

Table of Contents

REF: Oiling & Lubrication	1
Engine and Primary Oil System Modifications	1
<i>Sub-Documents</i>	1

[Go To Technical Menu](#)

REF: Oiling & Lubrication

Engine and Primary Oil System Modifications

General statements on modifications of OEM components:

Generally speaking, all modifications to the factory oiling / engine breathing system should be done at your own risk. ¹⁾

The liability concern is due to somebody installing something wrong or if they lost oil pressure (or suffered engine damage).

Companies don't want to take that risk concerning mods.

That's why most won't sell 'kits' for most of these mods.

Modding factory components is usually done entirely at the users discretion.

Stock road bikes were designed to operate within lawful limits.

That said, there shouldn't be a problem riding your bike within the limits it was designed for.

But, this is a Sportster isn't it? Performance upgrades are usually considered mandatory to Sportster owners.

Just keep in mind that sometimes mods are necessary due to other non-factory changes made to the engine.

Sometimes they are not, however, and prove to be more harm than good,

Best advice is to check with your supplier / engine builder for any side affects of and / or accommodations needed due to any performance upgrades.

The mods below are intended to show to what lengths other owners have gone to solve their certain issues.

They are shown as what others have done to their own bikes only!

Before attempting any of the mods below, make sure you know WHY you are attempting them before installation proceeds.

The Sportster engine is simple and yet complex.

A change to one part of the oiling / pressure system can bring on consequential issues to another part of the oiling pressure system.

To be clear:

If you're not experiencing issues with your oiling / pressure system, there is no reason to install any of these mods.

Being proactive here means monitoring your individual issues and reacting accordingly.

Sub-Documents

Related articles in the Sportsterpedia:

- *.....[Evo Crankcase Pressure and Engine Breathing](#) in the REF section of the Sportsterpedia.
- *.....[Wet Sumping](#).
- *.....[Breather Venting / Relocation](#)

Engine:

- [Running External Rocker Box Drains](#)
- [Custom Oil Pump Hoses](#)
- [86-90 Oil Filter Mount Mods](#)
- [norseXL's 1986 Engine Oiling Mods](#)
- [Modding a 98-up style Oil Pump For Use in 86-90 Engines](#)
- [Rubine's Mod to Move Oil Scavenging to the Front on an S&S Pro Stock Case](#)
- [5 Speed Oil Pump on 4 Speed Models \(Conversion for 86-90 Evo engines\)](#)
- [Windage Tray / Flywheel Scraper](#)
- [High Pressure Oil Bypass](#)

Race Only Mod - Install this mod at your own risk!

It is purported to minimize wet sumping caused by sustained high RPM operation of modified Evolution Engines.

See more on this discussion here which originally began with an issue regarding 04 and up oil usage:

Primary:

- [Homemade Primary Oil Sight Gauge](#)

Go To Technical Menu

1)

NRHS Sales of the XLFORUM

From:

<http://sportsterpedia.com/> - **Sportsterpedia**

Permanent link:

<http://sportsterpedia.com/doku.php/techtalk:ref:oil05>

Last update: **2024/01/18 17:02**

