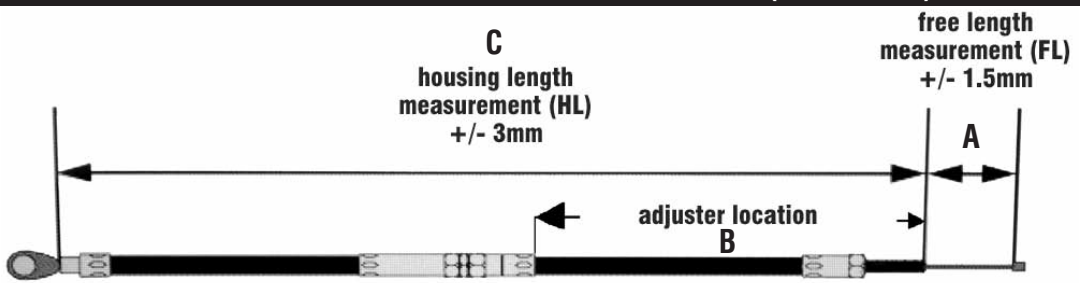
1996–PRESENT CLUTCH CABLE BASICS (THE ABCs)



	A* Free-length (bare wire)	B** Adjuster location (from bottom)	C*** Housing lengths (from case threads to top)
SIX-SPEED MODELS			
Touring	3½"	25⅝"	62 69/100"–72 69/100"
Softail/Dyna	3¼"	31½"–33"	57 69/100"–78 69/100"
FIVE-SPEED MODELS			
Touring	2¾"	25⅝"	62 69/100"–72 69/100"
Softail/Dyna	2¾"	31½"–33"	57 69/100"–78 69/100"
FXR	2¾"	25⅝"	57 69/100"–68 69/100"
Sportster ('04–on)	2¾"	23½"–26"	54¾"–61¾"
Sportster (to '03)	2⅝"	23½"	52¾"–61¾"

NOTES:

*Every cable company gives slightly different figures for free length, not to mention a different term for it—"free-play," "travel," "cable stroke," etc. It's the amount of bare wire showing, whatever it's called and ⅛" either way ain't a deal breaker. The important thing to grasp is that free length must be within the right range for your bike—six-speed cables won't work on five-speeds, rubber-mount Sportsters have more free play than the older ones and so on.

** Adjuster location (and design) may or may not be critical. For 2009 Harley redesigned its clutch cable adjusters to allow a greater range of adjustment, thus affecting the amount of free-length available. Clever, since it meant fewer numbers would fit more bikes for more model years. Other manufacturers have yet to do that, so dealing with them means you need to be more accurate in your assessment of the needed free-length. Most cables locate the adjuster somewhere where it's easy to get at. If that doesn't matter to you, or you'd rather hide or reposition the adjuster to some degree, then you can get along with an adjuster that's not in the "stock" position, as long as the other criteria is correct. (Some cable companies make adjusters that "come apart." This can be an issue, ironically, with low/drag bars, since oil might travel far enough up the cable to leak from an adjuster situated at a low angle.)

*** This is where it gets crazy. The lengths listed here are simply those in the range that H-D provides—in two-inch increments from shortest to longest. Custom lengths, made to order, are available from several sources. Obviously, the shortest are the low-bar models and the longest are "plus" lengths for high bars. The trick is to learn what length you have, in order to determine what length you might need instead, for a bar swap. For instance, all Touring models since 1996 (according to Harley) have stock clutch cables 62 69/100" long. Softails and Dynas have a wider (higher and lower) range of OEM handlebar fitments—thus a bunch more "stock" length clutch cables. Same thing with late-model Sportsters. (On the other hand, four-speed Sportsters, from 1986–1990 had only two "stock" lengths, one for high bars and one for low bars, at 61¼" and 52¾" respectively. Obviously, so-called "plus-six" for the shorter Sporty cable wouldn't be as long as the longer one is—stock!) This is exactly why measurement is the only proper method to get lengths right!

A note on the "NOTES"—what I'm trying to get across here is that these A-B-Cs are the only criteria that matter! Cables are not rocket science, but the trend towards listing applications via Harley-Davidson's alphabet soup of model designations and model years just generates a ton of confusion and complexity that's unnecessary… almost dis-information actually… that makes it seems that way.