

Primary Housing To Crankcase/Transmission Interface

Due to the improved surface finish of the die-cast cases on 2000 and Later Twin Cam 88/88B models, there is no longer a need for sealant around the bolt holes on the primary housing to crankcase/transmission interface. As a running change, sealant is no longer used on production vehicles and is no longer recommended for service repairs on the above models.

When servicing earlier vehicles, or if sealant is necessary to eliminate oil wicking past the internal primary mounting bolts, use only a light film of sealant around the bolt holes at the mating surfaces. Do not use sealer on the fasteners or case threads.

Sealant in blind holes can create real problems. Always verify cleanliness of blind holes before assembly. Observe all blind hole precautions outlined in the service manuals (Shop Practices, section 1.2). Excess debris, oil, sealant, water, Loctite, etc. can be trapped in the hole beneath the fastener and damage may occur when the fastener is tightened.

The photograph below shows the result of **improper** sealant application.

