

SERVICE PROCEDURES / 1980 FLT MOTORCYCLES

WIRE ROUTING

The black wire from the voltage regulator/rectifier to the battery circuit breaker routed under the left side primary chain housing cover may be mispositioned.

The proper routing for this wire is along the lower left frame tube, tie-wrapped to the **inside** of the tube. Some 1980 FLT models have the wire routed on the top of the frame tube. In this position, the wire could be damaged by movement of the primary chain housing cover.

Check all FLT models you have received for proper wire routing. Reposition, if necessary.

REAR WHEEL ALIGNMENT PROCEDURE CHANGE

The following improved procedure for wheel alignment on the FLT is quicker, more accurate and less troublesome than the procedure now listed in the 1980 FLT Service Manual. The tool recommended for the new wheel alignment procedure is the Sears Craftsman Universal Protractor (Sears #9-3995) which is readily available from all Sears stores (see Figure 1). Follow the procedure steps exactly to assure accurate adjustment.



Figure 1. Sears Craftsman Universal Protractor

ALIGNMENT PROCEDURE

WARNING

The adjustment of the rear wheel is critical. Vehicle stability is adversely affected if wheel is out of alignment.

1. Place the motorcycle on a center or side stand with the wheels in line with each other (front wheel pointing straight ahead).
2. Wheels and tires must be true according to specifications listed in the 1980 FLT Service Manual.
3. Remove the saddlebags, battery, saddlebag guards, and the chrome plugs from the passenger footrests.
4. See Figure 2. Place a 5/8 in. deep socket on each pivot shaft nut and turn axle nut flat so it is parallel with the flat of the socket on the rear swing arm pivot shaft. The measurement from axle nut to socket flat must be equal on both sides of the motorcycle to within 1/32 inch. Adjust the rear chain as described in the REAR CHAIN ADJUSTMENT PROCEDURE found in the 1980 FLT Service Manual, Part No. 99483-80, to achieve the equal measurements.

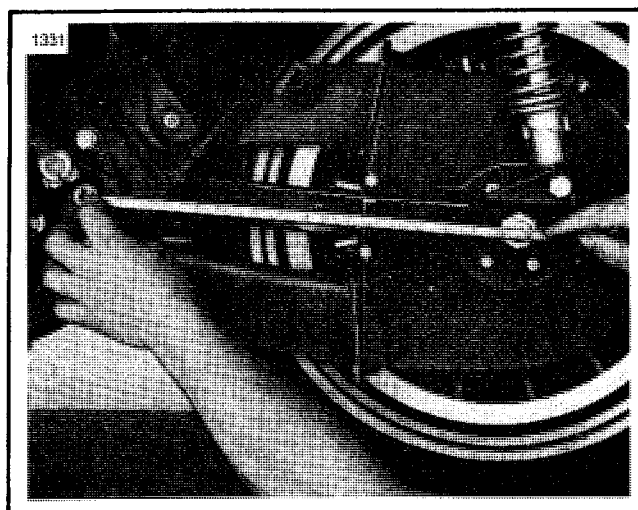


Figure 2. Rear Wheel Lateral Adjustment

- See Figure 3. Place a straightedge on EACH side of both tires as close to the axle as the brake discs and sprocket housing allow. Check the alignment of the rear tire. Each tire should touch the straightedge at two places. If the rear wheel is more than 1/32 inch out of alignment, loosen the front engine mount bolts and front rubber mount through bolt first, then the stabilizer locknuts. Adjust the front stabilizer to bring the wheel into alignment. DO NOT USE THE CHAIN ADJUSTER TO ALIGN THE WHEEL.

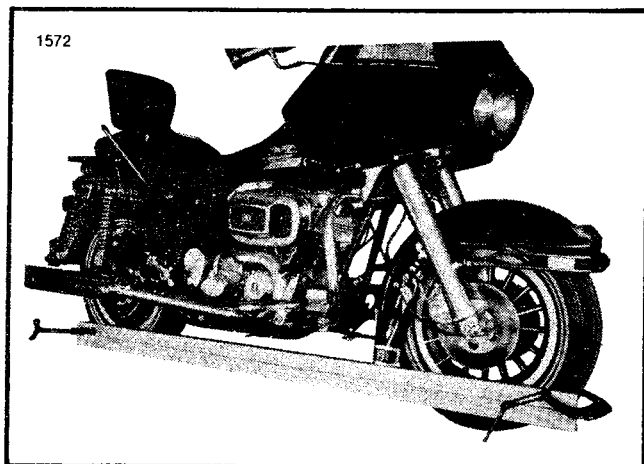


Figure 3. Wheel Alignment — Horizontal

- Use C-clamps to hold the straightedges to the tires. This will maintain the horizontal wheel alignment while you check the vertical adjustment. Install the Sears Universal Protractor on the right front brake disc, using its magnetic base. Note the degree of lean angle registered on the protractor (see Figure 4). Then install the protractor facing the same direction on the rear brake disc and note the degree of lean angle (see Figure 5). This measurement should be the same to within $\pm 1/2^\circ$. If there is a larger degree of difference between the two readings, adjust the top stabilizer (located under the gas tank) to bring the wheels into alignment. Repeat Step 5 to check wheel alignment.
- Tighten the stabilizer jamnuts (1, Figure 6) and the front engine mounting bolts.
- Reinstall the passenger footrests, plugs, saddlebag guards, battery and saddlebags.

NOTE

Check the stabilizers for wear every 1,250 miles, using a dial indicator. With the stabilizers on the motorcycle, compress and release each one. If the movement is greater than .025 inch, replace the stabilizer (see Figure 6).

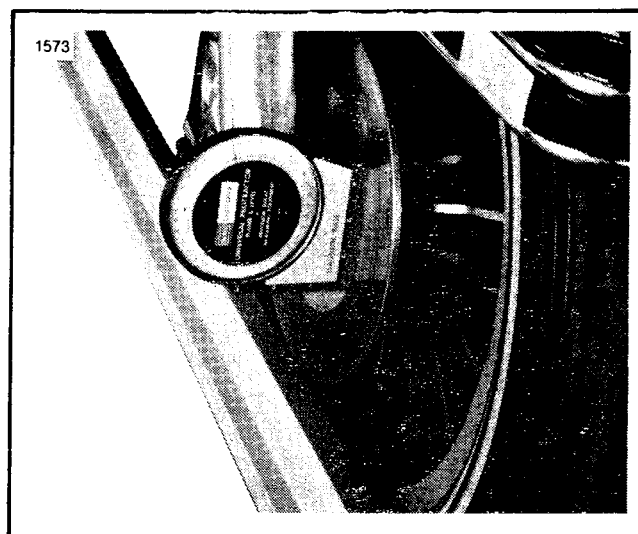


Figure 4. Front Wheel Vertical Alignment

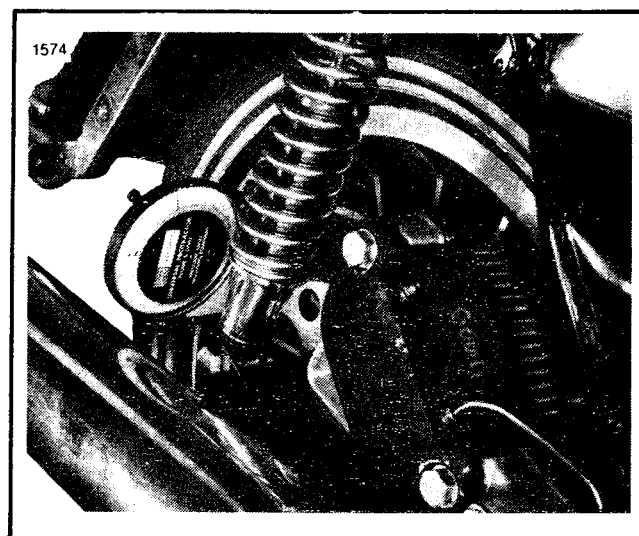


Figure 5. Rear Wheel Vertical Alignment

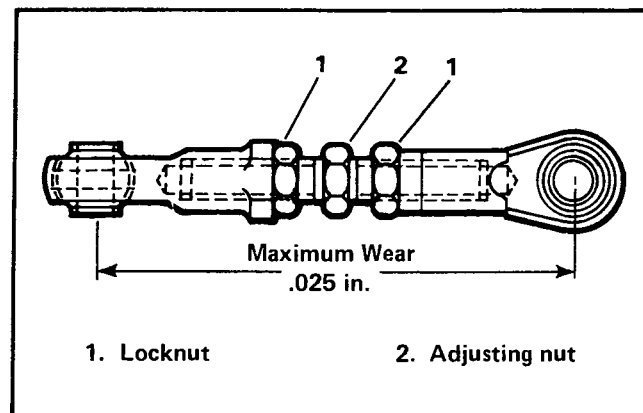


Figure 6. Stabilizer Assembly

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									