



Recall Code 0828 - Horn Wire Routing for 2004 XB9S, XB9SL and XB12S

Purpose

Buell Motorcycle Company has determined that a condition, relating to motorcycle safety, exists involving 2004 model year motorcycles built between June 23, 2003 and August 27, 2003. This condition involves the wire that provides power to the horn, which due to mis-routing, can become frayed from contact with the horn bracket mounting bolt. The result is that the horn wire becomes exposed, and when the horn button is pushed, either the horn circuit fuse or the key switch fuse can blow. If the horn fuse blows, the horn and rear brake light will no longer function. If the key switch fuse blows, in addition to the horn and rear brake light not functioning, the vehicle can lose ignition and create a "quit while riding" situation. A "quit while riding" situation could result in an accident.

Motorcycles Affected

This campaign involves 2004 XB9S, XB9SL and XB12S models built between 06/23/03 and 08/27/03.

Customer Notification

Attached is a complete list of all vehicles shipped to you that are involved in this recall campaign. To protect the safety of our riders, it is our mutual responsibility to ensure that the recall service is performed on all affected motorcycles. Therefore, we strongly urge you to perform the recall service even if the motorcycle was not purchased from your dealership. You also are required to perform the recall service on all affected vehicles in your dealership inventory prior to delivering or leasing those vehicles.

If you are not sure that the safety recall service has been completed on a particular motorcycle, recall information is available on TALON and h-dnet.com.

IMPORTANT NOTE

Because only registered owners as shown on the attached list will receive notification from us, we request that you contact any owners of vehicles still listed as unregistered by your dealership. Advise them of the safety recall and make arrangements for them to come in for recall service. We also require that 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).

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	LEAD TECHNICIAN	TECHNICIAN NO.1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO
INITIAL HERE									

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Horn Wire Kit

NOTE

The kit below is for all world XB9S, XB9SL and XB12S models.

The Horn Wire recall kit (Part No. 94241Y) consists of:

Table 1. Kit No. 94241Y

Quantity	Part No.	Description
1	AA0404.5CZB	Horn fastener
1	DA0400.8CZ	Thin nylock nut
1	70585-93	Wire splice

A single shipment of Safety Recall Code 0828 kits, Part No. 94241Y, will contain 65% of your total estimated kit requirements. Shipments will begin on or about December 17th, 2003.

All kits will be shipped no charge, transportation paid. If additional kits are needed, fill in the attached order form and fax it to the Warranty Department at 414-343-8346.

NOTE

Do not send in orders for additional kits until you have received your one and only initial shipment. Orders received before the initial shipment is complete will be discarded. Buell Motorcycle Company reserves the right to conduct wave shipments in lieu of processing individual orders and/or adjusting order quantities, depending on the availability of replacement parts and dealers' recall completion rates.

IMPORTANT NOTE

To avoid an excess of unneeded kits in the field, please order responsibly.

Required Dealer Action

IMPORTANT NOTE

Obtain the 2004 Buell Service Manual (Part No. 99490-04Y). When reviewing the sections, be sure to take note of all warnings and cautions.

1. Remove seat.

WARNING

To prevent accidental vehicle start-up, which could cause death or serious injury, disconnect negative (-) battery cable before proceeding. (00048a)

2. Disconnect battery by unthreading fastener and removing negative cable (black) from battery first.
3. Remove windscreen.
4. See Figure 1-1. Disconnect horn connectors [122] (2) and remove horn fastener (4) and horn (1).

NOTE

Horn bracket (3) should remain attached to headlight support bracket.

5. Install horn (1) using new fastener from kit and tighten fastener (4) to 72-96 in-lbs (8.1-10.8 Nm).
6. Inspect horn wire for damage. If damaged, see WIRE REPAIR SECTION next page.
7. Connect horn connectors [122] (2).

8. Inspect horn wire routing to ensure there is no contact. Correct as necessary.
9. Install windscreen and tighten fasteners to 10-12 in-lbs (1.1-1.4 Nm).

WARNING

Connect positive (+) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00068a)

10. Install negative battery cable to battery terminal. Tighten fastener to 60-96 in-lbs (6.8-10.8 Nm).
11. Verify operation of horn and lighting components.

WARNING

After installing seat, pull upward on front of seat to be sure it is in locked position. While riding, a loose seat can shift causing loss of control, which could result in death or serious injury. (00070a)

12. Install seat.

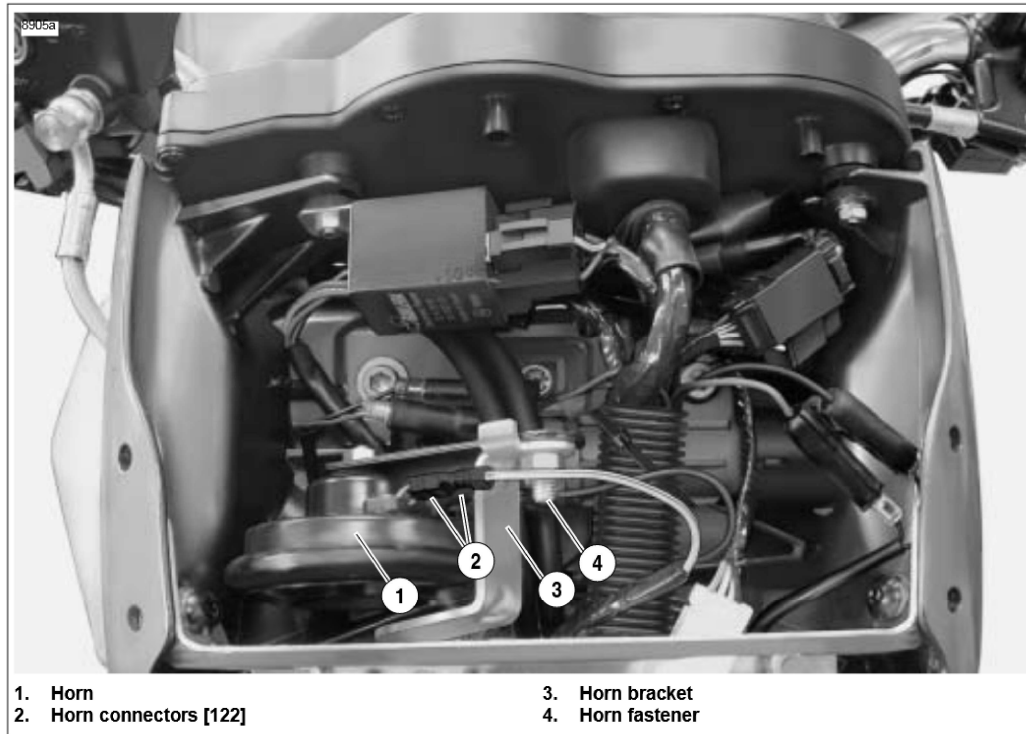


Figure 1-1. Horn Assembly Behind Windscreen

WIRE REPAIR

Butt splicing may be a necessary procedure for the repair of damaged wires.

1. Strip 3/8 in. (9.5 mm) of insulation off the ends of the wires.
2. Compress the handles of the Packard Crimp Tool (HD-38125-8) until the ratchet automatically opens.
3. See Figure 1-2. Since the size of the connectors varies with the gauge of the wire, always use the correct components when creating sealed splices.
4. See Figure 1-2. Determine the correct dye or nest for the crimping operation. Match the color or gauge wire marked on the butt splice connector with the corresponding crimp cavity on the crimp tool.
5. Gently apply pressure to the handles until the crimper lightly secures one side of the metal insert inside the butt splice connector. The connector must be crimped in two stages; one side then the other.
6. See Figure 1-3. Feed the wire into the butt splice connector until the stripped end contacts the wire stop inside the metal insert.
7. Squeeze the handles of the crimp tool until tightly closed. The tool automatically opens when the crimping sequence is complete.
8. Repeat steps 5, 6, and 7 on the other side of the butt splice connector.

NOTE

If adjacent wires are being spliced, stagger the splices so that the butt splice connectors are spaced at different positions along the length of the wires.

⚠ WARNING

Use caution when operating the UltraTorch UT-100 or any other radiant heating device. Read the manufacturers instructions carefully before use. Always keep hands away from tool tip area and heat shrink attachment. Avoid directing the heat toward any fuel system component. Extreme heat can cause fuel ignition or explosion. Avoid directing heat toward any electrical system component other than the connectors on which heat shrink work is being performed. Be sure to turn the "ON/OFF" switch to the "OFF" position after use. Improper handling could result in death or serious injury.

9. Using the UltraTorch UT-100 (Part No. HD-39969), Robinair Heat Gun (Part No. HD-25070) with heat shrink attachment (Part No. HD-41183) or other suitable radiant heating device, heat the crimped splice to encapsulate the butt splice connection. Apply heat from the center of the crimp out to each end until the meltable sealant exudes out both ends of the connector.

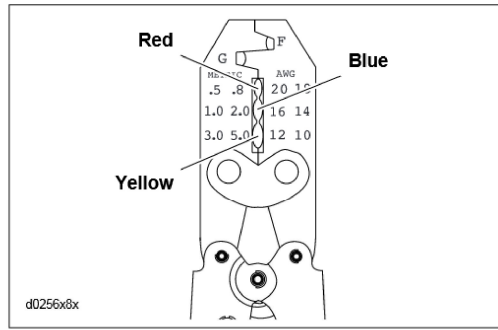


Figure 1-2. Packard Crimp Tool (Part No. HD-38125-8)

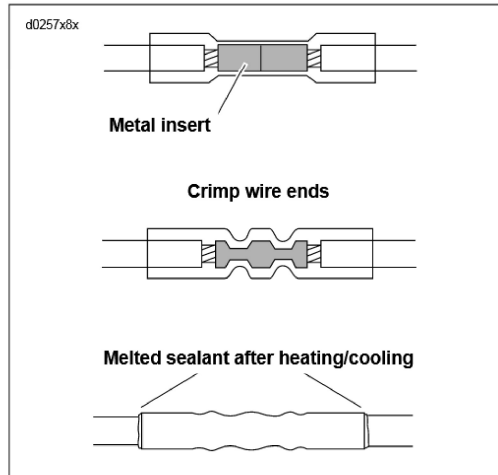


Figure 1-3. Installing Sealed Butt Splice Connectors

NOTE

It is acceptable for the splice to rest against the heat shrink tool attachment.

10. Heat the center of the splice until the crimp indentations disappear and the tubing assumes a smooth cylindrical appearance.

Credit Procedure

For each vehicle serviced, place a "C" in the letter box on the Buell Dealer Service Card.

Upon receipt of the properly completed Buell Dealer Service Card, you will be credited 0.5 hrs. labor regardless of the extent of the repair required, which includes 0.1 hr. administration time. No credit will be issued for parts as parts were sent no charge, transportation paid.

