ZPN 749851 PRESS-IN-&-WELD CRANKPIN FOR 2000 TO PRESENT SPORTSTER

NOTE: Assembly requires a hydraulic press with a minimal capacity of 12.000 KG

1.) Press the crankpin in the pinion side (right) flywheel. Beware that the oil passage hole in the flywheel lines up with the oil passage hole in the crankpin

2.) Press the races out of the connecting rods. Measure the inner diameter of the rod end with a micrometer. Check if the outer diameter of the new rod races (ZPN 049506) is 0.08-0.012mm bigger. Press the new races into the rod ends

3A.) When using 1952-1986 style loose roller type rod retainers
Measure the exact outer diameter of the crank pin with a micrometer and add 2 times the exact outer diameter of the new rod rollers from ZPN 049508 rod roller retainer set. This will give you the exact bore diameter of the connecting rod big ends without clearance.

3B.) When using 1987-1999 style bearing assembly
Slip the bearing assembly over the new crankpin and measure the outer diameter over the rollers. This gives you the exact bore diameter of the connecting rod big ends without clearance

4.) Hone the connecting rods to the diameter found at 3A or 3B

5A.) When using 1952-1986 style loose roller type connecting rod retainers
Put the rod roller retainers with the rollers on the crankpin

5B.) When using 1987-1999 style bearing assembly
Slip the bearing assembly over the new crankpin

6.) Slip the connecting rods over the crankpin and bearings.
Hone connecting rods another 0.01mm when you can not slip the connecting rods over the bearings.
Repeat this step until you can slip the connecting rods over the crankpin and bearings and have a clearance between 0.01 and 0.015mm

7.) Press the sprocket side (left) side of the flywheel on the crankpin and beware you keep the left and right flywheels symmetrically. Check the pressed assembly for alignment and make sure the pinion shaft and sprocket shaft runout is within OEM specifications

8.) Press the crankpin plugs in place

9.) Weld the crankpin to the flywheels using stainless steel TIG welding. Start with spot welding the crankpin to the flywheel AND BEWARE TO KEEP THE BALANCE OF THE CRANKSHAFT. Monitor the crankshaft alignment and the pinion shaft and sprocket shaft runout. Then weld the crankpin all around and finally weld the plugs to the crankpin