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IH: Engine Mechanicals - Sub-09G

Removing the Rear Motor Mount and Studs from the Engine

To remove the rear mount, the engine has to come out of the frame and you generally have to split the cases unless can remove the studs. ¹⁾

If you can remove the studs, splitting of the cases is not required.

Be advised though that these studs are not easy to remove.

They are factory installed into the left side case and it is a good guess that the factory did not want them coming out.

If you are replacing with an aftermarket rear mount such as a Pingel that slides on with the cases together, you can simply cut the old mount off.

Most aluminum mounts will crack and some have road years with the crack without fixing it as you've got like 6 bolts holding the mount to the engine and the frame. ²⁾

The left case (where the studs are screwed into) comes way back to the end of the primary cover on the left side of the rear mount.

The right case also comes back to the end around the transmission mainshaft.

So that leaves the rear motor mount sitting in the recessed area between the rear projections of both cases.

If you can remove the three studs the mount comes straight out the rear of the engine.

If you cannot get the studs out then you must split the cases.

If the engine is still in the frame, it will be hard to see what is being described.

You can remove the sprocket rightside cover and kick start lever (if equipped) and your view will be much improved.

This is a set of short frame cases but will work to show why the mount won't slide off. ³⁾



4)

Examples of ways to cut the rear mount off without splitting the cases for a Pingel replacement mount.

Killer CH used a Saws All to cut the mount. ⁵⁾ paraord used a Dremil tool and some elbow grease. ⁶⁾



Removing the Studs

1976 and earlier used studs for both upper and lower holes. These studs were threaded into the left half crankcase and were installed TIGHTLY! ⁷⁾

(to the point that removing the studs for a motor mount replacement was never done as a general practice)

The crankcase halves were split to replace a broken mount. Some have successfully removed the studs but if you screw them up, you are in big trouble, so be careful.

You may have to weld a nut on the end of the stud to get it out. Be sure to have a replacement stud in hand before doing this though.

That's probably why some will say to just run a cracked mount unless it gets too bad.

Although some have had luck with a stud extractor.

Also, you can double nut the stud, heat the area of aluminum around the stud (heat it, Not Cook It).⁸⁾

Then with a box wrench, start to back the stud out. Once it breaks (first 1/2 turn) spray some WD40 on the threads and slowly back out the stud.

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piniongear of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/126465-rear-motor-mount-help?t=1283746>

3)

Dr Dick of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/126465-rear-motor-mount-help/page2?t=1283746&page=2>

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6)

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7)

piniongear at HD Forums

<https://www.hdforums.com/forum/ironhead/633728-ironhead-rear-motor-mount-stud.html>

8)

Monte03 of the XLFORUM

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/126465-rear-motor-mount-help/page2?t=1283746&page=2>

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