AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

M-779 May 23, 1980

REAR BRAKE CLEVIS ROD END / 1980 XL MODELS

Whenever performing initial setup or service work on a 1980 XL, XLS model, inspect brake stop bracket for correct bend. Bracket is welded to muffler and should form a 90° angle out from muffler. If the motorcycle should fall on its right side or the muffler and bracket should hit the curb, the brake stop bracket could be inadvertently bent. This bent bracket could then allow the brake pedal to travel past its stop and could result in distorting or bending of clevis rod end, Part No. 42445-80. Although the bend in the clevis rod end will not adversely affect the brake function, it could allow increased brake pedal free play. This condition would be quite evident because the brake pedal will travel further to apply the brake.

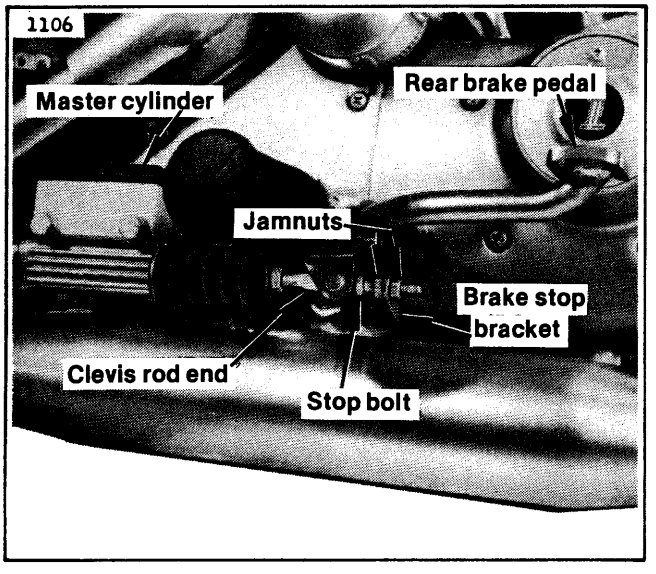

Figure 1. Rear Brake Pedal and Stop

See Figure 1.

1. First check the brake stop bracket which is welded to the muffler support bracket. It should form a 90° angle out to stop. If it is bent in either direction, tap with a ball peen hammer to straighten.

2. Check rear brake pedal adjustment. Work rear brake pedal back and forth by hand to determine the amount of free play before pushrod contacts piston in master cylinder. Free play measured at the pushrod should be approximately 1/16 inch.

3. If free play is excessive, inspect the clevis rod end, Part No. 42445-80, for signs of distortion. If it is bent at the end, replace it.

4. If free play is incorrect, loosen jamnut and turn adjusting screw in (clockwise) to increase free play, or out (counterclockwise) to decrease free play. When proper free play is achieved, apply Harley-Davidson Lock 'n Seal, Part No. 99625-77, to threads, then tighten jamnut to 12 to 15 ft-lbs torque while holding screw in position.

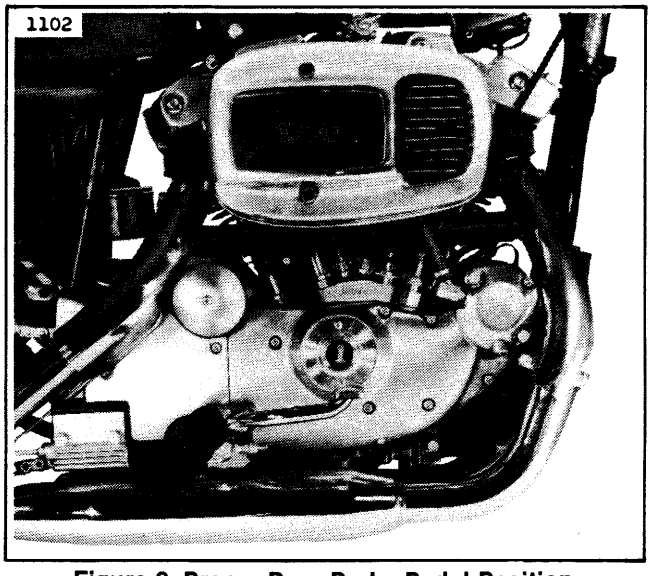

Figure 2. Proper Rear Brake Pedal Position

See Figure 2.

5. When properly adjusted, the brake pedal should be parallel to the ground when bottomed against brake pedal stop.

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									