

5. Rapid on-off squeal indicates a compression leak around the cylinder head gasket or spark plug.
6. For valve train noise, check for the following:
 - a. Bent pushrod(s).
 - b. Defective lifter(s).
 - c. Valve sticking in guide.
 - d. Worn cam gears and/or cam.
 - e. Damaged rocker arm or shaft. Rocker arm may be binding on shaft.

ENGINE LUBRICATION

An improperly operating engine lubrication system quickly leads to engine damage. The engine oil tank should be checked weekly and the tank refilled as described in Chapter Three.

Oil pump service is covered in Chapter Five.

Oil Light

The oil light, mounted on the indicator light panel (**Figure 66**), will come on when the ignition switch is turned on before starting the engine. After starting the engine, the oil light should go off when the engine speed is above idle.

If the oil light does not come on when the ignition switch is turned on and the engine is not running, check for a burned out oil light bulb. If the bulb is good, check the oil pressure switch (**Figure 67**) as described in Chapter Nine.

If the oil light remains on when the engine speed is above idle, turn the engine off and check the oil level in the oil tank as described in Chapter Three. If the oil level is satisfactory, check the following:

1. Oil may not be returning to the tank from the return line. Check for a clogged or damaged return line or a damaged oil pump.
2. If operating the motorcycle in conditions where the ambient temperature is below freezing, ice and sludge may be blocking the oil feed pipe. This condition will prevent the oil from circulating properly.

Oil Consumption High or Engine Smokes Excessively

1. Worn valve guides.
2. Worn valve guide seals.
3. Worn or damaged piston rings.
4. Restricted oil tank return line.
5. Oil tank overfilled.
6. Oil filter restricted.
7. Leaking cylinder head surfaces.



Oil Fails to Return to Oil Tank

1. Oil lines or fittings restricted or damaged.
2. Oil pump damaged or operating incorrectly.
3. Oil tank empty.
4. Oil filter restricted.

Excessive Engine Oil Leaks

1. Clogged air filter breather hose.
2. Restricted or damaged oil return line to oil tank.
3. Loose engine parts.
4. Damaged gasket sealing surfaces.
5. Oil tank overfilled.

CLUTCH

All clutch troubles, except adjustments, require partial clutch disassembly to identify and repair the problem. Refer to Chapter Six for clutch service procedures.

Clutch Chatter or Noise

This problem is generally caused by worn or warped friction and steel plates. Also check for worn or damaged bearings.

Clutch Slip

1. Incorrect clutch adjustment.
2. Worn friction plates.
3. Weak or damaged diaphragm spring.
4. Damaged pressure plate.

Clutch Drag

1. Incorrect clutch adjustment.
2. Warped clutch plates.
3. Worn or damaged clutch shell or clutch hub.

Harley Davidson Troubleshooting Manual

K Morrison



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