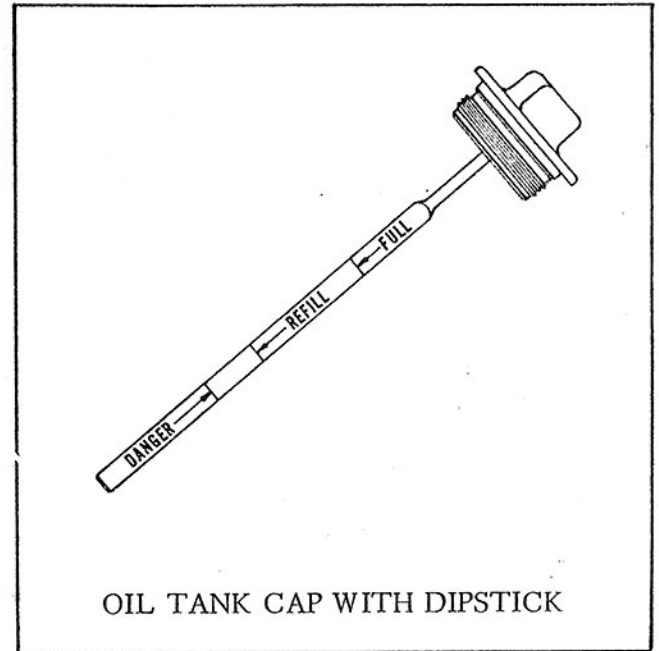


SPORTSTER CH ENGINE LUBRICATION
Tank Oil Level - Dipstick - Bleeding System

All 1962 Sportster CH motorcycles shipped from the factory, starting September 15, 1961 with Engine No. 62 XLCH-2549, are provided with an oil level dipstick attached to the oil tank cap.

It is recommended that new oil cap with dipstick, Part No. 62625-62, be installed in the oil tank of all earlier Sportster CH motorcycles now in service.

Remove tank cap and check oil level on dipstick at least every 200 miles after each complete refill. More frequent checking may be necessary depending on the condition of the engine and nature of service, fast or moderate driving. Oil level should not be allowed to drop below "REFILL" mark - when down to "REFILL", 1 quart can be added.



OIL TANK CAP WITH DIPSTICK

Oil tank holds 3 quarts with oil level at "FULL" mark. Do not fill above this level, as the tank needs some air space.

If motorcycle is accelerated rapidly to top speed when oil level is below "REFILL" mark, the low oil level may be thrown to the rear of the oil tank, uncovering the feed outlet to the engine. If this happens, air may become entrapped in the oil feed system causing a momentary shortage of oil with possible resulting damage to the engine.

Air may also become trapped in the oil passages when changing oil, or when oil lines, oil tank and pump have been disconnected for any reason.

For these reasons, always bleed the oil system whenever:

1. Draining tank and refilling with oil
2. Disconnecting oil lines or removing and replacing tank or oil pump
3. Oil level in tank has been allowed to go down to, or near the "DANGER" mark on dipstick.

BLEEDING THE OIL SYSTEM

1. Fill oil tank to "FULL" mark on dipstick
2. Start up the engine and run at idle speed.
3. Loosen plug in nipple at front of oil pump and allow about 3 ounces of oil to drain.
4. Retighten plug after bleeding has been completed.

HARLEY-DAVIDSON MOTOR CO.

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The **Old Sportster and K-model Research Group (OSKRG)** is a group of individuals who have spent years researching the minute differences in the parts, fit, finish, and configuration of the Harley-Davidson 1952-1956 K-Models, and (early) 1957-1969 Sportster models.

The results of our research is published on our website
www.harleyKmodel.com