

TECHNICAL

TIPS

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TT#55



TECH TIPS #55

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*The information listed below has been
previously posted on www.h-dnet.com.*

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Breather Baffle Change

There has been a change to the Twin Cam 88™ Breather Baffle.

A one piece Breather Baffle (17907-01) made of oil resistant neoprene replaces the following components:

17595-99 Breather Cover
17591-99 Gasket
26858-99 Umbrella Valve
17596-99 Baffle (Breather)
17592-99 Gasket

Retro fits all Twin Cam 88™ Engines, Mounting Fastener Torque is unchanged, and the Filter Element (63815-99) is unchanged

Please make a note in your parts book.

Please refer to Item 2i.

It should read,

Alternately tighten the Crankshaft sprocket bolt and the primary cam sprocket flange bolts to:

Crankshaft sprocket bolt to 24 ft.lb

Splined: Primary cam sprocket bolt 34 ft-lb

Keyed: Primary cam sprocket bolt 24 ft. lb

FYI Parts Counter and Shop

2001 FLT Parts manual page 133, item 16, part number 67880-94 Boot, odometer reset switch.

Please reference the odometer boot / part number on page 90 (Inner Fairing – FLHT Models) of this manual. The Boot is also used here, but is not shown.

FLHRSEI - Seat

Location: Center Panel

Material: Stingray

Issue: It appears as if there is a material problem (white spot in the middle of the seat).

Reason: Most rays have a hard spine forward of the tail. These spines have serrated edges with sharp points that point back toward the base of the tail. The removal of these serrated edges leaves small white dots (Stingray's cartilage).

These white dots should be considered normal.

We have an Early Warning System

Did you know that we have a **Customer Service Quality Alert Form**?

Located on h-dnet.com in the Product Quality section of Service. It's a way of letting us (H-D Service Department) know your concerns without having to make a phone call. This form alerts us to problems that you feel need to be brought to someone's attention quickly and it helps us identify trends.

What the customer Service Quality Alert Form is not:

It is not a trouble-shooting tool

It is not a method of lodging product complaints

Why use the Customer Service Quality Alert Form?

It's fast, it's easy, it's free, and it gets directly to the right person pronto.

Looking for a tool to service the 2002 FL Touring Vehicle's

Cartridge Style Fork?

Shock Compression Tool

Distributor: Tucker Rocky / Bikers Choice

Part # 77-2640

Ph. 800 347-6996

Race Tech, Part # TFSC 01

Ph. (909) 279-6655

Fork Bleeding Tool (Dampener Rod Extension Tool)

Distributor: Tucker Rocky / Bikers Choice

Part # 772630

Race Tech, Part # TFBT 101

Supplier change H-D 360 Oil and Chaincase Lubricant

Reference: Dealer Letter of September 11, 2001

New Supplier: HJS/Citgo

Just a reminder: Once you begin to use the new oil you will notice a difference in the color, from amber to a darker tone. This color shift is caused by the additive package. There is no change in quality of oil, it is still held to 360's same high standards.

Are you installing a Custom Mini-Tachometer?

Please refer to the latest Instruction Sheet it is on h-dnet **J01598, Rev. 6-4-01**

This may help you find the Pink wire on the 2002's.

Cruise Connector Protective Boot

2002 FL Non-Cruise equipped Vehicles

All FL Main Wiring harnesses for 2002 include the wiring and connector for the Cruise Control Module. You have most likely seen this protective boot during Pre-delivery and Setup.

This boot protects the connector from various types of contamination.

The part number did not make the parts book so, if you need this part the number is 72377-02

Parts Catalog 99456-02

2002 Touring Models

Pages 144, 146, 148, 150

FYI Technician - P&A 707 Bulletin 9/18/2001

Radio Upgrade Kit for '86-'87 FLHTC Models Available from Radio Sound, Inc.

Radio Sound, Inc. has developed a radio upgrade kit radio for 1986-87 FLHTC models. The upgrade kit uses a later model ('96-97 model year) radio.

Everything you need to upgrade the radio on a 1986-87 FLHTC model is included in the kit for the dealer price of \$400. The MSRP price is \$600 and requires approximately four hours of labor.

Freight: UPS Ground is included. UPS air is available for an additional freight charge.

Warranty: Warranty period is six months for dealer installed kits only. The warranty starts at date of purchase from Radio Sound, Inc. The warranty is void if an authorized Harley-Davidson dealer does not install Radio Upgrade kit. Radio Sound, Inc. is not responsible for any damage or injury occurring during the installation or use of this kit.

Payment: Prepayment is required on all orders except COD. Radio Sound, Inc. accepts Visa, Master Card, Check, Money Order or COD. Any orders shipped COD will be charged an additional \$6.00 COD fee.

How to Order: Contact Radio Sound, Inc. at 1-800-367-4506 extension 5 between the hours of 9:00 AM and 6:00 PM EST Monday through Friday. Radio Sound part number for this kit is #70145.

New Radio Sound Warranty Repair Rates

Effective February 1, 2002 Radio Sound Inc. will implement a small price increase for the repair and return of beyond warranty sound system components. This is only a price increase, there is no change in warranty or beyond warranty policies or procedures.

Repair and Return Rates Effective 2/01/02:

1986-1987 require Conversion Kit.....\$400 (promo price \$225)

1988 to 1994 Radio, CB Chassis and Console Pod..... \$115 each

1995 and later Radio, CB Chassis and Console Pod..... \$85 each

Auxiliary amplifiers (speaker kits, sidecars)..... \$60 each

Hand microphones \$30 each

Headsets \$35 each

CD, cassette and cosmetic parts could require additional charges. If so, your dealership would be advised prior to repair.

Since this is an exchange program, the repaired components returned to you are not normally the same ones you send to RSI. Customers that desire repair and return of their specific components must request it. Repair charges could be higher on these owned components if evidence of abuse, liquid intrusion or physical damage is found. If so, your dealership will be advised of alternative prices prior to the repair.

Windshields, Phantom Scratches and Warranty

We have seen an increase in windshields returned under warranty stating "scratches" as the reason for replacement.

After careful inspection we find that these windshields were not scratched, but that residue, left on the windshield from the heat forming process, had been misidentified as a scratch. These phantom scratches can be removed with Harley Glaze Polish & Sealant (part number 99701-84). (Be sure to use a clean soft cloth when cleaning the lexan, do not use a shop rag as it may be contaminated by chemicals/oil or contain metal shavings.)

The root cause of the problem has been determined and we are working toward eliminating the problem in the future.

IMPORTANT

Do not use Glass Cleaning Products such as Windex to clean the windshield it will damage the windshield's lexan surface.

Windshield Scratches and the Warranty

There is no way to control the occurrence of windshield scratches after the vehicle is placed into service, therefore, we recommend you inspect all windshields, OE and Accessory, thoroughly before the customer takes delivery.

Warranty Consideration

Cosmetic warranty consideration is only extended up to the point-of-sale and/or vehicle delivery, warranty claims submitted after the point-of-sale and/or vehicle delivery will not be considered warrantable.

Warranty Success

Inspect the windshield before the customer is standing in the show room or at the parts counter. If the windshield appears to be scratched, try to remove the scratches with Harley Glaze (as recommended above). If you find that the scratches cannot be removed after cleaning, file a warranty claim.

Harley-Davidson's Windshield Water Repellent Treatment

Harley-Davidson's Windshield Water Repellent Treatment (part number 99841-01) is the only approved water repellent for use on Harley-Davidson windshields.

2002 Model Year Brake Observations

We've had calls from individuals who've noticed a bluish colored band in the middle of the swept area of the brake rotors. They have been wondering if the brakes may be adversely effected and that the customer may find this coloration cosmetically unacceptable.

Research has shown that this dark stripe (Bluish Colored Band) is the result of initial pad break in and does not adversely affect braking. The bluish bands will gradually disappear as the brakes are used. The mileage at which this occurs will vary with use and driving style.

These pads and rotors do not require replacement, and should not be warranted. Claims processed after Monday 01/14/02 will be rejected.

VRSCA Rear Brake Master Cylinder Reservoir Sight Window

The information in the PDI Manual (99947-02 Section - PDI: VRSCA Model, page 6-13 Figure 6-24), and the PHD 162: VRSCA PDI and Service Procedures, is incorrect. It is not possible to achieve the fluid levels shown in these documents.

VRSCA – Revision to Rear Brake Pedal Adjustment

Information in the VRSCA Service Manual (99501-02 page 1-19 Figure 1-26), PDI Manual (99947-02 Section - PDI: VRSCA Model, page 6-13 Figure 6-24), and the PHD 162 Videotape: VRSCA PDI and Service Procedures, is incorrect.

It is not possible to achieve the adjustment shown in these documents.

Please update your documents according to Service Bulletin M-1120.

Correction to P&A New Product Book Dated July 2001

On page 17 of the New Product Book dated July 2001 is a reference to the Chrome Billet Sprocket for the VRSC Models. It suggests that you'll require 2 bearings P/N 9247, this is incorrect, please make the following correction.

You will require 1 bearing Part Number 40433-01

Touring Brake Caliper and Rotor Cover Kit 42230-00

Cover Replacement Kits

Left side (as seated on the vehicle) 42220-00

Right side (as seated on the vehicle) 42221-00

(**Important:** Kits include Caliper and Rotor Covers only, no mounting hardware provided.)

XL / Buell Gasket Product Upgrade

Harley-Davidson has made a running change to lower rocker box gaskets for the XL / Buell Platform which includes the Evolution Big Twin & Remanufacturing program. This one-piece metal gasket will replace the two piece paper lower rocker gaskets (part numbers 16779-84D and 16778-84B). The paper gaskets are now obsolete.

This new one-piece gasket part number 18800-84 is for one-time-use only (not reusable). When installing this gasket make sure the letters and numbers printed on the gasket are facing upward. All torque values remain the same. You can also refer to P&A Bulletin# 709 for additional gasket kit information.

Touring Model Lighting Circuit Change

The lighting circuit fuse on 2002 Touring models built after March 1, 2002 has been changed to a 20 amp fuse. The lighting circuit wire size is unchanged but has been validated for protection by this size fuse. This fuse change will provide additional flexibility for adding accessories to the lighting circuit.

Milliamp Draw Test

Table 1-4 in the Electrical Diagnostic Manual for Twin Cam and V Rod vehicles should be used as reference for milliamp draw tests. When performing a milliamp draw test be aware that the TSM/TSSM will continue to draw 16- 20 ma for approximately 30 seconds after the ignition is turned off. Any disruption and reconnection of battery power, such as disconnecting the battery to place a meter in series, will "wake up" the module for another 30 seconds. This is one reason an inductive pickup is the preferred method of checking milliamp draw.

A TSSM in the armed mode will draw an average of 3 milliamps but fluctuation is normal. Verifying current draw without an inductive pickup would be difficult because of the turn signal bulb draw when arming.

If the vehicle has a security siren you could see an additional 16–20 milliamp draw after a vehicle battery reconnection, or if the siren battery is below 9.7 volts, because current will flow until the siren battery is charged. When checking milliamp draw on a vehicle with a security siren (standard on HDI vehicles) you might find it easier to disconnect the siren.

When the siren battery is fully charged there is no measurable milliamp draw.

If the vehicle milliamp draw is within specifications be sure to verify customer is not leaving the ignition switch in the ACCY position.

Battery Charging Information

We are finding that many warranty return batteries simply need a good charge. After charging these batteries pass all tests. This is puzzling since batteries must be fully charged before a technician can perform proper diagnostics on a battery. One possible explanation is that the battery voltage on these batteries was so low the Deltran charger would not function.

There is a protection circuit in the Deltran chargers that does not allow charging if the battery is below 4.5 volts. If you encounter any very low batteries they will require charging for a short time on a generic variable rate charger to get the battery up to 4.5 volts before the Deltran can be used.

Twin Cam 88™ Oil Pump Alignment

This procedure must be performed anytime an oil pump is removed and reinstalled to ensure proper oil pump function. It has been observed that some TC-88 engines are experiencing oil in the air cleaner when the vehicle is driven at high speeds. The correction for this condition is to align the oil pump using the EVO tappet block alignment screws, P/N HD-33443.

1. Loosen all pump assembly mounting screws
2. Remove two screws diagonal to each other
3. Install tappet block alignment screws in these two positions
4. Torque the remaining screws
5. Remove alignment screws
6. Install previously removed screws and torque

Use Labor Code 3327

TSSM Information

When the V Rod ignition switch is turned to ON the instrument module icons will light up for a short time. That means you cannot tell if the V Rod is security equipped simply by looking for the security icon to light up. You must cycle the ignition switch ON-OFF-ON-OFF-ON, depress the left turn signal switch twice and watch the turn signals.

- 1 flash = TSM, no security, no fob
- 2 flashes =TSSM shipped with fob
- 3 flashes =TSSM HDI configuration shipped with HDI fob

O-Ring Information

Twin Cam

Did you know you could break a crankcase if you were to accidentally use the wrong O-ring? Part number 11273 has a .431 inch ID and fits between the cylinder and case at the drain hole. Part number 11301 has a .367 inch ID and fits under the cam support plate. The 11301 is .030 thicker and will break the case if used under the cylinder by mistake. Remember this when doing a 1550 kit.

V Rod

Please make a note in your literature - there is no o-ring or seal used on the V-Rod engine oil drain plug. The 2002 owner's manual and first issue of the service manual incorrectly stated that one was used. Our next printing of this literature will have the corrections.

Unused Stage Downloads

Did you ever need to know how many downloads still remained in a Screamin' Eagle performance cartridge? Everyone knows you can get this information after a download is performed but did you know there was another way?

Insert the cartridge into your Scanalyzer, connect to a vehicle and power up. Now press F2 twice, select "O" from the menu. The Scanalyzer screen will display cartridge information and if you scroll down you will see the number of downloads left.

Digital Tech

Have you ever seen the following Red Letter Message and wonder what it means?

An ECM Upgrade is available for this vehicle!

This message means that Digital Tech does not recognize the Calibration ID as the latest production version (OEM Stock Calibration) and is recommending that there may be an upgrade available for this vehicle's ECM.

IMPORTANT

Vehicles with a Stage Kit upgrade, Screaming Eagle Road King's and Screaming Eagle Road Glides will display the upgrade message. Do not perform an upgrade on these vehicles!

Be aware; that there are Stock Calibration upgrades available for earlier vehicles with Original OEM Stock Calibration.

Corrective Action: There is a fix in the works.

Trouble Codes After Stage Reflash

It is possible to get a "false" trouble code, such as PO603, after reflashing a Stage calibration into a Delphi ECM (2001 and later Softail, 2002 Touring).

If you encounter this situation:

Turn ignition OFF – this will move the code to "historic".

Turn ignition ON and clear the code.

Turn ignition OFF for 10 seconds and the "false" code will be gone.

Speedometer Signal and Code P0505

The speedometer signal is an extremely important input for the Delphi fuel injection system. The ECM monitors throttle position and speed signal inputs in order to properly maintain the set idle speed. If the ECM loses the speed signal for any reason while the throttle is closed, the ECM assumes the vehicle is stopped and will adjust the idle air control counts to bring engine rpm to the set idle speed. This could set a P0505 code and adversely affect engine idle.

New Softail ECM Calibration

A new calibration for stock domestic EFI Softails is now available in Digital Technician, version 6.05. This new calibration addresses the "slow return to idle" complaints you may have heard from some riders with 2002 Softails.

The 2002 Softail production ECM's used a different strategy to control emissions and some riders noticed that it took longer for the engine to return to idle during no-load deceleration or when the clutch lever was pulled to disengage the clutch. These new domestic calibrations will be displayed as 32761-01E for shorty duals and 32763-01E for crossover duals.

ECM Calibration Information

EFI Performance Options (Stage Downloads) ** Calibration developed with this muffler

VEHICLE FITMENT	CALIBRATION NAME	CART. P/N	CAL ID	REQUIRED CONFIGURATION	
'02 & Later VRSCA	Performance Slip-Fit Mufflers	32537-02A	32815-02A	Screamin' Eagle Slip-Fit Mufflers P/N 65030-02, Screamin' Eagle Air Cleaner Kit	
	Performance Slip-Fit Mufflers (5X)	32538-02A	32815-02A	Screamin' Eagle Slip-Fit Mufflers P/N 65030-02, Screamin' Eagle Air Cleaner Kit	
HDI (Only) '02 & Later VRSCA	Performance Slip-Fit Mufflers	32539-02A	32872-02A	Screamin' Eagle Slip-Fit Mufflers P/N 65030-02 (HAZ models) VRSCA 98 (HAA models) also requires 1 - 29438-01 and 1 - 29521-01 Velocity Stacks	
'02 & Later Touring Twin Cam 88	1450 Stage I	32844-02	32848-02	Stage I Kit P/N 29773-01	
	1550 Stage I	32845-02	32847-02	Stage I Big Bore Kit P/N 29774-02	
	1450/1550 Stage I (5X)	32849-02/DL	32848-02	32847-02	Stage I Kit P/N 29773-02
			32847-02	32847-02	Stage I Big Bore Kit P/N 29774-02
	1550 Stage II	32846-02A	32853-02A	Stage II Big Bore Kit P/N 29775-02 SE Slip-fit Muffler P/N 65115-98**	
	1550 High Output	32118-02A	32856-02A	1550 Big Bore Cylinder P/N 16546-99 257 Cam P/N 25155-00 SE Air Cleaner P/N 29440-99A SE Performance Heads P/N 16952-99A or 16953-99A SE High-Compression Forged Pistons P/N 22868-00 SE II Slip-fit Muffler P/N 65115-98**	

'01 – Later Softail TwinCam 88 (Except FLSTSI)	1450 Stage I	32824-01	32830-01	Stage I Kit P/N 29756-01
	1550 Stage I	32826-01	32832-01	Stage I Big Bore Kit P/N 29757-01
	1450/1550 Stage I (10x)	32082-01	32830-01	Stage I Kit P/N 29756-01
			32832-01	Stage I Big Bore Kit P/N 29757-01
	1550 Stage II	32828-01A	32834-01	Stage II Big Bore Kit P/N 29914-01 SE II Slip-fit Mufflers P/N 80349-00A**
	1550 Stage II (5x)	32083-01A	32834-01	Stage II Big Bore Kit P/N 29914-01 SE II Slip-fit Mufflers P/N 80349-00A**
	1550 Stage II w/Performance Heads	32103-01A	32860-02	Stage II Big Bore Kit P/N 29914-01 SE Performance Heads P/N 16952-99A or 19953-99A SE II Slip-fit Mufflers P/N 80349-00A**
	1550 High Output	32104-01A	32861-02	1550 Big Bore Cylinder P/N 16546-99 257 Cam P/N 25155-00 SE Air Cleaner P/N 29440-99A SE Performance Heads P/N 16952-99A or 16953-99A SE High-Compression Forged Pistons P/N 22868-00 SE II Slip-fit Muffler P/N 80349-00A**

EFI Performance Options (Stage Downloads) cont'd

VEHICLE FITMENT	CALIBRATION NAME	CART. P/N	CAL ID	REQUIRED CONFIGURATION
'01 – Later FLSTSI TwinCam	1450 Stage I	32825-01	32831-01	Stage I Kit P/N 29758-01
	1550 Stage I	32827-01	32833-01	Stage I Big Bore Kit P/N 29759-01
	1550 Stage II	32829-01A	32835-01	Stage I Big Bore Kit P/N 29759-01 SE Slip-fit Mufflers P/N 65116-98**
	1550	3208	328	Stage I Big Bore Kit P/N 29759-

	Stage II (5x)	3- 01A	35- 01	01 SE Slip-fit Mufflers P/N 65116-98**
	1550 High Output	3211 8- 02A	328 56- 02	1550 Big Bore Cylinder P/N 16546-99 257 Cam P/N 25155-00 SE Air Cleaner P/N 29440-99A SE Performance Heads P/N 16952-99A or 16953-99A SE High-Compression Forged Pistons P/N 22868-00 SE II Slip-fit Muffler P/N 65116-98**
'99 – '01 Touring TwinCam	1450 Stage I	3270 8- 99B	270 CC0 15	Stage I Kit P/N 29489-99C
	1550 Stage I	3271 0- 99B	270 CF2 11	Stage I Big Bore Kit P/N 29491-99C
	1550 Stage II	3271 1- 99B	270 CG2 78 270 CG2 86 270 CG2 87	Stage II Big Bore Kit P/N 29492-99C SE Slip-fit Mufflers P/N 65115-98**
	TC Stage I & II (10x)	3208 1-01	270 CC0 15 270 CF2 11 270 CG2 78 270 CG2 84	Stage I Kit P/N 29489-99C Stage I Big Bore Kit P/N 29491-99C or Stage II Big Bore Kit P/N 29492-99C
	1550 Stage II w/Performance Heads	3210 5-01	270 CM 015	Stage II Big Bore Kit P/N 29492-99C SE Performance Heads P/N 16952-99A or 16953-99A SE Slip-fit Mufflers P/N 65115-98**
	1450 Stage II	Obsolete	248 BD1 01	

VEHICLE FITMENT	CALIBRATION NAME	CART. P/N	CAL ID	REQUIRED CONFIGURATION <i>Note: Early Stage Calibrations for Evolution had descriptive text in Scanalyzer display and may not be included in this document.</i>
95 – 98 Touring Evo	Early Stage I		242 AR0 02	
	Stage I	3264 0- 97B	271 AR0 06	Stage I Kit P/N 29387-97B
	Early Stage I		242 AS1 13	
	Stage II	3263 6- 97B	271 AS1 14	Stage I Big Bore Kit P/N 29934-97B Performance Mufflers P/N 65976-96**
	Stage I & II (5x)	3208 0-01	271 AR0 06 271 AS1 14	Stage I Kit P/N 29387-97B or Stage II Kit P/N 29934-97B
	Stage II High Compression	3267 2-99	242 AS1 16	Stage II Kit P/N 29934-97B with a raised compression (up to 10.2:1) Performance Mufflers P/N 65976-96**

Evo Stage I and Stage II also available in Digital Tech

EFI Performance Options (Stage Downloads) cont'd

VEHICLE FITMENT	CALIBRATION NAME	CART. P/N	CAL ID	REQUIRED CONFIGURATION
95 – 98 Touring Evo	Stage II with Screamin' Eagle Heads	3245 2-00	242 AW 100	Stage II Kit P/N 29934-97B SE Heads P/N 16851-98A, 16854-98A, or 16976-99A Performance Mufflers P/N 65976-96**
	Stage III (Obsolete)	3268 1-98	242 AT0 12	Up to 10:1 Compression Screaming Eagle Springs P/N 18223-97 SE –1 Bolt-in Cam, max rpm 6500

Evo Stage I and Stage II also available in Digital Tech

Domestic Stock Calibrations

Note: Most Calibrations can be found in *Digital Technician*

Description	Part #	Calibration
'02 FL	32423-02	32787-02B
'02 FLHRSEI	32803-02	32802-02
'02 VRSCA	32544-01	32775-01B
'01 - Later Softail (Shorty Duals)	32612-01A	32761-01E
'01 - Later Softail (Crossover Duals)	32762-01A	32763-01E
'99 - '01 Touring 1450	32423-99 Early 99	248BL250
'99 - '01 Touring 1450	32423-99 Late 99	263CL300
'99 - '01 Touring 1450	32423-99A	270CL420
'99 - '01 Touring 1450	32423-99B	270CL450
Domestic 1340	32423-97	242AG335
Domestic 1340	32423-97A	242AG338 242AG340
Domestic 1340	32423-97B	271AG350

HDI Stock Calibrations

Note: Most Calibrations can be found in *Digital Technician*

Description	Part #	Calibration
'02 FL	32476-02	32789-02B
'02 FLHRSEI	32805-02	32813-02
'02 VRSCA	32776-01	32777-01B
'02 VRSCA 98hp	32444-01	32779-01A
'01 - Later Softail (Shorty Duals)	32766-01A	32767-01D
'01 - Later Softail (Crossover Duals)	32768-01A	32769-01D
'99 - 01 1450	32476-99	248BJ035 263CJ050
HDI 1340	32476-97	242AK038
HDI 1340	32476-97A	242AK039
HDI 1340	32476-97B	271AK041