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IH: Engine Mechanicals - Sub-09S

1957-1976 Factory Top Mount Assembly per Dr Dick

ASSEMBLY:

1. Assemble the straddle to the heads:

- A 1/8" thick 1" dia. washer goes BETWEEN each head and the bottom straddle mount (1 on each end of the straddle mount).

Then the bolts (7/16"-20 X 7/8" bolts 5/8" hex size) get put in with no washers on the bolts (between the bolt heads and straddle).

The head is machined where this washer sits. The washer raises the strap above any unmachined nubs around the washer seat. ¹⁾

It keeps interference at bay. If you look at the different strap profiles, you see the 1000 mount is also relived for nub clearance.

The 900 strap is not relived and when you see heads that are broke at the tapped hole, you will see most are 900.

Busting the mount lugs is because the washers are put on top smashing the strap into the nubs and splitting the head.

- No washer between the bolt and the top of straddle mount. Both the versions of straddle mounts get assembled the same.

2. The cross mount to straddle;

- Gets placed under the straddle mount (all years)
- Gets bolted with no washers (58-64).
- 57 gets the choke mount placed under the cross mount.
- 65-76 uses the stud in the horn mount instead of the bolt.
- 66 gets the choke lever assembly added to top side of straddle.
- Install Flexloc or Nyloc nut.

3. The cross mount to frame;

- You will notice there is a giant space between the frame and the cross mount.
- The cross mount and the frame surfaces will be parallel. If they aren't then something is amiss.
- Select the correct pair of washers to fill 'your' space between the cross mount and the frame. This will take two of the three washers.
- Take the remaining washer and slip it over the bolt. Both get slid in from the bottom, thru the cross mount, washer stack, and frame bracket with the nut on top.
- At this point you got:
 - Three 1-1/8" OD washers (two thick) and (one thin).
 - A Flexloc or Nyloc nut

- A 7/16"x20 bolt, either 13/16" hex head 57-E72 (this bolt may be crossed drilled for a cotter pin/safety wire for R model use), or 5/8" hex L72-76.
This bolt eventually goes in from bottom with either a castle nut or nyloc depending on year.
 - The bolt with the 13/16" thin hex got 1 of the 2 thicker washers slipped on then these 2 items went from the bottom thru the cross mount.
 - Then the other thick wash, then thin washer (these are slid between the top of cross mount and the bottom of the frame mount), then frame mount.
 - 73-up used a regular 7/16"x20 bolt, not 13/16" hex, instead.
 - Now the nut on top.

1960 XLCH Top Motor Mount
(washer under head strap at each bolt, no washer under bolt head)



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1)

Dr Dick of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/127032-getting-this-78-back-to-the-way-it-should-be/page63?t=1297584&page=63>

2)

photo by Dr Dick of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/127032-getting-this-78-back-to-the-way-it-should-be/page63?t=1297584&page=63>

[pecific/ironhead-sportster-motorcycle-talk-1957-1985/167889-auction?t=1802776](#)

³⁾

photo combined by Hippysmack, cropped from photos courtesy of Vintage Parts Suppliers [Link to Ebay Store](#) and Rusty Dusty Motorcycle Parts [Link to Ebay Store](#)

⁴⁾ ⁵⁾

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