

# Frame/Vin/Crankcase ID #'s & Model Identification

## Frame ID Numbers

There are three tables listed here. The first is Frame ID Numbers - 2001 and later.  
The second table is Motorcycle ID Numbers 1981 and Later.  
The third is Motorcycle ID Numbers 1970-1980.

## Frame ID Numbers - 2001 and Later

17 digit VIN on frame.

Abbreviated VIN on engine. The legal VIN number is on the frame.

Example: **1 HD 1 DJ V 1 3 1 Y 500001**

**1** = Made in USA

**5** = Made for the Canadian market

**HD** = Harley Davidson

**1** = Weight Class

**1** = Heavyweight (901 cc and larger)

**DJ** = Model Designation

*FL/FX Models*

BH = FXST

BL = FXSTS

BM = FLSTF

BR = FLSTS

BS = FXSTD

BT = FXSTB

BV = FXSTI

BW = FLSTCI

BX = FLSTFI

BY = FLSTSI

BZ = FXSTSI

DD = FLHT

DC = FLHT

DG = FLHTC Shrine

DJ = FLHTC

FB = FLHRI

FC = FLHTCUI

FD = FLHR

FF = FLHTCI

FG = FLHTCUI With Sidecar

FH = FLHPI

FL = FLHTCUI Shrine

FM = FLHTPI

FP = FLTR

FR = FLHRCI

FS = FLTRI

FT = FLHPEI

GD = FXDL

GE = FXDWG

GJ = FXDX

GH = FXD

GK = FXDP

GL = FXDXT

GX = SIDECAR TLE

HA = VRSCA

HX = SIDECAR RLE

JB = FXSTDI

KX = SIDECAR TLE ULTRA

?? = FXDP POLICE

?? = FLHTCUI POLICE

?? = XL 883 POLICE

?? = TLE SIDECAR POLICE

?? = FLHRSEI

?? = FXDWG3

?? = FXSTDI

?? = FLSTC

*XL Models*

CJ = XL 883C

CA = XLH 883  
CA = XLH 1200  
CE = XL 883H  
CG = XL 1200C  
CH = XL 1200S  
CJ = XL 883C  
CK = XL 883R

V = Engine Type  
L = 1340 Evolution  
M = 883 Evolution  
P = 1200 Evolution  
R = 1340 Evolution Fuel Injected  
V = Twin Cam 88  
W = Twin Cam 88 Fuel Injected  
Z = 1130 Revolution

V = Engine Type  
L = 1340 Evolution  
M = 883 Evolution  
P = 1200 Evolution  
R = 1340 Evolution Fuel Injected  
V = Twin Cam 88  
W = Twin Cam 88 Fuel Injected

Z = 1130 Revolution

1 = Introduction Date  
1 = Regular Introduction  
2 = Mid Year (January)  
3 = California Model  
4 = Anniversary Model

3 = VIN Check Digit (Can be 0-9 or X)  
1 = 2001  
2 = 2002

Y = Assembly Plant  
J = Milwaukee, WI  
T = Tomahawk, WI  
Y = York, PA  
K = Kansas City, KS

**500001** = Serial Number

*Production*  
2001 - 234,461  
2002 – TBD

## Frame ID Numbers - 1981 and Later

## 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)

013278 = Sequential Number

## 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

## 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  
GG FXDS-CON  
GH FXD

## 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

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.

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	7T = SST-250
1D = LE Sidecar	8F = SST-350
2D = X-90	9F = SX-350
3D = Z-90	9G = FXWG-80
5D = SX-175	1H = FXB-80
6D = SX-250	2H = CLE Sidecar
7D = MX-250	3H = FLH-80 Classic
9D = FXE-1200	5H = FLHS-80
4E = XLS-1000	6H = FL-80
5E = FXEF-1200	7H = FLH-1200 Police
	8H = FLH-1200 Shrine
	9H = FLH-80 Police
	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, Gearcase 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

## The Harley Davidson Alphabet

A great many people over the years have become suitably confused by Harley-Davidson's model designations. And rightfully so. The alpha-designations merely exist, the letters seemingly drawn out of thin air.

Today, even though we have only two basic engine designs to deal with, the Sportster X and big twin F, the number of letters for one model would do credit to a bowl of soup. For example, the 1995 model line included the FLHTCI and the FXSTSB - mouthfuls both.

Let us analyze these. First, the FLHTCI bagger. The F stands for the medium compression 74-inch OHV engine introduced in 1941; the L stood for the slightly more powerful "Special Sport Solo" version. The H was tacked on in 1955, indicating the " Super Sport Solo." In 1978 the 80-inch engine was introduced as an option, and by 1981 the F model designation meant an 80-incher. The T was added in 1983 to indicate that this was a touring machine with bags and batwing fairing, and the C also came in that year to show that this model had "classic" looks and a higher price tag. The I is the first use of that letter, and is alphabetical proof that this model is fuel-injected rather than carbureted. Got all that?

Now the FXSTSB. The F has been demonstrated. The X shows that this big twin had the lighter, Sportster-type front end inaugurated in 1971. The ST (in this case those letters have to stand together) stands for the Softail chassis design, introduced in 1984. The second S is the Springer front end, intro-ed in 1988. The B is for the new 1995 model, the Bad Boy.

Confused? And rightfully so. While all these letters might not make much sense to the average Harley enthusiast, they help a lot in the parts department - especially when prefaced by a year, such as an 1984 FXRT.

Often the first alpha-designation a Harley enthusiast interested in Harley history hears is about someone's JD model, indicating the 74-inch V-twin introduced in 1921, but the lettering goes back long before that.

Up to 1908, there was only one Harley model per year, a battery-fired single cylinder, so any further designation than the year was superfluous: i.e., an 1907 Harley. But in 1909, the factory offered four singles, with either 26- or 28-inch wheels (wheels were measured from the outer edge of the tire back then), and either battery or magneto ignition. These were referred to as the Model 5 (fifth year of production, which, for Harley-Davidson purposes, began in 1904) with battery and 28s, the Model 5-A with mag and 28s, 5-B with battery and 26s and 5-C, mag/26. The abortive twin was called the 5-D.

In 1910, the single-cylinder racer was called the 6-E. In 1912, things got real complicated with both chain and belt drive being offered, and a clutching mechanism designated by an X; all wheels were the 28-inch variety. The basic single was the Model 8, the mag-fired twin with "freewheel control" and chain drive was called the Model X-8-E.

In 1914, we see the first use of the F letter, a 61-inch magneto twin with two-speed gearbox. In 1915, the J model appeared, the twin with three-speed transmission and battery ignition. That was also the year of the first K model, a racing twin.

In 1916, the year designation was changed from year of production to calendar year, so it was not 12-F, but 16-F. Eight models were available that year: the F, J, E, R and T twins, and C, B and S singles. Already Harley was complicating things, as the E of 1910 was a racing single, while the E of 1916 was a one-speed twin.

The heck with this; let us start with the alphabet and go right through to see how many letters have been used, and how many times. When you see a /, that means the letter(s) was secondary (FL), tertiary (FLH), etc. To try to keep this under control, I will start with the models that were in the 1920 line, and ignore what went on before that date.

A (1926): SV/OHV 21-inch single (magneto ignition)  
A (1960): TS (two stroke) 165CC Topper scooter  
B (1926): SV/OHV 21-inch single  
B (1955): TS 165CC single  
/B: Belt-drive Sturgis model (ex. 1982 FXB)  
C (1920): i.o.e. 35-inch single, special order  
C (1930): SV/OHV 30.5-inch single  
/C: Custom, Classic or Caf  
/CH: Magneto Sportster (ex. 1958 XLCH)  
D (1929): SV 45-inch twin  
/D: 74-inch engine (ex. 1921 JD)  
/D: Extra power (ex. 1930 DLD)  
/D: Dyna Glide frame (ex. 1991 FXDB)  
/DG: Disc Glide (ex. 1983 FXDG)  
E (1936): OHV 61-inch twin  
/E: Electric starting (ex. 1964 GE, 1974 FXE)  
/E: Police engine (ex. 1953 FLE)  
F (1920): i.o.e. 61-inch magneto ignition (dating from 1914)  
F (1941): OHV 74-inch twin  
/F: Battery ignition flat twin (ex. 1921 WF)  
/F: Footshift (ex. 1952 FLF)  
G (1933): SV 45-inch Servi-Car  
/H: Larger engine (ex. 1936 80-inch VHL, 1955 55-inch KH)  
/H: More powerful engine (ex. 1955 FLH)  
I: Fuel injection (ex. 1995 FLHTCI)  
J (1920): i.o.e. 61-inch twin (dating from 1915)  
/J: Magneto ignition flat twin (ex. 1921 WJ)  
/K: More powerful K model (ex. 1955 K11K)  
L (1920): Single-passenger sidecar (dating from 1915)  
/L: Higher compression engine (ex. 1936 EL)



M (1920): Commerical sidecar (dating from 1915)  
M (1965): TS 50CC single, Aermacchi  
/N: Newspaper delivery sidecar (ex. 1929 MN)  
/N: Nostalgia (ex. 1993 FLSTN)  
/O: Open-body commercial sidecar (ex. 1926 MO)  
/P: Police model  
Q (1920): Two-passenger sidecar chassis (dating from 1918)  
R (1932): SV 45-inch twin  
/R: Rubber-mount FX model (ex. 1982 FXR Super Glide)  
/R: Pseudo-racing model (ex. 1983 XR-1000)  
/R: Racing model (ex. 1952 KR)  
S (1926): OHV 21-inch, for racing purposes  
S (1948): TS 125 single  
/S: Sport (ex. 1978 FXS and XLS)  
/S: Sidecar use (ex. 1936 ES)  
T (1921): Twin-cylinder racer  
/T: TS 165 single (ex. 1953 ST)  
/T: Touring (ex. 1977 XLT, 1980)  
U (1937): SV 74-inch twin  
V (1930): SV 74-inch twin  
V (1994): DOHC 61-inch twin, for Superbike racing  
W (1920): SV 36-inch flat twin (dating from 1919)  
W (1937): SV 45-inch twin  
/WG: Wide Glide (ex. 1980 FXWG)  
X (1957): OHV 55-inch twin (usually used with L; i.e. XL)  
Y: Only letter never used  
Z (1973): TS 90CC single, Aermacchi

Here are some models styles to go by.

XLH Sportster 883  
XLH Sportster 883 Hugger  
XLH Sportster 1200  
XL 1200C 1200 Custom  
XL 1200S 1200 Sport  
FXD Dyna Super Glide  
FXDL Dyna Low Rider  
FXDS-CONV Dyna Convertible  
FXDWG Dyna Wide Glide  
FLSTS Heritage Springer Softail  
FXSTSB Bad Boy  
FLSTF Fat Boy  
FXSTS Springer Softail  
FXSTC Softail Custom  
FLSTC Heritage Softail Classic  
FLHR/FLHRI Road King / Road King Fuel Injected

FLHT Electra Glide Standard

FLHTC/FLHTCI Electra Glide Classic / Electra Glide Classic

FLHTCUI Ultra Classic Electra Glide Fuel Injected

All the learned readers can now berate me for my inaccuracies and omissions, such as racing models, sidecars, package trucks, etc.

I also left out most of the Aermacchi model designations, or this would have been far more complicated than necessary. Nor did I include all alphabets in all models; there are just too many.