

SERVICE BULLETIN



M-992

March 30, 1990

LEFT SIDE CRANKCASE - 1340CC

This Service Bulletin is intended to alert Dealers to a manufacturing change.

Make a note of this change in your 1990 Service Manual. (Found in the second half of Step 7 of CRANKCASE DISASSEMBLY.)

In April, 1990, Harley-Davidson changed the design of the 1340cc left side crankcase half. The crankcase half is now manufactured without the cast-in steel insert.

The FLYWHEEL END PLAY and CRANKCASE DISASSEMBLY procedures are the same except for the following:

See Figures 1, 2. (Figures 3-42, 3-45 in both Big Twin Service Manuals.) On Late 1990 and later vehicles that do not have the cast-in steel insert, DO NOT REMOVE THE LOCK RING (12). There is no longer any need to remove the lock ring.

When assembling the the left crankcase half and flywheels, use the thickest available inner spacer (10), P.N. 9314. (Step 4, CRANKCASE ASSEMBLY). Measure the spacer before installation. Record the measurement.

Next, follow steps 5 through 9 under CRANKCASE ASSEMBLY in the 1990 Service Manual.

Follow Service Manual procedure and check end play. Record the measurement. Subtract your measurement from the spacer measurement to determine the correct spacer.

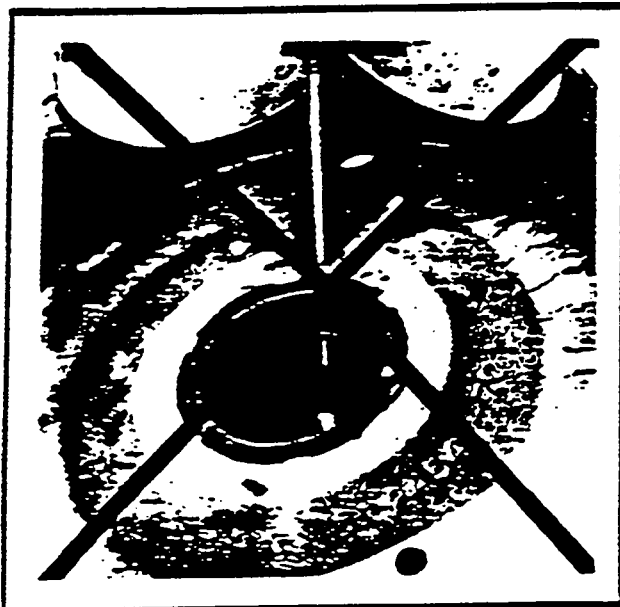


Figure 1. (Figure 3-45.) Removing Lock ring

Example: (Use Spacer Chart in Service Manual)

Specification from Service Manual is 0.001 - 0.005 in.
 Measured end play is 0.007 in.
 Spacer # 9134 measured 0.120 in.
 Subtract 0.007 from 0.120:

$$\begin{array}{r} 0.120 \\ -0.007 \\ \hline 0.113 \\ +0.003 \\ \hline 0.116 \end{array}$$

PLUS DESIRED END PLAY: + 0.003

Use spacer # 9132. Repeat steps 5 through 9 and check end play again.

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN TIME TO
INITIAL HERE									

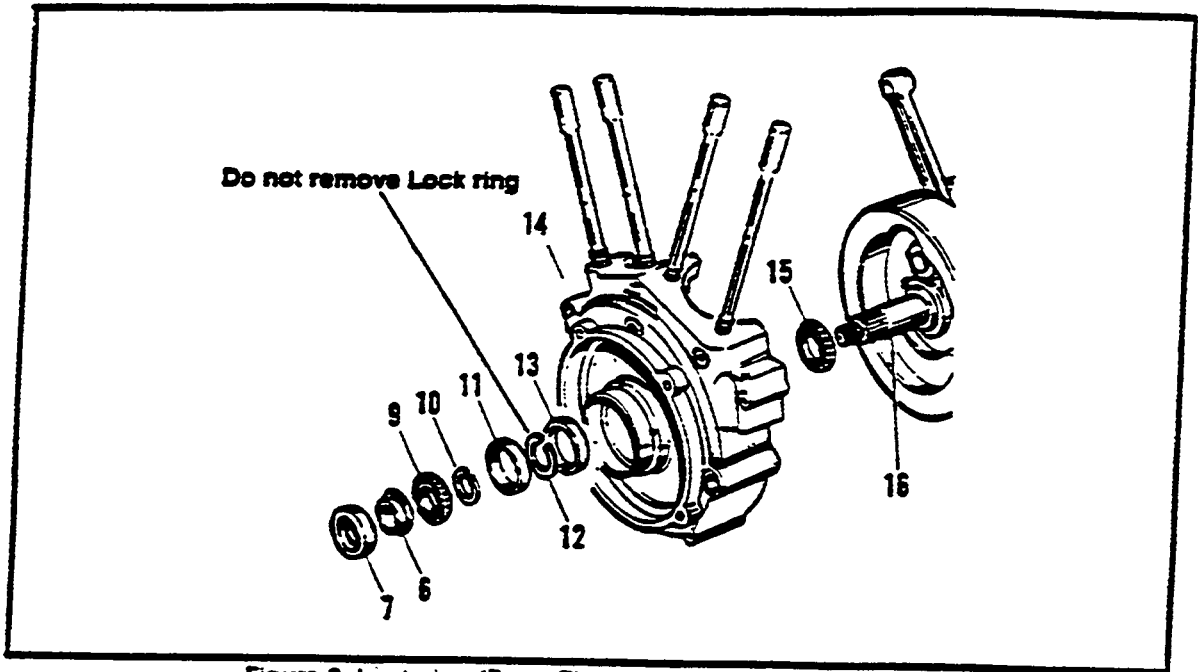


Figure 2. Lock ring (From Figure 3-42 in Service Manual)