

Motorcycle Tech Tip

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"The Draw of a Cheap Evo Bagger"

We at R and R American Cycle have noticed a renewed interest in older Harley Touring models. Those being the FLHT-Electra Glides, FLHR-Road King, and FLTR-Road Glide. With the venerable 80" Evolution engine, the tried and true 5-speed transmission, and somewhat reasonable prices as of late, they make an attractive package. The purpose of the article is to help the owner, or potential owner, have a better understanding of the way the "I" models work. The "I" of course, stands for fuel injection. The Motor Company debut the Magneti Marelli fuel injection in the 1995 model year. These motorcycles are a 1 year only design, with a fixed computer (ECM), and should be shied away from. 1996 to 1998 ECM's can be tuned. In the 1999 to 2001 (Twin Cam) models, the fuel injection system is basically the same.



One of the things to know about the MM (Magneti Marelli) fuel injection system is the throttle body (where the carburetor used to be) is electro-mechanical. Meaning, that they have mechanical adjustments and provide electronic feedback and function. They should absolutely not be adjusted without knowledge of how they affect the ECM. These adjustments need to be made and synced with the ECM. The other valuable bit to know is that this F.I. system is very temperature based. It has a "warm up cycle" it needs to complete before it can function normally. So the cylinder head temperature will have to reach 250+ degrees, before it runs properly.

In short this system works best in stock or near stock applications. This does not mean it cannot be hot-rodded, but you should develop a good relationship with a knowledgeable technician. One with plenty of experience in making these bikes run and run right!