

FRONT FENDER MOUNTING / 1975 TO EARLY 1980 FL MODELS

The front fender mounting bolts on 1975 to Early 1980 FL, FLH, FLHS models can loosen after extended vehicle use. (See Figure 1.) If undetected, the loosening could result in bolt loss or failure which could allow the fender to contact the tire. During operation, this could cause the tire to skid and the motorcycle operator to lose control.

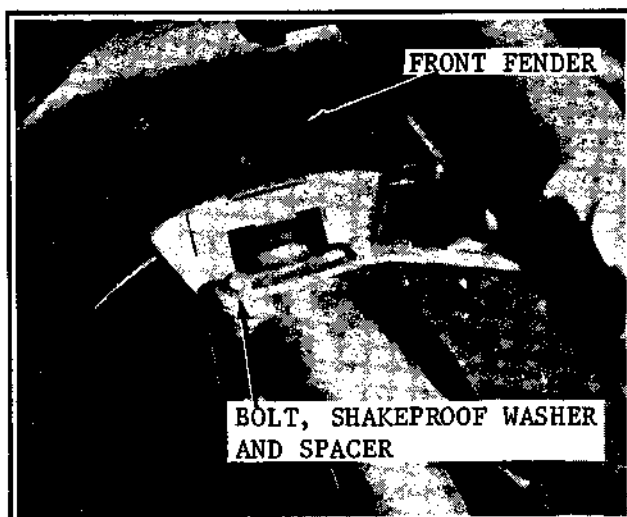


FIGURE 1. OLD STYLE FRONT FENDER MOUNTING.

As noted in Service Letter No. ML-136, we have decided to declare this a safety defect and we are recalling all potentially affected vehicles in compliance with the National Traffic and Motor Vehicle Safety Act. All following potentially affected 1975 to Early 1980 vehicles within VIN range 10000-H5 to 31341-J0 must be remedied as soon as possible by installing the special Code 045 Service Kit, Part No. 93316.

MODEL	VIN PREFEX
FL-1200	1A
FLH-1200	2A
FLHS-1200	7E
1979 CLASSIC,	
FLH-80	3G
1980 CLASSIC	3H
FLHS-80	5H
FL-80	6H
FLH-1200 POLICE	7H
FLH-1200 SHRINE	8H
FLH-80 POLICE	9H
FLH-80 SHRINE	1K

NOTE: There are some vehicles within this VIN range that have already been repaired at York. Each repaired vehicle has been marked on the fender brace to show that it has already been repaired. They are easily recognizable by the yellow colored front bumper bracket and slider mounting bolts. All other vehicles within this VIN range must be repaired even if they have new style fender brackets. The Front Fender Kit includes the latest, improved parts and must be installed on all vehicles within the affected VIN range.

To take care of your immediate requirements, we will ship an initial quantity of Front Fender Bracket Kits, Part No. 93316, no charge, transportation prepaid, when they are available - approximately January 28, 1980. There is another special Kit available which contains 4 shorter fender mounting bolts for servicing fenders without front

bumpers. This Kit must be ordered separately under Part No. 93319. Order Kits on the enclosed special blue Warranty Code 045 Parts and Accessories order form.

The quantity of 93316 Kits shipped to you is just a part of your expected requirements. You must order additional Kits to service the balance of motorcycles shipped to your Dealership and any additional vehicles you may remedy.

Please determine the balance of Kits you will require, both the 93316 and the 93319, and order them immediately using the enclosed special blue Warranty Code 045 Parts and Accessory Order Form. These additional Kits will be shipped no charge, transportation prepaid.

The no-charge shipment portion of this program will expire on March 15, 1981. After that date, any Kits ordered or any Kits shipped but not used will be charged to your account as a normal parts order item and you will receive parts and labor credit after the properly completed Code 045 Dealer Service Card is returned.

Instructions for installation are listed at the end of this Bulletin and also on the Instruction Sheet included with each 93316 Kit.

Registered owners of record are being notified by mail to contact you to arrange to have this service performed at no charge to them. (See enclosed letter.) Each registered owner letter will include a Dealer Service Card 045, which must be completed, dated, and signed by both the customer and the Dealer.

You are usually supplied with complete lists of registered owners and any unregistered vehicles delivered to your Dealership which are involved in this campaign. Due to the length of production time covered by this recall, you will receive lists for 1979 and 1980 only. You will not be supplied lists for the years 1975 through 1978 but we will notify the latest registered owners of

record for that period. It is your responsibility to perform the required service on all affected vehicles including those which you did not sell originally or do not appear on your lists. All affected vehicles must be serviced. We are including sufficient blank Dealer Service Cards for those vehicles. Additional cards are available through the Service Department.

IMPORTANT:

If any motorcycles within the affected VIN range have been sold by you, we request that you contact the purchasers immediately, warn them of the safety recall, and make arrangements for installation of the special Front Fender Bracket Kit as soon as possible.

After servicing each motorcycle, be sure to completely fill out the Special Dealer Service Card provided. Fill in your Dealer Account Number, the Service Code (in this case 045), the Vehicle Identification Number (VIN), and your Dealership name and address plus the owner information if it is blank. Then mark the letter box with the letter "C" and the quantity box with the number "1". The Card must be signed by both the customer and you. Return all properly completed Dealer Service Cards to Harley-Davidson Motor Co., Inc. There is no need to return parts for this campaign, but all replaced fender braces should be destroyed.

Upon receipt of a properly completed Dealer Service Card, your account will be credited 1.0 hour for labor and paper processing for each motorcycle serviced.

NOTE: Any existing Dealer stock of FL front fenders and bumpers must be used for 1974 and earlier FL models only. Replacement parts for 1975 and later FL models are available from Parts & Accessories under the following part numbers:

PART NO. NAME

3476 BOLT, 5/16-18 x 1-1/8
long (4) (W/BUMPER)

3477 BOLT, 5/16-18 x 1-1/4
long (4) (W/O BUMPER)

59000-58G FRONT FENDER, prime (1975-
1978 FL models)

59101-79A FRONT FENDER, prime (1979 &
LATER FL models)

91075-68B FRONT BUMPER W/FITTINGS
(1975 & LATER FL models)

INSTRUCTIONS FOR REPLACING PARTS

Prepare your bench area with carpeting or foam padding to protect the paint finish while you work on the fenders. Be sure to take note of any flaws on the fender before you begin work so you will not be blamed for them later. Take extra care with Classic fenders or fenders with 2 or more coatings of paint. The paint could be marred if you are not extremely careful.

CAUTION: FENDERS WITH ACCESSORIES OTHER THAN THOSE OFFERED BY HARLEY-DAVIDSON CANNOT BE REINSTALLED UNLESS THE UNAUTHORIZED ACCESSORIES ARE FIRST REMOVED. NO FLAGPOLE HOLDERS, ETC. CAN BE INSTALLED. PLEASE EXPLAIN THIS TO YOUR CUSTOMER WHEN HE BRINGS HIS VEHICLE IN AND RETURN ALL UNAUTHORIZED ACCESSORIES -TO HIM SEPARATELY FOLLOWING COMPLETION OF SERVICE.

SPECIAL NOTE:

ONLY PRODUCTION EQUIPPED MOTORCYCLES QUALIFY FOR THIS RECALL. ALL VEHICLES WITH MODIFIED OR MISSING FRONT FENDERS, SUCH AS CHOPPERS OR WIDE GLIDES, ARE NOT INCLUDED.

CAUTION: DO NOT OPERATE THE FRONT BRAKE LEVER WHEN THE FRONT WHEEL IS REMOVED BECAUSE THE BRAKE

CALIPER PISTON MAY BE FORCED OUT OF THE BORE, REQUIRING DISASSEMBLY OF THE BRAKE SYSTEM TO GET IT PROPERLY RESEATED.

1. Raise the front wheel and support the vehicle.
2. Remove the front wheel with the brake disc intact. (See "Wheels" Section of 1978½ FL, FX Service Manual.)
3. Remove the fender from the fork sliders. NOTE: If you tap the fender mounting bolt heads with a drift and a ball-peen hammer, they may be easier to remove from the fork sliders. Lift fender up and out of mounting being careful not to scratch the fender paint.
4. Put fender aside.
5. Chase threads in fork sliders with a 5/16-18 bottoming tap to a minimum depth of .75 inch. Tap depth can be controlled by wrapping a piece of wire on the tap thread at the required length.

NOTE: In some cases, the bolt head may be broken. In these instances, carefully drill out the bolt and use "E-Z OUT" screw extractor. Then chase the threads as specified in Instruction Number 5.

Blow out all chips or residue, clean with safety solvent and blow dry.

The forks are now ready for fender reinstallation.

IMPORTANT NOTE:

The 93316 Kit includes a reinforced front bumper bracket, (yellow in color), three washers (1/4) and three locknuts (1/4-20) to replace the front bumper bracket and hardware used on 1977 and Later bumpers only. There is no need to replace the bumper bracket on pre-1977 bumpers.

6. If front bumper is used, remove it from the fender.
7. Carefully inspect all bumpers for cracked tubes and/or mounting brackets - especially around drain holes and bolt clearance holes. Replace the entire front bumper assembly if cracked. On 1977 and later bumper assemblies, replace using the new front bumper bracket (yellow in color) and hardware from Kit. If an entire new bumper assembly is required, replace it free of charge to the customer and file a regular Warranty Claim for the parts credit. **MAKE SURE TO CHECK THE MOUNTING HARDWARE USED TO HOLD THE FRONT FENDER TIP ON 1977 & LATER VEHICLES ONLY.** It should consist of a Tee Bolt, Part No. 91091-61; a Locknut, Part No. 7686; and a Washer, Part No. 6703. Change the mounting hardware if the Tee bolt is damaged.
8. Place the fender on a padded surface and support it from the inside. For example, place over the padded corner of a work bench.
9. Visually locate center of rivet head and mark. Place center punch on mark on rivet head and strike with a hammer. This will leave a punch mark in the center of the rivet head.
10. Using a 1/8 inch drill bit, enlarge the punch mark in each rivet. Be very careful not to damage the paint finish during drilling.
11. Use a 1/4 inch drill bit to drill off the head of each rivet. Use a drift to punch the rivet out of the fender if there is some resistance when removing the bracket.
12. Turn the fender over and repeat steps 9, 10 and 11.
13. Use the new fender bracket as a template. Hold the bracket on the inside of the fender and line up the holes. First, carefully drill one end hole to 17/64 diameter and insert one screw and nut. Then drill the other end hole and add another screw and nut. With the

bracket firmly in place, drill out the remaining three holes. Using the bracket as a guide, you are assured of a true fit.

14. When installing new brackets from Kit on inside wall of fender, note that the left side bracket has a special tab for properly routing the brake line. Insert screw through fender and bracket from outside, apply Loctite (Red grade, Part No. 99626-77) to screw thread, attach nuts and torque each of the five nuts on each bracket to 60 in-lbs torque. (See Figure 2.) The use of a lower strength Loctite can result in loosening of the nuts.

IMPORTANT:

Hold the screw head stationary while torquing the nut to prevent gouging of the fender paint under the screw head. (See Figure 2.)

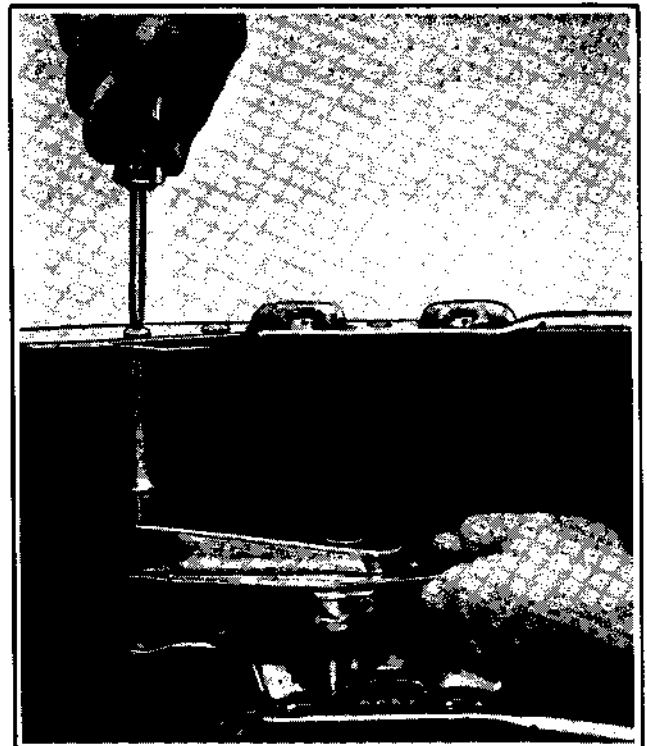


FIGURE 2. PROPER TORQUE METHOD FOR BRACKET MOUNTING SCREWS.

15. If bumper is used, reattach to the front fender and finger tighten nuts only. If 1977 & Later bumper, remember to use the new yellow front

bumper bracket and hardware from Kit. **DO NOT** tighten or torque until all other bumper attachments are in position to prevent preloading of the bumper assembly. (See Figure 3.)

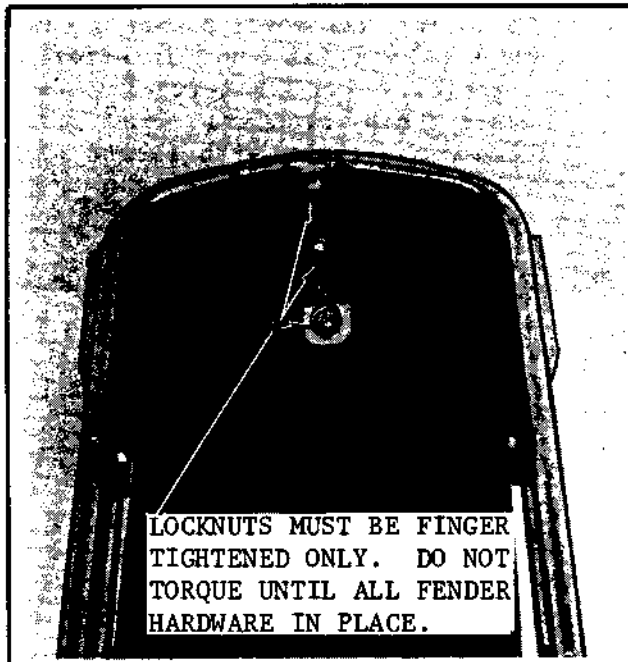


FIGURE 3. FRONT BUMPER MOUNTING
1977 AND LATER MODELS.

16. Carefully slide fender between fork sliders. If you are installing a fender without a bumper, be sure to use the shorter yellow colored bolts, Part No. 3476 (5/16-18 x 1-1/8 long) provided in Kit 93319. If you use the longer bolts provided in Fender Kit 93316, they will bottom out in the fork sliders resulting in a loose mounting. Use the longer yellow colored bolts, Part No. 3477 (5/16-18 x 1-1/4 long) for fenders with bumpers attached.
17. Take proper yellow colored bolt, insert through lock plate, bumper (if applicable) and fender brace into fork sliders. (See Figure 4.)

NOTE: The spacer previously used in this mounting is now welded to the inside of the bracket.

18. First, tighten bottom and top front bumper mounting locknuts to 50 in-lbs torque. Then tighten center

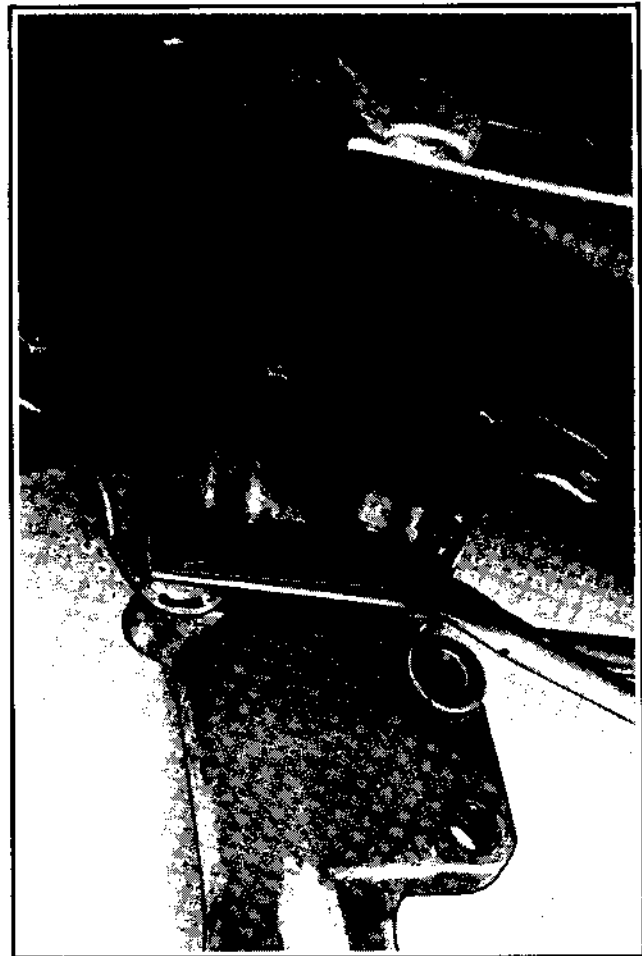


FIGURE 4. PROPER PARTS STACKUP.

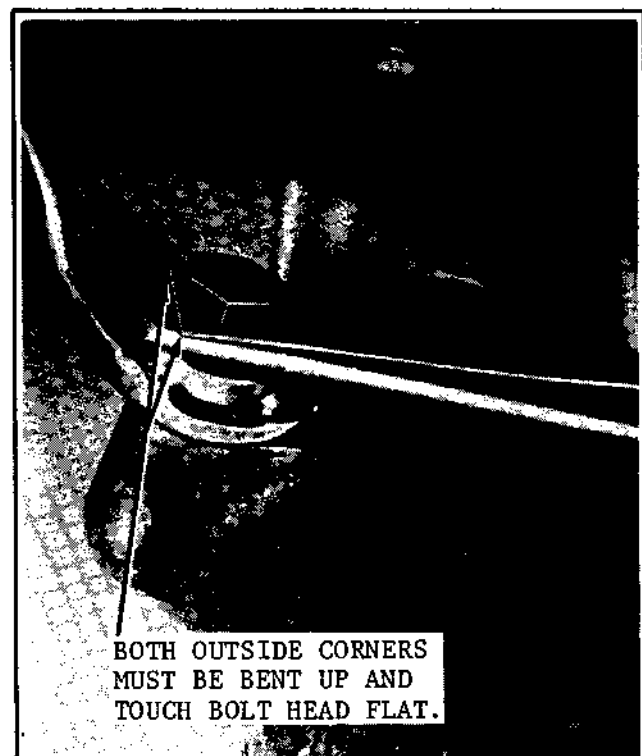


FIGURE 5. FENDER BRACKET MOUNTING
LOCK PLATE.

locknut just until it seats against bracket. DO NOT OVERTIGHTEN!

19. After the front bumper hardware is secure, then torque four yellow colored fender mounting bolts to 20 ft-lbs torque. After torquing, bend both outside end corners of lock plate in to touch the flat of each bolt head. (See Figure 5.)
20. Reinstall front wheel. Align the brake pads while installing so the brake disc goes between the pads. Tighten axle nut to 50 ft-lbs torque. Secure two slider cap nuts and torque to 11 ft-lbs torque. (See "Wheels" Section of 1978½ FL, FX Service Manual.)

IMPORTANT:

BE SURE TO PROPERLY ROUTE BRAKE HOSE THROUGH THE TAB ON THE LEFT FENDER BRACKET TO PREVENT CRIMPING OF THE BRAKE LINE.

21. Check for free wheel rotation. Make sure there is no interference especially on motorcycles with other than standard front tires (Example: tires with raised white letters). Make sure axle nut torque is exact.
22. Test brake function before lowering motorcycle from workstand.
23. Road test the vehicle.

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									