

SERVICE BULLETIN



M-956

October 20, 1987

ALIGNMENT - C.V. CARBURETOR MANIFOLD AND FLANGES

The purpose of this bulletin is to explain the procedure for aligning the C.V. carburetor and manifold on all 1988 XLH motorcycles.

See figure 1. The hard rubber manifold has a mold parting line at the top and bottom of the manifold.

Both flanges have a small cast-in bump.

NOTE

The bump on the flange has been designed to align with the bottom parting line on the manifold.

The purpose of the bump on the flange is to place the manifold in the correct position to align with the carburetor, during carburetor installation.

To install the carburetor and manifold, follow the instructions in the 1986 to 1988 XLH Models Service Manual, except:

1. When you install the manifold, be sure the flanges are correctly positioned on the manifold. Be sure the steel inserts are in place.

2. Align the **bumps** on the flanges with the **bottom** parting line on the manifold.
3. Place the manifold and flange assembly in position on the cylinder head studs.
4. Install the stud washers and nuts. Install the cylinder head washers and socket head bolts.
5. Check to be sure the manifold parting line and the flange bumps are still aligned.

CAUTION

DO NOT tighten the nuts and bolts and then try to align the manifold and flange bumps. The manifold will be damaged.

6. Tighten the flange stud nuts and socket head bolts to 6-10 ft-lbs torque.
7. Check to be sure the manifold parting line and the flange bumps are still aligned.
8. Install the carburetor as described in the 1986 to 1988 XLH Models Service Manual.

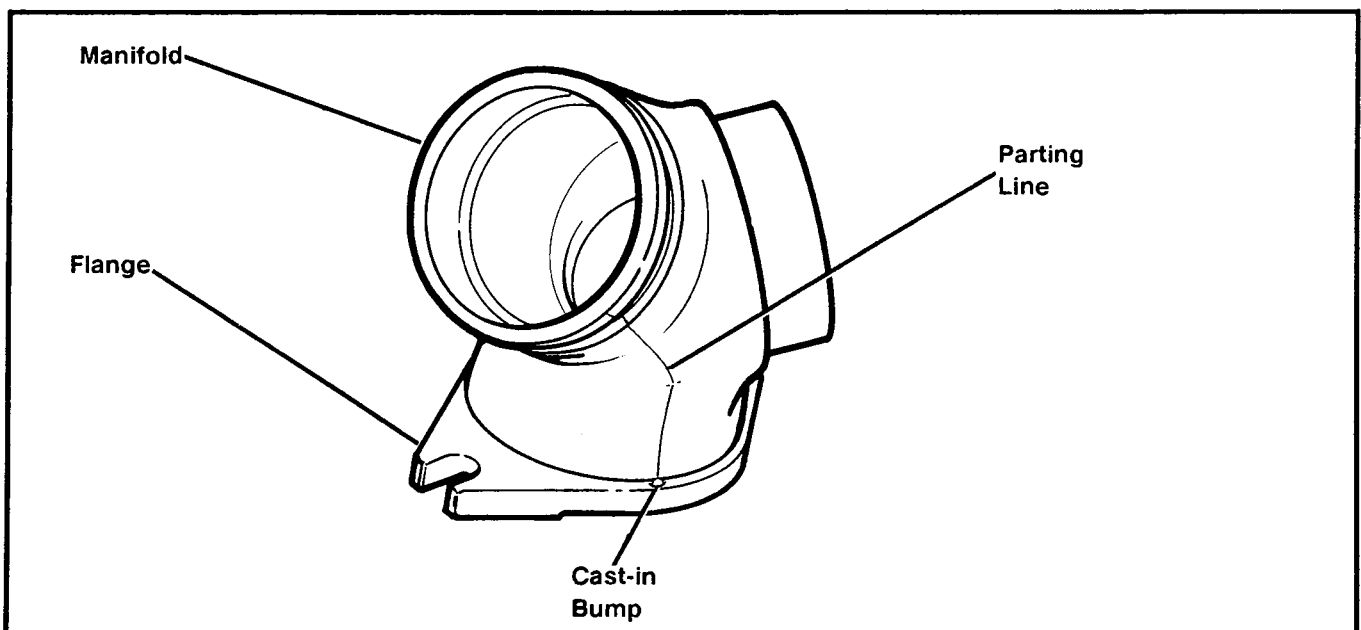


Figure 1. Alignment - Manifold and Flange(s); Parting Line & Bump.

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
INITIAL HERE									