

Access Free  
Harley Davidson  
96 Owners Manual

*Harley  
Davidson  
96 Owners  
Manual*

Harley-Davidson  
Big Twins  
1970-99 Shop Man  
ualHaynes.Sftbd.  
, 8 1/4"x 1  
3/4", 224 pgs.,

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536 b&w ill.

Haynes has discovered all the problems that motorcycle owners could possibly encounter when rebuilding or repairing their bikes.

Documenting the most common DIY fixes with

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hundreds of  
illustrations  
and step-by-step  
instructions,  
this compendium  
of repair,  
modification and  
troubleshooting  
advice is  
applicable to  
all domestic and  
import marques.  
As industries  
turn

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increasingly  
hostile, it is  
clear that  
strong brand-  
building skills  
are needed to  
survive and  
prosper. In  
David Aaker's  
pathbreaking  
book, **MANAGING  
BRAND EQUITY,**  
managers  
discovered the

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value of a brand  
as a strategic  
asset and a  
company's  
primary source  
of competitive  
advantage. Now,  
in this  
compelling new  
work, Aaker uses  
real brand-  
building cases  
from Saturn,  
General

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Electric, Kodak,  
Healthy Choice,  
McDonald's, and  
others to  
demonstrate how  
strong brands  
have been  
created and  
managed. A  
common pitfall  
of brand  
strategists is  
to focus on  
brand

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attributes.

Aaker shows how  
to break out of  
the box by  
considering  
emotional and  
self-expressive  
benefits and by  
introducing the  
brand-as-person,  
brand-as-  
organisation,  
and brand-as-  
symbol

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perspectives. A second pitfall is to ignore the fact that individual brands are part of a larger system consisting of many intertwined and overlapping brands and subbrands. Aaker shows how to



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manage the  
"brand system"  
to achieve  
clarity and  
synergy, to  
adapt to a  
changing  
environment, and  
to leverage  
brand assets  
into new markets  
and products. As  
executives in a  
wide range of

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industries seek  
to prevent their  
products and  
services from  
becoming  
commodities,  
they are  
recommitting  
themselves to  
brands as a  
foundation of  
business  
strategy. This  
new work will be

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essential

reading for the  
battle-ready.

Complete

coverage for

your Harley-

Davidson

Sportster for

1970 thru 2013

covering XL,

XLH, XLCH, XLS

and XLX with

883/1000/1100

and 1200 engines

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(Does not  
include XR-1000  
engine  
information or  
2009-on XR  
models) :

--Routine  
Maintenance and  
servicing --Tune-  
up procedures  
--Engine, clutch  
and transmission  
repair --Cooling  
system --Fuel

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and exhaust

--Ignition and  
electrical  
systems

--Brakes, wheels  
and tires

--Steering,  
suspension and  
final drive

--Frame and  
bodywork

--Wiring  
diagrams

--Reference

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Section With a  
Haynes manual,  
you can do it  
yourselfâ?¿from  
simple  
maintenance to  
basic repairs.  
Haynes writes  
every book based  
on a complete  
teardown of the  
motorcycle. We  
learn the best  
ways to do a job

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and that makes  
it quicker,  
easier and  
cheaper for you.  
Our books have  
clear  
instructions and  
hundreds of  
photographs that  
show each step.  
Whether you're a  
beginner or a  
pro, you can  
save big with

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Haynes! --Step-  
by-step  
procedures  
--Easy-to-follow  
photos  
--Complete  
troubleshooting  
section  
--Valuable short  
cuts --Model  
history and pre-  
ride checks in  
color --Color  
spark plug



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diagnosis and  
wiring diagrams  
--Tools &  
workshop tips  
section in color  
Race Tech's  
Motorcycle  
Suspension Bible  
WALNECK'S  
CLASSIC CYCLE  
TRADER, NOVEMBER  
1996  
WALNECK'S  
CLASSIC CYCLE

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TRADER, APRIL

1996

1975: January-

June: Index

Harley Davidson

FXD Twin Cam 88

1999-2005

Volume I: The Twin  
Cam is the updated  
first volume of  
Petersen's long-  
awaited Donny's  
Unauthorized

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Technical Guide to  
Harley-Davidson,  
1936 to Present  
series. This twelve-  
volume series by  
the dean of  
motorcycle  
technology  
examines the  
theory, design, and  
practical aspects of  
all things Harley-  
Davidson.

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The Harley-Davidson Twin Cam engine was first manufactured in 1999, and remains the current design for all Big Twin Harleys. Today, approximately 2 million Twin Cams are out there and many of them need work. Even for those

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that don't, most Harley riders are looking for "just a little more horsepower," enough to keep up with their buddies on hopped-up Harleys. For anyone wanting to get a little, or a lot, more power from a Twin Cam, this book

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presents

combinations of parts that work together to provide the maximum power for the least amount of money. The crew at R&R Cycles have assembled their favorite combinations, or "recipes," that fall into one of three

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hop-up categories: Mild, Medium, and Race-Ready. In addition to Twin Cam history and theory, as well as the combinations that work, this new book includes a complete and thorough engine assembly chapter. It has more than 20

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pages of sequential photos and detailed captions that explain how a professional shop with a long history of building winning race engines, assembles a Twin Cam that's both fast and very durable.

Many people modify their Harley-



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Davidson

engines—and find the results

disappointing. What they might not know—and what this book teaches—is that emphasizing horsepower over torque, the usual approach, makes for a difficult ride.

Author Bill Rook has

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spent decades perfecting the art of building torque-monster V-twin Harley engines. Here he brings that experience to bear, guiding motorcycle enthusiasts through the modifications that make a bike not just fast but comfortable to ride.

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With clear, step-by-step instructions, his book shows readers how to get high performance out of their Harleys—and enjoy them, too.

XLH883, XL883R,  
XLH1100,  
XL/XLH1200

Volume li:  
Performancing the  
Twin Cam

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Volume I: the Twin  
Cam

Who Is the Real  
Hog?

Donny S

Unauthorized

Technical Guide to  
Harley-Davidson,  
1936 to Present

Everything Harley-  
Davidson

Harley-Davidson

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Twin Cam 88 and  
96 Service and  
Repair  
Manual Haynes  
Publications  
Donny is the Winner  
of the 2012  
International Book  
Awards. Donny  
Petersen has been  
educating  
motorcycle

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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

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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

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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



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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

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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

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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.

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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

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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

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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

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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

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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.



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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

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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

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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

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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

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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

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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

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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

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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



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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

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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

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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

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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

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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,

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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

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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?

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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



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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

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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.

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The Evolution  
motorcycle saved the  
Hog ' s bacon but a  
new savior is now  
required.

American  
Motorcyclist  
magazine, the  
official journal of the  
American  
Motorcyclist  
Associaton, tells the

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stories of the people  
who make  
motorcycling the  
sport that it is. It's  
available monthly to  
AMA members.

Become a part of the  
largest, most diverse  
and most  
enthusiastic group of  
riders in the country  
by visiting our

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website or calling  
800-AMA-JOIN.

For Harley-  
Davidson

aficionados, the very  
name Sportster  
conjures an image of  
a fire-breathing  
mechanical beast  
scorching the  
world ' s tarmac  
image the Sportster

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itself often does not live up to. Straight from the factory, in its standard form, the Sportster routinely proves an entry-level motorcycle providing a relatively tame ride. This book aims to change all that and to show

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every Sportster rider  
how to free the beast  
in his or her bike.

With expert, detailed  
advice on the proper  
mechanical

massaging and

plenty of helpful

diagrams and photos

this updated, third

edition of Buzz

Buzzelli's best-selling

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handbook shows how the Sportster can be transformed into the superbike of old. Including a history of the Sportster from its birth in 1957 to the recent introduction of a new engine (only the third in its long life), this book



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has everything it  
takes to open up the  
gates of hell and give  
the Sportster its  
head.

Harley-Davidson  
Twin CAM, Hop-  
Up & Rebuild  
Manual

Harley-Davidson  
Sportster

Harley-Davidson

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FLH/FLT/FXR

Evolution 1984-1998

Volume Iii: the

Evolution: 1984 to

2000

Harley-Davidson

XL883 XL1200

Sportster 2004-2013

XL883

(2004-2009),

XL883C

(2004-2010),

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XL883L

(2004-2011),

XL883N

(2009-2011),

XL883R

(2004-2011),

XL1200C

(2004-2011),

XL1200L

(2004-2011),

XL1200N

(2007-2011),

XL1200R

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(2004-2009),

XL1200X (2011)

Donny is the  
Winner of the  
2012

International  
Book Awards.

Donny Petersen  
offers the real  
deal in

performancing  
your Harley-  
Davidson Twin

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Cam. Graphics, pictures, and charts guide the reader on a sure-footed journey to a thorough H-D Twin Cam performance understanding. Petersen's insight makes technical issues understandable

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even for the  
novice. Donny  
simply explains  
what unfailingly  
works in  
performancing  
the Twin Cam.  
This is the second  
volume of  
Petersen's long-  
awaited Donny's  
Unauthorized  
Technical Guide

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to Harley

Davidson 1936 to  
Present. This  
twelve-volume  
series by the  
dean of  
motorcycle  
technology  
examines the  
theory, design,  
and practical  
aspects of Twin  
Cam

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performance.

Donny studied privately with Harley-Davidson engineers, having worked on Harleys for over 35 years. He founded Toronto's Heavy Duty Cycles in 1974, North America's



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premier

motorcycle shop.

Donny has ridden

hundreds of

performanced

Shovels, Evos,

and Twin Cams

across four

continents doing

all of his own

roadside repairs.

He has acquired

his practical

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knowledge the hard way. Donny has the privilege of sharing his performance secrets the easy way. Donny will walk you through detailed performancing procedures like headwork, turbo-supercharging,

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nitrous, big-inch  
Harleys and  
completing  
simple hop-up  
procedures like  
air breathers,  
exhausts, and  
ignition  
modifications.

Donny Petersen  
feels honored to  
share the wealth  
of his motorcycle

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knowledge and  
technical  
expertise.  
Complete  
coverage for your  
Harley-Davidson  
Sportster for  
1970 thru 2010  
covering XL,  
XLH, XLCH, XLS  
and XLX with  
883/1000/1100  
and 1200 engines

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(Does not include  
XR-1000 engine  
information or  
2009-on XR  
models):

--Routine  
Maintenance and  
servicing --Tune-  
up procedures  
--Engine, clutch  
and transmission  
repair --Cooling  
system --Fuel and

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exhaust --Ignition  
and electrical  
systems --Brakes,  
wheels and tires  
--Steering,  
suspension and  
final drive  
--Frame and  
bodywork  
--Wiring diagrams  
--Reference  
Section With a  
Haynes manual,

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yourselfâ?from  
simple  
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Haynes writes  
every book based  
on a complete  
teardown of the  
motorcycle. We  
learn the best  
ways to do a job  
and that makes it

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quicker, easier  
and cheaper for  
you. Our books  
have clear  
instructions and  
hundreds of  
photographs that  
show each step.  
Whether you're a  
beginner or a  
pro, you can save  
big with Haynes!  
--Step-by-step



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procedures --Easy-  
to-follow photos  
--Complete  
troubleshooting  
section --Valuable  
short cuts  
--Model history  
and pre-ride  
checks in color  
--Color spark plug  
diagnosis and  
wiring diagrams  
--Tools &

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workshop tips  
section in color  
FLST  
(1986-1990),  
FLSTC  
(1987-1993, 1993  
HDI, 1994-1999),  
FLSTF  
(1990-1993, 1993  
HDI, 1997-1999),  
FLSTN (1993,  
1993 HDI,  
1994-1996),

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FLSTS (1993,1997-1999), FXST (1984-1990, 1999), FXSTB (1999), FXSTC (1985-1999), FXSTF (1993-1996), FXSTS (1988-1999), FXS  
Harley-Davidson  
Twin Cam 88 and  
96 Service and

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Repair Manual  
Harley Davidson  
FXD Evolution  
1991-1998  
Death Star  
Manual  
Donny's  
Unauthorized  
Technical Guide  
to Harley  
Davidson 1936 to  
Present  
Harley-Davidson

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FXD/FLD Dyna  
Series 2012-2017  
FLHTC Electra Glide  
Classic (2010-2013)  
FLHTCU Ultra Classic  
Electra Glide  
(2010-2013) FLHTK  
Electra Glide Ultra  
Limited (2010-2013)  
FLHR Road King  
(2010-2013) FLHRC  
Road King Classic  
(2010-2013) FLTRX  
Road Glide Custom

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(2010-2013) FLTRU

Road Glide Ultra

(2011-2013) FLHX Street  
Glide (2010-2013)

FLHTCUSE5 CVO

Ultra Classic Electra  
Glide (2010)

FLHTCUSE6 CVO

Ultra Classic Electra  
Glide (2011)

FLHTCUSE7 CVO

Ultra Classic Electra  
Glide (2012)

FLHTCUSE8 CVO

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Ultra Classic Electra  
Glide (2013) FLHXSE  
CVO Street Glide (2010)  
FLHXSE2 CVO Street  
Glide (2011) FLHXSE3  
CVO Street Glide (2012)  
FLTRUSE CVO Road  
Glide Ultra (2011, 2013)  
FLTRXSE CVO Road  
Glide Custom (2012)  
FLTRXSE2 CVO Road  
Glide Custom (2013)  
FLHRSE5 CVO Road  
King Custom (2013)

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TROUBLESHOOTING  
LUBRICATION,  
MAINTENANCE AND  
TUNE-UP ENGINE  
TOP END ENGINE  
LOWER END  
CLUTCH AND  
EXTERNAL SHIFT  
MECHANISM  
TRANSMISSION AND  
INTERNAL SHIFT  
MECHANISM FUEL,  
EMISSION CONTROL  
AND EXHAUST



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SYSTEMS

ELECTRICAL SYSTEM

COOLING SYSTEM

WHEELS, TIRES AND

DRIVE CHAIN FRONT

SUSPENSION AND

STEERING REAR

SUSPENSION BRAKES

BODY AND FRAME

COLOR WIRING

DIAGRAMS

FXD/FXDI Dyna Super

Glide (1999-2005),

FXDX/FXDXI Dyna

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Super Glide Sport  
(1999-2005),  
FXDL/FXDLI Dyna Low  
Rider (1999-2005),  
FXDS-CONV Dyna  
Super Glide Convertible  
(1999-2000),  
FXDWG/FXDWGI  
Dyna Wide Glide  
(1999-2005), FXDXT  
Dyna Super Glide T-  
Sport (2001  
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you can do it

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yourself...from simple maintenance to basic repairs. Haynes writes every book based on a complete teardown of the motorcycle. We learn the best ways to do a job and that makes it quicker, easier and cheaper for you. Our books have clear instructions and hundreds of photographs that show each step. Whether you are a

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can save big with Haynes!

- Step-by-step  
procedures --Easy-to-  
follow photos
- Complete  
troubleshooting section
- Valuable short cuts
- Model history and pre-  
ride checks in color
- Color spark plug  
diagnosis and wiring  
diagrams --Tools and  
workshop tips section in

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color Complete coverage  
for your Harley-  
Davidson Twin Cam 88  
covering Softail (2000  
thru 2010), Dyna Glide  
(1999 thru 2010), and  
Electra Glide/Road King  
and Road Glide (1999  
thru 2010): --Routine  
Maintenance and  
servicing --Tune-up  
procedures --Engine,  
clutch and transmission  
repair --Cooling system

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--Fuel and exhaust  
--Ignition and electrical  
systems --Brakes, wheels  
and tires --Steering,  
suspension and final  
drive --Frame and  
bodywork --Wiring  
diagrams --Reference  
Section

FLHR Road King  
(1995-1998), FLHR-I  
Road King (1996-1997),  
FLHRC-I Road King  
(1998), FLHS Electra

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Glide-Sport (1988-1993),

FLHT Electra Glide

(1995-1998), FLHTC

Electra Glide Classic &

Anniversary

(1984-1998), FLHTC-U

Electra Glide Classic-

Ultra & Annivers

Harley-Davidson XL

Sportster 2014-2017

WALNECK'S CLASSIC

CYCLE TRADER,

JUNE 1996

How to Build a Harley-

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Davidson Torque

Monster

Harley-Davidson Evo,  
Hop-Up & Rebuild

Manual

Harley-Davidson

Sportster '70 to '13

The Death Star is a  
spherical space  
station, the size of a  
small moon, highly  
armoured and armed  
to destroy anything  
from enemy



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spaceships to whole planets. Using cutaway drawings, exploded diagrams and photographs, backed by detailed technical specifications and descriptions of the onboard systems, this owner's manual reveals the technology contained within and lays bare

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the awesome power  
(and weaknesses) of  
the Empire's ultimate  
weapon.

An award-winning  
scientist offers his  
unorthodox approach  
to childrearing:  
“Parentology is  
brilliant, jaw-  
droppingly funny, and  
full of wisdom...bound  
to change your  
thinking about

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parenting and its conventions” (Amy Chua, author of *Battle Hymn of the Tiger Mother*). If you’re like many parents, you might ask family and friends for advice when faced with important choices about how to raise your kids. You might turn to parenting books or simply rely

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on timeworn religious or cultural traditions. But when Dalton Conley, a dual-doctorate scientist and full-blown nerd, needed childrearing advice, he turned to scientific research to make the big decisions. In Parentology, Conley hilariously reports the results of those

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experiments, from bribing his kids to do math (since studies show conditional cash transfers improved educational and health outcomes for kids) to teaching them impulse control by giving them weird names (because evidence shows kids with unique names learn not to react

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when their peers  
tease them) to getting  
a vasectomy  
(because fewer kids  
in a family mean  
smarter kids). Conley  
encourages parents  
to draw on the latest  
data to rear children,  
if only because that  
level of engagement  
with kids will produce  
solid and happy ones.  
Ultimately these

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experiments are very loving, and the outcomes are redemptive—even when Conley's sassy kids show him the limits of his profession.

Parentology teaches you everything you need to know about the latest literature on parenting—with lessons that go down

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easy. You'll be laughing and learning at the same time. Do you want to know howto build a performance Evo-style engine, not what to build? Written by Chris Maida, the man who put in nearly 20 years as editor for American Ironmagazine, with help from the crew at



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R&R Cycles, this book is a must-have for anyone who wants to wrench on his or her own engine. Each section covers a specific subassembly of an Evolution engine. You can pick and choose what chapters are necessary for your project, from installing a new camshaft to

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installing a top-end kit. For anyone planning to build an Evo that combines power with durability, this book provides detailed photo sequences that show every part of the building or rebuilding process. The crew at R&R Cycles shows how they do a simple top-end hop-up in the

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chassis. The also  
show how to build a  
complete crate  
engine, assembled on  
the bench. If you're a  
rider who takes pride  
in doing most of your  
own work, this is a  
book you need. From  
a simple rebuild to a  
complete scratch-built  
engine, the how-to  
information and photo  
sequences you need

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are right here.

Suspension is probably the most misunderstood aspect of motorcycle performance. This book, by America's premier suspension specialist, makes the art and science of suspension tuning accessible to professional and backyard motorcycle

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mechanics alike.

Based on Paul

Thede's wildly popular

Race Tech

Suspension

Seminars, this step-by-

step guide shows

anyone how to make

their bike, or their

kid's, handle like a

pro's. Thede gives a

clear account of the

three forces of

suspension that you

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must understand to make accurate assessments of your suspension's condition. He outlines testing procedures that will help you gauge how well you're improving your suspension, along with your riding. And, if you're inclined to perfect your bike's handling, he even

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explains the black art of chassis geometry. Finally, step-by-step photos of suspension disassembly and assembly help you rebuild your forks and shocks for optimum performance. The book even provides detailed troubleshooting guides for dirt, street, and

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supermoto--promising  
a solution to virtually  
any handling problem.

Harley-Davidson  
Harley-Davidson  
Sportster  
Performance  
Handbook

1995-1996 XLH  
Sportster Models  
Service Manual  
Learn how to Build an  
Engine Like the Pros



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Haynes offers  
the best  
coverage for  
cars, trucks,  
vans, SUVs and  
motorcycles on  
the market  
today. Each  
manual contains  
easy to follow  
step-by-step  
instructions  
linked to

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hundreds of  
photographs and  
illustrations.  
Included in  
every manual:  
troubleshooting  
section to help  
identify  
specific  
problems; tips  
that give  
valuable short  
cuts to make

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the job easier  
and eliminate  
the need for  
special tools;  
notes, cautions  
and warnings  
for the home  
mechanic; color  
spark plug  
diagnosis and  
an easy to use  
index.

**FXDB**

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**(1991-1992) ,**

**FXDC (1992) ,**

**FXDL**

**(1993-1998) ,**

**FXDWG**

**(1993-1998) ,**

**FXD**

**(1995-1998) ,**

**FXDS-CONV**

**(1995-1998)**

**Each Clymer**

**manual provides**

**specific and**

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detailed

instructions

for performing

everything from

basic

maintenance and

troubleshooting

to a complete

overhaul of the

machine. This

manual covers

the Harley

Davidson

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**FXD/FLD Dyna  
Series built  
from 2012 to  
20173. Do-it-  
yourselfers  
will find this  
service and  
repair manual  
more  
comprehensive  
than the  
factory manual,  
making it an**

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**indispensable  
part of their  
tool box.**

**Specific models  
covered**

**include: FXDB**

**Street Bob**

**(2012-2017) ,**

**FXDB 103 Street**

**Bob**

**(2014-2017) ,**

**FXDBA Street**

**Bob (2013**

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Factory

Custom), FXDBA

103 Street Bob

(2013 Factory

Custom), FXDBB

103 Street Bob

(2014 Factory

Custom,

2015-2016

Limited), FXDBC

Street Bob

(2016 Limited),

FXDBC 103



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Street Bob  
(2016 Limited),  
FXDBP 103

Street Bob  
(2013-2016

Factory  
Custom), FXDC

Super Glide  
Custom

(2012-2014),  
FXDC 103 Super  
Glide Custom  
110th

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**Anniversary**

**(2013), FXDC  
Super Glide  
Custom (2014),  
FXDF Fat Bob  
(2012-2017),  
FXDF 103 Fat  
Bob  
(2012-2017),  
FXDL Low Rider  
(2013-2017),  
FXDL 103 Low  
Rider**

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**(2014-2017),  
FXDLS Low Rider  
S (2017), FXDWG  
Wide Glide  
(2012-2017),  
FXDWG 103 Wide  
Glide  
(2012-2017),  
FLD Switchback  
(2012-2016),  
and FLD 103  
Switchback  
(2012-2016) .**

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Bob Michel has been in the motorcycle industry for 29 years. Fourteen years with Harley-Davidson. He spent nine years as partner and vice president of Milwaukee Harley-Davidson

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. Bob became sole owner of that dealership in July of 2003. As owner, he oversaw all the day-to-day operations, as he had since becoming involved with the dealership in 1996. Under

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his direction,  
dealership  
sales nearly  
tripled. He  
helped Harley-  
Davidson with  
almost all of  
their programs  
for their  
retail dealer  
network. His  
last position  
at Harley-

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Davidson was  
manager of  
dealer  
facilities  
planning. Prior  
to that Bob was  
manager of  
worldwide  
retail  
services.  
Earlier on, he  
held a variety  
of sales

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positions  
including,  
district sales  
manager for  
Maryland,  
Virginia,  
Washington, DC  
and part of  
North Carolina.  
He was part of  
the sales team  
that helped  
lead to the



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resurgence of H  
arley-Davidson.  
Bob has been  
treasurer of  
both local and  
state  
motorcycle  
associations.  
He is also co-  
author of the  
Executive Sales  
Academy Manual.  
He is a true

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Harley Davidson  
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motorcycle

enthusiast who  
started riding  
when he was 12  
years old and  
has owned over  
20 motorcycles.

This story is  
about his  
experience as  
an enthusiast,  
an employee of  
Harley-Davidson

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and owner of a  
franchised  
dealership for  
Harley-  
Davidson.

Catalog of  
Copyright  
Entries. Third  
Series

WALNECK'S  
CLASSIC CYCLE  
TRADER,  
FEBRUARY 1996

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**Harley-Davidson**

**XL/XLH**

**Sportster**

**1986-2003**

**Harley-Davidson**

**Big Twins**

**Owners Workshop**

**Manual**

**1995/1996**

**Softail Service**

**Manual**

**Haynes manuals**

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are written specifically for the do-it-yourselfer, yet are complete enough to be used by professional mechanics. Since 1960 Haynes has produced

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manuals written  
from hands-on  
experience  
based on a  
vehicle  
teardown with  
hundreds of  
photos and  
illustrations,  
making Haynes  
the world leader  
in automotive

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repair

information.

Each Clymer  
manual provides  
specific and  
detailed  
instructions for  
performing  
everything from  
basic  
maintenance  
and

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troubleshooting  
to a complete  
overhaul of the  
machine. This  
manual covers  
the Harley-  
Davidson XL  
Sportster built  
from 2014 to  
2017. Do-it-  
yourselfers will  
find this service



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and repair  
manual more  
comprehensive  
than the factory  
manual, making  
it an  
indispensable  
part of their tool  
box. Specific  
models covered  
include: XL883L  
SuperLow

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(2014-2017),  
XL883N Iron 883  
(2014-2017),  
XL883R  
Roadster  
(2014-2015),  
XL1200C 1200  
Custom  
(2014-2017),  
XL1200CA  
Custom Limited  
A (2014-2016),

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XL1200CB 1200  
Custom Limited  
B (2014-2017),  
XL1200CP 1200  
Custom (factory  
custom)  
(2014-2016),  
XL1200CX  
Roadster  
(2016-2017),  
XL1200T  
SuperLow

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(2014-2017),  
XL1200V

Seventy-Two  
(2014-2016),  
and XL1200X

Forty-Eight  
(2014-2017).

Harley-Davidson  
EVO, Hop-Up &  
Rebuild Manual,  
is a must-have  
for anyone who

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wants to put  
wrench to an  
EVO V-Twin.  
Each section  
covers a specific  
subassembly of  
an EVO motor.  
From a simple  
rebuild to a  
complete  
assembly from  
scratch, if you're

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a rider or shop  
owner looking to  
do more work on  
the EVO V-Twin,  
this is the book  
you need.

Harley-Davidson  
FLSFX Softail Big-  
Twin Evolution  
1984 - 1999  
FXDB Street Bob  
(2012-2017),

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FXDB 103 Street  
Bob  
(2014-2017),  
FXDBA Street  
Bob (2013  
Factory  
Custom), FXDBA  
103 Street Bob  
(2013 Factory  
Custom), FXDBB  
103 Street Bob  
(2014 Factory

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Custom,  
2015-2016

Limited)

Harley-Davidson  
FLH/FLT Touring

WALNECK'S

CLASSIC CYCLE

TRADER,

SEPTEMBER

1997

American

Motorcyclist