Purpose
To communicate a new standardized cylinder head torque procedure, which improves clamp force of cylinder heads.

Motorcycles Affected
All Twin Cam 88 / 88B, 5 speed Sportster, CVO and Buell models. Does not include Evolution 1340 or 4-speed Sportster models.

Required Dealer Action
Update service literature and notify all service personnel.

CAUTION
Improperly tightened cylinder head bolts may result in gasket leaks, stud failure and distortion of cylinder and/or cylinder head. Always tighten in sequence shown.

NOTE
For complete cylinder head installation process, please see your service manual.

Short head bolts will be installed in the 1 and 2 positions, and long head bolts in the 3 and 4 positions.

Single cylinder Buell Blast models will reference the front head procedure for the Sportster/Buell models.

Twin Cam 88 Models:
1. Lightly oil cylinder head bolt threads and shoulders prior to installation with clean H-D 20W50 engine oil.
2. See Figure 1. Tighten cylinder head bolts incrementally in the sequence shown, first between 120-144 in-lbs (13.5-16.2 Nm). Then between 15-17 ft-lbs (20.3-23 Nm).
3. See Figure 2. Mark cylinder head and head bolt shoulder with a line as shown. Tighten bolts an additional 90°.

Sportster and Buell Models:
1. Lightly oil cylinder head bolt threads and shoulders prior to installation with clean H-D 20W50 engine oil.
2. See Figure 1. For each cylinder head, start with bolt numbered one, as shown. In increasing numerical sequence (i.e. 1,2,3,4) tighten head bolts in the following steps:
   a. Tighten each head bolt to 96-120 in lbs (11-13 Nm).
   b. Tighten each head bolt to 13-15 ft-lbs (18-20 Nm).
   c. Loosen all head bolts.
   d. Tighten each head bolt to 96-120 in lbs (11-13 Nm).
   e. Tighten each head bolt to 13-15 ft-lbs (18-20 Nm).
3. See Figure 2. Mark cylinder head and head bolt shoulder with a line as shown. Tighten bolts an additional 90°.