

2001 BUELL P3

SERVICE MANUAL

Part Number 99491-01Y

Section 1: Maintenance

Section 2: Chassis

Section 3: Engine

Section 4: Fuel System

Section 5: Starter

Section 6: Drive/Transmission

Section 7: Electrical

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SERVICING A NEW MOTORCYCLE

⚠ WARNING

Always follow the listed service and maintenance recommendations, because they affect the safe operation of the motorcycle and the personal welfare of the rider. Failure to follow recommendations could result in death or serious injury.

Service operations to be performed before customer delivery are specified in the applicable model year PREDELIVERY AND SETUP MANUAL.

The performance of new motorcycle initial service is required to keep warranty in force and to ensure proper emissions systems operation.

After a new motorcycle has been driven its first 1000 mile (1600 km) and every service interval thereafter, have a Buell dealer perform the service operations listed in [Table 1-1](#).

SAFE OPERATING MAINTENANCE

CAUTION

- **Do not attempt to retighten engine head bolts. Retightening can cause engine damage.**
- **During the initial 500 mile (800 km) break-in period, use only Harley-Davidson 20W50 engine oil. Failure to use the recommended oil will result in improper break-in of the engine cylinders and piston rings.**

A careful check of certain equipment is necessary after periods of storage, and frequently between regular service intervals, to determine if additional maintenance is required.

Check:

1. Tires for abrasions, cuts and correct pressure.
2. Drive belt for proper tension and condition.
3. Brakes, steering and throttle for responsiveness.
4. Brake fluid level and condition. Hydraulic lines and fittings for leaks. Also, check brake pads and rotors for wear.
5. Cables for fraying, crimping and free operation.
6. Engine oil and transmission fluid levels.
7. Headlamp, passing lamp, tail lamp, brake lamp and turn signal operation.

SHOP PRACTICES

Repair Notes

NOTE

- *General maintenance practices are given in this section.*
- *Repair = Disassembly/Assembly.*
- *Replace = Removal/Installation.*

All special tools and torque values are noted at the point of use.

All required parts or materials can be found in the appropriate PARTS CATALOG.

Safety

Safety is always the most important consideration when performing any job. Be sure you have a complete understanding of the task to be performed. Use common sense. Use the proper tools. Protect yourself and bystanders with approved eye protection¹⁴.

. Don't just do the job – do the job safely.

Removing Parts

Always consider the weight of a part when lifting. Use a hoist whenever necessary. Do not lift heavy parts by hand. A hoist and adjustable lifting beam or sling are needed to remove some parts. The lengths of chains or cables from the hoist to the part should be equal and parallel and should be positioned directly over the center of the part. Be sure that no obstructions will interfere with the lifting operation. Never leave a part suspended in mid-air. Always use blocking or proper stands to support the part that has been hoisted.

If a part cannot be withdrawn, verify that all fastening hardware has been detached. Check to see if any parts are in the way of the part being removed.

When removing hoses, wiring or tubes, always tag each part to ensure proper installation.

Cleaning

If you intend to reuse parts, follow good shop practice and thoroughly clean the parts before reassembly. Keep all dirt out of parts. Seals, filters and covers are used in this vehicle to keep out environmental dirt and dust. These items must be kept in good condition to ensure satisfactory operation.

Clean and inspect all parts as they are removed. Be sure all holes and passages are clean and open. After cleaning, cover all parts with clean lint-free cloth, paper or other material. Be sure the part is clean when it is installed.

Always clean around lines or covers before they are removed. Plug, tape or cap holes and openings to keep out dirt, dust and debris.

Disassembly and Assembly

Always assemble or disassemble one part at a time. Do not work on two assemblies simultaneously. Be sure to make all necessary adjustments. Recheck your work when finished. Be sure that everything is done.

Operate the vehicle to perform any final check or adjustments. If all is correct, the vehicle is ready to go back to the customer.

Checking Torques on Fasteners with Lock Patches/Loctite Threadlocker

To check the torque on a fastener that has a lock patch do the following:

1. Set the torque wrench for the lowest setting in the given torque range for the fastener.
2. Attempt to tighten fastener to set torque. If fastener does not move and lowest setting is satisfied (torque wrench clicks), then the proper torque has been maintained by the fastener.
3. If the fastener does move, remove the fastener, reapply the appropriate type of LOCTITE THREADLOCKER and tighten the fastener to Service Manual specification

REPAIR AND REPLACEMENT PROCEDURES

Hardware and Threaded Parts

Install helical thread inserts when inside threads in castings are stripped, damaged or not capable of withstanding specified torque.

Replace bolts, nuts, studs, washers, spacers and small common hardware if missing or in any way damaged. Clean up or repair minor thread damage with a suitable tap or die.

Replace all damaged or missing lubrication fitting.

Use Teflon pipe sealant on pipe fitting threads.

Wiring, Hoses and Lines

Replace hoses, clamps, electrical wiring, electrical switches or fuel lines if they do not meet specification.

Instruments and Gauges

Replace broken or defective instruments and gauges.
Replace dials and glass that are so scratched or discolored that reading is difficult.

Bearings

Anti-friction bearings must be handled in a special way. To keep out dirt and abrasives, cover the bearings as soon as they are removed from the package.

Wash bearings in a non-flammable cleaning solution. Knock out packed lubricant by tapping the bearing against a wooden block. Wash bearings again. Cover bearings with clean material after setting them down to dry. Never use compressed air to dry bearings.

Coat bearings with clean oil. Wrap bearings in clean paper.

Be sure that the chamfered side of the bearing always faces the shoulder (when bearings installed against shoulders). Lubricate bearings and all metal contact surfaces before pressing into place. Apply pressure only on the part of the bearing that makes direct contact with the mating part.

Always use the proper tools and fixtures for removing and installing bearings.

Bearings do not usually need to be removed. Remove bearings only if necessary.

Bushings

Do not remove a bushing unless damaged, excessively worn or loose in its bore. Press out bushings that must be replaced.

When pressing or driving bushings, be sure to apply pressure in line with the bushing bore. Use a bearing/bushing driver or a bar with a smooth, flat end. Never use a hammer to drive bushings.

Inspect the bushing and the mated part for oil holes. Be sure all oil holes are properly aligned.

Gaskets

Always discard gaskets after removal. Replace with **new** gaskets. Never use the same gasket twice. Be sure that gasket holes match up with holes in the mating part.

Lip Type Seals

Lip seals are used to seal oil or grease and are usually installed with the sealing lip facing the contained lubricant. Seal orientation, however, may vary under different applications.

Seals should not be removed unless necessary. Only remove seals if it is necessary to gain access to other parts or if seal damage or wear dictates replacement.

Leaking oil or grease usually means that a seal is damaged. Replace leaking seals to prevent overheated bearings.

Always discard seals after removal and replace with **new** seals. Do not use the same seal twice.

O-Rings (Preformed Packings)

Always discard O-rings after removal. Replace with **new** O-rings. To prevent leaks, lubricate the O-rings before installation. Apply the same type of lubricant as that being sealed. Be sure that all gasket, O-ring and seal mating surfaces are thoroughly clean before installation.

Gears

Always check gears for damaged or worn teeth.

Lubricate mating surfaces before pressing gears on shafts.

Shafts

If a shaft does not come out easily, check that all nuts, bolts or retaining rings have been removed. Check to see if other parts are in the way before using force.

Shafts fitted to tapered splines should be very tight. If shafts are not tight, disassemble and inspect tapered splines. Discard parts that are worn. Be sure tapered splines are clean, dry and free of burrs before putting them in place. Press mating parts together tightly.

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for your reading.**

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