

SERVICE BULLETIN



M-1219

April 15, 2008

REAR WHEEL AND SPROCKET SERVICE

Purpose

This service bulletin is to inform dealers of the correct torque procedure for the belt sprocket or compensator bowl (as applicable). Update all service literature with the following procedure as necessary.

Motorcycles Affected

All 1999 and later Harley-Davidson models, except VRSC.

Required Dealer Action

Use the following torque procedure when servicing the rear wheel, belt sprocket or compensator bowl on affected vehicles.

WARNING

Use Harley-Davidson replacement fasteners. Aftermarket fasteners can adversely affect performance, which could result in death or serious injury. (00013a)

WARNING

Do not re-use sprocket mounting screws. Re-using sprocket mounting screws can result in torque loss and damage to the sprocket and/or belt assembly. (00480b)

WARNING

Compressed air can pierce the skin and flying debris from compressed air could cause serious eye injury. Wear safety glasses when working with compressed air. Never use your hand to check for air leaks or to determine air flow rates. (00061a)

1. Blow out the screw holes in the wheel hub using compressed air.

NOTES

P&A rear wheel parts (belt sprocket, sprocket cover, rear wheel or chrome sprocket screws) require special torque methods. Refer to the appropriate instruction sheet for installation and proper torque procedure. (Use only **new** sprocket screws. Do not re-use P&A screws when servicing.)

Continue with the following torque instructions only for **original equipment** installation.

2. Install belt sprocket (or compensator bowl, if applicable) using **new** screws. If screws are not equipped with lock patch, apply 2-3 drops of Loctite 262 to the threads of each screw before installation.
3. Tighten all five screws in a star pattern (every other screw) to 60 ft-lbs (81.3 Nm).
4. Loosen screws 1/2 turn.
5. Retighten all five screws in the same star pattern to 80 ft-lbs (108.5 Nm).

IMPORTANT NOTE

In the interest of preserving customer safety and satisfaction, always check for outstanding recalls whenever any motorcycle is brought into your dealership for either maintenance or service.

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

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