

## Leather/Vinyl Products Repair Information:

This Tech Tip is to remind dealership personnel of service kits that are available for seat and saddlebag repairs. Also included are some reminders on frequently overlooked field fixes for seat/saddlebag repairs.

### Seat and Saddlebag Service Kits

Please refer to the attached table. This list is a brief summary of many service/repair kits that are available for servicing a number of OE saddlebags and seats. If you have need of a part (latch, strap, buckle, etc.) and it's not on this list, please contact Technical Service at 414-343-█ to see if the part you need can be obtained.

<b>Part #</b>	<b>Kit Description</b>	<b>Isheet</b>	<b>Comments</b>
51554-00	BEZEL KIT, RIGID SADDLEBAG	J01936	for kit 53061-00A. Part of BOM
51559-05	BEZEL KIT, FLSTN SADDLEBAG	J01936	for kit 53051-05. Not in BOM
53137-05	BUCKLE ASSEMBLY, FLSTN	n/a	In BOM for kit 53055-05. Listed on T-pak isheet.
90247-00	BUCKLE ASSEMBLY, FLSTC	n/a	OE FLSTC. In BOM and OE parts catalog
90291-03	BUCKLE ASSEMBLY, FLSTS	n/a	OE FLSTS
90425-98	BUCKLE ASSEMBLY,FLHRC	n/a	for Kit 91138-98C & 91139-98C
90453-04	BUCKLE ASSEMBLY W/ MALE QUICK DISCONNECT CLIP	n/a	for kit 90058-05A and 90133-06
90454-04	QUICK DISCONNECT CLIP, FEMALE	n/a	for kit 90058-05A and 90133-06
58633-98	CONCHO KIT,FLHRC	n/a	Listed on Tour-pak isheet
53160-06	CONCHO KIT, FLSTN	n/a	FLSTN P&A Saddlebags and Tour-pak. Listed on isheets
58654-05	CONCHO, RH FLSTSC	n/a	OE FLSTSC
58696-05	CONCHO, LH FLSTSC	n/a	OE FLSTSC
90078-99	CONCHO KIT, FLSTF	n/a	Listed on Saddlebag isheet
90470-90	CONCHO, RH, FLSTC TEARDROP	n/a	IN BOM for KIT 90835-90C
90471-90	CONCHO, LH, FLSTC TEARDROP	n/a	IN BOM for KIT 90835-90C
91850-87A	CONCHO, 1987 FLSTC	J00523	kit 91026-94A. OE 1987 FLSTC
91850-00	CONCHO KIT, FLSTC	J01756	OE FLSTC and P&A S/bags. In BOM and OE parts catalog
91877-97	CONCHO, FLSTS (2)	n/a	OE FLSTS
91679-00	CONCHO BACKING PLATE, FLSTC/FLSTSC	n/a	OE FLSTC/FLSTSC
90428-98	S/BAG LID TRIM KIT,FLHR,LH,CHRM	n/a	OE FLSTC/FLSTSC
90429-98	S/BAG LID TRIM KIT,FLHR,RH,CHRM	n/a	OE FLSTC/FLSTSC
51606-01	SEAT BUTTON REPAIR KIT	J01492	From kit 51585-01, 52143-02, VRSC
52137-83	SEAT BUTTON REPAIR KIT-LARGE,BLK	J00598	
52140-07	SEAT BUTTON REPAIR KIT	J00598	'07 & LATER FXSTC
90056-03	SEAT BUTTON REPAIR-CHROME, FLHRSEI2	J02628	OE FLHRSEI2 Chrome seat buttons
91000-81	SEAT BUTTON REPAIR KIT	J00598	
90739-99	SADDLEBAG SNAP REPAIR KIT	J01463	snap repair kit for saddlebags/leather clothing
53047-01	FL ADJUSTABLE RIDER BACKREST REPAIR KIT	J02156	Repair backrest pivot assy (bent flat spring)
52414-98A	RELEASE HANDLE WITH CABLE ASSEMBLY	J01358	
52479-01A	RELEASE HANDLE REPLACEMENT ASSY	J02026	FL Adjustable Rider Backrest kits
52553-03	HANDLE REPLACEMENT KIT, RIDER BACKREST	J03083	FL Adjustable Rider Backrest kits and Seats with Rider Backrest kits
52154-07	FLSTN S/BAG LID REPAIR KIT	J03235	Shorter wire-form hasp tightens lid fitment on 53015-05 S/Bags

88272-06	RIVET REPAIR KIT	N/A	Replace missing/damaged rivets on leather accessories
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Many times, a field repair will take care of a customer's concern without having to replace a part. Please be aware that a part returned on a warranty claim will be returned and the claim rejected if a field repair can be implemented. Some recommended field repairs are as follows:

Adjustable Rider Backrest Seats—problems with the backrest not operating properly

1. Broken release handle housing—replacement housings are available (see Service Kits listed in above table.)
2. Backrest pad won't stay locked in desired position because the release cable came out of its anchor point on the back of the release handle. (Figure 1)
  - a. Remove the two screws and pull handle out until it clears the seat (see Figure 2. The handle will still be attached to the cable and will not come out fully.).
  - b. Rotate the handle 180 degrees to expose the cable and handle slot.
  - c. Pull slightly on the handle assembly while pushing the backrest to its rearward position—this will add a little slack to the assembly.
  - d. Re-install the cable back into the handle slot. (see Figure 3)
  - e. Rotate and install the handle assembly into its original position. Test the handle for proper installation.



Figure 1



Figure 2



Figure 3

Bent Flat Spring

The flat pivot spring that locks backrest pad into mechanism gets bent and won't secure the backrest pad (see below). There is a repair part for FL Adjustable Backrest kit (53047-01--see Service Kits listing).



Heritage Softtail/Heritage Softtail Springer saddlebags--Paint peeling on support bracket

If the paint is peeling/flaking on the metal support bracket, it is recommended that the affected area be cleaned up and touched up with paint. (Warranty claims for saddlebag replacements will not be accepted for this issue.)

Missing Studs/Conchos on seats and saddlebags

Replacement parts are available for most assemblies (see Service Kits). Decorative studs/spots are also available to customers who wish to add personal styling statements to their leather products. Decorative chrome studs/spots come in various diameters: 3/4" PN 93023-88, 1/2" PN 93024-88, and 1/4" PN 93025-88. There are also black/jeweled spots available to match Road King styling: PN 93036-95.

## **Leather/Vinyl—Information and Non-Warranty Issues**

The purpose of this Tech Tip is to serve as a reminder on some seat/saddlebag characteristics that would not be considered warrantable. Leather is porous and organic, and each leather product will settle into its own distinct appearance with use. Most leather products will carry unique markings (scars/bug bites, wrinkles, lines, and creases). These products will mature into their own custom style from exposure to sun, rain, age, and usage.

Many leather saddlebags have no internal support (FLSTC saddlebags), and the leather will have a tendency to sag. Also, the leather on FLHRC/S saddlebags is not glued to the plastic base, and may wrinkle or bubble over time. This is natural for leather--parts would not be warranted for exhibiting these natural characteristics.

### **BUG BITE**



### **Loose thread ends in fabric**

This is called “back-tacking”. When vinyl or leather is being sewn together, it sometimes becomes necessary to start and stop a stitch (i.e., running out of thread on a sewing machine). At the point where one stitch ends and another begins, the threads are knotted and a loose “tail” end of thread results. This loose end is tucked under the original stitching, but sometimes it comes loose and sticks up—having the appearance of a broken stitch (see following picture). This thread end may be cut off—it will not compromise the integrity of the stitching.

### **BACK-TACKING**



Because leather is porous, it might (if subjected to prolonged exposure to moisture) develop a “veining” or other similar pattern in the leather. These are referred to as water marks, and are a naturally occurring characteristic of leather. This condition would not be considered warrantable. To help minimize the risk of water marks, the customer should occasionally treat leather surfaces with leather dressing.

### WATER MARK



### Broken Substrate Material

The plastic backing plate used in the manufacture of Heritage Classic saddlebags will fracture if the flange nuts that hold the saddle-bag to the fender studs are torqued beyond the 120-144 **in-lbs** recommended by the Service Manual. The plastic on a seat pan also has a tendency to crack if the seat is dropped, stepped on, or forced when removing or installing the seat.

### “Blooming”

Leather, being natural, absorbs and releases natural oils. The amount of oils released will differ from hide to hide and will vary with changing environmental conditions. These oils are what keep leather supple, and prevent it from drying out and cracking.

Occasionally, these oils may gather on the leather’s surface and exhibit what looks to be a white blemish/film. When this occurs, it is recommended that the customer use H-D Leather Dressing to treat the leather. Leather Dressing should help to remove this discoloration. Due to the absorbent nature of leather, at times the white film may appear or disappear without any customer interaction. This may also be assisted by weather conditions.

Please make sure to remind your customers to use leather care products on their leather accessories, and be aware that “blooming” is not considered to be a warrantable issue. If you should have a part that does not respond to Leather Dressing and the white film keeps coming back, contact Harley-Davidson Technical Service to discuss other options.

White Spots Showing Through Needle Holes

The black vinyl used in making seats is relatively thin and has a white backing material. As seat vinyl is subjected to use, it stretches at the edges—along the seams. This stress will cause the vinyl coating to peel back slightly from the stitching, possibly allowing the white backing to be visible. Even though these white spots may be visible, the integrity of the part is not compromised. If desired, you may color the white spots in with a black marker to make the seat more cosmetically appealing.

**NEEDLE HOLES—WHITE SPOTS**



Melting Vinyl

Vinyl covered products may be damaged by exposure to extremely high temperatures. Although vinyl will not physically burn, the vinyl itself may appear to “melt”. Most heat related damage occurs by:

1. Leaning the seat against hot exhaust pipes or engine parts after removal
2. Exposure to a concentrated light source (like the reflection of the edge of a mirror or a chrome piece on the motorcycle).

Although vinyl melting due to reflected light would not be considered a defect in the material itself, Harley-Davidson will warranty one such damaged part per vehicle.

**VINYL MELT**



### Seats Retain Water

Seats are water-resistant, not water-proof. When exposed to water, most seats will have a tendency to absorb moisture through the needle holes created by the stitching process and through open areas in the seat pan. Depending on the location of the stitching, some seats will absorb more moisture than others. FL seats, for example, have significant amounts of stitching and “bucket” designs that tend to hold small puddles of rain or wash water. Many seats also have a split between the pillion and rider’s seat to enable the installation of a rider’s backrest, which also allows water to run down into the seat pan area where it may be absorbed by the seat foam. Depending on how saturated the seat becomes, it may take a number of days for the seat to dry out. Seats would not be considered warrantable for this type of condition.

### Leather Care/Maintenance

It is important that leather products be cleaned properly (*avoid detergents, soaps, and aerosol spray cleaners designed for “total cycle cleaning”—saddle soap is recommended*). Proper leather care is covered in the Owner’s Manual.

Included with the purchase of most leather seats and saddlebags are small containers of leather dressing--it is important that the customer be instructed to use it occasionally on saddlebags, seats, or other leather accessories. Leather that is not protected with leather dressing may eventually dry out and crack (see below), or stretch to the point where it will tear out stitching

### **DRIED OUT LEATHER—LACK OF MAINTENANCE**



### **FINAL NOTE**

The information contained in this Tech Tip *does not cover all possible scenarios*—it is just meant to be an informative bulletin addressing some of the most common warranty concerns.