



U.S. Department of Transportation
National Highway Traffic Safety Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
2008 NOV -7 1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received	Repository <input type="checkbox"/>
16-OCT-2008	Reference No. 10245728

OWNER INFORMATION (Type or Print)

Name				Daytime Telephone Number	E-mail Address
Address					
City	ARVADA	State	CO	Zip Code	
				Evening Telephone Number	

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 1HD1KB4147		Make HARLEY DAVIDSON	Model FLHX	Model Year 2007
Date Purchased	Dealer's Name and Telephone Number		Engine: No: Cylinders	Fuel Type:
Original Owner <input type="checkbox"/>	Dealer's City	State	Zip Code	
Transmission Type	<input type="checkbox"/> Antilock Brakes <input type="checkbox"/> Cruise Control	Powertrain	Multiple Failure:	Incident Date(s) 02-NOV-2007

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 010000 STEERING	Failure Mileage 150	Failure Speed 55
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ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location:
Tire Component Code	Tire Failure Type	

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Deaths 0	Reported to Police N
--	---	--------------------------------	-----------------------	-------------------------

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

TL*THE CONTACT OWNS A 2007 HARLEY DAVIDSON FLHX MOTORCYCLE. WHILE DRIVING APPROXIMATELY 55 MPH OR GREATER, THE CONTACT PROCEEDED TO TURN LEFT AND THE FRONT END OF THE VEHICLE BEGAN WOBBLING EXCESSIVELY. THE STEERING BECAME DIFFICULT TO OPERATE. THE REAR OF THE VEHICLE STEERED OUT OF THE LANE ON ITS OWN. THE CONTACT EXPERIENCED A LOSS OF CONTROL WITHOUT WARNING. THE FAILURE OCCURRED ON THREE SEPARATE OCCASIONS. THE VEHICLE HAS NOT BEEN REPAIRED. THE FAILURE MILEAGE WAS 150 AND CURRENT MILEAGE WAS 8,000.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

The easiest way to explain the concern with this
Bike, I have attached some documents from 2
different American Bagger magazines. Read the
blending and you will understand this problem.
After market company's exknowlede this problem, But
Harley Davidson want. and I have been in touch
with HD engineers by the Name of cheis. Had
my bike in 3 different shops - HD shops certified
any questions
Please call me.

ATTACH ADDITIONAL SHEETS IF NECESSARY

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form to file a report.

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U.S. Department of Transportation
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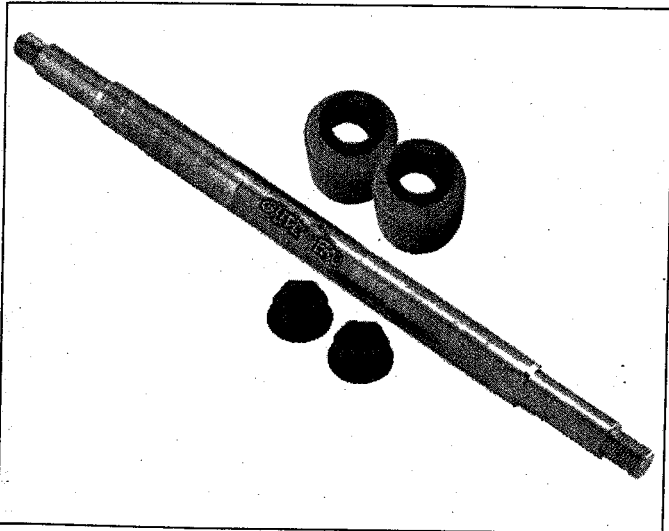
TECH

Glide-Pro Swingarm Stabilizer

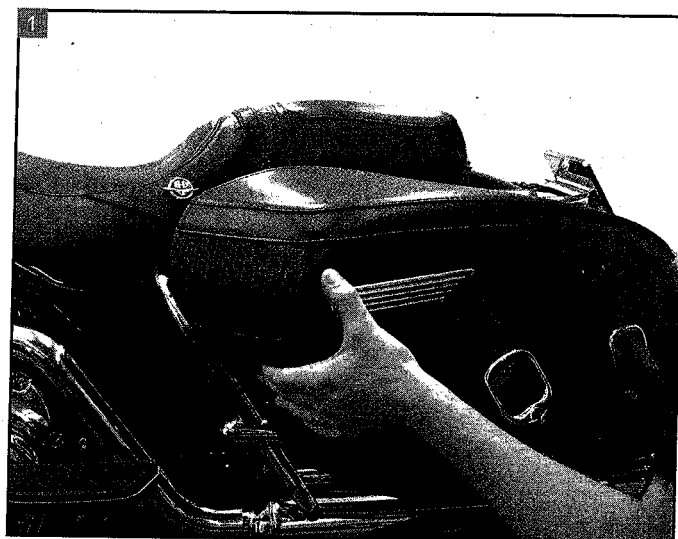
Staff Report – Photos by The Maverick Camera Crew

One more stabilizing device from the many aftermarket options available, the Glide-Pro stabilizer is easy to install and it makes the bike much more fun to ride, with no more wandering steering or high-speed wobble. And yes, it actually works by giving the rear end a much tighter feel. Glide-Pro's stabilizer is available for 1987 and newer FLs and FXRs (check their website for a complete list of applications). Follow along as we install the Glide-Pro stabilizer on a 2007 Road King.

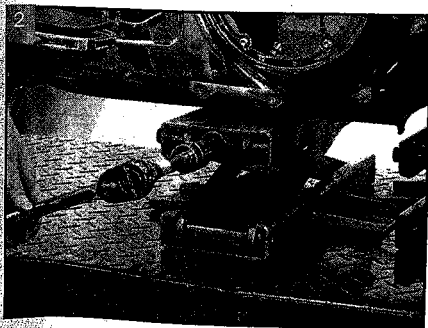
NOTE: On '07-'08 models, torque the hardware in Step 12 to 40 ft.-lbs. After 1,000 miles, re-torque to 50 ft.-lbs.



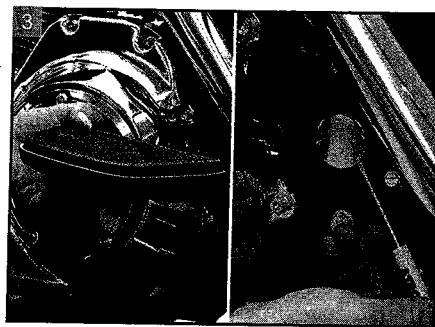
The Glide-Pro tightens the swingarm for better stability and cornering at speed.



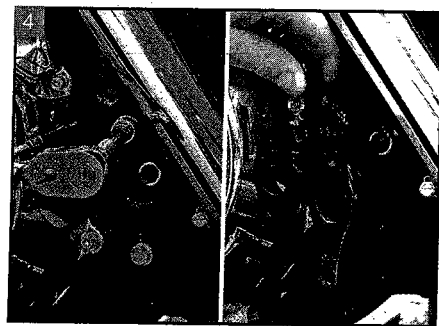
First, remove the saddlebags.



Next, support the motorcycle with a scissor jack.



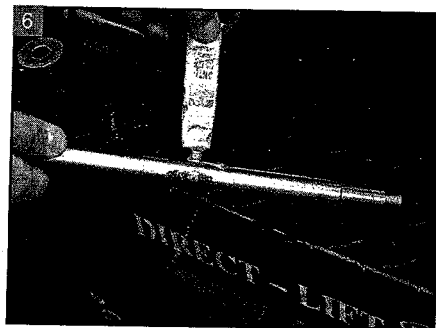
Remove the passenger floorboards and carefully pry the chrome cover loose. (Don't scratch it!)



Loosen and remove the pivot block hardware and set it aside.



With the hardware removed, pull the pivot shaft out of the swingarm.



Dab some anti-seize on the new Glide-Pro pivot shaft.

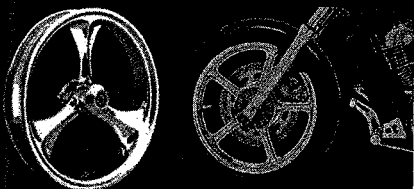


Next, insert the Glide-Pro pivot shaft into place.

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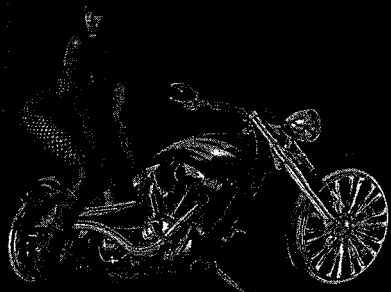
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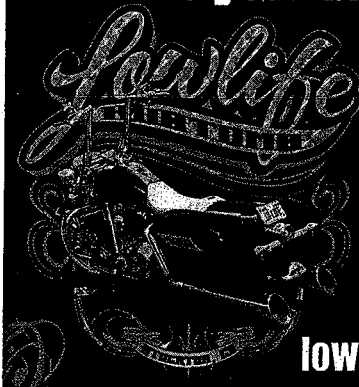
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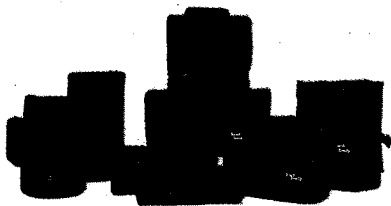
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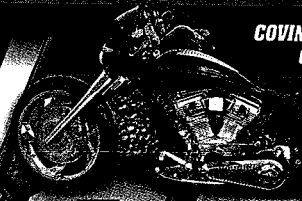
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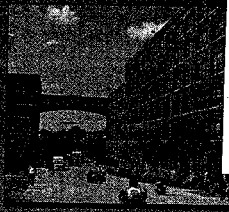
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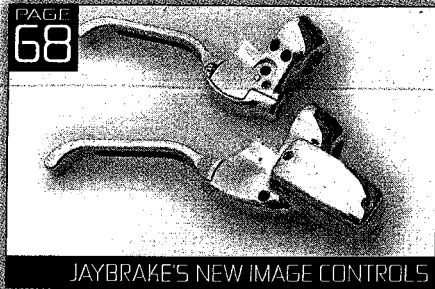
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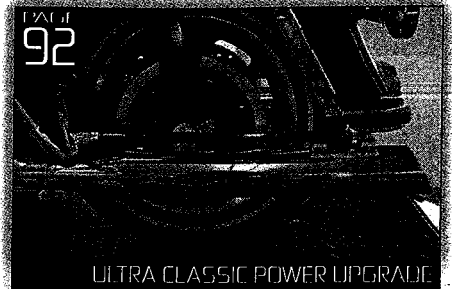
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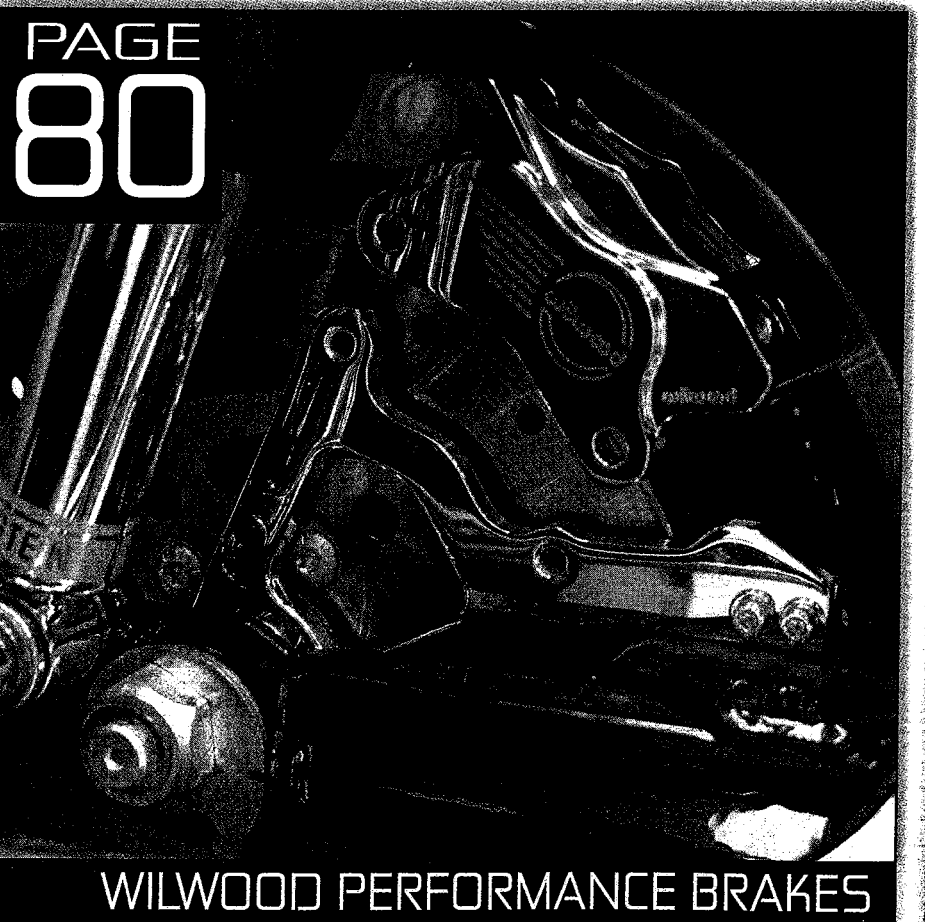
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PHOENIX CUSTOMS' BAGGER BRACE



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WILWOOD PERFORMANCE BRAKES

AMERICAN BAGGER MAGAZINE

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PHOTO BY:
BUCK LOVELL



TECH

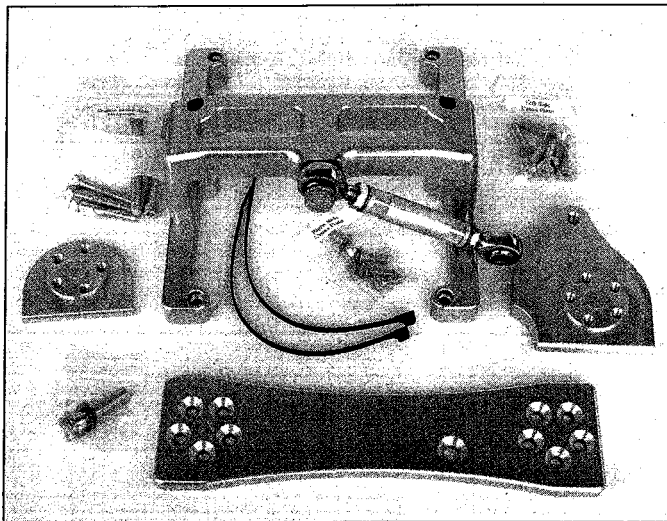
Phoenix Customs Bagger-Brace™

Staff Report - Photos by the Maverick Camera Crew

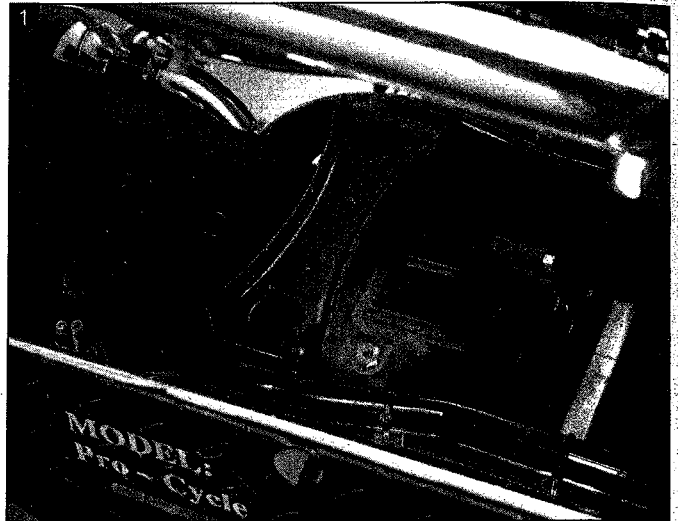
The Maverick tech crew, in their never ending search for new products for American Bagger motorcycles, just discovered the Bagger-Brace from Phoenix Customs in Mesa, Ariz. Editor Buck Lovell's ex-cop bike was in need of such a device and it became the receiver of the Bagger-Brace. The Bagger-Brace components are top shelf quality and are machined from solid billet aluminum; see for yourself as you watch it being installed here. The Bagger-Brace allows the drive train to work in harmony with the chassis the way its rubber mounted system was intended.

Completely different from most other stabilizer designs, the Bagger-Brace is engineered to exceed the loads & stresses needed to eliminate side to side movement for even the biggest motors, high speed riders, and heavy loads. The Bagger-Brace was designed primarily for strength and rigidity.

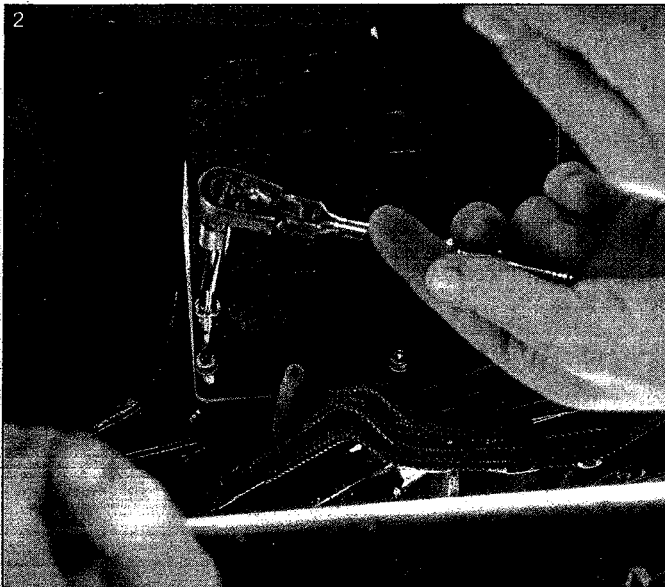
NOTE: Some steps shown may appear flipped due to the use of a mirror to better view the working area.



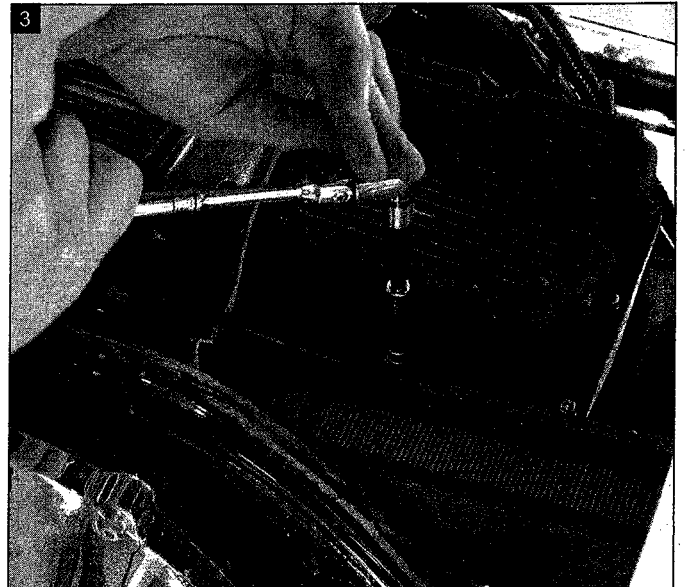
It looks high quality because it is manufactured from aircraft quality billet aluminum. The Bagger-Brace stabilizer is also very easy to install.



Here is a view of the underside of our 2007 FLHTP. Be sure to thoroughly clean the cross-member before starting this install.



Remove the bolts holding the oil pan in place.



Six bolts at the rear of the pan must be removed.

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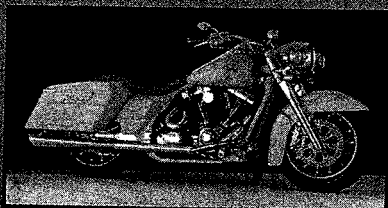


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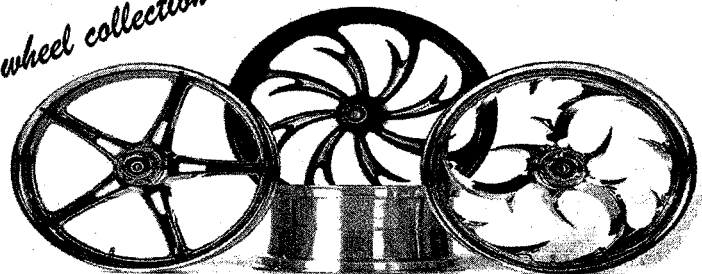
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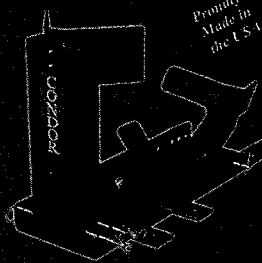
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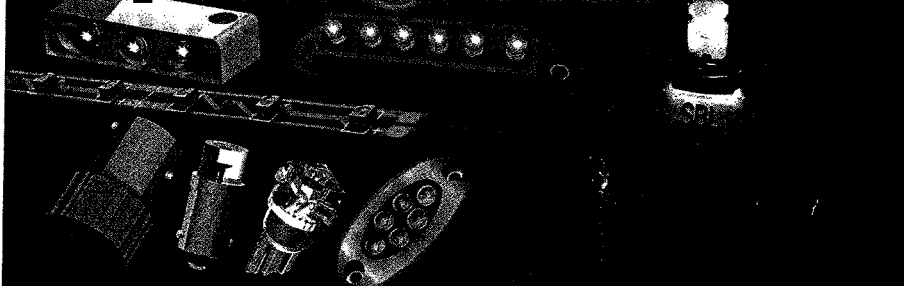
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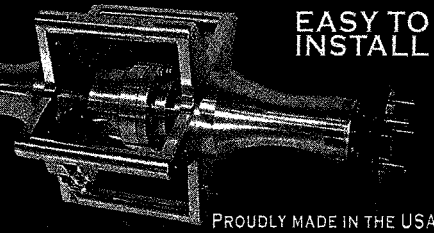
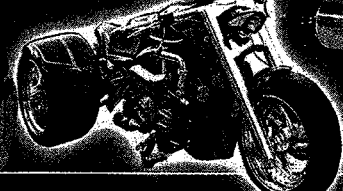


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