

# SERVICE BULLETIN



M-837

October 2, 1981

## 1982 MODEL SERVICE INFORMATION

### All Models HAND CONTROLS

All 1982 models feature new handlebars and switches. When rotating the lever/switch controls, make sure the wiring harness is routed in the detent of the handlebar and the wires are not pinched. For easier operation of controls do not rotate controls inward to the point where the printing on the turn signal switches is not visible to the rider.

The front brake lever is designed to have no free play before moving the push rod. A slight preload is permissible. If handlebar is removed from front master cylinder, make sure the push rod is inserted into the hole in the reaction pin. As shown in Figure 1. See the 1982 SERVICE MANUALS for proper procedures.

When reassembling front brake master cylinder to handlebar, make sure it is inserted into the switch slot fully to assure proper brake light switch operation.

### LOW MAINTENANCE BATTERY

The 1982 batteries require less maintenance of electrolyte level than earlier models. Always check the fluid level after the first 500 mi. and every 5,000 mi. or once annually in the Spring. All other service procedures remain the same. See the 1982 SERVICE MANUALS for proper procedures.

### ROCKER ARM SHAFT

A .015 in. thick spacer is now available under Part No. 17450-73. When placed inside the O-ring under the right end screw of the rocker arm shaft, the spacer will prevent distortion of the O-ring and oil leaks at this location. These spacers can be used on any 1000, 1200 or 1340 cc engine from 1973 through very early 1982 where oil leaks are a problem. Never use more than one spacer on the same shaft.

Early in 1982 production, the rocker arm shafts were changed to eliminate the need for these spacers. Figure 2 shows the difference between the early and late style shafts. The late style shaft is interchangeable with the early style, but do not use a spacer on the late style shaft.

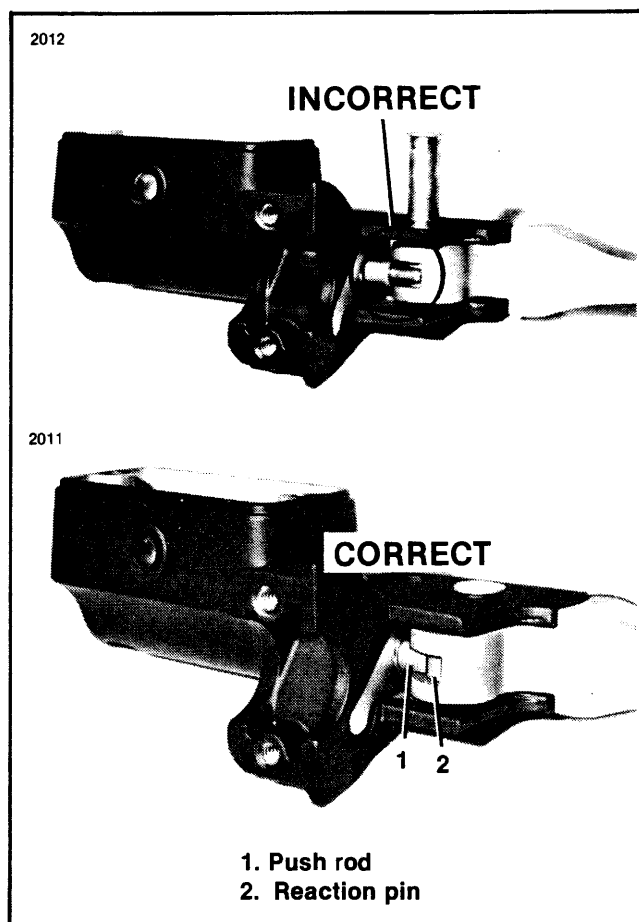


Figure 1. Front Brake Hand Lever Assembly

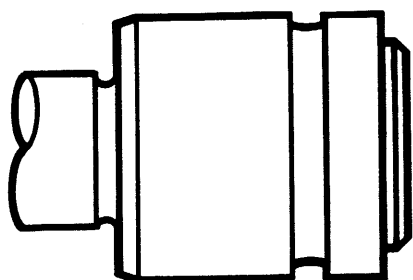
### XL Models

#### 13 AMP GENERATOR, REGULATOR

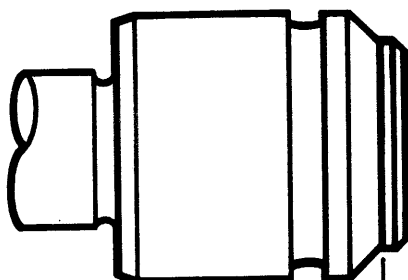
The new 13 amp generator features thrust washers between the rear end cover and rear ball bearing. They are available in four different thicknesses so armature end play may be adjusted to .004 - .010 in.

Do not intermix 10 amp and 13 amp generators and regulators. Do not use the 10 amp style drive gear on the 13 amp generator as this may cause the shaft to break. See 1982 XL SERVICE MANUAL and PARTS CATALOG for correct service procedures and part numbers.

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									



Early 1982 and Earlier



Late 1982

Figure 2. Early and Late Style Rocker Arm Shafts

## REAR BRAKE CALIPER

The new rear caliper features the familiar square seal design, but with the brake pads supported on the caliper bracket. This makes replacing the pads much easier.

When reassembling the caliper to the bracket, make sure the pin with the plastic sleeve is in the upper hole and that the flats on the pin are parallel with the opening in the bracket. See the 1982 XL SERVICE MANUAL for proper procedures.

## FL, FX, FLT, FXR Models

### VALVE SPRINGS

New inner and outer valve springs are now being used in all 80 cu. in. engines. This change took place early in the 1982 model year.

For ease of identification the color code painted on the coils has been changed. The chart below shows the differences in free length, spring rate and color codes. Due to these differences, early and late style springs must never be mixed on the same valve. It is acceptable, however, to use a pair of late style springs on one valve and an early style pair on another valve.

## FXR

### REAR BRAKE CALIPER AND MASTER CYLINDER

The rear caliper on FXR models is identical to that on the XL models except it is located on the right side of the motorcycle.

The rear master cylinder has a remote brake fluid reservoir located below the right side cover. The rear brake pedal has two important adjustments: push rod free play and brake pedal height. See the 1982 FLT/FXR SERVICE MANUAL for proper procedures.

## FLT

### SADDLEBAG LOCKS

The new pushbutton locks feature a spring release design which prevents the cover from coming off accidentally. To release the lock, you must first push down on the rear of the cover then, while holding the cover down, push in on the button to release the latch. When replacing the cover, be sure to press down firmly on the cover until you hear the latch snap into place.

### REAR SPROCKET HOUSING

The 1982 rear sprocket housing has a one-piece seal. Since the groove in the housing has been changed, this seal cannot be used on 1980 or 1981 models. See the 1982 FLT/FXR SERVICE MANUAL for proper servicing procedures.

### WHEEL BEARINGS

The front and rear wheel bearing have been changed to a tapered roller design for 1982. Do not use the special needle bearing grease, Part No. 99855-80, on tapered roller or ball bearings.

Wheel end play has been reduced to .002 - .006 in. Whenever a wheel or sprocket is replaced, wheel end play must be checked and adjusted. See the 1982 FLT/FXR SERVICE MANUAL for proper procedures.

### VALVE SPRING SPECIFICATIONS

SPECIFICATION	INNER		OUTER	
	Early 18202-57A	Late 18202-82	Early 18201-57A	Late 18201-82
Free Length (in.)	1.36	1.56	1.96	1.78
Spring Rate (lbs. / in.)	133	103.6	192	243.2
Color Code	Aluminum or White	Orange or Red	Aluminum or White	Orange or Red