

SERVICE BULLETIN



M-1003

November 27,1990

1991 MODEL CHANGES

The purpose of this Service Bulletin is to alert Dealers to several changes that Harley-Davidson has made since the beginning of 1991 vehicle production. This Service Bulletin has three parts.

XLH SPARK PLUG CHANGE

Champion Spark Plugs, Inc. has stopped making the 32317-86 XLH spark plug and is manufacturing a new plug. The new spark plug, Part No. 32317-86A for XLH motorcycles, has the same operating characteristics as the previous spark plug, but the hex size has changed. Instead of the 11/16 in. hex it now has a 5/8 in. hex.

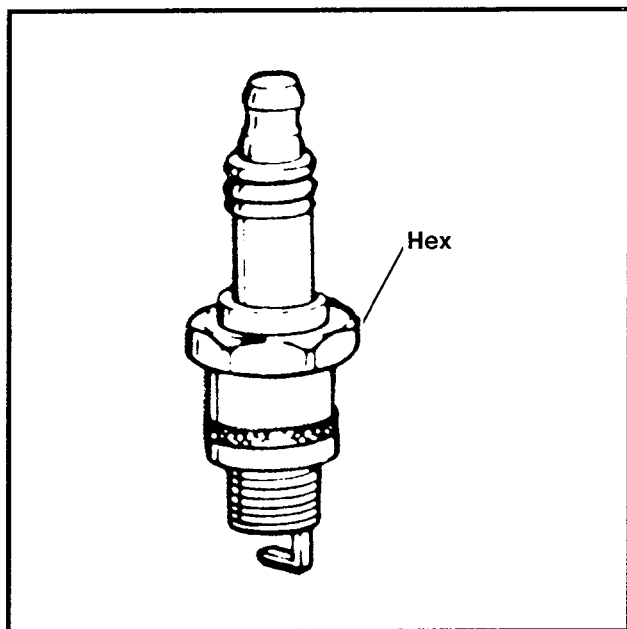


Figure 1. Spark Plug

FXRP 4-WAY FLASHER WIRING CHANGE

The 4-way flasher on FXRP Police motorcycles, as currently wired, drains the battery. This part of the Service Bulletin tells dealers how to rewire the 4-way flasher on FXRP Police motorcycles. Rewiring the 4-way flasher as described below will eliminate battery drain.

This part of the Service Bulletin applies to FXRP motorcycles VIN No.'s 1HD1EDL16MY110087 thru 1HD1EFL15MY120085.

WARNING

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

1. See Figures 2 and 3. Remove the instrument panel to gain access to the back of the ignition/light switch. Remove the ignition/light switch jumper wire (W).
2. Disconnect the flasher hot wire (O/BK) at the "AUX" circuit breaker.

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									

1990 Harley-Davidson, Inc.

5. Connect the flasher hot wire (O/BK) to the "ACC" circuit breaker with the orange wires.
6. Connect the green (GN) wire to either copper terminal at the BUSS bar.
7. Connect the white wire (W) to the "LIGHT" circuit breaker copper terminal. Connect the 6-pin connector.

Temporarily disconnect the 6-pin connector for easier access to the orange and blue wires.

- NOTE*

[illegible]

Figure 2. FXRP Wiring Schematic Detail

FXRP 4-WAY FLASHER WIRING CHANGE (cont'd)

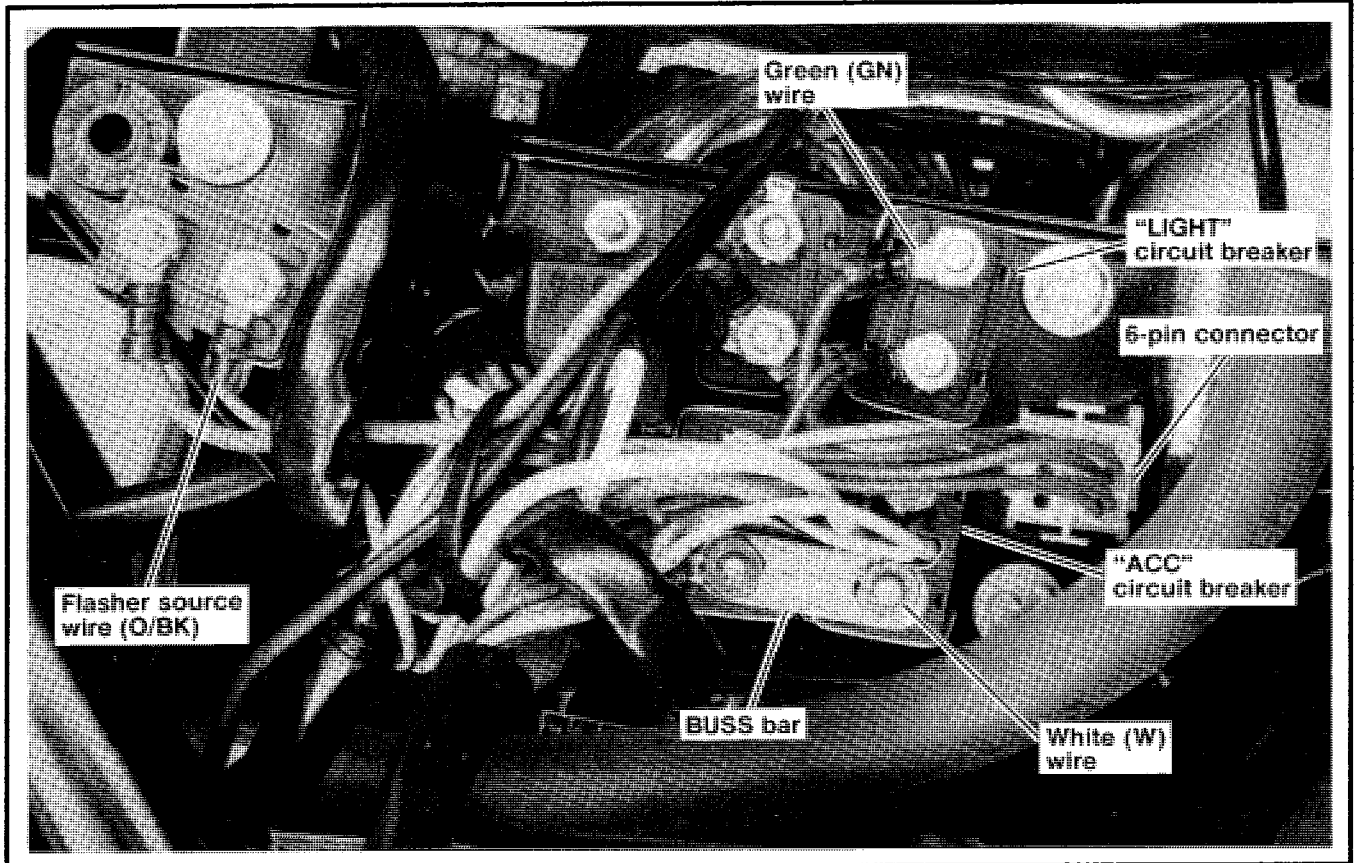


Figure 3. Circuit breakers and Connections - Before

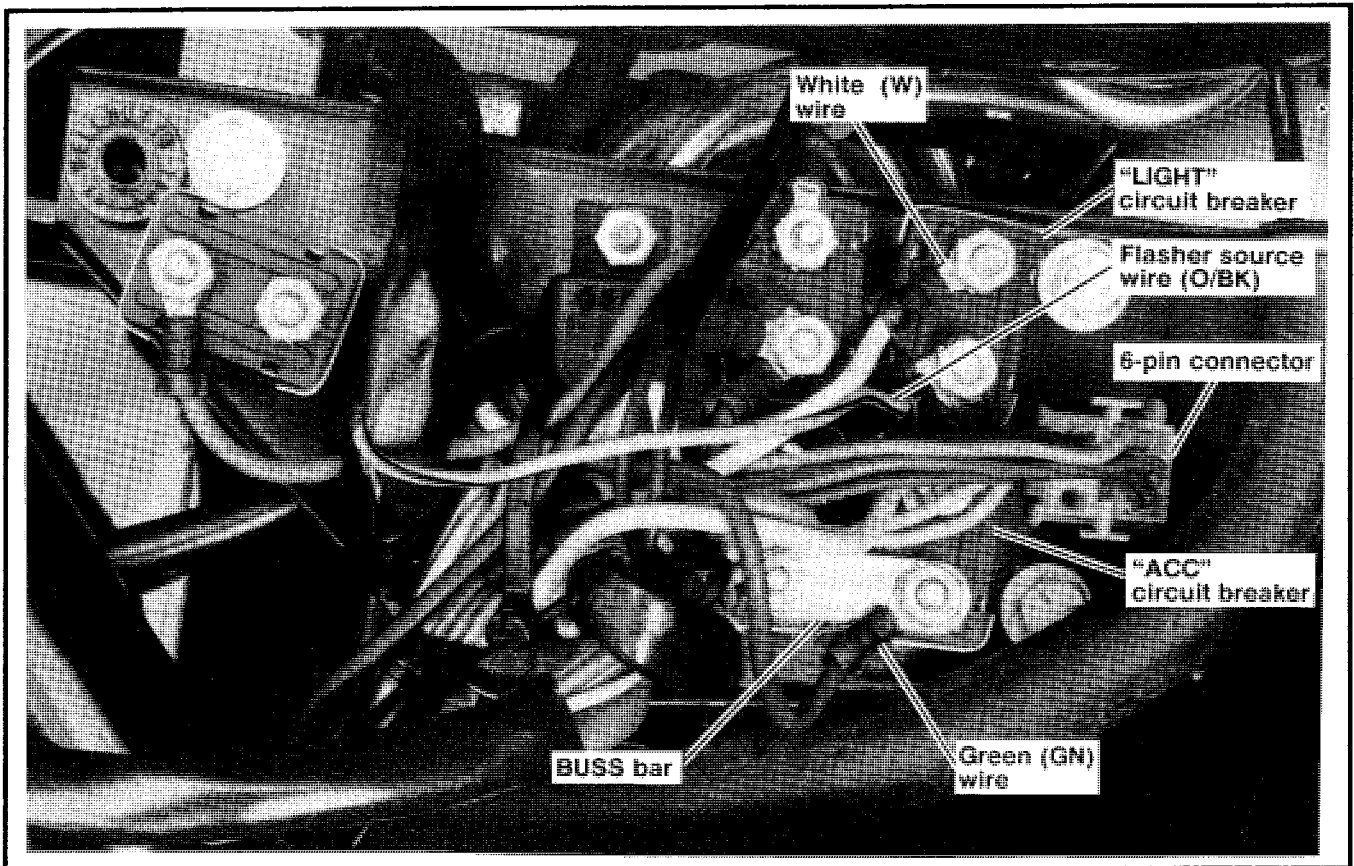


Figure 4. Circuit breakers and Connections - After

FLT MODELS STOPLAMP WIRING CHANGE

Harley-Davidson has changed the rear stoplamp wiring for the following models:

- FLTC/Ultra
- FLHTC/Ultra
- FLHS

See Figure 5. FLTC/Ultra, FLHTC/Ultra – The stoplamp hot wire, White/Red (W/R) source has been moved from the ignition coil to the ignition (IGN) circuit breaker. It is connected to the silver stud with the gray (GY) wire. This change begins with VIN No. 1HD1D*L19MY502918 and continues to the present.

See Figure 5. FLHS – The stoplamp hot wire, White/Red (W/R) source was moved from the ignition coil to the accessory (ACC) circuit breaker. It was connected to the silver stud with the orange (O) wire. This change begins with VIN No. 1HD1FAL19MY502918 and ends with VIN No. 1HD1FAL19MY503773.

Beginning with VIN No. 1HD1FAL19MY503774 and continuing to the present, the FLHS model motorcycles' wiring harness has been changed to the 1990 version. This version does not have the White/Red (W/R) stoplamp hot wire. See the 1986 to 1990 Wiring Diagram book.

* Varies with model

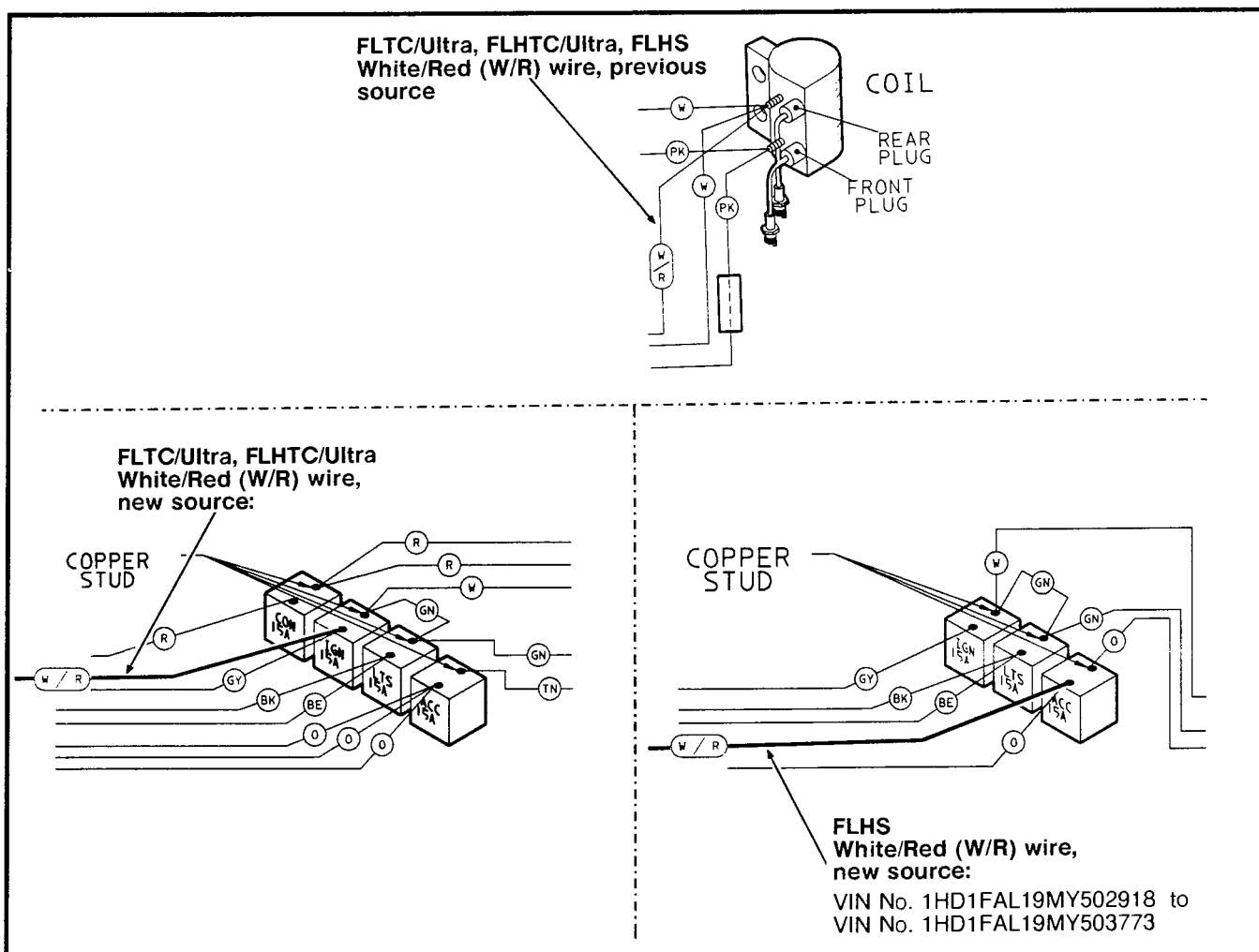


Figure 5. FLT Models Wiring Schematic Detail