# INSTRUCTIONS

-J00940 REV. 2-27-98

***Kit Numbers 32969-98, 32971-98, 32978-98, 32979-98***

# SCREAMIN' EAGLE IGNITION MODULE

## General

**⚠CAUTION**

**This Screamin' Eagle ignition module is intended for high-performance applications only. This engine-related performance part is not legal for use on pollution-controlled motor vehicles. Use of this Screamin' Eagle ignition module may reduce or void the Limited Warranty coverage.**

This ignition module is designed for replacement of the original equipment ignition module on specific Harley-Davidson motorcycle models with dual fire electronic ignition. Depending on the particular part number, this module may be installed on the following models, respectively:

| PART NO. | MODEL |
|---|---|
| 32969-98 | 1998 and later XL 1200 |
| 32971-98 | 1998 and later XLH 883 |
| 32978-98 | 1998 and later XL 1200 |
| 32979-98 | 1998 and later XLH 883 |

**⚠CAUTION**

**Do not install this ignition module on any model other than those specified above. Doing so may result in adverse engine operation and/or damage to vehicle electrical and engine components.**

**⚠CAUTION**

**This Screamin' Eagle ignition module will allow the engine to rev up to 6800 rpm (Part Nos. 32978-98 and 32979-98) or 7500 rpm (Part Nos. 32969-98 and 32971-98). It is extremely important that the rider use the tachometer and avoid harmful over-revving. Engine-Related Performance Parts are intended for the experienced rider only.**

This Kit Contains:

| QTY | DESCRIPTION |
|---|---|
| 1 | Module, Screamin' Eagle Ignition (with Integrated Sensor) |

*NOTE*

*Faulty ignition module operation may result from wiring harness problems. If this Screamin' Eagle ignition system malfunction exists, inspect the motorcycle's wiring harness to determine if it is faulty. If the existing wiring harness is faulty, repair or replace it before installing the new ignition module.*

*NOTE*

*Ignition modules being replaced under warranty must be submitted with all wire terminals intact (warranty claims will be rejected for modules submitted with wires cut and/or terminals removed). Regardless of warranty considerations, do not splice the wires of the new ignition modules to the wires of the original module's wiring harness.*

## Installation

**⚠WARNING**

**To avoid accidental start-up of vehicle and possible personal injury, disconnect the battery cables before proceeding. Always disconnect the negative cable first. If the positive cable should contact ground with the negative cable installed, the resulting sparks may cause a battery explosion resulting in personal injury.**

*NOTE*

*A Service Manual for your motorcycle is available from your Harley-Davidson Dealer.*

1. Disconnect battery, negative cable first.
2. Remove outer and inner timer covers following procedures in applicable XLH Service Manual.
3. Remove screws holding module plate in position.
4. See Figure 1. Remove ignition module connector (6-pin Deutsch connector) from T-stud on frame and disconnect.

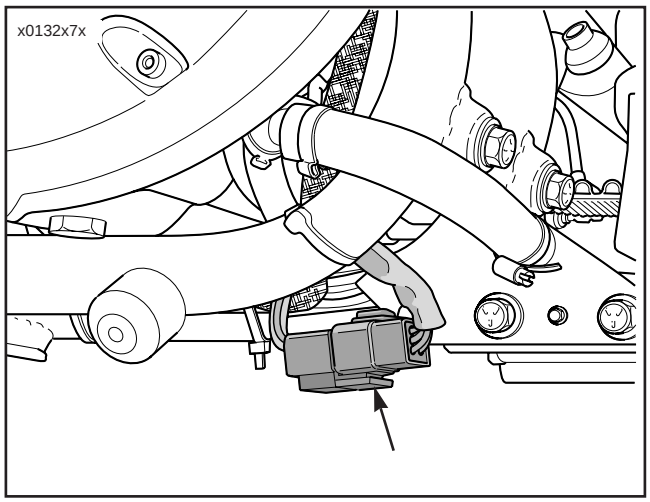


**Figure 1. Ignition Module Connector**

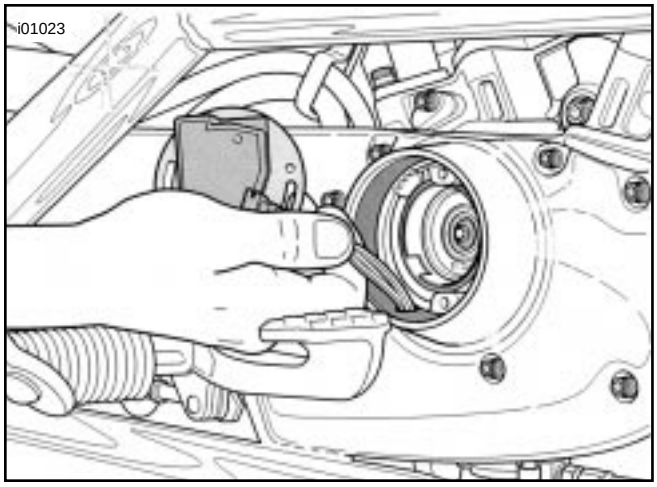


**Figure 2. Removing Module Plate**

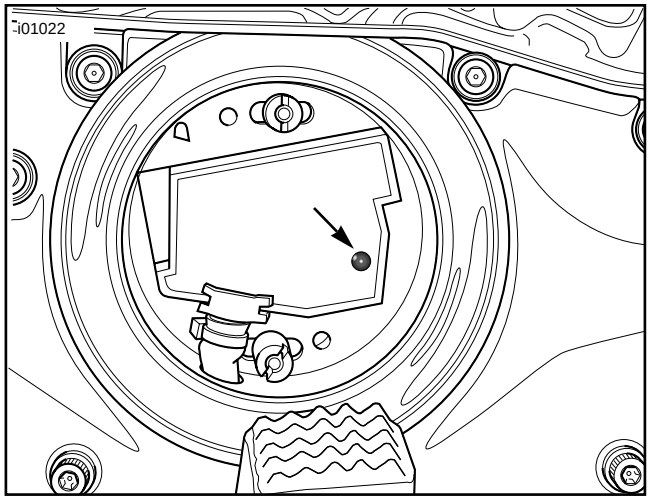


**Figure 3. Static Timing LED**

5. Remove pins from Deutsch connector body (female side) following procedures in applicable XLH Service Manual. Keep the connector body to reinstall the new module.

6. Cut cable strap securing harness to frame.

7. See Figure 2. Remove module plate and wires.

8. Place new ignition module plate into position in gearcase nosecone and route wires back to connector location.

9. Install module plate screws to secure module plate, then install pins into connector half saved from step 5 following Service Manual procedures. Match wire colors on each side of connector. Mate connector halves.

**⚠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 resulting in personal injury.**

10. Connect battery cables to battery, positive cable first.

11. Statically time engine as follows:

    a. Remove spark plugs and remove timing window plug from crankcase.

    b. Raise rear wheel of motorcycle.

    c. Shift transmission into fifth gear and standing on left side of motorcycle slowly rotate rear wheel in a counterclockwise direction until the front intake valve opens and closes (as viewed through spark plug holes).

    d. Rotate rear wheel until TDC mark (vertical line) is centered in timing window.

    e. Loosen module plate screws.

    f. Turn ignition ON.

    g. See Figure 3. Slowly rotate module plate until red LED illuminates, then tighten module plate screws to 15-30 **in-lbs** (1.7-3.4 Nm).

12. Lower rear wheel of motorcycle and reinstall spark plugs.

13. Verify timing with timing light following procedures in applicable XLH Service Manual, then reinstall inner and outer timing covers.