

SERVICE BULLETIN



M-1256

July 30, 2009

2008 AND LATER TOURING MODELS REAR WHEEL COMPENSATOR WEAR CHECK

Purpose

A procedure has been identified to check rear wheel compensator isolator wear on 2008 and later Touring model motorcycles.

Motorcycles Affected

2008 and later Touring model motorcycles, and 2007 Touring models with Isolated Drive Sprocket Kit (Part No. 40287-07) installed.

Required Dealer Action

Inform dealer service staff of this procedure and follow this method when servicing these motorcycles.

This procedure should be performed at regular intervals and prior to removing the rear wheel for maintenance.

Procedure

1. Support the vehicle in an upright position in neutral, and in a fashion that will not allow the rear wheel to rotate. Do not lift the wheels off the ground.
2. Remove left saddlebag.
3. See Figure 1. Hang a weighted string (1) on the left axle spacer as close as possible to, but not touching, the rear sprocket.

NOTE

A piece of masking tape on the face of the sprocket will protect the finish.

4. Place a piece of masking tape on the face of the sprocket where the marks will be drawn.

NOTE

Do not allow the rear wheel to rotate when rotating the sprocket. A false measurement will occur.

5. Rotate the rear sprocket by hand in one direction until it stops. Hold in place.
6. While holding the sprocket, carefully mark the masking tape along the edge of the sprocket in line with the string.
7. Rotate the rear sprocket in the opposite direction until it stops and again hold it in place.
8. Make a second mark in line with the string.

9. Measure the distance (2) between the marks along the edge of the sprocket. If the measurement exceeds 0.400 in (10.2 mm), the rubber isolator must be replaced. See the service manual for replacement procedures.

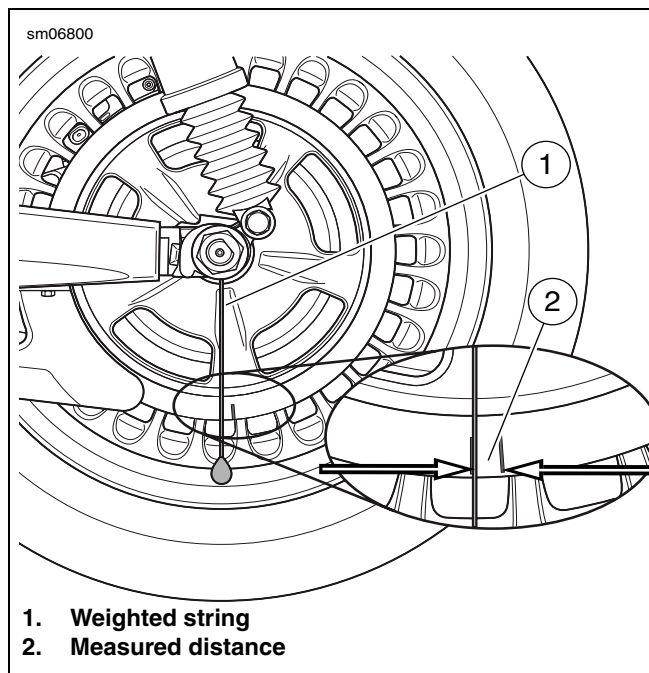


Figure 1. Check Compensator Wear

Components can be visually inspected when disassembled. Excessive play in the compensator components are caused by deteriorated, crumbling, or flaking of the rubber segments. Wear on the raised "nubs" or small amounts of rubber debris are normal and do not indicate a worn out isolator.

IMPORTANT NOTE

In the interest of preserving customer safety and satisfaction, always check for outstanding recalls whenever any motorcycle is brought into your dealership for either maintenance or service.

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

©2009 H-D