SEND LETTERS TO THE EDITORS OF MCN

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Twin-Cam Survey Report

The passion felt by so many Harley riders for the H-D brand is an example of devotion that transcends simple brand loyalty. The motorcycle itself is but the means to engage in a much larger community of like-minded people—people who value the freedom of the open road. In a similar fashion, the Grateful Dead built an extended community around their music and their concerts and, in doing so, changed the entire music industry. Motorcycle manufacturers would benefit greatly if they took heed of these real-world lessons and recognized the basic human yearning we all carry—the deep desire to belong and to feel part of something larger than ourselves.

I'll be the first to admit that the Harley mystique is built largely on myth, but there's no denying the myth persists and consumers continue to respond with their wallets. Now isn't that American?

Bruce McCurdy
Mill Valley, CA

Subject: Harley Gas Tank Liners

I had a new tank put on my Harley Superglide approximately a year ago after an accident. I purchased a brand-new, primed factory tank, because I was having it painted.

After several months I had to have a minor paint spot on the tank repaired, and when it was taken off and was drying out at the painter's shop, we discovered that the tank lining material installed by the factory was beginning to peel. In my case I was able to resolve the issue by having the liner stripped and the tank treated by Rusteco. Since then, however, the fellow who painted my tank says he has seen perhaps six tanks of late vintage doing the same thing. Correspondence on the web indicates it is fairly widespread, but often goes undiagnosed. Harley apparently considers the lining 'a cosmetic issue' and is not planning to warranty them, although they have recently changed their tanks to a new material, which is apparently a metal plating.

There are some obvious hazards created by the liners peeling; one possibility is plugging the fuel system, which might cause engine damage or a dangerous situation for the rider due to a sudden power loss.

If the problem is widespread, the reason it is not getting diagnosed may be because the service manual only calls for the petcock filter to be serviced at 25K-mile intervals. It may also be that a service tech who had not seen the problem might not recognize small pieces of liner as anything except dirt of some sort. Even if they did choose to look into the tank, the view afforded by the filler neck and petcock hole is small and might not reveal the area of the tank affected. In the case of my tank, once the fuel gauge was removed it leaves a very large opening to look into and the damage was obvious.

At the moment there is not a great deal of data to work off of, but I felt that your magazine, given its consumer advocacy, should be 'in the loop'. Hopefully, this would be an issue you would find worthy of examination as you did the cam bearing situation in your recent owner's survey.

Joe Smith
joes4570@prodigy.net

Overkill

Dammit Fred, I got so pumped reading about the Kawayamahon X9000 I went out and got X9000 tattooed across my chest like them cool jail guys do, then I got one o' them bitchin' flat tops an' started growin' a

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