



IMPORTANT NOTICE!

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.

CAUTION

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

CAUTION

CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

NOTE:

Refers to important information, and is placed in italic type.

It is recommended that you take special notice of these items.

HARLEY-DAVIDSON MOTORCYCLES ARE FOR ON-ROAD USE ONLY

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation of off-road usage in some areas may be illegal. Obey local laws and regulations. This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold.

VISIT THE HARLEY-DAVIDSON WEB SITE
<http://www.harley-davidson.com>

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, defensively and within the limits of the law. Ride with your headlamp on, 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 your Owners Manual cover to cover. Enhance your ownership experience further by individualizing your motorcycle through the installation of tried and tested Harley-Davidson® Genuine Motor Parts™ and Genuine Motor Accessories™. When adding performance products to your Harley, be a good neighbor and choose products that comply with local noise and emissions regulations. Protect your privilege to ride by joining the American Motorcyclist Association.

Your new Harley-Davidson motorcycle is designed and manufactured to be the finest in its field. 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.

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 Owners 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.

Harley-Davidson Motor Company

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CUSTOMER SERVICE ASSISTANCE

Most sales or service issues will be resolved right at the dealership. However if an issue arises that your dealer cannot resolve, please follow the procedure below.

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, you can contact the Harley-Davidson Customer Service Department by calling (414) 343-4056 or write to:

Attention: Customer Service Department
Harley-Davidson Motor Company
P. O. Box 653
Milwaukee, WI 53201

To avoid delays, please have the following information available to give to the Customer Service Representative:

- Your name, address and phone number.
- Motorcycle VIN (Vehicle Identification Number) found on the vehicle registration, warranty card or stamped on the steering head and on a label located on the right front frame downtube of the motorcycle itself.
- Name and location of the dealership.
- Current Mileage.
- Clear description of issue.

PERSONAL INFORMATION

Name: _____

Address: _____

City: _____ St: _____ Zip: _____

Telephone No. (_____) _____ - _____

DEALER INFORMATION

Dealer Name: _____

Address: _____

City: _____ St: _____ Zip: _____

Telephone No. (_____) _____ - _____

Contacts => Sales: _____

Service: _____

Parts: _____

VEHICLE INFORMATION

Vehicle Identification No.

Ignition Key No.

SECURITY SYSTEM PERSONAL CODE

_____ - _____ - _____ - _____ - _____

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SAFE OPERATING RULES

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

- Know and respect the rules of the road (see RULES OF THE ROAD section). Carefully read and observe the rules contained in the MOTORCYCLE SAFETY booklets accompanying this Owner's Manual. Read and familiarize yourself with the contents of the MOTORCYCLE HANDBOOK for your state.
- Before starting engine, check for proper operation of brake, clutch, shifter, throttle controls, correct fuel and oil supply.

WARNING

Harley-Davidson cautions you against the use of certain non-standard parts such as after-market and custom made extended front forks which may adversely affect performance and handling. Removing or altering factory installed standard parts may adversely affect performance and could result in death or serious injury.

- 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

Gasoline is extremely flammable and highly explosive. Always stop the engine when refueling or servicing the fuel system. Do not smoke or allow open flame or sparks near gasoline. Inadequate safety precautions could result in an explosion and death or serious injury.

- When refueling your motorcycle, the following rules should be observed:
 - a. Refuel in a well ventilated area with the engine turned off.
 - b. Remove fuel filler cap slowly.
 - c. Do **NOT** smoke or allow open flames or sparks when refueling or servicing the fuel system.
 - d. Always close the fuel supply valve when the engine is not running. This prevents flooding of the carburetor and the surrounding area with gasoline.
 - e. Do **NOT** fill fuel tank above the bottom of the filler neck insert.
 - f. Leave air space to allow for fuel expansion.

 WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Use care when handling gasoline. Do not store motorcycle having gasoline in tank within the home or garage where open flames, pilot lights, sparks or electric motors are present. Inadequate safety precautions could cause an explosion or fire which could result in death or serious injury.

 WARNING

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

 WARNING

Motorcycle exhaust contains poisonous carbon monoxide gas. Do not inhale exhaust gases and never run the engine in a closed garage or confined area. Inhaling carbon monoxide gas could result in death or serious injury.

 WARNING

Your vehicle is equipped with a jiffy stand that locks when placed in the full forward (down) position and the vehicle weight is rested on it. Without vehicle weight resting on the jiffy stand, any movement of the vehicle could cause the jiffy stand to retract slightly from the full forward position. If the jiffy stand is not in the full forward (lock) position when vehicle weight is rested on it, the vehicle may fall over which could result in death or serious injury.

 WARNING

Be sure jiffy stand is fully retracted before riding the motorcycle. If jiffy stand is not fully retracted during vehicle operation, it could contact the road surface causing a momentary disturbance before retracting. This momentary disturbance could distract the rider, resulting in loss of vehicle control and death or serious injury.

- A **new** motorcycle must be operated according to the special break-in procedure. See BREAK-IN - THE FIRST 500 MILES (800 KM) section.
- Operate motorcycle only at moderate speed and out of traffic until you have become thoroughly familiar with its operation and handling characteristics under all conditions.

NOTE:

If you are an inexperienced rider we recommend that you obtain information and formal training in the correct motorcycle riding technique. The Motorcycle Safety Foundation® offers beginning and advanced rider safety courses. Call 1-800-447-4700 for information.

 WARNING

Avoid excessive speed and never travel at a speed faster than the posted speed limit. Excessive speed may cause loss of control of vehicle, which could result in death or serious injury.

- 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.
- Do **not** exceed 80 mph (130 km/h) when carrying a passenger or cargo.
- Do **not** exceed 90 mph (145 km/h) riding solo.

- Pay strict attention to road surfaces and wind conditions. Any two wheeled vehicle may be subject to the following upsetting forces:
 - a. Wind blasts from passing trucks.
 - b. Holes in the pavement.
 - c. Rough road surfaces.
 - d. 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.
- Operate your motorcycle defensively. Remember, a motorcycle does not afford the same protection as an automobile in an accident. **One of the most common accident situations occurs when the driver of the other vehicle fails to see or recognize a motorcycle and turns left into the on-coming motorcyclist.** Operate only with headlamp on.
- Wear an approved helmet, clothing, and foot gear suited for motorcycle riding. Bright or light colors are best for greater visibility in traffic, especially at night. Avoid loose, flowing garments and scarves.

NOTE:

New riders should gain experience under various conditions while driving at moderate speeds.

 WARNING

Avoid any contact with the exhaust system and wear clothing that will completely cover the legs while riding. The exhaust pipes and mufflers get very hot when the engine is running and remain too hot to touch, even after the engine is turned off. Failure to wear proper or protective clothing could result in death or serious injury.

- When carrying passengers, ***it is your responsibility*** to instruct them on proper riding procedures. (See Riding Tips for Motorcyclist included in your Harley-Davidson Owner's Kit.)
- Do not allow other individuals, under any circumstances, to operate your motorcycle unless you know they are experienced, licensed riders and are thoroughly familiar with the operation of your particular motorcycle.
- Protect your motorcycle against theft. After parking your motorcycle, lock the steering head and remove ignition key from switch.
- Safe motorcycle operation requires alert mental judgment combined with a defensive driving attitude. Do **NOT** allow fatigue, alcohol or drugs to endanger your safety or that of others.
- Vehicles equipped with a sound system should have the volume adjusted to a nondistracting level before operating vehicle.
- Maintain your motorcycle in proper operating condition in accordance with the MAINTENANCE INTERVALS CHART in this Owner's Manual. Particularly important to motorcycle stability is proper tire inflation pressure, tread condition, and proper adjustment of wheel bearings and steering head bearings.

 WARNING

For your personal welfare, all the listed service and maintenance recommendations should be performed. Lack of regular maintenance at the suggested intervals may affect the safe operation of your motorcycle, which could result in death or serious injury.

 WARNING

Do not operate motorcycle with a loose, worn or damaged steering system, including the front and rear suspension system. Contact your dealer for repair of steering or suspension system wear or damage. Damaged steering or suspension components may adversely affect handling which could result in death or serious injury.

 WARNING

Regularly inspect shock absorbers and front forks and look for leaks. Replace worn parts. Worn parts can adversely affect stability and handling which could result in death or serious injury.

 WARNING

Use only Genuine Harley-Davidson replacement fasteners tightened to the proper torque (See your Harley-Davidson Service Manual). We caution you against the use of certain non-standard parts such as after-market and custom made fasteners which may not have specific strength, finish and type requirements to perform properly in the assembly and its environment. The use of any non-standard parts, including fasteners, could result in death or serious injury.

 WARNING

Maintain proper tire pressure, including wheel and tire balance. Inspect your tires periodically and replace tires with approved tires only. (See your Harley-Davidson Dealer.) Failure to do so can lead to improper balance, abnormal tread wear, poor handling and could result in death or serious injury.

 WARNING

Harley Davidson recommends replacement of any tire punctured or damaged. In some cases small punctures in the tread area may be repaired from within the demounted tire by your Harley-Davidson dealer. Speed should NOT exceed 50 mph (80 km/h) for the first 24 hours after repair and the repaired tire should NEVER be used over 80 mph (130 km/h).

In emergency situations, if a temporary repair is made, ride slowly with as light a load as possible until the tire is permanently repaired or replaced.

Failure to heed this warning could result in death or serious injury.

 WARNING

Do not exceed the Gross Vehicle Weight Rating of your motorcycle. The Gross Vehicle Weight Rating (GVWR) is shown on the information plate, located on the frame steering head. (GVWR is the sum of the weight of the motorcycle, accessories, and the maximum weight of the rider, passenger and cargo that may be safely carried.) Exceeding GVWR may lead to instability of the motorcycle, which could result in death or serious injury.

 WARNING

Do not tow a disabled motorcycle with another vehicle. The steering and handling of the disabled motorcycle will be impaired due to the force of the tow line. If a disabled motorcycle must be transported, use a truck or trailer. Towing a disabled motorcycle with another vehicle could cause loss of control of motorcycle and death or serious injury.

 WARNING

Do not pull a trailer behind a motorcycle. Towing a trailer may cause tire overload, unstable handling, and/or reduced braking efficiency, which could result in death or serious injury.

 CAUTION

Direct contact of D.O.T.5 brake fluid with eyes may cause eye irritation, swelling, and redness. Avoid eye contact. In case of eye contact flush with large amounts of water and get medical attention. Swallowing large amounts of D.O.T.5 brake fluid may cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. **KEEP OUT OF REACH OF CHILDREN.**

 WARNING

Battery posts, terminals and related accessories contain lead and lead components, chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. Wash hands after handling.

 WARNING

Consult your Harley-Davidson Dealer regarding any questions or problems that occur in the operation of your motorcycle. Failure to do so may aggravate an initial problem, cause costly repairs, jeopardize your personal safety and could result in death or serious injury.

- Be sure all equipment required by federal, state, and local law is installed and in good operating condition.

NOTES

NOTES

RULES OF THE ROAD

- Keep to the right side of the road centerline when meeting other vehicles coming in the opposite direction. Ride to left of center of your lane to avoid oily pavement ahead.
- Always sound your horn, actuate your turn signals, and exercise **caution** when passing other vehicles going in the same direction. Never try to pass another vehicle going in the same direction at street intersections, on curves, or when going up and/or down a hill.
- At street intersections give the right-of-way to the vehicle on your right. Do **NOT** presume you have the right-of-way, as the other driver may not know it is your turn.
- Always signal when preparing to stop, turn or pass.
- All traffic signs, including those used for the control of traffic at intersections, should be obeyed promptly. SLOW DOWN signs near schools and CAUTION signs at railroad crossings should **always** be observed and your actions governed accordingly.
- When intending to turn to the left, signal at least 100 feet (30.5 meters) before reaching the turning point. Move over to the centerline of the street (unless local rules require otherwise), slow down, enter the intersection of the street and then turn carefully to the left.
- **Never** anticipate a traffic light. When a change is indicated from GO to STOP (or vice versa) in the traffic control systems at intersections, slow down and wait for the light to change. **Never** run through a yellow or red traffic light.
- While turning either right or left, watch for pedestrians, animals, as well as vehicles.
- Do **not** leave the curb or parking area without signaling. Be sure your way is clear to enter moving traffic. A moving line of traffic always has the right-of-way.
- Be sure your license plate is installed in the position specified by law and is clearly visible at all times. Keep the 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:
 - a. Dry
 - b. Oily
 - c. Icy
 - d. 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.

ACCESSORIES AND CARGO

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.

WARNING

Do NOT load weight or install accessories improperly on the motorcycle. Doing so may affect the motorcycle's stability, handling characteristics, and safe operating speed which could result in death or serious injury.

WARNING

Do NOT exceed the Gross Vehicle Weight Rating of your motorcycle. The Gross Vehicle Weight Rating (GVWR) is shown on the information plate, located on the frame steering head. (GVWR is the sum of the weight of the motorcycle, accessories, and the maximum weight of the rider, passenger and cargo that may be safely carried.) Exceeding GVWR may lead to instability of the motorcycle which could result in death or serious injury.

WARNING

Do NOT pull a trailer behind a motorcycle. Towing a trailer may cause tire overload, unstable handling, and/or reduced braking efficiency, which could result in death or serious injury.

Accessory and Cargo Guidelines

The following guidelines should be used when equipping a motorcycle, carrying passengers and/or cargo.

WARNING

Avoid excessive speed and never travel at a speed faster than the posted speed limit. Excessive speed may cause loss of control of vehicle, which could result in death or serious injury.

- 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.
- **Never** exceed 80 mph (130 km/h) when carrying a passenger or cargo.
- Do **not** exceed 90 mph (145 km/h) riding solo.
- Keep cargo weight concentrated close to the motorcycle and as low as possible; this minimizes the change in the motorcycle's center of gravity.
 - a. **Distribute weight evenly** on both sides of the vehicle.
 - b. Do **not** load bulky items too far behind the rider or add weight to the handlebars or front forks.

c. Do **not** exceed 15 pounds (6.8 kg) maximum load in each saddlebag.

- Luggage racks are designed for lightweight items - Do **not** overload racks.
- Be sure cargo is secure and **will not** shift while riding.
 - a. Recheck the cargo periodically.

Accessories that change the operator's riding position may increase reaction time and affect handling of the motorcycle.

- Additional electrical equipment may overload the motorcycle's electrical system possibly resulting in electrical system and/or component failure.

WARNING

The front and/or rear guard(s) may provide limited leg and cosmetic vehicle protection under unique circumstances. (Fall over while stopped, very slow speed slide). It is not made or intended to provide protection from bodily injury in a collision with another vehicle or any other object.

- Large surfaces such as fairings, windshields, back rests, and luggage racks can adversely affect handling. Only genuine Harley-Davidson items designed specifically for the motorcycle model should be used with proper installation.

 WARNING

Screamin' Eagle® Road Glide® (FLTRSEI2) model(s) are special edition, custom motorcycles. They have been carefully designed and engineered to be ridden in their original configuration. Do not alter the handling characteristics of these motorcycles by:

- Changing or adding weight, such as fairings or radios.
- Attempting “custom” alterations such as extended front forks.

Altering a motorcycles standard configurations could result in death or serious injury.

 WARNING

Harley-Davidson cautions you against the use of certain non-standard parts such as after-market and custom made extended front forks which may adversely affect performance and handling. Removing or altering factory installed standard parts may adversely affect performance and could result in death or serious injury.

 WARNING

Do not add a sidecar to the Screamin' Eagle® Road Glide® (FLTRSEI2) model motorcycle(s), as they were not designed for sidecar use. Use of the vehicle for this purpose may cause loss of vehicle control, which could result in death or serious injury.

 WARNING

The front end components of the Screamin' Eagle® Road Glide® (FLTRSEI2) model and their design relationships to each other are very important. Altering these relationships by modifying the FLTRSEI2 front end may adversely affect the handling of the motorcycle, which could result in death or serious injury.

 WARNING

Do not ignore model/design specifications. Doing so constitutes vehicle misuse and may adversely affect handling of the motorcycle which could result in death or serious injury.

VEHICLE IDENTIFICATION NUMBER (V.I.N.)

See Figure 1. The full 17 digit serial, or Vehicle Identification Number (V.I.N.) is stamped on the steering head and on a label located on the right front frame down tube. An abbreviated V.I.N. is stamped on the left side crankcase at the base of the rear cylinder.

NOTE:

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

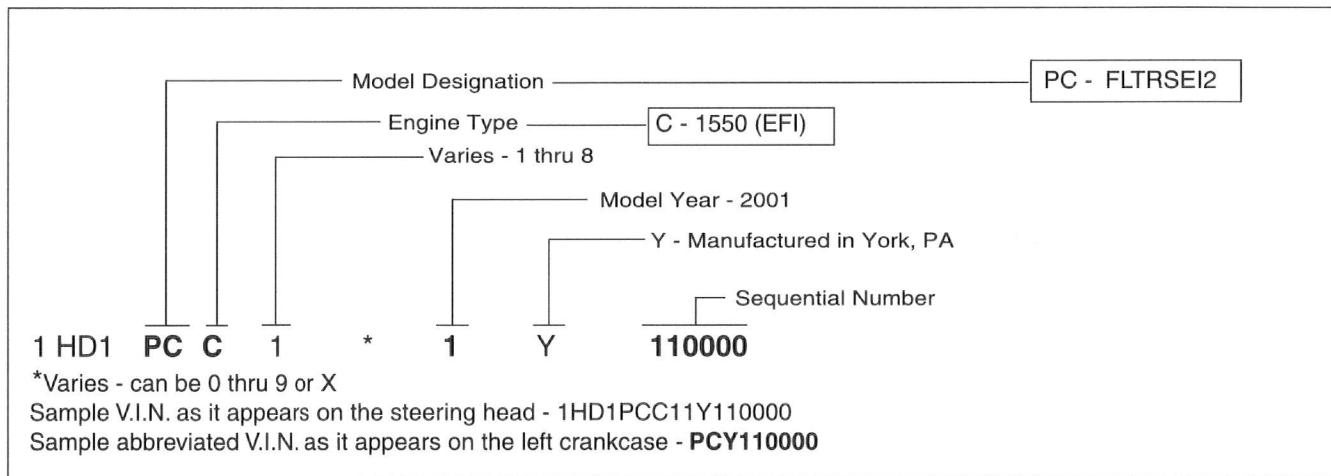
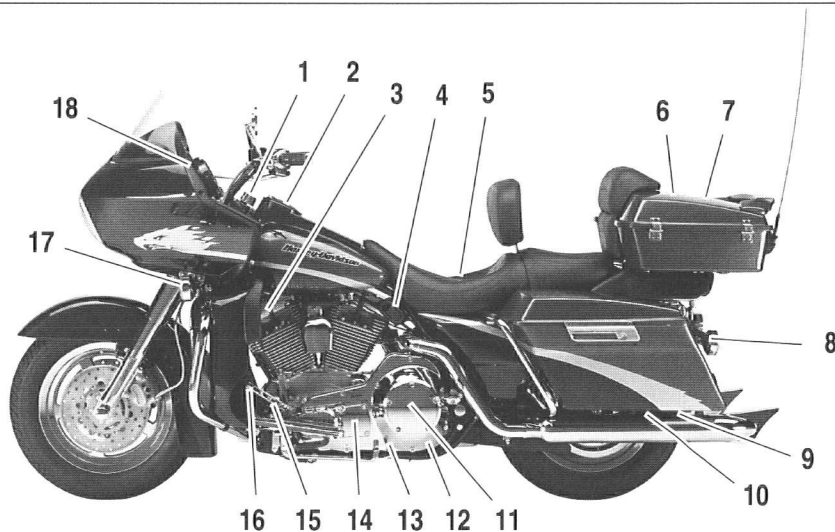
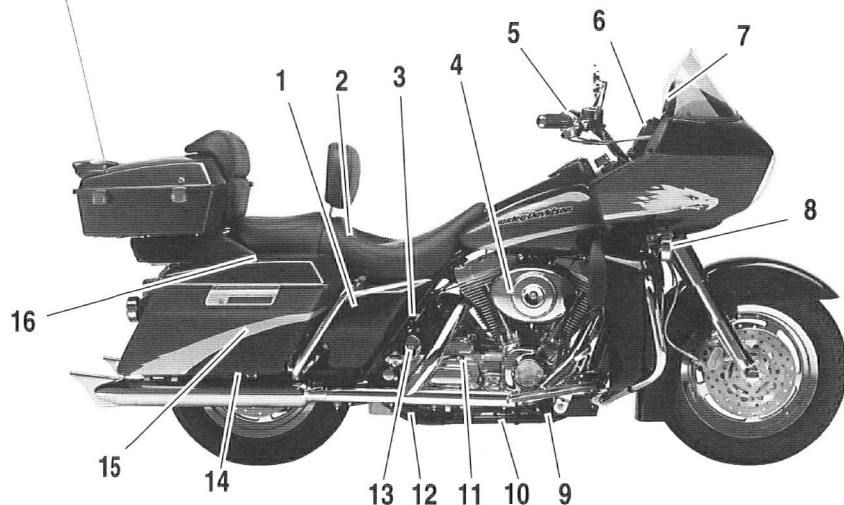


Figure 1. Vehicle Identification Number



- | | | |
|------------------------------|-----------------------------|------------------------------------|
| 1. Ignition/light key switch | 7. Detachable TOUR-PAK | 13. Primary chain cover |
| 2. Fuel filler cap | 8. Rear directional | 14. Primary chain inspection cover |
| 3. Ignition coil | 9. Rear sprocket and drive | 15. Engine oil filter |
| 4. Backrest latch | 10. Rear axle adjuster | 16. Voltage regulator |
| 5. Battery (under seat) | 11. Clutch inspection cover | 17. Front directional |
| 6. CD changer | 12. Primary drain plug | 18. Fuel gauge |

Figure 2. Screamin' Eagle® Road Glide® (FLTRSEI2) - Left Side View



- | | | |
|--|---|-------------------------------------|
| 1. ECM Module | 6. Speedometer & indicators | 11. Transmission fill plug |
| 2. ACC connector (under seat) | 7. Radio | 12. Transmission drain plug |
| 3. Electric starter motor | 8. Front directional | 13. Engine oil fill plug & dipstick |
| 4. Air cleaner | 9. Rear brake master cylinder & reservoir | 14. Rear axle adjuster |
| 5. Front brake master cylinder & reservoir | 10. Engine oil pan drain plug | 15. Shock absorber |
| | | 16. Front/rear suspension air valve |

Figure 3. Screamin' Eagle® Road Glide® (FLTRSEI2) - Right Side View

NOTES

DIMENSIONS

Table 1. Model Dimensions

ITEM	FLTRSEI2	
	in.	mm
Wheel Base	63.50	1612.9
Overall Length	99.25	2521.0
Overall Width	35.75	908.1
Road Clearance	5.10	129.5
Overall Height	52.50	1333.5
Saddle Height	26.90	683.3

WEIGHT

NOTE:

Gross Vehicle Weight Rating (GVWR) (maximum allowable loaded vehicle weight) and corresponding Gross Axle Weight Ratings (GAWR) are given on a label located on the frame steering head.

Table 2. Model Weights

ITEM	FLTRSEI2	
	lb.	kg
Dry Weight (as shipped from factory)	804.0	364.7
GVWR	1259.0	571.1
GAWR Front	500.0	226.8
GAWR Rear	829.0	376.0

CAPACITIES

Table 3. Model Capacities

ITEM	FLTRSEI2	
	U.S. gals.	liters
Fuel Tank (total)	5.0	18.9
Fuel Tank (reserve)	0.5	1.89
	U.S. qt.	liters
Oil Tank w/filter	4.0	3.785
	U.S. oz.	liters
Transmission (Approximate)	24	.71
	U.S. oz.	liters
Front Fork (each)	9.7	.29
	U.S. oz.	liters
Primary Chain Case (Approximate)	32.0	.95

IGNITION SYSTEM

Timing Setting Not Adjustable

Battery (Sealed, Maintenance Free) 12 Volt 28 amp/hr.

SPARK PLUGS

Type HD-6R12

Size 12 mm

Gap 0.038-0.043 in (0.97-1.09 mm)

Torque 11-18 ft-lbs (14.9-24.4 Nm)

ENGINE

Number of Cylinders 2

Type 4-Cycle, 45 Degree V-Type, air cooled

Compression Ratio 9.25 to 1

Bore in. (mm) 3.75 in (95.3 mm)

Stroke in. (mm) 4.00 in (101.6 mm)

Displacement cu.in./cc. 95/1550

Torque 95.2 ft-lbs @ 3500 RPM

TRANSMISSION

Type Constant Mesh, Foot Shift
Speeds 5 Forward

NUMBER OF SPROCKET TEETH (PRIMARY CHAIN)

Engine 24
Clutch 37

NUMBER OF SPROCKET TEETH

Transmission 32
Rear Wheel 70

GEAR RATIOS

Table 4. Overall Gear Ratios

FLTRSEI2 Models	
Gear	Ratio
1st Gear	10.81
2nd Gear	7.45
3rd Gear	5.29
4th Gear	4.13
5th Gear	3.37

TIRE DATA

WARNING

Tires, rims and air valves must be correctly matched to wheel rims. See your Harley-Davidson Dealer. Mismatching tires, tubes, rims and air valves may result in damage to the tire bead during mounting, allow tire slippage on the rim and cause tire failure, which could result in death or serious injury.

WARNING

Using tires other than those specified may adversely affect motorcycle stability, which could result in death or serious injury.

- Tubeless tires fitted with the correct size inner tubes may be used on all Harley-Davidson laced (wire spoked) wheels. Protective rubber rim strips must be used with tubeless tires (fitted with correct size inner tubes) when mounted on laced (wire spoked) wheels.

WARNING

Inner tubes must not be used in radial tires and radial tires must not be used on laced (wire spoked) wheels. Doing so may lead to tire failure, which could result in death or serious injury.

- Tubeless tires are used on all Harley-Davidson cast and disc wheels.
- Tire sizes are molded on the tire sidewall. Inner tube sizes are printed on the tube.

WARNING

Dunlop Harley-Davidson front and rear tires for Harley-Davidson motorcycles are not the same, and are not interchangeable. Use the front tire **ONLY** for a front tire. Do not put a rear tire on the front of a vehicle. Interchanging front and rear tires could result in death or serious injury.

! WARNING

Do not inflate tire beyond its maximum inflation pressure as specified on tire sidewall. Over inflated tires could blow out while vehicle is in operation which could cause loss of control of the motorcycle and death or serious injury.

Table 5. Tire Pressure Specifications

2001 VEHICLES DUNLOP HARLEY-DAVIDSON TIRES ONLY	TIRE PRESSURE (Cold)			
	Front		Rear	
	PSI	kPa	PSI	kPa
Solo Rider	36	248	36	248
Rider & One Passenger	36	248	40	275

FUEL INFORMATION

- Use a good quality unleaded gasoline.
- Use at least 91 (95 RON) pump octane $(R + M)/2$.
- Octane rating is usually found on the pump.

WARNING

Remove fuel filler cap slowly and fill fuel tank slowly to prevent spillage. Do not overfill or fill above the bottom of the filler neck insert. In addition, leave air space to allow for fuel expansion. Expansion can cause an over-filled tank to overflow gasoline through the filler cap onto surrounding areas. After refueling, be sure fuel filler cap is securely tightened. Failure to do so may cause an explosion or fire which could result in death or serious injury.

CAUTION

Do not spill gasohol onto the motorcycle when filling with fuel. Immediately wipe up gasohol spills on your Harley-Davidson. Gasohol may cause damage to painted surfaces.

Today's service station pumps are increasingly of the higher capacity variety. With the high flow of gasoline into a motorcycle tank, air entrapment and pressurization is a possibility. The pressurized air may force gasoline to escape through whatever opening is available within the filler tube. This may not only soil clothing, but may create a potential fire hazard.

WARNING

Use care when filling up the gas tank with fuel. Pressurized air may force gasoline to escape through whatever opening is available within the filler tube, and cause a leak which could result in a potential fire hazard and death or serious injury.

GASOLINE BLENDS

Your motorcycle was designed to get the best performance and efficiency using unleaded gasoline. Most gasoline sold in the United States 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*.

CAUTION

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

- Gasoline containing METHYL TERTIARY BUTYL ETHER (MTBE): Gasoline/MTBE blends are a mixture of gasoline and as much as 15% MTBE. Gasoline/ MTBE blends can be used in your motorcycle.
- ETHANOL is a mixture of 10% ethanol (Grain alcohol) and 90% unleaded gasoline. Gasoline/ethanol blends can be used in your motorcycle if the ethanol content does **not exceed** 10%.

- REFORMULATED OR OXYGENATED GASOLINES (RFG): “Reformulated gasoline” is a term used to describe gasoline blends that are specifically designed to burn cleaner than other types of gasoline, leaving fewer “tailpipe” emissions. They are also formulated to evaporate less when you are filling your tank. Reformulated gasolines use additives to “oxygenate” the gas. Your motorcycle will run normally using this type of gas and Harley-Davidson recommends you use it when possible, as an aid to cleaner air in our environment.

You may find that some gasoline blends adversely affect the starting, drivability or fuel efficiency of your motorcycle. If you experience one or more of these problems, it recommended you operate your motorcycle on straight unleaded gasoline.

BULB CHART (TABLE)

See Table 6. The bulb chart lists the light bulbs and LED assemblies used on the Screamin’ Eagle® Road Glide® (FLTRSEI2) model.

Table 6. Bulb Chart

LAMP DESCRIPTION (ALL LAMPS 12 VOLT)	NUMBER OF BULBS (REQUIRED)	CURRENT DRAW (AMPERAGE)	HARLEY-DAVIDSON PART NUMBER
Head Lamp			
High Beam / Low Beam	2	5.0 / 4.58	67697-81
Tail / Stop Lamp			
Tail / Stop Bulb	1	2.25 / 0.59	68168-89
Turn Signal Lamp			
Front / Running	2	2.25 / 0.59	68168-89
Rear / Running	2	2.25 / 2.25	68572-64B
Rear Fender Tip Bulb	1	0.33	68193-95
Auxiliary Rear Directional Bar			
Directional Bar LED Assembly*	N/A	N/A	N/A
Instrument Panel Lamps			
High Beam Indicator	1	0.15	68024-94
Oil Pressure Indicator	1	0.15	68024-94
Neutral Indicator	1	0.15	68024-94
Turn Signal Indicator	2	0.08	68024-94

* Illuminated with LEDs

* LEDs are **not** repairable. Assembly must be replaced if LED fails.

Table 6. Bulb Chart

LAMP DESCRIPTION (ALL LAMPS 12 VOLT)	NUMBER OF BULBS (REQUIRED)	CURRENT DRAW (AMPERAGE)	HARLEY-DAVIDSON PART NUMBER
Gauge Lamps			
Speedometer*	N/A	N/A	N/A
Tachometer*	N/A	N/A	N/A
Voltmeter	1	0.24	67445-00
Oil Pressure Indicator	1	0.24	67445-00
Air Temperature Gauge	1	0.24	67445-00
Fuel Gauge	1	0.24	67445-00
Tour-Pak			
Spoiler / Air Foil LED Assembly* Running / Brake Mode	1	0.045 / .029	69695-00
Interior Bulb	1	1.20	54304-98

* Illuminated with LEDs

* LEDs are **not** repairable. Assembly must be replaced if LED fails.

NOTES

NOTES:

This Owner's Manual covers model year 2001 Harley-Davidson motorcycles. Some features explained are unique to certain models. These features may be available as accessories for your Harley-Davidson motorcycle. See your Harley-Davidson Dealer for a complete list of accessories that will fit your model.

Refer to the side-view photographs in the front of the manual to locate the items discussed in this manual.

INSTRUMENTATION

See Figure 4. The instrumentation for the Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle are located on the inner fairing on the front of the motorcycle.

NOTES

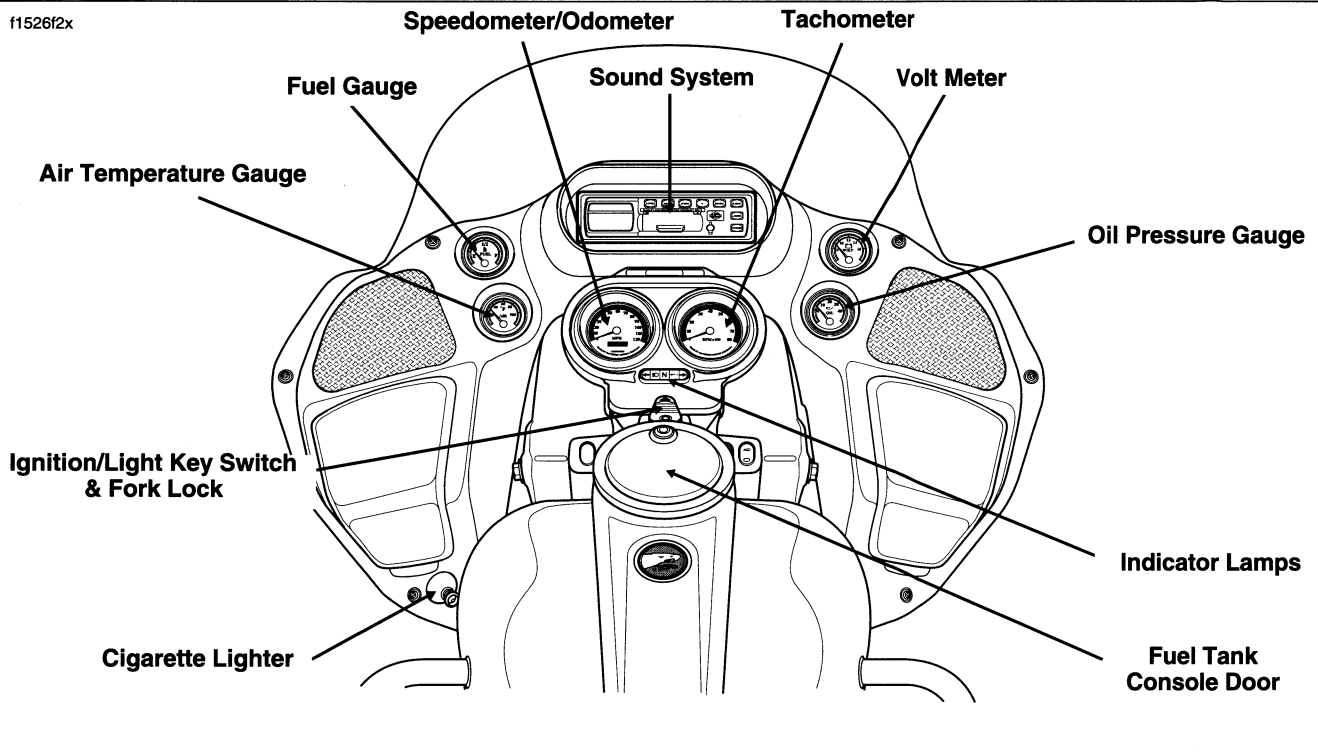


Figure 4. Instruments (Inner Fairing)

Instruments (Inner Fairing)

Speedometer Gauge - Registers forward speed in mph/km (miles per hour / kilometers per hour).

- **Check Engine Lamp** - Engine trouble light indicating fault conditions or trouble codes detected by the ignition module.

Odometer Gauge - Registers the number of miles the vehicle has traveled

Tachometer Gauge - Registers engine speed in rpm (revolutions/minute).

- **Cruise Control Lamp** - Cruise Control engaged when illuminated.
- **Low Fuel Level Lamp** - Low Fuel Level Warning Lamp.

Indicator Lamps - Five light emitting diode (LED's) lights are provided.

- The **green** TURN indicator LED's, when lit, will flash when turn signals or 4-way hazard flashers are activated.
- The **blue** BEAM indicator LED, when lit, signals high beam headlamp operation.
- The **green** NEUTRAL indicator LED signals the transmission is in neutral gear.

- The **red** OIL indicator LED, when lit, signals that oil is not circulating through the engine.

Ignition/Light Key Switch and Fork Lock - The ignition/light key switch controls electrical functions of the motorcycle and locks the motorcycle when parked.

Fuel Gauge - Fuel level gauge.

Air Gauge - Ambient air temperature gauge.

Volt Meter - Battery voltage meter indicating battery status.

Oil Pressure Gauge - Oil pressure status gauge.

Spkr (Speaker) Switch - Switches fairing speakers ON/OFF.

Cruise Control Switch - Engages or disengages cruise control ON/OFF to provide automatic vehicle speed control.

ACC (Accessory) Switch - An accessory switch for the owner's use. There is an accessory connector, located under the seat, that can be activated with the ACC switch.

Premium Sound System - Refer to the Premium Sound System Section in this Owner's Manual.

Cigarette Lighter - Located on the left side of the inner fairing. The ignition/light key switch must be in the ON or ACCESS position for lighter operation.

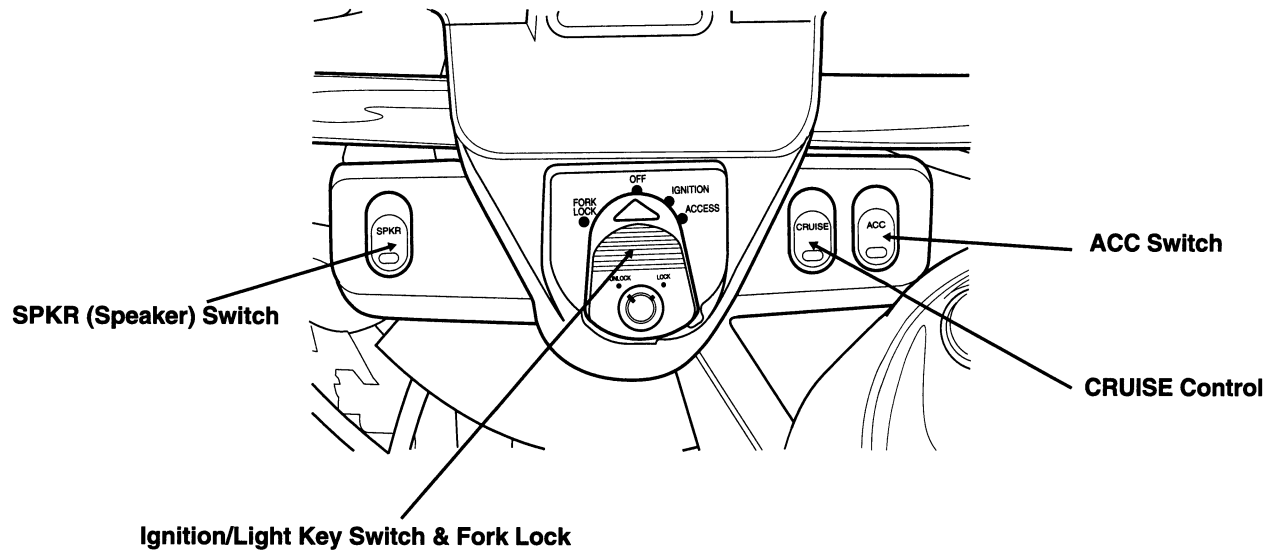


Figure 5. Instruments (Inner Fairing Cap))

Instruments (Inner Fairing Cap)

SPKR (Speaker) Switch - Switches fairing speakers ON/OFF.

CRUISE Switch - Engages or disengages cruise control ON/OFF to provide automatic vehicle speed control.

ACC (Accessories) Switch - The accessory switch is for the owner's use. The accessory connector is located under the seat and can be activated with the ACC switch.

IGNITION/LIGHT KEY SWITCH

WARNING

Do not modify the ignition/light switch wiring to circumvent the automatic-on headlight feature. High visibility is an important safety consideration for motorcycle riders. Ensure the headlight is on at all times. Failure to do so could result in death or serious injury.

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 6. The ignition/light key switch controls electrical functions of the motorcycle.

CAUTION

Protect your motorcycle against theft. After parking your motorcycle, lock the steering head and remove ignition key from switch. Failure to lock your motorcycle may result in theft and/or equipment damage.

CAUTION

Do not lubricate barrel locks with petroleum based lubricants or graphite. Inoperative locks may result.

⚠ WARNING

Any attempt to operate the fork lock mechanism while the motorcycle is in motion could result in loss of control of vehicle and death or serious injury.

CAUTION

Turn the ignition switch to the OFF position and remove the key before locking the bike. Leaving the key in the ACCESS position will keep the instrument lights on and result in a discharged battery.

1. To remove the key from the ignition, push the key in and turn it counterclockwise (CCW).
2. Remove the key.

NOTES:

- **ACCESS** - Accessories and hazard warning flasher can be turned on. Instrument lights are on. Brake light and horn can be activated. Key may be removed.
- The lights work when the switch is in the **IGNITION** position, as required by law in some localities..

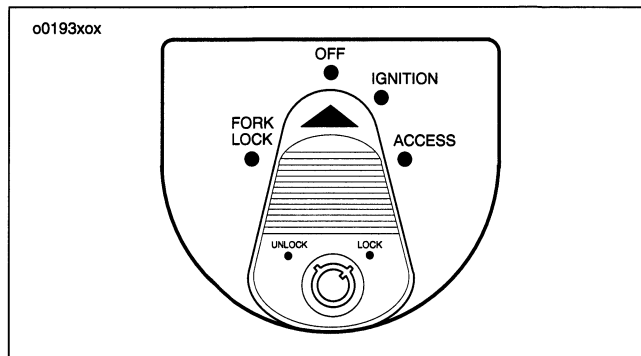


Figure 6. Ignition/Light Key Switch

Ignition/Light Switch Functions

See Figure 5. The Ignition/Light Switch is located center of the inner fairing cap. The Fork Lock mechanism is also incorporated into the design of the switch.

FORK LOCK (UNLOCK)

- Insert the key in the Ignition/Light Switch.
- Pushing down on the key, turn it counterclockwise (CCW).
- Remove and **pocket** the key.

NOTE:

Harley-Davidson recommends removing key from ignition/fork lock before operating motorcycle. If you do not remove key, it may fall out during operation.

- Press the switch knob down and turn clockwise (CW) to the OFF position.

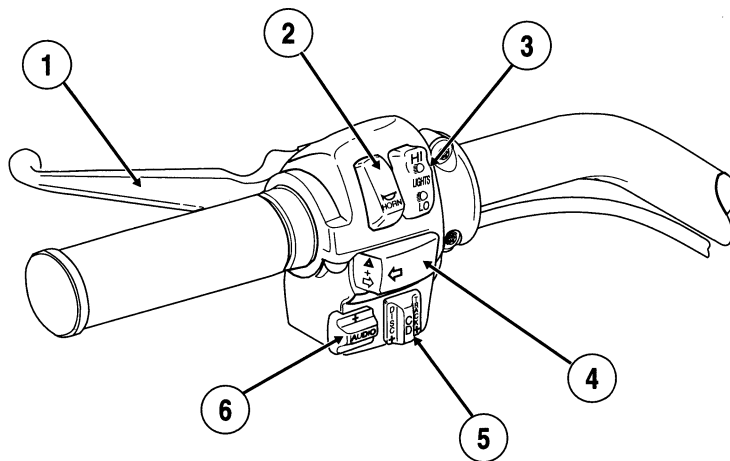
FORK LOCK (LOCK)

- To lock the fork, move fork to the full left position. Push down on lever and turn it to the left, to the FORK LOCK position.
- Remove the key.

OFF - Turns engine, lights and accessories OFF.

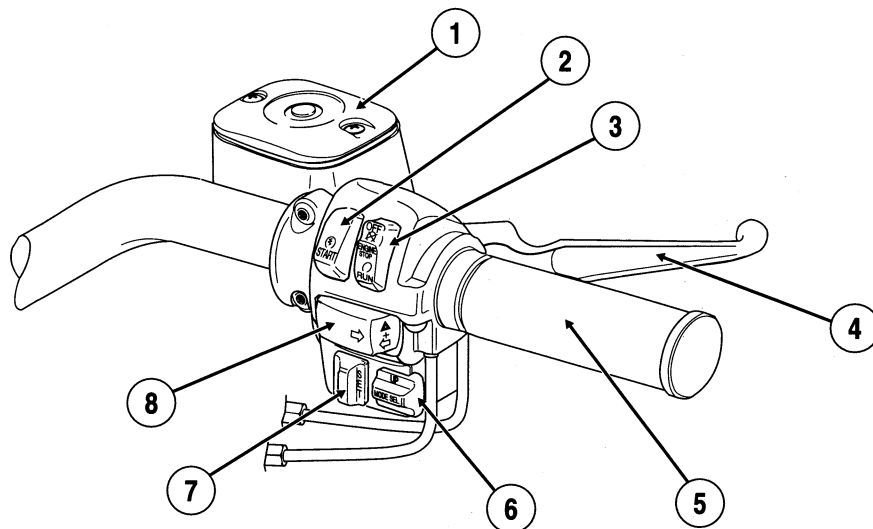
IGNITION - Ignition, lights and accessories work when the switch is in the IGNITION position, as required by law in some localities.

ACCESS - Accessories and hazard warning flasher can be turned on. **Instrument lights are on.** Brake light and horn can be activated. Key may be removed.



1. Clutch Hand Lever
2. Horn Switch
3. Headlamp Dimmer Switch
4. Left Turn Signal Switch
5. CD Control
6. Audio Control

Figure 7. Left Handlebar Controls



- 1. Master Cylinder Reservoir
- 2. Electric Starter Switch
- 3. Engine Stop/Run Switch
- 4. Brake Hand lever

- 5. Throttle Control Grip
- 6. Mode Select
- 7. "RES/SET" Cruise Control Function Switch
- 8. Right Turn Signal Switch

Figure 8. Right Handlebar Controls

ELECTRIC STARTER SWITCH

NOTE:

Stop/Run switch MUST be in RUN position to operate engine.

See Figure 8. The *Electric Starter Switch* is located on the right handlebar control group. See STARTING THE ENGINE for detailed operation procedures.

1. Put the *Engine Stop/Run Switch* in the RUN position and the transmission in neutral. Neutral Indicator light should be illuminated.
2. See Figure 6. Turn *Ignition/Light Key Switch* to ON and push the START switch to operate starter motor.

ENGINE STOP SWITCH

See Figure 8. The *Engine Stop/Run Switch* is located on the right handlebar control group.

- The *Engine Stop/Run Switch* turns the engine ON or OFF, and should be used at all times to stop the engine, especially in an emergency.
1. To stop engine, push the *Engine Stop/Run Switch* to position marked OFF.
 2. See Figure 6. Turn the ignition key to the OFF position.

HORN SWITCH

See Figure 7. The horn is operated by pushing on the *Horn Switch* located on the left handlebar control group.

HEADLAMP DIMMER SWITCH

See Figure 7. The *Headlamp Dimmer Switch* is located on the left handlebar control group and controls the headlamp's high and low beams.

NOTE:

The beam (blue) indicator light remains lit when high beam is on.

TURN SIGNAL SWITCHES - GENERAL

See Figure 8. The *Right Turn Signal Switch* operates the right front and right rear flashing lamps.

See Figure 7. The *Left Turn Signal Switch* operates the left front and left rear flashing lamps.

NOTE:

Front turn signal lamps also function as running lmps.

TURN SIGNAL SWITCH OPERATION

The *Turn Signal Switches* are controlled by a small microprocessor which gets its operational information from the speedometer and turn signal module.

1. Momentarily depress the desired turn signal switch.

The *Turn Signal Lamps* will begin and continue flashing until a movement signal is received from the speedometer. As long as the motorcycle is stationary, the signal will flash.

NOTES:

- If you want the turn signals on longer, hold the switch in. The turn signals will begin flashing immediately, but the microprocessor will not begin computing distance until you release the switch.
- If you are signaling to turn in one direction and you depress the switch for the opposite turn signal, the first signal is canceled and the opposite side begins flashing.
- If you want to stop the lamps from flashing, briefly depress the turn signal switch a second time. The turn signal lamps will stop flashing.

HAZARD WARNING 4-WAY FLASHER (TURN SIGNAL SWITCHES)

Use the following method to activate the four-way flashers.

1. With the ignition key ON and Security System disarmed, press the left and right turn signal switches at the same time.
2. See Figure 7. and Figure 8. Turn the ignition key OFF and arm the security system if present and desired. The four-way flashers will continue for two hours.
3. To cancel four-way flashing, disarm the Security System if necessary, turn the ignition key ON and press the left and right turn signal switches at the same time.

This system allows a stranded vehicle to be left in the four-way flashing mode and secured until help is found.

INDICATOR LIGHTS - GENERAL

See Figure 9. Five indicator lights are provided.

- The **green** TURN indicators will flash when turn signals are activated; therefore, flashing indicates the chosen turn direction. When the 4-way hazard flashers are operating, both turn indicators will flash simultaneously.
- The **blue** BEAM indicator light, when lit, signals high beam headlamp operation.
- The **green** NEUTRAL light, when lit, signals the transmission is in neutral gear.
- The **red** OIL indicator light, when lit, signals that oil is not circulating through the engine.

NOTE:

The OIL indicator light illuminates when the ignition is first turned on (before the engine is turned on). Once the engine is running, the oil light should extinguish.

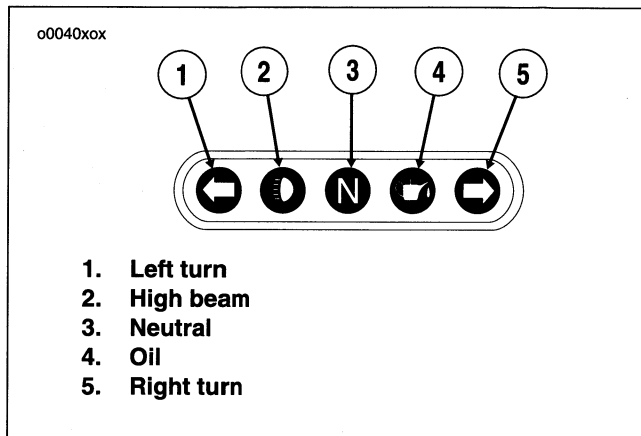


Figure 9. Indicator Lights

Several other circumstances that could cause the **red** Oil indicator light to remain illuminated, include the following:

- May be the result of a low oil level or diluted oil supply.
- In freezing weather the oil feed may clog with ice and sludge.
- A defect in the oil lamp wiring, faulty oil pressure sending unit, or damaged oil pump.
- Plugged oil filter element.
- Incorrect oil viscosity.
- Broken or weak spring in the oil pressure relief valve.
- Damaged or incorrectly installed O-rings in the engine.

CAUTION

If the oil pressure indicator light fails to go off, always check the oil supply first. If oil supply is normal and the light still does not operate normally, 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.

STATUS INDICATOR LIGHTS

Engine Check Lamp

See Figure 10. The engine check lamp is located near the upper center on the left side of the speedometer. Its purpose is to indicate whether or not the engine management system is operating normally. The engine lamp color is **red**.

The engine lamp normally comes on when the bike's ignition is first turned on and remains on for approximately 4 seconds, as the engine management system runs a series of self-diagnostics.

If the engine lamp comes on at any other time, see your Harley-Davidson dealer.

Low Fuel Lamp

See Figure 10. There is a low fuel lamp on the tachometer, below the cruise lamp and lights up to indicate that you have approximately 1 /2 gallon of gasoline left in the tank. The low fuel lamp color is **amber**.

Cruise Control Lamp

See Figure 10. and Figure 11. The Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle has two additional indicator lights: a **red** light on the cruise control switch, indicating cruise control ON or OFF, and a **green** light on the tachometer, indicating cruise control set or not set. See CRUISE CONTROL section for more details.

TACHOMETER

See Figure 10. The *Tachometer* registers the engine speed in revolutions per minute (RPM).

CAUTION

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.

SPEEDOMETER/ODOMETER

See Figure 10. The *Speedometer* registers miles per hour of forward speed. The *Odometer* registers the number of miles the vehicle has traveled.

WARNING

Avoid excessive speed and never travel at a speed faster than the posted speed limit. Excessive speed could cause loss of control resulting in death or serious injury.

CAUTION

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

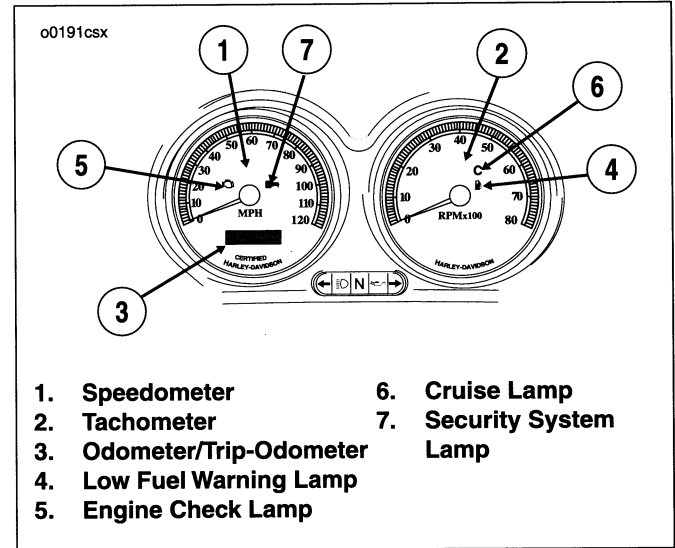


Figure 10. Indicator Lamps

ELECTRONIC SPEEDOMETER

See Figure 10. The *Electronic Speedometer* has a single display window for both the odometer and trip-odometer.

1. Press the function switch (rubber covered) to change the display window on the speedometer face to either odometer or trip-odometer.
2. To reset the trip-odometer to zero, press button to reset speedometer display to the ODOMETER mode and hold the button in for approximately 2 to 3 seconds.

The speedometer will switch to the trip-odometer mode and reset the display to zero.

TRIP-ODOMETER

See Figure 10. Use the Trip-odometer to register number of miles traveled on a trip or between refueling.

ACCESSORY SWITCH

See Figure 11. The Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle has a *Accessory Switch* for the owner's use. There is an accessory connector, located under the seat, that can be activated with the ACC switch (Item no. 3). See your Harley-Davidson Dealer for possible uses.

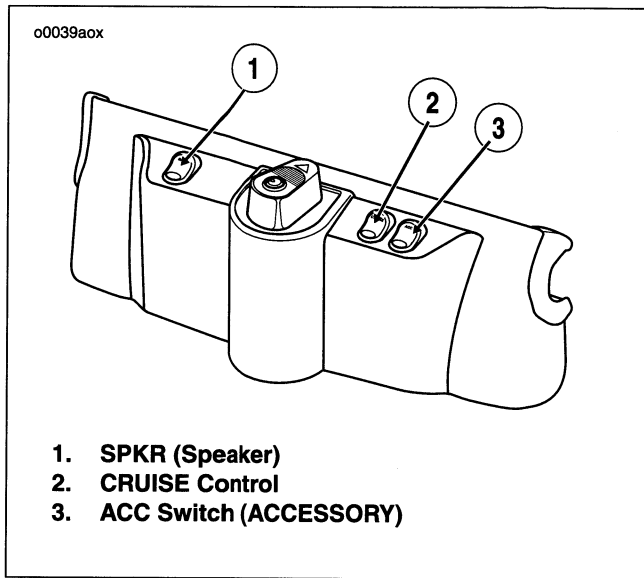


Figure 11. Switch Indicators

CRUISE CONTROL

Theory Of Operation

The Harley-Davidson *Cruise Control* is designed to be safely operated with minimum movement by the rider and all rider control actions are natural and easy.

NOTE:

- The rider always over-rides and controls the system.
 - The cruise control system will not work at vehicle speeds below 30 mph (48 km).
 - The system is controlled by a control module that “reads” the speedometer output speed signal to establish the desired vehicle speed.
 - The tachometer RPM is monitored, within the control module, to disengage the cruise control system should engine overspeed suddenly occur.
- Besides the computer, the system has other components:
 - A stepper-motor (controlled by the computer), which operates the throttle during CRUISE operation.
 - A clutch which disengages the stepper-motor during non-cruise operation and several internal switches, all sending information to the computer.
 - The system will allow rider to increase speed 10 mph (16 km) or more (depending on how hard the rider rolls on the throttle and the condition of the bike) over the “SET” point before de-activating. This feature allows the rider to momentarily increase speed, if necessary. “Rolling” on the throttle to greatly increase speed may de-activate the system.

Controls

The Cruise Control system provides automatic vehicle speed control.



The cruise control system is not intended for use:

- In heavy traffic.
- On roads with sharp or blind curves.
- On slippery roads of any kind.

Using the cruise control in these circumstances could result in death or serious injury.

See Figure 11. A fairing cap Cruise Control Switch located to the right of the Ignition Switch turns the Cruise Control System ON and OFF.

NOTE:

The red light on the Cruise Control Switch will come ON to indicate the Cruise Control is ON. If the red light does NOT come on, the system is NOT ON. You cannot “SET” cruise speed - see your Dealer.

See Figure 8. “RESUME/SET” switch located in the right handlebar control group:

The “RESUME/SET” switch controls several system functions, including:

- SET
- RESUME
- ACCELERATE
- DECELERATE.

Activating/Engaging Cruise Control:

1. See Figure 11. Turn the fairing mounted Cruise Control Switch to the ON position. The **red** lamp on the Cruise Control Switch will light when activated.
2. With the motorcycle traveling at the desired “cruise” speed (30 mph/48 km/h to 85 mph/137 km/h), momentarily push the “RESUME/SET” switch on the right handlebar to SET. After a delay of about 1-1/2 seconds, the **green** Cruise Engaged Lamp (capital letter “C”) on the face of the tachometer gauge illuminates to indicate the selected cruising speed is locked in.

De-Activating/Disengaging Cruise Control:

The Cruise Control automatically disengages whenever the cruise control module receives one of the following inputs:

- Front and/or rear brake is applied.
- Throttle is “rolled back” or closed, thereby actuating idle cable roll-off (disengage) switch.
- Motorcycle clutch is disengaged (module senses too great an increase in RPM).
- Vehicle speed drops below 30 mph (48 km/h).

NOTE:

Rolling on the throttle more than 10 mph (16 km/h) above the set speed may also deactivate the cruise control.

When the cruise is disengaged, the **green** Cruise Engaged Lamp (capital letter “C”) on the face of the tachometer gauge is extinguished. The **red** Cruise Control System lamp remains ON.

However, should you decide to SET a cruise speed, RESUME a set speed, ACCELERATE or DECELERATE, simply press the “RESUME/SET” switch to RESUME.

Resuming Cruise Speed:

If the system is deactivated using one of the methods described under DE-ACTIVATING/DIS-ENGAGING CRUISE CONTROL, the system is still **ON** should you decide to RESUME the set speed. To accomplish this, simply press the “RESUME/SET” switch to RESUME.

NOTE:

The computer will hold the SET speed in memory for the RESUME function. If the vehicle speed drops more than 15 MPH (72 km/h) below the SET speed, speed can no longer be RESUMED. If cruise operation is still desired, press the “RESUME/SET” switch to SET to reset the cruise speed.

Accelerating Above Cruise Speed:

1. With the cruise speed set, momentarily press the “RESUME/SET” switch to RESUME to **increase** the speed by 1 mph (1.6 km/h).
2. Pressing and **holding** the “RESUME/SET” switch at RESUME will cause the system to continue to **increase** speed in increments of approximately 1 mph (1.6 km/h) until the switch is released. There is a delay of about 2 seconds before the speed increases.

Decelerating Cruise Control:

1. With the cruise speed set, momentarily press the "RESUME/SET" switch to SET to **reduce** the speed by 1 mph (1.6 km/h).
3. Pressing and **holding** the "RESUME/SET" switch at SET will cause the system to continue to **reduce** speed in increments of approximately 1 mph (1.6 km/h) until the switch is released. There is a delay of about 2 seconds before the speed decreases.

De-Activating Cruise Control:

Turn the fairing cap Cruise Control Switch to the OFF position. The **red** lamp in the switch is extinguished to indicate the system is OFF.

NOTE:

System will NOT work if:

- **An uphill grade is so long and/or steep; the throttle cables are pulled their full length when the system tries to maintain vehicle speed. This feature prevents stretching the cables.**
- **Rider operates bike at vehicle speeds below 30 MPH (48 km).**
- **Throttle cables are too tight. (See Dealer.)**
- **Brake lights are on constantly. (See Dealer.)**

THROTTLE CONTROL GRIP

See Figure 8. The *Throttle Control Grip* is located on the right handlebar control group.

1. Turn control grip clockwise (CW) to close the throttle.
2. Turn control grip counterclockwise (CCW) to open the throttle.

CLUTCH HAND LEVER



Be sure fingers are not positioned between hand control levers and handlebar grips or operation of these controls could be impaired. Improper hand positioning may cause loss of control of the motorcycle, which could result in death or serious injury.

See Figure 7. The *Clutch Hand Lever* is located on the left handlebar where it is operated with the fingers of the left hand.

1. Pull Clutch Hand Lever in against handlebar grip to fully disengage clutch.
2. Release the foot shifter lever slowly (while applying minimal pressure) to its outward position to engage clutch.

GEAR SHIFTER

See Figure 12. The *Gear Shifter* is located on the left side, where it is operated with the toe or heel of the left foot.

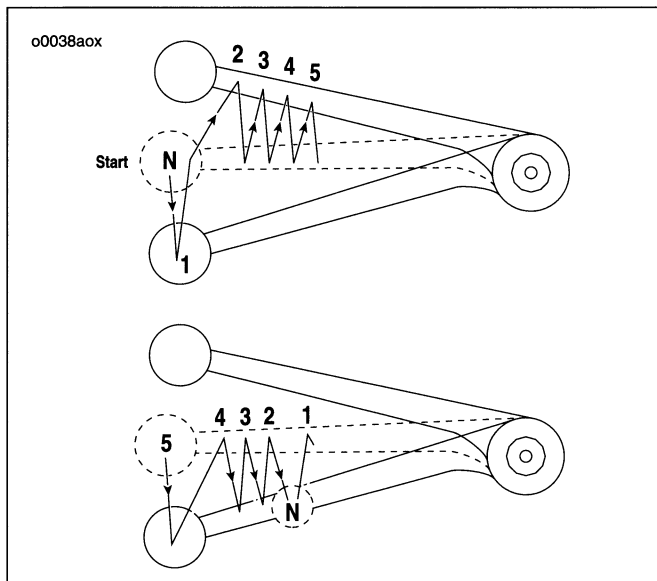


Figure 12. Foot Shifter Lever

NOTE:

See Figure 13. The Screamin' Eagle® Road Glide® (FLTRSE12) motorcycles have a "heel-toe" shifter lever. With this shift lever, upshifts can be made with the heel of the left foot. Downshifts can be made with the toe.

- Pushing *Heel-Toe Foot Shift Lever* all the way down (full stroke) shifts the transmission to the next lower gear.
- Lifting the Foot Shift Lever all the way up (full stroke) shifts the transmission into the next higher gear.
- Releasing the Foot Shift Lever after each gear change allows the lever to return to its central position before another gear change can be made.
- The neutral position is between first (low), and second gear.
- First gear is the last gear position that can be found by pushing the foot shift lever full strokes downward.

NOTE:

By lifting the gear shifter lever up, a higher gear is engaged; by pushing the gear shifter lever down, a lower gear is engaged. When stopping, operate gear shift until you reach neutral. Neutral is 1/2 stroke up from first gear.

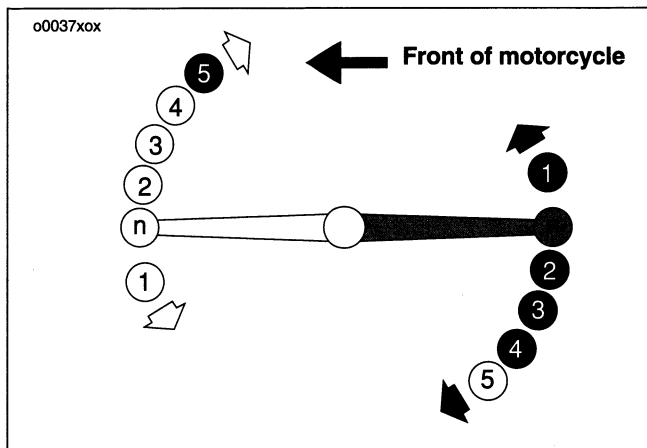


Figure 13. Heel - Toe Foot Shift Lever

Occasionally, it is necessary to roll the motorcycle to fully engage the gears.

To roll the motorcycle backward or forward:

1. Stand the motorcycle still and shut the engine off.
2. Disengage the clutch while maintaining a slight pressure on the foot shift lever to shift from one gear to another.

Even with the engine running and the motorcycle standing still, difficulty may be experienced in shifting gears. This difficulty arises when transmission gears are not turning and shifting parts; as a result, they are not lined up to permit engagement.

CAUTION

When difficulty of shifting gears is experienced, do not under any circumstances, attempt to force the shift. The results of such abuse will be a damaged or broken shifter mechanism.

If you cannot shift gears do the following:

1. Either roll the motorcycle as indicated above.

OR

2. If the engine is running, **lightly** engage the clutch while applying minimal pressure to the shifter lever to make the shift.

See OPERATION section. Both of these procedures set transmission gears in motion to enable ease of shifting.

BRAKES

The brake pedal controls the rear wheel brake and is located on the motorcycle's right side. It is operated by the right foot.

See Figure 8. The *Brake Hand Lever* controls the front wheel brake and is located on the right handlebar. It is operated by the fingers of the right hand.

NOTE:

Brakes should be applied uniformly and evenly to prevent wheels from locking up. A balance between rear and front braking is generally best.

WARNING

Do not apply either brake strongly enough to lock the wheel. This may cause the wheel to skid with possible loss of control of the motorcycle, which could result in death or serious injury.

MIRRORS (CONVEX)

Your vehicle is equipped with convex mirrors and have a curved surface. 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 will look smaller and farther away than when seen in a flat mirror. Use care when judging the size or distance of objects seen in these mirrors.

WARNING

Objects in mirrors are closer than they appear. Always use caution when judging distance of objects in mirrors. Failure to judge correct distances using mirrors could result in death or serious injury.

Adjust the mirrors to clearly reflect the area behind the motorcycle.

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.

FUEL FILLER CAP

Remove Filler Cap

See Figure 4. and Figure 14. The Screamin' Eagle® Road Glide® (FLTRSE12) models have a fuel filler cap located beneath a console door which opens with a ratchet action.

To open, insert ignition key in the fuel tank console door lock. Turn key counterclockwise (CCW) and lift up to open and expose the fuel filler cap.

Turn the fuel filler cap clockwise (CW) and remove.

NOTE:

Fuel filler cap turns approximately a 3/4 turn before it starts unscrewing.

CAUTION

Do not spill gasohol onto the motorcycle when filling with fuel. Immediately wipe up gasohol spills on your Harley-Davidson. Spilling gasohol onto the motorcycle may result in paint or equipment damage.

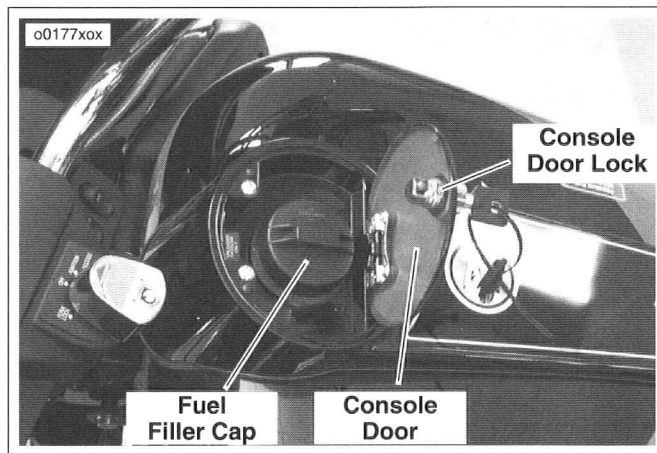


Figure 14. Fuel Filler Cap

NOTE:

See SAFETY FIRST section and review safety procedures listed below.

 WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Use care when handling gasoline. Do not store motorcycle having gasoline in tank within the home or garage where open flames, pilot lights, sparks or electric motors are present. Inadequate safety precautions could cause an explosion or fire which could result in death or serious injury.

 WARNING

Remove fuel filler cap slowly and fill fuel tank slowly to prevent spillage. Do not overfill or fill above the bottom of the filler neck insert. In addition, leave air space to allow for fuel expansion. Expansion can cause an over-filled tank to overflow gasoline through the filler cap onto surrounding areas. After refueling, be sure fuel filler cap is securely tightened. Failure to do so may cause an explosion or fire which could result in death or serious injury.

CAUTION

Use **ONLY** unleaded fuel in California and HDI model catalytic converter-equipped motorcycles. Using leaded fuel may result in damage to the emission control system.

Replace Filler Cap

To close, turn fuel filler cap clockwise (CW) until it clicks. The ratchet action of the fuel cap prevents overtightening.

Close the fuel tank console door, and turn the ignition counterclockwise (CCW) to lock and remove the ignition key.

FUEL GAUGE

See Figure 4. The fuel gauge indicates the approximate amount of fuel in the fuel tank(s) and is located to left of the speedometer or on the left front panel of the fairing.

AIR TEMPERATURE GAUGE

The air temperature gauge indicates the ambient air temperature in °F. This gauge is found on the front panel of the fairing.

VOLTMETER

The voltmeter indicates electrical system voltage and is found on the front panel of the fairing. With the engine running above 1500 RPM, the voltmeter should register 13-14.5 volts with battery at full charge.

OIL PRESSURE GAUGE

The oil pressure gauge indicates engine oil pressure and is found on the front panel of the fairing. Engine oil pressure will normally vary from 5 PSI at idle speed to 30-38 PSI (207-262 kN/m²) at 2000 rpm when engine is at normal operating temperature of 230°F (110°C).

CLOCK (IN RADIO)

The clock runs continuously as long as there is battery power. See the Premium Sound System Section, Front Panel Controls to reset clock.

SOUND SYSTEM CONTROLS

See Figure 7. for sound system controls. For a more detailed explanation of the sound system controls, See the Premium Sound System Section.

LUGGAGE



Do not exceed the Gross Vehicle Weight Rating of your motorcycle. The Gross Vehicle Weight Rating (GVWR) is shown on the information plate, located on the frame steering head. (GVWR is the sum of the weight of the motorcycle, accessories and the maximum weight of the rider, passenger and cargo that may be safely carried.) Exceeding the GVWR can lead to instability of the motorcycle and could result in death or serious injury.



Do not load weight or install accessories improperly on your motorcycle. Doing so may affect the motorcycle's stability and handling characteristics, which could result in death or serious injury.

JIFFY STAND

See Figure 15. The Jiffy Stand is located on the left side of the motorcycle and swings outward to support the motorcycle for parking.

WARNING

Always park the motorcycle on a level, firm surface. An unbalanced motorcycle could fall over resulting in death or serious injury.

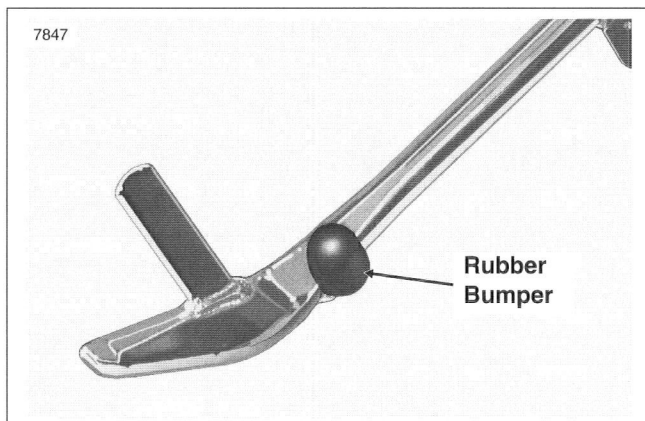


Figure 15. Jiffy Stand (FLT)

CAUTION

Verify that rubber bumper is in place on prong of jiffy stand. Without the bumper, the stand will make hard contact with the lower frame tube when retracted, which may result in chipping or nicking of the powder coat.

WARNING

Your vehicle is equipped with a jiffy stand that locks when placed in the full forward (down) position and the vehicle weight is rested on it. Without vehicle weight resting on the jiffy stand, any movement of the vehicle could cause the jiffy stand to retract slightly from the full forward position. If the jiffy stand is not in the full forward (lock) position when vehicle weight is rested on it, the vehicle may fall over and could result in death or serious injury.

WARNING

Be sure jiffy stand is fully retracted before riding the motorcycle. If jiffy stand is not fully retracted during vehicle operation, it could contact the road surface causing a momentary disturbance before retracting. This momentary disturbance could distract the rider, which could result in loss of vehicle control and death or serious injury.

NOTES

BREAK-IN - THE FIRST 500 MILES (800 KM)

NOTES

The sound design, quality materials, and workmanship that is built into your new Harley-Davidson will give you optimum performance right from the start.

We ask that for the first 500 miles (800 km) and to wear-in critical parts, please observe the simple riding rules below. This will assure future performance and durability.

1. During the first 50 miles (80 km), keep the engine speed below 2500 RPM in any gear; however, do not lug the engine.
2. Up to 500 miles (800 km), vary the engine speed and avoid any steady speed for long distances. Engine speed up to 3000 RPM is permissible in any gear.
3. Avoid fast starts at wide open throttle; drive slowly until engine warms up.
4. Avoid running the engine at extremely low RPM in higher gears.
 - Do NOT exceed 50 mph (80 km/h) for the first 50 miles (80 km).
 - Do NOT exceed 55 mph (89 km/h) for the first 50 - 500 miles (80-800 km).

OPERATING RECOMMENDATIONS

CAUTION

Do not run the engine at extremely high RPM with clutch disengaged or transmission in neutral. Doing so may result in engine damage.

CAUTION

Do not exceed the maximum safe RPM specified below under any conditions. To do so may result in equipment damage.

IMPORTANT NOTE:

The maximum recommended Screamin' Eagle® Road Glide® (FLTRSE12) engine speed is 5500 RPM.

CAUTION

All Harley-Davidson engines are air-cooled and consequently require air movement over the cylinders and heads to maintain proper operating temperature. Extended periods of idling or parade duty may overheat the engine, resulting in serious engine damage.

NOTE:

The Electronic Control Module (ECM) has an ignition retard feature which will automatically begin to retard the spark advance if the engine exceeds 5500 RPM.

CAUTION

An engine running long distances at high speed must be given closer than ordinary attention to avoid overheating and possible engine damage.

NOTE:

Have the engine checked regularly and keep it well tuned.

This applies particularly to a motorcycle equipped with wind-shield, fairing and lowers.

 WARNING

When riding on wet roads or under rainy conditions, keep in mind that braking efficiency is greatly reduced. Caution must be used when applying the brakes, accelerating and turning. This is especially true immediately after the rain begins and oil from the road surface combines with the water. Failure to observe these precautions could result in death or serious injury.

NOTE:

When descending upon a long, steep grade, downshift and use engine compression together with intermittent application of both brakes to slow the motorcycle.

 WARNING

Avoid continuous use of the brakes which may overheat them and cause reduced braking efficiency, which could result in death or serious injury.

CAUTION

Do not coast for long distances with the engine off; the transmission is properly lubricated only when the engine is running. Doing so may result in equipment damage.

 WARNING

Do not tow a disabled motorcycle with another vehicle. The steering and handling of the disabled motorcycle will be impaired due to the force of the tow line. If a disabled motorcycle must be transported, use a truck or trailer. Towing a disabled motorcycle with another vehicle could cause loss of control of vehicle, which could result in death or serious injury.

PRE-RIDING CHECKLIST

WARNING

Read **CONTROLS AND INDICATORS** section before riding your motorcycle. Failure to do so could result in death or serious injury.

Before riding your motorcycle at any time, make a general inspection to be sure it is in safe riding condition.

1. Check amount of fuel in tank and add fuel if required.

WARNING

Remove fuel filler cap slowly and fill fuel tank slowly to prevent spillage; do not overfill or fill above the bottom of the filler neck insert. In addition, leave air space to allow for fuel expansion. Expansion can cause an over-filled tank to overflow gasoline through the filler cap onto surrounding areas. After refueling, be sure fuel filler cap is securely tightened. Failure to do so may cause an explosion or fire which could result in death or serious injury.

WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Use care when handling gasoline. Do not store motorcycle having gasoline in tank within the home or garage where open flames, pilot lights, sparks or electric motors are present. Doing so may cause an explosion or fire which could result in death or serious injury.

2. Adjust mirrors to proper riding positions.
3. See MAINTENANCE AND LUBRICATION, Checking Oil Level section. Check oil tank oil level.
4. Check controls to be sure they are operating properly; operate the front and rear brakes, throttle, clutch and shifter.
5. Check steering for smoothness by turning the handlebars through the full operating range.
6. See SPECIFICATIONS, Tire Data section.

 WARNING

NOTES:

Maintain proper tire pressure; including wheel and tire balance. Inspect your tires periodically and replace tires with approved tires only. (See your Harley-Davidson Dealer.) Failure to do so may lead to improper balance, abnormal tread wear and/or poor handling which could result in death or serious injury.

7. Check tire condition and pressure. Incorrect pressure will result in poor riding characteristics and can affect handling and stability. Adhere to tire specifications for correct inflation pressures to use.
8. Check all electrical equipment and switches including the stop lamp, turn signals and horn, for proper operation.
9. Check for any fuel, oil or hydraulic fluid leaks.
10. Check rear belt adjustment.
11. Service your motorcycle as necessary.

AIR SUSPENSION ADJUSTMENTS

The Screamin' Eagle® Road Glide® (FLTRSEI2) model(s) feature air-adjustable suspension. Air pressure may be varied to suit personal comfort. Lower pressures give a softer ride while higher pressures give a firmer ride.

See Table 7. The Recommended Pressure Table lists the recommended air suspension pressure settings, or refer to the decal inside the right saddlebag.

- Lower pressure gives a softer ride.
- Higher pressure gives a firmer ride.
- Setting the pressure outside the recommended range for your loading will result in a reduction of available suspension travel and reduced ride comfort.
- Pressures should be adjusted with the vehicle resting on the jiffy stand.

CAUTION

Use a no-loss air gauge to check air pressure. A small hand pump is the best way to add air to suspension components. Failure to do so may result in damage to components.

WARNING

Front suspension pressures over 25 PSI are not recommended. Doing so may cause damage to air control components, which could result in loss of control of the motorcycle, and death or serious injury.

WARNING

Exercise caution when bleeding air from the air valves. Moisture combined with lubricant (either from shock assembly or a drip oiler in the air compressor lines) may be ejected onto the rear wheel, tire and/or brake components. Failure to exercise caution may adversely affect traction and could result in death or serious injury

CAUTION

Do not exceed Maximum air pressure of 35 PSI for rear suspension. Air components fill rapidly; therefore, use low air line pressure. Failure to do so may result in possible damage to components.

CAUTION

Pressure in front forks and air shocks should be checked weekly if in daily use OR before each trip if used occasionally. Failure to do so may result in component damage.

See Figure 16. The front and rear suspension air pressure is adjusted by adding or removing air from the air valves. The air valves are located at the right side of the motorcycle below the frame cover which is above right saddlebag.

Front Air Suspension

Adjust the front fork air suspension pressure by adding or removing air from the air valve located just below the frame cover on the right side of the vehicle.

Rear Air Suspension

Adjust the rear air suspension pressure by adding or removing air from the air valve located just below the frame cover on the right side of the vehicle.

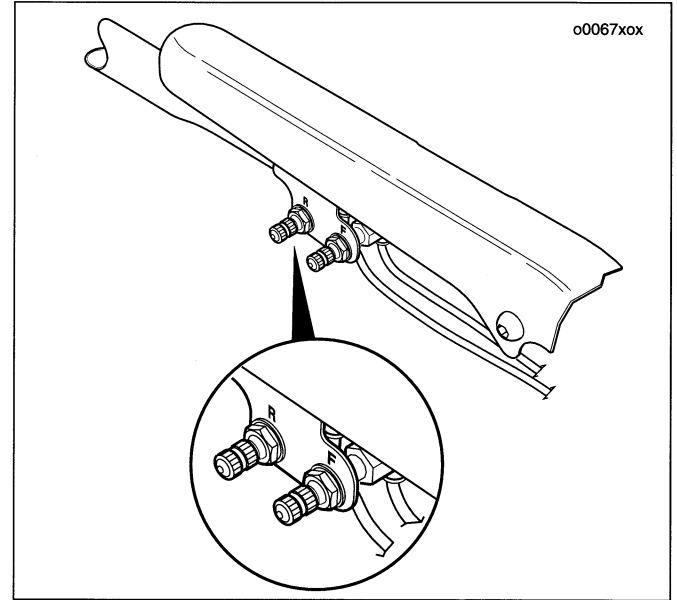


Figure 16. Adjustment Valves

NOTE:

Using pressures outside the recommended loading range will result in a reduction of available suspension travel and reduced rider discomfort.

Table 7. Air Suspension Adjustments

RECOMMENDED PRESSURES				
Load	Shocks		Forks	
	PSI	kPa	PSI	kPa
Rider Weight - up to 150 lbs. add:	0	0	0	0
Rider Weight - for each extra 25 lbs. add:	1.0	7.0	1.0	7.0
Passenger Weight - for each 50 lbs. add:	1.5	10.32	-	-
Luggage Weight - for each 10 lbs. add:	3.0	21	1.0	7.0
Maximum Pressures	35	241	25	172

Cleaning And Inspection

NOTE:

Air shocks are not repairable. Replace the shocks if damaged or worn.

1. Examine the rubber mounting bushings for cracks or wear. Examine the shock for leaks. The unit should not leak and should compress slightly easier than it extends. Replace the shock if necessary.
2. Clean and examine the shock mounting hardware. Replace parts that are worn or damaged.

STARTING THE ENGINE

WARNING

Before starting engine, always shift transmission to neutral to prevent accidental movement which could result in death or serious injury.

CAUTION

Never accelerate the engine above 2500 RPM immediately after a cold start. 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. Doing so may result in equipment damage.

NOTE:

Engine stop switch on the right handlebar control group must be in RUN (ignition ON) position to start engine.

If you read this section and still have questions about the correct operation of your motorcycle, talk to your authorized Harley-Davidson Dealer.

There are some differences between a carbureted Harley-Davidson and a fuel injected Harley-Davidson motorcycle. Sequential Port Fuel Injection simplifies the starting procedure, compared to carbureted Harley-Davidsons.

There is **no** “fuel supply valve”, “choke”, or “enrichener” on a fuel injected Harley-Davidson. The engine management system handles starting and running the engine at **all** temperatures and conditions.

Do **not** “roll” the throttle before starting. Rolling the throttle before starting the motorcycle is unnecessary.

If the sound system is not on, you may occasionally hear a slight fuel pump purr, as the fuel pump operates to maintain the proper pressure in the fuel lines.

Starting

1. Turn Ignition/Light Key switch ON. Do **not** “roll” the throttle.

NOTE:

See Figure 17. The engine lamp will light for approximately 4 seconds and you will hear the fuel pump purr for approximately 2 seconds as it operates to fill the fuel lines with gasoline.

2. Press the starter button to start the motorcycle.
3. When the engine has started, you can operate your motorcycle as you normally would.

NOTE:

If the fuel tank becomes completely dry, it may take a few seconds longer to start the motorcycle after filling the tank. It will not be necessary to take any extraordinary measures before starting the motorcycle.

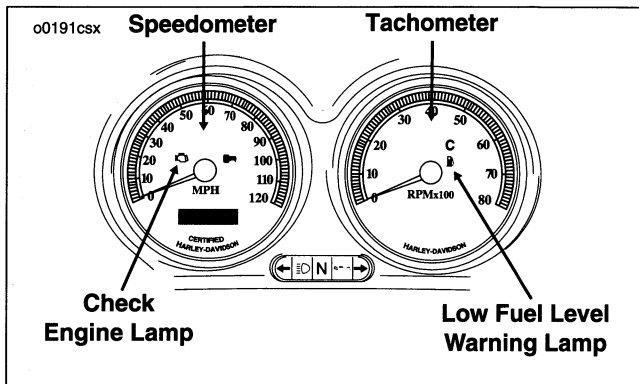


Figure 17. Check Engine Lamp

SHIFTING GEARS

CAUTION

The clutch must be fully disengaged before attempting a gear shift. Failure to do so may result in equipment damage.

NOTE:

See Figure 19. Always start motorcycle engine in neutral. Always start motorcycle from first gear when the engine is running.

1. Sit upright on the motorcycle and keep the engine idling.
2. See Figure 18. Pull the clutch hand lever in against handlebar grip to fully disengage clutch.
3. See Figure 19. Push the foot shifter lever down firmly, but gently, to end of its travel and engage first gear.

To start moving with motorcycle upright and engine idling:

1. See Figure 18. Release the clutch hand lever slowly to engage the clutch and at the same time, open throttle gradually.

Engage second gear after the motorcycle has run a few yards, as follows:

1. Close the throttle.
 2. Disengage the clutch.
 3. Lift the gear shifter pedal up to the end of its travel and release.
 4. Engage the clutch and operate the throttle gradually.
- Repeat the same operation to engage third, fourth, and fifth gears.
 - To shift to lower gears, reverse the movement of the gear shifter lever.
 - Disengage the clutch completely before each gear change.
 - Partially close the throttle so the engine will not drag when clutch is again engaged.

NOTE:

See Figure 19. By lifting the gear shifter lever up, a higher gear is engaged; by pushing the gear shifter lever down, a lower gear is engaged. When stopping, operate gear shift until you reach neutral. Neutral is 1/2 stroke up from first gear.

5. See Figure 19. Gear shift pattern is first gear down; next four gears up.

WARNING

When shifting to lower gears with the motorcycle in motion, do not downshift at speeds higher than those listed in the table. Shifting to lower gears when speed is too high may severely damage the transmission or cause the rear wheel to lose traction. This could also cause a loss of vehicle control which could result in death or serious injury.

CAUTION

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

NOTE:

Always start motorcycle engine in neutral. Always start motorcycle from first gear when the engine is running.

When engine speed decreases, as in climbing a hill or running at a reduced speed, shift to the next lower gear while partially closing the throttle so the engine accelerates as soon as the clutch lever is pulled.

6. See Table 8. The recommended shift points are as follows:

NOTE:

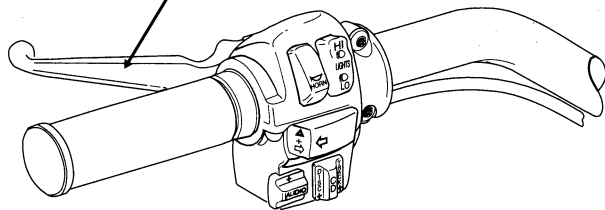
The gear shifter mechanism on 5-speed motorcycles does not permit shifting the transmission to neutral from second gear. Neutral can only be engaged from first gear.

Table 8. Changing Gear Speeds

GEAR CHANGE	SPEED
Acceleration (Upshift)	
First to Second	15 mph (25 km/h)
Second to Third	25 mph (40 km/h)
Third to Fourth	35 mph (55 km/h)
Fourth to Fifth	45 mph (70 km/h)
Deceleration (Downshift)	
Fifth to Fourth	40 mph (65 km/h)
Fourth to Third	30 mph (50 km/h)
Third to Second	20 mph (30 km/h)
Second to First	10 mph (15 km/h)

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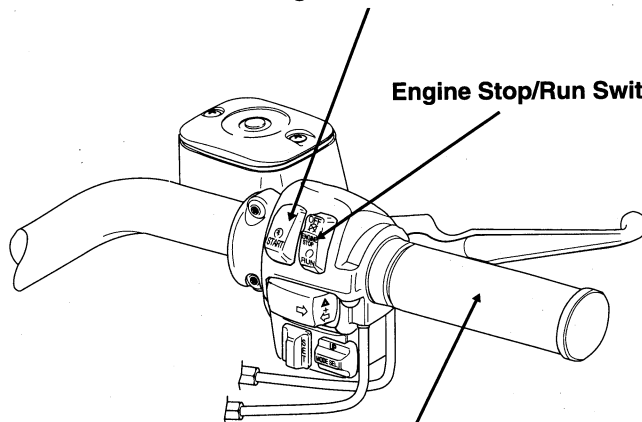
Clutch Hand Lever



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Engine Start Switch

Engine Stop/Run Switch



**Throttle Control
Grip**

Figure 18. Handlebar Controls

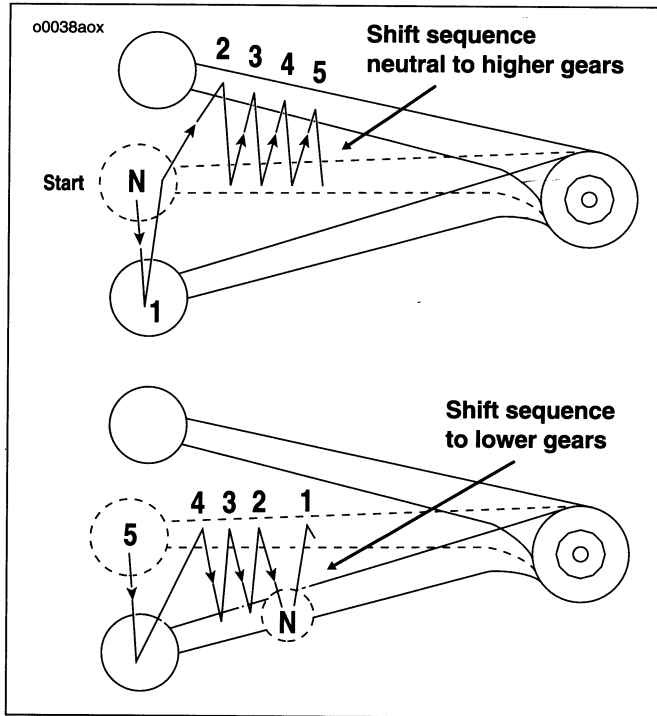


Figure 19. Foot Shifter Lever

STOPPING THE ENGINE

1. See Figure 18. Stop the engine by turning OFF the engine Stop/Run switch on right handlebar.
2. Turn OFF the Ignition/Light Key switch.

NOTE:

If the engine should be stalled or stopped in any way, turn off the Ignition/Light key switch at once to prevent battery discharge.

SADDLEBAGS

WARNING

Do NOT exceed the Gross Vehicle Weight Rating of your motorcycle. The Gross Vehicle Weight Rating (GVWR) is shown on the information plate, located on the frame steering head. (GVWR is the sum of the weight of the motorcycle, accessories and the maximum weight of the rider, passenger and cargo that may be safely carried.) Exceeding GVWR can lead to instability of the motorcycle which could result in death or serious injury.

WARNING

Do NOT load weight or install accessories improperly on your motorcycle. Doing so may affect the motorcycle's stability and handling characteristics, which could result in death or serious injury.

NOTE:

The Screamin' Eagle® Road Glide® (FLTRSEI2) saddlebags lids are designed to stay attached to the bags at all times.

Opening Saddlebag

1. See Figure 20. Pull bottom of saddlebag latch outward and lift upward raising outboard corners of lid.
2. Place one hand at the OUTSIDE CORNER of lid and other hand at OPPOSITE OUTSIDE CORNER.
3. Lift outside edge of lid, pivoting inside edge of lid in brackets.
4. Lift inside edge of lid to disengage brackets.
5. Bring lid towards you, over saddlebag.
6. See Figure 21. As you bring cover toward you, let it flip over, so the inside faces up. A nylon check strap suspends the lid in the open position.

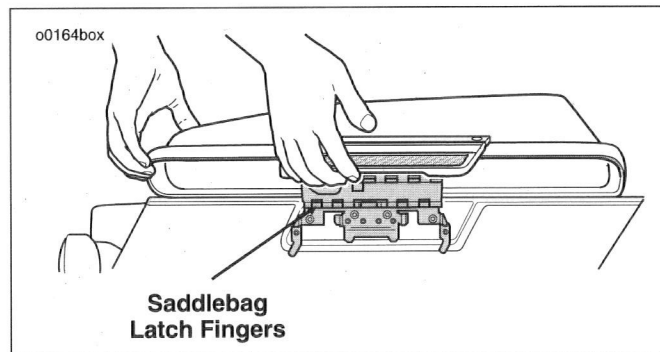


Figure 20. Opening Saddlebag Cover

Saddlebag Removal

The saddlebags are secured to the support brackets by two 1/4 turn fasteners called "Bail Head Studs".

1. See Figure 21. Unscrew saddlebag "Bail Head Studs" by turning 1/4 turn counterclockwise (CCW). **Save** the washers and studs.
2. Remove saddlebag.
3. Repeat steps 1 thru 3 for other saddlebag.

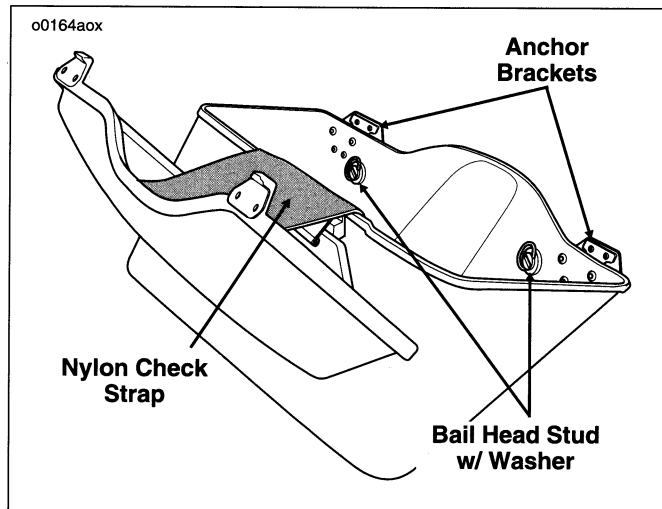


Figure 21. Bail Head Studs

Saddlebag Installation

1. See Figure 21. Carefully place saddlebag in position and align the anchor brackets on the saddlebag with the support bracket on the motorcycle.
2. Place flat washers on "Bail Head Studs".
3. Fasten "Bail Head Studs" and washer by pushing into front support bracket and rotate 1/4 turn clockwise (CW).
4. Ensure "Bail Head Studs" are **securely** fastened.
5. Repeat steps 1 thru 4 for other saddlebag.

Closing Saddlebags

1. Use both hands to hold OUTSIDE corners of cover up and slide inside edge back into place so brackets slide together.
2. Close lid and secure latch. Brackets will engage automatically.

NOTE:

Saddlebag lid latches should be closed and locked whenever motorcycle is in operation.

TOUR-PAK

WARNING

Do not exceed the Gross Vehicle Weight Rating of your motorcycle. The Gross Vehicle Weight Rating (GVWR) is shown on the information plate, located on the frame steering head. (GVWR is the sum of the weight of the motorcycle, accessories and the maximum weight of the rider, passenger and cargo that may be safely carried.) Exceeding GVWR can lead to instability of the motorcycle, which could result in death or serious injury.

WARNING

Do not load weight or install accessories improperly on your motorcycle. Doing so may affect the motorcycle's stability and handling characteristics, which could result in death or serious injury.

NOTE:

The Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle can be ridden:

- without the TOUR-PAK rack and TOUR-PAK.
- with both the TOUR-PAK rack and TOUR-PAK as an assembly.
- with detachable passenger backrest.(with TOUR-PAK and TOUR-PAK rack removed)

TOUR-PAK Removal

1. See Figure 22. Loosen the set screw at the radio antenna base using a M4 allen wrench.
2. Remove radio antenna from the TOUR-Pak by turning the antenna counterclockwise (CCW).
3. Disconnect the twelve-pin electrical connector located on the left side of the vehicle, under the seat. The seat does not have to be removed to access the connector.

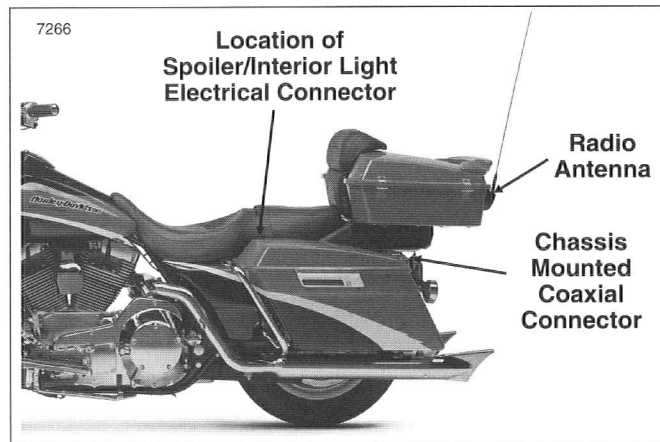


Figure 22. TOUR-PAK Electrical Connections

4. See Figure 22. Disconnect the coaxial radio antenna cable leading from the TOUR-PAK to the top of the chassis mounted coaxial adapter.
5. See Figure 24. Remove the TOUR-PAK assembly by placing a thumb on **each** of the spring-loaded locking latches, and your index finger on the swivel latch.
6. Using your thumb, push in the spring-loaded locking latch and pull the swivel latch rearward.
7. Lift the assembly off the motorcycle by lifting the TOUR-PAK upward and toward the rear of the motorcycle.

NOTE:

If you wish to ride with the TOUR-PAK rack off the motorcycle and use the radio, the radio antenna will need to be installed. Proceed to steps 8 thru 10.

8. See Figure 23. Remove the chassis mounted coaxial adapter from the antenna bracket. Place in TOUR-PAK or install back onto antenna cable from TOUR-PAK.
9. Install radio antenna on the chassis mount by turning the antenna clockwise (CW)
10. Tighten the set screw at the radio antenna base using a M4 allen wrench.

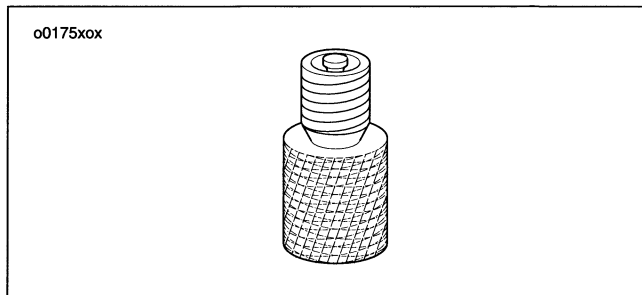


Figure 23. Coaxial Adapter

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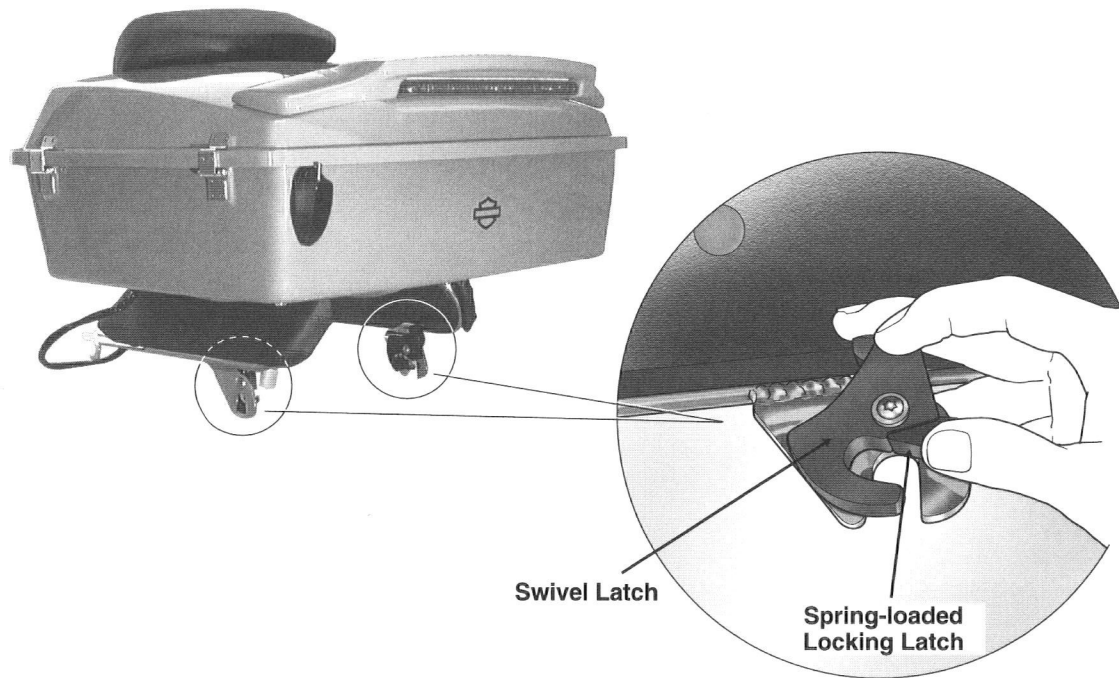


Figure 24. Luggage Rack/TOUR-PAK Removal

Mount TOUR-PAK Rack

1. Remove antenna.
2. See Figure 25. Locate the slotted bushing for the TOUR-PAK rack just to the rear and both sides of the seat.
3. Slide the "C" bracket guides into the slotted bushing.
4. With the latches aligned to accept the bushing, push down on the rear of the TOUR-PAK rack bracket and lock in place.
5. See Figure 22. Connect the twelve-pin electrical connector going to the TOUR-PAK spoiler/interior light/CD Changer, and tuck under seat.
6. Install coaxial adapter. Install coaxial cable from TOUR-PAK onto adapter.
7. Verify TOUR-PAK rack is **locked** in place before riding motorcycle.

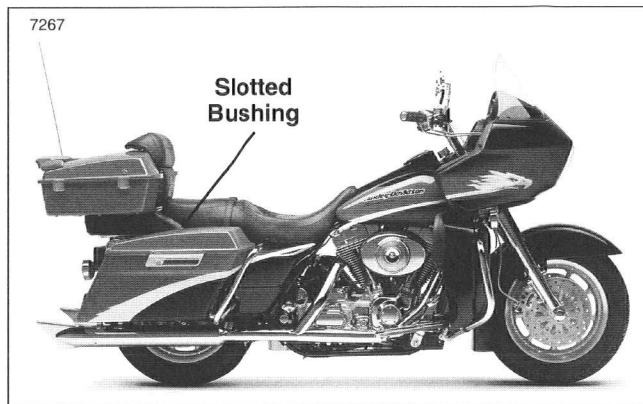


Figure 25. Slotted Bushings

PASSENGER BACKREST

The Screamin' Eagle® Road Glide® (FLTRSEI2) model motorcycles comes with a detachable and adjustable passenger backrest.

NOTE:

The detachable passenger backrest is used when the TOUR-PAK is removed from the vehicle.

See Figure 26. The detachable passenger backrest is installed and removed in the same manner as the TOUR-PAK rack. See the following:

- TOUR-PAK Removal section.
- Mount TOUR-PAK Rack section.

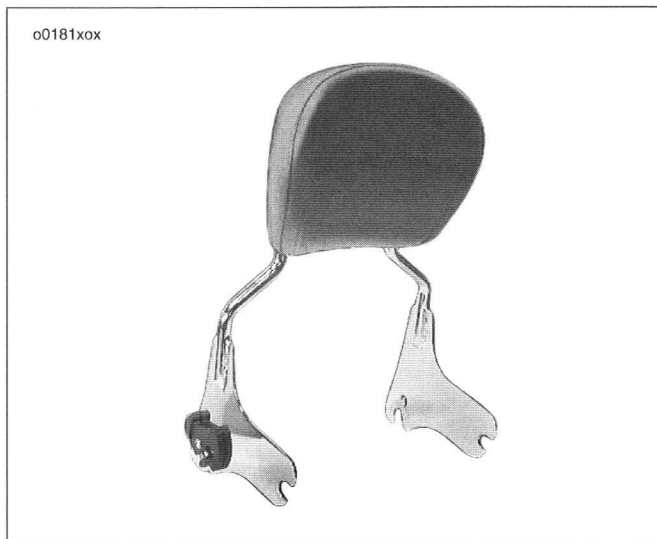


Figure 26. Detachable Passenger Backrest

REMOVABLE RIDER BACKREST

The removable rider backrest can be removed or can be easily adjusted for rider comfort.

Rider Adjustment

1. See Figure 27. While sitting on the motorcycle seat, use your left hand to pull outward the backrest handle and at the same time lean back into the backrest and position the backrest for your comfort.

WARNING

Do not adjust the Rider Backrest while riding your motorcycle. Adjusting the Rider Backrest while riding could lead to motorcycle instability which could result in death or serious injury.

Removal

1. See Figure 27. Pull outward the backrest handle to allow Rider Backrest to tilt toward the front of the motorcycle.
2. Slide the seat strap to one side to expose the support bracket assembly for the Rider Backrest.
3. See Figure 28. Spread the seat covering at the base of the Rider Backrest exposing the lift latch.

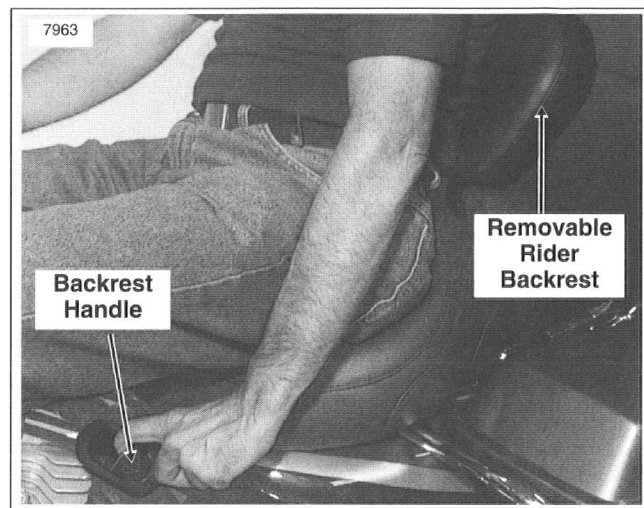


Figure 27. Backrest Adjustment

4. Pull on the lift latch to release the two locking pins holding the keyed backrest bracket.
5. Pull seat forward and out of the backrest assembly.
6. Replace seat strap over Rider Backrest seat opening.

Installation

1. Slide the seat strap to one side to expose the keyed backrest bracket.
2. See Figure 28. Pull back the locking latch toward the rear of the motorcycle. Slide the bottom of the Rider Backrest into the rectangular opening and lock the two pins in place in place.
3. Slide the seat strap to the base of the backrest.
4. Test to assure the seat is secured into the bracket.

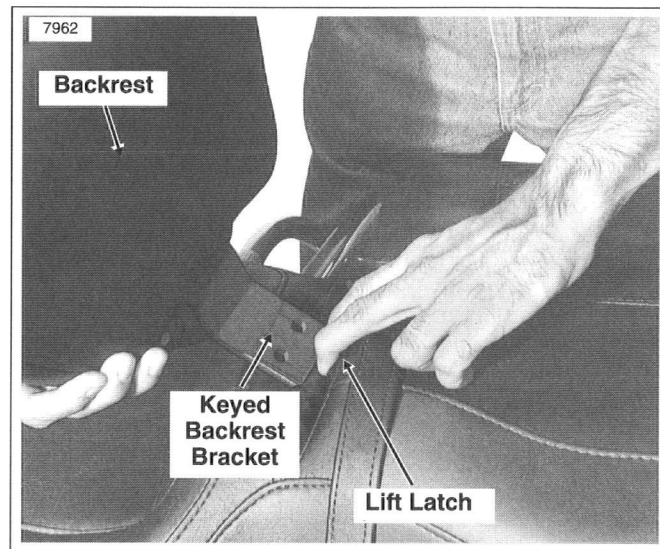


Figure 28. Backrest Installation

AUXILIARY REAR DIRECTIONAL BAR

See Figure 29. The Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle has an auxiliary rear directional bar attached to the rear fender below the brake light. The directional bar is an LED display showing:

- Brake lights.
- Running lights.

NOTE:

The auxiliary rear directional bar does NOT display left or right turn signals.

SPOILER

See Figure 29. The Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle has a decorative spoiler attached to the top of the TOUR-PAK. The spoiler contains a brake/running LED display showing:

- Brake lights.
- Running lights.

NOTE:

The spoiler LED assembly does NOT display left or right turn signals

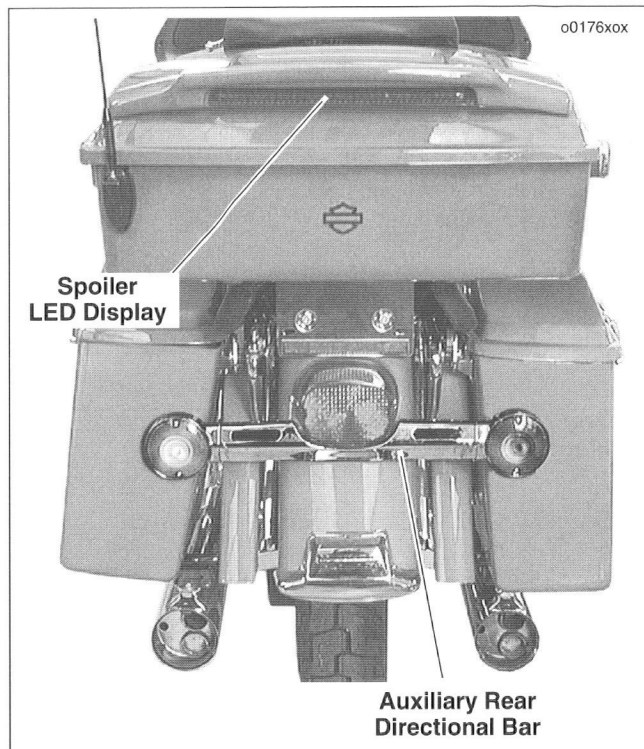


Figure 29. Rear Directional Bar

FAIRING LOWER

Removal

1. See Figure 30. Remove two phillips head fasteners from fairing lower cap on right side of vehicle.
2. Hold locknut at bottom of fairing lower, and using a T40 TORX® drive head, turn TORX® fastener counterclockwise (CCW) to free fairing assembly from engine guard.
3. Using a socket & extension from within glove box, remove the nut holding the fairing lower to the upper portion of the engine guard.

NOTE:

It may be necessary to remove the air cleaner and cover to gain access to the nut holding the fairing lower to the engine guard.

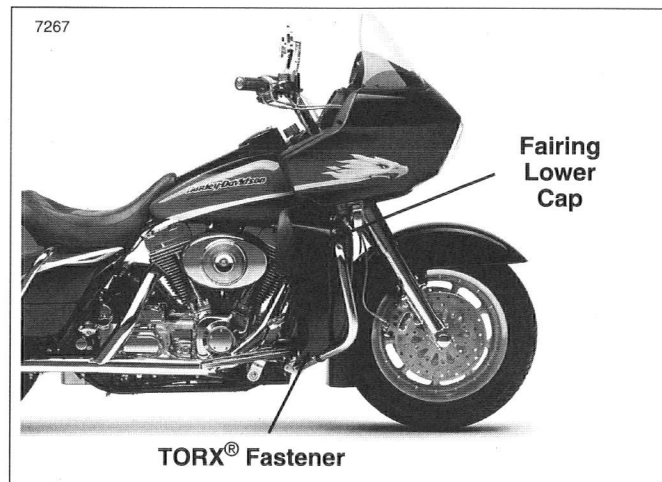


Figure 30. Right Fairing Removal

4. See Figure 31. Remove the fairing lower mounting "P" clamp on the bottom of the engine guard.
5. See Figure 31. Remove the aluminium fairing lower mounting bracket from the top of the engine guard.
6. See Figure 32. Install fairing lower (chrome) clamp (Part No. 58490-79), using the two fasteners removed in step 5. (Align in board edge aluminum bracket to be flush with in board edge of fairing support.) Tighten fasteners to 36-60 in-lbs (4-7 Nm) torque.

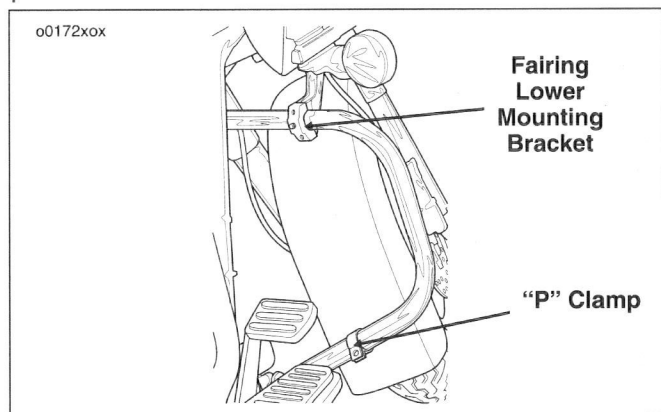


Figure 31. Right Fairing Lower Mounting

NOTE:

If air cleaner and cover were removed, see 2001 FLT Models Service Manual for installation

7. Repeat steps 1 thru 6 on left side fairing lower.

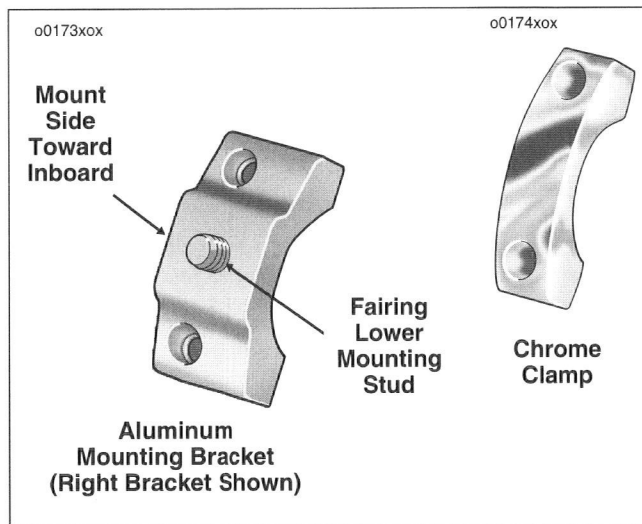


Figure 32. Fairing Lower Bracket/Clamps

Installation

1. Remove two fairing lower (chrome) clamps. **Save** fasteners.
2. See Figure 30. and Figure 31. Install aluminium fairing lower mounting bracket to the engine guard, using the two fasteners removed in step 1. Tighten fasteners to 36-60 in-lbs (4-7 Nm) torque.
3. Install fairing lower mounting "P" clamp on bottom of engine guard,
4. Place fairing lower into position on right side of vehicle.
5. Using a socket & extension from within glove box, install the nut through the fastener opening and into the center hole in the aluminium mounting bracket. Tighten nut **lightly**.

NOTE:

It may be necessary to remove the air cleaner and cover to gain access to the nut holding the fairing lower to the engine guard.

6. Insert the TORX® fastener through the hole in the bottom of fairing lower and the "P" clamp. Holding the locknut in place, use a T40 TORX® drive head and turn the TORX® fastener clockwise (CW). Tighten TORX® fastener to 12 ft-lbs (16.3 Nm) torque.
7. Tighten nut inside glove box to 120 in-lbs (13.6 Nm) torque.

8. See Figure 29. Install two phillips head fasteners to secure fairing lower cap. Tighten fasteners to 10-20 **in-lbs** (1.1-2.3 Nm) torque.
9. Repeat steps 1 thru 8 on left side of vehicle.

NOTE:

If air cleaner and cover were removed, see 2001 FLT Models Service Manual for installation.

MOTORCYCLE COVER

See Figure 33. The Screamin' Eagle® Road Glide® motorcycle comes with a cotton protective motorcycle cover.

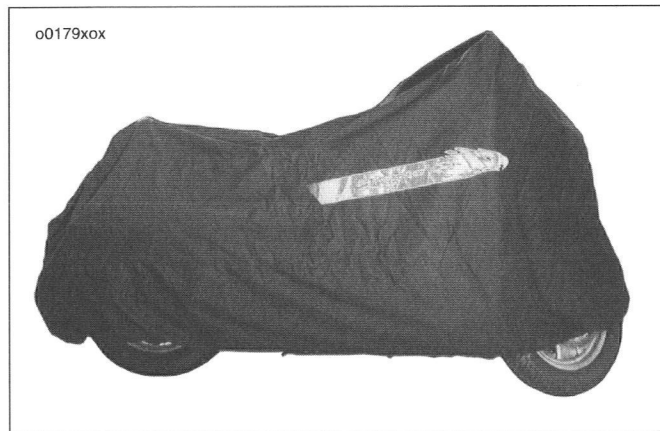


Figure 33. Motorcycle Cover

LINERS

Saddlebag Liner

See Figure 34. A removable zippered carry-all bag (2 ea.) which fits the inside contour of the each saddlebag.

TOUR-PAK Liner

See Figure 34. A zippered carry-all bag which fits the inside contour of the TOUR-PAK.

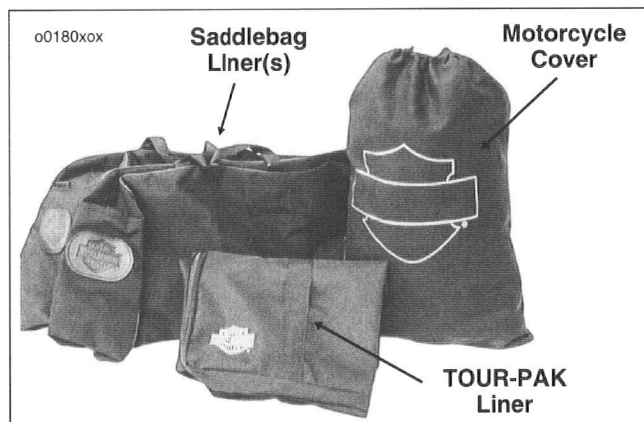


Figure 34. Liners

SECURITY SYSTEM FUNCTIONS

Security System Operation

The Security System provides security and immobilization functions. The Security System will disable the starter, ignition or EFI system. Additional functions include the ability to flash all four turn signals and sound a siren if a theft attempt is detected.

Conditions that activate the Security Alarm when the system is armed include:

- Detecting vehicle movement.
- Detecting tampering of the ignition switch circuit.
- Detecting tampering of the security lamp circuit.
- Detecting that a battery disconnect has occurred while armed activates only the siren.

See ARMING/DISARMING SECURITY SYSTEM section for more information.

Security System Options

The following configurations are available on the Security System unit:

- Tamper warning sensitivity.
- Auto-arming feature.
- Storage mode.

Factory settings for the Security System include:

- Medium motion sensitivity on tamper warning.
- Key FOB arming mode.
- Storage Mode set to 60 days.

FCC REGULATIONS

This device complies with Part 15 of the FCC Rules and with RSS-210 of Industry Canada rules.

Operation is subject to the following conditions:

- This device may not cause harmful interference.
- This device must accept any interference received, including interference that may cause undesired operation.

SECURITY ALARM AND IMMOBILIZATION FUNCTIONS

- **Remote arming/disarming:** See Figure 35. Owners may enable and disable security alarm and immobilization functions with a remote, personally carried transmitter. This transmitter is referred to as a key **FOB** within this document.

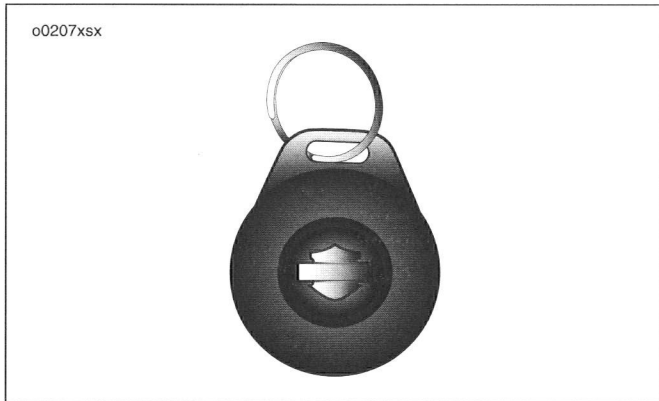


Figure 35. Key FOB

- **Security status lamp:** See Figure 36. A lamp within the speedometer face tells the rider if the system is armed or disarmed.

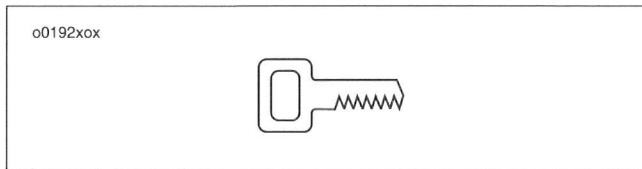


Figure 36. Security Status Lamp

- **Personal code disarming:** If a key FOB is not available, the Security System allows the rider to disable the security alarm and immobilization functions if the rider knows the previously entered personal code.
- **Security command confirmation:** When the system is armed or disarmed, the system provides visual feedback to the rider by flashing the turn signals. The siren will “chirp” to indicate an armed state if equipped with a P&A siren.
- **Auto-arming:** Arms the Security System within 30 seconds after IGNITION switch is turned OFF.

NOTES

- **Transport mode:** It is possible to arm the Security System without enabling the motion detector for one ignition cycle. This allows the vehicle to be moved in an immobilized state for transport.
- **Starter/ignition disable:** Should the security alarm and immobilization functions be triggered by a vehicle security condition, the starter, ignition or EFI system will be disabled.
- **Security System alarm:** The system will flash the turn signals and sound optional siren if a vehicle security condition is detected while the system is armed.

ARMING/DISARMING SECURITY SYSTEM

NOTES

There are two methods to arm the Security System:

- Using the key FOB.
- Using AUTO-ARMING.

NOTE:

*The vehicle **cannot** be armed with the engine running or the ignition ON.*

There are two ways to disarm the system:

- Using the key FOB.
- Using the personal code.

NOTE:

When storage mode is active, the key FOB is not recognized until ignition switch is ON.

If the ignition switch is turned ON with the Security System in the armed state, the alarm will be activated.

The alarm must be turned OFF AND the ignition switch cycled OFF-ON, or vehicle will NOT start.

USING KEY FOB

Environmental and geographic conditions may affect signal range.

Arming The System

- Hold down the key FOB button until the system responds with two turn signal flashes and two “chirps” from optional siren.

NOTE:

Siren will “chirp” three times if siren battery is low.

Disarming The System

- Quickly press the key FOB button twice. The system will respond with one turn signal flash.

IMPORTANT NOTE:

Disarming function may require practice. The key FOB button **must** be pressed twice within 1.5 seconds to send the disarm command. The action is very similar to double-clicking a computer mouse.

Troubleshooting

If the key FOB button has been pressed numerous times while away from the vehicle, the key FOB may fall out of synchronization with the Security System. If this happens, the Security System might fail to recognize the key FOB's commands.

To solve this problem, press and hold the key FOB button for 10-15 seconds until the Security System responds with two turn signal flashes. After confirmation, you may resume normal key FOB operation.

DISARMING THE SECURITY SYSTEM USING THE PERSONAL CODE

See Table 9. The personal code consists of five digits entered using the left and right turn signal switches. Each digit can be any number from 1-9. The personal code is intended to be used to disarm the vehicle in case the key FOB is not functioning.

Record your personal code on the card(s) provided in the rear of the Owner's Manual. Carry one for reference in your wallet when riding.

See PERSONAL ENTRY CODE section to set a personal code.

NOTE:

*If you make an error while disarming the Security System using the personal code, the alarm will activate for 30 seconds after the last digit is entered. After a failed attempt, the security lamp will flash **once every second for 10 minutes**. During this time, the vehicle will not accept any attempt to enter a personal code.*

NOTE:

*In Table 9. **a b c d e** is an example of a personal code.*

Table 9. Entering A Personal Code To Disarm Security System

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
NOTE: The left turn signal switch is used for code number entry and the right turn signal is used as the "enter" key.			
1	Turn IGN key to ACC		
2	Hold both turn switches in until confirmation	Security lamp blinks at fast rate	System is ready for personal code entry
3	Enter first digit of code (a) by pressing left turn switch a times		

Table 9. Entering A Personal Code To Disarm Security System

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
4	Press right turn switch 1 time		Serves as “enter” key for first digit
5	Enter second digit of code (b) by pressing left turn switch b time		
6	Press right turn switch 1 time		Serves as “enter” key for second digit
7	Enter third digit of code (c) by pressing left turn switch c times		
8	Press right turn switch 1 time		Serves as “enter” key for third digit
9	Enter fourth digit of code (d) by pressing left turn switch d time		
10	Press right turn switch 1 time		Serves as “enter” key for fourth digit
11	Enter fifth digit of code (e) by pressing left turn switch e times		
12	Press right turn switch 1 time	Security lamp stops blinking	System is disarmed. You may use the vehicle or program another key FOB

TRANSPORT MODE

The transport mode is used for moving the vehicle or transporting on a trailer with the Security System armed and without tripping the alarm. When the vehicle is in the transport mode, the Security System **does not respond to motion detection**.

- To exit the transport mode, use the key FOB or disarm the vehicle. See Table 10. to enter the transport mode.

Disabling Security System

- Disarm the Security System using the key FOB or personal code. At this point, the Security fuse may be removed or battery disconnected.

Table 10. Transport Mode

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Turn IGN key ON		
2	Press and hold key FOB button until confirmation is received	3 flashes turn signals & indicators	
3	Turn IGN key OFF		
4	Press and hold key FOB button until confirmation is received	3 flashes turn signals & indicators	The vehicle can be moved without tripping the alarm

ALARM SENSITIVITY

The tamper warning has four sensitivity settings:

- Extremely low.
- Low.
- Medium.
- High.

The selection chosen controls the sensitivity of the Security System in regard to short disturbances of the vehicle (i.e. someone bumps into the vehicle).

See Table 11. to set tamper alarm sensitivity,

BATTERY DISCONNECTS AND CONFIGURING

After reconnecting a battery, the Security System will not enter the configuration mode on the first attempt. Therefore, after all battery reconnects, the configuration sequence must be modified as follows.

1. Set run switch to **OFF**, cycle ignition key **ON-OFF-ON-OFF-ON** and press left turn signal switch **twice**.

Wait for one to three confirmation flashes of the turn signals and then set ignition key switch to **OFF**.

2. Repeat step listed above.
3. Continue with configuration sequence listed.

Table 11. Tamper Alarm Sensitivity Adjustment

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Turn IGN key ON-OFF-ON-OFF-ON		
2	Press left turn switch 2 times and release	2 or 3 flashes turn signals & indicators depending on vehicle configuration (See BATTERY DISCONNECTS AND CONFIGURING section)	2 flashes - North American/ Domestic configuration Security System 3 flashes - European/HDI configuration Security System
3	Press and hold key FOB button until confirmation is received	1 flash turn signals & indicators	
4	Press left turn switch 1 time and release	Turn signals & indicators flash to indicate option selected	1 flash - extremely low 2 flashes - lows sensitivity 3 flashes - medium sensitivity 4 flashes - high sensitivity
5	Press and release left turn switch to advance through options	Turn signals & indicators flash to indicate option selected	1 flash - extremely low 2 flashes - low sensitivity 3 flashes - medium sensitivity 4 flashes - high sensitivity
6	Turn IGN key OFF		

AUTO-ARMING CONFIGURATION

Auto-arming causes the Security System to automatically arm itself (without the use of the key FOB) within 30 seconds after the ignition key is turned OFF. During this period, the security lamp stays on solid to indicate Auto-arming is starting up.

The vehicle may be moved during these 30 seconds without triggering the alarm. However, any motion after that period will trigger the security alarm. Upon expiration of the auto-arming period, the turn signals flash twice, the security lamp begins to flash and the siren (if installed) chirps twice.

See Table 12. to set the Auto-arming selection. The Security System allows remote arming via the key FOB at anytime. However, if the system is remotely disarmed (with the key FOB) but the ignition key is not turned ON within 30 seconds, the system will rearm itself when Auto-arming is enabled.

BATTERY DISCONNECTS AND CONFIGURING

After reconnecting a battery, the Security System will not enter the configuration mode on the first attempt. Therefore, after all battery reconnects, the configuration sequence must be modified as follows.

1. Set run switch to **OFF**, cycle ignition key **ON-OFF-ON-OFF-ON** and press left turn signal switch **twice**.
Wait for one to three confirmation flashes of the turn signals and then set ignition key switch to **OFF**.
2. Repeat step listed above.
3. Continue with configuration sequence listed.

Table 12. Auto-arming Configuration

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Turn IGN key ON-OFF-ON-OFF-ON		
2	Press left turn switch 2 times and release	2 or 3 flashes turn signals & indicators depending on vehicle configuration (See BATTERY DISCONNECTS AND CONFIGURING Section)	2 flashes - North American/ Domestic configuration Security System 3 flashes - European/HDI configuration Security System
3	Press and hold key FOB button until confirmation is received	1 flash turn signals & indicators	
4	Press and hold key FOB button until confirmation is received	2 flashes turn signals & indicators	
5	Press left turn switch 1 time and release	Turn signals & indicators flash to indicate option selected	1 flash - auto-arming disabled 2 flashes - auto-arming enabled
6	Press and release left turn switch to advance through options	Turn signals & indicators flash to indicate option selected	
7	Turn IGN key OFF		

STORAGE MODE CONFIGURATION

The Security System has a special mode for long term storage. This mode prevents the Security System from discharging the battery after a period of days (30, 60, 90 or infinite) without any ignition key switch activity.

- If the Security System is set to infinite, the system will not go into storage mode. In this case, the customer must use a trickle charger to keep the battery from discharging after 60 days of storage.
- Vehicles will enter storage mode whether the Security System is armed or disarmed.

In storage mode, all alarm functions are suspended and the receiver is shut down and will not respond to the key FOB. The vehicle is immobilized because the starter motor and Ignition/EFI controllers are disabled. When the storage mode is entered, the security lamp stops flashing to conserve power.

To wake up the Security System from storage mode, the ignition key must be turned ON. This will trigger the alarm if the system was previously armed. You must use the key FOB or personal code to disarm the system and stop the alarm.

If the ignition key is switched **OFF-ON-OFF** quickly, then the Security System will wake-up without activating the alarm.

See Table 13. to set the storage mode preferences.

BATTERY DISCONNECTS AND CONFIGURING

After reconnecting a battery, the Security System will not enter the configuration mode on the first attempt. Therefore, after all battery reconnects, the configuration sequence must be modified as follows.

1. Set run switch to **OFF**, cycle ignition key **ON-OFF-ON-OFF-ON** and press left turn signal switch **twice**.

Wait for one to three confirmation flashes of the turn signals and then set ignition key switch to **OFF**.

2. Repeat step listed above.
3. Continue with configuration sequence listed.

Table 13. Storage Mode Configuration

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Turn IGN key ON-OFF-ON-OFF-ON		
2	Press left turn switch 2 times and release	2 or 3 flashes turn signals & indicators depending on vehicle configuration (See BATTERY DISCONNECTS AND CONFIGURING section)	2 flashes - North American/ Domestic configuration Security System 3 flashes - European/HDI configuration Security System
3	Press and hold key FOB button until confirmation is received	1 flash turn signals & indicators	
4	Release and then hold key FOB button until confirmation is received	2 flashes turn signals & indicators	
5	Release and then hold key FOB button until confirmation is received	3 flashes turn signals & indicators	
6	Press left turn switch 1 time and release	Turn signals & indicators flash to indicate option selected	1 flash - 30 days 2 flashes - 60 days 3 flashes - 90 days 4 flashes - Infinite
7	Press left turn switch to advance through options	Turn signals & indicators flash to indicate option selected	1 flash - 30 days 2 flashes - 60 days 3 flashes - 90 days 4 flashes - Infinite
8	Turn IGN key OFF		

PERSONAL ENTRY CODE

First Time Code Entry

IMPORTANT NOTE:

Do not forget to enter a personal code for Security System vehicles. If a code is not assigned and the key FOB is lost or damaged while the vehicle is armed, the Security System Module must be replaced.

The Security System personal code consists of five digits. Each digit can be any number from 1-9. The personal code **must** be used to disarm the Security System in case the key FOB becomes unavailable.

See Table 14. to set a personal code on a motorcycle with no code previously installed. The procedure listed uses 3-1-3-1-3 as the sample personal code.

NOTE:

For better security, do not use 3-1-3-1-3 as a personal code. It is shown as an example only.

Decide what five digit code the owner would like to use. The code will be programmed using the turn signal switches and key FOB. Record your personal code on the card(s) provided in the rear of the Owner's Manual. Carry one for reference in your wallet when riding.

- When programming the personal code, the security lamp flashes to provide feedback when entering each digit.
- The number of security lamp flashes corresponds to the number currently selected for a given digit. Therefore, the lamp may flash 1-9 times depending on the number entered.
- Press the left turn switch one time to increment each digit of the code.
- Quickly press the key FOB button twice to advance to the next digit of the code.

NOTE:

The programming mode exits upon turning the key switch to OFF or if no turn signal switch/key FOB button activity occurs for 60 seconds. No data is saved for partial configuration attempts.

Modifying Existing Codes

If a code was previously entered, the lamp will flash the equivalent digit. Each additional press of the left turn switch will increment the digit.

- To advance from 5 to 6, press and release the left turn switch 1 time.
- To advance from 8 to 2, press and release the left turn switch 3 times (9-1-2).

Table 14. Programming A Personal Code

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
NOTE: For better security, do <u>not</u> use 3-1-3-1-3 as a personal code. It is shown as an <u>example only</u> .			
1	Set RUN/OFF switch to OFF		Verify that security lamp is not blinking (vehicle is disarmed)
2	Turn IGN key ON-OFF-ON-OFF-ON		

Table 14. Programming A Personal Code

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
3	Press left turn switch 2 times and release	1 - 3 flashes turn signals & indicators depending on vehicle configuration (See BATTERY DISCONNECTS AND CONFIGURING section)	1 flash - Worldwide TSM, no security 2 flashes - North American/Domestic configuration Security System 3 flashes - European/HDI configuration Security System
4	Quickly press key FOB button 2 times and release	1 flash turn signals & indicators	Vehicle is in personal code entry mode
5	Press left turn switch 1 time and release	None if no code entered	A lack of confirmation flashes indicates no digit is entered
		1 - 9 flashes if code previously entered	
6	In this example, you will press and release three times If code previously entered, count flashes for number and then press and release left turn switch to advance through the digits	Security lamp flashes to indicate each digit selected In this example, the lamp will flash 3 times	You've selected 3 as a number for the first digit
7	Quickly press key FOB button 2 times and release	2 flashes turn signals & indicators	You've confirmed 3 as a number for the first digit and have advanced to entering the second digit

Table 14. Programming A Personal Code

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
8	Press left turn switch 1 time and release	None if no code entered	A lack of confirmation flashes indicates no digit is entered
		1 - 9 flashes if code previously entered	
9	In this example, you will perform this step one time If code previously entered, count flashes for number and then press and release left turn switch to advance through the digits	Security lamp flashes to indicate each digit selected In this example, the lamp will flash 1 time	You've selected 1 as a number for the second digit
10	Quickly press key FOB button 2 times and release	3 flashes turn signals & indicators	You've confirmed 1 as a number for the second digit and have advanced to entering the third digit
11	Press left turn switch 1 time and release	None if no code entered	A lack of confirmation flashes indicates no digit is entered
		1 - 9 flashes if code previously entered	
12	In this example, you will repeat this step three times If code previously entered, count flashes for number and then press and release left turn switch to advance through the digits	Security lamp flashes to indicate each digit selected In this example, the lamp will flash 3 times	You've selected 3 as a number for the third digit

Table 14. Programming A Personal Code

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
13	Quickly press key FOB button 2 times and release	4 flashes turn signals & indicators	You've confirmed 3 as a number for the third digit and have advanced to entering the fourth digit
14	Press left turn switch 1 time and release	None if no code entered 1 - 9 flashes if code previously entered	A lack of confirmation flashes indicates no digit is entered
15	In this example, you will perform this step one time If code previously entered, count flashes for number and then press and release left turn switch to advance through the digits	Security lamp flashes to indicate each digit selected In this example, the lamp will flash 1 time	You've selected 1 as a number for the fourth digit
16	Quickly press key FOB button 2 times and release	5 flashes turn signals & indicators	You've confirmed 1 as a number for the fourth digit and have advanced to entering the fifth digit
17	Press left turn switch 1 time and release	None if no code entered 1 - 9 flashes if code previously entered	A lack of confirmation flashes indicates no digit is entered

Table 14. Programming A Personal Code

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
18	In this example, you will repeat this step three times If code previously entered, count flashes for number and then press and release left turn switch to advance through the digits	Security lamp flashes to indicate each digit selected In this example, the lamp will flash 3 times	You've selected 3 as a number for the fifth digit
19	Quickly press key FOB button 2 times and release	1 flashes turn signals & indicators	You've confirmed 3 as a number for the fifth digit and have gone back to the first digit
20	Turn IGN key OFF		
21	Write down code in owner's manual		
22	Arm the Security System and attempt to disarm using personal code entry.		

KEY FOB ASSIGNMENT

See Table 15. The key FOB on Security System motorcycles must be set so it will operate the alarm system on the vehicle. This assignment **must** be completed with no pauses **greater than 10 seconds** between steps. Turn the ignition OFF after all key FOB's have been assigned. The programming mode will also exit after 60 seconds has elapsed without detecting any key FOB signup messages or turn signal activity.

Two key FOB's may be assigned to the Security System. The first successful attempt to program a key FOB will disable all previously assigned key FOB's. If a second key FOB is to be programmed, it must be done in the same programming sequence as the initial key FOB.

See Table 15. to assign a key FOB to a motorcycle.

BATTERY DISCONNECTS AND CONFIGURING

After reconnecting a battery, the Security System will not enter the configuration mode on the first attempt. Therefore, after all battery reconnects, the configuration sequence must be modified as follows.

1. Set run switch to **OFF**, cycle ignition key **ON-OFF-ON-OFF-ON** and press left turn signal switch **twice**.
Wait for one to three confirmation flashes of the turn signals and then set ignition key switch to **OFF**.
2. Repeat step listed above.
3. Continue with configuration sequence listed.

Table 15. Key FOB Assignment

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Turn IGN key ON-OFF-ON-OFF-ON		
2	Press left turn switch 2 times and release	2 - 3 flashes turn signals & indicators depending on vehicle configuration (See BATTERY DISCONNECTS AND CONFIGURING section)	2 flashes - North American/ Domestic configuration Security System 3 flashes - European/HDI configuration Security System
3	Press right turn switch 1 time and release	1 flash turn signals & indicators	
4	Press left turn switch 1 time and release	2 flashes turn signals & indicators	
5	Press and hold key FOB button until confirmation is received	2 flashes turn signals & indicators	This may take 10 - 25 seconds
6	If you have two key FOB's, press and hold button on second key FOB until confirmation is received	2 flashes turn signals & indicators	Optional step
7	Turn IGN key OFF		

KEY FOB BATTERY REPLACEMENT

Replace the key FOB battery every 2 years.

1. Place a thin blade between the 2 halves of the key FOB case and slowly turn to open.
2. See Figure 38. Remove the old battery and **discard**.

IMPORTANT NOTE:

Dispose of old battery in accordance with local regulations.

3. Install a **new** battery with the positive (+) side down, such as a Panasonic® 2032 or equivalent.
4. Verify the button rubber is fully seated.
5. Close the case by aligning the two halves and snap together.
6. While standing next to the motorcycle, press and hold the key FOB button for 10-15 seconds until the Security System responds with two turn signal flashes/siren chirps.



Figure 37. Key FOB Open Case (Front)

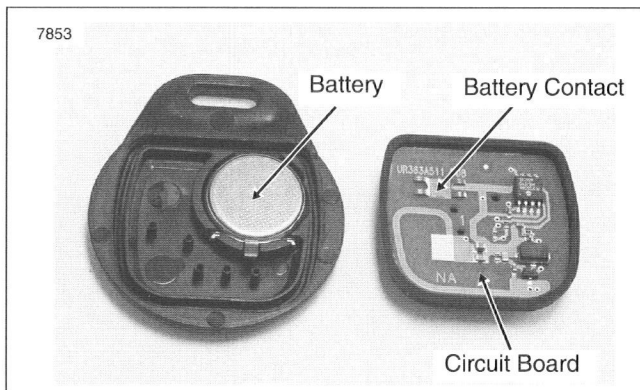


Figure 38. Key FOB Open Case (Rear)

SIREN DIAGNOSTICS

- See Figure 39. 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 does not “chirp”, two or three times, on a valid arming command from the Security System, the siren is either not connected, not working, or the siren wiring was opened or shorted while the siren was disarmed.
- If the siren enters the self-driven mode where it is powered from the siren internal 9 volt battery, the turn signal lamps may or may not alternately flash. If the Security System 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 for 20 to 30 seconds and then turn off for 5 to 10 seconds. This alarm cycle will be repeated ten times if the siren is in the self-driven mode.

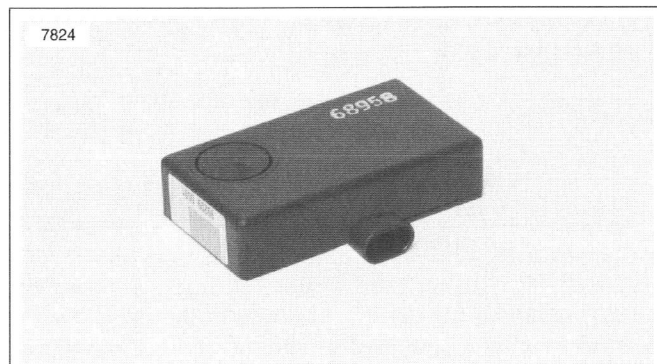


Figure 39. Siren

SIDECAR CONFIGURATION (SECURITY SYSTEM)

NOTES

The Screamin' Eagle® Road Glide® (FLTRSEI2) motorcycle is not designed for sidecar attachment.

WARNING

Do not add a sidecar to the Screamin' Eagle® Road Glide® (FLTRSEI2) model motorcycle(s), as they were NOT designed for sidecar use. Use of the vehicle for this purpose may cause loss of vehicle control, which could result in death or serious injury.

SECURITY STATUS LAMP

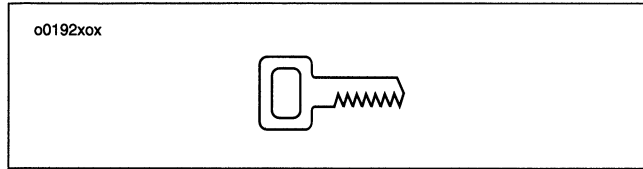


Figure 40. Security Status Lamp

Table 16. Security Lamp Status

SECURITY STATUS LAMP	MODE
Does not flash.	No security system (TSM), security system not armed or storage mode active.
Flashes every second.	10 minute time-out after failed personal code entry attempt.
Flashes every 2 seconds.	Security System armed.
Flashes 3 times a second.	Personal code entry mode.
Stays ON solid with ignition key OFF	Auto-arming is started up. You have 30 seconds before system armed.
Stays ON solid with ignition key ON	If solid for more than 8 seconds after key is ON, a current trouble code is present

NOTES

INTRODUCTION

This section was prepared to acquaint you with the Premium Sound System on your new Harley-Davidson motorcycle. The Premium Sound System consists of a Stereo Receiver with cassette tape drive, and CD Changer, special features that are sure to add to your enjoyment and satisfaction. Since there are many unique aspects to the design of these systems, we strongly recommend that you read this section to thoroughly understand their operation.

WARNING

Do not change cassette tapes while riding. Do not allow the volume of the sound system to interrupt the concentration necessary for safe operation of the motorcycle. Lack of proper concentration or a volume level that conceals all traffic noises, particularly automobile horns and the sirens of emergency vehicles, could result in loss of vehicle control resulting in death or serious injury.

STEREO RECEIVER SYSTEM

The Harley-Davidson Stereo Receiver is a maximum 3 band (AM, FM Stereo and Weather Band on Domestic models) unit with full function cassette tape drive. Receiver frequency ranges are as follows:

Table 17. Receiver Frequency Ranges

BAND	FREQUENCY RANGE
AM	530-1700 kHz, 10kHz steps
FM	88.1-107.9 MHz, 200 kHz steps
WB	162.400-162.550 MHz, 25 kHz steps

Principle features include:

- Electronic softload and soft-eject cassette deck featuring auto reverse, push button eject and pinch roller release upon power off, ignition off or tape off.
- Remote controls for tuning, band change/tape select, volume control, bass/treble/fader control.
- Electronic digital volume control.
- Automatic Volume Control (AVC) - automatically adjusts volume to compensate for ambient noise due to motorcycle speed.
- Time-of-day clock.
- Programmed reminder to clean tape heads.
- Weather band frequencies are displayed as NOAA channel numbers (active on North American units only).
- 80 watts of total output; 40 watts per channel.
- Dynamic Noise Reduction™ (DNR) circuitry significantly reduces noise level heard in radio or tape player.

SPECIFICATIONS

Table 18. Audio Output Power

Output Power (400 Hz); 40 watts into 8 ohms per speaker

Table 19. AM Bands

	AM BAND
Tuning Range	530-1700 kHz
20 dB S/N Sensitivity	15 uV Typ.
Image Rejection	65 dB minimum
If Rejection	60 dB minimum
Bandwidth (– 6 dB)	6 kHz (+4, -2)
Strong Signal Distortion (Input 2V)	5 % (+5)
S/N Ratio, Large Signal	55 dB minimum

Table 20. FM Bands

	FM	WB
Tuning Range	88.1-107.9 MHz	162.400-162.550 MHz
Limiting Sensitivity (3 dB)	1.5 uV Typ. @ 75 ohms	1.25 uV Typ. @ 75 ohms
Quieting Sensitivity (30 dB)	1.5 uV Typ. @ 75 ohms	1.5 uV Typ. @ 75 ohms
Spurious Signal Rejection	75 dB minimum	60 dB minimum
Image Rejection	50 dB minimum	80 dB minimum
IF Rejection	85 dB	55 dB minimum
AFC PLL Circuit	Receiver always on station frequency	Receiver always on station frequency
Audio Frequency Response	30-15,000 Hz	550-1,700 Hz
Bass Boost	Custom	
Treble Boost	10 dB @ 10 kHz	
Stereo Separation	35 dB @ 1 kHz	
High Blend Separation	Less than 4 dB @ 10 uV	

Table 21. Tape

Tape Speed	4.75 cm/s (+3%, -1%)
WOW and Flutter (JIS)	0.15 % (+.05)
Track Cross-Talk	60 dB minimum
Channel Cross-Talk	40 dB minimum
S/N	50 dB minimum
Frequency Response	50 - 15,500 Hz (-3 dB)

**Table 22. One Watt Distortion
(1 kHz at Audio Output)**

FM (Input)	less than 0.5 % THD
AM (Input)	less than 0.5 % THD
WB (Input)	less than 2.0 % THD
Tape (Input)	less than 1.5 % THD

RECEIVER OPERATION

See Figure 41. To turn the receiver on, rotate the Ignition/Light Key Switch to IGNITION and press the POWER button on the lower right side of the front panel.

See Figure 42. Adjust the volume with the Audio Control Switch on the left handlebar switch assembly. Push the Audio Control Switch upward (+) to raise the volume, downward (-) to lower the volume. Whenever volume is adjusted, the word "VOLUME" appears in the LCD display and volume level is annunciated through a horizontal bar graph display. The display reverts to time of day approximately 2 seconds after the switch is released.

NOTE:

Separate volume is maintained for each of three audio sources, so the volume being adjusted is always for the currently selected function, whether it happens to be music (radio or CD). When a new function is selected, the last volume setting for that audio source is recalled.

Radio Station Tuning

The receiver has three tuning modes:

- MANUAL
- SEEK
- SCAN

See Figure 41. Select the desired mode by pressing the SE-SC button on the front panel.

The word "SEEK" appears in the lower portion of the LCD display when the Seek tuning mode is selected. "SCAN" is displayed upon selection of the Scan tuning mode. When neither Seek nor Scan are selected, "SEEK" and "SCAN" do not appear in the LCD display, which indicates that the system is in the Manual tuning mode. See A, B and C in Figure 43. Continue pressing the SE-SC button to sequence through the available tuning modes stopping at the desired selection.

Manual Tuning Mode

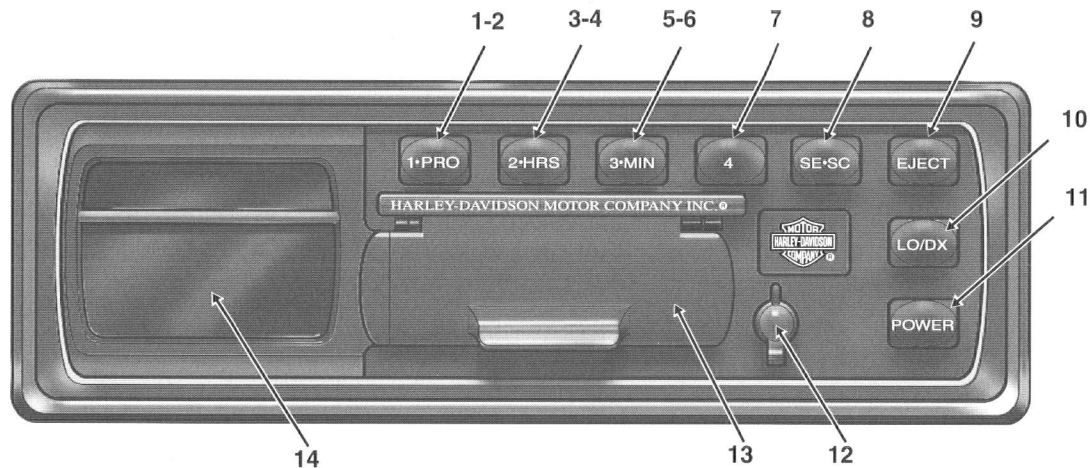
Select the Manual tuning mode as described under RADIO STATION TUNING.

See Figure 42. Locate the Mode Select Switch on the right handlebar. With the radio on, momentarily push the switch to sequence between the AM, FM and WB bands. The LCD display indicates the band selected.

Momentarily push the Mode Select Switch in an upward direction (UP) to cause the receiver to increment one step on the frequency scale. Hold the switch up, and after a delay of approximately 1-1/2 seconds, the receiver will continue to move up the frequency scale incrementally until the switch is released.

Similarly, momentarily push the Mode Select Switch in a downward direction (DN) to cause the receiver to decrement one step on the frequency scale. Hold the switch down, and after a short delay, the receiver will continue to move down the frequency scale until the switch is released.

Tuning is continuous around the ends of the frequency scale.

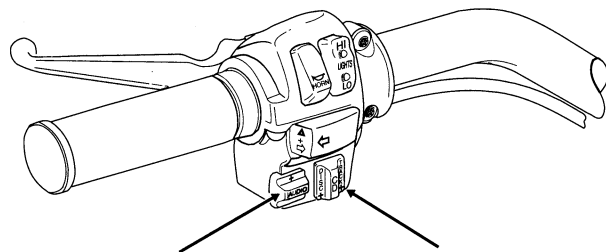


- | | | |
|-----------------------|-----------------------|----------------------------------|
| 1. Station (PreSet 1) | 6. Minute Set Switch | 11. Power |
| 2. Program Control | 7. Station (PreSet 4) | 12. Portable CD Input (not used) |
| 3. Station (PreSet 2) | 8. Seek/Scan (Manual) | 13. Tape Door |
| 4. Hour Set Switch | 9. Tape Eject | 14. LCD Display |
| 5. Station (PreSet 3) | 10. Local/Distant | |

Figure 41. Front Panel Controls

NOTE:

The FLTRSEI2 does not have CB or Intercom functions.

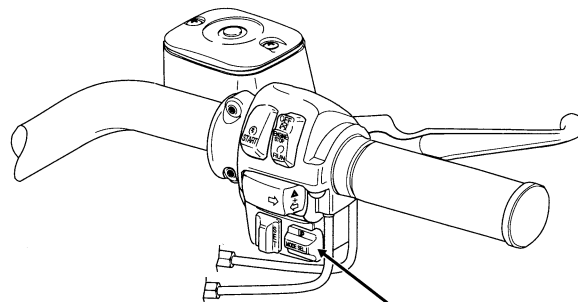


**Audio Control
Switch +/-**

CD Changer Control

LEFT HANDLEBAR

o0220xox



**Mode Select
Switch**

RIGHT HANDLEBAR

Figure 42. Handlebar Controls

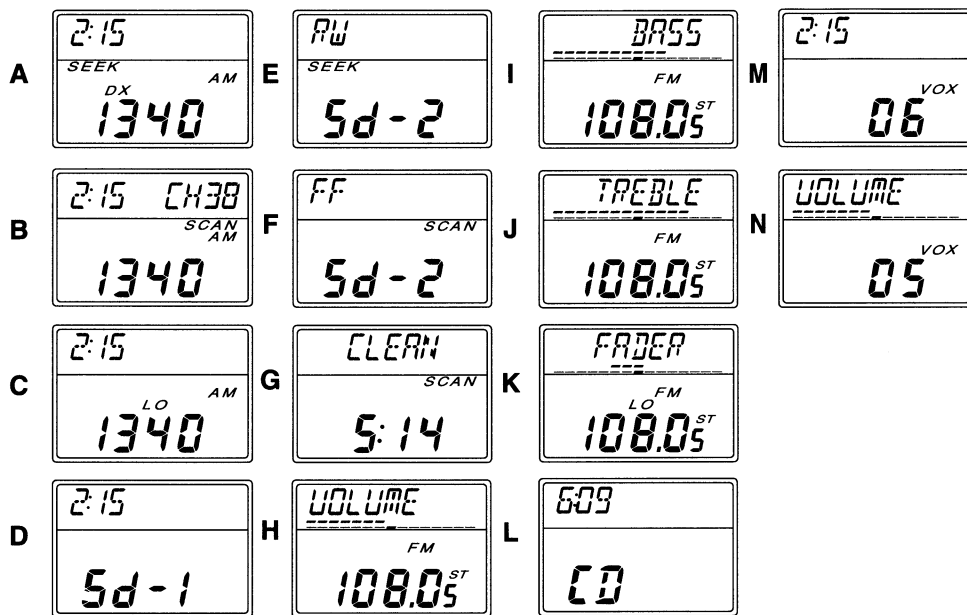


Figure 43. Sample of Front Panel LCD Displays

SEEK Tuning Mode

In the SEEK tuning mode the receiver automatically tunes up or down the frequency scale to the next strong station.

SEE Figure 41. Press the SE-SC button until "SEEK" appears in the LCD display.

Now, momentarily push the Mode Select Switch in an upward direction (UP) to tune in the next strong station upward on the frequency scale. Momentarily push the switch in a downward direction (DN) to tune in the next strong station downward on the frequency scale.

Continue to push the switch up or down until the desired station is found.

SCAN Tuning Mode

In the SCAN tuning mode, the receiver continuously tunes up or down the frequency scale moving from one strong station to the next until the operation is manually cancelled.

SEE Figure 41. Press the SE-SC button until "SCAN" appears in the LCD display. Now, momentarily push the Mode Select Switch in an upward or downward direction to activate the scan operation.

Each station remains tuned for approximately ten seconds before the receiver automatically moves to the next station. This operation continues indefinitely until a selection is made

through cancellation of the SCAN operation.

To cancel a scan operation moving up the frequency scale, simply push the Mode Select Switch in an upward direction (UP) a second time. Push the switch in a downward direction (DN) to cancel a scan operation moving down the frequency scale.

Preset Memory/Tuning

As many as twelve station frequencies may be stored using the preset buttons, four per band (AM/FM/WB). See Figure 41. (1, 3, 5 and 7). To store the currently tuned frequency, press and hold the selected preset button for approximately 1-1/2 seconds. The audio will be muted, and when the operation is completed, the audio returns. This sequence of events confirms that the frequency is stored. Any subsequent "quick push" of the selected preset button will automatically tune the stored frequency for the currently selected band.

TAPE OPERATION

Auto Load

See Figure 41. Raise the outer tape door and insert a cassette into the tape slot until it is flush with the front of the receiver. The unit automatically pulls the cassette into the player and loads it into playing position. The currently selected side (or program) appears in the LCD display as "Sd-1" or "Sd-2." To hold the outer tape door open to facilitate the exchange of tapes, engage the catch by pushing the door toward the left after it is raised.

NOTE:

The Harley-Davidson tape unit features TapeGuard™ which helps prevent the cassette tape from jamming. Slack in the tape is electronically detected and taken up before the capstan is engaged. If a cassette with excessive slack is inserted, it is automatically ejected and the message "Error 37" appears in the LCD display. If this occurs, remove the slack in the tape before reloading the cassette.

Program Change Control

When the end of the tape is reached, the unit automatically changes tape side (program) and reverses direction. The side also may be changed manually by pushing the PRO(GRAM) button on the front panel. The newly selected side is displayed in the LCD as "Sd-1" or "Sd-2." See D and E in Figure 43.

Tape Fast Wind Operations

The tape may be fast forwarded or rewound in three modes:

- MANUAL
- SEEK
- SCAN

See Figure 41. Press the SE-SC button on the front panel to select the desired mode.

The word "SEEK" appears in the LCD display when the Seek mode is selected. "SCAN" is displayed upon selection of the Scan mode. When neither Seek nor Scan are selected, "SEEK" and "SCAN" do not appear in the LCD display, which indicates that the system is in the Manual mode. Continue pressing the SE-SC button to sequence through the available modes stopping at the desired selection.

Manual Mode

Select the Manual mode as described under TAPE FAST WIND OPERATIONS.

See Figure 42. Locate the Mode Select Switch on the right handlebar. Push the switch in an upward direction (UP) to place the tape drive in the fast forward mode. The letters "FF" appear in the LCD display to indicate the tape status. To cancel the fast forward operation, simply push the Mode Select Switch in an upward direction a second time.

Similarly, push the Mode Select Switch in a downward direction (DN) to place the tape drive in the fast rewind mode. The letters "RW" appear in the LCD display while the tape is rewinding. To cancel the fast rewind operation, push the switch in a downward direction a second time.

SEEK Mode

The SEEK mode allows the user to fast forward to the next selection on the tape or rewind to the beginning of the current selection, at which point play is resumed.

See Figure 41. Press the SE-SC button until "SEEK" appears in the LCD display.

See Figure 42. Now, push the Mode Select Switch in an upward direction (UP) to fast forward the tape to the next selection. When the next selection is reached, play is automatically resumed. While the tape is fast forwarding, the let-

ters "FF" appear in the LCD display. To cancel the fast forward operation, simply push the Mode Select Switch in an upward direction (UP) a second time.

Similarly, push the Mode Select Switch in a downward direction (DN) to rewind the tape to the beginning of the current selection. When the selection is reached, play is automatically resumed. The letters "RW" appear in the LCD display while the tape is rewinding. See E in Figure 4. The fast rewind operation can be cancelled at any time by pushing the Mode Select Switch in a downward direction (DN) a second time.

NOTE:

Since the system fast forwards or fast rewinds until it locates a quiet spot on the tape, some home recorded tapes will not operate properly in the SEEK or SCAN modes. This typically occurs when there is too much recorded "NOISE" between songs. To ensure that home recorded tapes operate satisfactorily, record a "gap" between songs that is at least three seconds in duration.

SCAN Mode

The SCAN mode allows the user to fast forward to the next selection on the tape or rewind to the beginning of the current selection, at which point play is resumed for ten seconds before it sequences to another selection.

See Figure 41. Press the SE-SC button until "SCAN" appears in the LCD display.

See Figure 42. Now, push the Mode Select Switch in an upward direction (UP) to fast forward the tape to the next selection. When the selection is reached, play is resumed for ten seconds before the tape is fast forwarded again. While the tape is fast forwarding, the letters "FF" appear in the LCD display. See F in Figure 43. This operation continues indefinitely until a selection is made through cancellation of the SCAN operation. To cancel a scan operation, simply push the Mode Select Switch in an upward direction (UP) a second time.

Similarly, push the Mode Select Switch in a downward direction (DN) to rewind the tape to the beginning of the current selection. When the selection is reached, play is resumed for ten seconds before the tape is rewound again. After the first rewind operation, the first blank spot on the tape is skipped so the tape always rewinds to the selection that precedes the one just sampled. The letters "RW" appear in the LCD display while the tape is rewinding. The fast rewind operation can be cancelled at any time by pushing the Mode Select Switch in a

downward direction (DN) a second time.

NOTE:

The program recorded on one side of some tapes is significantly longer than the program recorded on the other side. When such a tape is being scanned in the fast forward mode, the tape stops after the last song and the electronic circuitry looks for the beginning of the next selection. If a song is not detected within 10-15 seconds, then the fast forward mode is restarted and the tape is wound to the end, at which point the program changes and the scanning operation is resumed on the opposite side.

Eject

Eject the tape cassette by pressing the EJECT button.

Recommendations For Tape Operation

NOTES

- Do not use 90 minute (C-90), 100 minute (C-100) or 120 minute (C-120) tapes. Due to their extreme thinness, these tapes have a tendency to jam.
- Do not use low quality cassettes that have high levels of friction in internal parts.
- Do not use cassettes where the paper label is loose or deteriorating.
- Store cassettes in a cool, dry place away from direct sunlight. If the cassette is stored in the tape deck, be sure that it is in the loaded position or the cassette spools may unwind the tape during periods of vibration. Loosely wound tapes may jam in the tape deck.
- Clean tape heads at 7.5 hour intervals or every month (more frequently in dusty environments). As a reminder, every 7.5 hours of tape play the system beeps and displays the word "CLEAN" in the LCD display. See G in Figure 4. Use any quality cassette deck cleaning kit commercially available.
- Keep protective cover closed at all times.

FRONT PANEL CONTROLS

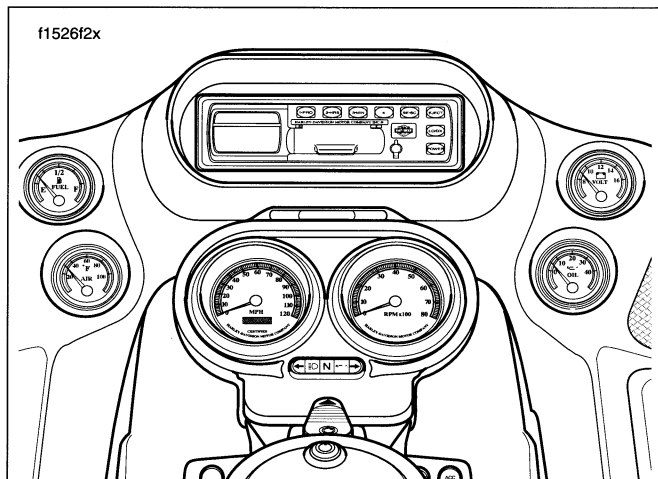


Figure 44. Front Panel Controls (Inner Fairing Location)

1 • PRO

1: First preset memory load button provided to store and then recall a selected frequency in the AM, FM and WB bands.

PRO: Program select button. In the tape mode, push the button to select the opposite side of the cassette for play. Currently selected side is displayed in LCD as "Sd-1" or "Sd-2." See D and E in Figure 43. When end of tape is reached, auto reverse function automatically changes the tape to the other side.

2 • HRS

2: Second preset memory load button used to store and then recall a selected frequency in the AM, FM and WB bands.

HRS: Time-of-Day hours set button. With the radio turned off, momentarily push the button to increment the hours in the Time-of-Day display by one. Depressing and holding the button will cause the hours to continue to increment until the button is released.

3 • MIN

3: Third preset memory load button used to store and then recall a selected frequency in the AM, FM and WB bands.

MIN: Time-of-Day minutes set button. With the radio turned off, momentarily push the button to increment the minutes in the Time-of-Day display by one. Depressing and holding the button will cause the minutes to continue to increment until the button is released. Actuating minutes button sets seconds to zero.

4

4: Fourth preset memory load button used to store and then recall a selected frequency in the AM, FM and WB bands.

SE • SC

Radio tuning mode and tape fast wind mode button. Continue pressing the SE-SC button stopping at the desired mode. The word "SEEK" appears on the LCD display when the Seek mode is selected. "SCAN" is displayed upon selection of the Scan mode. When neither SEEK nor SCAN are selected, "SEEK" and "SCAN" do not appear in the LCD display, which indicates that the system is in the Manual mode. See A, B and C in Figure 43. For a detailed explanation of the various modes, see RADIO STATION TUNING section.

NOTE:

SEEK and SCAN modes are not applicable to CD play.

EJECT

Push the button to eject a cassette tape.

LO/DX

See LOCAL/DISTANT SWITCH section.

POWER

Push the button to turn the radio on and off.

LEFT HANDLEBAR CONTROLS

Audio Control Switch: +/-AUDIO/-

+/-: Moving the Audio Control Switch upward (+) raises volume for the currently selected audio source. Moving the switch downward (-) lowers volume. Volume is raised or lowered as long as the switch is held, that is, until the minimum or maximum volume is reached. The front panel LCD annunciates approximate volume level through a horizontal bar graph display. See H in Figure 43.

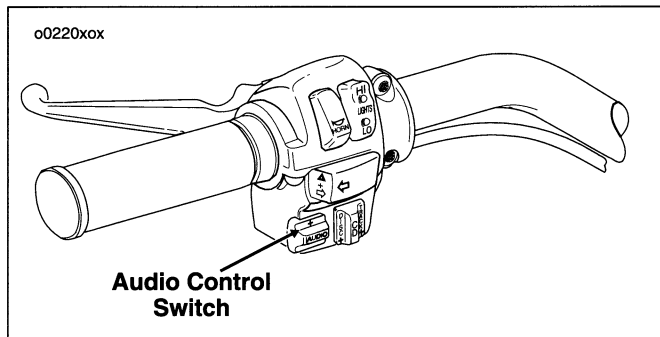


Figure 45. Left Handlebar Switch Assembly

AUDIO: Press the Audio Control Switch to sequence to Bass, Treble, Fader and then back to Volume. Bass and Treble are accessible only in the radio, tape and CD modes. The front panel LCD display indicates the function selected. To prevent unintentional access during volume adjustment, the switch must be held approximately one second before Bass, Treble and Fader functions are activated. Then, move the Audio Control Switch upward (+) to increase the level of bass or treble, move the switch downward (-) to decrease the level.

Like volume, the front panel LCD annunciates the approximate level of Bass, Treble and Fader through display of a horizontal bar graph. See I, J and K in Figure 43. When the setting is in the center position, Bass and Treble are at "Normal" and Fader has equal volume in front and rear speakers. Bass is rolled off as the volume is increased, so the effect of any change is less noticeable at higher volumes.

If the Audio Control Switch is left on Bass or any selection other than Volume, the switch function automatically reverts back to volume after a period of approximately 2-3 seconds.

RIGHT HANDLEBAR CONTROLS

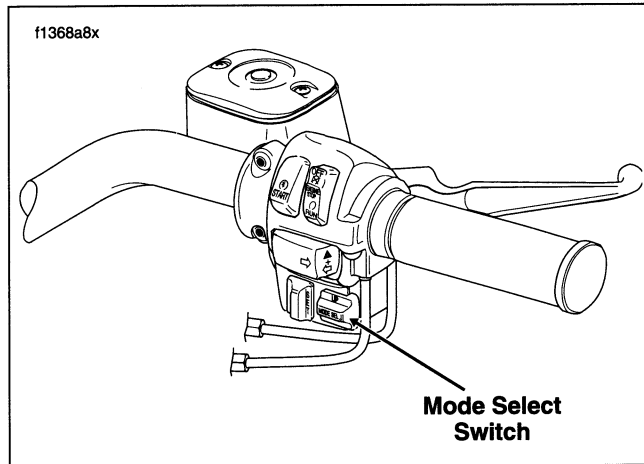


Figure 46. Right Handlebar Switch Assembly

Mode Select Switch: UP/MODE SEL/DN

UP/DN: Allows up or down station and channel tuning operation in AM, FM, WB and CD Changer. In tape mode, enables fast forward or tape rewind functions. A second push of UP or DN cancels tape fast wind and radio station tuning operation in "SEEK" and SCAN" modes. For a detailed description of the various modes, see RADIO STATION TUNING and TAPE FAST WIND OPERATIONS sections.

MODE SEL: AM-FM-WB-TAPE-CD: With the radio on, press the Mode Select Switch to sequence between the AM, FM and WB bands. The front panel LCD display indicates the band selected.

When a cassette is inserted into the tape mechanism while the radio is on, the tape mode is added to the selection sequence as follows: AM, FM, WB and then TAPE. Pressing the switch once with the WB band selected will result in a short delay as the system starts the TAPE drive. Pressing the switch again when the tape is in play will result in another delay as the TAPE drive stops and the system reverts to the AM radio band. The cassette is not ejected when the tape mode is exited in this fashion, but remains in position so that it can be selected again. If desired, the cassette may be manually ejected using the EJECT button on the front panel.

NOTE:

To bypass the TAPE mode without experiencing the delays associated with starting and stopping the tape drive, quickly press the Mode Select Switch as soon as "Sd-1" or "Sd-2" appears in the LCD display. The system reverts directly to the AM radio band without the loading delays that result from activation of the tape mechanism.

If the Ignition Switch is turned to OFF, the cassette remains loaded (although the pinch rollers release) and is ready for play as soon as the Ignition Switch is turned back to ON.

DYNAMIC NOISE REDUCTION™ (DNR)

The sound system is provided with Dynamic Noise Reduction™ (DNR), a feature which significantly reduces the level of noise normally heard in a radio or tape player. Unlike similar types of systems, the DNR does not require special processing of the music source prior to playback. Therefore, the DNR is effective with radio and all recorded tapes. The DNR will further decrease the noise level when used with other noise reduction systems.

AUTOMATIC VOLUME CONTROL (AVC)

Automatic Volume Control (AVC) automatically adjusts volume level to compensate for ambient noise associated with motorcycle speed.

If the AVC does not adequately compensate for ambient noise (or if it overcompensates), adjust as follows:

1. Push any two Preset buttons on the front panel of the radio. See upper frame of Figure 47. With the buttons depressed, turn the Ignition/Light Key Switch to IGNITION. Diagnostic Group 1, the first of five diagnostic screens, appears on the LCD display, as indicated by the "d1" in the lower portion. See lower frame of Figure 47.

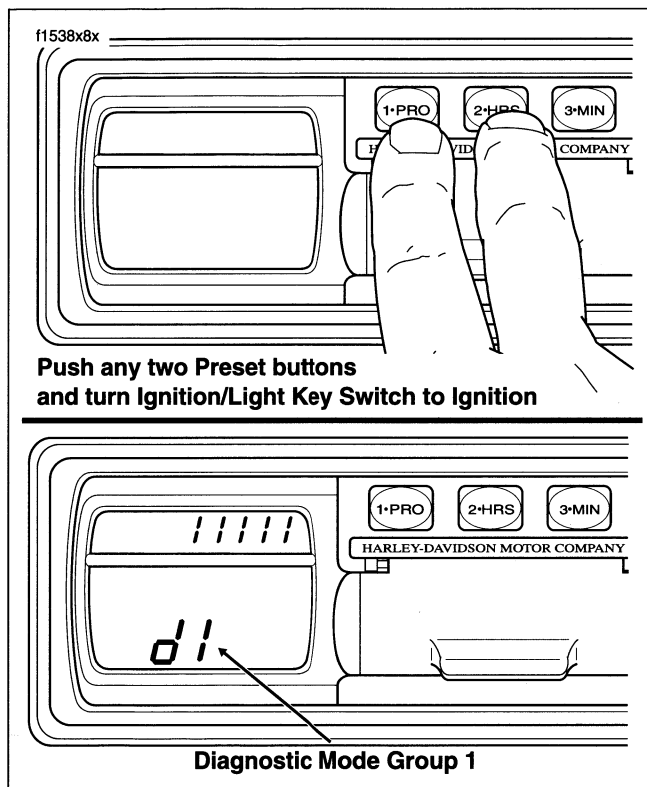


Figure 47. Access Radio Diagnostic Mode

2. Continue pushing the LO/DX button on the front panel of the radio to sequence to the AVC adjustment screen. The letters "AVC" are displayed in the upper portion of the LCD display, while the automatic volume level number appears in the lower portion. See Figure 48.

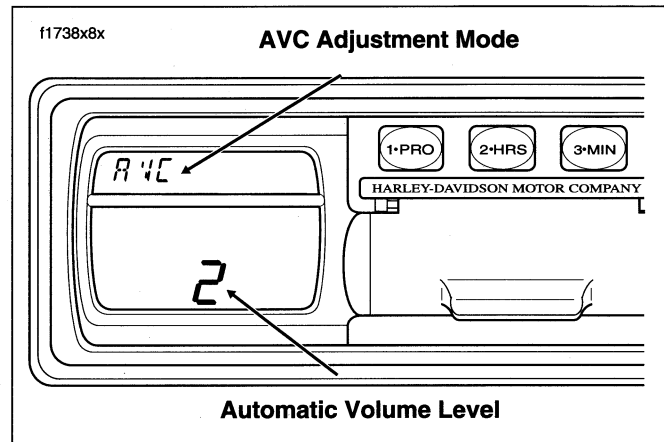


Figure 48. Adjust Automatic Volume Control

NOTES

3. See Figure 46. To ramp the AVC up, press the Mode Select Switch on the right handlebar in an upward direction (UP). To ramp the AVC down, press the switch in a downward direction (DN). Although the factory presets the volume level at number "2," it is adjustable from "0" (AVC least aggressive) to "4" (AVC most aggressive). Any adjustment affects the AVC schedules of external speakers.
4. After making the desired change, push the LO/DX button until the system reverts back to normal radio operation. The Diagnostic mode also can be exited by simply turning the Ignition/Light Key Switch to OFF.

AM VERSUS FM RECEPTION

There are two basic types of commercial radio broadcasting: AM (Amplitude Modulation) and FM (Frequency Modulation). AM radio has a number of advantages, which include large signal reception ranges (up to 100 miles or more), fairly constant signal reception (which is important in a moving motorcycle), and a large selection of stations. One of the greatest disadvantages of AM radio is its susceptibility to power line and electrical storm interference, which is often heard as loud popping and crackling noises. When the receiving signal drops below the minimum level, it is normal for the receiver to pick up some electrical interference.

There are many advantages to FM radio, such as high fidelity sound, the ability for stereo signals to be broadcast, an increasingly wide range of broadcasting formats, and a signal that is virtually free of unwanted interference. Because FM radio waves reflect, reception is often possible under bridges and in tunnels where AM reception is not possible. However, because of this same characteristic, FM radio waves are easily blocked by tall buildings or large hills.

The greatest disadvantage of FM radio is its broadcast range. The usual range of an FM station is 25 miles or less. This is caused by the fact that FM radio waves travel through space in straight lines, often referred to as "Line of Sight." The earth's ionosphere is penetrated by FM signals. Thus, FM signals cannot be received beyond the horizon. The iono-

sphere reflects AM radio waves which is the reason for AM's long range. FM radio receivers require a certain minimum level of signal strength to provide noise free reception. As the distance between your motorcycle and the station to which you are tuned increases, the FM signal becomes weaker, performance decreases and interference becomes increasingly noticeable. When the receiving signal drops below the minimum level, it is normal for the receiver to pick up electrical interference, such as ignition noise from surrounding vehicles, electric signs, power lines, etc., which may interfere with or completely drown out the FM station to which you are tuned.

When riding in the outer limits or "fringe" area of an FM station's broadcast area, the reception may fade out completely or flutter in and out when objects pass between the station's transmitter and your motorcycle. The rate at which the flutter occurs is dependent on your motorcycle speed in passing the objects. This phenomenon is most noticeable when riding through hilly or mountainous terrain.

Your receiver has circuits which minimize, and in many cases, eliminate the flutter due to weak stereo signals. The circuits detect weak stereo signals and automatically blend to the stronger FM Mono mode. The transition is smooth and flutter free because it occurs over a range of signal conditions, rather than a minimum threshold, as in all other FM Mono/Stereo receivers.

LOCAL/DISTANT SWITCH

See Figure 41. The two-position Local/Distant (LO/DX) push-button on the front panel alternates between Local and Distant modes. The letters "LO" or "DX" appear in the lower portion of the LCD display to indicate the mode selected. The LO/DX push button functions as follows:

Local: Reduces the sensitivity of the radio receiver, thus allowing quieter receiver operation (which may result in a lack of available signals). Can improve performance in urban areas.

Distant: Increases the sensitivity of the radio receiver to pick up weak signals. At times, this may mean more noise and unwanted signals. Performance can improve in rural areas.

Table 23. Local/Distant Switch

LOCAL MODE	DISTANT MODE
Sensitivity of receiver reduced	Sensitivity of receiver increased
Strong signals	Weak signals
Less Noise	More noise

RADIO FUSE REPLACEMENT

If it is necessary to replace the radio fuses, carefully follow the procedures below or see your Harley-Davidson dealer for service.

1. Place the Ignition/Light Key Switch in the OFF position.
2. Raise lid of left side saddle bag. Grasp bail wire inside saddlebag and rotate each stud a full 1/4 turn in a counter-clockwise (CCW) direction. Remove bail head studs with flat washers. Remove saddlebag.
3. See Figure 49. Gently pull side cover from frame down-tubes (no tools required). Radio fuses are located in the fuse block.
4. Pull fuse blocks from tabs on mounting panel. Tabs on panel fit into slots on each side of fuse block cover. To remove cover, raise latches slightly to disengage tabs on fuse blocks.
5. See Figure 50. Locate the two radio fuses in the front fuse block.
 - The 10 amp fuse allows power to the radio through activation of an internal relay.
 - The 15 amp fuse provides direct and continuous power to the radio memory and time-of-day clock, and when the internal relay is activated, feeds the main circuits of the radio as well.

6. Remove the appropriate fuse and inspect the element. Replace the fuse if the element is burned or broken. Automotive type ATO fuses are used.

NOTE:

Two spare fuses (both a 10 amp and 15 amp) can be found in the fuse block cover.

CAUTION

Always use replacement fuses that are of the correct type and value. Use of incorrect fuses can result in damage to electrical systems.

7. Slide cover over fuse blocks until latches fully engage tabs on blocks. Slide fuse blocks into position on mounting panel. Tabs on panel fit into slots on each side of fuse block cover.
8. Align barbed studs in side cover with grommets in frame downtubes and push firmly into place (no tools required).
9. Position left side saddlebag on vehicle. Place flat washers on bail head studs. Insert stud through holes in saddlebag and front mounting bracket. When groove on stud engages wire form of spring plate on inboard side of bracket, turn stud clockwise (CW) a full 1/4 turn until it snaps in place. Install rear bail head stud in the same manner.

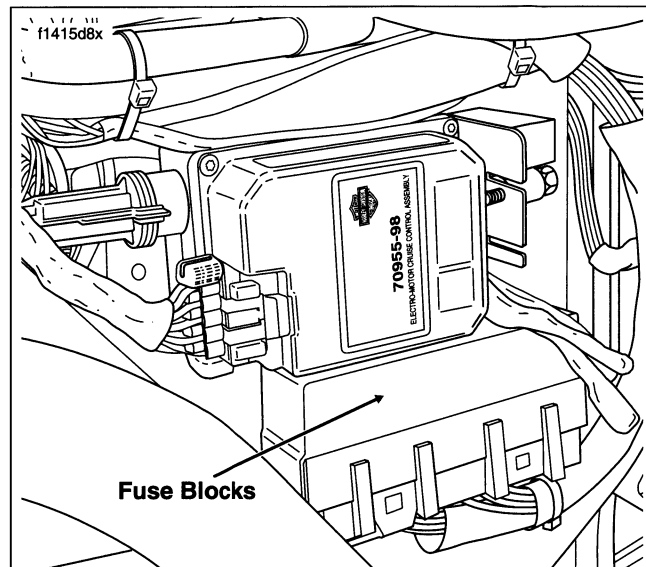


Figure 49. Left Side Cover Removed

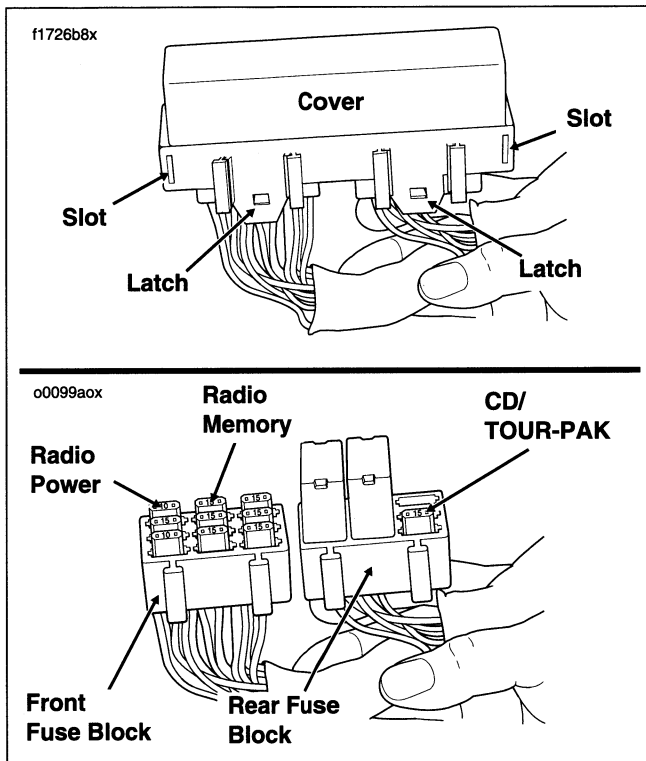


Figure 50. Fuse Blocks

CD CHANGER

See Figure 51. The CD Changer for the Screamin' Eagle® Road Glide® motorcycles is located inside the TOUR-PAK.

- **Full Floating Isolation:** The CD Changer is mounted to absorb normal vibration when riding. **Mistracking** may occur when riding on an extremely rough road. The CD Changer will not be damaged by mistracking, however since it is offensive to the ear, stop playback and restart the CD Changer when you reach a road that is in good condition.
- CD Operations are controlled by switches on the handlebars or with the CD Controller in the TOUR-PAK.
- The CD Magazine holds 12 compact discs for your listening enjoyment and ease of loading the magazine into the changer.
- **Auto CD Acknowledge:** When the CD Magazine is initially installed into the changer, the changer will cycle through the stack until the first disc is recognized. Once the changer recognizes a slot without a CD, the changer will not cycle through that slot until the magazine is ejected and reinstalled.

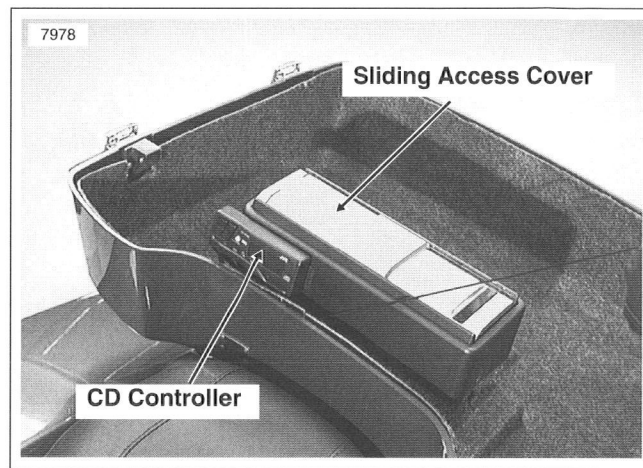


Figure 51. CD Changer In TOUR-PAK

Specifications

Table 24. CD Changer

Frequency Response	5-20,000 Hz
Dynamic range	93 dB
S/N Ratio	96 dB
Distortion	0.006%
Wow & Flutter	less than measurable limit
Strong Signal Distortion (Input 2V)	5 % (+5)
S/N Ratio, Large Signal	55 dB minimum
Operating Voltage	14.4v DC (11-16v Range)
FM Modulator Box	88.1-89.9 MHz 0.2 MHz steps

Handlebar Switch Functions

MODE SEL: AM-FM-WB-TAPE-CD: With the radio ON, press the Mode Select Switch to sequence between the AM, FM and WB bands, tape, and CD. The front panel on the radio LCD display indicates the selected mode.

CD: The CD switch changes discs by pressing the switch left and changing disc tracks by pressing the switch right.

AUDIO +/-: Press the Audio Control Switch UP to raise (+) or DOWN lower (-) volume, bass, or treble when in CD mode.

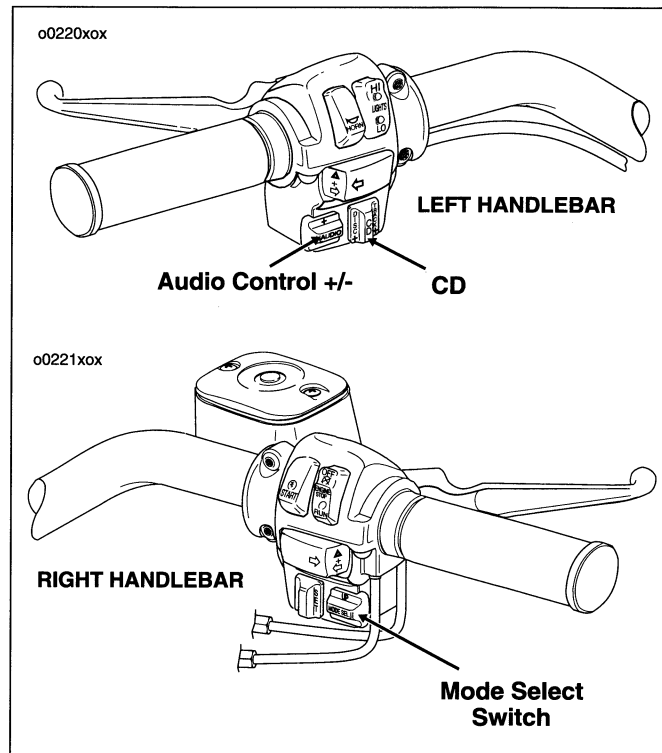


Figure 52. CD Changer Handlebar Controls

CD Magazine

- The CD Magazine holds twelve 5 in. (12cm) CD discs.

Magazine And Disc Handling

- Do not carry the magazine with its inserting slot facing down so that the CD's do not drop.
- Always keep the twelve disc trays loaded in the magazine.
- When sliding the disc trays out or in to place CD's, hold the magazine horizontally so as not to drop CD's.
- Without pulling out the disc trays from the magazine, do not insert CD's. Never place CD's directly into the magazine.
- Do not expose the magazine to high temperatures or direct sunlight.
- Do not disassemble the magazine.
- Take care not to drop or hit the magazines. Do not apply excessive pressure to the disc trays which have been removed from the magazines.
- Never apply solvents such as benzine or thinner to the magazine or trays. These solvents may erode their surfaces.

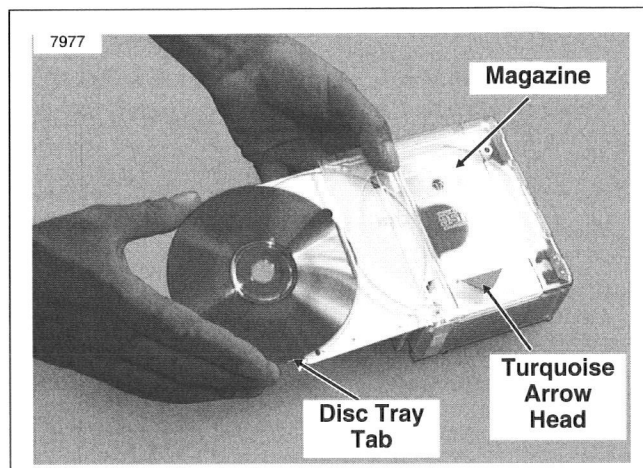


Figure 53. CD Magazine

Magazine Loading

1. See Figure 54. Slide the disc tray partly out from the magazine until it stops.
2. Place a CD on the disc tray with the label side UP.

NOTE:

Do not touch the recorded surface of the CD (shiny side, opposite to the label) when handling CD's.

3. Align the disc tray with the grooves in the magazine, and push the disc tray all the way in, until the tray "clicks" in place.

NOTE:

Check that the disc tray is securely inserted into the magazine. If the CD becomes disengaged from the disc tray, reposition it on the disc tray.

- Repeat step 1 thru 3 for the other 11 ea. disc trays.

CD Storage

- Make sure to keep CD's in their cases. If discs are stacked on top of one another without their cases, they may be damaged.
- Do not put CD's where they will be exposed to sunlight or in a place subject to high temperatures and humidity. Avoid leaving CD's in your motorcycle.

Magazine Insertion

NOTE:

1. See Figure 54. Slide the CD Changer cover toward the left side of the motorcycle to open.
2. Insert the CD Magazine into the CD Changer loading slot with the disc tray tabs facing the right side of the motorcycle and the **turquoise arrow head** on the CD Magazine facing DOWN (toward the bottom of the TOUR-PAK) and forward.
3. Slide the CD Changer access cover toward the right side of the motorcycle to close.

NOTE:

The CD Changer access door covering the loading slot must be kept closed except when changing the magazine.



Do not insert your hands or any foreign object into the loading slot. Doing so may result in minor or moderate injury.

Magazine Removal

1. Open the TOUR-PAK lid.
2. Slide the CD Changer access cover toward the right side of the motorcycle to expose the EJECT push button.
3. See Figure 54. Push the EJECT button and the magazine ejects from the loading slot. Remove the CD Magazine.

WARNING

The CD Changer uses invisible laser radiation and is equipped with safety switches which prevent laser radiation emission when unloading the CD Magazine and the safety interlocks have failed or are defeated.

Avoid direct exposure to the laser beam. Do not open the top cover to the CD Changer. There are no user serviceable parts inside. Have the CD Changer serviced by a qualified service technician.

Failure to have the CD Changer serviced by a qualified service technician could result in death or serious injury.

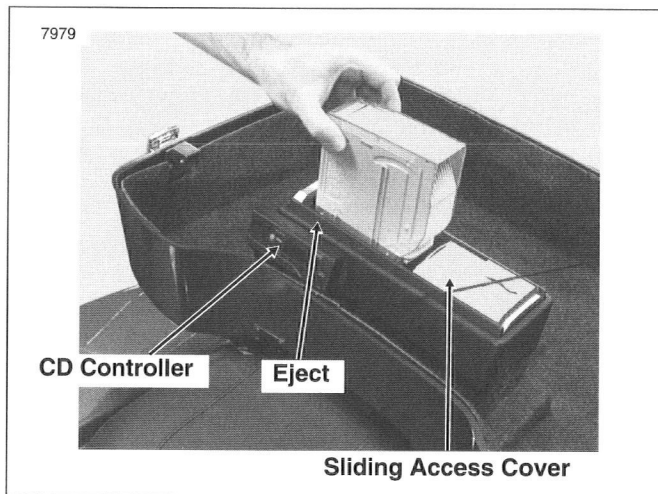


Figure 54. CD Changer In TOUR-PAK

CD Controller

See Figure 51. The CD Controller is located inside the TOUR-PAK and is mounted to the side of the CD Changer trim piece with a Velcro strap. Power is controlled by the turning the Ignition/Key Light Switch to IGNITION or ACCESS position.

1. **+/-** (Disc Select): Push and release to select next CD in magazine for play.
2. Skip/Search/Level/Frequency Control: Skip to next track on disc.
3. **BBE** (Level): Not applicable.
4. Display Window: Displays disc playing and track number.
5. **ON**: Turns the CD Controller ON.
6. **RND** (Random): Selects and plays random tracks on individual CD's in magazine.
7. **RPT/F.SEL** (Repeat/Frequency Select): Repeats selected disc and track until +/- (Disc Select) is pressed.
8. **INT** (Intro): Plays first 15 seconds of all tracks on all discs in magazine.
9. Microprocessor Reset: Depress recessed button with pen or similar instrument. See Troubleshooting.

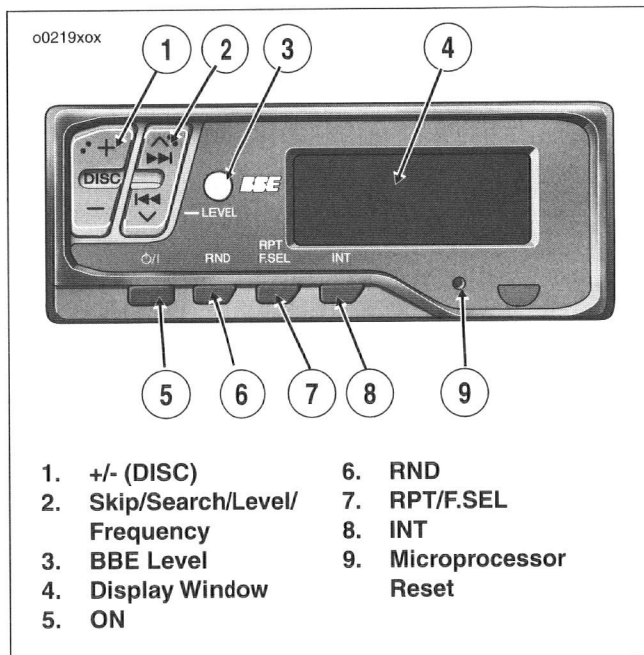


Figure 55. CD Controller

CD Controller Display Window

NOTES:

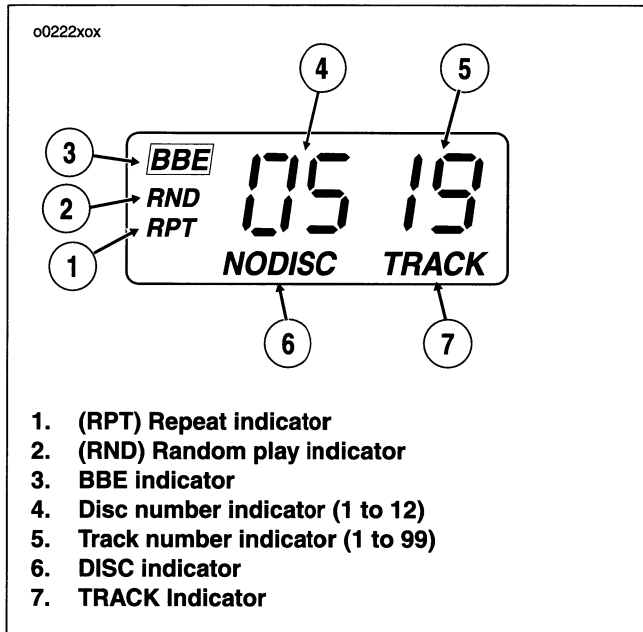


Figure 56. CD Controller Display Window

Operation

WARNING

Do not operate the CD Controller or remove CD Magazine from CD Changer (both located inside the TOUR-PAK) while riding. Operating either the CD Controller or removing CD Magazine while riding can lead to loss of vehicle control resulting in death or serious injury.

1. Turn the Ignition/Light Key Switch to IGNITION or ACCESS position.
2. Press the POWER button on the lower right side of the front Receiver panel of the radio.
3. See Figure 52. Select "CD" on the receiver by pushing the MODE SEL switch on the right handlebar.

NOTE:

DC power is supplied to the CD Changer as long as the motorcycle battery is connected. If the battery is disconnected, the above procedure will need to be repeated.

4. Open the TOUR-PAK lid and turn the CD Controller ON by pressing the CD Controller ON button (see Figure 55.).
 - The CD Changer will select the first tray in the magazine which contains a disc, and start playing after approx. 10-15 seconds.

5. See Figure 52. Adjust the volume with the Audio Control Switch on the left handlebar switch assembly. Push the Audio Control Switch UP (+) to raise the volume, DOWN (-) to lower the volume. Volume level is displayed on the receiver display.

- Pushing the Audio Control Switch IN and releasing will allow you to additionally select either bass or treble for your listening enjoyment. Adjustment is the same as volume.

NOTE:

Separate volume is maintained for each of three audio sources, so the volume being adjusted is always for the currently selected function, whether it happens to be music (radio or CD). When a new function is selected, the last volume setting for that audio source is recalled.

6. The CD Switch on the left handlebar will advance the CD Changer to the **next available disc** by moving the switch to the left.
7. The CD Switch on the left handlebar will advance to the **next track** on the CD by moving the switch to the right.

Disc Selection to CD Changer Memory

There are openings in the bottom of the disc trays through which the CD Changer senses if a disc is in a particular tray.

- When a magazine has been inserted into the CD Changer, the CD memory will be erased. The CD Changer will search all twelve trays (starting with #1) for a tray containing a disc. If a disc is found in a tray, the CD Changer will play the disc, and “remember” which numbered tray the disc is in.
- When the disc is finished playing or the CD button is pushed on the left handlebar, the CD Changer will then search for the **next** tray containing a disc. (There will be a pause while the CD Changer is searching through trays which do not contain a CD.) Upon finding a disc in a tray, the CD Changer will play the disc and “remember” which numbered tray the disc is in. This process will continue until all twelve trays are searched.
- After the CD Changer searches the twelfth tray for a disc or the compact disc in the twelfth tray has finished playing, the CD Changer returns to the beginning of the magazine and starts playing the first CD disc “remembered” on the first pass through the twelve trays and any other trays which have discs in them. The CD Changer will bypass any trays not containing a disc.

NOTES:

- *The CD changer will “remember” trays which contain discs, even when the IGNITION switch or the CD Controller is turned off.*
- *When the magazine is removed, the CD Changer memory is lost. When the magazine is reinstalled, the first pass search for trays with discs will be repeated. The CD Changer will “remember” which trays have discs and which trays are empty and access only trays with discs in them.*

Eject

NOTE:

DC power is supplied to the CD Changer as long as the battery is connected.

1. Eject the CD cassette by pressing the EJECT button.
2. Holding in the EJECT button for a few seconds resets the CD Changer Memory program.

NOTE:

Normally do not press and HOLD the EJECT button.

Floating Isolation Selector

The CD Changer is mounted to absorb normal vibration when riding. There are two floating isolation selectors at each end of the CD Changer and are factory set. Both selector switches should be set to the 12 o'clock position, as shown in Figure 57.

Troubleshooting

- The system is designed for operation with 12v DC, negative ground electrical systems.
- You may need to also reset the CD Changer when power is interrupted from the CD Changer (i.e. Battery removal/disconnection from the motorcycle), or the CD Changer is functioning erratically. Press the reset button on the CD Changer, with the Ignition/Light Key Switch in the IGNITION or ACCESS position, and the CD Controller ON.

Magazine Cannot Be Ejected

1. When a magazine cannot be ejected, push in the magazine and play the 12th compact disc once more.
2. When play has ended, slide the CD Changer access cover toward the right side of the motorcycle to expose the EJECT push button.
3. See Figure 54. Push the EJECT button and the magazine should eject from the loading slot. Remove the CD Magazine.
4. If the above procedure in steps 1 thru 3 does not eject the magazine, then:
 - See Figure 57. Peel off the protective seal over the compulsory eject hole.
 - Put a blunt instrument (i.e. a screwdriver) into the hole to release magazine.
 - If you are still unable to eject the magazine, replace the protective seal and consult your Harley-Davidson Dealer for service.

IMPORTANT NOTE:

See Figure 57. Do not change the 12 o'clock position of the Floating Isolation Select Switch on the CD Changer. The switch setting is preset at the factory

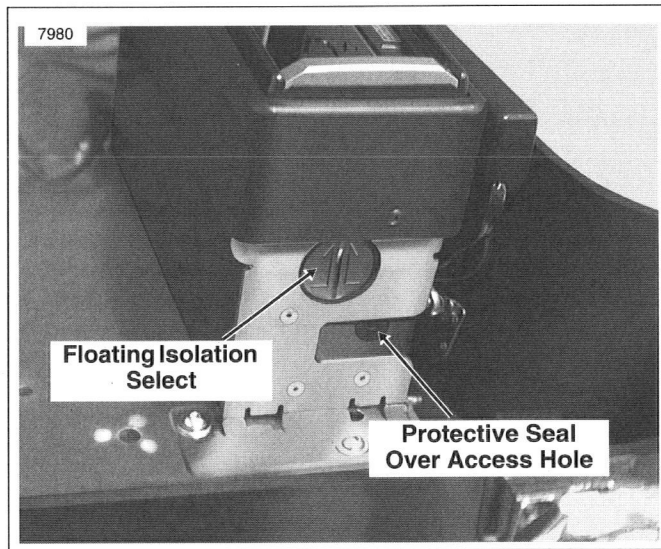


Figure 57. CD Changer Compulsory Eject Hole

NOTES

OPERATING MAINTENANCE

WARNING

For your personal welfare and safety, all the listed service and maintenance recommendations should be performed. Lack of regular maintenance at the suggested intervals may affect the safe operation of your motorcycle which could result in death or serious injury.

Good maintenance means a safe vehicle. A careful check of certain equipment must be made after periods of storage and frequently between the regular service intervals to determine if additional maintenance is necessary.

The following items should be checked:

1. Tires for correct pressure, abrasions or cuts.
2. Belt and primary chain for proper tension.
3. Brakes, steering and throttle for responsiveness.
4. Brake fluid level and condition. Hydraulic lines and fittings for leaks. Also, check brake pads and discs for wear.
5. Cables for fraying or crimping and free operation.
6. Engine oil, primary chain case and transmission fluid levels.

7. Wheel spoke tightness, if applicable.
8. Headlamp, tail lamp, brake lamp and directional lamp operation.

BREAK-IN MAINTENANCE

NOTE:

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

See MAINTENANCE SCHEDULING section. After a new motorcycle has been ridden its first 1000 miles (1600 km), it should be taken to the Harley-Davidson dealer from whom it was purchased for initial service operations. If it is impossible to take the motorcycle to a dealer at the mileage intervals noted, the owner should give the following checklist attention, or arrange to have it checked. In addition, take the motorcycle to your Harley-Davidson Dealer for more complete servicing as soon as it is convenient.

ENGINE LUBRICATION

Engine oil is a **major** factor in the performance and service life of the engine. **Always** use the proper grade of oil for the lowest temperature expected before the next scheduled oil change.

See Table 25. If it is necessary to add engine oil and Harley-Davidson® oil is not available, use an oil **certified** for diesel engines.

CAUTION

Do not switch oil brands indiscriminately because some oils interact chemically when mixed. Use of inferior oils or non-detergent oils can damage the engine.

Acceptable diesel engine oil designations include:

- CE
- CF
- CF-4
- CG-4

The preferred viscosities for the diesel engine oils, in descending order are:

- 20W-50
- 15W-40
- 10W-40

At the first opportunity, see a Harley-Davidson Dealer to change back to 100 percent Harley-Davidson oil.

Engine Oil Table

Table 25. Recommended Engine Oils

Harley-Davidson Type	Viscosity	Harley-Davidson Rating	Lowest Ambient Temperature	Cold Weather Starts Below 50°F (10°C)
HD Multi-grade	SAE 10W40	HD 360	Below 40°F (4°C)	Excellent
HD Multi-grade	SAE 20W50	HD 360	Above 40°F (4°C)	Good
HD Regular Heavy	SAE 50	HD 360	Above 60°F (16°C)	Poor
HD Extra Heavy	SAE 60	HD 360	Above 80°F (27°C)	Poor

CHECKING OIL LEVEL

CAUTION

Oil level cannot be accurately measured on a cold engine. For pre-ride inspection, with motorcycle leaning on jiffy stand on level ground, oil should register on dipstick between arrows when engine is cold. Do not add oil to bring the level to the **FULL** mark on a **COLD** engine.

CAUTION

Do not allow hot oil level to fall below lower mark on dipstick. Doing so may result in equipment damage and/or equipment malfunction.

CAUTION

Do not overfill oil tank. Doing so may result in oil carry-over to the air cleaner leading to equipment damage and/or equipment malfunction.

- Check engine oil supply at each complete fuel refill.
- Oil should be changed after the first 1,000 miles (1,600 km) for a new engine, and thereafter at 5,000 (8,000 km) mile intervals in normal service at *warm or moderate* temperatures.

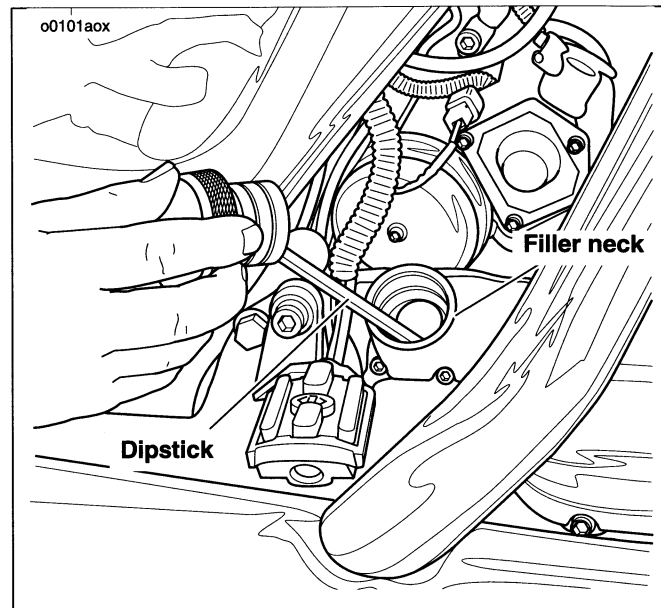


Figure 58. Dipstick Location

- Oil change intervals should be shorter in cold weather - See **MAINTENANCE AND LUBRICATION**, Winter Lubrication section.

Oil Level COLD Check

Perform engine oil level **COLD CHECK** as follows:

1. See Figure 58. With the vehicle resting on the jiffy stand on level ground, wipe off the dipstick and insert it back into the oil pan with the plug pushed **completely** into the fill spout.
2. See Figure 59. Remove the dipstick and note the level of the oil. Oil level should register between the two arrows on the dipstick.

NOTE:

*If oil level is at or below the lower arrow, add only enough oil to bring the level **between** the two arrows on the dipstick.*

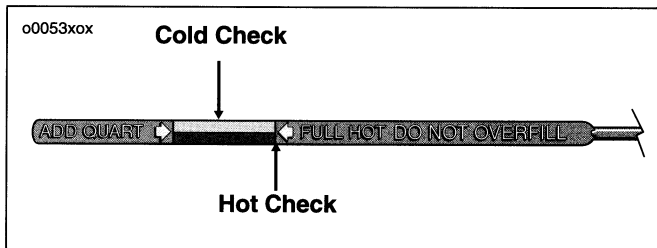


Figure 59. Engine Oil Level

Oil Level HOT Check

Perform engine oil level **HOT CHECK** as follows:

1. Ride motorcycle until engine is at normal operating temperature.
2. With the vehicle resting on the jiffy stand on level ground, allow engine to idle for 1-2 minutes. Turn engine off.
3. See Figure 58. Wipe off the dipstick and insert it back into the oil pan with the plug pushed **completely** into the fill spout.
4. See Figure 59. Remove the dipstick and note the level of the oil. Add only enough oil to bring the level to the FULL mark on the dipstick. **Do not overfill.**
5. Start engine and carefully check for oil leaks around drain plug and oil filter.

Engine oil level should be checked **only** when engine is at normal operating temperature.

NOTE:

The engine will require a longer warm up period in colder weather.

CHANGING ENGINE OIL AND FILTER

NOTE:

Change engine oil and filter after first 1,000 miles (1600 km) of service and then seasonally or at 5,000 mile (8000 km) intervals thereafter. If motorcycle is ridden hard, under dusty conditions or in cold weather, change engine oil and filter more often.

1. Ride motorcycle until engine is at normal operating temperature.

OR

With the vehicle resting on the jiffy stand on level ground, allow engine to idle for 1-2 minutes. Turn engine off.

WARNING

Ensure NO engine oil gets on rear tire, wheel or brakes when changing engine oil. Traction will be adversely affected which could result in loss of control of the motorcycle and death or serious injury.

2. Locate oil filler plug/dipstick on the right side of vehicle at top of transmission case. To remove oil filler plug, pull steadily while moving plug back and forth.

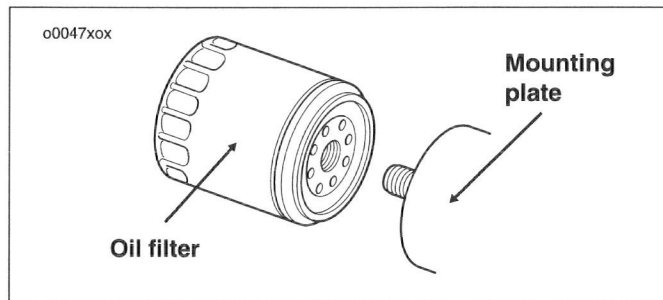


Figure 60. Engine Oil Filter

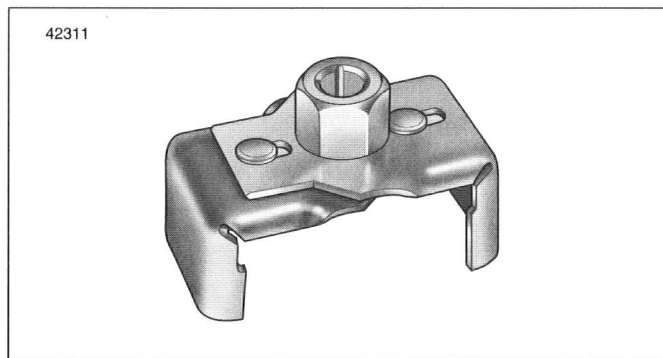


Figure 61. Oil Filter Wrench

3. Locate oil drain plug at front left side of the oil pan. Remove the oil drain plug and allow oil to drain completely.
4. Inspect the oil drain plug O-ring for cuts, tears or signs of deterioration. Replace as necessary
5. Remove the oil filter as follows:
 - a. See Figure 61. The OIL FILTER WRENCH (Part No. **HD-42311**) allows easy removal of the oil filter without risk of damage to the crankshaft position sensor or cable.
 - b. Place the jaws of the wrench over the oil filter with the tool oriented vertically.
 - c. See Figure 62. Using a 3/8 inch drive with a 4 inch extension, turn wrench in a counterclockwise (CCW) direction. **Do not use with air tools.**

IMPORTANT NOTE:

Dispose of oil and oil filter in accordance with local regulations.

6. Clean filter gasket contact surface on mounting plate (surface should be smooth and free of any debris or old gasket material).
7. See Figure 63. Apply a thin film of oil to gasket contact surface on mounting plate, gasket and **new** oil filter.

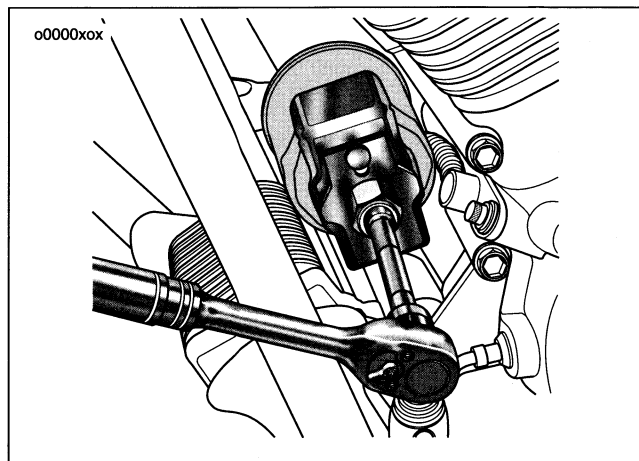


Figure 62. Engine Oil Filter Removal

NOTES:

- 1550 (EFI) equipped vehicles require the **new** (chrome) premium oil filter (Part No. **63798-99**).
- If the (chrome) premium oil filter (Part No. **63798-99**) is unavailable, the (black) premium oil filter (Part No. **63731-99**) may be substituted as a replacement.

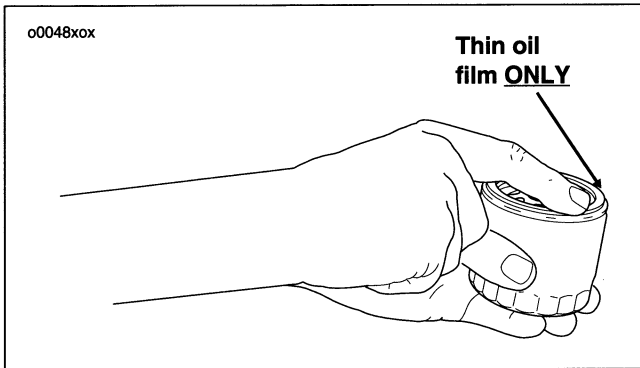


Figure 63. Applying Thin Oil Film

- Hand tighten oil filter 1/2-3/4 turn after gasket first contacts filter mounting surface. Do **NOT** use OIL FILTER WRENCH (Part no. **HD-42311**) for oil filter installation.
- Install engine oil drain plug with O-ring. Tighten oil drain plug to 14-21 ft-lbs (19.0-28.5 Nm).

Adding Engine Oil

- With vehicle resting on jiffy stand, add 3-1/2 quarts (3.3 liters) engine oil as specified in Table 25.

NOTE:

Use the proper grade of oil for the lowest temperature expected before the next oil change.

CAUTION

Oil level cannot be accurately measured on a cold engine. For preride inspection, with motorcycle leaning on jiffy stand on level ground, oil should register on dipstick between arrows when engine is cold. Do **NOT** add oil to bring the level to the **FULL** mark on a **COLD** engine.

- Perform engine oil level **COLD CHECK**. See CHECKING OIL LEVEL, Oil Level COLD Check section.
- Perform engine oil level **HOT CHECK**. See CHECKING OIL LEVEL, Oil Level HOT Check section.
- Start engine and **carefully** check for oil leaks around drain plug and oil filter.

WINTER LUBRICATION

NOTES

Combustion in any engine produces water vapor. When starting and warming up in cold weather, much of the vapor condenses to water on the relatively cool metal surfaces. If the engine is driven enough to get the crankcase thoroughly warmed up frequently, most of this water is again vaporized and blown out through the breather.

A moderately driven engine, making only short runs and seldom getting thoroughly warmed up, is likely to accumulate an increasing amount of water in the oil tank. In freezing weather this water will become slush or ice and if allowed to accumulate too long, may block the oil lines and cause damage to the engine.

Water mixed with oil forms sludge that is harmful to the engine and causes undue wear of various working parts.

NOTES:

- **During winter the oil change interval should be shorter than normal for all engines; any engine used only for short runs must have oil drained frequently along with a thorough tank flush-out before new oil is put in tank.**
- **The further below freezing the temperature drops, the shorter the oil change interval should be.**

TRANSMISSION LUBRICATION

Checking Transmission Lubricant

The transmission lubricant level should be replaced at the 1,000 mile (1,600 km) service interval, and at every 5,000 mile (8,000 km) service interval thereafter.

NOTE:

When checking the transmission lubricant level, motorcycle should be standing STRAIGHT UP, not leaning on the jiffy stand. Keep motorcycle upright for a short period of time to equalize lubricant level in the transmission compartments.

When the engine reaches normal operating temperature, turn the engine off and position motorcycle STRAIGHT UP and LEVEL.

1. See Figure 64. Remove the transmission filler/plug dipstick from the clutch release cover on the right side of the transmission case.
1. Check the O-ring for tears, cuts or general deterioration. Replace as necessary.
2. Clean dipstick.
3. Put dipstick filler plug back into hole, but do **not** screw in.

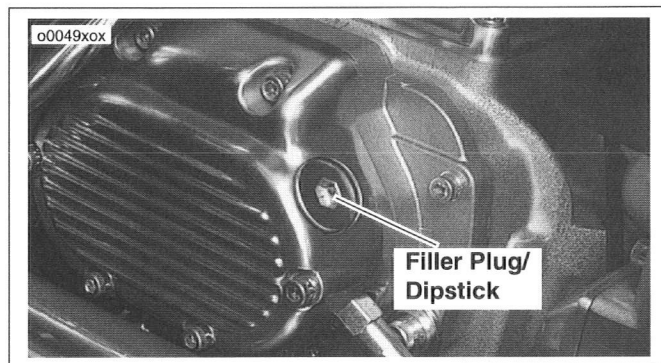


Figure 64. Transmission Case (Right Side)

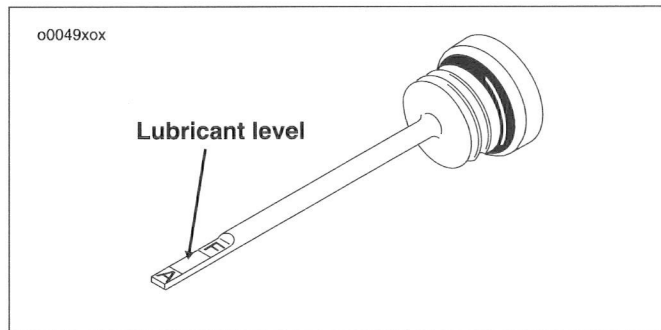


Figure 65. Transmission Filler Plug/Dipstick

4. See Figure 65. Remove dipstick and take reading.

NOTES:

- *Lubricant level should be between the two marks on the dipstick. Add lubricant if necessary.*
- *When filling the transmission, use Harley-Davidson TRANSMISSION LUBRICANT (Part No. 99892-84 (qt.) or 99891-84 (gal.)).*
- *Do **NOT** overfill or leakage may occur. The transmission fluid capacity is approximately 24 ounces.*

CAUTION

When draining and refilling the transmission, be careful that dirt and debris do not get into the case. Failure to do so may result in equipment damage.

5. Install the transmission filler plug/dipstick in the clutch release cover. Tighten the plug to 25-75 **in-lbs** (2.8-8.5 Nm).

Changing Transmission Lubricant

1. Locate transmission drain plug on the right side of the oil pan. Remove the magnetic plug and drain the transmission lubricant into a suitable container.

IMPORTANT NOTE:

Dispose of transmission lubricant in accordance with local regulations.

2. Remove any foreign material from the drain plug.
3. Check the O-ring on the drain plug for tears, cuts or general deterioration. Replace as necessary.
4. Install the transmission lubricant drain plug and tighten to 14-21 ft-lbs (19.0-28.5 Nm).

 WARNING

When draining or adding lubricant, exercise caution so that lubricant does not contact rear wheel, tire and brake components. Such contact can adversely affect traction and may lead to loss of vehicle control, which could result in death or serious injury.

5. Fill the transmission with 20-24 oz. (590-710 ml) of transmission lubricant or until the lubricant level on the dipstick of the filler plug is at the F(ULL) mark with the motorcycle in a level, upright position and the filler plug resting on the threads.

NOTES:

- Lubricant level should be between the two marks on the dipstick. Add lubricant if necessary.
- When filling the transmission, use Harley-Davidson TRANSMISSION LUBRICANT (Part No. **99892-84** (qt.) or **99891-84** (gal.)).

CAUTION

When draining and refilling the transmission, be careful that dirt and debris do not get into the case. Failure to do so may result in equipment damage.

6. Install the transmission filler plug/dipstick in the clutch release cover. Tighten the plug to 25-75 **in-lbs** (2.8-8.5 Nm).

⚠ WARNING

Ensure NO lubrication gets on rear tire, wheel or brakes when changing lubrication. Traction will be adversely affected which could result in loss of control of the motorcycle and death or serious injury.

PRIMARY CHAIN ADJUSTMENT

Primary (front) chain adjustment should be checked initially at 1,000 miles (1,600 km), every 5,000 miles (8,000 km) thereafter and serviced as necessary. If the chain is allowed to run loose, it will cause the motorcycle to jerk when running at low speed, and chain and sprockets will wear excessively. If this happens, see your Harley-Davidson Dealer or Service Manual for adjustment procedure.

PRIMARY CHAIN CASE LUBRICATION

Lubrication is a major factor in the performance and service life of the clutch components. Use appropriate Harley-Davidson chaincase lubricant for all operating temperatures. Chain case lubricant should be changed initially at 1,000 miles (8,000 km) and every 5,000 (8,000 km) miles thereafter.

- For model specific information regarding the primary chaincase capacity, refer to the appropriate Service Manual or see your Harley-Davidson Dealer.

CHECKING CHAIN CASE LUBRICANT

1. Position motorcycle STRAIGHT UP and LEVEL.
2. See Figure 66. Remove screws and washers that secure clutch inspection cover.

3. Remove clutch inspection cover carefully to avoid damaging quad ring or finish on cover.
 4. See Figure 67. Primary chain case lubricant should be at the bottom of the clutch diaphragm spring.
- Use only PRIMARY CHAIN CASE LUBRICANT (Part No. 99887-84).

CAUTION

When draining and refilling the primary chain case, be careful that dirt and debris do not get into the case. Failure to do so may result in equipment damage.

CAUTION

Replace quad ring if damaged or not sealing properly to avoid lubricant leakage. Failure to replace a damaged or nonsealing quad ring may result in equipment damage.

5. Replace clutch inspection cover and secure with screws.
6. Tighten clutch inspection cover to 50-70 **in-lbs** (5.6-7.9 Nm).

Check clutch adjustment every 5,000 miles (8,000 km). We recommend your Harley-Davidson Dealer perform these services for you.

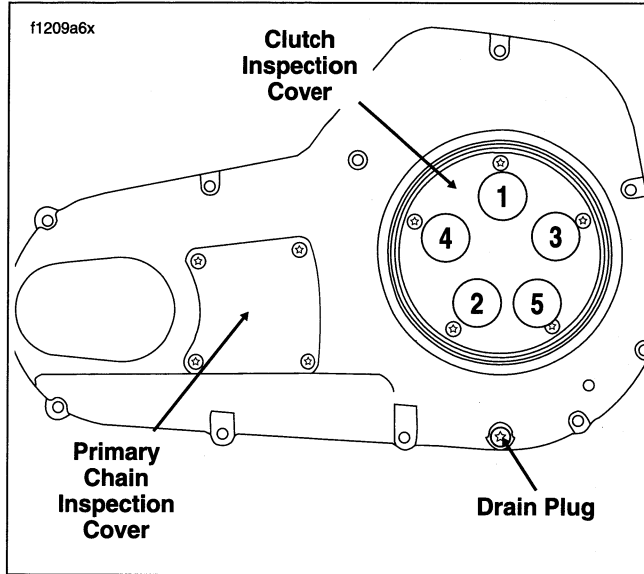


Figure 66. Primary Chaincase Cover

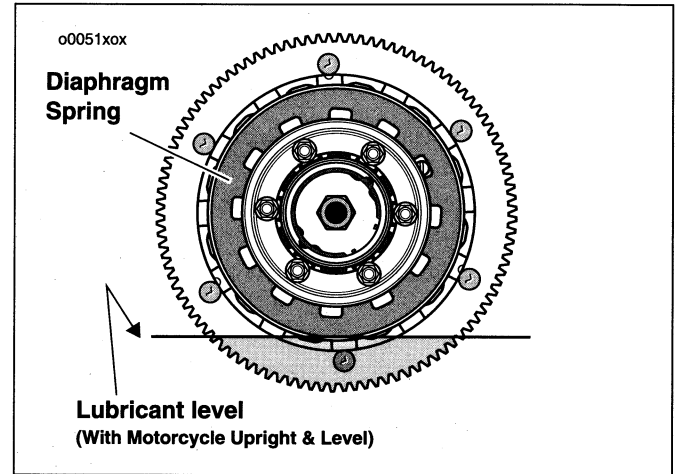


Figure 67. Lubricant Level

CHANGING CHAIN CASE LUBRICANT

1. See Figure 66. Using a T40 TORX® drive head, remove magnetic drain plug at bottom of primary chaincase cover.
2. Drain lubricant into suitable container.
3. Clean drain plug and install in primary chaincase cover. If plug has accumulated a lot of debris, inspect the condition of chaincase components.
4. Remove five allen head socket screws (with captive washers) to free clutch inspection cover from primary chaincase cover.
5. See Figure 67. Pour the proper amount and type of primary chaincase lubricant in through the clutch inspection cover opening.

With the vehicle standing upright, the level of the lubricant must be at the bottom edge of the diaphragm spring or 2-3/4 inches (69.8 mm) from the centerline of the clutch adjuster screw. The primary chaincase capacity is 32 ounces (946 ml). Use only Harley-Davidson PRIMARY CHAINCASE LUBRICANT (Part No. **99887-84** (quart) or Part No. **99886-84** (gallon))

CAUTION

Do not overfill the primary chaincase with lubricant. Overfilling may cause rough clutch engagement, incomplete disengagement, clutch drag and/or difficulty in finding neutral at engine idle.

WARNING

When draining or adding lubricant, exercise caution so that lubricant does not contact rear wheel, tire and brake components. Such contact can adversely affect traction and may lead to loss of vehicle control, which could result in death or serious injury.

6. Remove quad ring from groove in primary chaincase cover. Wipe all lubricant from the quad ring and inspect for cuts, tears or signs of deterioration. Replace as necessary.

7. Swab all lubricant from the quad ring groove. Install quad ring in primary chaincase cover with the nubs contacting the ring groove walls.

NOTE:

If lubricant is not thoroughly removed from both the quad ring and groove, compression of the quad ring during installation of the clutch inspection cover can cause lubricant to be squeezed to the outboard side of the ring groove, resulting in some temporary weepage around the inspection cover.

8. Install the five allen head socket screws to secure the clutch inspection cover to the primary chaincase cover. Alternately tighten screws to 84-108 **in-lbs** (9.5-12.2 Nm) in a crosswise (CW) pattern.

REAR DRIVE BELT

The rear drive (secondary) belt inner tooth surface has a thin coating of polyethylene. During initial operation, this coating will wear as it is burnished into the belt fabric. This is a normal condition and not an indication of belt wear.

Belt tension should be checked after the first 1,000 miles (1,600 km) and every 2,500 (4,000 km) miles thereafter.

- For model specific information regarding the rear drive belt, refer to the service manual or see your Harley-Davidson Dealer.

If belt requires adjustment, see your Harley-Davidson Dealer, or follow instructions given in the Service Manual.

Check rear brake caliper position on rear brake disc. Disc should run true within brake caliper.

WARNING

Align rear wheel and/or brake calipers when servicing motorcycle. A misaligned rear wheel and/or brake caliper could cause the rear brake disc to bind which could result in death or serious injury.

OIL APPLICATIONS

All control connections and parts, as indicated in the SCHEDULED MAINTENANCE TABLE section in the 2001 FLT Models Service Manual, should be oiled regularly, particularly after washing motorcycle or driving in wet weather.

CHASSIS LUBRICATION

Greasing

CAUTION

Do NOT switch brands/greases indiscriminately because some oils interact chemically when mixed. Use of inferior oils or non-detergent oils can damage the engine.

1. Use recommended special purpose grease for steering head bearings. Use a multipurpose chassis grease for other applications.
2. Remove and lubricate handlebar throttle control grip sleeve with fresh graphite every 5,000 miles (8,000 km), once each year, or when operation indicates lubrication is necessary.

3. Every 5,000 miles (8,000 km) lubricate throttle control cables, speedometer drive cable and clutch control cable. Lubricate front brake hand lever and clutch control hand lever only if necessary.
 4. Inspect rear swing arm pivot bushings.
 5. Pack the steering head bearings with fresh grease at 10,000 mile (16,000 km) intervals or every 2 years, whichever occurs first.
 6. Lubricate the jiffy stand mechanism with LOCTITE LUBRIPLATE® every 5,000 miles (8,000 km).
- For model specific information regarding the chassis lubrication, refer to the appropriate Service Manual or see your Harley-Davidson Dealer.

FRONT FORK OIL

Drain front fork oil and refill every 20,000 miles (32,000 km). If fork does not appear to be working properly or an appreciable amount of oil leakage should develop, see your Harley-Davidson Dealer. If there is insufficient oil in either side of fork, the rebound action will be incorrect.

CLUTCH

CAUTION

The clutch control cable must be oiled and adjusted every 5,000 miles (8,000 km) to compensate for lining wear. Failure to oil and adjust the clutch control cable may result in equipment damage.

The need for attention to clutch and controls will be indicated by the clutch slipping under load, or dragging when released. In this situation, the control cable adjustment should be the first thing to be checked. See your Harley-Davidson Dealer for proper service.

HYDRAULIC LIFTERS

Lifters are self-adjusting, hydraulic type. They automatically adjust length to compensate for engine expansion and valve mechanism wear, keeping 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, other than for a short period immediately after engine is started, valve mechanism becomes abnormally noisy, it is an indication that one or more of the hydraulic units may not be functioning properly.

Always check the oil supply in the oil pan first, since normal circulation of oil through the engine is necessary for proper operation of the hydraulic units.

If there is oil in the pan, the units may not be functioning properly because of dirt in the oil supply passages leading to the lifter units. See your Harley-Davidson dealer for service.

BRAKES

WARNING

Use both brakes evenly. Use of one brake accelerates wear and affects braking efficiency. Operation with excessively worn brakes can lead to brake failure which could result in death or serious injury.

WARNING

Brake pads must be inspected for wear every 2,500 miles (4,000 km). If you ride under adverse conditions, (steep hills, heavy traffic, etc.) a more frequent inspection at 1,000 miles (1,600 km) or less, is required. Worn brake pads could result in death or serious injury.

1. Every 2,500 miles (4,000 km), check brake pads and brake discs for wear.
 2. Every 5,000 miles (8,000 km), check the fluid level in the master cylinder reservoirs.
- Use only Harley-Davidson D.O.T. 5 SILICONE HYDRAULIC BRAKE FLUID (Part No. **99902-77**) approved for brake system use and available from your Harley-Davidson Dealer.

CAUTION

Direct contact of D.O.T.5 brake fluid with eyes may cause eye irritation, swelling, and redness. Avoid eye contact. In case of eye contact flush with large amounts of water and get medical attention. Swallowing large amounts of D.O.T.5 brake fluid may cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. **KEEP OUT OF REACH OF CHILDREN.**

WARNING

Use required tools, correct replacement parts and procedures when performing brake service. Since brakes are a critical safety item, we recommend that you see your Harley-Davidson Dealer for these services. Improper brake service could result in death or serious injury.

See Figure 68. Visual inspection of brake pads can be made without removing the caliper by viewing each caliper with the aid of a flashlight.

⚠ WARNING

Do not ignore routine maintenance schedules for brakes. Ignoring routine maintenance may cause diminished braking performance and/or brake system component damage, which could result in death or serious injury.

- If the friction material of outer brake pad is .04 in. (1.02 mm) thick or less, the pads must be replaced immediately.
- Always replace both brake pads in pairs.

The rear brake outer pad on all models can be measured from the caliper bracket side using a thin plastic 6 in. rule.

1. Place the rule against the brake disc through the space alongside the caliper.
- The outer surface of the brake pad backing plate should measure .04 in. (1.02 mm) or more away from the brake disc.
 - If it measures less than .04 in. (1.02 mm), replace both brake pads immediately.

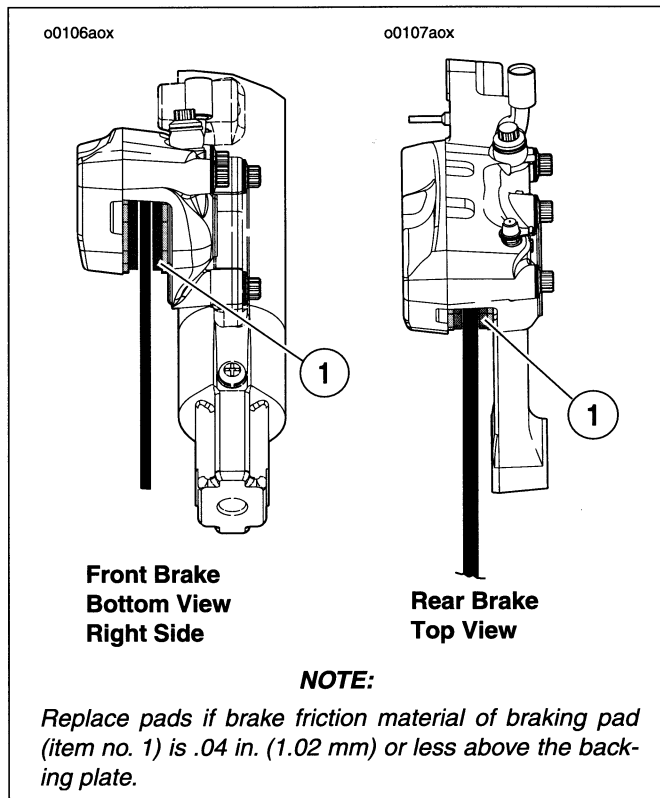


Figure 68. Brake Pads

AIR CLEANER

See Figure 69. The engine air cleaner is a paper/wire mesh air filter element.

Remove air cleaner cover and inspect filter element at least every 5,000 miles (8,000 km), or more often under dusty conditions.

The paper/wire mesh air filter element should be washed in luke warm water with a mild detergent.

WARNING

Compressed air can pierce the skin and cause injury. Never use your hand to check for leaks or to determine air flow rates. Wear safety glasses to shield your eyes from flying dirt and debris. Failure to comply could result in death or serious injury.

- Allow filter to either air dry or blow it dry, from the inside, with **low pressure** air.
- Do not use an air cleaner filter oil on the Harley-Davidson paper/wire mesh air filter element.

CAUTION

Secure filter placement before running engine. Failure to do so could draw debris into the engine and may result in equipment damage.

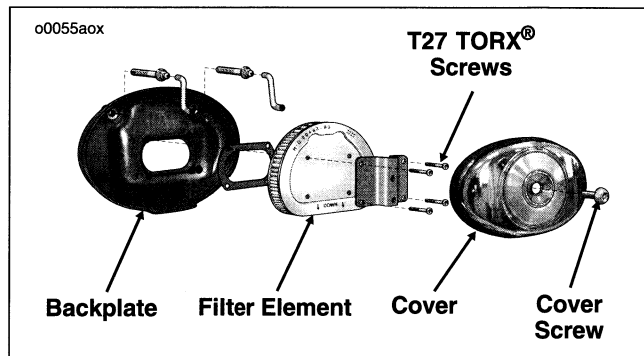


Figure 69. Air Cleaner (EFI)

TIRES

See SPECIFICATIONS, Tire Data section.

WARNING

Do not inflate tire beyond its maximum inflation pressure, as specified on tire sidewall. If tires are overfilled they could blow out while vehicle is in operation causing vehicle damage and death or serious injury.

- Be sure to keep tires properly inflated.
- Follow tire data for correct cold tire inflation pressures.
- Check before riding when tires are cold.
- Do **not** over-inflate tires.

WARNING

For your personal safety, the tires, rims and air valves must be correctly matched to wheel rims. See your Harley-Davidson Dealer. Mismatching tires, tubes, rims and air valves may result in damage to the tire bead during mounting, allow tire slippage on the rim and cause tire failure which could result in death or serious injury.

- Check inflation pressure and inspect tread for punctures, cuts breaks, etc., at least weekly if in daily use; or before each trip, if used occasionally.

WARNING

Riding with excessively worn, unbalanced or improperly inflated tires is hazardous; this will adversely affect traction, steering and handling which could result in death or serious injury.

- Same as original equipment tires should be used. Other tires may not fit correctly, could adversely affect handling, and may be hazardous to use.

WARNING

Use required tools, correct replacement parts and procedures when performing tire service. Since tires are a critical safety item, we recommend that you see your Harley-Davidson Dealer for these services. Improper tire service could result in death or serious injury.

 WARNING

Do not attempt to use damaged or punctured and repaired tire(s). Once a motorcycle tire has been damaged or punctured, it is unsafe to use and could result in death or serious injury.

 WARNING

A tire can be severely damaged and not show the damage externally. If you strike an object, such as a curb, at speed, internal damage may result which is not visible from the outside. Always remove and carefully inspect the inside as well as the outside of the tire for damage. Operating a motorcycle with damaged tires could result in death or serious injury.

VEHICLE ALIGNMENT

Isolation Mounted Engine Models

The stabilizer links and engine mounts should be checked for wear according to Service Manual procedures after the first 1,000 miles (1,600 km) and every 5,000 miles (8,000 km) thereafter.

Vehicle alignment is important. Vehicle stability is adversely affected if wheels are out of alignment. Major alignment of the front and rear wheel is partially controlled by one or two stabilizer links. One at the top of the engine and one at the front of the engine.

Vehicle alignment should be checked every 5,000 miles (8,000 km) and whenever the rear wheel is removed and installed or when the rear drive belt is adjusted.



Do not change the adjustment of the stabilizer link(s). Changing the adjustment as little as 1/3 turn could adversely affect motorcycle stability which could result in death or serious injury.

See your Harley-Davidson Dealer for this service.



Major vehicle alignment should be performed only by your Harley-Davidson Dealer using Service Manual procedures. Improper vehicle alignment will adversely affect motorcycle handling and stability, which could result in death or serious injury.

STEERING HEAD BEARINGS

WARNING

Adjustment of steering head bearings should be performed only by your Harley-Davidson Dealer using Service Manual procedures. Improperly adjusted bearings will adversely affect motorcycle handling and stability which could result in death or serious injury.

Check steering head bearings for proper bearing adjustment at 1,000 miles (1,600 km) and every 5,000 miles (8,000 km) thereafter. Bearings should be lubricated at 10,000 miles (16,000 km) intervals. With motorcycle front end raised off the floor, be sure front fork turns freely without any binding or interference and that there is no appreciable front to rear fork shake indicating excessive bearing looseness. Steering head bearings should be adjusted according to Service Manual procedure, if necessary.

REAR FORK PIVOT SHAFT

The tightness of the rear fork pivot shaft fastener should be checked after the first 1,000 miles (1,600 km) and every 5,000 miles (8,000 km) thereafter.

- For model specific information regarding the rear fork pivot shaft, refer to the appropriate Service Manual or see your Harley-Davidson Dealer.

SPARK PLUGS

NOTES

Check the spark plugs every 5,000 miles (8,000 km) and replace if necessary. Replace the spark plugs every 10,000 miles (16,000 km) on all models.

Disconnect spark plug cables from plugs by pulling on the molded connector caps. Connection is the simple snap-on type.

CAUTION

Do not pull on any electrical wires; this may damage the internal conductor causing high resistance and may result in minor or moderate injury.

Before installing spark plugs, the gap should be checked and adjusted if necessary to **0.038 - 0.043 in.** (.97-1.09 mm).

Be sure that your motorcycle has the correct spark plug:

- Use a **HD 6R12** spark plug.

Spark plugs must be tightened to the torque specified for proper heat transfer. Tighten spark plugs to 11-18 ft-lbs (14.9-24.4 Nm) torque, per spark plug

NOTE:

If a torque wrench is not available, tighten plugs finger tight; then tighten an additional one quarter turn with a spark plug wrench.

ALTERNATOR CHARGING RATE AND VOLTAGE REGULATOR

The alternator output is controlled and changed to direct current by the voltage regulator located at the front of the engine. The voltage regulator increases charging rate when battery is low or lamps are lit, decreases charging rate when no lamps are lighted and when battery charge is up.

NOTE:

This unit requires no interval attention. If any electrical system trouble is experienced that might be traceable to the alternator or voltage regulator, the motorcycle should be taken to your Harley-Davidson Dealer who has the necessary electrical testing equipment to give the required attention.

- For model specific information regarding the voltage regulator, refer to the Service Manual or see your Harley-Davidson Dealer.

CIRCUIT BREAKERS

All models have a main circuit breaker to protect the motorcycle wiring. Circuit breakers are self-resetting and automatically returns steady power to the circuit when an electrical fault that causes it to trip is found and corrected. If the electrical fault is not found and corrected, the breaker cycles on and off causing the motorcycle to operate erratically and eventually the battery will lose its charge.

For electrical problems, it is best to see your Harley-Davidson dealer who has necessary parts and equipment to perform electrical services.

FUSES

The Screamin' Eagle® Road Glide® (FLTRSEI2) model motorcycles have fuses located under left side cover.

If it is necessary to replace the fuse(s), carefully follow the procedures below or see your Harley-Davidson dealer for service.

CAUTION

Always use replacement fuses that are of the correct type and amperage rating. Use of incorrect fuses can result in damage to electrical systems.

Fuse Block Access

1. Place the Ignition/Light Key Switch in the OFF position.
2. Raise lid of left side saddlebag.
3. Grasp "bail head studs" inside saddlebag and rotate each stud a full 1/4 turn in a counterclockwise (CCW) direction.
4. Remove "bail head studs" with flat washers.
5. Remove saddlebag.
6. See Figure 70. Gently pull side cover from frame down-tubes (no tools required). The fuses are located in the fuse block.

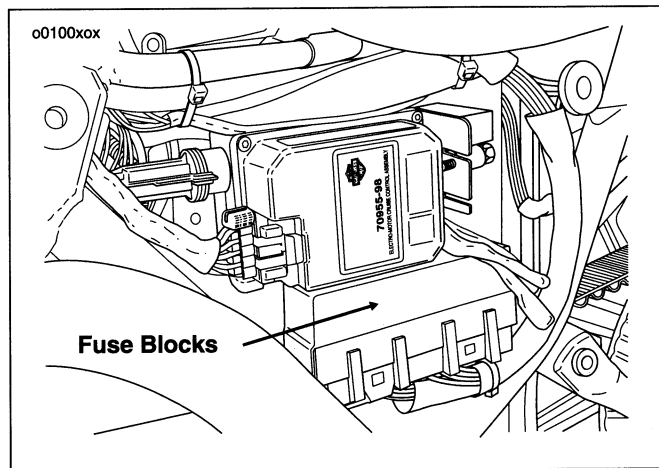


Figure 70. Left Side Cover Removed

Fuse Replacement

1. See FUSES, Fuse Block Access section.
2. Pull fuse blocks from tabs on mounting panel. Tabs on panel fit into slots on each side of fuse block cover.
3. To remove cover, raise latches slightly to disengage tabs on fuse blocks

NOTE:

Two spare fuses (one each: 10A & 15A) can be found in the fuse block cover.

CAUTION

Always use replacement fuses that are of the correct type and amperage rating. Use of incorrect fuses can result in damage to electrical systems.

4. Slide cover over fuse blocks until latches fully engage tabs on blocks.
5. Slide fuse blocks into position on mounting panel.

NOTE:

Tabs on panel fit into slots on each side of fuse block cover.

EFI Fuse Holder

See Figure 71. The EFI fuse holder is located on the right side of the motorcycle, under the right side cover.

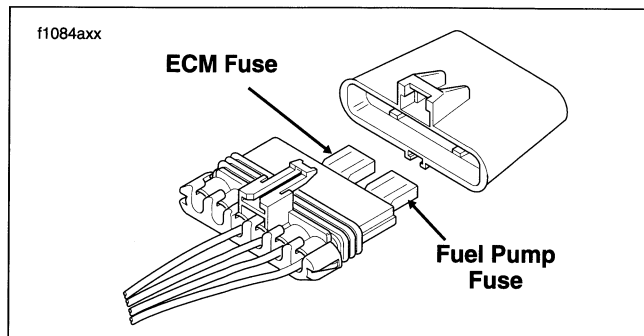
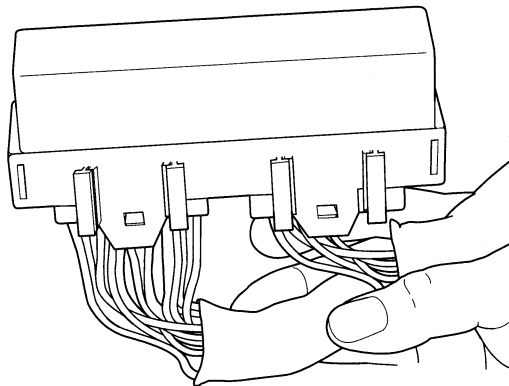


Figure 71. EFI Fuse Holder

Side Cover/Saddlebag Replacement

1. Align studs in side cover with grommets in frame down-tubes and push **firmly** into place (no tools required).
2. Carefully place saddlebag in position and align the anchor brackets on the saddlebag with the support bracket on the motorcycle.
3. Place flat washers on “bail head studs”.
4. Fasten “bail head studs” and washer by pushing into front support bracket and rotate 1/4 turn clockwise (CW).
5. Ensure “bail head studs” are **securely** fastened.

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- | | |
|-------------------|----------------------|
| 1. Brakes/Cruise | 8. Brake Light Relay |
| 2. Radio Power | 9. Lights |
| 3. TOUR-PAK Light | 10. Accessory |
| 4. Radio Memory | 11. P&A |
| 5. Instruments | 12. CD/TOUR-PAK |
| 6. Ignition | |
| 7. Starter Relay | |

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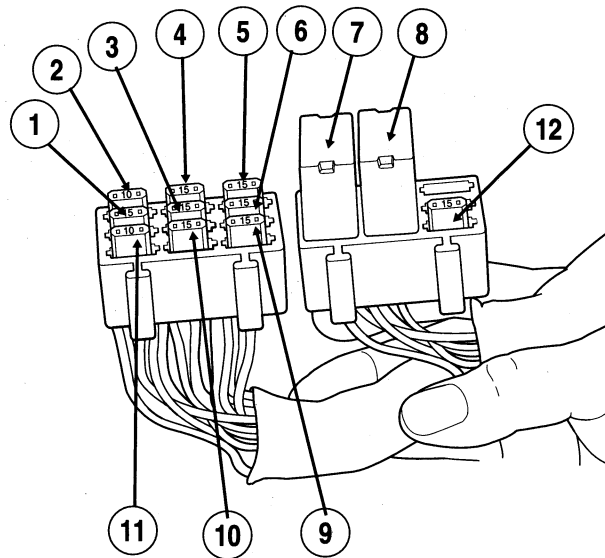


Figure 72. Fuse Blocks

BATTERY

See Figure 73. All Harley-Davidson batteries are permanently sealed, maintenance-free, lead/calcium and sulfuric acid batteries. The batteries are shipped pre-charged and ready to be put into service. Do not attempt to open these batteries for any reason.

The battery is located under the motorcycle seat.

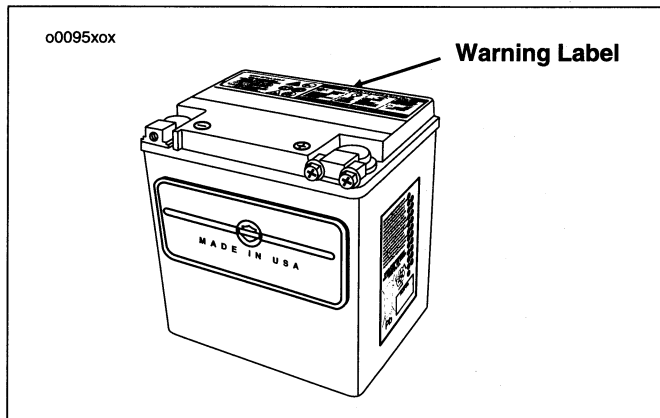


Figure 73. Battery

WARNING

- All batteries contain electrolyte. Electrolyte is a sulfuric acid solution that is highly corrosive and can cause severe chemical burns. Avoid contact with skin, eyes, and clothing. Avoid spillage. Always wear approved protective face shield, rubberized gloves, and protective clothing when working with batteries or electrolyte solution.
- See Figure 73. A warning label is attached to the top of the battery. Never remove the warning label from the battery.
- See Figure 74. Inadequate safety precautions and work procedures could result in death or serious injury.

Battery Electrolyte Antidote

PHYSICAL LOCATION	PROCEDURE
EXTERNAL	Flush with water.
INTERNAL	Drink large quantities of milk or water, followed by milk of magnesia, vegetable oil, or beaten eggs. Call doctor immediately.
EYES	Flush eyes with water, and get immediate medical attention.

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**Contents
are Corrosive**



**Wear
Safety Glasses**



**Contents
are Explosive**



**Keep
Flames Away**



**Read
Instructions**



**Keep Away
From Children**

NON-SPILLABLE

This is a ready filled,
activated, SEALED BATTERY.

NEVER remove strip.
Refer to owner's manual
for charging instructions.

If battery is put into service after
date shown, charge for minimum
of 1 hour at 6-10 amps.
(See side of battery for date.)



! DANGER/POISON

3-4425

 **SHIELD
EYES.**
**EXPLOSIVE
GASES CAN
CAUSE BLINDNESS
OR INJURY.**



NO
• SPARKS
• FLAMES
• SMOKING



**SULFURIC
ACID
CAN CAUSE
BLINDNESS OR
SEVERE BURNS.**

**FLUSH EYES
IMMEDIATELY
WITH WATER.**
 **GET
MEDICAL
HELP FAST.**

KEEP OUT OF REACH OF CHILDREN. DO NOT OPEN BATTERY.

Figure 74. Battery Warning Label

 WARNING

Never remove warning attached to the top of the battery. Failure to read and understand all precautions contained in warning label on battery before performing any service could result in death or serious injury.

BATTERY TESTING

Voltmeter Test

Before you can test your battery you must read the section containing information about seat removal and inspection.

1. Follow steps in MAINTENANCE AND LUBRICATION, Seat Removal section first.

The voltmeter test provides a general indicator of battery condition. Check the voltage of the battery to verify that it is in a 100% fully charged condition. If the open circuit (disconnected) voltage reading is below 12.6V, charge the battery and then re-check the voltage after the battery has set for one to two hours.

Table 26. Voltmeter Test

BATTERY CHARGE CONDITIONS	
Voltage (OCV)	State of Charge
12.8	100%
12.6	75%
12.3	50%
12.0	25%
11.8	0%

BATTERY DISCONNECTION AND REMOVAL

Before you can inspect or disconnect your battery you must read the section containing information about seat removal and inspection.

1. Follow steps in MAINTENANCE AND LUBRICATION, Seat Removal section first.

WARNING

To protect against shock and accidental start-up of vehicle, disconnect the negative (-) battery cable before proceeding leaving the positive (+) battery cable connected. If the positive cable (+) should contact ground with the negative cable (-) installed, the resulting sparks may cause a battery explosion which could result in death or serious injury.

2. Loosen bolt and remove battery negative (-) cable (black) from battery negative (-) terminal.
3. Loosen bolt and remove battery positive (+) cable (red) from battery positive (+) terminal.
4. Using a T40 TORX® drive head, loosen bolt to move lip of hold-down clamp off edge of battery.
5. Remove battery from battery box.

BATTERY CLEANING AND INSPECTION

Battery top must be clean and dry. Dirt and electrolyte on top of the battery can cause battery to self-discharge.

1. Clean battery top with a solution of baking soda (sodium bicarbonate) and water (5 teaspoons baking soda per quart or liter of water).
2. When the solution stops bubbling, rinse off the battery with clean water.
3. Clean cable connectors and battery terminals using a wire brush or sandpaper; Remove any oxidation.
4. Inspect the battery screws, clamps and cables for breakage, loose connections and corrosion; Clean clamps.
5. Check the battery posts for melting or damage caused by overtightening.
6. Inspect the battery for discoloration, raised top or a warped or distorted case, which might indicate that the battery has been frozen, overheated or overcharged.
7. Inspect the battery case for cracks or leaks.

BATTERY CHARGING

Safety Precautions

Never charge a battery without first reviewing the instructions for the charger being used. In addition to the manufacturer's instructions, follow these general safety precautions:

- Always wear proper eye, face and hand protection.
- Always charge batteries in a well-ventilated area.
- Turn the charger "OFF" before connecting the leads to the battery to avoid dangerous sparks.
- Never try to charge a visibly damaged or frozen battery.
- Connect the charger leads to the battery; red positive (+) lead to the positive (+) terminal and black negative (-) lead to the negative (-) terminal. If the battery is still in the vehicle, connect the negative lead to the chassis ground. Be sure that the ignition and all electrical accessories are turned off.
- Make sure that the charger leads to the battery are not broken, frayed or loose.
- If the battery becomes hot, or if violent gassing or spewing of electrolyte occurs, reduce the charging rate or turn off the charger temporarily.
- Always turn the charger "OFF" before removing charger leads from the battery to avoid dangerous sparks.

Charging Battery

Charge the battery if any of the following conditions exist:

- Vehicle lights appear dim.
- Electric starter sounds weak.
- Battery has not been used for an extended period of time.

WARNING

Always charge the battery in a well ventilated area. Explosive hydrogen gas escapes from the battery during charging. Keep open flames, electrical sparks and smoking materials away from the battery at all times. Failure to use care when working with batteries could result in death or serious injury.

CAUTION

If the battery releases an excessive amount of gas during charging, decrease the charging rate. If the battery gets hotter than 110°F. (43°C) during charging, discontinue charger and allow the battery to cool. Overheating may result in plate distortion, internal shorting, drying out or other damage.

1. See BATTERY TESTING section. Perform a voltmeter test to determine the state of charge. If battery needs to be charged, proceed to step 2.

CAUTION

Always remove the battery from the motorcycle before charging. Accidental electrolyte leakage will damage motorcycle parts.

2. See BATTERY DISCONNECTION AND REMOVAL section.
3. Remove the battery from the motorcycle.
4. Place the battery on a level surface.

WARNING

Always unplug or turn OFF the battery charger before connecting the charger clamps to the battery. Connecting clamps with the charger ON could cause a spark resulting in a battery explosion. A battery explosion may rupture the battery case causing a discharge or spray of sulfuric acid which could result in death or serious injury.

CAUTION

Do not reverse the charger connections described in the following steps or the charging system of the motorcycle could be damaged.

5. Connect the red battery charger lead to the positive (+) terminal of the battery.
6. Connect the black battery charger lead to the negative (-) terminal of the battery.

NOTE:

If the battery is still in the vehicle, connect the negative lead to the chassis ground. Be sure that the ignition and all electrical accessories are turned off.

7. See Table 27. Step away from the battery and turn on the charger.

WARNING

Always unplug or turn OFF the battery charger before disconnecting the charger clamps from the battery. Disconnecting clamps with the charger ON could cause a spark resulting in a battery explosion. A battery explosion may rupture the battery case causing a discharge or spray of sulfuric acid which could result in death or serious injury.

8. After the battery is fully charged, disconnect the black battery charger lead to the negative (-) terminal of the battery.
9. Disconnect the red battery charger lead to the positive (+) terminal of the battery.
10. Mark the charging date on the battery.

Table 27. Battery Charging Rates/Times

Battery Amp-Hour	State of Charge		3 Amp Charger	6 Amp Charger	10 Amp Charger	20 Amp Charger
	Voltage Reading	% of Charge				
28	12.8 V	100%	-	-	-	-
	12.6 V	75%	2.5 hours	1.25 hours	45 minutes	25 minutes
	12.3 V	50%	5 hours	2.5 hours	1.5 hours	50 minutes
	12.0 V	25%	7.5 hours	3.75 hours	2.25 hours	70 minutes
	11.8 V	0%	10 hours	5 hours	3 hours	1.5 hours

The figures listed above assume that the battery is charging at room temperature. If warmer than room temperature, use a slightly shorter charging time. If colder, use a slightly longer charging time.

The use of constant current chargers to charge sealed maintenance-free batteries is not recommended. Any overcharge will cause dry-out and premature battery failure. If a constant current charger is the only type available, do **not** exceed the charge times listed above and do **not** continue charging the battery if it gets hot. When charging, **never** exceed 15 volts for more than 30 minutes.

BATTERY INSTALLATION AND CONNECTION

1. Place the fully charged battery into the battery box, terminal side forward.

WARNING

When making connections, be sure the jumper cable clamps do not accidentally touch each other or anything else, except correct battery terminals or appropriate ground. Failure to do so could result in death or serious injury.

CAUTION

Connect the cables to the correct battery terminals. Failure to do so may result in damage to the motorcycle electrical system.

WARNING

Always connect the positive (+) battery cable first. If the positive (+) cable should contact ground with the negative (-) cable installed, the resulting sparks may cause a battery explosion which could result in death or serious injury.

CAUTION

Do not overtighten battery terminal bolts. Use recommended torque values. Overtightening battery terminal bolts may result in damage to battery terminals.

2. Insert bolt through battery positive cable (red) into threaded hole of battery positive (+) terminal.
3. Tighten bolt to 60-96 **in-lbs** (6.8-10.8 Nm) torque.
4. Insert bolt through battery negative cable (black) into threaded hole of battery negative (-) terminal.
5. Tighten bolt to 60-96 **in-lbs** (6.8-10.8 Nm) torque.

CAUTION

Keep battery clean and lightly coat terminals with petroleum jelly to prevent corrosion. Failure to do so may result in damage to battery terminals.

6. Apply a light coat of petroleum jelly or corrosion retardant material to both battery terminals.
7. Rotate the hold-down clamp so that the lip (with rubber pad) rests on the edge of the battery.
8. Using a T-40 TORX® drive head, tighten the clamp bolt to 15-20 ft-lbs (20.3-27.1 Nm) torque.
9. See SEAT, Installation section.

WARNING

After installing seat, pull upward on front of seat to be sure it is locked in position. If seat is loose, it could shift during vehicle operation, resulting in loss of control of vehicle and death or serious injury.

10. Install seat.

BATTERY STORAGE

⚠ WARNING

Always store the battery out of the reach of children. Inadequate safety precautions could result in death or serious injury.

CAUTION

Do not allow the battery to completely discharge power. The electrolyte in a discharged battery will freeze if exposed to freezing temperatures. The more discharged a battery is, the more easily it can freeze. A completely discharged battery may result in a cracked battery case and buckle battery plates.

See BATTERY CHARGING section. If the motorcycle will not be operated for several months, such as during the winter season, remove the battery from the motorcycle and fully charge.

See Figure 75. Self-discharge is a normal condition and occurs continuously at a rate that depends on the ambient temperature and the battery's state of charge.

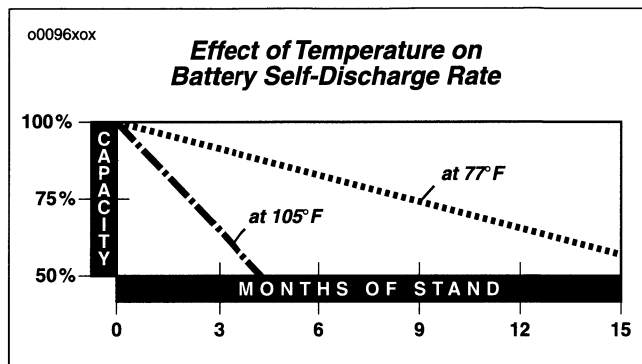


Figure 75. Battery Self-Discharging Rate

- Batteries discharge at a faster rate at higher ambient temperatures.
- To reduce the self-discharge rate, store battery in a cool (not freezing), dry place.
- Charge the battery every month if stored at temperatures below 60° F. (16° C).
- Charge the battery more frequently if stored in a warm area above 60° F. (16° C).

NOTE:

*The Harley-Davidson Battery Tender Plus Automatic Battery Charger (Part No. **99863-93TA**) may be used to maintain battery charge for extended periods of time without risk of overcharging or boiling.*

When returning a battery to service after storage, refer to the instructions in BATTERY CHARGING section.

CAUTION

Do NOT trickle charge battery more than 24 hours at a time. Charging more than 24 hours at a time may result in equipment damage.

CAUTION

It is possible to overload your motorcycle's charging system by adding too many electrical accessories. If your combined electrical accessories consume more electrical current than your vehicle's charging system can produce, the electrical consumption can discharge the battery and cause vehicle electrical system damage. See your dealer for advice about the amount of current consumed by additional electrical accessories, or for necessary wiring changes.

NOTES

JUMP - STARTING PROCEDURE

Harley-Davidson does not recommend jump-starting a motorcycle; however we realize that there may be circumstances when it is done. Therefore, we suggest jump-starting be done as follows:

WARNING

When making battery connections, be sure the jumper cable clamps do not accidentally touch each other or anything else, except battery terminals or appropriate ground. Improper connections may cause a spark and battery explosion which could result in death or serious injury.

WARNING

Do not smoke or allow sparks while performing jumper cable procedures. Smoking or sparks could cause an explosion which could result in death or serious injury.

NOTE:

This procedure presumes the BOOSTER battery is in another vehicle.

CAUTION

All Harley-Davidson motorcycles have a 12 Volt battery and a 12 Volt electrical system. Be sure the booster vehicle has a 12 Volt system. Failure to do so may result in equipment damage.

1. Turn off **ALL** unnecessary lights and accessories.

Positive Cable

2. See Figure 76. Connect one end of a jumper cable to the DISCHARGED battery positive (+) terminal.
3. Connect the other end of the same cable to the BOOSTER battery positive (+) terminal.

Negative Cable

4. Connect one end of a jumper cable to the BOOSTER battery negative (-) terminal.

WARNING

Do not connect negative (-) jumper cable to ground or anywhere near the discharged battery negative (-) terminal. Doing so could cause a spark and explosion, which could result in death or serious injury.

CAUTION

Do not connect the negative cable to painted or chrome parts. Doing so may result in discoloration at the attachment point.

5. Connect other end of the same cable to a safe ground, (away from the DISCHARGED battery).
6. Start motorcycle.
7. Disconnect cables in reverse order of steps 2, 3, 4, 5. That is: steps 5, 4, 3, 2.

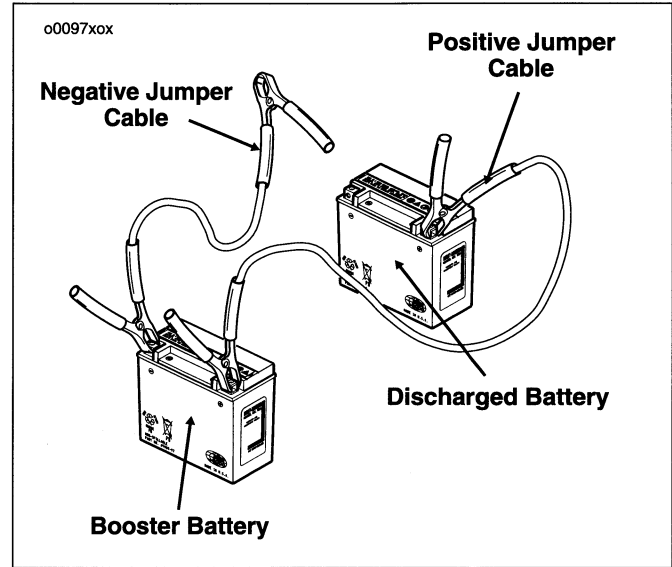


Figure 76. Jump Start Cable Connections

HEADLAMPS

The headlamps for the Screamin' Eagle® Road Glide® (FLTRSEI2) model motorcycle are replaceable quartz halogen bulb type.

CAUTION

When replacement is required, use only the specified sealed beam unit or bulb, available from your Harley-Davidson Dealer. An improperly wattage sealed beam or bulb, may cause charging system problems.

WARNING

The bulb contains Halogen gas under pressure. Handle bulb carefully and wear eye protection. Failure to do so could result in death or serious injury.

Replacement

1. Remove the outer fairing. See OUTER FAIRING, Removal section.
2. See Figure 77. Squeeze two external tabs to disconnect headlamp harness connector from bulb harness.
3. Move outer fairing assembly to bench area.

NOTE:

Place protective material on top of front fender to protect paint from scratches or other damage.

4. See Figure 77. Remove bulb harness from headlamp socket.
5. Pull boot from headlamp socket.
6. See Figure 78. and Figure 78. Turn retainer counter-clockwise (CCW) and remove from headlamp assembly.

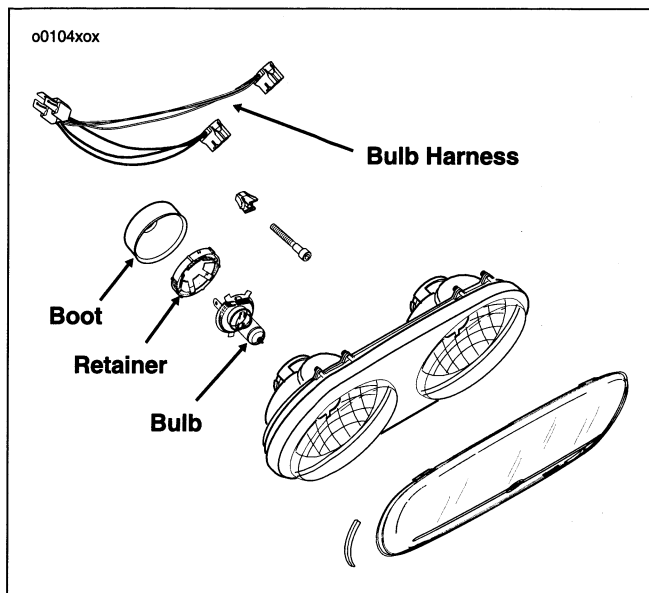


Figure 77. Headlamp

7. Wrap the light bulb with paper or clean dry cloth, and pull light bulb out of socket.

CAUTION

Never touch the quartz bulb with your fingers. Fingerprints will etch the glass and cause premature bulb failure. Always wrap the bulb with paper or a clean dry cloth during handling. Failure to do so may result in equipment damage.

8. Replace light bulb by pushing **new** bulb into light socket.

9. See Figure 79. Install keyed bulb socket into headlamp assembly.
10. Install retainer and turn clockwise (CW) to lock in place.
11. Slide boot around headlamp socket.
12. Reconnect bulb harness to headlamp socket.
13. Move outer fairing assembly to motorcycle.
14. Rest the outer fairing on the front fender with a protective material on top of the fender.
15. Connect the headlamp harness connector to bulb harness.

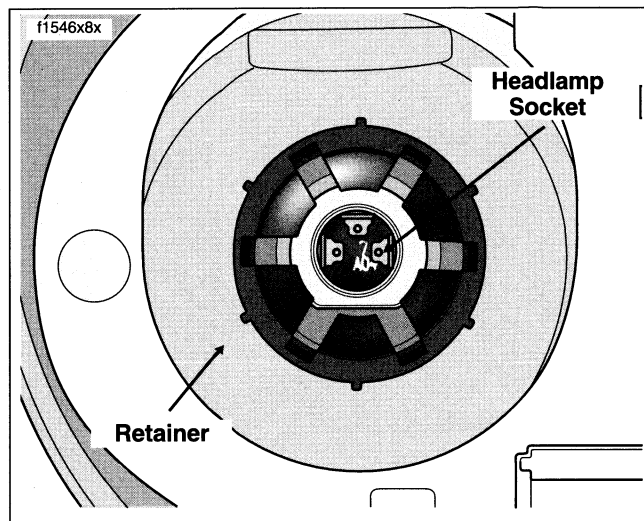


Figure 78. Bulb Retainer

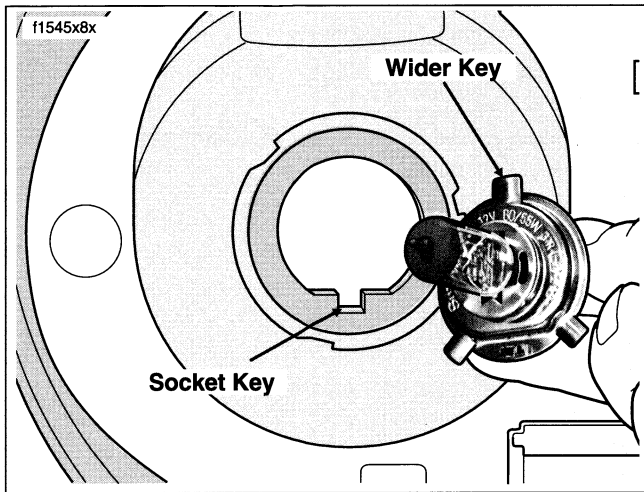


Figure 79. Lamp Housing

16. Install the outer fairing. See OUTER FAIRING, Installation.
17. See the service manual or your Harley-Davidson Dealer about headlamp assembly replacement.

OUTER FAIRING

Removal

NOTE:

Leave windshield in place during outer fairing removal.

1. Place protective material on top of front fender to protect paint from scratches or other damage.
2. See Figure 80. Standing on left side of vehicle, use a T-25 TORX® drive head to remove screw (item 1) just below glove compartment.
3. Remove screw (item 2) at edge of fairing outboard of the left speaker.
4. Loosen top left and right screws (items 3 & 4) just outboard of the fuel and volt gauges, respectively.
5. Remove screw (item 5) at edge of fairing outboard of the right speaker.
6. Remove screw (item 6) just below right side glove compartment.
7. See Figure 81. In area of front turn signal lamp, remove two acorn nuts with flat washers from studs. Repeat step on left side of vehicle.
8. See Figure 82. Turning handlebar to access stud plate, push on ends of studs to release stud plate from inboard side of left fairing support. Repeat step to remove stud plate from right fairing support.
9. Remove top left and right screws just outboard of the fuel and volt gauges, respectively (previously loosened).
10. Raise outer fairing slightly and then rest on protective fender pad.
11. Squeeze two external tabs to disconnect headlamp harness connector.

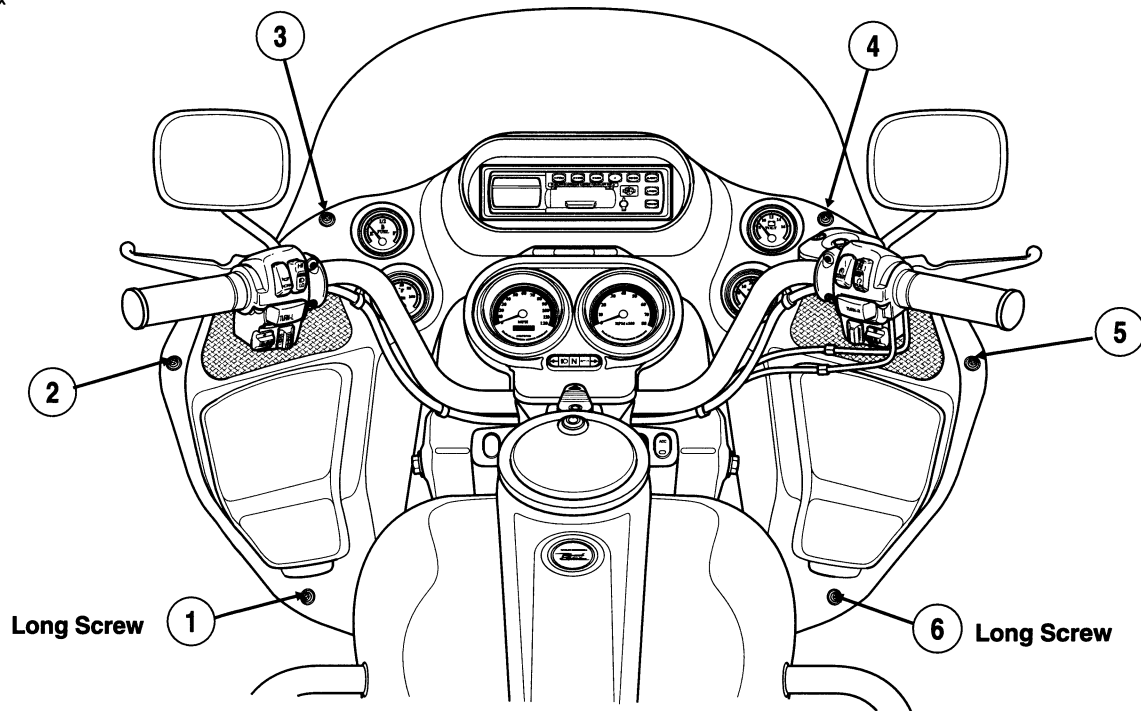


Figure 80. Outer Fairing Screws

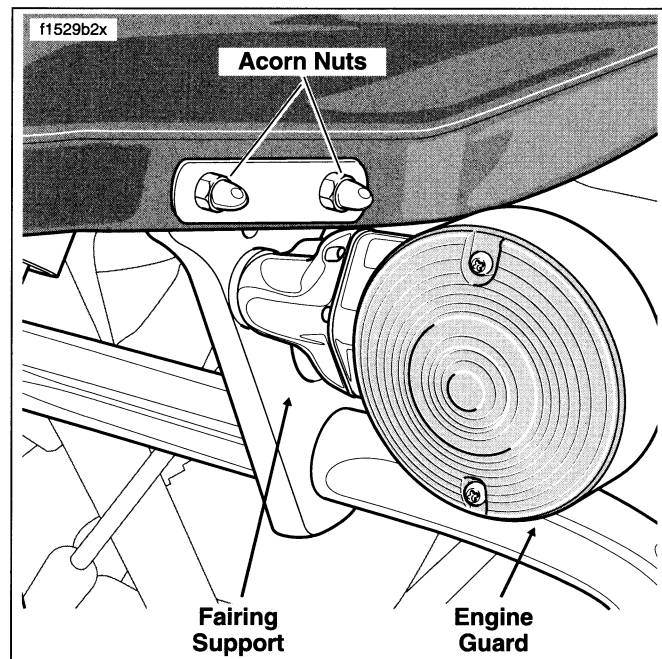


Figure 81. Acorn Nut Removal (Left Side)

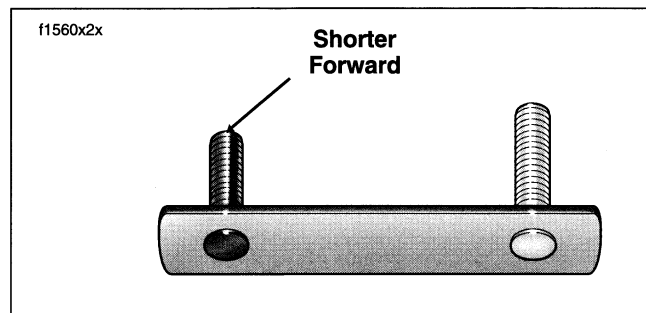


Figure 82. Stud plate

Installation

1. Place protective material on top of front fender to protect paint from scratches or other damage.
2. Rest outer fairing on protective fender pad and connect headlamp harness connector.
3. Place outer fairing into position against inner fairing. Two slots in outer fairing **must** fully engage hooks on radio bracket. Move harness conduit and wiring as necessary to ensure full engagement between outer and inner fairing.
4. Move to side of outer fairing to verify that alignment tabs are properly engaged. Alignment tabs on inner fairing must be positioned outboard of those on the outer fairing. Repeat step on opposite side of vehicle.
5. See Figure 80. Using a T25 TORX® drive head, start the top right (item 4) and left (item 3) screws just outboard of the volt and fuel gauges, respectively. Mounting bosses are painted white for easier alignment of screws.
6. See Figure 82. Standing on the left side of the vehicle, turn handlebar to access inboard side of left fairing support. With shorter stud in the forward position, slide studs on stud plate through holes in fairing support and then through holes in both inner and outer fairing.
7. See Figure 81. Install flat washers and acorn nuts on studs. Tighten acorn nuts to 40-50 **in-lbs** (4.5-5.7 Nm) torque. Repeat step to install stud plate on right side of vehicle.
8. Install the first of two long screws (item 6) just below the right side glove compartment.
9. Install screw (item 5) at edge of fairing outboard of the right speaker.
10. Moving to left side of vehicle, install the second of two long screws (item 1) just below the glove compartment.
11. Install screw (item 2) at edge of fairing outboard of the left speaker.
12. Alternately tighten four short fairing screws (items 2, 3, 4, & 5) to 6-12 **in-lbs** (0.7-1.4 Nm) torque.
13. Alternately tighten two long fairing screws (items 1 & 2) to 12-15 **in-lbs** (1.4-1.7 Nm) torque.

SEAT

Removal

1. Remove right side saddlebag. See SADDLEBAGS, Removal section.
2. Remove fastener (with flat washer) to remove passenger seat strap and saddlebag front mounting bracket from chrome frame tube cover.
3. Remove phillips screw to detach seat mounting bracket from top of rear fender.
4. See Figure 84. and Figure 85. Push seat rearward to free tongue at front of seat from slot in frame backbone.
5. Remove seat from frame.

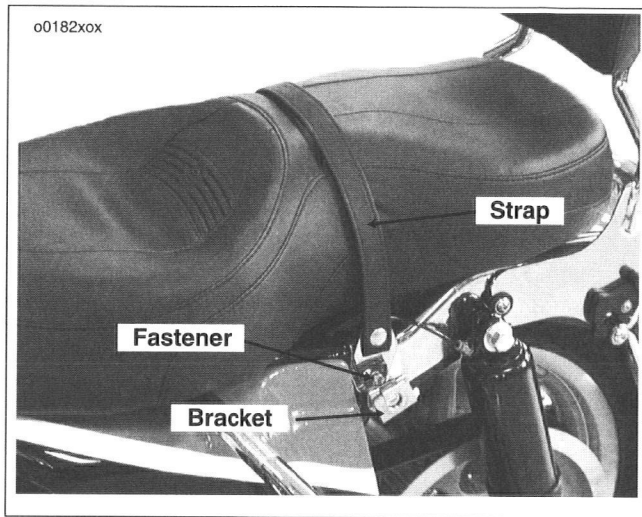


Figure 83. Passenger Seat Strap Mounting

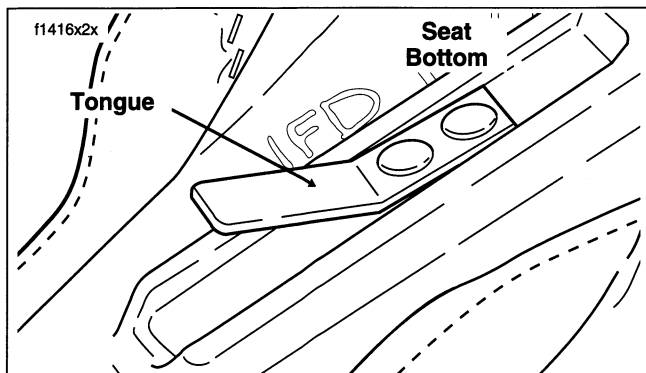


Figure 84. Seat Mounting Tongue

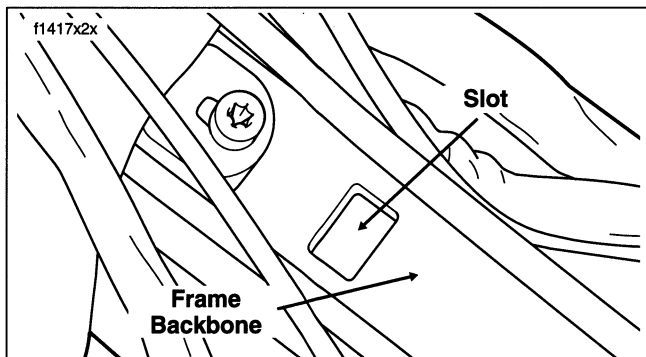


Figure 85. Seat Mounting Slot

Installation

1. See Figure 85. Place seat on frame backbone.
2. See Figure 84. Firmly push front of seat downward and rearward until tongue engages slot in frame backbone.
3. Push seat forward until rear fender seat retention nut is centered in hole of mounting bracket.
4. Install Phillips screw.

NOTE:

If the seat retention nut is damaged or lost, see SEAT, Retention Nut Replacement in the service manual for instructions.

⚠ WARNING

After installing the seat, pull upward on the front of the seat to be sure it is locked into position. If seat is loose, it could shift during vehicle operation, resulting in loss of control of vehicle and death or serious injury.

MOTORCYCLE STORAGE

CAUTION

Proper long-term storage is important for the safe, trouble-free operation of your Harley-Davidson motorcycle. If you do not do these tasks yourself, contact your Harley-Davidson Dealer. Your dealer has the trained technicians who can complete the work according to Service Manual procedures using proper tools and equipment. Failure to properly store your motorcycle may result in equipment damage.

PLACING MOTORCYCLE IN STORAGE

If the motorcycle will not be operated for several months, such as during the winter season, there are several things which should be done to protect parts against corrosion, to preserve the battery and to prevent the buildup of gum and varnish in the fuel system.

WARNING

Gasoline is extremely flammable and highly explosive under certain conditions. Use care when handling gasoline. Do not store motorcycle having gasoline in tank within the home or garage where open flames, pilot lights, sparks or electric motors are present. Doing so may cause an explosion or fire which could result in death or serious injury.

NOTE:

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

1. Warm motorcycle to operating temperature; change oil and turn engine over to circulate the new oil.
2. Fill fuel tank and add a gasoline stabilizer. Use one of the commercially available gasoline stabilizers, following the manufacturer's instructions.

3. Run the engine until the gasoline stabilizer has had a chance to reach the fuel injectors.
4. Adjust the belt.
5. Check tire inflation. Adjust to proper inflation pressure. Wash and wax painted and chrome surfaces.
6. See BATTERY section for proper battery care. Remove battery from the motorcycle and charge. Store the battery above freezing temperatures, trickle charge once a month.
7. See Figure 86. If motorcycle is to be covered, use a material such as light canvas or the cover provided with the vehicle. Select a material which will breath. Plastic materials which do not breath promote the formation of condensation.

! WARNING

Always charge the battery in a well ventilated area. Explosive hydrogen gas escapes from the battery during charging. Keep open flames, electrical sparks and smoking materials away from the battery at all times. Failure to do so could result in death or serious injury.

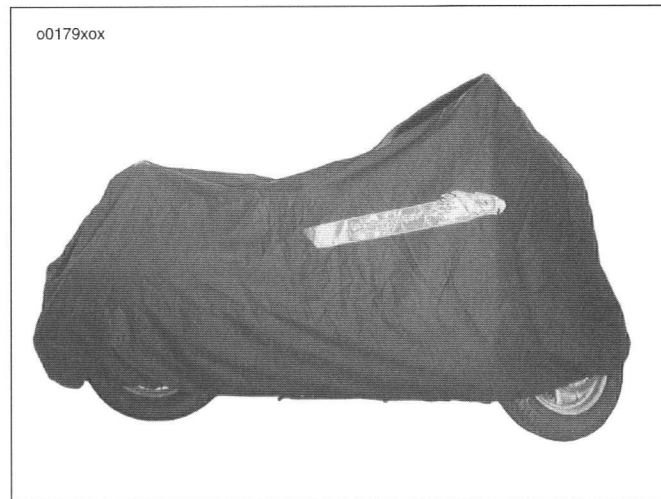


Figure 86. Screamin' Eagle® Motorcycle Cover

REMOVING MOTORCYCLE FROM STORAGE

WARNING

After extended periods of storage and prior to starting vehicle, place transmission in gear, disengage clutch and push vehicle back and forth a few times to ensure proper clutch disengagement. Failure to do so may result in death or serious injury.

1. See BATTERY section for proper battery care. Charge and install it.
2. Remove and inspect the spark plugs. Replace if necessary.
3. Clean the air cleaner element.
4. Start the engine and run until it reaches normal operating temperature. Turn off engine.
5. Check amount of oil in the oil tank.
6. Check the transmission lubricant level.
7. Check controls to be sure they are operating properly. Operate the front and rear brakes, throttle, clutch and shifter.
8. Check steering for smoothness by turning the handlebars through the full operating range.

WARNING

Maintain proper tire pressure; including wheel and tire balance. Inspect your tires periodically and replace tires with approved tires only. (See your Harley-Davidson Dealer.) Failure to do so can lead to improper balance, abnormal tread wear, poor handling and could result in death or serious injury.

9. Check tire pressure. Incorrect pressure will result in poor riding characteristics and can affect handling and stability.
10. Check all electrical equipment and switches including the stop lamp, turn signals and horn for proper operation.
11. Check for any fuel, oil or brake fluid leaks.

CAUTION

Turn engine over a few times to be sure there is no oil in the crankcase and that all oil has been pumped back into the oil tank. Stop engine and re-check oil level. Failure to do so may result in equipment damage.

GENERAL

The following checklist of possible operating troubles and their probable causes will be helpful in keeping your motorcycle in good operating condition. More than one of these conditions may be causing trouble and should be carefully checked.



WARNING

The troubleshooting section of this Owner's Manual is intended solely as a guide to diagnosing problems. Carefully read the appropriate sections of this manual before performing any work. Repair and maintenance operations not listed in this Owner's Manual are in the Service Manual and should be performed by your Harley-Davidson Dealer. Improper repair and/or maintenance could result in death or serious injury.

NOTE:

For troubleshooting EFI equipped engines, consult the appropriate service manual or your Harley-Davidson dealer.

ENGINE

Starter Does Not Operate or Does Not Turn Engine Over

1. Engine run switch in "OFF" position.
2. Ignition switch not "ON."
3. Discharged battery or loose or corroded connections (solenoid chatters).

Engine Turns Over But Does Not Start

1. Fuel tank empty.
2. Discharged battery or loose or broken battery terminal connections.
3. Fouled spark plugs.
4. Spark plug cable connections loose or in bad condition and shorting.
5. Loose or corroded wire or cable connection(s) at coil or battery.
6. Engine flooded with fuel as a result of over-enrichening.
7. Engine oil too heavy (winter operation).
8. Fuel pump inoperative.

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. Loose wire or cable connection(s) at one of the battery terminals or at coil.
5. Engine oil too heavy (winter operation).
6. Ignition not timed properly. See dealer.
7. Fuel tank vent plugged or fuel line closed off, restricting fuel flow.
8. Water or dirt in fuel system.

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 connection at battery terminals or coils.
6. Intermittent short circuit due to damaged wire insulation.
7. Water or dirt in fuel system.
8. Fuel vent system plugged. See dealer.

A Spark Plug Fouls Repeatedly

1. 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. Ignition timing retarded. See dealer.

Excessive Vibration

1. Stabilizer links worn or loose. See dealer.
2. Engine isolation mounts loose. See dealer.
3. Rear fork pivot shaft nuts loose. See dealer.
4. Front engine mounting bolts loose. See dealer.
5. Engine to transmission mounting bolts loose. See dealer.
6. Broken frame. See dealer.
7. Belt badly worn.
8. Wheels and/or tires damaged. See dealer.
9. Vehicle not properly aligned. See dealer.

LUBRICATION SYSTEM

Oil Does Not Return to Oil Tank

1. Oil tank empty.
2. Restricted oil lines or fittings. See dealer.
3. Restricted oil filter. See dealer.

Engine Leaks Oil From Cases, Push Rods, Hoses

1. Loose parts. See dealer.
2. Imperfect seal at gaskets, push rod cover, washers, etc. See dealer.
3. Restricted oil return line to tank. See dealer.

ELECTRICAL SYSTEM

Alternator Does Not Charge

1. Module not grounded. See dealer.
2. Engine ground wire loose or broken. See dealer.
3. Loose or broken 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.

TRANSMISSION

Transmission Shifts Hard

1. Bent shifter rod. See dealer.
2. Transmission shifting mechanism needs adjustment. See dealer.

Transmission Jumps Out of Gear

1. Shifter rod improperly adjusted. See dealer.
2. Shifter forks (inside transmission) improperly adjusted. See dealer.
3. 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. Insufficient clutch spring tension. See dealer.
3. Transmission case overfilled.
4. Clutch discs warped. See dealer.

Clutch Chatters

1. Friction discs or steel discs worn or warped. See dealer.

BRAKES

Brakes Do Not Hold Normally

1. Master cylinder low on fluid. See dealer.
2. Brake line contains air bubbles. See dealer.
3. Master or wheel cylinder piston worn. See dealer.
4. Brake pads contaminated with grease or oil. See dealer.
5. Brake pads badly worn (1/16 in. minimum lining thickness). 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.

NOTES

WARRANTY AND MAINTENANCE

See MAINTENANCE RECORDS section. This Owner's Manual contains your new motorcycle warranty and a number of tear-out service coupons.

Each coupon is a scheduled mileage interval that contains a specific maintenance checklist for upkeep of your motorcycle. It is the owner's responsibility to follow the scheduled mileage intervals as specified; all of the specified maintenance services must be performed to keep your warranty valid.

1. Make an appointment with your Harley-Davidson Dealer for inspection and service just before you have ridden 1000 miles (1600 km).
2. Bring this Owner's Manual with you when you visit your dealer to have your motorcycle inspected and serviced.
3. Have the owner record stubs dated and signed for required proof of service during the warranty period.

The dealer records should be retained by the dealer and 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.

WARNING

Harley-Davidson cautions you against the use of non-standard parts such as after-market and custom made extended front forks which may adversely affect performance and handling. The use of any non-standard parts including mufflers may void your warranty according to terms of the warranty. Removing or altering factory installed standard parts may adversely affect performance which could result in death or serious injury.

Harley-Davidson Dealerships are independently owned and operated and may sell parts and accessories that are not manufactured or approved by Harley-Davidson®. Therefore, you should understand that we are not and cannot be responsible for the quality, suitability, or safety of any non-Harley-Davidson part, accessory or design modification, including labor, which may be sold and/or installed by our dealers.

OWNER'S IDENTIFICATION CARD

See Figure 87. A permanent Owner's Identification Card is issued to each Harley-Davidson new motorcycle owner when the completed warranty registration form is received at Harley-Davidson Motor Company.

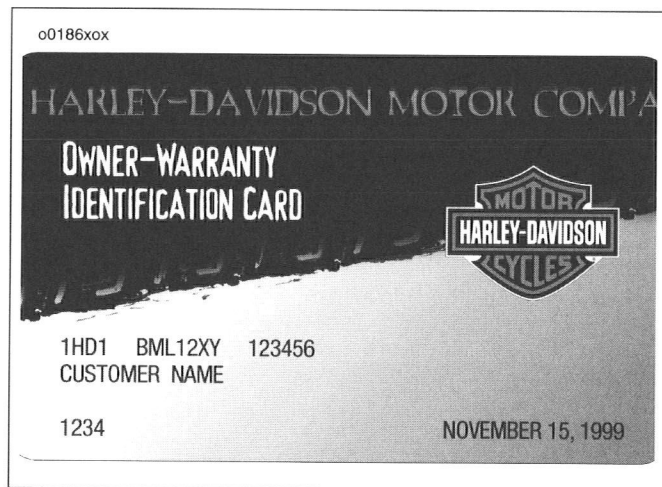


Figure 87. Owner's Warranty Identification Card

The Owner's Identification Card is a permanent record showing proof of ownership. It gives information necessary for you and your dealer to find information when obtaining parts and accessories, while expediting service.

- Keep this card in your possession; it is required by your Harley-Davidson Dealer for any warranty service performed on your motorcycle.
- If you have questions regarding service or warranty, we recommend that you contact your Harley-Davidson Dealer for service.

KEEPING IT ALL HARLEY

1. Keep your Harley-Davidson completely Harley-Davidson.
2. Insist that your dealer uses only Genuine® replacement parts to keep your Harley-Davidson motorcycle and its warranty intact.

Exacting design and stringent testing ensure performance and warranty coverage. Again, insist on Genuine parts for your genuine Harley-Davidson motorcycle.

NOTE:

Installing off-road or competition parts to enhance performance may void your new motorcycle warranty. See your Harley-Davidson Dealer for details.

CAUTION

It is possible to overload your motorcycle's charging system by adding too many electrical accessories. If your combined electrical accessories consume more electrical current than your vehicle's charging system can produce, the electrical consumption can discharge the battery and cause vehicle electrical system damage. See your dealer for advice about the amount of current consumed by additional electrical accessories, or for necessary wiring changes.

IMPORTANT MOVING INFORMATION

If you move from your present address, or sell your motorcycle, please fill out and mail the post card at the back of this manual. This is necessary in the event that the Company needs to contact the owner concerning information that could affect the safe operation of this motorcycle.

CALIFORNIA EVAPORATIVE EMISSION CONTROL

All new model year 2001 Harley-Davidson motorcycles sold in the state of California are equipped with an evaporative emission control system. This system is designed to meet the CARB regulations in effect at the time of manufacture.

The system requires a small amount of maintenance. Periodic inspection is required to make sure hoses are properly routed, not kinked or blocked, and that all fittings are secure. Mounting hardware should also be checked periodically for tightness.

EPA NOISE REGULATIONS

EPA noise regulations require that the following statements be included in the Owner's Manual.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED: Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement of any device or element of design incorporated into any new vehicle for the purpose of noise control 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 ACTS LISTED BELOW.

1. Replacing the muffler(s) and/or the entire exhaust system with parts not certified to be 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 to be noise legal for street use.
4. Modifying the air intake/cleaner assembly in such a way as to make the vehicle no longer noise legal for street use.

Harley-Davidson recommends that any and all noise related maintenance be done by an authorized Harley-Davidson Dealer using genuine Harley-Davidson parts.

WARRANTY/SERVICE INFORMATION

Any authorized Harley-Davidson Dealer is responsible for providing the warranty repair work on your motorcycle. If you have any questions regarding warranty obligations contact your selling dealer.

For normal service work or warranty work under the above conditions, you may obtain the name and location of your nearest U.S. Harley-Davidson Dealer by calling 1-800-490-9635 (toll free), in any state except Alaska and Hawaii.

NOTE:

The number shown above is accessible only with a touch-tone phone.

REPORTING SAFETY DEFECTS

Safety defects must be reported to the National Highway Traffic Safety Administration (NHTSA) and Harley-Davidson.

NHTSA STATEMENT

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Harley-Davidson.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Harley-Davidson.

To contact NHTSA, you may either:

- Call the Auto Safety Hot Line toll-free at 888-DASH-2DOT.

OR

- Write to: Administrator
National Highway Traffic Safety Administration
Seventh Street, S.W.
Washington, D.C. 20590

OR

- Web Site: <http://www.NHTSA.dot.gov>

You can also obtain other information about motor vehicle safety from the hot line.

HARLEY-DAVIDSON LIMITED WARRANTY (12 MONTHS/UNLIMITED MILEAGE)

Harley-Davidson Warrants to the first retail purchaser and authorized transferees of our new 2001 model motorcycles/sidecars that any authorized Harley-Davidson Dealer will repair or replace without charge any parts (except tires, maintenance items and battery under certain conditions) found under normal use in the U.S.A. or Canada to be defective in factory materials or workmanship, and upon the following terms and conditions:

DURATION AND TRANSFER

1. The duration of this limited warranty is twelve months, measured from the date of initial retail purchase from an authorized Harley-Davidson Dealer.
2. Any unexpired portion of this limited warranty may be transferred, with written authorization, upon the resale of the motorcycle/sidecar during the warranty period. To obtain authorization, a transfer application must be filed with Harley-Davidson and the motorcycle/sidecar must pass inspection by one of our authorized Dealers. The customer is responsible for any charge incurred for work performed by the Dealer beyond the inspection procedure itself. (See your Harley-Davidson Owner's Manual for complete details.)

OWNER OBLIGATIONS

3. To qualify for warranty protection, you and the selling Dealer must complete the Warranty Registration Form and return it to us within 10 days after delivery. We will then send you an Owner-Warranty Identification Card.
4. To obtain warranty service, return your motorcycle/sidecar at your expense within the warranty period to any authorized Dealer. You must be able to present your Owner-Warranty Identification Card and/or Owner's Manual upon our Dealer's request. Our Dealer should be able to provide warranty service during normal business hours and as soon as possible,

depending upon the workload of the Dealer's service department and the availability of necessary parts.

EXCLUSIONS

This warranty will not apply to any motorcycle/sidecar as follows:

1. Which has not been operated or maintained as specified in the Owner's Manual.
2. Which has been abused, altered outside of original factory specifications, improperly stored or used "off the highway", for racing or competition of any kind.
3. Which has had the odometer removed or tampered with.

OTHER LIMITATIONS

This warranty does not cover:

1. Parts and labor for normal maintenance as recommended in the Owner's Manual, including such items as the following: lubrication, oil and filter change, fuel system cleaning, battery maintenance, engine tune-up, spark plugs, light bulbs, brake, clutch and chain/belt adjustment (including chain replacement).
2. Seats, saddlebags, paint, chrome, or trim deterioration caused by ordinary wear and tear, exposure or improper maintenance.

IMPORTANT/READ CAREFULLY

1. Our Dealers are independently owned and operated and may sell other 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 LABOR WHICH MAY BE SOLD AND/OR INSTALLED BY OUR DEALERS.
2. THERE IS NO OTHER EXPRESS WARRANTY (OTHER THAN EMISSIONS AND NOISE WARRANTIES) ON THE MOTORCYCLE. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS IS LIMITED TO THE DURATION OF THIS WARRANTY.
3. TO THE FULLEST EXTENT ALLOWED BY LAW, HARLEY-DAVIDSON AND ITS DEALERS SHALL NOT BE LIABLE FOR LOSS OF USE, INCONVENIENCE, LOST TIME, COMMERCIAL LOSS OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.
4. Some states do not allow the exclusion or limitation of incidental or consequential damages or limitations on how long an implied warranty lasts, so the above limitations and exclusions may not apply to you. This warranty gives you specific legal rights, and you may have other rights which vary from state to state.

Harley-Davidson Motor Company ■ P.O. Box 653 ■ Milwaukee, Wisconsin 53201, U.S.A.

HARLEY-DAVIDSON MOTOR COMPANY®
LIMITED WARRANTY TRANSFER FORM

EFFECTIVE AS OF 8-1-97

NAME:			
FIRST	INITIAL	LAST	
ADDRESS			
CITY			
STATE		ZIP	

WARRANTY TRANSFER INSTRUCTIONS

1. The prior owner must provide proof that required maintenance services have been performed in accordance with the maintenance schedule. In the event they have not, it is the responsibility of the customer to have the next scheduled maintenance service performed, or any other required work performed at his/her expense. The warranty transfer shall not be effective unless and until such required work is performed.
2. The vehicle must be inspected by an authorized Harley-Davidson dealer to determine its condition. If any of the conditions listed under Exclusions in the Limited Warranty exist, the warranty is NOT Transferable.
3. The Limited Warranty Transfer Form must be completed and forwarded to Harley-Davidson Motor Company, by the authorized dealer, along with an individual check for each \$100.00 Transfer Fee, within 30 days of the date of sale (to the above referenced purchaser). A copy of the bill of sale must also accompany the transfer form indicating the date of purchase, from whom the vehicle was purchased, and the date of sale. If the Limited Warranty Repair Service will be covered until all the transfer information has been completely received and accepted. Once this information has been received, the purchaser will be mailed an Owner's Manual.

--

DEALER NUMBER

NAME

ADDRESS

CITY STATE ZIP

DATE OF INSPECTION			VEHICLE MILEAGE AT TIME OF INSPECTION		
M	D	YR			

☐

HARLEY-DAVIDSON MOTOR COMPANY USE ONLY

TRANSFER
FEE RECEIVED

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HARLEY-DAVIDSON EMISSION CONTROL SYSTEM WARRANTY

The following warranty applies to the emission control system and is in addition to the LIMITED WARRANTY, and NOISE CONTROL SYSTEM WARRANTY.

Harley-Davidson Motor Company warrants to the first owner and each subsequent owner that this vehicle is designed and built so as to conform at the time of sale with applicable regulations of the U.S. Federal Environmental Protection Agency at the time of manufacture and that it is free from defects in materials and workmanship which cause this motorcycle not to meet U.S. Environmental Protection Agency Standards within 5 years or 18,641 miles (30,000 kilometers) whichever occurs first.

The warranty period shall begin on the date the motorcycle is delivered to the first retail purchaser or, if the motorcycle is placed in service as a demonstrator or company vehicle prior to sale at retail, on the date it is first placed in service.

THE FOLLOWING ITEMS ARE NOT COVERED BY THE EMISSION CONTROL SYSTEM WARRANTY:

1. Failures which arise as a result of misuse, alterations, accident or non-performance of maintenance as specified in the Owner's Manual.
2. The replacement of parts (such as spark plugs, fuel and oil filters, etc.) used in required maintenance.
3. Loss of time, inconvenience, loss of motorcycle use or other consequential damages.
4. Any motorcycle on which the odometer mileage has been changed so that the mileage cannot be determined.

RECOMMENDATIONS FOR REQUIRED MAINTENANCE

IT IS RECOMMENDED THAT ANY EMISSION SYSTEM MAINTENANCE BE PERFORMED BY AN AUTHORIZED HARLEY-DAVIDSON DEALER USING GENUINE HARLEY-DAVIDSON REPLACEMENT PARTS. THE MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL. NON-GENUINE PARTS MAY BE USED ONLY IF SUCH PARTS ARE CERTIFIED TO COMPLY WITH U.S. ENVIRONMENTAL PROTECTION AGENCY STANDARDS.

Harley-Davidson Motor Company, P.O. Box 653 Milwaukee, Wisconsin 53201, U.S.A.

HARLEY-DAVIDSON NOISE CONTROL SYSTEM WARRANTY

The following warranty applies to the noise control system and is in addition to the LIMITED WARRANTY, and EMISSION CONTROL SYSTEM WARRANTY.

Harley-Davidson Motor Company warrants to the first owner and each subsequent owner that this vehicle is designed and built so as to conform at the time of sale with applicable regulations of the U.S. Environmental Protection Agency (as tested following F-76 Drive-By test procedure) at the time of manufacture and that it is free from defects in materials and workmanship which cause this motorcycle not to meet U.S. Environmental Protection Agency Standards within 1 year or 3,730 miles (6,000 kilometers) whichever occurs first.

The warranty period shall begin on the date the motorcycle is delivered to the first retail purchaser or, if the motorcycle is placed in service as a demonstrator or company vehicle prior to sale at retail, on the date it is first placed in service.

THE FOLLOWING ITEMS ARE NOT COVERED BY THE NOISE CONTROL SYSTEM WARRANTY:

1. Failures which arise as a result of misuse, alterations, or accident as specified in the Owner's Manual.
2. Replacing, removing, or modifying any portion of the NOISE CONTROL SYSTEM (consisting of the exhaust system and air intake/cleaner assembly) with parts not certified to be noise legal for street use.
3. Loss of time, inconvenience, loss of motorcycle use or other consequential damages.
4. Any motorcycle on which the odometer mileage has been changed so that the mileage cannot be determined.

RECOMMENDATIONS FOR REQUIRED MAINTENANCE

IT IS RECOMMENDED THAT ANY NOISE SYSTEM MAINTENANCE BE PERFORMED BY AN AUTHORIZED HARLEY-DAVIDSON DEALER USING GENUINE HARLEY-DAVIDSON REPLACEMENT PARTS. THE MAINTENANCE, REPLACEMENT OR REPAIR OF THE NOISE CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL. NON-GENUINE PARTS MAY BE USED ONLY IF SUCH PARTS ARE CERTIFIED TO COMPLY WITH U.S. ENVIRONMENTAL PROTECTION AGENCY STANDARDS.

Harley-Davidson Motor Company, P.O. Box 653 Milwaukee, Wisconsin 53201, U.S.A.

LIMITED 12-MONTH WARRANTY

Harley-Davidson Motor Company warrants to the original purchaser and authorized transferees, that this Harley-Davidson radio will be free from factory defects in material and workmanship, under normal use and service, for a period of twelve (12) months from date of purchase. This warranty does not cover defects or damage due to abuse, misuse or improper installation.

To obtain warranty service, return your motorcycle/sidecar with sound system intact, at your expense, within the warranty period to the Selling Dealer, or to any other authorized Dealer if you have moved a long distance, or are touring a long distance. You must be able to present your Owner-Warranty Identification Card and/or Owner's Manual upon our Dealer's request. Our Dealer should be able to provide warranty service during his normal business hours and as soon as possible, depending upon his service department's workload and the availability of necessary parts.

The remedy for breach of this warranty is expressly limited to the repair or replacement, without charge for parts and labor, of any part that proves to be defective, and does not extend to liability for consequential damages, costs or expenses, including loss of time, inconvenience or loss of use of the vehicle, resulting from any part that proves to be defective. **ANY IMPLIED WARRANTY RELATING TO THIS RADIO, INCLUDING WARRANTIES OR MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS EXPRESSLY LIMITED TO TWELVE (12) MONTHS.**

(Some states place limitations on the length of an implied warranty or on the exclusion of limitations of incidental or consequential damages, so the above limitations or exclusions may not apply to you.)

REGULAR SERVICE INTERVALS

Regular lubrication and maintenance will help keep your new Harley-Davidson operating at peak performance. Your Harley-Davidson Dealer knows best how to service your motorcycle with factory approved methods and equipment assuring you of thorough and competent workmanship.

NOTE:

See MAINTENANCE RECORDS. Regular maintenance interval operations are required to keep your new motorcycle warranty in force. The use of other than Harley-Davidson approved parts and service procedures may void the warranty. Any alterations to the emission system components, such as the carburetor and exhaust system, may be in violation of Federal and State laws.

WARNING

Follow regular maintenance intervals. The regular maintenance intervals given in this manual are intended to be used as guidelines for service. Failure to follow regular maintenance intervals could result in death or serious injury.

WARNING

Use care under adverse conditions (severe cold, extreme heat, very dusty environment, very bad roads, through standing water, etc.). If you operate your motorcycle under adverse conditions, 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.

Table 28. Regular Service Intervals

ODOMETER READING SERVICE OPERATIONS (see chart code below)	1 0 0 0 mi	2 5 0 0 mi	5 0 0 0 mi	7 5 0 0 mi	1 0 0 0 mi	1 2 5 0 mi	1 5 0 0 mi	1 7 5 0 mi	2 0 0 0 mi	2 2 5 0 mi	2 5 0 0 mi	2 7 5 0 mi	3 0 0 0 mi	3 2 5 0 mi	3 5 0 0 mi	3 7 5 0 mi	4 0 0 0 mi	4 2 5 0 mi	4 5 0 0 mi	4 7 5 0 mi	5 0 0 0 mi
	1 6 0 0 km	4 0 0 0 km	8 0 0 0 km	1 2 0 0 km	1 6 0 0 km	2 0 0 0 km	2 4 0 0 km	2 8 0 0 km	3 2 0 0 km	3 6 0 0 km	4 0 0 0 km	4 4 0 0 km	4 8 0 0 km	5 2 0 0 km	5 6 0 0 km	6 0 0 0 km	6 4 0 0 km	6 8 0 0 km	7 2 0 0 km	7 6 0 0 km	8 0 0 0 km
Change engine oil and filter	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R
Inspect air cleaner, service as required	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Change primary chaincase lube and clean drain plug	RI		RI		RI		RI		RI		RI		RI		RI		RI		RI		RI
Check and adjust rear belt	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Clutch adjustment	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Change transmission lubricant and clean drain plug	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R	I	R
Inspect brake pad linings and discs for wear	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Check brake fluid reservoir levels and condition	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Inspect oil lines and brake system for leaks	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Lubricate front brake hand lever, throttle control cables, clutch control cables (and hand lever), rear brake pedal bushing (if applicable), and jiffy stand.	L		L		L		L		L		L		L		L		L		L		L
Steering head bearings FLTRSEI2	A		L		AL		L		AL		L		AL		L		AL		L		D
Check, adjust operation of enricher, throttle control	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Inspect fuel lines and fittings for leaks	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Clean fuel tank filter screen									X								X				
Check operation of all electrical equipment & switches	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Check cruise control disengage switch & components	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Check battery and clean connections	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Change spark plugs	I	I	I		R		I		R		I		R		I		R		I		R
Check tire pressure and inspect tread	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Check wheel spoke tightness			I		I		I		I		I		I		I		I		I		I

Table 28. Regular Service Intervals

ODOMETER READING SERVICE OPERATIONS (see chart code below)	1	2	5	7	1	1	1	1	2	2	2	2	3	3	3	3	4	4	4	4	5
	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi	mi
	1	4	8	1	1	2	2	2	3	3	4	4	4	5	5	6	6	6	7	7	8
	6	0	0	2	6	0	4	8	2	6	0	4	8	2	6	0	4	8	2	6	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km	km
Change front fork oil									X								X				
Repack rear fork bearings (if applicable)									X								X				
Check air suspension - pressure, operation & leakage	I		I		I		I		I		I		I		I		I		I		I
Check stabilizer links and engine mounts					I				I				I				I				I
Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners	T				T				T				T				T				T
Inspect windshield bushings					I				I				I				I				I
Lubricate hinges, latches - fuel door, tour-pak, saddlebags	L		L		L		L		L		L		L		L		L		L		L
Check engine idle speed	I		I		I		I		I		I		I		I		I		I		I
Road test	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Chart Codes: I - Inspect, & if necessary correct, clean or replace. L - Lubricate with specified lubricant. R - Replace or change. T - Tighten to proper torque. A - Adjust. X - Perform. D - Disassemble (Lube & Inspect).																					

NOTES

FIRST SCHEDULED MAINTENANCE

Harley-Davidson Screamin' Eagle® Road Glide® model (FLTRSEI2) requires first scheduled maintenance at 1,000 miles (1,600 km).

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

FIRST SCHEDULED MAINTENANCE

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ Mileage _____

DEALER RECORD

FIRST SCHEDULED MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean magnetic drain plug.
- ☐7. Check and adjust rear drive belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check and clean battery connections.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check stabilizer links and engine mounts.
- ☐17. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐18. Check rear fork pivot nut tightness. See dealer.
- ☐19. Check engine idle speed adjustment.
- ☐20. Check front fork bearing adjustment. See dealer.
- ☐21. Road test.

FIRST SCHEDULED MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean magnetic drain plug.
- ☐7. Check and adjust rear drive belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check and clean battery connections.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check stabilizer links and engine mounts.
- ☐17. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐18. Check rear fork pivot nut tightness. See dealer.
- ☐19. Check engine idle speed adjustment.
- ☐20. Check front fork bearing adjustment. See dealer.
- ☐21. Road test.

**2,500 MILE
(4,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**2,500 MILE
(4,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

2,500 MILE (4,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle and enricher controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

2,500 MILE (4,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle and enricher controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**5,000 MILE
(8,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**5,000 MILE
(8,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

5,000 MILE (8,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

5,000 MILE (8,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

**7,500 MILE
(12,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**7,500 MILE
(12,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

7,500 MILE (12,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

7,500 MILE (12,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**10,000 MILE
(16,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**10,000 MILE
(16,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

10,000 MILE (16,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Check stabilizer links and engine mounts.
- ☐20. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐21. Road test.

10,000 MILE (16,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Check stabilizer links and engine mounts.
- ☐20. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐21. Road test.

**12,500 MILE
(20,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**12,500 MILE
(20,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

12,500 MILE (20,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

12,500 MILE (20,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**15,000 MILE
(24,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**15,000 MILE
(24,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

15,000 MILE (24,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

15,000 MILE (24,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

**17,500 MILE
(28,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**17,500 MILE
(28,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

17,500 MILE (28,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

17,500 MILE (28,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**20,000 MILE
(32,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**20,000 MILE
(32000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

20,000 MILE (32,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Change front fork oil.
- ☐20. Check stabilizer links and engine mounts.
- ☐21. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐22. Road test.

20,000 MILE (32,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Change front fork oil.
- ☐20. Check stabilizer links and engine mounts.
- ☐21. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐22. Road test.

**22,500 MILE
(36,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**22,500 MILE
(36,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

22,500 MILE (36,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

22,500 MILE (36,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**25,000 MILE
(40,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**25,000 MILE
(40,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

25,000 MILE (40,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

25,000 MILE (40,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

**27,500 MILE
(44,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**27,500 MILE
(44,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

27,500 MILE (44,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

27,500 MILE (44,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**30,000 MILE
(48,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**30,000 MILE
(48,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

30,000 MILE (48,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Check stabilizer links and engine mounts.
- ☐20. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐21. Road test.

30,000 MILE (48,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Check stabilizer links and engine mounts.
- ☐20. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐21. Road test.

**32,500 MILE
(52,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**32,500 MILE
(52,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

32,500 MILE (52,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

32,500 MILE (52,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**35,000 MILE
(56,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**35,000 MILE
(56,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

35,000 MILE (56,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

35,000 MILE (56,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

**37,500 MILE
(60,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**37,500 MILE
(60,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

37,500 MILE (60,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle and controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

37,500 MILE (60,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**40,000 MILE
(64,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**40,000 MILE
(64,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

40,000 MILE (64,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Change front fork oil.
- ☐20. Check stabilizer links and engine mounts.
- ☐21. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐22. Road test.

40,000 MILE (64,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Change front fork oil.
- ☐20. Check stabilizer links and engine mounts.
- ☐21. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐22. Road test.

**42,500 MILE
(68,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**42,500 MILE
(68,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

42,500 MILE (68,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

42,500 MILE (68,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**45,000 MILE
(72,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**45,000 MILE
(72,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

45,000 MILE (72,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

45,000 MILE (72,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Inspect fuel lines and fittings for leaks.
- ☐13. Check tire pressure and inspect tread.
- ☐14. Check front fork bearing adjustment.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Inspect spark plugs.
- ☐18. Check engine idle speed adjustment.
- ☐19. Road test.

**47,500 MILE
(76,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**47,500 MILE
(76,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

47,500 MILE (76,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle and controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

47,500 MILE (76,000 KM) MAINTENANCE

- ☐1. Inspect engine oil.
- ☐2. Inspect rear belt.
- ☐3. Inspect transmission lubricant and clean magnetic drain plug.
- ☐4. Inspect brake pads and discs for wear.
- ☐5. Inspect fuel lines and fittings for leaks.
- ☐6. Inspect tire pressure and inspect tread.
- ☐7. Inspect operation of throttle controls.
- ☐8. Inspect operation of all electrical equipment and switches.
- ☐9. Inspect battery connections.
- ☐10. Inspect air cleaner and service as required.
- ☐11. Inspect oil lines and brake system for leaks
- ☐12. Road test.

**50,000 MILE
(80,000 KM)
MAINTENANCE**

Date

Mileage

Dealer (or other) Signature

OWNER RECORD

**50,000 MILE
(80,000 KM)
MAINTENANCE**

You are authorized to perform the applicable maintenance and lubrication services listed on the back of this coupon. These services are to be performed at your regular rates and paid for by me, the owner. I also authorize you to road test this motorcycle for proper operation.

Owner's Signature

VIN

Date _____ **Mileage** _____

DEALER RECORD

50,000 MILE (80,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Check stabilizer links and engine mounts.
- ☐20. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐21. Road test.

50,000 MILE (80,000 KM) MAINTENANCE

- ☐1. Change engine oil & oil filter.
- ☐2. Inspect air cleaner and service as required.
- ☐3. Change primary chaincase lubricant and clean magnetic drain plug.
- ☐4. Check/adjust primary chain.
- ☐5. Check clutch adjustment.
- ☐6. Change transmission lubricant and clean the magnetic drain plug.
- ☐7. Check and adjust belt.
- ☐8. Inspect brake pads and discs for wear.
- ☐9. Check brake fluid reservoir levels and condition.
- ☐10. Inspect oil lines and brake system for leaks.
- ☐11. Lubricate the following: front brake hand lever, throttle control cables, throttle, clutch control cable/hand lever and jiffy stand.
- ☐12. Lubricate and adjust steering head bearings.
- ☐13. Check engine idle speed adjustment.
- ☐14. Inspect fuel lines and fittings for leaks.
- ☐15. Check operation of all electrical equipment and switches.
- ☐16. Check and clean battery connections.
- ☐17. Change spark plugs.
- ☐18. Check tire pressure and inspect tread.
- ☐19. Check stabilizer links and engine mounts.
- ☐20. Check tightness of all critical fasteners: hand controls, brake system, axle nuts, front fork components, riser and handle bar fasteners.
- ☐21. Road test.

SERVICE LITERATURE

For more detailed and complete technical and parts information the following publications are available, through your Harley-Davidson dealer. Order by part numbers below.

2001 Model FLTRSEI2

Publication	Part No.
2001 FLTRSEI2 Owner's Manual	99737-01
2001 FLT Models Service Manual.....	99483-01
2001 FLTRSEI2 Service Manual Supplement	99488-01
2001 FLTRSEI2 Parts Catalog.....	99428-01

NOTES

Symbols

(AVC) Automatic Volume Control	132
(DNR) Dynamic Noise Reduction™	132
(GVWR) Gross Vehicle Weight Rating	8, 19
(NHTSA) National Highway Traffic Safety Administration ..	219
(V.I.N.) Vehicle Identification Number	15

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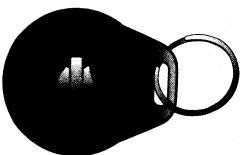
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Factory Security System**

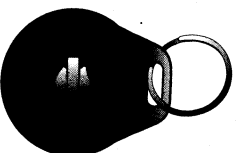


06/00



**Harley-Davidson Motor Company
Service Communications
Milwaukee, WI 53201**

**Harley-Davidson®
Factory Security System**



06/00



**Harley-Davidson Motor Company
Service Communications
Milwaukee, WI 53201**

Security System Personal Code

ex. a - b - c - d - e

- Set **RUN/STOP** switch to **STOP**
- Turn **IGN** key to **ACC**
- Hold **both** turn switches in until confirmation
- Enter first digit of code (a) by pressing **left** turn switch (a) times
- Press **right** turn switch 1 time
- Enter second digit of code (b) by pressing **left** turn switch (b) times
- Press **right** turn switch 1 time
- Enter third digit of code (c) by pressing **left** turn switch (c) times
- Press **right** turn switch 1 time
- Enter fourth digit of code (d) by pressing **left** turn switch (d) times
- Press **right** turn switch 1 time
- Enter fifth digit of code (e) by pressing **left** turn switch (e) times
- Press **right** turn switch 1 time

Service/Transport Mode

- Set **RUN/STOP** switch to **STOP**
- Turn **IGN** key to **ON**
- Press and hold **key FOB** button until confirmation is received
- Turn **IGN** to **OFF**
- Press and hold **key FOB** button until confirmation is received

Security System Personal Code

ex. a - b - c - d - e

- Set **RUN/STOP** switch to **STOP**
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- Turn **IGN** to **OFF**
- Press and hold **key FOB** button until confirmation is received

Important Information

If you move from your present address at any time after purchasing your new Harley-Davidson, or if you sell it to anyone, please fill out the attached card and mail immediately. This will provide us with an accurate registration as required by Federal law.

Thank You!

VEHICLE VIN _____ CRANKCASE NO. _____

OWNER'S NAME _____

OLD ADDRESS _____ APT. NO. _____

CITY _____ STATE _____ ZIP CODE _____

DEALER NUMBER _____ DATE OF DELIVERY _____
MO. DAY YEAR

DEALER'S NAME _____

CITY _____ STATE _____ ZIP CODE _____

MY NEW ADDRESS IS:

NEW ADDRESS _____ APT. NO. _____

CITY _____ STATE _____ ZIP CODE _____

MY MOTORCYCLE HAS BEEN SOLD TO: _____ DATE OF SALE _____
MO. DAY YEAR

NEW OWNER'S NAME _____

ADDRESS _____ APT. NO. _____

CITY _____ STATE _____ ZIP CODE _____



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PATENT NOTICE

Harley-Davidson products are manufactured under one or more of the following patents: 2986162, 2987934, 2998809, 3116089, 3144631, 3144860, 3226994, 3229792, 3434887, 3559773, 3673359, 3709317, Des. 225, 626

To the best knowledge of Harley-Davidson Motor Company, the material contained herein is accurate as of the date this publication was approved for printing. Harley-Davidson Motor Company, reserves the right to change specifications, equipment, or designs at any time without notice and without incurring obligation.

Harley-Davidson Motor Company



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