

TECH TIPS 16

Dow Corning has changed the name of it's wheel bearing grease to:
"DOW CORNING 44 LIGHT HIGH TEMPERATURE WHEEL
BEARING GREASE." Dow also has a new phone #
1-517-496-6000.

COURTESY of Bob Dron's Service Manager Stan. Thank you!

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5RL spark plugs will not work in any Evolution 1340 don't do it.
Tech Tips # 15 was misleading regarding the 1984 FLT spark plug
application. Courtesy of Apol's H.D. in Raymond, MN Thanks John!

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A new heavy duty tail light bulb is now available from P&A.
It will retro earlier models. Part number 68168-89.

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Question? Are you inspecting the rear belt sprocket for wear? If
the sprocket is allowed to wear through the chrome finish, rapid
deterioration of the sprocket's teeth will occur and belt failures
can be expected. How can this wear take place? Sand, dirt and/or
gravel trapped between the belt and sprocket can, over a period
of time, erode the hard chrome and expose the much softer aluminum.
Inspection is easy, look for a ledge beginning to form on the tooth
near the inside flange of the rear sprocket. Note, a properly aligned
belt will tend to thrust toward the outer flange. This will leave
an unworn section for comparison. Should this ledge be present
it's time to replace the sprocket. Early detection can extend the
the life of the belt for many more miles.
Remember: Running a belt loose will accelerate sprocket wear.

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Battery Acid: At one time we suggested that you use a battery acid
with a specific gravity of 1.280. Well with the improvements to
the batteries themselves, we no longer require that hot an acid.
Acid with a specific gravity of 1.265 will satisfy you and our
customers needs.

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Clutch Drive plates: All 1989 1340 models use sintered bronze
clutch plates.

37931-84A	Sintered bronze
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Ultra Sound System

Rear speaker right side contains the PTT / Volume control switch. These switches come very close to the hand rail. During pre-delivery and set up make sure that the switches have at least $\frac{1}{4}$ of an inch clearance from the hand rail. If not, they may contact the hand rail causing a hard to diagnosis intermittent problem. Loosen the speaker assembly and re-position.

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During 500 mile checkup on T's you may remove the label on the radio's face plate cover. It may leave red letters. These letters can be removed with a cotton ball and alcohol.

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Modules being shipped from P&A may still have the suspect date codes discussed in the service seminar tape. These modules have been screened and should not be considered bad.

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Rubber Mount Motorcycles: The braided ground strap which is under the motor and trans assembly should be checked during pre-delivery and set up and at the 5,000 mile check. If it's loose you will experience strange electrical problems. Particularly with the gauge's and the Sound System.

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Starter bind: You've checked the battery and it's connections, including the braided ground strap but all you hear is a heavy click, (the solenoid activating) still the starter won't work. It may be starter bind. Disconnect the battery, drain the primary oil and remove the primary cover. The jack shaft is retained by a bolt. Tap back the lock tab and remove the jack shaft retaining bolt, clean the threads and apply some 242 Loctite to the threads. Reinstall and torque to between 3 to 5 ft. lbs. The reduced torque should resolve the problem. If the problem should persist, please call the Service Dept.

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