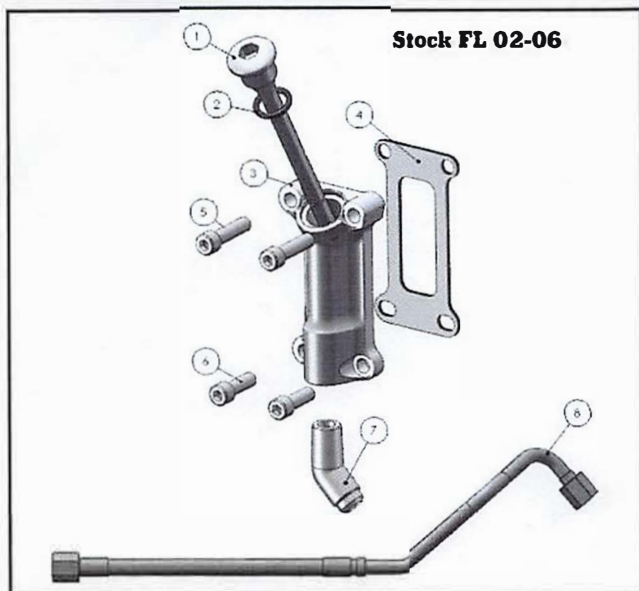


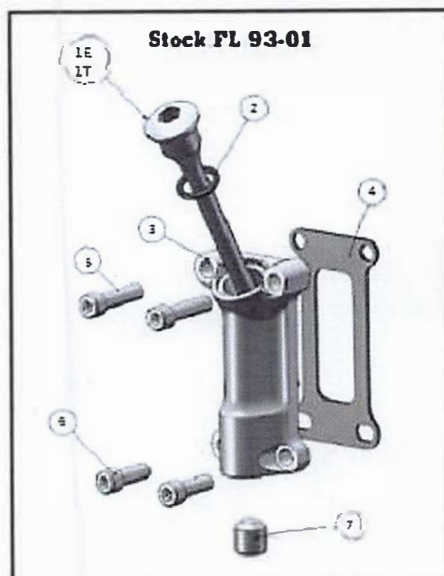
OIL SPOUT INSTALLATION

VT No. 40-0022, 40-0023, 40-0024

INCLUDED PARTS



INCLUDED PARTS

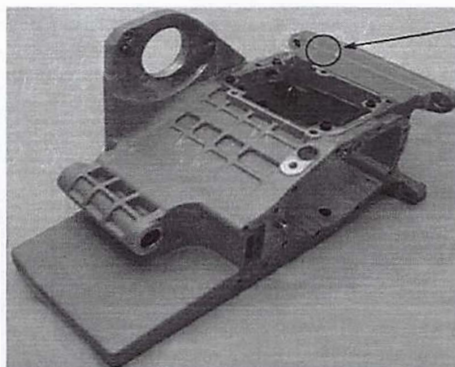


NO.	DESCRIPTION	QTY	NO.	DESCRIPTION	QTY
1	Dipstick, FL, TC, Engine Oil (5-3/16" overall length)	1	1E	Dipstick, FL, EVO, Engine Oil (5-5/8" Overall Length)	1
2	O-ring, Dipstick	1	1T	Dipstick, FL, TC, Engine Oil (5-3/16" Overall Length)	1
3	FL Oil Spout	1	2	O-ring, Dipstick	1
4	Gasket, Oil Spout to Case	1	3	FL Oil Spout	1
5	1/4-20 x 1	2	4	Gasket, Oil spout to Case	1
6	1/4-20 x 3/4	2	5	1/4-20 x 1	2
7	1/4 NPT 90°. Fitting	1	6	1/4-20 x 3/4	2
8	Crankcase Breather Line braided hose	1	7	1/4 NPT Fitting, Straight. Zinc. Plated	1

PREPARATION AND DISSASSEMBLY

DISASSEMBLY:

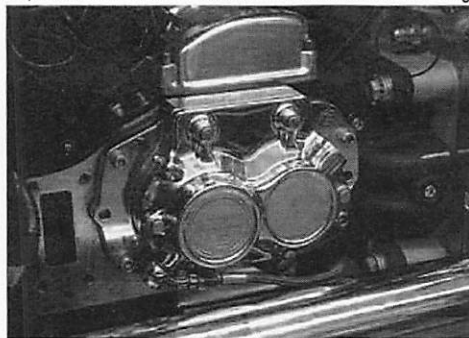
- Referring to your Factory Service Manual, remove your Factory Engine Oil Spout, Gasket & Dipstick and set them aside as you will not be reusing these Parts. If you have an FL built from 93-98 and still have the original HD Factory Transmission case, skip to step 1 of 'Assembly'. If your bike was built from 99-01 and you have a HD Parts & Accessories Transmission Case, or a 02-06 model with any type of HD case, you need to follow on to step 2.



No fitting for breather:
 -02-06 FL cases that
 came from the factory in
 a bike
 -89-06 FL HD Parts and
 Accessories cases

OIL SPOUT INSTALLATION

2. Referring to your Factory Service Manual, remove the Crankcase Breather line and the hose fitting at the engine.



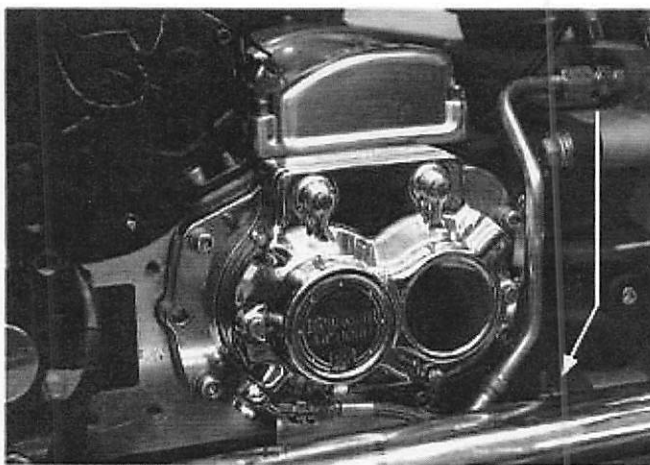
Crankcase breather fitting

*** WHEN REMOVING THE FITTING FROM THE CRANKCASE, GREAT CARE NEEDS TO BE TAKEN TO NOT STRIP OUT THE THREADS OR BREAK THE FITTING OFF IN THE CASE OR IN ANY WAY DAMAGE THE CRANKCASE. ***

FL OIL SPOUT INSTALLATION

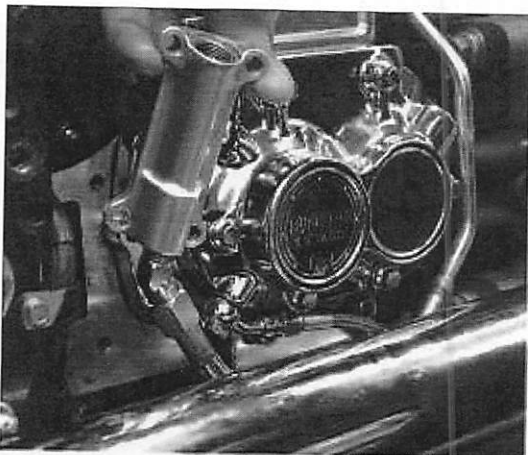
ASSEMBLY:

1. Now that you have your Oil spout, Breather Line & Crankcase Fitting Removed (if applicable to your model) you are ready to begin bolting on your new Oil Spout assembly. Check to make sure that threads are clean both where the Oil Spout mounts to the transmission case as well as the crankcase breather on the engine. If there is residual thread lock in the holes, the holes will need to be cleaned. Also check to make sure the gasket surface is clean where you are able to bolt your Oil spout. And old gasket material left on your transmission case will cause leaks.
*** CONSIDERABLE CARE NEEDS TO BE TAKEN WHEN CHASING THE THREADS IN THE TRANSMISSION (1/4-20), THE CRANKCASE BREATHER PORT (1/4-18NPT) ON THE ENGINE, OR WHEN CLEANING OFF ANY OLD GASKET MATERIAL.***
2. If you have an FL built from 93-98, skip to step 4 of Assembly. Now you are ready to screw in your Fitting at the engine. Apply a liberal amount of Loctite TM567 Thread Sealant to the 1/4NPT side and thread it into the crankcase on your motorcycle. The thread sealant is a must use item for 2 reasons, it helps to prevent leaks at the fitting and lubes the threads in such a manner to help prevent the steel threads of the fitting from sticking to the aluminum threads of the crankcase. The fitting needs to be threaded in until snug. Do not over tighten.
*** OVER TIGHTENING THE CRANKCASE BREATHER PORT FITTING DRAMATICALLY INCREASES YOUR CHANCES OF PERMANENTLY DAMAGING THE THREAD AND CRANKCASE OF YOUR MOTORCYCLE.***
3. Now that you have the crankcase fitting screwed in place you are ready to attach your crankcase breather line. Slide the braided stainless end of your line through the gap between your exhaust and the frame rail until you have it through far enough that you can hand thread the swivel fitting onto the crankcase breather fitting. If running a mechanical actuator on your bike, you will need to thread the crankcase breather line between the mechanical cable and the bearing door. Do not fully tighten at this time, just finger tight.



OIL SPOUT INSTALLATION

4. You are now ready to hook the elbow fitting on the bottom of the Oil Spout to the crankcase breather tube. Due to space restrictions of the lower frame rail, brake light switch and the rest of the transmission, it is much easier to pull the braided end of the crankcase breather line out away from the transmission to attaché and fully tighten the swivel fitting onto the elbow fitting that came installed in the bottom of the Oil Spout. Aligning the spout in the approximate orientation as it will rest on the bike while tightening the fitting is sufficient.



5. With the Oil Spout attached to the line and the fitting tight, you are ready to bolt the Oil Spout to your transmission. The dipstick should still not be threaded into the spout as that is the last part that goes on your bike. Using the provided bolts, place the 1" long 1/4-20 bolts in the top two holes of the spout, with the two, 3/4" long 1/4-20 bolts in the bottom two holes. "Hanging" the gasket off of these bolts while getting the bolts and spout all lined up works best. Using "BLUE" thread lock, torque the four bolts to 110 in-lbs. Thread the dipstick in to place to prevent dirt and debris from getting in your oil tank. Use a liberal amount of anti-seize on the threads to prevent the aluminum dipstick from galling the threads on the aluminum oil spout.
6. Tighten the fitting from the crankcase breather line at the engine and you are done. You will check your oil level in the similar manner to your stock, slip in dipstick. With the bike on its kickstand, thread the dipstick in all the way, back it out and pull it out. The top line is full, the bottom line shows that you are about a quart low.

