

TECH TIPS #19

6/90

CLUTCH RELEASE:
BEARING
PROBLEMS

Oil level is most important. The procedure in Service Bulletin # M-991 for filling the transmission should be followed to the letter. This includes all 5 speed transmissions from 1987 to present. If the bearing is subjected to severe duty and release bearings continue to fail please try the following repair.

- * Remove the transmission end cover and disconnect the clutch cable at the ball ramp assembly. Place spring (part# 33201-79) over the cable and re-attach the clutch cable to the ball ramp assembly. This will insure complete return of the ball ramp assembly and reduce the potential for release bearing failure. If this repair is used you will not need to remove the anti-rattle block at the clutch lever.

CLUTCH PLATES:

The cork clutch plates (37910-90) will be phased out. The paper clutch plates (37911-90) will be installed in all production vehicles shortly. This does not mean you should replace cork plates in all vehicles, but that paper plates will be the only plates available. They seem to work better in extreme conditions and one plate material will reduce dealer inventory requirements. Remember when installing paper plates you must also replace the steel plates. Paper plates require steel plates with a smooth surface finish. You can order the kit part # 37971-90 which will include both the paper and the steel plates.

BREATHER GEAR:
1340's

In the not to distant future (around 7/30) we will be making available a new improved breather gear (part number 25311-90). This gear will substantially reduce the potential for oil carry-over resulting from high rpm operation. Keep in mind though, that this is no substitute or quick fix. You must still follow a good diagnostic procedure to determine the real cause for the oil carry-over. This new gear is not to be used in pre wet clutch vehicles!

PINION GEAR:
NUT (XL and
1340)

With the introduction of the one piece, right hand flywheel, the pinion shaft no longer has a taper. Instead the oil pump drive gear, spacer and the pinion gear depend on clamp load to remain in position. The "T" key aligns the pinion for timing. It is important that if you remove the pinion nut for any reason that you Loctite the nut back on with Loctite #262. Correct torque is imperative (35 to 45 ft lbs)

CLICK, CLICK,
CLICK

1990 intermittent starter problems, may not be the starter motor. It may be a problem in the jack shaft assembly. The snap ring in the coupler may have become dislodged or the primary jack shaft seal could be interfering with the jack shaft movement. Remember that this is a floating assembly, so you'll see a lot of freedom of movement. Do not try to remove this wobble by applying more torque to the retaining fastener. The correct torque is critical, 7 to 9 ft.lbs.

S-100 MAG:
CLEANER

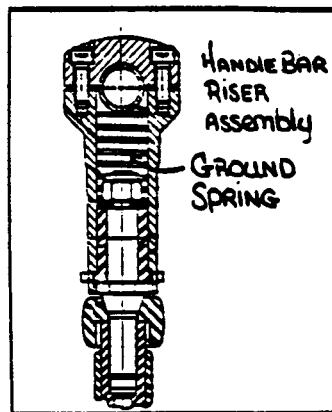
Do not leave the Mag Cleaner on the Mag for extended periods of time. It will stain the aluminum.

WHEEL BEARING:
GREASE

You can now get it through P&A. 16oz. can is part number 99855-89

FXSTS:
HANDLEBAR
GROUND
SPRING

On 1/90 we started installing a spring inside the riser to establish a better ground. Because of the way we rubber mount the risers we experienced a ground condition that affected turn signal function. Should you experience a similar situation with vehicles (FXSTS) built before 1/90 please install this spring. Part number 46059-90.



NOTE: Other vehicles can have a similar condition with their turn signals if, during Pre-delivery and set-up, you re-use the star washer that holds the turn signals on. The cutting edges of the star washer may not cut through the paint on the handlebars. We provide you with a new star washer so please use it.

INFORMATION:
ABOUT A PART

The right side clutch push rod end part # 37089-84 is going obsolete when stock is used up. The new part # will be 37069-90 this will include an oil slinger.

41mm FRONT FORK:
CLUNK

The vehicle hits a bump. The front end absorbs the jolt. As it returns to its normal position, you hear a loud clunk. The oil level is uncovering the dampner tube and allowing it to suck air. Then the dampner can bottom out on the lower bushing. Whats wrong? You have got to add more fork oil. If you were to drain and service the forks you should be adding 11.5 oz. of fork oil to refill.

VALVE STEM:

Dice or Eight Ball decorative valve stem caps, or any other type of valve stem cap that is not stock could cause stem tear and rapid deflation of the tire. The combination of added weight and centrifugal force causes the stem to lean toward the caliper. The decorative cap being larger than normal may make contact with the caliper at high road speeds. The Service Department recommend that you do not use these decorative valve stem caps on our vehicles. Should you see that your customer has them on his or her vehicle, advise them that this condition could develop.

CRANKCASES:
1340

The left hand crankcase has changed per Service Bulletin M-992. Just a reminder, do not remove the Timken bearing race snap ring. It will damage the bore.

1340 C.V.:
CARB

Carb float level, set it between .750 and .770
This will improve the needle to seat pressure.

90 ACCESSORIES:
CATALOG

On page 19, part number 91718-89, talks about the Convertible Saddlebags. It states that this kit will fit 1982 to 1990 FXR vehicles. That is not true. The Convertible Saddlebag kit will only fit 1987 and later FXR vehicles.

STARTER MOTOR:
PROBLEM

Starter Motor engages while running down the road causing the starter motor to over heat. We have found that the most likely cause of this condition is the starter button, not the relay or the starter motor. Replace the switch assembly.

STARTER BIND:
1989 JACK SHAFTS

If you experience starting problems, try reducing the jack shaft mounting bolt torque to 36 inch lbs. applying 242 Loctite to the threads. This will provide some added freedom from the binding condition. Should the problem persist you can order the 1990 jack shaft kit, part # 31487-90. This is a floating assembly and will provide the additional freedom necessary to correct the problem. This kit will retro to 1989.