

# SERVICE BULLETIN



M-890

SAFETY RECALL CODE 058

May 2, 1984

## XL ALTERNATOR/CLUTCH

### General

Harley-Davidson recently has learned that several 1984 XL model vehicles, equipped with alternator/clutches, experienced fragments that had detached from the alternator rotor magnet. One or more loose fragments from the rotor magnets contacted the stator causing it to shear its mounting bolts and render the alternator inoperative. A vehicle experiencing this condition will continue to operate on direct battery power until the battery gradually loses its electrical charge. There may be an associated secondary condition arising from the fact the alternator stator mounting bolts also limit the travel of certain transmission gears. Although we believe the possibility is remote, the shearing of these mounting bolts, under a very unlikely chain of events, might also permit improper transmission gear engagement, which could cause the vehicle drive train and rear wheel to lock up.

Harley-Davidson Motor Co., Inc. has decided to declare this a defect related to motor vehicle safety to allow us to formally recall all potentially affected 1984 XL model vehicles equipped with alternator/clutches that were shipped prior to April 12, 1984.

### VIN RANGE

CAH 250000 thru 256247  
CBH 250008 thru 255441  
CCH 250009 thru 256275

**Only motorcycles within the above VIN range SHIPPED PRIOR TO APRIL 12, 1984 are involved in the recall.**

We are including a list of registered and unregistered motorcycles delivered to your dealership. Only those vehicles, as indicated on the list, are involved in this recall campaign. If a reconsigned vehicle was shipped to you and does not appear on the list, or a touring rider inquires about his/her vehicle, contact the Service Department, at extension 4350, to determine if the motorcycle is involved in this recall. It is your responsibility to perform the required service on all potentially affected vehicles including those which may not show up on your list. We are enclosing sufficient blank Dealer Service Cards for these vehicles. Additional cards are available through the Harley-Davidson Service Department.

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 owner letter will include an 058 Dealer Service Card which must be completed, dated and signed by both the customer and the dealer.

### IMPORTANT

**Because 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 unregistered, 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 Motor Vehicle Safety Act, as amended.**

An initial quantity of your total Code 058 kit requirements, Part No. 93474, will be shipped to you, no charge, transportation paid, on May 11, 1984. Shortly thereafter, the balance of your requirements will be automatically shipped to you no charge, transportation paid.

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 058), the Vehicle Identification Number (VIN), and your Dealership name and address along with the owner information, if it is blank. Be sure to place a "C" in the letter box and a quantity of "1" in the quantity box on each card. All cards must be signed and dated by both the customer and you. The properly completed Code 058 Dealer Service Card(s) and the replaced stator(s) must be returned in the same box. The stator must be carefully packed to prevent damage during return shipment. Put a return address P-label, Form No. 1248, on the outside of the box containing the replaced part(s) and the Dealer Card(s) you are returning to us.

Upon receipt of the properly completed 058 Card and the replaced stator, your account will be credited 1.0 hour for each vehicle serviced. This credit will cover the costs of labor and paper processing.

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									

## Safety Recall 058 Kit Contents

To remedy the condition explained above, a kit containing the following items must be installed on all potentially affected motorcycles:

PART NO.	QTY.	DESCRIPTION
2647	4	Screw, Allen socket head
2653	4	Screw, slotted
6033	1	Washer
11045	1	Retaining ring
11164	1	Retaining ring
29968-84	1	Stator mount
29966-84	1	Stator
34955-75	1	Gasket

## Alternator/Clutch Service Procedure

1. Remove clutch assembly following the **CLUTCH REMOVAL** procedure given on page 6-7 of the 1984 Service Manual Supplement, XL Models, Part Number 99484-84S.
2. Remove and discard the four Torx screws securing the stator to the transmission access door.
3. Disconnect the stator to regulator leads at the connector beneath the crankcase.
4. See Figure 1. Gently pry the grommet out of the hole in the crankcase and pull the wires and connector through the hole in the crankcase.

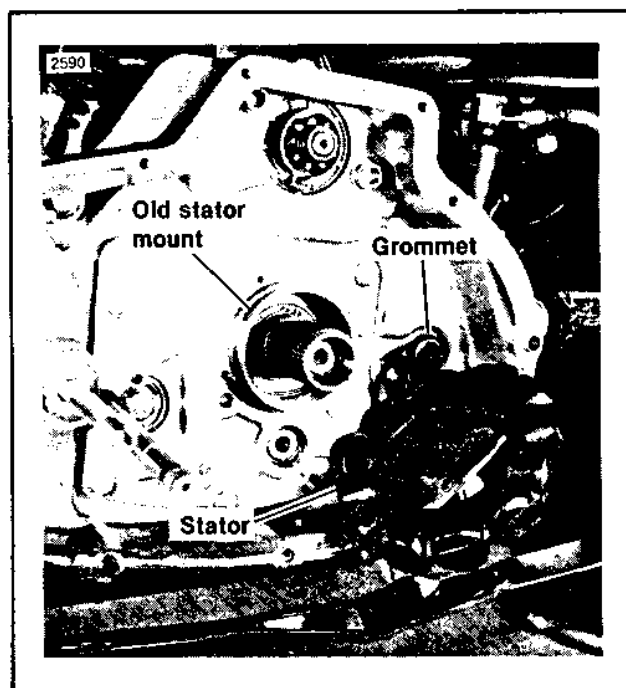


Figure 1. Removal of Stator and Stator Mount

### NOTE

*Do not damage the stator or its leads. Pack the stator to protect it and return it to Harley-Davidson.*

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5. See Figure 1. Remove the stator mount located behind the stator and discard it (the stator mount may have been removed with the stator or remained on the access door).
6. See Figure 2. Place the new stator mount in position on the access door. Align the four counter bored holes in the stator mount with the four tapped holes on the access door.

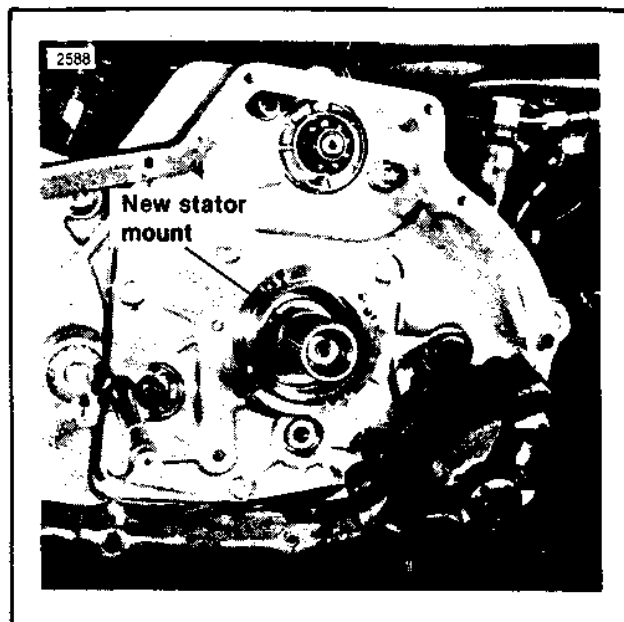


Figure 2. New Stator Mount in Position

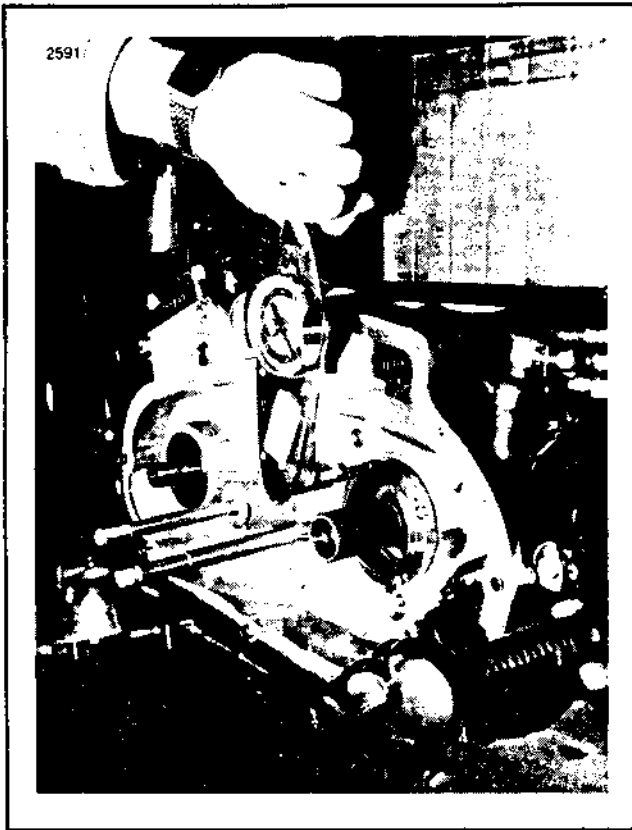
7. Apply 2-3 drops of Loctite 242 (blue) to the threads of the four Allen socket head screws, Part No. 2647, insert the screws thru the recessed (counter-bored) holes and tighten the screws to 30-35 in-lbs torque. See Figure 3.

### CAUTION

Inspect the replacement stator mounting holes identified in Figure 4 for burrs. If burrs are present, remove them with emery cloth so that stator will seat properly on the stator mount.

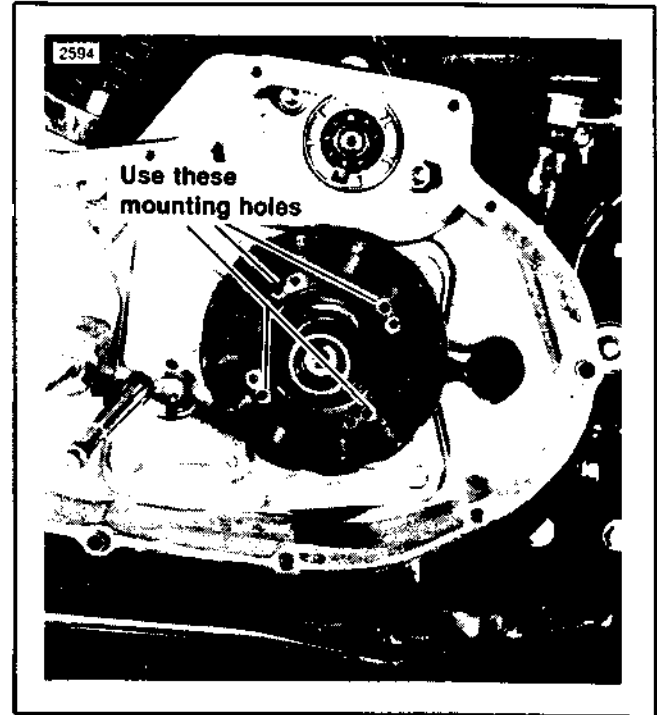
8. To install the replacement stator leads, thread a light flexible wire (18 gauge) between the stator leads behind the connector.
9. Insert the ends of the flexible wire through the hole in the crankcase and downward.
10. Grasp the ends of the flexible wire and gently route the connector into position.
11. Place a few drops of oil or CHAINCASE LUBRICANT on the grommet surface that contacts the hole in the crankcase and press grommet inward until it seats in the crankcase hole. Reconnect the stator/voltage regulator connector.

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**Figure 3. Tightening Stator Mount Screws**

12. See Figure 4. Position the stator on the stator mount and align the holes indicated in Figure 4 with the tapped holes in the stator mount. Apply 2-3 drops of Loctite 242 to the threads of the four slotted head screws, Part No. 2653, and tighten these screws to 30-35 in-lbs torque.



**Figure 4. Stator Mounting Holes**

13. Before replacing the clutch assembly, primary chain, and engine sprocket, inspect the magnets in the alternator rotor for possible damage. If the magnets are loose, cracked or show signs of contact with stator, the clutch shell must be replaced.
14. Install the clutch assembly, engine sprocket and primary chain following the INSTALLATION procedure given on page 6-7 of the 1984 Service Manual Supplement XL Models, Part No. 99484-84S.

SAMPLE COPY

May 2, 1984

Dear Harley-Davidson Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Harley-Davidson Motor Co., Inc. has determined that a defect which relates to motor vehicle safety exists in some 1984 XL model vehicles equipped with alternator clutches.

The component in question is the alternator rotor which consists of a number of attached magnets. It is possible that fragments could become detached from the magnets during normal vehicle operation and contact the stator, causing it to shear the stator mounting bolts and make the alternator inoperative. A vehicle experiencing this condition will produce a metallic grinding noise inside the primary housing and begin operating on direct battery power until the battery gradually loses its electrical charge.

Although we believe it is unlikely, the shearing of the stator mounting bolts might also cause the transmission gears to engage improperly which could cause the vehicle drive train and rear wheel to lock up and result in a possible loss of vehicle control.

Our records show you are the owner of a 1984 XL model vehicle equipped with an alternator clutch identified by the VIN (Vehicle Identification Number) shown on the enclosed Dealer Service Card.

WE ADVISE YOU NOT TO OPERATE YOUR MOTORCYCLE UNTIL YOUR DEALER PERFORMS THE NECESSARY SERVICE.

To prevent the possibility of a loss of electrical power or transmission lock-up, we urge you to contact your Harley-Davidson dealer immediately and arrange an appointment to have him service your vehicle, free of charge. Parts will be available by May 11, 1984 and the dealer's actual labor should take approximately one hour.

To verify that the service has been completed, the enclosed Dealer Service Card must be presented to the dealer when service is performed, then signed by you and the dealer and returned to us. If you have sold your vehicle, please accurately fill out and mail the enclosed Motorcycle Owner Card with the information on your purchaser which will enable us to contact and advise that person of this recall.

If you take your vehicle to your dealer on a mutually agreed upon date and he does not perform the required service to your satisfaction, please contact our Service Department for assistance immediately at the address or telephone number listed on the letterhead. If your dealer or Harley-Davidson fails or is unable to remedy your vehicle without charge within a reasonable time, you may wish to inform the Administrator, National Highway Traffic Safety Administration, U.S. Department of Transportation, Washington D.C. 35090, or call the Auto Safety Hotline at 800-424-9393 (Washington D.C. area residents may call 426-0123).

Thank you for your cooperation. We regret that this recall may cause you inconvenience; however, we have taken this action in the interests of your personal safety and satisfaction with our product.

Sincerely,

HARLEY-DAVIDSON MOTOR CO., INC.

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