

# Download File PDF Harley Davidson Electra Glide 1963 Repair Service Manual

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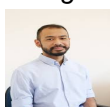
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## CRANKCASE

### GENERAL

When rod bearings, piston 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 2A. It is recommended procedure to check and make repairs to cylinder heads, cylinders and gears as at the same time, or in other words, perform an entire engine overhaul.

### Typical End Play Check:

Before starting crankcase disassembly, check flywheel assembly and play in detent spring shaft bearing wear using a dial indicator. Assemble engine sprocket and nut or compressing sprocket/sprocket shaft before taking reading to assure accurate measurement. Attach indicator vertically to crankcase with indicator stem resting on end of sprocket shaft. Measure end reading by 1/16th inch assembly. Vertical travel is indicated as 0.017 as shown in Figure 3E-17A. If play exceeds .006 maximum allowance, bearing thrust must be replaced if found worn or damaged. If not worn, shimming can be used to take up backlash as described on page 3E-20. Starting with the 1963 model season, the sprocket shaft bearing was changed as shown in Fig. 3E-2.

The new bearing is locked in place with a combination lock ring-nut which is locked in a groove between the two bearing outer races. As with 1962

and earlier bearings, if any part of the bearing set requires replacement, the entire bearing assembly, including bearings, races, lock ring and inner race spacers, must be replaced as a set.

### DISASSEMBLING CRANKCASE

Remove cylinder heads as described in "Disassembling Cylinder Head," Section 2B.

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

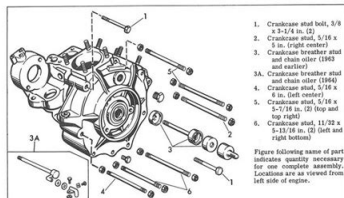
Remove gasket parts as described in "Disassembling Gaskets," Section 2D. See "Crankcase," above for checking procedure before starting crankcase disassembly.

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

Remove crankcase bolt (1), stud (2), crankcase breather stud assembly (3) or (3A), and (4), top and right crankcase studs (5) and two lower crankcase studs (6). It is necessary to remove only one stud out and slip stud and other set on 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 3-1/2 in. (2)
2. Crankcase stud, 3/8 x 5 in. (right center)
3. Crankcase breather stud and chain roller (1962 and earlier)
- 3A. Crankcase breather stud and chain roller (1963)
4. Crankcase stud, 5/16 x 4 in. (left center)
5. Crankcase stud, 3/8 x 5-7/16 in. (2) (top and top right)
6. Crankcase stud, 1/2 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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