2005-07 POLICE MODEL ABS BRAKE LINE RECALL

Purpose

This revision expands brake line inspection requirements, defines brake line replacement criteria, provides recall kit contents and installation instructions, and updates crediting procedures. Please note that it immediately and entirely supersedes M-1217.

As advised in ML-438, Harley-Davidson Motor Company, Inc. has decided that a defect relating to motor vehicle safety may exist on certain 2005-07 police and escort motorcycles (models FLHP, FLHPI, FLHTP, FLHTPI, FLHPE and FLHPEI) built February 25, 2004 through July 1, 2007. These motorcycles are equipped with anti-lock brake systems (ABS), in which inconsistencies in the routing of the brake lines can cause abrasion of the brake lines and hoses. In some cases this condition has caused brake fluid leaks. Loss of brake fluid could lead to loss of brake function, which could lead to a crash resulting in injury or death.

Harley-Davidson has voluntarily declared this a defect related to motor vehicle safety (Safety Recall Campaign 0134) to allow us to formally recall all affected motorcycles. The remedy is to inspect brake lines 40632-05/06 and 40610-05 for abrasion and replace if necessary. The remedy also includes installing the brake line retention and clutch cable positioning devices to prevent future abrasion.

Kit Ordering Information

Wave shipments of the brake line retention kit, Part No. 94669 (Kit A), which is needed to perform each of the required services on all motorcycles, will begin the week of April 1, 2008 and will continue until further notice. No wave shipments of brake line replacement kits, Part No. 94673 (Kit B) and Part No. 94674 (Kit C), will be made. If inspection determines that brake line replacement kits are needed, complete the attached order form and fax it to the Warranty Department at 414-343-8346. A VIN is required for each kit ordered.

Table 1. Brake Line Retention/Replacement Kits

<table>
<thead>
<tr>
<th>Kit A</th>
<th>Kit B</th>
<th>Kit C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part No. 94669</td>
<td>Part No. 94673</td>
<td>Part No. 94674</td>
</tr>
<tr>
<td>Routing and retention devices</td>
<td>Brake line assembly</td>
<td>Rear brake line</td>
</tr>
<tr>
<td>42891-07 (3), Short frame guide</td>
<td>40632-06, Brake manifold/rear master cylinder to ABS module</td>
<td>40610-05, ABS module to rear brake caliper</td>
</tr>
<tr>
<td>42890-07, Long frame guide</td>
<td>41731-01 (14), Steel/rubber washers</td>
<td>41731-01 (4), Steel/rubber washers</td>
</tr>
<tr>
<td>42898-07, Anti-rotation clip</td>
<td>9907 (2), Terminals</td>
<td></td>
</tr>
<tr>
<td>42914-07, Anti-rotation clip</td>
<td></td>
<td></td>
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<tr>
<td>44067-07, Double sided anti-rotation clip</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10053, P-clip</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6703 (2), Flat washer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3594, Screw</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10006 (20), Cable strap</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4266A, Screw</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7667, Nut</td>
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<td></td>
</tr>
</tbody>
</table>

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.
Motorcycles Affected

Certain 2005-07 ABS equipped police and escort model motorcycles built from February 25, 2004 through July 1, 2007, and affecting the following models: FLHP, FLHPI, FLHTP, FLHTPI, FLHPE and FLHPEI.

In the interest of customer safety and as required by law, you may sell but not deliver any affected new motorcycles to your customers until the remedy is completed. Harley-Davidson also recommends that you follow the same policy with any affected used motorcycles. If you choose to not follow this recommendation, please first consult your local legal counsel.

For an updated list of affected VINs involved in this recall, refer to the Service Page on h-dnet.com. In Service Toolbox, select Safety Campaign and Open VIN Lists link, followed by Safety Recall Campaign 0134.

Customer Notification

Harley-Davidson will send a letter to registered owners notifying them of this safety related condition and instructing them to contact their dealer for the recall service. A sample of the customer letter is attached.

Required Dealer Action

NOTE

The procedures which follow assume a basic understanding and familiarity with Police ABS parts and procedures. Carefully review and/or refer to the 2007 Police Models Service Manual Supplement where necessary (Part No. 99483-07SP).

Inspection

1. Place motorcycle on lift.
2. Remove right side saddlebag and side cover.
   
   NOTE
   To perform an accurate inspection, use a bright light and mirror and move split line tubing where necessary.
3. See Figure 1 and Table 2. Inspect three brake lines (Part No. 40632-05/06) leading from the brake manifold and rear master cylinder to the ABS module. Pay careful attention to the following areas:
   
   NOTE
   As soon as damage (as defined in Table 2) is found on any one of three brake lines, immediately stop inspection of Part No. 40632-05/06 and move to inspection of Part No. 40610-05. Since the three brake lines are replaced as a set, inspection of the remaining lines becomes unnecessary.
   
   a. Brake line to clutch cable inboard and/or rear of rear master cylinder/brake pedal frame weldment.
   b. Brake line to bottom edge of aluminum guide at rear frame downtube.
   c. Brake line hoses to adjacent hoses inboard of ABS module.
4. See Figure 2 and Table 2. Inspect the brake line (Part No. 40610-05) leading from the ABS module to the rear caliper. Pay careful attention to the following areas:
   
   a. Brake hose to edge of saddlebag cut out.

Table 2. Wear versus Damage/Action

<table>
<thead>
<tr>
<th>Hard Line</th>
<th>Wear - Retain *</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>No mark or slight mark to black paint</td>
</tr>
<tr>
<td>2</td>
<td>Copper colored (black paint worn)</td>
</tr>
<tr>
<td>3</td>
<td>Silver, but no noticeable feel (paint and copper plating worn)</td>
</tr>
<tr>
<td>4</td>
<td>Silver with noticeable feel Damage - Replace</td>
</tr>
<tr>
<td>5</td>
<td>Leak or other obvious damage</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hose</th>
<th>Wear - Retain</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>No marks</td>
</tr>
<tr>
<td>2</td>
<td>Slight dent or flattening of ribs</td>
</tr>
<tr>
<td>3</td>
<td>Worn to bottom of ribs Damage - Replace</td>
</tr>
<tr>
<td>4</td>
<td>Leak or other obvious damage</td>
</tr>
</tbody>
</table>

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f2694x2x

Figure 1. Brake Lines 40632-05/06 to Clutch Cable

Figure 2. Brake Line 40610-05 to Saddlebag Cut Out and Adjacent Hoses

Hose

1. No damage found. Use Kit A to install routing and retention devices. See Procedure A.
b. Damage found on at least one of three brake lines from the brake manifold/rear master cylinder to the ABS module. Use Kit B to replace three brake lines and Kit A to install routing and retention devices. See Procedure A-B.

c. Damage found on brake line from ABS module to rear caliper. Use Kit C to replace brake line and Kit A to install routing and retention devices. See Procedure A-C.

d. Damage found on at least one of three brake lines from the brake manifold/rear master cylinder to the ABS module, as well as the brake line from the ABS module to the rear caliper. Use Kit B and Kit C to replace all four brake lines. Use Kit A to install routing and retention devices. See Procedure A-B-C.

Procedure A

Removal

1. Remove screw to release aluminum guide (with rubber spacer) and saddlebag guard from weldment on rear frame downtube. Discard screw, aluminum guide and spacer. 

   NOTE
   Always install new screw from inboard side of frame weldment. Incorrect installation may cause threaded end of screw to contact and abrade brake line.

2. Obtaining parts from Kit A, insert screw through frame weldment and saddlebag guard, install nut and tighten to 15-20 ft-lbs (20-27 Nm).

3. Cut cable straps to free three brake lines from two rubber spacers anchored on T-studs at top of lower frame tube. Remove and discard spacers.

4. Separate three brake lines removing all tape.

Installation

NOTE
The following procedure uses 14 cable straps which are numbered in the illustrations in order of installation. To enhance clarity, routing/retention devices appear gray instead of black.

1. Capture clutch cable in P-clip. Install flat washer on screw. Insert screw through P-clip and second flat washer into INBOARD hole at bottom of crankcase. Orient P-clip, so that clutch cable runs inboard of screw, and then tighten to 96-144 in-lbs (10.9-16.3 Nm).

   NOTE
   Short frame guides are a tight fit. Lubricate with glass cleaner prior to installation.

2. Install two short frame guides on T-studs at top of lower frame tube.

3. Place long frame guide against rear frame downtube, so that posts are in contact with inboard side of saddlebag guard weldment.

4. See Figure 4 and Figure 5. Adjust three brakes lines on motorcycle. Handle one brake line at a time working from inboard to outboard side of lower frame tube as follows:

   NOTE
   As each line is positioned, cut away split line tubing from front of P-clip to rear of rear short frame guide.

   a. Route line from rear master cylinder through INBOARD slot in short frame guides and then up rear frame downtube through INBOARD slot of long frame guide.

   b. Route line to front calipers through MIDDLE slot in short frame guides and then up rear frame downtube through OUTBOARD slot of long frame guide.

   c. Route line from front master cylinder through OUTBOARD slot in short frame guides and then up rear frame downtube at rear of long frame guide.

5. Run main harness conduit along inboard side of lower frame tube.

6. See items 1 and 2 of Figure 6. Capturing three brake lines and lower frame tube, install new cable strap in slot of two short frame guides. Do not capture main harness conduit.

7. See items 3 and 4 of Figure 6. Install new cable strap at rear of rear short frame guide and at front of front short frame guide capturing lower frame tube and main harness conduit only.

8. See items 5 and 6 of Figure 7. Capturing three brake lines and rear frame downtube, install new cable strap in slot on each end of long frame guide.

9. See item 7 of Figure 7. Install new cable strap capturing posts of long frame guide and saddlebag guard weldment.

10. See items 8 and 9 of Figure 7. At top and bottom of long frame guide, install new cable straps capturing three brake lines only.

11. See item 10 of Figure 8. At bottom of rear frame downtube, install new cable strap capturing three brake lines just above the bend.

12. See item 11 of Figure 9. Set third short frame guide on top of lower frame tube just rear of P-clip. Capturing three brake lines and lower frame tube, install new cable strap in slot of short frame guide, but do not capture main harness conduit.

   NOTE
   Anti-rotation clips are a tight fit. If necessary, lubricate with glass cleaner prior to installation.

13. See item 12 of Figure 10. Install new cable strap capturing two front brake lines at bottom of front frame downtube. Position cable strap about 3/8 in. (9.6 mm) above rear master cylinder/brake pedal frame weldment.

   NOTE
   As each line is positioned, cut away split line tubing from front of P-clip to rear of rear short frame guide.
16. See Figure 12. Install double sided anti-rotation clip over banjo bolts in front top port and rear top port of ABS module. If necessary, loosen banjo bolts 1/2 turn to properly orient brake lines (to front and rear calipers, respectively). Holding brake lines, tighten banjo bolts to 17-22 ft-lbs (23.0-29.8 Nm). Verify that clearance between shock absorber and line to rear caliper is 1/8 in. (3.2 mm) minimum.

17. See item 13 of Figure 13. Install new cable strap to secure rear brake light switch wires to crimp of brake line hose (from rear master cylinder).

18. See item 14 of Figure 13. Install new cable strap to secure crimp of brake line hose (from front master cylinder) to split line tubing on ABS module connector conduit.

19. Remove anti-rotation clips. Exercise brake systems to verify that no leakage occurs around banjo bolts. If leakage is evident, confirm banjo bolt torque before replacing steel/rubber washers. Fill and bleed brake systems if necessary. Install anti-rotation clips.

20. Install right side cover and saddlebag.

21. See Credit Procedure A.

Procedure A-B

Removal

1. Drain brake systems.

2. Remove motorcycle from lift to access right side of steering head. Remove two banjo bolts (or acorn nuts) to release brake lines from manifold. Discard steel/rubber washers.

3. Place motorcycle back on lift.

4. Remove all routing and retention devices as follows:

   a. Remove screw to release aluminum guide (with rubber spacer) and saddlebag guard from weldment on rear frame downtube. Discard screw, aluminum guide and spacer.

   NOTE

   Always install new screw from inboard side of frame weldment. Incorrect installation may cause threaded end of screw to contact and abrade brake line.
b. Obtaining parts from Kit A, insert screw through frame weldment and saddlebag guard, install nut and tighten to 15-20 ft-lbs (20-27 Nm).

c. Cut cable straps to free three brake lines from two rubber spacers anchored on T-studs at top of lower frame tube. Remove and discard spacers.

d. Cut cable strap to free two brake lines from rubber spacer at front of front frame downtube. Save spacer for reuse.

e. Remove any additional cable straps that may be present.


6. Remove terminals from rear brake light switch.

7. Leaving rear top banjo bolt (brake line to rear caliper) intact, remove other three banjo bolts to release brake lines from ABS module. Discard steel/rubber washers.

8. Draw front brake line fittings down and out from under throttle cables and main harness conduit at right side of steering head, and then remove three brake lines as an assembly.

Installation

NOTE

The following procedure uses 15 cable straps which are numbered in the illustrations in order of installation. To enhance clarity, routing/retention devices appear gray instead of black.

1. Capture clutch cable in P-clip. Install flat washer on screw. Insert screw through P-clip and second flat washer into INBOARD hole at bottom of crankcase. Orient P-clip, so that clutch cable runs inboard of screw, and then tighten to 96-144 in-lbs (10.9-16.3 Nm).

NOTE

Short frame guides are a tight fit. Lubricate with glass cleaner prior to installation.

2. Install two short frame guides on T-studs at top of lower frame tube.

3. Place long frame guide against rear frame downtube, so that posts are in contact with inboard side of saddlebag guard weldment.

4. Obtain three new brake lines from Kit B. Separate brake lines and remove all tape.

5. See Figure 4 and Figure 5. Install one brake line on motorcycle at a time working from inboard to outboard side of lower frame tube as follows:

NOTE

As each brake line is positioned, cut away split line tubing from front of P-clip to rear of short frame guide.

a. Route line from rear master cylinder through INBOARD slot in short frame guides, and then up rear frame downtube through INBOARD slot of long frame guide.

b. Insert forward fitting of line to front calipers up and under throttle cables and main harness conduit to manifold at right side of steering head. Route line down front frame downtube, through MIDDLE slot in short frame guides, and then up rear frame downtube through OUTBOARD slot of long frame guide.

c. Insert forward fitting of line from front master cylinder up and under throttle cables and main harness conduit to manifold. Route line down front frame...
downtube, through OUTBOARD slot in short frame guides, and then up rear frame downtube at rear of long frame guide.

6. Start banjo bolts (or acorn nuts) with new steel/rubber washers to install brake lines at manifold.


8. Using new steel/rubber washers, start banjo bolt to install brake line to rear master cylinder.

9. Run main harness conduit along inboard side of lower frame tube.

10. See items 1 and 2 of Figure 6. Capturing three brake lines and lower frame tube, install new cable strap in slot of two short frame guides. Do not capture main harness conduit.

11. See items 3 and 4 of Figure 6. Install new cable strap at rear of rear short frame guide and at front of front short frame guide capturing lower frame tube and main harness conduit only.

NOTE
Without installing cable straps, verify that brake lines inboard of ABS module are positioned as shown in Figure 13.

12. See items 5 and 6 of Figure 7. Capturing three brake lines and rear frame downtube, install new cable strap in slot on each end of long frame guide.

13. See item 7 of Figure 7. Install new cable strap capturing posts of long frame guide and saddlebag guard weldment.

14. See items 8 and 9 of Figure 7. At top and bottom of long frame guide, install new cable straps capturing three brake lines only.

15. See item 10 of Figure 8. At bottom of rear frame downtube, install new cable strap capturing three brake lines just above the bend.

16. See item 11 of Figure 9. Set third short frame guide on top of lower frame tube just rear of P-clip. Capturing three brake lines and lower frame tube, install new cable strap in slot of short frame guide, but do not capture main harness conduit.
NOTE
Verify that brake lines do not contact rear master cylinder/brake pedal frame weldment; adjust position of third (unanchored) short frame guide if necessary. Verify that clearance between brake lines and clutch cable is approximately 3/8 in. (9.6 mm); adjust P-clip if necessary.

17. See item 12 of Figure 10. Install new cable strap capturing two front brake lines at bottom of front frame downtube. Position cable strap about 3/8 in. (9.6 mm) above rear master cylinder/brake pedal frame weldment.

18. Tighten banjo bolt to rear master cylinder to 17-22 ft-lbs (23.0-29.8 Nm).

NOTE
Anti-rotation clips are a tight fit. If necessary, lubricate with glass cleaner prior to installation.

19. See Figure 11. Install anti-rotation clip over banjo bolt in rear caliper. If necessary, loosen banjo bolt 1/2 turn to properly orient brake line. Holding brake line to prevent rotation, tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).

20. See Figure 12. Start banjo bolt with new steel/rubber washers in rear inboard port of ABS module to install brake line (from rear master cylinder). Install anti-rotation clip over banjo bolt to properly orient brake line. Holding brake line, tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).

21. Start banjo bolt with new steel/rubber washers in front inboard port of ABS module to install brake line (from front master cylinder). Tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).

22. See Figure 12. Start banjo bolt with new steel/rubber washers in front top port of ABS module to install brake line (to front calipers). Install double sided anti-rotation clip over banjo bolts. If necessary, loosen banjo bolt in rear top port 1/2 turn to properly orient brake line (to rear caliper). Holding brake lines, tighten banjo bolts to 17-22 ft-lbs (23.0-29.8 Nm). Verify that clearance between shock absorber and line to rear caliper is 1/8 in. (3.2 mm) minimum.

NOTE
If necessary, replace rear brake light switch terminals on 2005 and early 2006 models with those supplied in Kit B.

23. See item 13 of Figure 13. Install terminals onto rear brake light switch. Install new cable strap to secure brake light switch wires to crimp of brake line hose (from rear master cylinder).

24. See item 14 of Figure 13. Install new cable strap to secure crimp of brake line hose (from front master cylinder) to split line tubing on ABS module connector conduit.
25. Remove motorcycle from lift. Turn front wheel to left fork stop and tighten manifold banjo bolts (or acorn nuts) to 17-22 ft-lbs (23.0-29.8 Nm).

26. See item 15 of Figure 14. Position front brake lines in rubber spacer held at front of front frame downtube about 5.5 in. (139.7 mm) above top of crossbrace, and install new cable strap. Properly oriented, brake line to front calipers runs from top fitting at manifold through OUTBOARD side of rubber spacer, while line from front master cylinder runs from bottom fitting at manifold through INBOARD side of spacer.

27. Remove anti-rotation clips. Fill and bleed brake systems.

28. Exercise brake systems to verify that no leakage occurs around banjo bolts. If leakage is evident where banjo bolts were loosened, confirm banjo bolt torque before replacing steel/rubber washers. Install anti-rotation clips.

29. Install right side cover and saddlebag.

30. See Credit Procedure A-B.

**Procedure A-C**

**Removal**

1. Remove banjo bolts to release brake line between ABS module and rear caliper. Discard steel/rubber washers.

2. Remove screw to release aluminum guide (with rubber spacer) and saddlebag guard from weldment on rear frame downtube. Discard screw, aluminum guide and spacer.

   **NOTE**

   Always install new screw from inboard side of frame weldment. Incorrect installation may cause threaded end of screw to contact and abrade brake line.

3. Obtaining parts from Kit A, insert screw through frame weldment and saddlebag guard, install nut and tighten to 15-20 ft-lbs (20-27 Nm).
4. Cut cable straps to free three brake lines from two rubber spacers anchored on T-studs at top of lower frame tube. Remove and discard spacers.

5. Separate three brake lines removing all tape.

Installation

NOTE

The following procedure uses 14 cable straps which are numbered in the illustrations in order of installation. To enhance clarity, routing/retention devices appear gray instead of black.

1. Capture clutch cable in P-clip. Install flat washer on screw. Insert screw through P-clip and second flat washer into INBOARD hole at bottom of crankcase. Orient P-clip, so that clutch cable runs inboard of screw, and then tighten to 96-144 in-lbs (10.9-16.3 Nm).

NOTE

Short frame guides are a tight fit. Lubricate with glass cleaner prior to installation.

2. Install two short frame guides on T-studs at top of lower frame tube.

3. Place long frame guide against rear frame downtube, so that posts are in contact with inboard side of saddlebag guard weldment.

4. See Figure 4 and Figure 5. Adjust three brakes lines on motorcycle. Handle one brake line at a time working from inboard to outboard side of lower frame tube as follows:

NOTE

As each line is positioned, cut away split line tubing from front of P-clip to rear of short frame guide.

a. Route line from rear master cylinder through INBOARD slot in short frame guides and then up rear frame downtube through INBOARD slot of long frame guide.

b. Route line to front calipers through MIDDLE slot in short frame guides and then up rear frame downtube through OUTBOARD slot of long frame guide.
c. Route line from front master cylinder through OUT-BOARD slot in short frame guides and then up rear frame downtube at rear of long frame guide.

5. Run main harness conduit along inboard side of lower frame tube.

6. See items 1 and 2 of Figure 6. Capturing three brake lines and lower frame tube, install new cable strap in slot of two short frame guides. Do not capture main harness conduit.

7. See items 3 and 4 of Figure 6. Install new cable strap at rear of rear short frame guide and at front of front short frame guide capturing lower frame tube and main harness conduit only.

8. See items 5 and 6 of Figure 7. Capturing three brake lines and rear frame downtube, install new cable strap in slot on each end of long frame guide.

9. See item 7 of Figure 7. Install new cable strap capturing posts of long frame guide and saddlebag guard weldment.

10. See items 8 and 9 of Figure 7. At top and bottom of long frame guide, install new cable straps capturing three brake lines only.

11. See item 10 of Figure 8. At bottom of rear frame downtube, install new cable strap capturing three brake lines just above the bend.

12. See item 11 of Figure 9. Set third short frame guide on top of lower frame tube just rear of P-clip. Capturing three brake lines and lower frame tube, install new cable strap in slot of short frame guide, but do not capture main harness conduit.

NOTE

Verify that brake lines do not contact rear master cylinder/brake pedal frame weldment; adjust position of third (unanchored) short frame guide if necessary. Verify that clearance between brake lines and clutch cable is approximately 3/8 in. (9.6 mm); adjust P-clip if necessary.

13. See item 12 of Figure 10. Install new cable strap to secure two front brake lines at bottom of front frame downtube Position cable strap about 3/8 in. (9.6 mm) above rear master cylinder/brake pedal frame weldment.

14. Obtaining parts from Kit C, start banjo bolts with new steel/rubber washers to install new brake line to rear caliper and to rear top port of ABS module.

NOTE

Anti-rotation clips are a tight fit. If necessary, lubricate with glass cleaner prior to installation.

15. See Figure 11. Install anti-rotation clip over banjo bolt in rear caliper to properly orient brake line. Holding brake line to prevent rotation, tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).

16. See Figure 12. Install anti-rotation clip over banjo bolt in rear inboard port of ABS module. If necessary, loosen banjo bolt 1/2 turn to properly orient brake line (from rear master cylinder). Holding brake line, tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).

17. See Figure 12. Install double sided anti-rotation clip over banjo bolts in front top port and rear top port of ABS module. If necessary, loosen banjo bolt in front top port 1/2 turn to properly orient brake line (to front calipers). Holding brake lines, tighten banjo bolts to 17-22 ft-lbs (23.0-29.8 Nm). Verify that clearance between shock absorber and line to rear caliper is 1/8 in. (3.2 mm) minimum.

18. See item 13 of Figure 13. Install new cable strap to secure rear brake light switch wires to crimp of brake line hose (from rear master cylinder).

19. See item 14 of Figure 13. Install new cable strap to secure crimp of brake line hose (from front master cylinder) to split line tubing on ABS module connector conduit.

20. Remove anti-rotation clips. Fill and bleed rear brake system.

21. Exercise brake systems to verify that no leakage occurs around banjo bolts. If leakage is evident where banjo bolts were loosened, confirm banjo bolt torque before replacing steel/rubber washers. Fill and bleed front brake system if necessary. Install anti-rotation clips.

22. Install right side cover and saddlebag.

23. See Credit Procedure A-C.

Procedure A-B-C

Removal

1. Drain brake systems.

2. Remove motorcycle from lift to access right side of steering head. Remove two banjo bolts (or acorn nuts) to release brake lines from manifold. Discard steel/rubber washers.

3. Place motorcycle back on lift.

4. Remove all routing and retention devices as follows:

   a. Remove screw to release aluminum guide (with rubber spacer) and saddlebag guard from weldment on rear frame downtube. Discard screw, aluminum guide and spacer.

   NOTE

Always install new screw from inboard side of frame weldment. Incorrect installation may cause threaded end of screw to contact and abrade brake line.

   b. Obtaining parts from Kit A, insert screw through frame weldment and saddlebag guard, install nut and tighten to 15-20 ft-lbs (20-27 Nm).

   c. Cut cable straps to free three brake lines from two rubber spacers anchored on T-studs at top of lower frame tube. Remove and discard spacers.

   d. Cut cable strap to free two brake lines from rubber spacer at front of front frame downtube. Save spacer for reuse.

   e. Remove any additional cable straps that may be present.


6. Remove terminals from rear brake light switch.

7. Remove four banjo bolts to release brake lines from ABS module. Discard steel/rubber washers.
8. Draw front brake line fittings down and out from under throttle cables and main harness conduit at right side of steering head, and then remove three brake lines as an assembly.
9. Remove banjo bolt to release brake line from rear caliper. Discard steel/rubber washers.

Installation

NOTE
The following procedure uses 15 cable straps which are numbered in the illustrations in order of installation. To enhance clarity, routing/retention devices appear gray instead of black.

1. Capture clutch cable in P-clip. Install flat washer on screw. Insert screw through P-clip and second flat washer into INBOARD hole at bottom of crankcase. Orient P-clip, so that clutch cable runs inboard of screw, and then tighten to 96-144 in-lbs (10.9-16.3 Nm).

NOTE
Short frame guides are a tight fit. Lubricate with glass cleaner prior to installation.

2. Install two short frame guides on T-studs at top of lower frame tube.
3. Place long frame guide against rear frame downtube, so that posts are in contact with inboard side of saddlebag guard weldment.
4. Obtain three new brake lines from Kit B. Separate brake lines and remove all tape.
5. See Figure 4 and Figure 5. Install one brake line on motorcycle at a time working from inboard to outboard side of lower frame tube as follows:

NOTE
As each brake line is positioned, cut away split line tubing from front of P-clip to rear of rear short frame guide.

a. Route line from rear master cylinder through INBOARD slot in short frame guides, and then up rear frame downtube through INBOARD slot of long frame guide.

b. Insert forward fitting of line to front calipers up and under throttle cables and main harness conduit to manifold at right side of steering head. Route line down front frame downtube, through MIDDLE slot in short frame guides, and then up rear frame downtube through OUTBOARD slot of long frame guide.

c. Insert forward fitting of line from front master cylinder up and under throttle cables and main harness conduit to manifold. Route line down front frame downtube, through OUTBOARD slot in short frame guides, and then up rear frame downtube at rear of long frame guide.

6. Start banjo bolts (or acorn nuts) with new steel/rubber washers to install brake lines at manifold.
8. Using new steel/rubber washers, start banjo bolt to install brake line to rear master cylinder.
9. Run main harness conduit along inboard side of lower frame tube.
10. See items 1 and 2 of Figure 6. Capturing three brake lines and lower frame tube, install new cable strap in slot of two short frame guides. Do not capture main harness conduit.
11. See items 3 and 4 of Figure 6. Install new cable strap at rear of rear short frame guide and at front of short frame guide capturing lower frame tube and main harness conduit only.

NOTE
Without installing cable straps, verify that brake lines inboard of ABS module are positioned as shown in Figure 13.

12. See items 5 and 6 of Figure 7. Capturing three brake lines and rear frame downtube, install new cable strap in slot on each end of long frame guide.
13. See item 7 of Figure 7. Install new cable strap capturing posts of long frame guide and saddlebag guard weldment.
14. See items 8 and 9 of Figure 7. At top and bottom of long frame guide, install new cable straps capturing three brake lines only.
15. See item 10 of Figure 8. At bottom of rear frame downtube, install new cable strap capturing three brake lines just above the bend.
16. See item 11 of Figure 9. Set third short frame guide on top of lower frame tube just rear of P-clip. Capturing three brake lines and lower frame tube, install new cable strap in slot of short frame guide, but do not capture main harness conduit.

NOTE
Verify that brake lines do not contact rear master cylinder/brake pedal frame weldment; adjust position of third (unanchored) short frame guide if necessary. Verify that clearance between brake lines and clutch cable is approximately 3/8 in. (9.6 mm); adjust P-clip if necessary.

17. See item 12 of Figure 10. Install new cable strap capturing two front brake lines at bottom of front frame downtube. Position cable strap about 3/8 in. (9.6 mm) above rear master cylinder/brake pedal frame weldment.
18. Tighten banjo bolt to rear master cylinder to 17-22 ft-lbs (23.0-29.8 Nm).

NOTE
Anti-rotation clips are a tight fit. If necessary, lubricate with glass cleaner prior to installation.

19. See Figure 11. Obtaining parts from Kit C, start banjo bolt with new steel/rubber washers to install new brake line to rear caliper. Install anti-rotation clip over banjo bolt to properly orient brake line. Holding brake line to prevent rotation, tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).
20. See Figure 12. Start banjo bolt with new steel/rubber washers in rear inboard port of ABS module to install brake line (from rear master cylinder). Install anti-rotation clip over banjo bolt to properly orient brake line. Holding brake line, tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).
21. Start banjo bolt with new steel/rubber washers in front inboard port of ABS module to install brake line (from front master cylinder). Tighten banjo bolt to 17-22 ft-lbs (23.0-29.8 Nm).
22. See Figure 12. Start banjo bolts with new steel/rubber washers in front top port and rear top port of ABS module to install brake lines (to front and rear calipers, respectively). Install double sided anti-rotation clip over banjo bolts to properly orient brake lines. Holding brake lines, tighten banjo bolts to 17-22 ft-lbs (23.0-29.8 Nm). Verify that clearance between shock absorber and line to rear caliper is 1/8 in. (3.2 mm) minimum.

**NOTE**
If necessary, replace rear brake light switch terminals on 2005 and early 2006 models with those supplied in Kit B.

23. See item 13 of Figure 13. Install terminals onto rear brake light switch. Install new cable strap to secure brake light switch wires to crimp of brake line hose (from rear master cylinder).

24. See item 14 of Figure 13. Install new cable strap to secure crimp of brake line hose (from front master cylinder) to split line tubing on ABS module connector conduit.

25. Remove motorcycle from lift. Turn front wheel to left fork stop and tighten manifold banjo bolts (or acorn nuts) to 17-22 ft-lbs (23.0-29.8 Nm).

26. See item 15 of Figure 14. Position front brake lines in rubber spacer held at front of front frame downtube about 5.5 in. (139.7 mm) above top of crossbrace, and install new cable strap. Properly oriented, brake line to front calipers runs from top fitting at manifold through OUTBOARD side of rubber spacer, while line from front master cylinder runs from bottom fitting at manifold through INBOARD side of spacer.

27. Remove anti-rotation clips. Fill and bleed brake systems.

28. Exercise brake systems to verify that no leakage occurs around banjo bolts. Reinstall anti-rotation clips.

29. Install right side cover and saddlebag.

30. See Credit Procedure A-B-C.

Credit Procedures for all Talon/h-dnet.com/Lightspeed Warranty Claim Systems Users

Referencing Service Bulletin M-1217A, complete an electronic warranty claim using the applicable table below.

**Table 3. Procedure A, Kit Part No. 94669 Only**

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**Table 4. Procedure A-B, Kit Part No.'s 94669 and 94673**

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**Table 5. Procedure A-C, Kit Part No.'s 94669 and 94674**

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**Table 6. Procedure A-B-C, Kit Part No.'s 94669, 94673 and 94674**

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Retain parts removed for 60 days from date of credit per normal warranty procedures.

Upon receipt and processing of the properly completed recall claim information, you will receive credit for labor plus appropriate market administrative time. Labor time includes use of any touch up paint, brake fluid or steel/rubber washers.

**NOTE**
Providing that the procedures were performed prior to receipt of M-1217A, claims for performing the preliminary inspection procedures defined in M-1217 will continue to be accepted up to 30 days from the date of this bulletin.
Credit Procedures for all other Warranty Claim System Users

For each vehicle serviced, file a claim supplying all necessary information as follows.

**Installation of Kit A Only**
- Dealer Number
- Repair Order Number
- Claim Date
- Product Campaign (0134)
- Fix I.D. (F) - Fixed
- Full seventeen-character V.I.N.

Upon receipt and processing of the transmitted information, you will receive appropriate credit for your market, including 1.2 hours labor, plus appropriate market administrative time.

**Installation of Kits A-B**
- Dealer Number
- Repair Order Number
- Claim Date
- Product Campaign (0134)
- Fix I.D. (R) - Repaired
- Full seventeen-character V.I.N.

Upon receipt and processing of the properly completed recall claim information, you will receive appropriate credit for your market, including 2.6 hours labor, plus appropriate market administrative time.

**Installation of Kits A-C**
- Dealer Number
- Repair Order Number
- Claim Date
- Product Campaign (0134)
- Fix I.D. (C) - Corrected
- Full seventeen-character V.I.N.

Upon receipt and processing of the properly completed recall claim information, you will receive appropriate credit for your market, including 1.5 hours labor, plus appropriate market administrative time.

**Installation of Kits A-B-C**
- Dealer Number
- Repair Order Number
- Claim Date
- Product Campaign (0134)
- Fix I.D. (A) - Max Kits
- Full seventeen-character V.I.N.

Upon receipt and processing of the properly completed recall claim information, you will receive appropriate credit for your market, including 2.9 hours labor, plus appropriate market administrative time.

*NOTE*
Each vehicle recall completion must be filed on an individual claim. Please do not submit additional warranty events on these claims.
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<td>Code 0134: 2005-07 Pol. ABS Brake Line, Kit C (VIN Required)</td>
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<td></td>
<td><strong>NOTE:</strong> All orders are subject to approval. You may not receive the total quantity of kits ordered due to parts availability. If this happens, please submit another order for the balance, following all order procedures indicated in the Service Bulletin. Fax orders to the warranty department: 414-343-8346. You must include VIN number, your dealer name, address and your dealer number.</td>
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<tr>
<td>94669</td>
<td>Code 0134: 2005-07 Pol. ABS Brake Line Retention Kit Only *</td>
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<td>*Required to perform each of the required services on all motorcycles.</td>
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**RECALL CODE 0134**

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**PLEASE USE PART NUMBERS**

**DO NOT USE FOR**

**CORRESPONDENCE**

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**F-1040**

---

**PLEASE USE PART NUMBERS**

**DO NOT USE FOR**

**CORRESPONDENCE**

---

**PRINTED IN U.S.A.**

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**HARLEY-DAVIDSON MOTOR COMPANY**

**P.O. BOX 594, MILWAUKEE, WI U.S.A 53201**

**PARTS & ACCESSORY ORDER**

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**M-1217A SAFETY RECALL CODE 0134**

---

**NAME _____________________________________________**

**ADDRESS __________________________________________**

**CITY/STATE/ZIP _____________________________________**

---

**FOR OFFICE USE ONLY**

**ACCT. 1744134**

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**PART TYPE**

**CODE**

**ORDER TYPE**

---

**RC**

---

**VEHICLE IDENTIFICATION NUMBER**

---

**DEALER ORDER**

**DATE**

**NO.**

---

**ORDER TYPE**

**WARRANTY CLAIM NO.**

---

**NOTE:** All orders are subject to approval. You may not receive the total quantity of kits ordered due to parts availability. If this happens, please submit another order for the balance, following all order procedures indicated in the Service Bulletin. Fax orders to the warranty department: 414-343-8346. You must include VIN number, your dealer name, address and your dealer number.

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**ALL ORDERS SUBJECT TO ACCEPTANCE AT MILWAUKEE, WI 53201**

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All goods covered by this order, including goods back-ordered, will be billed at prices current at the time of shipment. Goods are purchased for resale and delivery is made to purchaser F.O.B. factory, Milwaukee, Wisconsin or other point of origin. If accepted, this order as accepted shall be subject to availability of goods to seller for delivery to purchaser. Any delay in shipment shall not relieve purchaser of responsibility for his accepted order and seller shall not be liable for any loss or damage due to delay in shipment or failure to deliver. Any request for cancellation of this order or any part thereof must be received by seller prior to the date of shipment, and in case of reconsignment or return of goods to seller, purchaser shall pay the entire cost connected therewith, plus zero, ten or twenty-five percent of selling price, as determined by Company policy from time to time, as liquidated damages for loss of sale. Purchaser will be responsible for collection and payment of all Federal, State and local taxes that apply on the retail sales.