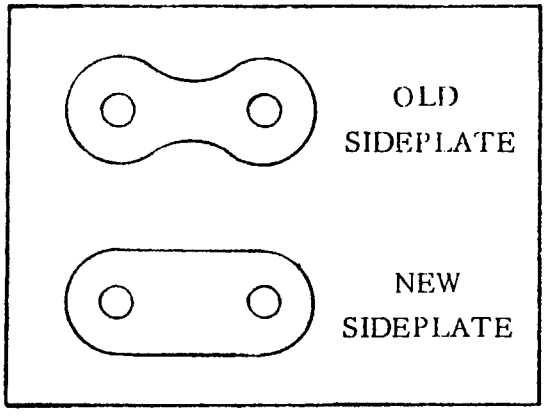
SERVICE BULLETIN

No. 519 October 5, 1965

PRIMARY DRIVE CHAIN CARE - ELECTRA-GLIDE



NEW DESIGN CHAIN FOR REPLACEMENT

Starting on September 2, 1965 all Electra-Glide motorcycles shipped from the factory will have Duckworth primary drive (double width) chains with plates having straight sides.

This design change was made to improve the operation of the nylon tensioner shoe on the Electra Glide model.

The straight side link chain provides much more bearing surface on the nylon shoe material resulting in quieter operation and longer chain and shoe life. It is recommended that only new type Duckworth chain be used for replacement chain on Electra-Glide motorcycles — order under Part No. 40007-36A (solo) and Part No. 40009-36A (sidecar).

CHAIN SERVICE RECOMMENDATIONS

Service recommendation on chain adjustment remains the same, which is to check chain tension every 2000 miles and adjust tensioner shoe as necessary to provide 1/2 inch of play in upper strand midway between sprockets. Do not overtighten front chain because it will cause the shoe to wear excessively.

Remember that the tensioner support bracket on the Electra Glide model can be inverted to obtain additional upward shoe adjustment. Adjusting information is in the Electra-Glide Rider Handbook.

If chain is worn beyond range of adjustment, or is otherwise damaged, install a new chain. NOTE: Repairing front chain by means of a repair link is not recommended on any motorcycle having a tensioner.

When the front chain adjustment is checked at 2000 mile intervals also check to see that oil comes out of chain oiler tube when engine is running, viewing through cover inspection hole. If oil does not come from oiler, supply orifice at pump is probably blocked due to accumulation of dirt, and requires cleaning. To do this, remove orifice screw and washer from oil pump and blow out passage to chain compartment with compressed air.

Excess chain oil collects in a pocket at rear of chain compartment and is drawn back into engine. Unscrew magnetic plug from pocket, remove any metal particles, clean any foreign material from pocket and reinstall magnetic plug.

SPROCKET ALIGNMENT PROCEDURE

Premature chain wear can be caused by engine and clutch sprocket misalignment. Starting with 1966 season, changes to obtain better front sprocket adjustment were made in the Electra Glide model. These changes include new variable thickness sprocket spacers which can also be applied to 1965 Electra Glides. Whenever a new chain is installed on 1965 Electra Glides

be sure to get the correct front sprocket alignment using sprocket shaft spacers of correct width according to the following measurements.

With clutch disassembled from clutch hub and compensating sprocket disassembled from sprocket shaft as illustrated, determine spacer (6) thickness as follows:

	Example
1. Measure from chain cover surface to clutch disc friction surface with clutch hub seated on shaft taper.	2.000 in.
2. Add .200 (constant factor)	.200 in.
3. Total	2.200 in.
4. Measure from chain cover surface to standard spacer (.336 thick) NOTE: Do not use 1965 Standard Spacer, Part No. 24029-65, (.621 thickness.)	2.437 in.
5. Subtract total (step 3) from measurement (step 4)	2.200 in.
6. Spacer thickness	.237 in. (.240 in.)

Spacers come in the following sizes:

SIZE	PART NO.	SIZE	PART NO.
.180	24032-66	.270	24035-66
.210	24033-66	.300	24036-66
.240	24034-66	.330	24037-66

In this case a .240 in. thick spacer would be added to existing .336 standard spacer to obtain chain alignment.