INSTALLATION & ADJUSTMENT MANUAL

Manual idle speed adjuster for fuel-injected V-Twin engines

🔧 REMOVAL OF THE ORIGINAL SERVO MOTOR

SPORTSTER

Remove only the two screws. Disconnect the plug. Remove the servo motor by turning it a quarter turn to release it from the throttle cable plate bracket. To make removing the original screws easier, start the engine and let it warm up for a few minutes. The heat expands the aluminium and makes unscrewing easier.

DYNA / SOFTAIL / TOURING

Lift the fuel tank or remove the air filter. Disconnect the plug. Release the servo motor by turning it a quarter turn to free it from the throttle plate bracket. Before removing the original screws, start the engine and allow it to warm up briefly. This expands the aluminium and makes unscrewing easier.

⚠️ INSTALLATION PRECAUTION

When installing the «LE POTATO 2.0» idle speed adjuster, it must be in the open position (turned to the left).

WARNING: If the adjuster is in the closed position (turned to the right until it reaches the stop), tightening the two mounting screws may force the adjuster tip against its seat in the injection body, at the throttle plate level. This may damage both the tip and its seat.

Make sure the adjuster is in the open position before tightening the mounting screws.

This precaution applies to both Harley-Davidson and SWM Stormbreaker models.

CONNECTOR PROTECTION: Use the waterproof cap supplied in the kit to protect the disconnected electrical connector from dust, moisture, rain and other external elements.

ORIGINAL IAC SERVO MOTOR – OPTIONS

OPTION 1 – IAC servo motor disconnected: once unplugged, use the waterproof cap supplied in the kit to protect the electrical connector from dust, moisture, rain and other external elements.

OPTION 2 – IAC servo motor left connected: if you choose to keep the original IAC connected, ensure it is sealed against external elements while allowing the needle to move freely. Then position the servo motor under the fuel tank.

🛠️ SWM STORMBREAKER – SEAL

For installation on the SWM Stormbreaker, it is preferable to keep the original seal rather than use the seal supplied in the kit.

ADJUSTMENT & OPERATION

Recommended procedure after installation

⚙️ INITIAL ADJUSTMENT BEFORE STARTING

Before starting your V-Twin, turn the adjustment knob upward, then back it off a few clicks. After starting, allow the engine to warm up for one minute. Then screw the knob in one click at a time. Gradually reduce the idle speed as the engine warms up.

↻ IDLE SPEED ADJUSTMENT

- To increase engine speed: unscrew the knob.
- To decrease engine speed: screw in the knob.

🏍️ WARM-UP AND RIDING

Ride for approximately ten kilometres and use all gears without applying heavy throttle. The orange engine warning light will turn off automatically while stopped or riding, only once the engine has reached its optimal temperature.

Do not reduce the idle speed to 800 rpm while the engine is still cold: it may stall as a protective measure. After an extended stop, unscrew the adjustment knob to increase the idle speed before restarting.

📐 DIAMOND PLATE ORIENTATION

- 883 cc, 1200 cc and 1450 cc models: position the diamond plate parallel to your line of sight when looking at the injection body.
- 1584 cc and 1690 cc models: position the plate perpendicular to your line of sight, facing the injection body.

The mounting, installation and adjustment process is the same for both configurations.