AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

No. M-748 May 18, 1979

1979 MODEL MISCELLANEOUS INFORMATION / 1200 AND 1340 CC

BATTERY CARRIER CLEARANCE

Some motorcycles produced from 12-15-78 through 2-26-79, Models FLH, FXE, FXS, FXEF with VIN range 41483-H9 through 52077-H9, may have insufficient clearance between the battery carrier and the lower front end of the fender. If you have new or recently sold motorcycles within this range, please check to see that the carrier does not contact the rear fender. The clearance should be at least 3/16 inch.

To correct this condition, install one flat washer, part No. 6107B on each side of the battery carrier rear rubber mount, part No. 62563-65. This should provide the necessary battery carrier clearance at the fender and for clearance between the battery vent tube and frame.

On FLH models, washers can similarly be installed at the front battery carrier rubber mount to obtain additional fender clearance.

HANDLEBAR CLAMP COVER SCREW

Some early 1979 FLH motorcycles produced before April 11, 1979 may have a loose fitting handlebar clamp cover 1/4-20 self-tapping screw, part No. 2764-W, because the right headlamp housing was supplied from the manufacturer with the screw hole oversize.

Production was changed to remedy this problem by temporarily supplying 5/16-24 self-tapping screws with the handlebar clamp cover in place of the 1/4-20 self-tapping screws, part No. 2764W. The headlamp housing screw holes were made larger for the new screw size. This will be done until the supplier can correct future shipments of headlamp housings. When setting up new 1979 motorcycles below VIN 2A 59479 H9, please check to see that both cover screws tighten securely. If a loose 1/4-20 screw is found, drill out both screw holes in the headlamp housing to 0.295 in. dia. (drill size M) or 0.296 in dia. (19/64) and install part No. 915 screws in place of the 2764W screws.

ROCKER ARM COVER STUD

Because of a temporary shortage of the short rocker arm cover studs, part No. 17508-66, long rocker arm cover studs, part No. 17506-66, with a 7/8 inch spacer were used in 2 locations on the cylinder head for a 2-day production run March 13 and 14, 1979.

When installing rocker arm covers on these engines, it will be necessary to reuse the special spacers or remove long stud with a vise grip and install the correct short stud, part No. 17508-66.

FLYWHEEL ASSEMBLY

Starting with production engines on March 14, 1979, Loctite RC-40 is being applied to the shaft tapers of the crankpin, sprocket shaft and pinion shaft to provide a more secure assembly. The possibility of the flywheel halves shifting on the tapers has been known to occur under extremely hard usage which puts a heavy torque load on the parts.

Engines with crankcase numbers 1479-073-118 or 179-086-024 and higher incorporate this change and are identified with a dab of red paint on the end of the crankpin.

To properly assemble flywheels using Loctite, put one drop of Loctite RC-40 on opposite sides of the tapers, 180° apart. Important! Tapers must be clean. Any residual dry Loctite must be removed from tapers, then use Harley-Davidson Safety Sovlent, Part No. 99631-77, for maximum bonding strength. Assemble the flywheels per

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usual procedure with 180-200 ft.-lbs. torque on the crankpin nut, 400 ft.-lbs. on the sprocket shaft nut and 170 ft.-lbs. on the gear shaft nut. True the assembly promptly and allow the Loctite to cure a minimum of 12 hours before running the engine.

When it is necessary to disassemble the flywheels, the flywheel area around the shaft taper should be heated to 450°F using a gas torch. *Do not overheat!* Loosen nut and strike shaft end with a copper hammer to free shaft.

Loctite RC-40 is available at industrial outlets such as bearing suppliers.

NOTE: Loctite RC-40 is recommended because it has a 3-hour partial cure time. Harley-Davidson Retaining Compound, Part No. 99628-77 *is not recommended* since it partially cures in 10 minutes and may not provide sufficient time to properly true the flywheels. The use of a primer is also *not recommended* since it shortens the cure time of the Loctite.

DISC BRAKE PADS

The disc brakes on a new motorcycle should be worn-in properly for a long and effective service life. On dealer initial road test, several hard stops from approximately 55 mph should be made with each brake separately to properly wear in the brake pad surface. Please note that this should be part of the new motorcycle setting up procedure and should be performed by the dealer before motorcycle delivery to the customer.

Please refer to Service Bulletin No. M-737 for further information on 1979 disc brakes.

HARLEY-DAVIDSON MOTOR CO., INC.

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
INITIAL HERE									