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Motorcycling Guides

number

10



**10 THINGS YOU REALLY SHOULD  
KNOW ABOUT YOUR OWN  
HARLEY-DAVIDSON**

**TOUR1**

[www.tour1.co.uk](http://www.tour1.co.uk)

## Introduction

We all know somebody who knows everything imaginable about their Harley-Davidson motorcycle and their knowledge is impressive. They must have spent many hours reading and researching about their bike. We also know somebody that knows almost zero about their bike, apart from how to ride it.

These two extremes are good, for it shows just what a diverse bunch we really are.

Most of us riders are somewhere in the middle - we know a little, but we feel it might be helpful to know a some more.

Here is a simple list of ten things you really should know about your Harley-Davidson.

[www.tour1.co.uk](http://www.tour1.co.uk)

## 1. Tyre (Tire) Pressures

Yes, you really should know what the recommended pressures are for your tyres. If you have standard tyres supplied by Harley-Davidson, you will find this in your owners manual. If you have non-standard tyres, then check online what the recommended pressures are. The units shown on the sidewall of the tyre are the maximum ratings, not the recommended.

Tyre pressures are quoted differently, depending where you are. In the USA and UK, these are measured in PSI (Pounds per Square Inch) but in mainland Europe, they are measured in kPa (Kilopascals). European tyre inflators often have dials in kPa, so if you are travelling to there, know what your tyre pressures should be in kPa.

Tip: to save having to remember these recommended pressures, stick a label inside your saddlebag (if you have them) with the units in both PSI and kPa.

Table 16. Specified Tires

MOUNT	SIZE	SPECIFIED TIRE	PRESSURE (COLD)	
			PSI	kPa
			36	248
front	17 in	Dunlop D408F 130/80B17 65H *	36	248
front	16 in	Dunlop D402F MT90B16 M/C 72H **	36	248
front	19 in	Dunlop D408F 130/60B19 61H *	40	276
rear	16 in	Dunlop D407T 180/65B16 81H *	40	276
rear	16 in	Dunlop D407 180/65B16 81H **		

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## **2. Type of Engine Oil**

There are two things you should know about the type of oil in your bike.

Firstly, there are essentially 3 types of oil available today:

Mineral oil (out of the ground)

Fully synthetic oil (man made)

Semi-synthetic oil (blend of both)

It is not recommended that these oils are mixed, so check what you have in your bike and stick to it. If your dealer added the oil to your bike, ask them what they used.

Second, you should know the recommended oil viscosity (thickness) for your motorcycle. Check in your Owner's Manual. This depends on the ambient temperature of where you live, but SAE 20W50 is the norm for most locations.



## **3. How to Check your Engine Oil Level**

This one is a no-brainer, but some people never do it. Your Harley-Davidson Owners Manual tells you how to do it, but essentially this is what you do for most models.....

- a. Run motorcycle until engine is at normal operating temperature
- b. Place the bike on the side stand on level ground

c. Remove the filler plug / dipstick and wipe off the dipstick

d. Insert dipstick and hand-tighten filler plug. Remove filler plug / dipstick and check oil level. Add oil if necessary (see marks on dipstick or check manual for explanation)

## **4. How to Remove the Seat**

Removing the seat of your Harley-Davidson gives access to many important bike parts, such as the battery and other electrical components.

It is therefore a good idea if you know how to remove it.

## **5. Know where the Fuses are**

One day you will need to know where the fuses are on your Harley-Davidson and it is better to find out in advance, rather than to struggle at the roadside, when you probably don't have your owners manual with you.

Take ten minutes to learn it from your owners manual and it could save you a lot of grief later. Also, decide if you want to carry a few as spare fuses, just in case you need one. If your bike has saddlebags, keep a few fuses of different sizes in there.



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## **6. Know when things are due.**

We are all busy and it is easy to forget important dates (especially for men!), So for these things, write them down, put them into your diary, in your phone or whatever helps you remember....

- when the next service is due
- when the VED (road tax) is due
- when the MOT is due
- when the insurance renewal date is

## **7. Know what your Bikes Pin Number is**

Every modern Harley-Davidson has a 5-digit pin number, that allows you to make changes to the bikes alarm system. You really should know what this pin number is, but if you don't, then look at either the front or back of your owners manual and it should be written there. If it isn't, take the bike to your Harley-Davidson dealer and they can access the code and tell you what it is.

## **8. Know how to de-activate you Bike Alarm**

If you don't already know, one day you will certainly wish you knew how to de-activate the alarm on your Harley-Davidson. You will be at the roadside with your bike making that horrible screaming sound and all you want to do is make it stop, but you don't know how.

To do this, you must know the bikes Pin Code (see 7 above) and you must also know the way to enter that pin code into your bike.

To discover this, see number 3 in this series of guides. If you are at the roadside and you cannot remember how to enter the code, you can always look up guide 3 in the guides section of the Tour1 website on your mobile phone.

## **9. Where does my Bike fit into the Harley-Davidson motorcycle categories?**

Walk into any Harley-Davidson dealership for the first time and there is a bewildering range of different types and styles of motorcycles. Each have different names and unless you study the model range a lot, it is difficult to know what they all are. Here is a simple guide to different current Harley-Davidson models and how they fit into one of the 8 broad categories of bikes.....

### **Street**

The Street models are new and were designed to appeal to riders looking for a lighter bike at a cheaper price. They use liquid-cooled Revolution X engines.

- Street 750 (750cc / 46 cu in)
- Street 500 (500cc / 31 cu in)

### **Sportster**

Harley-Davidson have been making Sportster models since 1957. These are very popular lightweight motorcycles and the models come in two engine sizes, 883 and 1200. All engines are the 'Evolution' series.

- Iron 883 (883cc / 54 cu in)
- SuperLow (883cc / 54 cu in)
- 1200 Custom (1200cc / 73 cu in)
- Seventy-Two (1200cc / 73 cu in)
- Forty-Eight (1200cc / 73 cu in)
- SuperLow 1200 (1200cc / 73 cu in)
- Roadster (1200cc / 73 cu in), launched 2016

### **Dyna**

Today's Dyna range all use 1690cc / 103 cu in engines. The Dyna range can be distinguished from the Softail bikes by use of the traditional coil type suspension that connects the

swingarm to the frame.

- Street Bob
- Low Rider
- Wide Glide
- Fat Bob
- Switchback

### **Softail**

These big-twin motorcycles capitalize on Harley's strong value on tradition. With the rear-wheel suspension hidden under the transmission, they are visually similar to the "hardtail" choppers popular in the 1960s and 1970s. All models use the high-output Twin-Cam engines (1690cc / 103 cu in).

- Softail Slim
- Breakout
- Softail Deluxe
- Fat Boy
- Fat Boy Special
- Heritage Softail Classic

### **V-Rod**

These bikes move away from the traditional Harley-Davidson appearance and use the Revolution engine with (for the first time with H-D) overhead cams and liquid cooling. They were designed to compete against Japanese and American muscle bikes in the upcoming power cruiser segment

- V-Rod Muscle
- Night Rod Special

### **Touring**

Touring models use Big-Twin engines and large-diameter telescopic forks. The touring family are also known as "dressers" (US) or "baggers" due to all models having saddlebags.

The Road King use a Twin-Cam engine (1690cc / 103 cu in) while all other models use the Twin-Cam high-output variety.

The touring models are....

- Road King
- Road King Classic
- Street Glide Special
- Road Glide Special
- Electra Glide Ultra Classic
- Ultra Limited Low
- Road Glide Ultra
- Ultra Limited

### **CVO**

Custom Vehicle Operations (CVO) is a team within Harley-Davidson that produces limited-edition customisations of Harley's stock models. All bikes use the Screamin' Eagle 110 cu in / 1803cc Twin Cam engines.

- CVO Pro Street Breakout
- CVO Street Glide
- CVO Limited
- CVO Road Glide Ultra

### **Trike**

Harley-Davidson's only three-wheeler.

- Tri Glide Ultra (uses the high-output Twin-Cam 1690cc / 103 cu in engine).

## **10. Know your bikes Designation Letter**

Harley-Davidson have a complex coding system for the different models of motorcycle. These are made up of letters and you will have heard somebody quote these in the past and if like me, you generally have no idea what they mean. That's okay, as you don't need to, but it might be satisfying to at least know your own bikes designation code and that way, when somebody quotes it, you can sound knowledgeable about the subject.

There is a handy and useful website ([www.getlowered.com](http://www.getlowered.com)) which gives all the information you need about these codes, which has been reproduced overleaf....

As a general rule when it comes to Harley abbreviations the following three standards apply:

**1st Letter:** This signifies the engine series.

F = Big V-Twin Motor  
 X = Sportster Models  
 V = Revolution Motor

**2nd Letter:** Identifies the diameter size of the forks. \*This excludes the Sportster & V-Rod Models

L = Large Diameter Forks  
 X = Small Diameter Forks

**3rd Letter:** Designates the frame style. \*This is where you can differentiate between a Touring, Softail, or Dyna Model

H/T = Highway/Touring Frame  
 ST = Softail Frame  
 D = Dyna Frame

**Any additional letter** indicates features that may accompany that particular bike family.

**Here are the codes.....**

### Touring Models

FLHR	Road King
FLHRCI	Road King Classic
FLHRSI	Road King Custom
FLHS	Electra Glide Sport
FLHT	Electra Glide Standard
FLHTC	Electra Glide Classic
FLHTCU	Ultra Classic Electra Glide
FLHTCUL	Ultra Classic Electra Glide Low
FLHX	Street Glide
FLHXSE	CVO Street Glide
FLHTCUSE	CVO Ultra Classic Electra Glide
FLHTCUTG	Tri-Glide
FLHTK	Electra Glide Ultra Limited
FLHTKL	Electra Glide Ultra Limited Low
FLHX	Street Glide

FLHXS	Street Glide Special
FLHXXX	Street Glide Trike
FLTC	Rubber M'ted Dresser Classic
FLTCU	Rubber M'ted Dresser Ultra
FLTR	Road Glide
FLTRSE	CVO Screamin' Eagle Road Glide
FLTRX	Road Glide Custom
FLTRXS	Road Glide Special

### Softail Models

FLST	Softail
FLSTC	Heritage Softail Classic
FLSTF	Fat Boy
FLSTN	Softail Deluxe
FLSTSC	Springer Softail Classic
FLSTSE	CVO Softail Convertible
FLSTSB	Cross Bones
FXSTB	Night Train
FXSTC	Softail Custom
FXSTD	Softail Deuce
FXSTS	Springer Softail
FXSTSB	Bad Boy
FXSTSSE	CVO Softail Springer Screamin' Eagle
FXCW	Softail Rocker
FXCWC	Softail Rocker Custom
FXS	Softail Blackline

### Dyna Models

FXDB	Dyna Street Bob
FXDC	Dyna Super Glide Custom
FXD	Dyna Superglide
FXDL	Dyna Low Rider
FXDF	Dyna Fat Bob
FXDFSECVO	Fat Bob
FXDS-CON	Dyna Convertible
FXDWG	Dyna Wide Glide
FXDX	Dyna Super Glide Sport

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## **Sportster Models**

XL	Sportster
XLH883	Sportster Hugger
XL883	Sportster 883
XL883C	Sportster 883 Custom
XL883L	Sportster 883 Low
XL883N	Sportster 883 Iron
XL1200	Sportster 1200
XL1200C	Sportster 1200 Custom
XL1200L	Sportster 1200 Low
XL1200N	Sportster 1200 Nightster
XL1200R	Sportster 1200 Roadster
XL1200S	Sportster 1200 Sport
XL1200V	Sportster Seventy-Two
XL50	Sportster 50th Anniversary Ed.

## **V-Rod Models**

VRSC	V-Rod
VRSCAW	V-Rod (240mm rear tire)
VRSCB	V-Rod Black Finish
VRSCD	Night Rod
VRSCDX	Night Rod Special
VRSCF	V-Rod Muscle
VRSCR	Street Rod Other Models

## **Street Models**

XG500	Street 500
XG750	Street 750

## **Trike Models**

FLRT	Freewheeler Trike
FLHTCUTG	Tri Glide Ultra Classic
FLHXXX	Street Glide Trike