



Tech Article

TA0016: 2014 and Later Touring Steering Head Bearing Adjustment

REFERENCE	TA0016
LAST MODIFIED	2022-09-23
MODELS	<p>2014: FLHTCU, FLHTCU TC, FLHTK, FLHTK 103, FLHTK SHRINE, FLHTKSE, FLHTP, FLHX, FLHX SHRINE, FLHXS</p> <p>2015: FLHTCU, FLHTCU TC, FLHTCUL, FLHTCUL TC, FLHTK, FLHTK SHRINE, FLHTKL, FLHTKSE, FLHTP, FLHX, FLHXS, FLHXSE, FLTRUSE, FLTRX, FLTRXS</p> <p>2016: FLHTCU, FLHTCU TC, FLHTCUL, FLHTCUL TC, FLHTK, FLHTK SHRINE, FLHTKL, FLHTKSE, FLHTP, FLHX, FLHXS, FLHXSE, FLTRU, FLTRUSE, FLTRX, FLTRXS</p> <p>2017: FLHTCU, FLHTK, FLHTK SHRINE, FLHTKL, FLHTKSE, FLHTP, FLHX, FLHXS, FLHXSE, FLTRU, FLTRX, FLTRXS</p> <p>2018: FLHTCU, FLHTK, FLHTK ANV, FLHTK SHRINE, FLHTKL, FLHTKSE, FLHTKSE ANV, FLHTP, FLHX, FLHX ANV, FLHXS, FLHXS ANX, FLHXSE, FLTRU, FLTRX, FLTRXS, FLTRXSE</p> <p>2019: FLHT, FLHTCU, FLHTK, FLHTK SHRINE, FLHTKL, FLHTKSE, FLHTP, FLHX, FLHXS, FLHXSE, FLTRU, FLTRX, FLTRXS, FLTRXSE</p> <p>2020: FLHT, FLHTK, FLHTK SHRINE, FLHTKSE, FLHTP, FLHX, FLHXS, FLHXSE, FLTRK, FLTRX, FLTRXS, FLTRXSE</p> <p>2021: FLH, FLHP, FLHR, FLHRXS, FLHT, FLHTK, FLHTK SHRINE, FLHTKSE, FLHTP, FLHX, FLHXS, FLHXSE, FLTRK, FLTRX, FLTRXS, FLTRXSE</p> <p>2022: FLHP, FLHR, FLHRXS, FLHT, FLHTK, FLHTK SHRINE, FLHTP, FLHX, FLHXS, FLHXSE, FLHXST, FLTRK, FLTRKSE, FLTRX, FLTRXS, FLTRXSE, FLTRXST</p>
CATEGORY	Chassis
MARKETS	All markets are affected.
VEHICLES AFFECTED	2014 and later: Touring, CVO Touring and Police Touring vehicles with fairings
ISSUE	Steering head bearings on 2014 and later Touring, CVO Touring and Police Touring motorcycles which may not have been adjusted correctly using the service manual procedure at dealerships.

Reason for Revision

Refer to Table 1.

Table 1. Document History

Date	Revision Description
2022-09-23	Updated: 2014-2019 to 2014 and later Touring vehicles
	Updated: VEHICLES AFFECTED
2019-01-17	Added Purpose for Tech Article
	Updated MODELS , VEHICLES AFFECTED
2017-10-17	Added Models
	Updated VEHICLES AFFECTED, ISSUE
2017-03-31	Initial release

Purpose for Tech Article

During recent dealer visits to observe steering head bearing adjustment process, Harley-Davidson staff observed that some dealers are not correctly following the service manual steering head bearing adjustment process. Conditions observed by customers or dealer staff during PDI were described as:

- Low speed wobble
- Oscillation at low speeds
- Excessive free play in the steer head

Harley-Davidson motorcycles are designed, manufactured and tested to be operated with both of the rider's hands on the handlebar. If you or a customer are experiencing a handling concern, refer to the TROUBLESHOOTING, HANDLING, IRREGULARITIES found in the MAINTAINANCE chapter of the appropriate service manual. The service manual process is not intended to validate factory settings, but rather to be used if a concern is presented.

Through extensive testing, Harley-Davidson has developed the service manual specification and adjustment procedure as the optimum steering head bearing adjustment and verification method to achieve the desired handling characteristics across all speeds and conditions. Addressing a perceived feel of low speed wobble, oscillation or free play by adjusting the steering head bearings beyond the service manual specification may have an adverse effect on motorcycle stability.

NOTE

A steering head that is too tight can interfere with the vehicle's ability to absorb a weave. A steering head that is too loose can interfere with the vehicle's ability to absorb a wobble.

RESOLUTION

NOTE

Never make adjustments by feel. Always follow the process in the appropriate service manual.

When submitting warranty claim information for steer head bearing adjustment, Harley-Davidson requires the following data:

- What was the original steering head bearing swing back result found on the vehicle? (see service manual)

- What was the swing back result after the steering head bearing adjustment was performed?
(see service manual)