

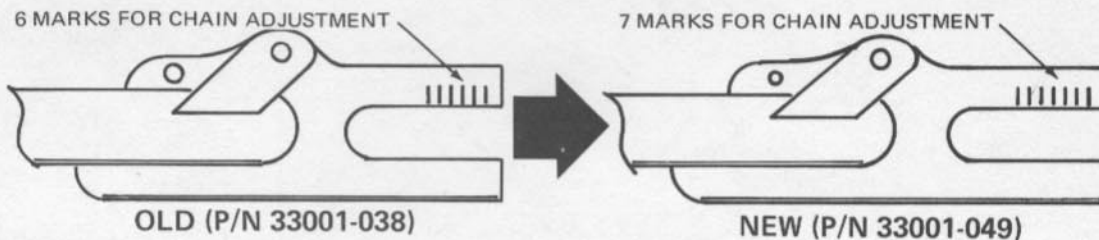
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obsolete

At the beginning of 1973, H2A production, modifications to the swinging arm, swinging arm pivot shaft, and bushings were initiated.

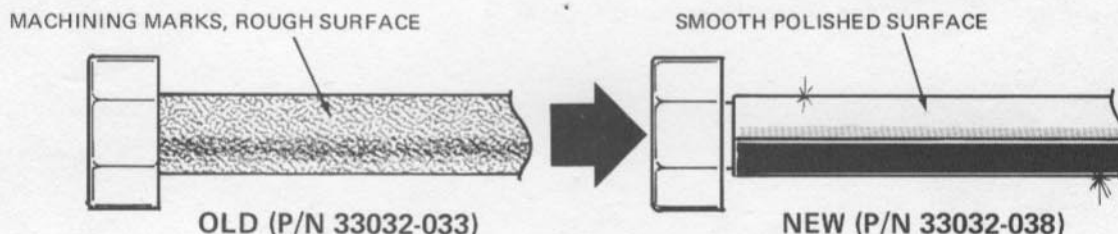
SWINGING ARM:

The rear cushion bracket on the H2A swinging arm is welded 5mm to the rear of the H2 bracket position. The H2A swinging arm has seven chain adjustment marks as opposed to six for the 1972 H2. Otherwise the two swinging arms are identical.



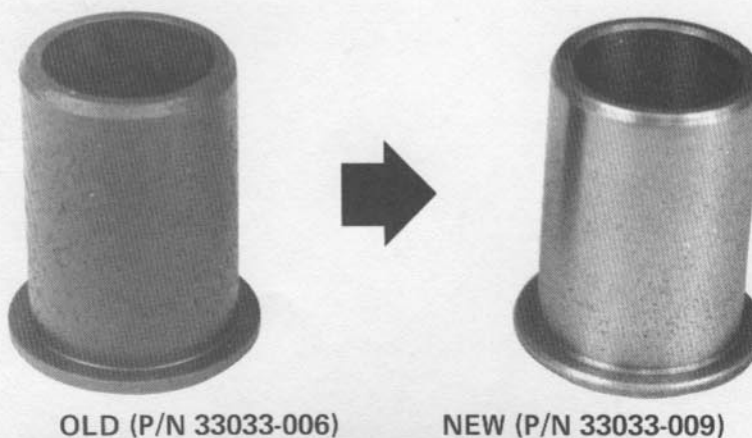
SWINGING ARM PIVOT SHAFT:

The H2A pivot shaft has a smooth polished surface as compared to the H2 pivot shaft which has a semi-rough machined surface.



BUSHINGS:

The H2 uses phenolic bushings made of a cotton or asbestos filler bonded with a phenolic resin. The H2A uses sintered iron bushings for better resistance to wear and fracture. The sintering process produces a spongelike structure in the metal making it capable of absorbing 20 percent of the total volume with lubricant. This type of bearing is ideal in areas where lubrication is infrequent.



Please see reverse side for additional information.

PARTS INFORMATION

Description	OLD PARTS		NEW PARTS		Inter-changeability	Effective I.D. No.
	P/N	Remarks	P/N	Remarks	Old ← → New	
H2 Swinging Arm	33001-038	6 marks for chain adjustment. No longer available	33001-049	7 marks for chain adjustment. Rear cushion bracket is welded 5mm further back than bracket on old swinging arm.		Engine No. H2E-23846
H2 Shaft, Swinging Arm Pivot	33032-033	Machine marks. No longer available	33032-038	Smooth polished surface		
H2 Bushing	33033-006	Black-Phenolic material	33033-009	Polished-Sintered Iron		

O = interchangeable X = not interchangeable □ = not available

WARRANTY INFORMATION

This is a factory production change for routine product improvement. This bulletin is for notification of modification only, not for warranty authorization. ■