INSTALLING THE THUNDERMAX THROTTLE BODY

If you do not have the Service Manual for your model and year of H-D®, get one before starting this installation!

We’ve compiled a list of the items that we’ve found that require special attention while installing the THUNDERMAX® THROTTLE BODY. However, this list is not considered to be all encompassing. Consult your Service Manual during each procedure to ensure proper assembly and torque of components. Ensure all components are installed in the proper sequence.

ThunderMax® 54 and 60mm throttle bodies are designed to be as close to a direct replacement as possible, given the nature of their use. All OEM components can be transferred to the throttle body and manifold prior to installing on the motorcycle. A hardware kit is supplied with the correct thread (8-32 x ½” SAE) screws for this purpose. Do not use the metric screws from the original throttle body.

The throttle body has been calibrated for use with the ThunderMax® ECM at the factory for critical closed throttle airflow settings and should never be adjusted from the factory setting. Do not turn the throttle stop screw or disassemble the throttle blade or shaft assembly for any reason. If using in conjunction with a ThunderMax ECM, use SmartLink software to adjust idle.

Installation of the MAP sensor requires the use of the supplied retaining clip. Secure with the supplied ¼-20 x 3/8” button head cap screw.

Manifold seals included with the manifold are standard H-D® type seals, Zipper’s part # 198-036 (equivalent to H-D® # 26995-86D). Should replacement seals be required, use H-D seals #26995-86D or equivalent.

Zipper’s ThunderMax air cleaner assembly # 117-150 or 117-154 must be used with this throttle body due to the oversize opening.

This product is legal in California only for racing vehicles which may never be used upon a highway.

Thank you for purchasing a ThunderMax Zipper’s Performance Product!