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1998 Sportster

Vehicle Identification Number (VIN)

Example: 1HD1CHP16WY201624 appears on steering head. Abbreviated VIN appears on engine crankcase - CHP16WY201624

Motorcycle Origin	Manufacturer/ Make	Motorcycle Displacement Type	Model Designation	Engine Size	Introduction Date / Special Models	VIN Check Digit	Model Year	Assembly Plant	Serial Number
Made in USA	Harley Davidson	1 = 901 cc & up 4 = 351-900 cc	CA = XLH 883 CE = XLH 883 Hugger CA= XLH 1200 CG = XL 1200C Custom CH = XL 1200S Sport	M = 883 CC ENGINE P = 1200 CC ENGINE	1 = Regular 2 = Mid Year Intro Date 3 = California Models	Can be 0 - 9 or X	W = 1998	Y = YORK, PA K = Kansas City, MO	
1	HD	1	CH	P	1	6	W	Y	201624

Related Manuals and Documentation

Below are some suggestions for manuals for your ride.

You should have, at minimum, a Factory Service Manual (FSM) and a Factory Parts Catalog for your year model.

Note: Updated manuals sometimes correct mistakes from the original manuals and some are updated simply to add mid year intro models.

Factory Service Manuals (FSM);

The FSM will have the most accurate information, procedures and specs.

Clymer and Haynes make service manuals also for Sportsters but some of the information is in error to the factory FSMs.

And some of the information in the aftermarket manuals is vague in information or procedures but they may have more pictures.

So it is generally said you can get use from both an aftermarket manual and the factory service manuals but get the factory manual first.

[Click Here](#) to view the Factory Service Manual page in the Sportsterpedia.

Parts Catalogs;

The Parts Catalog has part numbers of course but it also has exploded parts views.

However, IT IS NOT INTENDED TO BE AN ASSEMBLY MANUAL.

And some of the exploded views are confusing or not related to each other on the same pages.

But, all in all, the exploded views do help finding what goes where.

Most of the fasteners listed in the relevant parts catalog individual pages have thread sizes and lengths also in case you need those.

Below is a simple list of original and "latest edition parts catalogs. The in-between year books may show different part numbers for the same year model bike.

[Click Here](#) to see the Factory Parts Catalog page in the Sportsterpedia for parts catalog uses and a full list of parts catalog numbers from 1957 to present.

(complete list of other parts catalogs and supplement catalogs that pertain to each year model on the bottom of that page)

Some often acquire several year model parts catalogs and that page will help decide which ones are right for them.

Suggested Manuals:

- **Factory Service Manual (FSM):**
 - **Original:** 1998 XLH Models Service Manual (99484-98)
- **Factory Parts Catalog:**
 - **Original:** 1998 XLH Models Parts Catalog (99451-98)
 - Written in 1997 and lists parts available in 1998 for 1998 models.
 - **Updated Version:** 1998 XLH Models Parts Catalog (99451-98A)
 - Also written in 1997 and lists parts available in 1998 for 1998 models.
 - **Updated Version:** 1998 XLH Models Parts Catalog (99451-98B)
 - Written in 2013 and lists parts available in 2013 for 1998 models.
- **Factory Owners Manual:**
 - 1998 (all) Models Owners Manual (99466-98).

Pics of Manual Covers.

Below are pics of used manual covers related to 1998 model Sportsters.

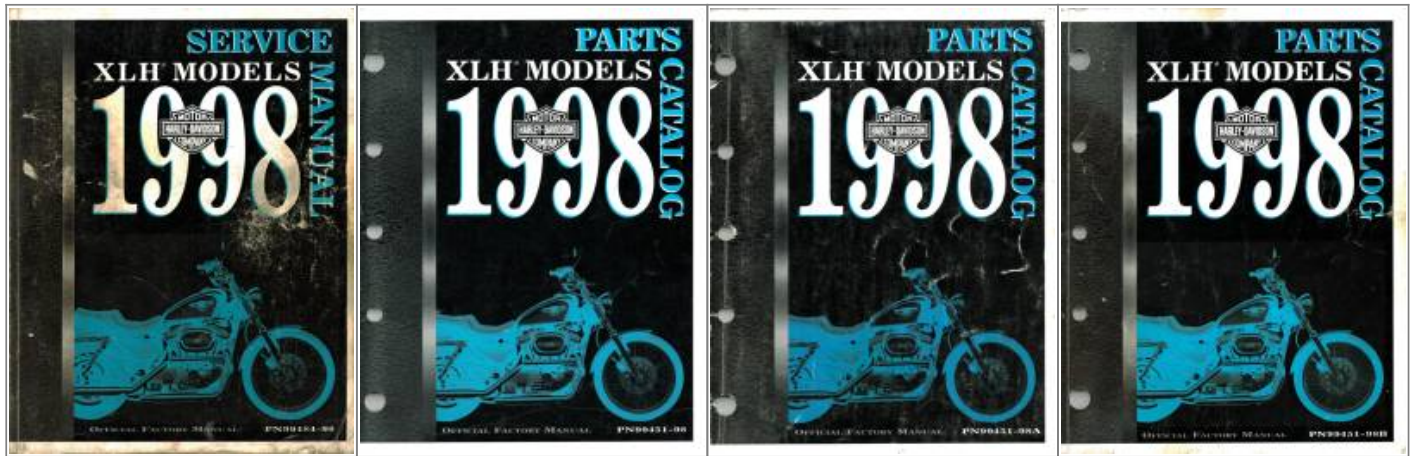
See the full list of pertinent catalogs in the links above.

Click on any pic below to enlarge:

1998 Owners Manual (99466-98)



1998 FSM Original Manual (99484-98)	1998 Original Parts Catalog (99451-98)	1998 Updated Parts Catalog (99451-98A)	1998 Updated Parts Catalog (99451-98B)
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Engine, Drivetrain, Performance

Engine- 883

- Air Cooled, Overhead Valve, V-twin Evolution®
- Type: 4 Cycle, 45°V
- Bore: 3.000 in. / 76.20 mm
- Stroke: 3.812 in. / 96.82 mm
- Piston Displacement: 53.9 ci / 883 cc
- Compression Ratio: 9.0 to 1
- Horsepower: 57 @ 6,000 rpm
- Fuel System: Carburetor - 40 mm constant velocity with enrichener and accelerator pump
- Carburetor Model Number:
 - 27495-96A (California models only- XLH883, XLH883 Hugger)
 - 27490-96A (Domestic XLH883 & HLH883 Hugger)
 - 27031-95A (HDI XLH883 & XLH883 Hugger)
- Carburetor Main Jet: 160 (49 State)¹⁾, 170 (California)²⁾, 190 (HDI)³⁾
- Carburetor Slow Jet: 42 Domestic⁴⁾, HDI⁵⁾, Swiss models⁶⁾
- Engine Idle Slow Speed: 1050 rpm
- Engine speed for setting ignition timing: 1050 - 1500
- Fuel Tank Capacity: 3.2 US Gallons
- Oil Tank Capacity w/Filter: 3 qt / 2.8 liters

Specifications

Drivetrain

- Primary Drive: Triple- Row Chain
- Primary Drive Front Gear: 35 Teeth
- Primary Drive Rear Gear: 56 Teeth

- Primary Drive Ratio: 1.60:1
- Final Drive: 128 Tooth Secondary Drive Belt
- Final Drive Transmission Sprocket: 27 Teeth ⁷⁾
- Final Drive Rear Wheel Sprocket: 61 Teeth
- Final Drive Ratio: 2.26 : 1
- Transmission- Trap Door Style, Constant Mesh Type 5-speed
- Gear Ratios (overall)- Domestic and HDI ⁸⁾ - ⁹⁾
 - 1st: 9.71
 - 2nd: 7.12
 - 3rd: 5.18
 - 4th: 4.26
 - 5th: 3.61

Performance

- Engine Torque Testing Method:
- Engine Torque: Torque: 53 ft-lb @ 4,500 rpm ¹⁰⁾
- Lean Angle, Right (deg.):
- Lean Angle, Left (deg.):
- Fuel Economy, Combined City/Highway:

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Engine- 1200

- Air Cooled, Overhead Valve, V-twin Evolution®
- Type: 4 Cycle, 45°V
- Bore: 3.498 in. / 88.85 mm
- Stroke: 3.812 in. / 96.82 mm
- Piston Displacement: 73.3 ci / 1201 cc
- Compression Ratio: 9.0 to 1
- Horsepower: 66 @ 5,200 rpm ¹¹⁾
- Fuel System: Carburetor - 40 mm constant velocity with enrichener and accelerator pump
- Carburetor Model Number:
 - 27498-96A (California models only- XL1200, XLH1200C)
 - 27480-97A (Domestic XL1200, HL1200C)
 - 27076-95A (HDI XL1200, XL1200C)
- Carburetor Main Jet 1200-1200C only: 170 (49 State) ¹²⁾ , 185 (California) ¹³⁾ , 190 (HDI- All) ¹⁴⁾
- Carburetor Slow Jet: 42 Domestic ¹⁵⁾ , HDI ¹⁶⁾ , Swiss models ¹⁷⁾
- Engine Idle Slow Speed: 1050 rpm

- Engine speed for setting ignition timing: 1050 - 1500
- Fuel Tank Capacity: 3.2 U.S. Gallons
- Oil Tank Capacity w/Filter: 3 qt / 2.8 liters

Specifications

Drivetrain

- Primary Drive: Triple- Row Chain
- Primary Drive Front Gear: 35 Teeth
- Primary Drive Rear Gear: 56 Teeth
- Primary Drive Ratio: 1.60:1
- Final Drive: 128 Tooth Secondary Drive Belt
- Final Drive Transmission Sprocket: 29 Teeth ¹⁸⁾
- Final Drive Rear Wheel Sprocket: 61 Teeth
- Final Drive Ratio: 2.10:1
- Transmission- Trap Door Style, Constant Mesh Type 5-speed
- Gear Ratios (overall) Domestic and HDI ¹⁹⁾ - ²⁰⁾
 - 1st: 9.04
 - 2nd: 6.62
 - 3rd: 4.82
 - 4th: 3.97
 - 5th: 3.36

Performance

- Engine Torque Testing Method:
- Engine Torque: Torque: 72 ft-lb @ 4,000 rpm ²¹⁾
- Lean Angle, Right (deg.):
- Lean Angle, Left (deg.):
- Fuel Economy, Combined City/Highway:

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Engine- 1200S

- Air Cooled, Overhead Valve, V-twin Evolution®

- Type: 4 Cycle, 45°V
- Bore: 3.498 in. / 88.85 mm
- Stroke: 3.812 in. / 96.82 mm
- Piston Displacement: 73.3 ci / 1201 cc
- Compression Ratio: 10.0 to 1 ²²⁾
- Horsepower: 69 @ 5,500 rpm
- Fuel System: Carburetor - 40 mm constant velocity with enrichener and accelerator pump
- Carburetor Model Number:
 - 27732-98A (California models only- XL1200S)
 - 27731-98A (Domestic models XL1200S)
 - 27733-98 (HDI Switzerland models only- XL1200S)
 - 27734-98 (HDI models- XL1200S)
- Fuel Capacity: 3.30 US gal. / 12.5 liters, Reserve 0.50 US gal. / 1.9 Liters
- Carburetor Main Jet: 195 Domestic ²³⁾, HDI ²⁴⁾
- Carburetor Slow Jet: 42
- Engine Idle Slow Speed: 1050 rpm
- Engine speed for setting ignition timing: 1050 - 1500
- Oil Tank Capacity w/Filter: 3 qt / 2.8 liters
- Ignition: Single Fire Twin Plug Ignition System

Specifications

Drivetrain

- Primary Drive: Triple- Row Chain
- Primary Drive Front Gear: 35 Teeth
- Primary Drive Rear Gear: 56 Teeth
- Primary Drive Ratio: 1.60:1
- Final Drive: 128 Tooth Secondary Drive Belt ²⁵⁾
- Final Drive Transmission Sprocket: 29 Teeth
- Final Drive Rear Wheel Sprocket: 61 Teeth
- Final Drive Ratio: 2.10:1
- Transmission- Trap Door Style, Constant Mesh Type 5-speed
- Gear Ratios (overall) Domestic ²⁶⁾
 - 1st: 9.04
 - 2nd: 6.62
 - 3rd: 4.82
 - 4th: 3.97
 - 5th: 3.36

Performance

- Engine Torque Testing Method:
- Engine Torque: Torque: 76 ft-lb @ 4,000 rpm ²⁷⁾
- Lean Angle, Right (deg.):

• **Oiling- Lubrication**

- Lean Angle- Left (deg):
- Fuel Economy, Combined City/Highway:

Engine is forced by a dual purpose, gerotor style, oil/ scavenger pump.
See: [Evolution Engine Oil Cycle](#)

Specifications

All Models Engine

- Clutch:
- **Top End** Wet multi-disk clutch pack
 - 6 steel plates, 8 friction fiber plates, 1 spring plate
 - Plate Order: F-ST-F-ST-F-ST-F-SP-F-ST-F-ST-F-ST-F
 - Max Warpage: Friction Plate- 0.0059 in. / 0.150 mm

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Wheel Options/ Accompanying Tires

- **Front**- Cast- Tubeless:
 - XL883, XL883 Hugger, XL1200 and XL1200S: ²⁸⁾
 - 19in.(T19 x 2.15 MT)-(Silver)- 13 Spoke
 - XL1200:
 - 19in. (T19 x 2.15 MT)-(Black)- 13 Spoke
 - All Wheels
 - Rim Valve Hole Dia.: 0.45in
 - Tire/Size: Dunlop D401 Elite S/T- 100/90-19
 - Tire/Size: Dunlop K591 S&FR ELITE- 100/90-V19
- **Front**- Laced:
 - XL883, XL883 Hugger, XL1200 and XL1200S: ²⁹⁾
 - 19in. (T19 x 2.50 TLA)-(Chrome)- 20 Spoke
 - Tire/ Size: Dunlop D401 Elite S/T- 100/90-19
 - Tube Size: MJ90-19
 - XL1200C:
 - 21in. (T21 x 215 TLA)-(Chrome) 20 Spoke
 - Tire/ Size: Dunlop Touring Elite II- MH90-21 56H
 - Tube Size: 3.00 x 21
- **Rear**- Cast- Tubeless:
 - XL883, XL883 Hugger, XL1200S: ³⁰⁾
 - 16in. (T16 X 3.00 D)-(Silver) 13 Spoke
 - XL1200:
 - 16in. (T16 X 3.00 D)-(Black) 13 Spoke

- XL1200C:
 - Solid w/ Slots
- All Wheels:
 - Rim Valve Hole Dia.: 0.35in
 - Tire/Size: Dunlop D401 Elite S/T- 130/90-16
 - Tire/Size: Dunlop K591 S&FR ELITE- 130/90-V16
- **Rear**- Laced:
 - All Models: ³¹⁾
 - 16in. (T16 X 3.00 D)-(Chrome) 40 Spoke
 - Tire/ Size: Dunlop D401 Elite S/T- 130/90- 16 (except XL1200C)
 - Tire/ Size: Dunlop Touring Elite II- MT-90-B16 (XL1200C only)
 - Tube Size: MT90-16 (all Models)

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Models

XLH 883

- \$5,395 Suggested List Price (when new)³²⁾ What is the Current KBB Value? ³³⁾

Dimensions

- Wheelbase: 60.2 in. / 1,529 mm
- Overall Length: 87.6 in. / 2,225 mm
- Overall Width: 33 in. / 838 mm
- Overall Height: 47.5 in. / 1,207 mm
- Road Clearance: 6.70 in. / 170.2 mm
- Weight: 488 lb. / 221 kg (as shipped from factory)
- GVWR is printed on a label on the frame steering head
- Gross Vehicle Weight Ratings;
- GVWR: 948 lb. / 430 kg
- GVWR-Front: 353 lb. / 160 kg
- GVWR-Rear: 595 lb. / 270 kg
- Fuel Capacity: 3.30 US gal. / 12.5 liters
- Oil Tank capacity with filter: 3 US qt.

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XLH 883 Hugger

- \$6,095 Suggested List Price (when new)³⁴⁾ What is the Current KBB Value? ³⁵⁾

Dimensions

- Wheelbase: 59.0 in. / 1,499 mm
 - Overall Length: 87.25 in. / 2,216 mm
 - Overall Width: 35 in. / 889 mm
 - Overall Height: 49.75 in / 1,264 mm
 - Road Clearance: 4.50 in. / 114.3 mm
 - Weight: 485 lb. / 220 kg (as shipped from factory)
 - GVWR is printed on a label on the frame steering head
 - Gross Vehicle Weight Ratings;
 - GVWR: 948 lb. / 430 kg
 - GVWR-Front: 353 lb. / 160 kg
 - GVWR-Rear: 595 lb. / 270 kg
 - Fuel Capacity: 3.30 US gal. / 12.5 liters
 - Oil Tank capacity with filter: 3 US qt.
-

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XLH 1200

- \$7,985 Suggested List Price (when new)³⁶⁾ What is the Current KBB Value? ³⁷⁾

Dimensions

- Wheelbase: 60.2 in. / 1,529 mm
- Overall Length: 87.6 in. / 2,225 mm
- Overall Width: 35 in. / 889 mm
- Overall Height: 47.5 in. / 1,207 mm
- Road Clearance: 6.70 in. / 170.2 mm
- Weight: 494 lb. / 224 kg (as shipped from factory)
- GVWR is printed on a label on the frame steering head

- Gross Vehicle Weight Ratings;
- GVWR: 948 lb. / 430 kg
- GVWR-Front: 353 lb. / 160 kg
- GVWR-Rear: 595 lb. / 270 kg
- Fuel Capacity: 3.30 US gal. / 12.5 liters
- Oil Tank capacity with filter: 3 US qt.



- 1998 1200 XLH ³⁸⁾

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XL 1200C Custom

- \$9,045 Suggested List Price (when new) ³⁹⁾ What is the Current KBB Value? ⁴⁰⁾

Dimensions

- Wheelbase: 59.0 in. / 1,499 mm
- Overall Length: 87.25 in. / 2,216 mm
- Overall Width: 35 in. / 889 mm
- Overall Height: 49.75 in. / 1,264 mm
- Road Clearance: 6.70 in. / 170.2 mm
- Weight: 483 lb. / 219 kg (as shipped from factory)
- GVWR is printed on a label on the frame steering head
- Gross Vehicle Weight Ratings;
- GVWR: 948 lb. / 430 kg
- GVWR-Front: 353 lb. / 160 kg
- GVWR-Rear: 595 lb. / 270 kg

- Fuel Capacity: 3.30 US gal. / 12.5 liters
 - Oil Tank capacity with filter: 3 US qt.
-

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XL 1200C Custom Anniversary

- \$9,345 Suggested List Price (when new) ⁴¹⁾ What is the Current KBB Value? ⁴²⁾

XL 1200S Sport

- \$8,395 Suggested List Price (when new) ⁴³⁾ What is the Current KBB Value? ⁴⁴⁾
- Though the chassis is the same as those used in the first (1996-1997) of the 1200S models, you can immediately identify a '98 Sport because of its two-spark-plugs-per-cylinder heads and the unique finishes chosen for the engine. The gray spark leads of the dual-plug system are just the tip of the ignition system iceberg. The entire system is new. Four-pole coils get precise instructions from a black box which considers information from an intake-manifold-pressure sensor and "six-blip" rotor cup to map precise ignition timing for any given load and rpm combination. There is also a diagnostics hook-up to assist Harley technicians with troubleshooting.
- In addition to the high-tech electronics, the Sportster S benefits from a point more compression (a 10.0:1 ratio instead of the standard 1200's 9.0:1), less restrictive mufflers, and special camshaft profiles. Harley says that the changes boost the 1200's torque by an average of 15 percent throughout the range and almost 10 percent (78 versus 71 foot-pounds) at 4000 rpm. All '98 Sportsters have a more efficient oil pump to improve scavenging from the dry sump. Running the quarter-mile in 13.39 seconds at 95.2, the Sport is, by a slim margin, the quickest Harley in recent memory, even outrunning the light 1200 Custom. The Sport also feels stronger and slightly more responsive at all rpm, and is most improved at the normal operating rpm. You can feed it full throttle at 2000 rpm without lugging, and it will pull to 6000 rpm. However, the engine's mechanical capabilities limit high-rpm operation less than the rider's tolerance for vibration. By 4000 rpm, the shaking, particularly through the short handlebar, is pretty uncomfortable. On the road, you're massaged with a low-frequency shake of moderate amplitude at 55 mph, but the speed and power of the vibration begin to infringe on comfort by 65 mph and make it downright unpleasant by 75 mph.
- The riding position is also unique. With its narrow, low-rise handlebar and footpegs set at the height of a sportbike but further forward, the rider's posture doesn't fall into any typical categories. Though shorter riders felt it worked, taller riders felt "kind of curled up," particularly in the leg area. Most said they wanted the pegs lower or further rearward. The special saddle does afford a bit more room than the last 883 Sporty we sampled. Though narrow and not endowed with lots of padding, the saddle is acceptable for a couple of hours without a pause.

- Gear changes were smoother and quieter than those of any Harley we have ever tested, and good by any standard. The throw is short and engagement positive. The clutch also performed well.
- The “Sport” aspect of the bike derives not only from the enhanced engine performance and riding position, but also from the suspension and brakes. Besides the usual adjustment for spring preload at the rear, the 1200S offers adjustments for spring preload up front and damping resistance at both ends, both for compression and extension. The piggyback-style reservoir shocks and 39mm cartridge fork are same ones used on previous XL Sports. On smooth roads, it's possible to set up the suspension to minimize pitching movements when you apply and remove cornering and braking loads. With damping resistance turned up, the Sport becomes very stable while charging corners. Combined with steering geometry that's designed for stability and slow, deliberate steering, this makes the bike ultra-steady in smooth corners, even very fast ones. However, we couldn't find a setting that provided a smooth ride over sharp-edged bumps or big bumps. Dialing back the damping resistance helped, but with limited travel it simply can't handle every road irregularity with aplomb.
- The brakes get Harley's usual single-piston calipers, but there are two up front, and a strong squeeze can generate impressive deceleration, at least by cruiser standards. You can use either end's brakes confidently without fear of unwanted lock-up.
- Styling: Though the Sport's '98 color palette is limited to black, the blacked-out treatment extends to many unique corners, including the mirrors, headlight eyebrow, handlebar, and rear fender rails. The engine has a variety of complementary finishes that also make it distinctive. The racing-style saddle and checkered-flag tank logo distinguish the Sport from any other machine. Though the vibration would make us reluctant to choose it for long-distance rides, Harley Sportster 1200 Sport provides more punch around town than other H-Ds and can provide hours of pleasure on winding roads. Its distinctive styling makes it a natural choice for riders who like the brand but don't want a me-too Harley cruiser. ⁴⁵⁾

Dimensions

- Wheelbase: 60.2 in. / 1,529 mm
- Overall Length: 87.6 in. / 2,225 mm
- Overall Width: 35 in. / 889 mm
- Overall Height: 49.75 in. / 1,264 mm
- Road Clearance: 6.70 in. / 170.2 mm
- Weight: 497 lb. / 225.6 kg (as shipped from factory)
- GVWR is printed on a label on the frame steering head
- Gross Vehicle Weight Ratings;
- GVWR: 948 lb. / 430 kg
- GVWR-Front: 353 lb. / 160 kg
- GVWR-Rear: 595 lb. / 270 kg *
- Oil Tank capacity with filter: 3 US qt.



1998 XL 1200S ⁴⁶⁾

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1996-2003 final drive trans/rear wheel sprocket-final drive ratio

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Harley Davidson Parts Manual, pg 53, Item 8,13

[29\)](#)

Harley Davidson Parts Manual, pg 55, Item 10

[30\)](#)

Harley Davidson Parts Manual, pg 57, Item 8

31)

Harley Davidson Parts Manual, pg 59, Item 10

32)

<http://www.nadaguides.com/Motorcycles/1998/Harley-Davidson/XL-883-SPORTSTER-883cc/Values>

33)

<http://www.kbb.com/motorcycles/harley-davidson/xl-sportster-883/1998-harley-davidson-xl-sportster-883/trade-in/>

34)

<http://www.nadaguides.com/Motorcycles/1998/Harley-Davidson/XL-883-HUGGER-883cc/Values>

35)

<http://www.kbb.com/motorcycles/harley-davidson/xl-sportster-883-hugger/1998-harley-davidson-xl-sportster-883-hugger/trade-in/>

36)

<http://www.nadaguides.com/Motorcycles/1998/Harley-Davidson/XL1200-SPORTSTER-1200cc/Values>

37)

<http://www.kbb.com/motorcycles/harley-davidson/xl-sportster-1200/1998-harley-davidson-xl-sportster-1200/trade-in/>

38)

photo by Graywolf of the XLFORUM

39)

<http://www.nadaguides.com/Motorcycles/1998/Harley-Davidson/XL1200C-CUSTOM-1200cc/Values>

40)

<http://www.kbb.com/motorcycles/harley-davidson/xl-sportster-1200-custom/1998-harley-davidson-xl-sportster-1200-custom/trade-in/>

41)

<http://www.nadaguides.com/Motorcycles/1998/Harley-Davidson/XL1200C-CSTM-ANN-1200cc/Values>

42)

<http://www.kbb.com/motorcycles/harley-davidson/xl-sportster-1200-custom-anniversary/1998-harley-davidson-xl-sportster-1200-custom-anniversary/trade-in/>

43)

<http://www.nadaguides.com/Motorcycles/1998/Harley-Davidson/XL1200S-SPORT-1200cc/Values>

44)

<http://www.kbb.com/motorcycles/harley-davidson/xl-sportster-1200-sport/1998-harley-davidson-xl-sportster-1200-sport/trade-in/>

45)

<http://www.motorcyclecruiser.com/motorcycle-road-test-harley-davidson-xl1200s-sportster-sport>

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photo provided by Steelworker of the XLFORUM

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