

Safety First

Safe Operating Rules

WARNING

Motorcycles are different from other vehicles. They operate, steer, handle and brake differently. Unskilled or improper use could result in loss of control, death or serious injury. (00556c)

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

Before operating your new motorcycle it is your responsibility to read and follow the 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). Carefully read and familiarize yourself with the motorcycle safety information that is provided by your country or state. In the United States, read the RIDING TIPS booklet that is provided with your Owner's Manual, and read through the MOTORCYCLE HANDBOOK which is made available by your state.
- Before starting engine, check for proper operation of brake, clutch, shifter, throttle controls, correct fuel and oil supply.

WARNING

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

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

WARNING

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

When refueling your motorcycle, the following rules should be observed.

- Refuel in a well ventilated area with the engine turned off.
- Remove fuel filler cap slowly.
- Do not smoke or allow open flames or sparks when refueling or servicing the fuel system.
- Do not fill fuel tank above the bottom of the filler neck insert.
- Leave air space to allow for fuel expansion.

WARNING

Do not store motorcycle with gasoline in tank within the

home or garage where open flames, pilot lights, sparks or electric motors are present. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00003a)

⚠ WARNING

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

⚠ WARNING

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

⚠ WARNING

The jiffy stand locks when placed in the full forward (down) position with vehicle weight on it. If the jiffy stand is not in the full forward (down) position with vehicle weight on it, the vehicle can fall over which could result in death or serious injury. (00006a)

⚠ WARNING

Be sure jiffy stand is fully retracted before riding. If jiffy stand is not fully retracted, it can contact the road surface causing a loss of vehicle control, which could result in death or serious injury. (00007a)

- A new motorcycle must be operated according to the special break-in procedure. See Break-in Riding Rules.
- 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:

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

⚠ WARNING

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

- Do not exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the influence of any other condition affecting stability and increases the possibility of loss of control.
- Pay strict attention to road surfaces and wind conditions. Any two wheeled vehicle may be subject to upsetting forces such as wind blasts from passing trucks, holes in the pavement, rough road surfaces, rider control error, etc. These forces may influence the handling characteristics of your motorcycle. If this happens, reduce speed and guide the motorcycle with a relaxed grip to a controlled condition. Do not brake abruptly or force the handlebar. This may aggravate an unstable condition.

- Keep cargo weight concentrated close to the motorcycle and as low as possible to minimize the change in the motorcycle's center of gravity. Distribute weight evenly on both sides of the vehicle and do not load bulky items too far behind the rider or add weight to the handlebars or front forks. Do not exceed maximum specified load in each saddlebag.

NOTE:

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

- 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.

⚠ WARNING

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

- When carrying passengers, it is your responsibility to instruct them on proper riding procedures. (See the RIDING TIPS booklet 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 the key from the motorcycle. Set security alarm if present.
- 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 non-distracting level before operating vehicle.
- Maintain your motorcycle in proper operating condition in accordance with Regular Service Intervals: 2011 FLHTCUSE6. Particularly important to motorcycle stability is proper tire inflation pressure, tread condition, and proper adjustment of wheel bearings and steering head bearings.

⚠ WARNING

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

⚠ WARNING

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

⚠ WARNING

Do not operate motorcycle with loose, worn or damaged steering or suspension systems. Contact a Harley-

Davidson dealer for repairs. Loose, worn or damaged steering or suspension components can adversely affect stability and handling, which could result in death or serious injury. (00011a)

⚠ WARNING

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

⚠ WARNING

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

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

⚠ WARNING

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

⚠ WARNING

Replace punctured or damaged tires. In some cases, small punctures in the tread area may be repaired from within the demounted tire by a 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). Failure to follow this warning could result in death or serious injury. (00015a)

⚠ WARNING

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

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

⚠ WARNING

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

⚠ WARNING

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

⚠ CAUTION

Direct contact of D.O.T. 4 brake fluid with eyes can cause irritation. 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. 4 brake fluid can cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. KEEP OUT OF REACH OF CHILDREN. (00240a)

⚠ WARNING

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

⚠ WARNING

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

⚠ WARNING

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

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

Additional Safe Operating Rules

See Brake System: ABS-Equipped Models to properly operate motorcycles equipped with an Anti-lock Brake System (ABS).

⚠ WARNING

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

⚠ WARNING

ABS cannot prevent lockup of rear wheel due to engine

braking. ABS will not aid in cornering or on loose/uneven surfaces. A locked wheel will skid and can cause loss of vehicle control, which could result in death or serious injury. (00362a)

⚠WARNING

Do not add sidecar to this motorcycle. Operating motorcycle with sidecar can cause loss of vehicle control, which could result in death or serious injury. (00590d)

Rules of the Road

- 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 or down a hill.
- At street intersections give the right-of-way. Do not presume you have the right-of-way, as the other driver may not know 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, signal at least 100 ft 30.5 m before reaching the turning point. If turning across an intersection, move over to the centerline of the street (unless local rules require otherwise). Slow down when entering the intersection and turn carefully.
- Never anticipate a traffic light. When a change is indicated from GO to STOP (or STOP to GO) 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 dry, oily, icy or wet.
- Watch for debris such as leaves or loose gravel.
- Weather and traffic conditions on the highway dictate adjusting your speed and driving habits accordingly.

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 exceed the motorcycle's Gross Vehicle Weight Rating (GVWR) or Gross Axle Weight Rating (GAWR). Exceeding these weight ratings can affect stability and handling, which could result in death or serious injury. (00016e)

- GVWR is the sum of the weight of the motorcycle, accessories, and the maximum weight of the rider, passenger and cargo that can be safely carried.
- GAWR is the maximum amount of weight that can be safely carried on each axle.
- The GVWR and GAWR are shown on the information plate which is located on the frame down tube.

⚠WARNING

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

Accessory and Cargo Guidelines

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

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- Do not exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the influence of any other condition affecting stability and increases the possibility of loss of control.
- Pay strict attention to road surfaces and wind conditions. Any two wheeled vehicle may be subject to upsetting forces such as wind blasts from passing trucks, holes in the pavement, rough road surfaces, rider control error, etc. These forces may influence the handling characteristics of your motorcycle. If this happens, reduce speed and guide the motorcycle with a relaxed grip to a controlled condition. Do not brake abruptly or force the handlebar. This may aggravate an unstable condition.
- Keep cargo weight concentrated close to the motorcycle and as low as possible. This minimizes the change in the motorcycle's center of gravity.
- Distribute weight evenly on both sides of the vehicle.
- Do not load bulky items too far behind the rider or add weight to the handlebars or front forks.
- Do not exceed maximum specified 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 and 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) can 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. (00022a)

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

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⚠WARNING

Do not add sidecar to this motorcycle. Operating motorcycle with sidecar can cause loss of vehicle control, which could result in death or serious injury. (00590d)

Noise Control System

Tampering

Owners are warned that removal or replacement of any noise control system component may be prohibited by law. This prohibition applies prior to vehicle sale or delivery to the ultimate purchaser. Use of a vehicle on which noise control system components have been removed or rendered inoperative may also be prohibited by law.

Identification

Vehicle Identification Number (VIN)

General

See Typical Harley-Davidson V.I.N.: 2011 FLHTCUSE6 Models. A unique 17-digit serial or Vehicle Identification Number (VIN) is assigned to each motorcycle. For a description of each item in the VIN, refer to Harley-Davidson V.I.N. Breakdown: 2011 FLHTCUSE6 Models.

Location

See VIN Locations. The full 17-digit VIN (1) is stamped on the right side of the frame near the steering head. In some destinations, a printed VIN label (2) is also attached to the left front downtube.

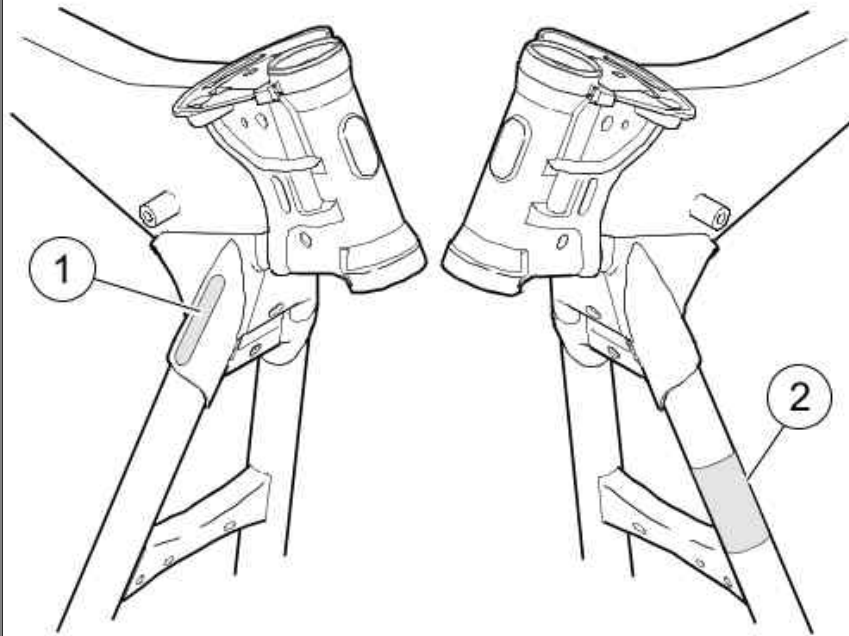
Abbreviated VIN

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

NOTE:

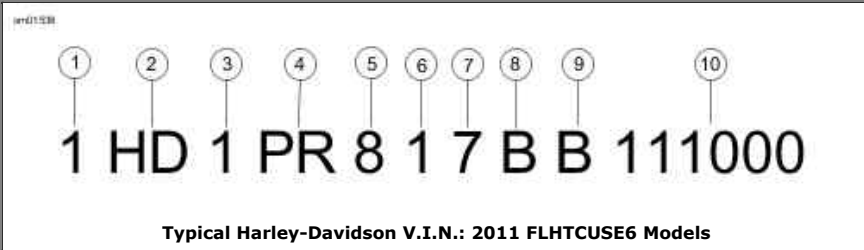
Always give the full 17-digit Vehicle Identification Number when ordering parts or making any inquiry about your motorcycle.

om01391



1. Stamped VIN
2. VIN label

VIN Locations



Typical Harley-Davidson V.I.N.: 2011 FLHTCUSE6 Models

Harley-Davidson V.I.N. Breakdown: 2011 FLHTCUSE6 Models

POSITION	DESCRIPTION	POSSIBLE VALUES	
1	Market designation	1=Originally manufactured for sale within the United States 5=Originally manufactured for sale outside of the United States	
2	Manufacturer	HD=Harley-Davidson	
3	Motorcycle type	1=Heavyweight motorcycle (901 cc or larger)	
4	Model	PR=CVO Ultra Classic® Electra Glide®	
5	Engine type	8=110 cu. in. (1803 cc) air-cooled, fuel-injected	
6	Introduction date/ Calibration recognition	Normal Introduction 1=Domestic 3=California A=Canada C=HDI E=Japan G=Australia	Mid-year or Special Introduction 2, 4=Domestic 5, 6=California B=Canada D=HDI F=Japan H=Australia

		J=Brazil L=Asia Pacific N=India	K=Brazil M=Asia Pacific P=India
7	V.I.N. check digit	Can be 0-9 or X	
8	Model year	B=2011	
9	Assembly plant	B=York, PA U.S.A.	
10	Sequential number	Varies	

Labels

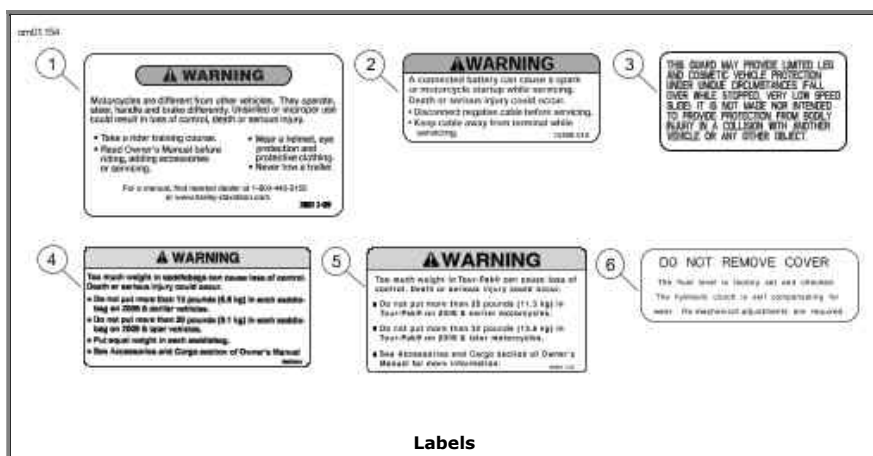
See Labels for safety and maintenance labels which were on the vehicle when new. If removed, replacement labels may be purchased for your motorcycle. Refer to Labels.

NOTE:

Some labels may be available in different languages for destinations outside the United States. See a Harley-Davidson dealer for all labels available for purchase.

Labels

ITEM	PART NO.	DESCRIPTION	LOCATION
1	28012-09	General warnings	Top of air cleaner cover
2	15368-01A	Battery warning	Under seat, behind fuel tank on main harness trough
3	14148-86	Engine guard warning	On front of engine guard below center mount and on each bag guard
4	90820-93D	Saddlebag load limits	Inside saddlebag
5	90821-74C	Tour-Pak load limits	Inside Tour-Pak lid
6	14810-03 (not sold)	Hydraulic clutch service notice	On clutch cover



Labels

Harley-Davidson Power Lock Fob (P/N 76537-08 & P/N 76524-08)

EU countries	CE 0682
Indonesia	
Mexico	RCPHA7608-0176 RCPHA7608-0177
Power Lock Fob Approval (EU countries, Indonesia and Mexico)	

Argentina	CNC 09-6068
Brazil	
Israel	Approval # 51-12935 & 51-12936 Valid Date 09/20/2007-09/20/2012
Power Lock Fob Approval (Argentina, Brazil and Israel)	

Singapore	Complies with IDA Standards N1386-07
South Africa	
Power Lock Fob Approval (Singapore and South Africa)	

Specifications

Specifications

Engine: Twin Cam 110™

ITEM	SPECIFICATION	
Number of cylinders	2	
Type	4-cycle, 45 degree V-type, air cooled	
Compression ratio	9.15-1	
Bore	4.00 in	101.6 mm
Stroke	4.38 in	111.3 mm
Displacement	110.0 in ³	1803 cm ³
Lubrication system	Pressurized dry sump with oil cooler	

Electrical

COMPONENT	SPECIFICATION	
Ignition timing	Not adjustable	
Battery	12 V, 28 Ah, sealed and maintenance free	
Charging system	Three-phase, 50 A system (585 W @ 13 V, 2000 rpm, 650 W max power @13 V)	
Spark plug type	6R12	
Spark plug size	12 mm	
Spark plug gap	0.038-0.043 in	0.97-1.09 mm
Spark plug torque	12-18 ft-lbs	16.3-24.4 Nm

Transmission

TRANSMISSION	SPECIFICATION
Type	Constant mesh, foot shift
Speeds	6 forward

NOTE:

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

Sprocket Teeth

DRIVE	ITEM	NUMBER OF TEETH
Primary	Engine	34
	Clutch	46
Final	Transmission	32
	Rear wheel	68

Gear Ratios

GEAR	RATIO
1st Gear	9.593
2nd Gear	6.650
3rd Gear	4.938
4th Gear	4.000
5th Gear	3.407
6th Gear	2.875

Capacities

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ITEM	U.S.	L
Fuel tank (total)	6.0 gal	22.7
Low fuel warning light on	1.0 gal	3.8
Engine oil with filter	4.00 qt	3.79
Transmission (approximate)	1.00 qt	0.95
Primary chaincase (approximate)	1.40 qt	1.32

Tires

MOUNT	SIZE	APPROVED TIRE	PRESSURE (COLD)	
			psi	kPa
Front	17 in	Dunlop D408F 130/80B17	36	248
Rear	16 in	Dunlop D407 180/65B16	40	276

NOTE:

Gross Vehicle Weight Rating (GVWR) (maximum allowable loaded vehicle weight) and corresponding Gross Axle Weight Ratings (GAWR) are listed on a label located on the right side front downtube.

WARNING

Use only Harley-Davidson approved tires. See a Harley-Davidson dealer. Using non-approved tires can adversely affect stability, which could result in death or serious injury. (00024a)

Weights

ITEM	LB.	KG
Weight as shipped from factory	895	406.0
GVWR	1360	616.9
GAWR front	500	226.8
GAWR rear	927	420.5

Dimensions

ITEM	IN.	MM
Wheel base	63.5	1613
Overall length	98.8	2510
Overall width	34.8	884
Road clearance	5.1	130
Overall height	57.0	1448
Saddle height*	27.8	706
*With 180 lb. 81.7 kg rider on seat.		

Bulb Chart

LAMP	DESCRIPTION	BULBS	CURRENT	HARLEY-DAVIDSON
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LAMP	DESCRIPTION (ALL LAMPS 12 VOLT)	BULBS REQUIRED	CURRENT DRAW AMPERAGE	HARLEY-DAVIDSON PART NUMBER
Headlamp	Headlamp - high (domestic)	1	5.1	67717-01
	Headlamp - low (domestic)	1	4.3	68881-01
	Headlamp - (international)	1	4.58/5.0	68329-03
	Position lamp international	1	0.32	53436-97
Tail and stop lamp	Tail lamp	1	0.59	68167-04
	Stop lamp	1	2.10	68167-04
	Tail lamp international	1	0.59	68167-04
	Stop lamp international	1	2.10	68167-04
Turn signal lamp	Front/running	2	2.25/0.59	69331-02
	Front international	2	1.75	68163-84
	Rear	2	2.25	69330-02
	Rear international	2	1.75	68163-84
Auxiliary lighting	License plate lamp international	1	0.37	53436-97
	Tour-Pak side lamps*	N/A	0.14	53788-06 (right side)
			0.14	53789-06 (left side)
	Tour-Pak wrap-around lamps*	N/A	0.036	54136-10 (right side)
			0.036	54135-10 (left side)
			0.015	54137-10 (center)
	Tour-Pak interior light*	N/A	0.036	54332-04B
	Saddlebag interior light*	N/A	0.036	54333-04A
Instrument panel lamps	Auxiliary lamps	2	2.1	68453-05
	Auxiliary lamps international	2	2.7	68851-98
	High beam indicator	1	0.15	Instrument panel is illuminated with LEDs. Replace the entire assembly upon failure.
	Oil pressure indicator	1	0.15	
Gauge lamps	Neutral indicator	1	0.15	
	Turn signal indicator	2	0.08	
	Speedometer*	N/A	N/A	N/A
	Tachometer*	N/A	N/A	N/A
	Voltmeter	1	0.24	67454-04
	Oil pressure	1	0.24	67454-04
	Air temperature	1	0.24	67454-04
	Fuel	1	0.24	67454-04

Tire Data

⚠WARNING

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

⚠WARNING

Use only Harley-Davidson approved tires. See a Harley-Davidson dealer. Using non-approved tires can adversely affect stability, which could result in death or serious injury. (00024a)

See Tires for approved tires and recommended pressures.

Tubeless tires fitted with the correct size inner tubes may be used on Harley-Davidson laced (wire spoked) wheels.

⚠WARNING

Use inner tubes on laced (wire spoked) wheels. Using tubeless tires on laced wheels can cause air leaks, which could result in death or serious injury. (00025a)

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

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

⚠WARNING

Do not inflate tire beyond maximum pressure as specified on sidewall. Over inflated tires can blow out, which could result in death or serious injury. (00027a)

⚠WARNING

Harley-Davidson tires are equipped with wear bars that run horizontally across the tread. When wear bars become visible and only 1/32 in. (0.8 mm) tread depth remains, replace tire immediately. Using a worn tire can adversely affect stability and handling, which could result in death or serious injury. Use only Harley-Davidson approved replacement tires. (00090b)

Gasoline Blends

Your motorcycle was designed to get the best performance and efficiency using unleaded gasoline. Most gasoline is blended with alcohol and/or ether to create oxygenated blends. The type and amount of alcohol or ether added to the fuel is important.

CAUTION

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

- 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.
- Do not use race gas or octane boosters. Use of these fuels will damage the fuel system.

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

Fuel

Always use a good quality unleaded gasoline. Octane ratings are usually found on the pump. Refer to Octane Ratings.

⚠ WARNING

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

⚠ WARNING

Use care when refueling. Pressurized air in fuel tank can force gasoline to escape through filler tube. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00029a)

Modern service station pumps dispense a high flow of gasoline into a motorcycle fuel tank making air entrapment and pressurization a possibility.

Octane Ratings

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

Catalytic Converter

The motorcycle is equipped with a catalytic converter in the exhaust pipe collector.

CAUTION

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

CAUTION

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

Controls and Indicators

General: Controls and Indicators

⚠WARNING

Read the CONTROLS AND INDICATORS section before riding your motorcycle. Failure to understand the operation of the motorcycle could result in death or serious injury. (00043a)

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

Ignition Switch/Fork Lock

⚠WARNING

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

See Ignition/Headlamp Switch/Fork Lock. The ignition switch controls electrical functions of the motorcycle. Refer to Ignition/Headlamp Switch/Fork Lock Positions for switch functions.

The switch can be locked in the FORK LOCK or ACCESS position using the power lock fob or ignition key. See Power Locks for power lock operation.

NOTES:

- *Write the ignition key number in the space provided at the front of this manual.*
- *Remove the key from ignition switch before operating motorcycle. If you do not remove key, it can fall out during operation.*
- *The lamps illuminate when the switch is in the IGNITION position, as required by law in some localities.*

CAUTION

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

⚠WARNING

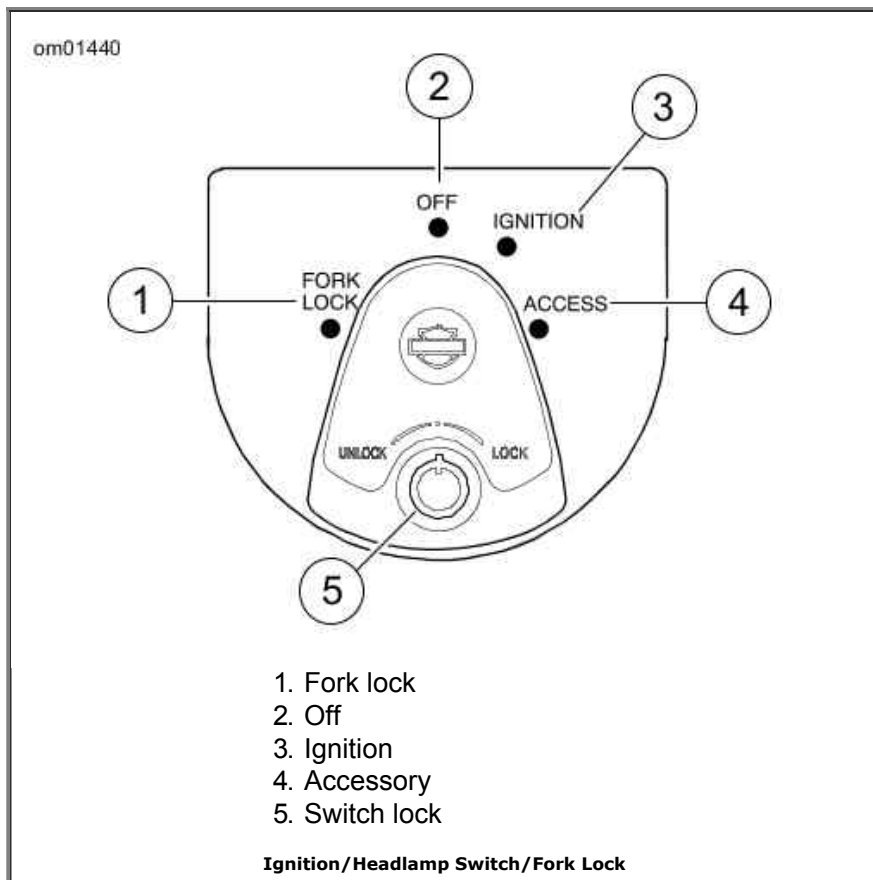
Do not operate vehicle with forks locked. Locking the forks restricts the vehicle's turning ability, which could result in death or serious injury. (00035a)

CAUTION

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

Ignition/Headlamp Switch/Fork Lock Positions

FUNCTION	LABEL	OPERATION
Key lock	LOCK	Locks the ignition switch in the FORK LOCK or ACCESS position. Insert the key and rotate 1/4 turn to the LOCK position. Remove key.
	UNLOCK	Unlocks the ignition switch. Insert key and rotate 1/4 turn to the UNLOCK position. Remove key before operating motorcycle.
Switch	FORK LOCK	Locks the fork to discourage unauthorized use or theft of the motorcycle when parked. To lock the fork, turn the handlebars to the full left position and rotate the switch to the FORK LOCK position. The switch can be locked using the ignition key or power lock fob.
	OFF	The ignition, lamps and accessories are off.
	IGNITION	The motorcycle can be started and all lamps and accessories will operate.
	ACCESS	All lamps and accessories will operate but the engine can not be started. Hazard warning flashers can be turned on. Brake lamp and horn can be activated. The switch can be locked using the ignition key or power lock fob.



Power Locks

Power Lock Fob

See Power Lock Fob. The power lock fob remotely locks and unlocks the ignition switch knob, saddlebags and Tour-Pak.

1. Close the saddlebag and Tour-Pak lids. Secure latches.
2. If locking the forks, turn the handlebars to the full left position.
3. Rotate the knob to either the FORK LOCK or ACCESS position.
4. Press the lock button on the power lock fob.
5. To unlock, press the unlock button on the power lock fob.
6. Rotate the ignition switch to the desired position. Open saddlebags and Tour-Pak as needed.

NOTE:

*The ignition switch knob must be in the FORK LOCK or ACCESS position **before** pressing the lock button on the power lock fob. Rotating the knob after pressing the lock button will not cause the ignition switch knob to lock.*

Saddlebag/Tour-Pak Power Lock Switch

See Saddlebag/Tour-Pak Power Lock Switch. The power lock switch in the inner fairing cap activates the power locks in the saddlebags and Tour-Pak.

The power lock switch does not activate the lock for the ignition switch knob. Use the key or power lock fob to lock the ignition switch knob.

1. Close saddlebag and Tour-Pak lids. Secure latches.

2. To lock, turn the ignition switch to IGNITION. Rock the power lock switch rearward to LOCK.
3. To unlock, turn the ignition switch to IGNITION. Rock the power lock switch forward to UNLOCK.
4. Open the saddlebags and Tour-Pak as needed.

Ignition Key

See Power Lock Fob. The ignition key can be used to manually lock and unlock the ignition switch knob, saddlebags and Tour-Pak.

Power Lock Fob Programming

Entering Program Mode

Read all directions first.

NOTE:

To program a fob, it is necessary to put the receiver on the motorcycle into program mode.

1. Turn ignition knob to IGNITION.

NOTES:

- *Verify that both saddlebags and the Tour-Pak power locks are functioning correctly when using the saddlebag/Tour-Pak lock switch.*
- *Leave the Tour-Pak lid open during programming to see the Tour-Pak power lock hook move during lock and unlock events.*

2. See Saddlebag/Tour-Pak Power Lock Switch. Press UNLOCK on the saddlebag/Tour-Pak lock switch to set locks to the unlocked position. Wait 5 seconds.
3. Press LOCK once on the saddlebag/Tour-Pak lock switch.
4. Press UNLOCK on the saddlebag/Tour-Pak lock switch 3 times in a row.
5. Press LOCK on the saddlebag/Tour-Pak lock switch 3 times in a row.
6. Press and hold UNLOCK for 5 seconds. After 5 seconds, the actuators will cycle the locks to locked then back to unlocked. Release the switch. The receiver is now beginning its program cycle.
7. Wait 11 more seconds. The actuators will once again cycle to lock then back to unlock. The receiver is now in program mode.

Program Mode

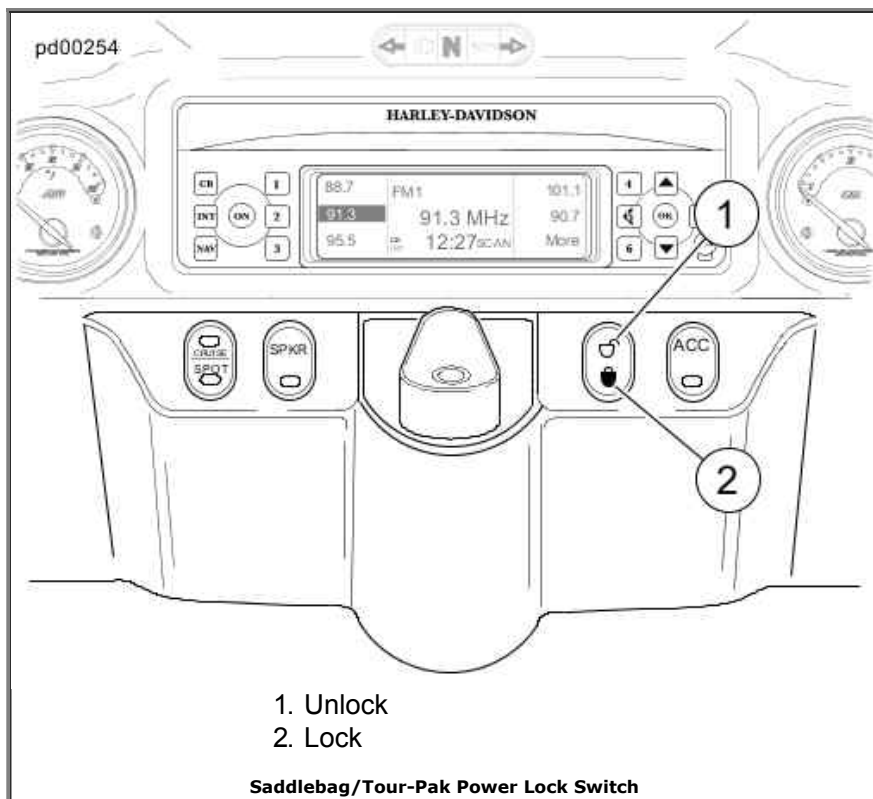
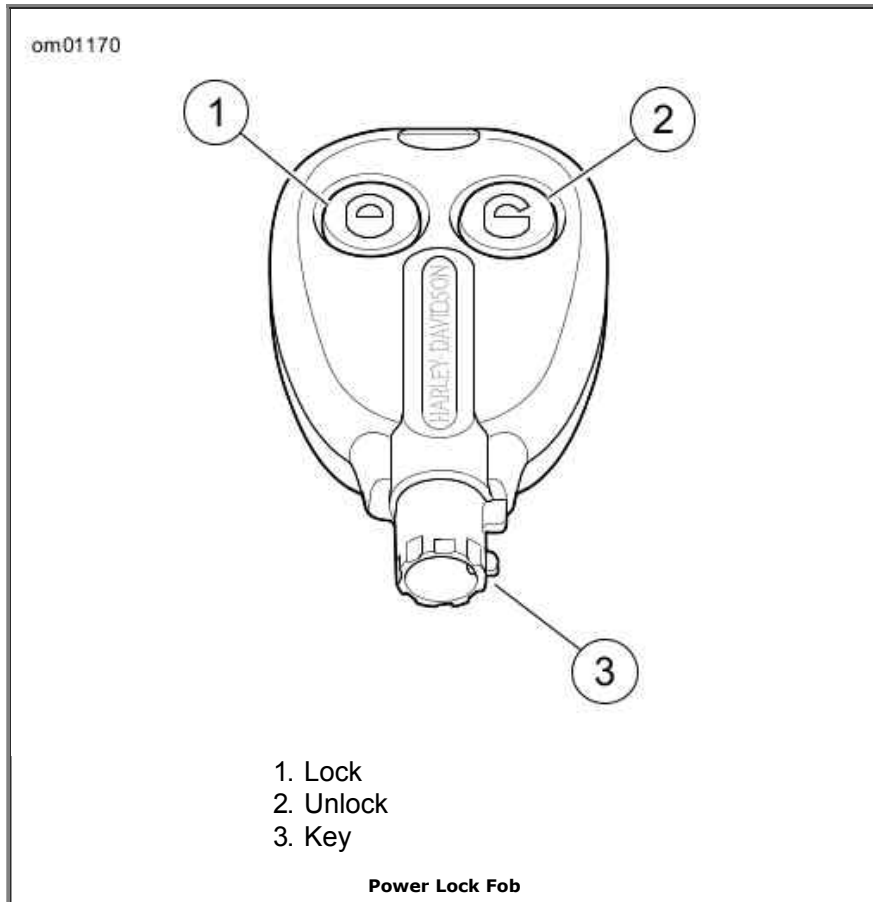
NOTE:

Pressing lock or unlock on the saddlebag/Tour-Pak lock switch during program mode will cause program mode to end.

1. See Power Lock Fob. Press and release the LOCK button on fob number 1 repeatedly until you hear the actuators lock. Verify the fob is programmed by pressing UNLOCK.
2. After fob number 1 is programmed, wait 5 seconds until the actuators cycle to lock then back to unlock. Now program fob number 2.
3. Repeat previous steps to program fob number 2.
4. The receiver will remain in program mode for 30 seconds. Repeat steps 1 and 2 to program any other fobs.

5. To exit program mode, perform one of the following:

- a. Wait 30 seconds.
- b. Press lock or unlock on the saddlebag/Tour-Pak lock switch.
- c. Remove power lock fuse.



Replacing the Battery

1. See Power Lock Fob Battery. Slowly turn a thin screwdriver blade in the thumbnail slot (1) on the side of the fob to separate the two halves.

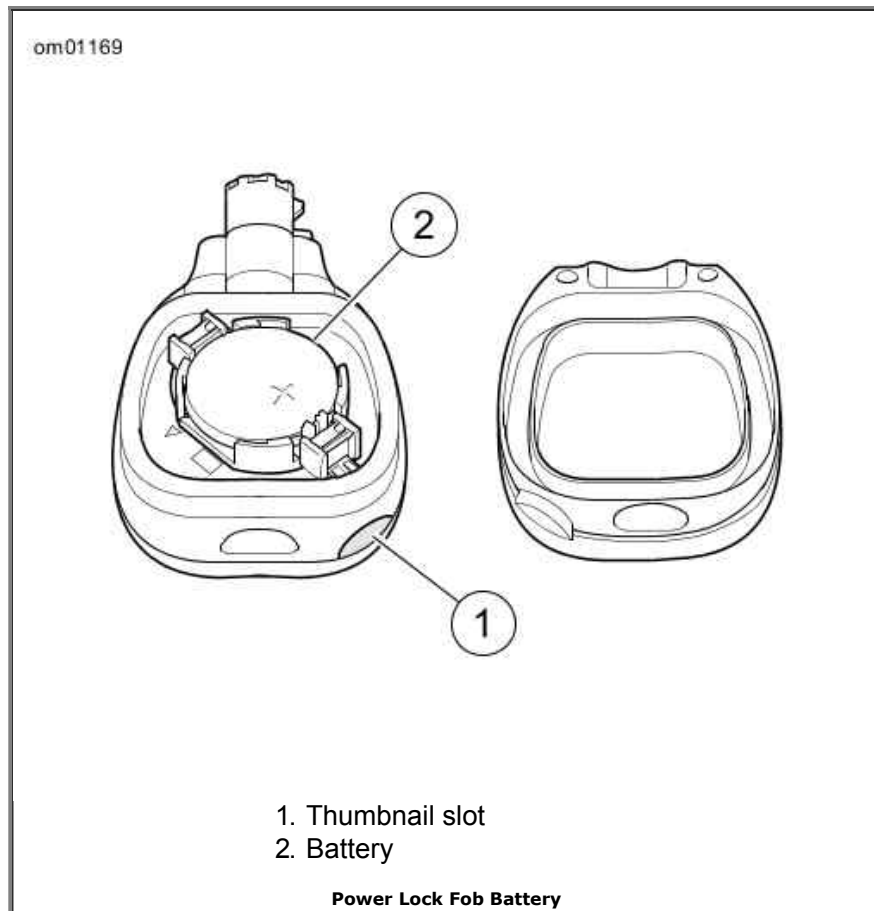
2. Remove the battery (2) and discard.

NOTE:

Dispose of old battery in accordance with local regulations.

3. Install a **new** battery (Panasonic 2032 or equivalent) with the positive (+) side facing up.

4. Align the two halves of the fob and snap together.



FCC Regulations: Power Locks

FCC ID: VCR421860, IC ID: 7158A-42160

This device complies with Part 15 of the FCC Rules and with RSS-210 of Industry Canada rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

WARNING: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

Fork Lock

CAUTION

Protect your vehicle against theft. Failure to lock the motorcycle after parking could result in theft and/or

equipment damage. (00151b)

The fork lock is integrated into the ignition switch. Using the fork lock immediately after parking your motorcycle will discourage unauthorized use or theft. For fork lock detail, refer to Ignition/Headlamp Switch/Fork Lock Positions.

⚠WARNING

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

To Lock Fork

NOTE:

Forcing the switch into the locked position can damage the switch.

1. Turn fork to **full left** position.
2. Rotate knob to FORK LOCK position.
3. Lock the ignition switch knob as follows:
 - a. **Ignition key:** Insert key and turn to LOCK position. Remove key.
 - b. **Power lock:** Press the lock button on the power lock fob. See Power Locks.

Handlebar Controls

CAUTION

Control wiring is routed inside handlebar and may be pinched or cut if controls are rotated too far. Electrical damage to control wiring can result. See Service Manual Supplement or see a Harley-Davidson dealer. (00363a)

Clutch Hand Lever

⚠WARNING

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

See Handlebar Controls. The clutch hand lever (1) is located on the left handlebar and is operated with the fingers of the left hand.

1. Squeeze the pull clutch hand lever in against handlebar grip to fully disengage clutch.
2. Shift to first gear using the gear shifter lever. See Shifting Gears.
3. Slowly release the clutch hand lever to engage clutch.

Horn Switch

See Handlebar Controls. The horn is operated by pushing on the horn switch (2) located on the left handlebar control group.

Headlamp Dimmer Switch

See Handlebar Controls. The headlamp dimmer switch (3) is located on the left handlebar. The switch has two positions to activate the headlamps high or low beams.

- Press the top of the headlamp dimmer beam switch to activate the high beam.
- Press the bottom of the headlamp dimmer switch to return to the low beam.

See Indicator Lamps (Typical). The (blue) high beam indicator lamp will illuminate when the high beam is on.

Turn Signal Switches

See Handlebar Controls. Each handlebar control group contains a turn signal switch.

- The left turn signal switch (4) operates the left front and left rear flashing lamps.
- The right turn signal switch (10) operates the right front and right rear flashing lamps.

NOTE:

Front turn signal lamps also function as running lamps (except international models).

Electric Starter Switch

NOTE:

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

See Handlebar Controls. The electric starter switch (6) is located on the right handlebar control group. See Starting the Engine for detailed operation procedures.

1. Put the engine OFF/RUN switch in the RUN position and the transmission in neutral. Neutral (green) indicator lamp should be illuminated.
2. See Ignition/Headlamp Switch/Fork Lock. Turn the ignition/headlamp key switch to the IGNITION position and push the START switch to operate starter motor.

Engine OFF/RUN Switch

See Handlebar Controls. The engine OFF/RUN switch (7) turns the ignition power ON or OFF. The engine OFF/RUN switch is located on the right handlebar control. Push the top portion of the engine OFF/RUN switch to turn off ignition power and shut the engine off. Push the bottom portion of the engine OFF/RUN switch to turn on ignition power.

NOTES:

- *The engine OFF/RUN switch must be in the ON position to start or operate the engine.*
- *The engine OFF/RUN switch should be used to shut the engine off.*

1. To shut the engine off, push the top of the OFF/RUN switch to the OFF position.
2. See Ignition/Headlamp Switch/Fork Lock. Turn the ignition/headlamp key switch to the OFF position to turn the ignition power completely OFF.

Front Brake Lever

See Handlebar Controls. The front brake lever (8) is located on the right handlebar. This lever applies mechanical pressure to the front brake master cylinder and the master cylinder applies hydraulic pressure to the front brake calipers.

Throttle Control Grip

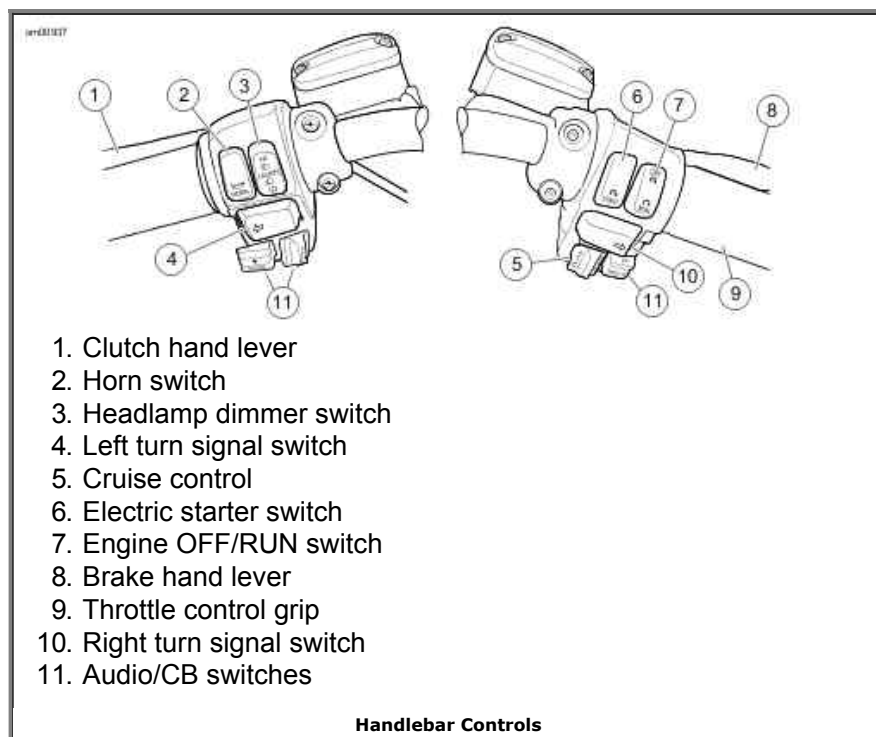
See Handlebar Controls. The throttle control grip (9) is located on the right handlebar control and is operated with the right hand.

Cruise Control Switches

See Handlebar Controls. The cruise control resume/set switch (5) automatically maintains the speed of the motorcycle. Cruise control must be first turned on using the cruise control switch in the inner fairing. Refer to Advanced Audio System and Inner Fairing Cap Rocker Switches.

Audio System Switches

See Handlebar Controls. The audio system switches (11) operate various functions for the Advanced Audio System. Refer to Advanced Audio System.



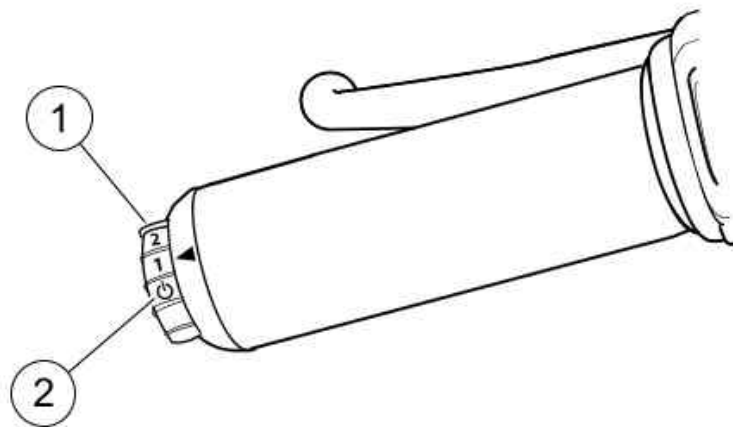
Heated Hand Grips

See Heated Hand Grips. Models with heated hand grips have a variable heat control dial located on the end of the left hand grip.

Rotate the control dial to align the desired setting with the arrow on the grip. The heat settings range from 1 (minimum) to 6 (peak). Rotate to the OFF icon to turn off heat.

The hand grips are thermostatically-controlled, providing a constant grip temperature regardless of changes in the outside temperature. To prevent battery drain, heated hand grips should only be used while the engine is running.

If the hand grips are not producing heat, see Heated Hand Grips.



1. Control dial
2. Heat off

Heated Hand Grips

Electronic Throttle Control (ETC)

The motorcycle is equipped with Electronic Throttle Control (ETC). Instead of using a mechanical cable connection to the throttle body, this technology uses redundant grip sensors to indicate rider requested throttle position to the Electronic Control Module (ECM). The ECM then regulates proper fuel/air intake and ignition timing based on the rider request. The grip sensor is manufactured with internal cams and spring retainer for natural feel and operation.

In the event of a component failure, the ETC operation is designed for rider safety and continued motorcycle operation. The Electronic Control Module monitors the status of the grip sensors, throttle plate actuation and airflow. If any problems are detected, the motorcycle will disable cruise control, illuminate the engine check lamp, and revert to one of the following fallback modes.

ETC Limited Performance Mode

The rider will experience near-normal operation. The motorcycle will operate with provisions to guard against unintended acceleration.

ETC Power Management Mode

The throttle plate actuator returns to an "idle detent" or "limp-home" position, which will provide enough torque to achieve speed of about 25 mph 40 kph . The motorcycle's response to grip sensor input is significantly reduced.

ETC Forced Idle Mode

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

ETC Forced Shutdown Mode

The engine is forced to shut down.

Turn Signal Switch Operation

The turn signal switches are used by the turn signal module to control turn signal operation based on vehicle speed, vehicle acceleration and turn completion.

Momentarily press the desired turn signal switch. The turn signal lamps will begin and continue flashing until they are manually or automatically cancelled. As long as the motorcycle is stationary, the signals will flash.

NOTES:

- *If you are signaling to turn in one direction and you press the switch for the opposite turn signal, the first signal is cancelled and the opposite side begins flashing.*
- *If you want to stop the lamps from flashing, briefly press the turn signal switch a second time. The turn signal lamps will stop flashing.*
- *If a turn signal indicator is flashing at a high rate, a turn signal bulb is not operating. Exercise caution and use hand signals. Replace defective bulbs immediately.*

Instruments

Speedometer

⚠WARNING

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

See Instruments. The speedometer (1) registers miles per hour (MPH) or, on International models, kilometers per hour (KPH).

The speedometer includes a single display window for the odometer, two trip-odometers, and a trip indicator.

Press the function button (7) to change the display window on the speedometer face to either odometer or trip-odometer.

Odometer

See Instrument Lamps. The odometer (7) registers the number of miles/kilometers the vehicle has traveled. Odometer will display mileage when motorcycle is OFF when function button is pressed. There is no need to turn the motorcycle on to check the odometer reading.

Trip Odometer

Use the trip-odometer A (7) or trip-odometer B to register number of miles/kilometers traveled on a trip or between refueling.

See Instrument Lamps. To reset the trip-odometer to zero, press button to reset speedometer display to the ODOMETER mode and hold the button in for approximately 2-3 seconds. The speedometer will switch to the trip-odometer mode and reset the display to zero.

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. (00160a)

Tip Indicator

WARNING

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

Should motorcycle be tipped over, the word "tip" will appear in the odometer window. Engine will not start until reset. To reset, cycle ignition/headlamp key switch ON-OFF-ON.

Tachometer

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. (00159a)

See Instruments. The tachometer (2) measures the engine speed in revolutions per minute (RPM).

Voltmeter

See Instruments. The voltmeter (3) 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

See Instruments. The oil pressure gauge (4) indicates engine oil pressure and is found on the front panel of the fairing. Engine oil pressure will normally vary from 5 PSI 34 kN/m² 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 .

Air Temperature Gauge

See Instruments. The air temperature gauge (5) indicates the ambient air temperature in degrees Fahrenheit. This gauge is found on the front panel of the fairing.

Fuel Gauge

See Instruments. The fuel gauge (6) indicates the approximate amount of fuel in the fuel tanks.

Clock (In Radio)

The clock runs continuously as long as there is battery power. To reset clock, refer to Advanced Audio System.

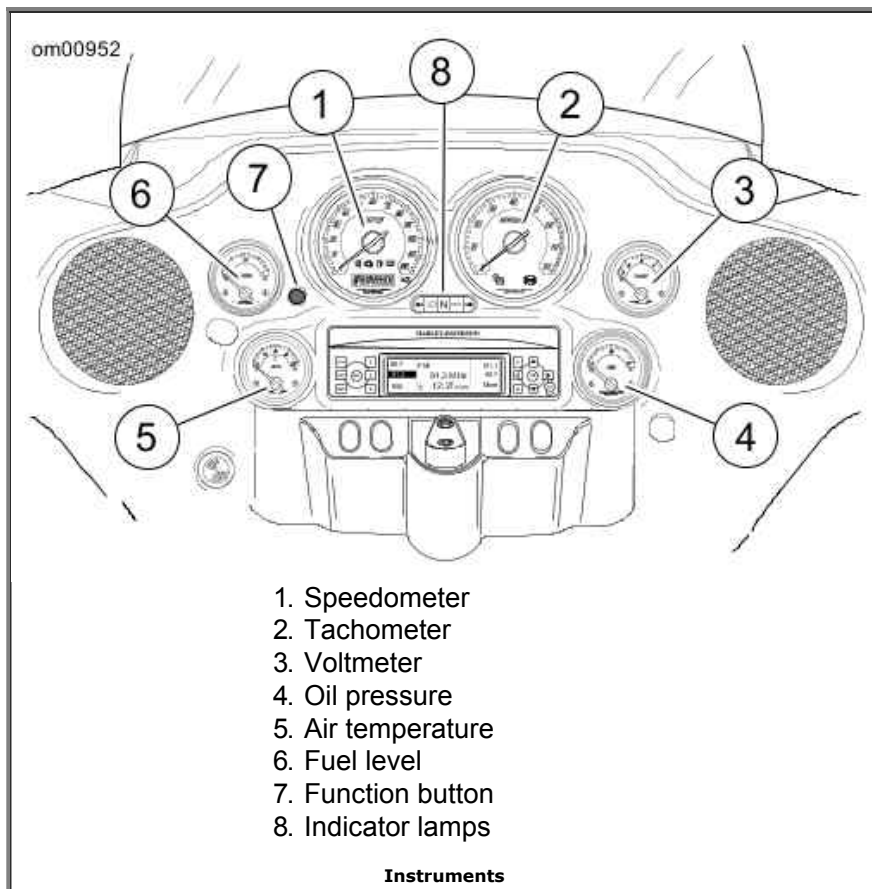
Fuel Range Function

The fuel range function shows the approximate mileage available with the amount of fuel left in the fuel tank.

1. With the ignition switch in the ACC or IGNITION position, press function switch until fuel range function is displayed, as indicated by the letter 'r' in the left side of the odometer display. The calculated remaining distance (miles or kilometers) to empty is displayed, based on the amount of fuel in tank. Range can be accessed at any time using the function switch.
2. When the low fuel warning lamp illuminates, the range feature will automatically be displayed in the odometer unless this automatic pop-up feature is disabled by a press and hold of the function switch while in range display mode. Automatic range pop-up feature will show that it is disabled by blinking twice. Likewise, automatic range pop-up can be reactivated by a press and hold of the function switch. Range will blink once when the automatic pop-up feature is reenabled.

NOTE:

- *When the low fuel warning lamp turns on, there is approximately 1.00 gallon 3.79 liters of fuel remaining in the tank. Refuel as soon as possible.*
 - *The range display is only updated when the vehicle is moving.*
3. After the range calculation reaches 10 miles 16 kilometers remaining, the range display will show "r Lo" to indicate that the vehicle will shortly run out of fuel.
 4. Resetting the low fuel warning lamp and range requires an ignition cycle change.



Instrument Lamps

Engine Check Lamp

See Instrument Lamps. The engine check lamp is located along the bottom of the speedometer face. Its purpose is to indicate whether the engine/engine management system is operating

normally. The engine lamp color is amber.

The engine lamp normally comes on when the 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 a Harley-Davidson dealer.

Low Fuel Lamp

See Instrument Lamps. The low fuel lamp is located in the speedometer face, lower center by check engine lamp. The low fuel lamp illuminates to indicate that you have approximately 1.0 gallon 3.8 liters of gasoline left in the tank. The low fuel lamp color is amber.

Battery Discharge Lamp

See Instrument Lamps. The red battery charging lamp indicates either overcharging or undercharging of the battery. Refer to Battery: General.

Cruise Control Equipped Models

See Instrument Lamps. Cruise control equipped models feature two additional indicator lamps.

- An orange lamp on the cruise control switch which indicates the cruise control is ON or OFF.
- A green lamp on the tachometer (speedometer for FLHR models) face indicates the cruise control is SET or NOT SET.

Sixth Gear Lamp

See Instrument Lamps. The sixth gear lamp on the speedometer face indicates when the transmission is in sixth gear.

Security System Lamp

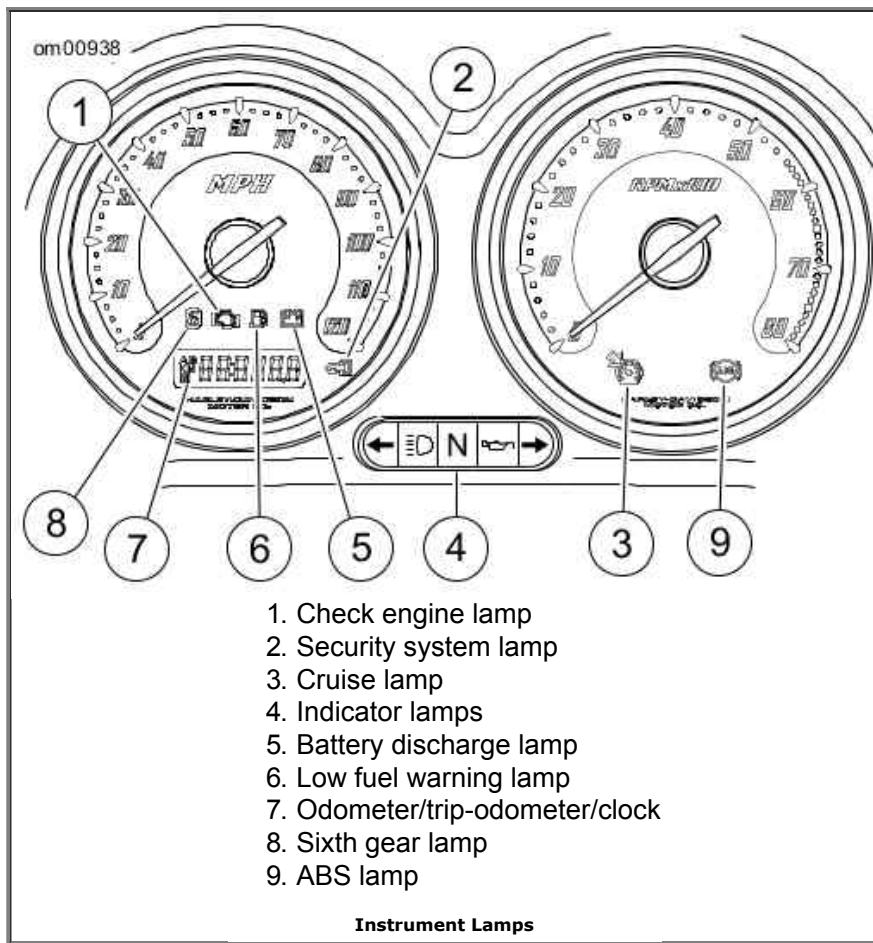
See Instrument Lamps. The red security system lamp on the speedometer face indicates when the security system is armed. Refer to Harley-Davidson Smart Security System.

ABS Lamp

See Instrument Lamps. On ABS equipped models, the amber ABS indicator lamp begins to flash at key ON to indicate that the system is operational. It continues to flash until motorcycle speed exceeds 3 mph 5 km/h . Continuous illumination of the lamp will only occur when ABS detects that the system is malfunctioning. In the diagnostic mode, the lamp will also illuminate to indicate the presence of diagnostic trouble codes (DTCs). See a Harley-Davidson dealer for service.

WARNING

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



Indicator Lamps

See Indicator Lamps (Typical). Five indicator lamps are provided.

- The left and right green TURN indicators, located on the ends of the indicator bar, flash when a turn signal is activated. When the 4-way hazard flashers are operating, both turn indicators will flash simultaneously.
- The blue BEAM indicator lamp, when lit, signals high beam headlamp operation.
- The green NEUTRAL lamp, when lit, signals the transmission is in neutral gear.
- The red OIL indicator lamp, when lit, signals that oil is not circulating through the engine.

NOTE:

The OIL indicator lamp will glow when the ignition is turned on prior to starting engine. With engine running, lamp should be off when engine speed is above idle.

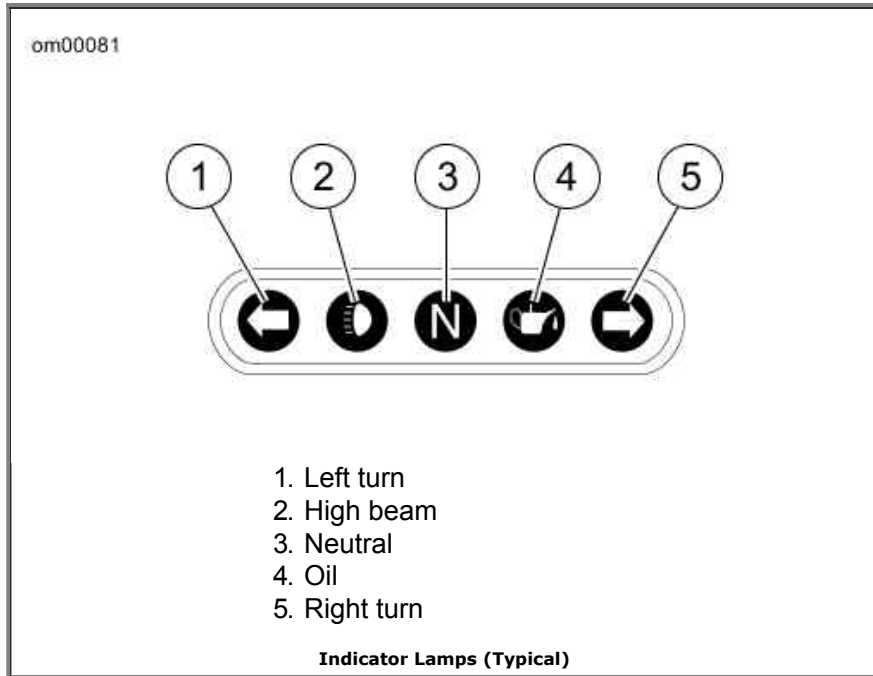
Several other circumstances that could cause the red oil indicator lamp to signal, include the following:

- If the oil pressure indicator lamp does not go off at speeds above idling, it is usually because of an empty oil tank or diluted oil.
- In freezing weather the oil feed may clog with ice and sludge, preventing oil circulation.
- A grounded oil signal switch wire.
- A faulty signal switch.
- A damaged or improperly installed check valve.
- Trouble with the pump.

CAUTION

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

(00157a)



Gear Shift Lever

CAUTION

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

The gear shift lever is located on the left side of the motorcycle and is operated with the left foot.

1. Push the gear shift lever all the way down (full stroke) to shift the transmission to the next lower gear.
2. Lift the gear shift lever all the way up (full stroke) to shift the transmission to the next higher gear.

NOTES:

- Release the gear shift lever after each gear change.
- The lever must return to its central position before another gear change can be made.

Neutral is located between first and second gear. The green neutral indicator lamp on the dash will illuminate when the transmission is in neutral.

1. To shift from first gear to neutral, lift the gear shift lever 1/2 of its full stroke.
2. To shift from second gear to neutral, push the gear shift lever downward 1/2 of its full stroke.

When the motorcycle is standing still and the engine is not running, shifting gears requires a different technique. Before shifting in this condition, move the motorcycle backward and forward with the clutch fully disengaged (clutch lever pulled in). While maintaining slight pressure on the shift lever, 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 occurs because transmission gears are not turning and shifting parts 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. (00161a)

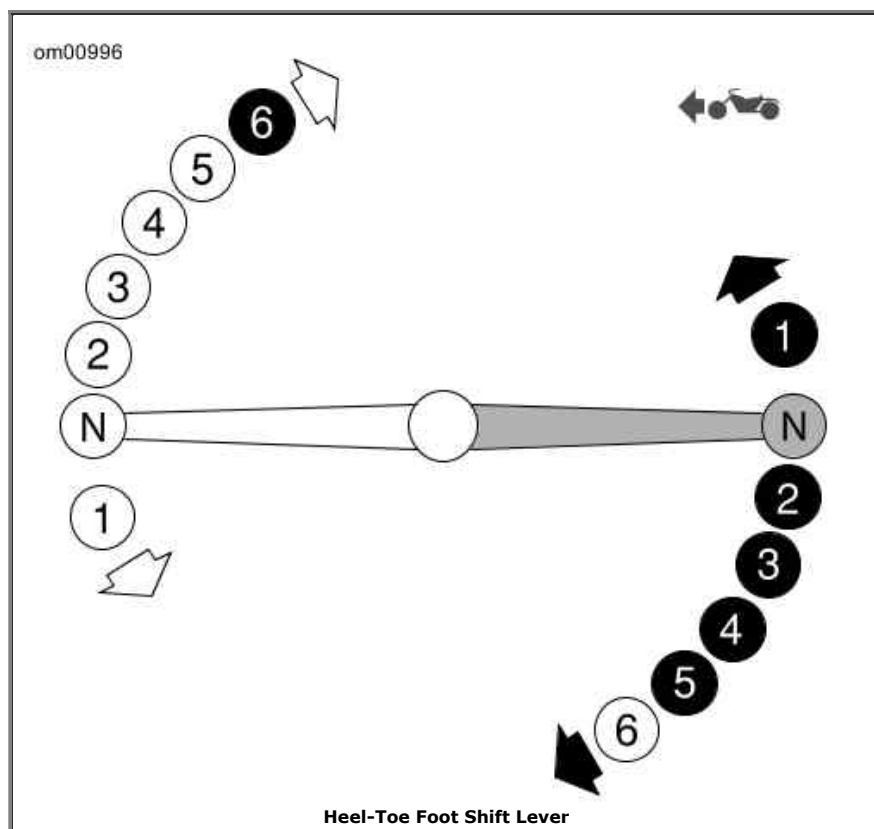
See Shifting Gears for more information.

Heel-Toe Foot Shifter

See Heel-Toe Foot Shift Lever. Some 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 toe shift lever all the way down (full stroke) shifts the transmission to the next lower gear.
- Lifting the toe shift lever all the way up (full stroke) shifts the transmission into the next higher gear.
- Pushing the heel shift lever all the way down (full stroke) shifts the transmission to the next higher gear.

Release the foot shift lever after each gear change to allow the lever to return to its center position before another gear change.



Brake System: ABS-Equipped Models

General

The rear brake pedal controls the rear wheel brake and is located on the motorcycle's right side. Operate the rear brake pedal with the right foot.

The front brake hand lever controls the front wheel brake and is located on the right handlebar. Operate the hand lever with the fingers of the right hand.

⚠WARNING

Do not position fingers between hand control lever and handlebar grip. Improper hand positioning can impair control lever operation and cause loss of vehicle control,

which could result in death or serious injury. (00032a)

Anti-lock Brake System (ABS)

Harley-Davidson's Anti-Lock Brake System assists the rider in maintaining control when braking in a straight-line emergency situation. ABS operates independently on front and rear brakes to keep the wheels rolling and prevent uncontrolled wheel lock-ups either on dry pavement or on slick surfaces such as gravel, leaves or when riding in wet conditions.

ABS: How It Works

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

The rider will recognize ABS activation by the slight pulsing sensation in the hand lever or the rear brake pedal. The pulsing sensation may also be accompanied by a clicking sound from the ABS module. Both are the result of normal operation. Refer to ABS Symptoms and Conditions.

ABS: How To Use

While an advantage in emergency braking, ABS is not a substitute for safe riding. The safest way to stop a motorcycle is upright with both wheels straight.

Harley-Davidson ABS is a manual assist system. When in an emergency stopping situation, maintain pressure on the brakes through all ABS events. Do not modulate or "pump" the brake controls. The wheels will not lock until the end of the stop when motorcycle speed reaches approximately 4 mph 6 kph and ABS is no longer needed.

⚠WARNING

ABS cannot prevent lockup of rear wheel due to engine braking. ABS will not aid in cornering or on loose/uneven surfaces. A locked wheel will skid and can cause loss of vehicle control, which could result in death or serious injury. (00362a)

More information is available at www.harley-davidson.com/abs.

ABS: Tires and Wheels

ABS motorcycles must always use tires and wheels that are the same as the original equipment. The ABS monitors the rotational speed of the wheels through individual wheel speed sensors. Changing to different diameter wheels or different sized tires can alter the rotational speed. This can upset the calibration of the ABS and have an adverse effect on its ability to detect and prevent uncontrolled wheel lockups. Tire inflation pressure that is significantly low also can have an adverse effect.

ABS Symptoms and Conditions

SYMPTOM	CONDITION
Pulsing brake lever or pedal during an	Normal condition.

ABS event	
Clicking sound during an ABS event	Normal condition.
ABS lamp flashing	Normal condition - motorcycle turned on - speed under 3 mph 5 km/h .
Perceived "surge" while braking	Normal condition - most noticeable when braking with one brake (front only or rear only). Result of a reduction in deceleration which can be caused by cracks or bumps in road, engine braking (high engine RPMs causing the rear wheel to slow down), hard braking at slow speeds, and other conditions. This is due to ABS modulating caliper brake pressure to prevent uncontrolled wheel lock.
Temporarily stiff rear brake pedal	Normal condition - engine braking (high engine RPMs causing the rear wheel to slow down) or down shifting can activate ABS. If applying the rear brake at the same time or immediately after, the ABS may be closing a valve to prevent pressure to the rear brake. This is due to ABS modulating caliper brake pressure to prevent uncontrolled wheel lock.
Tire chirp	Normal condition - depending on surface, tire can chirp without locking the wheel.
Black mark on pavement	Normal condition - depending on surface, tire can leave a black mark without locking the wheel.
Wheel lock at low speed	Normal condition - ABS will not activate on front wheel below 3 mph 5 km/h or on rear wheel below 5 mph 8 km/h .

Jiffy Stand

⚠WARNING

Always park motorcycle on a level, firm surface. An unbalanced motorcycle can fall over, which could result in death or serious injury. (00039a)

The jiffy stand is located on the left side of the motorcycle and swings outward to support the motorcycle for parking.

⚠WARNING

The jiffy stand locks when placed in the full forward (down) position with vehicle weight on it. If the jiffy stand is not in the full forward (down) position with vehicle weight on it, the vehicle can fall over which could result in death or serious injury. (00006a)

⚠WARNING

Be sure jiffy stand is fully retracted before riding. If jiffy stand is not fully retracted, it can contact the road surface causing a loss of vehicle control, which could result in death or serious injury. (00007a)

Jiffy Stand Interlock: International Models

Some international models are equipped with a jiffy stand interlock feature.

The vehicle will start and run with the jiffy stand down while the transmission is in neutral. If the

jiffy stand is down, the transmission is in gear, and the clutch is released, the vehicle will stall. The message "SidE StAnd" will scroll across the odometer to indicate this to the rider. Raising the jiffy stand (or putting the transmission in neutral) will permit the engine to run and clear the message.

If the jiffy stand moves out of the fully retracted position while riding at speeds greater than 10 mph 15 km/h, then the jiffy stand interlock system will maintain engine operation and alert the rider about this by illuminating the indicators (flash twice) and scroll the message "SidE StAnd" across the odometer. The message will remain until the system detects the jiffy stand in the fully retracted position again. The rider may continue to operate the vehicle while in this mode.

The rider may clear the text messages at any time by pressing the function switch once while the vehicle is powered up.

Rear View Mirrors

⚠WARNING

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

Your vehicle is equipped with two convex rear view mirrors.

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

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

NOTE:

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

Fuel Filler Cap

Gasoline is extremely flammable and highly explosive. Inadequate safety precautions could result in death or serious injury. See SAFE OPERATING RULES and review safety procedures listed below.

CAUTION

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

CAUTION

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

⚠WARNING

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

death or serious injury. (00003a)

WARNING

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

WARNING

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

The fuel filler cap is located beneath a door on the fuel tank. Push button on fuel door to open. Unscrew fuel filler cap.

Fill fuel tank slowly to prevent fuel spillage. Do not fill above the bottom of the filler neck insert. Leave enough air space to allow for fuel expansion. Expansion can cause an overfilled tank to overflow fuel through the filler cap vent onto surrounding areas.

After refueling, be sure filler cap is securely tightened. Tighten fuel filler cap clockwise until it clicks. Push fuel door closed to engage latch.

Inner Fairing Cap Rocker Switches

CRUISE/SPOT

See Switch Indicators. The CRUISE/SPOT rocker switch (1) is a dual purpose switch.

CRUISE: Rock the switch forward to activate cruise control. The LED will illuminate when cruise control is active.

Rock the switch forward a second time to turn cruise OFF.

SPOT: Rock the switch rearward to turn the spots or auxiliary lamps ON. The LED will illuminate when the auxiliary lamps are lit. See Auxiliary Lamps.

Rock the switch rearward a second time to turn the auxiliary lamps OFF.

SPKR

The SPKR (Speaker) switch (2) is a three position switch which selects the rider or passenger speakers or the headsets for the Advanced Audio Sound System. See Speaker Controls.

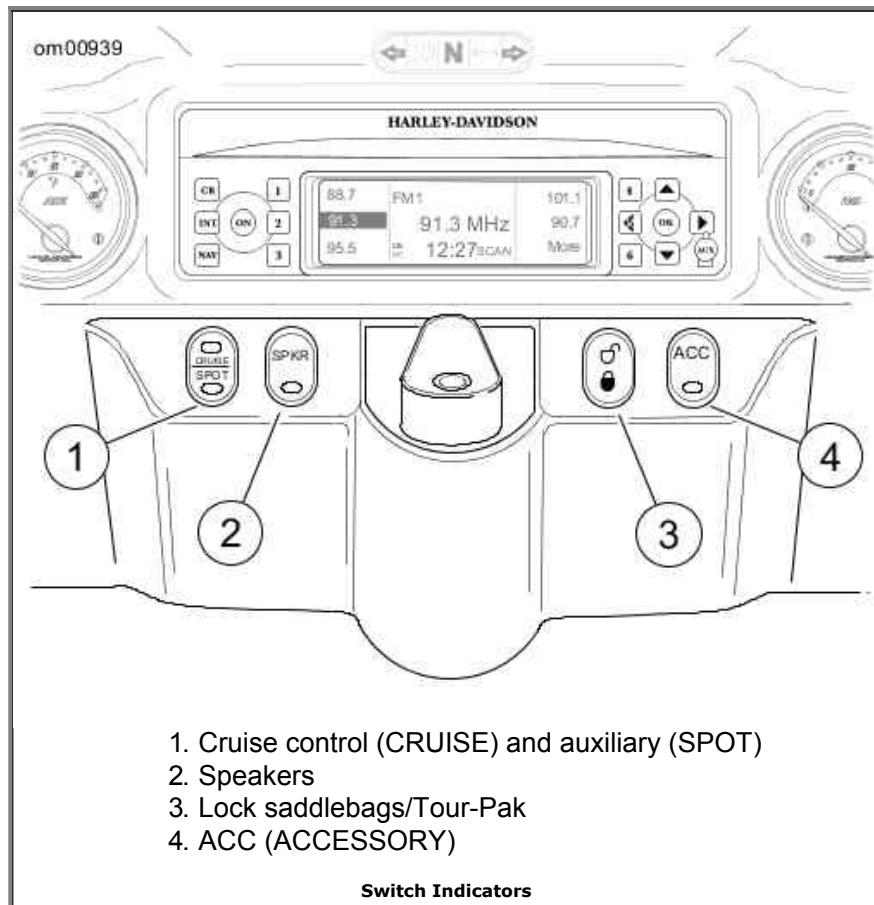
Saddlebag/Tour-Pak Power Lock

The rocker switch identified by a locked and unlocked padlock icon (3) is a power lock switch for the saddlebags and Tour-Pak. See Power Locks.

ACC

The ACC (Accessory) rocker switch (4) controls the power to the accessory connector located under the seat. Various accessories available from the Genuine Motor Accessories and Genuine

Motor Parts are powered through this connector. See Accessory Switch.



Accessory Switch

See Switch Indicators. The accessory (ACC) rocker switch is located in front of the rider on the inner fairing cap. Rock the switch rearward to turn the accessories circuit ON. The LED in the switch is illuminated when the accessories circuit is ON.

CAUTION

It is possible to overload your vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system. See an authorized Harley-Davidson dealer for advice about the amount of current consumed by additional electrical accessories or for necessary wiring changes. (00211c)

Auxiliary Lamps

See Switch Indicators. On models equipped with auxiliary lamps, use the auxiliary lamp switch to turn on the auxiliary lamps as needed. The auxiliary lamp switch (SPOT) is on the left side of the ignition/headlamp key switch on fairing cap.

When the high beam headlamp is turned on, the auxiliary lamps automatically turn off.

Heated Seat

Switch Controls

See Heated Seat Switches. The heated seat controls for the rider (1) and passenger (2) are three position rocker switches.

High Heat: Rock the switch at the top for high heat.

OFF: The OFF position is in the middle.

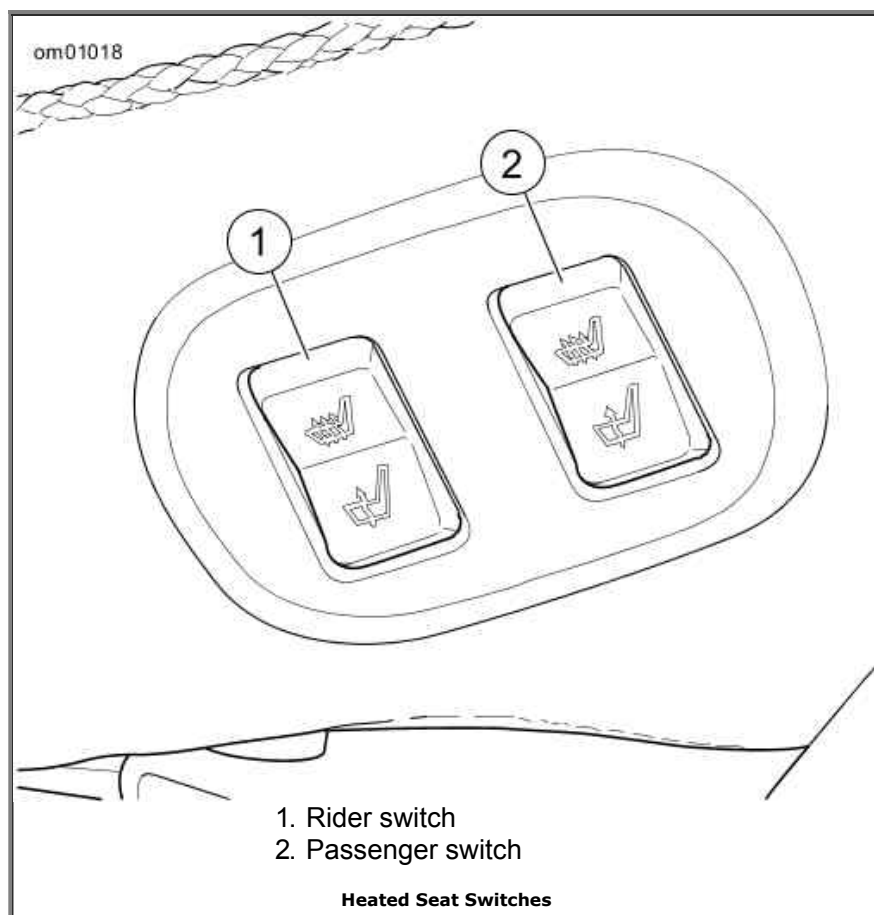
Low Heat: Rock the switch at the bottom for low heat.

NOTE:

Allow 8 to 10 minutes for the seat to warm up.

Automatic Shut-Off

For safety, the heated seat is designed to shut-off automatically after one hour of continuous use. The seat can be turned back on immediately after auto shut-off has accrued with no harm to the system. To reactivate the heated seat the seat switch must be turned OFF and then switched back to the desired setting.

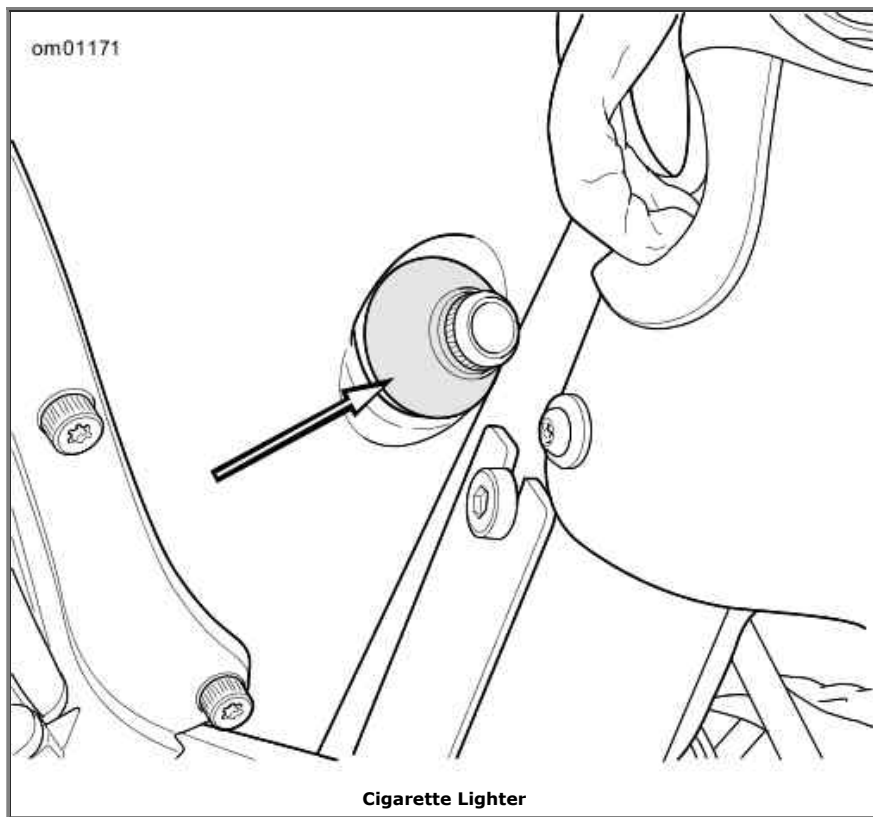


Cigarette Lighter

CAUTION

Do not use cigarette lighter socket to power electrical devices. Automotive electrical plugs can damage the socket, which can result in improper lighter operation and overheating that could cause equipment damage. (00599b)

See Cigarette Lighter. Some models are equipped with a cigarette lighter. The lighter is located on the left side of the fairing. To operate, press lighter into socket. The lighter will pop out when hot.



Luggage

⚠WARNING

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

GVWR is the sum of the weight of the motorcycle, accessories, and the maximum weight of the rider, passenger and cargo that can be safely carried.

GAWR is the maximum amount of weight that can be safely carried on each axle.

The GVWR and GAWR is shown on the information plate, located on the frame steering head.

Make sure all storage compartments are secure before operating motorcycle.

Adhere to the weight limits and loading instructions on the labels within the storage compartments.

Tour-Pak

⚠CAUTION

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

Power Lock

To lock/unlock the Tour-Pak with the power lock fob or rocker switch in the inner fairing cap, see Power Locks.

Lock/Unlock With Ignition Key

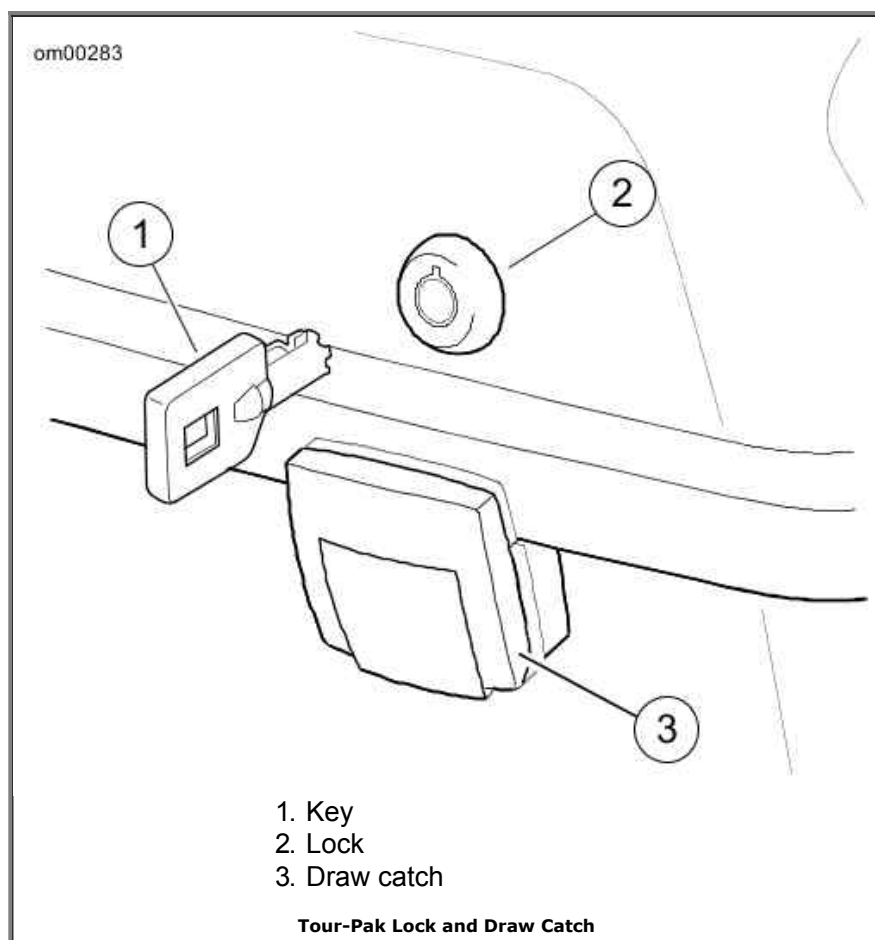
Lock: See Tour-Pak Lock and Draw Catch. Insert the key (1) into the neutral position (2) of the Tour-Pak lock (3) and turn the key 1/4th of a turn to the right. Return the key to the neutral position to remove the key.

Unlock: Insert the key in the neutral position of the Tour-Pak lock and turn the key 1/4th of a turn to the left. Return the key to the neutral position to remove the key.

Open/Close

Open: With the Tour-Pak unlocked, undo both latches and lift.

Close: Close the lid. Secure both latches.



Saddlebags

NOTES:

- To lock/unlock saddlebags with the power lock rocker switch in the inner fairing cap, refer to Power Locks.
- To lock/unlock saddlebags with the power lock fob, refer to Power Lock Fob Programming.
- The key fob and ignition key do not need the motorcycle turned on to work. The fob has built-in activation. It can be used several feet away from the motorcycle.

Lock/Unlock With Ignition Key

Lock: Insert the key into the neutral position of the saddlebag lock and turn the key 1/8th of a turn to the left. Return the key to the neutral position to remove the key.

Unlock: Insert the key in the neutral position of the saddlebag lock and turn the key 1/8th of a turn

to the right. Return the key to the neutral position to remove the key.

Opening

1. See Saddlebags. To open the latch, grab latch with fingers and lift.
2. Place one hand at OUTSIDE CORNER of cover and other hand at opposite outside corner. Lift outside edge of cover, pivoting inside edge of cover in brackets.
3. Lift inside edge of cover to disengage brackets.
4. Bring cover towards you, over saddlebag. As you bring cover toward you, let it flip over, so the inside faces up. Let cover hang from the nylon check strap.

NOTE:

The covers stay attached to the saddlebags at all times.

Closing

1. See Saddlebags. 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 latch and Tour-Pak draw catches should be closed and locked whenever motorcycle is in operation.

Removing

The saddlebags are secured to the support brackets by 1/4 turn fasteners called bail head studs.

NOTE:

If your vehicle (international only) does not have the wire form "bail", use a flat bladed screwdriver to turn the studs.

1. See Saddlebags. Unscrew saddlebag fasteners by turning 1/4 turn counterclockwise.
2. See Saddlebag Power Lock Connector. Tilt saddlebag away from the motorcycle and **separate the electrical connector for the power lock.**
3. Remove saddlebag.

Installing

1. Carefully place saddlebag in position on saddlebag rail.
2. Supporting the saddlebag, mate the power lock connector halves.
3. Align the bail head studs with the support bracket studs. Push the bail head studs into the support bracket and turn 1/4 clockwise.
4. Check that studs are securely fastened.

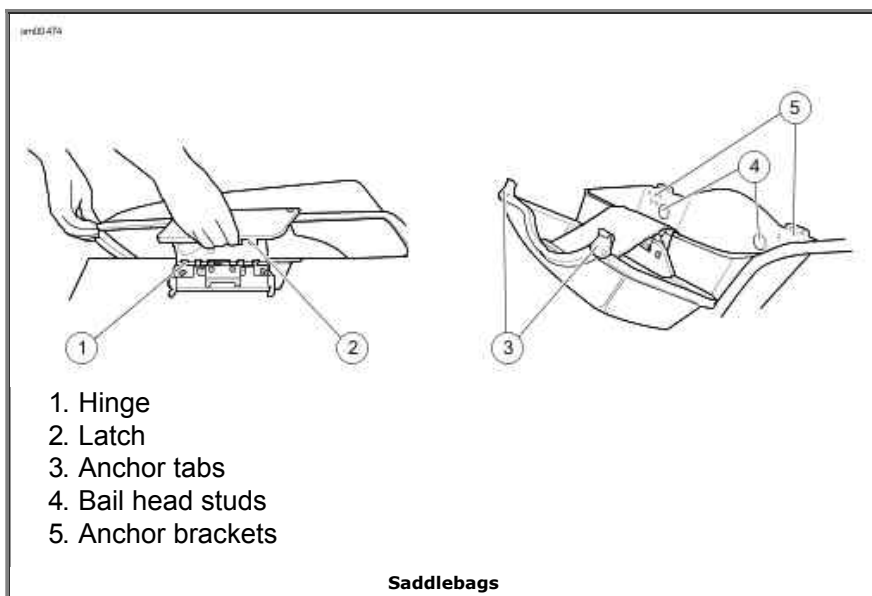
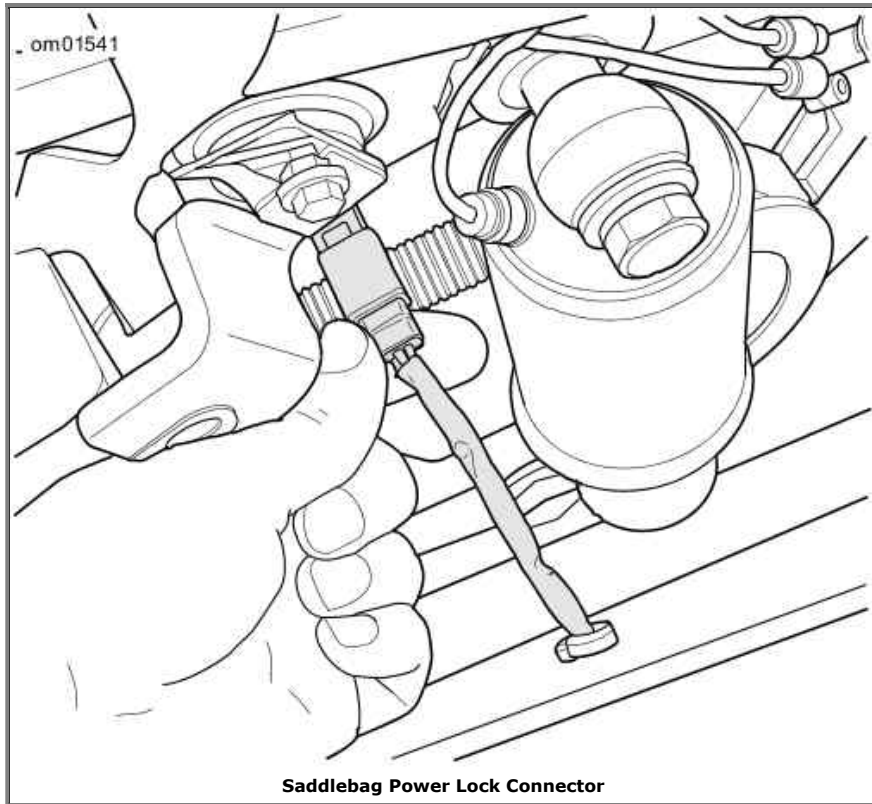
Adjustments

If the latches become loose, you can adjust the latch fingers.

CAUTION

Adjust the latch fingers only enough to enable them to properly engage the latch hinge. Bending latch fingers back and forth can overstress the metal and weaken the fingers. (00169a)

1. Bend the fingers until they firmly engage the hinge.
2. See Miscellaneous Lubrication for lubrication details.



Luggage Lights

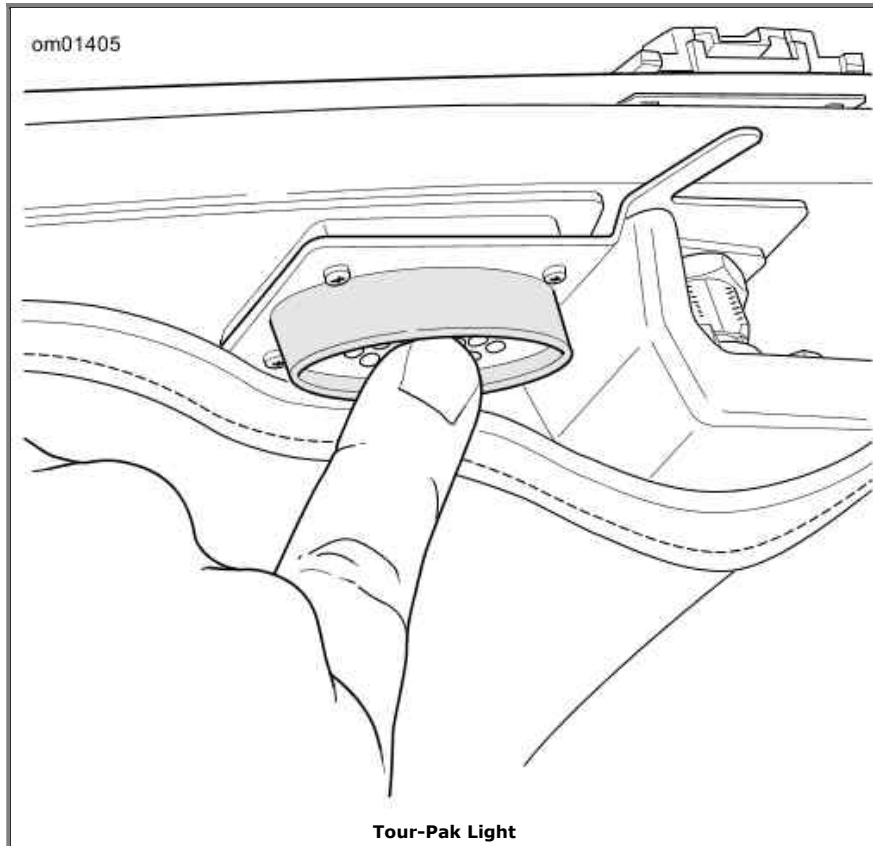
The LED luggage lights can be turned on to brighten the interior of the Tour-Pak and saddlebags. The Tour-Pak light is mounted in the lid. Additional lights, mounted under each side of the Tour-Pak, shine down into the saddlebags.

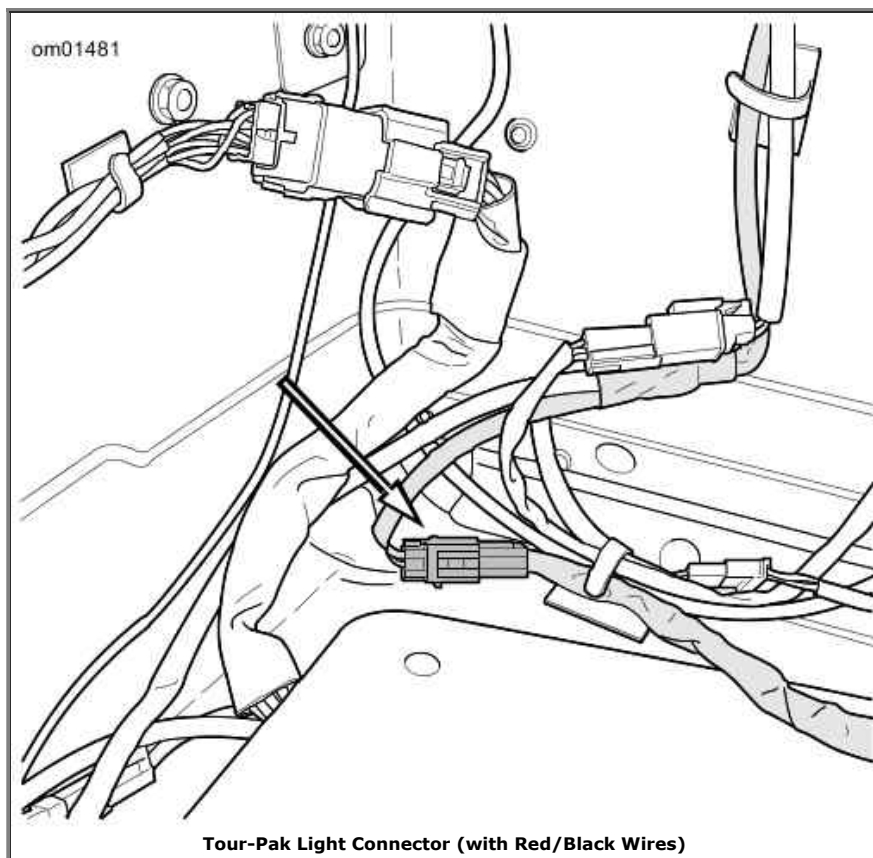
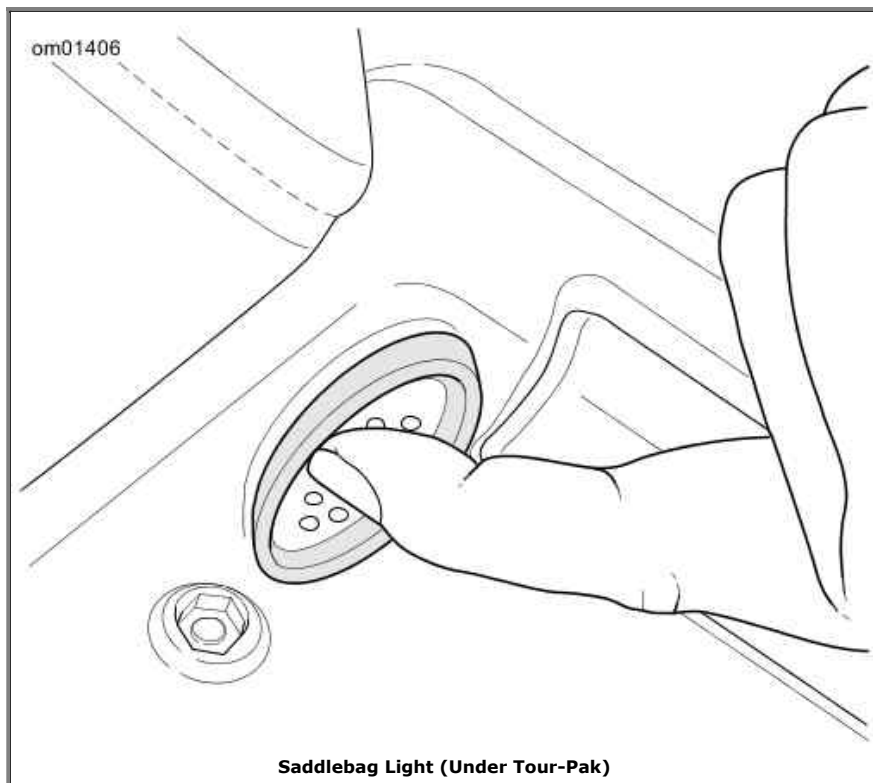
See Tour-Pak Light and Saddlebag Light (Under Tour-Pak). To turn the lights on or off, firmly press the center of the lens. The lights feature a 5 minute shutoff timer to prevent battery

drain.

The luggage lights will also automatically shut off if an object is pressed against a light for an extended period of time. To reset the luggage lights in this situation, perform the following.

1. Open the Tour-Pak.
2. Remove the lower Tour-Pak liner.
3. See Tour-Pak Light Connector (with Red/Black Wires). Separate the interior light connector (with red and black wires) at the rear of the Tour-Pak.
4. Reconnect the interior light connector.
5. Install the lower Tour-Pak liner.





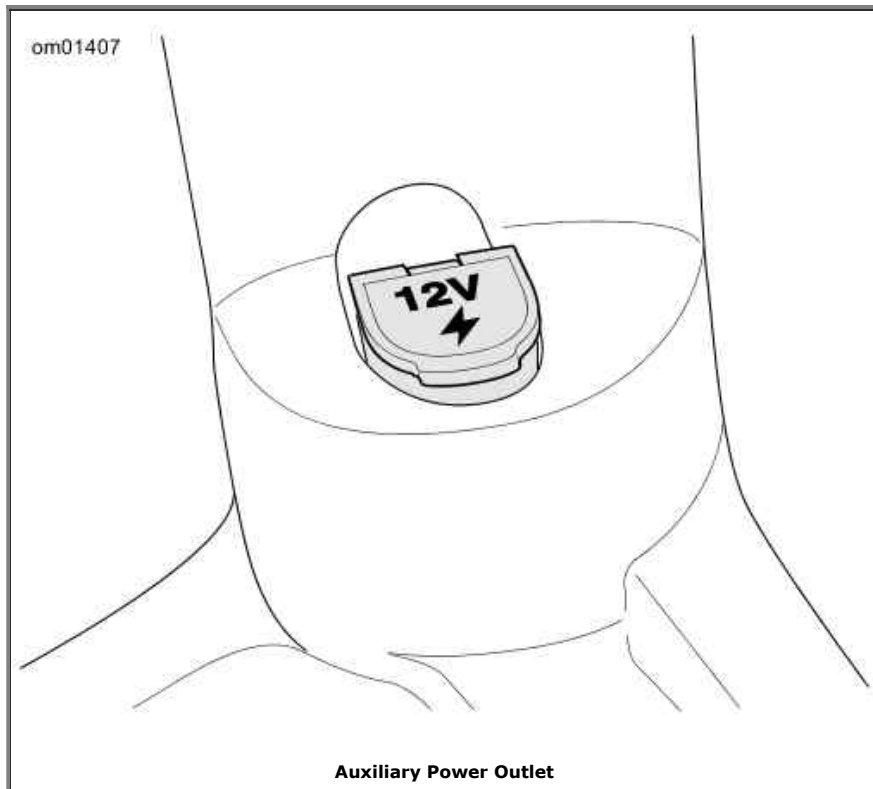
Auxiliary Power Outlet

See Auxiliary Power Outlet. Some models are equipped with an auxiliary power outlet in the Tour-Pak. This outlet may be used to power or charge 12 VDC electrical accessories. The outlet is on a fuse-protected circuit that can support devices rated up to 15 amps.

Power is supplied to the outlet only while the ignition/headlamp key switch is in the IGNITION or ACCESSORY position. Raise the spring-loaded protective cover on the outlet to plug in a standard 12 VDC automotive accessory plug.

NOTE:

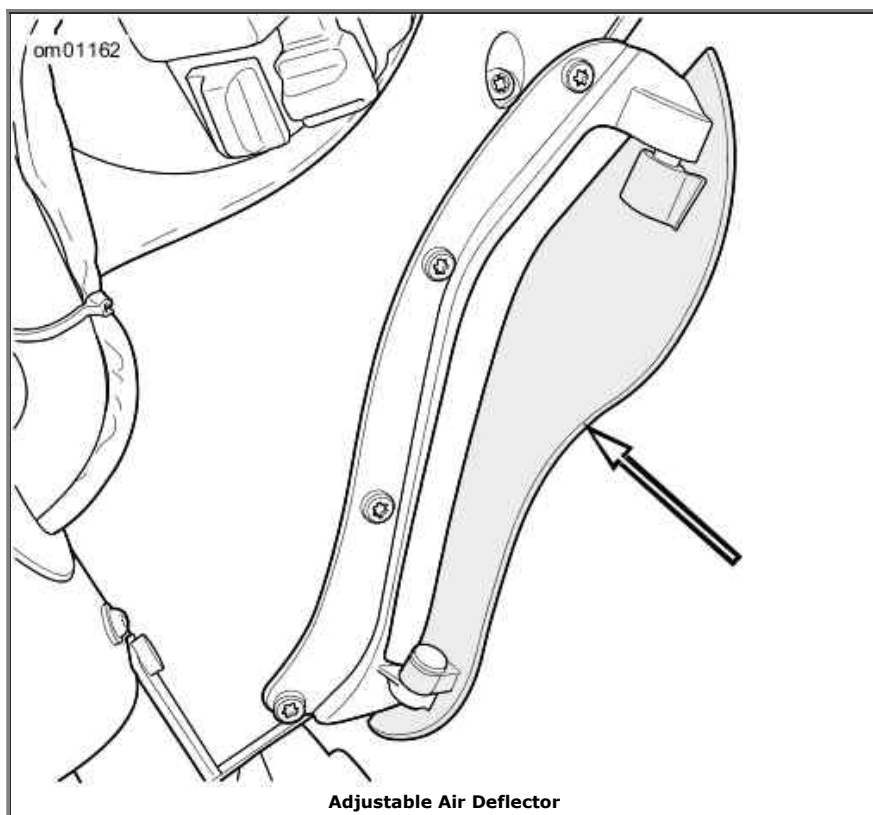
Items charging with the power outlet may cause interference with radio reception.



Adjustable Air Deflectors: If Equipped

See Adjustable Air Deflector. Air deflectors, located along the left and right bottom edge of fairing, may be adjusted to direct airflow for rider and passenger comfort.

To adjust, grasp the outer edge of the deflector and pivot to desired position.



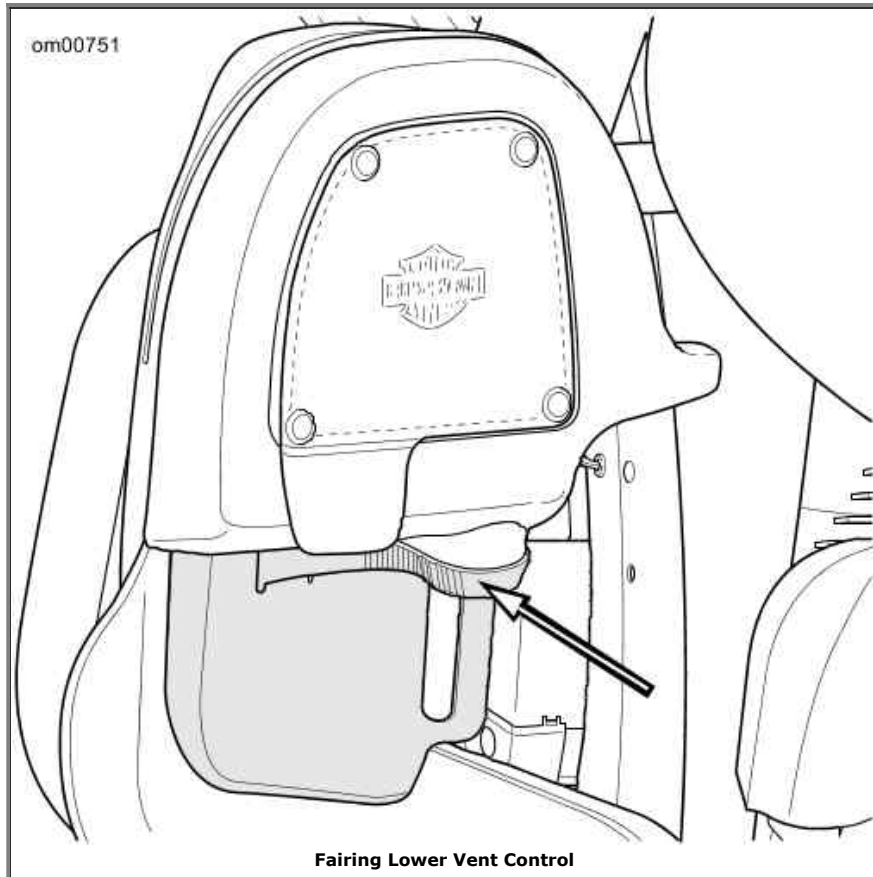
Fairing Lower Vents

Some models are equipped with fairing lowers. The fairing lowers block wind and water from the

rider legs, and include a compartment for storing small items.

See Fairing Lower Vent Control. Vents in fairing lowers are controlled by the lever shown. Adjust vent openings to control air flow.

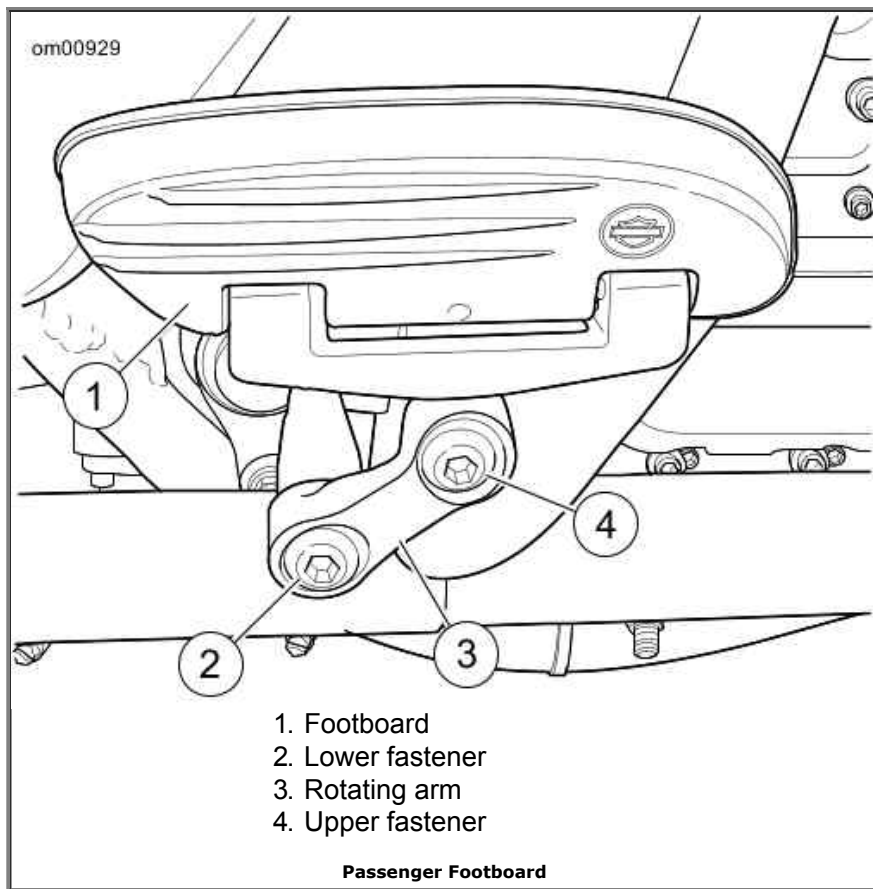
Fairing lowers may be removed in warmer ambient temperature to increase rider and passenger comfort.



Adjustable Passenger Footboards

Passenger footboards may be adjusted to one of five positions. The horizontal position or tilt of the footboard may be further adjusted for passenger comfort.

1. See Passenger Footboard. Raise the footboard (1) and loosen lower fastener (2) enough to allow rotating arm (3) to be rotated. Move rotating arm to desired footboard height.
2. Tighten lower fastener to 25-30 ft-lbs (34-40 Nm).
3. Loosen upper fastener (4) enough to allow footboard mount to be rotated.
4. Move footboard mount to desired footboard horizontal position or tilt.
5. Tighten upper fastener to 25-30 ft-lbs (34-40 Nm).



Rear Air Suspension

The motorcycle features air-adjustable rear suspension. Air pressure in the rear shock absorbers may be adjusted to suit load requirements, riding style and personal comfort.

CAUTION

Do not exceed maximum air pressure for rear suspension. Air components fill rapidly. Therefore, use low air line pressure. Failure to do so may result in possible damage to components. (00165a)

⚠WARNING

Use caution when bleeding air from the suspension. Moisture combined with lubricant may leak onto the rear wheel, tire and/or brake components and adversely affect traction, which could result in death or serious injury. (00084a)

1. Remove the left saddlebag. See Saddlebags.
2. See Rear Air Suspension Air Valve. Remove the cap from the air valve located behind the shock absorber on the left side of the vehicle.

NOTES:

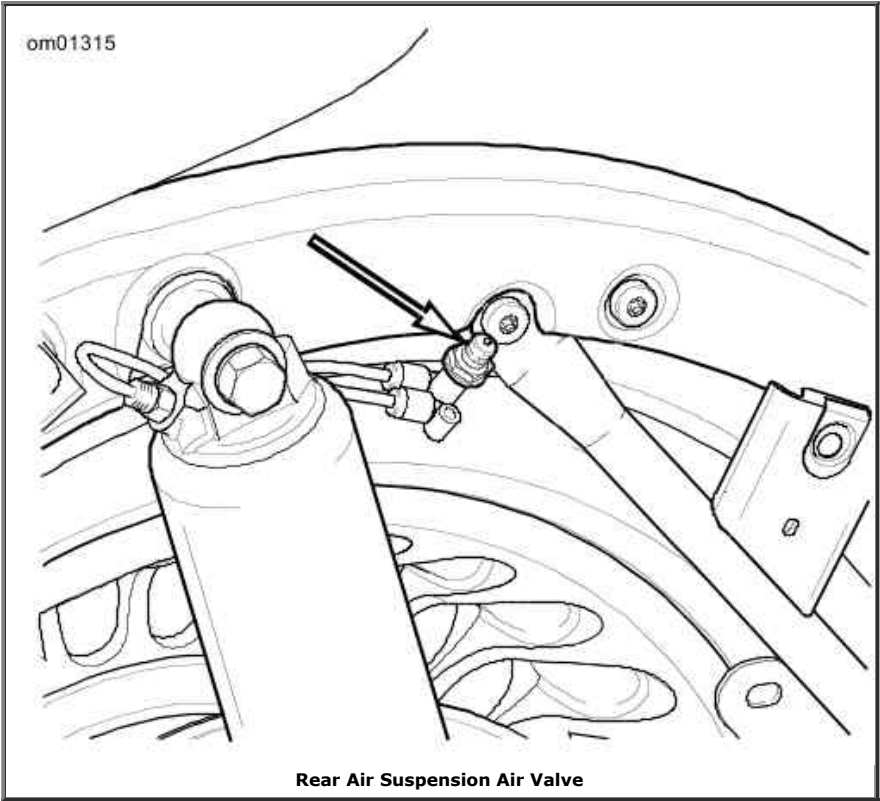
- Always add 3-5 psi 21-35 kPa to the existing pressure before releasing air from the system to prevent oil from exiting the air valve. NEVER exceed 50 psi 345 kPa .
- Do not exceed maximum GVWR or GAWR.

3. Refer to Rear Suspension Recommended Air Pressure. Attach AIR SUSPENSION PUMP AND GAUGE HD-34633 to the air valve. Fill or release air from the shock absorber to the pressure specified for your model motorcycle and load.

NOTE:

The specified pressures are recommended starting points. Adjust pressure to suit load conditions, riding style and comfort desired. Less pressure does not necessarily result in a softer ride. Using pressures outside the recommended loading range will result in a reduction of available suspension travel and reduced rider comfort.

4. Install cap on air valve and install left saddlebag.



Rear Suspension Recommended Air Pressure

SHOCK LOAD	TOTAL WEIGHT		PRESSURE	
	LB.	KG	PSI	kPa
Solo rider	up to 150	up to 68	5-10	34-69
	150-200	68-91	10-20	69-138
	200-250	91-113	20-30	138-206
	250-300	113-136	30-40	206-276
	over 300	over 136	40-50	276-345
Solo rider with capacity luggage of 70 lbs 32 kg	up to 150	up to 68	25-30	172-206
	150-200	68-91	30-40	206-276
	200-250	91-113	40-50	276-345
	over 250	over 113	50	345
Rider plus passenger	ALL	ALL	50	345
Maximum GVWR	ALL	ALL	50	345
Do not exceed 50 psi 345 kPa rear shock pressure.				

Passenger Backrest

The passenger backrest has adjustable lumbar support. The firmness and height of the support can be adjusted to suit the passenger height, posture, and desired comfort.

Firmness Adjustment

See Backrest Firmness Adjustment Knob. The adjustment knob is on the left side of the passenger backrest.

Rotate the knob clockwise to increase the angle of the support and the overall stiffness of the backrest.

Rotate the knob counterclockwise to decrease the angle of the support and increase the softness of the backrest.

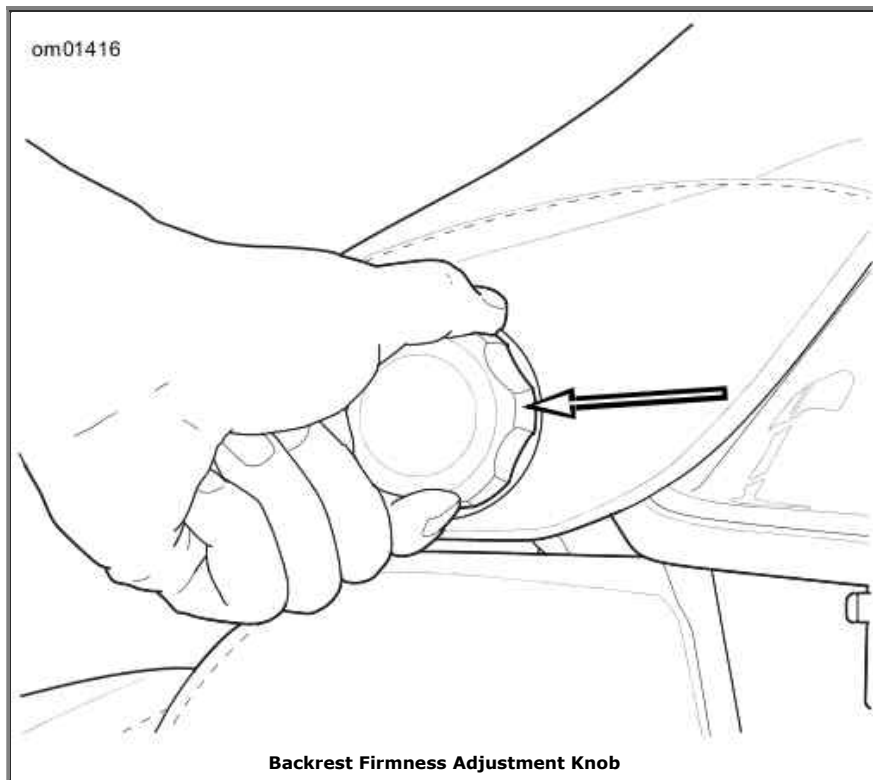
Height Adjustment

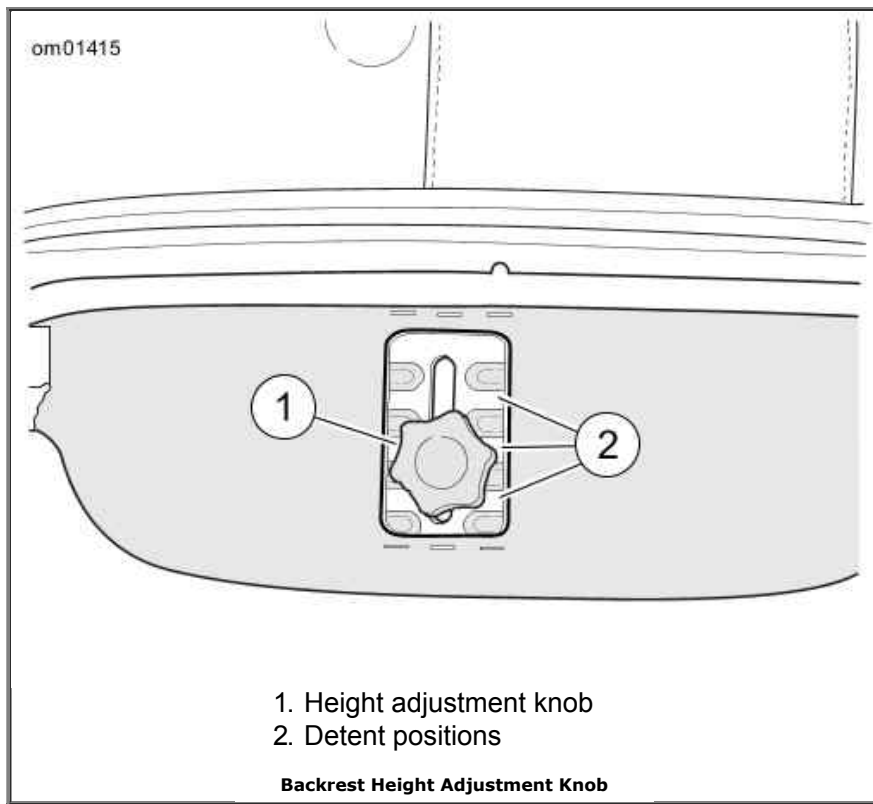
1. Open the Tour-Pak.
2. See Backrest Height Adjustment Knob. Loosen the height adjustment knob (counterclockwise) at the front of the Tour-Pak lid.
3. Raise or lower the passenger backrest support to the desired detent position.

NOTE:

If it is difficult to raise or lower the height, decrease the firmness.

4. Hand-tighten the adjustment knob and close the Tour-Pak.





Road Tech zumo 660 GPS Unit

⚠WARNING

Do not attempt to enter route information or adjust this device while driving. Failure to pay full attention while riding could result in death or serious injury. (00614b)

See Road Tech zumo 660 GPS Unit. The Road Tech™ zumo® 660 GPS unit provides maps and audio instructions for navigating while riding. The unit is loaded with destinations for Harley-Davidson facilities, dealers, and other points of interest. It can be personalized with a home location and favorite destinations.

Routes, maps, and trip logs can be shared with others by connecting the unit to a computer, or by using a microSD card with the unit. Ride plans can also be created, shared and downloaded to the GPS unit from the Ride Planner on www.harley-davidson.com.

See the on-screen help and the Road Tech zumo 660 Owner's Manual to setup and operate the GPS unit.

NOTES:

- *Traffic features are not active on the GPS unit. Traffic receivers and subscription services can be purchased for the GPS unit from Garmin International, Inc.*
- *Media player files on the GPS unit will not be played through the vehicle speakers.*

Installation

NOTES:

- *Install the battery before using the GPS unit for the first time. See the Road Tech zumo 660 Owner's Manual for battery installation.*
- *The suction cup mount and power cable provided with the system is intended for use in automobiles only. See the Road Tech zumo 660 Owner's Manual for proper operation in an automobile.*

1. See Road Tech zumo 660 GPS Unit. Remove the weather cap from the cradle.

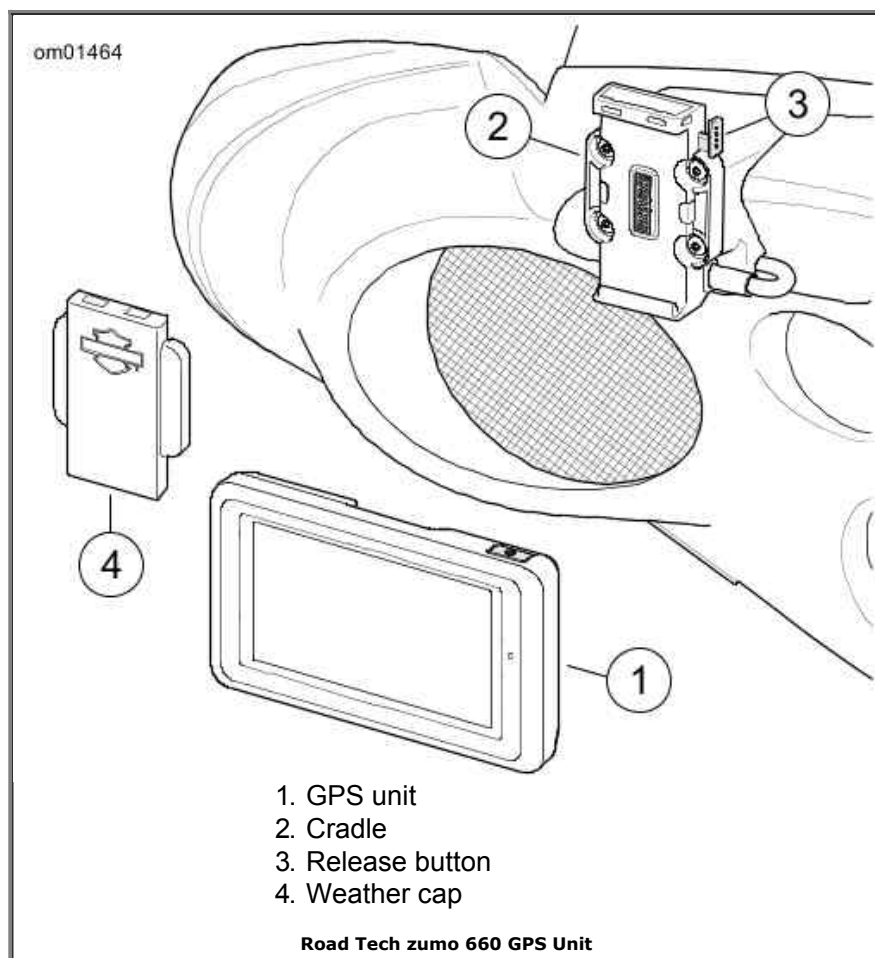
2. Insert the bottom of the GPS unit into the cradle.

3. Snap the upper end of the GPS unit into place.

Removal

Remove the GPS unit when the motorcycle is not in use to prevent theft or damage.

1. See Road Tech zumo 660 GPS Unit. Press the release button on the side of the cradle.
2. Remove the GPS unit from the cradle.
3. Snap the weather cap onto the cradle mount.
4. Store the unit in a secure location.



Turning the GPS Unit On/Off

With the GPS unit installed, rotate the ignition switch knob to the IGNITION or ACC position to turn the unit on. Rotating the knob to OFF or FORK LOCK will cause the GPS unit to turn off after a 30 second delay. The unit can also be run on its own battery power by pressing the power button on the top of the GPS unit.

Adjusting Volume

To listen to voice instructions through the vehicle speakers, turn on the radio. The GPS unit will interrupt the radio when voice instructions are played. Radio and voice volume are independently adjusted. To adjust or mute the volume for the GPS unit or the radio, refer to Volume Adjustment: GPS Unit.

Volume Adjustment: GPS Unit

ACTION	ADJUSTMENT
--------	------------

Adjusting radio volume	While the radio is playing through the speakers, press up or down on the +/-AUDIO/- switch.
Adjusting GPS unit volume	While the voice instructions are playing through the speakers, press up or down on the +/-AUDIO/- switch. The volume can also be adjusted using the volume control screen in the GPS unit. The +/-AUDIO/- switch does not affect the volume settings within the GPS unit.
Playing only GPS unit voice instructions	While the radio is playing through the speakers, press down on the +/-AUDIO/- switch until the radio volume is muted.
Playing radio only, without GPS unit interruptions	On the GPS unit, press the volume icon. Select Mute to turn off audio output from the GPS unit.

Speaker (SPKR) Switch

Refer to Speaker (SPKR) Switch Settings: GPS Unit. The SPKR switch setting affects how the GPS unit voice instructions are heard.

Speaker (SPKR) Switch Settings: GPS Unit

SWITCH SETTING	OPERATION
Forward	Radio and GPS unit play through the headset only.
Middle	Radio plays through speakers. GPS unit plays through headset.
Rear	Radio and GPS unit play through speakers.

Troubleshooting and Service

Refer to Troubleshooting: GPS Unit when troubleshooting audio output problems through the speakers. To troubleshoot other problems with the GPS unit, refer to the on-screen help and the Road Tech zumo 660 Owner's Manual.

See a Harley-Davidson dealer for service and parts. Note that some parts are only available through Garmin International, Inc. Harley-Davidson cannot certify the availability of devices or accessories that are sold or serviced exclusively by Garmin International, Inc.

For additional accessories, documentation, warranty information, and customer support for the GPS unit, see www.garmin.com or contact Garmin International, Inc. at 1-800-800-1020.

Troubleshooting: GPS Unit

PROBLEM	POSSIBLE SOLUTION
No voice instruction audio	- When voice instructions are being played (radio cuts out), press down on the +/-AUDIO/- switch to increase the volume for the GPS unit. - Adjust volume settings in GPS unit. - Push speaker (SPKR) switch in the inner fairing to the rearmost position.
Voice instruction audio too soft or loud	- When voice instructions are being played (radio cuts out), press up or down on the +/-AUDIO/- switch to adjust the volume. - Adjust volume settings in GPS unit.

Advanced Audio System

Advanced Audio System

The Advanced Audio System by Harman/Kardon® is based on an electronic unit mounted inside the front fairing of selected Harley-Davidson Touring models.

The Advanced Audio System is a multi-band radio receiver that includes a Compact Disc (CD)/MP3 player and an auxiliary (AUX) port for media players. The receiver is stereo and plays through left and right speakers mounted in the rider fairing. The Advanced Audio receiver also supports additional passenger speakers, a rider/passenger intercom and a 40 channel Citizen Band (CB) radio transceiver.

WARNING

Do not change compact discs while riding, and do not select a volume level that blocks out traffic noise. Distractions or a volume level that blocks out traffic noise, could cause loss of control resulting in death or serious injury. (00086a)

CAUTION

There are no serviceable parts inside the unit; leave all servicing to qualified service personnel. Disassembly of the unit could result in equipment damage and/or equipment malfunction. (00172a)

WARNING

Do not disassemble unit. Laser radiation is present if disc player is disassembled and the interlock fails or is defeated. Exposure to laser radiation could lead to death or serious injury. (00087a)

WARNING

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

Advanced Audio System Features

Advanced Audio System Features

FEATURE
AM/FM Stereo Receiver
CD/MP3 Player
CB Radio
Weather Band
Weather Band Alert
XM® Satellite Radio
Intercom
Passenger Controls
Integrated Audio From GPS Unit

Audio System Quick Start Guide

See the remaining information in this section for detailed information on all the features for the Advanced Audio System.

WARNING

Do not change compact discs while riding, and do not select a volume level that blocks out traffic noise. Distractions or a volume level that blocks out traffic noise, could cause loss of control resulting in death or serious injury. (00086a)

WARNING

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

Radio Receiver

1. See Advanced Audio Front Panel Controls. With the ignition/headlamp key switch in IGNITION or ACCESS, press the **ON** button (10).
2. **Adjust Volume:** See Left Handlebar Audio Controls. Adjust volume with the the **AUDIO** switch (1) on the left hand grip. Push **AUDIO** switch up (+) to raise the volume or down (-) to lower the volume.
3. **Manual Tuning:** Press and hold the **Up Arrow** or **Down Arrow** until the desired radio frequency is displayed in the LCD (8).
4. **Preset Tuning:** Manually tune the radio to the desired station. Push and hold any one of the five soft keys (7 or 9).

Compact Disc (CD) Player

1. See Advanced Audio Front Panel Controls. Turn radio receiver ON, raise the CD door (2) and gently insert a CD with the label side up. The unit will automatically pull the CD into the player. Close the CD door.
2. **Change Tracks:** Push and release the MODE SEL switch on the right hand grip to select a specific track. Pushing the **Up Arrow** and **Down Arrow** (6) keys will also advance tracks.
3. Push the EJECT button (3) (located under the CD door) to eject the CD from the player.

Intercom - If Equipped

NOTE:

Some local governments prohibit or restrict the use of headset (helmet-mounted) speakers. Check with local authorities and obey all applicable laws and regulations.

1. Plug headsets into front (Front Headset Socket) and rear (Passenger Controls) headset jacks.

2. **Transmitting:** Press and hold either the rider PTT switch (Left Handlebar Audio Controls) or passenger PTT switch (Passenger Controls) to transmit. To end transmission, release **PTT** switch.

Citizen Band (CB) Radio - If Equipped

1. See Advanced Audio Front Panel Controls. Turn radio receiver ON and push the **COM** button (1). Push soft key **1** (9) to turn the CB ON/OFF.
2. **Select a Channel:** Push and release the MODE SEL switch on the right hand grip to select a CB channel.
3. **Transmitting:** Press and hold either the rider PTT switch (Left Handlebar Audio Controls) or passenger PTT switch (Passenger Controls) to transmit. To end transmission, release **PTT** switch.

Stereo Receiver

The Advanced Audio System stereo receiver is a radio (3 band maximum) with a full function Compact Disc (CD)/MP3 player and an auxiliary (**AUX**) input.

Auxiliary audio devices can play through the receiver's amplifier and speakers when connected to the **AUX** input port. Auxiliary devices include MP3 players, cassette players, and mini-disc players.

Receiver features include:

- Electronic single in-line CD/MP3 player with track up/down, forward and reverse scan, repeat and random play functions.
- CD/CDR/CDRW compatibility. Double-sided CDs will not play in this unit.
- MPEG 2.5 Level III (MP3) file format compatibility.
- More than 10 hours of MP3 music - 150 MP3 songs (10 albums) on one 650MB disc.
- Anti-skip protection (>40 second memory and mechanical dampers).
- Remote controls for frequency tuning, band change, CD select, volume, and bass/treble/fader mixing.
- Automatic Volume Control (AVC) - automatically adjusts volume to compensate for ambient noise due to motorcycle speed.
- Time-of-day clock.
- Weather band frequencies displayed as NOAA channel numbers (active on North American units only).

XM Satellite Radio

XM is a commercial S-Band satellite radio service offering a variety of programming channels. See the separate XM Satellite Radio operator's manual for activation and operation.

Intercom and Citizen Band

The Advanced Audio System includes a digitally tuned 40 channel Citizen Band (CB) transceiver, a rider/passenger intercom.

Features include:

- Rider headset connector on fuel tank console
- Passenger headset connector on backrest
- Handlebar mounted rider push to talk (**PTT/+SQ/-**) switch (CB and Intercom)
- Fairing-mounted speaker switch
- Rear-mounted passenger **UP/MODE SEL/DN** and **PTT/+VOL/-** switches (CB and Intercom)
- Digitally adjustable rear headset speaker volume
- Passenger receiver band switching and frequency tuning
- Passenger CD/MP3 player control
- Rider hand-held microphone compatibility for areas that prohibit headset (helmet-mounted)

speakers

Front Panel Controls

See Advanced Audio Front Panel Controls. The front panel consists of a set of pushbuttons, a liquid crystal display, (LCD), a protective door for the Compact Disc (CD/MP3) slot and a covered input port for auxiliary (AUX) players. Six of the pushbuttons are "soft keys" whose function will change with the display.

ON

Press **ON** to turn the receiver on and off.

1, 2, 3, 4, 5/Left Arrow

For the stereo receiver, the soft keys, **1, 2, 3, 4, and 5/Left Arrow**, are used to store and then recall a selected radio frequency (presets). When combined with any of the Advanced Audio System accessories, the function of any active soft key for that accessory will be displayed next to the soft key in the LCD display.

6

Pressing the **6** soft key will return the display to the previous menu. For **CB** and **Intercom Setup**, the function of the **6** soft key will be displayed in the LCD next to the **6** soft key.

5/Left, Up, Down, Right Arrows

The **5/Left, Up, Down, and Right Arrow** soft keys are used for radio band frequency tuning, Bass and Treble mixing, Fader and Volume. They are also used to scroll and highlight a selection in a list. For an Advanced Audio System accessory module, the arrow keys are active when arrows appear in the display.

OK

With a menu or list item highlighted, press the **OK** pushbutton to confirm the selection and initiate the function.

COM

The **COM** pushbutton is the Citizen Band (CB) setup button. See CB Operation. Press the **COM** pushbutton to display the CB Setup menu.

INT

The **INT** pushbutton is the intercom setup button. See Intercom Operation. Press the **INT** pushbutton to display the Intercom Setup menu.

NOTE:

With the headsets/microphones plugged into the rider and/or passenger intercom sockets, the intercom is voice activated (VOX).

NAV

NAV is not used on current models. If an Advanced Audio System GPS positioning module (no

longer sold) is installed on the motorcycle, see the Advanced Audio GPS Navigation System Owner's Manual (76402-06) for operation.

LCD

The liquid crystal display (LCD) displays the operational status of the stereo receiver and that of any accessory.

CD Door

The CD door is a spring-loaded cover and will stay open when exchanging CDs.

Close the CD door after loading or unloading a CD. To close the door, push the door down until it latches.

EJECT

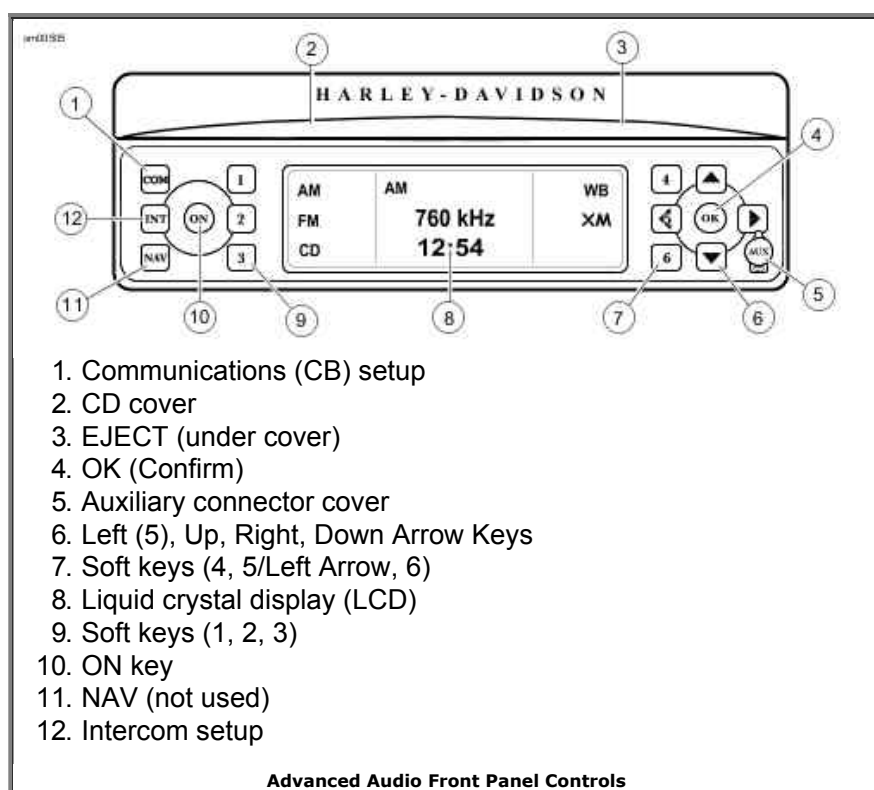
The CD **EJECT** button is found under the CD cover. Press the **EJECT** pushbutton to eject the CD.

AUX

The auxiliary input port under the **AUX** cover connects the receiver to an auxiliary device such as a cassette or MP3 player. Use a 1/8 in. 3.5 mm pin to pin extension cord to plug the line out or headset out from the auxiliary device into the **AUX** port. AUX appears in the LCD and is selectable with the **MODE SEL** switch. The user has control of Bass, Treble, Fader and Volume. All other player functions are performed with the auxiliary device. Set the volume level of the **AUX** device to normal or average.

NOTE:

*Close the protective cap whenever the **AUX** port is not in use.*



Left Handlebar Controls

See Left Handlebar Audio Controls. Easy to operate while riding, audio controls are mounted on the left hand switch housing on the left handgrip. The left hand audio controls are a **+/AUDIO/-** and a **PTT +/SQ/-** switch.

+/AUDIO/- Switch

AUDIO: See Left Handlebar Audio Controls. Press the **AUDIO** switch to access the Audio/Setup menu on the LCD. Press and release **AUDIO** or the press the soft key to toggle to the next displayed function in sequence from Bass, to Treble, to Fade, to Display, to Volume and then to AVC.

If the **AUDIO** switch is left on any selection the function automatically reverts back to the selected mode after approximately 2-3 seconds.

±: Pressing the **AUDIO** switch upward (+) raises the level for the currently selected Audio/Setup (Bass, Treble, Fade, Volume or AVC). Pressing the switch downward (-) lowers the level. The level is raised or lowered as long as the switch is held until the minimum or maximum level is reached.

The LCD displays a horizontal dashed line to indicate the level. In the center of the line is a single thin dash. When the level is at the center, the selected audio is at a mid-point of its range.

See C in Radio Receiver LCD Display Examples. Fade adjusts the balance between rider and passenger speakers. Pressing **AUDIO** upward (+) moves the balance to the front speakers while pressing **AUDIO** downward (-) moves the balance to the rear speakers. Equal volume in front and rear speakers is indicated by one horizontal single line in the center position.

The Display function sets the illumination level of the characters in the LCD display.

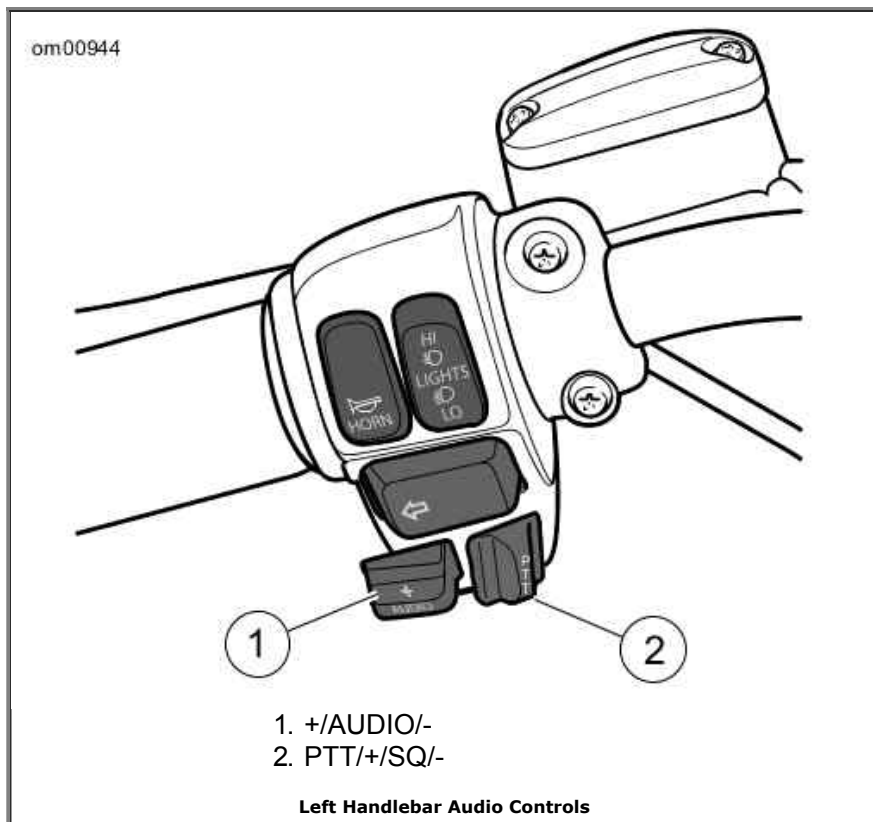
The AVC (Automatic Volume Control) function sets the volume level to compensate for the ambient noise associated with motorcycle speed.

PTT and +/SQ/- Switch

See Left Handlebar Audio Controls. Push-To-Talk (**PTT**) and the squelch control switch (**+/SQ/-**) is located on the left handlebar switch assembly.

PTT: With the power ON and the LCD indicating CB is active, press and hold the **PTT** switch to transmit over the channel displayed. Release **PTT** to end transmission.

+/SQ/-: Lower the threshold to allow reception of CB signals by pressing the **+/SQ/-** switch toward the rear (-) or raise the threshold by pressing the **+/SQ/-** switch toward the front (+).



Right Handlebar Controls

See Right Handlebar Audio Control (UP/MODE SEL/DN). The mode select (**MODE SEL**) switch is located on the right handlebar switch assembly.

UP/MODE SEL/DN Switch

MODE SEL

With the radio power ON, press and release the **MODE SEL** switch to sequence between the radio bands.

When a audio CD/MP3 disc is inserted into the CD player the **CD** function is added to the selections. When a 1/8 in. 3.5 mm connector is plugged into the **AUX** input port the AUX function is added to the selections.

The LCD display indicates the function selected.

UP/DN

In the receiver mode: **UP/DN** allows up or down radio station SEEK tuning.

In CD/MP3 mode: **UP/DN** changes tracks and performs fast advance and fast reverse.

In the CB mode: **UP/DN** changes the CB channel.

In the Intercom mode: **UP/DN** changes the voice activated microphone (VOX) sensitivity.

In the AUX mode: The **UP/DN** switch is inactive.

For a detailed description of the various modes, see Receiver Operation.

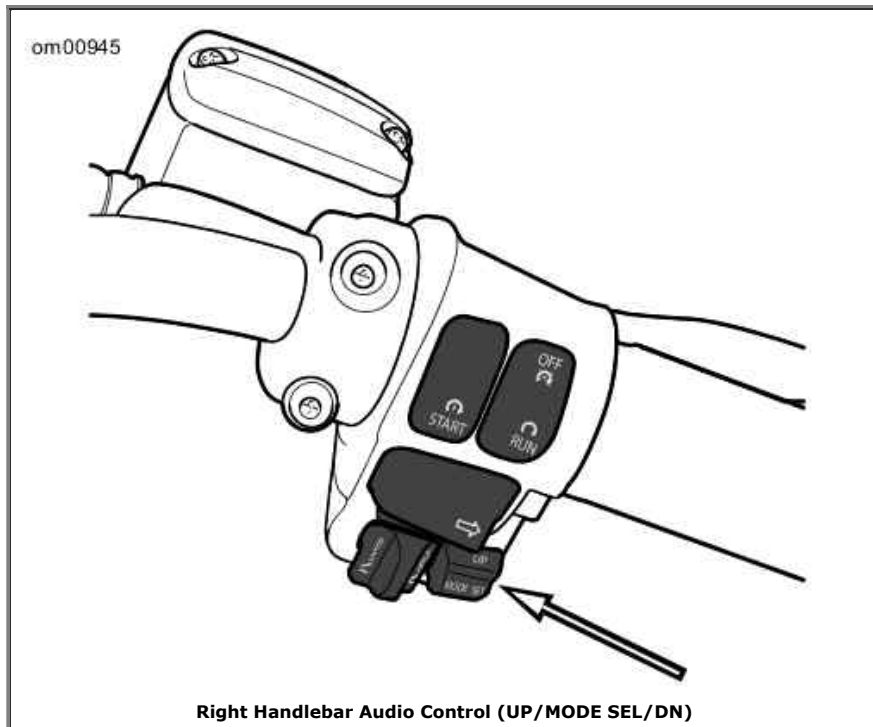
Receiver Frequency Bands

MARKET	BAND	FREQUENCY	STEPS
Domestic	AM	530-1700 kHz	10 kHz
	FM	87.75-107.9 MHz	200 kHz
	MP3	400-400-400-550 MHz	25 kHz

	WB	162.400-162.550 MHz	25 KHZ
International	LW	144-279 kHz	3 kHz
	MW	531-1611 MHz	9 kHz
	FM	87.5-108 MHz	100 kHz

NOTE:

The intercom and CB can be activated at the same time with the receiver modes. The intercom and CB signals are passed to the audio circuits only if the signal strength exceeds the threshold established by CB squelch or VOX microphone sensitivity levels. Depending on the position of the speaker control switch in the fairing switch cap, the receiver function, the CB, and the VOX microphone can be heard in the headsets simultaneously. See Intercom Operation and CB Operation.



Receiver Operation

See Advanced Audio Front Panel Controls for a picture of the stereo receiver front panel.

Set Time-of-Day

Set the time-of-day with the Ignition/headlamp Key Switch turned to **IGNITION** or **ACCESS** but with the stereo receiver OFF.

Press the Set or number (6) soft key on the front panel to display the time setup menu.

See A in Radio Receiver LCD Display Examples. To increase the hours in the display press the Hrs+ soft key. To decrease hours press the Hrs- soft key. When the hour is correct, release the soft key.

To increase the minutes in the display press the Min+ soft key. To decrease minutes press the Min- soft key. When the minute is correct, release the soft key.

Turn Receiver ON/OFF

To turn the receiver ON, turn the Ignition/headlamp Key Switch to **IGNITION** or **ACCESS** and press the **ON** button on the front panel. To turn the receiver OFF, press the **ON** button.

If the receiver is ON when the ignition is turned OFF, the receiver will power up when the Ignition/headlamp Key Switch is turned to **IGNITION**.

Select a Frequency Band/Mode

Using the right thumb, press the **MODE SEL** switch on the right hand grip and release to cycle to the desired frequency band or mode or press the soft key next to the frequency band displayed in the LCD to select a frequency band.

See B in Radio Receiver LCD Display Examples. The LCD highlights the selected band.

NOTE:

*Refer to Receiver Frequency Bands. When a CD/MP3 disc is present in the CD slot and/or an auxiliary player is plugged into the AUX port, the **MODE SEL** switch will cycle through the CD and AUX modes as well as the frequency bands.*

AM vs FM Reception

Commercial radio broadcasting is either AM (Amplitude Modulation) or FM (Frequency Modulation).

AM

AM radio waves reflect off the ionosphere which results in consistent signal reception at a long range (up to 100 miles 160 kilometers).

However, AM radio can be displaced by loud humming, popping and crackling noises. This is electrical interference caused by noise from vehicle ignitions, electric signs, power lines and electrical storms.

FM

The advantages of FM radio are high fidelity sound, stereo reception, a wide range of broadcasting formats, and a signal that is free of electrical interference.

The disadvantage of FM radio is its short range. FM radio waves travel in straight lines, called "line-of-sight," therefore, FM signals cannot be received over the horizon. At the limit of a station's range, the reception may fade in and out when objects pass between the transmitter and the motorcycle.

FM Stereo vs FM Mono

See E in Radio Receiver LCD Display Examples. Normally, the Advanced Audio System plays FM signals in stereo. The LCD will indicate **STEREO**.

However, the stereo receiver has circuits which eliminate or minimize FM flutter due to weak stereo signals. The circuits detect a weak FM stereo signal and automatically blend it into a stronger FM mono signal. The transition is smooth and flutter free because it occurs over a range of signal conditions, rather than at a minimum threshold.

When the system is automatically blending or is receiving an FM mono signal, the stereo indicator (**STEREO**) will disappear from LCD screen.

WB

See H in Radio Receiver LCD Display Examples. Broadcast by the National Oceanic and Atmospheric Administration (NOAA) National Weather Band (WB) frequencies are available in

North America only.

To receive NOAA weather alerts while listening to other radio bands, highlight the Alert indicator in the WB display by pressing the soft key. An alert tone will automatically switch the receiver to the announcing WB channel regardless of which frequency band is playing.

When equipped with the CB module, use the soft key to highlight the Alert indicator in the LCD display. Weather alerts are announced over other audio and the **Alert** indicator is highlighted in the display.

XM Radio

Broadcasting from satellites, XM Satellite Radio is a commercial S-band radio at 2332.5 MHz to 2345 MHz. Programming is up-linked to XM satellites positioned in geosynchronous orbits over the continental United States. Refer to the Operators Manual for XM Radio for tuning and other operations.

NOTE:

Subscription services are only available in the United States and Canada.

Tuning-in a Radio Station

The radio has several tuning modes in each of the frequency bands: Manual, Seek, Scan, Preset Memory and Preset Scan.

Tuning in all three modes continuously wraps around the ends of the band.

Volume

See D in Radio Receiver LCD Display Examples. At any time the receiver is playing, the volume can be adjusted by pressing the **AUDIO** switch up (+) to increase volume or down (-) to decrease volume.

Manual Tuning

To manually tune the radio to a different frequency:

Press the **Up Arrow** button or the **Down Arrow** button to select the frequency in that direction. Hold the selected arrow button, and after a short delay of 1.5 seconds, the radio will continue to change frequencies until the selected arrow button is released.

SEEK Tuning

See E in Radio Receiver LCD Display Examples. In SEEK, the radio tunes in to the next strong station.

Press and release the **MODE SEL** switch up (**UP**) to tune in the next strong station upward in the band. Press and release the switch down (**DN**) to tune in the next strong station downward in the band.

NOTE:

The SEEK icon appears in the display as long as the receiver is seeking the next strong frequency. The SEEK icon disappears as soon as the receiver has tuned in the next station.

SCAN Tuning

In SCAN, the radio continuously tunes from one strong station to the next until the SCAN is

cancelled.

See F in Radio Receiver LCD Display Examples. Press and hold the **MODE SEL** switch **UP** or **DN** approximately 5 seconds to scan the band for strong station signals. Each strong station remains tuned in for 8 seconds before the radio scans to the next station. The receiver will continue to scan until cancelled.

To select a station, cancel SCAN while the radio is tuned to that station. Press the **MODE SEL** switch **UP** or **DN** to cancel a SCAN moving up the band.

Preset Memory Tuning

Use the soft keys, **1**, **2**, **3**, **4**, and **5/Left Arrow** as preset buttons to store frequently tuned stations.

NOTE:

See C in Radio Receiver LCD Display Examples. AM can store 6 preset frequencies.

*See E and F in Radio Receiver LCD Display Examples. Separate FM1 and FM2 bands allow the rider to store 2 sets of 5 preset FM frequencies (10 total). Use the **More** soft key to toggle between FM1 and FM2. The full range of FM frequencies can be selected in either FM1 or FM2.*

To store a current station, press and hold any one of the preset buttons for 1.5 seconds. After an audible signal (a chirp), the station's frequency has been stored and the frequency will appear in the display next to the preset soft key.

To tune to a stored station, press and release the preset soft key.

Preset SCAN Tuning

See G in Radio Receiver LCD Display Examples. In preset SCAN, the radio continuously tunes from one preset station to the next until the preset SCAN is cancelled. A P.SC icon will display while preset SCAN is active.

In the FM band, press and hold the More soft key for approximately 3 seconds. Each preset station remains tuned in for 10 seconds before the radio moves to the next station.

To select a station, cancel preset SCAN while the radio is tuned to that station. Press the **MODE SEL** switch **UP** or **DN** to cancel a preset SCAN.

Adjusting Volume

Volume can be adjusted in any radio band.

See D in Radio Receiver LCD Display Examples. Volume is adjusted with the **AUDIO** switch on the left hand grip. Using left thumb, press the **AUDIO** switch up (+) to raise the volume or down (-) to lower the volume. The LCD displays the word Volume and a bar graph that changes length with the volume.

Press the **MODE SEL UP** or **DN** to cancel the Audio/Setup display or wait 5 seconds after the **AUDIO** switch is released, the display switches to the currently selected frequency band.

See K in Radio Receiver LCD Display Examples. Volume can also be adjusted in Audio/Setup.

Press and release the **AUDIO** switch to enter the Audio/Setup display. Press and release the **AUDIO** switch to cycle through Bass, Treble, Fade and Display to Volume and the **AUDIO** switch to raise (+) or lower (-) the volume.

Mixing Bass and Treble

Bass and treble range adjustments can be applied to any Advanced Audio System source.

BASS: See I in Radio Receiver LCD Display Examples. Press **AUDIO** to display Bass Audio/Setup. Using the left thumb, press the **AUDIO** switch up (+) to increase the bass range or down (-) to lower the bass range. The LCD displays the word Bass and a dashed line that changes length with the setting. The short center dash indicates a middle setting.

TREBLE: See J in Radio Receiver LCD Display Examples. From Bass Audio/Setup, press and release **AUDIO** to sequence to Treble. Using the left thumb, press the **AUDIO** switch up (+) to increase the treble range or down (-) to lower the treble range.

See J in Radio Receiver LCD Display Examples. The LCD displays the word Treble and a bar graph that changes length with the setting. The short center dash indicates a middle setting.

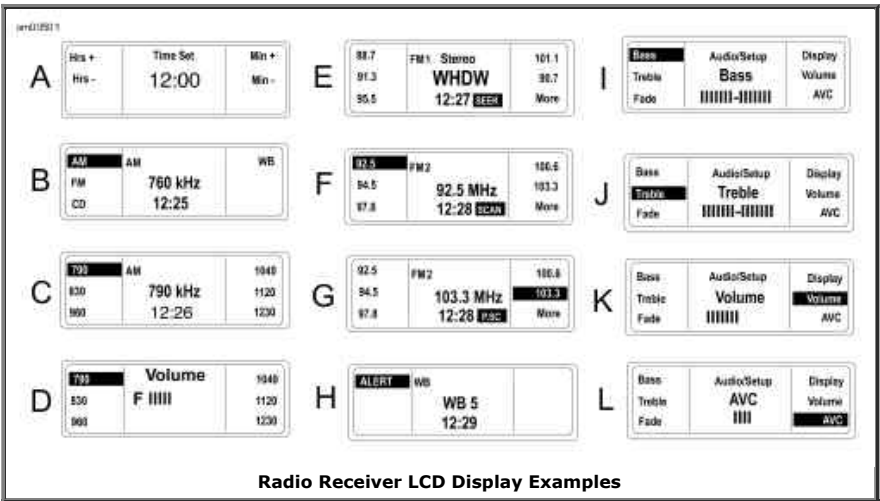
Adjusting AVC

See L in Radio Receiver LCD Display Examples. 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 over compensates), enter the audio setup menu and select AVC. Compensation is adjusted with the **AUDIO** switch on the left hand grip. Using left thumb, press the **AUDIO** switch up (+) to raise the compensation level or down (-) to lower the compensation.

NOTE:

Although the receiver AVC is preset at 3 bars, it is adjustable from 0 bars (OFF) to 4 bars. At 1 bar, the volume does not change with motorcycle speed. The more bars displayed, the higher the volume increases with speed.

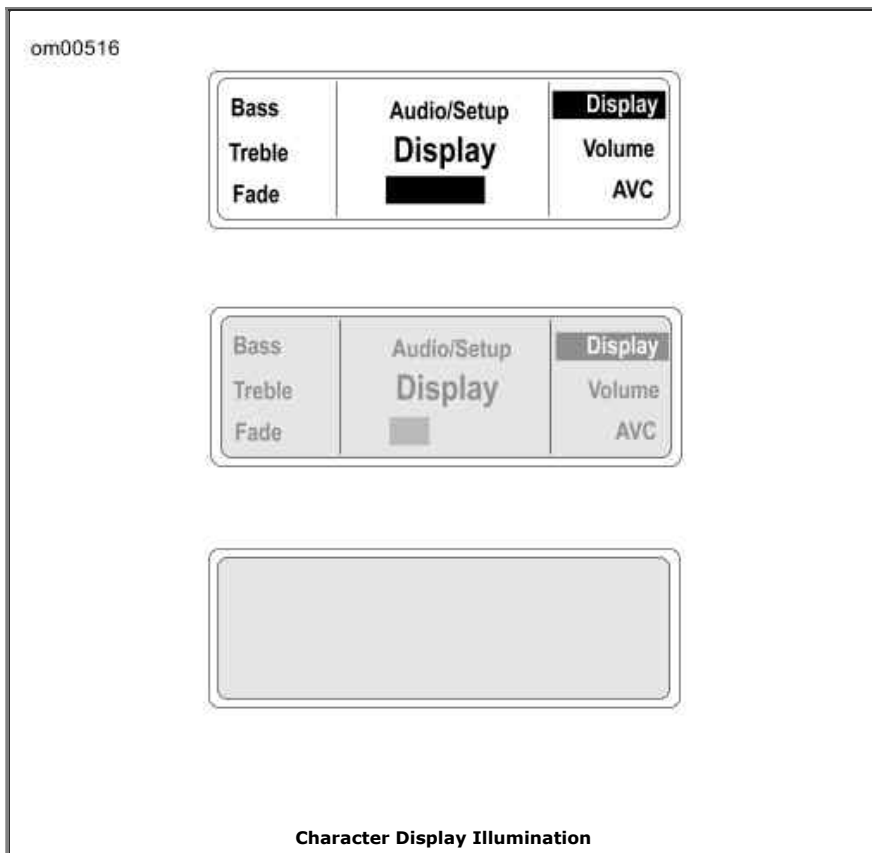


Adjusting Display Contrast

See Character Display Illumination. Select Display from the Audio/Setup menu with the **AUDIO** switch. Press the **AUDIO** up (+) to increase or down (-) to decrease the contrast of the characters in the display.

NOTE:

The contrast can be decreased to render the characters invisible against the background. The characters will appear to have disappeared in the display. Before leaving the Display screen, always increase the character illumination to make the characters visible in other modes.



CD/MP3 Operation

The CD player will accept commercial audio discs as well as compact discs recorded with MP3 (MPEG 2.5 Level III), files on compact disc read only (CDR) or compact disc read and write (CDRW) formats.

CAUTION

There are no serviceable parts inside the unit; leave all servicing to qualified service personnel. Disassembly of the unit could result in equipment damage and/or equipment malfunction. (00172a)

⚠ WARNING

Do not change compact discs while riding, and do not select a volume level that blocks out traffic noise. Distractions or a volume level that blocks out traffic noise, could cause loss of control resulting in death or serious injury. (00086a)

⚠ WARNING

Do not disassemble unit. Laser radiation is present if disc player is disassembled and the interlock fails or is defeated. Exposure to laser radiation could lead to death or serious injury. (00087a)

Auto Load

With the receiver power ON, raise the CD door and gently insert a CD, label side up, into the CD slot until the unit automatically pulls the CD into the player. Close the CD door.

NOTE:

Do not use double sided CDs in the Advanced Audio stereo receiver. Double-sided CDs may become permanently lodged in the player.

See C in CD/MP3 Display Examples. The receiver will automatically switch to CD operation. The CD track number and play time will appear in the LCD display. With a CD in the player, CD is added to the modes selectable with the **MODE SEL** switch.

⚠ WARNING

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

Disc Error 1

See B in CD/MP3 Display Examples. If the CD loaded into the CD player is damaged, of incorrect format, or upside down, the LCD will display the Disc Error 1 message.

Eject the CD. Refer to Recommendations for Handling CDs.

Eject

⚠ WARNING

Do not change compact discs while riding, and do not select a volume level that blocks out traffic noise. Distractions or a volume level that blocks out traffic noise, could cause loss of control resulting in death or serious injury. (00086a)

Press the **EJECT** button found under the CD door to eject a CD. The CD will be partially ejected. Remove the CD. Close and latch the CD door.

The receiver will automatically return to the radio band and frequency playing when the CD was loaded and the CD mode is no longer selectable.

Tracks

To change CD/MP3 tracks, use the right thumb and press and release the **MODE SEL** switch on the right hand grip. Press **UP** and release to select higher numbered tracks or press **DN** and release to select lower number tracks.

Pressing the **Up Arrow** and **Down Arrow** keys will also advance tracks.

NOTES:

The player automatically numbers the MP3 files found on a CD in alphabetical order.

*If the **MODE SEL** switch is pressed and held **UP** or **DN** longer than 1.5 seconds, the track selections will fast advance or reverse as long as the switch is held.*

CD track selection wraps around the first and last track.

Fast Advance and Reverse

To fast advance a track, press the **MODE SEL** switch **UP** and hold longer than 1.5 seconds. The

current track will fast advance while the switch is pressed **UP**. The audio will advance to the subsequent track as long as the switch is held **UP**.

See D in CD/MP3 Display Examples. The play time display in the LCD will also fast advance.

To fast reverse a track, press **MODE SEL DN** and hold longer than 1.5 seconds. The current track will fast reverse while the switch is pressed **DN**.

The play time display in the LCD will also fast reverse.

Random

To play tracks randomly, press the Random soft key on the front panel while in the CD mode. The word Random will remain highlighted in the display. No selection is repeated until all other selections have been played.

NOTE:

*The Random soft key toggles between normal and Random play. Press once for random play. Press a second time to return to normal play. Pressing the **MODE SEL** switch **UP** or **DN** will select different tracks at random.*

See D in CD/MP3 Display Examples. Random will be highlighted in the display.

Scan

To scan the tracks on an CD/MP3 disk, press the Scan soft key.

NOTE:

The tracks will play for 8 seconds and then jump to the next track which will play for 8 seconds.

Upon selecting a track, press and release the **MODE SEL** switch to continue playing that track.

Repeat

To repeat a CD track while it is playing, press the soft key next to the Repeat display.

To cancel Repeat, press the Repeat soft key again or press the **MODE SEL** switch **UP** or **DN** to change tracks.

Repeat will no longer be highlighted in the display.

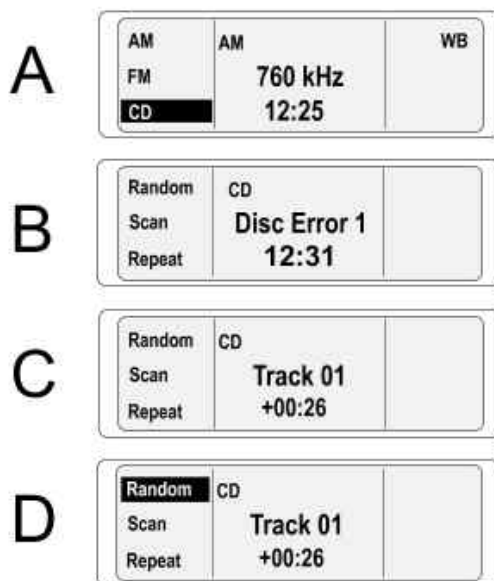
MP3

The receiver CD player will automatically recognize and play MP3 files.

NOTE:

The files will be numbered sequentially.

om00513



CD/MP3 Display Examples

Recommendations for Handling CDs

- Use caution when handling a CD. Avoid touching the bottom (shiny) side.
- Store audio CD/MP3 discs in acrylic jewel cases to protect against dust, scratches, light, and changes in humidity.
- Store CDs in a cool dry place away from direct sunlight.
- Use commercially available cleaning tissue to clean the CDs. Never use solvents that can damage the CD.
- Keep protective CD door closed at all times.

⚠ WARNING

Do not disassemble unit. Laser radiation is present if disc player is disassembled and the interlock fails or is defeated. Exposure to laser radiation could lead to death or serious injury. (00087a)

NOTES:

- *A laser that cannot focus properly may cause skipping. A clouded lens can be caused by dirty CDs, dust, smoke, high humidity, and airborne particles may cause the laser lens to cloud. Operating the CD without allowing the motorcycle to warm up can also cause a CD to skip.*
- *Do not attempt to clean the lens with a cleaning disc. Commercially available cleaning discs may cause damage or become stuck in the CD player.*

Headsets and Sockets

NOTE:

Some local governments prohibit or restrict the use of headset (helmet-mounted) speakers. Check with local authorities and obey all applicable laws and regulations.

A Harley-Davidson dealer can help you select the correct genuine Harley-Davidson headsets and microphones for your year and model Harley-Davidson. Harley-Davidson stereo helmet headsets with 7 pin DIN jacks fit the rider and the passenger intercom sockets. Other headset microphones will not work.

See Front Headset Socket and Passenger Controls. Open the socket cap and with the ridge on the headset jack facing upward and insert the jack into either the front or rear headset socket.

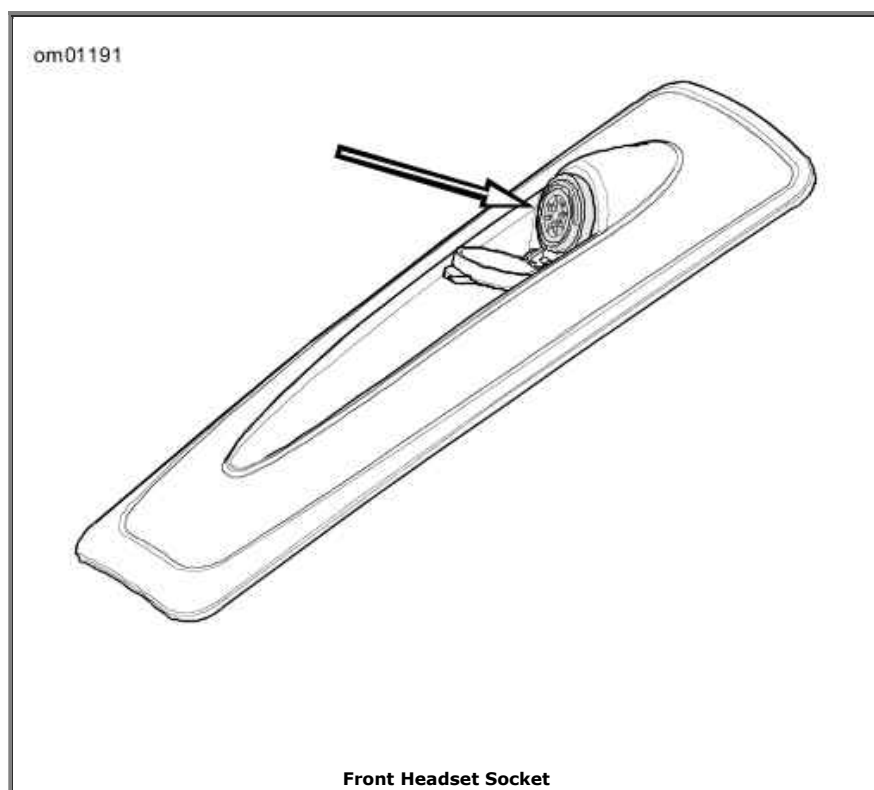
NOTE:

For areas that do not permit headset speakers, a special hand-held microphone can be used to transmit over the CB. This microphone is also available through a Harley-Davidson dealer.

CAUTION

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

The spring loaded hinge keeps the headset socket cap closed while riding. It protects against dirt and water when the headset or hand-held microphone is not in use. Before washing the motorcycle, verify that **BOTH** rider and passenger socket caps are closed.



VOX Microphones

The Harley-Davidson intercom uses a voice-activated (VOX) microphone for hands-free intercom operation. The headset microphone minimizes the transmission of hand-held microphone generated noise.

The intercom is activated when a voice or sound exceeds a preset audio level, the voice is said to "break VOX". The voice or sound is transmitted to the headsets.

NOTE:

*Pressing and holding the **PTT** switch will also open the microphone.*

Once VOX is broken, a conversation can proceed uninterrupted. After the absence of sound or voice, there is a delay of approximately 2 seconds before the microphone is deactivated. This delay in deactivation allows for pauses in conversation.

Because loud exhausts, passing trucks, car horns or other background sounds may unintentionally activate the intercom, the sound level necessary to break VOX is adjustable. See Intercom Operation.

Speaker Controls

SPKR Switch

A three position speaker (SPKR) switch is located on the inner fairing cap. See SPKR (speaker) Switch.

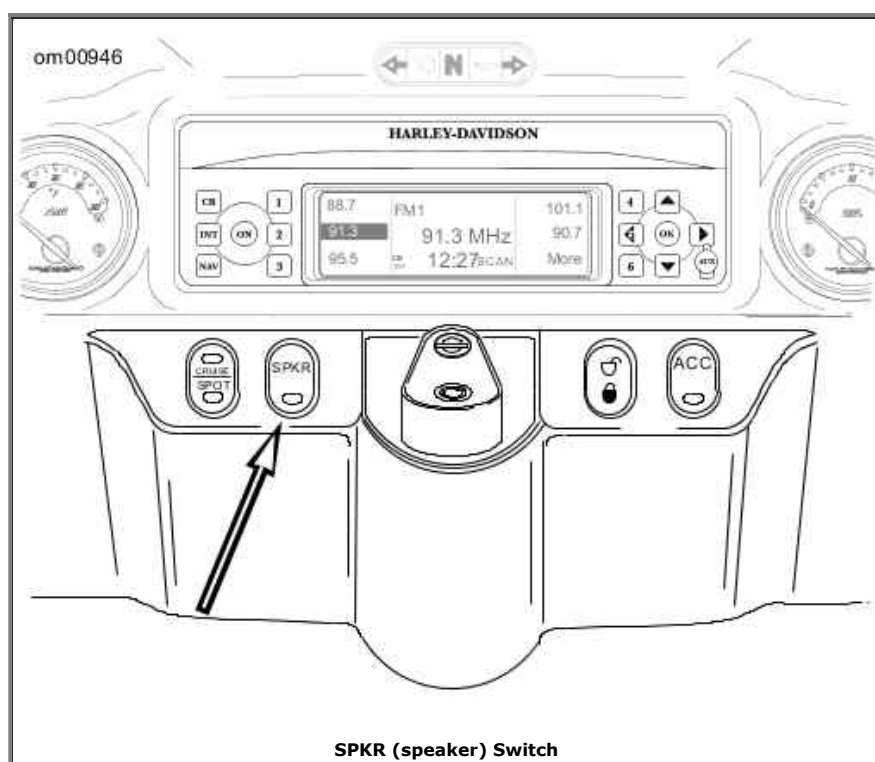
Off/Forward: In the forward position, the speakers are off. Audio (radio, CD/MP3, AUX and CB) is played in the headsets only. During simultaneous CB reception, the other audio source is muted and only the CB is heard in the headsets.

Center: In the center position, the radio, CD/MP3 player or AUX is played over the speakers while the CB is played only in the headsets.

On/Rearward: In the rearward position, the speakers are on. With the SPKR indicator lit, the radio, the CD/MP3 player, or any AUX device and the CB are played through both the rider and passenger speakers. When a CB signal is received, other audio sources mute and the CB is played over the speakers. Refer to Audio Routing and Mixing Combinations.

NOTE:

The intercom is only heard in the headsets, regardless of the SPKR switch position.



Rider to Passenger Speaker Balance

The receiver FADER control balances the front rider and rear passenger speakers.

FADER: With the fairing speaker switch in either the SPKR or center position, press the **AUDIO** switch to cycle through Bass to Treble to Fade in the LCD or with the motorcycle stationary, press the left hand **AUDIO** switch once to enter the Bass display and select Fade with the **MODE SEL** switch or with the soft key.

The LCD displays the word Fader and a row of outlined rectangles. The smaller center rectangle indicates equal balance between front and rear speakers. A single solid rectangle moves left or right of the center dash as the balance of volume is switched from the passenger speakers (to the left) to the rider speakers (to the right). See C in Display Examples.

- Press the AUDIO switch up (+) to raise the volume from the rider speakers while lowering the volume from the passenger speakers.
- Press the AUDIO switch down (-) to raise the volume from the passenger speakers while lowering the volume from the rider speakers.

Passenger Controls

UP/MODE SEL/DN Switch

See Passenger Controls. The passenger **MODE SEL** switch on the left side of the speaker box gives the passenger control of radio band selection, tuning, CD/MP3 operation and all functions of the hand grip mounted **MODE SEL** switch.

NOTE:

For information on routing audio signals to the passenger speakers and headsets, refer to Audio Routing and Mixing Combinations.

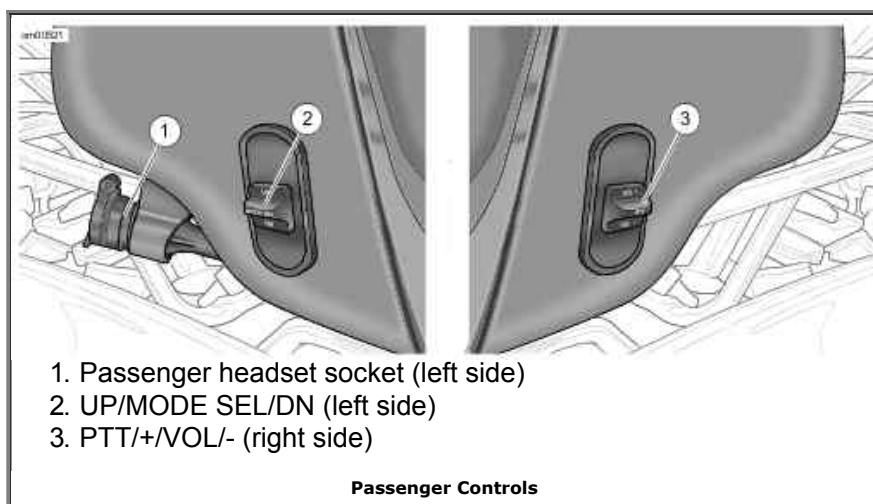
PTT and +/VOL/- Switch

See Passenger Controls. The **PTT+/VOL/-** switch on the right side of speaker box allows the passenger to talk over the intercom or transmit over the CB as well as to raise or lower the rear headset volume.

See E in Display Examples. When the rear headset volume is adjusted, a F (front) and R (rear) bar graph appear in the LCD display.

NOTES:

- *The passenger VOL switch affects only the passenger headset. The handlebar mounted **AUDIO** switch is the master volume control, and used in conjunction with the **FADER**, affects both the rider and passenger speaker volume.*
- *With stereo receiver tuning, radio band selection, CD/MP3 track selection or other functions, simultaneous use of front and rear **MODE SEL** switches may cause operation to be suspended until either rider or passenger controls are released.*



Intercom Operation

Operation

To speak over the intercom, press and hold either rider or passenger **PTT** switch to enable the microphones. Both microphones are active while one or both **PTT** switches are pressed.

NOTE:

Always verify that the CB is off so that private intercom conversations will not be transmitted.

Activating the Intercom and the VOX Microphones

Press and hold the **INT** button on the front panel, to open the Intercom Setup display.

See D in Display Examples. To activate the intercom (INT) and the VOX microphones, press

soft key **1** to turn the intercom ON.

The intercom will activate in Intercom Setup with VOX sensitivity and headset volume level settings from the previous use. VOX sensitivity and headset volume are adjusted in Int Setup only.

To exit Int Setup, press and release the **MODE SEL** switch or the **INT** button.

To make adjustments to VOX sensitivity after exiting Intercom Setup, re-enter Intercom Setup by pressing **INT**.

NOTE:

For privacy, the intercom can only be heard through the headsets.

To turn OFF the intercom and the VOX microphones, press the **INT** button to open the Intercom Setup display and press the On/Off soft key (**1**).

Adjusting VOX Sensitivity

VOX sensitivity should be adjusted so that the microphones break VOX at a normal voice level.

Enter Intercom Setup by pressing the **INT** button. Press the ON or **1** soft key to turn the intercom on.

See G in Display Examples. Press the **MODE SEL** switch **UP** or **DN** or press the **4** or **5** soft key to initiate the VOX display. The LCD displays VOX sensitivity as a bar graph with a smaller bar to indicate the center of the 14 bars. A higher number of bars indicates greater sensitivity while a lower number means less sensitivity.

Continue to use **MODE SEL** on the right hand grip to adjust the sensitivity level. Press **MODE SEL UP** to make the microphone more sensitive. Press the **MODE SEL DN** to reduce sensitivity. To exit Setup, press and release the **MODE SEL** switch.

NOTES:

- *The receiver retains the sensitivity level from the previous setup. However, if power is removed from the receiver, VOX sensitivity defaults to mid level.*
- *VOX sensitivity may have to be adjusted if either microphone is unintentionally activated because the microphone misinterprets radio, road or background sound as conversation.*

When VOX is set to its maximum, the microphone is always open. The VOX display will read Open.

When VOX is set to lowest value, the microphone is closed and the VOX display reads Closed.

Adjusting Rider Headset Volume

The rider intercom volume is only adjustable in Intercom Setup.

See E in Display Examples. Enter Intercom Setup, speak into microphone and adjust the intercom volume with the AUDIO switch on the left hand grip. Press **AUDIO +** to raise the volume and **AUDIO -** to lower the volume. The LCD displays a dashed line that changes length with the level.

See F in Display Examples. When the headset volume has been adjusted to the bottom of its range, Mute will appear in the volume display.

To exit Intercom Setup, press and release the **MODE SEL** switch.

WARNING

Set volume levels and other controls on audio and electronic devices before riding. Distractions can lead to

loss of control, resulting in death or serious injury.
(00088b)

Adjusting Passenger Headset Volume

The passenger intercom volume is only adjustable in Intercom Setup.

Enter Intercom Setup. Speak into the microphone and adjust the intercom volume with the **AUDIO** switch on the right speaker box on the passenger's backrest. Press **AUDIO +** to raise the volume and **-** to lower the volume. The LCD displays a bar graph that changes length with the level.

See F in Display Examples. When the headset volume has been adjusted to the bottom of its range, Mute will appear in the volume display.

To exit Intercom Setup, press and release the **MODE SEL** switch or press the INT pushbutton.

CB Operation

Activating the CB

See H and I in Display Examples. To activate the Citizen Band transceiver, press and release the **COM** pushbutton on the front panel. Press soft key **1** to turn the CB ON/OFF. The CB will activate in CB Setup with squelch threshold and channel settings from the previous use. CB channels are selected in CB Setup.

To exit CB Setup but leave the receiver with the CB active, press and release the **MODE SEL** switch or the **COM** pushbutton.

To turn off the CB, press the **COM** button to enter CB Setup. Press soft key **1** to turn the CB ON and Off.

CAUTION

There are no adjustments internal to the CB transceiver chassis that can be performed without risking non-compliance with Federal Communications Commission (FCC) rules. Refer to the original equipment manufacturer for any service required during the warranty period. For transmitter service after the warranty period, refer to a certified repair service. Any frequency determining components, such as crystals, or power determining semi-conductors, etc., should only be replaced with the original component manufacturer's part or equivalent. Substitutes can result in violation of FCC rules. (00175a)

Entering CB Setup

See J in Display Examples. With the CB on, press **COM** to enter CB Setup. The LCD displays CB SETUP in the upper half and the CB channel appears in the lower half.

To exit CB Setup, press and release the **MODE SEL** switch.

After exiting CB Setup with the CB still active, re-enter CB Setup by pressing and releasing the **COM** soft key.

Selecting a Channel

In CB Setup, use the **MODE SEL** switch to select a CB channel. Press and release **MODE SEL**

UP or **DN** to switch channels one at a time.

Soft keys 4, 5 and 6 can be used to preset CB channels.

If the **MODE SEL** switch is held up or down, tuning continuously wraps around the ends of the channels.

See K in Display Examples. When squelch is interrupted, the CB in the display inverts. If the squelch is not interrupted and the another source is playing, CB is displayed.

⚠WARNING

Set CB channel, squelch threshold and volume before riding to minimize adjustments on the road. Distractions can lead to loss of control, resulting in death or serious injury. (00089a)

Preset Channels

See J in Display Examples. Up to 3 CB channels can be preset. Press and hold a soft key (4, 5, 6) to preset a CB channel.

Once set, press the preset soft key to switch to the preset channel when the CB display is active.

Adjusting Squelch

See K in Display Examples. The CB signal is passed to the speakers or headsets only if signal strength exceeds the threshold set with the squelch control switch (**PTT/+SQ/-**). When CB signals exceed the threshold, they are said to "break squelch." Refer to Squelch Control Switch.

- To lower the threshold to process the weakest CB signals, press **SQ -** or rearward.
- To raise the threshold to process stronger signals, press **SQ +** or forward.

In the LCD, a dashed line changes length with the setting.

Squelch Control Switch

SQ (-) REARWARD	SQ (+) FORWARD
More signals	Fewer signals
More noise	Less noise
More static	Less static
Unwanted signals	Better sound quality

Transmitting

To transmit, press and hold the **PTT** switch. Transmission is over the CB channel displayed in the LCD. To end transmission, release **PTT**.

Adjusting Volume

Refer to Audio Routing and Mixing Combinations. See L in Display Examples. To adjust volume of the CB in the speakers or headset, Press **AUDIO +** to raise the volume or **AUDIO -** to lower the volume. CB volume is adjustable when squelch is interrupted or when the display is in CB Setup.

A dashed line that changes length with the volume setting is displayed.

CAUTION

Operating the CB radio without an antenna or with a broken antenna cable can result in damage to the transmitter circuitry. (00176a)

CB Range

Maximum transmission range can only be expected under stable weather conditions in flat, open country.

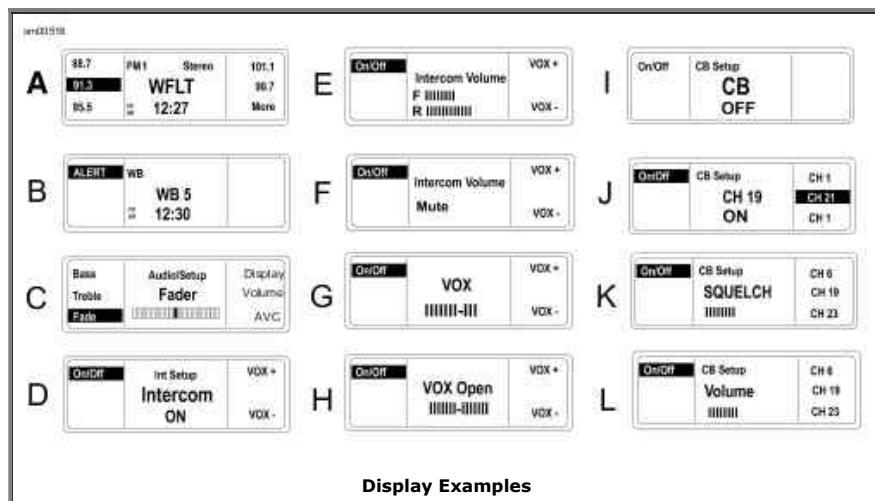
Weather: In times of atmospheric disturbances, such as rain, snow, or even sunspots, the CB's range can be reduced.

Terrain: Buildings, hills, valleys or any elevated objects or depressions that either block or create a longer path between transmitter and receiver will reduce or disrupt communications.

Obstructions: Transmissions may be cut off under a viaduct or inside a tunnel or parking garage.

NOTE:

The CB transmitter is the most powerful allowed under Federal law, but since there is no large steel area to create a ground plane, it may not transmit as strongly as when mounted in a car or truck.



Audio Routing and Mixing

General

Refer to Audio Routing and Mixing Combinations. Whether audio is routed to the headsets, speakers or both depends on the **SPKR** control switch and the **INT** and **CB** buttons on the receiver.

A single audio source routed to headset or speaker can be controlled with the riders **AUDIO** switch or the passenger **VOL** switch.

NOTE:

*The passenger volume control switch affects only the passenger headset. The handlebar mounted **AUDIO** switch is the master volume control, and used in conjunction with the fader, affects both the rider and passenger speaker volume.*

Audio Routing and Mixing Combinations

AUDIO ROUTING COMBINATIONS			VOLUME CONTROL

SPEAKER CONTROL SWITCH	AUDIO SOURCE(S)	AUDIO OUT	AUDIO ± OR VOL ±
Off or Forward (Headsets)	Music*	Headsets	Music*
	CB	Headsets	CB (During reception or SETUP)
	Intercom	Headsets	Intercom (Only in SETUP)
	Intercom and music*	Both in the headsets	Music
	CB and music*	CB in the headsets (Music is muted during CB reception)	CB (During reception or SETUP)
	Intercom and CB	Both in the headsets (Music is muted during CB reception)	CB (During reception or Setup)
Center (Speakers and headsets)	Music*	Speakers	Music*
	CB	Headsets	CB (During reception or SETUP)
	Intercom	Headsets	Intercom (Only in SETUP)
	Intercom and music*	Intercom in the headsets Music* in the speakers	Music*
	CB and music*	CB in the headsets Music* in the speakers Music is muted during CB reception	CB
	Intercom and CB	Both in the headsets (Music is MUTED during CB reception)	CB*
On or rearward (Speakers)	Music*	Speakers	Music*
	CB	Speakers	CB (During reception or SETUP)
	Intercom	Headsets	Intercom (Only in SETUP)
	Intercom and music*	Intercom in the headsets. Music in the speakers.	Music
	CB and music*	CB in the speakers (When squelch is broken)	CB
	Intercom and CB	Intercom in the headsets (CB in the speakers MUTED during CB reception)	CB
* Music = Radio, CD player or auxiliary (AUX) audio source.			

Audio System Troubleshooting

System Troubleshooting

If having trouble with the Advanced Audio System, check radio settings, control switches, and fuses. See the Electrical Diagnostic Manual for all system diagnosis and electrical troubleshooting information, or see a Harley-Davidson dealer for service.

Refer to Operational Troubleshooting: Advanced Audio System. Use the following table to identify rider or passenger control settings that prevent intended operation.

CAUTION

There are no serviceable parts inside the unit; leave all servicing to qualified service personnel. Disassembly of the unit could result in equipment damage and/or equipment malfunction. (00172a)

⚠WARNING

Do not disassemble unit. Laser radiation is present if disc player is disassembled and the interlock fails or is defeated. Exposure to laser radiation could lead to death or serious injury. (00087a)

Radio Fuses

The radio is protected by fuses in the fuse block. Refer to Fuses and Relays to inspect and replace the radio power fuse, radio memory fuse, or audio amplifier fuse (if equipped), or see your Harley-Davidson Dealer for service.

Operational Troubleshooting: Advanced Audio System

THIS	CAN PREVENT THIS
Squelch broken	Fairing music
	Headset music
	Passenger speaker music
Squelch unbroken	CB audio
CB off or low volume	CB audio
Front or rear PTT on	Fairing music
	Headset music
	Passenger speaker music
	CB audio
Handlebar volume low	Fairing music
	Headset music
	Passenger speaker music
Passenger headset volume low	Passenger headset music and CB audio
Fairing SPKR back to speaker	Headset music and headset CB audio
Fairing SPKR forward to headset	Fairing music and CB audio
INT off	Voice communications (Unless PTT is pressed)

Smart Security System

Harley-Davidson Smart Security System

Components

See Security Module with Antenna (shown removed). The Harley-Davidson Smart Security System (H-DSSS) consists of a Hands-Free Security Module (HFSM) (1) and a Hands-Free Antenna (2) mounted on the motorcycle, and a Hands-Free Fob **carried** by the rider/passenger.

After parking the motorcycle, turn the ignition key to OFF and the Smart Security System will automatically **arm** within five seconds. While armed, the starter and ignition are disabled and the rider may leave the motorcycle knowing that the module will activate an alarm if someone tampers with the ignition or attempts to move the motorcycle.

If the fob is present, the module will automatically **disarm** when the ignition key is turned to IGNITION or ACCESS.

NOTE:

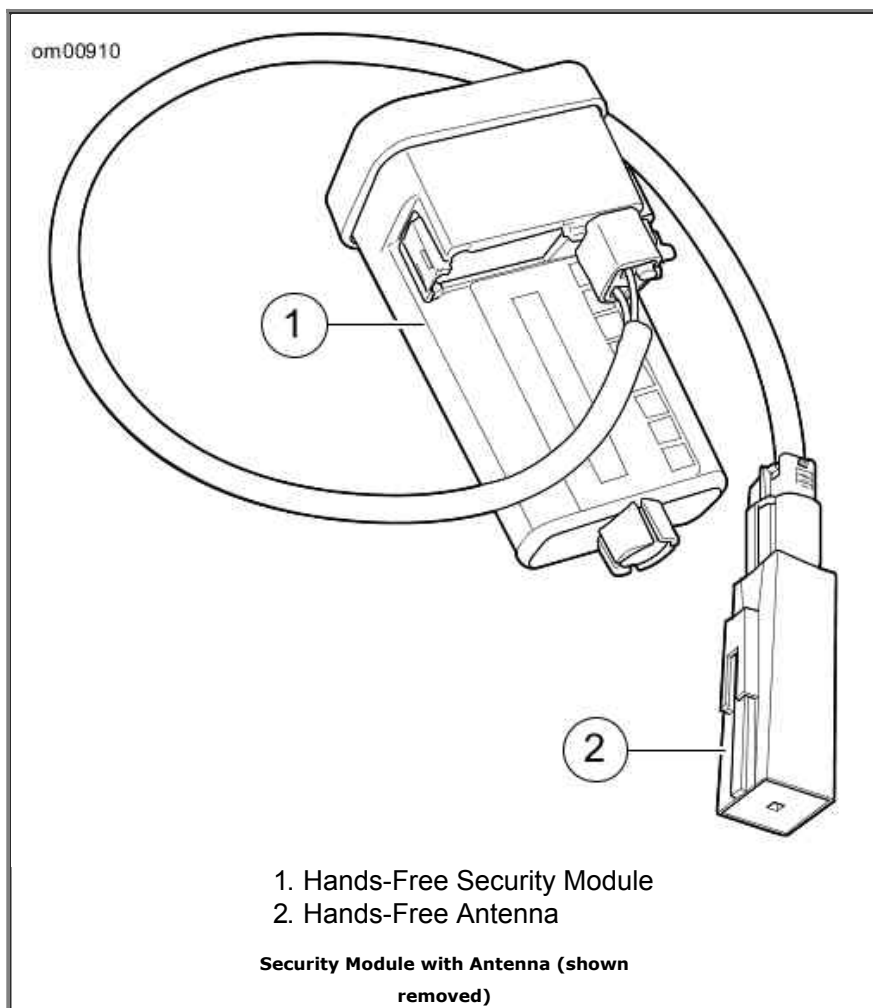
Do not relocate the module or the antenna on the motorcycle.

Options

Several options are available for the Harley-Davidson Smart Security System from the Harley-Davidson Genuine Motor Accessories and Motor Parts catalog. Options include:

- Security Pager and Security Pager Receiver II.
- Replacement Fobs.

See a Harley-Davidson dealer for details.



FCC Regulations

FCC ID: L2C0027TR IC ID: 3432A-0027TR

FCC ID: L2C0028TR IC ID: 3432A-0028TR

This device complies with Part 15 of the FCC Rules and with RSS-210 of Industry Canada rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

NOTE:

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

Security System Fob

Fob Assignment

See Fob: Smart Security System. Key fobs are electronically assigned to the Harley-Davidson Smart Security System by a Harley-Davidson dealer so that the motorcycle can recognize a fob's unique signal. Only two fobs can be assigned at any one time.

Replacement fobs can be purchased from a dealership but can only be assigned to the motorcycle by a trained Harley-Davidson technician.

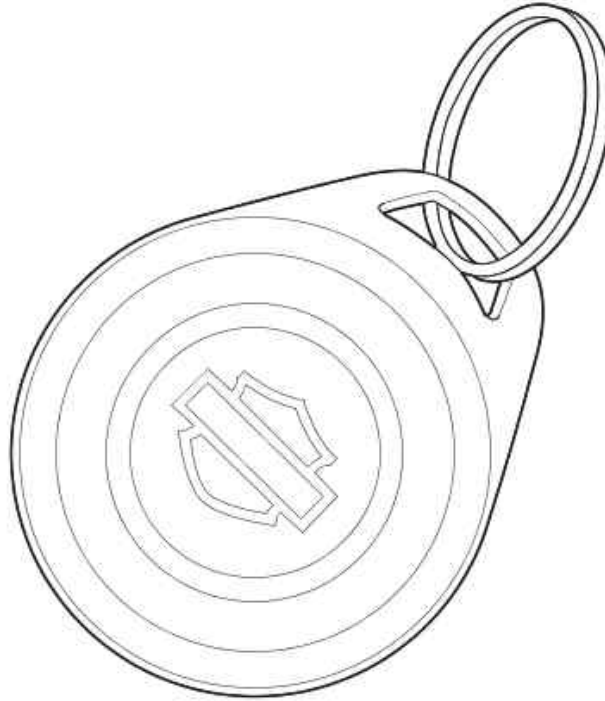
NOTES:

- *The reusable label found on the fob packaging lists the serial number of the fob. For reference, affix the label to a blank "NOTES" page in this Owner's Manual.*
- *The serial number of the fob is also found on the inside of the fob. See Fob Battery.*
- *The module will arm only if the fob has been assigned by a Harley-Davidson dealer and a Personal Identification Number (PIN) has been entered in the system. The PIN should be recorded on the Personal Information page in the front of this Owner's Manual and on the removable wallet card.*
- *Should the rider misplace the fob or if the fob fails, the rider can refer to the wallet card and use the PIN to manually disarm the system. Refer to Arming and Disarming and Troubleshooting.*
- *The PIN can easily be changed by the rider at any time. Refer to Personal Identification Number (PIN).*

Riding with a Fob

- Always carry the fob when riding, loading, fueling, moving, parking or servicing the motorcycle. Carry the fob in a convenient pocket.
- Do not leave the fob attached to the handlebars or store the fob in a luggage compartment. Unintentionally leaving the fob with the motorcycle when it is parked prevents the system from activating the alarm.
- Do not ride with the fob stored in a metal case or with the fob closer than 3.0 in 76 mm to a cell phone, PDA, display or other electronic device. Any electromagnetic interference may prevent the fob from disarming the system.
- For added security, always lock the fork and remove the key when parked. If the fob is within range and the motorcycle is unlocked, tampering with the motorcycle will not activate the alarm.

om00892



Fob: Smart Security System

Personal Identification Number (PIN)

The Personal Identification Number (PIN) is a number that can be used to disarm the Harley-Davidson Smart Security System in case an assigned fob is misplaced, fails or if the fob cannot communicate with the motorcycle because of electromagnetic interference.

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

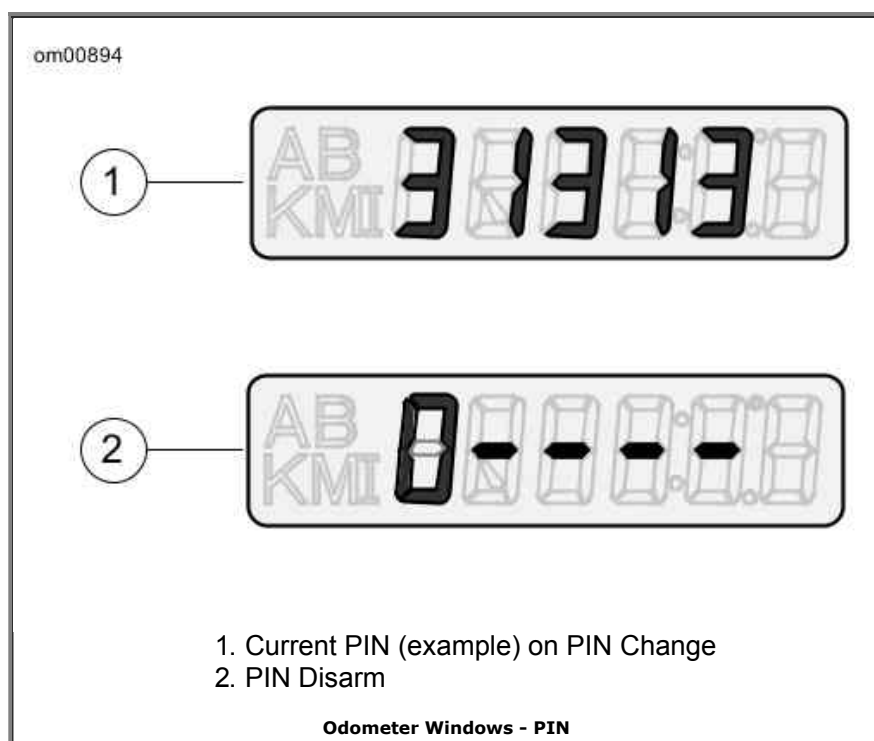
Changing the PIN

To maintain security, the rider can change the PIN at any time. Refer to Changing the PIN.

Changing the PIN

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	Select a 5-digit (1 thru 9) PIN and record on the wallet card from Owner's Manual.		
2	With an assigned fob present, turn IGN key IGNITION-OFF-IGNITION-OFF-IGNITION .		
3	Press left turn signal switch 3 times .		
4	Press right turn signal switch 1 time and release.	Turn signals will flash 3 times. Current PIN will appear in odometer. The first digit will be flashing.	See Odometer Windows - PIN.
5	Enter first digit (a) of new PIN by pressing left turn signal switch a times.		
6	Press right turn signal switch 1 time and release.	The new digit (a) will replace the current in odometer window.	

7	Enter second digit (b) of new PIN by pressing left turn signal switch b times.		
8	Press right turn signal switch 1 time and release.	The new digit (b) will replace the current in odometer window.	
9	Enter third digit (c) of new PIN by pressing left turn signal switch c times.		
10	Press right turn switch 1 time and release.	The new digit (c) will replace the current in odometer window.	
11	Enter fourth digit (d) of new PIN by pressing left turn signal switch d times.		
12	Press right turn switch 1 time and release.	The new digit (d) will replace the current in odometer window.	
13	Enter fifth digit (e) of new PIN by pressing left turn signal switch e times.		
14	Press right turn switch 1 time and release.	The new digit (e) will replace the current in odometer window.	
15	Before the module rearms, turn the ignition key to OFF .	The odometer will return to mileage.	Turning the ignition key to OFF stores the new PIN in the module.



Security Status Indicator

See Instrument Lamps. The security system lamp in the speedometer face indicates the status of the Harley-Davidson Smart Security System.

- **Armed:** A lamp that blinks approximately every 3 seconds indicates that the system is armed.
- **Disarmed:** After the system disarms and the ignition is on, the lamp will remain illuminated for approximately four seconds and then turn off.
- **Service:** A lamp that remains illuminated longer than four seconds while the system is

disarmed indicates that service of the module is required.

Arming and Disarming

Arming

When the motorcycle is parked and the ignition key is turned to OFF, the Harley-Davidson Smart Security System arms automatically within five seconds if no motion is detected. Even when the fob is present, the system will arm.

On arming, the turn signals will flash twice and the siren will chirp twice. While armed, the key icon in the speedometer face will flash every three seconds.

NOTE:

International Models: The HFSM must be in the Chirp Mode for the siren to chirp on arming or on disarming. See Siren Chirp Mode (Confirmation).

Disarming

Once disarmed, the rider may ride or move the motorcycle for parking, storage or service without setting off the alarm.

Fob: An armed Smart Security System is automatically disarmed when the ignition key is turned to IGNITION with the fob present.

When the module disarms, the siren will chirp once and the key icon will illuminate for a solid four seconds and then turn off.

NOTE:

Any motion, like lifting the motorcycle up off of its jiffy stand, or turning the ignition key to IGNITION and the module will electronically "poll" for the presence of the fob. If the fob is present, the system disarms.

Personal Identification Number (PIN): If the fob is misplaced or if the present fob fails to communicate with the module, the system can be disarmed with the Personal Identification Number (PIN).

Disarming with a PIN

Do not turn handlebars, straddle seat or lift motorcycle off the jiffy stand. During a PIN disarm, if the Smart Security System detects motorcycle motion the system will activate the alarm.

Entering a PIN to Disarm Harley-Davidson Smart Security System

STEP NO.	ACTION	WAIT FOR CONFIRMATION	NOTES
1	If necessary, verify the current 5-digit PIN.		Should be recorded on wallet card.
2	Turn ignition key to IGNITION .		
3	Quickly (within 2 seconds of turning ignition key) hold both turn signal switches in until confirmation.	Key icon flashes at fast rate. In the odometer window, a flashing dash will be followed by four more dashes.	See Odometer Windows - PIN. Five dashes will appear in the odometer window.
4	Enter first digit (a) in the PIN by pressing left turn switch a times .	The first digit (a) in the odometer will be the first digit in the PIN.	
5	Press right turn switch 1	The first digit is stored and the	Serves as enter key.

	time.	dash will flash.	
6	Enter second digit (b) in the PIN by pressing left turn switch b times .	The second digit (b) in the odometer will be the second digit in the PIN.	
7	Press right turn switch 1 time .	The second digit is stored and the next dash will flash.	Serves as enter key.
8	Enter third digit (c) in the PIN by pressing left turn switch c times .	The third digit (c) in the odometer will be the third digit in the PIN.	
9	Press right turn switch 1 time .	The third digit is stored and the next dash will flash.	Serves as enter key.
10	Enter fourth digit (d) in the PIN by pressing left turn switch d times .	The fourth digit (d) in the odometer will be the fourth digit in the PIN.	
11	Press right turn switch 1 time .	The fourth digit is stored and the next dash will flash.	Serves as enter key.
12	Enter fifth digit (e) in the PIN by pressing left turn switch e times .	The fifth digit (e) in the odometer will be the fifth digit in the PIN.	
13	Press right turn switch 1 time .	The fifth digit is stored. The key icon stops blinking.	Smart Security System is disarmed.

NOTES:

- At any time during a PIN disarm, if the fob is brought within range of the motorcycle, the Smart Security System will disarm when the module receives the coded signal from the fob.
- If a mistake is made while entering PIN, wait two minutes before another disarming attempt.
- The Smart Security System will remain disarmed until the ignition key is turned to OFF.

Arming with Hazard Warning 4-Way Flashers On

If it should be necessary to leave a motorcycle parked along side a roadway, the hazard warning four-way flashers can be turned ON and the Smart Security System armed.

1. Turn ignition key to IGNITION.
2. Simultaneously press both left and right turn signal switches to turn the four-way flashers ON.
3. Turn the ignition key to OFF to arm the Smart Security System.

To turn hazard warning flashers OFF, turn the ignition key to IGNITION and simultaneously press the left and right turn signal switches.

Alarm

Warnings

Once armed, if the motorcycle is moved or lifted up off of its jiffy stand or if the ignition key is turned to IGNITION and the fob is not present, the alarm will warn the operator with three alternate flashes of the turn signals and a chirp of the siren.

Within four seconds, if the motorcycle is back on its jiffy stand and no further motion is detected and/or the ignition key is turned to OFF, the module will remain armed without activating the alarm.

If the motorcycle motion continues or the ignition key is not turned back to OFF, the module will issue a second warning four seconds after the first.

NOTE:

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

The Alarm

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

When activated, the Smart Security System will:

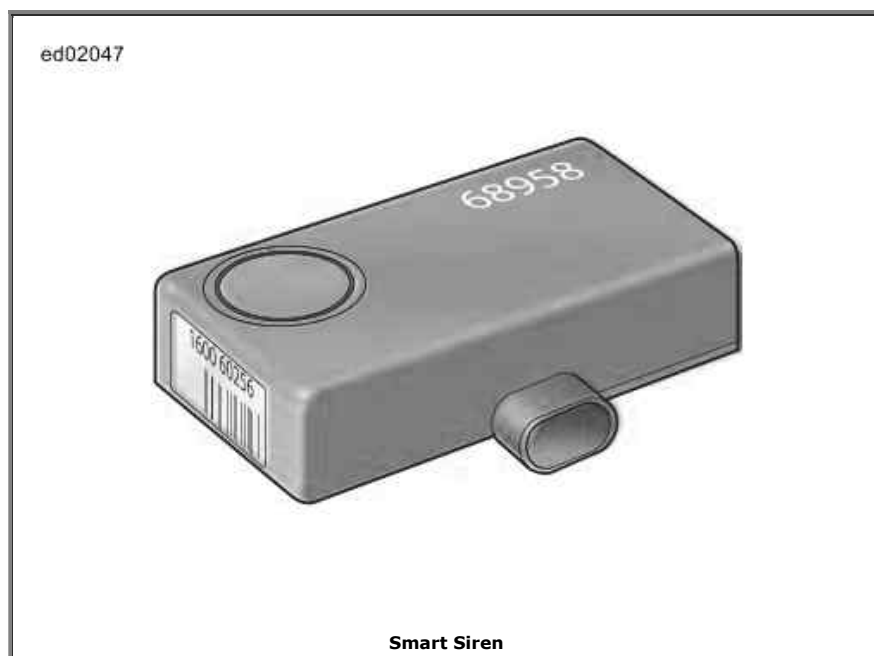
- Alternately flash the four turn signals.
- See Smart Siren. Sound the siren.

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

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

NOTE:

The alarm will also activate the LED, vibration or audible modes of a Harley-Davidson Security Pager. A pager can operate either in silent or in combination with the Smart Siren. The range of a pager can be up to 0.5 mile 0.8 km . See a Harley-Davidson dealer for details.



Deactivate the Alarm

Key Fob: Bring the fob to the motorcycle. After the module identifies that the fob is present, the system will terminate the alarm.

Siren Chirp Mode (Confirmation)

Chirp Mode

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

Chirpless Mode

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

The siren will still provide warning chirps and sound the alarm if the motorcycle is moved or the ignition switch is turned on without the fob present.

Switching Modes

Perform the following to switch between chirp and chirpless modes.

1. With the fob present, turn the ignition switch ON.
2. When the security lamp turns off, turn the ignition switch OFF.
3. When the security lamp turns off (but before the turn signals flash twice), immediately turn the ignition switch ON.
4. When the security lamp turns off, immediately turn the ignition switch OFF.
5. When the security lamp turns off (but before the turn signals flash twice), immediately turn the ignition switch ON.
6. When the security lamp turns off, immediately turn the ignition switch OFF.
7. When the security lamp turns off (but before the turn signals flash twice), immediately turn the ignition switch ON.

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 picked up and moved in an armed state, however, any attempt to start the engine when the key fob is not within range will trigger the alarm.

To Enter Transport Mode

1. Turn the ignition switch to IGN.
2. Set the engine stop switch to OFF.
3. With an assigned fob within range, turn the ignition switch from IGN to ACC.
4. Simultaneously press both the left and the right turn signal switches. This must be done within five seconds of turning the ignition switch to ACC.
5. After the turn signals flash once, turn the ignition switch to OFF and the module is armed.
6. **Confirmation:** Turn signal blinks three times when armed for one ignition cycle.

To Exit Transport Mode

Return the system to normal operation:

With the fob present, turn the ignition switch to IGN to disarm the system. To cancel the transport mode, set the engine stop switch to RUN.

Storage and Service Departments

Long-Term Parking

To maintain arming, store the fob beyond the range (more than 20 feet 6 meters away) of the antenna. If the motorcycle is to be moved while parked, have the fob present.

If the motorcycle will not be operated for several months, such as during the winter season, refer to Motorcycle Storage.

Service Departments

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

1. Leave an assigned fob with the dealer.
2. To maintain possession of the fob, ask the dealer to disable the system for service (service mode) before leaving the dealership.

Fob Battery

Replacing the Battery

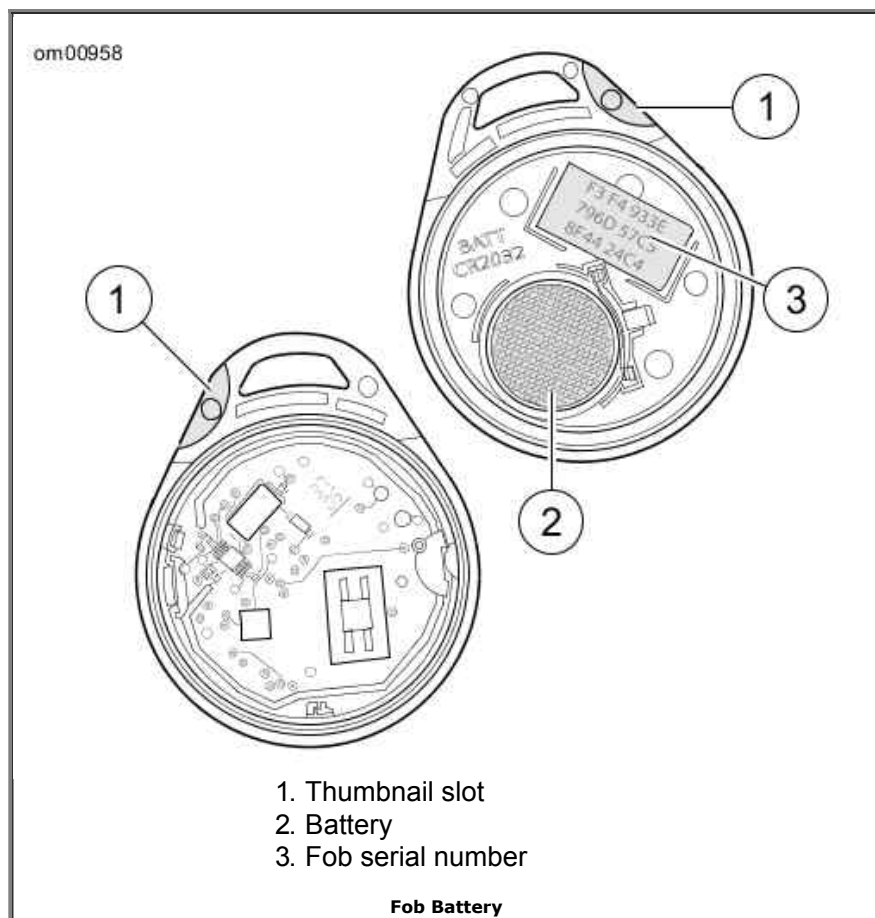
Replace the fob battery every year.

1. See Fob Battery. Slowly turn a thin blade in the thumbnail slot (1) on the side of the fob to separate the two halves.
2. Remove the battery (2) and discard.

NOTE:

Dispose of the old battery in accordance with local regulations.

3. Install a **new** battery (Panasonic 2032 or equivalent) with the positive (+) side down.
4. Align the two halves of the fob and snap together.



Disconnecting Power

Optional Siren

When disconnecting the battery or removing the main fuse, perform the following steps to prevent the optional siren from sounding.

1. Verify that the fob is present.
2. Turn the ignition switch to IGNITION.
3. Pull the main fuse from its holder or disconnect the battery.

Troubleshooting

Key Icon

If the system key icon stays illuminated while riding, see a Harley-Davidson dealer.

Fob

With the fob present, if the Smart Security System continues to actuate warnings and alarms, one of the following can be the cause:

1. **Electromagnetic Interference:** Other electronic devices, power lines, or other electromagnetic sources can cause the Smart Security System to operate inconsistently.
 - a. Verify that the fob is not in a metal enclosure or within 3.0 in. 76 mm of any other electronic devices.
 - b. Place the fob on the seat and turn the ignition key to IGNITION. After the module disarms, return the fob to a convenient location.
 - c. Move motorcycle at least 15 feet 5 meters from the spot of interference.
2. **Discharged Fob Battery:** Use the PIN to disarm the module. Replace the battery. See Fob Battery.
3. **A Damaged Fob:** Use the PIN to disarm the motorcycle. Replacement fobs are available for purchase from a Harley-Davidson dealer.

Siren

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

Operation

Operating Recommendations

⚠WARNING

Motorcycles are different from other vehicles. They operate, steer, handle and brake differently. Unskilled or improper use could result in loss of control, death or serious injury. (00556c)

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

CAUTION

Do not run the engine at extremely high RPM with clutch disengaged or transmission in neutral. Running an engine at high RPM can result in engine damage. (00177a)

CAUTION

Do not exceed the maximum safe RPM specified below under any conditions. Exceeding the maximum safe engine RPM can result in equipment damage. (00248a)

- The maximum recommended safe engine speed is 5500 rpm.
- Do not idle engine unnecessarily for more than a few minutes with motorcycle standing still.

CAUTION

Air-cooled engines require air movement over the cylinders and heads to maintain proper operating temperature. Extended periods of idling or parade duty can overheat the engine, resulting in serious engine damage. (00178a)

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

This applies particularly to a motorcycle equipped with windshield and fairing.

NOTE:

Have the engine checked regularly and keep it well tuned.

⚠WARNING

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

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

Continuous use of brake causes overheating and reduced

**efficiency, which could result in death or serious injury.
(00042a)**

⚠WARNING

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

Break-in Riding Rules

The First 500 Miles (800 Kilometers)

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

To allow your engine to wear in its critical parts, we recommend that you observe the riding rules provided below for the first 500 miles 800 kilometers . Adherence to these suggestions will help to assure good future durability and performance.

1. During the first 50 miles 80 kilometers of riding, keep the engine speed below 4000 RPM in any gear. Do not lug the engine by running or accelerating at very low RPM, or by running at high RPM longer than needed for shifting or passing.
2. Up to 500 miles 800 kilometers , vary the engine speed and avoid operating at any steady engine speed for long periods. Engine speed up to 5000 RPM in any gear is permissible.
3. Drive slowly and avoid fast starts at wide open throttle until the engine has warmed up.
4. Avoid lugging the engine by not running the engine at very low speeds in higher gears.
5. Avoid hard braking. New brakes need to be broken-in by moderate use for the first 200 miles 300 kilometers .

Pre-Riding Checklist

⚠WARNING

Read the CONTROLS AND INDICATORS section before riding your motorcycle. Failure to understand the operation of the motorcycle could result in death or serious injury. (00043a)

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

⚠WARNING

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

⚠WARNING

Avoid spills. Slowly remove filler cap. Do not fill above bottom of filler neck insert, leaving air space for fuel expansion. Secure filler cap after refueling. Gasoline is

extremely flammable and highly explosive, which could result in death or serious injury. (00028a)

⚠WARNING

Use care when refueling. Pressurized air in fuel tank can force gasoline to escape through filler tube. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00029a)

1. Verify fuel is present in tank and add fuel if required.
2. Adjust mirrors to proper riding positions.
3. Check the oil level. Add oil if necessary.
4. Check controls to make sure they operate properly. Operate the front and rear brakes, throttle, clutch and shifter. All controls should operate freely without binding.
5. Check steering for proper operation by turning the handlebars through the full operating range. Handlebars should turn smoothly without binding.

⚠WARNING

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

6. Check tire condition and pressure. Incorrect pressure will result in poor riding characteristics and can affect handling and stability. Refer to tire specifications for correct inflation pressure to use.

⚠WARNING

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

7. Check all electrical equipment and switches including the headlamp, stop lamp, turn signals and horn for proper operation.
8. Check for any fuel, oil or hydraulic fluid leaks.
9. Check drive belt for wear or damage.
10. Service your motorcycle as necessary.

Starting the Engine

General

CAUTION

The engine should be allowed to run slowly for 15-30 seconds. This will allow the engine to warm up and let oil reach all surfaces needing lubrication. Failure to comply

can result in engine damage. (00563b)

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

Starting

⚠WARNING

Shift transmission to neutral before starting engine to prevent accidental movement, which could result in death or serious injury. (00044a)

1. Turn ignition/headlamp key switch to IGNITION position. Do not roll the throttle.
2. See Right Handlebar Controls. Turn the off/run switch to RUN position.

NOTE:

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.

3. Squeeze the clutch lever in against the handgrip.

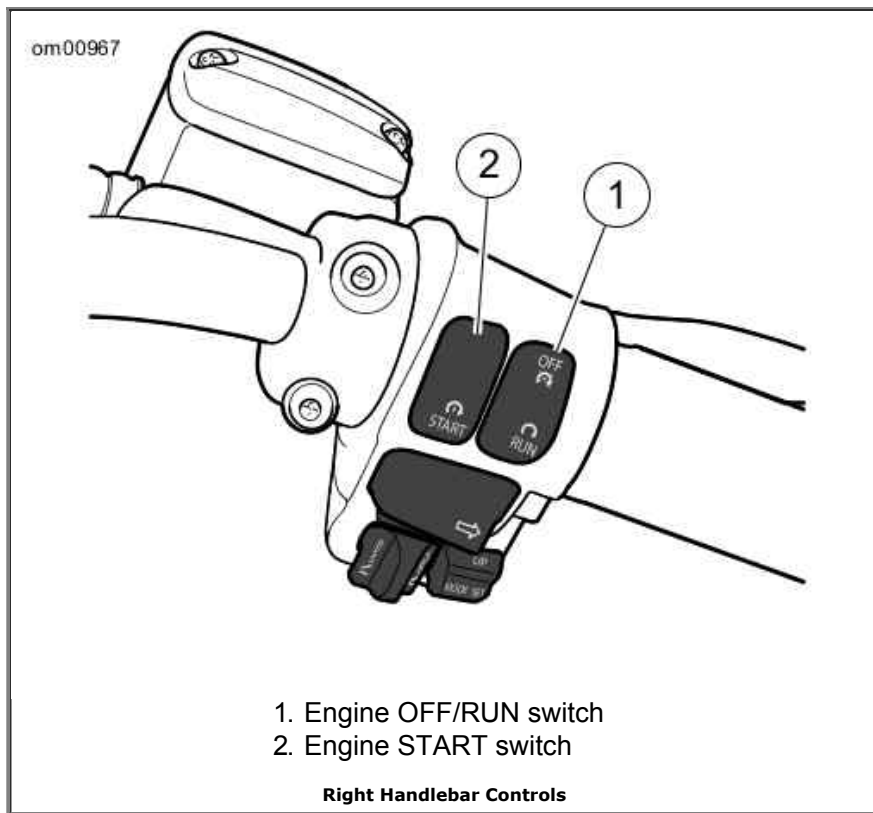
NOTE:

To activate the starting system, the clutch interlock circuitry requires the clutch be disengaged, clutch lever pulled in against left handgrip, and/or the transmission be shifted to the neutral position (green neutral lamp lit).

4. Raise the jiffy stand (required on international models).
5. Press the starter button to start the motorcycle.
6. When the engine has started, you can operate your motorcycle as you normally would after raising the jiffy stand.

NOTES:

- *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.*
- *The ABS indicator lamp will remain on until vehicle is moving approximately 3 mph 5 km/h .*



Automatic Compression Release (ACR)

Vehicles with Twin Cam 103 and larger engines are equipped with an Automatic Compression Release (ACR). During starting, a small auxiliary valve in the cylinder head is opened automatically by the ECM. The open valve releases the air compressed in the cylinder heads and allows the starter motor to turn the high compression engine over at a faster rate to aid starting.

After starting and during normal operation, the ACR valves remain closed.

Engine Idle Temperature Management System

For those riders who frequently find themselves in riding conditions where the vehicle is subjected to prolonged idle conditions or traffic congestion, the motorcycle is equipped with an Engine Idle Temperature Management System (EITMS) to provide limited cooling of the rear cylinder.

Operation

When engine temperature reaches a pre-determined point, the EITMS will turn off the rear cylinder fuel injector. Idle speed will be maintained, however the rear cylinder will become an "air pump" which will work to cool the engine.

EITMS will activate (rear cylinder will turn off) when **all** of the following conditions are met:

- Engine temperature is greater than 287 °F domestic 165 °C international
- Twist grip opening is at idle
- Vehicle speed under 1 mph 2 km/h
- Engine speed under 1200 rpm

EITMS will disable (rear cylinder will again fire) if **any one** of the following occurs:

- Engine temperature falls below 275 °F domestic 135 °C international
- Twist grip opening is greater than idle
- Vehicle speed exceeds 2 mph 3 km/h
- Engine speed exceeds 1350 rpm
- Clutch is released with vehicle in gear

When the engine is in EITMS operation, you may notice a difference in idle cadence. Additionally,

there may be a unique exhaust odor. These are both considered to be normal conditions.

Enabling/Disabling EITMS

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

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

Vehicles are delivered from the factory with EITMS enabled. EITMS can be enabled or disabled by the rider by performing the following procedure.

1. Turn the ignition switch to the ON position and push the engine OFF/RUN switch on the right handlebar to the RUN position (do not start the motorcycle).
2. Push the throttle to roll-off position and hold.
3. See Instrument Lamps. After approximately 3 seconds, the cruise indicator lamp will either flash green (EITMS enabled) or red (EITMS disabled).

NOTE:

A flashing lamp indicates the EITMS setting. A solid (non-flashing) lamp indicates the cruise control setting.

4. Repeat the procedure as needed to enable or disable EITMS.

NOTE:

The EITMS setting will remain in effect until it is changed by the rider or dealer. It does not have to be reconfigured at each startup.

Cruise Control Operation

Theory of Operation

The cruise control is designed to be safely operated with minimum movement by the rider and all rider control actions are natural and easy.

NOTES:

- *The rider always over-rides and controls the system.*
- *The system will not work at vehicle speeds below 30 mph 48 km/h or above 90 mph 145 km/h .*
- *The system is managed by the ECM. The tachometer provides information to disengage the system if the engine RPM suddenly increases.*
- *Besides the ECM, the system has other components: a stepper-motor (controlled by the computer) which operates the throttle during CRUISE operation, and several internal switches, all sending information to the computer.*
- *The system will allow rider to increase speed 10 mph 16 km/h or more (depending on how hard the rider rolls on the throttle and the condition of the vehicle) over the SET point before deactivating. This feature allows the rider to momentarily increase speed, if necessary. Rolling on the throttle to greatly increase speed may deactivate the system.*

Engaging Cruise Control

1. See Instrument Lamps. Push the CRUISE switch to activate cruise control. The orange icon on the cruise gauge face will light when activated.
2. With the motorcycle traveling at the desired cruise speed of 30-90 mph 48-145 km/h , momentarily push the RESUME/SET switch on the right handlebar to SET. After a delay of about 1-1/2 seconds, the icon will turn green on the face of the gauge to indicate the

selected cruising speed is locked in.

Disengaging Cruise Control

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

1. Front and/or rear brake is applied.
2. Throttle is rolled back or closed, thereby actuating roll-off (disengage) switch.
3. Motorcycle clutch is disengaged (module senses too great an increase in RPM).
4. Vehicle speed is out of the operating range.

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 icon on the face of the gauge changes to orange. The orange cruise control system icon remains ON until the main switch is turned off.

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

Resuming Cruise Speed

If the system is deactivated using one of the methods described under DEACTIVATING 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 24 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 kph .
2. 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 kph until the switch is released. There is a delay of about 2 seconds before the speed decreases.

Deactivating Cruise Control

Push the CRUISE switch to turn off cruise control. The orange icon in the gauge is extinguished to indicate the system is OFF.

NOTES:

System will NOT work if:

- Rider operates at vehicle speeds below 30 mph 48 km/h or above 90 mph 145 km/h .
- Brake lamps are on constantly. See dealer.

Installing non-specified tires or gearing may affect cruise control operation.

Stopping the Engine

1. Stop the engine by turning the engine stop switch on right handlebar to OFF.
2. Turn the ignition/headlamp key switch to OFF. If the engine should be stalled or stopped in any way, turn off the ignition switch at once to prevent battery discharge.

Shifting Gears

Getting Started

NOTE:

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

CAUTION

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

The shift pattern is first gear down, next five gears up.

1. With motorcycle engine running and jiffy stand retracted, pull the clutch hand lever in against handlebar grip to fully disengage clutch.
2. Press the foot shift lever down to end of its travel and release. The transmission is now in first gear.
3. To start forward motion, ease out the clutch lever slowly and at the same time, open throttle gradually.

Upshift (Acceleration)

Refer to Upshift (Acceleration) Gear Speeds: Six Speed. Engage second gear after the motorcycle has reached at the appropriate shifting speed.

Upshift (Acceleration) Gear Speeds: Six Speed

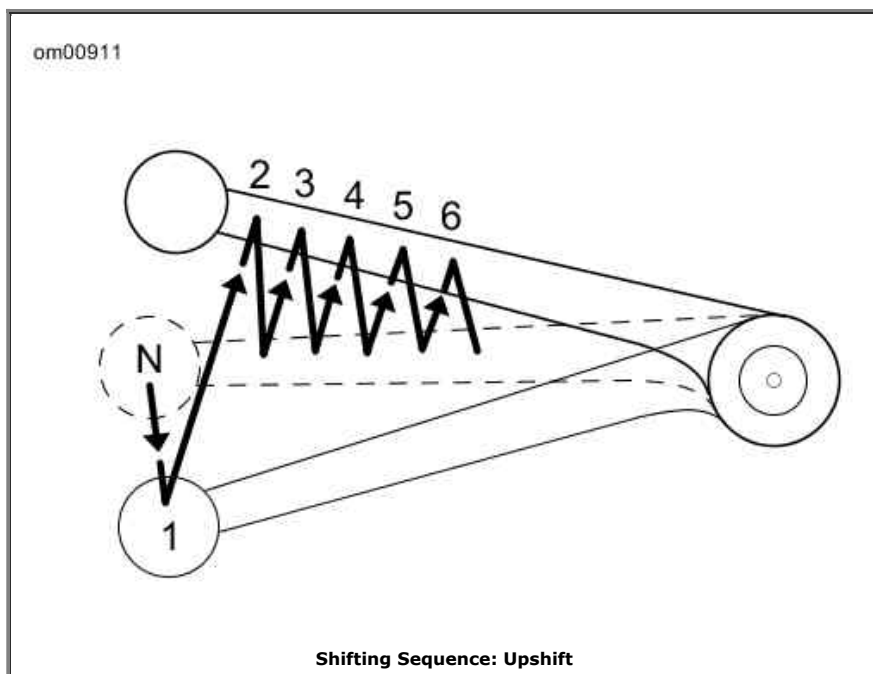
GEAR CHANGE	mph	km/h
First to second	15	25
Second to third	25	40
Third to fourth	35	55
Fourth to fifth	45	70
Fifth to sixth	55	85

1. Close the throttle.

2. Disengage the clutch (pull clutch lever in).
3. See Shifting Sequence: Upshift. Lift the gear shift lever up to the end of its travel and release.
4. Ease out the clutch lever and gradually open the throttle.
5. Repeat the previous steps to engage third, fourth, fifth, and sixth gears.

NOTES:

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



Downshift (Deceleration)

⚠WARNING

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

Gear shift pattern is first gear down; next five gears up. Refer to Downshift (Deceleration) Gear Speeds: Six Speed for shifting speeds.

Downshift (Deceleration) Gear Speeds: Six Speed

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

NOTE:

The shifting points shown in the tables are recommendations. Vehicle owners may determine that

their own individual shifting patterns may differ than those stated and are additionally appropriate for individual riding styles.

See Shifting Sequence: Downshift. 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 released.

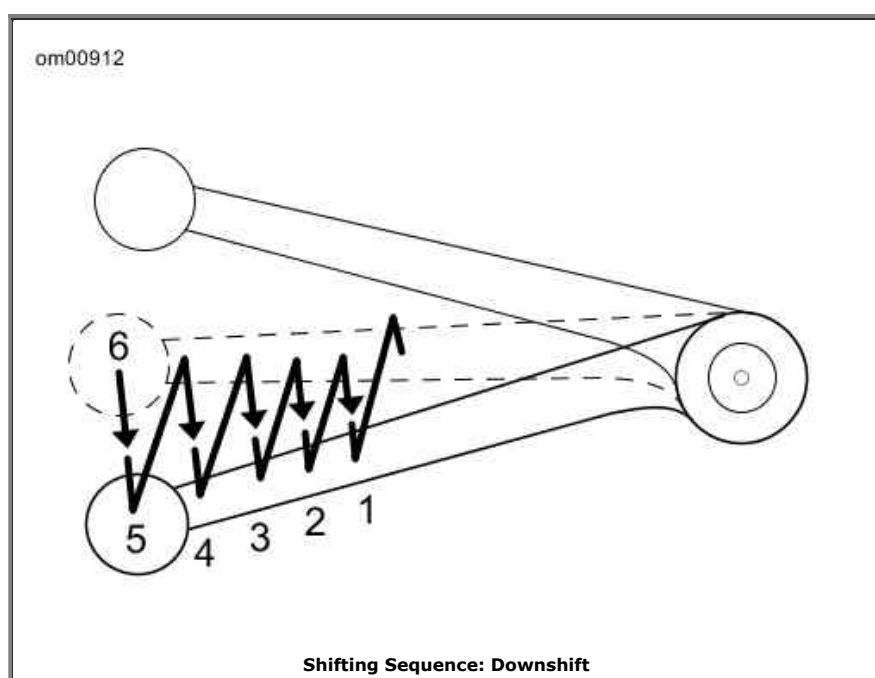
NOTES:

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

CAUTION

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

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



Maintenance and Lubrication

Safe Operating Maintenance

⚠ WARNING

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

CAUTION

When lifting a motorcycle using a jack, be sure jack contacts both lower frame tubes where down tubes and lower frame tubes converge. Never lift by jacking on cross-members, oil pan or other housings. Failure to comply can

cause serious damage resulting in the need to perform major repair work. (00586c)

Good maintenance creates a safe motorcycle. A careful check of certain equipment must be made after periods of storage. Also, frequently inspect the motorcycle between the regular service intervals to determine if additional maintenance is necessary.

Check the following items:

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

Break-in Maintenance

NOTE:

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

After a new motorcycle has been ridden its first 1000 mi 1600 km , it should be taken to an authorized Harley-Davidson dealer for initial service operations. Refer to Regular Service Intervals: 2011 FLHTCUSE6.

Engine Lubrication: Synthetic Oil

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. Your authorized dealer has the proper oil to suit your requirements.

Your motorcycle comes equipped with Screamin' Eagle® SYN3 Synthetic Motorcycle Lubricant. If SYN3 is not available and addition of motor oil is required, the first choice would be to add H-D 360 SAE 20W50 to the SYN3 for engine lubrication. Although H-D 360 is compatible with SYN3, we suggest the mixture of the fluids be changed as soon as possible.

If H-D 360 is not available, the second choice would be to add an acceptable diesel engine oil. We again suggest the mixture of the fluids be changed as soon as possible. DO NOT add diesel engine oil to the primary chaincase or transmission.

To switch lubricant to H-D 360, completely drain the SYN3 before filling with H-D 360. A residual amount of fluid will remain. It is not required to flush out the residual fluid.

CAUTION

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

Refer to Recommended Oil Grades. If it is necessary to add oil and Screamin' Eagle SYN3 Synthetic Motorcycle Lubricant is not available, use an oil certified for diesel engines. Acceptable diesel engine oil designations include: CF-4, CG-4, CH-4 and CI-4.

The preferred viscosities for the diesel engine oils in descending order are: 20W50, 15W40 and

10W40.

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

Recommended Oil Grades

HARLEY- DAVIDSON TYPE	VISCOSITY	HARLEY- DAVIDSON RATING	LOWEST AMBIENT TEMPERATURE	COLD WEATHER STARTS BELOW 50 °F (10 °C)
Screamin' Eagle SYN3 Synthetic Motorcycle Lubricant	SAE 20W50	HD 360	Above 40 °F 4 °C	Excellent
H.D. Multi-Grade	SAE 10W40	HD 360	Below 40 °F 4 °C	Excellent
Screamin' Eagle Synthetic Blend Motorcycle Engine Oil	SAE 20W50	HD 360	Above 40 °F 4 °C	Good
H.D. Multi-Grade	SAE 20W50	HD 360	Above 40 °F 4 °C	Good
H.D. Regular Heavy	SAE 50	HD 360	Above 60 °F 16 °C	Poor
H.D. Extra Heavy	SAE 60	HD 360	Above 80 °F 27 °C	Poor

Checking Oil Level

Check engine oil level at each complete fuel refill.

CAUTION

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

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. (00185a)

CAUTION

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

Oil Level Cold Check

1. For pre-ride inspection, place vehicle on level ground and rest the vehicle on its jiffy stand (unless sidecar is attached).
2. See Engine Oil Filler Cap. Remove filler plug/dipstick and wipe off the dipstick. Insert the dipstick and tighten into the fill spout.

NOTE:

The oil level marks for checking with motorcycle upright or on jiffy stand are on the same side of the dipstick. Be sure to use the correct portion of dipstick when checking oil level.

3. See Engine Oil Dipstick. Remove the dipstick and verify the level of the oil. The correct oil level should register midway (2) between the FULL and ADD marks on the dipstick.

NOTE:

If oil level is at or below the ADD mark, add only enough oil to bring the level to the middle of the two marks on the dipstick.

Oil Level Hot Check

NOTES:

- *The engine will require a longer warm up period in colder weather.*
- *Engine oil level hot check should be performed only when engine is at normal operating temperature.*

1. Ride motorcycle until engine is at normal operating temperature.
2. Place vehicle on level ground and rest the vehicle on its jiffy stand (unless sidecar is attached). Allow engine to idle for 1-2 minutes. Turn engine off.
3. See Engine Oil Filler Cap. Remove filler plug/dipstick and wipe off the dipstick. Insert the dipstick and tighten into the fill spout.

NOTE:

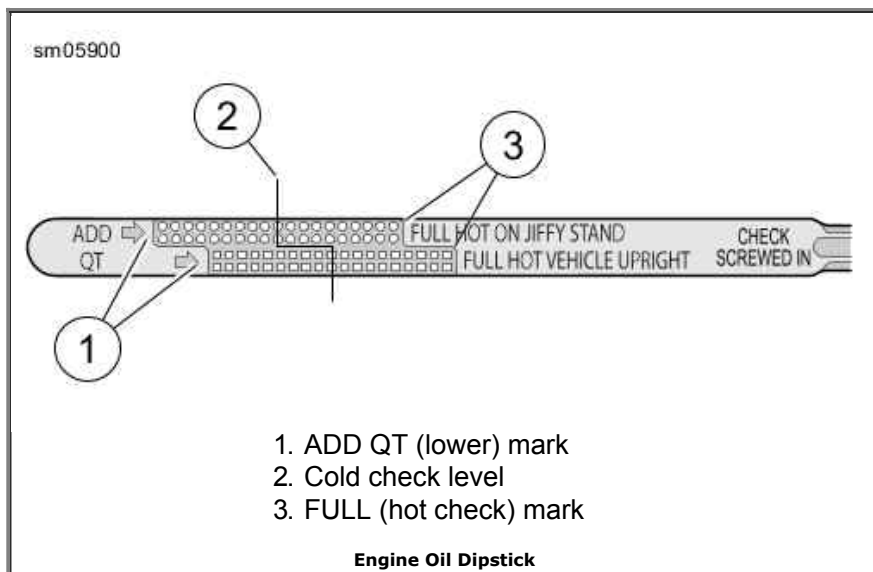
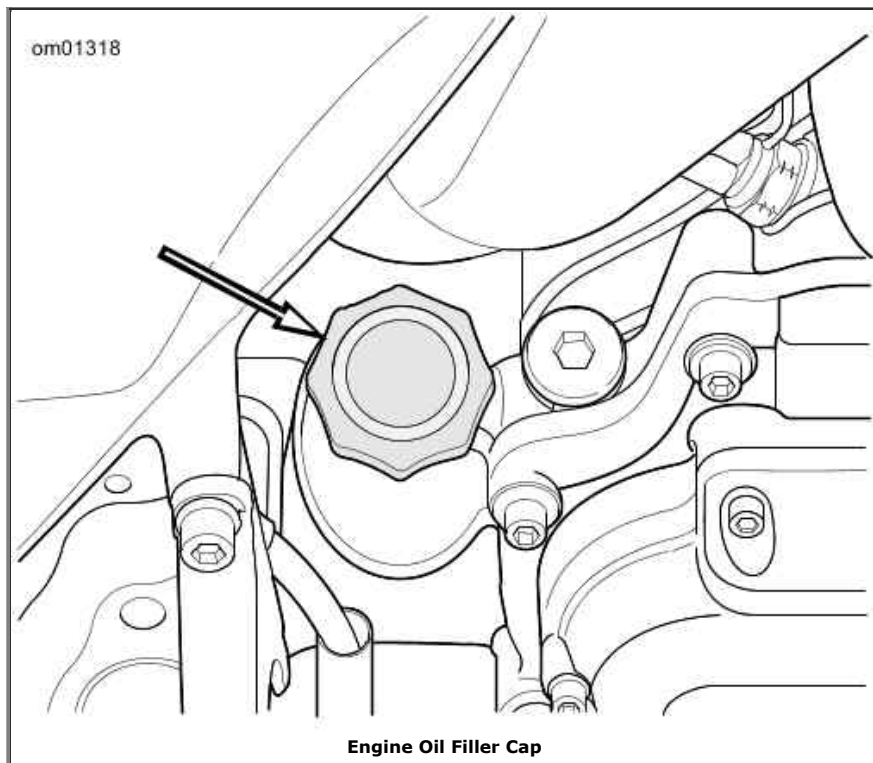
The oil level marks for checking with motorcycle upright or on jiffy stand are on the same side of the dipstick. Be sure to use the correct portion of dipstick when checking oil level.

4. See Engine Oil Dipstick. Remove the dipstick and note the level of the oil. The level should be between the ADD (1) and FULL (3) marks. Add oil as necessary to bring the level to the FULL mark on the dipstick. Do not overfill.

NOTE:

Refer to Recommended Oil Grades. Use only recommended oil specified in Engine Lubrication: Synthetic Oil.

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



Changing Oil and Oil Filter

Refer to Regular Service Intervals: 2011 FLHTCUSE6. Oil should be changed after the first 1000 miles 1600 kilometers for a **new** engine and at regular intervals in normal service at warm or moderate temperatures.

Oil change intervals should be more frequent in cold weather or severe operating conditions. See Winter Lubrication.

Twin Cam equipped vehicles require the premium oil filter (Part No. 63798-99A Chrome or Part No. 63731-99A Black).

CAUTION

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

WARNING

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

1. Ride motorcycle until oil is at normal operating temperature. Turn engine off.
2. Remove filler plug/dipstick.
3. See Oil Pan. Remove the oil drain plug (2). Do not remove hex plug (3) or transmission drain plug (1). Allow oil to drain completely.
4. Inspect the oil drain plug O-ring for cuts, tears or signs of deterioration. Replace as necessary.

CAUTION

Use Harley-Davidson oil filter wrench for filter removal. This tool can prevent damage to crankshaft position sensor and/or sensor cable. (00192b)

5. Remove the oil filter using OIL FILTER WRENCH HD-42311 or OIL FILTER WRENCH HD-44067-A and hand tools. Do not use with air tools.
6. Clean the oil filter mount flange of any old gasket material.

NOTE:

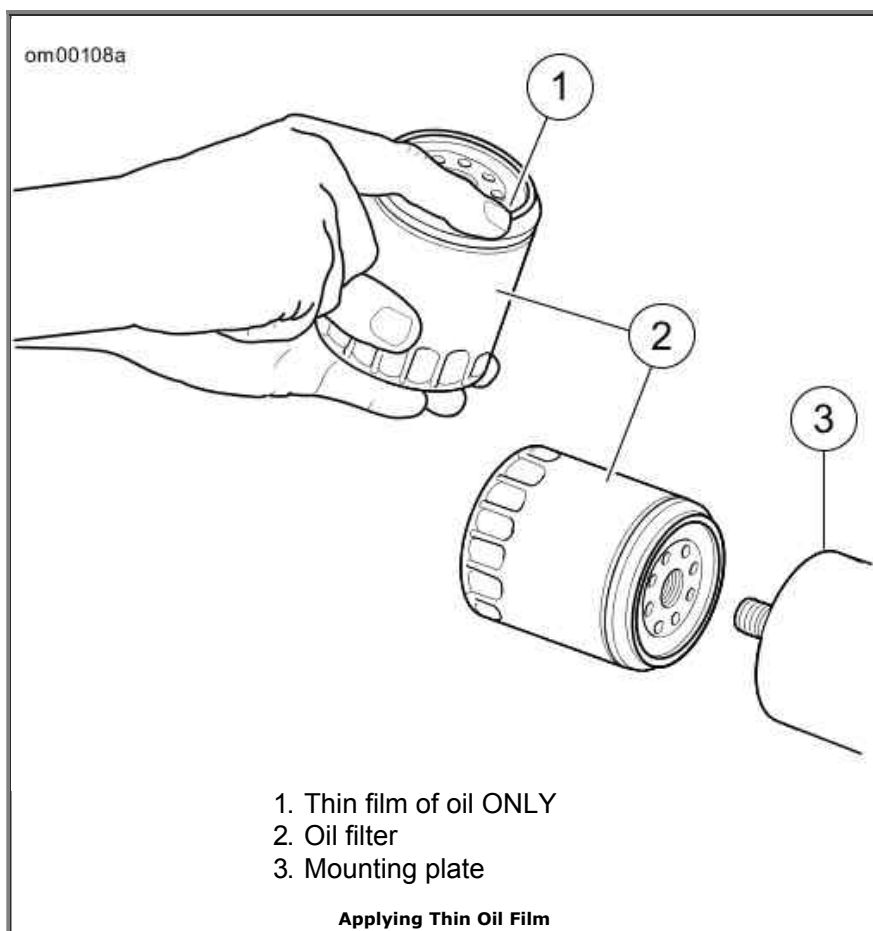
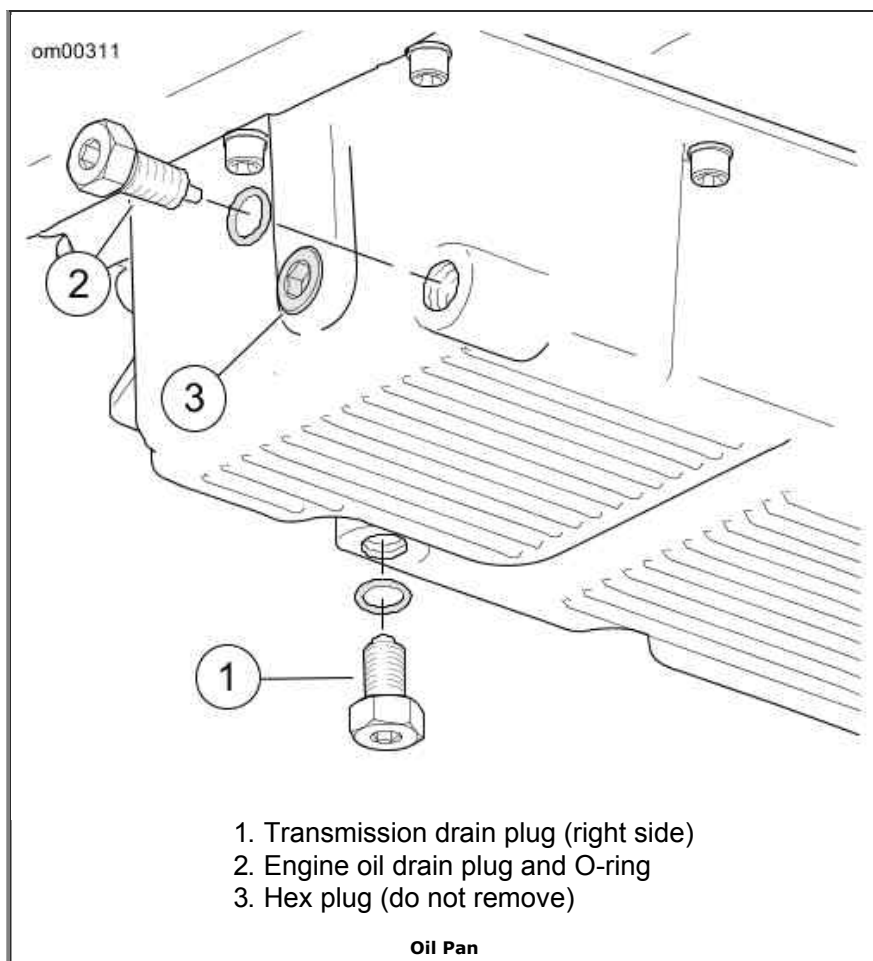
Dispose of oil and oil filter in accordance with local regulations.

7. See Applying Thin Oil Film. Lubricate gasket with clean engine oil and install **new** oil filter on filter mount. Hand-tighten oil filter one-half to three-quarters of a turn after gasket first contacts filter mounting surface. Do NOT use oil filter wrench for installation.
8. Install engine oil drain plug and tighten to 14-21 ft-lb (19.0-28.5 Nm).

NOTE:

Use the proper grade of oil for the lowest temperature expected before the next oil change. Refer to Recommended Oil Grades for recommended oil.

9. Initially add 3.5 quarts 3.3 liters of engine oil.
10. Verify proper oil level. See Checking Oil Level.
 - a. Check engine oil level using **COLD CHECK** procedure.
 - b. Start engine and carefully check for oil leaks around drain plug and oil filter.
 - c. Check engine oil level using **HOT CHECK** procedure.



Winter Lubrication

In colder climates, the engine oil should be changed often. If motorcycle is used frequently for short trips, less than 15 mi 24 km , in ambient temperatures below 60 °F 16 °C , oil change

intervals should be reduced to 1500 mi 2400 km . Motorcycles used only for short runs must have a thorough tank flush-out before **new** oil is put in. The tank flush-out should be performed by an authorized dealer or qualified technician.

NOTE:

The further below freezing the temperature drops, the shorter the oil change interval should be.

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

If the engine is run frequently and allowed to thoroughly warm up, most of this water will become vapor again and will be blown out through the crankcase breather.

If the engine is not run frequently and allowed to thoroughly warm up, this water will accumulate, mix with the engine oil and form a sludge that is harmful to the engine.

Oil Cooler

Motorcycles with a Twin Cam 103 or larger engine are equipped with a factory installed oil cooler. Always keep the cooler clean and free from dirt and debris. This will help maintain maximum cooling efficiency.

Transmission Lubrication

General

The transmission lubricant level should be checked monthly.

Your motorcycle comes equipped with Screamin' Eagle SYN3 Synthetic Motorcycle Lubricant. For transmission lubrication, it is not recommended to mix SYN3 with other lubricant products.

Refer to Regular Service Intervals: 2011 FLHTCUSE6. The transmission should be drained and refilled with fresh lubricant at specified intervals.

NOTE:

When checking the transmission lubricant level, motorcycle should be leaning on the jiffy stand.

Check Lubricant Level

1. Ride motorcycle until engine is warmed up to normal operating temperature.
2. When the engine reaches normal operating temperature, turn the engine off and lean the motorcycle on its sidestand.
3. See Transmission Filler Plug/Dipstick Location. Unthread and remove the filler plug/dipstick.
4. See Transmission Filler Plug/Dipstick Lubricant Level. Wipe off filler plug/dipstick and place it back in the filler hole. Do not thread in. (Dipstick should rest on threads of the case.)
5. Remove the plug/dipstick and check the level. The lubricant level should lie between the A (ADD) and F (FULL) marks on the dipstick.

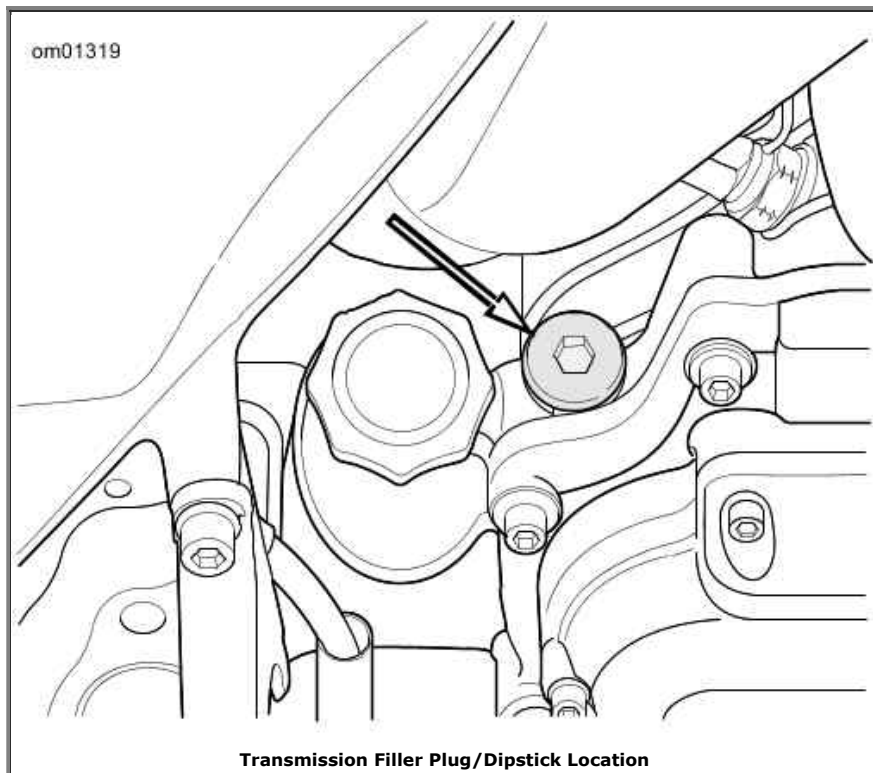
WARNING

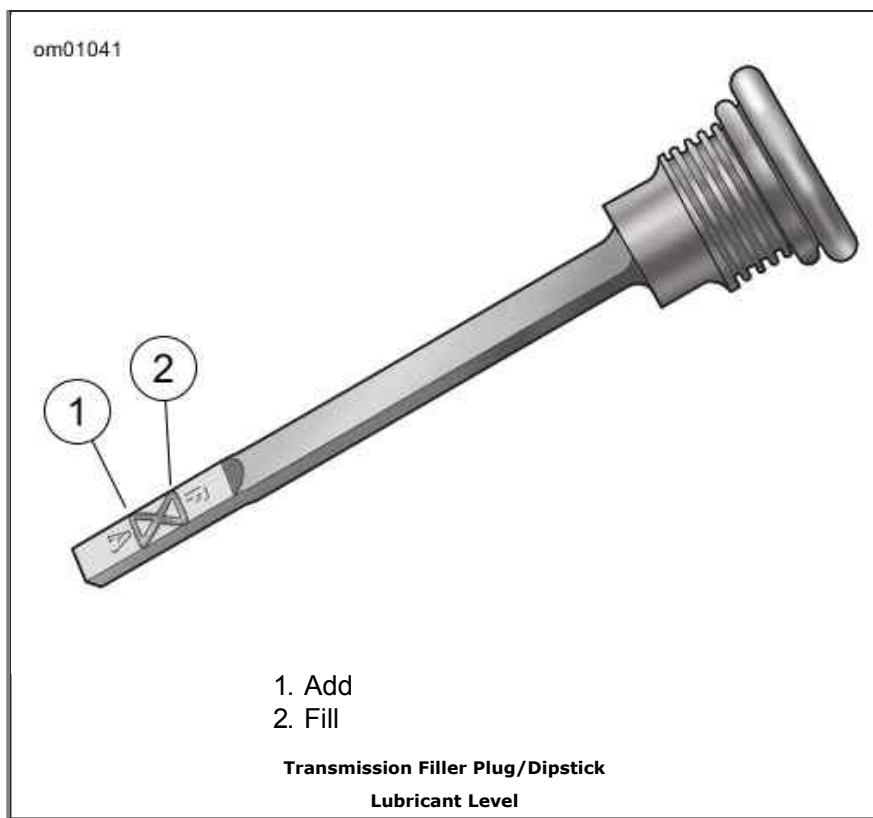
Be sure that no lubricants or fluids get on tires, wheels or brakes when changing fluid. Traction can be adversely affected, which could result in loss of control of the

CAUTION

When draining or adding lubricant, do not allow dirt, debris or other contaminants to enter the engine. (00198a)

6. If the lubricant level is below the A (ADD) mark, add lubricant. Do not overfill. If the lubricant level is above the F (FULL) mark, leakage may occur. The transmission fluid capacity is approximately 32 fl oz 0.946 L .
 - a. When filling the transmission, use Screamin' Eagle SYN3 Synthetic Motorcycle Lubricant.
 - b. If SYN3 is not available and addition of lubricant is required, SYN3 must be completely drained before using other lubricant products. A residual amount of fluid will remain. It is not required to flush out the residual fluid.
7. Inspect O-ring for tears or damage. Replace if required. Wipe any foreign material from plug.
8. Install threaded filler plug/dipstick and tighten clockwise to 25-75 in-lbs (2.8-8.5 Nm).





Changing Transmission Fluid

1. See Transmission Filler Plug/Dipstick Location. Remove the threaded filler plug/dipstick.
2. See Transmission Filler Plug/Dipstick Lubricant Level. Remove transmission drain plug from the right side of the oil pan and drain lubricant into a suitable container.

CAUTION

When draining or adding lubricant, do not allow dirt, debris or other contaminants to enter the engine. (00198a)

⚠ WARNING

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

NOTE:

Dispose of transmission lubricant in accordance with local regulations.

3. Inspect O-ring for tears or damage on the drain plug. Replace if required. Wipe any foreign material from plug.
4. Install drain plug and tighten to 14-21 ft-lbs (19.0-28.5 Nm). Fill the transmission with 20-24 fl oz 0.59-0.71 L of Harley-Davidson Screamin' Eagle SYN3 Synthetic Motorcycle Lubricant.

NOTE:

After adding fluid, check the lubrication level. Do not overfill or leakage may occur. The transmission fluid capacity is approximately 32 fl oz 0.946 L .

5. Install threaded filler/check plug and tighten clockwise to 25-75 in-lbs (2.8-8.5 Nm).

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

Primary Chaincase Lubrication: Synthetic Oil

Lubrication is a major factor in the performance and service life of the clutch components. Use the appropriate Harley-Davidson chaincase lubricant for all operating temperatures.

Your motorcycle comes equipped with Screamin' Eagle SYN3 Synthetic Motorcycle Lubricant. If SYN3 is not available and addition of lubricant to the primary chaincase is required, the first choice would be to add H-D Primary Chaincase Lubricant. Although H-D Primary Chaincase Lubricant is compatible with SYN3, we suggest the mixture of the fluids be changed as soon as possible.

NOTE:

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

Primary Chaincase Lubricant

General

NOTE:

The chaincase lubricant level should be drained and refilled at specified intervals. Refer to Regular Service Intervals: 2011 FLHTCUSE6.

Check Lubricant Level

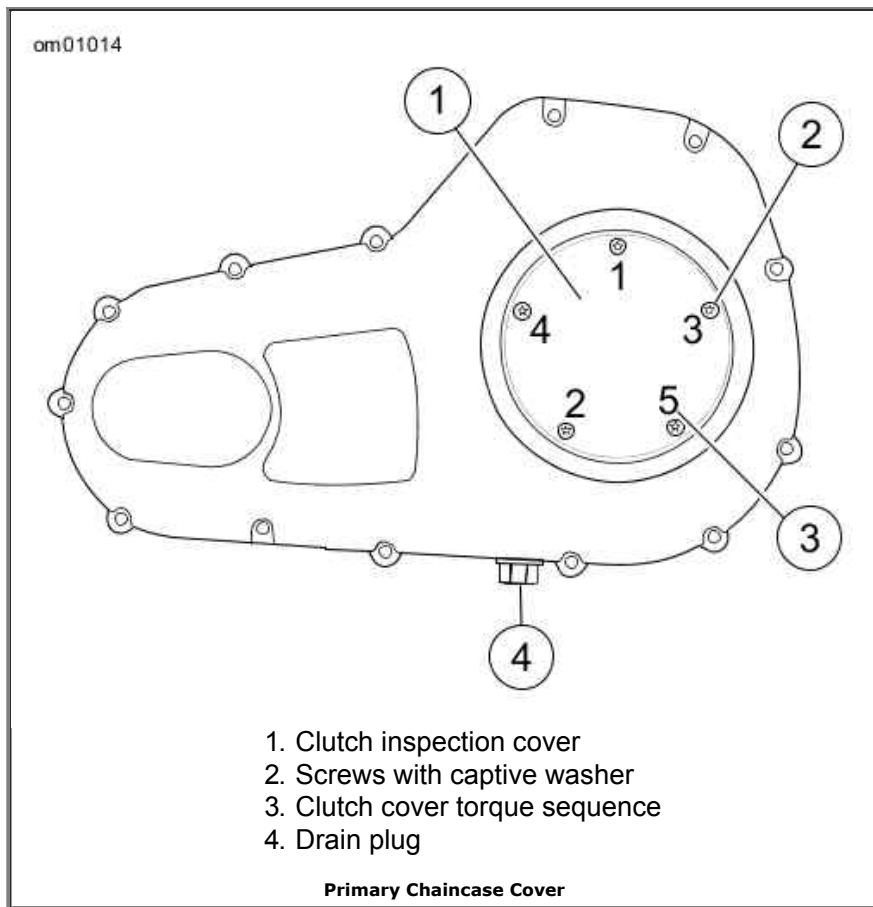
1. Ride motorcycle until engine is warmed up to normal operating temperature.
2. Stand vehicle upright on a level surface, so that primary chaincase is level.
3. See Primary Chaincase Cover. Remove clutch inspection cover from primary chaincase cover.
4. Remove and discard seal ring from cover.
5. If the fluid level is visible through the clutch inspection cover opening, it is adequate. If necessary, add enough of the recommended GENUINE Harley-Davidson lubricant until it is visible along the bottom portion of the clutch assembly. Refer to Regular Service Intervals: 2011 FLHTCUSE6.
6. Refer to Changing Chaincase Lubricant to install seal ring and clutch inspection cover.

CAUTION

Do not overfill the primary chaincase with lubricant. Overfilling can cause rough clutch engagement, incomplete disengagement, clutch drag and/or difficulty in finding neutral at engine idle. (00199b)

Recommended Lubricant

MODEL	LUBRICANT
All CVO	Screamin' Eagle® SYN3® Synthetic Motorcycle Lubricant (Part No. 99824-03/00QT)



Changing Chaincase Lubricant

CAUTION

When draining or adding lubricant, do not allow dirt, debris or other contaminants to enter the engine. (00198a)

1. Ride motorcycle until engine is warmed to normal operating temperature.
2. See Primary Chaincase Cover. Remove clutch inspection cover from primary chaincase cover.
3. Remove drain plug and drain lubricant into suitable container.

NOTE:

Dispose of chaincase lubricant in accordance with local regulations.

4. Clean drain plug magnet. If magnet has accumulated excessive debris, inspect the condition of chaincase components.
5. Inspect drain plug O-ring for cuts, tears or deterioration. Replace as necessary.
6. Install drain plug and tighten to 14-21 ft-lbs (19.0-28.5 Nm).
7. Pour 38 fl. oz. 1.12 liters of the recommended GENUINE Harley-Davidson lubricant through the clutch inspection cover opening. Refer to Regular Service Intervals: 2011 FLHTCUSE6.

NOTE:

Add 45 fl. oz. 1.33 liters only if the primary chaincase or primary chaincase cover has been removed.

CAUTION

Do not overfill the primary chaincase with lubricant. Overfilling can cause rough clutch engagement, incomplete disengagement, clutch drag and/or difficulty in finding neutral at engine idle. (00199b)

WARNING

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

8. Swab all lubricant from seal ring groove in clutch inspection cover and install **new** seal ring with nubs contacting ring groove walls.
9. See Primary Chaincase Cover. Install clutch inspection cover. Tighten screws in the sequence shown to 84-108 in-lbs (9.5-12.2 Nm).

Checking Drive Belt Deflection

NOTE:

Always use BELT TENSION GAUGE HD-35381-A to measure belt deflection. Do not rely on "feel" as this can result in belts that are under tensioned. Loose belts will fail due to "ratcheting" (jumping a tooth).

Check deflection:

- As part of pre-ride inspection.
 - At every scheduled service interval.
 - With transmission in neutral.
 - At loosest spot in belt.
 - With motorcycle at room temperature.
 - With motorcycle upright and rear wheel off the ground or on jiffy stand without rider or luggage.
1. Remove left side saddlebag.
 2. Slide O-ring on gauge toward 0 lbs 0 kg mark.
 3. See Checking Belt Deflection. Fit cradle against bottom of belt midway between transmission sprocket and rear sprocket.
 4. Push upward on knob until O-ring slides to the 10 lbs 4.5 kg mark on the tool and compare belt deflection to scale on debris deflector.

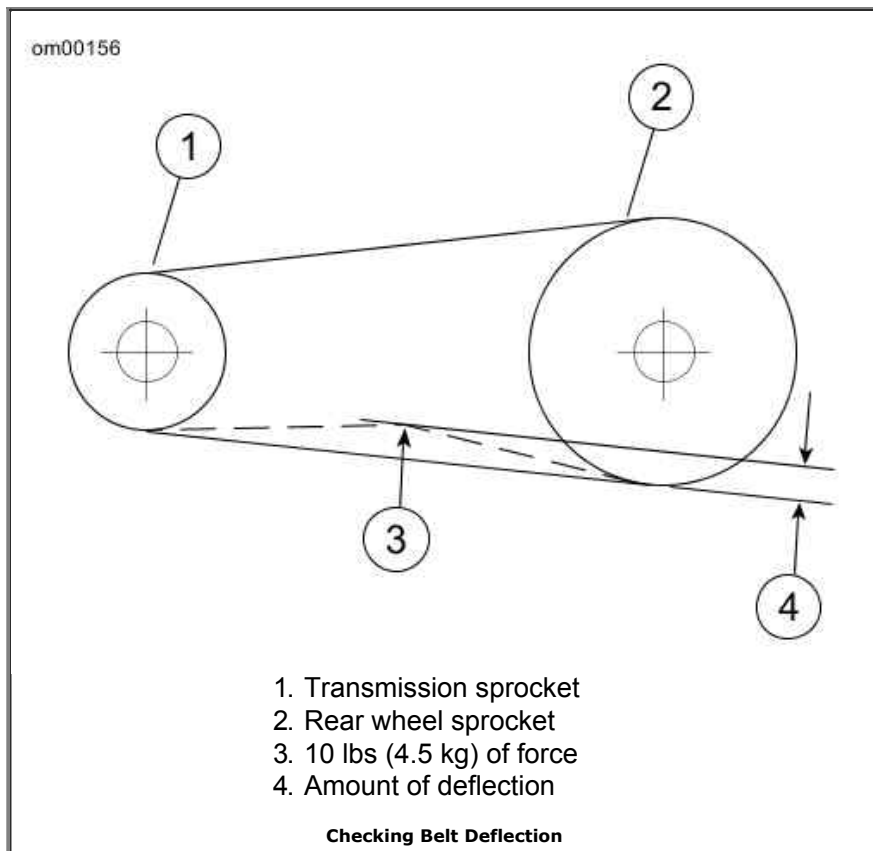
NOTE:

Each graduation on the scale represents 1/8 in 3.2 mm of belt deflection.

5. Measure deflection at several locations around the belt. Select the loosest measurement and compare with specifications in Belt Deflection. Adjust belt as necessary.

Belt Deflection

MODELS	INCHES	MILLIMETERS
All models	3/8-7/16	9.5-11.1



Chassis Lubrication

Refer to Regular Service Intervals: 2011 FLHTCUSE6 for all maintenance schedules.

NOTE:

Use recommended special purpose grease for steering head bearings. Use a multipurpose chassis grease for other applications.

1. Lubricate clutch control cable (if equipped) at proper intervals.
2. Lubricate front brake hand lever and clutch control hand lever only if necessary.
3. Inspect rear fork pivot shaft bearings.
4. Pack the steering head bearings with fresh grease at proper intervals.
5. Lubricate the jiffy stand mechanism with SILVER GRADE ANTI-SEIZE (Part No. 98960-97 [1 oz squeeze tube]) at proper intervals.

NOTE:

For model specific information regarding the chassis lubrication, refer to the appropriate Service Manual or see a Harley-Davidson dealer.

Miscellaneous Lubrication

Hinges, Latches, Etc.

Lubricate the rub points of latches and hinges using Harley® Lube (Part No. 94968-09) as required.

Lubricate the fingers on the saddlebag latches where they engage the hinge.

Oil Applications

Refer to Regular Service Intervals: 2011 FLHTCUSE6 for all control connections and parts. Vehicle should be oiled at regular intervals, particularly after washing motorcycle or driving in wet weather.

Front Fork Oil

Refer to Regular Service Intervals: 2011 FLHTCUSE6. Have a Harley-Davidson dealer drain the front fork oil and refill at proper intervals. If fork does not appear to be working properly or an appreciable amount of oil leakage should develop, see a Harley-Davidson dealer. If there is insufficient oil in either side of fork, the rebound action will be incorrect.

Fuel Filter

A fuel filter is attached to the fuel pump. See a service manual or Harley-Davidson dealer for fuel filter maintenance.

Hydraulic Clutch

The clutch is hydraulically actuated. Squeezing the left hand lever causes the clutch master cylinder to apply pressure to the clutch actuation cylinder mounted in the transmission right side cover. The actuation cylinder push rod extends and contacts the clutch release bearing to release the clutch.

Clutch fluid level should be checked periodically. Refer to Regular Service Intervals: 2011 FLHTCUSE6. Check the fluid level as follows:

1. Stand the motorcycle upright (not leaning on the jiffy stand) on a level surface, and turn handlebar so the top of the clutch master cylinder is level.
2. See Clutch Reservoir Sight Glass. View reservoir sight glass and verify fluid level is at or above the Min line. If fluid level is low, proceed to next step.

CAUTION

D.O.T. 4 brake fluid will damage painted and body panel surfaces it comes in contact with. Always use caution and protect surfaces from spills whenever brake work is performed. Failure to comply can result in cosmetic damage. (00239b)

3. Clean all dirt and debris from the clutch master cylinder cover. Remove the two clutch master cylinder cover screws and remove the cover.
4. Verify the fluid level in the clutch master cylinder reservoir is at the FILL LEVEL mark at the top of the ledge on the rear inside wall of the reservoir. If the fluid level is low, add D.O.T. 4 HYDRAULIC BRAKE FLUID (Part No. 99953-99A) approved for clutch system use and available from a Harley-Davidson dealer.

NOTE:

Do not overfill the clutch master cylinder reservoir. As the clutch friction discs wear, the piston in the clutch cylinder will force fluid back into the reservoir which could cause fluid overflow. If clutch fluid level is over full, the clutch can be damaged.

CAUTION

D.O.T. 4 hydraulic brake fluid is used in the hydraulic clutch. Do not use other types of fluids as they are not compatible and could cause equipment damage. (00353a)

CAUTION

Do not allow dirt or debris to enter the master cylinder reservoir. Dirt or debris in the reservoir can cause improper operation and equipment damage. (00205c)

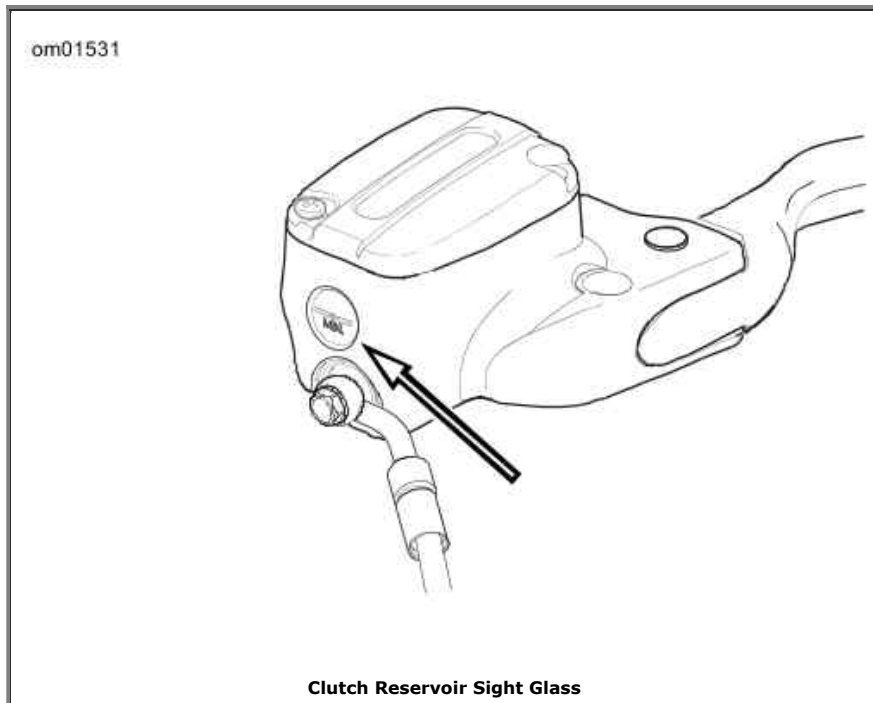
⚠ CAUTION

Direct contact of D.O.T. 4 brake fluid with eyes can cause irritation. 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. 4 brake fluid can cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. KEEP OUT OF REACH OF CHILDREN. (00240a)

5. Inspect the clutch master cylinder cover gasket for rips, cuts, cracks, or other signs of damage. Replace the gasket if necessary. Carefully place the cover and cover gasket on the master cylinder reservoir and secure with the two cover screws. Tighten the screws to 8-10 in-lbs (0.9-1.1 Nm).

NOTE:

If the fluid level in the clutch master cylinder reservoir is correct but the clutch does not operate properly, refer to the service manual or see a Harley-Davidson dealer for service.



Hydraulic Lifters

The hydraulic lifters are self-adjusting. They automatically adjust length to compensate for engine expansion and valve mechanism wear. This keeps the valve mechanism free of lash when the engine is running.

When starting an engine which has been turned off even for a few minutes, the valve mechanism may be slightly noisy until the hydraulic units completely refill with oil. If at any time the valve mechanism becomes abnormally noisy, other than for a short period immediately after engine is started, it is an indication that one or more of the hydraulic units may not be functioning properly.

Always check the engine oil level first since normal circulation of oil through the engine is necessary for proper operation of the hydraulic lifters.

If engine oil is at the proper level, the lifters may not be functioning properly because of dirt in the oil supply passages leading to the lifter units. See a Harley-Davidson dealer for service.

Steering Head Bearings

WARNING

Adjustments to steering head bearings should be performed by a Harley-Davidson dealer. Improperly adjusted bearings can adversely affect handling and stability, which could result in death or serious injury. (00051b)

Check for proper steering head bearing adjustment and lubricate bearings at proper intervals. Refer to Regular Service Intervals: 2011 FLHTCUSE6.

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

Refer to Regular Service Intervals: 2011 FLHTCUSE6. Check the tightness of the rear fork pivot shaft fastener and lubricate bearing and bushing at proper intervals.

NOTE:

For model specific information regarding the rear fork pivot shaft, refer to the service manual or see a Harley-Davidson dealer.

Brakes

Refer to Regular Service Intervals: 2011 FLHTCUSE6. Inspect brake fluid level and check brake pads and discs for wear at proper intervals.

Brake Fluid

CAUTION

D.O.T. 4 brake fluid will damage painted and body panel surfaces it comes in contact with. Always use caution and protect surfaces from spills whenever brake work is performed. Failure to comply can result in cosmetic damage. (00239b)

CAUTION

Direct contact of D.O.T. 4 brake fluid with eyes can cause irritation. 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. 4 brake fluid can cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. KEEP OUT OF REACH OF CHILDREN. (00240a)

CAUTION

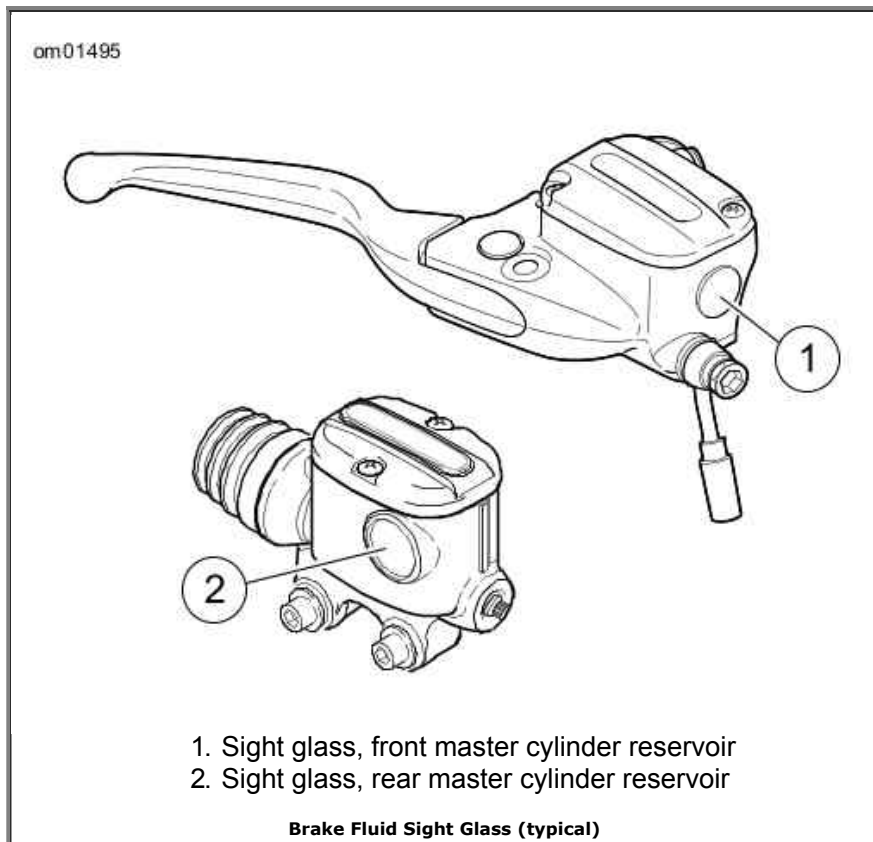
Do not allow dirt or debris to enter the master cylinder reservoir. Dirt or debris in the reservoir can cause improper operation and equipment damage. (00205c)

1. See Brake Fluid Sight Glass (typical). Look through the sight glass on the front and rear brake fluid reservoirs to check for the presence of brake fluid. If necessary, turn the handlebars from side to side or gently shake the vehicle to agitate the fluid.

- The sight glass will darken when fluid is present.
- If the sight glass remains clear, see a Harley-Davidson dealer.

NOTE:

- *If the brake system is not leaking, there should never be a need to add fluid. If the fluid level is low, the pads are probably worn and need to be replaced. By replacing the pads, the fluid level will rise.*
 - *Use only DOT 4 HYDRAULIC BRAKE FLUID (Part No. 99953-99A) and replace the brake fluid every 2 years. See a Harley-Davidson dealer.*
2. Verify that the front brake lever and rear brake pedal have a firm feel when applied. If brakes are not firm, the brake system must be bled.



Brake Pads

⚠WARNING

Inspect brake pads for wear at service maintenance intervals. If you ride under adverse conditions (steep hills, heavy traffic, etc.), inspect more frequently. Excessively worn brake pads can lead to brake failure, which could result in death or serious injury. (00052a)

⚠WARNING

Always replace brake pads in complete sets for correct and safe brake operation. Improper brake operation could result in death or serious injury. (00111a)

⚠WARNING

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

⚠WARNING

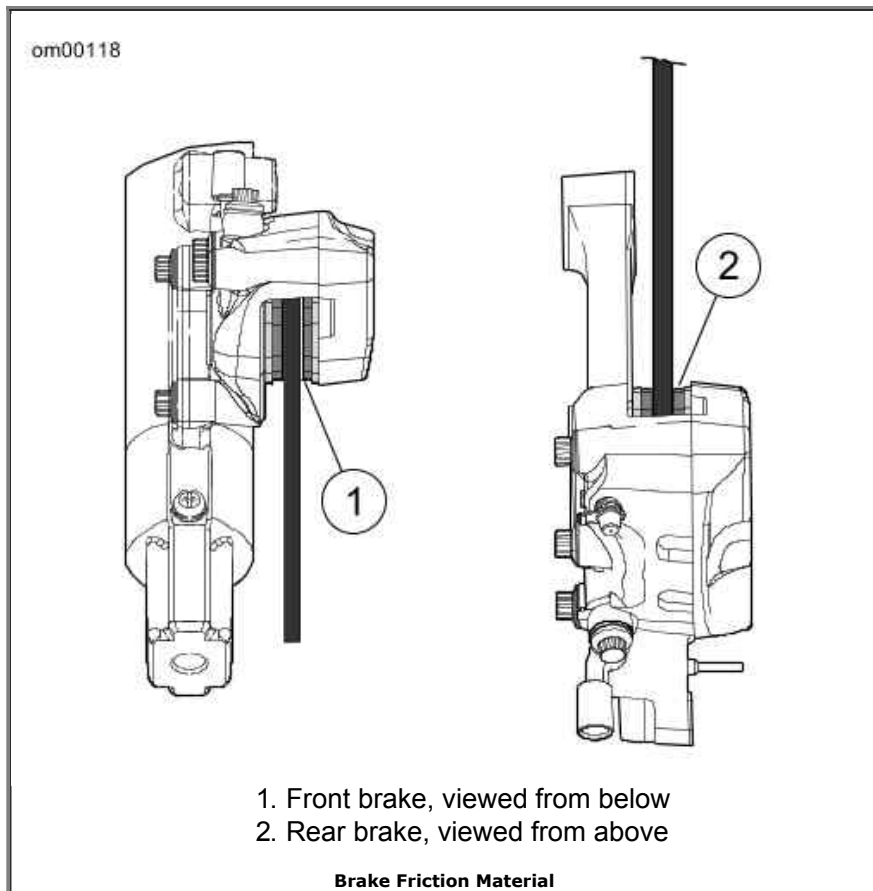
Perform routine scheduled brake maintenance. Lack of maintenance at recommended intervals can adversely affect brake performance, which could result in death or serious injury. (00055a)

⚠WARNING

Be sure wheel and brake caliper are aligned. Riding with a misaligned wheel or brake caliper can cause the brake disc to bind and lead to loss of control, which could result in death or serious injury. (00050a)

Harley-Davidson has provided your new motorcycle with the optimum brake pad friction material available. It is selected to give the best performance possible under dry, wet and high operating temperature conditions. It exceeds all regulatory requirements currently in effect. However, during some braking conditions you may experience noise. This is normal for this friction material.

1. See Brake Friction Material. Check the rear brake disc as it spins. The disc should run true in the brake caliper.
2. Using a thin plastic ruler, measure the thickness of the brake pad friction material. For rear brakes, place the ruler against the brake disc through the space alongside the caliper.
3. Refer to Minimum Brake Pad Friction Material Thickness. If the brake pad friction material is at the minimum thickness or less, replace the pads. Always replace brake pads in pairs. See a Harley-Davidson dealer.



Minimum Brake Pad Friction Material Thickness

in	mm
0.016	0.4

Tires

Refer to Tires for approved tires and pressures.

- 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

Do not inflate tire beyond maximum pressure as specified on sidewall. Over inflated tires can blow out, which could result in death or serious injury. (00027a)

WARNING

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

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

WARNING

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

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

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

WARNING

Replace punctured or damaged tires. In some cases, small punctures in the tread area may be repaired from within the demounted tire by a 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). Failure to follow this warning could result in death or serious injury. (00015a)

WARNING

Striking an object, such as a curb, can cause internal tire damage. If an object is struck, remove and inspect both the inside and outside of the tire. A damaged tire can adversely affect stability and handling, which could result in death or serious injury. (00058a)

Tire Replacement

Inspection

WARNING

Harley-Davidson tires are equipped with wear bars that run horizontally across the tread. When wear bars become visible and only 1/32 in. (0.8 mm) tread depth remains, replace tire immediately. Using a worn tire can adversely affect stability and handling, which could result in death or serious injury. Use only Harley-Davidson approved replacement tires. (00090b)

See Tire Sidewall Wear Bar Locator. Arrows on tire sidewalls pinpoint location of wear bar indicators.

Tread wear indicator bars will appear on tire tread surfaces when 1/32 in 0.8 mm or less of tire tread remains. See Wear Bar Appearance . Always replace tires before the tread wear indicator bars appear.

When To Replace Tires

New tires are needed if any of the following conditions exist:

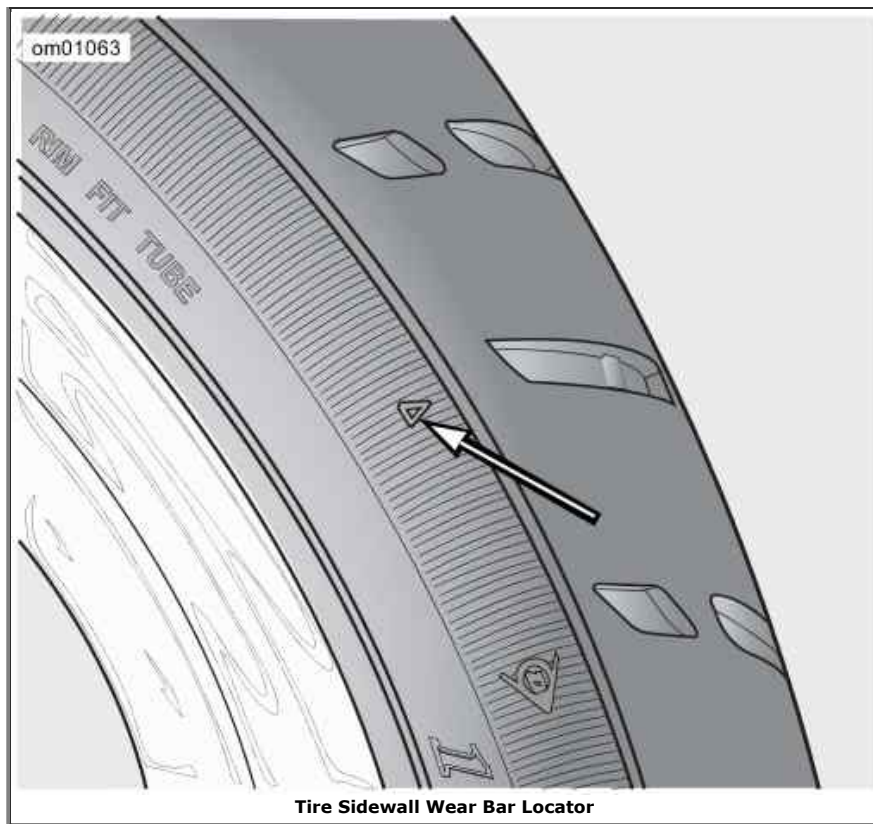
1. Tread wear indicator bars become visible on the tread surfaces.
2. Tire cords or fabric become visible through cracked sidewalls, snags or deep cuts.
3. A bump, bulge or split in the tire.
4. Puncture, cut or other damage to the tire that cannot be repaired.

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

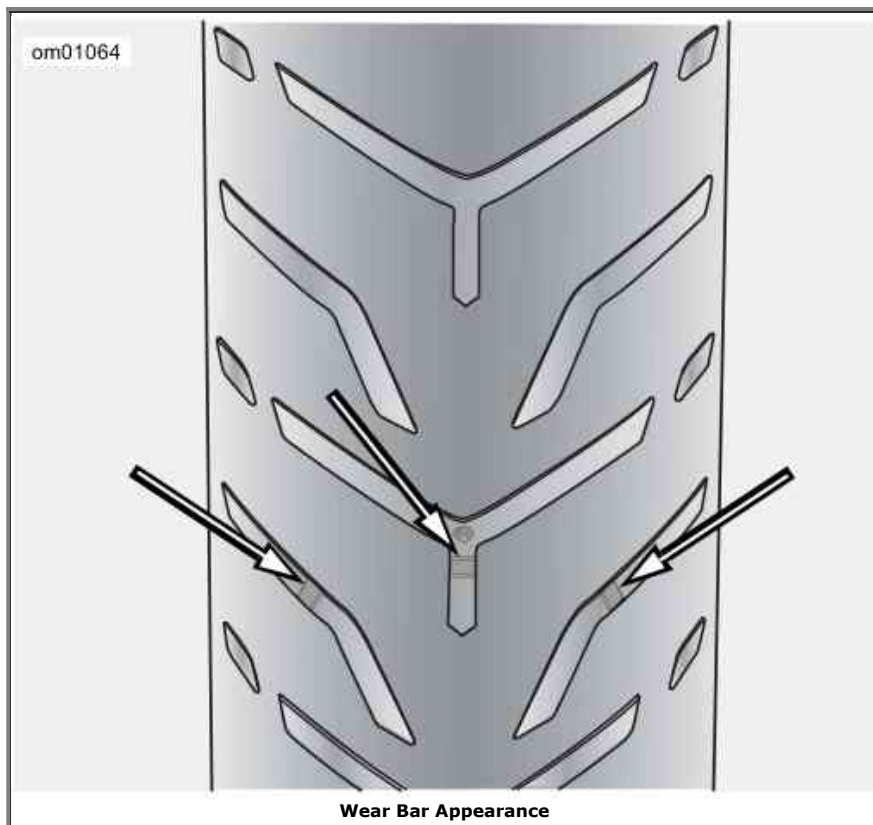
Refer to Tires for approved tires.

WARNING

Use only Harley-Davidson approved tires. See a Harley-Davidson dealer. Using non-approved tires can adversely affect stability, which could result in death or serious injury. (00024a)



Tire Sidewall Wear Bar Locator



Wear Bar Appearance

Vehicle Alignment

Refer to Regular Service Intervals: 2011 FLHTCUSE6. Vehicle alignment should be checked at regular intervals. This includes whenever the rear wheel is removed and installed or when the rear drive belt is adjusted. Stabilizer links and engine mounts should be checked at proper intervals for wear according to service manual procedures.

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 the stabilizer link at the top of the engine. See a Harley-Davidson dealer for this service.

⚠WARNING

Do not change stabilizer link adjustment. Changing adjustment can adversely affect stability, which could result in death or serious injury. (00059a)

⚠WARNING

Only a Harley-Davidson dealer should perform vehicle alignment. Improper alignment can adversely affect stability and handling, which could result in death or serious injury. (00060a)

Shock Absorbers

Inspect shock absorbers for leaks and rubber bushings for bushing deterioration at proper intervals.

Spark Plugs

⚠WARNING

Disconnecting spark plug cable with engine running can result in electric shock and death or serious injury. (00464b)

⚠CAUTION

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

Check the spark plugs at proper intervals. Refer to Regular Service Intervals: 2011 FLHTCUSE6.

1. Disconnect spark plug cables from plugs by pulling up on the molded connector caps.
2. Check spark plug type. Only use those spark plugs specified for your model motorcycle.
3. Check spark plug gap against specifications table.

NOTE:

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

4. Always tighten to the proper torque. Spark plugs must be tightened to the torque specified for proper heat transfer. Refer to Electrical.
5. Connect each molded connector cap until the cap snaps firmly into place over the spark plug.

Ignition

The engine in your motorcycle has been designed specifically to achieve optimum fuel economy within exhaust emission controls. Factory programmed ignition characteristics provide maximum engine performance and driveability.

Air Cleaner

See Air Cleaner. The engine air cleaner is a paper/wire mesh air filter element. A water resistant rain sock is included with the vehicle to cover the exposed air filter element in wet or rainy conditions.

Refer to Regular Service Intervals: 2011 FLHTCUSE6. Remove air cleaner cover and inspect filter element at proper intervals. Under dusty conditions, inspect more often.

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

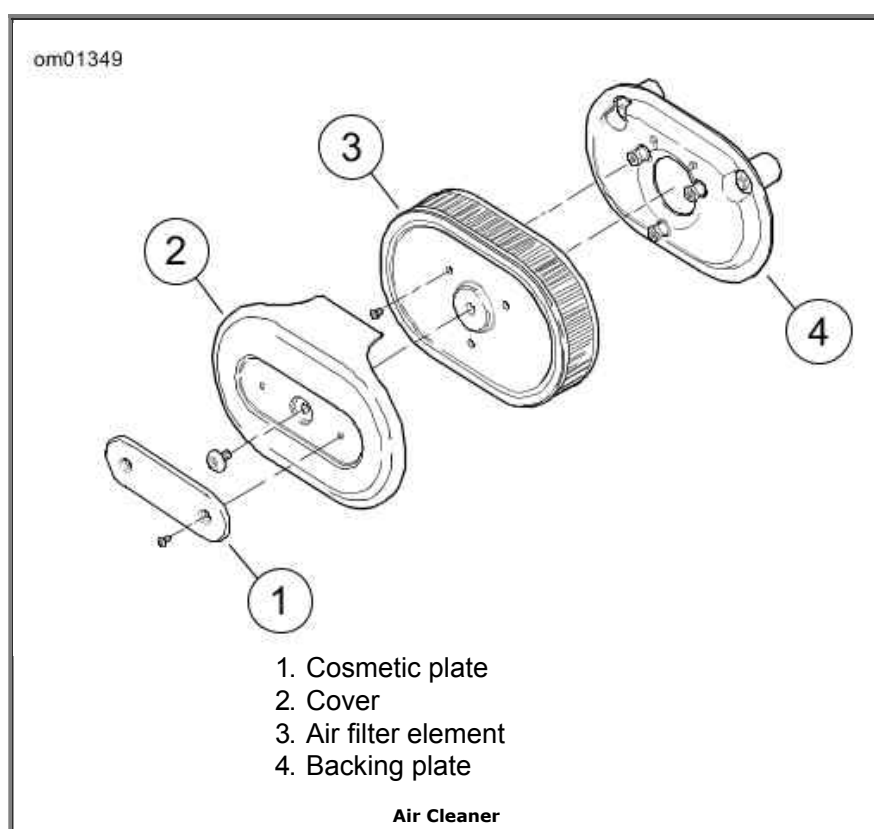
⚠WARNING

Compressed air can pierce the skin and flying debris from compressed air could cause serious eye injury. Wear safety glasses when working with compressed air. Never use your hand to check for air leaks or to determine air flow rates. (00061a)

- 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

Install air filter before running engine. Failure to do so can draw debris into the engine and could result in engine damage. (00207a)



Headlamp Bulb Replacement

This headlamp assembly uses separate quartz halogen bulbs for the low beam and the high beam. Refer to Bulb Chart for part numbers.

CAUTION

When replacement is required, use only the specified

sealed beam unit or bulb, available from a Harley-Davidson dealer. An improper wattage sealed beam or bulb, can cause charging system problems. (00209a)

CAUTION

Never touch the quartz bulb. Fingerprints will etch the glass and decrease bulb life. Handle the bulb with paper or a clean, dry cloth. Failure to do so could result in bulb damage. (00210b)

⚠ WARNING

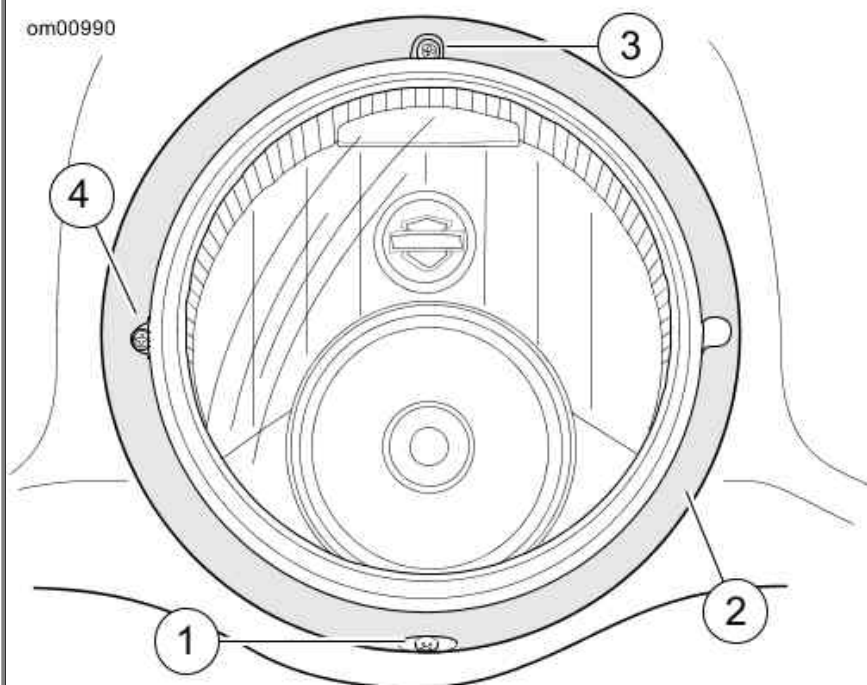
Handle bulb carefully and wear eye protection. Bulb contains gas under pressure, which, if not handled carefully, could cause serious eye injury. (00062b)

1. See Headlamp Trim Ring. Remove screw (1) and headlamp trim ring (2).
2. See Headlamp Retaining Ring. Remove screws (1) and retaining ring (3).
3. Disconnect wire harness connectors from the bulbs.
4. Remove the bulb.
 - a. On Domestic and Canada models, turn bulb assembly 1/4 turn counterclockwise to remove from the reflector/lens.
 - b. See Wire Retaining Clip. For all other models, remove the rubber boot from the back of the housing. Press down on the wireform loop (1) to release from the retainer (2). Swing wireform out of the way.
5. Install **new** bulb assembly.
 - a. On Domestic and Canada models, insert bulb into reflector/lens and rotate 1/4 turn clockwise.
 - b. For all other models, align the tab on the bulb with the notch in the headlamp housing. Rotate the wireform into place and latch under lip of the retainer. Install rubber boot at back of housing.
6. **HDI models:** Rotate position lamp bulb retainer 1/4 turn counterclockwise to remove. Replace bulb and install bulb retainer in lamp housing.
7. Connect the wiring harness connectors to the bulbs.
8. Hold headlamp assembly in place and install the retaining ring.
9. Install the headlamp trim ring and tighten the screw.

NOTE:

Check headlamp alignment. See to Headlamp Alignment.

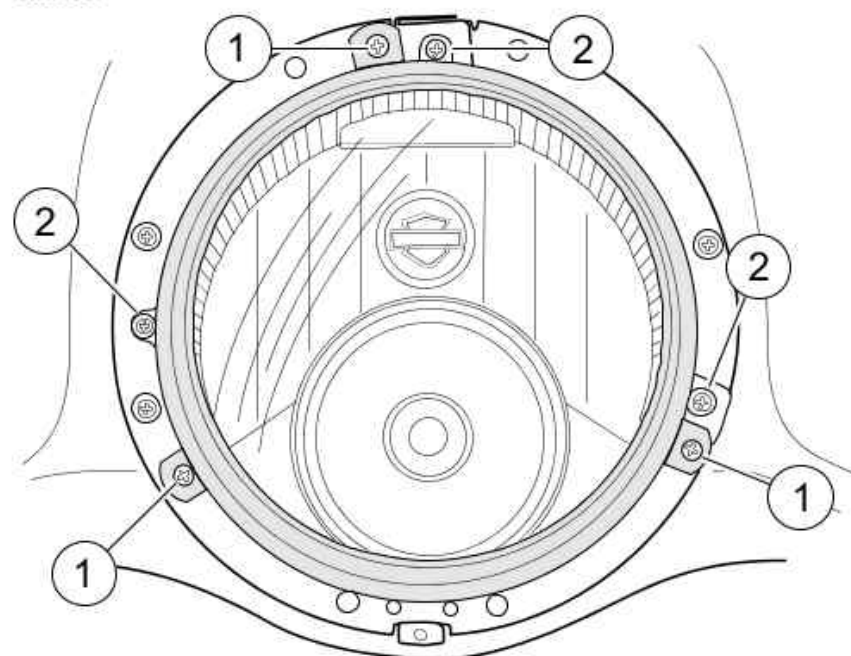
om00990



- 1. Fastener
- 2. Trim ring
- 3. Vertical adjustment
- 4. Horizontal adjustment

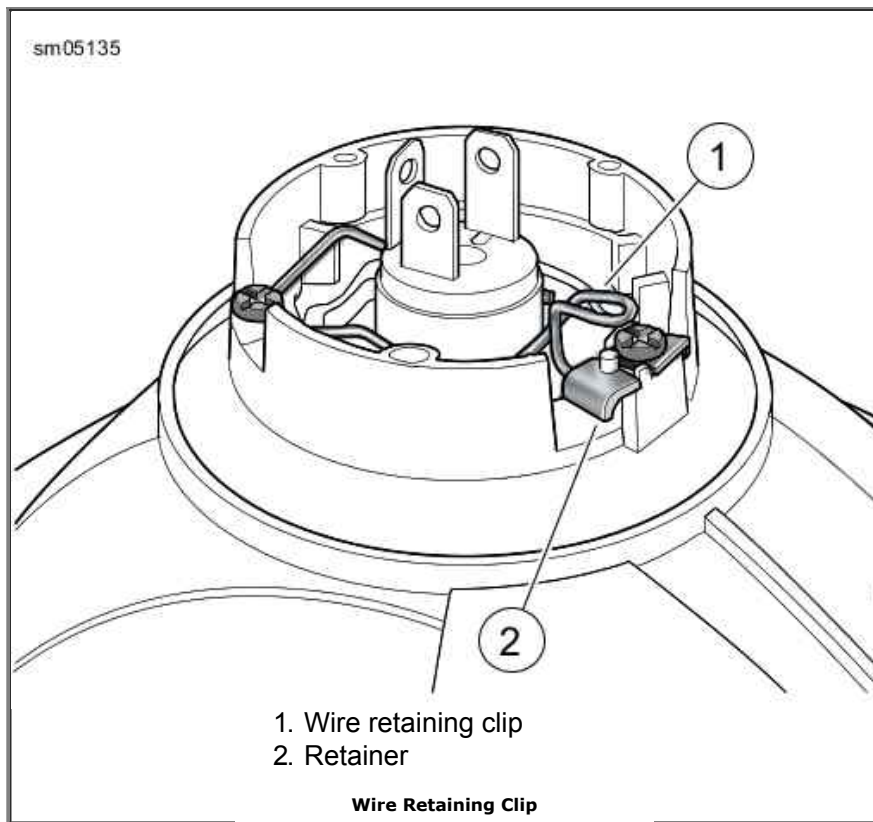
Headlamp Trim Ring

om00991



- 1. Retaining ring fastener
- 2. Headlamp adjusting screw

Headlamp Retaining Ring



Headlamp Alignment

⚠WARNING

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

NOTE:

Vehicles with multiple beam headlamps that are individually aimed should be adjusted so both lamps converge into one pattern.

1. Verify that front and rear tire inflation pressures are correct and that suspension is adjusted to the weight of the principal rider. See Specifications.
2. Fill fuel tank or add ballast to equal the weight of the fuel needed.

NOTE:

See Check Headlamp Alignment. To aid in properly placing the motorcycle, a perpendicular line (1) can be drawn on the floor. For best results, choose an area with minimum light.

3. Draw a vertical line (2) on the wall.
4. Position motorcycle so that front axle is 25 ft 7.6 m from wall.

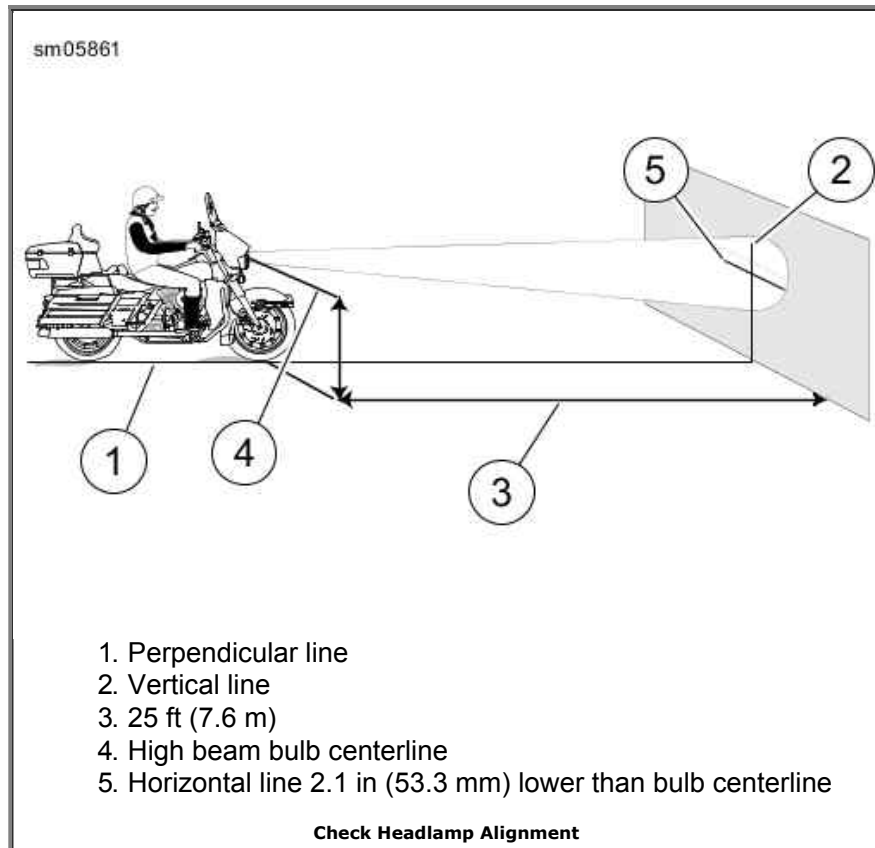
NOTE:

As the weight of the rider will compress the suspension slightly, have a person whose weight is approximately the same as that of the principal rider sit on the motorcycle.

5. With the vehicle laden and upright, point the front wheel straight forward at wall and measure the distance (4) from the floor to the center of the HIGH BEAM bulb.
6. Draw a horizontal line (5) through the vertical line on the wall that is 2.1 in 53.3 mm lower than the measured bulb centerline.

7. Verify headlamp alignment. With the motorcycle on, set the headlamp switch to HIGH beam.

- a. The center of the hot spot (brightest area of light beam) should be centered where the two lines intersect.
- b. Adjust headlamp alignment if necessary.



Adjust Headlamp

NOTE:

Headlamp adjustment can be performed without removing the headlamp trim ring.

1. Insert hex wrench between headlamp housing and rubber gasket.
2. See Headlamp Trim Ring. Adjust beam.
 - a. Turn the vertical adjusting screw (3) to adjust headlamp vertically.
 - b. Turn the horizontal adjusting screw (4) to adjust headlamp horizontally.

Auxiliary Lamps

For models equipped with auxiliary lamps, see a Harley-Davidson dealer or service manual for bulb replacement or alignment.

Turn Signal Bulb Replacement: Bullet Style

1. See Lens Cap Notch. Insert a coin or the blade of a small screwdriver into the notch at the bottom of the lens cap. Carefully twist until the lens cap pops out of the lamp housing.
2. Push bulb in and rotate counterclockwise. Pull bulb from socket.
3. Inspect condition of electrical contacts in socket. If necessary, clean with a small wire brush and electrical contact cleaner.
4. Coat base of **new** bulb with ELECTRICAL CONTACT LUBRICANT (Part No. 99861-02).

5. Align pins on bulb with pin guides in bulb socket. Push **new** bulb in and turn clockwise to lock in place.
6. Snap lens cap back into the lamp holder. Rotate lens to position notch at bottom of lamp.

⚠ WARNING

Be sure that all lights and switches operate properly before operating motorcycle. Low visibility of rider can result in death or serious injury. (00316a)

7. Turn ignition on and test for proper operation.



Tail Lamp Bulb Replacement

Removal

1. Remove two screws to release tail lamp assembly from chrome base.
2. See Tail Lamp Assembly. Disconnect tail lamp connector (3).
3. Rotate bulb socket (4) 1/4 turn counterclockwise and remove from tail lamp assembly. Pull bulb from socket.

Installation

1. Coat base of **new** bulb with ELECTRICAL CONTACT LUBRICANT (Part No. 99861-02). Install **new** bulb in socket.
2. Insert socket (4) into tail lamp assembly and rotate 1/4 turn clockwise.
3. See Tail Lamp Assembly. Connect tail lamp connector (3).
4. Place tail lamp into position against chrome base.

NOTE:

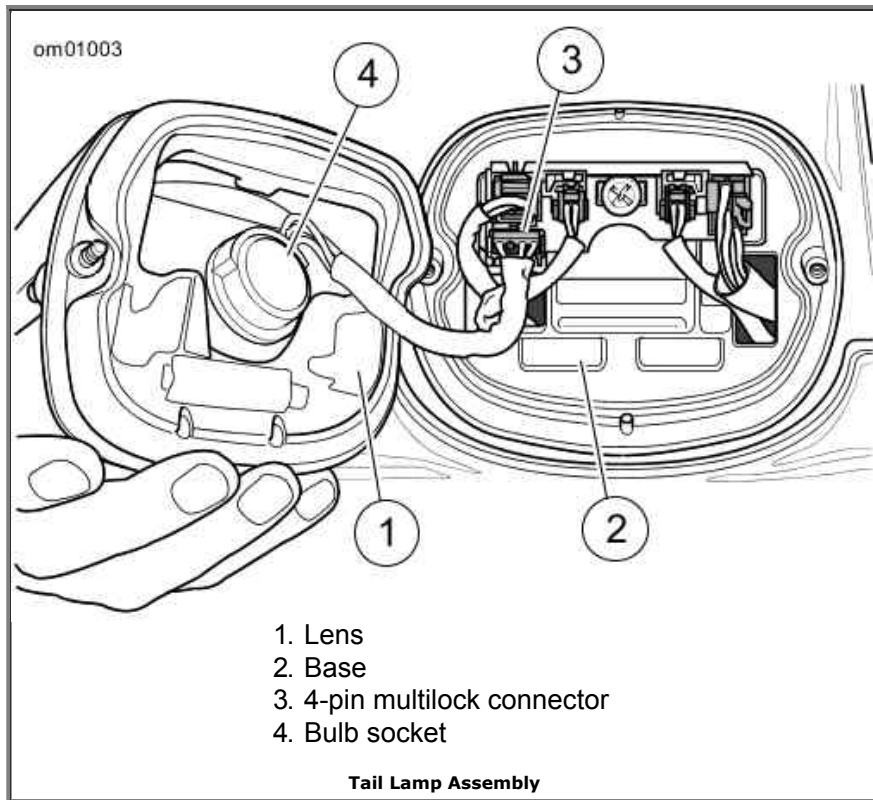
Over tightening screws can crack the lens.

5. Install two screws and tighten to 20-24 in-lbs (2.3-2.7 Nm).

⚠ WARNING

Be sure that all lights and switches operate properly before operating motorcycle. Low visibility of rider can result in death or serious injury. (00316a)

6. Test tail lamp operation.



Alternator/Voltage Regulator

Charging Rate

The alternator output is controlled and changed to direct current by the voltage regulator.

- The voltage regulator increases charging rate when battery is low or lamps are lit.
- The voltage regulator decreases charging rate when battery charge is up.

CAUTION

It is possible to overload your vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system. See an authorized Harley-Davidson dealer for advice about the amount of current consumed by additional electrical accessories or for necessary wiring changes. (00211c)

A battery voltage LED in the instruments will light up when voltage is either too low or too high.

NOTES:

- 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 a

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 appropriate Service Manual or see a Harley-Davidson dealer.

Battery: General

Type

Your motorcycle uses a permanently sealed, maintenance-free, lead/calcium and sulfuric acid battery. All batteries are shipped precharged and ready to be put into service. Do not attempt to open the battery for any reason.

Antidotes for Battery Acid

CONTACT	TREATMENT
External	Flush with water.
Internal	Drink large quantities of milk or water, followed by milk of magnesia, vegetable oil or beaten eggs. Get immediate medical attention.
Eyes	Flush with water. Get immediate medical attention.

WARNING

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

WARNING

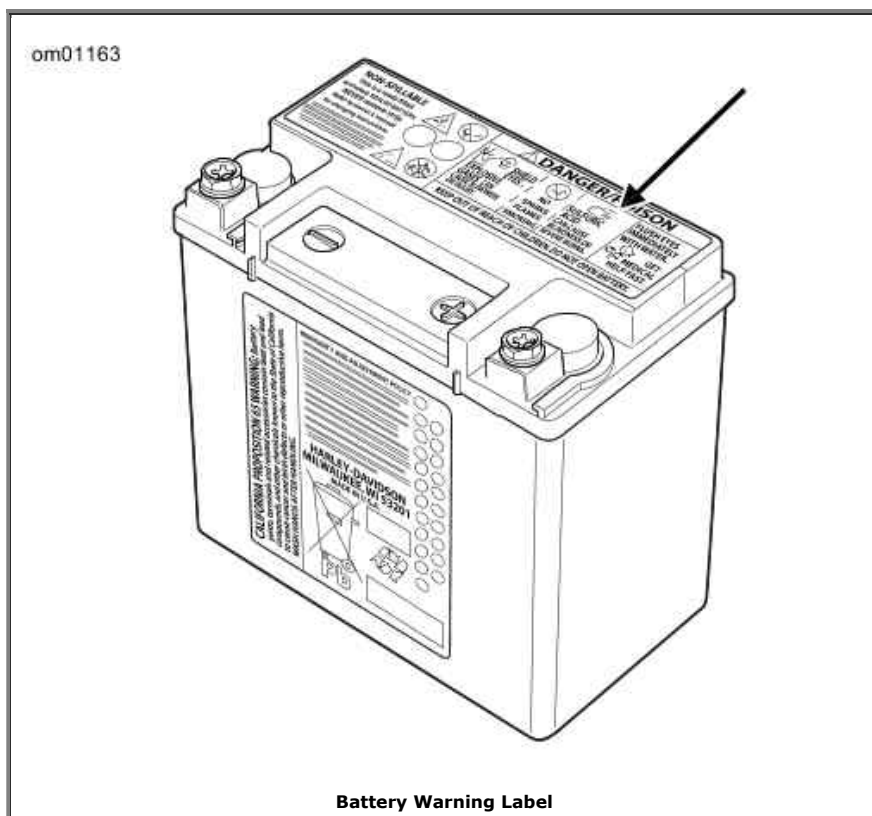
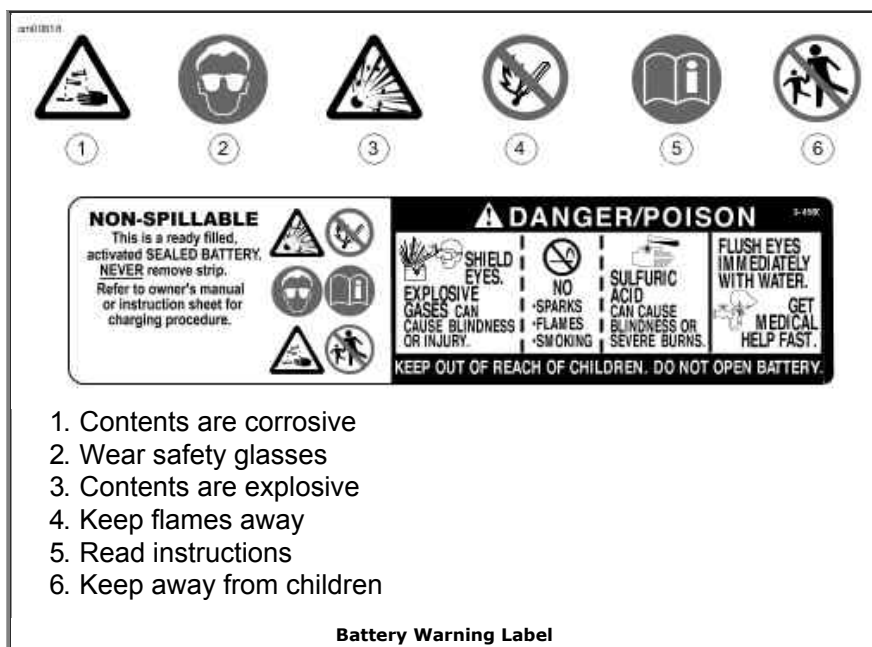
Explosive hydrogen gas, which escapes during charging, could cause death or serious injury. Charge battery in a well-ventilated area. Keep open flames, electrical sparks and smoking materials away from battery at all times. **KEEP BATTERIES AWAY FROM CHILDREN.** (00065a)

WARNING

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

WARNING

Never remove warning label attached to top of battery. Failure to read and understand all precautions contained in warning, could result in death or serious injury. (00064a)



Voltmeter Test

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

Voltmeter Test

READING IN VOLTS	PERCENT OF CHARGE
12.7	100
12.6	75
12.3	50
12.0	25
11.8	0

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.
2. Clean cable connectors and battery terminals using a wire brush or fine grit sandpaper to remove any oxidation.
3. Inspect and clean the battery screws, clamps and cables. Check for breakage, loose connections and corrosion.
4. Check the battery posts for melting or damage caused by overtightening.
5. Inspect the battery for discoloration, a raised top or a warped or distorted case. This might indicate that the battery has been frozen, overheated or overcharged.
6. Inspect the battery case for cracks or leaks.

Charging

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.

Charge the battery if any of the following conditions exist:

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

WARNING

Explosive hydrogen gas, which escapes during charging, could cause death or serious injury. Charge battery in a well-ventilated area. Keep open flames, electrical sparks and smoking materials away from battery at all times. KEEP BATTERIES AWAY FROM CHILDREN. (00065a)

WARNING

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

1. Perform a voltmeter test to determine the state of charge. If battery needs to be charged, proceed to the next step.
2. Place the battery on a level surface.

WARNING

Unplug or turn OFF battery charger before connecting charger cables to battery. Connecting cables with charger ON can cause a spark and battery explosion, which could result in death or serious injury. (00066a)

⚠ WARNING

Connect positive (+) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00068a)

⚠ WARNING

Disconnect negative (-) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00049a)

CAUTION

Do not reverse the charger connections described in the following steps or the charging system of the motorcycle could be damaged. (00214a)

NOTES:

- The figures in 28 Amp-Hour Battery Charging Rate/Times (Approximate) show typical charging times. Charge times may vary. When using automatic chargers, allow the charger to determine when charging is complete.
- Do not use chargers with excessively high voltage designed for flooded batteries or excessively high current designed for much larger batteries. Charging should be limited to no more than 5 amps at no more than 14.6 volts.

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

NOTE:

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

5. Step away from the battery and turn on the charger.

⚠ WARNING

Unplug or turn OFF battery charger before disconnecting charger cables from battery. Disconnecting clamps with charger ON can cause a spark and battery explosion, which could result in death or serious injury. (00067a)

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

28 Amp-Hour Battery Charging Rate/Times (Approximate)

READING (VOLTS)	PERCENT OF CHARGE	5 AMP CHARGER	2 AMP CHARGER	1.5 AMP CHARGER	0.75 AMP CHARGER
12.7	100	-	-	-	-

12.6	75	2 hours 24 minutes	4 hours 30 minutes	5 hours 42 minutes	10 hours 18 minutes
12.3	50	3 hours 48 minutes	8 hours	10 hours 18 minutes	19 hours 42 minutes
12.0	25	5 hours 12 minutes	11 hours 30 minutes	15 hours	29 hours
11.8	0	6 hours 36 minutes	15 hours	19 hours 42 minutes	38 hours 18 minutes

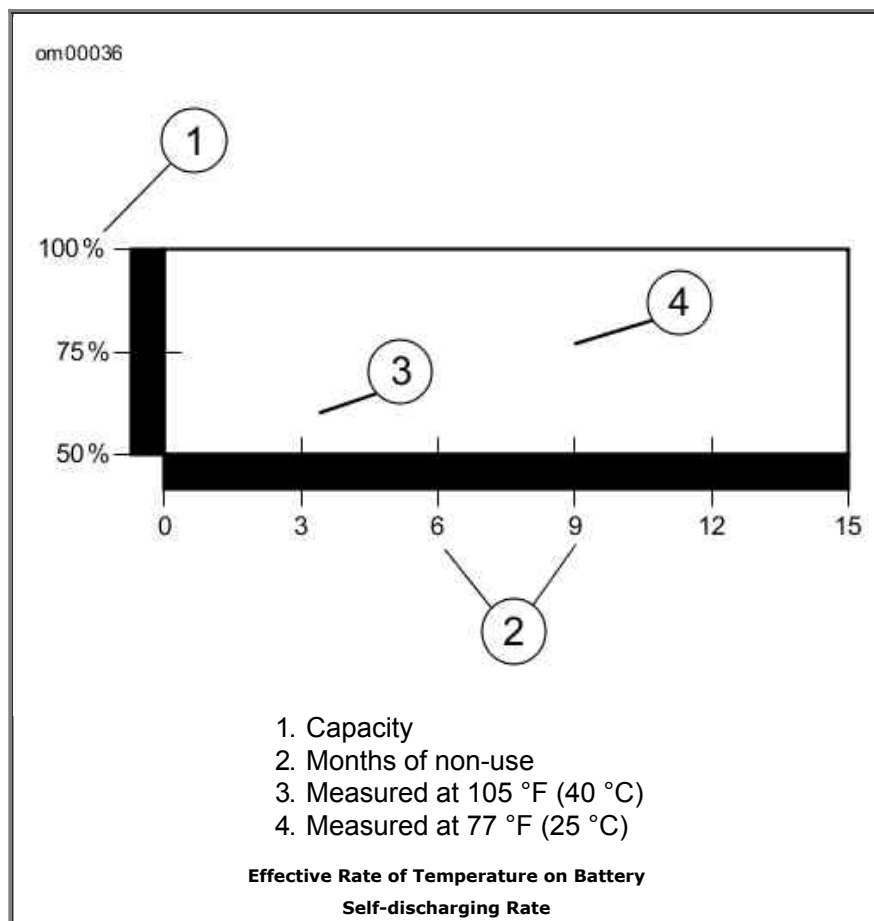
Storage

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.

If the motorcycle is to be stored with the battery installed, it will be necessary to connect a battery tender to maintain charge. See an authorized dealer for more information.

A battery that is removed from the vehicle is affected by self-discharge. A battery that is stored in the vehicle is affected by both self-discharge and, more significantly, parasitic loads. Parasitic loads occur from things like diode leakage and maintaining computer memory with the vehicle off.

- Batteries self-discharge at a faster rate at higher ambient temperatures.
- To reduce the self-discharge rate, store battery in a cool, dry place.
- Charge the battery once per month if stored in the vehicle.
- Charge the battery every three months if stored out of the vehicle.



Battery

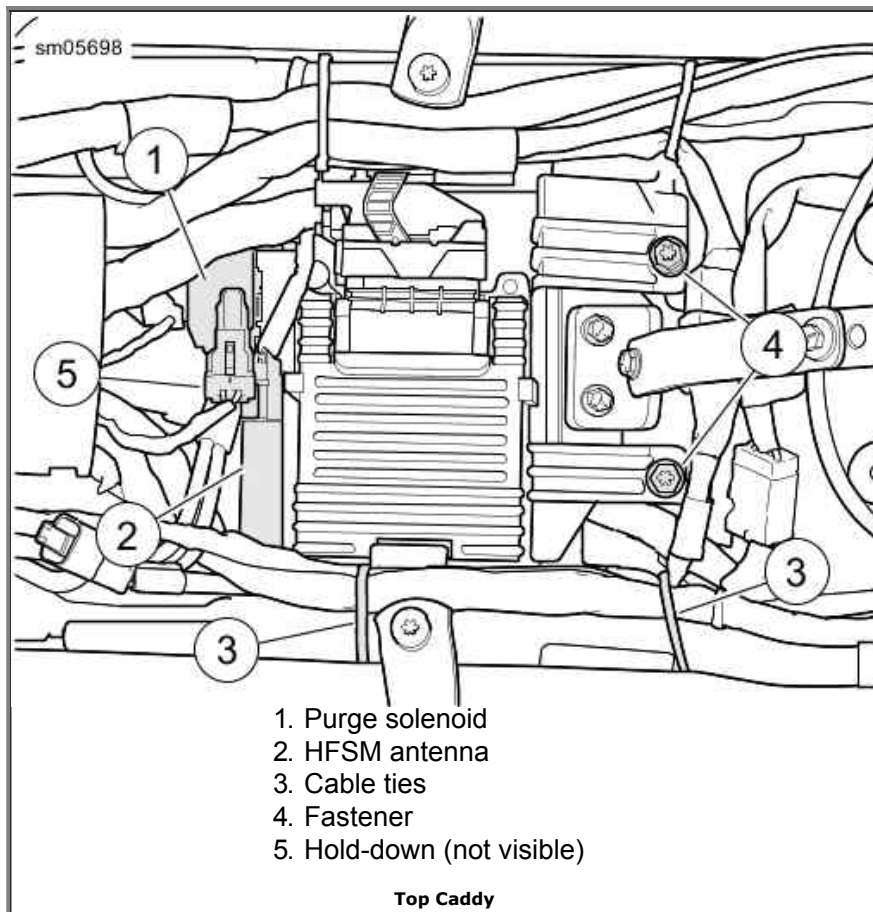
Disconnection and Removal

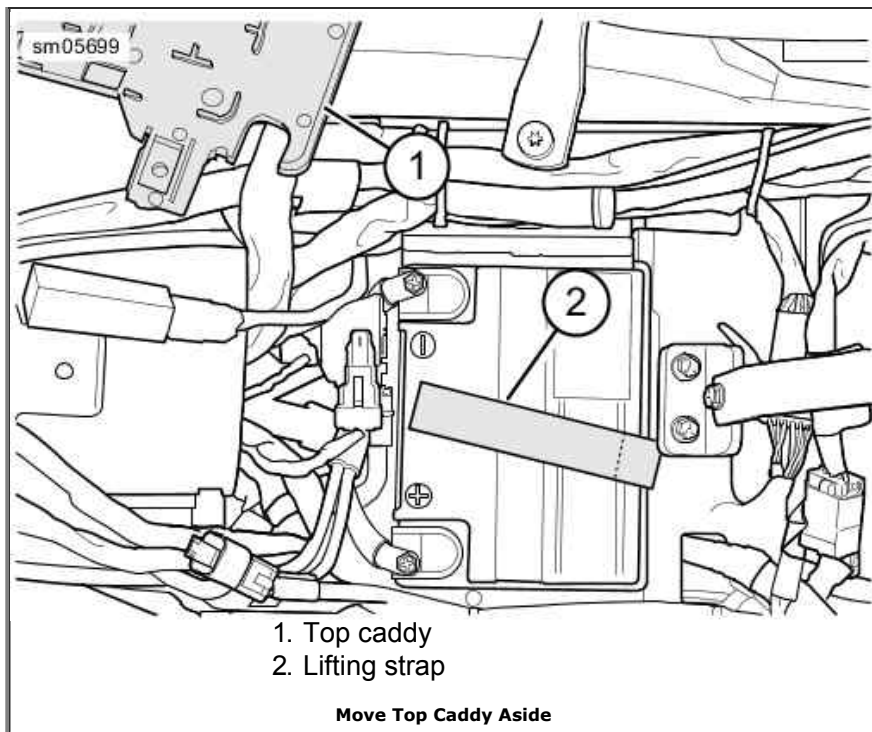
1. Remove seat.
2. See Top Caddy. If present, move purge solenoid (1) forward to release from top caddy. Release HFSM antenna (2) from top caddy and move out of the way.
3. Remove fasteners (4).
4. Cut cable ties (3) and move harnesses to allow more clearance for the top caddy.
5. See Move Top Caddy Aside. Release top caddy from front hold-down bracket and rotate top caddy (1) out of the way.
6. If equipped with security system siren, turn the ignition switch ON with the hands-free fob present to disarm the security system.

⚠ WARNING

Disconnect negative (-) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00049a)

7. Remove battery negative cable (black) from the battery negative (-) terminal.
8. Remove battery positive cable (red) from the battery positive (+) terminal.
9. Grasp lifting strap (2) and pull up to raise battery. When battery is extracted far enough to get a good grip, grasp battery and remove the rest of the way.





Installation and Connection

1. Run lifting strap rearward, first down the center of the battery tray, then up and across the frame crossmember.
2. Place the battery into the battery tray, terminal side forward.

CAUTION

Connect the cables to the correct battery terminals. Failure to do so could result in damage to the motorcycle electrical system. (00215a)

⚠ WARNING

Connect positive (+) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00068a)

CAUTION

Do not over-tighten bolts on battery terminals. Use recommended torque values. Over-tightening battery terminal bolts could result in damage to battery terminals. (00216a)

3. Connect battery positive cable (red) to battery positive (+) terminal. Tighten bolt to 60-70 in-lbs (6.8-7.9 Nm).
4. Connect battery negative cable (black) to battery negative (-) terminal. Tighten bolt to 60-70 in-lbs (6.8-7.9 Nm).

CAUTION

Keep battery clean and lightly coat terminals with

petroleum jelly to prevent corrosion. Failure to do so could result in damage to battery terminals. (00217a)

5. Apply a light coat of petroleum jelly or ELECTRICAL CONTACT LUBRICANT, (Part No. 99861-02) (1 oz tube), to both battery terminals.
6. See Move Top Caddy Aside. Fold lifting strap (2) forward over top of battery.
7. See Top Caddy. Rotate top caddy into position above battery and engage latch on hold-down bracket.
8. If equipped, engage HFSM antenna (2) and purge solenoid (1) on top caddy. Verify all other connectors and harnesses are routed below the purge solenoid mounting tongue.
9. Fasten top caddy to frame crossmember. Tighten screws (4) to 72-96 in-lbs (8.1-10.9 Nm).
10. Secure harnesses to frame with cable ties (3).

⚠ WARNING

After installing seat, pull upward on seat to be sure it is locked in position. While riding, a loose seat can shift causing loss of control, which could result in death or serious injury. (00070b)

11. Install seat.

Jump Starting

Jump starting a motorcycle is typically not recommended. However, there may be circumstances when it is necessary to do so. If a jump-start is necessary, use the following procedure.

⚠ WARNING

Be sure jumper cables touch only appropriate battery terminals or ground. Allowing jumper cables to touch each other can result in sparks and a battery explosion, which could result in death or serious injury. (00072a)

⚠ WARNING

Explosive hydrogen gas, which escapes during charging, could cause death or serious injury. Charge battery in a well-ventilated area. Keep open flames, electrical sparks and smoking materials away from battery at all times. KEEP BATTERIES AWAY FROM CHILDREN. (00065a)

CAUTION

Be sure both vehicles have the same battery voltage when jump starting. Connecting vehicles with different system voltages can result in vehicle damage. (00220c)

NOTES:

- *This procedure presumes the BOOSTER battery is in another vehicle. DO NOT jump start from a running booster vehicle. The high output charging systems on some vehicles can damage the electrical components on the motorcycle.*
- *Make sure the motorcycle and the BOOSTER vehicle are not touching one another.*

1. Turn off all unnecessary lamps and accessories.

Positive Cable

2. See Jump Start Cable Connections. Connect one end of a jumper cable to the DISCHARGED battery positive (+) terminal (1).
3. Connect the other end of the same cable to the BOOSTER battery positive (+) terminal (2).

Negative Cable

⚠WARNING

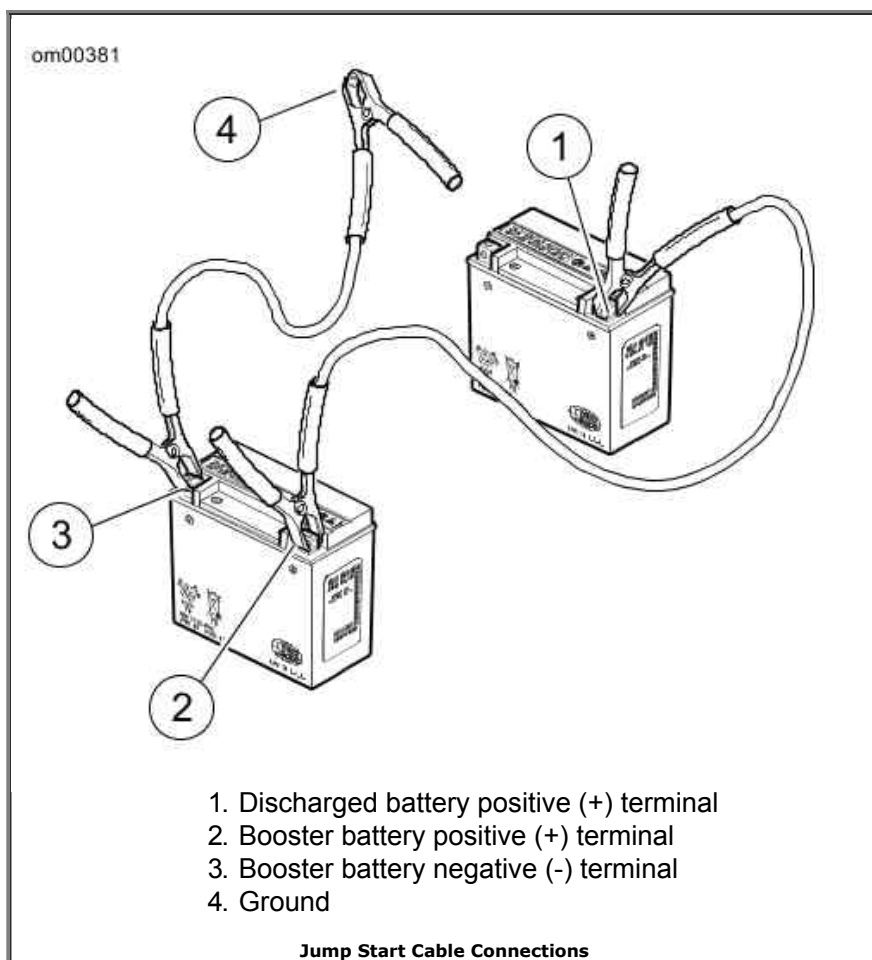
Do not connect negative (-) cable to or near the discharged battery negative (-) terminal. Doing so could cause a spark and explosion, which could result in death or serious injury. (00073a)

4. Connect one end of a jumper cable to the BOOSTER battery negative (-) terminal (3).

CAUTION

Do not connect the negative (-) cable to painted or chrome parts. Doing so could result in discoloration at the attachment point. (00221a)

5. Connect other end of the same cable (4) 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.



Fuses and Relays

Main Fuse

See Fuse Block Area. A 40 amp main fuse (2) is located near the fuse block. Removing the main fuse will disconnect power to all systems except the starter motor/solenoid.

If equipped with security system siren, turn the ignition switch ON with the hands-free fob present to disarm the security system before removing the main fuse.

System Fuses

CAUTION

Do not skip any steps for fuse replacement. Skipping fuse replacement steps can result in damage to the sound system and/or other motorcycle systems. (00223a)

See Fuse Block Area. Fuses are located under left side cover.

If fuse replacement does not correct a problem, see a Harley-Davidson dealer for electrical diagnosis.

1. Place the ignition/headlamp key switch in the OFF position.

NOTE:

Removal of side cover requires no tools. Pull side cover to remove. To install, align barbed studs on side cover with grommets in frame and push.

2. Remove left side cover.
3. Press latch on bottom of fuse block cover (1) and swing bottom of the cover out. Remove the cover.

NOTE:

The fuse block cover has a fuse puller (3) attachment that may be used to remove fuses.

4. See Fuses. Remove fuse and inspect the element.

CAUTION

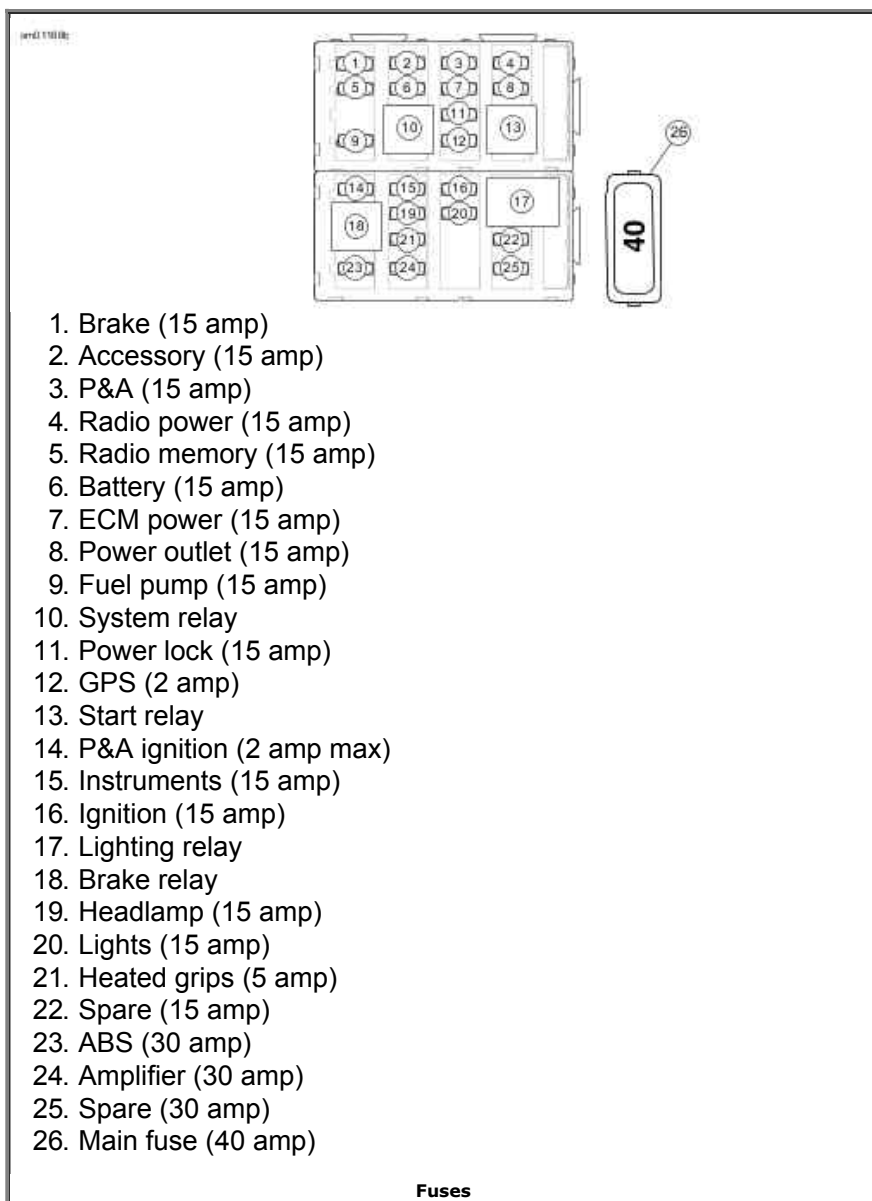
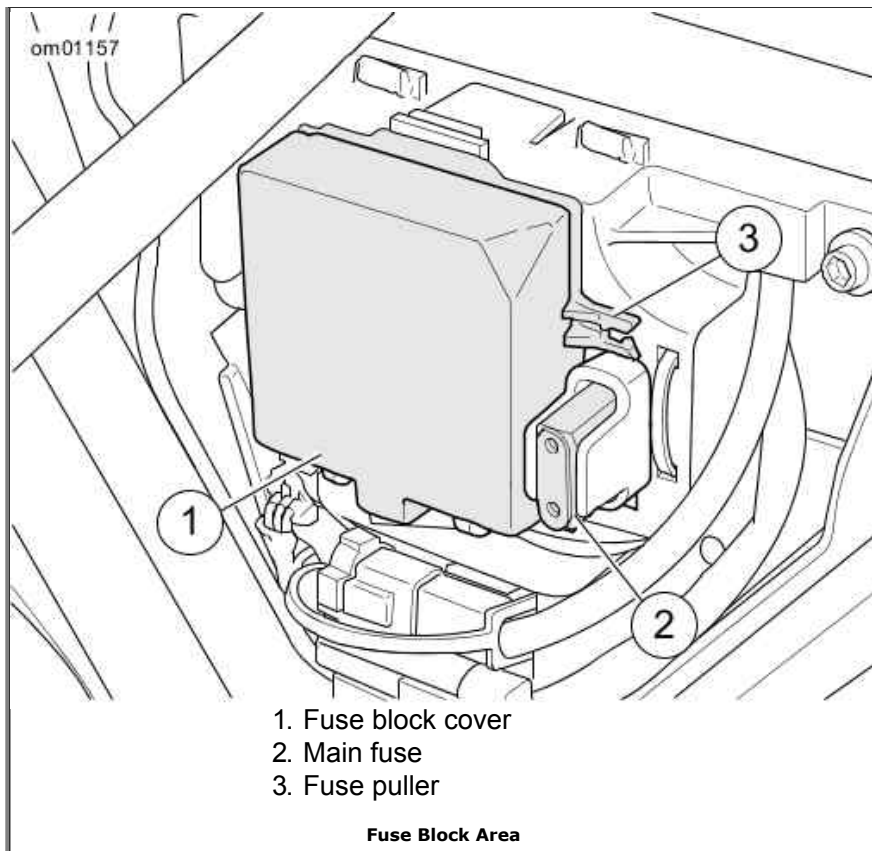
Always use replacement fuses that are of the correct type and amperage rating. Use of incorrect fuses can result in damage to electrical systems. (00222a)

5. Replace the fuse if the element is burned or damaged.

NOTE:

Use automotive-type fuses for replacements. Two spare fuses can be found in the fuse block.

6. Install the fuse block cover.
7. Install left side cover.



Remote Control Garage Door Opener

FCC Notices

NOTE:

Changes or modifications to this unit not expressly approved by the manufacturer could void the user's authority to operate the equipment.

This equipment has been tested and found to comply with the limits for Class B digital devices pursuant to Part 15, Subpart B of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential environment. This equipment generates, uses, and can radiate radio frequency energy, and if not installed and used in accordance with the instruction manual, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures.

1. Reorient or relocate the receiving antenna.
2. Increase the distance between the equipment and the receiver.
3. Connect the equipment to an outlet on a circuit different from that to which the receiver is connected.
4. Consult dealer or experienced radio/TV technician for help.

Receiver Installation

1. Unplug the power cord from the garage door drive unit to prevent door activation during installation.
2. Select an unswitched 110V power outlet that is located either highest in the garage, or the closest to the front of the garage, or both.

NOTES:

- *With some brands of garage door opener systems, it may be necessary to plug in the Harley-Davidson receiver at a location some distance from the door opener. If the Harley-Davidson receiver is plugged in too close to the original opener receiver, effective transmission range may be significantly reduced on both systems.*
 - *Opener may not function properly with steel buildings.*
3. Connect the stripped end of the Harley-Davidson garage door opener receiver wires to the terminals that activate the door opener drive unit at one of these locations:
 - a. The existing wall mounted garage door opener button.
 - b. The garage door drive unit to which the garage door opener button is connected.

NOTES:

- *Refer to the door opener manufacturer's documentation for terminal locations and connections.*
 - *Do not remove original wires from the original connections on the door opener button or on the drive unit terminals.*
4. Route the receiver wires to the selected power outlet location.
 5. See Garage Door Opener Receiver. Plug the connector on the receiver wires into the receptacle (1) on the back of the receiver.
 6. Plug the receiver into the selected power outlet.
 7. Reconnect the garage door drive unit into the power outlet.

8. Press the wall mounted garage door opener button to set the button operation.

Program the Receiver and Transmitter

The receiver must be programmed to receive the transmitter frequency. This process may require two people depending on how far apart the receiver and transmitter are during the programming process.

1. Check that a red light is visible on the front of the Harley-Davidson garage door opener receiver, indicating power to the receiver.
2. See Garage Door Opener Receiver. Press and hold the Set button (3) on the Harley-Davidson garage door opener receiver. The LED (2) blinks continuously while the Set button is pressed.
3. Set the motorcycle ignition switch to IGN. Switch the headlamp beam switch using one of these sequences. When the receiver receives a signal from the transmitter, the LED on the transmitter turns off.
 - a. Starting from Low beam, switch High, then Low.
 - b. Starting from High beam, switch Low, then High.
4. Release the Set button on the receiver.

NOTE:

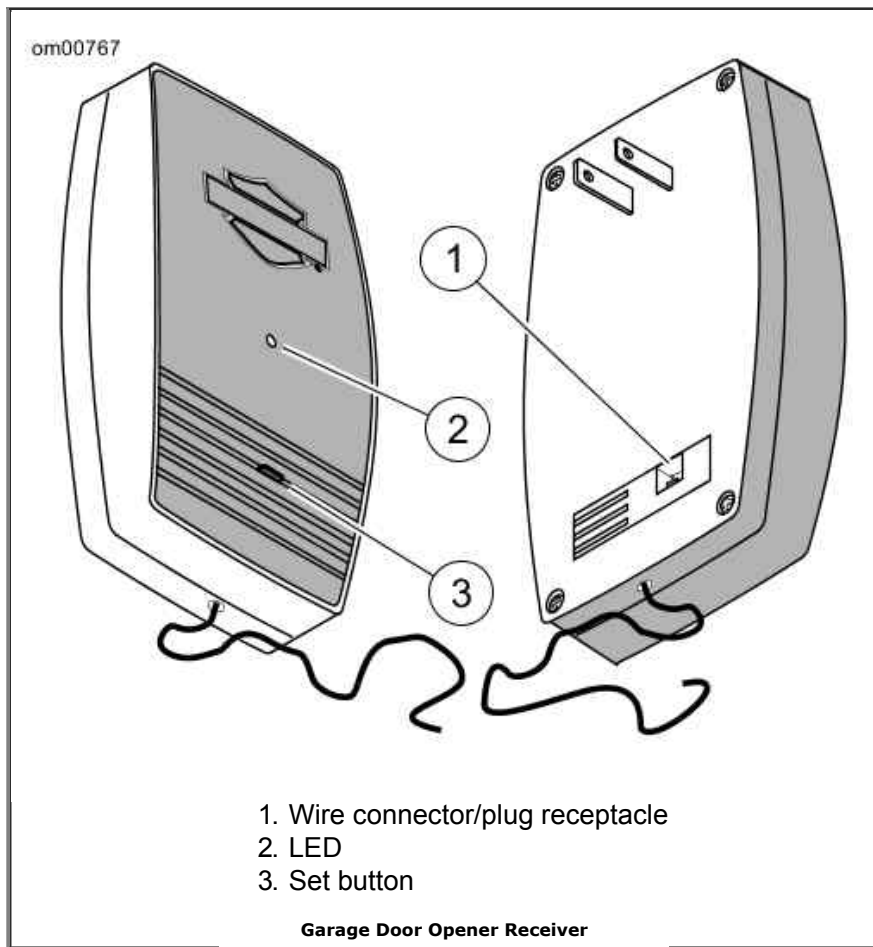
Clear all obstructions away from between the transmitter and receiver before testing the operation of the garage door opener.

5. Test the garage door opener, high beam, and low beam headlamp operation.

NOTE:

When the transmitter is activated by toggling the headlamp switch, the red LED on the transmitter illuminates for one second to indicate that the transmitter is functioning correctly.

6. Set the motorcycle ignition switch to OFF.



Seat

NOTE:

The heated seat will automatically shut off after one hour of continuous operation to prevent overheating. To reset the seat, push the heated seat switch to the off position. Then set the switch back to the desired heat setting.

Removal

CAUTION

Detach passenger seat strap before removing seat. Failure to do so can result in damage to rear fender paint. (00225a)

1. Open right saddlebag cover and remove fastener from seat strap bracket.
2. Pull upward on strap to free it from slot in bracket. Move passenger seat strap to side of seat.
3. Remove mounting fastener to detach seat mounting bracket from top of rear fender.
4. See Seat Tongue. Push seat rearward to free tongue from slot in the seat.
5. Separate the seat connector half from the power connector half.
6. Remove seat.

Installation

1. Mate the heated seat connector half to the power connector half found in the frame backbone Y to the left of the battery.

2. See Seat. Place seat on frame backbone.
3. See Seat Tongue. Firmly push front of seat downward and rearward until tongue engages slot in seat.
4. Push seat forward until rear fender seat retention nut is centered in hole of mounting bracket.
5. Install seat mounting fastener. Tighten to 20-40 ft-lbs (2.3-4.5 Nm).

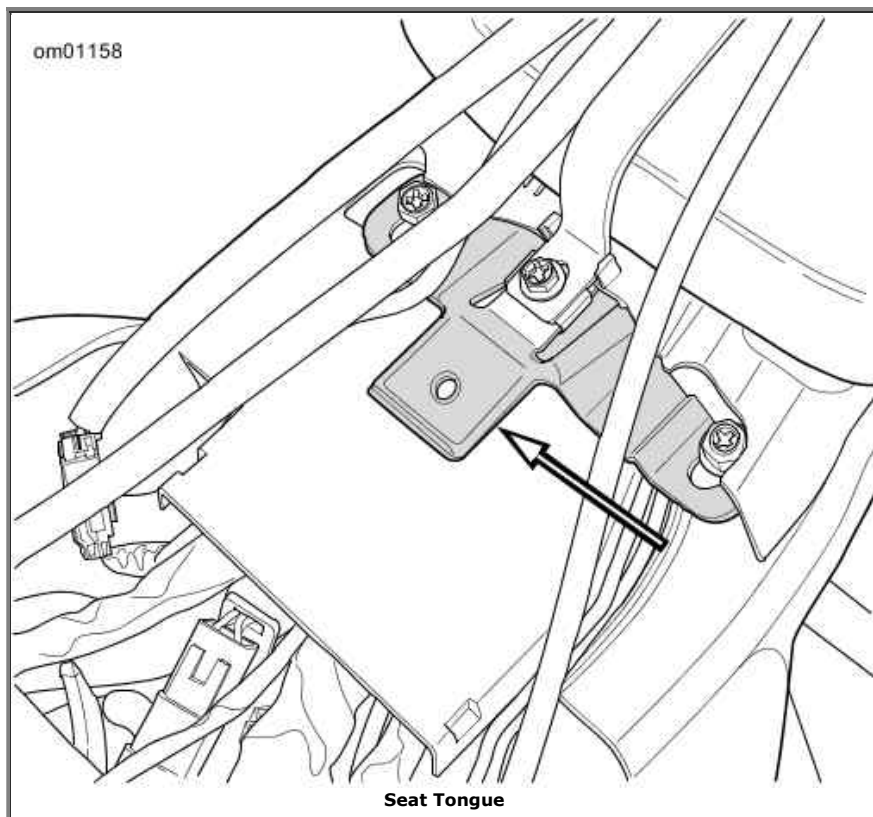
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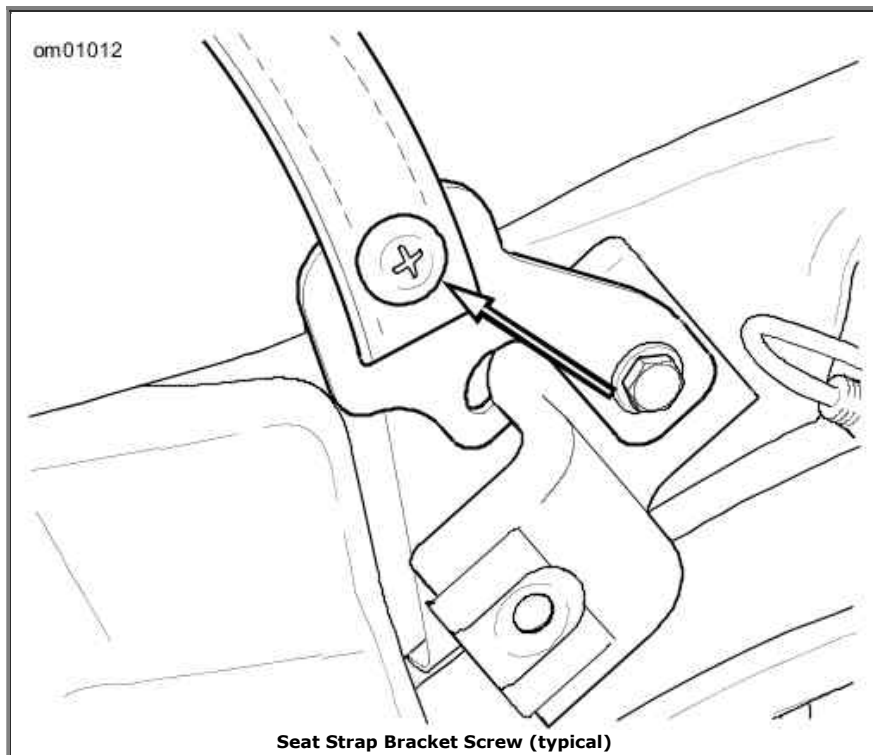
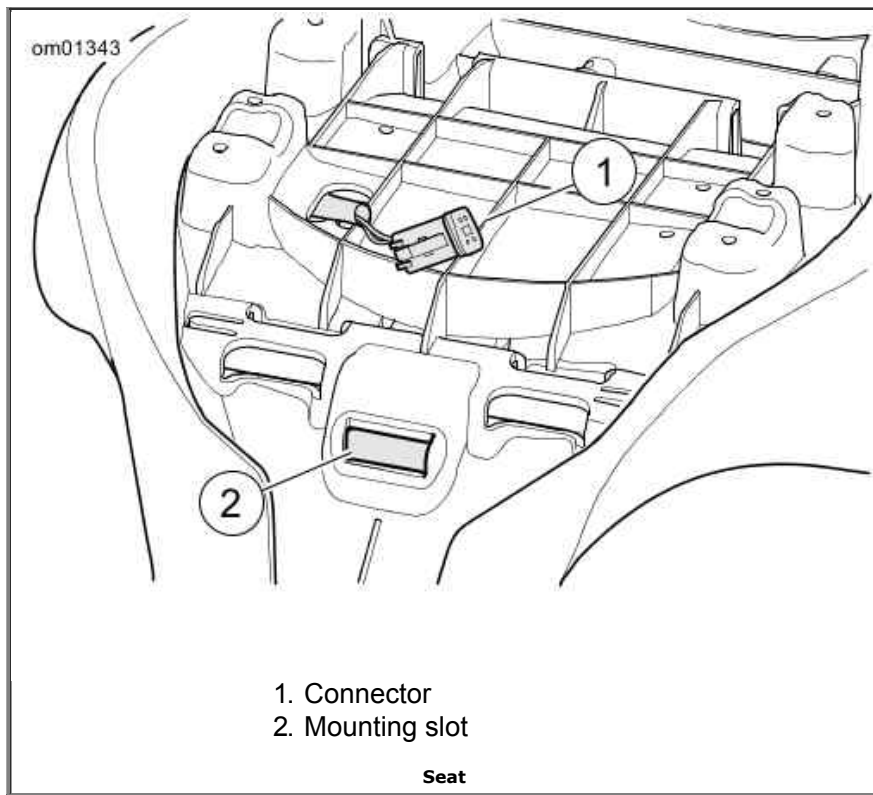
If the seat retention nut is damaged or lost, see service manual for instructions.

⚠ WARNING

After installing seat, pull upward on seat to be sure it is locked in position. While riding, a loose seat can shift causing loss of control, which could result in death or serious injury. (00070b)

6. See Seat Strap Bracket Screw (typical). Install end of seat strap in slot of seat strap bracket. Install seat strap bracket fastener. Tighten to 48-72 in-lbs (5.4-8.1 Nm).
7. Pull up on seat to verify that it is properly secured.





Rider Backrest

Removal

1. Spread the seat covering at the base of the backrest exposing the two spring loaded support arms.
2. See Rider Backrest Installation. Using two hands, squeeze the spring loaded support arms together.
3. Pull upward to remove the backrest from the bracket.

Installation

1. Spread the seat opening to expose the keyed backrest support bracket.
2. Squeeze together the two spring loaded support arms on the backrest.
3. See Rider Backrest Mounting Bracket. Insert the support arms into the keyed support bracket. Select one of three height adjustment holes.
4. Test to make sure the seat is secured into the bracket.

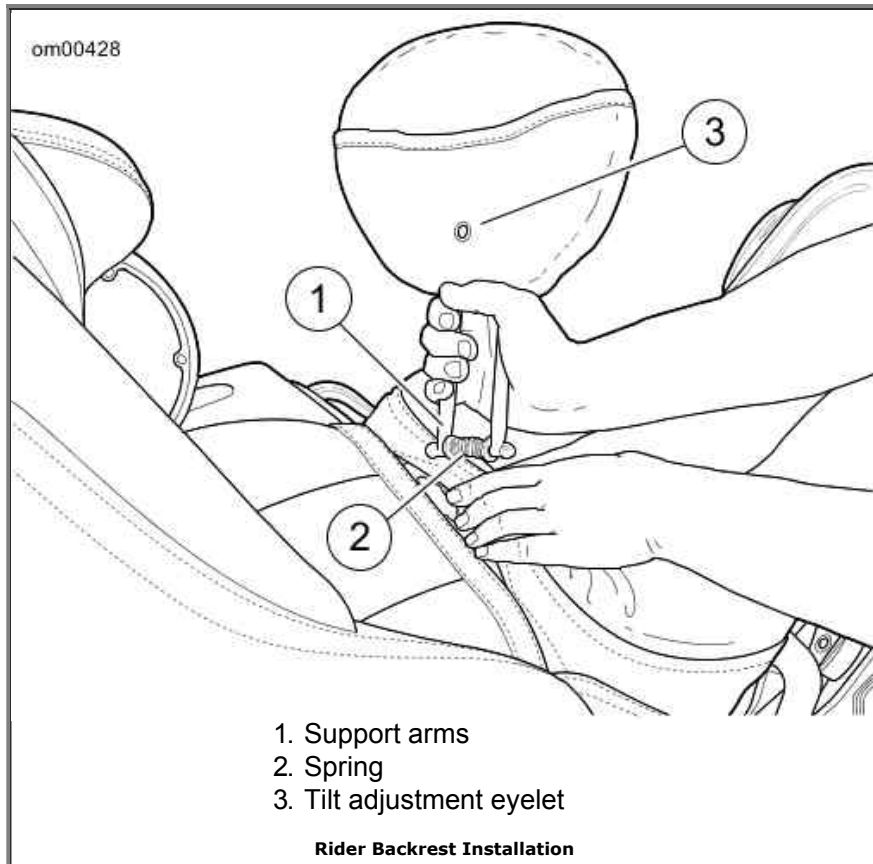
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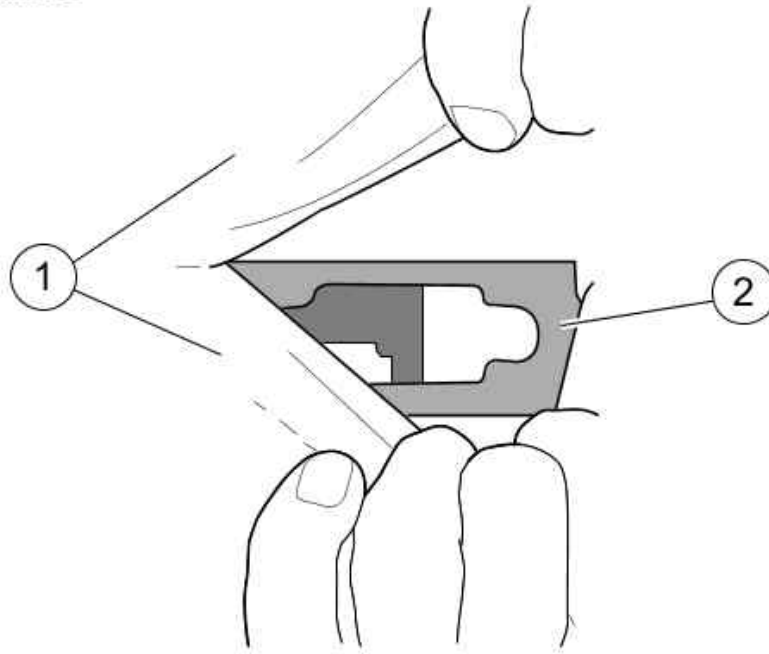
The backrest is spring loaded to assist the passenger in getting on and off the vehicle.

Adjustment

Height Adjustment: Select one of three sets of holes in the bracket to fit the backrest to the rider.

Tilt (Angle) Adjustment: See Rider Backrest Installation. Locate the set screw behind the eyelet (3) in the back of the backrest. To set an angle that fits the rider, use a 3/16 in. Allen wrench to loose, adjust and tighten the screw to fix the angle of the backrest.





1. Seat
2. Keyed support bracket

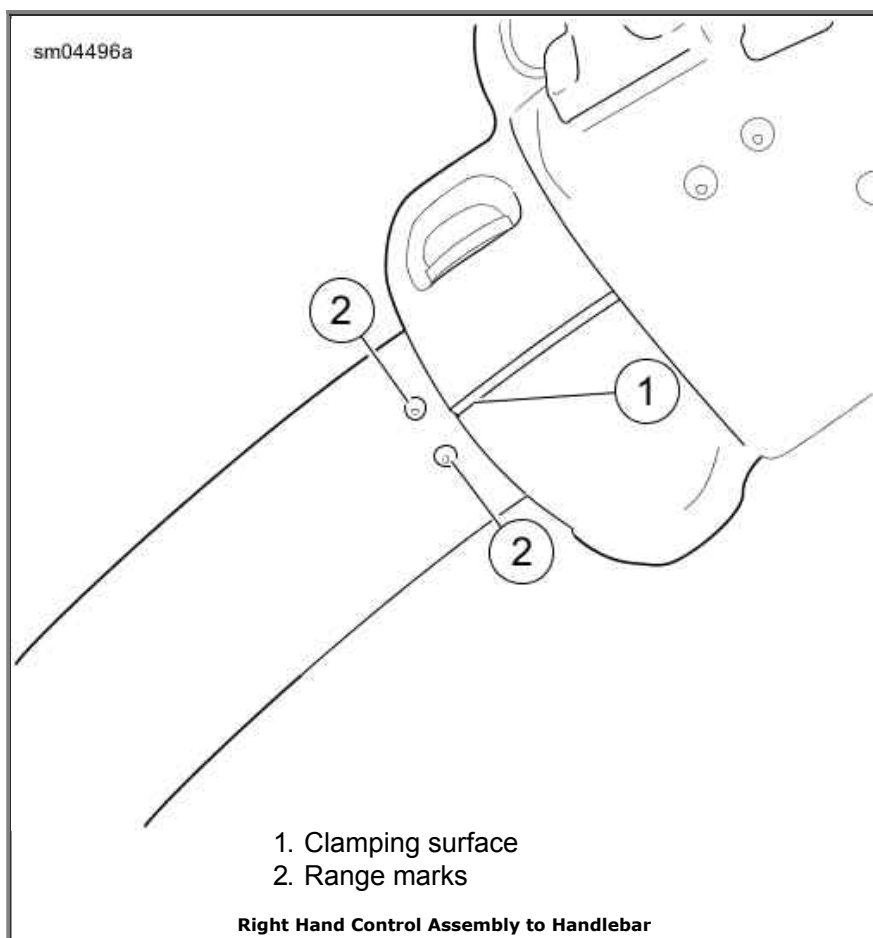
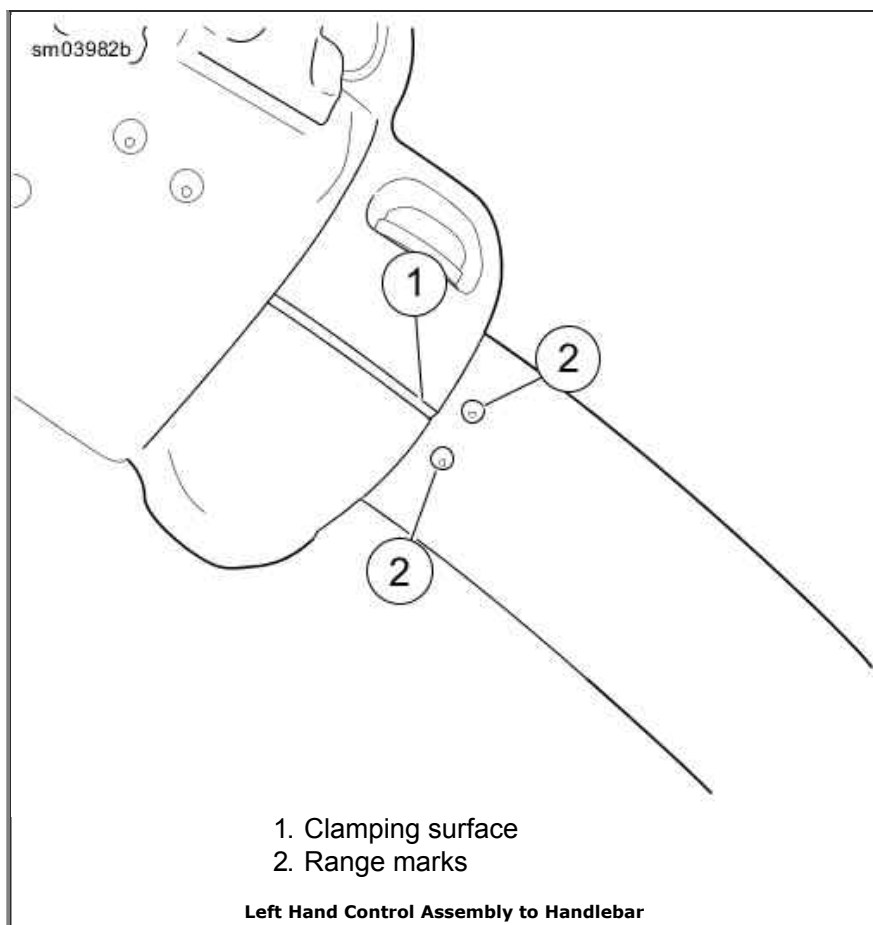
Rider Backrest Mounting Bracket

Adjusting Handlebar Controls

CAUTION

Control wiring is routed inside handlebar and may be pinched or cut if controls are rotated too far. Electrical damage to control wiring can result. See Service Manual Supplement or see a Harley-Davidson dealer. (00363a)

1. Loosen control assembly fasteners only enough to allow movement for adjustment purposes, use caution to not loosen too much to allow cable pinch.
2. See Left Hand Control Assembly to Handlebar. Align left hand controls for operator comfort with clamping surface (1) located within the range marks (2).
3. Tighten switch housing fasteners to 35-45 in-lbs (4.0-5.1 Nm).
4. See Right Hand Control Assembly to Handlebar. Align right hand controls for operator comfort with clamping surface (1) located within the range marks (2).
5. Tighten switch housing fasteners to 35-45 in-lbs (4.0-5.1 Nm).



Radio/CB Antenna

The antenna mast is threaded on a mount at the rear of the motorcycle. Unscrew the antennas if they must be removed. When installing, hand-tighten only.

Antennas for the radio and CB are different. For vehicles with a CB, always install the CB antenna (marked with the letters "CB" at the base of the mast) on the right side of the motorcycle. Installing the incorrect antenna for the radio or CB will result in degraded reception.

Motorcycle Storage

Placing Motorcycle in Storage

CAUTION

Proper storage is important for the trouble-free operation of your motorcycle. See your Owner's Manual for storage recommendations or see a Harley-Davidson dealer. Improper storage procedures can lead to equipment damage. (00046a)

If the motorcycle will not be operated for several months, such as during the winter season, there are several tasks which should be performed. These steps will protect parts against corrosion, preserve the battery and prevent the build-up of gum and varnish in the fuel system.

⚠WARNING

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

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. Fill fuel tank and add a gasoline stabilizer. Use one of the commercially available gasoline stabilizers and follow the manufacturer's instructions.
2. Warm motorcycle to operating temperature. Change oil and turn engine over to circulate the new oil.
3. Check and adjust belt if necessary.
4. Check tire inflation. Adjust to proper inflation pressure.
5. To protect the vehicle's body panels, engine, chassis and wheels from corrosion, follow the cosmetic care procedures described in the Care and Cleaning section of this owner's manual prior to storage.
6. Prepare battery for winter storage. See Battery: General.

⚠WARNING

Explosive hydrogen gas, which escapes during charging, could cause death or serious injury. Charge battery in a well-ventilated area. Keep open flames, electrical sparks and smoking materials away from battery at all times. KEEP BATTERIES AWAY FROM CHILDREN. (00065a)

NOTE:

- *If the motorcycle will be stored with the security system armed, connect a 750Ma SUPERSMART BATTERY TENDER 94654-98B to maintain battery charge.*
- *If the motorcycle will be stored with the security system disarmed, turn the motorcycle on while the hands-free fob is present. This will prevent the optional siren from*

sounding. Disconnect the negative battery cable and prepare battery for storage. See Battery: General.

7. If motorcycle is to be covered, use a material such as light canvas that will breathe. Plastic materials that do not breathe promote the formation of condensation. Do not bend or tuck antennas under the cover. Either remove the antennas (if equipped) or allow them to protrude through the cover.

Removing Motorcycle From Storage

⚠WARNING

The clutch failing to disengage can cause loss of control, which could result in death or serious injury. Prior to starting after extended periods of storage, place transmission in gear and push vehicle back and forth several times to assure proper clutch disengagement. (00075a)

1. See Battery: General for proper battery care. Charge and install the battery.
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

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

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 can result in engine damage. (00071a)

Care and Cleaning

Cleaning and General Care

Clean and protect the cosmetic surfaces on your motorcycle as often as possible to inhibit rust and corrosion. After the motorcycle is cleaned, polish and seal the motorcycle to create a sacrificial barrier of protection against the weather and harsh substances.

Refer to Recommended Cleaning and Care Products and Recommended Surface Care Products. Harley-Davidson cleaning products are tested extensively for use on vehicle surfaces and are formulated to be compatible with one another. See a Harley-Davidson dealer to purchase recommended cleaning products.

NOTES:

- *Use recommended surface care products. Paper towels, terry cloths, cloth diapers or other materials with nylon fibers can create fine scratches to surfaces.*
- *Some painted finishes and other surfaces may be scratched if gravel, dirt or grime are scraped across the surface during washing. Use clean towels and avoid rubbing sediments across gloss finishes.*
- *For repair of scratched surfaces, see a Harley-Davidson dealer.*

⚠ WARNING

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

⚠ WARNING

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

CAUTION

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

CAUTION

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

Recommended Cleaning and Care Products

PRODUCT	PART NUMBER	PURPOSE	FRAME	BODY PANELS	WHEELS	DENIM FINISH	OTHER
H-D Sunwash Cleaner Concentrate	94659-98	General cleaning and washing of all surfaces. Prevents hard water spots and rinses clean in the sun.	Yes	Yes	Yes	Yes	
H-D Bug Remover	94657-98	Removes bugs	Yes	Yes	Yes	Yes	

		from metal, plastic or painted surfaces. Also available as individual wipes (97400-10).					
Harley-Gloss	94627-98	Produces high gloss with UV protection. Allows chrome to breathe, unlike wax. Good for windshields. Also available as individual wipes (97401-10).	Yes	Yes	Yes	No	
Harley Spray Cleaner and Polish	99817-99B	Aerosol quick cleaner and detailer. Degreases and reduces static attraction to dust.	Yes	Yes	Yes	No	
Wheel and Tire Cleaner	94658-98	Cleans wheels, tires, whitewalls and black-coated exhaust pipes and mufflers. Do not use on frames or anodized parts.	No	No	Yes	No	
Harley Bright Chrome Cleaner	94683-99	Shines chrome-plated surfaces and cleans brushed aluminum or stainless steel surfaces.	As applicable				
Harley Bright Metal Polish	99725-89	Polishes non-clear coated polished aluminum or polished stainless steel surfaces.	As applicable				
Harley Glaze Polish & Sealant	99701-84	Polishes windshields, painted surfaces and chrome.	Yes	Yes	As applicable	No	
H-D Swirl & Scratch Treatment	94655-98	Removes fine scratches and swirls.	Yes	Yes	No	No	
Harley Denim Paint Cleaner	94866-10	Waterless quick cleaner and detailer.	Yes	Yes	Yes	Yes	

Windshield Cleaner Individual Wipes	97406-10	Quick windshield cleaner for road trips.	Yes	Yes	No	No	Windshield
H-D Black Tire Sidewall Protectant	94628-05	Restores luster to black tire sidewalls.	No	No	No	No	Tires
H-D Preserve Bare Aluminum Protectant	99845-07	Corrosion control for bare aluminum surfaces. Also available as individual wipes (99846-10).	As applicable				
H-D Windshield Water Repellent Treatment	99841-01	Allows water to bead and dissipate from the windshield.	No	No	No	No	Windshield
H-D Leather Dressing	98261-91V	Weatherproofs and preserves leather products.	No	No	No	No	Leather goods
Harley Rejuvenator for Black Leather	98839-09	Rejuvenates black leather products.	No	No	No	No	Black leather goods
S100 Total Cycle Cleaner	99760-85T	Cleans painted surfaces, chrome and aluminum. Rinse completely while surfaces are wet. Do not allow to dry.	Yes	Yes	Yes	No	
NOVUS 1 Cleaner/Protectant	99837-94T	Cleans windshields, tail lamps and all plastics. Resists fingerprints, fogging, smears and repels dust.	No	No	No	No	Windshield
NOVUS 2 Scratch Remover	99836-94T	Minor scratch remover for windshields and plastics. Apply after NOVUS 1.	No	No	No	No	Windshield

Recommended Surface Care Products

PRODUCT	PART NO.	DESCRIPTION
Wash Mitt	94760-99	Absorbant wool-blended washing mitten.
Soft Detailing Pad	94790-01	Soft pad for removing bugs and debris without scratching the surface finish.

Softstrips	94680-99	For cylindrical surfaces such as handlebars, forks, pushrod covers and spokes.
Softcloth	94656-98	Non-absorbant cloth for applying and buffing Swirl & Scratch treatment and Harley Glaze to painted surfaces or chrome.
Soft Drying Towel	94791-01	Extra-absorbant, non-streaking synthetic towel for drying. Dampen towel and wring out before using for greatest absorbancy.
Wheel & Spoke Brush	43078-99	Cone-shaped scrub brush for wheels.
Microfiber Detailing cloth	94663-02	Highly absorbant detailing cloth for polishing and sealing. Contains no nylon fibers.
S100 Detailing Swabs	99780-04	Large cotton swabs for cleaning crevices and detailed surfaces.
Cleaning Brush Kit	94844-10	Brush kit for detailing your motorcycle.
H-D Bike Wash Bucket and Apron	94811-10	Wash bucket with apron to hold your supplies. Includes grit guard.

Washing the Motorcycle

Refer to Recommended Cleaning and Care Products and Recommended Surface Care Products for recommended cleaning and care products.

NOTES:

- *During rinsing and washing, avoid direct spray on radio, saddlebags, trunk or Tour-Pak sealing areas (if equipped). Avoid spraying water under leather saddlebag covers (if equipped).*

Preparation

1. Allow motorcycle to cool before rinsing or washing. Spraying water on hot surfaces can leave water spots and mineral deposits.
2. Rinse the motorcycle from the bottom up.
3. To loosen dried bugs or hardened dirt, allow surfaces to soak under a damp towel.

Cleaning the Wheels and Tires

1. Rinse wheel and tire surfaces. Avoid splashing brake dust on chrome or painted parts.
2. Apply Wheel and Tire Cleaner. Allow cleaner to sit for 1 minute.
3. Clean wheel with Soft Detailing Pad or Wheel & Spoke Brush. Use Softstrips to clean wheel spokes.
4. Rinse well.

Washing the Motorcycle

NOTE:

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

1. Fill a bucket with clean water.
2. Fill an H-D wash bucket with water and add H-D Sunwash Cleaner Concentrate, following

the directions on the package.

3. Soak the H-D Wash Mitt in the Sunwash solution. Wash all surfaces from the top working down.
4. Spray H-D Bug Remover to remove any bugs.
5. Rinse from the bottom up, then rinse from the top down.

Drying the Motorcycle

1. Dry the surfaces of the motorcycle from the top down using a Soft Drying Towel or HOG Blaster.
2. Dampen towel in clean water and wring out the excess. The towel is more absorbent when wet.
3. Wipe across the vehicle surface.
4. Repeat as necessary until surface is completely dry.

Polishing and Sealing

NOTE:

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

1. Apply Harley Glaze Polish & Sealant with a Softcloth or Microfiber Detailing Cloth, following the instructions on the package.
2. Buff with a Softcloth.

Finishing Tires

Apply Harley Black to tires, following the instructions on the package.

Leather Care

NOTES:

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

Leather surfaces are not designed for long-term exposure to inclement weather and should be protected with a Harley-Davidson Seat Rain Cover or Motorcycle Storage Cover (sold separately). See your Harley-Davidson dealer.

Leather must be periodically cleaned and treated to maintain its appearance and extend its life. Clean and treat leather once a season or more frequently under adverse conditions.

CAUTION

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

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

leather.

- Use **ONLY** a good quality saddle soap to clean leather. Be sure you rinse saddle soap off thoroughly before treating leather.
- Never try to dry leather quickly, using artificial means. Always let leather dry naturally, at room temperature. Always allow leather to dry completely before using.

1. Vacuum or blow dust off.
2. Thoroughly clean leather with a good quality saddle soap, following manufacturer's directions. Rinse thoroughly with clean sponge or cloth and water. Allow leather to dry.
3. Once leather is dry, rejuvenate faded black leather surfaces with Harley Rejuvenation for Black Leather.
4. Treat with a good quality leather treatment, such as H-D Leather Dressing.

Wheel Care

Regular washing and the use of a corrosion protectant will help the wheels maintain their original appearance. Damage from harsh chemicals, acid based wheel cleaners, brake dust and lack of maintenance can occur. Refer to Recommended Cleaning and Care Products for recommended cleaning products.

NOTES:

- *Treat new wheels with Harley Preserve to protect against corrosion. Reapply frequently to clean wheels.*
- *It is imperative that the wheels are cared for weekly to guard against pitting and corrosion.*
- *Corrosion of these components is not considered to be a defect in materials or workmanship.*
- *Aluminum wheels do not have a protective coating.*

Windshield Care

CAUTION

Polycarbonate windscreens/windshields require proper attention and care to maintain. Failure to maintain polycarbonate properly can result in damage to the windscreen/windshield. (00483d)

CAUTION

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

- Powdered, abrasive or alkaline cleanser will damage the windscreen/windshield. Ammonia-based window cleaners cause permanent yellow effects to windshields.
- Do not use gas station windshield cleaner as it may damage the finish.
- Do not clean in hot sun or high temperature.

Windshields require special care. Harley-Davidson recommends using Harley Softcloths to clean your windshield. Refer to Recommended Surface Care Products for recommended cleaning products.

NOTES:

- *Use NOVUS 2 SCRATCH REMOVER to remove minor scratches.*
- *To treat the windshield with water repellent use WINDSHIELD WATER REPELLENT TREATMENT.*
- *Covering the windshield with a clean, wet cloth for approximately 15-20 minutes before washing will make dried bug removal easier.*

1. Use mild soap and warm water to wash the windshield.
2. Wipe dry with a clean Soft Drying Towel.

NOTE:

To minimize swirl marks, cleaning should be done when motorcycle is cool and parked in the shade. Faint swirl marks are normal and may be more visible on tinted windshields.

Troubleshooting

Troubleshooting: General

⚠ WARNING

The troubleshooting section of the Owner's Manual is a guide to diagnose problems. Read the service manual before performing any work. Improper repair and/or maintenance could result in death or serious injury. (00080a)

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.

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).
4. Jiffy stand not in retracted position (required for international models only).
5. Blown fuse.

Engine Turns Over But Does Not Start

1. Fuel tank empty.
2. Discharged battery or loose or damaged 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. Fuel pump inoperative. See dealer.

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. Water or dirt in fuel system.
7. Fuel pump inoperative. See dealer.
8. Check ACR operation. See dealer.

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. See dealer.
7. Water or dirt in fuel system, filter or carburetor.
8. Fuel vent system plugged. See dealer.
9. One or more injectors fouled. 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. Insufficient air flow over cylinder heads during extended periods of idling or parade duty.

Excessive Vibration

1. Rear fork pivot shaft nuts loose. See dealer.
2. Front engine mounting bolts loose. See dealer.
3. Engine to transmission mounting bolts loose. See dealer.
4. Broken frame. See dealer.
5. Front chain or links tight as a result of insufficient lubrication or belt badly worn.

6. Wheels and/or tires damaged. See dealer.
7. Vehicle not properly aligned. See dealer.

Electrical System

Alternator Does Not Charge

1. Regulator not grounded. See dealer.
2. Engine ground wire loose or damaged. See dealer.
3. Loose or damaged wires in charging circuit. See dealer.

Alternator Charge Rate is Below Normal

1. Weak battery.
2. Excessive use of add-on accessories.
3. Loose or corroded connections.
4. Extensive periods of idling or low speed riding.

Transmission

Transmission Shifts Hard

1. Bent shifter rod. See dealer.

Transmission Jumps Out of Gear

1. Worn shifter dogs in transmission. See dealer.

Clutch Slips

1. Worn friction discs. See dealer.
2. Insufficient clutch spring tension. See dealer.

Clutch Drags or Does Not Release

1. Primary chaincase overfilled.
2. Clutch discs warped. See dealer.

Clutch Chatters

1. Friction discs or steel discs worn or warped. See dealer.

Brakes

ABS System Behavior

1. ABS lamp does not shut off above 3 mph 5 km/h . See dealer.
2. Other ABS symptoms. Refer to ABS Symptoms and Conditions.

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. 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.

Heated Hand Grips

1. Engine must be running. Start engine.
2. Check fuse.
3. See dealer.

Warranties and Responsibilities

Warranty and Maintenance

This Owner's Manual contains your new motorcycle limited warranty and your owner's maintenance record.

It is your responsibility as the owner to follow the maintenance schedule at the mileage intervals as specified in the Owner's Manual. All of the specified maintenance services must be performed to keep your limited warranty valid.

1. Make an appointment with a Harley-Davidson dealer for inspection and service prior to the first 1000 mi 1600 km , and as soon as possible after any problem arises.
2. Bring this Owner's Manual with you when you visit your authorized Harley-Davidson dealer to have your motorcycle inspected and serviced.
3. Have the dealer technician sign the maintenance record in the Owner's Manual at the proper mileage interval. These records should be retained by the owner as proof of proper maintenance.
4. Keep receipts covering any parts, service or maintenance performed.

These records should be transferred to each subsequent owner.

Use only Harley-Davidson approved parts and accessories that have been designed, tested and approved for your model and model year motorcycle.

Use of certain manufacturers' aftermarket performance parts may void all or parts of your limited warranty. See an authorized Harley-Davidson dealer.

Harley-Davidson authorized 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 Harley-Davidson is 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 authorized Harley-Davidson dealerships.

Keeping It All Harley-Davidson

Genuine Harley-Davidson parts are engineered and tested specifically for use on your motorcycle. Insist that your authorized Harley-Davidson dealer uses only Genuine Harley-Davidson replacement parts and accessories to keep your Harley-Davidson motorcycle and its limited warranty intact.

NOTE:

Installing off-road or competition parts to enhance performance may void all or part of your new motorcycle limited warranty. See the Harley-Davidson Motorcycle Limited Warranty in this manual or an authorized Harley-Davidson dealer for details.

CAUTION

It is possible to overload your vehicle's charging system by adding too many electrical accessories. If the combined electrical accessories operating at any one time consume more electrical current than the vehicle's charging system can produce, the electrical consumption can discharge the battery and cause damage to the vehicle's electrical system. See an authorized Harley-Davidson dealer for advice about the amount of current consumed by additional electrical accessories or for necessary wiring changes. (00211c)

California and Select International Markets Evaporative Emission Controls: 2011 Models

All new 2011 Harley-Davidson motorcycles sold in the State of California and select international markets are equipped with an evaporative emission control system. This system is designed to meet CARB and local 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 in the United States

EPA noise regulations require that the following statements be included in the Owner's Manual.

EPA Regulations

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 FOLLOWING:

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. The fact that a dealership performs warranty repairs does not create an agency relationship between Harley-Davidson Motor Company and the authorized dealership. If you have any questions regarding warranty obligations contact your authorized Harley-Davidson dealer.

For normal service work or warranty work under the above conditions, you may obtain the name and location of your nearest U.S. authorized Harley-Davidson dealer by calling 800-490-9635 (toll free), in any state except Alaska and Hawaii. To find dealers worldwide, see www.harley-davidson.com.

Reporting Safety Defects in United States

Safety defects must be reported to the National Highway Traffic Safety Administration (NHTSA) and Harley-Davidson.

NHTSA Statement

If you believe that your motorcycle 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 motorcycles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your authorized Harley-Davidson dealer, or Harley-Davidson.

Refer to NHTSA Contacts to contact NHTSA.

NHTSA Contacts

ITEM	DATA
Phone	Call the Auto Safety Hot Line toll-free at 888-DASH-2DOT
Mail	U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Defects Investigation, NVS-210, 400 7th Street S.W., Washington, D.C. 20590
Web site	www.nhtsa.dot.gov

You can also obtain other information about motor vehicle safety from the hot line.

Required Documentation for Imported Motorcycles

If a Harley-Davidson motorcycle is imported into the United States, additional documentation is required to be eligible for the United States Harley-Davidson's Limited Warranty. A Harley-Davidson dealer can provide a form explaining the requirements.

Owner Contact Information

If you move from your present address, sell your motorcycle, or purchase a pre-owned Harley-Davidson motorcycle, see an authorized Harley-Davidson dealer to update your owner contact information.

This will provide Harley-Davidson with an accurate registration (as required by law in some countries), and will allow Harley-Davidson to notify you in the event of a recall or product program.

Updated owner information must also be on file with Harley-Davidson when transferring an Extended Service Plan Contract on a pre-owned motorcycle.

When updating your contact information, your authorized Harley-Davidson dealer will need your vehicle identification number (VIN), odometer mileage, and date of vehicle transfer (if applicable).

Limited Motorcycle Warranty

2011 HARLEY-DAVIDSON MOTORCYCLE LIMITED WARRANTY

24 Months/Unlimited Miles

Harley-Davidson warrants for any new 2011 Harley-Davidson motorcycle/sidecar that an authorized Harley-Davidson dealer will repair or replace without charge any parts found under normal use to be defective in factory materials or workmanship. Such repair or replacement will be Harley-Davidson's sole obligation and your sole remedy under this limited warranty.

THERE IS NO OTHER EXPRESS WARRANTY (OTHER THAN THE SEPARATE EMISSIONS AND NOISE LIMITED WARRANTIES) ON THE MOTORCYCLE/SIDECAR. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF THIS LIMITED WARRANTY.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

TO THE FULLEST EXTENT ALLOWED BY LAW, NEITHER HARLEY-DAVIDSON NOR ITS AUTHORIZED DEALERS SHALL BE LIABLE FOR LOSS OF TIME, INCONVENIENCE, LOSS OF MOTORCYCLE/SIDECAR USE, COMMERCIAL LOSS OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

This limited warranty gives you specific legal rights, and you may have other rights which vary from state to state.

The following terms and conditions apply to this limited warranty:

Duration

1. The duration of this limited warranty is twenty-four months, starting from the earlier of (a) the date of initial retail purchase and delivery from an authorized Harley-Davidson dealer, or (b) the third anniversary of the last day of the model year of the motorcycle/sidecar. Your authorized Harley-Davidson dealer will submit an electronic Sales and Warranty Registration form to initiate your limited warranty.
2. Any unexpired portion of this limited warranty will be transferred to subsequent owners, upon the resale of the motorcycle/sidecar during the limited warranty period.

Owner's Obligations

To obtain warranty service, return your motorcycle/sidecar at your expense within the limited warranty period to an authorized dealer. The authorized Harley-Davidson dealer should be able to provide warranty service during normal business hours and as soon as possible, depending upon the workload of the authorized dealer's service department and the availability of necessary parts.

Harley-Davidson Motor Company, P.O. Box 653, Milwaukee, Wisconsin 53201, U.S.A.

Exclusions

This limited 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, neglected, misused, improperly stored, used "off the highway," or used for racing or competition of any kind.
3. Which is not manufactured to comply with the laws of the market in which it is registered.
4. Installing off-road or competition parts to enhance performance, or making other unapproved modifications, may void all or part of your new motorcycle/sidecar limited warranty. See an authorized Harley-Davidson dealer for details.
5. Acts of God, war, riot, insurrection, natural disasters, including, but not limited to, nuclear contamination, lightning, forest fires, dust storms, hail storms, ice storms, earthquakes, floods, or for other circumstances out of Harley-Davidson's control.
6. Which has been in an accident, collision, dropped or struck.

Other Limitations

This warranty does not cover:

1. Parts and labor for normal maintenance as recommended in the Owner's Manual, or the replacement of parts due to normal wear and tear including, but not limited to, the following: tires, lubrication, oil and filter change, fuel system cleaning, battery maintenance, engine tune-up, spark plugs, brake, clutch, chain/belt adjustment and chain replacement.
2. Cosmetic concerns that arise as a result of owner abuse, lack of proper maintenance or environmental conditions (except concerns that result from defects in factory materials or workmanship, which are covered by this limited warranty for the duration of the limited warranty period).
3. Any cosmetic condition existing at the time of retail delivery that has not been documented by the authorized Harley-Davidson selling dealer prior to retail delivery.
4. Defects or damage to the motorcycle/sidecar caused by alterations outside of Harley-Davidson's factory specifications.

Important: Read Carefully

1. Authorized Harley-Davidson dealers are independently owned and operated and may sell non-Harley-Davidson products. Because of this, HARLEY-DAVIDSON IS NOT RESPONSIBLE FOR THE SAFETY, QUALITY, OR SUITABILITY OF ANY NON-HARLEY-DAVIDSON PART, ACCESSORY OR DESIGN MODIFICATION INCLUDING, BUT NOT LIMITED TO, LABOR WHICH MAY BE SOLD AND/OR INSTALLED BY AUTHORIZED HARLEY-DAVIDSON DEALERS.
2. This limited warranty is a contract between you and Harley-Davidson. It is separate and apart from any warranty you may receive or purchase from an authorized Harley-Davidson dealer. An authorized Harley-Davidson dealer is not authorized to alter, modify, or in any way change the terms and conditions of this limited warranty.

3. Any warranty work or parts replacement authorized by Harley-Davidson will not preclude Harley-Davidson from later relying on any exclusion where applicable.

Limited Noise Warranty

2011 HARLEY-DAVIDSON MOTORCYCLE NOISE CONTROL SYSTEM LIMITED WARRANTY

The following limited warranty applies to the noise control system, is in addition to the MOTORCYCLE LIMITED WARRANTY and EMISSION CONTROL SYSTEM LIMITED WARRANTY, and applies only to Harley-Davidson motorcycles sold in the U.S.

Harley-Davidson warrants to the first owner and each subsequent owner that this motorcycle 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) and that it is free from defects in factory materials and workmanship which can cause this motorcycle not to meet U.S. Environmental Protection Agency Standards within one (1) year from initial retail purchase and delivery from an authorized Harley-Davidson dealer or one (1) year from the [second] anniversary of the last day of the model year of the motorcycle, or 3,730 miles 6,000 kilometers whichever occurs first. Any unexpired portion of this limited warranty will be transferred to subsequent owners, upon the resale of the motorcycle during the limited warranty period. If the motorcycle was used as a demonstrator or company motorcycle, then the limited warranty period may have started and/or expired prior to the initial retail sale. See an authorized Harley-Davidson dealer for details.

THERE IS NO OTHER EXPRESS WARRANTY (OTHER THAN THE SEPARATE MOTORCYCLE AND EMISSIONS LIMITED WARRANTIES) ON THE MOTORCYCLE. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF THIS LIMITED WARRANTY.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

The limited one year 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 motorcycle 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 LIMITED WARRANTY

1. Failures which arise as a result of misuse, alteration, or non-performance of maintenance 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. Any motorcycle on which the odometer mileage has been changed so that the mileage cannot be determined.
4. TO THE FULLEST EXTENT ALLOWED BY LAW, HARLEY-DAVIDSON AND ITS AUTHORIZED DEALERS SHALL NOT BE LIABLE FOR LOSS OF TIME, INCONVENIENCE, LOSS OF MOTORCYCLE USE, COMMERCIAL LOSS OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Other Rights

This limited warranty gives you specific legal rights, and you may have other rights which vary from state to state.

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 Harley-Davidson 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 Emission Warranty

2011 HARLEY-DAVIDSON EMISSION CONTROL SYSTEM LIMITED WARRANTY

The following limited warranty applies to the emission control system, is in addition to the MOTORCYCLE LIMITED WARRANTY and NOISE CONTROL SYSTEM LIMITED WARRANTY, and applies only to Harley-Davidson motorcycles sold in the U.S. Refer to the "CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT" for additional warranty provisions applicable to California motorcycles.

Harley-Davidson Motor Company warrants to the first owner and each subsequent owner that this vehicle is designed, built, and equipped so as to conform at the time of sale with applicable regulations under section 7521 of Title 42 of the United States Code, and that it is free from defects in materials and workmanship which would cause this motorcycle to fail to conform with applicable regulations for five (5) years from the initial retail purchase and delivery from an authorized Harley-Davidson dealer (or five (5) years from the date the motorcycle is first placed in service, if it is first placed in service as a "demonstrator" or "company" motorcycle prior to delivery), or 18,641 miles 30,000 kilometers, whichever occurs first. Any unexpired portion of this limited warranty will be transferred to subsequent owners, upon the resale of the motorcycle during the warranty period.

THERE IS NO OTHER EXPRESS WARRANTY (OTHER THAN THE SEPARATE MOTORCYCLE AND NOISE LIMITED WARRANTIES) ON THE MOTORCYCLE. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF THIS WARRANTY.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

The limited 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 motorcycle 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 LIMITED 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. Any motorcycle on which the odometer mileage has been changed so that the mileage cannot be determined.
4. TO THE FULLEST EXTENT ALLOWED BY LAW, HARLEY-DAVIDSON AND ITS AUTHORIZED DEALERS SHALL NOT BE LIABLE FOR LOSS OF TIME, INCONVENIENCE, LOSS OF MOTORCYCLE USE, COMMERCIAL LOSS OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Items Covered by this Emission Warranty

The emission performance warranty covers the following "warranted parts" only:

Basic Mechanical Components-Engine: Intake and exhaust valves; drive belts; manifold and cylinder head bolts; engine oil and filter; engine coolant; cooling system hoses, and connections; oil injection metering system

Fuel System: Fuel specification-octane rating, lead content; carburetor-idle RPM, mixture ratio; choke mechanism; fuel system filter and fuel system lines and connections; choke plate and linkage.

Ignition Components: ignition timing and advance systems, distributor breaker points and condenser; spark plugs; ignition wiring; operating parts of distributor.

Crankcase Ventilation System: PCV valve; ventilation hoses; oil filter breather cap; manifold inlet (carburetor spacer, etc.)

External Exhaust Emission Control System: Secondary air injection system hoses; air system manifolds; control valves and air pump; manifold reactors; catalytic converters; exhaust recirculation; water injection.

Evaporative Emission Control System: Engine compartment hose connections; carbon storage media; fuel tank pressure-relief valve operation; fuel vapor control valves.

Air Inlet Components: Carburetor air cleaner filter; hot air control valve.

Detailed instructions for proper maintenance and use of this motorcycle, including the time and/or mileage intervals at which such instructions are to be performed, may be found in this Owner's Manual under Regular Service Intervals.

Other Rights

This limited warranty gives you specific legal rights, and you may have other rights which vary from state to state.

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 emissions control system may be performed by any other qualified service outlet or individual. Non-genuine Harley-Davidson 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 Radio Warranty

2011 LIMITED RADIO WARRANTY

Harley-Davidson warrants that your Harley-Davidson radio will be free from factory defects in factory materials and workmanship, under normal use and service, for a period of twenty-four (24) months starting from the earlier of (a) the date of initial retail purchase of the motorcycle/sidecar on which the radio is installed, or (b) the third anniversary of the last day of the model year of the motorcycle/sidecar on which the radio is installed. Any unexpired portion of this limited warranty will be transferred to subsequent owners, upon the resale of the motorcycle/sidecar during the limited warranty period. If the motorcycle/sidecar was used as a demonstrator or company motorcycle, then the limited warranty period may have started and/or expired prior to the initial retail sale. See an authorized Harley-Davidson Dealer for details.

This limited warranty does not cover defects or damage due to abuse, misuse or improper

installation, or any radio on a motorcycle/sidecar which has been registered with Harley-Davidson as a collector's vehicle. See an authorized Harley-Davidson dealer for details.

To obtain warranty service, return your motorcycle/sidecar with sound system intact, at your expense, within the limited warranty period to an authorized Harley-Davidson dealer. Authorized Harley-Davidson dealers should be able to provide warranty service during normal business hours and as soon as possible, depending upon the 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 (**which may include a refurbished replacement radio**), 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.

THERE IS NO OTHER EXPRESS WARRANTY ON THE RADIO. ANY IMPLIED WARRANTY RELATING TO THIS RADIO, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS EXPRESSLY LIMITED TO THE DURATION OF THIS LIMITED WARRANTY.

TO THE FULLEST EXTENT ALLOWED BY LAW, HARLEY-DAVIDSON AND ITS AUTHORIZED DEALERS SHALL NOT BE LIABLE FOR LOSS OF TIME, INCONVENIENCE, LOSS OF MOTORCYCLE USE, COMMERCIAL LOSS OR OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Other Rights

This limited 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.

Maintenance Scheduling

Regular Service Intervals

Regular lubrication and maintenance will help keep your new Harley-Davidson operating at peak performance. Harley-Davidson dealer knows best how to service your motorcycle with factory approved methods and equipment, assuring you of thorough and competent workmanship.

NOTES:

- *Refer to Regular Service Intervals: 2011 FLHTCUSE6. 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.*
- *Refer to Owner's Maintenance Records. When servicing your motorcycle, bring this owner's manual to the dealership and complete information needed in the blank columns listed.*

WARNING

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

WARNING

Front fork oil	Replace											X	1
Steering head bearings	Lubricate	X		X		X		X		X			
	Adjust						X					X	1
Air suspension	Check pressure, operation and leakage	X	X	X	X	X	X	X	X	X	X	X	1
Windshield bushings (if applicable)	Inspect			X		X		X		X		X	1
Fuel door, Tour-Pak, saddlebags (if equipped)	Lubricate hinges and latches	X	X	X	X	X	X	X	X	X	X	X	
Critical fasteners	Check tightness	X		X		X		X		X		X	1
Battery	Check battery and clean connections												3
Exhaust system	Inspect for leaks, cracks, and loose or missing fasteners or heat shields	X	X	X	X	X	X	X	X	X	X	X	3
Road test	Verify component and system functions	X	X	X	X	X	X	X	X	X	X	X	
NOTES:		1. Should be performed by an authorized Harley-Davidson dealer, unless you have the proper service data and are mechanically qualified. 2. Disassemble, lubricate and inspect every 50,000 miles 80,000 kilometers . 3. Perform annually or at specified intervals, whichever comes first. 4. Change D.O.T. 4 hydraulic brake/clutch fluid and flush system every two years. 5. Perform at each rear tire change. 6. Replace fork oil and inspect every 50,000 miles 80,000 kilometers .											

Owner's Maintenance Records

SERVICE MILE INTERVAL	DATE	DEALER NUMBER	TECHNICIAN NAME	TECHNICIAN SIGNATURE
1000 MI (1600 KM)				
5000 MI (8000 KM)				
10,000 MI (16,000 KM)				
15,000 MI (24,000 KM)				

20,000 MI (32,000 KM)				
25,000 MI (40,000 KM)				
30,000 MI (48,000 KM)				
35,000 MI (56,000 KM)				
40,000 MI (64,000 KM)				
45,000 MI (72,000 KM)				
50,000 MI (80,000 KM)				

Service Literature

Refer to Service Literature: 2011 FLHTCUSE6. Visit any Harley-Davidson dealer or go to www.harley-davidson.com to purchase a service or parts manual for your motorcycle. Factory authorized manuals are the complete and detailed source of information outside of your Harley-Davidson dealer.

Service Literature: 2011 FLHTCUSE6

DOCUMENT	LANGUAGE	PART NUMBER
Touring Models Service Manual	English	99483-11
	French	99483-11FR
	German	99483-11DE
	Spanish	99483-11ES
	Italian	99483-11IT
	Brazilian Portuguese	99483-11BR
	Simplified Chinese	99483-11ZH
FLHTCUSE6 Service Manual Supplement	English	99500-11
	French	99500-11FR
	German	99500-11DE
	Spanish	99500-11ES
	Italian	99500-11IT
Touring Models Electrical Diagnostics Manual	English	99497-11
	French	99497-11FR
	German	99497-11DE
	Spanish	99497-11ES
	Italian	99497-11IT
FLHTCUSE6 Parts Catalog	English	99428-11

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