VRSC Updates

Clutch Slippage Concerns

If experiencing clutch slippage complaints on this very robust design, it is suggested to verify fluid levels in the clutch master cylinder. The fluid level tends to rise as the clutch experiences normal wear. This can lead to a condition whereby the fluid pressure can cause clutch slippage and plate wear leading to pre-mature failure which is not considered warrantable.

Wheel Sprocket Bearing Tool

It has come to our attention that the rear wheel sprocket bearing remover/installer tool was omitted from the 2008 VRSC Service manual (99457-08).

This tool is used for sprocket bearing replacement in 2005 XL Models destined for Japan delivery, all 2002 and later V-Rod, and 2008 and later Touring models using the isolated drive system.

For proper use of the tool please refer to I- sheet HD-48921-5. For isolated drive system information, please refer to I- sheet –J04467.

Fuel Strainer Sock

If you have a 2004 VRSC Model with drive ability issues described by the customer as “poor running off idle, midrange or under acceleration” then following these steps:

Connect your fuel pressure gauge to the bike with the bike on the dyno. (Note this can also be done on test ride if gauge is safely mounted to the machine). Watch the gauge as the RPM climbs. As the symptoms begin to show, note if fuel pressure drops.

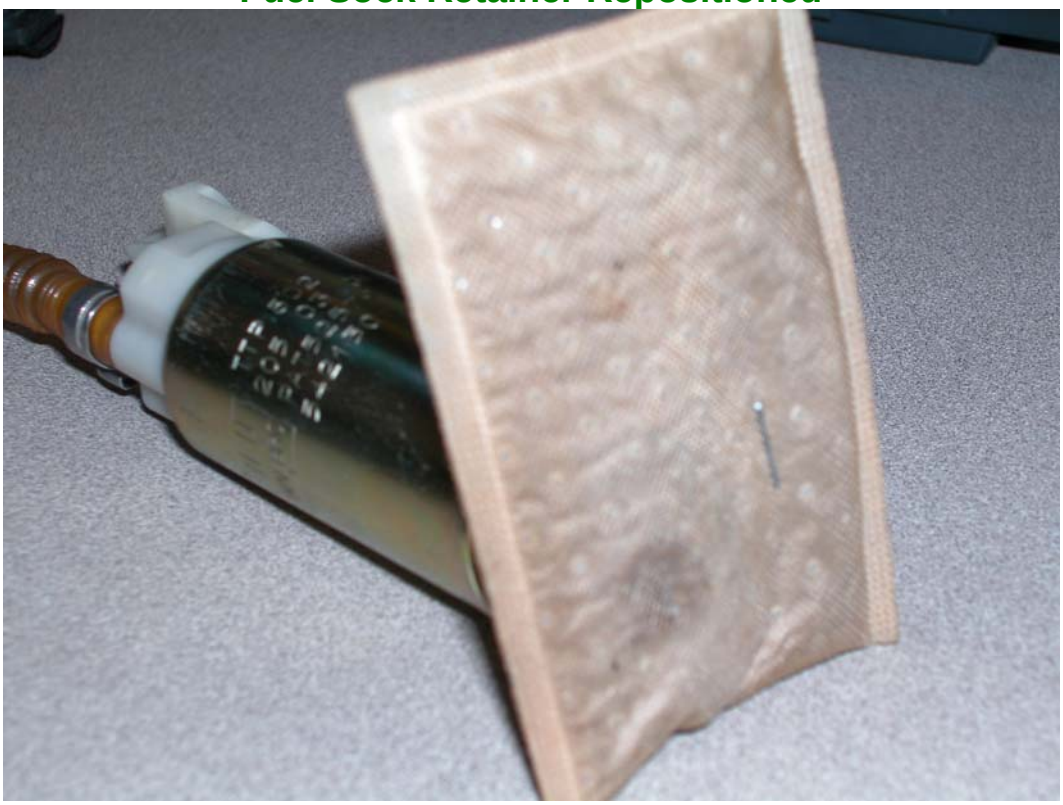
If so, remove the fuel module assembly and inspect the fuel strainer sock. You may see a dime sized dark spot on the face of the sock. (see image below) This indicates the fuel is being restricted and drawn through this very small area. The plastic retainer for the fuel

sock can become dislodged, thereby letting the sock collapse against the pump inlet.

In this case, fuel pump replacement is recommended but there is a lower cost alternative if the customer chooses to repair, instead of replace the part.

Reposition the plastic retainer that is inside the sock, over the pump inlet and staple the fuel sock to prevent the retainer from moving out of position. This should give you full fuel pressure and eliminate the need for replacement pump assembly. (see image below)

Fuel Sock Retainer Repositioned



VRSCD/DX Mufflers with Internal Rattling Sound

If experiencing an internal rattling sound on VRSCD/DX mufflers at Pre-Delivery or shortly thereafter, please be aware that there are two separate sets of circumstances.

1. Check the flow tube assembly near muffler inlet for correct fitment within muffler body. You may be able to see daylight or a significant gap between flow tube and its interface with the muffler body. This may also be felt by attempting to “wiggle” the flow tube within muffler body. If this is the case you have found the source of any internal rattling sound. Replace the muffler.

2. If attempting to “shake” the muffler fore and aft and experiencing a clunk type sound, this is not the cause of any internal rattle when bike is running and is not reason to replace the muffler.

If replacing a muffler for this issue, and if experiencing doubt as to source of the sound please fit the replacement muffler to the bike for a test run rather than rejecting it out of hand.

Coolant Hose Replacement

If replacing coolant tubes (26767-01, 26768-01A) on 02 and later VRSC models:

Do not attempt to reuse old coolant hoses (26753-01, 26755-01) with new shrink clamp (26770-01) as the used hose tends to return to its original shape and may not be placed properly over the barb fitting thereby leaving potential for leakage. Please replace the affected components as an assembly rather than mixing new and used components.