SERVICE BULLETIN



M1544 2022-11-30

M1544: 2021 TOURING AND TRIKE MECHANICAL CLUTCH CABLE

Reason for Revision

Refer to Table 1.

Table 1. Document History

Date	Revision Description				
2022-11-30	Initial release				

Purpose for Service Bulletin

This bulletin informs dealers that Harley-Davidson has identified the proper way to handle the cable during external free-play adjustment and to secure the cable lock button.

Motorcycles Affected

2021 and Later CVO, Police, Touring and Trike models.

Markets Affected

All markets are affected.

Required Dealer Action

Table 2.

Action Required	Resolution					
NO YES	Non-Actionable: This is for informational purposes only or a technical tip.					

Resolution

NOTE

The cable should only be removed and installed from the cable retention clips when the cover is over the adjuster mechanism.

Make sure lock button is properly seated and secured into clutch cable body.

NOTE

- There should be **minimal effort** to push in the lock button.
- It should only take one finger to push in lock button.
- If excessive force is being used, stop and take a closer look at the clutch cable/housing assembly.
- Review procedures and pictures below to make sure button is not being impeded.

Wrong Procedure

- 1. See Figure 1. Do not use two hands to push-in lock button.
- Do not use any tools to push-in lock button.

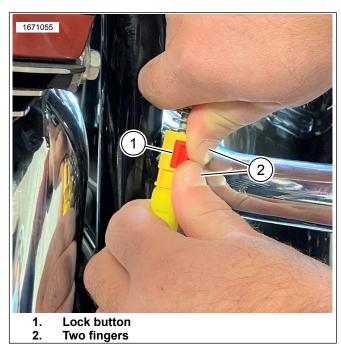


Figure 1. Wrong Procedure

Correct Procedure

- See Figure 2. Use only one finger to push-in lock button.
- Only minimal effort is required to push-in lock button.
- If excessive force is being used, stop and take a closer look at the clutch cable/housing assembly.
- Review procedures and pictures below to make sure button is not being impeded.

NOTE

ROUTING	SERVICE	<u> </u>	PARTS MANAGER	WARRANTY	LEAD TECHNICIAN	, ,		
INITIAL HERE								



- Lock button 1.
- 2. One finger

Figure 2. Correct Procedure

Improperly Installed Button

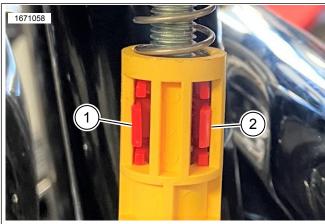
Improperly installed lock button with tabs misaligned, tabs not properly engaged or upper clutch cable interfering with the lock button, is a sign of incorrect internal adjustment. See the service manual for clutch adjustment.

- 1. See Figure 3. Lock button tabs are not fully engaged (1) because the end of the upper clutch cable (2) is interfering with securing the button.
- See Figure 4. The tabs on lock button tabs are not fully secured.
 - Lock button tabs partially engaged (1). a.
 - b. Lock button tab not fully engaged (2).
- See Figure 5. A misaligned lock button (1, 3) is a sign of an incorrect installation.



- Lock button tabs not fully engaged
- End of upper clutch cable

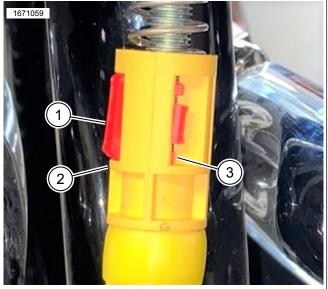
Figure 3. Improperly Installed Button



- Lock button tab partially engaged
- 2. Lock button tab not fully engaged

Figure 4. Improperly Installed Button

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- 1. Misaligned lock button
- 2. Clutch cable body
- 3. Misaligned lock button

Figure 5. Improperly Installed Button

Proper Button Engagement

- 1. See Figure 6. Lock button tabs are fully engaged (2) to clutch cable body (1).
- 2. See Figure 7. A properly aligned lock button (1) should be semi-flush with the rest of the cable clutch assembly.
- 3. The lock button tabs should be fully engaged (2) to the body.
- 4. See Figure 8. Make sure the lock button (4) is installed between the ends of upper clutch cable (1, 3).

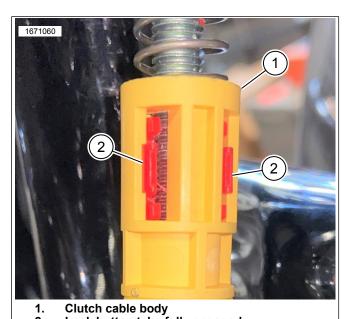


Figure 6. Correctly Installed Button

Lock button tabs fully engaged

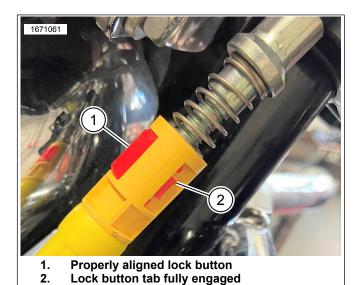
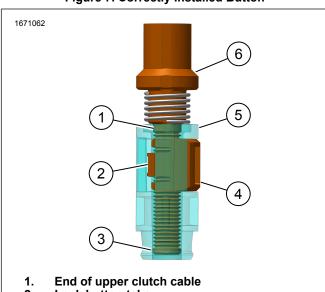


Figure 7. Correctly Installed Button



- 2. Lock button tabs
- 3. End of upper clutch cable
- 4. Lock button
- 5. Clutch cable body
- 6. Upper clutch cable

Figure 8. Proper Button Engagement

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