

SERVICE BULLETIN

M-842

October 13, 1981



FLT SERVICE INFORMATION

Front Brake Calipers

GENERAL

The foam tape installation procedure has been changed on FLT model front brake calipers. Longer foam tape is now being used to further decrease the possibility of the callpers rattling on the fork slider.

We recommend the new procedure on all FLT front brake calipers. FX and XL models are not changed. See Service Bulletin M-832 for procedures on these models.

The new procedure requires two pieces of FOAM TAPE, Part No. 44120-82, for each caliper. Order four per vehicle.

PROCEDURE

1. Remove the caliper upper mounting screw and rotate the caliper away from the fork slider. If a short (2 in.) piece of foam tape has been applied to

the center of the caliper outer half, remove with a knife or razor blade and discard it.

2. Clean the front surface of the caliper outer half with Harley- Davidson CLEANING SOLVENT and allow to dry. Cut one piece of FOAM TAPE, Part No. 44120-82, to 1 1/2 in. long.
3. Remove the paper backing from the foam tape and apply both the 2 in. and 1 1/2 in. pieces to the front of the outer caliper half as shown in Figure 1. Do not remove the protective Mylar from the foam.
4. Apply a thin coating of Harley- Davidson ANTI-SEIZE to the mounting screw and reinstall the caliper to the slider using a new LOCKNUT, Part No. 7740. Tighten the screw to 80-90 in-lbs torque.
5. Repeat above procedure for the other front caliper.

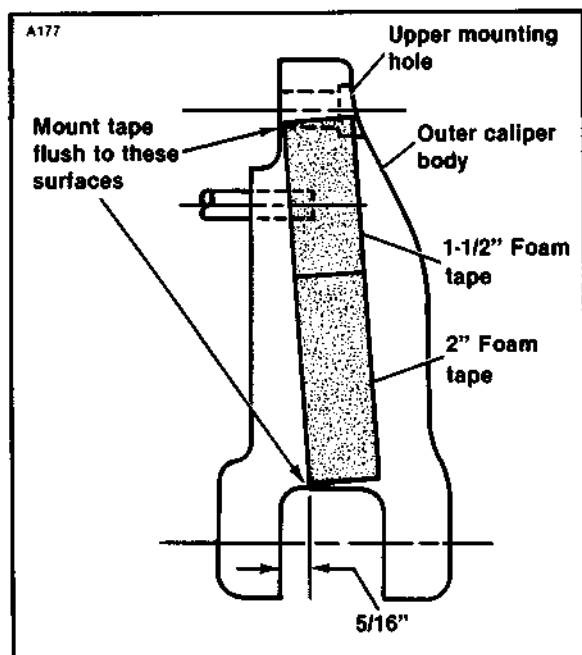


Figure 1. Foam Tape Installation — FLT Front Caliper

Swing Arm Pivot Shaft

GENERAL

The tightening procedure for the swing arm pivot shaft nuts has been changed with the start of the 1982 models. If the following procedure is used on 1980 and 1981 FLT models, it may enhance the dampening ability of the rubber mount system and improve vehicle handling.

We recommend the new procedure whenever the swing arm pivot shaft is loosened or removed on 1980 and 1981 models as well as the 1982 models.

PROCEDURE (Figure 2)

1. Remove the chrome caps from both passenger footrest support brackets.
2. Loosen the right side nut (10) so it is flush with the end of the shaft (8).
3. Tighten the left side nut (12) so the washer (11) bottoms on the shoulder of the shaft.

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									

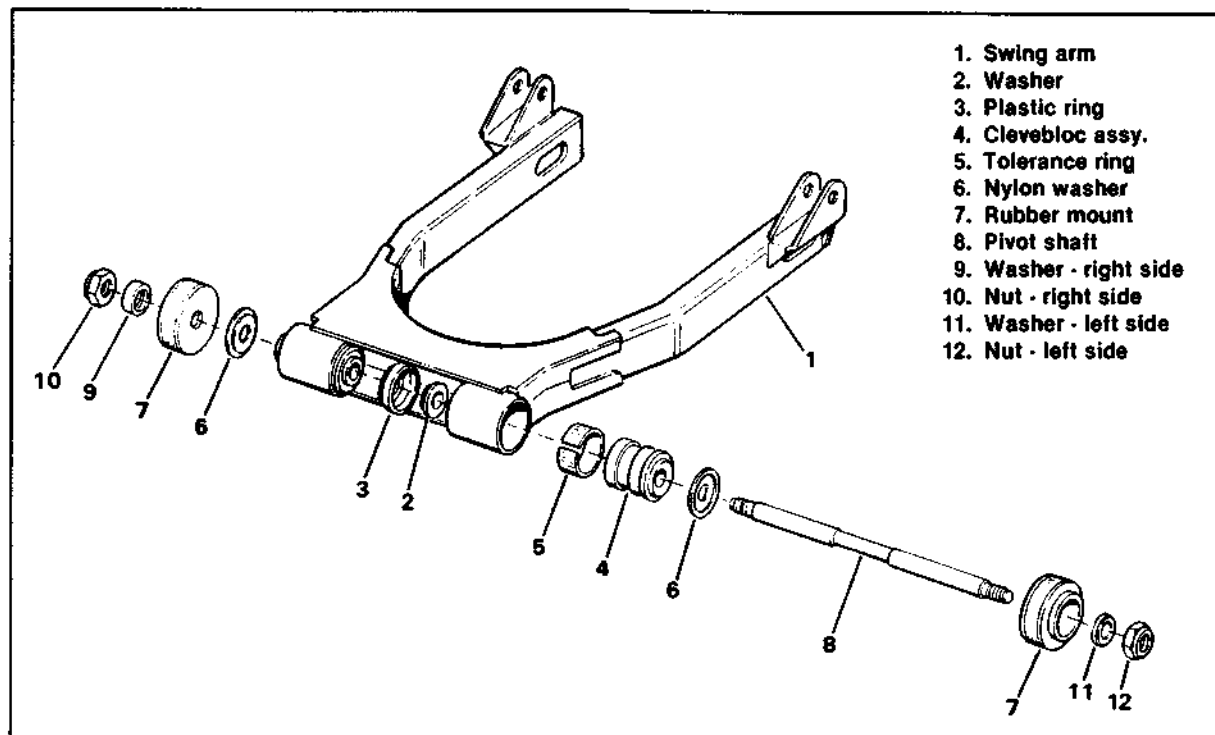


Figure 2. Rear Swing Arm — Exploded View

4. Tighten the right side nut (10) to 45 ft-lbs torque and replace the chrome caps.

See the 1980 to 1982 FLT/FXR SERVICE MANUAL for complete swing arm removal and installation procedure.