

Only replace a seal if confirmed to be running or dripping fluid.

Residual Assembly Lubricant

See Figure 1, Figure 2 or Figure 3. Powertrain components may be lubricated at assembly and in service. This is true of O-rings and seals, as well as some fastener threads. This is done for consistent, quality assembly. Though cleaned post-assembly, residual lubricant can appear at joints and valleys in the first operating cycles. Also, oil can drip and collect in a groove or gland in service. This can likewise migrate out later in operation, so understanding the source of the fluid is important. Such observations should be wiped away.

Required Dealer Action

To efficiently diagnose an oil leak the technician needs to confirm that the fluid is not residual from assembly or an earlier service repair by following these steps:

1. Using an aerosol cleaner, clean all the oil, dirt or other debris around the suspected area.
2. Add the fluorescent additive dye to the oil.
Special Tool: FLUORESCENT ADDITIVE (OIL) (HD-28431-6A)
 - a. Use the HD-35457 I-Sheet.
3. Warm engine up and take vehicle for normal test ride.
4. Using a black light, check for fluorescent glow around the suspected area.

Special Tool: BLACK LIGHT LEAK DETECTOR (HD-35457)

- a. **Dye is visible:** Repair should be made.
- b. **Dye is not visible:** No leak present, do not repair.

NOTE

Harley-Davidson recommends documenting these conditions with photos.

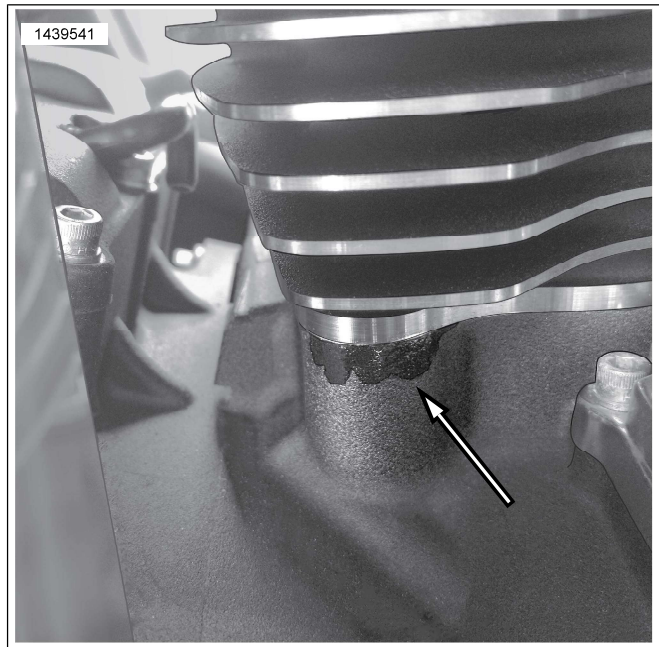


Figure 1.

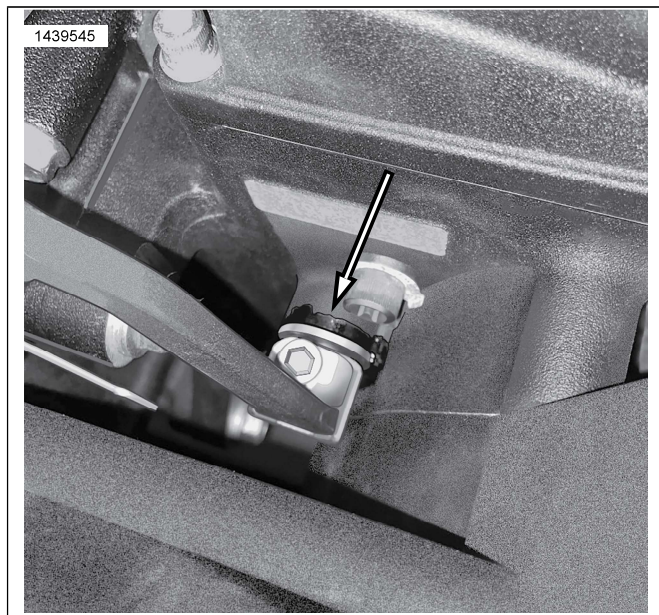


Figure 2.

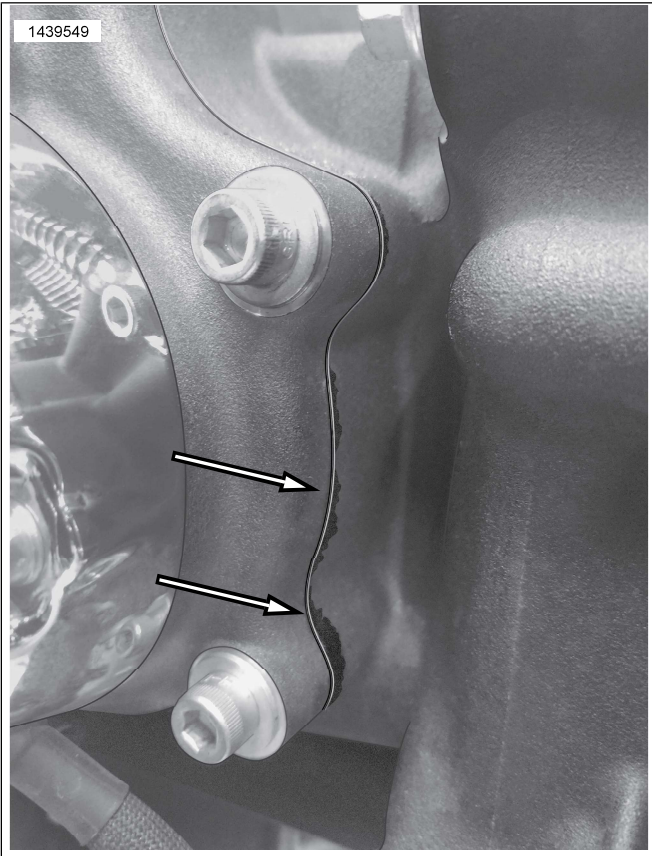


Figure 3.