

REAR FORK BEARING ADJUSTMENT / SPORTSTER

The rear fork bearing, left-side lock nut, part No. 47514-52, is staked in 3 places to prevent it from backing out and causing bearing looseness. This nut and the right-side lock nut, part No. 47515-52, control the bearing preload, which must be held at 1 to 2 pounds preload to insure stable motorcycle handling.

A certain number of 1972 Sportster model XLH and XLCH motorcycles were produced between November 1, 1971 and March 29, 1972 on which the rear fork bearing lock nut staking operation was omitted.

Because bearing looseness could occur on any or all of these motorcycles, causing unstable handling and possible loss of operator control, we have declared this to be a safety defect.

In compliance with the National Motor Vehicle Safety laws, which apply whenever a safety hazard exists, we are required to have you remove the rear fork, check the rear fork bearing adjustment, and stake the lock nut on all Sportster motorcycles within the following range of numbers:

VIN 3A or 4A 18748 H2 to 33040 H2

A list of registered owners and a list of undelivered vehicles involved in this campaign, which have been shipped to your dealership, are included with this bulletin.

The rear fork bearing adjustment must be serviced according to the procedure in this bulletin on all vehicles listed.

In approximately one week we will begin notifying all registered owners of affected vehicles in your dealership to contact you for this service. A copy of the letter to the customer is enclosed for your information.

Each letter to the owners will include special service card No. 015 which must be completed, signed by the customer and you, the dealer, at time service is performed. A sample, and extra service cards to use for undelivered motorcycles are enclosed with this bulletin.

Immediately after service is performed, return completed cards No. 015 in an envelope to Harley-Davidson Motor Co., Inc., Attention: Service Department, Milwaukee, Wisconsin 53201.

You will receive \$7.00 credit for labor and handling per vehicle for each properly completed service card returned. Do not submit warranty claim form.

HARLEY-DAVIDSON MOTOR CO., INC.

INSTRUCTIONS FOR SERVICING REAR FORK BEARING

Block up motorcycle with rear wheel raised off floor.

Remove kick starter crank and return spring.

Remove rear exhaust pipe and muffler.

Remove brake rod adjusting nut.

Remove stoplight switch from rear fork (leave wires attached).

Disconnect rear chain at master link.

Remove rear axle nut, axle and rear wheel.

Remove left and right shock absorbers from upper and lower mounting studs.

Remove brake pedal spring from anchor pin and remove brake pedal and spring.

Loosen rear chain oiler nut and swing tube forward out of way.

Position chain away from crossover shaft right side and push cross-over shaft and brake rod out from left side.

Remove lock for rear fork arm right side bearing lock nut, and remove pivot bolt and lock-washer.

Loosen rear fork bearing locknut on right side and remove rear fork.

Place fork in vise with left side up.

Using a punch, turn left side bearing locknut inward until bearing shield on other end is flush with inside surface of fork ear.

Stake nut in 3 places to lock securely in place.

Reinstall rear fork (be sure left side nut registers in crankcase slot), and weigh with spring scale before tightening right side bearing race nut.

Tighten nut until 1 to 2 pounds bearing preload is attained. Reinstall bearing nut lock and screw.

Install the following parts including: brake pedal, pedal spring, left and right shock absorbers (apply oil to rubber bushings to ease assembly), rear wheel, axle and axle nut.

Move chain oiler tube into correct position and tighten nut.

Reconnect rear chain, tighten axle and check chain slack—adjust if necessary for 1/2 to 3/4 inch movement.

Install rear brake rod, adjust rear brake and stoplight switch.

Install rear exhaust pipe and muffler.

Install kick starter crank and return spring.