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**Prior to removing stock unit with bike at operating temperature:**

\*\*\*\*\*Referring to set-up procedure in H-D manuals, and or documenting TPS voltages **on stock unit** prior to removal helps aid in installation of our unit. Voltage may be checked using scan tool software or a DVM (probing two outermost wires on sensor).

## THROTTLE POSITION SET-UP OF INSTALLED UNIT

Throttle Blade is set with a .004 gap, set using a feeler gage (set here at HPI), **if moved this will need checked/set.**

Then with IAC motor on throttle body, but not engaging plate, set T.P. Voltage to .46/.5 V at closed.

Tighten tps screws, snap throttle to make sure values remain.

Now with the IAC paddle engaged, roll throttle to wide open, a set-screw on cable wheel assembly becomes visible from top.

Dial in until when at closed position, the T.P. V now reads .6 / .64 V.

After values set, next remove 10/15 amp fuses and wait for the ECM to power down (waiting appx. 10-15 min.)

Re-install fuses.

Now when key on, the ECM will retain new TPS V.

Fire bike.

To achieve good cold idle, set screw on cable wheel (cold idle warm up) may need dialed in or out to achieve proper idle characteristics.

To achieve good hot idle, screws on face of T.B. need dialed in or out to achieve proper idle characteristics. (appx. 230 deg head temp)

Hot idle appx. 950-1050 rpm's, Cold appx. 1100-1300. depending on climate conditions.

\*\* Arlen Ness Big Sucker® is not recommended as an Air Cleaner due to interference problems.