

HOGTUNES

Audio Solutions For The Great American Cruiser

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Jump Starting Your Bike

C'mon.....admit it, all of us have got up on a Sunday morning only to find a bike that wont "crank" over while your buddies are waiting for you to start the days ride. Not to be outdone, you get the seat off and jumpstart the bike. Sure it gets you going, and the thoughts of your buddies leaving without you are gone, but you might want to find out what caused the battery to die in the first place. It could be a loose connection at the battery (way more common than you think), that accessory you just wired in is staying on all the time, or it could be that it's lived a good long life, and it simply time for a replacement.

Way back before I started Hogtunes, I was "financially challenged" and really had no business owning my beloved 2001 Road King Classic. There was a time where for a few weeks, the battery was really soft, so I'd put my charger on it to get the bike going. I eventually bucked up and put a new battery in, but at my next service, the primary got opened, and it smelled like a bad electrical fire! What happened was that the stator was working so hard, and getting so hot to make up for the dead battery, the primary oil started to fry—YIKES! I was lucky, and nothing was damaged, but I did get a serious talking to by my mechanic (who I still use to this day). Had this been a bike with a radio, GPS, or other potentially sensitive electronics, I could have caused serious damage to them. Don't let this happen to you! Checking your battery should be part of routine maintenance.

If you do find yourself needing to jumpstart your bike, there are a couple of things to consider. Number 1: For crying out loud—make sure you attach positive from the "donor" vehicle to the positive of your bike-and same for the negatives. If you do not do this, you can do serious damage to your bike, have your very own "special" light show, and all your friends will laugh at you for years and years. Number 2: Have the donor vehicles engine OFF when making the connections, and when trying to start your bike. If you don't do this, when your (newer) HD starts, it can see an "accessory overvoltage", and shoot a fault/trouble code to your bikes computer which needs to be cleared by the dealer.

For those of us who have to deal with not riding during the winter months. When you see your baby sitting all by itself in your garage, and you think it would be a good idea to get it running for a few minutes.....don't do it! Your charging system does not really start replenishing the battery until it's at 1500 RPM and higher for extended periods. (Remember this next time you see a badass bike parked out side a bar with WAY too big a stereo cranked and the bike idling) When you hit the start button, you take a pile of reserve power out of the battery, and just having your bike idling will not get the battery levels back where they need to be. This can totally lead to early battery failure! The only real way to get the battery back up is to go for a ride, or putting the battery on a "tender" type device and leaving it till its time to go for your first ride in the spring.