

## DISASSEMBLY

### SPORTSTER

Remove only 2 screws. Disconnect the plug. Remove the IAC by turning it a quarter turn to release it from the accelerator cable plate bracket. To make it easier to remove the original screws, start and warm up your engine for a few minutes. The heat will expand the aluminum and make it easier to unscrew.

### DYNA/SOFTAIL/TOURING

Lift the tank or remove the air filter. Disconnect the plug. Detach the servomotor by turning it a quarter turn to release it from the throttle plate bracket. Before removing the original screws, start the engine and let it warm up for a while. This step will expand the aluminum and make it easier to unscrew.

## ADJUSTMENT & USE TIPS



**BEFORE STARTING** your V-Twin, turn the adjustment knob upward, then back it off a few notches. After starting, let the engine warm up for one minute. Then screw the knob back in one notch at a time. Gradually reduce the idle speed as the engine warms up.



**FIRE UP:** Unscrew the knob to increase idle engine speed. Low Idle speed reduction: Screw the knob to decrease engine speed.



Drive for about six miles and use all your gears without pressing too hard on the accelerator. The orange engine light will automatically turn off when you stop or while driving only when the engine reaches its optimal temperature. Do not lower the RPM to 800 rpm on a cold engine, as it may stall as a protective measure. After prolonged parking, unscrew the adjustment knob to increase the idle speed before Fire up.



- For the 883 CC, 1200 CC, and 88 CI models, the diamond plate is positioned parallel to your line of sight when you look at the injection body.
- For the 96 CI and 103 CI models, this plate is positioned perpendicular to your line of sight when facing the injection body. The assembly, installation, and adjustment process remains the same for both configurations.