CRANKCASE ID NUMBER INTERPRETATION

1929-1969

900cc	7	66	1234
1200cc	1	66	1234
Engine	size	Year	Sequential No. (can be four or five digits long)

Crankcase numbers were recorded and are traceable starting with mid-1962 model production.

Other **engine size identifiers** used during this period are:
3 = 45 ci. side valve twin
4 = 74 and 80 ci. side valve twin
5 = 45 and 55 ci. side valve twin,(integral transmission)
Engines 3,4,5 are not traceable

1970-1980

1000cc	7	75	203	103
1200cc	1	77		
1340cc	14	79		
Engine Size		Year	Julian Date	Sequential No.

1981 & Newer

1340cc Evolution	15	84	203	103
1000cc XR1000	16	84		
883cc Evolution	17	86		
1100cc Evolution	18	86		
1200cc XLH Evolution	19	88		
1340cc Evolution	20	88		
883cc Evolution	21	88		
1200cc XLH Evolution	22	88		
Engine Size		Year	Julian Date	Sequential No.

The first three or four digits indicate the **engine size and model year** as indicated above.

The next group of three digits represent the **Julian Calendar day** that the crankcase was made. A number 002 would indicate January 2, where 365 would indicate December 31 of a non "leap-year" year.

The last three digits indicate the **sequential number** on the assembly line. The first engine of the day would be 001 , 045 would be the 45th of the day. The sequential number generally will be below 250.

There is a special date code which is used to prevent a duplication of crankcase numbers when the season exceeds 12 months. The digit "6" will replace the first digit of the Julien date. (i.e.: 179-661-123)

If a crankcase number is incorrectly stamped, a line is stamped through the incorrect number and the cases restamped with the correct number. The incorrect number will have a single horizontal line through it so that it can be read. The correct number is stamped above or below the "lined out" number

CRANKCASE NUMBERS

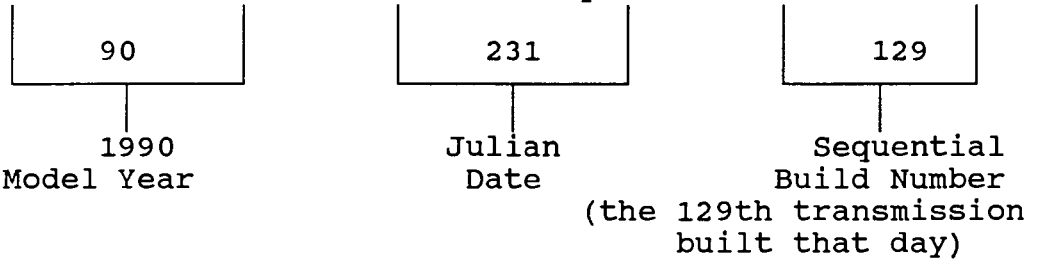
Beginning mid-model year 1989, crankcase numbers are "pin stamped" by machine rather than hand stamped. The format and location of the numbers remain the same. The "pin stamped" numbers are block style (no longer "Pann-Ident") and look as though they were formed by a series of "center-punched" dots. The punch marks are deep enough that they should be able to be recovered with acid after grinding.

The back-up system for the new automated process is the old style hand stamping. Therefore, it is possible that in the event of a mechanical failure of the pin stamping machine that some crankcases, after mid-model year 1989, may have hand stamped numbers. If that happens, Harley-Davidson will have records of what crankcase numbers were hand stamped.

TRANSMISSION NUMBERS

Beginning with model year 1990 transmissions, the style and format of transmission numbers was changed. The location of the numbers remained the same.

The format is now an eight-digit number. All digits are numeric. The first two digits represent the **model year** of the transmission. The next three digits represent the **Julian date.** The last three digits are a **sequential number** representing the number of transmissions built on that day.



Transmission numbers are no longer hand stamped. Similar to crankcase numbers, they are "pin stamped" by machine. The numbers are block style and look as though they were formed by a series of "center-punched" dots.

Also, similar to crankcase numbers, if there is a problem with the "pin stamping" machine, the old style hand stamp method will be used as a back-up system. Those transmission numbers that are hand stamped will be recorded and tracked by Harley-Davidson.