

PISTON OIL CONTROL RING CHANGE / FL, FLH, FX, FXE

A non-chromed cast iron oil control ring is being substituted for the chrome plated type for all 1975 production 1200 cc engines and for parts order pistons, ring sets, and cylinder assemblies.

This change was made to correct a cylinder scoring problem caused by a defect in the plating on some rings as received from our piston ring supplier. On such rings the plating flakes off, wearing grooves in the cylinder wall, which usually causes high oil consumption.

Until further notice, use only non-chromed oil control rings for all your service requirements.

To enable you to correct your stock of standard piston assemblies, standard piston ring sets and cylinder assemblies, we are making non-chrome oil control rings with expanders available under special part number 93128.

Immediately replace all chrome 1200 cc oil control rings with expanders in your stock, including those in assemblies. Do Not Mix Expanders!

When change-over is completed, return entire quantity of chrome type rings with expanders to the factory using one warranty claim form. Total dealer net price of \$1.10 for each ring with expander will be credited to your account.

Vehicles with more than just a few miles will very likely require reboring. Oversize piston and ring sets are available for this purpose under existing catalog numbers.

We recommend that both cylinders of each affected engine be bored to the minimal oversize (i.e. .010, .020 or .030) and honed to proper cross-hatch pattern with proper piston clearance of .001 to .002 inches loose.

We will credit your account with labor reimbursement of \$8.00 per cylinder for boring, honing and refitting oversize pistons, upon receipt of properly completed warranty claim form.

HARLEY-DAVIDSON MOTOR CO., INC.