



Service

SHOP DOPE BULLETIN NO. 392

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INFORMATION FOR APPLYING SPORTSTER XLH MODEL PARTS TO XL MODEL

The Sportster XLH model engine incorporates new engine parts which can also be applied to the Sportster XL model engine. Use this bulletin as a guide for ordering and installing these parts in a standard XL engine.

Parts as listed in this bulletin may be applied individually if only partial conversion is desired, but parts must be used in the manner described below for proper engine functioning.

1. Intake Valve, Part No. 18070-58, 2 required.

This valve (1-13/16 diameter) will not fit model XL engines which have smaller (1-11/16 diameter) intake valves and 7.5:1 compression ratio pistons, unless cylinder heads are modified to take larger intake valves according to specifications in diagram on next page, and pistons are modified as specified in note below.

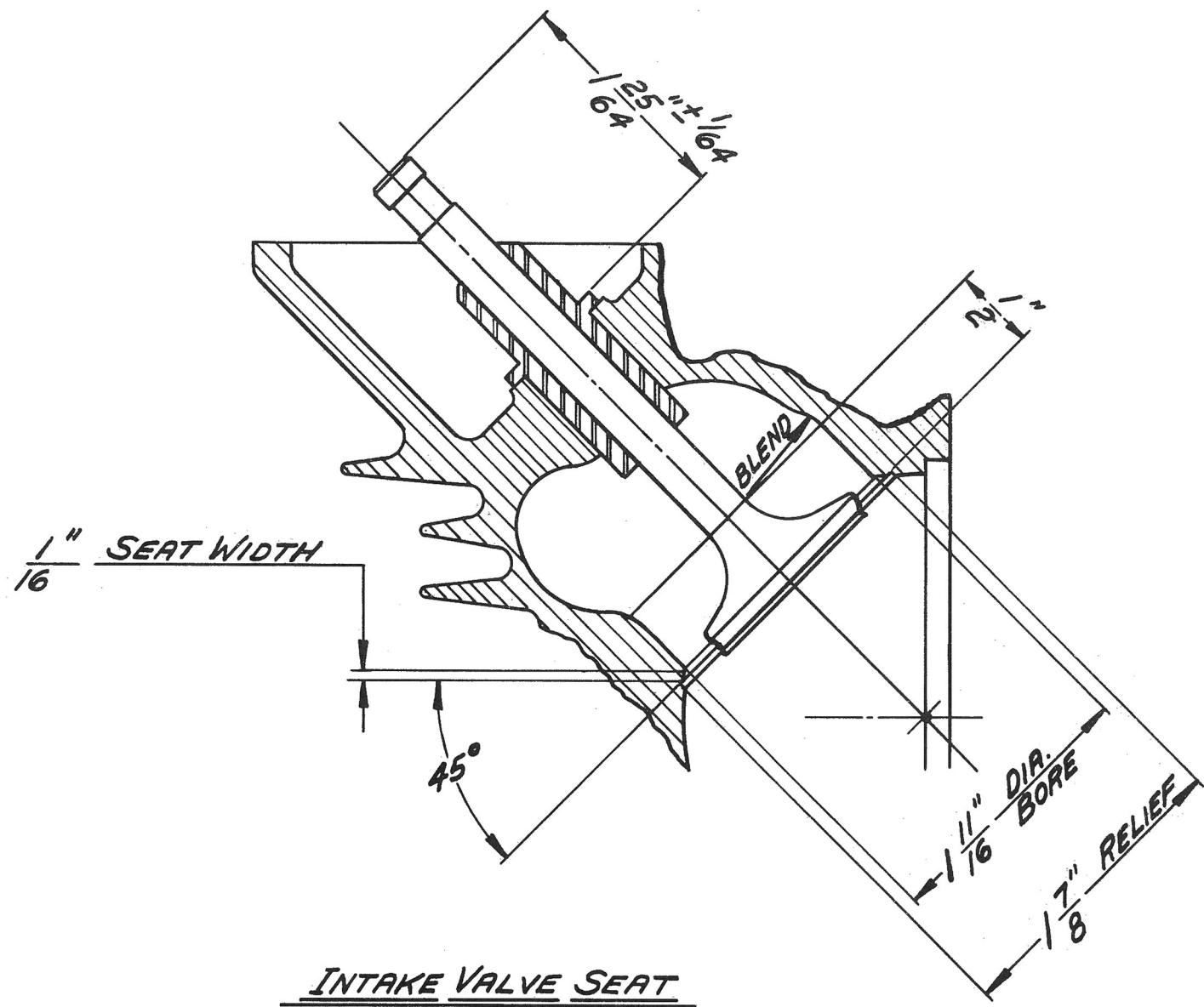
Special boring tools are required to machine XL cylinder heads to specifications. Necessary machining operations can be performed locally using special boring tools offered commercially for this purpose. Such a tool set is sold by the Blousfield Engineering Company, Redding, California.

If desired, the factory will modify XL cylinder heads to take large XLH intake valves when heads are sent to the factory by dealer.

Note: If large valve is used in XL engine with standard 7.5:1 compression ratio piston, intake valve relief in the piston dome must be changed to prevent the possibility of valve striking piston. Cut piston relief approximately 1/16 in. larger along arc corresponding to outside diameter of valve head, using suitable hand grinder.

2. Piston and Rings Assembly, 9:1 compression ratio, Part No. 22251-58, 2 required.
3. Spark Plug (No. 5 - 14 MM), Part No. 32307-58, 2 required.
To be used with 9:1 compression ratio pistons (item 2).
4. Tappet Assembly, Part No. 18508-52; 4 required.

HARLEY-DAVIDSON MOTOR CO.
Milwaukee, Wisconsin, U.S.A.



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The **Old Sportster and K-model Research Group (OSKRG)** is a group of individuals who have spent years researching the minute differences in the parts, fit, finish, and configuration of the Harley-Davidson 1952-1956 K-Models, and (early) 1957-1969 Sportster models.

The results of our research is published on our website
www.harleyKmodel.com