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## Harley Davidson Parts Cross Reference Guide

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*Triumph 650 Motorcycle Engine Disassembly  
\\u0026 Rebuild Part 1 - Lowbrow Customs*

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1200cc Hooligan kit 883cc Harley-Davidson  
Sportsters - Part 2 - Assembly* What

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Davidson Evo Motor that Locked Up Screamin'  
Eagle Stage I Upgrades | Harley-Davidson*~~ ~~DOE~~  
HARLEY: TOOLS TO HAVE

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In order to find your part OEM number you first have to know the year build of your Harley Davidson bike then the exact name (please refer to the bikes service manual to find out exact bike name) at the end you need to know to which reserve part # list your OEM part (the one that you want to replace) belongs. It might sound complicated at the first moment but its easy to locate your part number with [hd-parts.org](http://hd-parts.org) reserve part finder.

Harly Davidson OEM# finder brought to you by [hd-parts.org](http://hd-parts.org)

Select an air filter, oil filter, fuel filter or cabin air filter manufacturer link below to find a similar K&N part to the Harley-Davidson part. 2; Harley-Davidson 2903641TA Air Filter ; Harley-Davidson 2903672T Air Filter ; Harley-Davidson 2903686T Air Filter

Cross Reference Search for Harley-Davidson

From the home page, click Harley-Davidson Parts & Accessories. Then browse the online part inventory or use the search box to locate a specific part. Once you click the desired part, its OEM part number is given in the middle of the part description.

How Do You Look up OEM Part Numbers for a

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## Harley?

intro table of contents harley davidson spark plug fitment chart manufacturer model standard plug iridium plug electrode gap harley-davidson breakout ngk dcpr7e ngk dcpr7eix harley-davidson breakout (euro 4) ngk dcpr7e ngk dcpr7eix harley-davidson breakout pro street harley-davidson cvo road glide custom harley-davidson cvo softail convertible ngk dcpr8e ngk dcpr8eix harley-davidson cvo ...

## Harley Davidson Spark Plug Cross Reference - Biker Rated

> Harley-Davidson® Service Info > Parts Catalog Parts for your bike Year 2020 2019 2018 2017 2016 2015 2014 2013 2012 2011 2010 2009 2008 2007 2006 2005 2004 2003 2002 2001 2000 1999 1998 1997 1996 1995 1994 1993 1992 1991

## Harley-Davidson® Parts Catalogue | Chester Harley-Davidson®

At New Castle Harley-Davidson, our modern service department is staffed by the most highly trained technicians in the industry. We also utilize the most up-to-date and high-tech tools. Our knowledgeable parts staff can help you find what you need to make your ride. If we don't have it in stock, we can usually get it within 4-5 working days.

## Search by Part Number | New Castle Harley-Davidson

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## Parts & Accessories | Harley-Davidson UK

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Financing Offer available only on new Harley?Davidson® motorcycles financed through Eaglemark Savings Bank (ESB) and is subject to credit approval. Not all applicants will qualify. 3.99% APR offer is available on new Harley?Davidson® motorcycles to high credit tier customers at ESB and only for up to a 60 month term. The APR may vary based on the applicant's past credit performance ...

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## OEM PARTS - Harley-Davidson® Parts and Accessories

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## Custom Aftermarket Parts For Harley Davidson Motorcycles

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2003 2003 harley davidson sportster custom  
xl883c parts. excelsior henderson™  
motorcycles replacement parts cross. grips  
for 2003 harley davidson dyna ebay. screamin'  
eagle ignition module instructions harley.  
harley davidson derby cover ebay. v twin  
manufacturing® aftermarket products for  
harley.

## Harley Davidson Part Number Cross Reference 2003

\*\*NEW Honda Part Cross Reference Software -  
North American Models Model Application  
Software, What fits What! Motorcycles, ATVs  
and Scooters 1959 - 2008. Kawasaki Part Cross  
Reference Software ... Harley Davidson Honda  
Kawasaki Suzuki and Yamaha. Bike Info  
Pictures and Specifications of several  
Kawasaki Motorcycles. ...

## Zedder Enterprises

Harley Davidson 5R6A - Alternative spark  
plugs There are 13 replacement spark plugs  
for Harley Davidson 5R6A. The cross  
references are for general reference only,  
please check for correct specifications and  
measurements for your application.

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## Harley Davidson 5R6A - Cross Reference | sparkplug ...

Harley Davidson: 74ci V-Twin: 55-56: 1200:  
HF178 : Harley Davidson: FL / FLH / FX 74ci:  
67-74: 1200: HF178 : Harley Davidson: FLD  
Switchback: 12-16: 1690: HF171: HF171RC:  
Harley Davidson: FLDE Deluxe: 18: 1690:  
HF171: HF171RC: Harley Davidson: FLFB Fat  
Boy: 18: 1690: HF171: HF171RC: Harley  
Davidson: FLFBS Fat Boy 114: 18: 1690: HF171:  
HF171RC: Harley Davidson: FLH: 82-84: 1340:  
HF172C : Harley Davidson: FLH Electra Glide:  
75-80: 1200

## Harley Davidson Oil Filter Cross Reference - Biker Rated

Harley Davidson Battery Cross Reference.  
Harley Davidson motorcycles are the #1  
selling motorcycle in the world so it is  
common for customers to ask for a cross  
reference motorcycle battery guide. The OEM  
part number can be confusing to convert to  
compatible aftermarket batteries. Knowing  
this, we understand it is not the easiest  
task and can be difficult to find the correct  
replacement, especially if you are not a  
battery expert.

If you're looking for ways to keep up with  
the pack - or blow right past them - this  
book has 101 of them. Boost the performance



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of your Harley-Davidson's Twin-Cam engine with 101 projects broken out by each specific aspect of the motorcycle, including engine, suspension, transmission, exhaust, brakes, and body. Hundreds of photos and diagrams take you step-by-step through each project making it a breeze to keep other riders in your rearview mirror.

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

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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

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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

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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

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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.

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