SERVICE BULLETIN

No. 552 February 21, 1967

MOTOR SPROCKET SPACER - ELECTRA GLIDE

Starting February 13, 1967 a one piece motor sprocket spacer is being used on the 74 OHV engine instead of two spacers (standard .336 thick spacer with a variable thickness spacer). This change has been made to simplify assembly and eliminate the possibility of misassembly in service.

The old thickness spacers and the standard .336 spacer will no longer be used in new production or supplied on parts order for 1965 and later models — instead the following thickness spacers will be used.

Note: Part numbers of spacers have not changed.

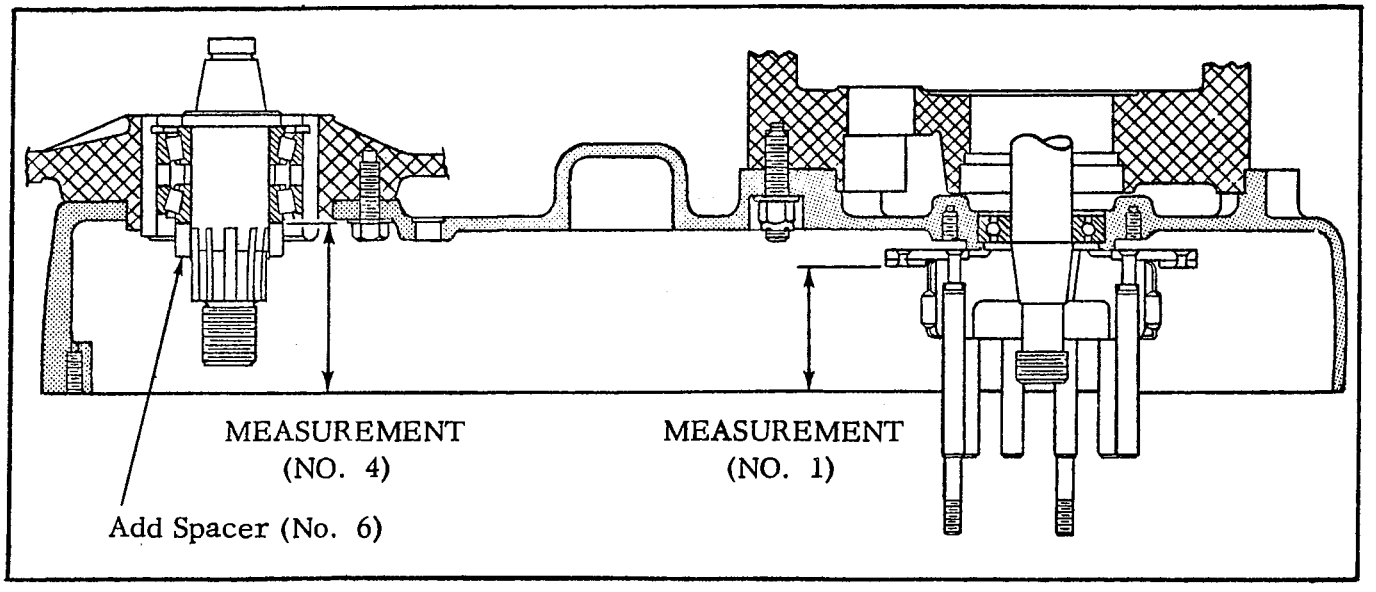
New Spacer	Thickness	Old Spacer	Thickness
None	–	24029-55 (std.)	.336
24032-66	.516	24032-66	.180
24033-66	.546	24033-66	.210
24034-66	.576	24034-66	.240
24035-66	.606	24035-66	.270
24036-66	.636	24036-66	.300
24037-66	.666	24037-66	.330

One of the above new spacers is used to obtain correct motor sprocket alignment with the clutch sprocket in the following manner (See Diagram on next page).

With clutch disassembled from clutch hub and compensating sprocket disassembled from sprocket shaft as shown, determine spacer (6) thickness as follows:

	Example
1. Measure from chain cover surface to clutch disc friction surface	2.000 in.
2. Add nominal dimension to secure alignment	.200 in.
3. Total	2.200 in.
4. Measure from chain cover surface to Timken Bearing Inner Race	2.773 in.
5. Subtract Total (Step 3) from measurement (Step 4)	2.200 in.
6. Spacer thickness	.573 in. (.576 in.)

Spacers come in .516, .546, .576, .606, .636, and .666 thicknesses. In this case a .576 in. thick spacer would be used to obtain chain alignment.



NOTE: Information in this bulletin supercedes the sprocket alignment data contained in Bulletin No. 519.