

**SAFETY DEFECT CODE 044 ADDENDUM
REAR BRAKE MASTER CYLINDER PISTON / 1979 MODELS**

A quantity of master cylinder assemblies, Part No. 42415-79, used for parts order on 1979 XL models, were shipped from our parts warehouse prior to May 1, 1980 that contained pistons made from an incorrect material as received from our supplier.

This incorrect material, as outlined in the Safety Defect Code 044 Bulletin No. 754A, may allow water absorption to a greater degree than the material specified by Harley-Davidson. In isolated instances, the incorrect plastic piston could stick in the master cylinder piston bore, a condition which would 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 motorcyclist 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 boil the brake fluid resulting in ineffective braking. Either of these conditions could cause the motorcycle operator to lose control.

In compliance with the National Traffic and Motor Vehicle Safety Act, these additional parts order assemblies have been included with the Safety Defect Code 044 Recall by Harley-Davidson Motor Co., Inc. All the stock of the specified master cylinder must be inspected and replaced, if necessary, as soon as possible.

There are approximately 306 parts order master cylinder assemblies involved in this addendum to the Code 044 recall. Instructions for inspection and, if required, return of these suspect assemblies are included at the end of this bulletin.

IMPORTANT

Since this recall addendum concerns only parts order assemblies, we have no record of registered owners whose vehicles may have had a suspect assembly installed. We urge you to make every effort to uncover the names and addresses of any potentially affected customer, perhaps through sales receipts or warranty forms. Please provide us with their names, addresses and vehicle VIN's as soon as possible to enable us to mail an owner's letter as required by the National Traffic and Motor Vehicle Safety Act, as amended.

The parts order assemblies that are found containing the suspect piston **MUST** be returned to Harley-Davidson Motor Co. with a properly completed Warranty Claim Form. Upon receipt of a properly completed Warranty Claim Form, your account will be credited full parts cost.

If the assembly has already been installed on a motorcycle, the parts that are removed **MUST** also be returned to Harley-Davidson Motor Co. with properly completed Warranty Claim Form. Use Job Code No. 2494. Upon receipt of a properly completed Warranty Claim Form, your account will be credited .7 hours for parts, labor and paper processing.

Put a return address P-label, Form #1248 on the outside of the box of returned parts and affected Warranty Claim Forms.

PARTS ORDER STOCK

1. Check all parts order stock of master cylinder assembly, Part No. 42415-79.
2. See Figure 1. Remove the rubber boot (11) from the master cylinder (10).
3. Look inside at the master cylinder piston. The end should be totally black or blue (see Figure 2). If it is not, the master cylinder must be returned for credit with a properly completed Warranty Claim Form.

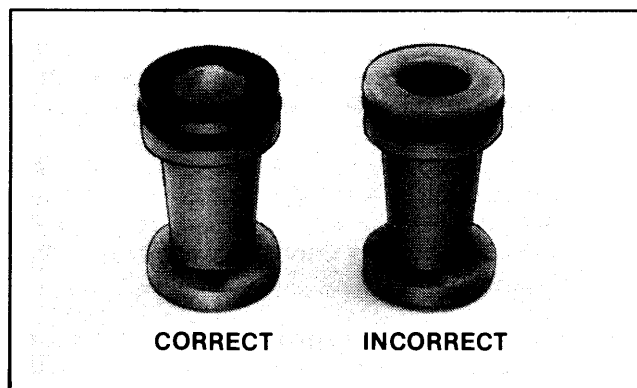


Figure 2. Master Cylinder Pistons

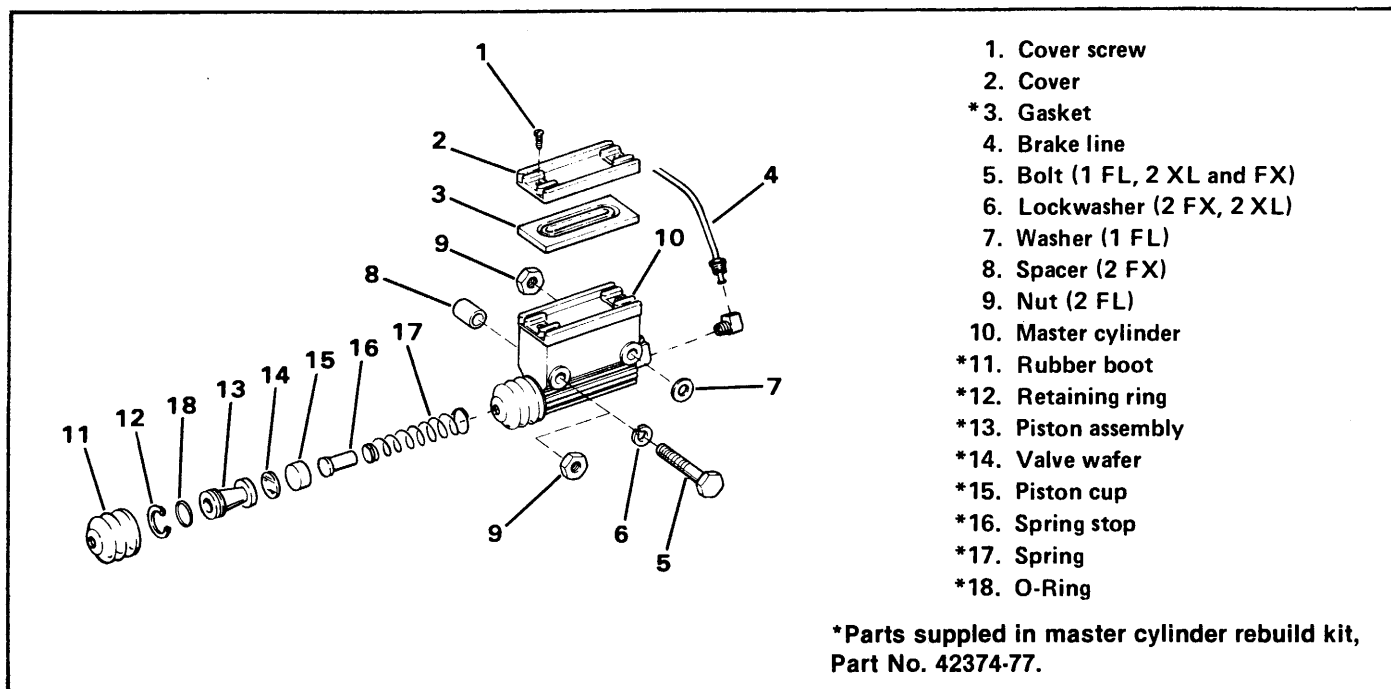


Figure 1. Rear Brake Master Cylinder

ASSEMBLY ALREADY INSTALLED

If the master cylinder has already been installed on a motorcycle, it must be removed from the vehicle and a new master cylinder rebuild kit, Part No. 42374-77, must be installed according to the following instructions:

NOTE

Since this portion of the Code 044 Recall concerns only parts order assemblies, DO NOT use the Special Code 044 Kit, Part No. 93279, to make repairs. Use ONLY the master cylinder repair kit, Part No. 42374-77.

(See Figure 1.) To replace internal parts of master cylinder, it must be removed from the motorcycle as follows:

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

Always clean brake system rubber parts by washing in denatured alcohol or DOT 5 brake fluid. Do not use mineral base cleaning solvents such as gasoline or

paint thinner. These cause deterioration of non-metallic parts which would continued to deteriorate after assembly, possibly resulting in component failure.

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 REACH OF CHILDREN.

3. Reassemble master cylinder using new parts from rebuild 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.
4. Reinstall master cylinder and reconnect the brake line.
5. Fill master cylinder reservoir with new DOT 5 brake fluid. Reservoir may be filled and brakes bled using pressure bleeder type equipment if available.

NOTE

Hydraulic brake pressure bleeder equipment can be used to fill brake master cylinder through the bleeder fitting, or master cylinder, providing master cylinder cover is removed so that the system cannot pressurize. Do not use pressure bleeding equipment when the hydraulic system is sealed with the master cylinder cover and gasket in place.

6. Work brake pedal lever up and down by hand to

determine free play before push rod contacts piston in master cylinder. Free play measured at the 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.

7. Slip a length of appropriate size clear plastic tubing over rear wheel caliper bleeder valve with other end submerged in brake fluid in a clean container.
8. Open bleeder valve by rotating counterclockwise about one-half turn. With master cylinder full of fluid at all times, slowly depress brake pedal (lever) once until fluid stops flowing from tubing. Close the bleeder valve. Allow pedal or lever to return slowly to release position. Repeat operation until brake system is free of air bubbles as observed in the clear, plastic tubing. Add fluid to master cylinder to bring to original level. **Do not reuse fluid.**

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

WARNING

Always test motorcycle braking at low speeds after completing repqirs or bleeding procedure.

10. If the brake feels spongy, repeat bleeding procedure and retest motorcycle. Check linkage adjustment for correct 1/16 inch free play measured at the push rod. Check all connections for leakage.

HARLEY-DAVIDSON MOTOR CO., INC.

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