

**FORK LOWER BRACKET / 1973 XL, XLCH, FX**

A certain number of 1973 Models XL, XLCH and FX motorcycles were assembled with defective lower fork brackets between October 31, 1972 and March 25, 1973. Quench cracks occurred in a critical area of some bracket forgings during heat treatment performed by our supplier. Some cracks, being very small, were not detected by visual inspection and were installed in motorcycles.

Depending upon the location and severity of the cracking, this defect could result in bracket failure and front suspension collapse, and may cause an accident with possible personal injury.

It has been determined that the possibility of the defect only occurs on bracket forgings identified with the raised letter "E" within the following range of vehicles:

3A or 4A 42100 H3 to 50000 H3  
2C 12100 H3 to 19200 H3

In compliance with the National Motor Vehicle Safety Act, this has been declared a safety defect and letter "E" fork brackets of all affected vehicles must be replaced. This includes all affected motorcycles previously delivered to you or your customers and those which will be delivered to you from the factory. A list of registered owners and a list of unregistered vehicles involved in this campaign which have been delivered to your dealership are included with this bulletin. It is your responsibility to contact owners of vehicles you have sold but which are not shown on enclosed lists.

We are notifying all registered owners of the affected motorcycles in your dealership to contact you for this service.

We are enclosing a copy of the customer letter and referral card for your information. Each letter to the owners will include Special Service Card 021 that must be completed and signed by both the customer and you, the dealer, at the time the fork bracket is replaced. A sample and extra service cards to use for undelivered vehicles are enclosed.

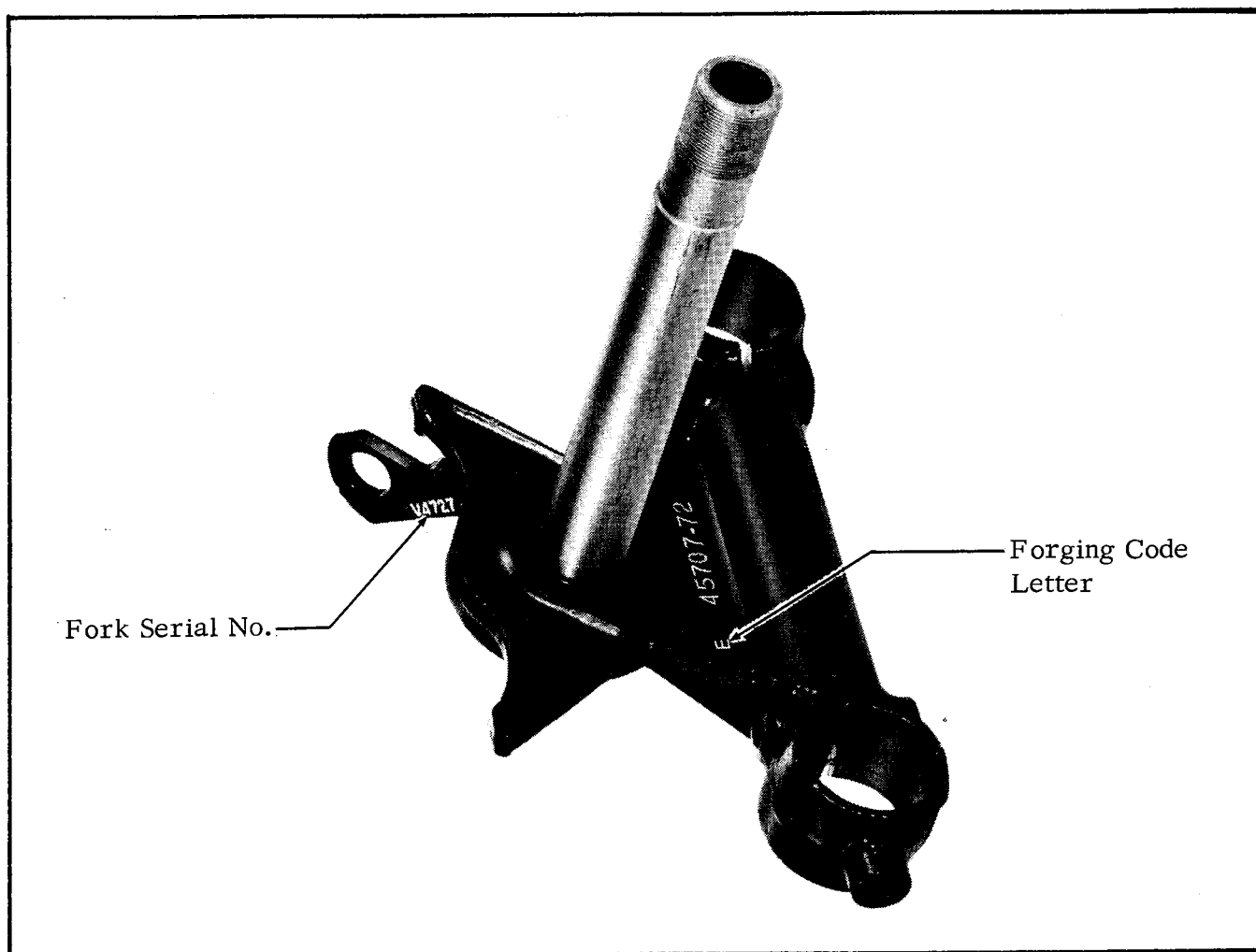
To take care of your immediate requirements, we are shipping two part No. 45703-71 XL/XLCH and one part No. 45567-71 FX fork stem and bracket assemblies to you on a 60 day memo billing. You should determine additional requirements for each part and order them on the special parts order form enclosed. The dealer net price of these parts will be charged in the regular way.

Immediately after service has been performed, return completed cards No. 021 with removed brackets to the Harley-Davidson Motor Co., Inc. Attention: Service Department, Milwaukee, Wisconsin 53201. Be sure to fill out completely, including the fork identification serial number which is stamped on locking ear of NEW fork bracket. (This number is required for Department of Transportation records.)

You will receive credit for dealer net price of each part, and an additional \$8.50 for labor, for each bracket replaced when you send properly completed Service Card 021 with old bracket to the factory.

Memo billing will be cancelled after 60 days.

The following illustration shows the location of the code letter in front of the casting number. Also shown is the fork identification serial number.



### IMPORTANT

Inspect motorcycle fork bracket to determine if forging is identified with Code Letter 'E'. If code letter is any other than 'E', the bracket is not suspect and will not have to be replaced. If bracket is marked with Code 'E', or the code letter cannot be read, replace the bracket according to instructions at the end of this bulletin.

When filling out Service Card 021, enter serial number of new bracket, which you install, in the space provided on card.

#### INSTRUCTIONS FOR INSTALLING NEW FORK BRACKET

Support motorcycle underneath frame with front wheel raised. Disconnect speedometer cable at speedometer and at speedometer drive. Disconnect tachometer cable at tachometer. Disconnect horn wire at horn and white wire at ignition coil (left side of motorcycle). Shut off fuel valve, disconnect fuel hose and remove gas tank. Remove fork tube caps and washers. NOTE: If caps cannot be removed due to interference with handlebars, make sure they are completely disengaged from fork tube threads. Remove Phillips head screw and lockwasher securing hydraulic hose clamp to right fork side and hose clamp on left side of fender. Remove 4 bolts and washers clamping disc brake caliper halves together. Remove caliper halves from fork side. Do not disconnect hydraulic hose. Remove front axle nut, lockwasher and loosen fork slider cap nuts. Remove axle and front wheel. Remove front fender which is secured by 4 bolts and lockwashers. Remove Phillips head screw and lockwasher from left side of lower fork bracket cover. Loosen lower fork bracket pinch bolts and remove fork sides, tapping on sliders with a rawhide hammer if necessary. Do not lose spring guides on top of fork spring. Remove lower fork bracket cover. Loosen upper fork bracket pinch bolt. Remove fork stem nut. Remove upper bracket assembly ( includes handlebars, headlamp, wiring, and instrument cluster). Lay it aside using care not to pinch or stretch any cables or wires.

On FX models, removing upper bracket assembly frees lower bracket and fork stem. This assembly can now be removed.

On XL models remove fork stem spacer washer and stem sleeve while supporting lower bracket and fork stem. Slowly withdraw lower bracket and fork stem from steering head exercising care not to lose the 14 lower steering head ball bearings. Upper steering head ball bearings and cone will remain in steering head.

Remove lower bracket pinch bolts from old lower bracket and install loosely in new bracket.

On XL models, pack lower steering head bearing cup with grease to retain ball bearings. Position the 14 ball bearings in the grease. Assemble new lower bracket and fork stem assembly to steering head. Do not over-tighten fork stem sleeve. Adjustment for bearing free play will be made later. Assemble fork stem spacer and upper bracket assembly to fork stem. When installing upper bracket assembly use care not to stretch or pinch any cables or wires.

On FX models, assemble lower fork bracket and fork stem assembly to steering head, install upper bracket assembly and loosely install fork stem nut. Bearing play adjustment will be made later. When installing the upper bracket assembly use care not to stretch or bend any cables or wires.

Install lower fork bracket cover. Install fork sides and tighten fork tube caps. Using a rawhide hammer, tap down on upper fork bracket to make sure it is seated on fork stem. Connect horn wire to horn and white ignition coil wire to ignition coil. Assemble front fender to fork sides. Assemble front wheel to fork sides making sure speedometer drive unit is properly positioned before tightening axle nut. Do not tighten fork slider cap nuts. Assemble front brake caliper halves to left fork side. Tighten caliper clamping bolts to 35 ft. lbs. torque. Adjust fork stem nut or fork stem sleeve for zero free play in steering head bearings. There should be no free play and no binding in steering head bearings.

On XL models install and tighten fork stem nut. Recheck steering head bearing adjustment and readjust if necessary.

Tighten upper bracket pinch bolt. Tighten two lower bracket pinch bolts. Check steering head bearing adjustment and readjust if necessary. Assemble brake hose clamp to left fender. Assemble brake hose to right side of lower fork bracket using Phillips head screw and lockwasher. Other Phillips head screw secures left side of lower bracket cover to lower bracket. Install gas tank and connect fuel line. Connect tachometer cable to tachometer. Install speedometer drive, wheel connection first. Lower motorcycle. Bounce front end of motorcycle to center fork sides on axle, then tighten slider cap nuts. Check operation of front brake, lights, and switches.

AMF HARLEY-DAVIDSON MOTOR CO., INC.