



TECHNICAL SERVICE BULLETIN

Victory Motorcycle

Bulletin Number: V-14-02 A-D
Model Years: 2014 – 2015

Date: May 07, 2014

Safety Bulletin Service Bulletin Service Alert Fax Production Update Kit

Distribution: Owner / Principal Service Manager Sales Manager Parts Manager Technicians

This Service Bulletin is located at www.polarisdealers.com

-Confidential and Proprietary-

SUBJECT: 2014-2015 Victory Motorcycle – Crankshaft Endplay Inspection / Diamond-Coated Spacer Installation

PURPOSE:

Victory has determined that a potential engine issue exists with some 2014-2015 Victory Motorcycles manufactured on and between 01/22/2014 and 04/25/2014. **Not all bikes manufactured within the specified date range will be subject to this campaign.** Some engine crankcases may have been manufactured with a crankshaft thrust face that is not within specification. Engines assembled with crankshaft endplay measuring less than .040mm (.00157”) may unexpectedly seize. This could cause the vehicle operator to lose control, increasing the risk of a vehicle crash.

This Safety Recall campaign only affects Victory Motorcycles manufactured within the date range listed in the table below. **Not all bikes manufactured within the specified date range will be subject to this campaign.** Use the Unit Inquiry feature on your dealer website to determine whether a specific VIN is affected.

AFFECTED MODELS:

Model(s) Affected	Model Numbers	Vehicle Identification Number Range
2014 MODELS PRODUCED WITHIN SPECIFIED DATE RANGE	2014 MODEL NUMBERS PRODUCED WITHIN SPECIFIED DATE RANGE	Vehicles Produced On and Between 01/22/2014 and 04/25/2014 Enter the Vehicle Identification Number (VIN) into 'Unit Inquiry' to verify whether a vehicle is affected by this Safety Bulletin.
2015 Victory Gunner	V15LB36NT, NTC, NTA, ET	

NOTE: Vehicles with build dates outside of the specified range have been determined to be saleable and do not require any further inspection or attention related to this bulletin.

WHAT YOUR DEALERSHIP SHOULD DO:

- STOP ALL SALES / TEST RIDES / DEMO RIDES** until this Safety Bulletin has been completed. After the bulletin is completed and a warranty claim has been filed, it is acceptable to resume sales / test rides / demo rides.
- Review your dealership’s inventory to locate affected bikes.
 - Go to the STOP Site and click on the ‘**Click Here for a List of Your Dealership’s Units with Open Bulletins / Recalls**’ link located in the Search Options menu.
- Perform the CRANKSHAFT ENDPLAY INSPECTION procedure outlined in this Safety Bulletin, on all affected units, to determine if the crankshaft endplay is below the specified value.
- If the crankshaft endplay passes inspection**, file a warranty claim for the appropriate bulletin number following completion and attach a bulletin completion decal as shown on page 4 of this bulletin. No further action is required.
- If the crankshaft endplay DOES NOT pass inspection**, perform the DIAMOND-COATED SPACER INSTALLATION procedure outlined in this Safety Bulletin.
- File a warranty claim for the appropriate bulletin number and attach a bulletin completion decal as shown on page 4 of this bulletin.

CUSTOMER NOTIFICATION:

A customer notification letter was sent to all registered owners of machines within the affected date range. In addition to the notification letter sent by Victory Motorcycles, dealers are required to review sales records and contact consumers who have purchased a potentially affected vehicle. Make arrangements to perform the steps outlined in this Safety Bulletin immediately.

WARRANTY CLAIM INFORMATION:

A single group claim may be submitted listing the complete (17 digit) Vehicle Identification Number for machines with the same model number. File claim type: **SB (Service Bulletin)**. DO NOT PUT MORE THAN ONE MODEL NUMBER ON A CLAIM.

2014-2015 Victory Motorcycles (Vegas / Jackpot / Hammer / Judge / Boardwalk / Gunner)	
INSPECTION ONLY	
SERVICE BULLETIN #	V-14-02A
CLAIM TYPE	SB (Service Bulletin)
LABOR ALLOWANCE	18 Minutes (0.3 Hours)
CLAIM PART NUMBERS	N/A – Auto Process Bulletin

2014-2015 Victory Motorcycles (Vegas / Jackpot / Hammer / Judge / Boardwalk / Gunner)	
INSPECTION & SPACER INSTALLATION	
SERVICE BULLETIN #	V-14-02B
CLAIM TYPE	SB (Service Bulletin)
LABOR ALLOWANCE	1 Hour 42 Minutes (1.7 Hours)
CLAIM PART NUMBERS	N/A – Auto Process Bulletin

2014-2015 Victory Motorcycles (Vision / Cross Country / Cross Roads / Hard-Ball)	
INSPECTION ONLY	
SERVICE BULLETIN #	V-14-02C
CLAIM TYPE	SB (Service Bulletin)
LABOR ALLOWANCE	18 Minutes (0.3 Hours)
CLAIM PART NUMBERS	N/A – Auto Process Bulletin

2014-2015 Victory Motorcycles (Vision / Cross Country / Cross Roads / Hard-Ball)	
INSPECTION & SPACER INSTALLATION	
SERVICE BULLETIN #	V-14-02D
CLAIM TYPE	SB (Service Bulletin)
LABOR ALLOWANCE	1 Hour 42 Minutes (1.7 Hours)
CLAIM PART NUMBERS	N/A – Auto Process Bulletin

PARTS INFORMATION:

Expedited shipping may be used in urgent or escalated cases at your discretion.

V-14-02A (INSPECTION ONLY – Vegas / Jackpot / Hammer / Judge / Boardwalk / Gunner)

PART NUMBER / DESCRIPTION	7170107 (QTY.1) – Service Bulletin Completion Decal 5813096 (QTY.1) – Gasket Kit, Cam Cover / Primary Cover 7518146 (QTY.1) – Footpeg / Floorboard Bolt, Long 7518101 (QTY.1) – Footpeg / Floorboard Bolt, Short 7547039 (QTY.1) – Footpeg / Floorboard Nut
PARTS AVAILABILITY	Available to order
DIRECT-SHIP FROM VICTORY?	No
TO BE ORDERED BY DEALER?	Yes

V-14-02B (INSPECTION & SPACER INSTALLATION – Vegas / Jackpot / Hammer / Judge / Boardwalk / Gunner)

PART NUMBER / DESCRIPTION	7170107 (QTY.1) – Service Bulletin Completion Decal 5813096 (QTY.1) – Gasket Kit, Cam Cover / Primary Cover 7518146 (QTY.2) – Footpeg / Floorboard Bolt, Long 7518101 (QTY.2) – Footpeg / Floorboard Bolt, Short 7547039 (QTY.2) – Footpeg / Floorboard Nut 2873551 (QTY.1) – Oil Change Kit 7556488 (QTY.1) – Diamond-Coated Spacer 7517260 (QTY.6) – Primary Gear Bolts
PARTS AVAILABILITY	Available to order. *7556488 is only available by Tech Service request through 5/15/2014
DIRECT-SHIP FROM VICTORY?	No
TO BE ORDERED BY DEALER?	Yes

V-14-02C (INSPECTION ONLY – Vision / Cross Country / Cross Roads / Hard-Ball)

PART NUMBER / DESCRIPTION	7170107 (QTY.1) – Service Bulletin Completion Decal 5813096 (QTY.1) – Gasket Kit, Cam Cover / Primary Cover 7517367 (QTY.2) – Floorboard Bolts
PARTS AVAILABILITY	Available to order
DIRECT-SHIP FROM VICTORY?	No
TO BE ORDERED BY DEALER?	Yes

V-14-02D (INSPECTION & SPACER INSTALLATION – Vision / Cross Country / Cross Roads / Hard-Ball)

PART NUMBER / DESCRIPTION	7170107 (QTY.1) – Service Bulletin Completion Decal 5813096 (QTY.1) – Gasket Kit, Cam Cover / Primary Cover 7517367 (QTY.4) – Floorboard Bolts 2873551 (QTY.1) – Oil Change Kit 7556488 (QTY.1) – Diamond-Coated Spacer 7517260 (QTY.6) – Primary Gear Bolts
PARTS AVAILABILITY	Available to order. *7556488 is only available by Tech Service request through 5/15/2014
DIRECT-SHIP FROM VICTORY?	No
TO BE ORDERED BY DEALER?	Yes

PARTS RETURN OR DISPOSAL INFORMATION:

Dealers & Distributors: Under no circumstances shall the part removed in this repair be re-used, sold, or re-purposed for another application. It is your dealership / distributorship's responsibility to make sure every part replaced is taken out of circulation and disposed of properly.

For North American Dealers: Once the warranty claim for each unit has processed, please review the "Check Returned Parts List" on your dealer website to determine whether or not Polaris has asked for the part(s) to be returned. If the part(s) were not identified as needing to be returned to Polaris, please dispose of the part(s) properly.

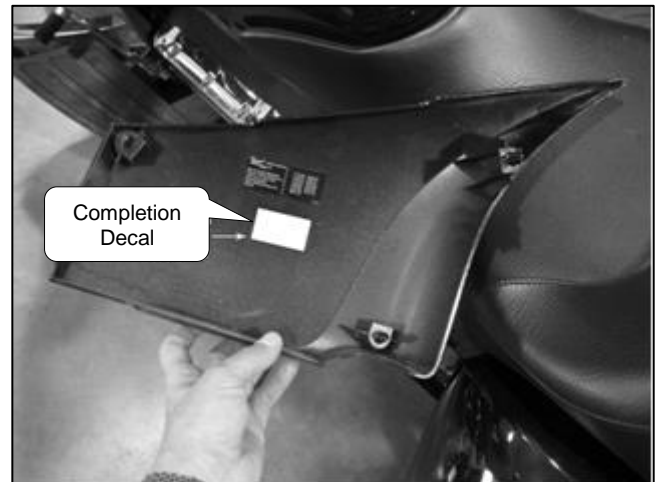
SERVICE BULLETIN COMPLETION DECAL:

A Service Bulletin Completion Decal (PN 7170107) must be completed for this bulletin repair. Place the decal beneath the LH side cover as shown (beneath console cover on Vision). If you require more decals, order them through normal Polaris parts ordering channels.

Sincerely,



Doug Koch
Technical Service and Warranty Manager



INSPECTION PROCEDURE:

Tools Required for Inspection:

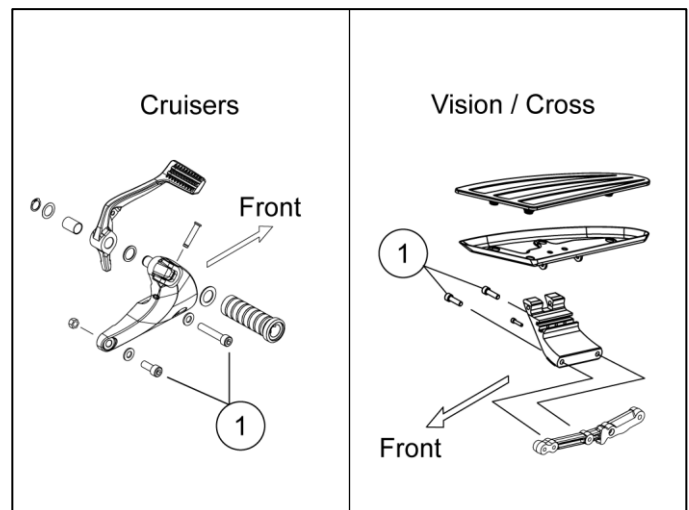
- Lift Table with Wheel Clamp
- Digital Dial Indicator with Magnetic Base (Provided by Victory Motorcycles)
- 3/8" Drive Ratchet
- 5mm Hex Head Socket (cam cover)
- 8mm Hex Head Socket (floorboard / footpeg assembly)
- 3/8" Drive Torque Wrench (up to at least 50 ft-lbs / 67.8 Nm)
- 13mm Box End Wrench
- Gasket Scraper
- Clean / Absorbent Towels
- Mechanic's Gloves
- Notepad and Pencil (to record test results)

NOTE: ENGINE SHOULD BE AT ROOM TEMPERATURE WHILE PERFORMING THIS INSPECTION PROCEDURE.

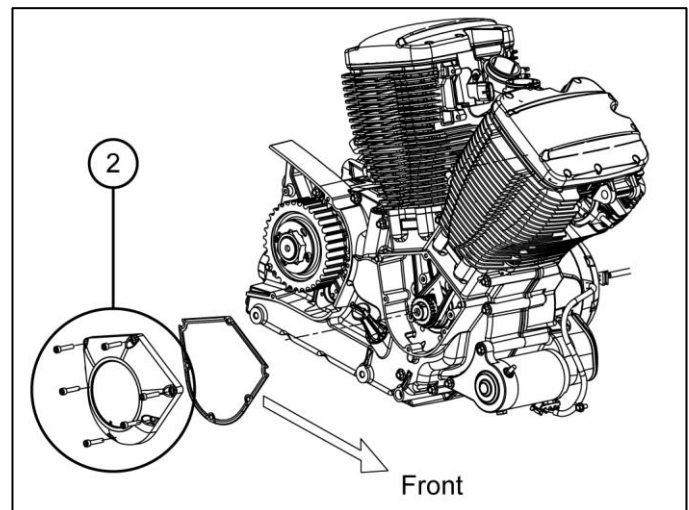
1. Secure the motorcycle in an upright position with the front wheel clamped in a wheel vise.
2. Remove (do not discard) the fasteners ① securing the right side footpeg / floorboard assembly.
3. Move the footpeg / floorboard assembly aside so the cam cover can be accessed.

IMPORTANT: (Vision and Cross Country / Roads) Keep the master cylinder reservoir upright at all times so air does not enter the brake lines.

4. Remove the dipstick and cover the fill hole with a clean, lint-free towel to keep debris from entering the oil sump during the inspection procedure.



5. Remove the six screws ② securing the cam cover to the crankcase.
6. Remove the cam cover and cam cover gasket.
7. Using a non-metallic gasket scraper, clean both cam cover mating surfaces so that no residual gasket material remains.



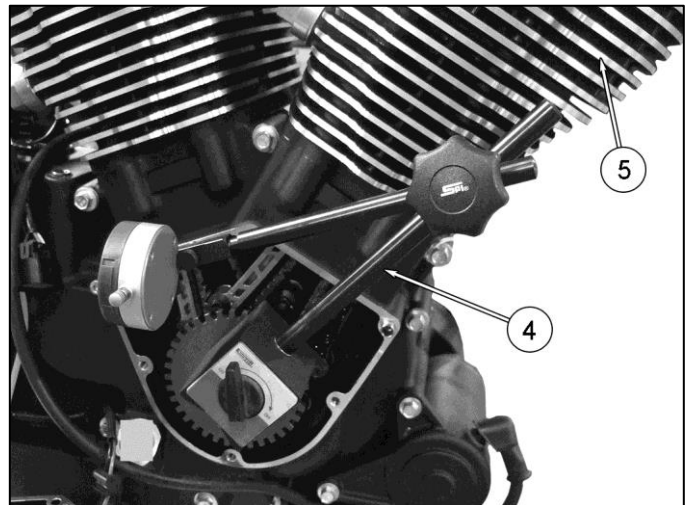
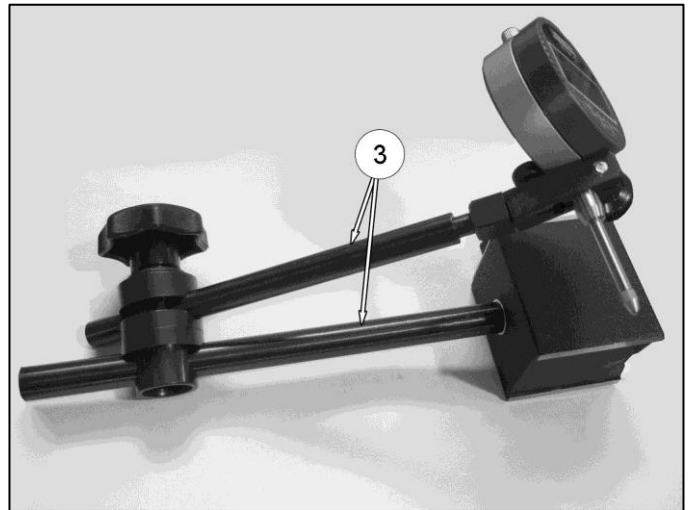
NOTE: Steps 8-20 will involve the digital dial indicator and magnetic base assembly that Victory has provided to your dealership. Getting the base assembly setup and installed correctly is critical to obtaining an accurate measurement.

8. Install battery into dial indicator and verify that it powers ON (battery included with dial indicator).
9. Assemble the magnetic base assembly and orient the arms ③ as shown.

NOTE: It is not necessary to install the supplemental base plate provided with the dial indicator to perform this inspection.

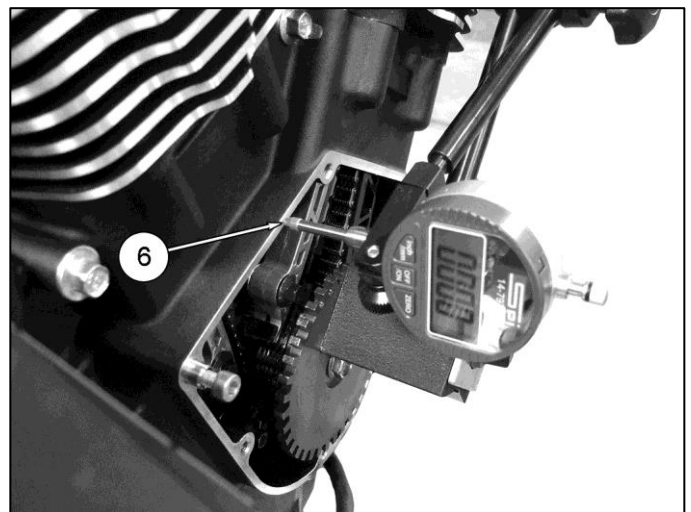
10. Wipe residual oil off of the timing wheel and verify that the magnetic surface of the dial indicator mount is free from any debris that could prohibit the base from mounting flush against the timing wheel.
11. Switch the magnetic base ON and attach above the timing wheel bolt as shown.
12. Position leg ④ of the mounting base so it runs parallel with the relief in the front cylinder ⑤.

IMPORTANT: Ensure the base arms are not contacting any other portion of the engine.

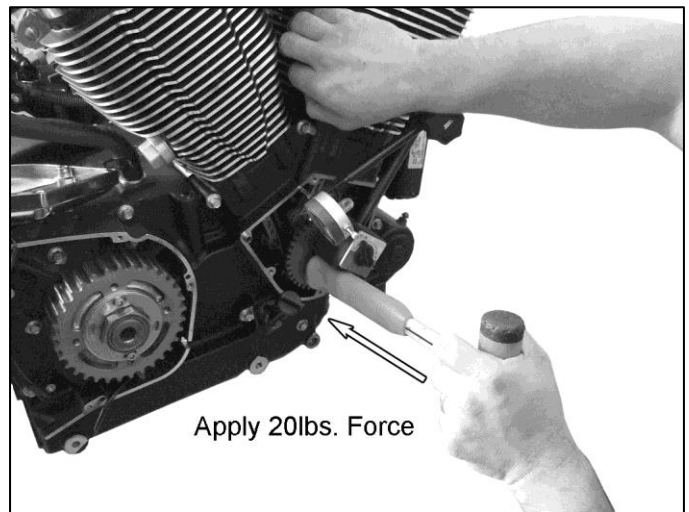


13. Depress the plunger ⑥ on the dial indicator slightly and place it on the cam cover gasket surface.

IMPORTANT: The plunger must be perpendicular (90° angles in two directions) to the gasket surface to ensure accurate measurements.



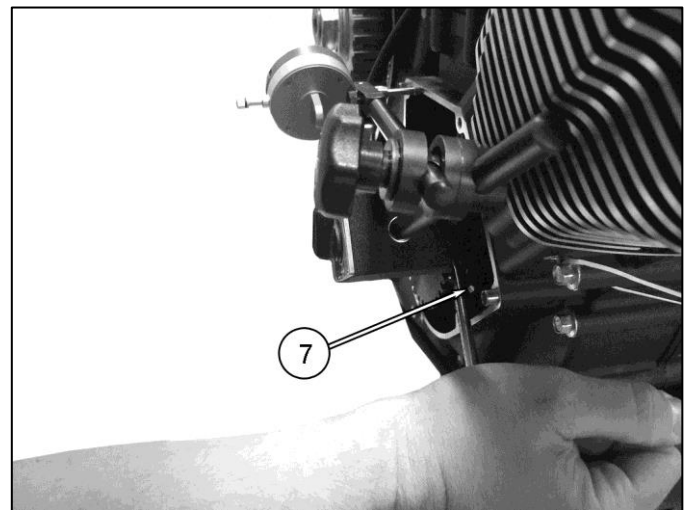
14. Place a hammer handle (or similar blunt object) as close to the timing wheel bolt as possible and apply approximately 20lbs. constant pushing force for 2 seconds to seat the crankshaft into the left side bearing bore.
15. Power ON the dial indicator and set display to indicate millimeters (mm).
16. Press the ZERO button on the dial indicator until the display shows "0.000".



17. Slide a small, box-end wrench under the timing wheel getting as close to the crankshaft as possible.
18. Using the front chain guide mounting bolt (7) as a fulcrum, pry the timing wheel outward using approximately 10lbs. force for 2 seconds.

NOTE: Remove the wrench and let the dial indicator stabilize before recording measurement.

19. Once the reading on the dial indicator has stabilized, write down the end play measurement.
20. **REPEAT STEPS 10-19 UNTIL YOU HAVE COMPLETED 3 MEASUREMENTS. THE LARGEST INDICATED READING WILL BE USED TO DETERMINE IF THE ENGINE MUST HAVE A SPACER INSTALLED.**



SPECIFICATION:
 Greater than or equal to .040mm OKAY
 Less than .040mm INSTALL SPACER

NOTE: Contact Technical Service by phone for all measurement questions or concerns.

21. Reinstall the cam cover with a new gasket, and torque screws to specification using the torque sequence.
22. Reinstall floorboard / footpeg assembly using new bolts and torque to specification.



TORQUE SPECIFICATIONS

Floorboard / Footpeg Bolts, ALL	35 ft-lbs (47.5 Nm)
Cam Cover Screws	115 in-lbs (13.0 Nm)

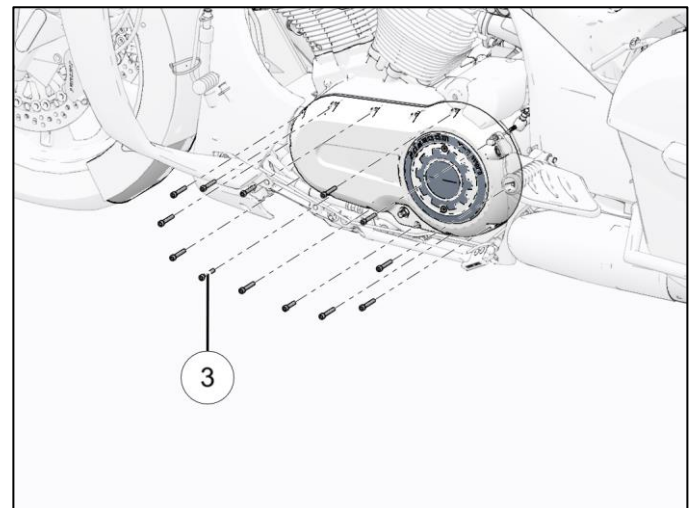
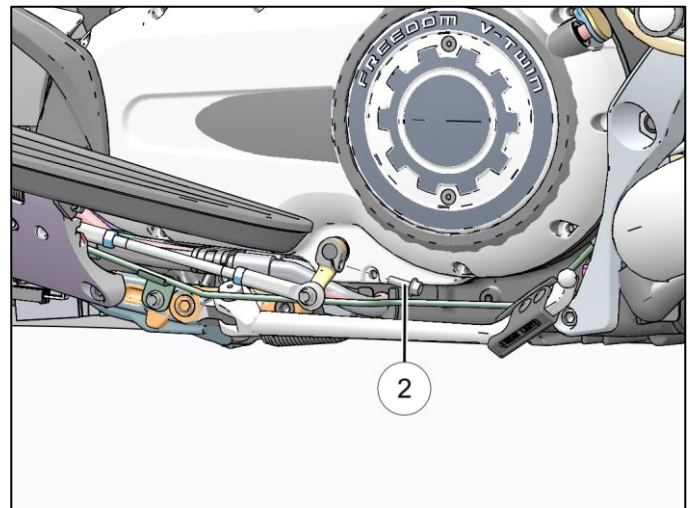
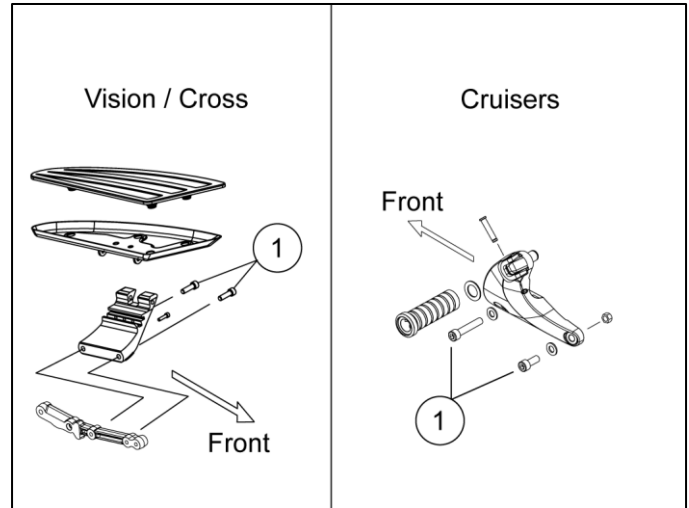
DIAMOND-COATED SPACER INSTALLATION

NOTE: If at any time you cannot obtain a Diamond-Coated Spacer (PN: 7556488) through normal channels please contact Technical Service immediately.

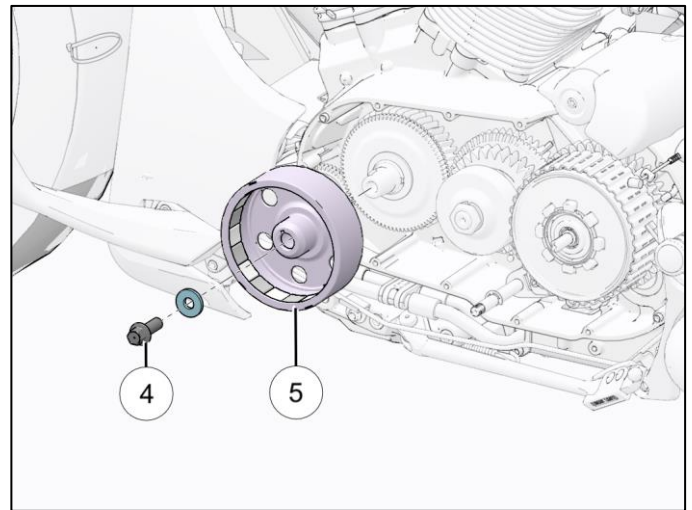
IMPORTANT: The following procedure summarizes the installation of the Diamond-Coated Spacer. For more detailed information pertaining to Primary Drive service, primary gear R&R, or special tools, refer to Chapter 9 (Clutch, Primary & Shift) of your Victory Motorcycle Service Manual. If you have any questions that cannot be answered by the service manual, please call Victory Technical Service.

1. Secure the motorcycle in an upright position with the front wheel clamped in a wheel vise.
2. Remove dipstick and drain engine oil.
3. Remove (do not discard) the fasteners ① securing the left side floorboard / footpeg assembly.
4. Remove the bolt ② securing the shift arm to the shift shaft.
5. Slide the shift arm off of the shift shaft.
6. Move the floorboard / footpeg and shifter assembly aside so the primary cover can be accessed.
7. Release the clutch cable from the clutch arm.
8. Remove primary cover bolts ③.
9. Remove primary cover and gasket

CAUTION: The primary cover is held in place by strong magnets. To avoid injury, use care when pulling the primary cover free from the magnets.



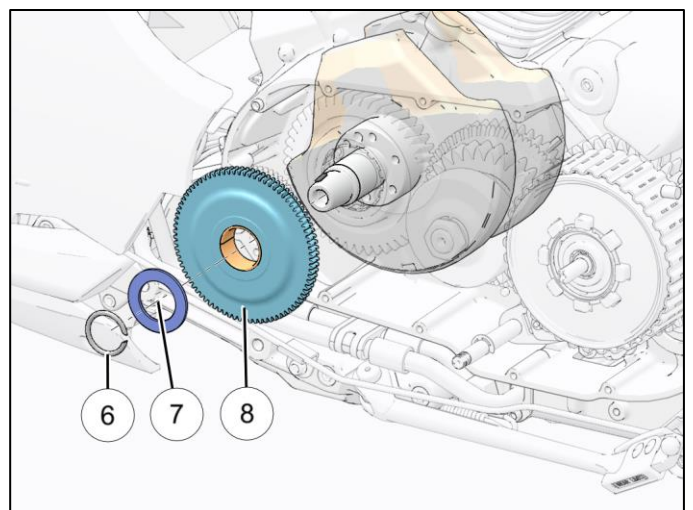
10. Remove the rotor bolt (4) and rotor (5).



11. Remove the starter gear retaining ring (6), washer (7) and starter gear (8).

12. Noting directional orientation, remove starter sprag clutch.

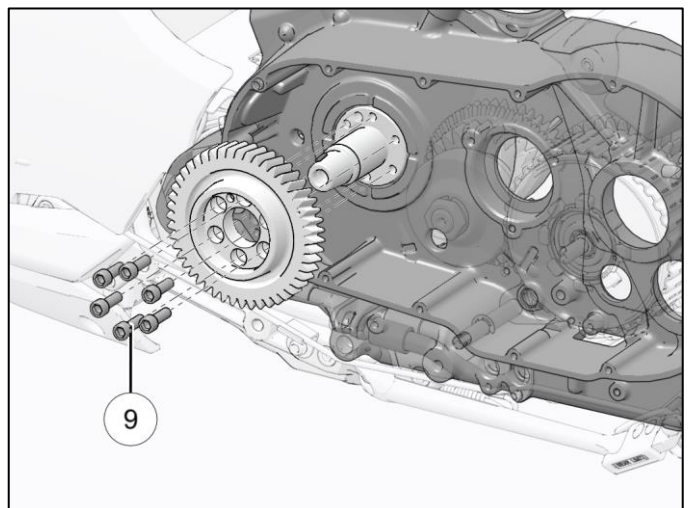
13. Thread one of the screws from the primary cover into the starter idler gear shaft and pull shaft out of bore. Move the idler gear out of the way.



14. Remove (do not discard) primary gear fasteners (9).
To lock crankshaft: Use special tool PV-43502-A (Engine Locking Tool) OR, use a piece of nylon strap to create interference between the primary gear teeth and torque compensator gear teeth.

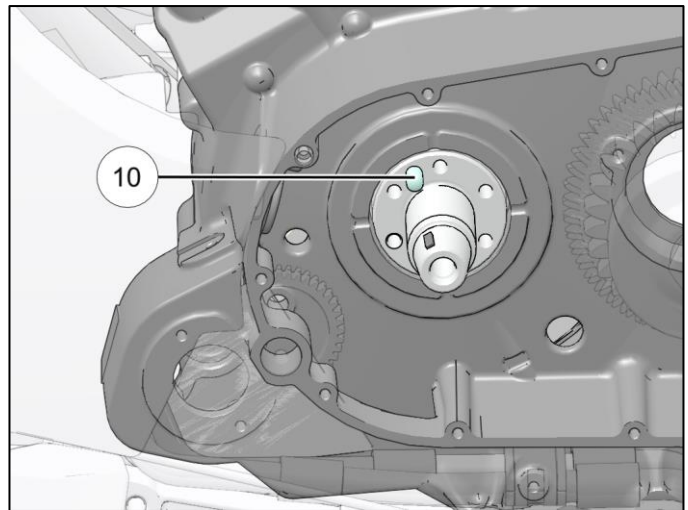
15. Remove gear and clean bolt hole threads using a pick tool and cleaning solvent (Brake Cleaner).

NOTE: Do not remove dowel.



16. Using a clean, lint-free cloth, wipe both faces of the Diamond-Coated Spacer and crankshaft face.
17. Install spacer over the end of the crankshaft and fit over primary gear dowel pin ⑩.

NOTE: It may be necessary to hang the spacer from the dowel pin during installation. When installing new primary gear bolts make sure they are engaging each of the holes in the spacer.



18. Align primary and balance shaft timing marks. (Split gear must be preloaded to mesh teeth, this can be accomplished using a flat screwdriver)

19. Install primary gear bolts and torque to specification **in two stages** (see torque table below), following a star pattern.

IMPORTANT: Do not use pneumatic tools when installing primary gear bolts.

To lock crankshaft: Use special tool PV-43502-A (Engine Locking Tool) OR, use a piece of nylon strap to create interference between the primary gear teeth and torque compensator gear teeth.

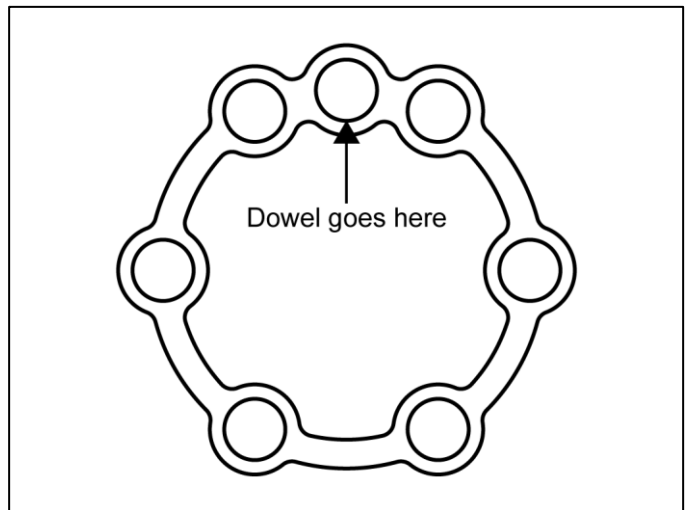
20. Remainder of assembly is performed by reversing the disassembly procedure. **Torque all fasteners to specification.**

SERVICE NOTES:

Short primary cover bolt is placed in hole just behind the shift shaft.

Apply oil to sprag clutch prior to installation and verify correct directional orientation.

21. Replace oil filter and refill engine oil (see appropriate service manual).



TORQUE SPECIFICATIONS

Primary Gear Bolts (Single Use)	1 st pass: 88.5 in-lbs (10.0 Nm) 2 nd pass: 30 ft-lbs (41.0 Nm)
Rotor Bolt	75 ft-lbs (102.0 Nm)
Primary Cover Bolts	115 in-lbs (13.0 Nm)
Shift Arm Bolt	84 in-lbs (9.5 Nm)
Floorboard / Footpeg Bolts (ALL)	35 ft-lbs (47.5 Nm)

ADDITIONAL REFERENCE MATERIALS

Refer to appropriate Victory Motorcycle service manual for additional information.