

TECH TIPS # 17
AUG. 1989

SCREAMING EAGLE 40mm Carb. part #'s 91731-85, 91731-85A and 91731-88
Should you be experiencing problems maintaining a smooth idle, I would like to remind you about Service Bulletin M-961 dated 4/18/88. It will advise you to check the accelerator pump rod length. The correct accelerator pump rod length is:
2.540 to 2.550 (refer to the Service Bulletin)

PRIMARY DERBY COVER OIL LEAKS When removing a derby cover for any servicing, it is advisable to pay attention to it's mounting position. Rotation of the cover when reinstalling could create an oil leak. Why? Because the cover, through the action of heating and cooling, may have taken a set (warped) and if installed in a different location may not provide proper O-ring compression. Suggestion: Place a piece of tape on the cover to indicate the location of the top mounting fastener before removal.

SPEEDO FAILURES (FXST, FLST) Trip set knob breaking, Odometer failures. We have found that the top front gas tank mounting bolt is making contact with the underside of the instrument panel cover. This can cause the speedometers' reset knob to interfere with the edge of the hole, transferring engine vibration directly to the speedometer. Without this isolation, the speedo will fail in short notice. Trim some of the top front mounting bolt back to provide clearance.

FLT, FLHT and FXRT's Equipped with radios can be affected by water contamination similar to the Ultra. See service Bulletin M-979. The Din cable hanging free on the back of the radio should be sealed in the same manner as the bulletin suggests. A water problem will cause the volume to fade in and out. This tip courtesy of Ed Miller, Frieze H.D.
Belleville, IL
Thank You Ed!

Dunlop 491's The 491 continues to not meet our standards. As previously stated in Tech Tips 15, do not install the 491's on Harley-Davidson motorcycles. For correct tire application see Service Bulletin # M-962.

3M 847 Adhesive Has a Harley-Davidson Part # 99618-60 and it can be ordered through P&A. Courtesy of Al Hollingsworth of H.D. St. Petersburg, Fla.

Large Button
repair kit

Remember, it's Part # 52137-83. Try writing some of this info in your parts book. Don't think you're going to remember that it's in Tech Tips. You won't. Thanks again Al.

FXST and
FLST's
Squeaking
Shocks

Try spraying some TRI-FLOW or spray Never Sieze through the shock adjusting hole. These two lubricants will do the trick. To date nothing else has worked. Oil does not cut the mustard!

Valve
Lapping
Compound

Auto parts stores that carry Fel-Pro gaskets may stock it and/or can get it from Fel-Pro. Clover Products is a Division of Fel-Pro. If you can't find it, you might call their Customer Service number 312-674-7700. They are located in Skokie, ILL.

Compound		Part #		
Grit		2 oz. can		4 oz. can
280	-	A51802	-	A51803
240	-	B51802	-	B51803
220	-	C51802	-	C51803

Part #
Update

1340 Parts Catalog page 181 and 183 index # 32.

60432-89 fits 1989 not 1987 & 1988.
60441-89 is not Black Wrinkle, it's Polished.
60661-89 fits 1989 FLHS

Page 24 regarding missing Part Number 11013
E clip for choke shaft.

Page 106 item 30 should be Item 31 and item
31 is really item 30.

1990
Insights

- * 1340 Primary oil levels
Rubber Mounts 38 to 44 ozs.
Rigid Mounts 30 to 36 ozs
With vehicle straight up, oil level should be to the bottom of the out side diameter of the diaphragm spring. *
- * 1340 Clutch adjustment: The spring attitude is preset. Clutch pushrod adjustment should be set at 1/2 to 3/4's of a turn out and lever free play should be 1/16 to 1/8 of an inch. Clutch hub nut torque is 70 to 80 ft.lbs. Use 262 loctite on the the hub nut. Note: also use 262 loctite on the Compensator sprocket nut. *
- * The 1340 Mainshaft no longer has a taper, its a straight spline. *
- * The 1340 Flywheel assembly has changed once more. The right hand flywheel is now one piece, similar to the XL. The pinion gear and oil pump drive gear have changed, as the pinion shaft no longer has a taper. It is a straight shaft with one key which is shaped like a "T". This key engages both the oil pump drive gear and the pinion gear. *