

- 9- If engine was running properly before installation of carburetor, no other changes were made and carb settings were confirmed as instructed previously, hard starting is likely caused by incorrect intermediate jet or starting routine. Remain calm and patient while attempting to start motorcycle, and experiment with different starting procedures (throttle and enricher position, number of squirts from accelerator pump, etc.), especially with kickstart motorcycle. Carb tuning and ignition tuning and maintenance are critical for kick start motorcycles.

If severe flooding is suspected, turn ignition off, slowly roll throttle to wide open position, and kick 6-8 times to clear engine. Then close throttle to approximately 1/8 turn, turn ignition on and kick until engine starts.

If insufficient fuel is suspected, remove air cleaner cover and confirm accelerator pump operation, with motor off, by snapping throttle open from closed position. Fuel should exit accelerator pump nozzle directly behind main discharge tube in carburetor bore.

If not, increase accelerator pump setting by turning adjustment screw out, in counterclockwise direction. Replace air cleaner cover and attempt to start motorcycle according to procedure previously described.

If more than 2-3 squirts from accelerator pump are required to start motorcycle with temperature 60° or above, larger intermediate jet may be required. This may also be caused by incorrect idle mixture adjustment or a manifold leak. Refer to following sections for additional information on tuning.

2- Adjusting Carburetor

- A- Adjusting Idle Circuit - Idle mixture screw regulates air/fuel mixture at idle speeds and has been angled forward for greater accessibility. **See Picture 39, below left.** Throttle stop/engine rpm adjustment screw is located on boss on rear side of carburetor body. **See Picture 40, below right.** During assembly S&S® adjusts both screws to settings that should work for first start-up after installation.



Picture 39



Picture 40

- 1- Start engine and run until slightly warm (approximately 1 to 2 minutes).
- 2- Turn RPM adjustment screw to obtain idle of approximately 1000 RPM.
- 3- Turn idle mixture screw clockwise, slowly leaning mixture until engine starts to die. Next, turn screw counterclockwise, slowly richening mixture, until engine RPM fall off. Mixture adjustment is correct when screw is positioned about halfway between these points, or approximately 1/4 to 1/2 turn out from lean side of adjustment range.

NOTE: Turning screw out (counterclockwise) makes idle mixture richer. Turning screw in (clockwise) makes mixture leaner. Normally, correctly adjusted screw will be between 1 1/4 and 1/2 turns out from bottom if intermediate jet size is correct. Note that mixture screw must be adjusted according to Step 3 above. Do not leave screw at initial 1 1/2 turn setting without fine tuning.

- 4- After initial idle mixture adjustment, reset engine idle to approximately 1000 RPM. Lower idle speed can cause hard starting, poor throttle response, erratic idle and unnecessary engine wear.
- 5- After engine has reached normal operating temperature, repeat Steps 3 and 4.

IDLE CIRCUIT NOTES:

- If idle adjustments are made before engine is fully warmed, idle mixture will be rich when engine reaches operating temperature. This is especially true for engines with aluminum cylinders such as Harley-Davidson® Evolution® and Twin Cam 88®, if ambient temperature is below 60 degrees, engine may require 10-15 minutes of normal riding to reach operating temperature.
- Whenever intermediate jet change is made, idle mixture screw must be readjusted.
- If the idle mixture screw is more than 1 1/4 turns out after idle mixture is correctly adjusted, it is a fairly good indication that the intermediate jet may be too small and should be changed to the next larger size. If the idle mixture screw ends up less than 1 1/4 turn out, the intermediate jet may need to be changed to the next smaller size. Be aware that idle mixture screw adjustment can be effected by other factors, but can quite often indicate rich or lean intermediate jetting.
- If idle mixture screw is turned completely in, engine should not run at idle. If engine continues to run at idle with idle mixture screw seated, recheck initial setting of idle speed screw, and make sure enrichment plunger is seated.

Super E Manual

James Millikin University



Super E Manual:

Special Regulations United States. Department of the Army, 1954 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

The Northern Logger and Timber Processor, 1979 Organ Registration Everett Ellsworth Truette, 1919
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, 1979 Miscellaneous Theological Works of Emanuel Swedenborg ... Emanuel Swedenborg, 1909 **The National Forest**
Manual United States. Forest Service, 1928 **Patterson's American Educational Directory** Homer L. Patterson, 1921
Amplifier Circuits Rudolf F. Graf, 1996-12-15 This series of circuits provides designers with a quick source for amplifier circuits Why waste time paging through huge encyclopedias when you can choose the topic you need and select any of the

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This book delves into Super E Manual. Super E Manual is an essential topic that needs to be grasped by everyone, from students and scholars to the general public. The book will furnish comprehensive and in-depth insights into Super E Manual, encompassing both the fundamentals and more intricate discussions.

1. This book is structured into several chapters, namely:

- Chapter 1: Introduction to Super E Manual
- Chapter 2: Essential Elements of Super E Manual
- Chapter 3: Super E Manual in Everyday Life
- Chapter 4: Super E Manual in Specific Contexts
- Chapter 5: Conclusion

2. In chapter 1, the author will provide an overview of Super E Manual. The first chapter will explore what Super E Manual is, why Super E Manual is vital, and how to effectively learn about Super E Manual.
3. In chapter 2, this book will delve into the foundational concepts of Super E Manual. The second chapter will elucidate the essential principles that need to be understood to grasp Super E Manual in its entirety.
4. In chapter 3, the author will examine the practical applications of Super E Manual in daily life. The third chapter will showcase real-world examples of how Super E Manual can be effectively utilized in everyday scenarios.
5. In chapter 4, this book will scrutinize the relevance of Super E Manual in specific contexts. The fourth chapter will explore how Super E Manual is applied in specialized fields, such as education, business, and technology.
6. In chapter 5, this book will draw a conclusion about Super E Manual. This chapter will summarize the key points that have been discussed throughout the book.

The book is crafted in an easy-to-understand language and is complemented by engaging illustrations. This book is highly recommended for anyone seeking to gain a comprehensive understanding of Super E Manual.

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