Temperature (AAT) sensor reading is above preset level (radio equipped models only)

Deactivation

EITMS will deactivate and the rear cylinder fuel injector will resume operation **if any one of the following conditions occur:**

- Ambient Air Temperature (AAT) sensor reading drops below preset levels (radio equipped models only)
- Engine Temperature (ET) sensor reading drops below preset level
- Throttle position is above idle (rider rolls throttle)
- Motorcycle speed exceeds 1.9 mph (3 km/h)
- Engine speed exceeds 1350 RPM
- The clutch is released with the motorcycle in gear

Enabling / Disabling EITMS

NOTE

- *EITMS is enabled from the factory.*
- *EITMS can be enabled or disabled with the engine running or shut off.*

- *On vehicles equipped with radios, the EITMS activation and enabled / disabled can be viewed in the Information Screen.*

Enabled: The EITMS engine cooling feature automatically activates whenever the vehicle comes to a complete stop and is idling during elevated temperature conditions. When the feature is enabled, it may not activate under cool riding conditions.

Disabled: The EITMS feature is not active under any conditions.

EITMS can be enabled or disabled by performing the following procedure.

1. Turn ignition switch ON. Push the engine OFF/RUN switch on the right handlebar to the RUN position.
2. Push the throttle to roll-off position and hold.
3. See OPERATION > INSTRUMENTS (Page 84). After 3 seconds, the cruise control indicator lamp will flash indicating the EITMS status.
 - Flashing green indicates EITMS is enabled.
 - Flashing amber indicates that EITMS is disabled.
4. Repeat the procedure to enable or disable EITMS.

NOTE

- A flashing cruise lamp indicates the EITMS setting. A solid (non-flashing) lamp indicates the cruise control setting.
- The EITMS setting remains in effect until it is changed by the rider or dealer. There is no need to reconfigure EITMS at each startup.

STOPPING THE ENGINE

1. Stop the engine by turning OFF the engine stop switch on right handlebar.
2. Turn OFF the ignition switch. If the engine should be stalled or stopped in any way, turn off the ignition switch at once to prevent battery discharge.
3. Shift the transmission into gear and apply the parking brake.

REFLEX-LINKED BRAKES WITH CORNERING-ENHANCED ABS

Front Brake Lever

WARNING

Do not position fingers between hand control lever and handlebar grip. Improper hand positioning can impair control lever operation and cause loss of vehicle control, which could result in death or serious injury. (00032a)

See Figure 46. The front brake hand lever (1) controls the front wheel brake. The lever is on the right handlebar. Operate the hand lever with the fingers of the right hand.

Rear Brake Pedal

See Figure 46. The rear brake pedal (2) controls the rear wheel brake. The pedal is on the right side. Operate the rear brake pedal with the right foot.

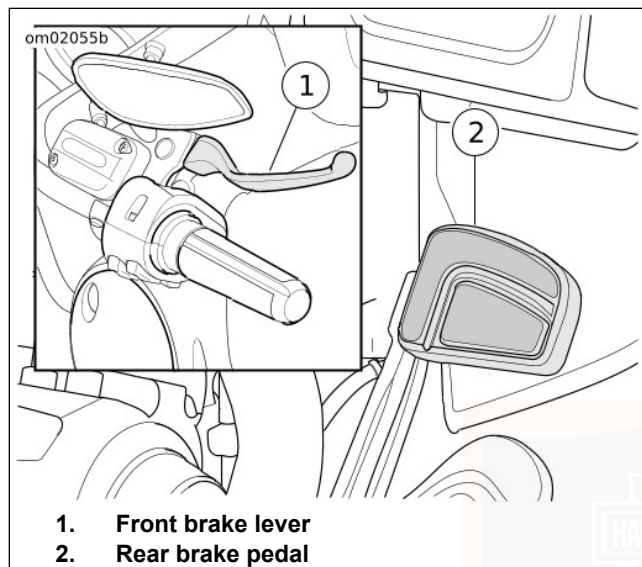


Figure 46. Brake Controls

Reflex Linked Anti-lock Brake System (ABS)

Harley-Davidson's reflex linked anti-lock brake system assists the rider in maintaining control when braking in an emergency situation. Reflex Linked ABS monitors front and rear brakes to keep the wheels rolling and prevent uncontrolled wheel

lock-ups either on dry pavement or on slick surfaces such as gravel, leaves or when riding in wet conditions.

Reflex Linked ABS is more responsive than conventional ABS and allows for more balanced front and rear braking under a wide variety of brake applications.

At speeds greater than 7 km/h (4 mph), the system dynamically adjusts the linking for the amount of brake applied as well as vehicle speed to achieve an optimized brake balance. The system provides more linking when the rider is applying heavier braking and reduces or eliminates linking for light braking and low speeds.

NOTE

When applying both brakes, the rider may detect slight feedback in the front brake lever or rear brake pedal while the dynamic balancing occurs.

When linked, applying the front brake lever alone causes the system to also dynamically apply an amount of braking to the rear. Applying the rear brake pedal alone causes the system to also apply an amount of braking to the front calipers. When applying both brakes, the system attempts to dynamically balance braking across both the front and rear wheels.

At speeds less than 3 km/h (2 mph), the brakes are not linked so that low speed maneuverability is not adversely affected, such as when riding the motorcycle in a parking lot.

How ABS Works

The ABS monitors sensors at the front and rear wheels to determine wheel speed. If the system detects one or more wheels are slowing down too quickly, which indicates they are close to locking, or if the deceleration rate does not match a criteria stored in memory, the ABS reacts. The system rapidly opens and closes valves to modulate the brake pressure. During ABS activation, the system provides the electronic equivalent of manually pumping the brakes. The system can cycle many times per second.

The rider recognizes ABS activation by the slight pulsing sensation in the hand lever or the rear brake pedal. A clicking sound from the ABS module can also be heard. Both are the result of normal operation. Refer to Table 30.

For additional ABS information visit www.harley-davidson.com/trikeorientation.

How To Use ABS

While an advantage in emergency braking, ABS is not a substitute for safe riding. The safest way to stop a motorcycle is using both brakes.

Harley-Davidson ABS is a manual assist system. During an emergency stopping situation, maintain pressure on the brakes through all ABS events. Do not modulate or "pump" the brake controls. The wheels do not lock until the end of the stop when motorcycle speed slows to a rate at which ABS is no longer needed.

ABS: Tires and Wheels

Motorcycles equipped with ABS must always use Harley-Davidson tires and wheels. The ABS monitors the rotational speed of the wheels through individual wheel speed sensors. Changing to different diameter wheels or different size tires can alter the rotational speed. Different-sized wheels and tires can upset the calibration of the ABS and have an adverse effect on its ability to detect and prevent uncontrolled wheel lockups. Operating at tire pressures other than those pressures specified can reduce ABS braking performance. Refer to SPECIFICATIONS > SPECIFICATIONS (Page 33).

Table 30. ABS Symptoms and Conditions

SYMPTOM	CONDITION
ABS lamp continuously lit	ABS malfunction detected. See a Harley-Davidson dealer for service.
ABS lamp flashing	This indicates a normal self-diagnostics process when the motorcycle is first turned on and the speed is under 5 km/h (3 mph). ABS is not operational until the lamp turns off. If the lamp continues flashing at speeds greater than 5 km/h (3 mph), see a Harley-Davidson dealer for service.
Pulsing brake lever or pedal during an ABS event	Normal condition.
Clicking sound during an ABS event	Normal condition.
"Surge" sensation while braking	Normal condition. This is most noticeable when braking with one brake (front only or rear only). Result of a reduction in deceleration which can be caused by cracks or bumps in road, engine braking (high engine RPMs causing the rear wheel to slow down), hard braking at slow speeds, and other conditions. This is due to ABS modulating caliper brake pressure to prevent uncontrolled wheel lock.
Temporarily stiff rear brake pedal	Normal condition. Engine braking (high engine RPMs causing the rear wheel to slow down) or down shifting can activate ABS. If applying the rear brake at the same time or immediately after, the ABS may be closing a valve to prevent pressure to the rear brake. This is due to ABS modulating caliper brake pressure to prevent uncontrolled wheel lock.
Tire chirp	Normal condition. Depending on surface, tire can chirp without locking the wheel.
Black mark on pavement	Normal condition. Depending on surface, tire can leave a black mark without locking the wheel.
Wheel lock at low speed	Normal condition. ABS does not activate on front wheel below 5 km/h (3 mph) or on rear wheel below 8 km/h (5 mph).

TRACTION CONTROL

Traction Control System

While an advantage in certain situations, traction control is not a substitute for safe riding.

Harley-Davidson's cornering enhanced traction control system can detect when one or both of the drive wheels lose traction. In wet or slippery conditions, or under abrupt acceleration, the traction-control system will limit torque or apply brakes to the drive wheels that lose traction.

By reducing tire spin, the Traction Control System will maintain control, while allowing maximum acceleration.

The vehicle is also equipped with a Drag Torque Slip Control System to help maintain control under deceleration. When you deliver an abrupt reduction in acceleration to the vehicle, during early downshifts, or when the powertrain decelerates on wet or slippery surfaces, the vehicle may experience rear wheel slip.

How Traction Control Works

The cornering enhanced traction control System constantly monitors the vehicles lateral acceleration during turns, and will adjust torque to the drive wheels when it senses a loss of traction, or when necessary to improve vehicle control while cornering.

This adjustment is designed to limit wheel spin and help the rider maintain the desired course of travel in corners.

During start up, the traction-control lamp flashes simultaneously with the ABS lamp, this indicates that both systems are waiting for the vehicle to complete a wheel speed sensor check. The traction control system is operational after startup even during the wheel speed sensor check. The traction control lamp should turn off when the sensor check is complete.

If the drag torque slip control system senses rear wheel slip under powertrain deceleration, in straight-aways or corners, it may decrease drag torque, by increasing engine Revolutions Per Minute (rpm), to limit the slip and maintain control.

How To Use Traction Control

NOTE

When running a vehicle on a dyno it is advised that traction control be disabled to prevent intervention based on tire speed differences front to rear.

Traction control is automatically enabled at each ignition start cycle. The rider may choose to disable traction control anytime the vehicle is at a complete stop and the engine is running by pressing and holding the traction control switch for one full second.

The rider may find it beneficial to disengage traction control in low speed low traction situations such as, riding in deep sand, riding uphill on wet grass, or similar situations. The traction control lamp will illuminate and remain illuminated to indicate traction control is disabled. However, if the TC lamp remains on in conjunction with the fault indicator lamp, it means the traction control system has faulted. If this occurs, see an authorized Harley-Davidson dealer.

The rider may again enable traction control at any time during vehicle operation by pressing and releasing the Traction control switch.

If the traction control lamp begins fast-blinking while riding, it means the traction-control system is intervening.

Intervention of the Drag Torque Slip Control is indicated by fast-blinking of the traction control lamp. However, disabling your Traction Control will not disable Drag Torque Slip Control.

Table 31. Traction Control Symptoms and Conditions

SYMPTOM	CONDITION
Traction control lamp off	Traction control system active.
Traction control lamp continuously lit	Traction control system deactivated by user.
Traction control lamp and security/fault indicator lamp continuously lit	Traction control system faulted.
Traction control lamp flashing	Normal condition. Traction control intervention.
Reduction of throttle response during a traction control event	Normal condition. Traction control intervention.
"Surge" sensation while decelerating	Normal condition. Drag torque slip control intervention.

SHIFTING GEARS

motorcycle backward and forward while lightly pressing on the shift lever.

Shifting while Stopped, Engine Off

Squeeze in the clutch lever to fully disengage the clutch. Gears may not engage because the transmission shafts are not turning and shifter components are not lined up. Rock the

Starting from a Stop

NOTE

Release parking brake before riding motorcycle. See BEFORE RIDING > PARKING BRAKE (Page 61).

NOTICE

The clutch must be fully disengaged before attempting a gear shift. Failure to fully disengage the clutch can result in equipment damage. (00182a)

NOTE

Always start the engine with the transmission in neutral. Always start forward motion in first gear.

1. With motorcycle engine running and parking brake released, pull the clutch hand lever in against handlebar grip to fully disengage clutch.
2. Press the gear shift lever down to end of its travel and release. The transmission is now in first gear.
3. Ease out the clutch lever and at the same time, gradually open the throttle.

Upshift (Acceleration)

See Figure 47. Engage the next higher gear when the motorcycle reaches the shifting speed. Refer to Table 32.

Table 32. Recommended Upshift Speeds

GEAR CHANGE	mph	km/h
First to second	15	25
Second to third	25	40
Third to fourth	35	55
Fourth to fifth	45	70
Fifth to sixth	55	85

1. Close the throttle.
2. Disengage the clutch (pull the clutch lever in).
3. Lift the gear shift lever up to the end of its travel and release.
4. Ease out the clutch lever and gradually open the throttle.
5. Repeat the previous steps to engage remaining gears.

NOTE

- *Disengage the clutch completely before each gear change.*
- *Partially close the throttle so the engine will not drag when the clutch lever is released.*

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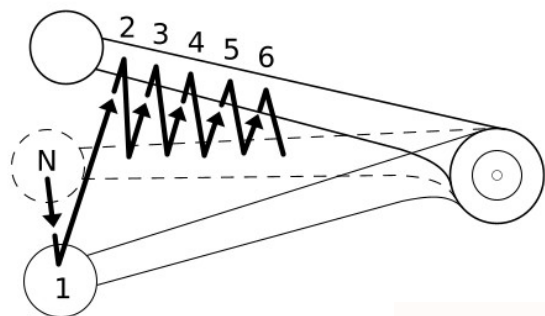


Figure 47. Shifting Sequence: Upshift

Downshift (Deceleration)

⚠ WARNING

Do not downshift at speeds higher than those listed. Shifting to lower gears when speed is too high can cause the rear wheel to lose traction and lead to loss of vehicle control, which could result in death or serious injury. (00045b)

See Figure 48. When engine speed decreases, as when climbing a hill or slowing for a turn, shift to the next lower gear. Refer to Table 33.

Table 33. Recommended Downshift Speeds

GEAR CHANGE	mph	km/h
Sixth to fifth	50	80
Fifth to fourth	40	65
Fourth to third	30	50
Third to second	20	30
Second to first	10	15

NOTE

The shifting points shown in the table are recommendations. Vehicle owners may determine that their own individual shifting patterns may differ from those stated and are additionally appropriate for individual riding styles.

1. Close the throttle.
2. Disengage the clutch (pull the clutch lever in).
3. Press the gear shift lever down to the end of its travel and release.
4. Ease out the clutch lever and gradually open the throttle.
5. Repeat the previous steps to engage remaining gears.

NOTE

- Disengage the clutch completely before each gear change.
- Partially close the throttle so the engine will not drag when clutch lever is released).

NOTICE

Shift to neutral before stopping engine. Shifting mechanism can be damaged by shifting gears while engine is stopped. (00183a)

The gear shifter mechanism permits shifting the transmission to neutral from either first or second gear.

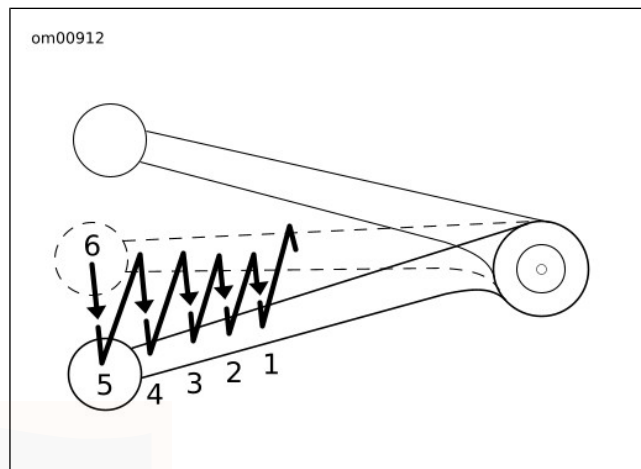


Figure 48. Shifting Sequence: Downshift
REVERSE OPERATION

The vehicle has an electric reverse motor. The reverse motor uses battery power to move the vehicle in reverse with the engine running and the transmission in neutral.

The reverse motor is designed for light load, short duration use. Excessive loads can cause the reverse circuit breaker to trip when:

- Going up steep inclines.

- Long-distance travel in reverse.
- Attempted operation with the brakes or parking brake applied.
- Repeatedly pushing the reverse button in rapid succession.
- Attempted operation while the vehicle is against resistance (such as a curb).

To reset the reverse circuit breaker, see SERVICE PROCEDURES > REVERSE MOTOR CIRCUIT BREAKER (Page 204).

Light application of the brakes during reverse, backing into something then trying to pull away, or backing up a steep incline and then allowing the vehicle to coast the other direction may cause the reverse drive to not disengage. If this occurs, a loud whine is heard when pulling forward and considerable drag is felt as if the parking brake is applied.

In the event this happens, stop immediately and rock the vehicle slightly to disengage the drive. If the reverse drive remains engaged and the vehicle is driven in a forward direction, reverse motor damage may occur.

NOTE

- *Always come to a complete stop before placing the vehicle in forward gear or enabling the reverse motor.*
- *Engine idle speed may increase to provide additional battery charging during reverse operation.*

1. Bring the vehicle to a complete stop using front and/or rear brake. If parked, check that the parking brake is released.
2. See Figure 49. With the vehicle started and in neutral, press and hold the reverse switch in the right side controls until the reverse lamp illuminates. **With fairing:** The lamp in the tachometer indicates that the reverse is enabled. See OPERATION > INSTRUMENTS (Page 84). **Without fairing:** The lamp in the speedometer indicates that the reverse is enabled. See OPERATION > INSTRUMENTS (Page 84). Release the reverse switch. The neutral lamp turns off when the reverse lamp turns on.
 - **AUS models:** The reverse lamp will illuminate.

NOTE

The lamp will not come on or will flash three times to indicate that the conditions for operating the electric reverse are not met. If the lamp will not illuminate or continues to flash, verify that the vehicle is started, in neutral and the circuit breaker is not tripped.

3. Check that area behind vehicle is clear.

NOTE

Do not repeatedly press and release the reverse button in rapid succession.

4. Press and hold the reverse switch a second time to operate the electric reverse motor. The motorcycle continues moving in reverse as long as the reverse switch is held down. The reverse automatically turns off when the engine is stopped or when the motorcycle is shifted into a forward gear.

- **AUS models:** The reverse lamp will turn off.

NOTE

- *Surface incline affects reverse vehicle speed. When backing down a hill, use both front and rear brakes to control reverse speed. Do not exceed walking speed. Be prepared to slow or stop the vehicle.*
 - *The rear of the vehicle is wider than a typical motorcycle. Check for proper clearance when maneuvering.*
 - *If the reverse motor does not operate, see SERVICE PROCEDURES > REVERSE MOTOR CIRCUIT BREAKER (Page 204) to reset the circuit breaker.*
5. Release the reverse switch. Brake as necessary to stop the vehicle.
 6. Shift into a forward gear and ride normally or turn ignition to OFF and apply the parking brake.

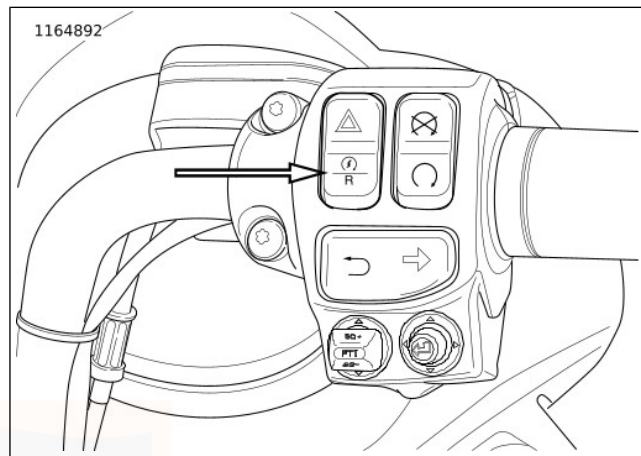


Figure 49. Reverse Switch (typical)

PASSENGER FOOTBOARDS/FOOTRESTS

Passenger footboards can be adjusted to one of three positions.

1. See Figure 50. Remove socket screw with lockwasher (1) from top of footboard bracket (3).

NOTE

Do not remove lower screw (4). The lower screw is a shoulder screw that rides in a slot in the bracket.

2. Slide the bracket to the desired height. Match the upper hole in the bracket to one of the three holes in the frame.
3. Apply a drop of LOCTITE 243 THREADLOCKER AND SEALANT (BLUE) to the threads of the socket screw (1). Install socket screw with lockwasher. Tighten to 49–56 N·m (36–42 ft-lbs).

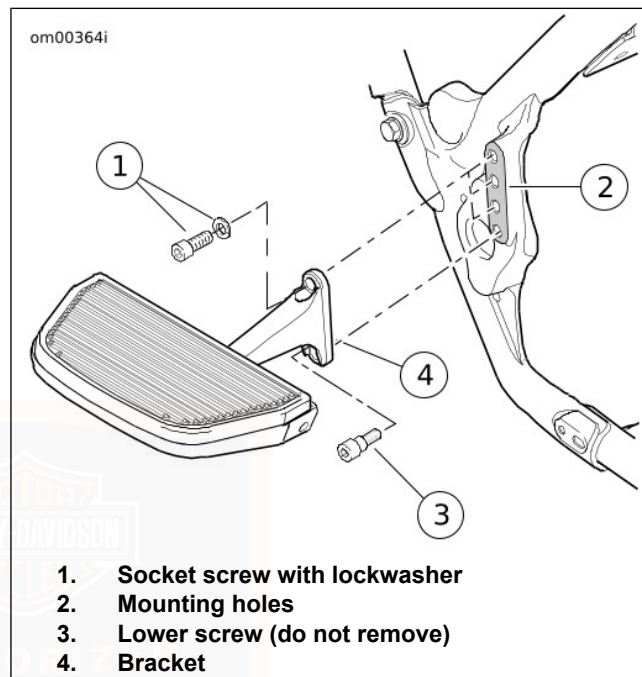


Figure 50. Passenger Footboard

FAIRING VENTS

Fork Mounted Fairing

See Figure 51. Vehicles with a fork mounted fairing have a vent in the upper dash for ventilation. The vent provides a comfortable flow of air to the rider and to minimize wind buffeting.

Keep the vent free of foreign objects. Periodically clean the vent to remove dirt, bugs and leaves. See AFTER RIDING > FAIRING SPLITSTREAM VENT CARE (Page 153).

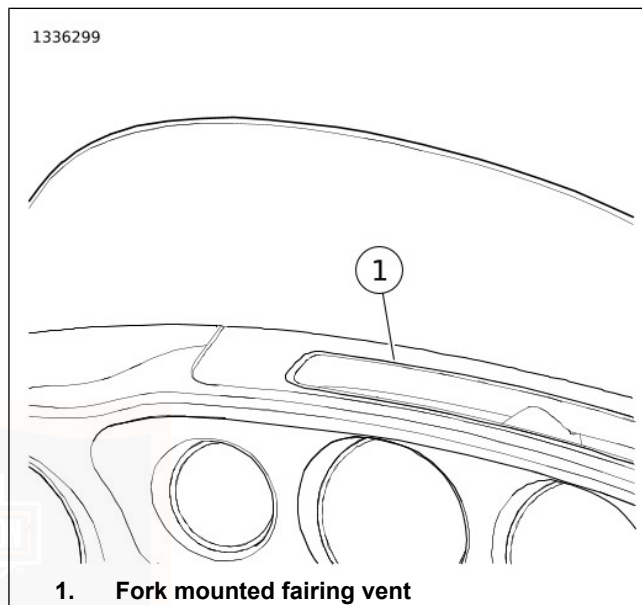


Figure 51. Fairing Splitstream Vent: FLHTCUTG

Frame Mounted Fairing

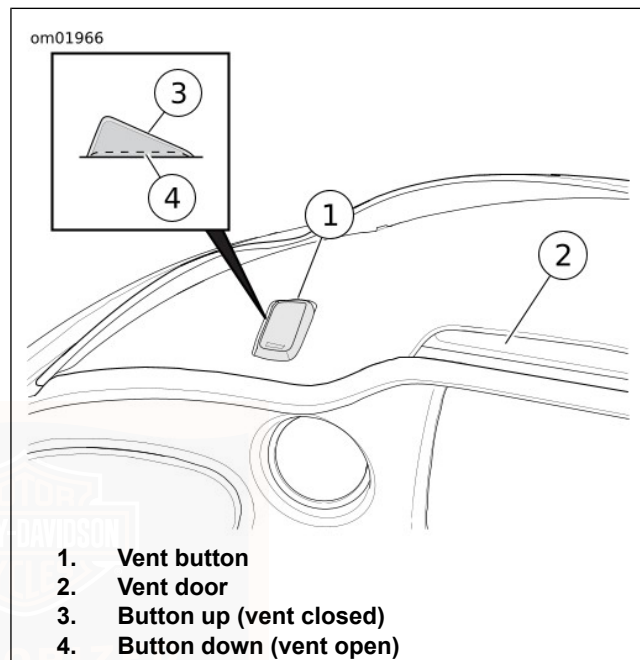
Frame mounted fairings have a vent in the upper dash. This vent can be closed or opened to provide a comfortable flow of air to the rider and to reduce wind buffeting. The preferred position is to keep the vent open for improved turbulence.

Open: See Figure 52. Press down the vent button until it clicks. The vent door remains in the open position.

Close: Press down the vent button and release. The button pops up and the vent door closes.

Reset: If the latch does not catch, firmly press the button to open, close and reopen the vent until the mechanism engages.

Keep the vent free of foreign objects. Periodically clean the vent mechanism to remove dirt, bugs and leaves, and to keep all parts from sticking. Clean the button and vent door if they become difficult to open or close. See AFTER RIDING > FAIRING SPLITSTREAM VENT CARE (Page 153).



**Figure 52. Fairing Splitstream Vent: FLTRT
ADJUSTABLE AIR DEFLECTORS**

See Figure 53. Some models have adjustable air deflectors located along the left and right edge of the fairing. These

deflectors can be rotated to direct airflow for rider and passenger comfort.

Adjust: With the vehicle parked, grasp the outer edge of the deflector and pivot to the desired position.

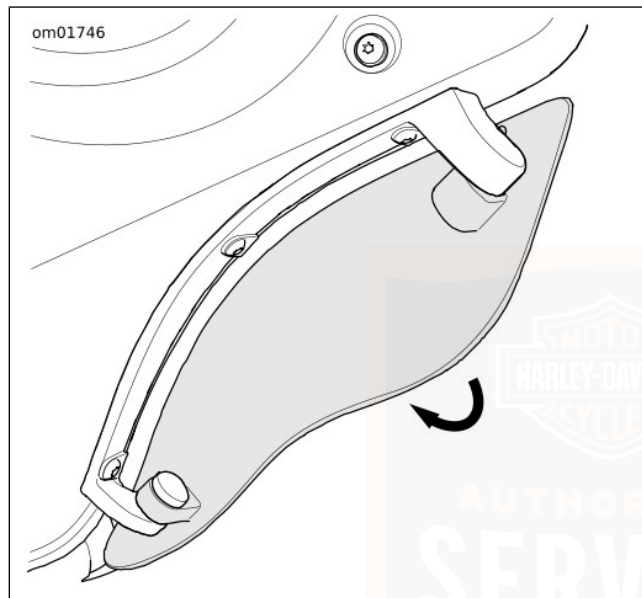


Figure 53. Air Deflector

FAIRING LOWERS

Some models have fairing lowers. The fairing lowers provide an extra level of riding comfort by blocking wind and water from the rider's legs.

NOTE

The fairing lowers on Twin-Cooled models contain cooling system components and do not have a storage compartment.

Do not remove fairing lowers on Twin-Cooled vehicles.

Do not store any items in the fairing lowers on a Twin-Cooled vehicle.

Vent Door

See Figure 54. The fairing lower vent door can be adjusted to direct airflow for rider comfort and circulate air across the engine. Slide the vent door lever to adjust or close the vent door.

Cooling System: Twin-Cooled Vehicles

See Figure 54. On Twin-Cooled vehicles, the fairing lowers include cooling system components. The coolant bottle is behind the access panel in the right side fairing lower. See MAINTENANCE AND LUBRICATION > COOLING SYSTEM (Page 184) to check the coolant level.

The access panel is secured with three retainers. Carefully pry at the top and at each lower corner to remove the access panel. To install, push the panel until the retainers snap into place.

Keep the radiator screen and outlet duct clean and free from obstructions.

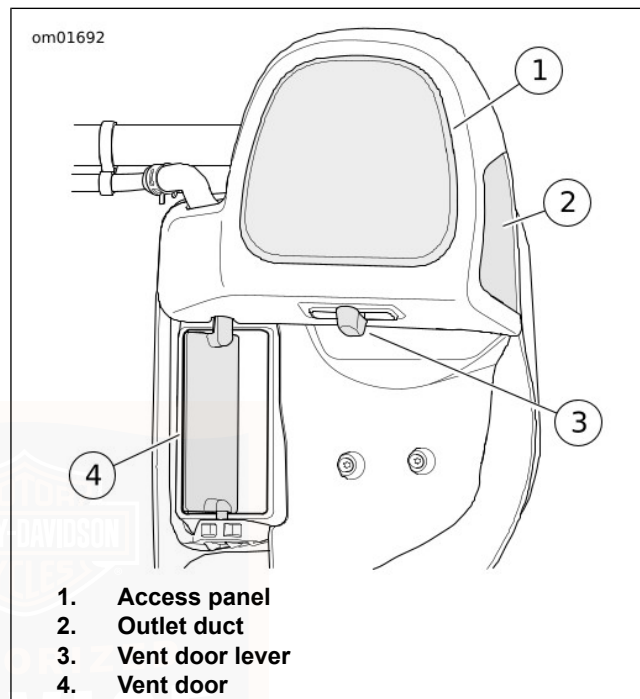


Figure 54. Fairing Lowers: Twin-Cooled Models

TOUR-PAK

⚠ WARNING

Do not exceed Tour-Pak weight capacity. Too much weight can cause loss of control, which could result in death or serious injury. (00401c)

⚠ CAUTION

Do NOT pull on any electrical wires. Pulling on electrical wires may damage the internal conductor causing high resistance, which may result in minor or moderate injury. (00168a)

Operation

See Figure 55. Some vehicles have a lockable Tour-Pak for storing cargo.

Lock/Unlock: Use the ignition key to lock or unlock the latch handle.

Open: Pull the latch handle. Raise the lid.

Close: Close the lid. Push the latch handle to secure the lid. Lift on lid to check that it is secure.

Removal/Installation

⚠ CAUTION

Do NOT pull on any electrical wires. Pulling on electrical wires may damage the internal conductor causing high resistance, which may result in minor or moderate injury. (00168a)

The Tour-Pak can be installed in the forward or rearward position. The motorcycle is shipped from the factory with the Tour-Pak installed in the rearward position. See the service manual or a Harley-Davidson dealer.



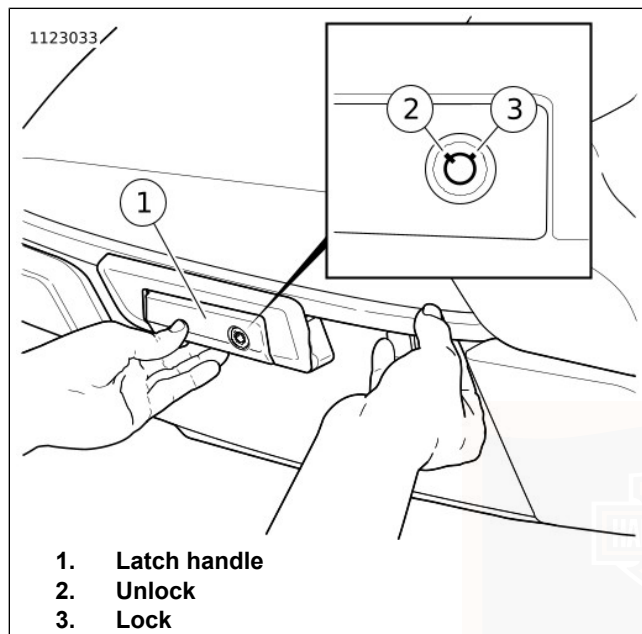


Figure 55. Tour-Pak

LUGGAGE

⚠ WARNING

See **ACCESSORIES AND CARGO** section within the **SAFETY FIRST** section in your owner's manual. Improper cargo loading or accessory installation can cause component failure and adversely affect stability, handling and performance, which could result in death or serious injury. (00021c)

⚠ WARNING

Do not exceed the motorcycle's Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR). Exceeding these weight ratings can lead to component failure and adversely affect stability, handling and performance, which could result in death or serious injury. (00016f)

- GVWR is the total weight of the motorcycle, accessories, rider, passenger and cargo that can be safely carried.
- GAWR is the maximum amount of weight that can be safely carried on each axle.
- See information label on frame steering head or frame downtube for GVWR and GAWR.

⚠ WARNING

Improper loading of cargo or installation of accessories can affect motorcycle stability and handling, which could result in death or serious injury. (00095a)

- Keep cargo weight concentrated close to the motorcycle and as low as possible to minimize the change in the motorcycle's center of gravity. Distribute weight evenly on both sides of the vehicle. Do not load bulky items too far behind the rider or add weight to the handlebars or front forks. Do not exceed maximum load on the label within the luggage.
- Check that cargo is secure. The cargo cannot shift while riding. Periodically recheck load.
- Close and lock luggage before riding or leaving the vehicle unattended.

TRUNK

The vehicle has a lockable trunk. When loading the trunk, distribute weight evenly. Do not exceed the maximum load of 22.7 kg (50 lb). Contents in trunk may shift while riding.

FLHTCUTG

1. See Figure 56. To unlock trunk, insert key into barrel lock and turn one-eighth turn clockwise. Return key to center position and remove.

2. See Figure 57. Push in the barrel lock to unlatch door. Pull handle to open trunk door.
3. Firmly close the trunk door to engage latch. Pull handle to make sure that trunk door is secure.
4. To lock trunk, insert key into barrel lock and turn one-eighth turn counterclockwise. Return key to center position and remove. Push on barrel lock to make sure that trunk is locked.

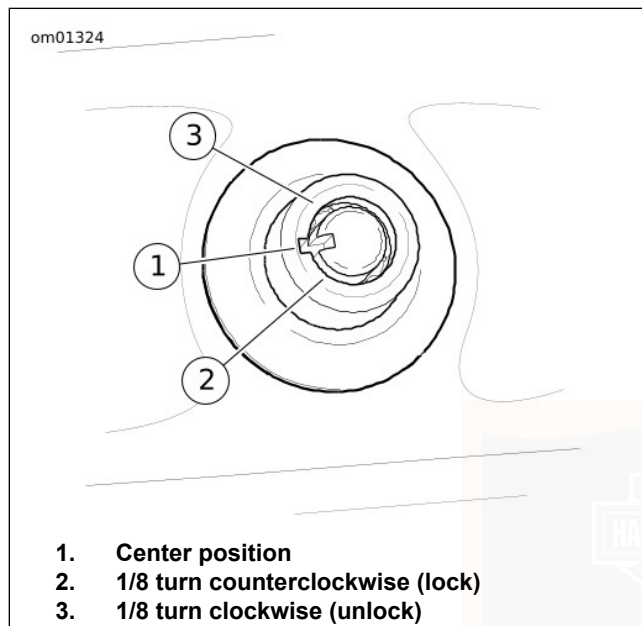


Figure 56. Trunk Lock: FLHTCUTG

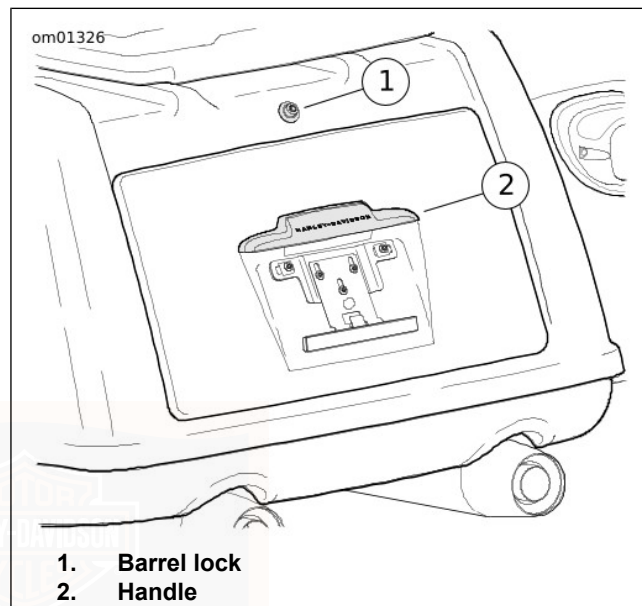


Figure 57. Trunk (typical)

FLRT/FLTRT

See Figure 58. To unlock trunk, insert key in barrel lock and turn one-quarter turn counterclockwise. Remove key.

- See Figure 59. Turn barrel lock clockwise to unlatch door. Open trunk door.
- Close trunk door. Press down on trunk door to engage latch. Attempt to lift trunk door to make sure it is secure.
- To lock trunk, insert key into barrel lock and turn one-quarter turn clockwise. Remove key. Attempt to turn barrel lock to make sure trunk is locked.

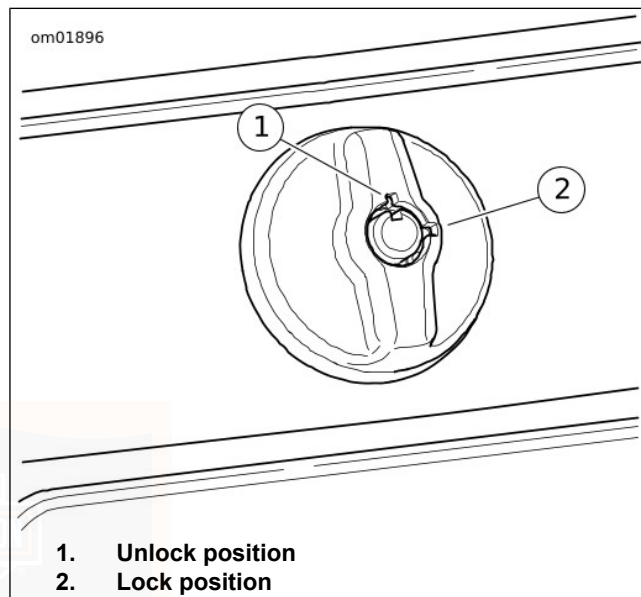


Figure 58. Trunk Lock (FLRT/FLTRT)

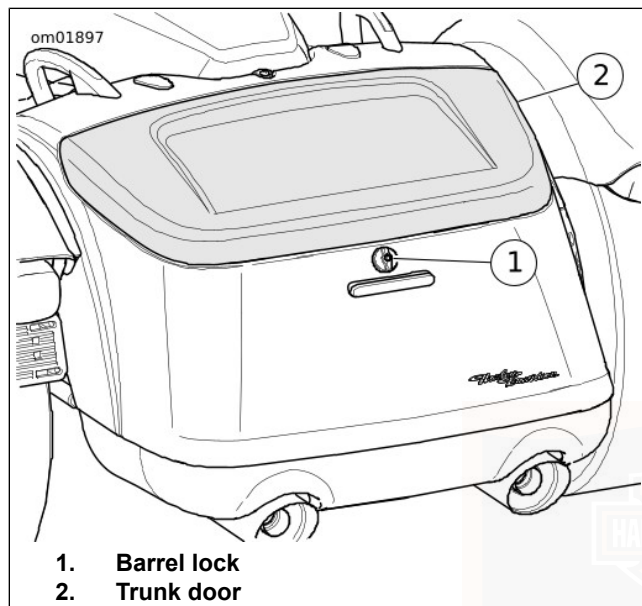


Figure 59. Trunk (FLRT/FLTRT)

GENUINE MOTOR PARTS AND ACCESSORIES

Stop at your Harley-Davidson dealer to pick up a copy of the Genuine Motor Parts and Accessories catalog or go to www.harley-davidson.com to view thousands of Genuine Motor Accessories that are available for Harley-Davidson motorcycles.

The website includes the following tools and resources for accessorizing and personalizing your motorcycle.

Online Catalog

The full Genuine Motor Parts and Accessories catalog is available online in Portable Document Format (PDF) format. The catalog includes hundreds of pages of Harley-Davidson accessories and maintenance products.

Shop for Your Bike

Browse through categories of accessories and options available specifically for your motorcycle. View product descriptions, pricing, fitment and online instruction sheets for many of the available products.

CLEANING AND GENERAL CARE

- Harley-Davidson cleaning products are tested extensively for use on motorcycle surfaces. These products are formulated to be compatible with one another. See a Harley-Davidson dealer to purchase recommended cleaning products. Refer to Table 34 and Table 35.
- Care, cleaning and protection of the vehicle surfaces is the responsibility of the owner.
- Clean and protect the cosmetic surfaces on your motorcycle as often as possible to inhibit rust and corrosion.
- Some painted finishes and other surfaces may be scratched if gravel, dirt or grime are rubbed across the surface during washing. Use clean towels and avoid rubbing sediment across gloss finishes.
- Do not use paper towels, cloth diapers or other materials with nylon fibers which can cause fine scratches to surfaces.
- For repair of scratched surfaces, see a Harley-Davidson dealer.

⚠ WARNING

Observe warnings on labels of cleaning compounds. Failure to follow warnings could result in death or serious injury. (00076a)

▲ WARNING

Do not wash brake discs with cleaners containing chlorine or silicone. Cleaners containing chlorine and silicone can impair brake function, which could result in death or serious injury. (00077a)

NOTICE

Do not use a pressure washer to clean motorcycle. Using a pressure washer can result in equipment damage. (00489c)

NOTICE

Use of abrasive products or powered buffing equipment will cause permanent cosmetic damage to body panels. Use only recommended products and techniques outlined in this manual to avoid damaging body panels. (00245b)

Cleaning Wheels and Tires

NOTE

Corrosion to wheels is not considered to be a defect in materials or workmanship.

- Wheels can corrode or be cosmetically damaged if they are not properly cleaned, polished and preserved.
- Harley-Davidson recommends that wheels be cared for weekly.
- Keep wheels clean from harsh chemicals, acid-based wheel cleaners, salt, and accumulated brake dust.
- After washing wheels with WHEEL & TIRE CLEANER, use the polish and sealing products according to the type of wheels on your motorcycle. Refer to Table 34.

Radiator

See MAINTENANCE AND LUBRICATION > COOLING SYSTEM (Page 184) for important information regarding the cleaning of the radiator.

RECOMMENDED CLEANING PRODUCTS

The following products are recommended for Harley-Davidson motorcycles, parts and accessories. Your motorcycle may not have all the components shown in the tables.

Table 34. Recommended Cleaning and Care Products

PRODUCT PART NO.	PURPOSE	FRAME	BODY PANELS	WHEELS	DENIM FINISH	OTHER
BARE METAL POLISH 93600028 (U.S.) 93600083 (Non-U.S.)	Polishes non-clear coated polished aluminum or polished stainless steel surfaces. ⁽¹⁾	As applicable				
BLACK LEATHER REJUVENATOR 93600033 (U.S.) 93600081 (Non-U.S.)	Rejuvenates black leather products so they look brand new.	No	No	No	No	Black leather goods
BUG REMOVER 93600122 (U.S.) 93600140 (Non-U.S.)	Removes bugs from metal, plastic or painted surfaces.	Yes	Yes	Yes	Yes	
CHROME CLEAN & SHINE 93600031 (U.S.) 93600082 (Non-U.S.)	Shines chrome-plated surfaces and cleans brushed aluminum or stainless steel surfaces.	As applicable				
DENIM PAINT CLEANER 93600124 (U.S.) 93600127 (Non-U.S.)	Waterless quick cleaner and detailer.	Yes	Yes	Yes	Yes	
ENGINE BRIGHTENER 93600002 (U.S.) 93600068 (Non-U.S.)	Rejuvenates wrinkle black engine finish.	No	No	No	No	Wrinkle black engines
EVERYDAY DETAILER 93600157 (U.S.) 93600158 (Non-U.S.)	Cleans, shines, brightens and protects in a short amount of time.	Yes	Yes	Yes	No	

Table 34. Recommended Cleaning and Care Products

PRODUCT PART NO.	PURPOSE	FRAME	BODY PANELS	WHEELS	DENIM FINISH	OTHER
GRAPHENE SPRAY COATING 93600166 (U.S.) 93600169 (Non-U.S.)	Provides a protective barrier for glossy paint surfaces and chrome. Repels water and dust.	Yes	Yes	As applicable	No	
GLOSS DETAILER 93600123 (U.S.) 93600125 (Non-U.S.)	Produces high gloss with UV protection. Allows chrome to breathe, unlike wax. Good for windshields.	Yes	Yes	Yes	No	
HARLEY TRAVEL CARE KIT 93600149 (U.S. only)	Travel size cleaning and care products. (Not for use on denim finishes.)	Yes	Yes	Yes	No	
LEATHER PROTECTANT 93600034 (U.S.) 93600080 (Non-U.S.)	Weatherproofs and preserves leather products.	No	No	No	No	Leather goods
QUICK WASH 93600162 (U.S.) 93600171 (Non-U.S.)	A quick wash for a lightly soiled motorcycle. Cleans all surfaces, sheeting action prevents spots.	Yes	Yes	Yes	Yes	
SCRATCH & SWIRL REPAIR 93600155 (U.S.) 93600156 (Non-U.S.)	Removes fine scratches and swirls.	Yes	Yes	No	No	
SEAT, SADDLEBAG & TRIM CLEANER 93600167 (U.S.) 93600170 (Non-U.S.)	Cleans and conditions vinyl, leather and plastic. Use on seats, saddlebags, inner fairings and any other trim.	No	No	No	No	Seats, saddlebags and trim

Table 34. Recommended Cleaning and Care Products

PRODUCT PART NO.	PURPOSE	FRAME	BODY PANELS	WHEELS	DENIM FINISH	OTHER
SPRAY CLEANER & POL- ISH 93600029 (U.S.) 93600084 (Non-U.S.)	Aerosol quick cleaner and detailer. Reduces static attraction to dust. Works great for removing bugs. ⁽¹⁾	Yes	Yes	Yes	No	
SUNWASH BIKE SOAP 93600129 (U.S.) 93600141 (Non-U.S.)	Thorough washing of all surfaces with a wash mitt. Reduces hard water spots when washing a motorcycle in the sun.	Yes	Yes	Yes	Yes	
WHEEL & TIRE CLEANER 93600121 (U.S.) 93600126 (Non-U.S.)	Removes brake dust and road grime from wheels, tires and whitewalls. Do not use on frames or anodized parts.	No	No	Yes	No	Black- coated exhaust pipes and mufflers
<i>(1) DO NOT use BARE METAL POLISH or SPRAY CLEANER & POLISH on coated aluminum wheels, protective coating will be removed.</i>						

Table 35. Recommended Surface Care Products

PRODUCT PART NO.	PURPOSE
BUG EATER SPONGE 93600110	When paired with water and BUG REMOVER, the BUG EATER SPONGE breaks down and dissolves baked on bugs and road grime.
CLEANING BRUSH KIT 94844-10	Brush kit for detailing your motorcycle.
DETAILING SWABS 93600107	Large cotton swabs for cleaning crevices and detailed surfaces.

Table 35. Recommended Surface Care Products

PRODUCT PART NO.	PURPOSE
BIKE WASH BUCKET 93600133	Wash bucket. Includes GRIT GUARD insert.
HOG BLASTER MOTORCYCLE DRYER 94651-09A	Blows a stream of warm dry filtered air. Reduces streaks and water spots.
MICROFIBER APPLICATORS (4 pack) 93600168	Use to apply most wax, coating, sealant, and dressing products.
MICROFIBER DETAILING CLOTH 94663-02	Highly absorbent detailing cloth for polishing and sealing. Contains no nylon fibers.
MICROFIBER DETAILING CLOTHS (3 pack) 93600136	Highly absorbent detailing cloths for polishing and sealing.
MICROFIBER SOFT DRYING TOWEL 93600132	Washable and reusable. Provides a lint- and streak-free drying action for a professional results.
MICROFIBER WASH MITT 93600130	Premium quality microfiber washing mitten. Use with either hand.
WHEEL & SPOKE BRUSH 43078-99	Cone-shaped scrub brush for wheels.

WASHING THE MOTORCYCLE

Use only recommended cleaning and care products. Refer to Table 34 and Table 35.

NOTE

During rinsing and washing, avoid direct spray on electrical components, air filter element and any luggage or saddlebag

sealing areas (if equipped). Avoid spraying water under leather saddlebag covers (if equipped).

Preparation

1. Allow motorcycle to cool before rinsing or washing. Spraying water on hot surfaces can leave water spots and mineral deposits.

2. Rinse the motorcycle from the bottom up.
3. To loosen dried bugs or hardened dirt, allow surfaces to soak under a damp towel.

Cleaning Wheels and Tires

1. Rinse wheel and tire surfaces. Avoid splashing brake dust on chrome or painted parts.
2. Apply WHEEL & TIRE CLEANER. Allow cleaner to set for one minute.
3. Clean the wheel with a BUG EATER SPONGE or WHEEL & SPOKE BRUSH. Thoroughly scrub all brake dust and other sediments off the wheel. Accumulated brake dust can trap moisture and dirt, which leads to wheel corrosion.
4. Rinse well.

Washing the Motorcycle

NOTE

See the appropriate instructions in this section for cleaning leather, denim (flat) finishes, windshields or other special surfaces.

1. If necessary, use BUG REMOVER to remove bug splatters.
 - a. Rinse the affected surfaces during preparation.

- b. Spray the area with BUG REMOVER.
- c. Wait one minute while the BUG REMOVER penetrates the bug splatters.
- d. Use the BUG EATER SPONGE while washing to easily remove bugs.

2. Prepare the wash.
 - a. Fill a HARLEY WASH BUCKET with clean water.
 - b. Add SUNWASH BIKE SOAP, following the directions on the package.
 - c. Soak the WASH MITT and/or a BUG EATER SPONGE in the SUNWASH solution.
3. Wash all surfaces starting at the top working down toward the ground.
4. Rinse the motorcycle twice in both directions:
 - a. Rinse from the bottom up.
 - b. Rinse from the top down.

Drying the Motorcycle

1. Dry the surfaces from the top down using a SYNTHETIC DRYING CHAMOIS or a HOG BLASTER MOTORCYCLE DRYER. Avoid using any type of forced air on speakers or other sensitive components.

2. Dampen chamois in clean water and wring out the excess. The chamois is more absorbent when wet.
3. Wipe across the vehicle surface.
4. Repeat as necessary until surface is dry.

Polishing and Sealing

NOTE

If motorcycle has denim finish, skip the Polishing and Sealing procedure.

1. Apply GLAZE POLY SEALANT with a DISPOSABLE DETAILING SOFT CLOTH or MICROFIBER DETAILING CLOTH, following the instructions on the package.
2. Buff with a DISPOSABLE DETAILING SOFT CLOTH.
3. Polish and seal the wheels to prevent corrosion.

WINDSHIELD CARE

NOTICE

Polycarbonate windshields/wind deflectors require proper attention and care to maintain. Failure to maintain polycarbonate properly can result in damage to the windshield/wind deflector. (00483e)

NOTICE

Use only Harley-Davidson recommended products on Harley-Davidson windshields. Do not use harsh chemicals or rain sheeting products, which can cause windshield surface damage, such as dulling or hazing. (00231c)

- Powdered, abrasive or alkaline cleanser can damage windscreen/windshields. Ammonia-based window cleaners cause permanent yellow effects to windshields.
- Do not use gas station windshield cleaner as finish can be damaged.
- Do not use a brush or squeegee as finish can be damaged.
- Do not clean in hot sun or high temperature.

Windshields require special care. However, windshields can be washed with WINDSHIELD CLEANER - INDIVIDUAL WIPES, SUNWASH BIKE SOAP or QUICK WASH when washing the entire motorcycle. Refer to Table 34.

NOTE

- Use BUG REMOVER to soft bug splatters. Wipe clean with a BUG EATER SPONGE.
- Covering windshields with a clean, wet cloth for approximately 15-20 minutes before washing makes dried bug removal easier.

1. Use WINDSHIELD CLEANER to detail windshields.
2. Wipe dry with a clean MICROFIBER DETAILING CLOTH.

NOTE

To minimize swirl marks, clean windshield when the motorcycle is cool and parked in the shade. Faint swirl marks are normal. Swirl marks are more visible on tinted windshields.

LEATHER AND VINYL CARE

NOTICE

Do not use bleach or detergents containing bleach on saddlebags, seats, tank panels or painted surfaces. Doing so can result in equipment damage. (00229a)

Do not use ordinary soap to clean leather or fur. It could dry or remove the oils from the leather.

Leather, vinyl and other synthetic surfaces must be periodically cleaned and treated to maintain its appearance and extend its life. Clean and treat these surfaces once a season or more frequently under adverse conditions.

These surfaces are not designed for long-term exposure to inclement weather. Protect these surfaces with a Harley-Davidson Seat Rain Cover or Motorcycle Storage Cover (sold separately).

1. Vacuum or blow dust off surface.

2. Thoroughly clean surfaces with SEAT, SADDLEBAG & TRIM CLEANER, following directions on the bottle.
3. Allow the material to dry naturally and completely at room temperature before applying other products to the material. Do not use artificial means to dry the material quickly.
4. For leather only, rejuvenate faded black surfaces with BLACK LEATHER REJUVENATOR, and apply LEATHER PROTECTANT to weatherproof and preserve the leather.

NOTE

Many Harley-Davidson accessories and seats are made of either treated or untreated leather or have leather inserts. Natural materials age differently and require different care than man-made materials. Seat covers and panels made of leather gain "character", such as wrinkles, with age. Leather is porous and organic. Each leather product settles into its own distinct form with use. Your leather product matures into its own custom shape and style from the sun, rain and time. This maturing is natural and enhances the custom quality of your Harley-Davidson motorcycle.

DENIM FINISH

Some motorcycles have a denim (flat or matte) finish. The denim finish has qualities which differ from high gloss finishes on all other Harley-Davidson motorcycles. Like denim fabric, denim paint will burnish or mar with age and use, thus adding

character and personality to the finish. For recommended products, refer to Table 34.

- If scratched, the color coat of paint does nick/scuff and these marks cannot be rubbed out.
- If polished, the finish will become less matte and more glossy over time.

Cleaning Denim Finish

For Light deposits: Use DENIM PAINT CLEANER and a SOFTCLOTH.

For heavier deposits: Use either SUNWASH BIKE SOAP and a clean H-D WASH MITT or QUICK WASH. Rinse thoroughly with clean water.

AUDIO SYSTEM CARE

Use only Harley-Davidson recommended products and methods to keep the radio, speakers and other audio system components clean and in good condition. Do not use any abrasives, polishes or rubbing compounds to clean the screen or other components. Do not use any ammonia-based cleaners on the screen. Use of other products or methods may cause damage to components.

Screen

NOTE

Do not use any chemical cleaners or chemical containing wipes or cloths. These can cause damage to the screen surface.

Gently clean the display glass surface with a clean, dry microfiber cloth. Prior to cleaning it is suggested to remove any deposits of visible dust, dirt, sand particles with a gentle stream of compressed air. Cleaning the display glass in the presence of above can create scratches.

Cleaning the Radio

Spray a light amount of HARLEY GLOSS on a MICROFIBER DETAILING CLOTH. Be careful to gently remove any sediments without rubbing them into the screen. Apply circular motions from the center and outwards. Use a dry MICROFIBER DETAILING CLOTH to dry the screen. Repeat the process as necessary.

NOTE

Do not use any screen enhancing chemicals or products. These can damage the screen surface.

Speaker Care

If a haze develops on speakers with a protective grille, use HARLEY SEAT, SADDLEBAG, AND TRIM CLEANER and a SOFTCLOTH or SOFT DETAILING PAD to clean. Do not apply wax or any other similar products on speaker grilles.

Do not use compressed or forced air on speakers.

Vehicles with saddlebag speakers are designed to prevent water intrusion and to allow water to drain during washing or riding in all weather. To remove any standing water from saddlebag speakers, open the saddlebags and gently shake any remaining water from the speakers.

FAIRING SPLITSTREAM VENT CARE

Keep the vent free of foreign objects. Periodically clean the vent to remove dirt, bugs and leaves.

1. Using mild soapy water and a soft brush, remove dirt, leaves and bugs from vent.

EXHAUST CARE

Allow exhaust components to cool before cleaning.

For chrome exhaust surfaces, apply Boot Mark Remover to remove boot marks, melted plastic or asphalt resin. Allow the gel to set for a few minutes, scrape off the melted material, and rinse clean.

For black-coated exhaust surfaces, apply Wheel & Tire Cleaner while motorcycle is wet during washing. Wipe or scrub exhaust surfaces and rinse clean.

NOTE

There is no warranty on exhaust pipes and mufflers with regard to any discoloration. Blueing is caused by tuning characteristics, cam timing, over-heating, and so on. It is not caused by defective manufacturing.

WHEEL CARE

Wheels can corrode or be cosmetically damaged if they are not properly cleaned, polished and preserved. Cleaning and sealing wheels with the proper treatment guards against pitting, corrosion, spots and stains. Harley-Davidson recommends that wheels be cared for weekly. Corrosion to wheels is not considered a defect in materials or workmanship.

NOTE

Bare aluminum wheels do not have a protective coating and corrode unless properly treated. Apply BARE ALUMINUM WHEEL PROTECTANT when purchasing the motorcycle and at least twice per year to prevent cosmetic damage.

Keep wheels clean from harsh chemicals, acid-based wheel cleaners, salt and accumulated brake dust. After washing wheels with WHEEL & TIRE CLEANER, use the polish and

sealing products according to the type of wheels. Refer to Table 36.

Table 36. Wheel Polish and Sealing Products

WHEELS	PRODUCT	DESCRIPTION
Anodized	GRAPHENE	Cleans surface, removes fine scratches. Provides a breathable sealant against acid, chemicals, salt and brake dust.
	GLOSS DETAILER	Seals and protects against harsh chemicals, salt and other sediments to prevent corrosion.
Chrome	CHROME CLEAN & SHINE	Non-abrasive cleaner to brighten chrome wheels.
	GLOSS DETAILER	Seals and protects against harsh chemicals, salt and other sediments to prevent oxidation.
Polished and bare aluminum or stainless steel	BARE METAL POLISH ⁽¹⁾	Microabrasive polish to refurbish polished wheels. Do not use on chrome.

(1) DO NOT use BARE METAL POLISH on coated aluminum wheels, protective coating will be removed.

STORING MOTORCYCLE

If the motorcycle will not be operated for several months, take steps to protect the motorcycle. Always protect parts against corrosion, preserve the battery and prevent the build-up of gum and varnish in the fuel before storage.

Make a list of everything you do and fasten it to a handlebar grip. When you take the motorcycle out of storage, this list is your reference/checklist to get your motorcycle in operating condition.

⚠ WARNING

Do not store motorcycle with gasoline in tank within the home or garage where open flames, pilot lights, sparks or electric motors are present. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00003a)

1. Fill fuel tank. Add a gasoline stabilizer. Use one of the commercially available gasoline stabilizers and follow the manufacturer's instructions.

2. Warm motorcycle to operating temperature. Change oil and turn engine over to circulate the new oil. See MAINTENANCE AND LUBRICATION > CHANGE OIL AND OIL FILTER (Page 164).
3. Prepare battery for storage. See SERVICE PROCEDURES > BATTERY MAINTENANCE (Page 195).
4. Check and fill the cooling system on applicable vehicles. See MAINTENANCE AND LUBRICATION > COOLING SYSTEM (Page 184).
5. To protect the body panels, engine, chassis and wheels from corrosion, follow the cosmetic care procedures before storage. See AFTER RIDING > CLEANING AND GENERAL CARE (Page 143).
6. Cover the motorcycle with a material such as light canvas that breathes. Plastic materials that do not breathe promote condensation and corrosion.

REAR AXLE TIE DOWN LOOPS

The rear axle has steel loops on the bottom (left and right sides) which may be used to tie down the rear end of the vehicle when transporting on a trailer.



NOTES



SAFE OPERATING MAINTENANCE

⚠ WARNING

Perform the service and maintenance operations as indicated in the regular service interval table. Lack of regular maintenance at the recommended intervals can affect the safe operation of your motorcycle, which could result in death or serious injury. (00010a)

⚠ WARNING

If you operate your motorcycle under adverse conditions (severe cold, extreme heat, very dusty environment, very bad roads, through standing water, etc.), you should perform the regular maintenance intervals more frequently to ensure the safe operation of your motorcycle. Failure to maintain your motorcycle could result in death or serious injury. (00094a)

NOTICE

When lifting a motorcycle using a jack, be sure jack contacts both lower frame tubes where down tubes and lower frame tubes converge. Never lift by jacking on cross-members, oil pan, mounting brackets, components or housings. Failure to comply can cause serious damage resulting in the need to perform major repair work. (00586d)

Keep the motorcycle maintained according to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243). Frequently inspect the motorcycle between regular service intervals and after periods of storage to determine if additional maintenance is necessary.

Check the following items:

1. Tires for correct pressure, excessive wear or any signs of tire damage.
2. Belt for proper tension, wear or damage.
3. Brakes, steering and throttle for responsiveness and freedom from binding.
4. Brake fluid level and condition. Hydraulic lines and fittings for leaks. Coolant level if applicable. Also, check brake pads and discs for wear.
5. Cables for fraying or crimping and free operation.
6. Engine oil and primary chaincase/transmission fluid levels.
7. Headlamp, tail lamp, brake lamp and turn signals for proper operation.

BREAK-IN MAINTENANCE

NOTE

The performance of new motorcycle initial service is required to keep your new motorcycle warranty in force and for proper emissions system operation.

After a new motorcycle has been ridden 1,600 km (1000 mi), visit an authorized Harley-Davidson dealer for initial service. Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).

PREPARING THE MOTORCYCLE FOR MAINTENANCE

⚠ WARNING

Be sure to check capacity rating and condition of hoists, slings, chains and cables before use. Exceeding capacity ratings or using lifting devices that are in poor condition can lead to an accident, which could result in death or serious injury. (00466c)

NOTE

Always support a motorcycle that is being serviced with blocks or stands.

Setting Motorcycle Upright

1. Place motorcycle upright on a level surface or suitable lift, if available.
2. Verify that the motorcycle is level.
3. Secure with tie-downs.

JACKING POINTS

NOTICE

When lifting a motorcycle using a jack, be sure jack contacts both lower frame tubes where down tubes and lower frame tubes converge. Never lift by jacking on cross-members, oil pan, mounting brackets, components or housings. Failure to comply can cause serious damage resulting in the need to perform major repair work. (00586d)

NOTE

- Never use differential housing as lifting point.
- Set the parking brake and block the wheels as necessary to prevent the vehicle from rolling.
- Lift against the forgings where the down tubes and lower frame tubes join.
- Never lift using the passenger hand grab handles.

Because the balance point is toward the rear, special consideration must be made when lifting with a jack for service.

See Figure 60. When lifting the front, engage the parking brake. Place the jack under the forward portion of the frame, approximately centered under the crankshaft, and make sure

that it contacts the frame tube forgings on both sides. Verify that the jack is not contacting the parking brake components.

See Figure 61. When lifting the rear, secure the front tire in a wheel vise. Secure front end to the motorcycle lift using straps. Place the jack under the rear portion of the frame, approximately centered under the clutch cover. Make sure that it contacts the frame tube forgings on both sides.

Alternatively, each rear wheel can be raised by placing a jack under the left or right side of the axle.

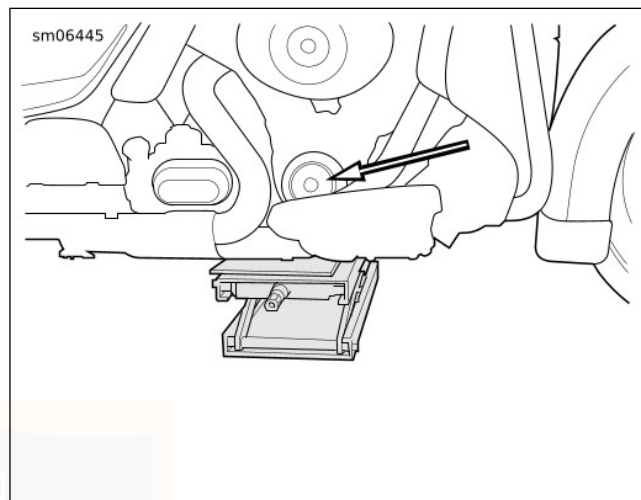
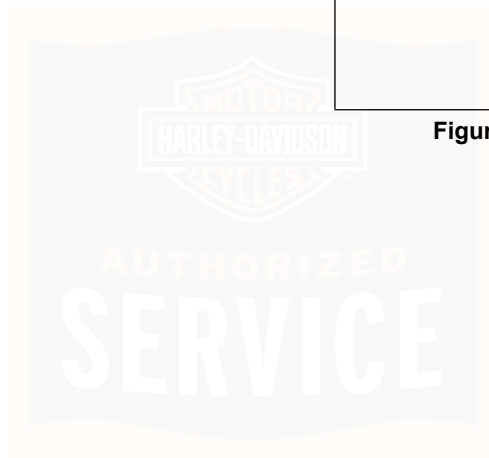


Figure 60. Jack Placement to Lift Front



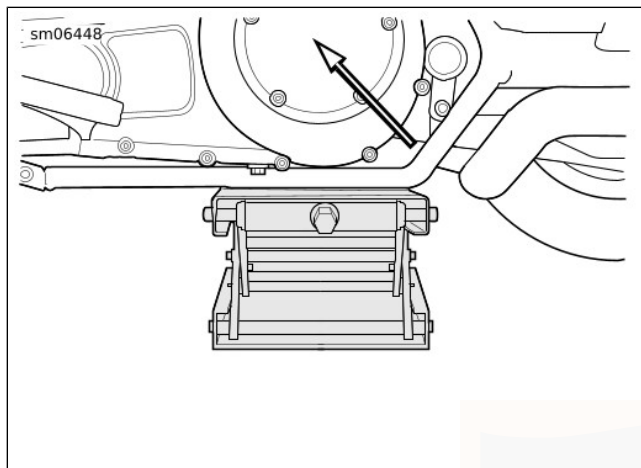


Figure 61. Jack Placement to Lift Rear

DISPOSAL AND RECYCLING

Help protect our environment! Many communities maintain facilities for recycling used fluids, plastics and metals. Dispose of or recycle used oil, lubricants, fuel, coolant, brake fluid and batteries in accordance with local regulations. Many Harley-Davidson parts and accessories are made of plastics and metals which can also be recycled.

ENGINE LUBRICATION

Engine Lubrication

⚠ CAUTION

Prolonged or repeated contact with used motor oil may be harmful to skin and could cause skin cancer. Promptly wash affected areas with soap and water. (00358b)

⚠ CAUTION

If engine oil is swallowed, do not induce vomiting. Contact a physician immediately. In case of contact with eyes, immediately flush with water. Contact a physician if irritation persists. (00357d)

NOTICE

Do not switch lubricant brands indiscriminately because some lubricants interact chemically when mixed. Use of inferior lubricants can damage the engine. (00184a)

Always use the proper grade of oil for the lowest temperature expected before the next scheduled oil change. Refer to Table 37.

This motorcycle was originally equipped with GENUINE HARLEY-DAVIDSON H-D 360 MOTORCYCLE OIL 20W50. H-D 360 is the preferred oil under normal operating conditions.

If operation under extreme cold or heat are expected, refer to Table 37 for alternative choices.

If necessary and H-D 360 is not available, add oil certified for diesel engines. Acceptable designations include: CH-4, CI-4

and CJ-4. The preferred viscosities, in descending order are: 20W50, 15W40 and 10W40.

At the first opportunity, see an authorized dealer to change back to 100 percent Harley-Davidson oil.

Table 37. Recommended Engine Oils

TYPE	VISCOSITY	LOWEST AMBIENT TEMPERATURE	COLD-WEATHER STARTS BELOW 50 °F (10 °C)
Screamin' Eagle SYN3 Full Synthetic Motorcycle Lubricant	SAE 15W50	Above -1 °C (30.2 °F)	Excellent
Screamin' Eagle SYN3 Full Synthetic Motorcycle Lubricant	SAE 20W50	Above -1 °C (30.2 °F)	Excellent
Genuine Harley-Davidson H-D 360 Motorcycle Oil	SAE 20W50	Above 4 °C (39.2 °F)	Good
Genuine Harley-Davidson H-D 360 Motorcycle Oil	SAE 50	Above 16 °C (60.8 °F)	Poor
Genuine Harley-Davidson H-D 360 Motorcycle Oil	SAE 60	Above 27 °C (80.6 °F)	Poor

Low Temperature Lubrication

Change engine oil often in colder climates. If motorcycle is frequently ridden less than 24 km (15 mi), in ambient temperatures below 16 °C (60 °F), reduce oil change intervals to 2,400 km (1500 mi).

NOTE

Lower ambient temperatures require more frequent oil changes.

Water vapor is a normal by-product of combustion. During cold-weather operation, some water vapor condenses to liquid form on the cool surfaces inside the engine. In freezing

weather, this water becomes slush or ice. If the engine is not warmed to operating temperature, accumulated slush or ice blocks the oil lines and causes engine damage. Over time, water will accumulate, mix with the engine oil and form a sludge that is harmful to the engine.

If the engine is allowed to warm to normal operating temperature, most of the water evaporates and exits through the crankcase breather.

CHECK ENGINE OIL LEVEL

⚠ CAUTION

Prolonged or repeated contact with used motor oil may be harmful to skin and could cause skin cancer. Promptly wash affected areas with soap and water. (00358b)

NOTICE

Do not overfill oil. Doing so can result in oil carryover to the air cleaner leading to equipment damage and/or equipment malfunction. (00190b)

NOTE

See Figure 63. When checking oil level, use the gauge marked FULL HOT VEHICLE UPRIGHT.

Oil Level Cold Check

1. For pre-ride inspection, park vehicle on level ground.
2. See Figure 62. Remove filler plug/dipstick. Wipe off the dipstick. Insert the dipstick and tighten into the fill spout.

NOTE

Oil level on a cold engine should never be above the midway point.

3. See Figure 63. Remove filler plug/dipstick. Using the gauge marked FULL HOT VEHICLE UPRIGHT on the dipstick, verify the oil level. The correct oil level should register midway (2) between the ADD QT and FULL HOT marks on the dipstick.
4. If oil level is at or below the ADD QT mark, add only enough oil to bring the level to the ADD QT mark.
5. Start and idle engine for two minutes. Turn off engine.
6. Check oil level. Add only enough to bring level midway between the ADD QT (1) and FULL HOT (3).

Oil Level Hot Check

NOTICE

Do not allow hot oil level to fall below Add/Fill mark on dipstick. Doing so can result in equipment damage and/or equipment malfunction. (00189a)

NOTE

- *The engine requires a longer warm-up period in colder weather.*
- *Perform engine oil level hot check only when engine is at normal operating temperature.*

1. Run motorcycle until engine oil is at normal operating temperature (93.4 °C (200 °F) or higher).
2. Park vehicle on level ground. Allow engine to idle for 1-2 minutes. Turn off engine.
3. See Figure 62. Remove filler plug/dipstick and wipe off the dipstick. Insert the dipstick and tighten into the fill spout.
4. See Figure 63. Remove filler plug/dipstick. Using the gauge marked FULL HOT VEHICLE UPRIGHT on the dipstick, verify the oil level. The level should be between the ADD QT (1) and FULL HOT (3) marks. Add oil as necessary to bring the level to the FULL HOT mark on the dipstick. Do not overfill.

NOTE

Use only recommended oil specified in MAINTENANCE AND LUBRICATION > ENGINE LUBRICATION (Page 160). Refer to Table 37.

5. Start engine and carefully check for oil leaks around drain plug and oil filter.

NOTE

- *Check engine oil level at each complete fuel refill.*
- *Change oil at specified intervals in normal service at warm or moderate temperatures. Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).*
- *Oil change intervals should be more frequent in cold weather or severe operating conditions. See SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).*

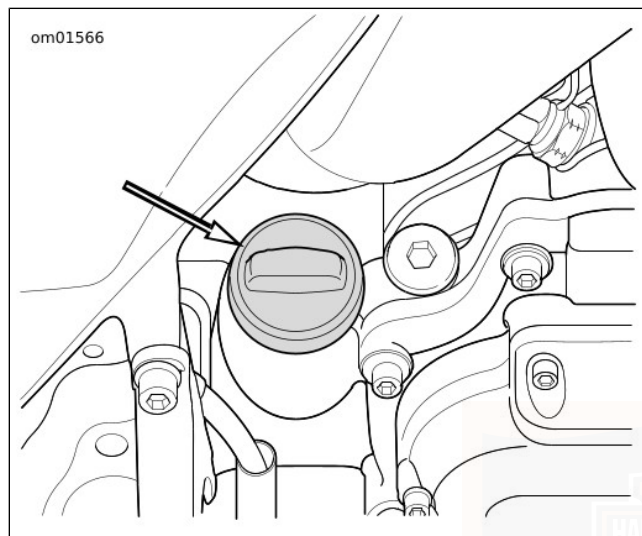
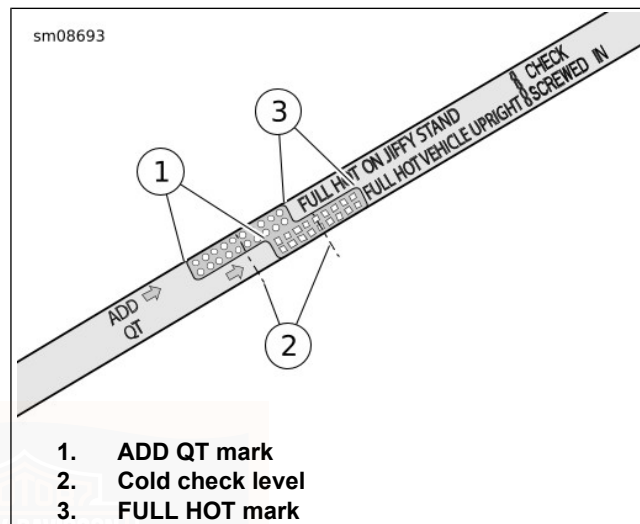


Figure 62. Engine Oil Filler Plug



1. ADD QT mark
2. Cold check level
3. FULL HOT mark

Figure 63. Engine Oil Dipstick

CHANGE OIL AND OIL FILTER

⚠ WARNING

Be sure that no lubricants or fluids get on tires, wheels or brakes when changing fluid. Traction can be adversely affected, which could result in loss of control of the motorcycle and death or serious injury. (00047d)

NOTICE

Do not switch lubricant brands indiscriminately because some lubricants interact chemically when mixed. Use of inferior lubricants can damage the engine. (00184a)

⚠ CAUTION

Prolonged or repeated contact with used motor oil may be harmful to skin and could cause skin cancer. Promptly wash affected areas with soap and water. (00358b)

- Change engine oil at the first 1,600 km (1000 mi) for a **new** engine. After the initial service, change oil at regular intervals in normal service at warm or moderate temperatures. Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).
 - Change oil at more frequent intervals in cold weather or severe operating conditions. See Winter Lubrication in MAINTENANCE AND LUBRICATION > ENGINE LUBRICATION (Page 160).
1. Run motorcycle until engine is at normal operating temperature. Turn off engine.
 2. Remove filler plug/dipstick.

NOTE

Replace drain plug O-ring.

3. See Figure 64. Remove the oil drain plug (2) and O-ring. Allow oil to drain completely.

NOTE

Use P&A Oil Catcher (Part No. 62700199) or equivalent to keep drain oil off crankcase when removing oil filter. Residual drain oil could falsely appear as a crankcase oil leak at a later time.

4. Remove the oil filter using oil filter wrench and hand tools. Do not use with air tools.

Special Tool: OIL FILTER WRENCH (94863-10)

Special Tool: OIL FILTER WRENCH (94686-00)

5. Clean the oil filter mount flange.
6. Clean any residual oil for crankcase and transmission housing.
7. See Figure 65. Install **new** oil filter.
 - a. Lubricate gasket with a thin film of clean engine oil.
 - b. Install **new** oil filter.
 - c. Hand-tighten oil filter one-half to three-quarters of a turn after gasket first contacts filter mounting surface. Do NOT use oil filter wrench for installation.

8. Install engine oil drain plug and **new** O-ring.

Torque: 19–28.5 N·m (14–21 ft-lbs) *Engine oil drain plug*

NOTE

Use the proper grade of oil for the lowest temperature expected before the next oil change. Refer to Table 37 for recommended oil.

9. Add an initial volume of engine oil. Refer to Table 38.

Table 38. Initial Oil Fill

ITEM	QUANTITY
Engine oil initial fill	3.8 L (4.0 qt)

10. Verify proper oil level. See MAINTENANCE AND LUBRICATION > CHECK ENGINE OIL LEVEL (Page 162).
- Perform engine oil level **cold check**.
 - Start engine and carefully check for oil leaks around drain plug and oil filter.
 - Perform engine oil level **hot check**.

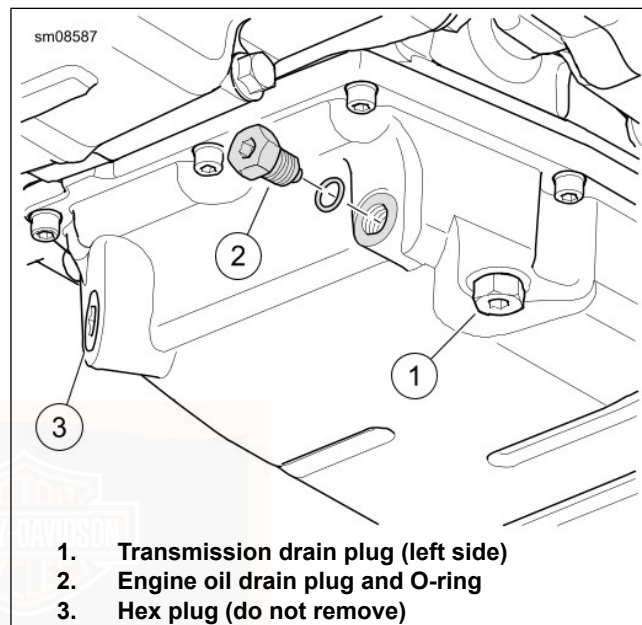


Figure 64. Oil Pan

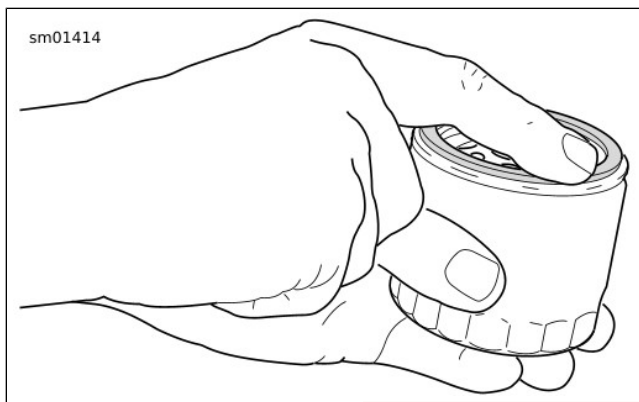


Figure 65. Lubricating New Oil Filter Gasket
OIL COOLER

Models that are not Twin-Cooled have an oil cooler. Some also have a oil cooler fan. Keep the cooler and fan clean and free from dirt and debris to maintain maximum cooling efficiency.

CHECK TRANSMISSION LUBRICANT

NOTE

Check transmission fluid with the motorcycle at ambient temperature. Inspect transmission dipstick O-ring. Replace if necessary.

1. Park motorcycle on a level surface.
2. See Figure 66. Remove transmission filler plug/dipstick. Wipe dipstick clean.
3. Install filler plug/dipstick until O-ring contacts the case. Do not tighten.
4. See Figure 67. Remove filler plug/dipstick. Check lubricant level on dipstick. Proper oil level is between the Add (A) (1) and Full (F) (2) marks.
5. If lubricant level is low, add recommended Harley-Davidson lubricant to bring level to between the A mark and the F mark. Refer to Table 39.
6. Install filler plug/dipstick. Tighten to specification.
 Torque: 2.8–8.5 N·m (25–75 in-lbs) *Transmission dipstick*

Table 39. Transmission Lubricant

MODEL	LUBRICANT
All	FORMULA+ TRANSMISSION AND PRIMARY CHAIN LUBRICANT or SCREAMIN' EAGLE SYN3 FULL SYNTHETIC MOTORCYCLE LUBRICANT 20W50

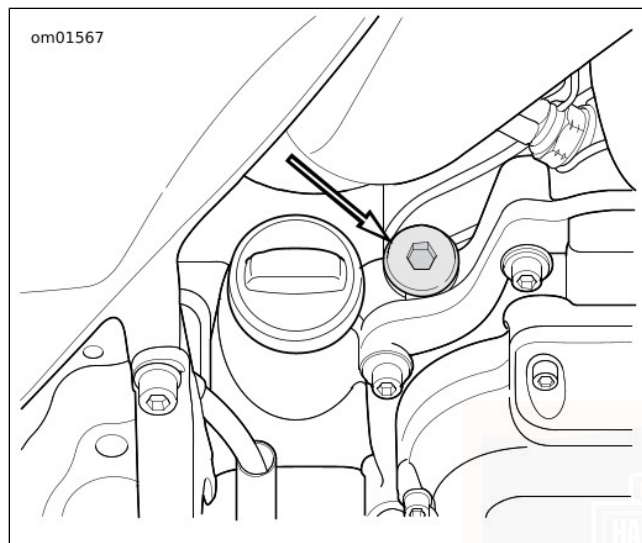


Figure 66. Transmission Filler Plug/Dipstick Location

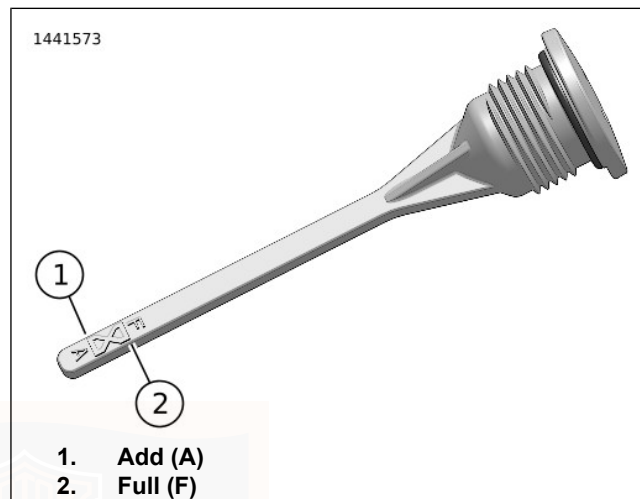


Figure 67. Transmission Lubricant Level
CHANGE TRANSMISSION LUBRICANT

1. See Figure 67. Remove transmission filler plug/dipstick.

⚠ WARNING

Be sure that no lubricants or fluids get on tires, wheels or brakes when changing fluid. Traction can be adversely affected, which could result in loss of control of the motorcycle and death or serious injury. (00047d)

2. See Figure 68. Remove transmission drain plug. Drain transmission.
3. Clean and inspect drain plug and O-ring.

NOTICE

Do not over-tighten filler or drain plug. Doing so could result in a lubricant leak. (00200b)

4. Install drain plug with **new** O-ring. Tighten. Do not over-tighten.

Torque: 19–28.5 N·m (14–21 ft-lbs) *Transmission drain plug*

5. Fill the transmission with recommended Harley-Davidson lubricant. Refer to Table 39.

Volume: 0.83 L (28 fl oz)

6. Check lubricant level. Add enough lubricant to bring the level between the add (A) and full (F) marks. See Figure 67.

7. Install filler plug/dipstick. Tighten.

Torque: 2.8–8.5 N·m (25–75 **in-lbs**) *Transmission filler plug/dipstick*

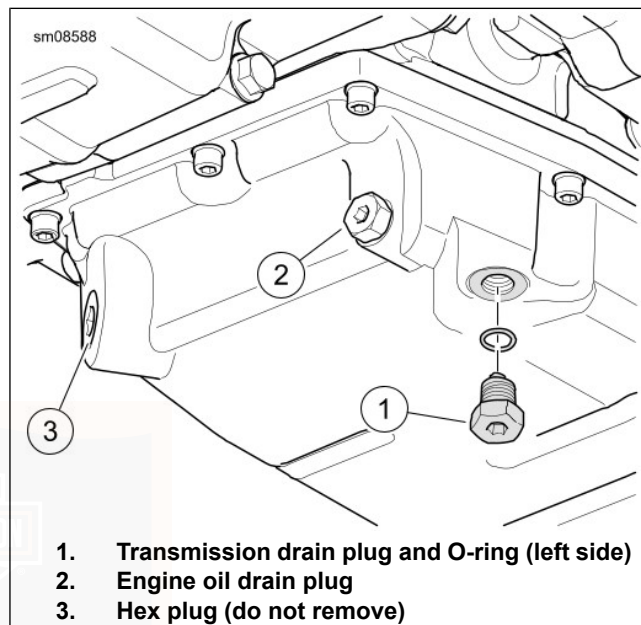


Figure 68. Transmission Drain

CHANGE PRIMARY CHAINCASE LUBRICANT

1. Run motorcycle until engine is at normal operating temperature. Turn off engine.

▲ WARNING

Be sure that no lubricants or fluids get on tires, wheels or brakes when changing fluid. Traction can be adversely affected, which could result in loss of control of the motorcycle and death or serious injury. (00047d)

2. Secure motorcycle on a level surface.
3. See Figure 69. Drain primary chaincase.
4. Clean drain plug magnet. If plug has excessive debris, inspect the condition of chaincase components.
5. Install drain plug and **new** O-ring. Tighten.

Torque: 19–28.5 N·m (14–21 ft-lbs) *Primary chaincase drain plug*

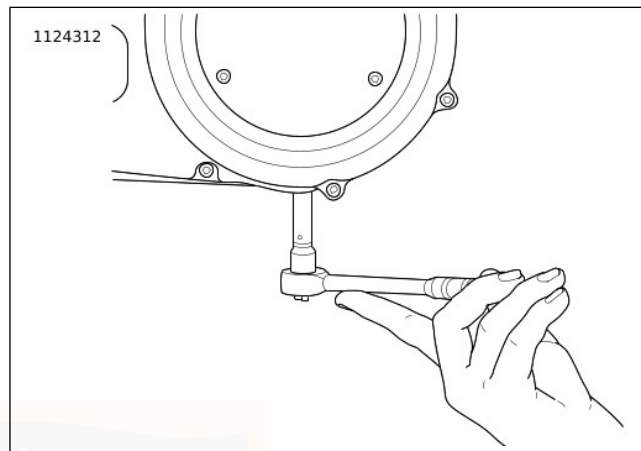


Figure 69. Removal/Installation of Chaincase Drain Plug

6. See Figure 71. Remove screws (3) and clutch inspection cover (2).
7. Remove seal (1). Wipe oil from groove in chaincase cover and mounting surface.

NOTICE

Do not overfill the primary chaincase with lubricant. Overfilling can cause rough clutch engagement, incomplete disengagement, clutch drag and/or difficulty in finding neutral at engine idle. (00199b)

8. Add lubricant.
 - a. Pour specified amount of FORMULA+ TRANSMISSION AND PRIMARY CHAINCASE LUBRICANT or SCREAMIN' EAGLE SYN3 FULL SYNTHETIC MOTORCYCLE LUBRICANT 20W50 through clutch inspection cover opening. Refer to Table 40.
 - b. See Figure 70. Proper level is approximately at bottom of pressure plate OD.

Table 40. Primary Chaincase Lubricant

ITEM	DRY FILL ⁽²⁾		WET FILL ⁽³⁾	
	Oz	L	Oz	L
Amount ⁽¹⁾	34	1.0	30	0.9
(1) Amount is approximate. Fill to bottom of pressure plate OD with vehicle upright.				
(2) Cover was removed and installed.				
(3) Lubricant was drained through the drain plug only.				

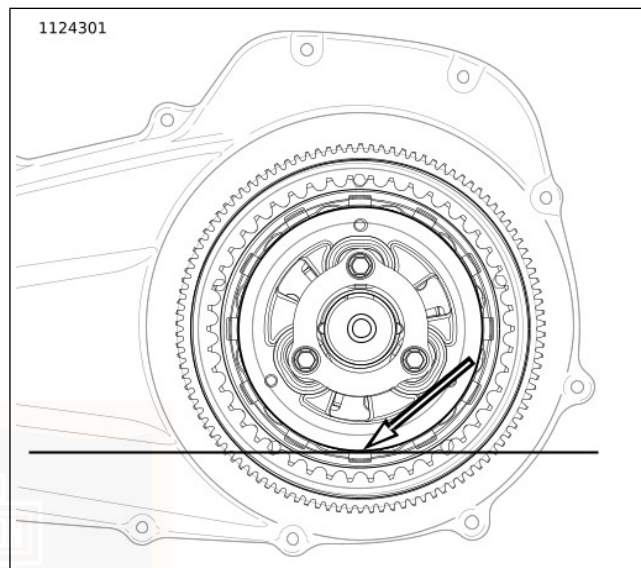


Figure 70. Primary Lubricant Level

9. Install clutch inspection cover and **new** seal:
 - a. Thoroughly wipe all lubricant from cover mounting surface and groove in chaincase cover.

- b. See Figure 71. Position **new** seal (1) in groove in clutch inspection cover (2). Press each of the nubs on seal into the groove.
- c. Secure clutch inspection cover (2) with screws with captive washers (3).
- d. See Figure 72. Tighten in sequence shown to 9.5–12.2 N·m (84–108 **in-lbs**).

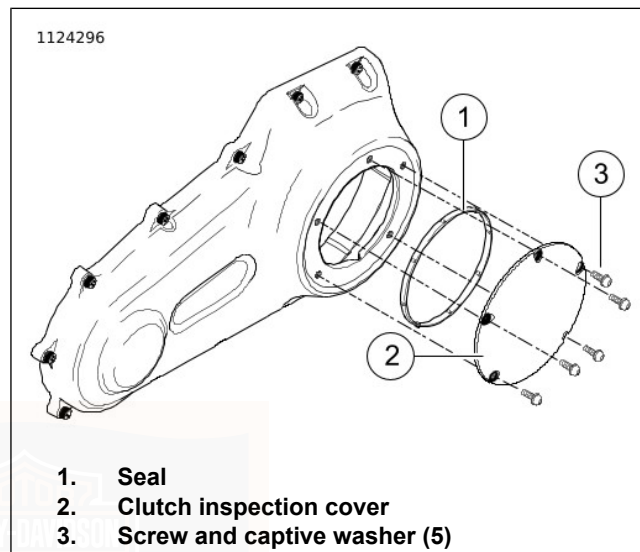


Figure 71. Clutch Cover (Typical)

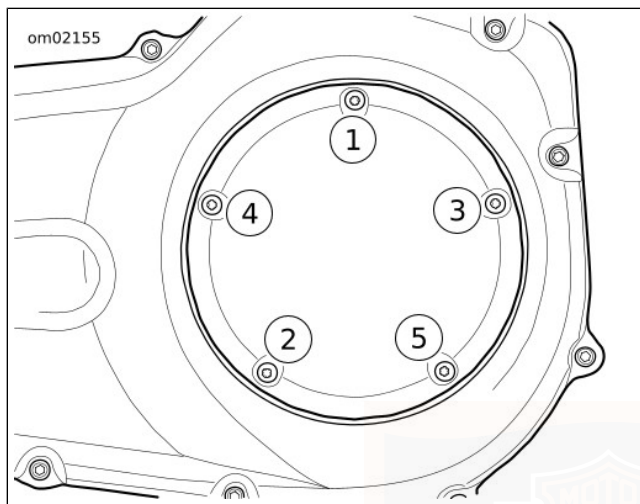


Figure 72. Clutch Cover Tightening Sequence

CHECKING SYSTEMS FOR LEAKS OR ABRASIONS

Check all lines and hoses for leaks, damage or abrasions. Refer to **SERVICE INTERVALS AND RECORDS > SERVICE RECORDS** (Page 243) for the appropriate intervals.

- Fuel system and fuel lines
- Engine cooling system and coolant lines

- Oil cooling system and oil lines
- Brake system and brake lines

CHECK DRIVE BELT DEFLECTION

NOTE

*Always use **BELT TENSION GAUGE** (PART NUMBER: HD-35381-A) to measure belt deflection. Failure to use tension gauge may cause under-tensioned belts. Loose belts can fail due to "ratcheting" (jumping a tooth) which causes tensile cord crimping and breakage.*

Check deflection:

- With transmission in neutral.
- With motorcycle at ambient temperature.
- With motorcycle rear wheels on the ground.
- With the vehicle unladen: no rider, no luggage and empty trunk.

⚠ WARNING

To prevent accidental vehicle start-up, which could cause death or serious injury, remove main fuse before proceeding. (00251b)

1. Disarm security system. Remove main fuse. See SERVICE PROCEDURES > FUSES (Page 201).

2. Shift transmission to neutral.

NOTE

*When adjusting a **new** belt, rotate rear wheel a few revolutions prior to setting the tension.*

3. See Figure 73. Measure belt deflection using:

Special Tool: BELT TENSION GAUGE (HD-35381-A)

- a. Slide O-ring (4) to zero mark (3).
- b. **Models equipped with belt deflection window:**
Fit belt cradle (2) against bottom of drive belt in line with belt deflection window.
- c. **All other models:** Fit belt cradle (2) against bottom of drive belt halfway between drive pulleys.
- d. Press upward on knob (6) until O-ring slides down to 4.54 kg (10 lb) mark (5) and hold steady.

4. Measure belt deflection:

- a. **Models equipped with belt deflection window:**
See Figure 75. Measure belt deflection as viewed through belt deflection viewing window while holding gauge steady. Each deflection graduation is approximately 1.6 mm (1/16 in)
- b. **All other models:** See Figure 74. Measure amount of deflection (4) while holding gauge steady.

- 5.

NOTE

Set to the lower (tightest) specification if the belt has less than 1,600 km (1000 mi).

Compare with specifications. Refer to Table 41. If not within specifications, see a Harley-Davidson dealer.

6. Install main fuse.

Table 41. Belt Deflection

MODELS	in	mm
All models	3/8-7/16	9.5-11.1

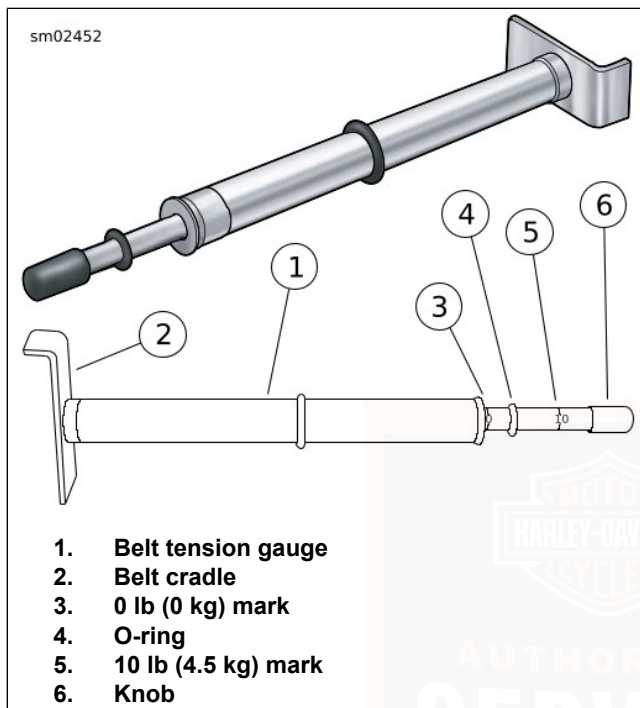


Figure 73. Belt Tension Gauge

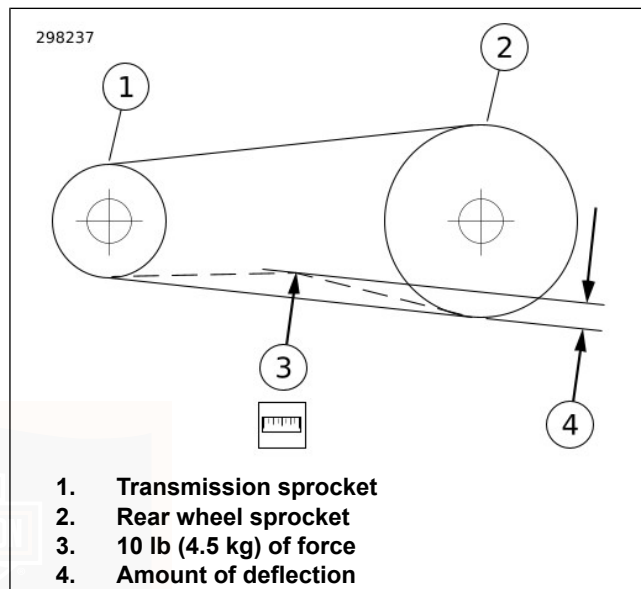


Figure 74. Checking Belt Deflection

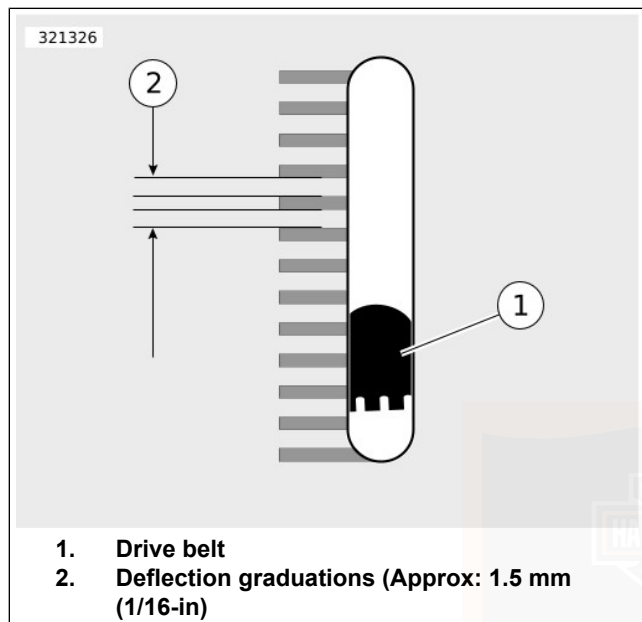


Figure 75. Belt Deflection Window

MISCELLANEOUS LUBRICATION

Inspect and lubricate the following components according to the maintenance schedule. Refer to **SERVICE INTERVALS AND RECORDS > SERVICE RECORDS** (Page 243).

- Front brake lever pivot

- Clutch control hand lever pivot
- Foot shift lever pivot
- Rear brake lever pivot
- Hinges and latches (such as fuel door and footrests)
- Locks, as required
- Jiffy stand (use ANTI-SEIZE LUBRICANT)

Use HARLEY LUBE unless otherwise specified.

If motorcycle is operated on muddy or dusty roads, clean and lubricate more frequently.

BRAKES

⚠ WARNING

DOT 4 brake fluid absorbs moisture from the atmosphere over time, changing the properties of the fluid. Check brake fluid moisture content at every service interval or annually (whichever comes first). Flush and replace the brake fluid every two years, or sooner if moisture content is 3% or greater. Failure to flush and replace fluid can adversely affect braking, which could result in death or serious injury. (06304b)

To ensure the brake system is performing to design, check the moisture content of the brake fluid at every service interval

or at least annually using a DOT 4 brake fluid moisture tester (part number HD-48497-A or equivalent) following the instructions included with the tool. Flush DOT 4 fluid every 2 years or sooner if the brake system fluid test shows moisture content is 3% or greater.

Harley-Davidson recommends using Harley-Davidson Platinum Label DOT 4 Brake Fluid because of its superior moisture and corrosion inhibiting properties.

Brake Fluid

⚠ WARNING

Contact with DOT 4 brake fluid can have serious health effects. Failure to wear proper skin and eye protection could result in death or serious injury.

- **If inhaled:** Keep calm, remove to fresh air, seek medical attention.
- **If on skin:** Remove contaminated clothing. Rinse skin immediately with plenty of water for 15-20 minutes. If irritation develops, seek medical attention.
- **If in eyes:** Wash affected eyes for at least 15 minutes under running water with eye lids held open. If irritation develops, seek medical attention.

- **If swallowed:** Rinse mouth and then drink plenty of water. Do not induce vomiting. Contact Poison Control. Immediate medical attention required.
- **See Safety Data Sheet (SDS)** for more details available at sds.harley-davidson.com

(00240e)

NOTICE

DOT 4 brake fluid will damage painted and body panel surfaces it comes in contact with. Always use caution and protect surfaces from spills whenever brake work is performed. Failure to comply can result in cosmetic damage. (00239c)

- If DOT 4 brake fluid contacts painted surfaces, IMMEDIATELY flush area with clear water.

NOTICE

Do not allow dirt or debris to enter the master cylinder reservoir. Dirt or debris in the reservoir can cause improper operation and equipment damage. (00205c)

1.

NOTE

- *If the brake system is not leaking, there should never be a need to add fluid. If fluid level is low, pads are probably worn and must be replaced. By replacing pads, fluid level rises.*
- *Use only DOT 4 Platinum brake fluid and replace brake fluid every two years or sooner if moisture content is 3% or greater. See a Harley-Davidson dealer.*

See Figure 76. Check fluid level in brake master cylinder reservoir. Place vehicle on a flat level surface. Turn handlebar so master cylinder is level.

- a. View front reservoir sight glass. Fluid level must be at or above the minimum mark on glass. If fluid level is below minimum mark, see a Harley-Davidson dealer.
 - b. The rear fluid level must be between the MIN and MAX lines. If fluid level is below MIN line, see a Harley-Davidson dealer.
2. Verify front brake hand lever and rear brake foot pedal have a firm feel when applied. If brakes are not firm, the brake system must be bled.

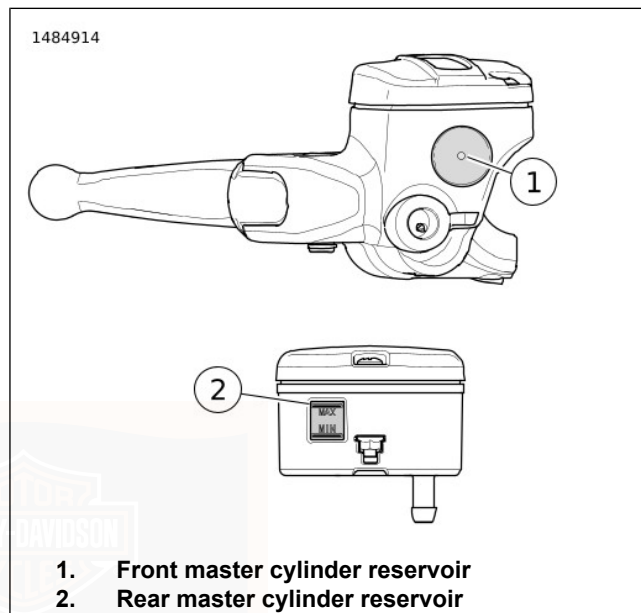


Figure 76. Brake Fluid Sight Glass

Brake Pads

⚠ WARNING

Inspect brake pads for wear at service maintenance intervals. If you ride under adverse conditions (steep hills, heavy traffic, etc.), inspect more frequently. Excessively worn brake pads can lead to brake failure, which could result in death or serious injury. (00052a)

⚠ WARNING

Always replace brake pads in complete sets for correct and safe brake operation. Improper brake operation could result in death or serious injury. (00111a)

⚠ WARNING

Brakes are a critical safety component. Contact a Harley-Davidson dealer for brake repair or replacement. Improperly serviced brakes can adversely affect brake performance, which could result in death or serious injury. (00054a)

⚠ WARNING

Perform routine scheduled brake maintenance. Lack of maintenance at recommended intervals can adversely affect brake performance, which could result in death or serious injury. (00055a)

⚠ WARNING

Be sure wheel and brake caliper are aligned. Riding with a misaligned wheel or brake caliper can cause the brake disc to bind and lead to loss of control, which could result in death or serious injury. (00050a)

Harley-Davidson has provided your new motorcycle with the optimum brake pad friction material available. It is selected to give the best performance possible under dry, wet and high operating temperature conditions. It exceeds all regulatory requirements currently in effect. However, during some braking conditions you may experience noise. This is normal for this friction material.

1. Inspect for grit and debris buildup at caliper piston areas. Clean if necessary.
 - a. Rinse area with warm soapy water.
 - b. Dry using low-pressure compressed air.
2. See Figure 77 and Figure 78. Check brake disc/rotor as it spins. Disc/rotor should run true in brake caliper.

3.

NOTE

Front and rear brake pads have wear indicator slots in the friction material to indicate brake pad wear.

Outer rear pads can be visually inspected for wear without rear wheels removed.

When operating properly, inner rear brake pad will be worn similarly to outer.

Visually inspect brake pad wear indicator slots. Pads may not wear evenly. Check each viewable pad.

4. Replace brake pads before wear indicator slot is worn away.
5. Replace brake pads before friction material reaches minimum thickness. Always replace brake pads in pairs. See a Harley-Davidson dealer. Refer to Table 42.

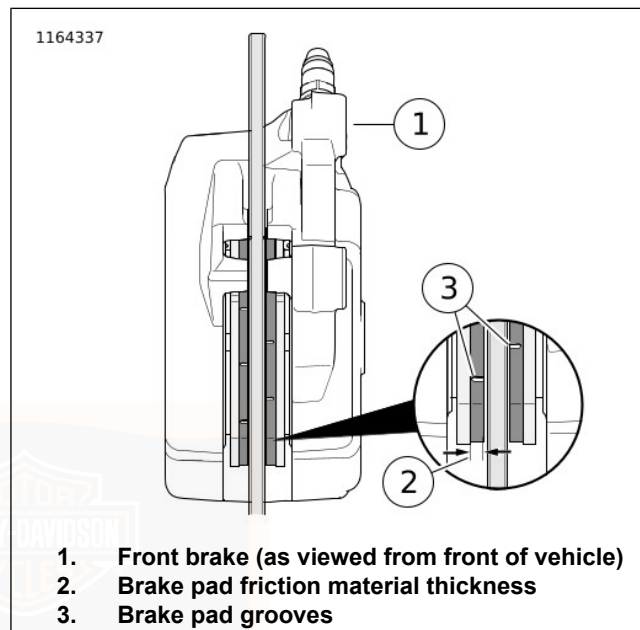


Figure 77. Front Brake Pad Friction Material

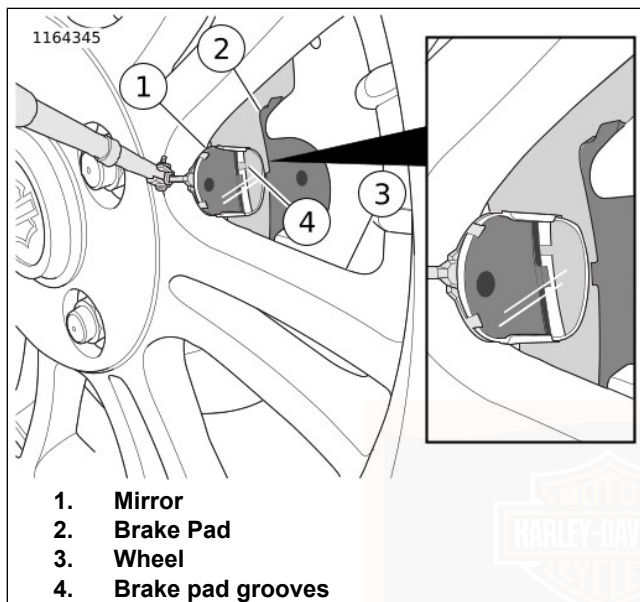


Figure 78. Rear Brake Pad Friction Material

Table 42. Minimum Brake Pad Friction Material Thickness

BRAKE	in	mm
Front	0.016	0.4
Rear	0.039	1.0

PARKING BRAKE

As brake pads begin to wear in, the parking brake pedal will move further when the parking brake is applied. Inspect and adjust the parking brake:

- At regular intervals. Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).
- Periodically after extensive rear brake usage.
- After replacement of rear brake pads or other rear brake service.

NOTE

The following inspection and adjustment procedures can be used to adjust the parking brake between service intervals. For regular service intervals, see a Harley-Davidson dealer or service manual for complete maintenance instructions.

Inspection

1. Park vehicle (with normal load) on a steep incline. Turn ignition switch to OFF and shift transmission into first gear.
2. Apply front brake and cover rear brake pedal with right foot.

3. See Figure 22. With left foot, firmly push down parking brake pedal until it cannot be pushed any further. The brake gives a number of clicks before reaching its maximum position.
4. With parking brake applied, release front brake and gradually pull in clutch lever.
5. The rear brakes should hold securely and vehicle should remain still. See ADJUSTMENT to adjust parking brake as necessary.
- b. If wheels turn freely, release parking brake and lengthen adjuster. Check and repeat until resistance is felt.
5. Push parking brake pedal two more clicks to **third** click. Vehicle should not move when pushed. If wheels turn, release parking brake and lengthen adjuster. Check and repeat until wheels will not turn.
6. Release parking brake pedal. Verify vehicle moves freely.

NOTE

Apply grease to adjuster threads to ease future adjustments.

Adjustment

1. Place vehicle on a flat level surface.
2. Release parking brake. Verify vehicle moves easily when pushed by hand.
3. See Figure 79. Pull the boot back. Loosen jamnut.
4. Push parking brake pedal to **first** click. Attempt to roll vehicle.
 - a. If some resistance is felt, go to next step.
7. Hold adjuster and tighten jamnut.

Torque: 12–16 N·m (106–142 **in-lbs**) *Parking brake adjuster jamnut*
8. Install boot over adjuster.
9. See INSPECTION to check performance of adjusted parking brake.

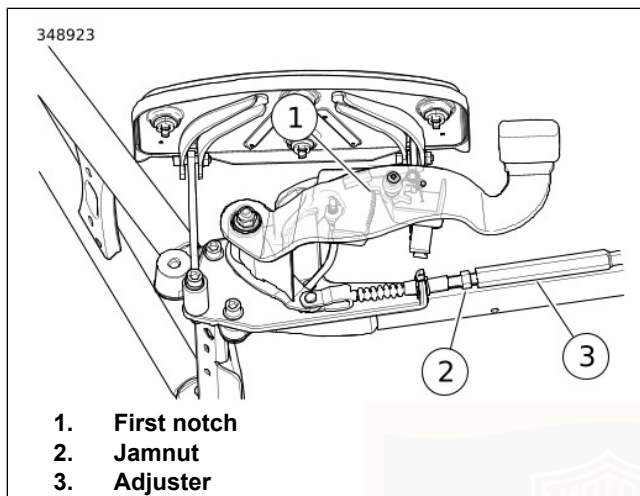


Figure 79. Parking Brake Adjustment
MECHANICAL CLUTCH

NOTICE

The clutch control cable must be oiled and adjusted periodically to compensate for lining wear. Failure to oil and adjust the clutch control cable can result in equipment damage. (00203c)

Adjust the clutch control cable at specified intervals. Refer to **SERVICE INTERVALS AND RECORDS > SERVICE RECORDS** (Page 243).

If the clutch slips under load or drags when released, the control cable may need to be adjusted or clutch service may need to be performed. See a Harley-Davidson dealer for service.

HYDRAULIC LIFTERS

The hydraulic lifters are self-adjusting. They automatically adjust length to compensate for engine expansion and valve mechanism wear. This keeps the valve mechanism free of lash when the engine is running.

When starting an engine which has been turned off even for a few minutes, the valve mechanism may be slightly noisy until the hydraulic units completely refill with oil. If at any time the valve mechanism becomes abnormally noisy, other than for a short period immediately after engine is started, it is an indication that one or more of the hydraulic units may not be functioning properly.

Always check the engine oil level first since normal circulation of oil through the engine is necessary for proper operation of the hydraulic lifters.

If engine oil is at the proper level, the lifters may not be functioning properly because of dirt in the oil supply passages

leading to the lifter units. See a Harley-Davidson dealer for service.

COOLING SYSTEM

▲ WARNING

Coolant mixture contains toxic chemicals, which may be fatal if swallowed. If swallowed, do not induce vomiting; call a physician immediately. Use in a well ventilated area. Irritation to skin or eyes can occur from vapors or direct contact. In case of skin or eye contact, flush thoroughly with water and go to hospital, if necessary. Dispose of used coolant according to federal, state and local regulations. (00092a)

▲ CAUTION

At operating temperature, radiators and oil coolers contain hot fluids. Contact with a radiator or oil cooler can result in minor or moderate burns. (00141b)

NOTICE

Use only Genuine Harley-Davidson Extended Life Antifreeze and Coolant. Use of other coolants/mixtures may lead to motorcycle damage. (00179c)

GENUINE HARLEY-DAVIDSON EXTENDED LIFE ANTIFREEZE AND COOLANT is pre-diluted and ready to

use full strength. It provides temperature protection to -36.7 °C (-34 °F). DO NOT add water.

NOTICE

De-ionized water must be used with the antifreeze in the cooling system. Hard water can cause scale accumulation in water passages which reduces cooling system efficiency, leading to overheating and motorcycle damage. (00195b)

If GENUINE HARLEY-DAVIDSON EXTENDED LIFE ANTIFREEZE AND COOLANT is unavailable, a mixture of de-ionized water and ethylene glycol-based antifreeze may be used. At the first opportunity, change back to GENUINE HARLEY-DAVIDSON EXTENDED LIFE ANTIFREEZE AND COOLANT.

Checking Coolant Level

NOTE

Check coolant level with engine cold and motorcycle on level ground.

1. Remove access panel from lower right fairing. Pry the center top and pull out to release retainers.

NOTE

See Figure 80. The coolant bottle has two lines. Use the angled line (2) when the motorcycle is leaning on the jiffy stand.

2. See Figure 80. Check that coolant level in coolant bottle is at or slightly above the "COLD" line (1).

NOTE

- Do not remove the pressure cap (4). Fill the coolant bottle by removing the rubber plug (3).
 - If the coolant bottle is empty when the engine is cold, inspect the system for leaks. Repair as needed. Fill system with coolant and perform bleed procedure. See a Harley-Davidson dealer for service.
3. If level is below "COLD" line on tank, remove rubber plug (3). Add GENUINE HARLEY-DAVIDSON EXTENDED LIFE ANTIFREEZE AND COOLANT until fluid level reaches, or is slightly above the "COLD" line.
 4. Install rubber plug.
 5. Install access panel.

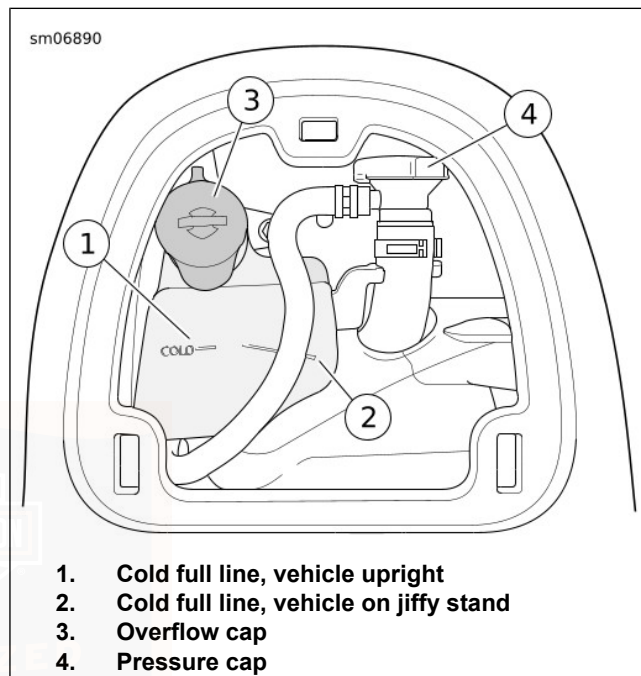


Figure 80. Coolant Level

Clean Radiators

NOTICE

Clean the inlet surface of the radiator regularly. Leaves and other debris can collect on the radiator surface and degrade radiator performance which could lead to overheating and motorcycle damage. (00197d)

1. See Figure 81. Remove outer grille from lower fairing.
 - a. Carefully pry on curved edge of panel to release latches.
 - b. Remove from fascia.
2. Clean debris from radiator fins.
3. Install outer grille.

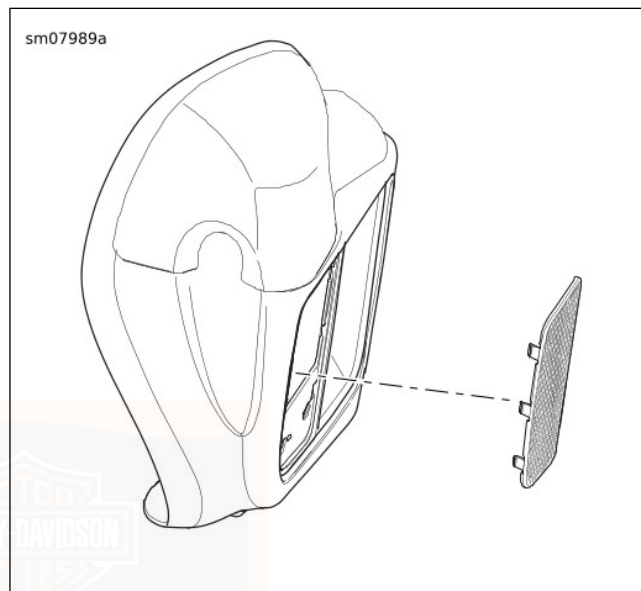


Figure 81. Lower Fairing Grille Panel

Checking Coolant Freeze Point

See a HARLEY-DAVIDSON dealer for coolant freeze point test.

CHECKING FOR EXHAUST LEAKS

Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243) for all maintenance schedules.

1. Allow exhaust components to cool.
2. Check exhaust system for obvious signs of leakage such as carbon marks or marks at pipe joints.
 - a. Check for loose or missing fasteners.
 - b. Check for fractured pipe clamps or brackets.
 - c. Check for loose or fractured exhaust shields.
3. Correct any detected leaks. See a Harley-Davidson dealer.

MAINTAINING FRONT FORK

⚠ WARNING

Regularly inspect shock absorbers and front forks. Replace leaking, damaged or worn parts that can adversely affect stability and handling, which could result in death or serious injury. (00012a)

Have a Harley-Davidson dealer drain the front fork oil and refill at proper intervals.

Rebound action of the fork will be impaired if the fork oil level is low.

If fork does not appear to be working properly or a significant oil leak should develop, see a Harley-Davidson dealer.

Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243) for all maintenance schedules.

ADJUSTING STEERING HEAD BEARINGS

⚠ WARNING

Adjustments to steering head bearings should be performed by a Harley-Davidson dealer. Improperly adjusted bearings can adversely affect handling and stability, which could result in death or serious injury. (00051b)

Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243) for all maintenance schedules.

See a Harley-Davidson dealer to adjust the steering head bearings.

STEERING DAMPER

Inspect the hydraulic steering damper for leaks at specified intervals. Elevate the front wheel slightly and turn handlebars through their full range of steering travel several times to check for smooth damper action. Check all damper mounting

fasteners for tightness. Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).

The steering damper must be replaced or rebuilt at specified intervals. If steering damper leaks or is damaged, see a Harley-Davidson dealer.

VEHICLE ALIGNMENT

Check vehicle alignment at regular intervals. This includes whenever the rear drive belt is adjusted. Check the stabilizer link and engine mounts for wear according to Service Manual procedures at proper intervals. Refer to SERVICE INTERVALS AND RECORDS > SERVICE RECORDS (Page 243).

Vehicle alignment is important. Vehicle stability is adversely affected if wheels are out of alignment. Inspect both front to rear alignment and lateral (side to side) alignment. Major alignment of the front and rear wheels are partially controlled by one stabilizer link at the top of the engine and alignment of the rear axle. See a Harley-Davidson dealer for this service.

⚠ WARNING

Only a Harley-Davidson dealer should perform vehicle alignment. Improper alignment can adversely affect stability and handling, which could result in death or serious injury. (00060a)

SHOCK ABSORBERS

Inspect shock absorbers and rubber bushings for leaks and bushing deterioration at proper intervals.

⚠ WARNING

Shock absorber cannot be serviced. Attempting service can cause an explosion, which could result in death or serious injury. (00602d)

- Do not refill, disassemble, puncture or expose shock to flames.
- Replacement and disposal should only be done by an authorized Harley-Davidson dealer.

INSPECTING AIR FILTER

Removal

1. See Figure 82. Remove screw (1) and air cleaner cover (2) with rubber seal (6).
2. Remove three screws (3).
3. Remove filter element (4) pulling breather tube from hole on inboard side.
4. Remove breather tube (5) from breather bolts.

5. Inspect the breather tube and fittings for damage.

⚠ WARNING

Do not use gasoline or solvents to clean filter element. Flammable cleaning agents can cause an intake system fire, which could result in death or serious injury. (00101a)

⚠ WARNING

Compressed air can pierce the skin and flying debris from compressed air could cause serious eye injury. Wear safety glasses when working with compressed air. Never use your hand to check for air leaks or to determine air flow rates. (00061a)

6. Clean filter element.

- a. Wash the paper/wire mesh air filter element and breather tube in lukewarm water with a mild detergent. Do not strike filter element on a hard surface to dislodge dirt.
- b. Allow filter element to air dry or use low-pressure compressed air blowing from the inside. Do NOT use air cleaner filter oil on the Harley-Davidson paper/wire mesh air filter element.

- c. Hold the filter element up to a strong light source. The element is sufficiently clean when light is uniformly visible through the media.
- d. Replace the filter element if damaged or if filter media cannot be adequately cleaned.

Installation

NOTE

Air cleaner mounting without installation of the breather tubes allows crankcase vapors to vent into the atmosphere. This violates emissions regulations.

1. See Figure 82. Install breather tube (5) onto breather bolts.
2. Install filter element (4) while pushing breather tube into element.
3. Install screws (3). Tighten screws to 4.5–6.8 N·m (40–60 in-lbs).
4. Verify that rubber seal (6) is not damaged and is properly seated around perimeter of air cleaner cover.

5. Place air cleaner cover onto backplate. Apply a drop of **LOCTITE 243 MEDIUM STRENGTH THREADLOCKER AND SEALANT** (blue) to the threads of screw (1). Install screw. Tighten to 4.1–6.8 N·m (36–60 **in-lbs**).

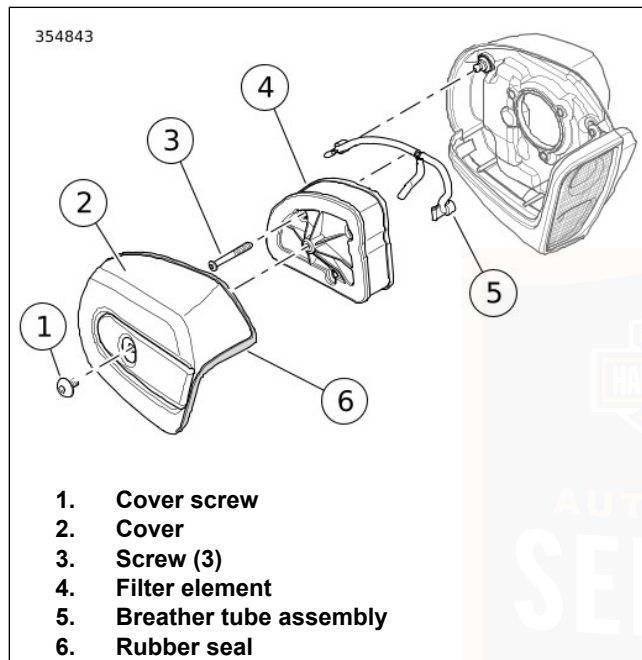


Figure 82. Air Cleaner Assembly

REPLACING SPARK PLUGS

⚠ WARNING

Disconnecting spark plug cable with engine running can result in electric shock and death or serious injury. (00464b)

⚠ CAUTION

Do NOT pull on any electrical wires. Pulling on electrical wires may damage the internal conductor causing high resistance, which may result in minor or moderate injury. (00168a)

NOTE

Fuel tank removal improves access to the center spark plug. Refer to the service manual or see a Harley-Davidson dealer for service.

Check the spark plugs at proper intervals. Refer to **SERVICE INTERVALS AND RECORDS > SERVICE RECORDS** (Page 243).

1. Disconnect spark plug cables from plugs by pulling up on the molded connector caps.
2. Check spark plug type. Only use spark plugs specified for your model motorcycle.

3. Check spark plug gap against specifications. Refer to Table 17.
4. Always tighten to the proper torque. Spark plugs must be tightened to the torque specified for proper heat transfer. Refer to Table 17.
5. Connect each molded connector cap until the cap snaps firmly into place over the spark plug.



NOTES



SIDE COVERS

See Figure 83. Remove side covers to access fuses and other components.

Remove: Pull side cover off.

Install: Align barbed studs on side cover with grommets in frame. Push in to secure cover.

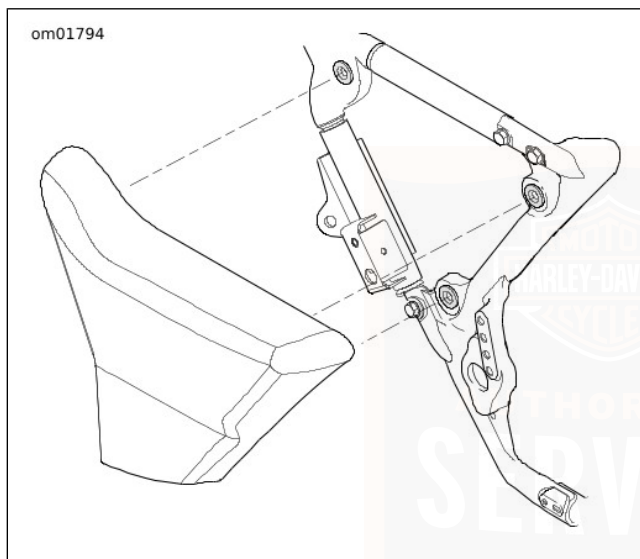


Figure 83. Side Cover

BATTERY TENDER CONNECTOR

NOTE

The main fuse and P&A fuse must both be installed to use a battery tender.

See Figure 84. The motorcycle has a quick disconnect battery tender connector under the left side cover below the main fuse. Connecting a battery tender between rides and during storage can maintain battery charge and extend the life of the battery.

To access connector, remove left side cover. See SERVICE PROCEDURES > SIDE COVERS (Page 193).

Route the connector through the slot in the bottom of the electrical caddy. Secure the harness and connector with cable straps in a location that prevents damage to the connector and surrounding areas. Make sure to apply ELECTRICAL CONTACT LUBRICANT to the terminals. Keep the connector capped to prevent moisture damage when not in use.

See Figure 85. Connect an automatic, constant monitoring battery charger/tender as shown. The connector is compatible with all Harley-Davidson battery tenders.

For more charging information, see SERVICE PROCEDURES > BATTERY MAINTENANCE (Page 195).

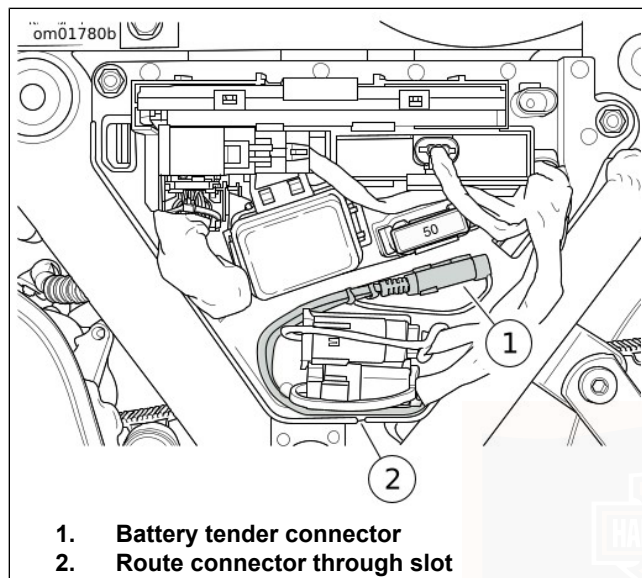


Figure 84. Battery Tender Connector (under left side cover)

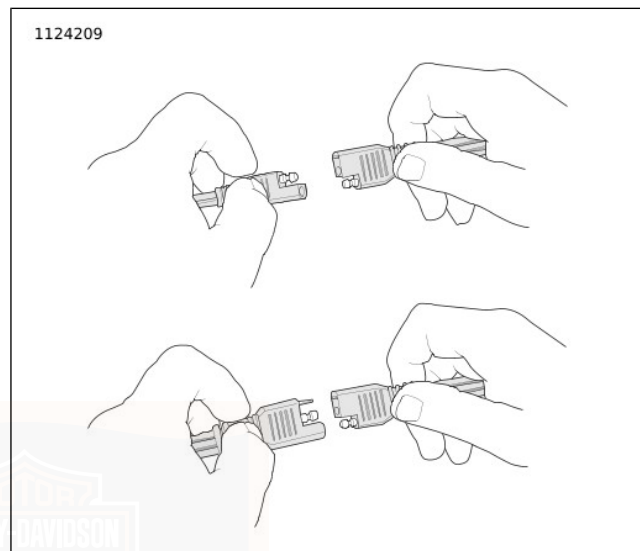


Figure 85. Battery Tender Connection

BATTERY MAINTENANCE

Battery Safety

⚠ WARNING

Batteries contain sulfuric acid, which could cause severe burns to eyes and skin. Wear a protective face shield, rubberized gloves and protective clothing when working with batteries. **KEEP BATTERIES AWAY FROM CHILDREN.** (00063a)

⚠ WARNING

Explosive hydrogen gas, which escapes during charging, could cause death or serious injury. Charge battery in a well-ventilated area. Keep open flames, electrical sparks and smoking materials away from battery at all times. **KEEP BATTERIES AWAY FROM CHILDREN.** (00065a)

⚠ WARNING

Batteries, battery posts, terminals and related accessories contain lead and lead compounds, and other chemicals known to the State of California to cause cancer, and birth defects or other reproductive harm. Wash hands after handling. (00019e)

⚠ WARNING

Never remove warning label from battery. Failure to read and understand all precautions contained in warning, could result in death or serious injury. (00064b)

Absorbed Glass Mat (AGM) Battery Charging Information

The motorcycle has a permanently sealed, maintenance-free Absorbed Glass Mat (AGM) battery design that is superior to conventional flooded lead acid batteries. This battery design will provide many years of dependable service when the proper battery charging equipment and storage procedures are used. Because of the sealed, nonspillable battery design, an automatic, constant monitoring battery charger/tender with a charging rate of 5 amps or less at less than 14.6 volts is recommended to prevent overcharging conditions that will dry out the cells of the battery. Constant current battery chargers (including trickle chargers) are not recommended and can damage AGM batteries. Do not attempt to open the battery for any reason.

A Harley-Davidson constant monitoring battery charger or tender is recommended to maintain a full charge between rides or when your motorcycle will not be ridden for more than two weeks. The best practice is installing the charger/tender any time the motorcycle is not in use. Harley-Davidson offers a variety of fully automatic charger/tenders (North American

and international versions available). These battery charger/tenders include a quick disconnect cable, allowing easy connection to charge the battery without disassembly of the motorcycle.

Lack of regular battery charging or use of constant current battery chargers may void battery warranty.

Cleaning and Inspecting

Battery top must be clean and dry. Dirt and electrolyte on top of the battery can cause battery to self-discharge.

1. Clean top of battery.
2. Clean cable connectors and battery terminals using a wire brush or fine grit sandpaper to remove any oxidation.
3. Inspect and clean the battery screws, clamps and cables. Check for breakage, loose connections and corrosion.
4. Check the battery posts for melting or damage caused by over-tightening.
5. Inspect the battery for discoloration, a raised top or a warped or distorted case. Any of these conditions indicate that the battery has been frozen, overheated or overcharged.
6. Inspect the battery case for cracks or leaks.

Charging and Storing the Battery

A battery that is left in the motorcycle can either self-discharge or discharge from parasitic loads. Parasitic loads occur from things like diode leakage and maintaining computer memory. A battery that is removed from the motorcycle can also self-discharge. It is not necessary to remove battery from vehicle for storage.

- Batteries self-discharge at a faster rate at higher ambient temperatures.
- To reduce the self-discharge rate, store battery in a cool, dry place.

An automatic, constant monitoring battery charger/tender with a charging rate of 5 amps or less at less than 14.6 volts is recommended. The use of constant current chargers (including trickle chargers) to charge sealed AGM batteries is not recommended. Any overcharge will cause dry-out and premature battery failure. Never charge a battery without first reviewing the instructions for the charger being used. In addition to the manufacturer's instructions, follow the general safety precautions.

Charge the battery when:

- Motorcycle lights appear dim.
- Electric starter sounds weak.
- Battery has not been used for two weeks or more.

⚠ WARNING

Unplug or turn OFF battery charger before connecting charger cables to battery. Connecting cables with charger ON can cause a spark and battery explosion, which could result in death or serious injury. (00066a)

NOTE

Make sure that the ignition and all electrical accessories are turned off.

Always follow charging instructions supplied with the charger/tender.

1. With battery in the motorcycle.
 - a. Connect battery charger/tender lead to motorcycle battery tender connector. See SERVICE PROCEDURES > BATTERY TENDER CONNECTOR (Page 193).
 - b. When charging is completed turn OFF the charger. Disconnect the motorcycle battery tender connector.
2. With battery removed from motorcycle.
 - a. Place the battery on a level surface.

- b. Connect battery charger/tender lead to battery connector adapter lead supplied with the battery charger/tender.

NOTICE

Do not reverse the charger connections described in the following steps or the charging system of the motorcycle could be damaged. (00214a)

- c. Connect the red battery charger lead to the positive terminal of the battery.
 - d. Connect the black battery charger lead to the negative terminal of the battery.
 - e. Step away from the battery and turn on the charger.

⚠ WARNING

Unplug or turn OFF battery charger before disconnecting charger cables from battery. Disconnecting clamps with charger ON can cause a spark and battery explosion, which could result in death or serious injury. (00067a)

- f. When charging is completed turn OFF the charger. Disconnect the black battery charger lead. Disconnect the red battery charger lead.

BATTERY REPLACEMENT

Disconnection and Removal

1. Remove seat.
2. See Figure 86. Release ECM (1) from top caddy. Move out of the way.
3. If present, move purge solenoid (2) up to release from top caddy.
4. **Models with security system:** Release security antenna (3) from top caddy and move out of the way.
5. Release connectors (7) from anchors on top caddy.
6. Remove fasteners (5).
7. Cut cable straps (4). Move harnesses to allow more clearance for the top caddy.
8. Push top caddy forward to disengage front of caddy from front hold-down bracket. Remove top caddy.
9. In order to prevent damage to electrical components, use the following procedure to deactivate the electrical system before disconnecting power.
 - a. Verify that the hands-free fob is present.
 - b. Turn the ignition switch to ON position.
 - c. Remove left side cover.
 - d. Remove the main fuse from its connector.

⚠ WARNING

Disconnect negative (-) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00049a)

10. See Figure 87. Disconnect both battery cables, negative battery cable first.
11. Pull up battery strap to raise battery. When battery is extracted far enough to get a good grip, grasp battery and remove completely.

Installation and Connection

1. Turn ignition switch OFF.
2. Run battery strap rearward across the bottom of the battery tray, then up and across the frame crossmember.
3. See Figure 87. Place the battery into the battery tray, terminal side forward.

⚠ WARNING

Connect positive (+) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00068a)

NOTICE

Connect the cables to the correct battery terminals. Failure to do so could result in damage to the motorcycle electrical system. (00215a)

NOTICE

Do not over-tighten bolts on battery terminals. Use recommended torque values. Over-tightening battery terminal bolts could result in damage to battery terminals. (00216a)

4. Connect both battery cables, positive battery cable first. Tighten.

Torque: 6.8–7.9 N·m (60–70 **in-lbs**) *Battery terminal bolt*

NOTICE

Keep battery clean and lightly coat terminals with petroleum jelly to prevent corrosion. Failure to do so could result in damage to battery terminals. (00217a)

5. Apply a light coat of petroleum jelly or ELECTRICAL CONTACT LUBRICANT to both battery terminals.
6. Fold battery strap forward over top of battery.
7. See Figure 86. Place top caddy into position and engage latch on hold-down bracket.
8. Fasten top caddy to frame crossmember with fasteners (5). Tighten.
Torque: 8.1–10.9 N·m (72–96 **in-lbs**) *Top caddy screws*
9. Engage security antenna (3) and purge solenoid (2) on top caddy. Verify that all other connectors and harnesses are routed properly.
10. Secure connectors (7) to anchors on top caddy.

11. Latch ECM (1) into place on top caddy.
12. Secure harnesses to frame with cable straps (4).
13. Install seat. After installing seat, pull up on the seat to be sure it is secure.
14. Install main fuse.
15. Install left side cover.

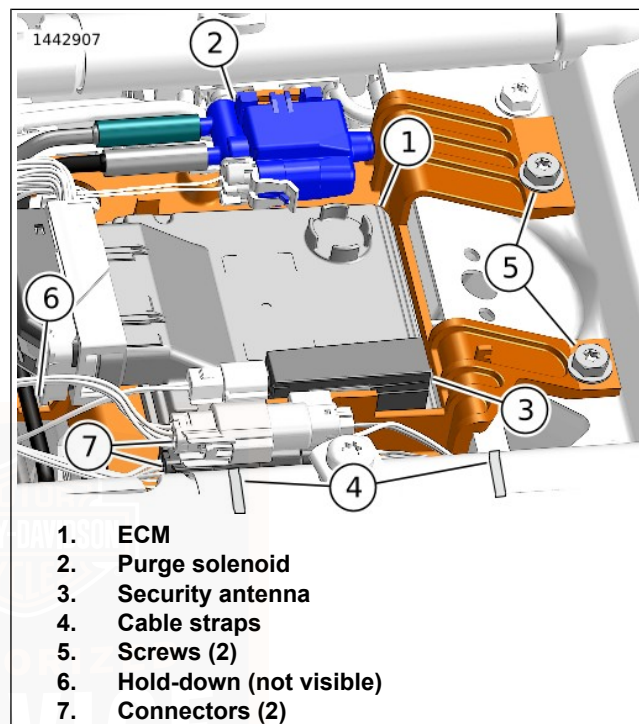


Figure 86. Top Caddy

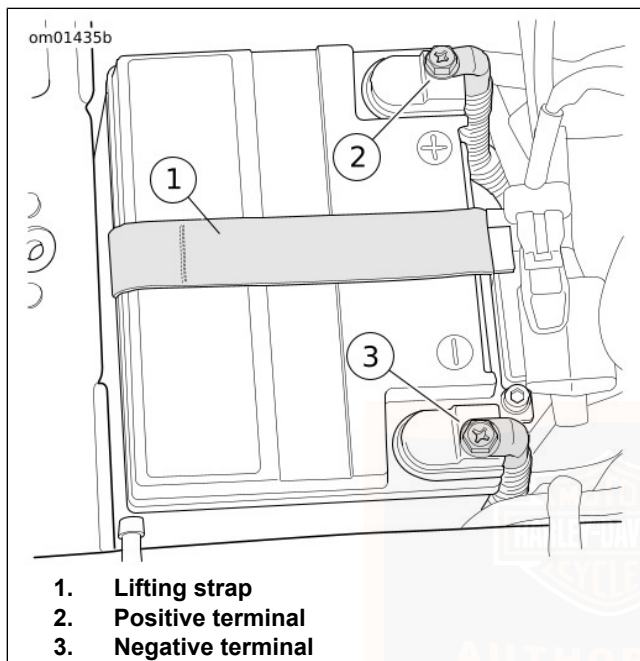


Figure 87. Battery Compartment

FUSES

Main Fuse

See Figure 88. A 50 amp main fuse is located near the fuse block. Removing the main fuse disconnects power to all systems except the starter motor/solenoid.

In order to prevent damage to electrical components, use the following procedure to deactivate the electrical system before disconnecting power.

1. Verify that the hands-free fob is present.
2. Turn the ignition switch to ON position.
3. Remove the main fuse from its connector.

NOTE

Place the ignition switch in the OFF position before installing the main fuse.

System Fuses

NOTICE

Do not skip any steps for fuse replacement. Skipping fuse replacement steps can result in damage to the sound system and/or other motorcycle systems. (00223a)

See Figure 88. Fuses are located under left side cover.

If fuse replacement does not correct a problem, see a Harley-Davidson dealer for electrical diagnosis.

1. Turn ignition switch OFF.
2. Remove left side cover. See SERVICE PROCEDURES > SIDE COVERS (Page 193).
3. Press in tabs on the left and right sides of fuse block cover. Remove the cover.
4. See Figure 89. Remove fuse and inspect the element.

NOTICE

Always use replacement fuses that are of the correct type and amperage rating. Use of incorrect fuses can result in damage to electrical systems. (00222a)

5. Replace the fuse if the element is burned or damaged.

NOTE

Use automotive-type fuses for replacements. The fuse block has spare fuses.

6. Install the fuse block cover.
7. Install left side cover.

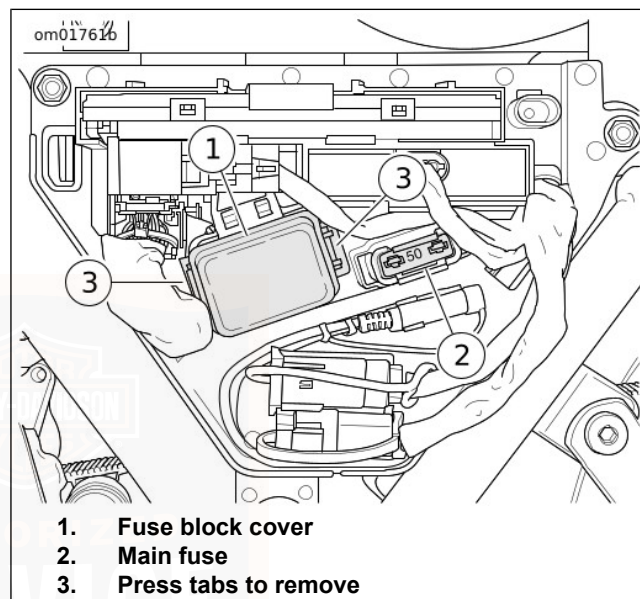
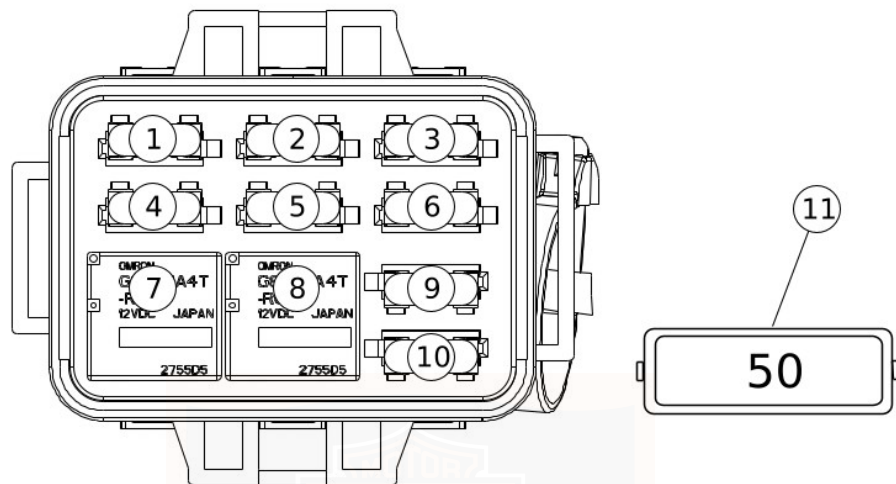


Figure 88. Fuse Block (under left side cover)



1. Radio power (20 A)
2. System power (7.5 A)
3. Battery (5 A)
4. P&A (20 A)
5. Cooling (15 A)
6. Spare (5 A)

7. P&A relay
8. Cooling relay
9. Spare (7.5 A)
10. Spare (20 A)
11. Main fuse (50 A)

Figure 89. Fuses and Relays

REVERSE MOTOR CIRCUIT BREAKER

The reverse motor circuit has a circuit breaker to prevent current overload conditions to the motor and power cabling.

1. If reverse motor does not run or cuts off during operation:

- a. Perform reverse operation.
- b. Turn off engine.
- c. Remove right side cover. See SERVICE PROCEDURES > SIDE COVERS (Page 193).
- d. Check condition of circuit breaker.
- e. See OPERATION > REVERSE OPERATION (Page 129).

See Figure 90. The circuit breaker is located in the electrical caddy behind the right side cover. This manually resettable circuit breaker has a red trip pushbutton (2) and a reset lever (1). To manually trip the circuit breaker, push down on the trip push button (which causes the reset lever to extend out).

If the reset lever is extended as shown, the reverse circuit is open/tripped. Push the reset lever into the center of the circuit breaker body until an audible click is heard to reset.

If the circuit breaker repeatedly opens under non-strenuous loading conditions or if the reverse motor will not operate after resetting circuit breaker, see a Harley-Davidson dealer.

NOTE

- *The reverse lamp in the instrument cluster illuminates even if the circuit breaker is tripped/open.*
 - *It is a normal function that the pinion on the reverse motor engages the ring gear when the circuit breaker is tripped. A **click** will be heard but there will not be reverse movement.*
2. Install right side cover. See SERVICE PROCEDURES > SIDE COVERS (Page 193).
 3. Test reverse operation.

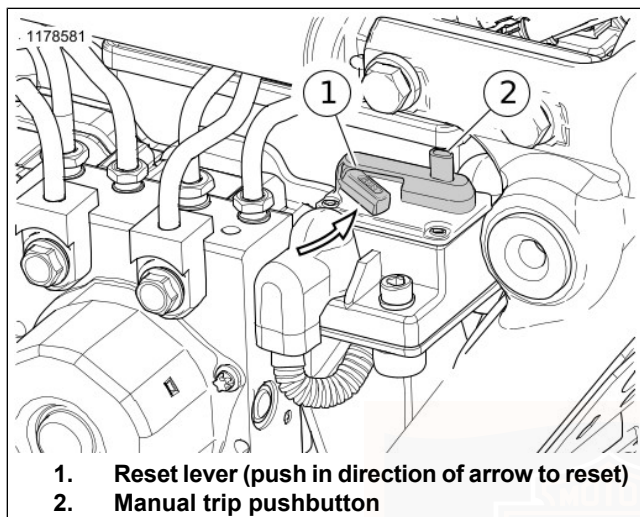


Figure 90. Reverse Motor Circuit Breaker
HEADLAMP ALIGNMENT

Check Alignment

1. Check tire pressure.
2. Adjust rear shocks for the rider and intended load.
3. Fill fuel tank or add an equal amount of ballast.

4. **NOTE**
Choose a wall in minimum light.

See Figure 91. Park the motorcycle on a line (1) perpendicular to the wall.

5. Position motorcycle so the front axle is measured distance from the wall.
Length/Dimension/Distance: 7.6 m (25 ft)
6. Draw a vertical centerline (2) on the wall.

7. **NOTE**
*The upper lens is **low beam** on LED headlamps.*

With the motorcycle loaded, point the front wheel straight forward at wall. Measure the distance (4) from the floor to the center of the **low beam (upper)** lens.

8. See Figure 91. Draw a horizontal line (5) through the vertical line at measured height.

9. **NOTE**
*See Figure 91. The headlamp is aligned when the top of light beam hot spot is located as shown with headlamp set to **low beam**.*

See Figure 91. Verify headlamp alignment.

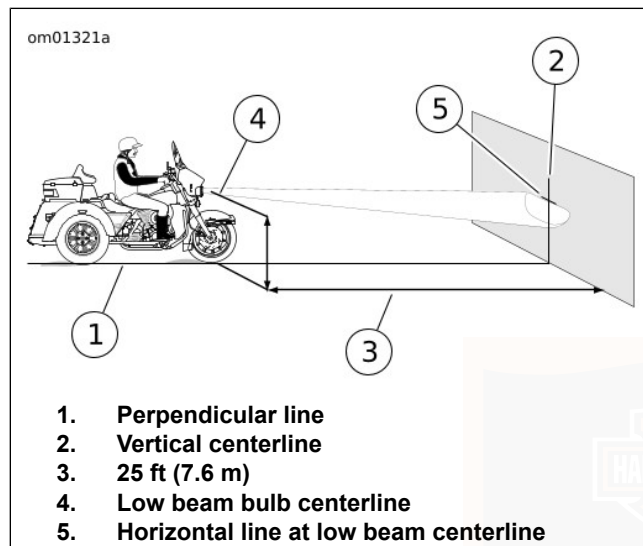


Figure 91. Headlamp Alignment: LED

Adjust Alignment: All Except FLTRT

1. *NOTE*
Do not remove trim ring for headlamp adjustment.

Set LED headlamp to **low beam**.

2. See Figure 92. Insert a 5/32 ball end hex wrench through adjuster slots in trim ring.
 - a. **Horizontal:** Turn the horizontal adjusting screw (1) to adjust light beam left and right.
 - b. **Vertical:** Turn the vertical adjusting screw (2) to adjust light beam up and down.
3. See Figure 91. Adjust headlamp **low beam** as shown.

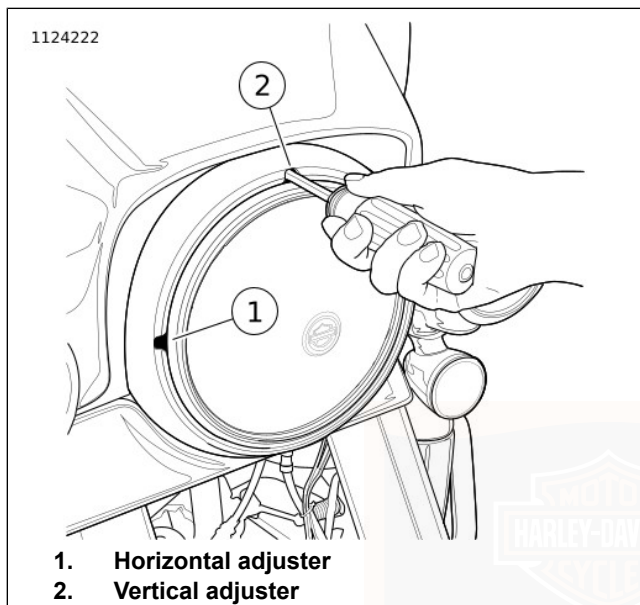


Figure 92. Headlamp Adjusters: All except Frame-Mounted Fairing (typical)

Adjust Alignment: FLTRT

NOTE

Do not remove trim ring for headlamp adjustment.

1. Set headlamp beam to **high beam**.
2. See Figure 93. Locate the headlamp adjuster.

NOTE

Frame-mounted fairing models can only be adjusted vertically. Three optional tools will turn the adjustment screw.

- 9 mm socket
- 6 mm hex
- T15 Torx

3. See Figure 94. Turn the adjuster to adjust light beam hot spot at crossed lines.

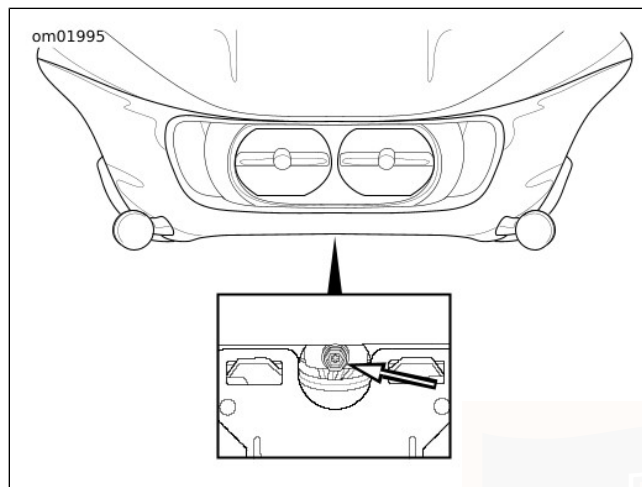
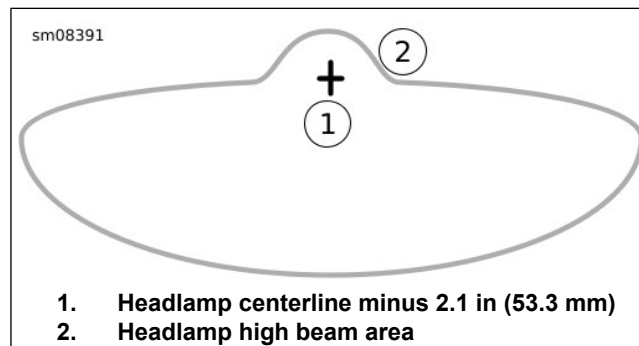


Figure 93. Headlamp Adjuster



1. Headlamp centerline minus 2.1 in (53.3 mm)
2. Headlamp high beam area

Figure 94. High Beam Light Pattern

HEADLAMP ALIGNMENT: DUAL LED

Check Alignment

1. Check tire pressure.
2. Adjust rear shocks for the rider and intended load.
3. Fill fuel tank or add an equal amount of ballast.

4. *NOTE*

Choose a wall in minimum light.

See Figure 95. Park the motorcycle on a line (1) perpendicular to the wall.

5. Position motorcycle so the front face of the headlamp is specified distance away from the wall.

5.0 m (16.4 ft)

6. Draw a vehicle vertical centerline (2) on the wall.

7. Measure the horizontal distance from the vehicle centerline to the centerline of each headlamp.

8. Mark the headlamp centerlines (6, 7) on the wall.

NOTE

*The upper lens is **low beam** on LED headlamps.*

9. With the motorcycle loaded, point the front wheel straight forward at wall. Measure the distance (4) from the floor to bottom edge of the lamp lens and add specified distance to this value.

101 mm (3.98 in)

10. See Figure 96. Draw a horizontal line at the calculated horizontal centerline (2, 6) of each lamp.

11. For each lamp's wall marking, add a target line (1, 7) below the horizontal centerline at the specified distance.

25 mm (1 in)

NOTE

LED headlamps create a beam that is nearly flat on the top.

12. Check headlamp alignment.

- Set headlamps to **low beam**.
- The headlamps are aligned when the light beam hot spots are located just below target lines (1, 7) and centered on lines (3, 5).

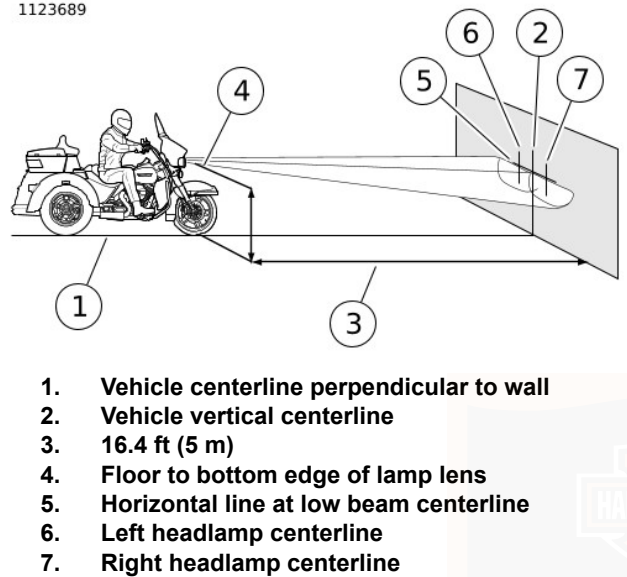


Figure 95. Headlamp Alignment: Dual LED

Adjust Headlamp Alignment

1. Place the vehicle perpendicular to a target wall as described above.

NOTE

When headlamp only requires vertical adjustment, headlamp pivot nut may be loosened.

2. Remove screw and lockwasher securing turn signal lamps. Remove turn signal lamps from headlamp mounting brackets.
3. Loosen headlamp nuts only enough to allow movement of the lamp.
4. See Figure 97. **If necessary:** Loosen vertical adjustment nut (1) on headlamp only.
5. Turn headlamps on **low beam**.
6. See Figure 96. Cover the right headlamp. Adjust left headlamp so the top of the left beam area (9) is below and centered under the left target line (1).
7. Cover the left headlamp. Adjust right headlamp so the top of the right beam area (8) is below and centered under the right target line (7).

8. **If loosened:** Tighten vertical adjustment nut.
Torque: 36.6–43.4 N·m (27–32 ft-lbs) *Headlamp vertical adjustment nut: Dual LED*
9. Tighten headlamp nut.
Torque: 43.4–48.8 N·m (32–36 ft-lbs) *Headlamp nut: Dual LED*
10. Secure turn signal lamps with screws. Tighten.
Torque: 10.9–17.6 N·m (8–13 ft-lbs) *Turn signal lamp screw, front LED*

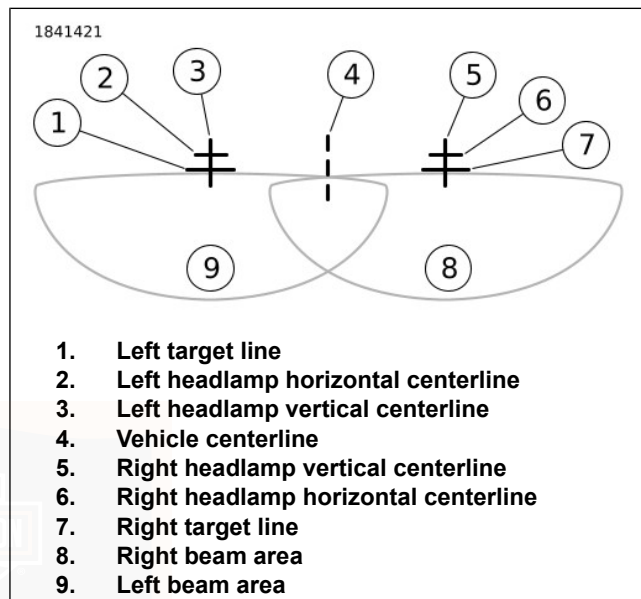
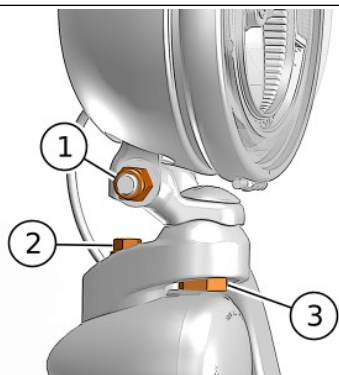


Figure 96. Headlamp Beam Pattern: Dual LED

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1. Vertical adjustment nut
2. Turn signal screw
3. Headlamp nut

Figure 97. Headlamp Mount: 146 mm (5.75 in)

HEADLAMP REPLACEMENT

⚠ WARNING

Handle bulb carefully and wear eye protection. Bulb contains gas under pressure, which, if not handled carefully, could cause serious eye injury. (00062b)

NOTICE

When replacement is required, use only the specified sealed beam unit or bulb, available from a Harley-Davidson dealer. An improper wattage sealed beam or bulb, can cause charging system problems. (00209a)

WITHOUT FAIRING

Bulb Replacement

1. Remove headlamp assembly.
2. Disconnect wire harness connectors from the bulbs.
3. Rotate bulb assembly 1/4 turn counterclockwise to remove from the reflector/lens.

NOTICE

Never touch the quartz bulb. Fingerprints will etch the glass and decrease bulb life. Handle the bulb with paper or a clean, dry cloth. Failure to do so could result in bulb damage. (00210b)

4. Insert new bulb into reflector/lens and rotate 1/4 turn clockwise.
5. **HDI Models:** Rotate position lamp bulb retainer 1/4 turn counterclockwise to remove. Replace bulb and install bulb retainer in lamp housing.
6. Connect the wiring harness connectors to the bulbs.
7. Secure the headlamp assembly and headlamp door.
 - b. With the headlamp door rotated a few degrees counterclockwise, push headlamp door straight onto headlamp.
 - c. Rotate clockwise until screw can be installed.
 - d. Install screw. Tighten.
Torque: 1–2 N·m (9–18 **in-lbs**) *Headlamp door screws*

Installation

1. Install headlamp connectors.
2. Figure 98 Secure headlamp assembly with retaining ring and screws (1). Tighten.
Torque: 2.6–2.9 N·m (23–26 **in-lbs**) *Headlamp retaining screws*
3. Install the headlamp door (chrome ring):
 - a. Verify that rubber seal is in place on headlamp door. Apply glass cleaner to seal to ease installation.

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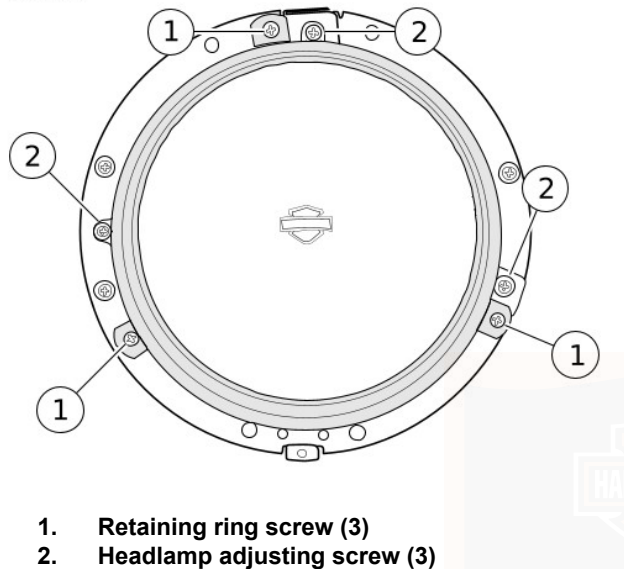


Figure 98. Headlamp Retaining Ring

WITH FAIRING

Bulb Replacement

NOTE

LED headlamp contains no replacement bulbs. Replace assembly upon failure. See a Harley-Davidson dealer.

HEADLAMP REPLACEMENT: DUAL LED

NOTE

LED headlamps contain no replacement bulbs. Replace the entire assembly if failure occurs. See a Harley-Davidson dealer.

Removal

1. See Figure 99. Remove screw (1). Remove trim ring (2) from lamp housing.
2. Remove headlamp bulb assembly and nesting ring.
3. Disconnect connector from headlamp.

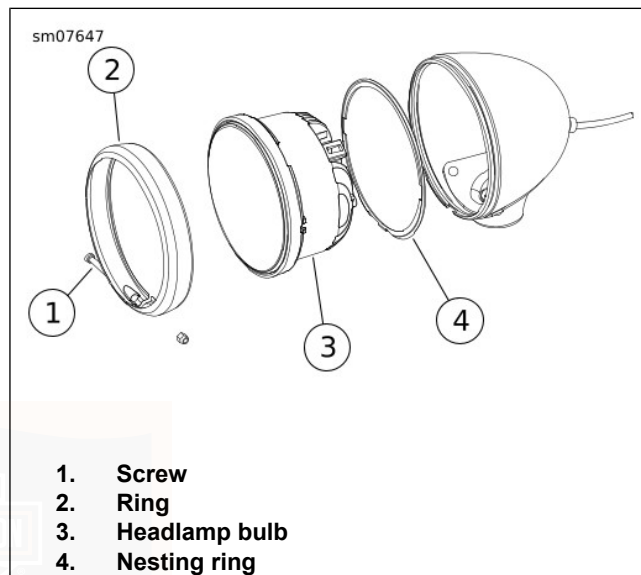
Installation

1. See Figure 99. Place nesting ring (4) on back of **new** bulb (3) with the index tab facing away from bulb.

2. Mate connector to bulb.
3. Install bulb assembly.
4. Engage index tab of nesting ring with slot at bottom of lamp housing.
5. Engage index tabs on bulb assembly with slots in nesting ring.
6. Install trim ring on lamp housing with screw centered at bottom. Tighten.

Torque: 1–1.6 N·m (9–14 **in-lbs**) *Headlamp ring screw, HDI*

7. Check headlamp alignment. See SERVICE PROCEDURES > HEADLAMP ALIGNMENT: DUAL LED (Page 208).



**Figure 99. Headlamp Assembly
ADJUST AUXILIARY/FOG LAMPS**

NOTE

Auxiliary/Fog lamps are LED type which contain no replacement bulbs. Replace assembly upon failure. See a Harley-Davidson dealer.

1. Position the vehicle facing a target wall as described in SERVICE PROCEDURES > HEADLAMP ALIGNMENT (Page 205).

NOTE

The weight of the rider compresses the suspension slightly. Have a person whose weight is roughly the same as the principal rider sit on the motorcycle.

2. With the vehicle upright and a rider seated, measure the distance from the floor to the centerline of each auxiliary/fog lamp.
3. Measure the horizontal distance from the headlamp vertical centerline to the vertical centerline of each auxiliary/fog lamp.
4. See Figure 100. Mark the auxiliary/fog lamp horizontal and vertical centerlines (2, 3) on the wall.
5. Remove the turn signal lamp from the mounting bracket.
6. Using flare nut socket, loosen the auxiliary/fog lamp flange nut only enough to allow movement of the lamp.
Special Tool: FLARE NUT SOCKET (FRX181)
7. Turn on the headlamp low beam and cover both the headlamp and the right auxiliary/fog lamp. Adjust the left auxiliary/fog lamp so the entire high intensity zone (4) is below the centerline as shown in Figure 100.
8. Repeat procedure with right lamp.
9. Tighten auxiliary/fog lamp nut to .
Torque: 27.1–32.5 N·m (20–24 ft-lbs) *Auxiliary/fog lamp flange nut*
10. Install turn signal. Secure turn signal lamp to mounting bracket. Tighten to .
Torque: 10.9–13.5 N·m (96–119 **in-lbs**) *Turn signal lamp to mounting bracket screw: Models with bullet style turn signal lamps*

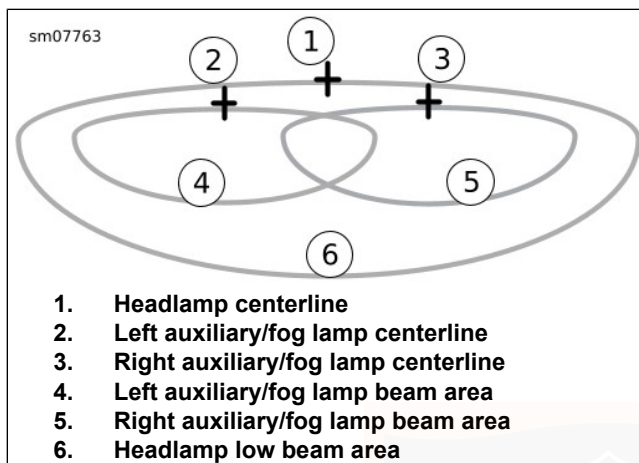


Figure 100. Headlamp Pattern: LED Type with Auxiliary/Fog Lamps

TAIL LAMP BULB REPLACEMENT: INCANDESCENT

Removal

1. Remove two screws to release tail lamp assembly from chrome base.
2. See Figure 101. Disconnect tail lamp connector (3).
3. Rotate bulb socket (4) a quarter turn counterclockwise and remove from tail lamp assembly. Remove bulb.

Installation

1. Coat base of **new** bulb with ELECTRICAL CONTACT LUBRICANT. Install **new** bulb.
2. See Figure 101. Insert socket (4) into tail lamp assembly. Rotate a quarter turn clockwise.
3. Attach tail lamp connector (3).
4. Place tail lamp into position against chrome base.

NOTE

Do not over-tighten screws.

5. Install two screws. Tighten to 2.3–2.7 N·m (20–24 in-lbs).

⚠ WARNING

Be sure that all lights and switches operate properly before operating motorcycle. Low visibility of rider can result in death or serious injury. (00316a)

6. Check operation of all lamps.

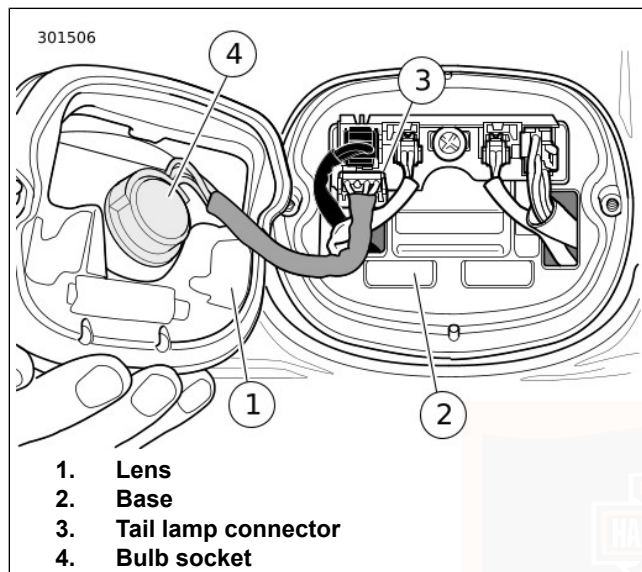


Figure 101. Tail Lamp Assembly

TAIL LAMP BULB REPLACEMENT: LED

The tail lamp is a Light Emitting Diode (LED) assembly. Replace the tail lamp as a unit. See a Harley-Davidson dealer.

TURN SIGNAL BULB REPLACEMENT: INCANDESCENT

Replacing Turn Signal Bulb

1. See Figure 102. Insert coin in notch. Carefully twist until the lens cap pops out of the lamp housing.
2. While pushing bulb in, rotate counterclockwise to remove. Remove bulb.
3. Inspect condition of electrical contacts in socket. If necessary, clean with a small wire brush and electrical contact cleaner.
4. Apply ELECTRICAL CONTACT LUBRICANT to the contacts in socket and at bottom of the **new** bulb.
5. Align pins on **new** bulb with guides in bulb socket. Push and rotate **new** bulb clockwise into socket.
6. With the notch at the bottom, snap the lens cap onto the lamp housing.

⚠ WARNING

Be sure that all lights and switches operate properly before operating motorcycle. Low visibility of rider can result in death or serious injury. (00316a)

7. Check operation of all lamps.

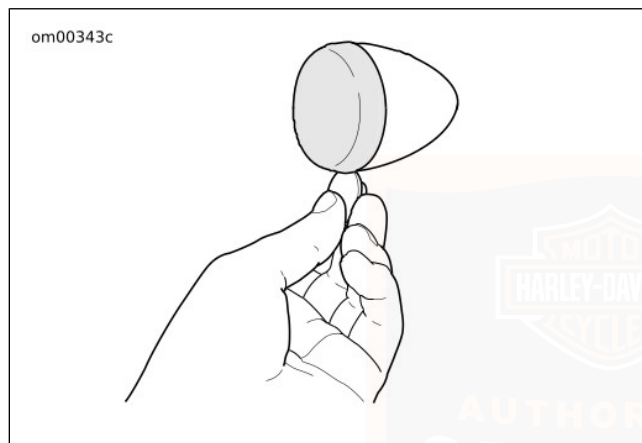


Figure 102. Remove Lens

TURN SIGNAL BULB REPLACEMENT: LED

The LED turn signal lamp is a sealed assembly. Replace the turn signal lamp as a unit. See a Harley-Davidson dealer.

SEAT

Removal: Without Tour-Pak

1. Remove screw securing rear of seat.
2. To protect body assembly finish, cover rear seat mounting bracket with palm of hand.
3. See Figure 103. While pushing seat forward, raise rear of seat until bracket clears top of body assembly. Push seat rearward slightly to free seat from tongue on rear fuel tank bracket.

Installation: Without Tour-Pak

1. See Figure 104. Firmly push front of seat downward and forward until slot engages tongue.
2. Secure rear of seat with screw. Tighten.
Torque: 5.4–8.1 N·m (48–72 **in-lbs**) *Seat mounting screw*
3. Pull up on the front and rear of seat to verify that it is properly secured.

Removal: With Tour-Pak

1. See OPERATION > TOUR-PAK (Page 137). Open Tour-Pak to move passenger seat backrest out of the way.

2. Remove screw securing rear of seat.
3. To protect Tour-Pak finish, cover rear seat mounting bracket with palm of hand.
4. See Figure 103. While pushing seat forward, raise rear of seat until bracket clears top of Tour-Pak. Push seat rearward slightly to free seat from tongue on rear fuel tank bracket.

Installation: With Tour-Pak

1. See Figure 104. Place seat on frame backbone.
2. To protect finish of Tour-Pak, cover rear seat mounting bracket with palm of hand.
3. While raising rear of seat approximately 76.2 mm (3 in), use other hand to firmly push front of seat downward and forward until tongue engages slot in seat.
4. Push seat rearward until seat retention nut is centered in hole of mounting bracket.
5. Install seat mounting screw. Tighten to 5.4–8.1 N·m (48–72 in-lbs).
6. Pull up on the front and rear of seat to verify that it is properly secured.

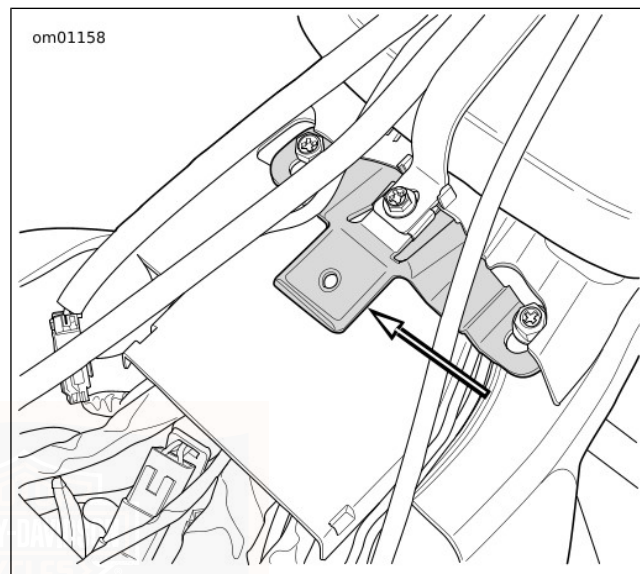


Figure 103. Seat Tongue

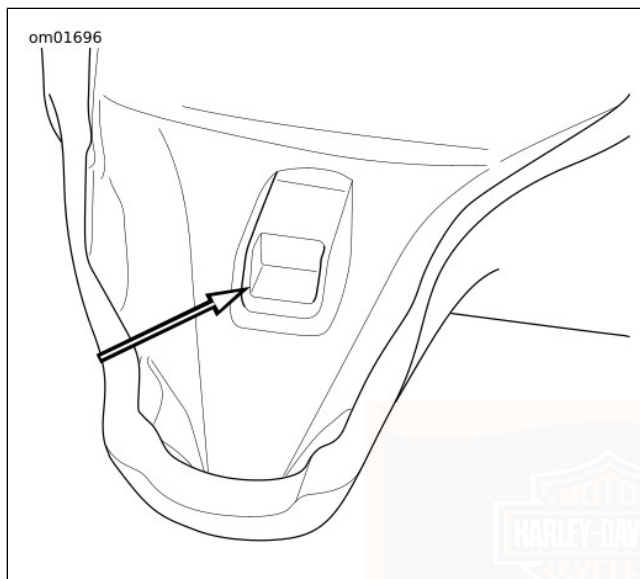
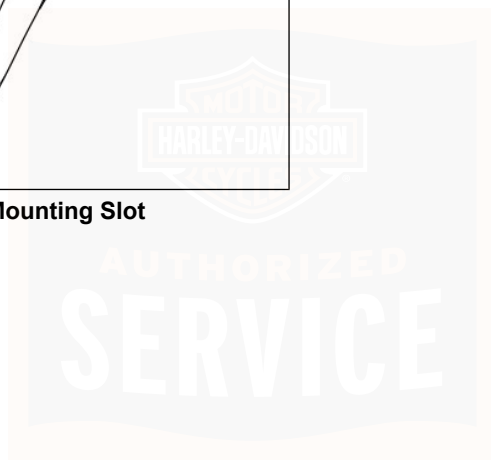


Figure 104. Seat Mounting Slot



NOTES



TROUBLESHOOTING: GENERAL

⚠ WARNING

The troubleshooting section of the Owner's Manual is a guide to diagnose problems. Read the service manual before performing any work. Improper repair and/or maintenance could result in death or serious injury. (00080a)

Use the following checklists for troubleshooting. Carefully check each cause because more than one condition can cause trouble.

ENGINE

Starter Does Not Operate or Does Not Turn Engine Over

1. Engine OFF/RUN switch in OFF position.
2. Ignition switch not in IGNITION position.
3. Discharged battery or loose or corroded connections (solenoid chatters).
4. Clutch lever not squeezed against handlebar and front or rear brake applied or transmission not in neutral.
5. Main fuse not in place.

Engine Turns Over but Does Not Start

1. Fuel tank empty.
2. Fuel filter is clogged.
3. Discharged battery or loose or damaged battery terminal connections.
4. Fouled spark plugs.
5. Spark plug cable connections loose or in bad condition and shorting.
6. Loose or corroded wire or cable connections at coil or battery.
7. Fuel pump is inoperative.
8. Main fuse not in place.

Starts Hard

1. Spark plugs in bad condition, have improper gap or are partially fouled.
2. Spark plug cables in bad condition and leaking.
3. Battery nearly discharged.
4. Damaged or loose wire or cable connections at one of the battery terminals or at ignition coil.
5. Engine oil too heavy (cold-weather operation).
6. Water or dirt in fuel system.

7. Fuel pump is inoperative.

Starts but Runs Irregularly or Misses

1. Spark plugs in bad condition or partially fouled.
2. Spark plug cables in bad condition and leaking.
3. Spark plug gap too close or too wide.
4. Battery nearly discharged.
5. Damaged wire or loose wire connection at ignition coil, battery or ECM connector.
6. Intermittent short circuit due to damaged wire insulation.
7. Water or dirt in fuel system.
8. Fuel vent system plugged. See dealer.
9. One or more injectors fouled.

A Spark Plug Fouls Repeatedly

1. Fuel mixture too rich.
2. Incorrect spark plug.

Pre-ignition or Detonation (Knocks or Pings)

1. Incorrect fuel.
2. Incorrect spark plug for the kind of service.

Overheats

1. Insufficient oil supply or oil not circulating.
2. Heavy carbon deposit from lugging engine. See dealer.
3. Insufficient air flow over cylinder heads during extended periods of idling or parade duty.

Excessive Vibration

1. Rear fork pivot shaft nuts loose. See dealer.
2. Front engine mounting bolts loose. See dealer.
3. Engine to transmission mounting bolts loose. See dealer.
4. Damaged frame. See dealer.
5. Front chain or links tight as a result of insufficient lubrication or belt badly worn.
6. Wheels and/or tires damaged. See dealer.
7. Vehicle not properly aligned. See dealer.
8. Steering head damper worn or damaged. See dealer.
9. Panhard rod fasteners loose. See dealer.

Engine Oil Not Circulating (Oil Pressure Lamp Lit)

1. Insufficient or diluted oil supply.
2. Oil feed clogged with ice and sludge in freezing weather.

3. Grounded oil signal switch wire or faulty signal switch. See dealer.
4. Damaged or improperly installed check valve. See dealer.
5. Oil pump problem. See dealer.

TRANSMISSION

Transmission Shifts Hard

1. Clutch controls improperly adjusted. See dealer.
2. Bent shifter rod. See dealer.

Transmission Jumps Out of Gear

1. Worn shifter dogs in transmission. See dealer.

Clutch Slips

1. Clutch controls improperly adjusted. See dealer.
2. Worn friction discs. See dealer.
3. Insufficient clutch spring tension. See dealer.

Clutch Drags or Does Not Release

1. Clutch controls improperly adjusted. See dealer.
2. Primary chaincase overfilled.
3. Clutch discs warped. See dealer.

Clutch Chatters

1. Friction discs or steel discs worn or warped. See dealer.

COOLING SYSTEM

Overheats

1. Low coolant level.
2. Restricted radiator air flow.
3. Coolant pump or fans inoperative. See dealer.
4. Vent hose crimped.
5. Air in coolant.

ELECTRICAL SYSTEM

Alternator Does Not Charge

1. Regulator not grounded. See dealer.
2. Engine ground wire loose or damaged. See dealer.
3. Loose or damaged wires in charging circuit. See dealer.

Alternator Charge Rate is Below Normal

1. Weak battery.
2. Excessive use of add-on accessories.
3. Loose or corroded connections.

4. Extensive periods of idling or low speed riding.

BRAKES

ABS System Behavior

1. Anti-lock Braking System (ABS) lamp does not shut off above 5 km/h (3 mph). See dealer.
2. Other ABS symptoms. Refer to Table 30.

Brakes Do Not Hold Normally

1. Master cylinder low on fluid. See dealer.
2. Brake line contains air bubbles. See dealer.
3. Master cylinder or caliper piston worn. See dealer.
4. Brake pads contaminated with grease or oil. See dealer.
5. Brake pads badly worn. See dealer.
6. Brake disc badly worn or warped. See dealer.
7. Brake fades because of heat build up. Excessive braking or brake pads dragging. See dealer.
8. Brake drags. Insufficient hand lever free play. See dealer.

REVERSE MOTOR

Reverse Motor Does Not Operate/Cannot Enable

1. Vehicle not started or vehicle not in neutral.
2. Reverse motor circuit breaker open/tripped.

HANDLING

Irregularities

1. Improperly loaded motorcycle. Non-standard equipment on the front end such as heavy radio receivers, extra lighting equipment or luggage tends to cause unstable handling.
2. Damaged tire(s) or improper front-rear tire combination.
3. Irregular or peaked front tire tread wear.
4. Incorrect tire pressure.
5. Shock absorber not functioning normally. See dealer.
6. Loose front wheel axle nuts or rear wheel lug nuts. Tighten to recommended torque specification. See dealer.
7. Rear axle out of alignment with frame and front wheel. See dealer.

8. Steering head bearings improperly adjusted. Correct adjustment and replace pitted or worn bearings and races. See dealer.
9. Damaged or inoperative steering damper.
10. Tire and wheel unbalanced. See dealer.
11. Rear fork pivot assembly: improperly tightened or assembled, or loose/pitted or damaged pivot bearings. See dealer.
12. Engine mounts and/or stabilizer links loose, worn or damaged. See dealer.
13. Uneven rear brake operation. See dealer.
14. Loose rear axle bearing cap bolts or bearing retainer nuts. See dealer.



NOTES



MAINTENANCE RESPONSIBILITIES

This owner's manual contains your owner's maintenance record.

It is your responsibility as the owner to follow the maintenance schedule at the mileage intervals as specified in the owner's manual.

1. Make an appointment with a Harley-Davidson dealer for inspection and service prior to the first 1,600 km (1,000 mi), and as soon as possible after any issue arises.
2. Bring this owner's manual with you when you visit your authorized Harley-Davidson dealer to have your motorcycle inspected and serviced.
3. Have the dealer technician sign the maintenance record in the owner's manual at the proper mileage interval. These records should be retained by the owner as proof of proper maintenance.
4. Keep receipts covering any parts, service or maintenance performed.

These records should be transferred to each subsequent owner.

While you may elect to use non genuine Harley-Davidson parts for maintenance and/or repair services, Harley-Davidson is not obligated to pay for repairs of the non genuine

Harley-Davidson parts or for repairs of any damage resulting from the use of non genuine parts.

NOTICE

It is possible to overload the vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system. (00211d)

FINDING AN AUTHORIZED DEALER

You may obtain the name and location of your nearest U.S. authorized Harley-Davidson dealer by calling 1-800-258-2464 (U.S. only). To find dealers worldwide, refer to Refer to: www.harley-davidson.com. The fact that an authorized Harley-Davidson dealership performs warranty repairs does not create an agency relationship between Harley-Davidson and the authorized dealership.

REQUIRED DOCUMENTATION FOR IMPORTED MOTORCYCLES

If a Harley-Davidson motorcycle is imported into the United States, additional documentation is required for that motorcycle to be eligible for the United States Harley-Davidson

Motorcycle Limited Warranty. Refer to Refer to: www.harley-davidson.com.

OWNER CONTACT INFORMATION

If you move from your present address, sell your motorcycle, or purchase a pre-owned Harley-Davidson motorcycle, see an authorized Harley-Davidson dealer to update your owner contact information.

This will provide Harley-Davidson with an accurate registration (as required by law in some countries), and will allow Harley-Davidson to notify you in the event of a recall or product program.

The rights and benefits conferred upon you and the obligations of Harley-Davidson as set forth herein are separate and distinct from any rights and duties set forth in any service contract you may have purchased from a dealership and/or third-party insurance company. Harley-Davidson does not authorize any entity to expand Harley-Davidson's warranty obligations in connection with your motorcycle or this limited warranty.

When updating your contact information, your authorized Harley-Davidson dealer will need your Vehicle Identification Number (VIN), odometer mileage, and date of vehicle transfer (if applicable).



2025 HARLEY-DAVIDSON LIMITED MOTORCYCLE WARRANTY

24 Months/Unlimited Miles

36 Months/Unlimited Kilometers for Portugal, Spain, Sweden and Japan

Harley-Davidson Motor Company Inc. warrants for any new 2025 Harley-Davidson® motorcycle that an authorized Harley-Davidson dealer will repair or replace without charge any parts found under normal use to be defective in factory materials or workmanship. To the extent permitted by law, such repair or replacement of defective parts will be Harley-Davidson's sole obligation and your sole and exclusive remedy under this limited warranty (hereinafter "limited warranty" or "motorcycle limited warranty"). This limited warranty applies only for the duration identified in the "Warranty Period" section below.

No person, including Harley-Davidson dealers, may modify, extend, or waive any part of this warranty. As a condition of this limited warranty, you are responsible for properly using, maintaining, and caring for your motorcycle as outlined in your Owner's Manual. Harley-Davidson recommends that you maintain copies of all maintenance records and receipts.

Except as described in the following paragraphs, taking your motorcycle to be serviced by a repair shop that is not an authorized Harley-Davidson dealer will not void this warranty,

and using non-genuine Harley-Davidson parts alone will not void this warranty.

Harley-Davidson may, however, exclude warranty coverage for defects or damage caused by unauthorized (a) parts, (b) service, or (c) use of the vehicle, including defects or damage caused by use of non-Genuine Harley-Davidson parts, unapproved Genuine Harley-Davidson parts or use of the vehicle for racing or competition. Denial of coverage may be based on installation of parts designed for unauthorized uses of the vehicle, such as a trailer hitch.

Additionally, Harley-Davidson shall exclude warranty coverage and deny all warranty claims for functional defects of powertrain components for any Harley-Davidson motorcycle registered in your country if Harley-Davidson or any authorized Harley-Davidson dealer has any information showing that the vehicle was tuned using a tuning product not covered by the local governmental authorities.

Disclaimers & Limitations

THERE IS NO OTHER EXPRESS WARRANTY ON THE MOTORCYCLE. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF THE EXPRESS WARRANTY, OR TO THE DURATION SET FORTH IN APPLICABLE LAW, WHICHEVER IS SHORTER. EXCEPT WHERE PROHIBITED BY LAW, ANY IMPLIED WARRANTY IS NOT TRANSFERRED TO

SUBSEQUENT PURCHASERS/BUYERS OF THE MOTORCYCLE.

THE IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE DOES NOT APPLY IF YOUR MOTORCYCLE IS USED FOR RACING, EVEN IF THE MOTORCYCLE IS EQUIPPED FOR RACING.

TO THE FULLEST EXTENT ALLOWED BY LAW, NEITHER HARLEY-DAVIDSON NOR ITS AFFILIATES NOR ITS AUTHORIZED DEALERS SHALL BE LIABLE FOR LOSS OF TIME, INCONVENIENCE, LOSS OF MOTORCYCLE USE, COMMERCIAL LOSS OR ANY OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.

Neither Harley-Davidson nor its affiliates nor its authorized dealers are responsible for any time or income that you lose, any inconvenience, loss of your transportation or use of your motorcycle, cost of a rental motorcycle, fuel, travel, meals, or lodging, or for any other incidental or consequential damages you may have.

Punitive, exemplary, or multiple damages may not be recovered unless applicable law prohibits their disclaimer. You may not bring any warranty-related claim as a class representative, a private attorney general, a member of a class of claimants or in any other representative capacity. Harley-Davidson shall not be liable for any damages caused by delay in delivery or furnishing of any products and/or services.

This motorcycle Limited Warranty gives you specific legal rights, and you may also have other rights which vary from country to country except decisions based on your local Customer Protection Laws arbitration awards and/or dispute resolution awards supersede Company policy.

Warranty Period

1. The duration of this limited warranty is 24 months.
 - a. Portugal, Spain, Sweden and Japan duration is 36 months.
2. The warranty period for all coverages begins on the date of initial retail purchase of a new motorcycle from an authorized Harley-Davidson dealer.
3. Any unexpired portion of the motorcycle Limited Warranty will be transferred to subsequent owners, upon the resale of the motorcycle during the warranty period.
 - a.

NOTE

For rental, H.O.G.™, H-D® Company Owned Vehicles (COV), or Police motorcycles, the warranty period will begin when the motorcycle is first placed into service, and initial retail purchasers will receive any unexpired portion of the motorcycle Limited Warranty

Owner's Obligations

To obtain warranty service, return your motorcycle at your expense within the limited warranty period to an authorized Harley-Davidson dealer. The authorized Harley-Davidson dealer should be able to provide warranty service during normal business hours, depending upon the workload of the authorized dealer's service department and the availability of necessary parts.

Exclusions

For On-Road Motorcycles, this Limited warranty will not cover claims arising from the following:

1. Failure to operate or maintain your motorcycle as specified in the owner's manual, including the Maintenance Responsibilities, Service Intervals & Records, and Maintenance & Lubrication sections.
2. Abuse, neglect, misuse, improper storage, use "off the highway," or used for racing or competition of any kind.
3. Motorcycles which are not manufactured to comply with the laws of the market in which they are registered.
4. Defects or damage caused by installation of off-road parts or competition parts installed to enhance performance, or making other unapproved modifications, including but not limited to a trailer hitch. This includes the use of genuine Harley-Davidson parts in unapproved applications.
5. An act of God, war, riot, insurrection, nuclear contamination, natural disasters, including, but not limited to, lightning, forest fires, dust storms, hail storms, ice storms, earthquakes, or floods, or other circumstances out of Harley-Davidson's control.
6. A motorcycle which has been in an accident or collision, dropped or struck.
7. 7. Damage to the radio and/or electronic display caused by abnormal use, unauthorized modifications, computer viruses, or installation of unauthorized software, peripherals and attachments (accessories, GPS/Satellite units), including but not limited to syncing issues or improper functioning devices, caused by an incompatible phone, incompatible media software, or other media storage device (MP3, jump drive, etc.).
 - a. Replacement parts under this warranty may include a refurbished radio.

On-Road/Off-Road Vehicles

Harley-Davidson's Pan America was designed for on-road and moderate off-road use. This entails use on paved and gravel roads and groomed trails, but does not include competition courses, rally routes or similar uses.

For On-Road/Off-Road Motorcycles, this limited warranty will not cover claims arising from the following:

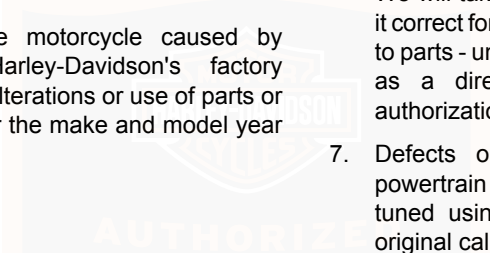
1. Failure to operate or maintain your motorcycle as specified in the Owner's Manual, including the Maintenance Responsibilities, Service Intervals & Records, and Maintenance & Lubrication sections.
2. Abuse, neglected, misused, improper storage, or use for racing or competition of any kind.
3. Motorcycles not equipped to comply with the laws of the market in which they are registered.
4. Defects or damage caused by installation of off-road or competition parts installed to enhance performance, or making other unapproved modifications, including but not limited to a trailer hitch. This includes the use of genuine Harley-Davidson parts in unapproved applications.
5. An act of God, war, riot, insurrection, nuclear contamination, natural disasters, including, but not limited to, lightning, forest fires, dust storms, hail storms, ice storms, earthquakes, or floods, or other circumstances out of Harley-Davidson's control.

6. A motorcycle which has been in an accident, collision, dropped or struck.
7. 7. Damage to the radio and/or electronic display caused by abnormal use, unauthorized modifications, computer viruses, or installation of unauthorized software, peripherals and attachments (accessories, GPS/Satellite units), including but not limited to syncing issues or improper functioning devices, caused by an incompatible phone, incompatible media software, or other media storage device (MP3, jump drive, etc.).
 - a. Replacement parts under this warranty may include a refurbished radio.

Other Limitations

This limited warranty does not cover:

1. Parts and labor for normal maintenance as recommended in the owner's manual, or the replacement of parts due to normal wear and tear including, but not limited to, the following: light bulbs, tires, lubrication, oil and filter change, fuel system cleaning, battery maintenance, engine tune-up, spark plugs, brake pads, brake discs, clutches and components, chain/belt adjustment, and chain/belt replacement.

- 
2. Cosmetic damage that arises as a result of owner misuse or abuse, lack of proper maintenance as described in the Owner's Manual, or environmental conditions (except concerns that result from defects in factory materials or workmanship, which are covered by this limited warranty for the duration of the limited warranty period), including but not limited to windshield cracking or other damage caused by road debris, overtightened fasteners, or use of cleaning products other than those approved by Harley-Davidson.
 3. Any cosmetic damage allegedly existing at the time of retail delivery that has not been documented by the authorized Harley-Davidson selling dealer prior to retail delivery.
 4. Defects or damage to the motorcycle caused by alterations outside of Harley-Davidson's factory specifications or caused by alterations or use of parts or accessories not approved for the make and model year of your motorcycle.
 5. Damage caused by installation or use of non-genuine Harley-Davidson parts, or unapproved genuine Harley-Davidson parts, even those installed by an authorized Harley-Davidson dealership, that cause a genuine Harley-Davidson part to fail. Examples include, but are not limited to performance-enhancing powertrain components or software, exhaust systems, trailer hitches, non-approved tires, lowering kits, handlebars, and add-ons connected to the factory electrical system.
 6. Upgraded parts as a warranty replacement. The limited warranty allows for repair or replacement of failed parts to put the vehicle, component, or part back to its original condition with factory supplied materials and as delivered. We will take all steps to repair/replace the part to make it correct for the customer. This does not include upgrades to parts - unless no other suitable component is available as a direct replacement. This would require an authorization prior to repair.
 7. Defects or damage impacting the functionality of powertrain components in a motorcycle that has been tuned using a tuner or calibration different from the original calibration installed at factory.

Important: Read Carefully

1. Authorized Harley-Davidson dealers are independently owned and operated and may sell non-Harley-Davidson products. Because of this, HARLEY-DAVIDSON IS NOT RESPONSIBLE FOR THE SAFETY, QUALITY, OR SUITABILITY OF ANY NON-HARLEY-DAVIDSON PART, ACCESSORY OR DESIGN MODIFICATION INCLUDING, BUT NOT LIMITED TO, LABOR WHICH MAY BE SOLD AND/OR INSTALLED BY AUTHORIZED HARLEY-DAVIDSON DEALERS.
2. This limited warranty is a contract between you and Harley-Davidson. It is separate and apart from any warranty, service plan, or service contract you may receive or purchase from an authorized Harley-Davidson dealer. No authorized Harley-Davidson dealer is authorized to alter, modify, expand, or in any way change the terms and conditions of this limited warranty.
3. Any warranty work or parts replacement authorized by Harley-Davidson will not preclude Harley-Davidson from later relying on any exclusion where applicable.
4. Harley-Davidson and its authorized dealers reserve the right to modify or service motorcycles designed and manufactured by Harley-Davidson at any time without incurring any additional obligation to make the same alteration or change to a motorcycle previously built and sold. Harley-Davidson reserves the right to provide post-warranty repairs, conduct repair campaigns, offer good-will or customer satisfaction repairs or extend the warranty coverage for certain motorcycles at its sole discretion. Said repairs or extensions of warranty coverage in no way obligates Harley-Davidson to provide similar accommodations to other owners of similar motorcycles. Sometimes Harley-Davidson may offer a special adjustment program to pay all or part of the cost of certain repairs beyond the terms of your limited warranty. Check with your authorized Harley-Davidson dealer to learn whether such programs are available to you.
5. The fact that a part is labeled or branded Harley-Davidson does not necessarily make it appropriate or warranted for the make and model of your motorcycle. The use of parts not designed and tested for your motorcycle may have negative consequences on the performance of your motorcycle and may cause damage or defects not covered by this limited warranty.

6. It is possible to overload your vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system.

Environmental Factors

This limited warranty will cover rust/corrosion and/or pitting:

1. On one component, one time only, under appropriate conditions. If a vehicle is exhibiting any of these conditions on more than one component, warranty coverage will be denied.
2. On multiple components, if they are the same component (i.e. both mirrors, both rider footboards, etc.)

This limited warranty will not cover rust/corrosion and/or pitting:

1. On wheels, unless the condition has been properly documented during the Pre-Delivery inspection.
2. As a result of damage from road debris, hazards, neglect, chemical exposure or abuse/misuse of the motorcycle.
3. Inside fuel tanks.

4. The results from off-road use.

The owner is responsible for protecting the motorcycle from any cosmetic concerns that result from use and/or from exposure to the elements.

Worldwide Tourist Warranty

Every owner of a Harley-Davidson® motorcycle, who has maintained his or her vehicle according to the warranty and maintenance procedure outlined in the Owner's Manual, is entitled to full warranty service while traveling the world.

NOTE

Kilometers are approximately one third less than a mile, so appropriate adjustments must be made when considering warranty statements written in terms of miles only. The dealer may not charge the customer for repairs made under the H-D Motorcycle Warranty.

QUESTIONS AND CONCERNS

If you have questions or concerns regarding the performance of your motorcycle or the application of the limited warranty described here, or are not satisfied with the service you are receiving from an authorized Harley-Davidson dealership, do the following:

1. Contact the selling and/or servicing dealership and speak to the sales and/or service manager.
 2. If your concern cannot be addressed to your satisfaction by the dealership, contact the Harley-Davidson Customer Support Center by mailing your concern to the following address or calling the phone number below.
- Harley-Davidson Motor Company, Inc. Attention: Harley-Davidson Customer Support Center P.O. Box 653 Milwaukee, Wisconsin 53201 1-414-343-4056.

Harley Davidson's limited warranty does not mean that each Harley-Davidson motorcycle is free from defects. Defects may be unintentionally introduced into motorcycles during the design and manufacturing processes and such defects could result in the need for repairs. For this reason, Harley-Davidson provides the motorcycle Limited Warranty in order to remedy any such defects that result in a component malfunction or failure during the warranty period. Except where prohibited by law, the remedy under this written warranty, and any implied warranty, is limited to repair, replacement, or adjustment of the defective part. THIS EXCLUSIVE REMEDY SHALL NOT BE DEEMED TO HAVE FAILED ITS ESSENTIAL PURPOSE SO LONG AS HARLEY-DAVIDSON, THROUGH ITS AUTHORIZED DEALERS, IS WILLING AND ABLE TO REPAIR, REPLACE OR ADJUST DEFECTIVE PARTS IN THE PRESCRIBED MANNER. HARLEY-DAVIDSON'S LIABILITY, IF ANY, SHALL IN NO EVENT EXCEED THE COST OF CORRECTING ANY DEFECT AS HEREIN

PROVIDED AND UPON EXPIRATION OF THIS WARRANTY, ANY SUCH LIABILITY SHALL TERMINATE.

The rights and benefits conferred upon you and the obligations of Harley-Davidson as set forth in the motorcycle Limited Warranty are separate and distinct from any rights and duties set forth in any service contract you may have purchased from a dealership and/or third-party insurance company. Harley-Davidson does not authorize any entity to expand Harley-Davidson's warranty obligations in connection with your motorcycle or this limited warranty.

Emissions and Noise Regulations

Tampering with noise control / exhaust emissions control system prohibited:

Federal law in your country prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for the purposes of maintenance, repair, or replacement of any device or element of design incorporated into any new vehicle for the purpose of controlling emissions of pollutant gases or noise prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the following:

1. Replacing the muffler(s) and/or the entire exhaust system with parts not certified for gas pollutant emissions and/or noise legal for street use.
2. Removing or modifying the muffler internal baffles in any way.
3. Replacing the air intake/cleaner assembly with one not certified as legal in terms of pollutant gas emissions and/or noise legal for street use.
4. Modifying the air intake/cleaner assembly in such a way as to make the vehicle no longer legal in terms of polluting gas emissions and/or noise for street use.

Limited Motorcycle Warranty Australia/ New Zealand Only

This Harley-Davidson Motorcycle Warranty, is provided by Harley-Davidson, Motor Company, P.O Box 653, Milwaukee, Wisconsin, 53201, U.S.A., Phone +1 (414) 343-4056, ("Harley-Davidson")

Harley-Davidson warrants for any new 2025 Harley-Davidson motorcycle that an authorized Harley-Davidson dealer will repair or replace without charge any parts found to be defective in factory materials or workmanship under normal use during the warranty period outlined above.

Such repair or replacement of parts will be Harley-Davidson's sole obligation and your sole remedy under this H-D

Motorcycle Warranty, however you may have other rights under Australian and New Zealand laws, as described below.

NOTE

Goods presented for repair may be replaced by refurbished goods of the same type rather than being repaired. Refurbished parts may be used to repair goods.

Your Consumer Rights Australia/ New Zealand Only

The benefits given to you under this H-D Motorcycle Warranty are additional to, and do not detract from, other rights and remedies that you may have in respect of the motorcycle under Australian and New Zealand laws, including consumer protection laws.

In Australia, our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

In New Zealand, our goods also come with guarantees that cannot be excluded under the New Zealand Consumer Guarantees Act.

China 3R Warranty Period

Pursuant to the China Motorcycle 3R Rules, the 3R warranty period for motorcycles starts on the date when the official invoice is issued and ends on the earlier of either the date that is the first anniversary or the date the mileage meter hits 6,003 km (3730 mi), both dates inclusive. If the ending date is a public holiday in China, it will automatically extend to the next business day ("3R Warranty Period").

However, the following time periods should be excluded for the purpose of determining the 3R Warranty Period:

1. Time taken for repair pursuant to the warranty obligations under the China Motorcycle 3R rules;
2. Waiting time due to lack of spare parts needed for repair; and
3. Any time of delay in repair caused by force majeure.

Repair obligations

The Dealer or Distributor has an obligation to perform repairs of the motorcycle, either by itself or through the designated repairers for any performance malfunction occurring during the 3R Warranty Period, provided that the China Motorcycle 3R Rules specify its seller's obligation to conduct a free repair with respect to such performance malfunction, and customers do not need to pay any repair costs such as parts costs and service fees.

Replacement obligations

The Dealer/Distributor has an obligation to provide a new replacement motorcycle of same type to the customer in any of the following circumstances:

1. The motorcycle has any specific malfunction as defined by China Motorcycle 3R Rules within Day 7 (inclusive of Day 7) following the sale of the motorcycle (which shall be defined as the "Invoicing Date" throughout this Warranty Manual), unless the customer elects to have the motorcycle repaired or returned instead;
2. The motorcycle has any specific malfunction as defined by China Motorcycle 3R Rules during Day 8 to Day 15 (both dates inclusive) following the sale of the motorcycle, unless the customer elects to have the motorcycle repaired instead;
3. The motorcycle has any of the specific malfunction as defined by China Motorcycle 3R Rules after Day 15 following the sale of the motorcycle and such motorcycle still cannot be used for its normal purpose after being repaired twice;
4. The motorcycle has not been fully repaired within 90 days after being sent for repair due to the manufacturer's failure to provide the necessary spare parts in accordance with the sales contract;

5. In the event that the Dealer/Distributor acts as the repairer of the motorcycle, the motorcycle has not been repaired within 30 days (inclusive of the 30th day) after being sent for repair due to the Dealer/Distributor's own reason;
 6. The 3R warranty period shall restart for the replacement motorcycle from the date of replacement and the Dealer/Distributor shall provide a new warranty voucher.
3. Any of the circumstances (2), (3) and (4) under the Section "Replacement Obligations" arise and the customer demands for refund in any way despite the fact that Dealer/Distributor can provide a replacement motorcycle of the same type.

In the circumstance (1) above, the Dealer/Distributor shall also refund not only the purchase price of the motorcycle (which shall be defined in this Warranty Manual as the VAT tax included prices as indicated on the official invoice issued to the customer by the Dealer/Distributor for the returned motorcycle) but shall also bear any reasonable costs, including any surcharges, the vehicle use tax, insurance expense, license plate fees, inspection and examination fees, road maintenance charges, etc.

Return obligations

The Dealer/Distributor has an obligation to accept the return of the motorcycle and refund the customer in full or partially in any of the following circumstances:

1. The motorcycle has any of the specific malfunction as defined by China Motorcycle 3R Rules within 7 days (inclusive of Day 7) following the sale of the motorcycle, unless the customer elects to have the motorcycle repaired or replaced;
2. Any of the circumstances (2), (3) and (4) under the Section "Replacement Obligations" arise but the Dealer/Distributor does not have any motorcycle of same type for replacement, and consequently the customer demands for refund; or

In the circumstance (2) above, the Dealer/Distributor shall only refund the customer with the purchase price, but the customer shall bear all other reasonable costs as described in above paragraph. In the circumstance (3) above, the Dealer/Distributor shall only refund the customer with the purchase price after deducting depreciation of the motorcycle calculated at the rate of 2% of the purchase price per day and based on actual days elapsed (which calculated from the invoicing date to the date of returning the motorcycle to the customer, both dates are inclusive, while excluding any time of repair and any waiting period due to lack of repair parts) meanwhile the customer shall bear all other reasonable costs as described in above paragraph.

Exclusions for China Motorcycle 3R Rules

The China Motorcycle 3R Rules shall not be applied to the motorcycle if any of the following conditions is satisfied:

1. Purchased more than 1 year upon the invoicing date.
2. The mileage is more than 6,003 km (3730 mi).
3. Damages caused by the customer that the customer does not use, maintain or take care of the motorcycle according to the Owner's Manual.
4. Damages caused by the dismantle movement of a repairer who is not an authorized Harley-Davidson Dealer/Distributor for repairing the motorcycle.
5. Lack of "three guarantees" certificate or the effective invoice (except for those who can prove that the motorcycle is within the 3R Warranty Period).
6. With the "three guarantees" certificate altered or the production model, VIN or the engine number on the "three guarantees" certificate is inconsistent with such information of the motorcycle.

7. Damages caused by force majeure.

Limited Motorcycle Warranty Japan Only

The Policy Manual is in relation to the global warranty policy applicable to the customers of Harley-Davidson Japan K.K. (hereinafter referred to as "HDJ"). The Manual lays down the policies to be adopted by the authorized dealers of Harley-Davidson while servicing warranty claims made by the customers of Harley-Davidson and the process for claiming reimbursement from Harley-Davidson in relation to the services provided to its customers. In case of any conflict between the provisions of the Authorized Harley-Davidson Dealer Contract (hereinafter referred to as the "Dealer Contract") and this Manual, the provisions of the Dealer Contract shall prevail.

36 Months/Unlimited Kilometers

The following is a re-statement of the express Limited Warranty. In the event there is a discrepancy between the summary here and the terms of the Limited Warranty contained in the Warranty Manual, the terms and conditions outlined in the Owner's Manual shall govern.

SERVICE RECORDS

Regular Service Intervals

Service must be performed at specified intervals to keep your Harley-Davidson motorcycle operating at peak performance. Refer to Service Intervals table.

Refer to Service Actions for service action definitions used in the service interval table.

NOTE

- *Whenever a vehicle is in for maintenance:*
 - a. *always check for and complete recalls and open product programs.*
 - b. *always verify that the latest calibration is installed.*
- *After completing the final service interval, repeat the service schedule starting at the 8000 km (5000 mi) interval.*

Service Intervals

Service Actions

Table 43. Service Action Definitions

ACTION	DEFINITION
Inspect	Carefully examine component for excess wear, abnormality, contact, or leaks.
Check	Verify the component is within the owner's manual or service manual service limits. Adjust or repair as necessary.
Lubricate	Lubricate the component as specified in the owner's or service manual with Harley-Davidson approved product.
Replace	Replace the component at the specified intervals.
Clean	Clean the component as specified in the owner's or service manual.
Rebuild	Rebuild the component according to the procedures in the service manual.

Maintenance Records

Maintain a record of this service to keep your new motorcycle limited warranty in force. Refer to Table 44.

Table 44. Owner's Maintenance Records

SERVICE MILE INTERVAL	DATE	DEALER NUMBER	TECHNICIAN NAME	TECHNICIAN SIGNATURE
1,600 km (1,000 mi)				
8,000 km (5,000 mi)				
16,000 km (10,000 mi)				
24,000 km (15,000 mi)				
32,000 km (20,000 mi)				
40,000 km (25,000 mi)				
48,000 km (30,000 mi)				
56,000 km (35,000 mi)				
64,000 km (40,000 mi)				
72,000 km (45,000 mi)				
80,000 km (50,000 mi)				

Table 45. Regular Service Intervals: Harley-Davidson Trike Models

COMPONENT	ACTION	1600 KM 1000 MI	8000 KM 5000 MI	16000 KM 10000 MI	24000 KM 15000 MI	32000 KM 20000 MI	40000 KM 25000 MI	48000 KM 30000 MI	56000 KM 35000 MI	64000 KM 40000 MI	72000 KM 45000 MI	80000 KM 50000 MI	NOTES
Service Intervals													
Electrical equipment and switches	Inspect	x	x	x	x	x	x	x	x	x	x	x	
Front tire pressure and tread	Check	x	x	x	x	x	x	x	x	x	x	x	1
Front brake fluid level	Inspect	x	x	x	x	x	x	x	x	x	x	x	6
Clutch cable	Lubricate	x	x	x	x	x	x	x	x	x	x	x	9
Clutch cable	Adjust	x	x	x	x	x	x	x	x	x	x	x	2

Table 45. Regular Service Intervals: Harley-Davidson Trike Models

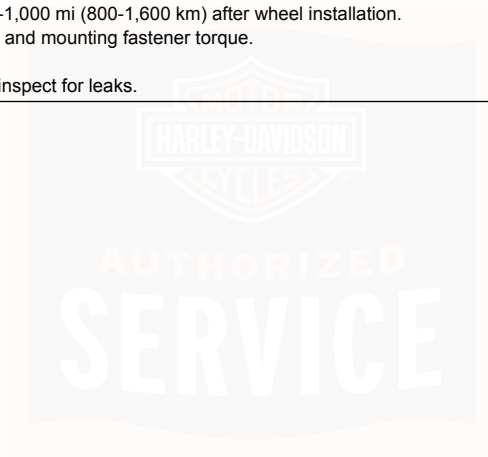
COMPONENT	ACTION	1600 KM 1000 MI	8000 KM 5000 MI	16000 KM 10000 MI	24000 KM 15000 MI	32000 KM 20000 MI	40000 KM 25000 MI	48000 KM 30000 MI	56000 KM 35000 MI	64000 KM 40000 MI	72000 KM 45000 MI	80000 KM 50000 MI	NOTES
DOT4 front brake fluid moisture content	Check	x	x	x	x	x	x	x	x	x	x	x	1, 2
Hand control switch housing screw torque	Tighten	x		x		x		x		x		x	1, 2, 4
Clutch lever handlebar clamp screw torque	Tighten	x		x		x		x		x		x	1, 2, 4
Front brake handlebar clamp screw torque	Tighten	x		x		x		x		x		x	1, 2, 4
Steering head bearings	Lubricate						x					x	2
Steering dampener	Check	x	x	x	x	x	x	x	x	x	x	x	8
Air cleaner filter	Inspect	x	x	x	x	x	x	x	x	x	x	x	3
Engine oil and filter	Replace	x	x	x	x	x	x	x	x	x	x	x	1, 3
Oil pan fastener torque	Tighten	x											4
Engine coolant	Check	x	x	x	x	x	x	x	x	x	x	x	10
Engine coolant	Replace										x		2
Radiators or oil cooler	Clean	x	x	x	x	x	x	x	x	x	x	x	
Primary chaincase lubricant	Replace	x		x		x		x		x		x	3
Transmission lubricant	Replace	x				x				x			3
Oil and brake lines	Inspect	x	x	x	x	x	x	x	x	x	x	x	1, 2, 5
Fuel lines and fittings	Inspect	x	x	x	x	x	x	x	x	x	x	x	1, 2, 5
Rear brake fluid level	Inspect	x	x	x	x	x	x	x	x	x	x	x	6
DOT4 rear brake fluid moisture content	Check	x	x	x	x	x	x	x	x	x	x	x	1, 2

Table 45. Regular Service Intervals: Harley-Davidson Trike Models

COMPONENT	ACTION													NOTES
		1600 KM 1000 MI	8000 KM 5000 MI	16000 KM 10000 MI	24000 KM 15000 MI	32000 KM 20000 MI	40000 KM 25000 MI	48000 KM 30000 MI	56000 KM 35000 MI	64000 KM 40000 MI	72000 KM 45000 MI	80000 KM 50000 MI		
Brake system	Replace	___ Flush brake system and replace DOT 4 hydraulic brake fluid every two years or sooner if moisture content is 3 percent or greater.												2
Brake pads and discs	Inspect	x	x	x	x	x	x	x	x	x	x	x		
Brake and clutch controls	Lubricate	x	x	x	x	x	x	x	x	x	x	x	2, 9	
Parking brake	Adjust	x	x	x	x	x	x	x	x	x	x	x	2	
Rear tire pressure and tread	Check	x	x	x	x	x	x	x	x	x	x	x	1	
Drive belt and sprockets	Inspect	x	x	x	x	x	x	x	x	x	x	x	2	
Drive belt	Adjust	x	x	x	x	x	x	x	x	x	x	x	2	
Rear sprocket isolators	Inspect					x				x			2	
Rear lug nut	Tighten	x		x		x		x		x		x	1, 2, 4, 7	
Rear fork pivot shaft nut	Tighten	x		x		x		x		x		x	1, 2, 4	
Exhaust system, fasteners and shields	Inspect	x	x	x	x	x	x	x	x	x	x	x	1, 3	
12 volt battery	Check	___ Check battery, terminal torque and clean connections annually. Lubricate terminals with ELECTRICAL CONTACT LUBRICANT.												1
Spark plugs	Replace	___ Replace spark plugs every two years or every 30,000 mi (48,000 km), whichever comes first.												
Fuel door hinge and latch	Lubricate	x	x	x	x	x	x	x	x	x	x	x	9	
Trunk lock and latch	Lubricate	x	x	x	x	x	x	x	x	x	x	x	9	
Front forks	Rebuild											x	2	
Fuel filter	Replace	_____ Replace fuel filter element every 100,000 mi (161,000 km). _____												2, 3
Reverse operation	Road Test	x	x	x	x	x	x	x	x	x	x	x		
Component and system functions	Road Test	x	x	x	x	x	x	x	x	x	x	x		

Table 45. Regular Service Intervals: Harley-Davidson Trike Models

COMPONENT	ACTION													NOTES
		1600 KM 1000 MI	8000 KM 5000 MI	16000 KM 10000 MI	24000 KM 15000 MI	32000 KM 20000 MI	40000 KM 25000 MI	48000 KM 30000 MI	56000 KM 35000 MI	64000 KM 40000 MI	72000 KM 45000 MI	80000 KM 50000 MI		
NOTES														
1. Perform annually or at specified intervals, whichever comes first.														
2. Should be performed by an authorized Harley-Davidson dealer, unless you have the proper tools, service data and are mechanically qualified.														
3. Perform maintenance more frequently in severe riding conditions. This includes extreme temperatures, dusty environments, mountainous or rough roads, long storage conditions, short runs, heavy stop/go traffic or poor fuel quality.														
4. For torque instructions, see Shop Practices in the service manual.														
5. Check for leaks, contact or abrasion.														
6. Brake fluid level drops as brake pads wear.														
7. Always check lug nut torque within 500-1,000 mi (800-1,600 km) after wheel installation.														
8. Check for leaks, smooth damper action and mounting fastener torque.														
9. Use HARLEY LUBE.														
10. Check coolant level, freeze point and inspect for leaks.														



NOTES



ACRONYMS AND ABBREVIATIONS

Table 46. Acronyms and Measurement Symbols

ITEM	DEFINITION
A	Amperes
ABS	Anti-lock braking system
AC	Alternating current
ACR	Automatic compression release
AGM	Absorbed glass mat (battery)
Ah	Ampere-hour
BCM	Body control module
°C	Celsius (Centigrade)
CCA	Cold cranking amps
CI	Cubic inch
cm	Centimeters
cm ³	Cubic centimeters (cc)
CVO	Custom vehicle operations
DC	Direct current
DLC	Data link connector
DOM	Domestic
DT II	Digital Technician II
DTC	Diagnostic trouble code
ECM	Electronic control module
EFI	Electronic fuel injection
EHCUC	Electro hydraulic control unit
EITMS	Engine idle temperature management system

Table 46. Acronyms and Measurement Symbols

ITEM	DEFINITION
EHCUC	Electro hydraulic control unit
ETC	Electronic throttle control
EV	Electric vehicle
EVAP	Evaporative emissions control system
EVPT	Electric vehicle powertrain
EVSE	Electric vehicle supply equipment
°F	Fahrenheit
fl oz	Fluid ounce
ft	Feet
ft-lbs	Foot pounds
FTP	Flash to pass
g	Gram
gal	Gallon
GAWR	Gross axle weight rating
GND	Ground (electrical)
GPS	Global positioning system
GVWR	Gross vehicle weight rating
H-DSSS	Harley-Davidson smart security system
HCU	Hydraulic control unit
HDI	Harley-Davidson International
HP	Horsepower
HV	High voltage
Hz	Hertz
IGN	Ignition light/key switch position
IM	Instrument module

Table 46. Acronyms and Measurement Symbols

ITEM	DEFINITION
IMU	Inertia measurement unit
in	inch
in ³	Cubic inch
in-lbs	Inch pounds
kg	Kilogram
km	Kilometer
km/h	Kilometers per hour
kPa	Kilopascal
kW	Kilowatt
L	Liter
lb	Pounds
LED	Light emitting diode
Li-ion	Lithium-Ion
LV	Low voltage
mA	Milliampere
mi	Mile
MIL	Malfunction indicator lamp
Min	Minimum
mL	Milliliter
mm	Millimeter
mph	Miles per hour
ms	Millisecond
Nm	Newton-meter
OBC	Onboard charger
oz	Ounce

Table 46. Acronyms and Measurement Symbols

ITEM	DEFINITION
P&A	Parts and Accessories
PA	Public address
Part No.	Part number
PIN	Personal identification number
PPE	Personal protective equipment
psi	Pounds per square inch
PTT	Push to talk
qt	Quart
RDRS	Reflex defensive rider systems
RESS	Rechargeable energy storage system
rpm	Revolutions per minute
SDS	Safety data sheet
SoC	State of charge
SoH	State of health
SW	Software
TCS	Traction control system
TCU	Telematic Control Unit
TPMS	Tire pressure monitoring system
USB	Universal serial bus
USB-C	Universal serial bus - type C
V	Volt
VAC	Volts of alternating current
VDC	Volts of direct current
VHC	Vehicle hold control
VIN	Vehicle identification number

Table 46. Acronyms and Measurement Symbols

ITEM	DEFINITION
VR	Voice recognition
W	Watt
WSS	Wheel speed sensor
Wh	Watt-hour
WHIM	Wireless Headset Interface Module

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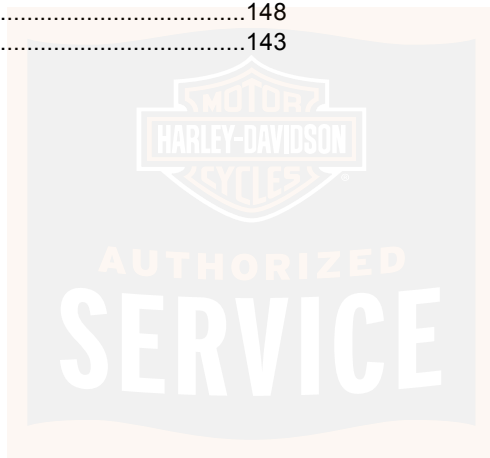
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