INNER PRIMARY MAINSHAFT OIL SEAL CHANGE

Purpose
The purpose of this service bulletin is to inform dealers of a change in the Big Twin inner primary mainshaft oil seal. The new seal is an improved design. The part number of this new seal is 12052A. The current service manual procedure is still correct but there are certain precautions that must be taken when installing the new oil seal.

NOTE
Use all existing inventory of 12052 seals before using the new 12052A seal.

Motorcycles Affected
All Big Twin models, late 1984 and later. The approximate date for this change to take place in new vehicle production is 2/4/04.

Required Dealer Action
Notify service personnel of the following precautions to take when performing the oil seal installation procedure.

See Figure 1. Note the difference in appearance between the old and new oil seals. The new seal is installed in the same orientation as the old seal; with the lip garter spring facing toward the mainshaft bearing.

See Figure 2. The lip garter spring side of the new oil seal is also identified by the words “OIL SIDE”.

NOTE
To facilitate installation of the oil seal, coat the outer diameter of the seal with clean engine oil just prior to installation.

Figure 1. Comparison of Old and New Oil Seals
Figure 2. Lip Garter Spring Side of New Oil Seal Identified by the Words “OIL SIDE”

IMPORTANT NOTE
In the interest of preserving customer safety and satisfaction, always check for outstanding recalls whenever any motorcycle is brought into your dealership for either maintenance or service.

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Installation Procedure

1. Lubricate the O.D. of the new seal with clean engine oil.

2. See Figure 3. Using a suitable seal driver, press squarely on the outer edge of the seal carrier to start the seal into the primary housing.

**CAUTION**

It is important that the new oil seal be installed with a seal driver that will press only against outer rim of oil seal, NOT against the inner area.

3. See Figure 4. Continue pressing oil seal until its outer edge is flush with machined surface of inner primary housing.

**NOTE**

The minimum allowable depth of the seal is reached when the outer edge of the seal carrier is flush with the machined surface of the primary housing. The maximum allowable depth of the seal is reached when the seal carrier contacts the mainshaft bearing snap ring.