

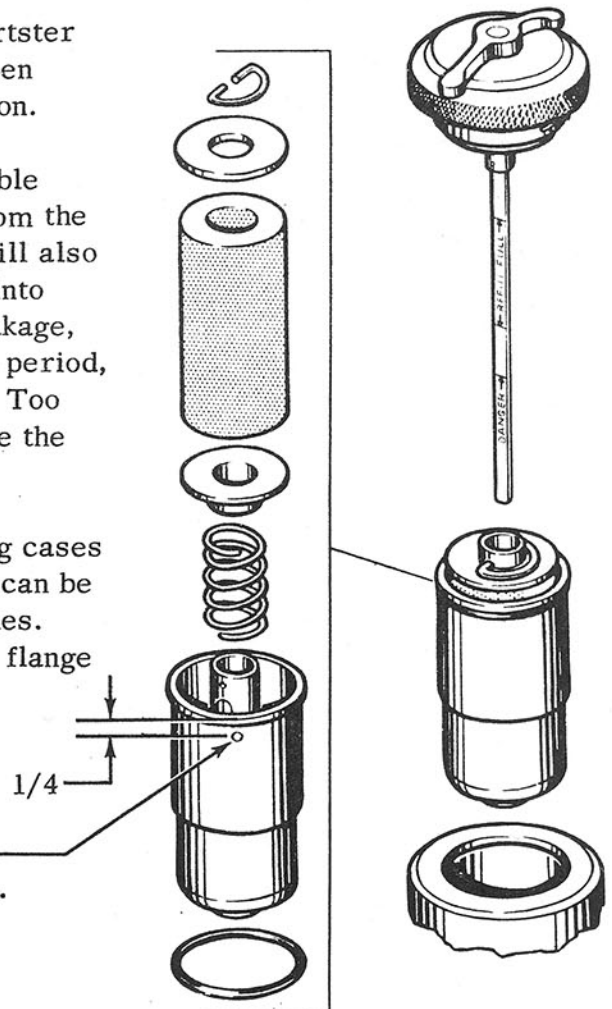
OIL FILTER / ELECTRA GLIDE, SPORTSTER

Starting with production Electra Glides and Sportster XLH models on June 9, 1969, a vent hole has been added to the filter cup as shown in the illustration.

The purpose of this hole is to relieve any possible pressure buildup in the tank which forces oil from the tank when the cap is removed. The vent hole will also prevent possible siphoning of oil from the tank into the engine after the engine is stopped. Such leakage, while the engine is not operated for an extended period, could find its way into the primary chain case. Too high an oil level in the chain case would saturate the clutch linings.

To prevent this possibility or to correct existing cases of tank pressure or siphoning, a 1/16 dia. hole can be drilled in the oil filter cup on earlier motorcycles. The hole should be drilled 1/4 in. below the top flange as shown in the illustration.

Drill vent hole (1/16 dia. drill) thru side of cup, 1/4 in. below flange.



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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
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