

**INJECTION OIL PUMP MODIFICATION X-90,Z-90, TX-125**

Some early 1973 two-cycle models have shown high oil consumption when operated mostly at low speeds. Oil pump modification kits are now available for field installation to reduce the oil pump injection rate at low engine R.P.M. This change will alleviate spark plug fouling and smoking problems.

Installation of the kit will require removing the oil pump from the engine (hoses can remain attached), partial disassembly of the pump, and installation of a new control lever and camshaft assembly according to complete instructions supplied with the kit. A sample instruction sheet is enclosed with this bulletin.

Order your requirements of kit, part No. 26210-73 for X-90 and Z-90 motorcycles, and part No. 26211-73 for TX-125 motorcycles, using special order blanks enclosed.

**IMPORTANT**

Do not order or install kits in Z-90 models above VIN 3D16327 H3 or TX-125 models above VIN 7A18152 H3, which have new pump shaft already installed. No 1973 X-90 motorcycles have the new type pump.

Late 1973 production motorcycles which have the new type pump can be identified by a gold color pump control shaft nut. It is not necessary to install the modification kit on these motorcycles.

Use the separate parts order blanks with this bulletin for your initial order for each kit. Your account will be charged \$1.00 net per kit.

Your account will be credited \$1.00 net per kit upon receipt at the factory of the completed SPECIAL WARRANTY CLAIM CARD which is included in box with each kit. RETURN CARD ONLY - DO NOT RETURN OLD PARTS! A sample warranty claim card is also enclosed with this bulletin.

This program will be in effect until August 1, 1973 after which date, credit for original parts will no longer be issued.

**PART NUMBER**

26210-73  
26211-73  
Orig. 2/73

**INSTRUCTIONS****Harley-Davidson****GENUINE PARTS  
AND ACCESSORIES****OIL INJECTION PUMP MODIFICATION KIT**

For reducing oil injection rate (lower oil consumption) at lower engine R.P.M. Kit Part No. 26210-73 is for X-90 and Z-90 engines. Kit Part No. 26211-73 is for TX-125 engines.

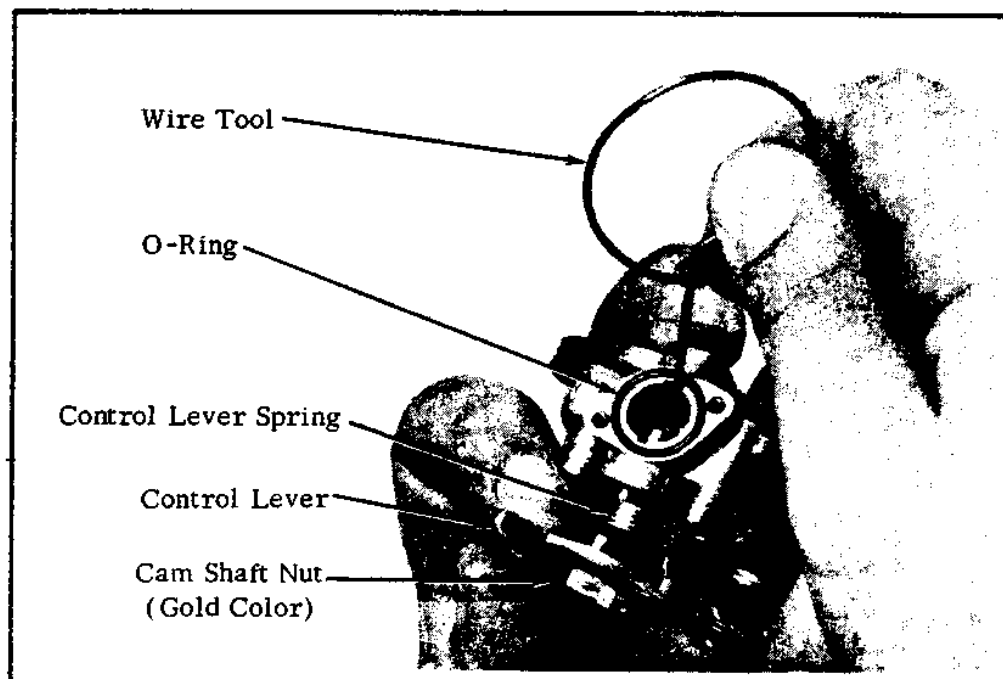
Each kit consists of:

- 1 Control lever and cam shaft assembly
- 1 O-ring
- 1 Cross slot screw ( spare)

To install new control lever and cam shaft assembly in oil pump, proceed as follows; remove oil pump access cover on right crankcase cover. Disconnect oil pump control cable. Using a 4 mm or a 5/32 inch allen wrench remove the two oil pump mounting screws. Do not disconnect the oil lines because removing oil lines necessitates bleeding of pump after reassembly. Remove oil pump from crankcase cover by slipping rubber gromet retaining oil lines out of cover. Remove and discard O-ring on back of pump. Thoroughly clean exterior of pump.

**IMPORTANT!** Care must be exercised to keep interior of pump clean. Any dirt in pump can cause failure.

On end of pump opposite the oil lines, remove the two cross slot screws securing end cover to pump body casting. A Phillips screw driver can be used if a small amount of material is ground off of the tip. Remove end cover and note O-ring. Using stiff wire of approximately 1/16 inch diameter, form a "tool" similar to the one shown in the illustration.



**REMOVING AND INSTALLING PUMP SHAFT ASSEMBLY**