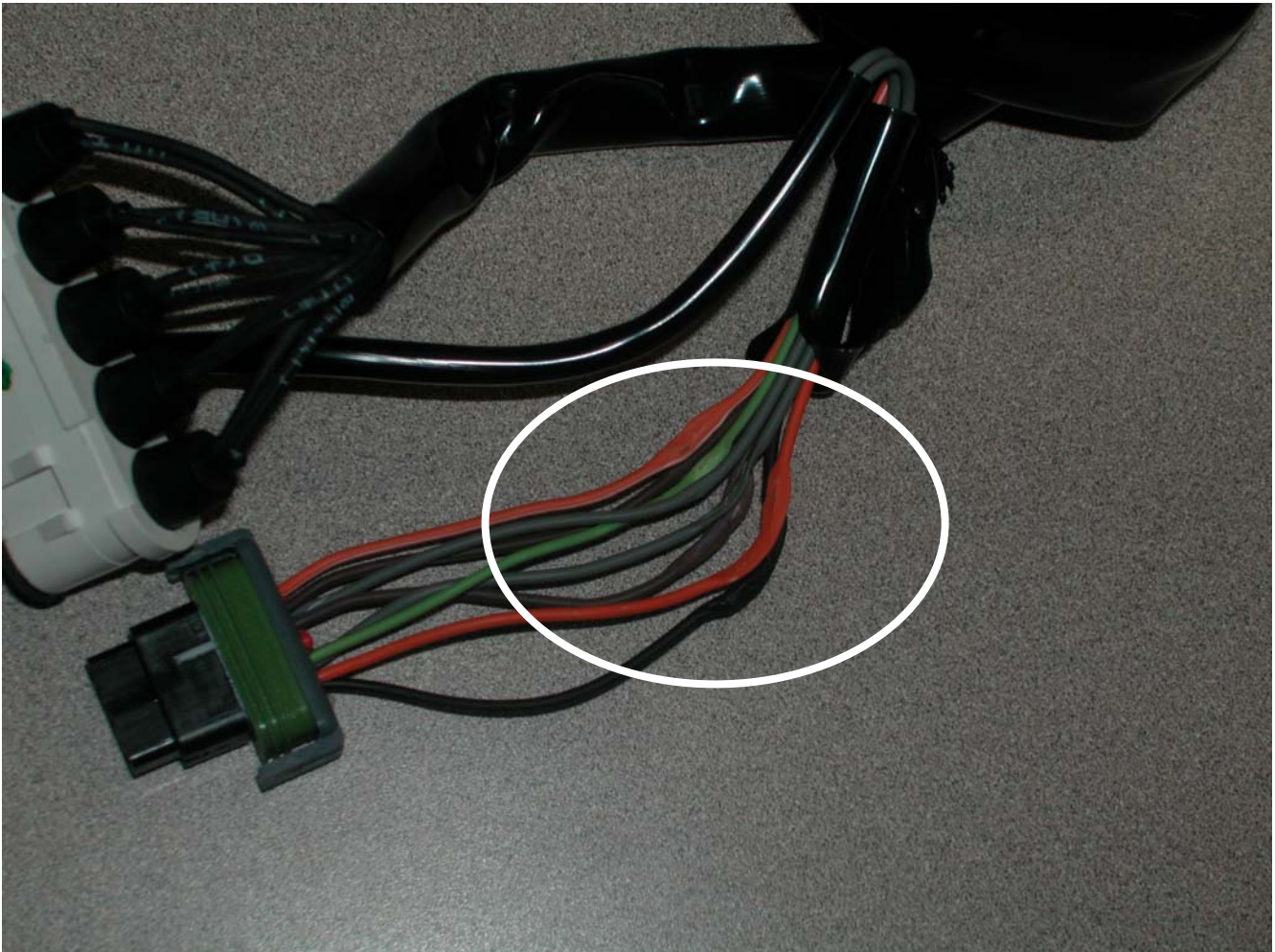


Electrical Diagnostic Tips

Note: While these are some specific examples we have encountered in the field, the basic diagnostics and theory can be applied to any model.

Bouncing Speedometer Needles and Loss of Speedometer Backlighting on XL Models

Technical Service has received many phone calls around this issue and would recommend that you check for pinched wiring under the handlebar clamp between connectors 20B and 39B. There has been an increase in vehicle speed sensor claims for this issue resulting in a high percentage of “No Trouble Found” parts being claimed under warranty. Please inspect the harness if the vehicle exhibits this condition.

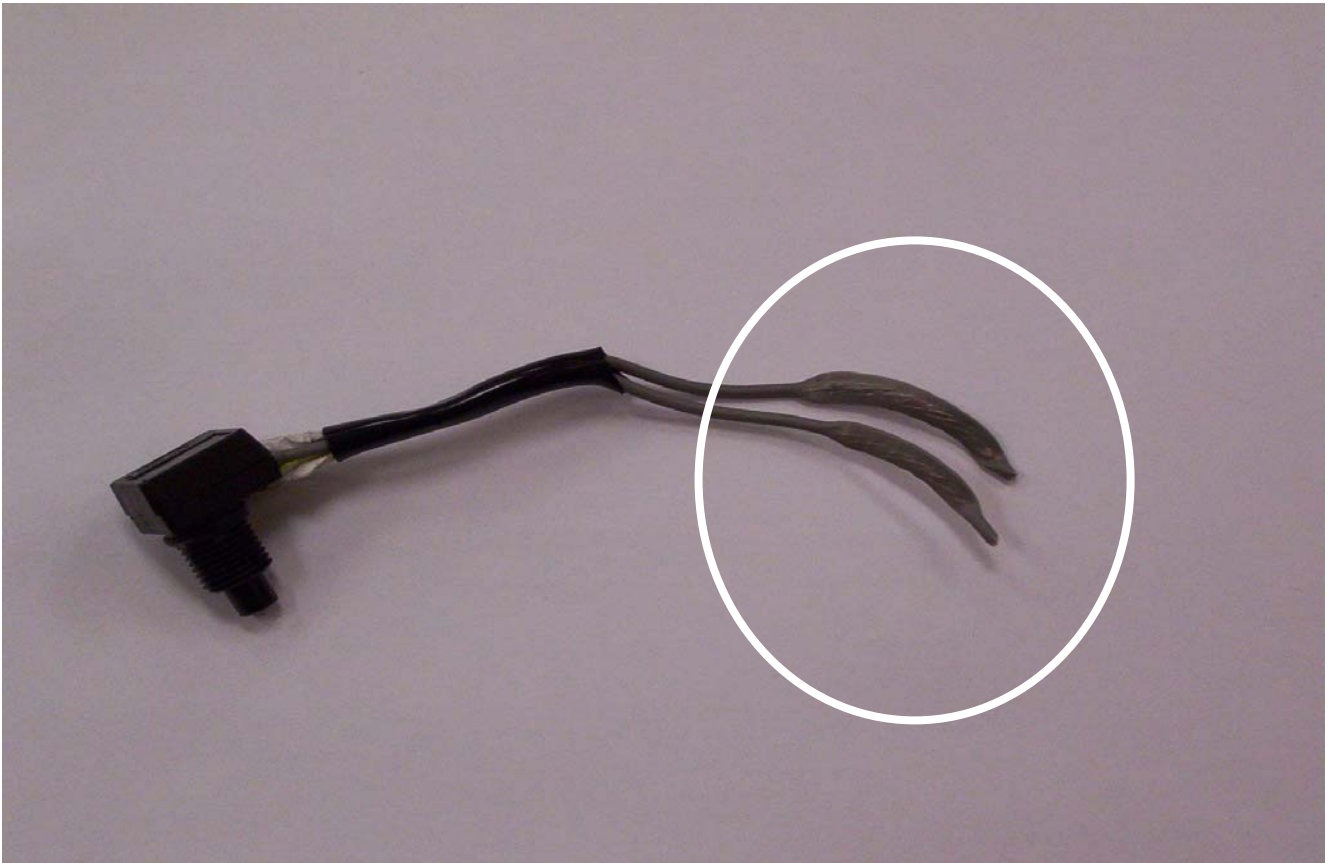


Inoperative or Erratic Speedometer Operation

Another issue we have had with all models is the use of braided aftermarket spark plug wires. The associated interference with those wires may render the speedometer inoperative or cause erratic operation and should be removed before performing any diagnostics.

Battery Drain?

Battery drain may be caused by damaged Odometer Reset Switch wiring.



V-Rod Runability Issues and Gauge Cluster Lights Flashing

The ground wire for the ECM is connected to the front cylinder head on the top rear left side corner. This terminal's loss of ground will affect the ECM's capability to effectively ground the gauge cluster and the ECM's internal circuits. Please check this terminal and verify the ground circuit if you experience these issues.

Converting an XL from an 883 to a 1200?

When performing an 883 to 1200 conversion you should NOT put a 1200 Ignition module on the bike. If this is done the speedometer will be off approximately 9 MPH. The primary and belt drive components are different between the two models and that is what causes the speedometer error. Please use the Ignition Race Tuner (32124-04B) and install the map for these performance upgrades.

TT242 – May 12, 2006

Unable to Perform Password Learn after an ECM or ICM Replacement?

The replacement ECM/ICM's come blank and require you to install a stock calibration in them first and then perform password learn. When this is complete start the bike to make sure the issue is resolved and then install the correct P&A calibration for the vehicle configuration if needed.