

## FORK LOCK ADJUSTING SCREW / 1980 FLT MOTORCYCLES

There is a possibility that the length of the adjusting screw may not provide sufficient thread engagement within the ignition switch/fork lock assembly used on 1980 FLT motorcycles when installed according to specifications. If this screw becomes disengaged, it might allow the fork pin to drop and accidentally engage the fork lock. This possibility can only occur during extreme left hand turns at low speeds when the handlebar itself is physically rotated to its stop and **only** if the adjusting screw becomes disengaged.

We have decided to declare this a safety defect and we are recalling all potentially affected vehicles in accordance with the National Traffic and Motor Vehicle Safety Act. All 3860 potentially affected vehicles below VIN 5G 03860 J0 should be repaired as soon as possible by installing the special Code 049 Service Kit, Part No. 93335. This service must be done even if the Safety Defect Code 048 service work has already been performed. This recall work can be performed in conjunction with Code 048 but **cannot** be performed **before** the Code 048 service, if required. Although only approximately 65% of FLT models are affected by Code 048, we estimate 100% of the 3860 potentially affected vehicles must be serviced by Code 049.

To take care of your immediate requirements, we will ship no charge all Dealers three Adjusting Screw Kits, Part No. 93335, as soon as they are available, approximately June 6, 1980.

Please determine the balance of Kits you will require and order only that number using the enclosed special blue Warranty Code 049 Parts and Accessory Order Form. All Kits will be shipped no charge and you will receive labor credit after the properly completed Code 049 Dealer Service Card is returned. Instructions for replacement of the adjusting screw assembly are listed at the end of this Bulletin.

All registered owners of record are being notified by mail to contact you and arrange to have this service performed at no charge to them. (See enclosed letter.) Each registered owner letter will include a Dealer Service Card 049, which must be completed, dated, and signed by both the customer and the Dealer.

We are including a list of registered owners and a list of unregistered vehicles delivered to your Dealership which are involved in this Campaign. It is your responsibility to perform the required service on all potentially affected vehicles, including those which may not show

up on your lists. We are enclosing sufficient blank Dealer Service Cards for those vehicles. If necessary, additional cards are available through the Service Department.

## IMPORTANT

Since only registered owners, as shown on the enclosed list, will receive notification from us, we request that you contact any owners of vehicles still listed as UN-REGISTERED, warn them of the safety recall, and make arrangements for them to come in for service. We also request you provide us with their names, addresses, and VINs as soon as possible to enable us to mail them an owner's letter as required by the National Traffic and Motor Vehicle Safety Act, as amended.

After servicing each motorcycle, be sure to completely fill out the special Dealer Service Card provided. Fill in your Dealer Account Number, the Service Code (in this case 049), the Vehicle Identification Number (VIN), and your Dealership name and address along with the owner information if it is blank.

The boxes must be marked in the following manner:

Mark the letter box with "C" to indicate the adjusting screw was removed.

Mark the quantity box with "1" to indicate one Adjusting Screw Kit was installed.

The properly completed Card must be signed and dated by both the customer and you and returned to us. There is no need to return parts with this campaign. Destroy and discard the replaced adjusting screws.

Upon receipt of a properly completed Code 049 Card, your account will be credited .4 hours for each vehicle repaired. This credit will cover the costs of labor and paperwork.

## REPLACEMENT PROCEDURE

## WARNING

**To avoid accidental start-up of a vehicle and possible personal injury, disconnect the battery cables, negative cable first, before performing any of the following procedures.**

## NOTE

Part of the replacement process is to dab paint (from 048 recall) on both the ignition screw head and the locknut to signify that the recall work has been performed.

1. Remove 2 screws securing instrument panel head case. Pull out the trip knob and lift case.

## NOTE

Some early production vehicles have spacers located between the instrument panel case and the support housing. When reassembling, be sure to reinstall these spacers to prevent damage to the panel case. Later models were revised to eliminate the need for the spacers.

2. Disconnect the speedometer cable (see Figure 1). Lift head up and out of way. Do not disconnect any other wiring.

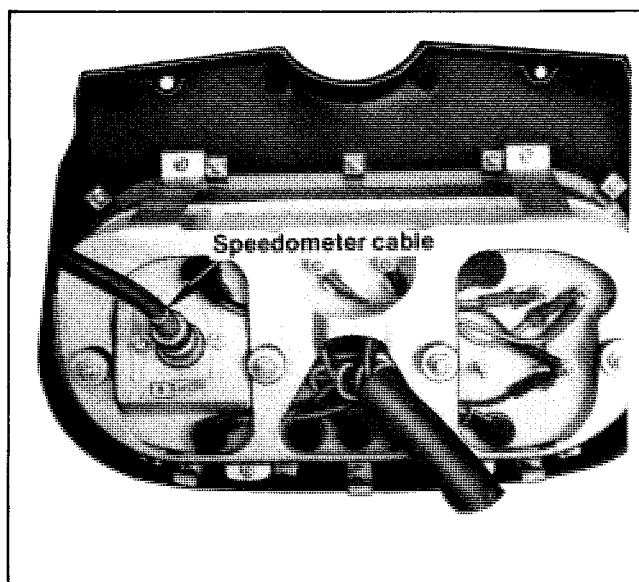


Figure 1. Speedometer Cable Location

3. Remove locknuts that secure lower handlebar clamps. These are located under the instrument housing. Be very careful not to scratch the paint on the gas tank while removing.
4. With the locknuts removed, lift handlebar assembly up and out.
5. Remove the ignition switch tamper shield. Examine switch for Code 048 recall. (See Service Bulletin M-770.) Perform if required.
6. Remove fork lock adjusting screw, spring, and washer (see Figure 2).
7. Reinstall new fork lock adjusting screw and locknut, from 93335 Kit, along with spring and washer from original assembly. Turn it a few turns

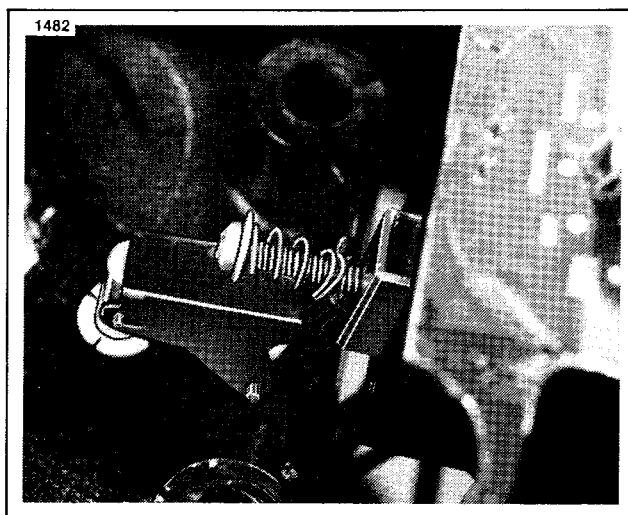


Figure 2. Position of Adjusting Screw Assembly

into the plunger of the ignition switch assembly (see Figure 3).

8. Adjust mechanism as follows:
  - A. Position instrument mounting housing and wheel straight ahead.
  - B. Turn ignition switch to fork lock position.
  - C. Push the front fork lock lever assembly down until lock pin rests on the frame plate.
  - D. Insert special gauge tool, from Code 048 Kit 93330, between the adjusting screw head and washer so slot in gauge rests on the screw shaft (see Figure 3).

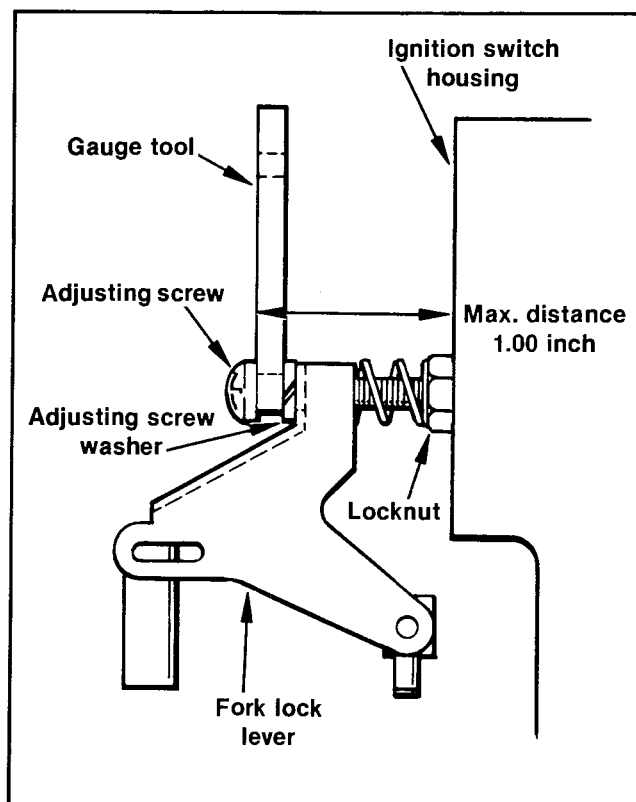
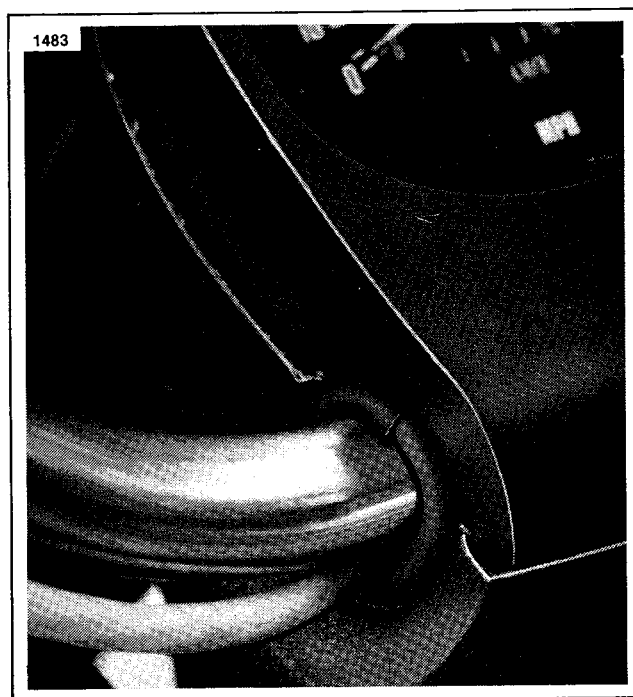


Figure 3. Proper Tool Location

**NOTE**

*The gauge tool is the recommended method for properly spacing the adjusting screw because the gauge rests on the screw shaft and prevents mispositioning the screw while tightening. The same spacing can be produced by placing two EQUAL Pieces of metal — thickness .160 to .170 inch — on either side of the adjusting screw between the screw head and washer.*

- E. Tighten screw until adjusting screw, washer and gauge touch lever.
  - F. Measure distance between screw head and fork lock assembly. This distance should not exceed 1.00 in.
  - G. When correct distance and alignment is achieved, apply Harley-Davidson Stud 'n Bearing Mount, Part No. 99626-77, to inner threads of adjusting screw and tighten locknut over Stud 'n Bearing Mount against the fork lock housing.
9. Check the entire assembly for freedom of movement and proper operation.
  10. Then put a dab of paint (supplied with Code 048 Kit, 93330) on both the screw head and locknut to prevent tampering and to show the recall work has been performed.
  11. Reinstall tamper shield.
  12. Slide in handlebars and reinstall the lower handlebar clamp locknuts. Tighten to 55 ft-lbs torque. Make sure the handlebars rest inside the handlebar grommets on either side of the instrument support housing.
  13. Reattach the speedometer cable and replace instrument head in support housing. Make sure no wiring is crimped.



### Figure 4. Handlebar Grommet

14. Reinstall instrument panel head case and position to fit between lips of grommet (see Figure 4). Be careful not to scratch paint on housing during installation.
15. Reinstall 2 instrument panel case screws. Tighten to 75 in-lbs torque.
16. Recheck fork lock operation.
17. Reinstall battery cables.

HARLEY-DAVIDSON MOTOR CO., INC.

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