SERVICE BULLETIN

M-1352 September 18, 2013

2014 BIG TWIN COMPENSATOR UPDATE

Purpose

This bulletin advises dealers of changes to the compensator assembly on early production 2014 Big Twin powertrains.

- All early production non-CVO vehicles equipped with 96 and 103 engines received the addition of two 0.031 inch shims (Part No. 10300021) installed between the large spring and rotor shell.
- All CVO vehicles have a new slider cam but do not use shims.

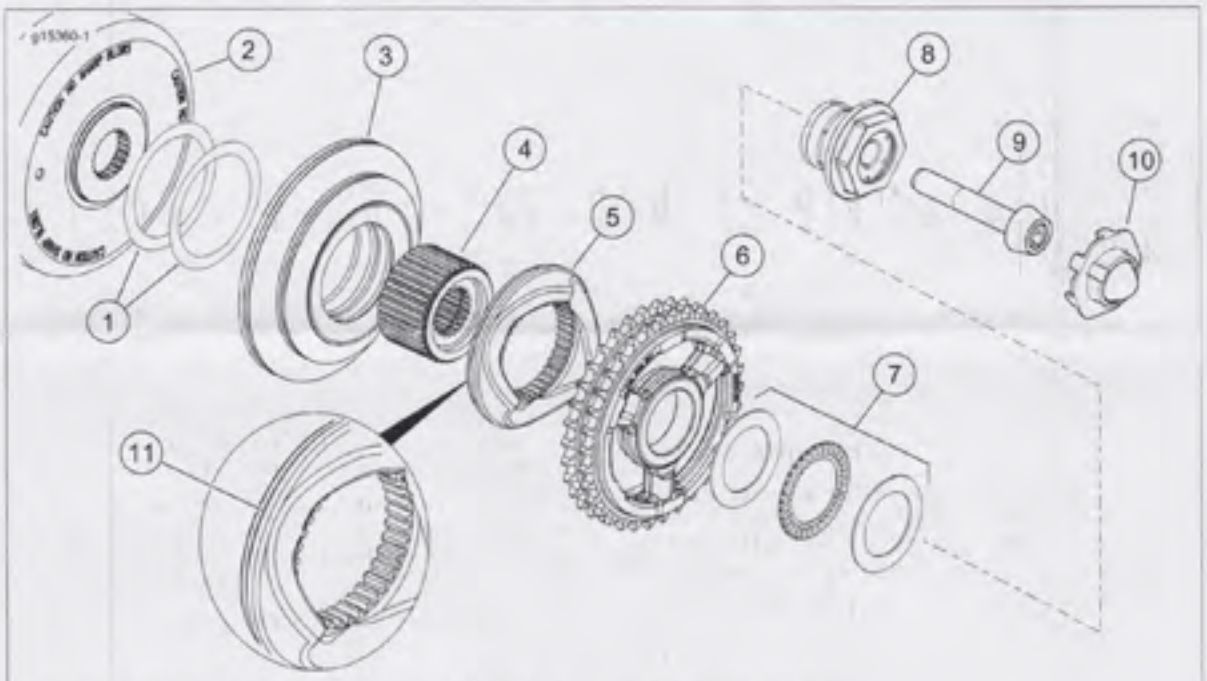
These changes do not appear in the 2014 parts catalogs or service manuals.

Vehicles Affected

This information applies to 2014 Dyna, Softail, Trike and Touring models. This also applies to 2006 and later vehicles with SCREAMIN' EAGLE BIG TWIN COMPENSATOR kit (Part No. 42200064 and 42200095).

Markets Affected

All markets are affected.



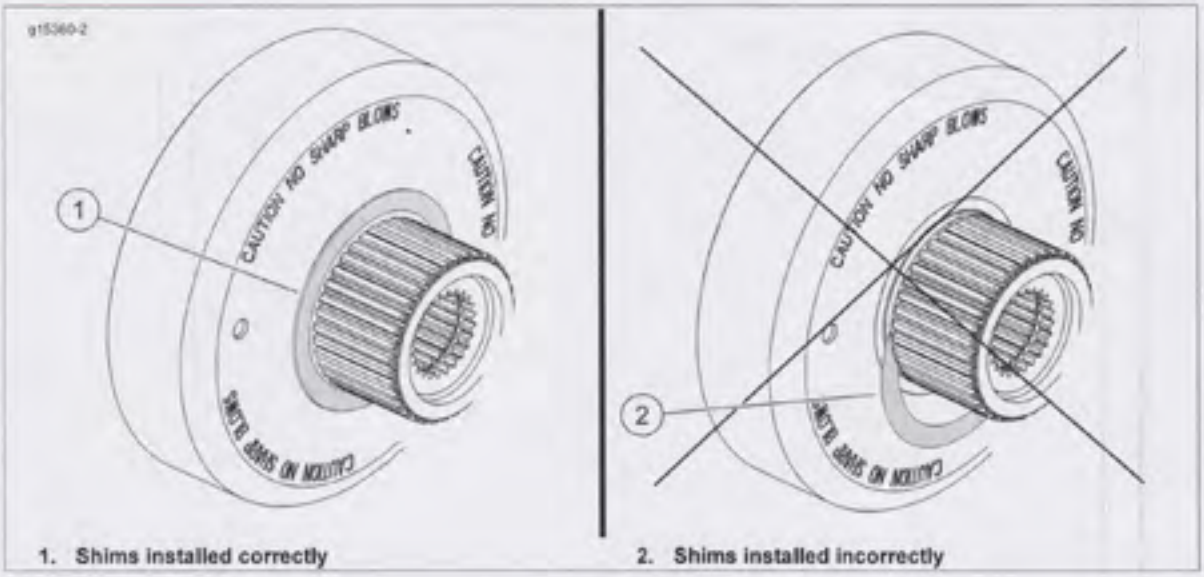
1. **Shim, 0.031 in (early production non-CVO only) (2)**
2. **Rotor shell**
3. **Large spring of spring pack**
4. **Shaft extension**
5. **Slider cam**
6. **Sprocket**
7. **Thrust bearing**
8. **Sprocket retainer**
9. **Screw**
10. **Oil spinner (certain Softail models; see procedure)**
11. **Groove in slider cam (CVO and late production 96 and 103: no shims needed)**

Figure 1. Compensator Sprocket Assembly

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.

ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	WARRANTY PROCESS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	RETURN THIS TO
INITIAL HERE									



1. **Shims installed correctly**
2. **Shims installed incorrectly**

Figure 2. Shim Placement

Overview

See Figure 1. Early production 2014 non-CVO vehicles with a 96 or 103 engine have two 0.031 in shims (1) installed between the large compensator spring (3) and rotor shell (2).

During 2014 model production, a running change will occur where material will be added to the slider cam, eliminating the need for the shims. The revised slider cam will be identified by having a groove (11) around the circumference on the end toward the rotor shell. When assembling a compensator assembly, install shims only on vehicles without the identifying groove.

2014 CVO models are equipped with a new slider cam. These models do not require shims. This slider cam can be identified by having a groove (11) around the circumference on the end toward the rotor shell.

NOTE

Adding shims to the compensator assembly having the identifying groove will reduce its ability to isolate the torque pulses from the engine. This may result in an increase in mechanical noise from the primary drive and the transmission when in neutral.

Assembly Information

See Figure 1. During installation, use the following procedure to assemble the compensating sprocket components.

1. Verify the shaft extension is contacting the rotor shell. Apply SCREAMIN' EAGLE ASSEMBLY LUBE to the shims (1) and rotor shell (2) to hold shims in place.
2. Install two shims (1) onto the shaft extension (4).

NOTE

See Figure 2. Make sure shims do not fall between shaft extension and alternator rotor.

3. See Figure 1. Install the spring pack with the large spring (3) contacting the shims.
4. Install the sliding cam (5) with the flat face contacting the small disc spring. Lubricate the sliding cam ramps with primary chaincase oil.

NOTE

The compensating sprocket (6) must be installed with the text "this side out" facing away from the engine.

5. Install chain on compensating sprocket (6). Install sprocket onto shaft extension. Confirm that shims have not moved out of position.
6. Lightly lubricate thrust bearing with primary chaincase oil. Install thrust bearing components (7), retainer (8) and screw (9). Hand tighten.

NOTE

The compensating sprocket screw is a T70 drive. Use T70 SOCKET BIT (OTC Part No. 6198, Snap-on Part No. STX70E or equivalent).

7. Tighten compensating sprocket screw (9) to 100 ft-lbs (135.6 Nm).

NOTE

See Figure 2. Make sure shims (1) do not fall between shaft extension and alternator rotor when loosening screw.

8. Loosen screw one-half turn (180 degrees).
9. Final tighten to 175 ft-lbs (237.3 Nm).
10. **FXCW/C (Rocker), FXSTSSE3 (Screamin' Eagle Softail Springer), FXSBSE (Screamin' Eagle Softail Breakout) and FXSB/FXSB103 (Breakout) models:** Install oil spinner (10) on sprocket retainer (8).
11. Rotate the compensating sprocket to make sure that there is a light pressure on the sprocket from the springs. No clearance should be felt. A slight rotation should be possible by hand with the transmission in neutral.
12. Complete the assembly per instructions in the service manual.