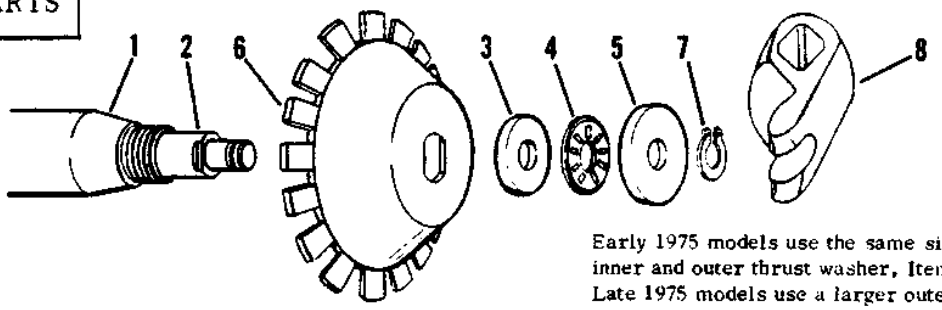
AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

No. 687 April 8, 1975

CLUTCH PUSH ROD BEARING / FL, FLH, FX, FXE

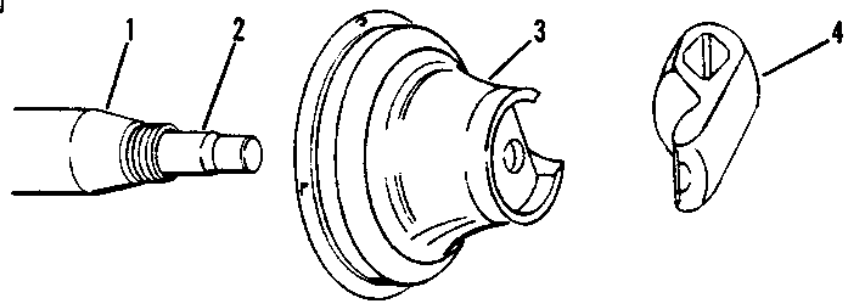
Starting in mid-February 1975, all FL/FLH/FX/FXE models incorporate a new design clutch push rod thrust bearing. The simplified design consists of the following new parts shown in the illustration and list. Related replaced parts are also shown.

NEW PARTS



Early 1975 models use the same size inner and outer thrust washer, Item 3. Late 1975 models use a larger outer thrust washer, Item 5.

OLD PARTS



Item	New Parts	Name	Item	Old Parts
1	35039-70A	Mainshaft	1	35039-70
2	37285-75	Push Rod	2	37285-70
3	37311-75	Small Thrust Washer		
4	37312-75	Thrust Bearing	3	37310-39
5	37313-75	Large Thrust Washer		
6	37228-75	Oil Slinger		
7	11068	Lock Ring		
8	37070-75	Release Finger	4	37030-39

With exception of mainshaft, new parts are not interchangeable individually with old parts.

NOTE: When disassembling clutch, it is no longer possible to remove clutch push rod from clutch side of transmission, because it is now retained by a lock ring. Therefore, it is necessary to use recommended puller 95960-41A to remove clutch hub to protect the clutch push rod end from damage.

HARLEY-DAVIDSON MOTOR CO., INC.

HARLEY-DAVIDSON MOTOR CO., INC.
3700 West Juneau Avenue, Milwaukee, Wisconsin 53201 · 414/342-4680
Subsidiary of AMF INCORPORATED

Service Letter May 9, 1975

SERVICE INFORMATION

Dear Dealer:

The purpose of this letter is to make you aware of possible service problems you may encounter.

1. Oil Pump Drive Shaft Retaining Ring/FL, FLH, FX, FXE

There have been service reports of the oil pump drive shaft retaining ring, part No. 26348-36, disengaging from the shaft groove at the pump cover end, and allowing the shaft to move far enough for the drive gear key to come off. In such cases the oil pump will stop operating.

This problem was caused by retaining rings which were not heat treated by our supplier, and used in some engines produced after September 15, 1974. Such rings deform during installation and will not fit tightly in the groove.

The faulty rings can be identified by their shiny appearance. The correct heat treated rings are dark gray. Please check your stock of retaining rings immediately and return any shiny rings to the factory with a properly completed warranty claim form. Motorcycle production and parts order stock has been corrected as of April 15, 1975.

When this type of pump failure is repaired, be sure to also inspect the oil seal in the pump body for possible damage and replace it if necessary.

2. Speedometer Drive/FL, FLH

There have been several service reports of mislocated speedometer drive shaft holes in the transmission housing caused by a manufacturing error originating early in 1975. In such cases the speedometer drive gears do not mesh and the speedometer will not operate. Correction requires replacement of transmission housing following normal warranty procedure. This scattered problem has been corrected in production as of March 15, 1975.

(Over)

3. Front Brake Disc Mounting Screws/XL, XLCH, FX, FXE

The new socket head type front brake disc mounting screws, part No. 41191-74, used since the beginning of the 1974 season should be installed using "Locquick Primer" and "Loctite Type A" on the threads and tightened to 10 ft. lbs. (120 in. lbs.) torque (do not overtighten). To prevent the possibility of loosening, we recommended that these five disc mounting screws be checked for tightness as part of the motorcycle predelivery procedure or when replacing the brake disc.

Sincerely,

David R. Glaessner
Service Manager