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EVO: Carburetor, Intake Manifold & Exhaust - Sub-01B

Keihin CV Carb Identification

Serial Number:

- Labeled on the adjacent side to the accelerator pump linkage

Example 27231-98 translates to

Keihin CV Serial Number	Year of Introduction	Notes
27231	1998	Can be used on same year and / or future multiple models

All H-D CV carburetors have a code on one side, above the float bowl. This code is a two part code: ¹⁾

- The first four characters is the "Set Mark" for internal HD use.
- The next letter is the revision code.
- The last three characters are the date code.

As a 1994 model year running change, Harley-Davidson has changed the configuration of a carburetor float pin pedestal.

One of the pedestals now has an interference fit to hold the float pin more securely in place.

Carburetors with the part number 27038-92 and 27039-92 and the "B" revision code do not have the rounded float (press fit) pedestal for the float pin.

Carburetors with those part numbers have the new pedestal only if they have a "C" or higher revision letter.

All other carburetors with a "B" or higher revision letter have the new pedestal.

Keihin Carbs Used on Evo Sportsters from 1986-2006 by Serial Number

- All data compiled from HD Sportster Parts Catalogs unless otherwise noted
- All CV models come equipped with accelerator pump unless noted.
- The Serial Number on CV carbs is labeled on the adjacent side to the accelerator pump linkage

Keihin non-CV 1986 - 1987

Carburetor Serial Number	Installed On All Models		
27501-86A (B83H)	(86-87) - XLH 883 All Models Domestic and California		
27502-86B (B83H)	(86-87) - XLH 1100 All Models Domestic and California		
Keihin CV 1988 - 2006			
Carburetor Serial Number	Installed On Domestic models Year - Model	Installed On California models Year - Model	Installed On Export models Year - Model
27031-95			(95) - HDI 883 Deluxe (95-97) - HDI 883, 883 Hug (99-2000) - HDI 883, 883 Hug, 883C (01) - Aust 883, 883 Hug, 883C
27031-95A			(98) - HDI 883, 883 Hug (02-03) - Aust 883, 883 Hug, 883C, 883R
27076-95			(95-97)- HDI 1200 (96-97) - HDI 1200C, 1200S (99-01) - HDI 1200, 1200C (01) - Aust, Eng, Japan 1200, 1200C
27076-95A			(02-03) - HDI, Aust, Eng, Japan 1200, 1200C
27465-01			(01) - HDI, Eng, Japan 883, 883 Hug, 883C
27465-01A			(02-03) - HDI, Eng, Japan 883, 883 Hug, 883C, 883R
27465-04			(04-06) - HDI 883, 883C (05-06) - 883L, 883R
27076-95A			(98) - HDI 1200, 1200C
27480-97	(97) - 1200, 1200C, 1200S (99-01) - 1200, 1200C		
27480-97A	(98) - 1200, 1200C (02-03) - 1200, 1200C		
27486-92		(92-Early 93) - 1200	
27486-92A		(93-94) - 1200	
27486-92B		(95) - 1200	
27487-92	(92-94) - 1200		
27487-92A	(95) - 1200		
27488-92		(92-Early 93) - 883	
27488-92A		(Late 93-94) - 883	
27488-92B		(95) - 883	
27489-92	(92-94) - 883 All Models		
27489-92A	(95) 883 All Models		

27490-96	(96-97) - 883, 883 Hug (99-01) - 883, 883 Hug, 883C		
27490-96A	(98) - 883, 883 Hug (Late 98) - 883C (02-03) - 883, 883 Hug, 883C, 883R		
27490-04	(04-06) - 883, 883C (05-06) - 883L, 883R		
27491-89 No Accel Pump			(89-90) - Swiss 1200
27491-96	(96) - 1200, 1200C, 1200S		
27492-89 No Accel Pump			89-90) - Swiss 883 All Models
27495-96		(96-97)- 883, 883 Hug (99-01) - 883, 883 Hug, 883C	
27495-96A		(98) - 883, 883 Hug (Late 98) - 883C (02-03) - 883, 883 Hug, 883C, 883R	
27495-04		(04-05) - 883, 883C (05) - 883L, 883R	
27498-96		(96-97) - 1200, 1200C, 1200S (99-01) - 1200, 1200C	
27498-96A		(98) - 1200, 1200C (02-03) - 1200, 1200C	
27501-88 No Accel Pump	(88-90) - 883 All Models		(89-90) - HDI 883 All Models
27501-89	(89-90) - 883 All Models (90) - 1200		
27501-89A	(91) - All Models		
27502-88 No Accel Pump	(88-90) - 1200		(89-90) - HDI 1200
27502-89	(89) - 1200		
27503-88 No Accel Pump		(88) - 1200	
27503-88A		(89-90) - 1200	
27503-88B		(91) - All Models	(91) - Swiss All Models
27503-92			(92) - HDI & Swiss All Models
27503-92A			(93-94) - HDI & Swiss - All Models
27503-92B			(95)- Swiss All Models
27504-88 No Acell Pump		(88) - 883 All Models	
27504-88A		(89-90) - 1200	

27731-98	(99-01) - 1200S		
27731-98A)	(98) - 1200S (02-03) - 1200S		
27731-04	(04-06) - 1200C, 1200R		
27732-98		(99-01) - 1200S	
27732-98A		(98) - 1200S \ (02-03) - 1200S	
27732-04		(04-06) - 1200C, 1200R	
27733-98			(98) - Swiss 1200S
27734-98			(98-2000) - HDI 1200S
27749-01			(01) - HDI, Aust, Eng, Japan 1200S
27749-01A			(02-03) - HDI, Aust, Eng, Japan 1200S
27749-04			(04-06) - HDI 1200C,1200R

Pics of Keihin CV40 Carbs

(Factory Installed) — Click on a picture to enlarge:

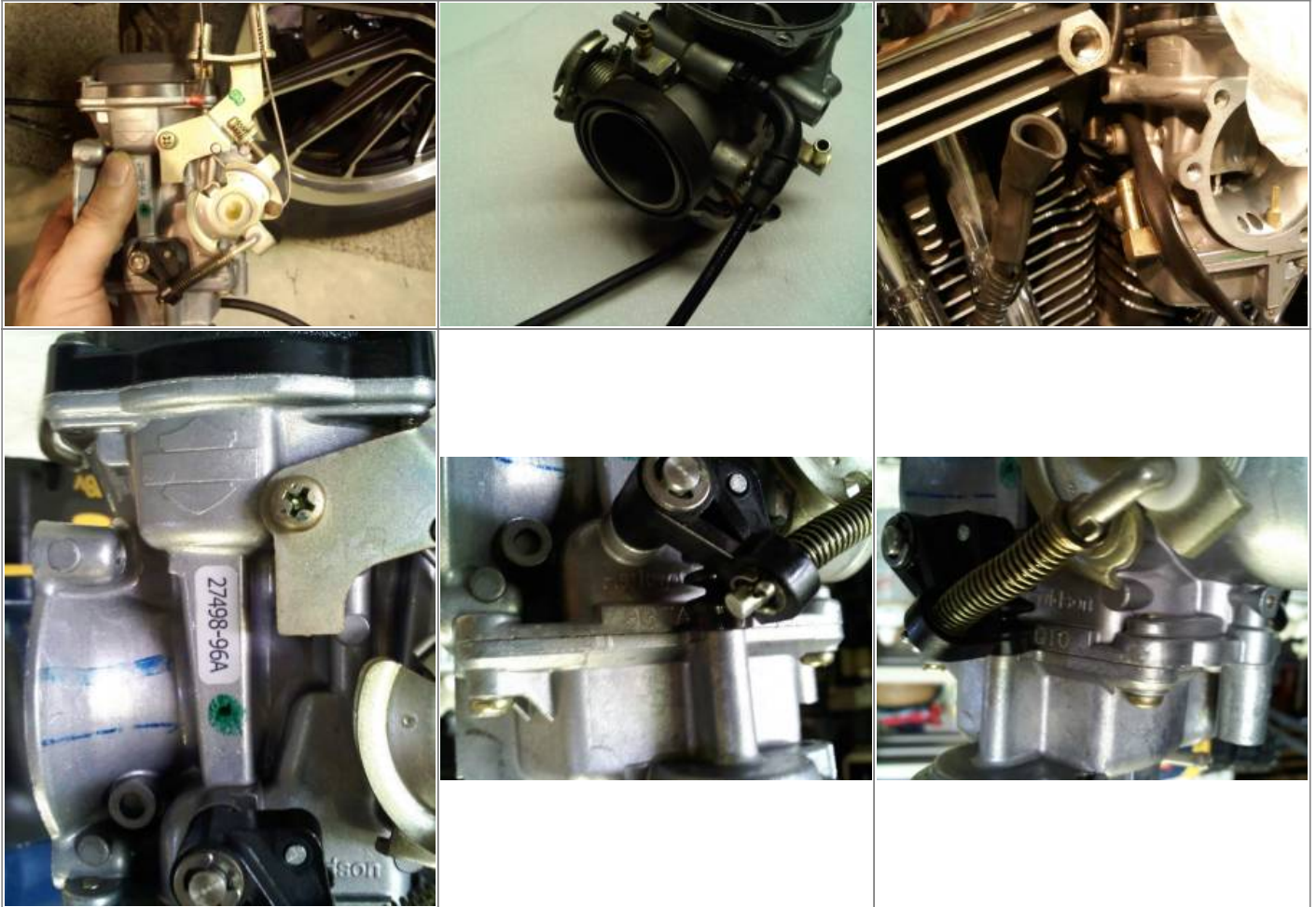
Keihin CV40 #27731-04

Used on 2004-2006 (Domestic models) 1200C, 1200R²⁾



Keihin CV40 #27498-96A

Used on 1998, 2002-2003 (California models) 1200, 1200C³⁾



Enrichment Cable

Sub Documents

- [Repairing a Broken Enrichener Knob](#)

The CV40 has an Enrichener Circuit - The knob is labeled 'Choke' but that is a misnomer. **It is not a choke.**

A choke sends less air into the venture when closed thus richening the mix.

An enrichener shoots gas into the venture thus richening the mix.

It may seem more semantic to call them different names but it is important to realize that the two have different functions to the same end.

(to richen the mix for better starting).



4)

The enrichener knob should stay open and remain open when pulled out and close without binding when pushed in.

Pulled out engages the enrichment circuit and adds extra fuel into the venture.

Pushed in closes off the enrichment circuit stopping extra fuel from entering. Read more about it's function [here](#).

To adjust the knob, gently pull it out to the full length and let go. Do not pull hard or at an angle or it could break the knob.

Tension from the plastic nut behind the knob keeps it from pulling back in. If it tries to pull back in on it's own, the plastic nut isn't tight enough.

You can tighten it with one hand by hold the knob all the way out with your finger and using you thumb and next finger to tighten.

There is no need to take it off the bracket for this. You just want to create enough resistance to keep the knob from pulling in on it's own.

Caution, the plastic nut fits onto plastic threads and should not be tightened too much or the threads will strip.



5)



6)



7)

If the plastic nut has stripped out, you can cut a piece of rubber tubing, slit it long ways and stick it between the nut and the knob when needed. ⁸⁾

Then when you remove it, slip it on the throttle cable until the next cold startup.

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1)

HD TSB #M-1035 dated 10-8-1993

2)

Photo by rocketmangb of the XLFORUM

3)

photos courtesy of blackbikedave of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-intake-and-exhaust/sportster-motorcycle-air-intake-carburetor-efi-fuel-and-exhaust/189124-03-calif-cv-27498-96a-info?threadid=2013441>

4) 5) 6) 7)

photo by Hippysmack

8)

cantolina of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-intake-and-exhaust/sportster-motorcycle-air-intake-carburetor-efi-fuel-and-exhaust/67750-choke-knob-pulls-in-on-its-own?t=447983>

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