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FLHT Electra Glide Cu Standard Dia (2006-2009), FLHTI Flectra Glide Standard (2006), FI HTC Flectra Glide Classic (2007-2009), FI HTCI Flectra Glide Standard (2006), FLHTCU Ultra Classic Electra Glide (2007-2009).FLHTCUI Ultra Classic Electra Glide Page 12/41

(2006), FLHTCUhtcu

Wiring Diagram FLHTC Electra Glide Classic (2010-2013) FLHTCU Ultra Classic Flectra Glide (2010-2013) FLHTK Flectra Glide Ultra Limited (2010-2013) FLHR Road King (2010-2013) FLHRC Road King Classic (2010-2013) FLTRX Road Glide Custom Page 13/41

(2010-2013) FETRU: U Road Glide Ultra (2011-2013) FLHX Street Glide (2010-2013)FLHTCUSE5 CVO Ultra Classic Electra Glide (2010) FLHTCUSE6 CVO Ultra Classic Flectra Glide (2011) FLHTCUSE7 CVO Ultra Classic Electra Glide (2012) Page 14/41

FLHTCUSE8 CVO cu Ultra Classic Electra Glide (2013) FLHXSE CVO Street Glide (2010) FLHXSE2 CVO Street Glide (2011) FLHXSE3 CVO Street Glide (2012) FLTRUSE CVO Road Glide Ultra (2011, 2013)FLTRXSE CVO Road Glide Custom (2012) FLTRXSE2 CVO Page 15/41

Road Glide Custom (2013) FLHRSE5 **CVO Road King** Custom (2013) TROUBLESHOOTIN G LUBRICATION. MAINTENANCE AND TUNE-UP ENGINE TOP END ENGINE LOWER END CLUTCH AND **FXTERNAL SHIFT MECHANISM** TRANSMISSION Page 16/41

AND INTERNAL htcu SHIFT MECHANISM FUEL, EMISSION CONTROL AND EXHAUST SYSTEMS FI FCTRICAL SYSTEM COOLING SYSTEM WHEELS. TIRES AND DRIVE CHAIN FRONT SUSPENSION AND STEERING REAR SUSPENSION BRAKES BODY AND Page 17/41

FRAME COLOR CU WIRING DIAGRAMS

XLH883, XL883R, XLH1100, XL/XLH1200

Go on a 60-year ride with Harley-Davidson's Sportster Things got a little weird in the American motorcycle industry after World War II.

Page 18/41

People hungered for new motorcycles, buying just about everything manufacturers could build. But on rare occasions a manufacturer produced a machine that nobody wanted. Such was the case with the Harley-Davidson Model K. The Model K had Page 19/41

most of the features buyers wanted in a modern machine, like hand-operated clutches, footoperated shifters, and cool-running aluminum heads, but it lacked perhaps the most important technological upgrade: a modern overhead-valve valvetrain design. The Page 20/41

Model K retained the antiquated side-valve design because of arcane AMA racing rules written when Harley-Davidson and Indian competed headto-head on American racetracks, but by 1952 Indian was on its last legs. This should have made the Model K a massive sales success. What Page 21/41

nobody counted on Cu was the British bike invasion. Thanks to their modern overhead-valve engines, the lightweight British bikes humiliated the side-valve Harleys on the track and on the street. Upgrades to the Model K didn't help; Harley finally relented and Page 22/41

introduced a new 10 U overhead-valve middleweight for the 1957 model year. Dubbed the Sportster, it was everything the Model K was not. More importantly, it was faster than the British competition. Thus began the Sportster's sixty-year reign. Harley-Davidson Sportster: Page 23/41

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Wiring Diagram

Wiring Diagram FLHR Road King (1995-1998), FLHR-I Road King (1996-1997), FLHRC-I Road King (1998), FI HS Flectra Glide-Sport (1988-1993). FLHT Electra Glide (1995-1998), FLHTC Flectra Glide Classic & Anniversary (1984-1998), FLHTC-Page 30/41

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