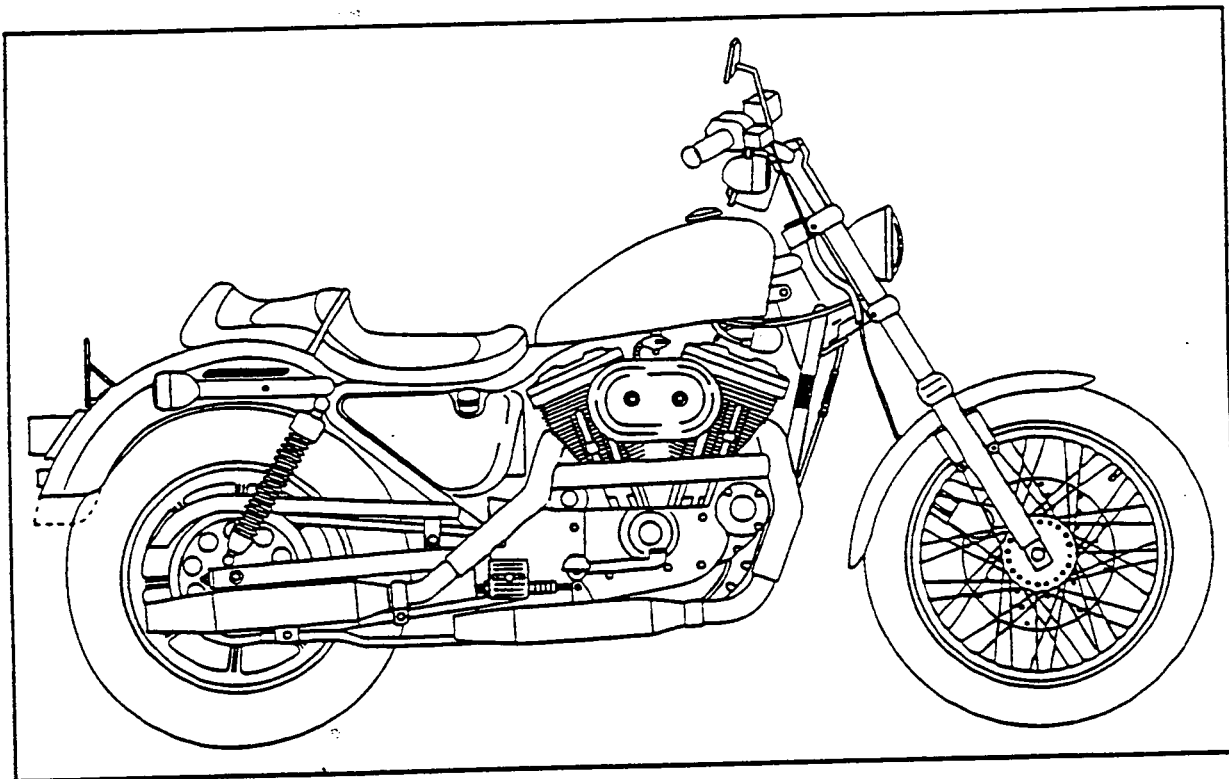


TECHNICAL

TIPS

April 1996
TT#45



TECH TIPS #45

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TECHNICAL TIPS #45

APRIL 1996

** 1340 cc MODELS **

1996 FLHT FAIRING

Just in case you haven't heard, removal of the new outer fairing on the FLHT model is a technician's dream come true. Just remove seven screws and lift it off for easy access to everything in a matter of minutes. When installing the fairing, remember, the fastener torque specification is low only 10-13 in./lb. on the three below the windshield and 45-55 in./lbs. on the four inner fasteners. If any of the four threaded inserts come loose you can secure them by allowing "super glue" to wick around the insert O.D. or pull it out and replace it. The replacement insert part number is p.n. 16585-96.

FLHT OIL PRESSURE INDICATORS

Oil pressure sending unit wires on FLHT models built from February 7th through the 12th, 1996. (VIN: TY612544 to TY613052) may have missed the shrink tube insulation on the ring terminals. If this insulation is missing and the ring terminals touch, the oil pressure gauge will give an erroneous, high reading and the indicator may glow. Use part number 72249-94 shrink tube for the repair.

ROAD KING SPEEDOMETERS

There is a new speedometer part number, 67268-95A, for the 1995 and later FLHR. When used on 1995 models, remove the green/red wire and socket from the speedometer connector (20B) and insert seal pin, p.n. 72195-94. This will eliminate energizing the "pursuit" indicator.

EFI SYSTEM DIAGNOSIS

There should be an addition to the 1995-96 FLT Service Manual, part number 99483-96, page 9-72, Code 56. Follow the YES path to the third box which says - "Disconnect CMP Sensor Connector (14) and Check Voltage on Connector (14B) Terminal A (Pos.), Terminal C (Neg.). Does 5v Exist?"

Add the following note to the top of the third box - Reconnect Fuel Pump Relay.

Whenever you check a fuel injected vehicle for a trouble code or a drivability complaint it would be helpful to connect the Scanalyzer and write down the Data Monitor Menu information while the vehicle is at a hot idle. Hot idle is defined to be an ET value of 284 degrees F. You could have a problem without a trouble code so this data will be helpful to your diagnostics. Look for erratic readings or unusual readings while the condition is occurring, particularly the two temperature readings and the Baro. reading. If the readings do not relate to your conditions, or if they are erratic, the Scanalyzer may be identifying a poor connection, damaged wire or a faulty sensor. The Engine Management Performance Sheet, following this page, should be helpful to you and would be required information before considering part replacement.

ROAD KING FUEL GAUGE

There are two resistance checks that will help you to determine if a Road King fuel gauge is faulty. Disconnect the gauge, remove the bulb and check resistance:

441 +/- 20 ohms between the "S" and "G" studs

102 +/- 5 ohms between the "S" and "I" studs

ELECTRONIC SPEEDOMETERS

Warmer weather will bring some motorcycles out of storage with a black spot in the odometer display. Apparently, the cold temperatures cause this. Running the vehicle in warmer temperatures will cause the spot to disappear.

**** MISCELLANEOUS ****

KEEPIN' IT LUBED

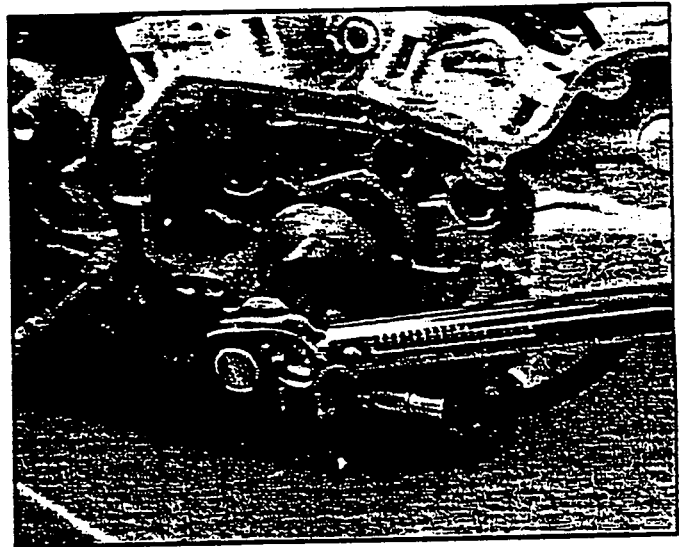
The Service Department from **Wilkins H-D** in **Barre, VT** has forwarded several lubrication ideas to *Tech Tips*.

Older mirrors sometimes get wobbly due to rust build-up on the pivot ball. Loosening the screws and spray WD-40 into the pivot and rock the mirror for a minute or so, then retighten the screws!

During required service intervals, footpegs, floorboards and hinges are first washed clean with a spraying of WD-40. Then a thin coating of H-D chain lube, p.n. 99865-81A, (C'mon you've still got some cans laying around), is applied. The chain lube thickens and doesn't wash out as easily between applications.

CRANKSHAFT LOCKING TOOL

A new service tool has been released for torquing of the pinion shaft nut on Sportsters. This tool keeps the crankshaft from rotating while the pinion nut is being torqued. Part number HD-41506, the tool can be used on all XL 5 speed models 1991 and later.



SEAT WASHERS

Sonny, from **Minor's H-D** in **Cape Girardeau, MO.**, got tired of losing the thin plastic seat washers. So during Pre-delivery & Set-up he Super Glues the washer to the underside of the chrome seat bracket.

**** MISCELLANEOUS ****

GETTIN' THROUGH TO TECH SERVICE

Daytona '96 is now history and the start of the 1996 riding season is upon us. Let us take a moment to give you some tips on getting a quick response from the Tech Service Staff.

1. All out of warranty considerations (i.e. policy adjustments) should be faxed in to the department. This will save you time from either repeated calling or waiting for someone to call you back.
2. Calls for a specific question on a particular model should be directed to the person that is responsible for that model. See T.T. #37 blue pages.
3. If you need literature such as Tech Tips or Service Bulletins, they can be obtained by using the "Fax On Demand" system. This system was introduced at the Dealer Show in San Diego last year. It is free to the dealer but does require you to fill out the form that was in Tech Tips #44.
4. It would also be a good time to review your service bulletins for the last 3-4 years. A large percentage of the calls we get from technicians is for information that is contained in these recent bulletins. It might not be a bad idea to look over Tech Tips issues for the same time period. Also you may want to ask your parts department for copies of their Genuine P&A News. This contains information about new product updates and availability along with service parts book updates.
5. The hours of operation for the service department are from 7:00a.m. to 4:30p.m. CST. They take lunch in shifts from 11:30a.m. till 12:30p.m. CST. So if you call during this time period you might not get through immediately. We have heard rumors that some folks out there do not like to leave messages on phonemail. Well, it's the high tech 90's and we do communicate more than ever before. Phonemail is offered as a convenience to you to use. Why runn back and forth to the phone making calls when all you have to do is leave a message and we will call you back as soon as we can.

The above suggestions are offered to help you work more efficiently and effectively. Hopefully reducing the stress incurred by trying to call us and getting a busy signal. Remembering the more people that are faxing in policy adjustments the more available we will be to answer technical questions and resolve problems in the field.