Bulletin #:	IMCSB-
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Rev:	A
Date:	
Affected Models:	see attached Any 2003 Chief built before 3-31-03 is suspect

Service Bulletin

Bezel Warning Lights

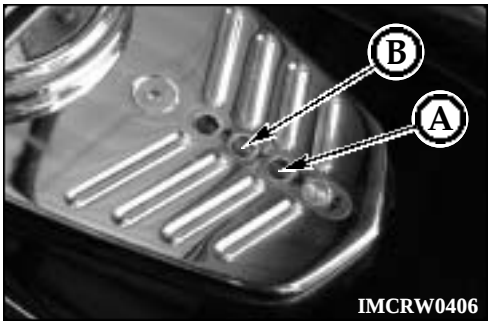
Read these instructions carefully and thoroughly before commencing work. If you do not understand the instructions or have questions, see your supervisor. If you are unsure of any of the procedures, please contact your Indian Field Service Manager (FSM).

Description

Some bezel warning light circuit boards have an electrical fault causing the Green Neutral Light to be significantly dimmer than the Red Oil Pressure Light. It is important to correctly identify the fault before replacing the circuit board as the green light is naturally dimmer than the red.

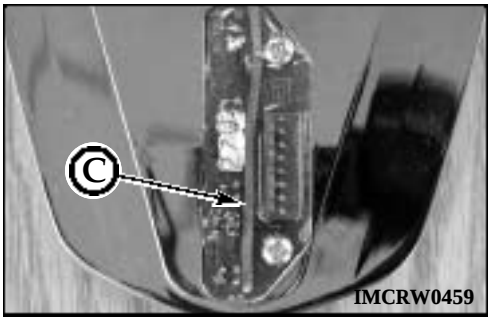
Normal Condition

To see the lights easier, position the bike out of direct sunlight, preferably inside the workshop. Turn the ignition key on and place the bike in neutral. The red Oil Pressure Light (A) will shine brightly while the Green Neutral Light (B) will be dimmer. This is a normal condition. Start the motorcycle and observe the neutral light The Green Neutral Light will not get brighter.



Fault Condition

If after starting the bike the brightness of the Green Neutral Light becomes significantly brighter than a fault condition may exist If you suspect a fault (dimmer than normal) condition remove the bezel from the dash. Turn the bezel over and view the printed circuit board. Look for a red strip upon the board (C). A bezel with a red stripe is the most current board. Boards without the stripe are suspect but NOT assumed to be bad.



Again, do not assume a board without the red strip is faulty. Many boards without the red strip perform normally and will remain that way through out the life of the motorcycle.

Service Kit

Part #	Part Description	Qty
56-052	Bezel, Dash, 5.5 Gallon fuel tanks	1

Tools Required

5/32” Allen Wrench 11/32” Wrench 10mm Wrench *Torque Screwdriver

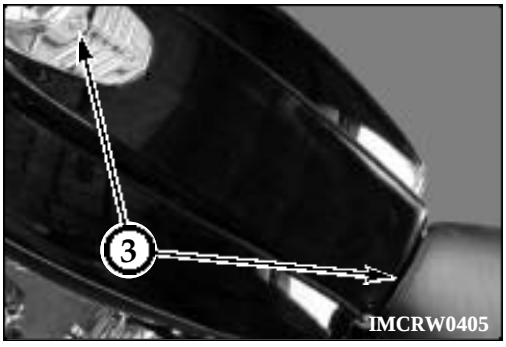
*A torque wrench set to $5^{1}/_{2}$ inch-pounds will be required

Materials Required

Blue Loctite 242

Instrument Bezel Removal

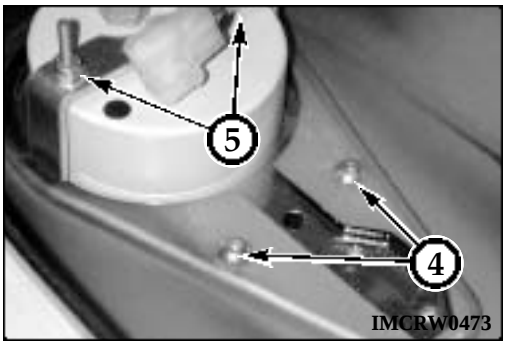
1 Using a 5/32" allen wrench, remove 3 allen head bolts and remove the seat (2 each side and one at the rear).



2 Using a 10mm wrench remove the negative cable from the battery.

3 Using a 5/32” allen wrench remove the two screws securing the dash. Disconnect the two electrical connectors and remove the dash.

4 Place the dash upside-down on a protective pad and using a 5/32” allen wrench, remove the two screws securing the instrument bezel to the dash.

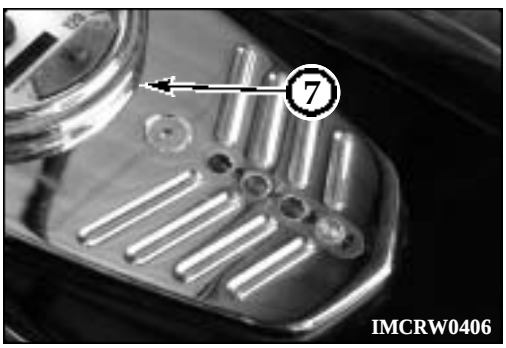


5 Using a 11/32” wrench, remove the two nuts, washers and bracket securing the speedometer to the bezel.

6 Carefully push out the speedometer and discard the bezel.

New Instrument Bezel

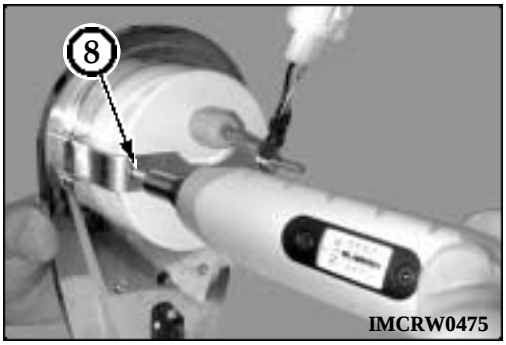
7 Fit the speedometer to the new instrument bezel. Ensure the seal and flange seat firmly against the bezel surface.



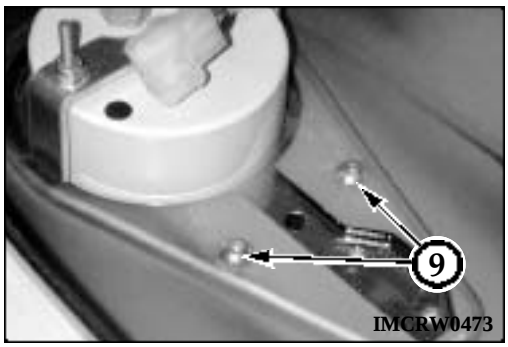
8 Secure the speedometer to the bezel with the bracket, washers and nuts. Tighten the nuts to $5^{1}/_{2}$ **inch-pounds** $^{+}/_{-}$ $^{1}/_{2}$.

CAUTION: DO NOT over torque the nuts. Over torquing deforms the plastic case and will allow water to leak into the speedometer.

NOTE: Inch-Pound Torque Wrenches are available from your local MAC or SnapOn dealers.



9 Clean the threads of the bezel screws and apply Blue Loctite 242 to the first 4 threads. Fit the bezel assembly to the dash and secure with the screws.



Refit

10 Clean the threads of the dash screws and apply Blue Loctite 242 to the first four threads.

11 Replace the dash, reconnect the two connectors and refit the two screws. Tighten to 60 inch-pounds.

12 Reconnect the negative cable from the battery.

13 Carry out the same dash warning light tests as described on page one of these instructions and check the correct brightness of the warning lights.

14 Clean the threads of the seat bolts, apply Blue Loctite 242 to the first four threads and refit the seat. Tighten the bolts to 84-108 inch-pounds.