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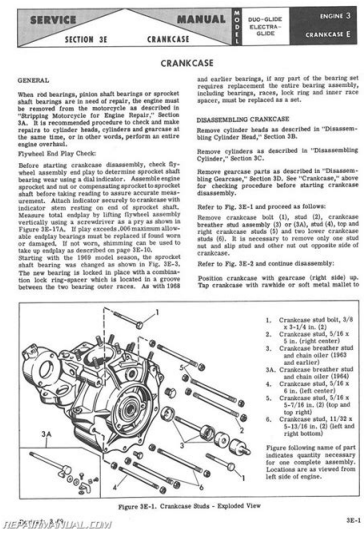

SERVICE MANUAL — SECTION 3E CRANKCASE — MODEL DUO-GLIDE ELECTRA-GLIDE — ENGINE 3 CRANKCASE E

CRANKCASE

GENERAL

When rod bearings, pinion shaft bearings or sprocket shaft bearings are in need of repair, the engine must be removed from the motorcycle as described in "Stripping Motorcycle for Engine Repair," Section 3A. It is recommended procedure to check and make repairs to cylinder heads, cylinders and gearcase at the same time, or in other words, perform an entire engine overhaul.

Flywheel End Play Check:

Before starting crankcase disassembly, check flywheel assembly end play to determine sprocket shaft bearing wear using a dial indicator. Assemble engine sprocket and nut or compensating sprocket to sprocket shaft before taking reading to assure accurate measurement. Attach indicator securely to crankcase with indicator stem resting on end of sprocket shaft. Measure total endplay by lifting flywheel assembly vertically using a screwdriver as a pry as shown in Figure 3E-17A. If play exceeds .005 maximum allowable endplay bearings must be replaced if found worn or damaged. If not worn, shimming can be used to take up endplay as described on page 3E-10. Starting with the 1969 model season, the sprocket shaft bearing was changed as shown in Fig. 3E-3. The new bearing is locked in place with a combination lock ring-spacer which is located in a groove between the two bearing outer races. As with 1968 and earlier bearings, if any part of the bearing set requires replacement the entire bearing assembly, including bearings, races, lock ring and inner race spacer, must be replaced as a set.

DISASSEMBLING CRANKCASE

Remove cylinder heads as described in "Disassembling Cylinder Head," Section 3B.

Remove cylinders as described in "Disassembling Cylinder," Section 3C.

Remove gearcase parts as described in "Disassembling Gearcase," Section 3D. See "Crankcase," above for checking procedure before starting crankcase disassembly.

Refer to Fig. 3E-1 and proceed as follows:

Remove crankcase bolt (1), stud (2), crankcase breather stud assembly (3) or (3A), stud (4), top and right crankcase studs (5) and two lower crankcase studs (6). It is necessary to remove only one stud nut and slip stud and other nut out opposite side of crankcase.

Refer to Fig. 3E-2 and continue disassembly:

Position crankcase with gearcase (right side) up. Tap crankcase with rawhide or soft metal mallet to

1. Crankcase stud bolt, 3/8 x 3-1/4 in. (2)
2. Crankcase stud, 5/16 x 5 in. (right center)
3. Crankcase breather stud and chain oiler (1963 and earlier)
3A. Crankcase breather stud and chain oiler (1964)
4. Crankcase stud, 5/16 x 6 in. (left center)
5. Crankcase stud, 5/16 x 5-7/16 in. (2) (top and top right)
6. Crankcase stud, 11/32 x 5-13/16 in. (2) (left and right bottom)

Figure following name of part indicates quantity necessary for one complete assembly. Locations are as viewed from left side of engine.

Figure 3E-1. Crankcase Studs - Exploded View

3E-1

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