

**PISTON WITH EXHAUST VALVE CLEARANCE POCKET  
AND EXHAUST VALVE SPRING SHIM/1969 SPRINT**

Starting with 1969 Sprint Serial No. 69SS 3699, the pistons will have an exhaust valve clearance pocket cut into the dome to prevent possible interference with the valve head. This interference could be caused when the engine is run at extremely high R.P.M. so that the valve does not follow the cam (valve float).

To further aid in producing correct valve motion at high R.P.M. a .040 thick shim was added underneath the exhaust valve spring lower collar, starting with Serial No. 69SS 3962. The new shim part No. 6020P, provides the spring with a greater preload. The increased spring pressure reduces the tendency for valve float at high engine R.P.M.

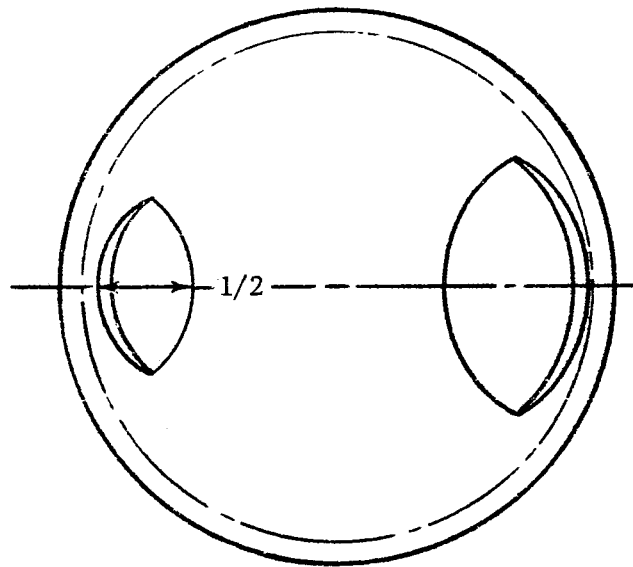
We recommend the above improvements for earlier 1969 engines which have given trouble with bent exhaust valves.

The piston modification can be made in your shop if desired following instructions shown in the diagram on the next page, or you can order new piston, ring and pin assemblies with the exhaust valve pocket from the factory under the following part numbers which have not changed. Any old type piston assemblies which you may have in stock or from engines may be returned to the factory for credit with proper claim form.

22150-69P (standard)  
22151-69P (0.2 mm O.S.)  
22152-69P (0.4 mm O.S.)  
22153-69P (0.6 mm O.S.)  
22154-69P (0.8 mm O.S.)

HARLEY-DAVIDSON MOTOR CO., INC.

(OVER)



Use  $1-\frac{7}{16}$  dia. end milling cutter to face off exh. valve clearance to depth of  $\frac{1}{16}$  inch as shown.

