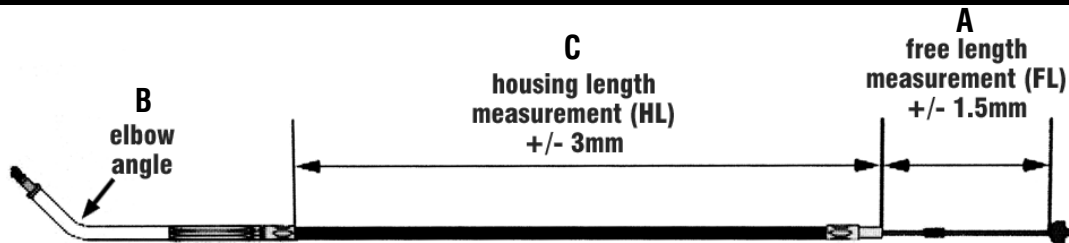


# 1996–PRESENT THROTTLE/IDLE CABLE BASICS (THE ABCs)



	<b>A</b> Free-length (bare wire)	<b>B</b> Elbow Angle (in degrees)	<b>C</b> Housing lengths (from carb to top)
<b>DELPHI EFI MODELS</b> Touring	5"–4¾"*	90 (no fairing) 70/110 (w/fairing)	39½"–49"
<b>MARELLI EFI MODELS</b> Touring (Twin Cam)	5¼"–4¾"	90 (no fairing) 70/110 (w/fairing)	39½"–49"
<b>ALL OTHER MODELS</b> Dyna/Softail Sportster V-Rod	5"–4¾" 5"–4¾" 3⅛"–4½"	90 45 70/110	26½"–42½" 30½"–36½" 27½"–29½"

## NOTES:

\*Idle cables with cruise control capability have 4 7/8" free-length—and of course—a switch.

A. There's nearly a half-inch of useable adjustment in most throttle or idle cables.

B. For all intents and purposes, the elbow angle is what it is, to suit the handlebars and/or cowling involved—meaning—a 90-degree elbow will be most applicable to most low (flat track, beach or drag-style) bars, while high, wide and handsome (say, apes under 14", and "Glides" with fairings) could/would/ should use the 70/130 elbow. Seriously high and narrow stuff, or any situation where the 'run' of the cable would otherwise be bowstring tight or just plain ugly, should consider the 45-degree elbow.

C. Lengths are those available from Harley, normally in 2" increments, but custom lengths are not just readily available but done to anyone's wildest dreams... for better or worse.