

# SERVICE BULLETIN

M-893

September 7, 1984



## STARTER ACTUATOR IMPROVEMENTS FLH-FX BELT DRIVE MODELS

Starting in late 1984, secondary belt drive FLH and FX production vehicles were equipped with improved starter drive actuator components. See Figure 1. The new parts consist of actuator arm (1), Part No. 31300-84, spring retainer (2), Part No. 31439-84 and pin (3), Part No. 257. The new configuration of actuator arm and the new positive seating spring retainer provide a smoother system of starter motor drive engagement and disengagement.

Earlier, secondary belt drive FX and FLH vehicles can be fitted with the new parts if the following steps are closely followed.

### WARNING

**Disconnect the battery cables (negative cable first) to prevent accidental start-up of vehicle and possible personal injury.**

### NOTE

*For further details on disassembly and assembly procedures, refer to your FL/FX service manual.*

1. See Figure 1. Remove pin (3), retainer (2), spring (5), solenoid (6), screw (4) and actuator arm (1).

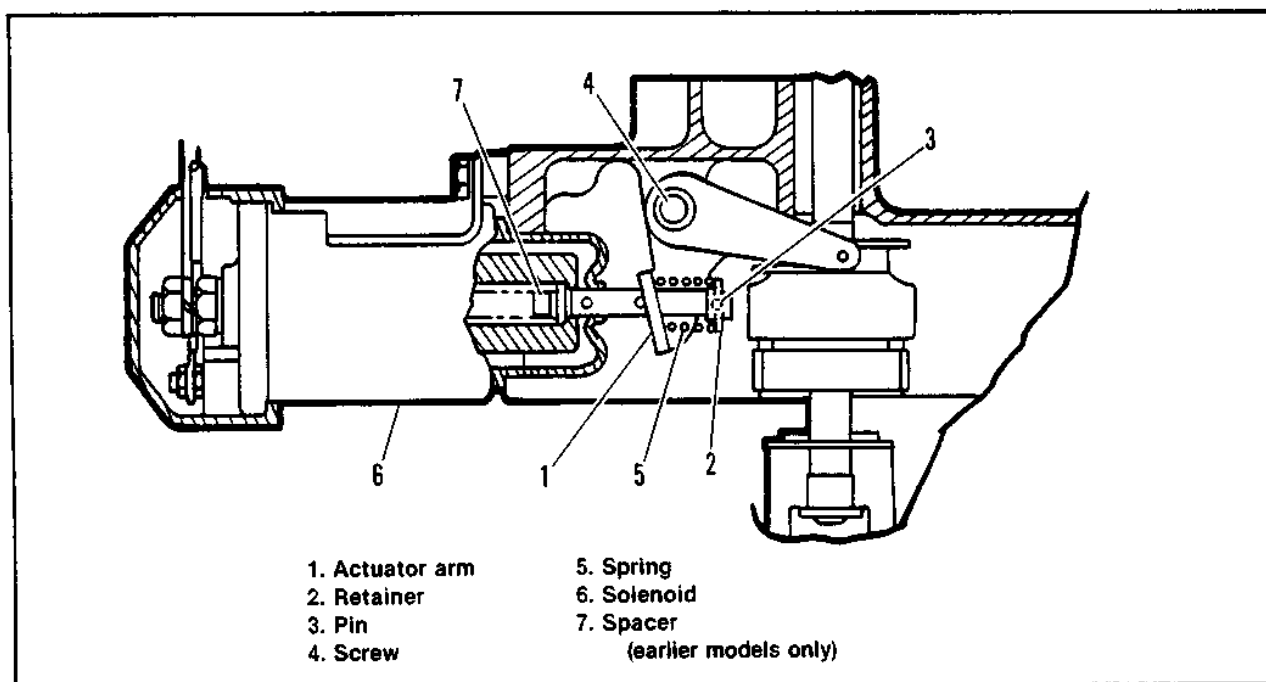
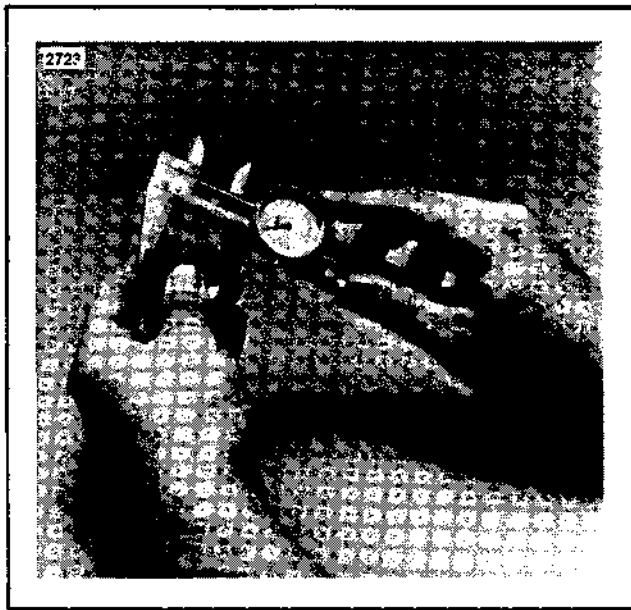


Figure 1. Starter Actuator Assembly

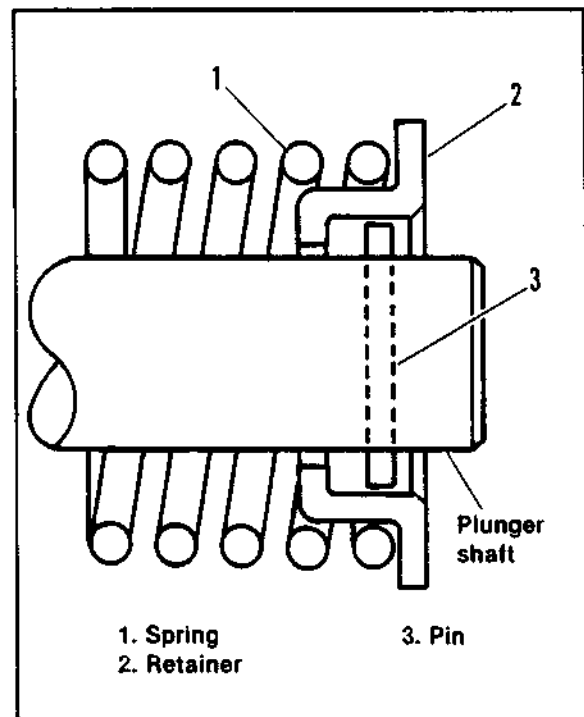
ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
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**Figure 2. Checking Spring Length**

2. See Figure 2. With dial caliper check free length of spring. Spring (5), Figure 1 must be within 1.09 in. to 1.15 in. long. If the spring is not within this tolerance, it must be replaced with a new spring, Part No. 31438-65A.
3. See Figure 1. Remove solenoid cover from solenoid (6). Check if there is a spacer (7) between the inner plunger and the plunger shaft. The spacer should be discarded.
4. Reassemble using new actuator arm (1), Part No. 31300-84, new spring retainer, Part No. 31439-84 and new pin, Part No. 257.

Assemble retaining cup (2) and pin (3) as shown in Figure 3.



**Figure 3. Spring Retainer Assembly**

**NOTE**

*The primary chain housing must be air tight on dry clutch model vehicles. Check using vacuum gauge, Part No. HD-96950-68. Remove one of the three screws securing the clutch inspection cover and in its place screw in the threaded fitting of the gauge. Then, with engine running, check gauge to see that there is a reading indicating 25 inches water vacuum or more at 2000 r.p.m. Perform check with vent hose to primary case pinched closed with a pliers between the tee and inner primary. A lower reading indicates an air leak.*