

SERVICE BULLETIN

M-1007

DECEMBER 21, 1990



REAR CALIPER ABUTMENT SHIMS ALL MODELS

General

Harley-Davidson engineering has changed the rear caliper abutment shims on all 1991 model motorcycles built after Nov. 1990. See Figure 1. The new shims do not have tabs but instead have an ear through which the mounting bolts are inserted to hold them in place. The shim thickness has been increased from 0.015 in. to 0.030 in. This change was made to improve the durability of the abutment shim as well as provide additional protection to the mounting bracket rails. The pads have also been changed to accommodate the increased thickness of shims.

pads with new shims. It is also important that pads and shims are replaced together as a set and not individually.

New pads and earlier pads can be identified by the difference in distance between the rail notches in the pads. See Figure 2. The distance between the deepest point in the "V" notch at one side, to the deepest point in the "V" notch at the other side of the pad is 3.399-3.379 on the new pad and 3.448-3.428 on the earlier pad. If there is any question as to whether the pad is a new pad or earlier pad measure across the notches with a dial caliper and compare the distance to the dimensions given.

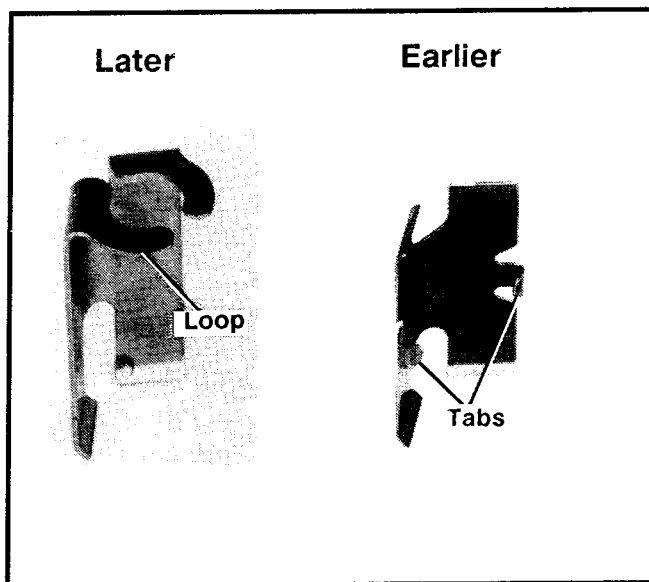


Figure 1. Abutment Shims

The pads and abutment shims will be packaged together in two kits and not sold separately. The new pad and shim kit Part No.43957-86C will retrofit on FLT/FLHT models 1986 and later. The new pad and shim kit Part No. 44209-87A will retrofit on all other models late 1987 and later. It is important that new pads are not used with old shims or old

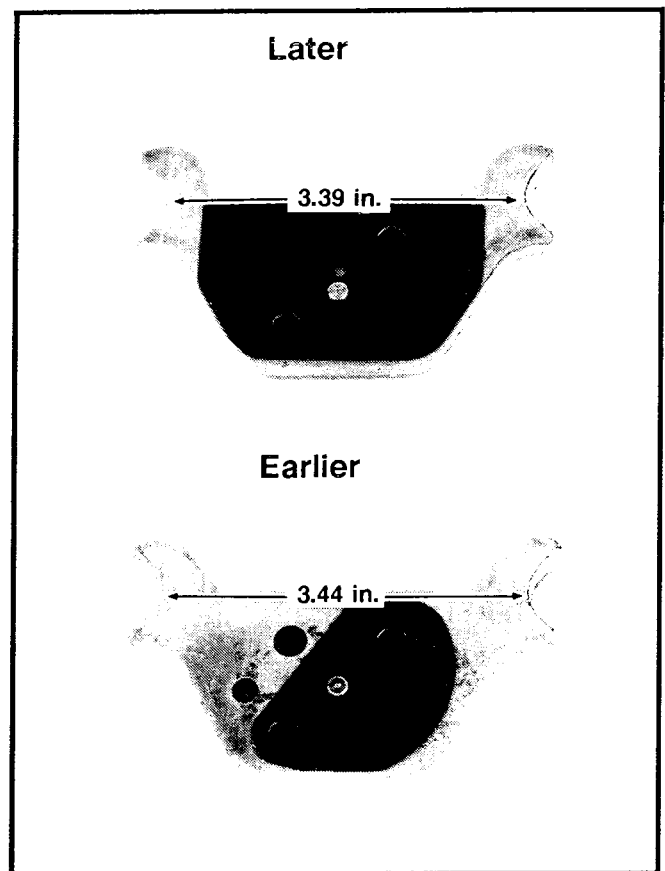


Figure 2. Brake Pads

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO.4	RETURN THIS TO
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See Figure 2. Also the piston side brake pad on all models except the FLT family has changed from an angle cut half insulator to a full size insulator on both pads. This eliminates a left and right pad.

Installation Procedure

1. Remove and discard old pads and abutment shims with tabs.

CAUTION

Use new abutment shims only with new brake pads. Replace both pads and shims.

2. Place new abutment shim on lower rail of bracket with

shim ear toward outboard side of rail. Hold the shim in place by installing outer brake pad on bracket rails. Place upper abutment shim on upper bracket rail while holding outer brake pad, at upper end, tilted outward with lower end resting on lower shim. Once shim is in place, push brake pad onto the rail until seated against rotor. Place inner brake pad on lower and upper shims. Push pad onto shims until pad is seated against rotor.

3. Slide ends of retainer into the two larger holes in the bracket. Pull retainer over the brake pads and snap into place.