

OPERATION and MAINTENANCE MANUAL

HARLEY-DAVIDSON MILITARY MOTORCYCLE

Model 42WLA-Solo

★

Built for the United States Army

★

Contract Numbers:

W-398-QM-10530

W-398-QM-11782

★

U. S. A. Registration Numbers:

W69,888-W69,999 Incl.

W610,000-W614,687 Incl.

616,923-637,235 Incl.

671,621-686,620 Incl.

Harley-Davidson Motor Co.
Milwaukee, Wisconsin, U. S. A.

TM 10-1175

WAR DEPARTMENT
Washington, September 11, 1941

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G. C. MARSHALL,
Chief of Staff

Official:

E. S. ADAMS,
Major General,
The Adjutant General

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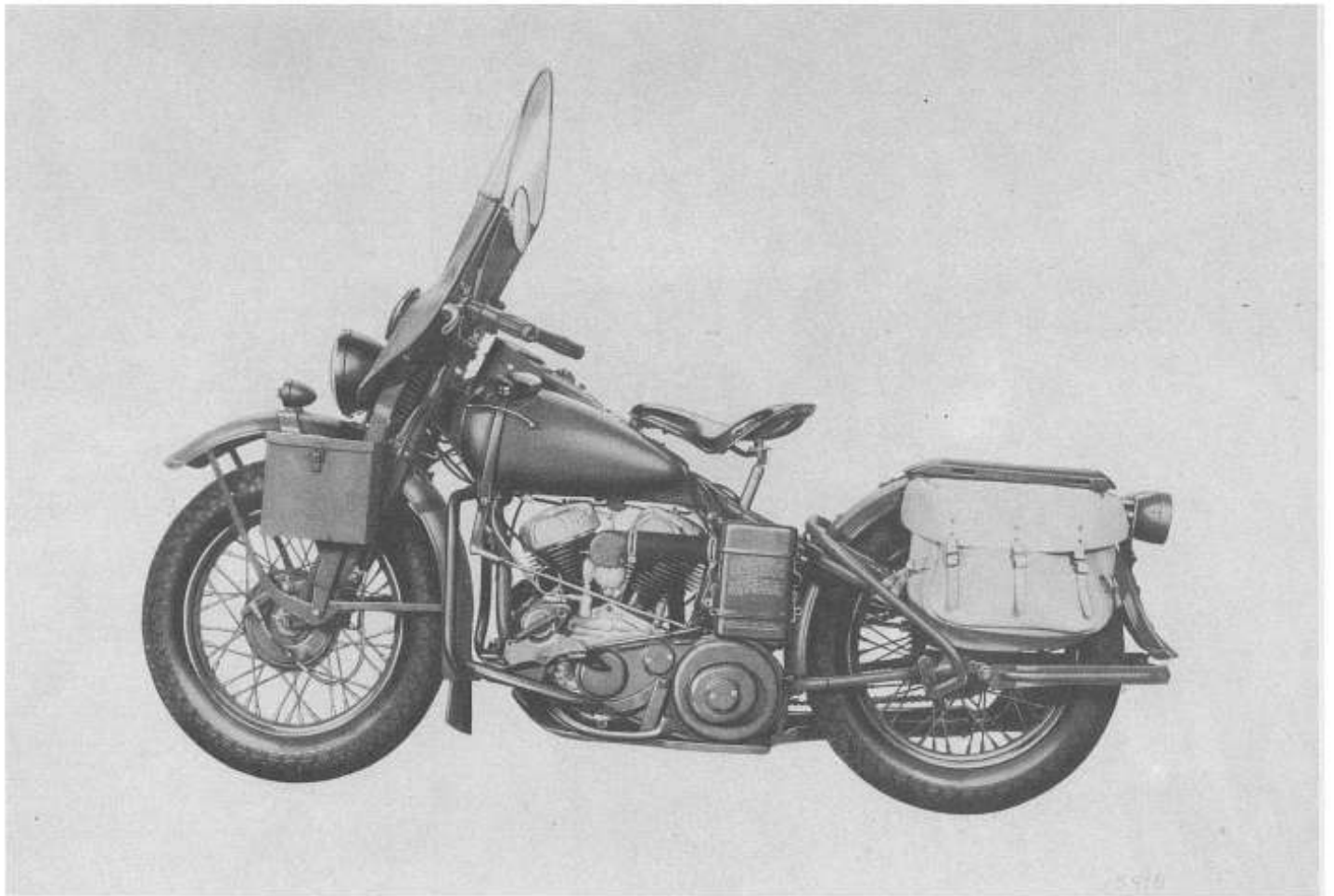
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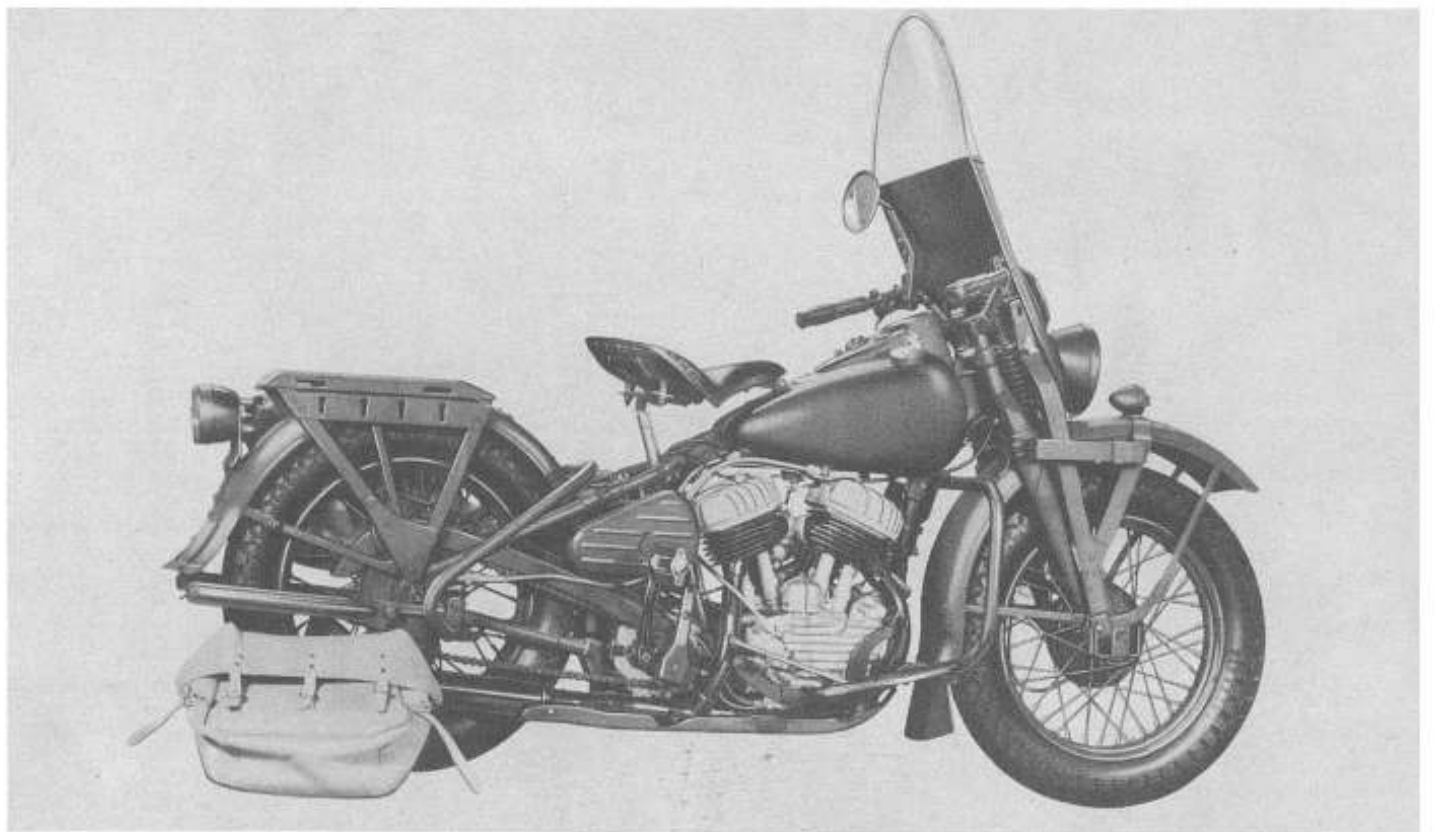
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This Manual supersedes
TM 10-1175, issued
November, 1941.



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RIGHT SIDE VIEW—1942 WLA MODEL, WITH EQUIPMENT

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GENERAL SPECIFICATIONS

Type of Engine.....	Two cylinder, L-head, "V" engine
Cylinder Bore	2¾ in.
Stroke	3 $\frac{1}{16}$ in.
Piston Displacement	45.12 cu. in.
Compression Ratio	5.0 to 1
Horsepower (N.A.C.C. Rating)	6.05
Wheel Base	57½ in.
Engine Sprocket	31 tooth
Countershaft Sprocket	17 tooth
Rear Wheel Sprocket	41 tooth
High Gear Ratio	4.59 to 1

ENGINE (SERIAL) NUMBER

In identifying a motorcycle as to its year and model, do not trust simply to knowledge of original differences in equipment and general appearance of one year's model as compared with another. Always identify by Engine (Serial) Number.

Example: 42WLA 2222

42
Year

WLA
Model

2222
Serial Number

TIRE INFLATION PRESSURES (4.00" x 18")

Front	16 pounds
Rear	18 pounds

NOTE: Above tire inflation pressures are for average load and service. Increase pressure 2 pounds or more per tire for combined load of rider and equipment over 175 pounds or for maintained high speed riding.

GASOLINE AND OIL CAPACITIES

OIL TANK: Oil tank, completely empty, holds one U.S. gallon. When oil level is down to "REFILL" mark, two quarts may be added.

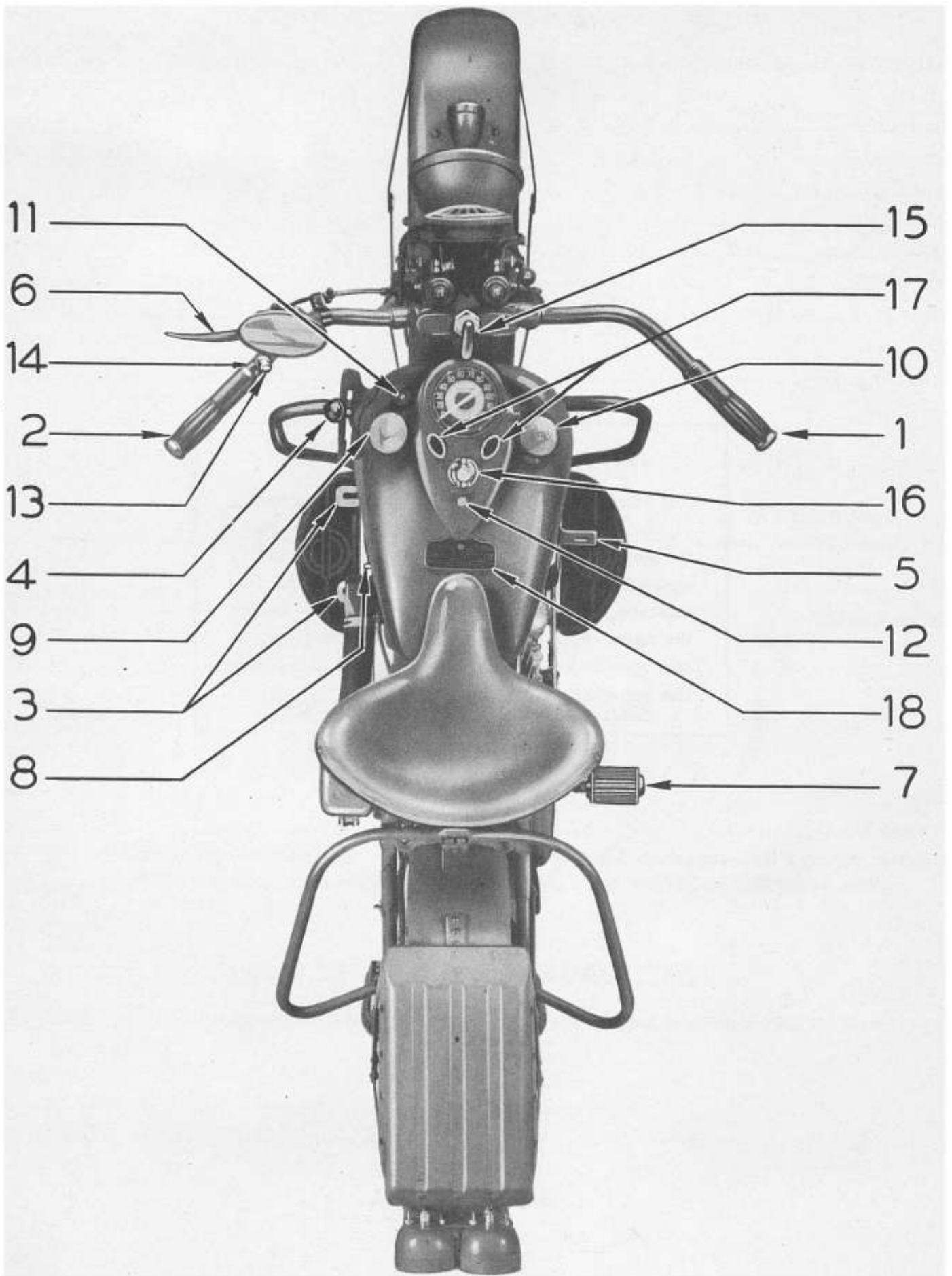
TRANSMISSION: 1941 and later—¾ pint; 1940 and earlier—½ pint.

GASOLINE TANK: Slightly over three U.S. gallons, including reserve supply.

RESERVE GASOLINE SUPPLY: About three U.S. quarts.

FOREWORD

The more satisfactory and dependable performance of one motorcycle over another, when both are in the same type of service, is not generally due to any appreciable variation in original quality and construction. Experience has proven that it is usually the direct result of the operator's knowledge of correct operating methods and his diligence in applying this knowledge.



ILLUS. 3
TOP VIEW, DETAILS 1 TO 18