

Frame ID Numbers - 1981 and Later

This should only be used as a guide only. Even Harley-Davidson admits there are some discrepancies in their vin numbers

Example: 1HD1AAK11BYO13478

The frame number is broken down like this:

1 HD 1 AA K 1 1 B Y 013278

1 = Made in U.S.A.

HD = Harley Davidson

1 = Weight Class

1 = Heavyweight

4 = Lightweight

8 = Sidecar

AA = Model Designation

K = Engine Displacement

K = 1340 Shovelhead

H = 1000 Ironhead XL

L = 1340 Evolution

M = 883 Evolution XL

N = 1100 Evolution XL

P = 1200 Evolution XL

1 = Introduction Date

1 = Regular Introduction

2 = Mid-Year (January)

3 = California Special

4 = Daytona (March)

1 = Check Digit

B = Model Year

B = 1981 C = 1982

D = 1983 E = 1984

F = 1985 G = 1986

H = 1987 J = 1988

K = 1989 L = 1990

M = 1991 N = 1992

P = 1993 R = 1994

S = 1995 T = 1996

U = 1997

Y = Plant of Manufacture (York, PA)

T = Plant of Manufacture (Tomahawk, WI)

J = Plant of Manufacture (Milwaukee, WI)

FLT/FXR Models

AE 1981 FLT

AF 1981 FLTC

DA FLT 1982 and 1983 only

DB FLTC

DC FLHT

DD FLHTC

DE FLHTC w/ Sidecar

DG FLHTC Shrine

DH FLTC w/Sidecar

DJ FLHTC 1986 - present

DK FLTC Shrine

DM FLTCU - Ultra

DN FLTCU - Ultra w/Sidecar

DP FLHTCU - Ultra

DR FLHTCU - Ultra w/Sidecar

DS FLTCU - Ultra Shrine

DT FLHTCU - Ultra Shrine

EA FXR

EB FXRS

EC FXRT

EE FXRDG

EG FXRS-SP Sport Edition

EH FXRD

EJ FXRC

EL FXLR

EM FXRS - CON

FA FLHS

FB FLHR-I Injected

FC FLHTCU-I Injected

FD FLHR

FE FLTCU-I Injected

FF FLHTC-I Injected

Dyna Glides

GA FXDB-D Daytona

GB FXDB-S Sturgis

GC FXDC

GD FXDL

GE FXDWG 013278 = Sequential Number

GG FXDS-CON
GH FXD

FL/FX Models

AA FLH - 80
AB FLHP - 80 Chain
AC FLH - 80 Shrine Chain
AD FLH - Classic
AG FLH - Classic w/ sidecar
AH FLHP - 80 Belt Deluxe
AJ FLH - 80 Heritage
AK FLHS - 80
AL FLH - 80 Shrine Belt
BA FXE - 80
BB FXEF - 80
BC FXS - 80
BD FXB - 80
BE FXWG - 80
BF FXSB - 80
BG FXDG
BH FXST
BJ FLST/FLSTC
BK FXSTC
BL FXSTS
BM FLSTF
BN FLSTN
BP FXSTSB

FLT/FXR Police Models

DA FLHTP - Windshield 1984 and later
DF FLHTP - Fairing
ED FXRP - Windshield
EF FXRP - Fairing
EK FXRP - C.H.P.

XL Models

CA XLH
 XLH 1000cc 1981 - 1985
 XLH 883 1986 - 1987
 XLH 883 Deluxe
 XLH 1100
 XLH 883 1988 - present
 XLH 1200
CB XLS 1981 - 1985
CC XLX 1981 - 1985
CD XR-1000, 1983 - 1985
CE XLH 883 Hugger 1987 - present
CF XLH 883 Deluxe 1988 - present
CG XLH 1200 Custom
CH XLH 1200 Sport

Sidecars

SA CLE Purchased w/FLH
SD CLE Purchased w/FLH
SE CLE Separate
SF TLE Purchased w/FLTC/FLHTC
SG TLE Separate
SH CLE Purchased w/FLHX
GX TLE
HX RLE
KX TLE Ultra

Frame ID Numbers - 1970-1980

Motorcycle Serial Numbers

Vehicle Identification Number (V.I.N.) is located on the engine crankcase and is the same as the number located on frame steering head.

Example: 1A 13478 H7

1A = Model Designation 1A = FL-1200 6E = FXEF-80 2A = FLH-1200 7E = FLHS-1200 3A = XLH-1000 9E = SS-250 4A = XLCH-1000 2F = FXS-1200 5A = GE-750 3F = SXT-125 6A = SS-350 Sprint 4F = SS-175 7A = SX-125 6F = SS-125 8A = M65-S 7F = XLCR-1000 7B = ERS 2G = XLT-1000 8B = MSR-100 3G = FLH-80 2C = FX-1200 5G = FLT-80 3C = SX-350 Sprint 6G = FXE-80 5C = MC-65 7G = FXS-80 6C = SR-100 9G = FXWG-80 1D = LE Sidecar 1H = FXB-80 2D = X-90 2H = CLE Sidecar 3D = Z-90 3H = FLH-80 Classic 5D = SX-175 5H = FLHS-80 6D = SX-250 6H = FL-80 7D = MX-250 7H = FLH-1200 Police 9D = FXE-1200 8H = FLH-1200 Shrine 4E = XLS-1000 9H = FLH-80 Police 5E = FXEF-1200 1K = FLH-80 Shrine 13478 = Sequential Number H = Decade Code H = 1970 thru 1979 J = 1980 only 7 = Model Season 0 = 1970 1 = 1971 2 = 1972 3 = 1973 4 = 1974 5 = 1975 6 = 1976 7 = 1977 8 = 1978 9 = 1979

Crankcase Identification Numbers

Numbers located on both left and right crankcase halves.

**Big Twin: Left Case - Outside, Lower Front
Right Case - Inside, Gear case Compartment**

**XL Models: Left Case - Inside, Primary Compartment
Right Case - Outside, Near Oil Pump**

**Stamped at Capitol Drive Facility
Used to identify engine and track production changes**

Example: 1588 321 007

**15 = Engine Designation
1 = 1200cc Shovelhead
7 = 1000cc Iron XL
14 = 1340cc Shovelhead
15 = 1340cc Evolution
16 = XR-1000**

17 = 883cc Evolution XL
18 = 1100cc Evolution XL
19 = 1200cc Evolution XL
20 = 1340cc Evolution, California (1988 - *)
21 = 883cc Evolution XL, California (1988 - *)
22 = 1200cc Evolution XL, California (1988 - *)

88 = Model Year

321 = Day of Production

001 = Jan. 1st	182 = Jul. 1st
032 = Feb. 1st	213 = Aug. 1st
060 = Mar. 1st	244 = Sep. 1st
091 = Apr. 1st	274 = Oct. 1st
121 = May 1st	305 = Nov. 1st
152 = Jun. 1st	335 = Dec. 1st

007 = Number That Day

VIN Number Location and General Information

Mid 1930's - 1961

engine number is the VIN and is located on left case. no frame number
First two numbers are the year
Letters (up to four) are the model
last numbers are the production number

1962 - 1969

engine number is the VIN and is located on left case. no frame number
First two numbers are the year
Letters (up to four) are the model
last numbers are the production number
If production number has four digits, the first number will be even if the year is even, odd if the year is odd
If production number has five digits, the first two numbers will be even if the year is even, odd if the year is odd

1970 - 1980:

Numbers on both frame and engine. From the factory, the numbers on the frame and engine matched exactly*. (There is an exception to this. See "The 1979 Exception" below). The legal vin number is on the frame. This is a little confusing and is where many people get into trouble. Contrary to what many people think, on any Harley Davidson® made from 1970 up, the title does not go with the engine. You could feasibly have mismatched numbers on the engine, (you can swap engines in your bike just like your car), and as long as the engine numbers have not been

altered (read note below) or reported stolen it would be perfectly legal (although it may devalue the bike), But, the number on the title absolutely must match the frame. Example: you have a 1975 Shovelhead engine w/matching title in a custom frame with no numbers. If an educated cop checks the numbers, you are walking home. It will be confiscated on the spot. I know, I know, your ole' buddy Billy Bob has been runnin' a bike like that for years and he ain't never had no problems..... Well guess what? I've known drug dealers, bike thieves, and prostitutes who have never been busted.....sure doesn't mean what they were doin' was legal.....Oh yeah, another thing relating to this, I have heard of some states (Fl., Ca., Mi., etc.) referred to as "frame states". As if to mean there are "engine states". or maybe "anything goes states" (admittedly, Alabama does come to mind).... No such thing. If you live in the U.S., your 1970 or later title better match your frame. But hey, You don't have to believe me..... When you're standing in the middle of the street, watching your bike swing from side to side on the back of a wrecker on it's way to the Police impound yard, just remember..... I TOLD YOU SO!

First two digits are model code

Third through seventh numbers are the production numbers (always five numbers over 10000)

last two digits are the year code

***The 1979 Exception**

Oddly enough, on some 1979 bikes the engine number did not match the frame number. For only about a month, starting on production date 1/9/79 frame VIN 43000H9 and ending with production date 2/7/79 frame VIN 48199H9, the engine was numbered with a "crankcase number" instead of the VIN. This number did not match the VIN in any way. The example "crankcase number" given to me was ten digits long, and was all numbers with no letters. It did not look like any H.D. number I had ever seen. After "input was received" that the new numbering system would raise suspicion from dealers, insurance agencies, owners, cops, etc., Harley went back to the old system. Obviously, the title numbers must still match the frame.

Many thanks to Bagman for telling me about this, and sending me copies of the dealer service bulletin to verify it.

1981 and later:

17 digit vin# number on frame. abbreviated vin# on engine. Title must match the Frame number. Example: title and frame number is 1HD1BDK11BY123456.

Engine # would be BDKB123456. All the things I said about 1970 - 1980 frame and engine legality apply here also.

Model year Designation All Models

1969 And Earlier

First two digits as read are the year built

1970 - 1980

Last two digits as described below are the year code

example: 9D12345H8 was made in 1978		
H0 = 1970	H4 = 1974	H8 = 1978
H1 = 1971	H5 = 1975	H9 = 1979
H2 = 1972	H6 = 1976	J0 = 1980
H3 = 1973	H7 = 1977	

1981 And Later

10th digit as described below is the year code

example: 1HD1BDK10DY123456 is a 1983		
B = 1981	J = 1988	S = 1995
C = 1982	K = 1989	T = 1996
D = 1983	L = 1990	V = 1997
E = 1984	M = 1991	W = 1998
F = 1985	N = 1992	X = 1999
G = 1986	P = 1993	Y = 2000
H = 1987	R = 1994	

Model Designation for Sportster®

1970 - 1980 Sportster®
First two digits are the model code

example: 4A12345H1 is a XLCH		
3A = XL or XLH	4A = XLCH	4E =- XLS
2G = XLT	4D = XLA	7F = XLCR

1981 - 1985 Sportster®
5th and 6th digits are the model code

example: 1HD1CDHY15B123456 is a XR1000			
CA = XLH	CB = XLS	CC = XLX	CD = XR1000

1986 - 1987 Sportster®
5th, 6th and 7th digits are the model code

example: 1HD1CAN15GY123456 is a XLH1100		
CAM = XLH883 or XLH883 Deluxe	CAN = XLH1100	CEM = XLH883 Hugger

1988 - 1996 Sportster®
5th, 6th, and 7th digit is the model code

example: 1HD1CAP15LY123456 is a XLH1200	
CAM = XLH883	CFM = XLH883 Deluxe
CAP = XLH1200	CGP = 1200 Custom
CEM = XLH883 Hugger	CHP = 1200 Sport

Four Speed Big Twin Model Designation

1970 - 1980 4 speed big twin
First two digits are the model code

example: 5E12345H9 is a FXEF 1200			
1A = FL or FLP 1200	2F = FXS 1200	5H = FLHS - 80	7H = FLH 1200 Police
1H = FXB - 80	2H = CLE - 80	6E = FXEF - 80	8H = FLH 1200 Shrine
1K = FLH - 80 shrine	3G = FLH - 80	6G = FXE - 80	9D = FXE 1200
2A = FLH 1200	3H = FLH - 80 Classic	6H = FL - 80	9G = FXWG - 80
2C = FX 1200	5E = FXEF 1200	7G = FXS - 80	9H = FLH - 80 Police

1981 - 1985 Four Speed BigTwin
5th and 6th digits are the model code

example: 1HD1BFK11BY123456 is a FXSB - 80

AA = FLH - 80	AL = FLH - 80	BE = FXWG - 80
AB = 80 police chain	BA = FXE - 80	BF = FXSB - 80
AC = FLH - 80 Shrine chain	BB = FXEF - 80	BH = FXST
AH = FLHP - 80 Police Belt	BC = FXS - 80	BG = FXDG - 80
AK = FLHS - 80	BD = FXB - 80	BK = FXSTC

Five Speed Big Twin Model Designation

1980 Five Speed Big Twin
First two digits are the model code

**example: 5G12345J0 is a
 FLT**

5G = FLT

1981 5 Speed Big Twin
5th and 6th digits are the model code

**example: 1HD1AEK11CY123456 is a
 FLT**

AE = FLT

AF = FLTC

1982 - 2000 Five Speed Big Twin
5th and 6th digits are the model code

example: 1HD1BHK11GY123456 is a FXST

BH = FXST	DH = FLTC W/sidecar	FC = FLHTCU-I	GE = FXDWG
BJ = FLSTC	DJ = FLHTC	FD = FLHR	GG = FXDS Conv
BK = FXSTC	DK = FLTC Shrine	FE = FLTCU-I	GH = FXD
BL = FXSTS	DM = FLTCU	FF = FLHTC-I	SG = TLE Police
BM = FLSTF	DP = FLHTCU	FG = FLHTCU-I W/SC	SH = RLE Police
BN = FLSTN	EA = FXR	FH = FLHP-I Police	
BP = FXSTSB	EB = FXRS	FJ = FLHP Police	
BR = FLSTS	EC = FXRT	FL = FLHTCU-I Shrine	
BS = FXSTD	ED = FXRP Police	FM = FLHTP-I Police	

	windshield		
BT = FXSTB	EF = FXRP Police Fairing	FN = FLHPE (Japan)	
DA = FLT 82 - 83	EG = FXRS-SP	FP = FLTR	
DA = FLHTP Police Windshield	EH = FXRD	FR = FLHRC-I	
DB = FLTC	EJ = FXRC	FS = FLTR-I	
DC = FLHT	EK = FXRP Police C.H.P.	FT = FLHPE-I (California)	
DD = FLHT	EL = FXLR	GA = FXDB-D	
DE = FLHTC W/sidecar	EM = FXLR Conv	GB = FXDB-S	
DF = FLHTP Police Fairing	FA = FLHS	GC = FXDC	
DG = FLHTC Shrine	FB = FLHR-I	GD = FXDL	

Big Twins 1A FL-1200 or FLP-1200 1H FXB-80 1K FLH-80 2A FLH-1200 2C FX-1200 2F FXS-1200 3G FLH-80 3H FLH-80 Classic 5E FXEF-1200 5G FLT 5H FLHS-80 6E FXEF-80 6G FXE-80 6H FL-80 7G FXS-80 7H FLH-1200 (police edition) 8H FLH-1200 (Shrine edition) 9D FXE-1200 9G FXWG 9H FLH-80 (police edition)	Sportsters 2G XLT 3A XL (XLH) 4A XLCH 4D XLA 4E XLS 7F XLCR Year of manufacture The last two letters in the VIN identified the year of manufacture, and are very simple to understand: H0 1970 H1 1971 H2 1972 H3 1973 H4 1974 H5 1975 H6 1976 H7 1977 H8 1978 H9 1979 J0 1980
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1981-on	
Standards may be soul less, but they sure can simplify things and from 1981 things get easier. The standard format now becomes:	
1 HD 1 XX E S C Y F 123456	
It starts off easy enough:	
1 means American (up to 2000)	
	1 US Domestic Market (2001-on) 5 International Market (2001-on)
HD Harley Davidson	
1 Weight Class	
	1 Heavyweight 4 Lightweight 8 Sidecar
XX Model Designation (see table)	
E Engine Type / Displacement	
	K 1340 Shovelhead H 1000 Ironhead XL L 1340 Evolution M 883 Evolution XL N 1100 Evolution XL P 1200 Evolution XL R 1340 Evo (EFI) V Twin Cam 88 (Carburetted) W Twin Cam 88 (EFI) X Twin Cam 88B (Carburetted) Y Twin Cam 88B (EFI) Z Revolution 1130cc
S Introduction Date	
	1 Regular Introduction 2 Mid-Year (January) 3 California Special 4 Daytona (March) to 2000 4 Anniversary Model (2003)
1 Check Digit	
Y Model Year	

	B 1981 C 1982 D 1983 E 1984 F 1985 G 1986 H 1987 J 1988 K 1989 L 1990 M 1991	N 1992 P 1993 R 1994 S 1995 T 1996 V 1997 W 1998 X 1999 Y 2000 1 2001 2 2002 3 2003
F Which factory built it		
	J Milwaukee K Kansas T Tomahawk Y York	
123456 Serial Number		

Easy isn't it? Oh yes, model designations. Ah!

Post 1980 FX 4-Speed Models	
	BA FXE Super Glide BB FXEF Fat Bob BC FXS Low Rider BD FXB Sturgis BE FXWG Wide Glide BF FXSB Belt Drive Low Rider BG FXDG Disc Glide
FxST Softail Models	
	BB FXSTDI Softail Deuce (EFI) BH FXST Softail BJ FLST/FLSTC Heritage Softail BK FXSTC Softail Custom BL FXSTS Springer Softail BM FLSTF Fat Boy BN FLSTN Nostalgia BP FXSTSB Bad Boy BR FLSTS Heritage Springer Softail BT FXSTB Night Train BV FXSTI Softail (EFI) BW FLSTCI Heritage Softail (EFI) BX FLSTFI Fat Boy (EFI)

	BY FLSTSI Heritage Springer (EFI) BZ FXSTSI Springer Softail (EFI) JA FXSTBI Night Train (EFI) JB FXSTDI Softail Deuce (EFI) PF FXSTDSE Screamin' Eagle Deuce
FXR 5-Speed Models	
	EA FXR Super Glide EB FXRS Low Rider EC FXRT Sport Glide ED FXRP Pursuit Glide (Police) EE FXRDG Disc Glide EF FXRP Pursuit Glide (Police) EG FXRS-SP Low Rider Sport EH FXRD Sport Glide EJ FXRC Low Glide EK FXRP C.H.P (Police) EL FXLR Low Rider Custom EM FXRS-Conv Low Rider Convertible
FXD Dyna Models	
	GA FXDB Sturgis (1991) GB FXDB Daytona (1992) GC FXDC Dyna Custom GD FXDL Dyna Low Rider GE FXDWG Dyna Wide Glide GG FXDS-CONV Dyna Convertible GH FXD Dyna Super Glide GJ FXDX Dyna Super Glide Sport GL FXDXT Dyna Super Glide T-Sport
VR Based Models	
	HA VRSCA V-Rod
Post 1980 FL 4-Speed Models	
	AA FLH Electra Glide AB FLHP Electra Glide Police (chain) AC FLH Electra Glide Shrine (chain) AD FLH Electra Glide Classic AG FLH Electra Glide Classic (s/car) AH FLHP Electra Glide Deluxe (belt)

	AJ FLH Electra Glide Heritage AK FLHS Electra Glide Sport AL FLH Electra Glide Shrine (belt)
5-speed FL Models	
	AE FLT Tour Glide AF FLTC Tour Glide Classic DA FLT 1982/83 only Tour Glide DA FLHTP '84-on Electra Glide Police DB FLTC Road Glide Classic DC FLHT Electra Glide Standard DD FLHTC Electra Glide Classic DE FLHTC (s/car) DF FLHTP Electra Glide Police DG FLHTC Electra Glide Classic Shrine DH FLTC Tour Glide Classic (s/car) DJ FLHTC '86-on Electra Glide Classic DK FLTC Road Glide Classic Shrine DM FLTCU Road Glide Ultra DN FLTCU Road Glide Ultra w/Sidecar DP FLHTCU Electra Glide Ultra DR FLHTCU Electra Glide Ultra (s/car) DS FLTCU Road Glide Ultra Shrine DT FLHTCU Electra Glide Ultra Shrine FA FLHS Electra Glide Sport FB FLHRI Road King EFI FC FLHTCUI Electra Glide Ultra EFI FD FLHR Road King FE FLTCUI Road Glide Ultra EFI FF FLHTCI Electra Glide Classic EFI FL FLHTCUI Shrine Electra Ultra EFI FP FLTR Road Glide FR FLHRCI Road King Classic FS FLTRI Road Glide EFI
Post 1980 Sportsters	
	CA XLH standard model CB XLS Roadster CC XLX CD XR-1000 CE XLH 883 Hugger CF XLH 883 Deluxe CG XLH 1200 Custom CH XLH 1200 Sport CJ XLH 883 Custom (XL53C) CK XLH 883R

A Army (WLA)
B Black, Belt (FXB/FXDB Sturgis) or Beige and Blue (FXDB Daytona)
C Canadian Army (WLC), Competition (XLCH) or Custom (FXDC) Classic (FLSTC)
D Disk (FXDG/FXRDG)
E Electric Start (FXE)
F Fat (FLSTF)
G Glide
H High Compression
I Injection
L High compression (FL)
N Notalgia (FLSTN)
P Police (FLHP/FXRP)
R Racing (KR/XR/VR), Road (FXR, FLHR)
S Special (FXS), Sport (FXRS), Springer (FXSTS/FLSTS), Street (XLS/VRSCA)
T Tour Glide (FLT), Touring Frame (FLHT), Touring (XLT)
U Ultra (FLHTCUI)
X Sport (FXDX), Basic (XLX)