

REAR BRAKE MASTER CYLINDER PISTON / 1979 MODELS

A quantity of 1979 model 1200/1340 and 1000cc motorcycles were assembled and shipped with master cylinder pistons made from an incorrect material as received from our supplier.

The incorrect material may allow water absorption to a greater degree than the correct material specified by Harley-Davidson. A plastic piston made of this incorrect material, in isolated instances, might stick in the master cylinder piston bore. This condition would most likely come on gradually as the piston absorbs moisture and swells. If this sticking occurs, the brake may not fully release and will have a tendency to drag. If the motorcycle operator does not heed this prior warning, it is possible, though extremely unlikely, that this condition may become severe enough to make the rear wheel skid, or a dragging brake may generate enough heat to make the brake fluid boil causing an ineffective brake. Either of these conditions could cause the motorcycle operator to lose control.

In compliance with the National Traffic and Motor Vehicle Safety Act, this has been declared a safety defect by Harley-Davidson Motor Co., Inc., and the affected motorcycles within the following range of VIN's must be corrected as soon as possible by installing the proper master cylinder piston:

<u>MODEL</u>	<u>VIN PREFEX</u>	<u>NUMBER</u>
1979 XLH/XLS	3A/4E	10000H9-66731H9
1979 FLH	3G	61760H9-69831H9
1979 FLH Classic		
w/Sidecar	3G	80000H9-80214H9

To take care of your immediate requirements, we are shipping an initial quantity of master cylinder piston kits, Part No. 93279, no charge, transportation prepaid, at this time.

This is approximately 60% of your requirements. Over and above these requirements, you must order additional kits to correct the balance of motorcycles shipped to your dealership.

Please determine the balance of kits you will require, and order immediately using the enclosed special order blank. These additional kits will be shipped no charge transportation prepaid.

The no charge shipment of this program will expire on June 15, 1980. After that time, any kits which you order under special number 93279 will be charged to your account.

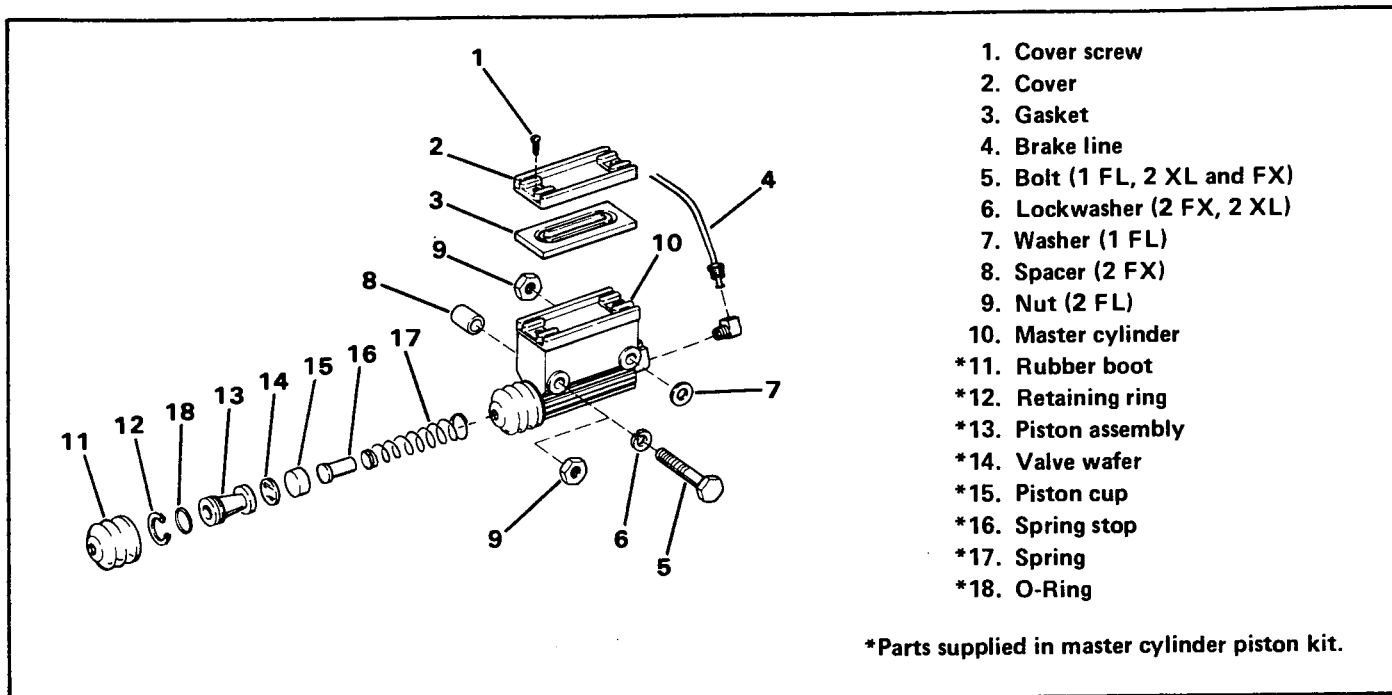
Instructions for installing these parts are included at the end of this bulletin.

Registered owners of record are being notified by mail to contact you to have this service performed at no charge (see enclosed letter). Each letter to the registered owner will include Dealer Service Card 044, which must be completed, dated, and signed by the customer and dealer.

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 you did not sell originally or which may not show on the lists. We are enclosing sufficient blank Dealer Service Cards for those vehicles.

IMPORTANT

If any motorcycles within the affected VIN range have been sold by you, we request that you contact the purchasers



immediately, warn them of the inherent safety hazard, and make arrangements for installing the special master cylinder repair kit as soon as possible.

The parts that are removed from corrected motorcycles must be returned to Harley-Davidson Motor Co. with properly completed Dealer Service Card(s).

When servicing each motorcycle make sure to fill out the Dealer Service Card completely, including Code 044, vehicle identification code (VIN), your dealer account number, and mark applicable boxes as follows:

Mark box with letter "C" for each master cylinder repair kit installed.

Upon receipt of both a properly completed service card and removed master cylinder parts, your account will be credited .7 hours for 1000cc models and .9 hours for 1200/1340 models for repair of each motorcycle serviced to cover costs for labor, brake fluid and processing.

A return address P-label is enclosed with parts furnished to you. Please put this label on the outside of the box of removed parts you are returning to us.

INSTRUCTIONS FOR REPLACING PARTS (See Illustration)

To replace internal parts of master cylinder, it must be removed from the motorcycle as follows:

XL Models: Remove master cylinder cover screw (1), cover (2) and gasket (3). Disconnect brake line (4) at master cylinder. Remove bolts (5), lockwashers (6) and remove master cylinder (10) from motorcycle allowing brake operating linkage to remain connected.

FL Models: Loosen master cylinder mounting bolt (5) and nuts (9) enough to remove chrome cover (not shown). Remove master cylinder cover screw (1) cover (2) and gasket (3). Disconnect brake line (4) at master cylinder. Remove front bolt (5) washer (7) and nut (9), remove rear stud nut (9) and remove master cylinder (10) from motorcycle.

FX Models: Remove exhaust pipes and muffler. Remove master cylinder cover screw (1) cover (2) and gasket (3). Disconnect brake line (4) at master cylinder. Remove bolts (5) lockwashers (6) and spacers (8), and remove master cylinder (10) and sidecover (not shown) from motorcycle.

All Models: Remove rubber boot (11), retaining ring (12), piston assembly (13), wafer (14), piston cup (15), spring stop (16) and spring (17).

Clean master cylinder thoroughly using denatured alcohol or DOT 5 brake fluid.

CAUTION - Do not use mineral base cleaning solvents such as gasoline or paint thinner. These cause deterioration of non-metallic parts which would continue to deteriorate after assembly, possibly resulting in component failure.

Reassemble master cylinder using new parts from kit (marked with asterisk * in illustration). Dip all parts in new DOT 5 brake fluid and assemble in order shown with O-ring installed in groove on piston.

Reinstall master cylinder and reconnect the brake line.

Fill master cylinder reservoir with new DOT 5 type brake fluid. Reservoir may be filled and brakes bled using pressurized equipment if available.

NOTE

Before adding hydraulic fluid to reservoir, check to see that relief port in master cylinder is uncovered when brake pedal is released.

WARNING - DOT 5 brake fluid can cause eye irritation. In case of contact with eyes, flush with plenty of water and get medical attention. **KEEP BRAKE FLUID OUT OF THE REACH OF CHILDREN!**

Work brake pedal lever up and down by hand to determine free play before push rod contacts piston in master cylinder. Free play of push rod should be approximately 1/16 inch to be sure that master cylinder pressure is relieved. Adjustment should not have changed using the procedure given herein to remove master cylinder. However, if adjustment is incorrect, readjust free play according to Service Manual or Owner Manual procedure.

Slip a length of appropriate size plastic tubing over rear wheel caliper bleeder valve with other end submerged in brake fluid in a clean container.

Place motorcycle in a straight ahead, upright position. Open bleeder valve by rotating counterclockwise about one half turn. With master cylinder full of fluid at all times, slowly operate brake repeatedly until fluid flows from tubing free of air bubbles. Close bleeder valve. Add fluid to master cylinder to bring to original level.

Check for pressure relief indication by watching for fluid squirt when pedal is depressed. Reinstall gasket and cover.

After bleeding system, test ride motorcycle. If brake feels spongy, repeat bleeding procedure. Check linkage adjustment for correct 1/16 inch free play of push rod. Check all connections for leakage.

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									