SERVICE BULLETIN

M-1077 November 16, 1998

1999 FLT FUEL TANK AND VOLTAGE REGULATOR HARNESS SET-UP

General

The purpose of this bulletin is to inform you of two set-up issues relating to 1999 FL Touring model motorcycles. These issues concern fuel tank-to-frame alignment and voltage regulator wiring harness routing on all FL vehicles built at York between August and November 1998.

On certain 1999 FL models manufactured and shipped between August and November 1998, the fuel tank may be offset and tilted to the right side of the bike. This offset is more obvious on the FLHR/CI models. This was the result of variances in production processes. The issue has since been corrected, but vehicles shipped during the above mentioned period may have a misaligned fuel tank. Please inspect all unsold FL model motorcycles at your dealership that were shipped between August and November 1998 for correct fuel tank-to-frame alignment. Also inspect delivered 1999 FL vehicles at the next scheduled service.

Please inspect all unsold FL models at your dealership for proper voltage regulator wiring harness routing and terminal tightness. Also inspect delivered 1999 FL vehicles at the next scheduled service.

Service Procedures

Fuel Tank Alignment

Inspect all 1999 FL models for fuel tank misalignment and, if misaligned, correct the situation by following the procedure below:

1. Remove seat. See SEAT, REMOVAL in Section 2 of current FLT Service Manual.
2. See Figure 1. Loosen console acorn nut (FLHR/CI) or allen head screws (all other FL models).
3. Loosen right front fuel tank fastener.
4. Loosen left front fuel tank fastener.
5. Loosen rear fuel tank tab fastener.
6. With tank aligned on frame, check right front tank mount to make sure it is straight (parallel to mounting tunnel). Straighten right tank mount as required.

NOTE

The following tightening sequence, as listed below, must be followed to ensure proper fuel tank to frame alignment. An assistant may be required to hold the tank in alignment with the frame while tightening the fasteners.

7. Tighten **right front** fastener to 15-18 ft-lbs (20-24 Nm).
8. Tighten **left front** fastener to 15-18 ft-lbs (20-24 Nm).
9. Tighten **rear** tab fastener to 6 ft-lbs (8 Nm).
10. Position console on fuel tank for best appearance and tighten acorn nut to 80-100 **in-lbs** (9-11 Nm) (FLHR/CI) or allen head screws (all other FL models).
11. Install seat. See SEAT, INSTALLATION in Section 2 of current FLT Service Manual.

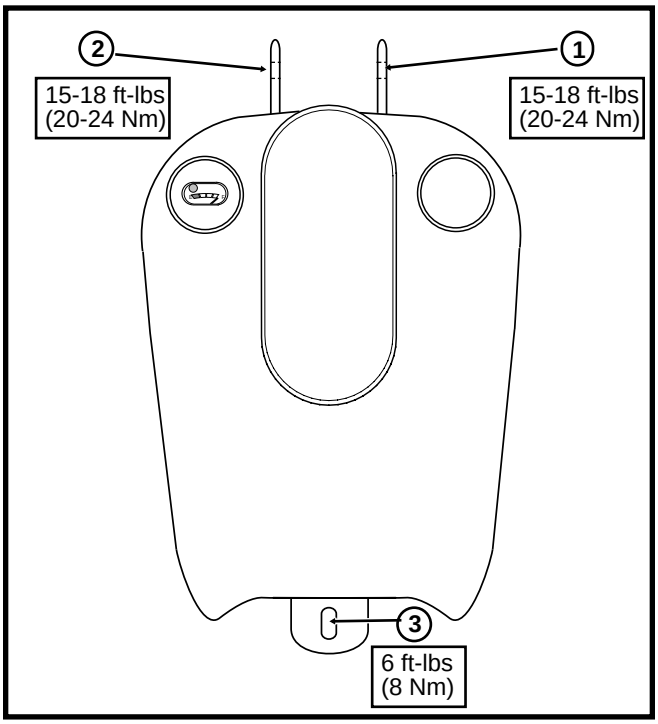

Figure 1. Fuel Tank Fastener Tightening Sequence

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
INITIAL HERE									

Voltage Regulator Wiring Harness Routing

Please inspect all 1999 FL Touring model motorcycles for proper voltage regulator wiring harness routing and terminal nut tightness using the procedure below:

NOTE

- *Connector [46] is a Facon connector that is clipped and cable-tied to the inside frame tube on the right side of the motorcycle.*
- *If wire insulation is found to be worn or damaged during inspection, replace voltage regulator.*

1. See Figure 2. Inspect the voltage regulator wiring harness routing forward of connector [46]. Make sure wiring harness is tucked up close to frame tube to prevent possible damage from road debris or powertrain movement. Inspect voltage regulator wiring harness routing behind connector [46]. There is a machined surface on the bottom of the crankcase under the cam cover just to the rear of the connector. Make sure sufficient clearance exists between sharp edge of machined surface and voltage regulator wires. Cable tie top wires (by machined edge) and four lower wires forward of connector to frame tube as shown in upper illustration of Figure 2.
2. Inspect voltage regulator wiring harness routing just behind oil dipstick cover. Make sure enough clearance exists between voltage regulator wires and rear oil dipstick cover bottom socket head screw. Make sure wires are not between brake line and oil dipstick cover screw. Move wires behind brake line and cable tie wires to crimp in brake line (just under brake line clip) as required to provide adequate clearance. Do not overtighten cable tie on brake line.

⚠CAUTION

Insufficient clearance between voltage regulator wires and powertrain will result in wire insulation being worn away over time and electrical problems with motorcycle. Cable tie wires to frame tube as required to provide for adequate clearance. Failure to comply will result in equipment damage.

3. Inspect voltage regulator wiring harness for any other areas of limited clearance with powertrain and correct as required.
4. Remove seat. See SEAT, REMOVAL in Section 2 of current FLT Service Manual.

NOTE

- *Yellow heat shrink tube wire secures voltage regulator wire to 40 amp main circuit breaker (silver post).*
- *Black heat shink tube wire secures voltage regulator wire to left side ground post.*

5. See Figure 3. Check both nuts that secure wires from voltage regulator to 40 amp main circuit breaker and left side ground post for proper tightness. Tighten to 20-30 **in-lbs** (2.3-3.4 Nm) as required.
6. Install seat. See SEAT, INSTALLATION in Section 2 of current FLT Service Manual.

Credit Procedures

To receive credit, complete a regular Warranty Claim Form referencing Service Bulletin M-1077 in the “Description of Repair” section. Fill in the rest of the claim as follows:

For Fuel Tank Alignment:

***CLAIM TYPE**	*MC or PRD
QTY.	0
EVENT PROBLEM PART NO.	61225-98
PART DESCRIPTION	Fuel Tank
PRIMARY LABOR CODE	2555
TIME	0.3 hr
CUSTOMER CONCERN	9203
CONDITION CODE	3104

*Use “MC” if motorcycle has been sold. Use “PRD” if motorcycle is in your inventory.

For Voltage Regulator Wiring Harness Routing:

***CLAIM TYPE**	*MC or PRD
QTY.	0
EVENT PROBLEM PART NO.	74505-97
PART DESCRIPTION	Voltage Regulator
PRIMARY LABOR CODE	5640
TIME	0.2 hrs
CUSTOMER CONCERN	9203
CONDITION CODE	3104

*Use “MC” if motorcycle has been sold. Use “PRD” if motorcycle is in your inventory.

Send a properly completed claim form to Harley-Davidson for each vehicle serviced. After processing of the claim form, you will be credited for the labor.

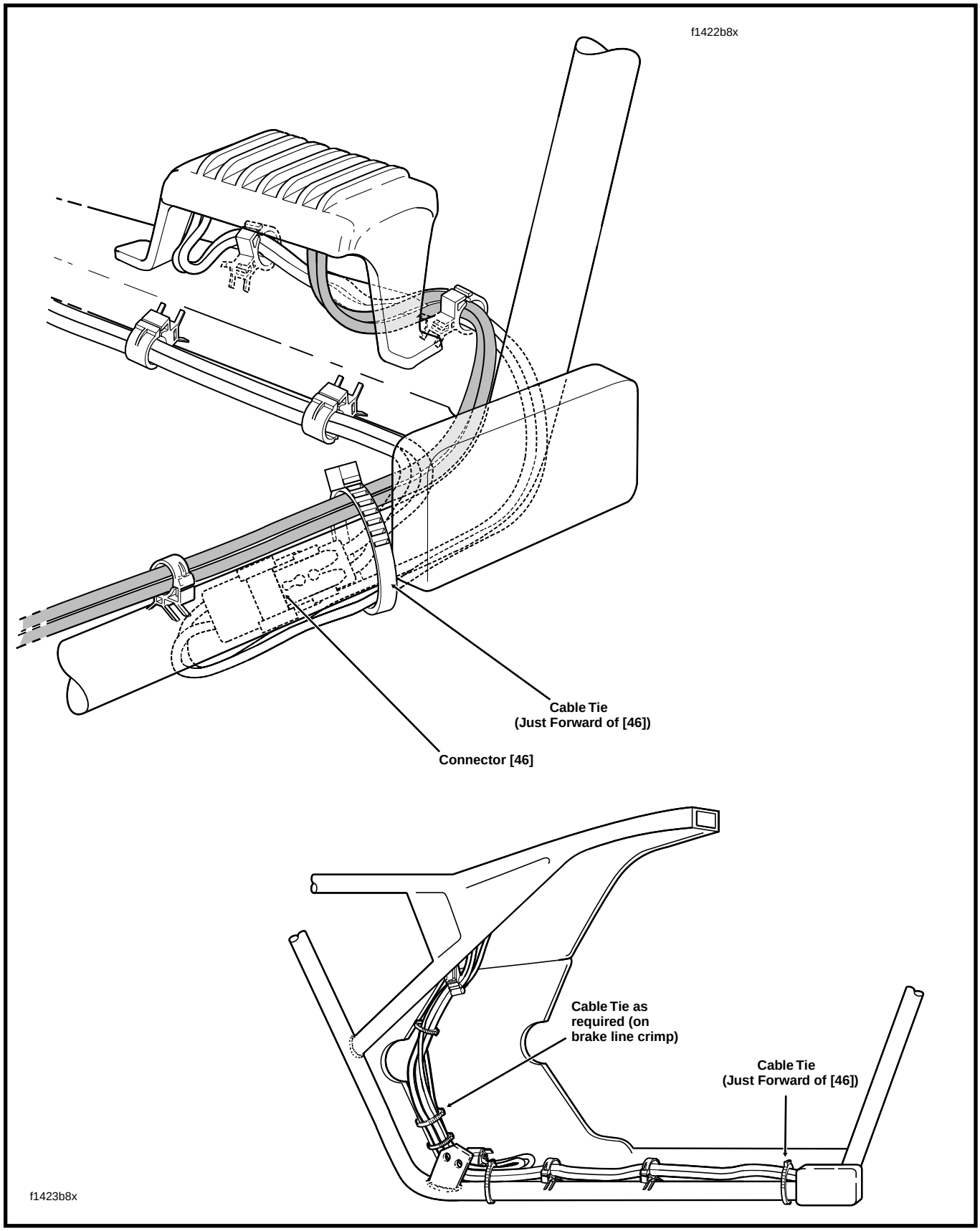

Figure 2. Voltage Regulator Cable Routing

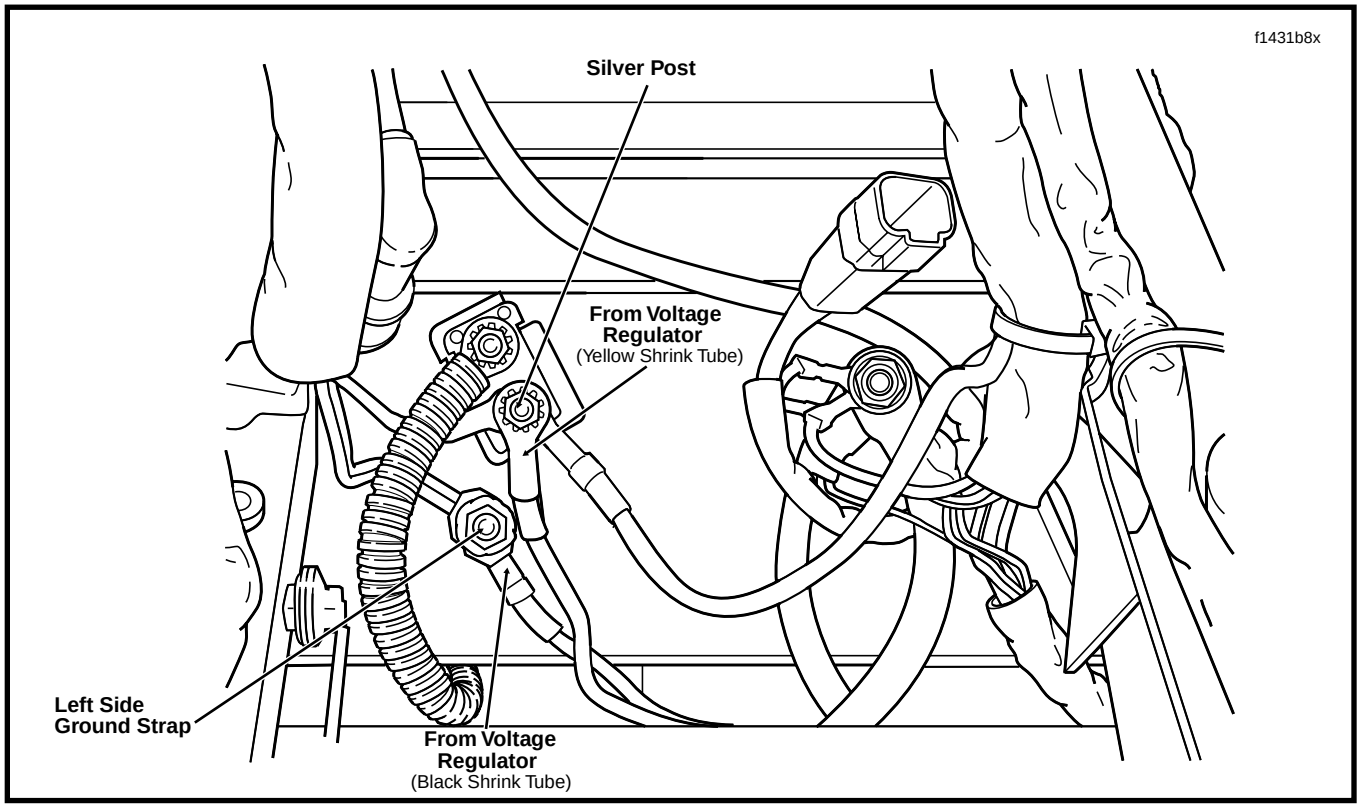

Figure 3. Electrical Connections - Upper Frame Cross Member (Under Seat)