

**March 29, 2004**

### **2004 V-Rod Enhancements**

Various process and component changes have been made to reduce the possibility of oil seepage complaints on the 2004 V-Rod. Engine oil is dyed and then each powertrain is pressurized to identify possible leaks. The alternator cover and cam cover are now "sand belted" to remove chrome edge buildup and improve flatness of the sealing surface. In addition, the 2004 alternator cover has a round stator plug (TC88 style) that eliminates the need for sealant.

Be aware that many cam cover leaks have been misdiagnosed. The actual source of the leak may be the breather hose connections or loose cover fasteners. If you do encounter an '04 V-Rod with an oil leak at the cam cover or alternator cover area, please contact Technical Service before any disassembly.

On 2003 and earlier V-Rods use the following steps when diagnosing an oil leak:

- Dye the oil and use a black light to verify the leak source.
- Check all fasteners in the leak area for correct torque.
- Check the breather hose (front and rear) to verify that oil is not leaking from above.
- When replacing MY '03 and earlier alternator covers, verify the replacement cover has the "belted" gasket surface, and the corners at the stator plug gasket surface are lightly rounded so the edge does not cut the stator plug rubber.
- Always remember to use H-D 99650-02 sealant as described in the service manual