

## Notes from my Service Manual

February 2009 – ArizonaWarrior  
(updated May 2010)

(most data stolen from smart guys)

Page 1-30 Instrument Panel: Make a note that the Odometer's memory is inside the Speedo Head.

Page 2-2 Fuel - Fuel Tank Capacity: Make a note 3.965 US Gallons (4.0 USG including fuel in the lines). 3.2 USG in the main tank, plus 0.8 USG in the auxiliary tank under the rider seat. The fuel level sensor is in the upper area of the under-seat auxiliary tank. The low fuel light will illuminate as the fuel level drops below the sensor. This timing can vary a bit.

Page 2-18 Bulbs (voltage/wattage): Make a note the Narva-brand H4 100/90 #P43T-38 works well in the Warrior headlight. Many of us have run it for years, Wifey and I run this bulb in all three bikes with zero wiring issues. Its brighter, but its not HID.

Page 2-23 Drive Sprocket: fix error: not 72foot/lbs so make it read 110 foot/lbs. tightening torque (verified by Churchkey).

Page 2-24 Handlebar holder (lower): make a note Yami TT-bar bolt size is M12x70mm zinc. Need bushings and washers under risers.

Page 2-25 Rear wheel axle nut M18: fix error: not 110 Ft/Lbs so make it read 72 Ft/Lbs tightening torque (verified with Churchkey - he discovered this was confused at printer w/drive sprocket torque).

Page 2-25 Rear wheel sprocket and rear wheel drive hub: the 68ft/lbs shown is correct (verified with Churchkey).

Page 2-26: add helpful info about the rear fender stay oem bolts from published topics:

- Fender stay, rear bolts = M8x1.25 25 mm long.
- Fender stay, front bolts = M8x1.25 30mm long.
- Frame bolts = M10x 1.25 60mm long.

Page 2-30 Oil Filters: note member 'best' choices are K&N and Purolator PureOne. I've standardized on Bosch 3323 because it's a 3-stage filter element type filter, black in color, and 3.25" long. ~\$6.

Page 3-5 Headlight and Meter Assemblies: Item 4 Tach Assy - side-mount bolts 5.8 ft/lbs torque, bolts are M6x25 1.00 pitch. Can use hardware store stainless with standard button head if you have (for example) a Boulevard Windshield mounted, and possibly even if its just stock with no (for example) windshield. The nice looking OEM bolts are special with a larger diameter button head. These bolts seem to vibrate out, use Loctite Blue 243.

Page 3-9: The stock undertank airbox uses a K&N #YA1602-U. Same filter fits the Speedstar right side scoop, but not the stock right side airbox.

Page 3-27: use a good 6-point 17mm stubby wrench for the engine oil drain bolt. Same, or 17mm socket, for oil tank drain bolt.

Page 4-1 Front wheel and brake discs: Make a note item #7 front wheel axle is 22mm (make same note on Page 4-4 Checking the front wheel). Also note to remove front axle use 19mm allen, or the back-end of a spark plug socket is sometimes 19mm.

Page 4-1 also note that beginning 2006 model year bike has radial brakes and some parts are not individually interchangeable although the entire front ends with front brake systems can be swapped.

Page 4-11 Item #3 Rear fender bracket (left and right) bolt is button head Yami #92014-08025-00 (4 each) sorta special.

Page 4-89 Drive belt and drive sprocket: change torque for nut #6 to 110 ft/lbs. Make a note for Item #5 oem belt is 130-tooth 1-1/8" wide with 14mm pitch. Its built with same capacity for torque as standard 1.5" belts (which are thinner) according to Yami (who knows). The S&S-Gates X3n Carbon belt is currently the strongest belt available for the Warrior: Part# 106-0359 from S&S and HD dealers.

Page 4-91: change: Tighten: Drive sprocket nut (from 72 ft/lbs to 110 ft/lbs).

Page 7-55 Injectors: Make a note that member Sam Vallas (Vall345) once posted that he successfully used injectors for a 2000 Mitsubishi Starion 4cyl as hot rod replacements for his race Warrior (which has 9-second official runs). He's still around sometimes for questions.

Page 5-22 Pushrods: The pushrod for the rear (#1) cylinder's outboard lifter is longer, and the pushrods for the front (#2) cylinder are identical. When removing pushrods keep the items from each jug separated and tagged and take pics for orientation. Reinstallation requires manually turning the motor until both valves are closed (see service manual) so the pushrod 'gap' is correct.

These are the notes I have made in my service manual. See also the Model Year Differences topic in the General forum, and the Popular Mods topic in the Technical forum, for other handy info. I hope this helps you, too.

Mike