

SERVICING A NEW MOTORCYCLE

WARNING

Always follow the listed service and maintenance recommendations, because they affect the safe operation of the motorcycle and the personal welfare of the rider. Failure to follow recommendations could result in death or serious injury.

Service operations to be performed before customer delivery are specified in the applicable model year PREDELIVERY AND SETUP MANUAL.

The performance of new motorcycle initial service is required to keep warranty in force and to ensure proper emissions systems operation.

After a new motorcycle has been driven its first 500 miles (800 km), and at every 2500 mile (4000 km) interval thereafter, have a Buell dealer perform the service operations listed in Table 1-2.

SAFE OPERATING MAINTENANCE

CAUTION

- **Do not attempt to retighten engine head bolts. Retightening can cause engine damage.**
- **During the initial 500 mile (800 km) break-in period, use only Harley-Davidson 20W50 engine oil. Failure to use the recommended oil will result in improper break-in of the engine cylinders and piston rings.**

A careful check of certain equipment is necessary after periods of storage, and frequently between regular service intervals, to determine if additional maintenance is required.

Check:

1. Tires for abrasions, cuts and correct pressure.
2. Secondary drive belt for proper tension and condition.
3. Brakes, steering and throttle for responsiveness.
4. Brake fluid level and condition. Hydraulic lines and fittings for leaks. Also, check brake pads and rotors for wear.
5. Cables for fraying, crimping and free operation.
6. Engine oil and transmission fluid levels.
7. Headlamp, passing lamp, tail lamp, brake lamp and turn signal operation.

SHOP PRACTICES

Repair Notes

NOTE

- *General maintenance practices are given in this section.*

- *Repair = Disassembly/Assembly.*
- *Replace = Removal/Installation.*

All special tools and torque values are noted at the point of use.

All required parts or materials can be found in the appropriate PARTS CATALOG.

Safety

Safety is always the most important consideration when performing any job. Be sure you have a complete understanding of the task to be performed. Use common sense. Use the proper tools. Protect yourself and bystanders with approved eye protection. Don't just do the job – do the job safely.

Removing Parts

Always consider the weight of a part when lifting. Use a hoist whenever necessary. Do not lift heavy parts by hand. A hoist and adjustable lifting beam or sling are needed to remove some parts. The lengths of chains or cables from the hoist to the part should be equal and parallel and should be positioned directly over the center of the part. Be sure that no obstructions will interfere with the lifting operation. Never leave a part suspended in mid-air.

Always use blocking or proper stands to support the part that has been hoisted. If a part cannot be removed, verify that all bolts and attaching hardware have been removed. Check to see if any parts are in the way of the part being removed.

When removing hoses, wiring or tubes, always tag each part to ensure proper installation.

Cleaning

If you intend to reuse parts, follow good shop practice and thoroughly clean the parts before assembly. Keep all dirt out of parts; the unit will perform better and last longer. Seals, filters and covers are used in this vehicle to keep out environmental dirt and dust. These items must be kept in good condition to ensure satisfactory operation.

Clean and inspect all parts as they are removed. Be sure all holes and passages are clean and open. After cleaning, cover all parts with clean lint-free cloth, paper or other material. Be sure the part is clean when it is installed.

Always clean around lines or covers before they are removed. Plug, tape or cap holes and openings to keep out dirt, dust and debris.

Disassembly and Assembly

Always assemble or disassemble one part at a time. Do not work on two assemblies simultaneously. Be sure to make all necessary adjustments. Recheck your work when finished. Be sure that everything is done.

Operate the vehicle to perform any final check or adjustments. If all is correct, the vehicle is ready to go back to the customer.

Checking Torques on Fasteners with Lock Patches/Loctite Threadlocker

To check the torque on a fastener that has a lock patch do the following:

1. Set the torque wrench for the lowest setting in the given torque range for the fastener.
2. Attempt to tighten fastener to set torque. If fastener does not move and lowest setting is satisfied (torque wrench clicks), then the proper torque has been maintained by the fastener.
3. If the fastener does move, remove the fastener, reapply the appropriate type of LOCTITE THREADLOCKER and tighten the fastener to Service Manual specification.

REPAIR AND REPLACEMENT PROCEDURES

Hardware and Threaded Parts

Install helical thread inserts when inside threads in castings are stripped, damaged or not capable of withstanding specified torque.

Replace bolts, nuts, studs, washers, spacers and small common hardware if missing or in any way damaged. Clean up or repair minor thread damage with a suitable tap or die.

Replace all damaged or missing lubrication fittings.

Use Teflon pipe sealant on pipe fitting threads.

Wiring, Hoses and Lines

Replace hoses, clamps, electrical wiring, electrical switches or fuel lines if they do not meet specifications.

Instruments and Gauges

Replace broken or defective instruments and gauges. Replace dials and glass that are so scratched or discolored that reading is difficult.

Bearings

Anti-friction bearings must be handled in a special way. To keep out dirt and abrasives, cover the bearings as soon as they are removed from the package.

Wash bearings in a non-flammable cleaning solution. Knock out packed lubricant inside by tapping the bearing against a wooden block. Wash bearings again. Cover bearings with clean material after setting them down to dry. Never use compressed air to dry bearings.

Coat bearings with clean oil. Wrap bearings in clean paper.

Be sure that the chamfered side of the bearing always faces the shoulder (when bearings installed against shoulders). Lubricate bearings and all metal contact surfaces before pressing into place. Only apply pressure on the part of the bearing that makes direct contact with the mating part.

Always use the proper tools and fixtures for removing and installing bearings.

Bearings do not usually need to be removed. Only remove bearings if necessary.

Bushings

Do not remove a bushing unless damaged, excessively worn or loose in its bore. Press out bushings that must be replaced.

When pressing or driving bushings, be sure to apply pressure in line with the bushing bore. Use a bearing/bushing driver or a bar with a smooth, flat end. Never use a hammer to drive bushings.

Inspect the bushing and the mated part for oil holes. Be sure all oil holes are properly aligned.

Gaskets

Always discard gaskets after removal. Replace with **new** gaskets. Never use the same gasket twice. Be sure that gasket holes match up with holes in the mating part.

Lip Type Seals

Lip seals are used to seal oil or grease and are usually installed with the sealing lip facing the contained lubricant. Seal orientation, however, may vary under different applications.

Seals should not be removed unless necessary. Only remove seals if required to gain access to other parts or if seal damage or wear dictates replacement.

Leaking oil or grease usually means that a seal is damaged. Replace leaking seals to prevent overheated bearings.

Always discard seals after removal. Do not use the same seal twice.

O-Rings (Preformed Packings)

Always discard O-rings after removal. Replace with **new** O-rings. To prevent leaks, lubricate the O-rings before installation. Apply the same type of lubricant as that being sealed. Be sure that all gasket, O-ring and seal mating surfaces are thoroughly clean before installation.

Gears

Always check gears for damaged or worn teeth.

Lubricate mating surfaces before pressing gears on shafts.

Shafts

If a shaft does not come out easily, check that all nuts, bolts or retaining rings have been removed. Check to see if other parts are in the way before using force.

Shafts fitted to tapered splines should be very tight. If shafts are not tight, disassemble and inspect tapered splines. Discard parts that are worn. Be sure tapered splines are clean, dry and free of burrs before putting them in place. Press mating parts together tightly.

Clean all rust from the machined surfaces of new parts.

Part Replacement

Always replace worn or damaged parts with **new** parts.

CLEANING

Part Protection

Before cleaning, protect rubber parts (such as hoses, boots and electrical insulation) from cleaning solutions. Use a grease-proof barrier material. Remove the rubber part if it cannot be properly protected.

Cleaning Process

Any cleaning method may be used as long as it does not result in parts damage. Thorough cleaning is necessary for proper parts inspection. Strip rusted paint areas to bare metal before repainting.

Rust or Corrosion Removal

Remove rust and corrosion with a wire brush, abrasive cloth, sand blasting, vapor blasting or rust remover. Use buffing crocus cloth on highly polished parts that are rusted.

Bearings

Remove shields and seals from bearings before cleaning. Clean bearings with permanent shields and seals in solution.

Clean open bearings by soaking them in a petroleum cleaning solution. Never use a solution that contains chlorine.

Let bearings stand and dry. Do not dry using compressed air. Do not spin bearings while they are drying.

INSPECTING

Leak Dye

When using leak dye with the black light leak detector, add 1/4 oz. (7.4 ml) of dye for each 1 quart (0.9 l) of fluid in the system being checked.

TOOL SAFETY

Air Tools

- Always use approved eye protection equipment when performing any task using air-operated tools.
- On all power tools, use only recommended accessories with proper capacity ratings.
- Do not exceed air pressure ratings of any power tools.
- Bits should be placed against work surface before air hammers are operated.
- Disconnect the air supply line to an air hammer before attaching a bit.
- Never point an air tool at yourself or another person.
- Protect bystanders with approved eye protection.

Wrenches

- Never use an extension on a wrench handle.
- If possible, always pull on a wrench handle and adjust your stance to prevent a fall if something lets go.
- Never cock a wrench.

- Never use a hammer on any wrench other than a STRIKING FACE wrench.
- Discard any wrench with broken or battered points.
- Never use a pipe wrench to bend, raise or lift a pipe.

Pliers/Cutters/Prybars

- Plastic- or vinyl-covered pliers handles are not intended to act as insulation; don't use on live electrical circuits.
- Don't use pliers or cutters for cutting hardened wire unless they were designed for that purpose.
- Always cut at right angles.
- Don't use any prybar as a chisel, punch or hammer.

Hammers

- Never strike one hammer against a hardened object, such as another hammer.
- Always grasp a hammer handle firmly, close to the end.
- Strike the object with the full face of the hammer.
- Never work with a hammer which has a loose head.
- Discard hammer if face is chipped or mushroomed.
- Wear approved eye protection when using striking tools.
- Protect bystanders with approved eye protection.

Punches/Chisels

- Never use a punch or chisel with a chipped or mushroomed end; dress mushroomed chisels and punches with a file.
- Hold a chisel or a punch with a tool holder if possible.
- When using a chisel on a small piece, clamp the piece firmly in a vise and chip toward the stationary jaw.
- Wear approved eye protection when using these tools.
- Protect bystanders with approved eye protection.

Screwdrivers

- Don't use a screwdriver for prying, punching, chiseling, scoring or scraping.
- Use the right type of screwdriver for the job; match the tip to the fastener.
- Don't interchange POZIDRIV®, PHILLIPS® or REED AND PRINCE screwdrivers.
- Screwdriver handles are not intended to act as insulation; don't use on live electrical circuits.
- Don't use a screwdriver with rounded edges because it will slip – redress with a file.

Ratchets and Handles

- Periodically clean and lubricate ratchet mechanisms with a light grade oil. Do not replace parts individually; ratchets should be rebuilt with the entire contents of service kit.
- Never hammer or put a pipe extension on a ratchet or handle for added leverage.
- Always support the ratchet head when using socket extensions, but do not put your hand on the head or you may interfere with the action of its reversing mechanism.
- When breaking loose a fastener, apply a small amount of pressure as a test to be sure the ratchet's gear wheel is engaged with the pawl.

Sockets

- Never use hand sockets on power or impact wrenches.
- Select the right size socket for the job.
- Never cock any wrench or socket.
- Select only impact sockets for use with air or electric impact wrenches.
- Replace sockets showing cracks or wear.
- Keep sockets clean.
- Always use approved eye protection when using power or impact sockets.

Storage Units

- Don't open more than one loaded drawer at a time. Close each drawer before opening up another.
- Close lids and lock drawers and doors before moving storage units.
- Don't pull on a tool cabinet; push it in front of you.
- Set the brakes on the locking casters after the cabinet has been rolled to your work.

FLUID REQUIREMENTS

1.2

GENERAL

United States System

Unless otherwise specified, **all fluid volume measurements in this Service Manual are expressed in United States (U.S.) units-of-measure.** See below:

- 1 pint (U.S.) = 16 fluid ounces (U.S.)
- 1 quart (U.S.) = 2 pints (U.S.) = 32 fl. oz. (U.S.)
- 1 gallon (U.S.) = 4 quarts (U.S.) = 128 fl. oz. (U.S.)

Metric System

Fluid volume measurements in this Service Manual include the metric system equivalents. In the metric system, 1 liter (L) = 1,000 milliliters (mL). Should you need to convert from U.S. units-of-measure to metric units-of-measure (or vice versa), refer to the following:

- fluid ounces (U.S.) x 29.574 = milliliters
- pints (U.S.) x 0.473 = liters
- quarts (U.S.) x 0.946 = liters
- gallons (U.S.) x 3.785 = liters
- milliliters x 0.0338 = fluid ounces (U.S.)
- liters x 2.114 = pints (U.S.)
- liters x 1.057 = quarts (U.S.)
- liters x 0.264 = gallons (U.S.)

STEERING HEAD BEARING GREASE

Use WHEEL BEARING GREASE (Part No. 99855-89).

PRIMARY DRIVE/ TRANSMISSION FLUID

Use only SPORT-TRANS FLUID (Part No. 98854-96 quart size or Part No. 98855-96 gallon size).

FRONT FORK OIL

Use only TYPE E FORK OIL (Part No. HD-99884-80).

BRAKE FLUID

WARNING

D.O.T. 4 brake fluid can cause irritation of eyes and skin, and may be harmful if swallowed. If large amount of fluid is swallowed, induce vomiting by administering two tablespoons of salt in a glass of warm water. Call a doctor. In case of contact with skin or eyes, flush with plenty of water. Get medical attention for eyes. KEEP BRAKE FLUID OUT OF THE REACH OF CHILDREN. Failure to comply could result in death or serious injury.

Use only **D.O.T. 4 BRAKE FLUID** (Part No. 99953-99Y).

FUEL

Use a good quality unleaded gasoline (**91 pump octane** or higher). Pump octane is the octane number usually shown on the gas pump. See [3.2 ENGINE](#) for a detailed explanation of alternative fuels.

ENGINE OIL

Use the proper grade of oil for the lowest temperature expected before the next oil change.

If it is necessary to add oil and Harley-Davidson oil is not available, use an oil certified for diesel engines. Acceptable diesel engine oil designations include CE, CF, CF-4 and CG-4. The preferred viscosities for the diesel engine oils, in descending order, are 20W-50, 15W-40 and 10W-40. At the first opportunity, see a Buell dealer to change back to 100 percent Harley-Davidson oil.

Table 1-1. Recommended Oil Grades

HARLEY-DAVIDSON TYPE	VISCOSITY	HARLEY-DAVIDSON RATING	LOWEST AMBIENT TEMP °F	COLD WEATHER STARTS BELOW 50° F
H.D. Multi-Grade	SAE 10W40	HD 360	Below 40° (4°C)	Excellent
H.D. Multi-Grade	SAE 20W50	HD 360	Above 40° (4°C)	Good
H.D. Regular Heavy	SAE 50	HD 360	Above 60° (16°C)	Poor
H.D. Extra Heavy	SAE 60	HD 360	Above 80° (27°C)	Poor

Table 1-2. Regular Maintenance Intervals

SERVICE OPERATIONS AND SPECIAL TOOLS	SERVICE DATA																	
	P	R	E	R	I	D	E	2	5	7	1	1	1	2	2	2	2	3
	5	0	0	MI	0	8	0	0	1	2	MI	MI	MI	MI	MI	MI	MI	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U
Battery connections (1.5 BATTERY)	5	0	0	MI	0	8	0	0	1	2	MI	MI	MI	MI	MI	MI	L	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
Engine oil (1.6 ENGINE LUBRICATION SYSTEM) OIL FILTER WRENCH (Part No. HD-41215)	5	0	0	MI	0	8	0	0	1	2	MI	MI	MI	MI	MI	MI	L	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
Oil filter (1.6 ENGINE LUBRICATION SYSTEM) Brake fluid level and condition (1.7 BRAKES)	5	0	0	MI	0	8	0	0	1	2	MI	MI	MI	MI	MI	MI	L	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
Rear brake pedal height adjustment 1.7 BRAKES Brake pads and rotors for wear (1.8 BRAKE PADS AND ROTORS)	5	0	0	MI	0	8	0	0	1	2	MI	MI	MI	MI	MI	MI	L	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	5	0	0	MI	0	8	0	0	1	2	MI	MI	MI	MI	MI	MI	L	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	A
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	5	0	0	MI	0													

Table Code:

A - Adjust.

- Inspect, and if necessary, correct, adjust, clean or replace.

L - Lubricate with specified lubricant.

R - Replace or change.

T - Tighten to proper torque.

X - Perform.

SERVICE OPERATIONS AND SPECIAL TOOLS	SERVICE DATA											
	P	R	E	R	I	D	E	5	2	5	7	3
Condition of rear brake caliper mounting pins and boots								IL	IL	IL	IL	IL
Tire pressure and inspect tire for wear/damage (1.9 TIRES AND WHEELS)	I	I	I	I	I	I	I	I	I	I	I	I
Wheel bearings (1.9 TIRES AND WHEELS)												
Primary drive/transmission fluid (1.10 CLUTCH) REAR WHEEL SUPPORT STAND (Part No. B-41174)	R	I	R	I	R	I	R	I	R	I	R	R
Clutch adjustment (1.10 CLUTCH)	A	A	A	A	A	A	A	A	A	A	A	A
Drive belt deflection (1.11 DRIVE BELT DEFLECTION) BELT TENSION GAUGE (Part No. HD-35381)	I	A	I	I	I	I	I	I	I	I	I	I
Primary chain (1.13 PRIMARY CHAIN)		I	I	I	I	I	I	I	I	I	I	I
Rear shock absorber (1.15 SUSPENSION DAMPING ADJUSTMENTS)		I	I	I	I	I	I	I	I	I	I	I
Table Code: A - Adjust. I - Inspect, and if necessary, correct, adjust, clean or replace. L - Lubricate with specified lubricant.												
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NOTES
