

# SERVICE BULLETIN



M-967

Safety Recall Code 063

June 30, 1988

## General

Last month Harley-Davidson received a report from the field regarding the alleged seizure of the front wheel on a newly introduced 1988 model motorcycle, the FXSTS "Springer Softail", which was allegedly caused by a loosened front brake caliper.

There have been no other reports of a similar nature, either from the field or internally. Nevertheless, as a precautionary measure, Harley-Davidson elected on June 23, 1988 to initiate a voluntary recall campaign in the interest of motor vehicle safety. Pursuant to this campaign, all potentially affected FXSTS models will be recalled to have the upper front caliper mounting bolt replaced with a new bolt incorporating the design change described below.

The upper front caliper mounting bolt head is being changed to a 12 point style, drilled at the thread end to accept a cotter pin. Because the assembly process requires the upper and lower bolts to be torqued differently, this change to the upper bolt will make it easier to differentiate one bolt from the other. See Figure 1. Additionally, a washer and cotter pin are being added to this bolt to further restrain movement, in the unlikely event all bolt torque was lost.

This recall applies to all 1988 FXSTS vehicles shipped from our York facility through June 21, 1988. A list is enclosed of those vehicles, registered and unregistered, delivered to your dealership. If a reconditioned vehicle was shipped to you and does not appear on the list, or a touring rider inquires about his/her vehicle, it is your responsibility to perform the required service on all potentially affected FXSTS model 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 Harley-Davidson International.

**To further determine if a particular FXSTS vehicle is involved in the 063 recall, inspect the caliper upper mounting bolt. Figure 1 illustrates the old and new style bolt.**

You will note that the customer letter indicates a labor time of approximately 1/2 hour to perform this service, which is slightly higher than the actual time listed in this bulletin. This is to minimize possible customer dissatisfaction and to allow your dealership flexibility in service work and scheduling.

## IMPORTANT

**We request that you contact any vehicle owners still listed as unregistered, warn them of the 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.**

Shipment of your total requirements of 063 kits, Part No. **93598**, will begin on July 25, 1988. The kits will be shipped no charge, transportation paid.

The kit contains:

Part No.	Description (Qty)
44190-88	12 point caliper upper mounting bolt (1)
44064-88	brake caliper threaded bushing (1)
534	cotter pin (1)
6758	washer (1)

## Credit Procedure

After servicing each motorcycle, be sure to completely fill out the special Dealer Service Card provided. For each vehicle serviced place a "C" in the letter box and a "1" in the quantity box. Fill in your Dealer Account Number, the Service Code (63), the Vehicle Identification Number (VIN), and your Dealership name and address with the owner information, if it is blank.

Upon receipt of the properly completed 063 Card(s), you will be credited for 0.2 labor hours and 0.1 administrative hours.

Credit will not be issued for parts because they were shipped no charge, transportation prepaid.

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
INITIAL HERE									

## REMOVAL/DISASSEMBLY

1. Press caliper against the brake disc to relieve pressure on the disc from the brake pads.
2. See Figure 1. Remove upper mounting socket head bolt and washer. Retain washer.
3. Remove lower mounting pin.
4. Slide caliper forward, off the brake disc and mounting plate, for access to the threaded bushing.

### NOTE

*Do not operate the front brake lever with the caliper off the disc. The caliper piston may be forced out. Reseating it requires disassembly of the caliper.*

5. Remove threaded bushing.

## ASSEMBLY/INSTALLATION

1. Install new threaded bushing.
2. Slide caliper with mounting plate back into proper position.
3. Install new upper mounting 12 point bolt in new threaded bushing with original washer.
4. Install lower mounting pin. Tighten pin to 25-30 ft-lbs torque.
5. Tighten upper mounting bolt to 42-46 ft-lbs torque. Place a screwdriver between a flat on the bushing and the caliper body to hold the threaded bushing in place.
6. Install supplied washer and cotter pin.
- Make a note of this Service Bulletin in the Service Manual Supplement - FXSTS Front Fork Assembly.
7. Squeeze the brake lever two or three times to restore brake pad pressure.

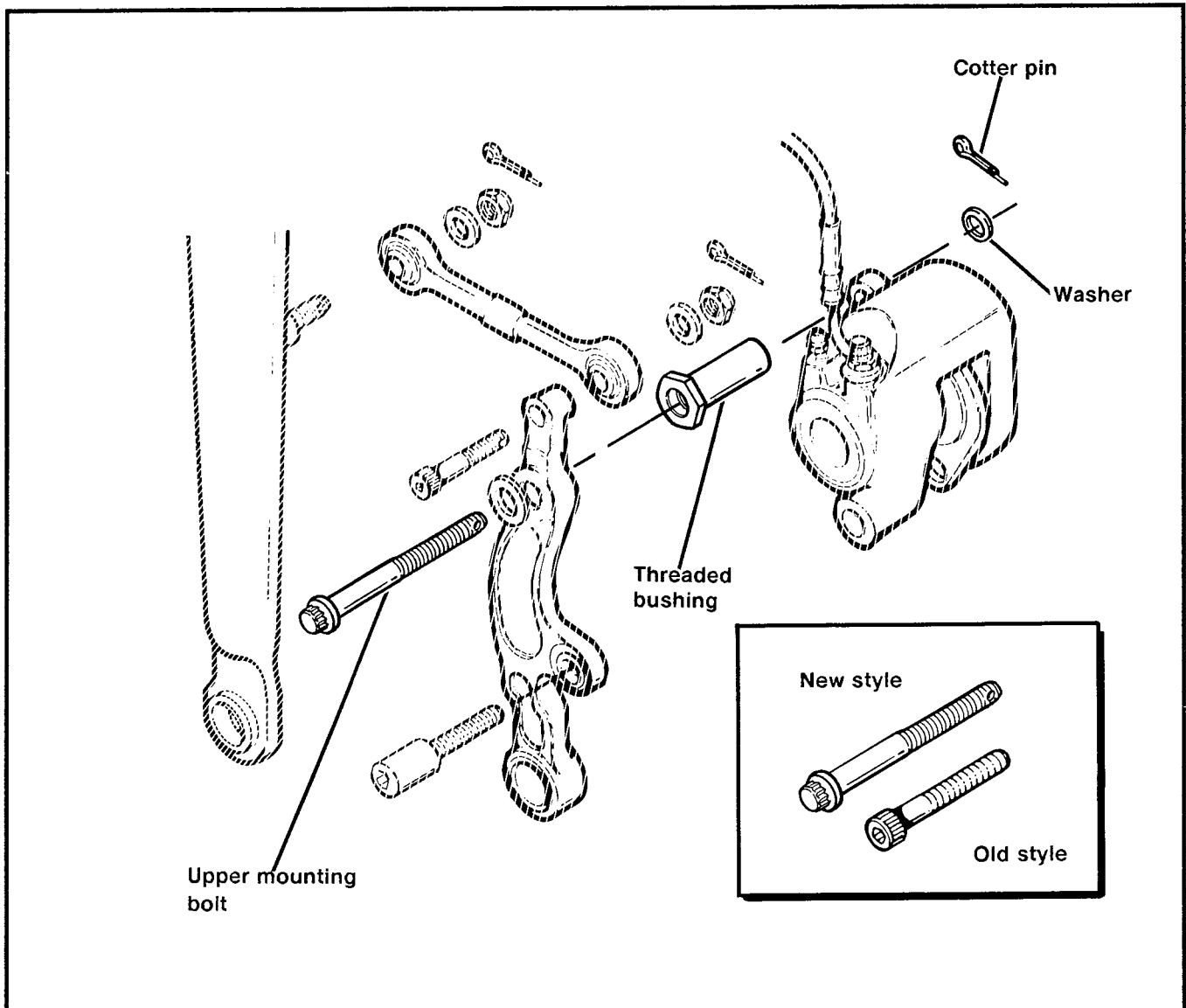


Figure 1. Springer Front Brake Caliper