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## 2019 harley sportster service manual

The 1959 Harley-Davidson XLCH Sportster was a hotter version of the traditional Harley Sportster.Motorcycle Image GalleryIntended as a performance-oriented on/off road machine (rumor had it the "C" stood for "Competition," though Harley never said one way or the other), it differed from its milder XLH sibling by sporting magneto ignition, high-mounted exhaust pipe, "peanut" fuel tank, "bobbed" rear fender, and semi-knobby tires.Tank badges were also different, being of a design shared by some of Harley's contemporary racing bikes. The XLCH also debuted the "eyebrow" headlight cover that remains a Sportster trademark to this day.By contrast, the touring-oriented XLH looked (and was) heavier, with fuller fenders, large headlight nacelle, larger fuel and oil tanks, and low exhaust. Harley-Davidson maintained these two Sportster models through the 1960s, during which time they proved very successful, both on the racetrack and in the showroom.To learn more about Harley-Davidson and other classic motorcycles, see: The 1967 Harley-Davidson XLH Sportster was Harley's "luxury" model for the Sportster line.Motorcycle Image GalleryFor 1967, Sportsters offered the electric starter introduced on Big Twins two years earlier. However, it was only available on the XLH version; the sportier XLCH stuck with a kick starter, which remained on the XLH as a back-up to the electric leg.As before, the XLH also carried fancier trim, including a large polished headlight nacelle, chromed rear shock covers, and a larger fuel tank.Harley-Davidson ads in 1967 boasted of the Sportster's record-setting runs at Bonneville. Though these were highly modified machines, the company could still claim that "Nobody builds a faster stock motorcycle."To learn more about Harley-Davidson and other classic motorcycles, see: The 1971 Harley-Davidson XLH Sportster wasn't a particularly innovative or successful offering from Harley.Motorcycle Image GalleryThe boat-tail rear fender design that graced the Super Glide for 1971 originated on the 1970 Sportster. It didn't enjoy universal appeal, but it was offered again for 1971 Sportsters as a \$60 option.Also optional was the red, white, and blue Sparkling America paint scheme, along with colors such as the Sparkling Turquoise worn by this example. None proved popular enough to warrant a return engagement for 1972.Sportster engines still displaced 883-cc in 1971; for 1972, that would be boosted to 1,000-cc, a move prompted by the growing number of large-displacement Japanese bikes that were beginning to crowd Harley out of the big-bore sport market.To learn more about Harley-Davidson and other classic motorcycles, see: Harley-Davidson powered their 1985 Sportster XLH with a 997 cc engine that produced 50 horsepower at 6,000 rpm giving it a power-to-weight ratio of 5.98 pounds per horsepower, with the stock components. You can, without serious tooling or mechanical experience, make some changes to increase horsepower and torque. Other changes require significant modifications to the engine. Stage OneThe most popular starting point for boosting performance is known as a "Stage One" upgrade through Screamin' Eagle, otherwise known as "paying your Harley tax." This includes replacing the stock air cleaner element with a low-resistance air cleaner, removing the stock exhaust and installing a low-restriction exhaust, and replacing the jets in the carburetor with larger ones. It is recommended that you use a low-restriction performance muffler, and avoid using straight-, or drag-pipes, because they have no backpressure and will make it difficult to tune the exhaust. Anti-reversion cones -- also called powercones -- help provide some backpressure and prevent exhaust-gas reversion. Making these changes effectively opens up the engine and allows it to breathe as the factory intended, increasing horsepower and throttle response.IgnitionUpgrading the ignition coil to a high-output coil, along with performance spark plug wires, will give a small horsepower boost along with a slight mileage increase by creating better flame-front development and reducing wasted free hydrocarbons exiting the exhaust. Screamin' Eagle offers a performance electronic ignition module that will allow you to tune the power curve and adjust the rev-limiter to maximize performance according to your riding style. Performance points are recommended if you have converted to a points ignition. Use high-performance points with a built in self-lubricator for good ignition performance with less frequent need for points adjustments.Machine WorkIncreasing the swept volume of the engine by boring it to 1100 cc and installing high-compression pistons will increase your horsepower and torque significantly. Mid-grade or premium gasoline will be necessary to prevent preignition or detonation once engine compression exceeds 9.5-to-1. Performance cams are available from Screamin' Eagle and other aftermarket sources, that will enhance your power curve and increase your torque band significantly. Port and polish the intake passages in the heads, and use a five- or seven-face grind on the intake seats.WarningsTampering with the intake and exhaust, or making any changes to the emissions on the bike, can be a violation of state and local laws. Check for ordinances against sound emissions and exhaust-gas emissions before making modifications to a bike that is intended for road use. Do not take half-measures when modifying the intake and exhaust systems. Changing the pipes or intake without increasing the size of the jets will lead to a dangerous lean-running condition that will cause the engine to run hot and can cause piston damage. Give particular attention to maintenance on other areas of the bike when increasing performance. The performance of the brakes and the condition of the tires become infinitely more important as you increase your capabilities and use these capabilities during maneuvers in traffic. Thinkstock Images/Comstock/Getty Images Engine guards made of molded and welded steel tubing provide limited protection against damage to the engine and painted parts, as well as the lower leg of the motorcycle, in the event the bike is dropped at zero to low speeds. The guard available for the Harley-Davidson Sportster comes in chrome or painted black to match the motorcycle's frame. Installing an engine guard adds aesthetic value, or curb-appeal, to the motorcycle. Cover the front fender with a clean, soft blanket or a few layers of clean, soft shop rags to protect the fender from damage should a tool or part be dropped on it. Note the position of the horn wires at the back of the horn, then disconnect the wires from the horn by sliding the connectors off of the terminals. (1200 Custom models disregard this step.) Locate the upper tie-link assembly at the top of the frame downtubes behind the horn. Remove two screws and washers mounting the upper tie-link and horn bracket to the frame with a ratchet and socket. Do not unbolt the upper tie-link from the engine. All models except 1200 Custom lay aside the horn. Discard the screws and washers. Locate the short crossmember near the bottom of the downtubes. The threaded inserts built into them will receive the lower engine guard mounting bolts. Install two flat washers onto two 3/8-16-by-1-1/2-inch screws. Place the engine guard upper mounting tab in position under the upper tie-link. Hold the horn bracket in position under the engine guard mounting tab on all models except the 1200 Custom. Tighten the bolts finger-tight by hand. Install two flat washers onto two 3/8-16-by-1-1/2-inch screws, and insert them into the lower-crossmember threaded inserts through the engine guard's lower mounting-tab holes. Tighten finger-tight. Center the engine guard on the motorcycle by sight, and tighten the mounting screws to 25 to 35 pound-feet of torque with a pound-foot torque wrench and socket. Reconnect the horn wire connectors to their terminals at the back of the horn on all models other than the 1200 Custom. Swing the handlebars through the full range of motion to ensure there is sufficient clearance between the clutch and brake cables and the engine guard. Remove the blanket or rags from the front fender. The Sportster motorcycle (known as the XL) has been in continuous production by Harley Davidson since 1957. Motorcycles can be especially hard on batteries, mostly because they tend to sit for long periods of time without use. If you live in a climate that is too cold for winter riding, make sure to keep your Sportster's battery fully charged. You might want to invest in a "trickle battery charger" which can keep your battery fully charged without overcharging. Remove the seat. Remove the Phillips head screw at the back of the seat. Then slide the seat backward to remove the seat. Disconnect the strap that retains the battery cover by removing the bolt and washer on the right side of the cover. Remove both the retaining strap and the battery cover. Lift the battery upward to obtain access to the positive and negative terminals. Unscrew the bolts that connect the positive and negative battery cables to the battery. Lift the battery from the motorcycle. Slide the battery into position in the battery case. Lift the battery to gain access to the battery terminals. Connect the positive cable (red) to the positive battery terminal (+). Connect the negative cable (black) to the negative battery terminal (-). Reinstall the bolts that connect the cables to each terminal. Reinstall the battery cover. Slide the battery strap over the cover and reinstall the bolt and washer that secures it. Reinstall the seat. Place the seat over the battery case and slide it forward so that the hook on the front of the seat engages the tab located directly behind the gas tank. Reinstall the phillips head screw that secures the back of the seat. Blenders Air-Oxygen Blender Service Manual HeilO2 Helium-Oxygen Service Manual Portable Oxygen Concentrators EasyPulse POC Service Manual (PM4150) Live Active Five Service Manual (PM4155)





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