AMF | HARLEY-DAVIDSON **SERVICE BULLETIN**

M-829A (Replaces M-829) June 12, 1981

COMMONIZED FLYWHEELS

Harley-Davidson's continued commitment to product improvement and quality has brought about a commonized flywheel taper design. All tapers have been commonized at 6 degrees and all keys have been standardized.

The commonized design will be a running change in both 1340cc and 1000cc engines. Although, both new and old designs will be used in production until stock of old design has been depleted.

Except for torque values, all assembly and disassembly procedures remain unchanged for the new flywheel assemblies. However, new and old components must not be intermixed.

CAUTION

Intermixing new and old components can cause permanent damage to flywheel assembly.

The following figures and charts include information to identify new and old components. Keep this information readily available.

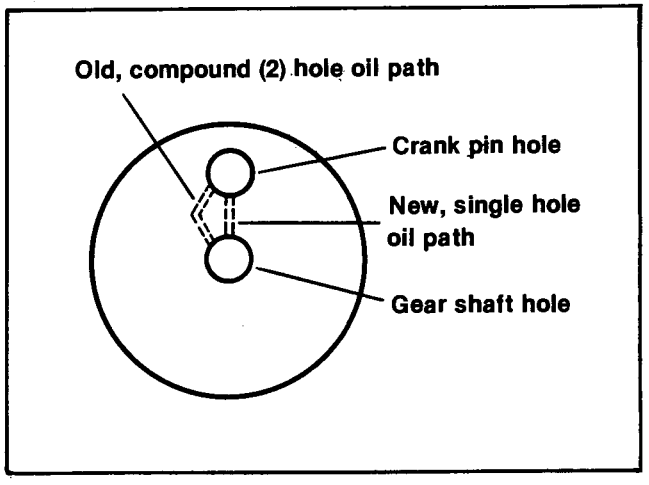

Figure 1. Flywheel Gear Side Oiling Hole (1000cc/1340cc)

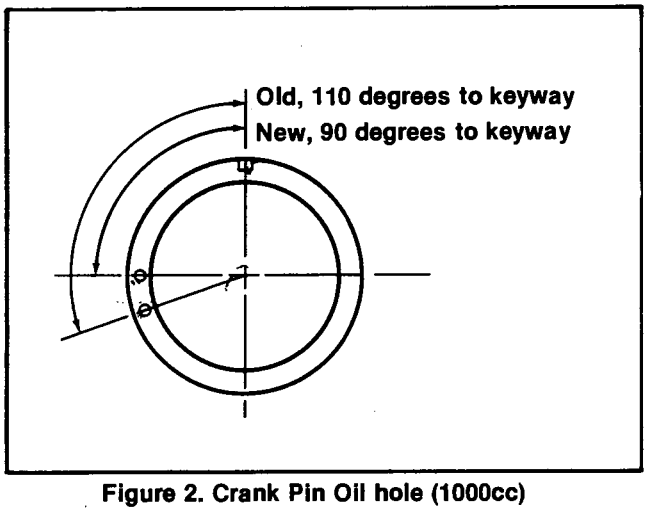

Figure 2. Crank Pin Oil hole (1000cc)

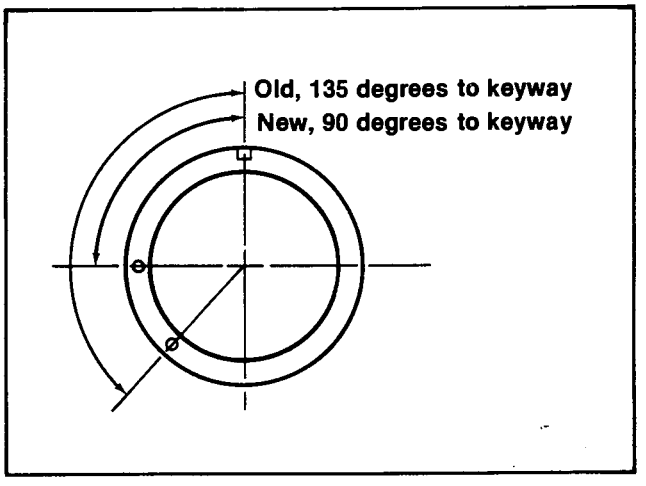

Figure 3. Crank Pin and Gear Shaft Oil Holes (1200cc/1340cc)

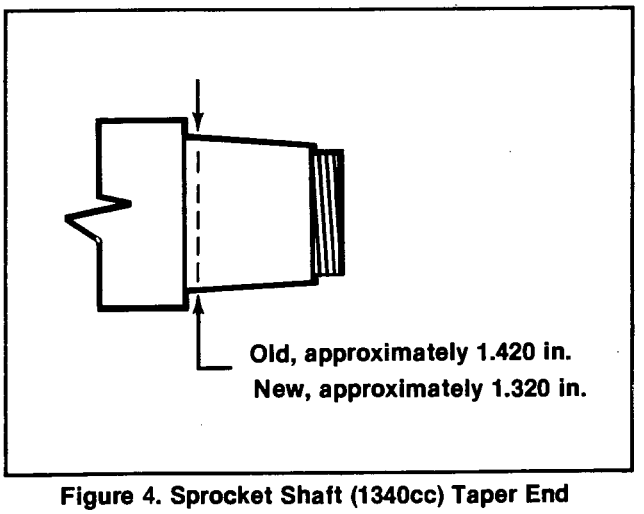

Figure 4. Sprocket Shaft (1340cc) Taper End

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
INITIAL HERE									

1000cc

	NEW STYLE			OLD STYLE		
PART	PART NUMBER	NOTABLE MARKING	TORQUE IF REQUIRED	PART NUMBER	NOTABLE MARKING	TORQUE IF REQUIRED
Flywheel Sprocket Side	23916-80	Rear cylinder timing mark (∞), no keyway	—	23916-57A	Keyway	—
Flywheel Gear Side	23936-80	Single hole oil path (See Figure 1.)	—	23936-57A	Compound (2) hole oil path (See Figure 1.)	—
Crank Pin	23960-80	Oil hole 90° to key (See Figure 2.)	—	23960—54	Oil hole 110° to key (See Figure 2.)	—
Crank Pin Nuts	23901-81	1-20 in. thread, fit of thread changed	150-185 ft-lbs	23967-54A	1-20 in. thread	150-175 ft-lbs
Sprocket Shaft	24000-80	No keyway	—	24000-75	Large keyway	—
Gear Shaft	24005-80	One piece construction	—	24008-75A	Two piece construction	—
Sprocket Shaft Nut	23902-81	3/4-20 in. thread	100-120 ft-lbs	8011	11/16-18 in. thread	100-120 ft-lbs
Gear Shaft Nut	23902-81	3/4-20 in. thread	100-120 ft-lbs	8011	11/16-18 in. thread	100-120 ft-lbs
Gear Shaft Key	11218	Small woodruff key, 1/8 in. wide x 3/8 in. long	—	11200	Large woodruff key, 3/16 in. wide x 1/2 in. long	—
Crank Key	11218	Small woodruff key, 1/8 in. wide x 3/8 in. long	—	23985-18	Large woodruff key, 1/8 in. wide x 1/2 in. long	—
Sprocket Shaft Key		Not used	—	23985-12	Large woodruff key, 3/16 in. wide x 1/2 in. long	—

1200cc/1340cc

	NEW STYLE			OLD STYLE		
PART	PART NUMBER	NOTABLE MARKING	TORQUE IF REQUIRED	PART NUMBER	NOTABLE MARKING	TORQUE IF REQUIRED
Flywheel Sprocket Side	(1200) 23920-80 (1340) 23926-80	Rear cylinder timing mark (∞)	—	(1200) 23919-72 (1340) 23924-78		—
Flywheel Gear Side	(1200) 23940-80 (1340) 23922-80	Single hole oil path (See Figure 1.)	—	(1200) 23940-41A (1340) 23922-78	Compound (2) hole oil path (See Figure 1.)	—
Crank Pin	23961-80	Oil hole 90° to key (See Figure 3.)	—	23961-41	Oil hole 135° to key (See Figure 3.)	—
Crank Pin Nut	23969-80	1-20 in. thread	180-210 ft-lbs	23966-54A	1-18 in. thread	150-250 ft-lbs
Sprocket Shaft	23909-80	Approximate diameter at large end of taper: 1.320 in. (See Figure 4.)	—	23909-78	Approximate diameter at large end of taper: 1.420 in. (See Figure 4.)	—
Gear Shaft	24006-80	Oil hole 90° to key (See Figure 3.)	—	24006-73	Oil hole 135° to key (See Figure 3.)	—
Sprocket Shaft Nut	24017-80	1-1/8-16 in. thread fit of thread changed	290-320 ft-lbs	24017-72	1 1/8-16 in. thread	300-400 ft-lbs
Gear Shaft Nut	24016-80	3/4-20 in. thread	140-170 ft-lbs	24023-36	3/4-18 in. thread	120-160 ft-lbs
Gear Shaft Key	11218	Small woodruff key, 1/8 in. wide x 3/8 in. long	—	23985-12	Large woodruff key, 1/8 in. wide x 1/2 in. long	—
Crank Key	11218	Small woodruff key, 1/8 in. wide x 3/8 in. long	—	23985-18	Large woodruff key, 3/16 in. wide x 1/2 in. long	—