

change was made during the 1985 production run, the bikes, depending on where they were manufactured during the actual run, would be referred to as an Early 1985 or Late 1985 model. If you run across this type of designation in this manual that pertains to your model, give your Harley-Davidson dealer a call and have them identify your model with its 17 digit VIN number.

PARTS REPLACEMENT

When you order parts from the dealer or other parts distributor, always order by the full 17 digit VIN number. Compare new parts to old before purchasing them. If they are not alike, have the parts manager explain the difference to you.

TORQUE SPECIFICATIONS

Torque specifications throughout this manual are given in foot-pounds (ft.-lb.) as well as the metric equivalent in newton-meters (N.m).

Table 6 lists general torque specifications for nuts and bolts that are not listed in the respective chapters. To use the table, first determine the size of the bolt or nut. Use a vernier caliper and measure the inside dimensions of the threads of the nut (Figure 8) and across the threads for a bolt (Figure 9).

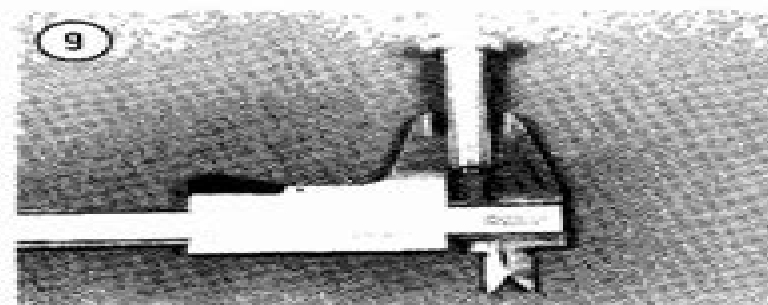
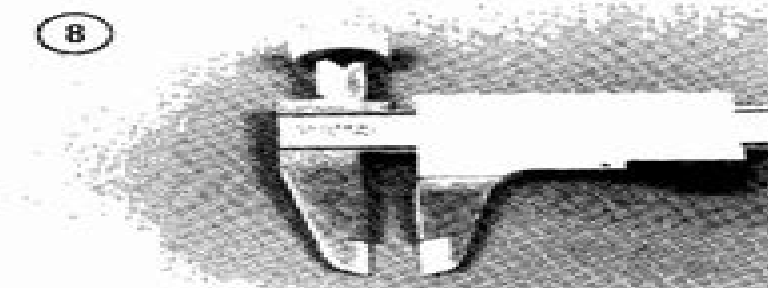
FASTENERS

The materials and designs of the various fasteners used on your Harley are not arrived at by chance or accident. Fastener design determines the type of tool required to work the fastener. Fastener material is

carefully selected to decrease the possibility of physical failure.

Nuts, bolts and screws are manufactured in a wide range of thread patterns. To join a nut and bolt, the diameter of the bolt and the diameter of the hole in the nut must be the same. It is just as important that the threads on both be properly matched.

The best way to tell if the threads on 2 fasteners are matched is to turn the nut on the bolt (or the bolt



Harley Davidson Fxstc Service Manual

Michael Rajnik



Harley Davidson Fxstc Service Manual:

Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present Donny Petersen, 2010-03-01 Donny is the Winner of the 2012 International Book Awards Donny Petersen has been educating motorcycle enthusiasts about Harley Davidson bikes for years Now he has combined all his knowledge into a twelve volume series masterpiece and this third book is one that every rider will treasure Petersen who has studied privately with Harley Davidson engineers and has spent thirty six years working on motorcycles is sharing all of his secrets As the founder of Toronto's Heavy Duty Cycles in 1974 North America's premier motorcycle shop the dean of motorcycle technology teaches about the theory design and mechanical aspects of Harleys In this third volume discover 1 How to identify the Evolution models 2 Why the Evolution models are better 3 Everything you need to know about engines 4 Troubleshooting every facet of the Evolution And so much more The Harley Davidson Evolution The Japanese had more than quality Their arsenal included acceleration and speed combining with good braking and handling They could design tool up and build a new motorcycle in a mere eighteen months The flavor of the day could easily be accomplished with this organizational skill and dexterity On top of this they had lower prices The Gang of 13 took over a failing company or did they By 1982 Harley Davidson sales went into a tailspin with plunging production The USA was in a deep recession Adding to the perfect storm was the flood of Asian imports that many believe were being sold in the U S below their manufactured costs Whether this was true or not how did a small country a half world away manufacture a quality product that was faster handled better and was less expensive Furthermore these import motorcycles were more functional Well of course they did because USA motorcycle manufacturing offered old clunker styling that was slower did not handle well and broke down all the time And for all of this Harley Davidson's cost more Insulting if one thinks about it It is not that the Evolution was that good relative to their competitors because in my opinion it was not However the Evolution was stellar relative to what went before I was a loyal Shovelhead rider necessarily becoming a mechanic along the way I like the rest of my ilk would never consider riding any other product I did not care that a Honda might be functionally better less expensive and not require my newfound mechanical skills Honda simply did not give what my psyche craved Importantly H D dropped its lackadaisical attitude towards copyright infringement particularly with knock off products Harley Davidson became extremely aggressive against the counterfeiting of their trademarks It licensed use of its logos with all manner merchandise that was embraced by mainstream America followed by the world including the Japanese H D then saw the birth of HOG the most successful marketing and loyalty campaign in the annals of corporate sustenance The world embraced this pasteurized version of the outlaw subculture You might meet the nicest people on a Honda but Harley riders are all about cool They adapt a pseudo outlaw lifestyle that emulates freedom and individualism They spend much of their time adopting one charity or another to prove they really aren't bad Many charities benefitted greatly during the Harley boom Can these riders be contesting the Honda mantra of niceness The previous owners AMF

deserve much credit for the success of Harley Davidson They gave the Gang of 13 a platform from which to launch These new guys were brighter than bright They put a management team together that knew no bounds in success I am sure that Marketing 101 in every business school teaches and will continue to teach their brilliant story Harley Davidson became the epitome of American manufacturing and marketing the darling of capitalism at its finest Think about it How could a rusty old manufacturer whose time had drifted by reach such pinnacles of success Well H D had a little help along the way with two main sociological factors 1 The post World War II baby boom the aging bulge in American demographics looking for adventure and whatever safely came their way 2 A generation that worked hard raised families and then looked back at what they had missed in their youth Harley Davidson embodied the freedom and adventure they lacked Harley Davidson was granted two decades in which to plan a lasting and viable future It sought to be the motorcycle of mainstream America The world would follow This venerable company almost pulled it off The Motor Company updated technology both in their manufacturing venue and in the product itself H D balanced on a near impossible fulcrum maintaining tradition on one side and complying with environmental dictates on the other The Evolution s successor the air cooled Twin Cam introduced in 1999 with great success H D continued to grow and prosper I have always viewed the Twin Cam as a transitional model embracing the past but leading into a future of overhead cams and water jackets The new H D V Rod s technological marvels are a wonderful attempt but as much as the Factory hoped mainstream Harley riders did not take the bait en masse After all they had their psychological needs These attempts did not prevent dark clouds from appearing on the horizon 1 Inexorably the post World War II baby boom s bulge has grown older losing interest in reclaiming youth with interests shifting elsewhere Who is to take over this downsizing market Who will be left to support the Motor Company in the style it has become accustomed 2 In my humble opinion the masters of marketing did not fill the coming void of consumers I think H D is good at pretty much everything except lowering prices for the incoming generations Nor have they developed affordable and desirable product lines for the youth Certainly the Factory began to enjoy economies of scale in manufacturing I for one do not think they have used their profits wisely for continued prosperity Will I continue to ride a Harley at age 62 Sure I will but I was riding them before they became cool I am not a dentist looking for a safe walk on the wild side or a movie star acquiring the in bauble of the day The Evolution motorcycle saved the Hog s bacon but a new savior is now required

Harley-Davidson Big Twins Owners Workshop Manual Curt Choate, Tom Schauwecker, John Harold Haynes, 1999 Harley Davidson Big Twins 1970 99 Shop Manual Haynes Sftbd 8 1 4x 1 3 4 224 pgs 536 b w ill **WALNECK'S CLASSIC CYCLE TRADER, OCTOBER 2004** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, APRIL 1999** Causey Enterprises, LLC, **Motorcycling For Dummies** Bill Kresnak, 2011-04-20 A practical guide that gets you geared up with proper riding techniques safety gear indispensable items for long trips and handling characteristics of various motorcycle types Few activities offer more fun and excitement than motorcycling but to get the most out of it there s a lot you need to

know and that's where this informative motorcycle guide written in plain English comes in. From buying and maintaining a bike to riding safely to finding great places to ride, *Motorcycling For Dummies* puts you on the road with savvy and style. Whether you're new to riding or an experienced motorcyclist, you'll get plenty of help in selecting the right bike and step-by-step instructions on performing routine maintenance tasks. You'll also find out how to develop safe riding habits and, maybe most important of all, you'll learn more about motorcycling organizations and how to fit in with the biker crowd. Plus, this hands-on resource shows you advanced riding techniques, offers travel tips for long distance rides, and even helps you get your kids started in motorcycling. Discover how to buy a new or used bike, select safe, tough riding gear from helmet and jacket to boots and pants, get proper training and learn essential riding skills, insure your bike, pass even the toughest licensing test, try your hand at cruising, touring, sports biking, and more. Get involved in motorcycle clubs and events, deal with dangers on the road, customize your bike to improve both style and performance. This comprehensive guide concludes with a motorcycling glossary, a guide to motorcycling laws by state, and an appendix with plenty of online resources. Complete with lists of can't miss biking events, legendary motorcyclists, and must-see motorcycling movies, *Motorcycling For Dummies* gives a whole new meaning to the term easy rider.

WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 1998 Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 1997** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, AUGUST 1998** Causey Enterprises, LLC, **Harley-Davidson FLS/FXS/FXC Softail Series** Editors of Haynes Manuals, 2020-08-18. With the help of the Clymer Harley Davidson FLS FXS FXC Softail Series Manual in your toolbox, you will be able to maintain service and repair your motorcycle to extend its life for years to come. Clymer manuals are very well known for their thorough and comprehensive nature. This manual is loaded with step-by-step procedures along with detailed photography, exploded views, charts, and diagrams to enhance the steps associated with a service or repair task. This Clymer manual is organized by subsystem with procedures grouped together for specific topics such as front suspension, brake system, engine, and transmission. It includes color wiring diagrams. The language used in this Clymer repair manual is targeted toward the novice mechanic but is also very valuable for the experienced mechanic. The service manual by Clymer is an authoritative piece of DIY literature and should provide you the confidence you need to get the job done and save money too. The specific Harley Davidson Softail Series models covered by this manual are: FLS 103 Softail Slim 2012, 2017; FLSS 110 Softail Slim 2016; FLSTC Heritage Softail Classic 2011, FLSTC 103 Heritage Softail Classic 2012, 2017; FLSTC ANV Heritage Softail Classic 110th Anniversary Edition 2013; FLSTF Fat Boy 2011, FLSTF Fat Boy 103 2012, 2017; FLSTF Fat Boy Lo 103 2012, 2016; FLSTFB Fat Boy Lo 2011, FLSTFB ANV Fat Boy Lo 110th Anniversary Edition 2013; FLSTFB 103 Fat Boy Lo 2012, 2016; FLSTFB 103 ANV Fat Boy Lo 110th Anniversary Edition 2013; FLSTFBS 110 Fat Boy Lo 2016; FLSTBS 110 Fat Boy S 2017; FLSTN Softail Deluxe 2011, FLSTN 103 Softail Deluxe 2012, 2017; FLSTNSE CVO Softail Deluxe 2014; FLSTSB Softail Cross Bones 2011; FTSTSE2 CVO Softail Convertible 2011; FTSTSE3 CVO Softail Convertible

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 FXSBSE 110 Softail Breakout 2013 2015 FXST 103 Softail Standard 2011 2013 Does not cover FXSE CVO Pro Street
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 2005* Causey Enterprises, LLC, *Harley-Davidson Big Twins Owners Workshop Manual* Curt Choate, Tom
 Schauwecker, John Harold Haynes, 1998-03-01 Harley Davidson Big Twins 1970 97 Shop Manual Haynes 1200cc 74ci and
 1340cc 80ci Sftbd 8 1 4x 10 3 4 220 pgs 528 b w ill *Harley-Davidson Sportster '70 to '13* John Haynes, 2016-05-01
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 CYCLE TRADER, DECEMBER 1988* Causey Enterprises, LLC, **Harley-Davidson FLH/FLT Touring Series 2006-2009**
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 FLHTCUI Ultra Classic Electra Glide 2006 FLHTCU *WALNECK'S CLASSIC CYCLE TRADER, JUNE 2001* Causey
 Enterprises, LLC, **Harley-Davidson Twin Cam 88 Service and Repair Manual** Alan Ahlstrand, 2003 Every Haynes

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