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IH: Oiling & Lubrication - Sub-01V

Removing / Installing the Transfer Valve

The transfer valve is staked into place and it is steel into alloy which is always problematic. ¹⁾ If you do remove/replace the valve, make sure it is staked back in place when you finish. Use some Loctite on the threads also.

- You can use a hammer and punch to stake mark out of the valve slot. Be careful when hammering on your cases. ²⁾
- You can find a socket that same size as the OD of the valve. ³⁾ Lay it on the valve & give it some face hammer shots. Again, be careful.
Or get 2 hammers, 2 drifts, 2 guys, one for each slot. Get in rhythm so both hit at same time. You don't want to brutal. It will break loose if you repeat 2&3. Be careful not to mash the valve into the case. That would re-stake the valve. Again, be careful.
- You can use a Snap-On Drag Link socket to remove the transfer valve. ⁴⁾ You may have to grind it to fit the slots in the oil transfer valve. ⁵⁾
However Snap-On has a 15/16" wide version, stock # A17A, that fits quite well with no grinding needed. ⁶⁾

Special tool to remove / install transfer valve. ⁷⁾

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¹⁾

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<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/200293-oil-transfer-valve-exposed/page3?t=2077280&page=3>

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<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/93964-how-to-remove-the-oil-transfer-valve?t=776527>

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<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/200213-oil-transfer-valve?t=2077190>

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<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/200293-oil-transfer-valve-exposed/page3?t=2077280&page=3>

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