

## PUSH ROD COVERS — 1200/1340 cc ENGINES

On April 5, 1979, Mailgram ML-744 was mailed to all dealers. The mailgram notified you of a possible oil or vacuum leak at the upper end of the front cylinder exhaust push rod cover on engines in the following crankcase number range:

1200cc 179-026-001 to 179-088-001

1340cc 1479-026-001 to 1479-088-001

These engines used new style push rod covers and O-rings. The front cylinder exhaust push rod cover is too short and may cause the leak. To prevent this from occurring, replace this exhaust push rod cover with a lengthened push rod cover, part number 17935-79A. Use the following procedure.

1. See Figure 1. Remove the spring cap (1) on the front cylinder exhaust push rod. Lift up the lower push rod cover (9) to expose the adjusting screw.
2. See Figure 2. Loosen the locknut (1) and bottom the adjusting screw (2). Remove the push rod assembly (3).
3. See Figure 1. Remove the upper push rod cover (2) from the push rod assembly.
4. Place a lengthened push rod cover, part number 17935-79A over the push rod and assemble items 2-10 as shown in Figure 1.
5. See Figure 2. With the tappet in its lowest position, turn the adjusting screw (2) upward, shortening the push rod, until push rod has a noticeable shake. Place a wrench on the flats at the base of the push rod to prevent it from turning. Slowly turn adjusting screw downward until all shake has been eliminated. Turn the adjusting

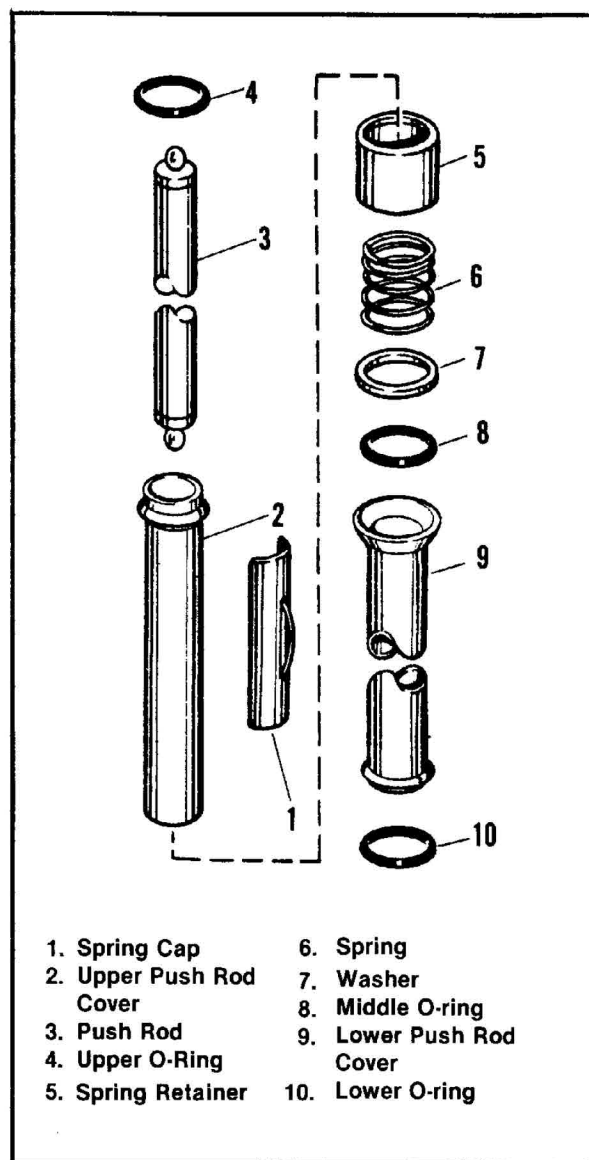


Figure 1. Push Rod Assembly

screw down exactly four more turns and tighten the locknut to 10 ft-lbs torque.

**CAUTION:** — Turning engine over before hydraulic unit bleeds down may cause valve interference resulting in damaged push rods or valves.

6. Install the spring cap (1, Figure 1).

(OVER)

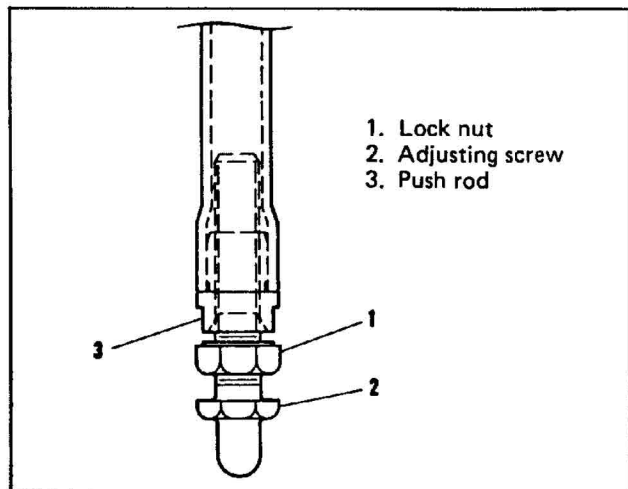


Figure 2. Push Rod Adjustment

If the new lengthened push rod cover is not readily available, old style push rod cover, part number 17935-66 may be used instead, providing a cork gasket, part number 17955-36 is substituted for the upper O-ring (4, Figure 1).

Future production engines will be assembled with a lengthened push rod cover and should not have this problem. Only the engines in this crankcase number range must be changed.

HARLEY-DAVIDSON MOTOR CO., INC.

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
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