

**FRONT BRAKE CALIPER BOLT WASHER / FX, FXE, FXS**

A quantity of 1978 $\frac{1}{2}$  FX, FXE, FXS-1200 motorcycles were produced from January 12, 1978 to February 28, 1978 with defective front brake caliper washers.

The defective washers were used under the head of the left and right front brake caliper clamping bolts. These washers were incorrectly processed causing them to become brittle and subject to breakage. All incorrectly processed washers were from a new lot of washers, part No. 44165-77, made to a .070 in. smaller diameter. The diameter was reduced from approximately .925 in. O.D. to .855 in. O.D.

If a caliper clamping bolt washer becomes broken, the loss of support under the bolt head may reduce the clamping effect of the bolt and may allow the bolt to loosen, possibly impairing front brake operation.

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

If a loose bolt condition is not noticed and corrected, the caliper bolt or inner caliper may eventually loosen enough to contact the wheel spokes. The resulting wheel or brake damage could cause loss of rider control and an accident. These events could occur without prior warning.

In compliance with the National Motor Vehicle Safety Act, this has been declared a safety defect and all motorcycles within the following VIN range must be corrected.

VIN 2C, 2F or 9D 61402-H8 to 65479-H8 (inclusive)

**NOTE:** Certain dealers were notified by Mailgram ML-80, dated February 23, 1978, that defective front brake caliper clamping bolt washers having a reduced O.D. were assembled in motorcycles shipped to them. These dealers were directed to replace the washers immediately with same size red color identified washers which were shipped to affected dealers at the same time.

In a subsequent Service Letter ML-80A, dated March 9, 1978, all dealers were notified that the replacement smaller O.D. washers were also suspect and were directed to immediately stop the use of small O.D. washers and repair all affected motorcycles using only large O.D. washers.

As previously directed in ML-80 and ML-80A to dealers, all small .855 O.D. washers in the affected motorcycles must be replaced with large .955 O.D. washers before motorcycles are operated or sold.

We have sent a sufficient quantity of correct large diameter washers to you under separate cover for repair of affected motorcycles. These washers are .955 O.D. and are identified by a green dye color.

(OVER)

NOTE: Correct large washers used in production are temporarily being colored green or gold for easy identification in assembled calipers.

Immediately replace all small O.D. washers with the large O.D. washers according to the procedure at the end of this bulletin. If you require additional correct washers they should be ordered in the regular way under part No. 44165-77.

All registered owners of record are being notified of this safety defect and are being instructed to bring their motorcycles to their dealer for service. A copy of the owner letter is enclosed for your information. Each letter to the registered owner will include Dealer Service Card 035 which must be completed and signed by both the customer and the dealer, to verify that service has been satisfactorily completed.

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 perform the required service on all affected vehicles, including those which may not show on the enclosed list. We are enclosing sufficient blank Dealer Service Cards for those vehicles.

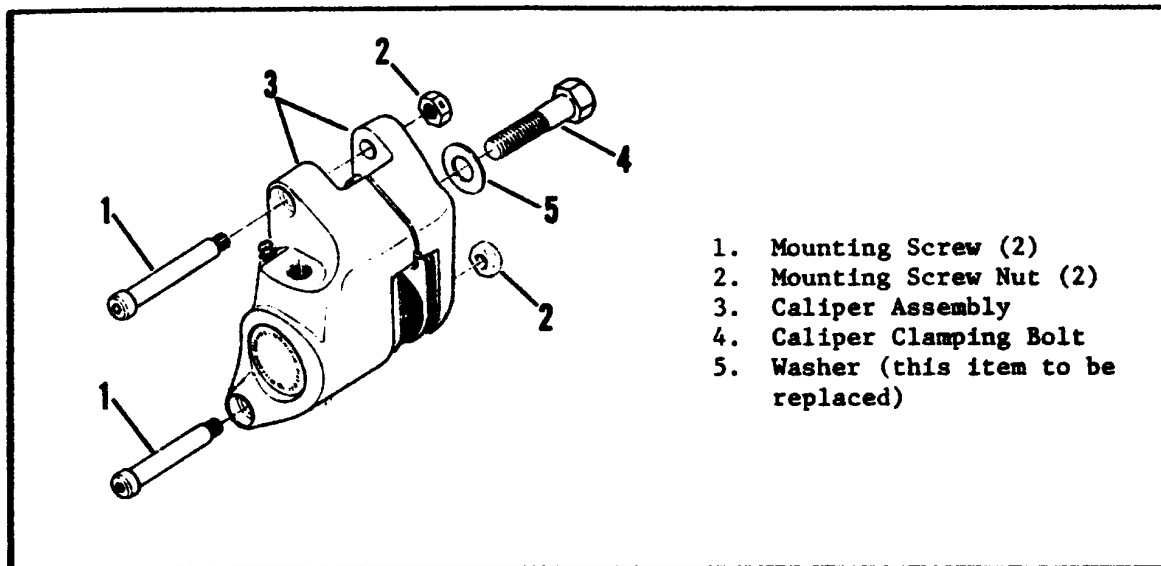
Because only registered owners, as shown on the enclosed list, will receive notification from us, we request that you contact any owners of vehicles listed as unregistered, and arrange to have them come in for service.

The washers that are removed from corrected motorcycles, and all other small .855 O.D. washers you may have, must be returned to Harley-Davidson Motor Co. When servicing a motorcycle, make sure to fill out the Dealer Service Card completely including code 035, vehicle identification number (VIN), your dealer account number and mark either "Replace" ☒ or "Inspect" ☒ in the appropriate box for each motorcycle serviced (do not mark both boxes). Upon receipt of properly completed Dealer Service Card, with removed washers, your account will be credited .5 hours for each motorcycle serviced. Your account will be credited .1 hour for inspection only.

#### PROCEDURE TO REPLACE FRONT BRAKE CALIPER CLAMPING BOLT WASHERS

Inspect front brake calipers for correct washer. All large (.955 O.D.) washers are O.K. to use and need not be replaced. All small (.855 O.D.) washers must be replaced.

A caliper on one side must be removed first to provide access for servicing the opposite side caliper as follows: (See illustration).



FRONT BRAKE CALIPER ( LEFT SIDE SHOWN )

1. Remove two left side caliper mounting screws (1) and nuts (2) with a 3/16" Allen wrench, detach left side caliper from fork slider. (Do not disconnect hydraulic brake line.)
2. Working through wheel spokes with a 5/8" hex socket and long extension, remove the right side caliper clamping bolt (4) and replace the washer using the correct (green) washer sent to you per Service Letter ML-80A. Torque right side caliper clamping bolt to 50 ft-lbs torque.
3. Reinstall the left side caliper on the left fork slider, applying Lock N' Seal, part No. 99625-77, to caliper mounting screw threads, and tighten screws to 115-120 in-lbs (10 ft-lbs) torque.
4. Remove right side caliper - same procedure as step 1.
5. Remove left side caliper clamping bolt and replace washer - same procedure as step 2.
6. Reinstall right side caliper - same procedure as step 3.
7. After assembly is completed, check front brakes for correct operation.

HARLEY-DAVIDSON MOTOR CO., INC.

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