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**– January 1993 –
#33**

TECHNICAL TIPS # 33

JANUARY 1993

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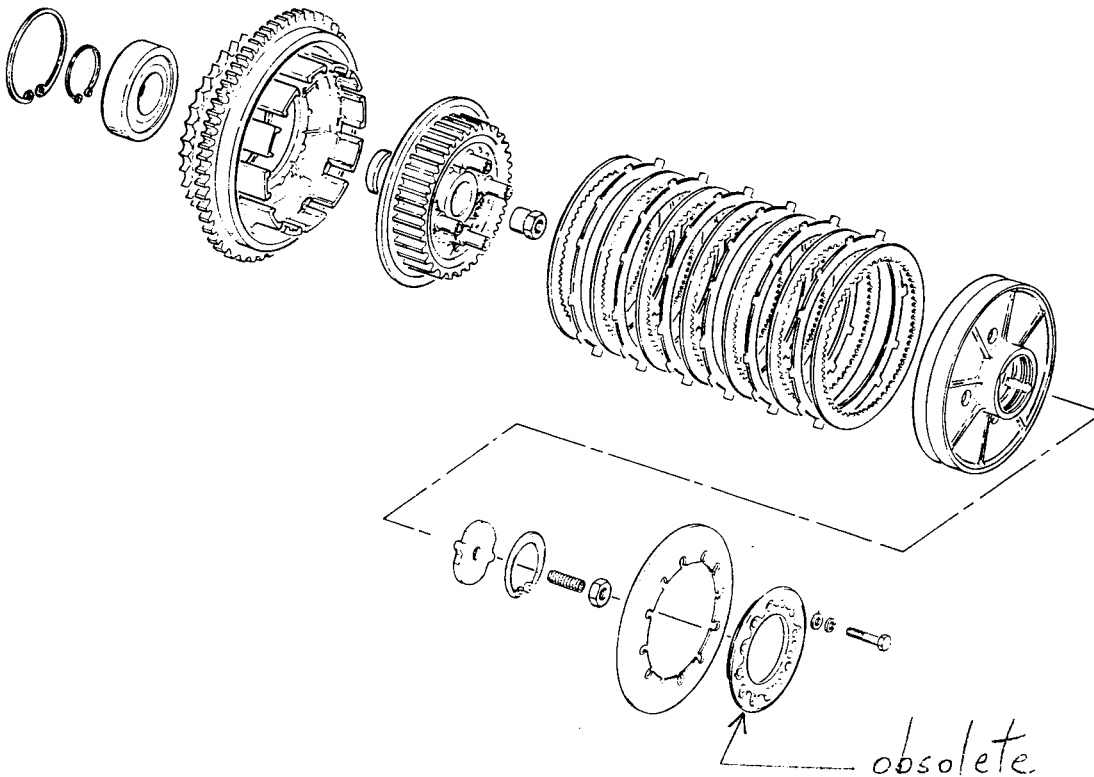
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** ALL MODELS **

SERVICE PARTS FOR EARLIER 1340 CLUTCHES

There have been some changes in the availability of repair parts for the clutches used on 1340 models from 1984 1/2 to 1989. The adjuster plate, part number 37902-82 has been obsoleted and replaced with a kit. Part number, 37902-86B, this kit contains a new adjuster plate, 37902-89 and washers, 6069, which permit adjustment of the diaphragm spring pressure as with the earlier style of plate.



LACED WHEEL ASSEMBLIES

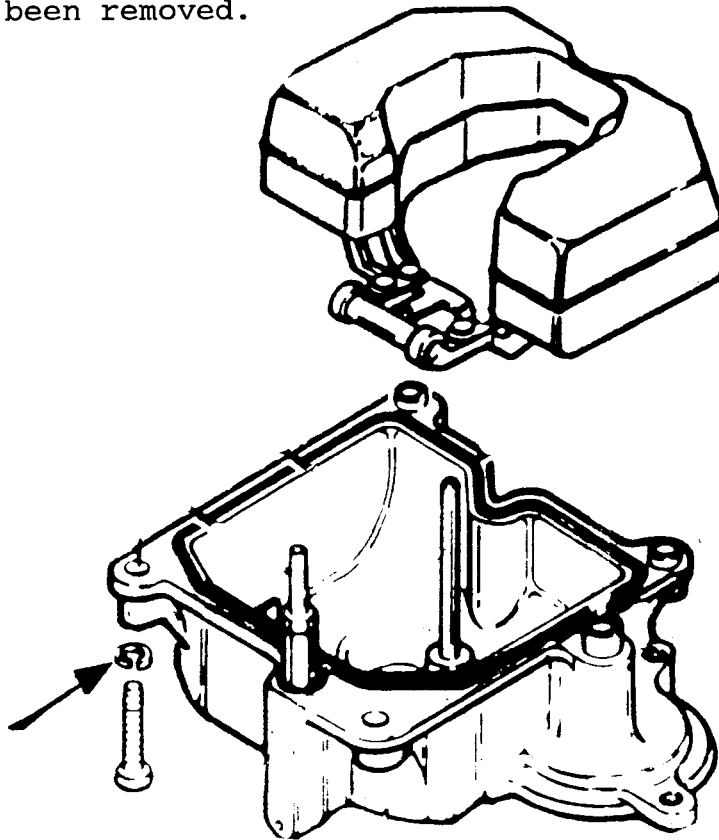
Your dealership is uncrating and setting up some new motorcycles for delivery when someone notices that the tire manufacturer's balance mark on the tire is not lined up with the wheel's valve stem!

Is the tire installed incorrectly?!?

Not to worry! During production tire mounting, the tire's mark is aligned with the portion of rim where the maximum radial run-out is present. This minimizes the amount of wheel weights needed during the balancing process.

REPLACEMENT CARBURETOR PARTS

Replacement screws for carburetor float bowls can be ordered in packages of four, using part number; 27579-88A. The replacement screws will NO LONGER have the captive lockwashers that were used previously. Testing has shown that the lockwashers were not necessary and they have been removed.



** XL MODELS **

4 SPEED TRANSMISSION UPDATE KIT

A transmission kit for 4-speed Sportster models is now available through Parts & Accessories. The kit, part number 35613-84B, can be retrofit to all Sportster models 1984 1/2 (alternator equipped) through 1990.

The kit consists of a countershaft, endplay washers and four transmission gears; mainshaft 2nd & 3rd gears and countershaft 2nd & 3rd gears.

The countershaft has been radiused for increased strength. The endplay washers were changed to be compatible with the countershaft improvements. A change in materials was made to the four transmission gears.

We recommend the use of these components when servicing or rebuilding XL transmissions to maximize service life and improve customer satisfaction.

** FL MODELS **

SOUND SYSTEM SERVICING

During sound system servicing, use extreme caution when disconnecting the console control pod from the DIN extension cable at the 7-pin DIN connector. This is located under the seat on 1993 Ultras. If the extension cable side of the connector comes in momentary contact with the main circuit breaker or positive battery terminal, radio chassis amplifier damage will occur.

** MISCELLANEOUS **

Technician Tip - Kirkland, Washington

Service Technician, Mike McKeown, from Eastside Harley-Davidson, has found an easy way to ensure consistency when installing Evolution cylinder heads.

Mike fashioned a small template from plastic. The template gives a consistent positioning of the reference marks needed for the final 90 degree turning of the cylinder head bolts.

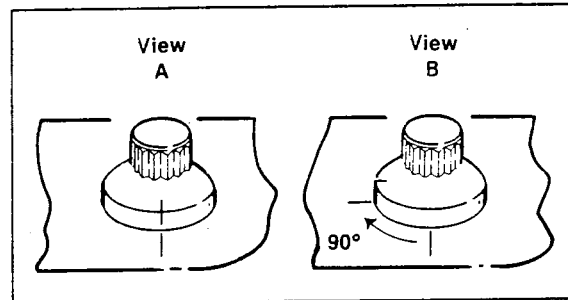
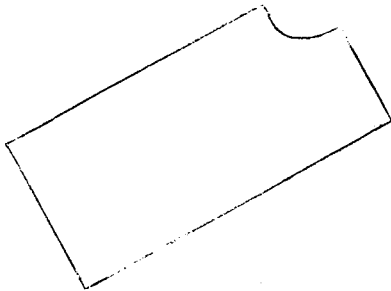


Figure 3-25. Tightening Head Screws

SERVICE LITERATURE UPDATES

The 1993 Pre-delivery and Set-up Manual, on page 2-15 indicates that FLT/FLHT ENGINE oil level should be checked with the motorcycle in an upright position.

1993 FLT and FLTHC models should actually have the engine oil checked while the vehicle is ON THE SIDESTAND.

The 1993 FLT Service and Owner's Manuals both correctly indicate the procedure of sidestand checking of the engine oil level.

NOTE: Sidecar equipped vehicles may indicate a new "full" level which is approximately 1/2 inch above the original mark.

** MISCELLANEOUS **

SERVICE LITERATURE UPDATES

The 1993 1340 Parts Catalog does not give the part number for the combination ty-rop/ T-stud clip that secures the cruise control cable to the underside of the frame's backbone. It is part number 10133. Early production parts were brown in color, replacement parts are black. If the customer wishes, early brown pieces can be replaced with black, under warranty.

Please note the changes to these publications in your Service and Parts Departments.

CUSTOMER SERVICE SUPPORT STAFF

Some of you may already be aware of the recent change in the Dealer/Distributor Service Support Staff. John Stark is now applying his 21 years of Harley-Davidson Service experience to an issue that is near and dear to all of us - "Why do technicians leave my dealership and where do I get a quality replacement?" We hear regularly from the DAC about technician turnover and finding replacements. John will be working with Herb Aston, Director of Training, to really understand what is happening, why, and develop an action plan.

Ron Plender will be leading the "Service Support" area. Many of you know Ron from his past years of involvement in all phases of the Service Department.

I'm sure you will join me in wishing both John and Ron well in their new assignments.



Ronald Hutchinson
Vice President,
Customer Service