No. M-721

SAFETY DEFECT CODE 034

October 21, 1977

REAR BRAKE MASTER CYLINDER O-RING / FX, FXE, FXS-1200

A quantity of 385 1978 FX, FXE, FXS-1200 motorcycles were produced from July 21, 1977 to August 18, 1977 with incorrect O-rings assembled in the rear brake master cylinder.

Note: In a Mailgram dated September 19, 1977 we have notified all dealers who were shipped affected motorcycles to take corrective action immediately. The Mailgram contained the Vehicle Identification Numbers (V.I.N.'s) for affected motorcycles shipped to each individual dealer. This bulletin repeats some of the information given in the Mailgram and contains further information including the procedure you are to follow.

The incorrect O-ring on the rear brake master cylinder piston could allow air leakage into the rear brake system, possibly resulting in loss of an effective rear brake. This loss of rear brake could occur without prior warning.

Although the motorcycle operator would still have the use of the front brake, the unexpected loss of the rear brake while applying both brakes or the rear brake only, could, under certain conditions, affect handling detrimentally with possible loss of vehicle control and an accident.

In compliance with the National Motor Vehicle Safety Act, this has been declared a safety defect and the following motorcycles must be corrected:

A total of 385 vehicles, 100% containing the defect, are within the following V.I.N. ranges:

2F-10004-H8 to 2F-11401-H8 2C-10002-H8 (only) 9D-10003-H8 (only)

Included with this bulletin are sufficient blank Dealer Service Cards, which must be completed and signed by both the customer and you, the dealer, to verify that service has been satisfactorily completed.

It is your responsibility to perform the required service on all affected vehicles, and to contact owners (if any) of affected motorcycles sold or serviced by your dealership.

We direct you to immediately contact the owners of these motorcycles and inform them that they must not be used until correct O-ring is assembled in the rear brake master cylinder. This also applies to unsold motorcycles in your possession.

We are enclosing a sufficient quantity of correct o-rings only for dealers who received motorcycles with incorrect o-rings. The o-rings which are removed from corrected motorcycles must be returned to Harley-Davidson Motor Co., with completed Dealer Service Card. Make sure to fill out the card completely, including code 034, vehicle identification number (V.I.N.), your dealer account number and mark replace box 1 for each motorcycle serviced. Upon receipt of properly completed Service Card 034, your account will be credited 0.5 hour for each o-ring replaced, and credited \$1.00 for D.O.T. 5 brake fluid used when re-filling and bleeding the rear brake system.

PROCEDURE TO REPLACE O-RING IN REAR BRAKE MASTER CYLINDER

Remove socket head screws and lockwashers securing exhaust pipes to cylinder head exhaust ports.

Remove hardware securing muffler to muffler support tube.

Remove the right footrest/brake pedal bracket which is fastened to transmission cover with three nuts and lockwashers, and is also fastened to frame with a bolt, washer, lockwasher and nut. At the same time, the brake rod will detach from the master cylinder.

Remove master cylinder rubber boot. While holding piston in master cylinder, carefully remove stop wire clip and stop washer from groove in master cylinder.

Allow piston to slide out of master cylinder just enough to expose o-ring.

Remove incorrect o-ring and replace with the correct o-ring sent to you, being careful not to damage o-ring or o-ring groove in piston.

Push piston back into master cylinder and reassemble stop washer and wire clip.

Reassemble rubber boot to master cylinder.

Assemble footrest/brake pedal bracket to motorcycle with frame tab behind bracket and with bolt head and washer on the outside.

Before installing exhaust system, remove master cylinder cover and fill master cylinder with D.O.T. 5 brake fluid.

Proper brake operation can be verified by gently depressing the brake pedal and observing a squirt or geyser of the fluid in the reservior through the small bleed hole. No squirt or geyser indicates master cylinder should be checked using further information found in Service Bulletin M-712 dated June 16, 1977.

If the piston was completely removed from the master cylinder or if the rear brake pedal has a spongy feel, bleed the rear brake system following procedure in the 1200cc Service Manual.

Reassemble exhaust system to motorcycle.

HARLEY-DAVIDSON MOTOR CO., INC.

ROUTING	SERVICE	SALES	PARTS	CHIEF	MECHANIC	MECHANIC	MECHANIC	MECHANIC	RETURN
L	MANAGER	MANAGER	MANAGER	MECHANIC	NO. 1	NO. 2	NO. 3	NO. 4	THIS TO:
INITIAL									
HERE-							!		