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BOSS HOSS SERVICE MANUAL



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Book Descriptions:

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Motors of this type are mounted on muscle car jeeps. The motorcycle came out quite unusual. The brakes were filling it will not be easy, as it rests against the side of the engine. Can you help at all? Thanks very much. I purchased it and it was delivered completely disassembled. I am having a lot of trouble with the wiring harness. I'm not sure what year it is but it's around 2009 or 2010 I believe. Thanks in advance. Can you please help me out with this request? Thanks! Many thanks. It gets to hot after 10km I need a bigger jet. Please assist me and show me the correct part. The machine is brand new! The part is the REAR RIGHT TAIL LIGHT COVER. Can you help? Or someone that could work on it for me. I need an engine manual that shows the parts breakdown. I have pulled the connector pin from what looks like a molex connection. I need to know what size wire is to purchase the male. Indicators do work, horn also works. Electric start doesn't work just clicks and will not start. I don't have any ideas please. Can't seem to find anything so this is my last resort. Any info would be amazing. Thank you so much in advance. Can someone help me? Thank you. The wires for these coming out. This is a factory or a point of assembly issue. The connector has suffered. Not something we noticed until one by one failure in dash. Wiring was not placed and secured. All the wires have come out from the connector at the female side and three from the male side. Impossible to match up which goes back to what in the. We need a schematic or photos of the connectors which wires to which on each side. Please help and thank you. Thank you Jiri. The head gasket is blown. I'm guessing. It bubbles back into the reservoir when trying to start it, but no mixture in the oil. But I'm having a awful. I either don't know how to word it correctly or if the person I got it from changed something, but it's not like the few I have ran across. So any help. And also what about performance parts for it or racing parts. http://practicmed.ru/files/control_remoto_cable.xml

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Thank you for your time and patience in helping me. I bought a motorcycle in pieces, I have various parts of the electrical installation, but I do not know how to connect it. Please help. I've searched the internet but can't find a diagram. Any help? I am after a wiring diagram for a 2007 American Ironhorse Slammer. Could you please help. On Duke 2019, 125cc. Any one who has the experience please help me. My headlights and turn signal lights do not work at all. It's a dirt bike. pitbike workshop Manuel or service Manuel if possible. About 2000 model manual. Please help. I don't know if it's a F22 or F11 as I purchased it used. I need a part for it lower side panel I believe it to be. Any help is appreciated. Engine. Trade Name ZNEN ZN50QT32 Vehicle Category A Start x moto motorcycle dirt bike. Got stolen and they cut out the ignition and blew the wire harness. Thanks. Is there anyone out there who can help me out? There are still good people out there. Thanks again, Richard Bart. Cycles Yamaha royal star venture. XVZ1300TF. And if possible colored wiring diagram. Looks identical to my kids Polaris. The Aeon lost spark figure they have same wire harness. Polaris has 5 wire CDI box Aeon has a 4. I thought the mag was bad but cleaned and put back on. Took a test meter and to see if getting a signal from the rectifier and do but can only see meter jump don't know exactly what number it's coming out of the box is nothing. Mind if someone sold me an entire. I have CDI boxes laying around and the new harness is a 4 wire CDI. We don't want lights or all the bull crap Aeon has for wiring. But obviously. Can a butchered down harness just for spark work. It's a p.o.s and just wanna get running so the kids can ride. My Polaris with a dead. The Aeon had weak spark to begin with. But if you seen the

inside of flywheel idk if a coating of crap will stop spark. OhhJust want spark or aeon will be soaked in gas and lit. I only got involved because it's myJust this p.o.s aeon is crap. And personally I hate wiring problems.<http://adrijaadrika.com/userfiles/control-remoto-sony-rm-v202-manual.xml>

But apparently this aeon 50cc shit box is my match. My 2 snowmobiles are identical. OneSimple ground wire a mouse I think chewed but. If I could see the exact harness diagram for the aeon thunder colt 50cc. I'd be much appreciated google itThanks in Advance for your kindly support. Greetings Form Germany. Youre sincerely, A. PelAny suggestionsJust trying to wire up battery and circuit breaker and dont know where the wires hookupFrame 1461986, engine 353 Feky 1200286. I am struggling to find any information on this bike online but am very interested inBike is complete but running badly, picture belowThis is a complete body and paint kit for the 1996 1999 Fat Boy. I adjusted the allen bolt on the top of the forks but would still like to check to make sure the oil level is correct. The trike has 10 thousand Good luck and have a nice day. Thread Side Gap Spark Plugs Answer questions, earn points and help others. OWNER'S MANUAL This owner's manual contains important safety, operational, and warranty information. Please read it carefully.Because of this, BOSS HOSS CYCLES, INC.Vehicle weight could cause motorcycle to fall over. Cosmetic damage could occur.On these two models the mounting bracket is mounted to the top of the lower tree.Use new lock washers when reinstalling brake calipers.Lift cycle by raising the jack.They require different lengths for locating wheel center and must be reinstalled in the same location.Be sure to read and know the required installation procedure and tensions.Remove the bottom and top mounting bolts. Then remove the shock assembly.Gas is given by twisting the grip counter clockwise.To secure, mount on crash bar tabs. Radiator Shroud Fig. 3.17 REAR FENDER The rear fender is vacuum molded and has two mounting locations.Initial Engine Breakin General Motor's and Boss Hoss Cycles recommends that for proper engine breakin you drive the first 500 miles normally, without high RPMs below 5,000 RPM, hard use, or extended periods of high loading.

Avoid contact with these components.CARBURETOR FIG. 51 Electric Choke CARBURETOR Fig 51 The picture above is an Edelbrock 795 with an electric choke.If the lever on the petcock is going towards the front the valve is open.FAN CONTROLLER Fig. 65 The thermostatic switch is a standard part.The converter will hold approximately 2.5 quarts that cannot be drained without removal.The HOT positive cable is routed to the master solenoid.Note Shims should not be needed on most applications.Looped cable under the battery tray and mount cable from the rear pointing forward.It bolts through a welded on pipe bracket onto the subframe.Loose or broken wires in charging circuit. Alternator Charge Rate is Below Normal Weak battery. Excessive use of add-on accessories. Loose or corroded connections.Brake disc badly worn or warped. Brake fades because of heat build up. Excessive braking or brake pads dragging. To start viewing messages,This is the work of OLDUN from Singapore, a good doctor who besides doing his good work is a Boss Hoss fanatic. He and I have been clogging the airwaves with big files and now we bring you this. OLDUNS Boss Hoss Encyclopedia.a 48MB file 439 pages of Boss Hoss ness.USE IT ON YOUR OWN RISK AS OLDUN AND I CANT TAKE ANY RESPONSIBILITY FOR YOU USING IT. 1. Encyclopedia PDF file Save the file to your hard drive, or youll leave internet streaks in the sky whiel you wait to open it 2. Boss Hoss Intro for New Owners The book for the newbie! 3. 502 manual Folder web address if you want to look at each page. Just click on a manual page and then use next or previous photo on the scanned pages to read it like a microfiche. Cheers AldoThis is what we wanted for sure but it sure has a bunch of pages. Adrian Thanks, Greg Thanks, Greg He da Man! he is supposed to be coming stateside.so lets hope we can hook up. Cheers AldoThanks, Greg He da Man! he is supposed to be coming stateside.so lets hope we can hook up. Cheers Aldo Thanks, a lot of work there!

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I will send the update in via Aldo should save your printer costs!Look forward to additions!!Dill be referring to it a lot. I didnt know I even had a gas petcock on the tank.oops Too many years with FI, I

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But those cats that need the specs on what to torque the wheel lugs at. etc. It cant be viewed as copyright infringement. But, Im guessing that B.H. WANTS us to pass around the know how. What better way to keep these marvels of the superslab going. They have a full enough plate to make the needed changes to keep it viable and a real life usable product. And from what Ive heard thus far, many of the changes made in the field have not gone unnoticed. I realize that there is a corporate ego potential if someone other than factory comes up with a cure for an ailment. Maybe well all eventually get the benifeit. Aldo, I can burn a few CDROMs and send them to you. Unless someone is happy to accept a 55MB file upload. Best regards. Copyright v8bikeriders.com 2012. To start viewing messages, Has anyone striped a Boss completely and is there any type of mechanics book out there for this bike. Also does any one know if the plastic side cover and trim pices are still being produced. Thanks for any info TANK. Has anyone striped a Boss completely and is there any type of mechanics book out there for this bike. Also does any one know if the plastic side cover and trim pices are still being produced. Thanks for any info TANK. Ciao Giancarlo Ride Smart Lots of info from owners. around 500 pages. Suggest you download to your computer and print off sections as you need them. Easy to search the pages by topic. Also dont forget to visit www.bosshosshelp.com If all else fails, ask a question. If weve answered it, well point you in the right direction, otherwise well make up an answer you might believe. just kidding! LOL! I had the same reference for you I tried to get them a couple of years ago and Boss Hoss sent me the newer type because they did not have the older style. The factory service manual is pretty helpful. If you know a Boss Hoss dealer who will take interest in your bike, that will be helpful to you also. Good luck with your Hoss. Ride safe.

<http://junencarnacionintl.com/images/carrier-comfort-choice-manual.pdf>

Hossrider This past winter was nothing left but the ft half of the frame with a few wires. Do take a few digital pics as you are tearing down and you can always look at the pics on your computer if you develope CRS like the rest of us. The factory manual is a bit helpful but the info Aldo gave you will keep you out of trouble. Also pay attention to shims washers on engine mounts etc. It will make lining things up a bit easier. Glenn Copyright MyBikeForums.com 2012. Find your closest dealer today! Please feel free to contact the Boss Hoss factory with any questions you may have. Learn more about debugging in WordPress. For the German rock band, see The BossHoss. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and

removed. The company manufactures special highperformance motorcycles and trikes equipped with V8 engines, produced by Chevrolet, ranging in size from 350 cubic inches 5.7 liters to 502 cubic inches 8.2 liters, equipped with semiautomatic transmissions, making them by far the most powerful motorcycles in the world. CS1 maint archived copy as title link CS1 maint archived copy as title link By using this site, you agree to the Terms of Use and Privacy Policy. Photo Cycle Trader Note This is not an advertisement. ADVrider is not affiliated in any way with either the seller or marketplace. Do you know of any unique bikes for sale. Let us know by filling in this form. And in the 1990s, one company decided it would build the most kingly cruiser of all. In a time when big money was really starting to take over the Vtwin scene, Boss Hoss took the excess a step further, and introduced its line of V8powered motorcycles and trikes. And no, these weren't some sort of trick, tiny V8s, like some Japanese skunk works project built in the '60s to win a GP championship. These were massive V8 automobile engines, as normally seen in fourwheeled dinosaurs from Detroit.

Warne was a commercial pilot and aviation technician by trade, so he had a background in fussy mechanical things. There were two key aspects to his design. First, Warne used a short, rightangledrive transmission singlespeed that kept the bike's overall length down current models have a twospeed gearbox. Second, the machine was big and imposing, but it did look like a cruiser. Occasionally, you'd see other oneoffs built around V8 motorcycles, but the dimensions ruled them unusable for the street there's a lovely drag bike in the Barber Museum that's a good example, or they just didn't look like a cruiser. Photo Zac Kurylyk The most famous example was likely the Munch Mammoth, built in the 1960s around an NSU car engine; it was a goodlooking bike, but not a cruiser. Down in South America, the Amazonas line of bikes used a Volkswagen Beetle engine, resulting in machines with horrible reputations and a Mad Max look. The Boss Hoss line was an allAmerican bike, with looks that appealed to the ifyou'vegotitflauntit 1990s, and muscle provided by Chevrolet. With its factory right on the edge of the midwest, where there are few supertwisty roads, a massive, heavy motorcycle with brutish power didn't seem quite so silly. And the bike V8 machines did have some very positive aspects. These bikes were fast, but only in a straight line. Photo Cycle Trader If you were scared of all the power, Boss Hoss offered a V6powered machine at some point, but that just seems a bit wimpy. Instead, the standard Boss Hoss customer was more likely to covet the various highoutput offerings, as Boss Hoss would offer Chevy engines with well over 300 hp, and of course many customers didn't stop there. Many gofast car parts would fit onto these engines, and owners would push them to 400 hp, or even further. The sky was the limit. Or maybe the buyer's bank account was the limit. Either way, these bikes, which already bordered on the ridiculous, could be pushed to cartoonish horsepower levels.

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Sure, some owners would rave about the low centre of gravity and easy balance, but cornerhungry journos were often less impressed. The bikes were massively heavy well over 1,000 lb., and some components, like the forks, were actually HarleyDavidson parts, built for smaller bikes. Fit and finish was a bit iffy on earlier machines too, but hey—what do you expect from a bike that's being built in a small shop, by a crew that's likely figuring things out as they goBut that doesn't mean the originals aren't fun. Photo Cycle Trader To its credit, Boss Hoss has worked on improving its products over the decades, and while it still makes big, heavy bikes, they're not quite so scary to ride anymore. The wheelbase has been shortened, the suspension has been beefed up, and the chassis had been improved, and of course there's still a massive V8 to put a dirty tireshredding smirk on your face, if that's your thing. First off, the seller claims it was the first model produced for 1997, with a VIN that reflects that. Second of all, it's got the ZZ4 engine package, the highoutput smallblock V8 option that is going to be even more stupidly powerful than the base model. Mileage is low, and the buyer claims this was used by Boss Hoss as a show bike. The bike's had a tuneup at the Boss Hoss factory

although it doesn't say when that happened, and the gas tank was lowered for easier riding and a different look. There's a Corbin leather seat, a Boss Hoss jacket and Tshirt, a stainless steel rack, and a repair manual included. Stuntman Mike.

<https://www.interactivelearnings.com/forum/selenium-using-c/topic/13566/3m-dynatel-965ams-manual>