AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

M-770 SAFETY DEFECT CODE 048 March 31, 1980

IGNITION SWITCH / FORK LOCK ASSEMBLY / 1980 FLT MOTORCYCLES

Possible mechanical failures within the ignition switch-/fork lock assembly of some 1980 FLT model motorcycles might allow the fork lock pin to drop independently and accidentally engage the fork lock. This possibility can only occur at low speeds during extreme left hand turns when the handlebar is rotated to its stop position. This condition, unless corrected, on those FLT's where mechanical problems are present, could result in total loss of control of the vehicle.

We have decided to declare this a safety defect and we are recalling all potentially affected vehicles in accordance with the National Traffic and Motor Vehicle Safety Act. All 2,440 potentially affected vehicles below VIN 5G 02441 J0 should be inspected and, if necessary, repaired as soon as possible by installing the special Code 048 Service Kit, Part No. 93329. However, we estimate that only 1600 vehicles, approximately 65% of the 2,440, may actually contain this problem.

To take care of your immediate requirements, we will ship all Dealers, who our records show have been shipped FLT units within the VIN range, one Ignition Switch/Fork Lock Kit, Part No. 93329, no charge, transportation prepaid as soon as they are available -approximately April 15, 1980.

Please determine the balance of Kits you will require and order only that number using the enclosed special blue Warranty Code 048 Parts and Accessory Order Form. The additional Kits will be shipped no charge, transportation prepaid.

The no-charge shipment portion of this program will expire on October 15, 1980. 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 048 Dealer Service Card is returned.

Instructions for inspection and, if necessary, replacement of the ignition switch/fork lock housing are listed at the end of this Bulletin. The Gauge Tool Kit (includes paint), Part No. 93330, designed for this recall will be sent to you automatically, at no charge, when available. There is no need for you to order this separately.

All registered owners of record are being notified by mail to contact you and arrange to have this service performed at no charge to them. (See enclosed letter). Each registered owner letter will include a Dealer Service Card 048, which must be completed, dated, and signed by both the customer and the Dealer.

We are including a list of registered owners and a list of unregistered vehicles delivered to your Dealership which are involved in this Campaign. It is your responsibility to perform the required service on all potentially affected vehicles, including those which may not show up on your lists. We are enclosing sufficient blank Dealer Service Cards for those vehicles. If necessary, additional cards are available through the Service Deparment.

IMPORTANT

Because only registered owners, as shown on the enclosed list, will receive notification from us, we request that you contact any owners of vehicles still listed as UNREGISTERED, warn them of the safety recall, and make arrangements for them to come in for sevice. We also request you provide us with their names, addresses and VIN's as soon as possible to enable us to mail them an owner's letter as required by the National Traffic and Motor Vehicle Safety Act, as amended.

After inspecting and, if required, 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 048), the Vehicle Identification Number (VIN), and your Dealership name and address along with the owner information if it is blank.

The boxes must be marked in either of two ways:

A. If the ignition switch/fork lock was inspected and proved acceptable, mark the letter box with "I" and the quantity box with "0."

B. If the ignition switch/fork lock was inspected, found unsatisfactory and, therefore, replaced, mark the letter box with "C" and the quantity box with "1" which signifies one Ignition Switch/Fork Lock Kit was installed.

The properly completed Card must be signed and dated by both the customer and you. If the ignition switch/fork lock housing was replaced, package the properly completed card in the same box as the returned housing. Put a return address P-label, Form No. 1248 on the outside of the box containing the replaced part(s) and the Dealer Card(s) you are returning to us.

Upon receipt of a properly completed Code 048 Card and, when necessary, the replaced ignition/fork lock housing, your account will be credited .2 hours for each

vehicle inspected or .8 hours for each vehicle serviced. This credit will cover the costs of labor and paper processing.

INSPECTION PROCEDURE

WARNING

To avoid accidental start-up of vehicle and possible personal injury, disconnect the battery cables, (negative cable first) before performing any of the following procedures.

NOTE

Part of the inspection and repair process is to dab paint on the back underside of the detachable ignition knob to signify that the recall work has been performed. Check for this marking before inspecting.

1. Remove 2 screws securing instrument panel head case. Pull the trip knob out and lift case.

NOTE

Some early production vehicles have spacers located between the instrument panel case and the support housing. When reassembling, be sure to reinstall these spacers to prevent damage to the panel case. Later models were revised to eliminate the need for the spacers.

2. Disconnect the speedometer cable (See Figure 1). Lift head up and out of the way. Do not disconnect any other wiring.

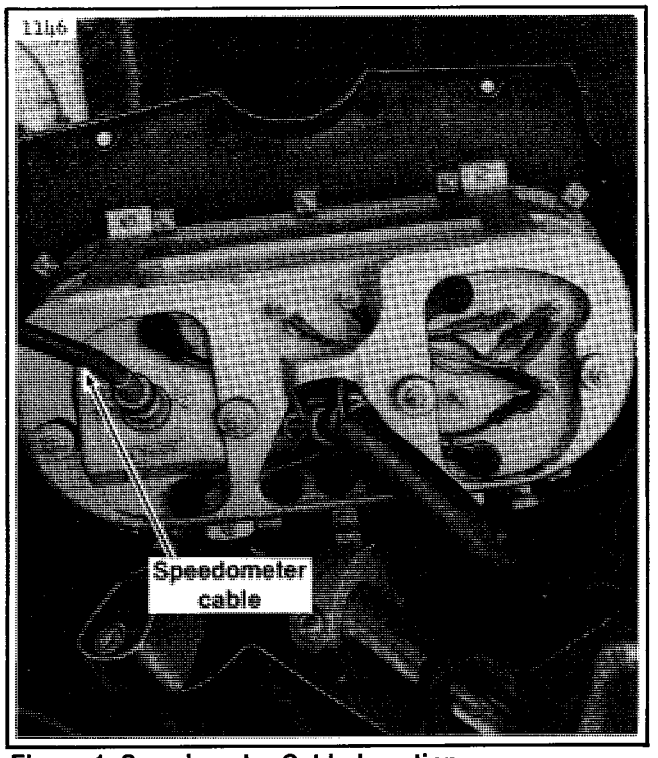

Figure 1. Speedometer Cable Location

3. Remove locknuts that secure lower handlebar clamps. These are located under the instrument housing. Be very careful not to scratch the paint on the gas tank while removing.

4. With the locknuts removed, lift the handlebar assembly up and out.

5. Remove the ignition switch tamper shield. Remove the ignition switch knob by pulling on the ignition switch pin located underneath lip of the instrument support housing with needle nose pliers. That will release the knob.

6. You should now be able to see the inside switch housing body. Check for the presence of stamped identification symbols (See Figure 2). If there are no identification symbols stamped on the housing, the ignition switch/fork lock housing must be replaced. Proceed to Step 1 of the Replacement Procedure.

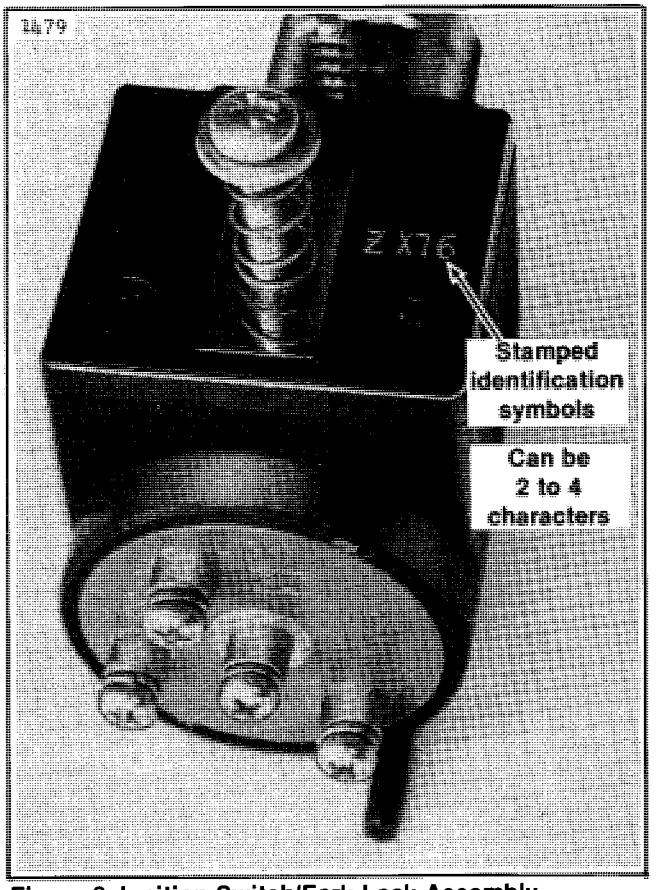

Figure 2. Ignition Switch/Fork Lock Assembly

7. If the ignition switch housing has the stamped symbols on the body, proceed to Step 9 of the Replacement Procedure.

REPLACEMENT PROCEDURE

1. Remove fork lock adjusting screw, spring and washer. (See Figure 3.)

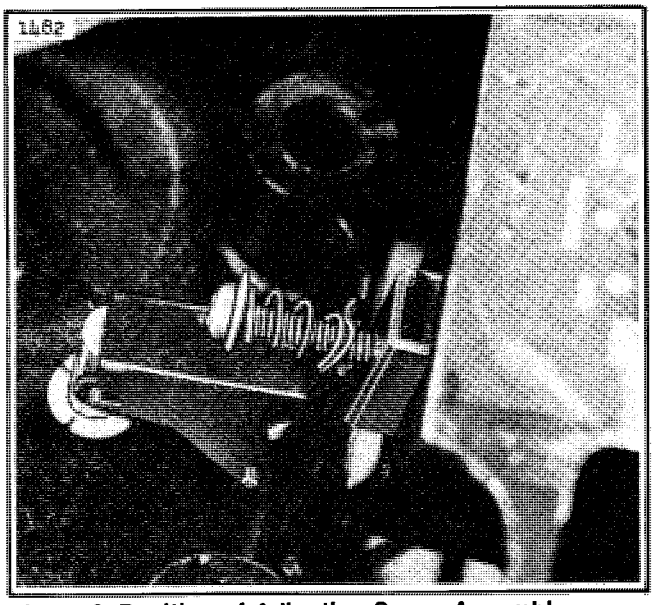

Figure 3. Position of Adjusting Screw Assembly

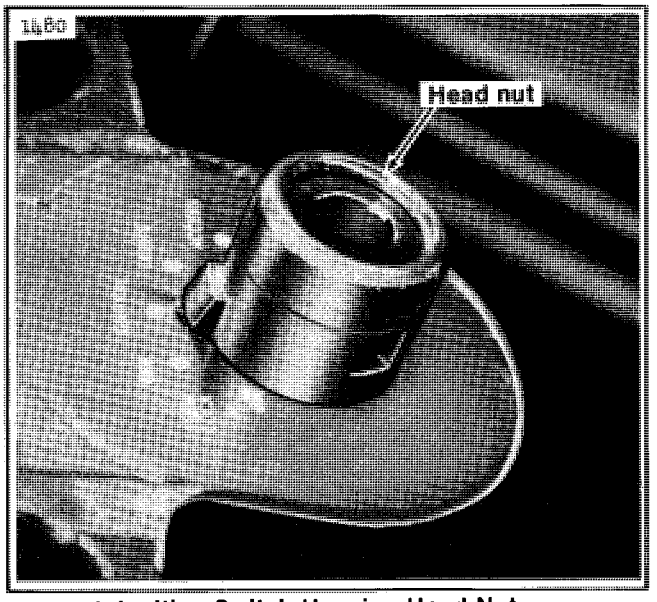

Figure 4. Ignition Switch Housing Head Nut

2. Remove 4 screws securing instrument panel support housing to upper and lower triple clamps. Move support housing to allow removal of switch.

3. Disconnect wires and remove ignition switch/fork lock housing. First, remove ignition switch housing nut and spacer from top. Then push down on threaded shaft of housing and pull out from beneath. Put aside to return with a properly completed 048 card for credit.

4. Reconnect the wiring, then install the new ignition switch housing from the 92239 Kit into the instrument panel support housing.

   NOTE

   Some early production models had spacer washers located on the threaded shaft under the ignition switch housing nut and chrome spacer. When reassembling, be sure to reinstall these spacers to prevent mispositioning of the ignition switch housing. Later models were revised to eliminate the need for extra spacers.

5. Torque ignition switch housing head nut to 50 in-lbs (See Figure 4). Hold switch pointing straight ahead while tightening to prevent it from rotating in the support housing.

6. Replace the support housing and reinstall 4 mounting screws. Tighten to 144-168 in-lbs torque.

7. Reinstall new fork lock adjusting screw, from 93329 Kit, and spring and washer from original assembly a few turns into ignition switch plunger of housing.

8. Adjust mechanism as follows:

   A. Position instrument mounting housing and wheel straight ahead.

   B. Reassemble ignition switch knob, then turn ignition switch to fork lock position.

   C. Push the front of fork lock lever assembly down until lock pin rests on the frame plate.

   D. Insert the special gauge tool, from Kit 93330. between the adjusting screw head and washer so slot in gauge rests on the screw shaft. (See Figure 5.)

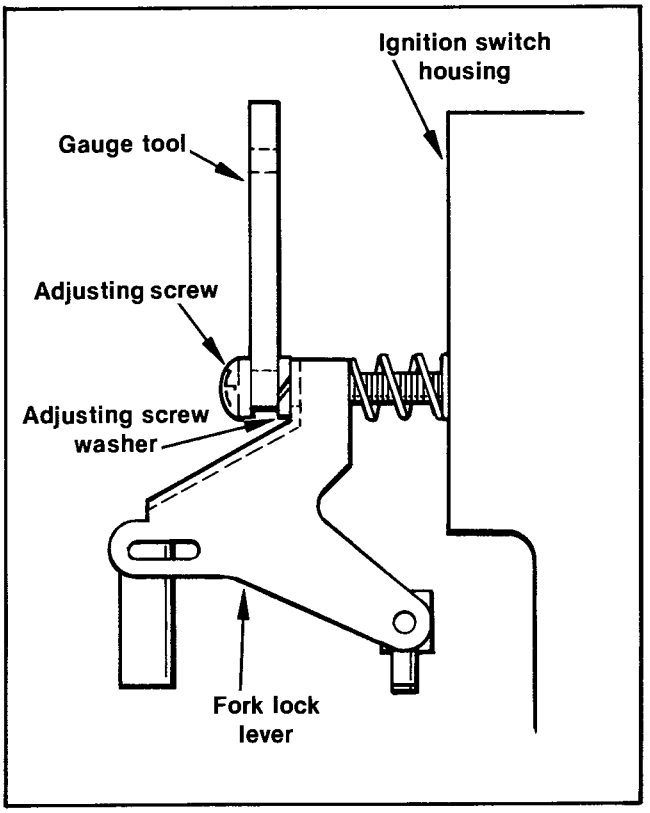

Figure 5. Proper Tool Location

NOTE

The gauge tool is the recommended method for properly spacing the adjusting screw because the gauge rests on the screw shaft and prevents mispositioning the screw while tightening. The same spacing can be produced by placing two EQUAL Pieces of metal -thickness .160 to .170 inch - on either side of the adjusting screw between the screw head and washer.

E. Tighten screw until adjusting screw, washer and gauge touch the lever.

9. Check the entire assembly for freedom of movement and proper operation.

10. Then put a dab of paint (supplied in Kit 93330) on the screw head to protect it from tampering and also on the back underside of the ignition knob to show the recall work has been performed.

11. Reinstall tamper shield.

12. Slide in the handlebars and reinstall the lower handlebar clamp locknuts. Again, be careful not to scratch gas tank paint. Torque to 55 ft-lbs. Make sure handlebars rest inside the handlebar grommets on either side of the instrument support housing.

13. Reattach the speedometer cable and replace instrument head in support housing. Make sure no wiring is crimped.

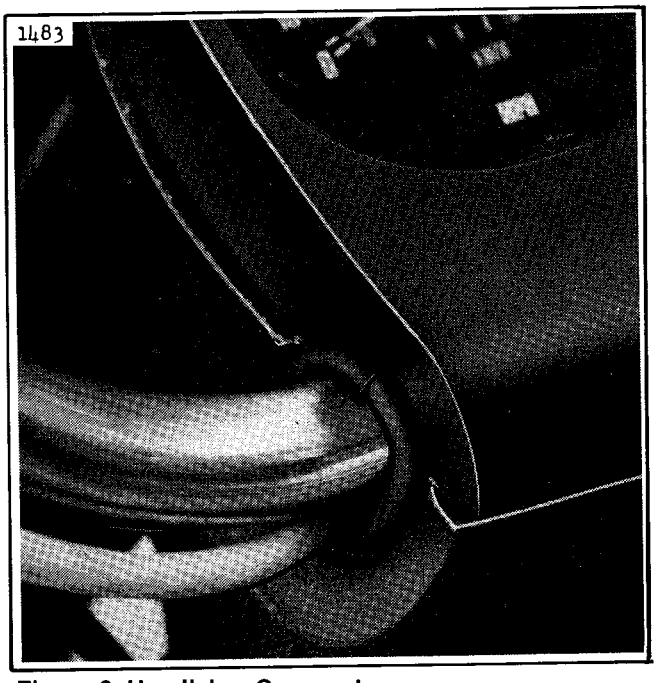

Figure 6. Handlebar Grommet

14. Reinstall instrument panel head case. Be careful to fit between lips of grommet. (See Figure 6.) Be careful not to scratch paint on housing during installation.

15. Reinstall 2 instrument panel case screws. Tighten to 75 in-lbs torque.

16. Recheck fork lock operation.

17. Reinstall battery cables.

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									