

2008 Model Year Information

The following information is intended to give you a quick overview of the 2008 Model Year Updates; it will not cover all of the information on these topics.

Please refer to the Service Manuals, Electrical Diagnostic Manuals and Owner's Manuals along with the 2008 Model Year Technical Forum, which can be found on the Service page of h-dnet, for more in-depth information on these topics.

1. Initial Care

- For the 2008 Model Year summer launch, there will be only one program covering the 2008 Buell XB models.
- For all other product issues you may proceed with diagnostics and repair without first contacting Technical Service. Should you still have a need to call Tech Service for diagnostic assistance please remember to have available the VIN, Mileage, Dealer #, Repair Order and a list of all Symptoms and Diagnostic tests results.

2. Modifications to all 2008 Models

- Perform PDI and Set-up prior to modifying new motorcycles to verify proper operation and become familiar with new features.
- Do not modify motorcycles until you have all the parts required; this includes calibrations and the EFI TUNER.
- 2008 Model Street Legal calibrations will be available on Digital Tech II. All Race Calibrations will require use of Screamin' Eagle EFI RACE TUNER.
- As a reminder for previous model years, 2007 Street Legal calibrations are available on DTII and 2007 Race calibrations require use of EFI TUNER. For 2006 and earlier models, Street Legal calibrations and some Race calibrations are available on DTII, other Race calibrations will require an EFI TUNER.
- EFI RACE TUNER for 2008 models will not be available until sometime this fall.

3. Retrofit Ability

- 2008 models bring a host of new features and products. Some of these new features are tested and recommended as fitting earlier or other than originally equipped models. They will be made available as P&A kits. In some cases, the originally used parts will supersede to new components. In cases where the original parts do not supersede and there is no P&A fitment available, that means it has not been tested or is not recommended as fitting.

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- Each year after New Model Launch, Technical and Customer Service receives a large volume of calls inquiring about retrofitting new parts to models or model years that have not been tested or recommended as fitting. Please remember that we do not have information as to why a particular part does not fit, or how to make it fit on models not tested or recommended as fitting. Refraining from placing this type of fitment call will reduce the amount of time you and other dealers spend on hold with diagnostic assistance inquiries.

4. Anti lock Brake Systems

- For 2008 ABS is available only as a factory option on Touring and VRSC models. Parts are not available to install ABS at the dealer level.
- Included with every ABS equipped model is an informative DVD. It is highly recommended that all dealer personal that will be discussing new models with customers, view this video. Please make certain our customers are aware of this DVD. It is recommended you provide an opportunity for them to view the video prior to taking delivery of their 2008 ABS equipped model. It may answer a lot of questions for you and prevent customers from returning to your dealership with questions on normal operation.
- 2008 ABS Equipped vehicles have specific ABS wheel bearings installed on the sensor side; they require special handling and installation. They need to be installed with the ORANGE seal side facing inwards and as with all bearings, are not to be dropped or placed in a magnetic parts tray.
- Front and Rear brake calipers, rotors and master cylinders are the same on ABS, as on NON- ABS equipped models. The **Electro/Hydraulic Control Unit (EHCU)**, wheel speed sensors, bearings, brake lines and associated wiring are specific to ABS equipped models.
- If you need to bleed the brakes on an ABS equipped model, the” ABS Set-up” Procedure in Digital Technician II is required to properly bleed the ABS brake system.
- The following table is an excerpt from the 2008 New Model Technical Forum :

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ABS SYMPTOMS	CONDITION
Pulsing brake lever or pedal during an ABS event	Normal operation
Clicking sound during an ABS event	Normal operation
ABS lamp flashing	Normal operation - key turned to IGNITION – speed under 3 MPH (5 KM/H).
ABS continuously illuminated	ABS inoperative – refer to dealer for diagnostics.
Perceived “surge” while braking	Normal operation – noticeable when braking with one brake (front only or rear only). Result of a reduction in deceleration normally caused by cracks or bumps in road, engine braking (high engine RPMs causing the rear wheel to slow down), hard braking at slow speeds, and other conditions.
Temporarily stiff rear brake pedal	Normal operation – engine braking (high engine RPMs causing the rear wheel to slow down) or down shifting activates ABS. If applying the rear brake at the same time or immediately after, the ABS may be closing a valve to prevent pressure to the rear brake.
Tire chirp	Normal operation – depending on surface, tire can chirp without locking the wheel.
Black mark on pavement	Normal operation – depending on surface, tire can leave a black mark without locking the wheel.
Wheel lock at low speed	Normal operation – ABS does not activate on front wheel below 3 MPH (5KM/H) or on rear wheel below 5 MPH (8 KM/H).
No braking over a series of ripples or bumps	Normal operation - speed of ABS reaction interfacing with frequency of road conditions signaling wheel lock up

5. Electronic Throttle Control

- All 2008 Touring Models will come equipped with ETC, which utilizes a new induction module and eliminates the use of throttle cables.
- It will not retrofit. It requires the use of specific handlebars, a new wiring harness and ECM.
- The induction module body and Electronic Throttle Control motor are not serviceable. Do Not Open the cover, as warranty will be voided. The TMAP and fuel injectors are serviceable.
- The small green connector on the end of the throttle grip sensor is not serviceable. If the connector is damaged the sensor needs to be replaced.
- 2008 Touring Models require the use of a new Screamin’ Eagle high flow air filter kit.
- It is not recommended to disconnect the ECM unless required to do so in order to diagnose the system, a single fastener is used to secure the ECM caddy to the frame, and can be removed to access the battery. The ECM caddy can be moved to the side while still attached to the wiring harness. The breakout box must be used when testing of the ECM/Harness connector is required.
- Whenever a new twist grip sensor (or ECM) is installed, place the engine run/stop switch in the RUN position and turn the ignition/light key switch to IGNITION and then back to

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OFF four times (without starting engine). Allow at least three seconds to elapse between ignition cycles. As the procedure allows the ECM to establish the optimum idle speed, there may be some initial (although temporary) performance problems if it is not performed, such as high idle or hesitation when the throttle is opened.

6. New axles require new torque specs.

- 2008 models (except Springer) receive 25mm wheel bearings and new hollow axles which for some models require new torque specs.

Axle Torque Specs MY2008		
Model	Front	Rear
XL	50-55 ft lb	95-105 ft lb
Dyna	60-65 ft lb	95-105 ft lb
VRSC	68-75 Nm	190-203 Nm
Softail	60-65 ft lb	95-105 ft lb
Touring	60-65 ft lb	95-105 ft lb

7. FXDF Model exhaust shields

- It should be communicated to customers that the new FXDF rear exhaust shield will allow the normal coloration of the exhaust system under the shield to be visible. This is a design characteristic that customers should be aware of before making the decision to purchase this model.

8. Touring Models Sidecovers

- There have been some changes to the Touring models regarding the sidecovers and what lies beneath them. All of the fuses are located beneath the left sidecover, as is the data link connector. The left sidecover is a very close fit and care should be taken when removing the cover for service.

9. Custom Paint sets

- 2008 Touring Models and Softail Models receive new fuel tanks, they do not retrofit. This also means that existing Custom Paint Sets will not fit these new models. Touring Models also have a new seat due to the tank changes, this also means earlier model seats will not fit.

10. New Brake Systems

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- Touring Models receive new brake calipers, pads, rotors, lines and master cylinders. They do not retrofit. The calipers are not serviceable, no service parts exist, do not disassemble. Brake pads for these calipers are new and will not retrofit; also earlier model pads will not fit the new calipers.

11. VRSC Model Slipper Clutch

- 2008 VRSC Models receive a new slipper clutch. It will retrofit to all earlier VRSC Models. The clutch shell is the same as on earlier models, but all other internal parts are new.

12. Isolated Drive System

- 2008 Touring Models receive a new Isolated Drive System to smooth varying loads to the drive train. It will retrofit to 2007 Touring Models and P&A kits will be available. Be aware it does not fit with some P&A wheels. The P&A catalog and H-D.com will provide more details.

13. PDI Fuel Pump Fuse

- The 2008 PDI Manual **INCORRECTLY** states that the **SPARE** fuse be installed in the Fuel Pump fuse slot. The **CORRECT** fuse to install is located in the **P&A IGN** fuse slot. Remove the fuse that is shipped in the P&A IGN fuse slot and install in the Fuel Pump fuse slot.

14. Buell XB DDFI-3

- 2008 Buell XB models incorporate a new ECM and one-piece induction module that utilizes an Idle Air Controller. This eliminates the manual Idle Speed Adjustment Procedure and TPS Zero procedure. The replacement of the Cam Position Sensor by the Crank Position Sensor eliminates the Timing Adjustment Procedure.

Remember these are only some of the changes and things to be aware of for new models. The 2008 New Model Technical Forum on h-dnet.com is another source of new information.

Additionally, to aid in deciding whether a new part will retrofit, compare the current parts manual to the parts manual of the previous model and note the differences between them. Please consider this if you are trying to decide if an OEM part will retrofit and there is no P&A kit available.