

Instruction 51-1059
2-4-08

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Because every industry has a leader

Installation Instructions for S&S Transmission Case, 4-to-5 Speed

DISCLAIMER:

S&S parts are designed for high performance, off road, racing applications and are intended for the very experienced rider only. The installation of S&S parts may void or adversely effect your factory warranty. In addition such installation and use may violate certain federal, state, and local laws, rules and ordinances as well as other laws when used on motor vehicles used on public highways, especially in states where pollution laws may apply. Always check federal, state, and local laws before modifying your motorcycle. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties, and risks associated therewith.

The words Harley®, Harley-Davidson®, H-D®, Sportster®, Evolution®, and all H-D part numbers and model designations are used in reference only. S&S Cycle is not associated with Harley-Davidson, Inc.

SAFE INSTALLATION AND OPERATION RULES:

Before installing your new S&S part it is your responsibility to read and follow the installation and maintenance procedures in these instructions and follow the basic rules below for your personal safety.

- Gasoline is extremely flammable and explosive under certain conditions and toxic when inhaled. Do not smoke. Perform installation in a well ventilated area away from open flames or sparks.
- If motorcycle has been running, wait until engine and exhaust pipes have cooled down to avoid getting burned before performing any installation steps.
- Before performing any installation steps disconnect battery to eliminate potential sparks and inadvertent engagement of starter while working on electrical components.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S with any questions you may have if any steps are unclear or any abnormalities occur during installation or operation of motorcycle with a S&S part on it.
- Consult an appropriate service manual for your motorcycle for correct disassembly and reassembly procedures for any parts that need to be removed to facilitate installation.
- Use good judgment when performing installation and operating motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs or fatigue impair your judgment. Start installation when you are fresh.
- Be sure all federal, state and local laws are obeyed with the installation.
- For optimum performance and safety and to minimize potential damage to carb or other components, use all mounting hardware that is provided and follow all installation instructions.
- Motorcycle exhaust fumes are toxic and poisonous and must not be inhaled. Run motorcycle in a well ventilated area where fumes can dissipate.

IMPORTANT NOTICE:

Statements in this instruction sheet preceded by the following words are of special significance.



WARNING

Means there is the possibility of injury to yourself or others.



CAUTION

Means there is the possibility of damage to the part or motorcycle.

NOTE

Other information of particular importance has been placed in italic type.

S&S recommends you take special notice of these items.

WARRANTY:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S's option if the parts are returned to us by the purchaser within the 12 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must call or write S&S immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from S&S. The parts must be packaged properly so as to not cause further damage and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by S&S and the part was found to be defective, repair, replacement or refund will be granted.

ADDITIONAL WARRANTY PROVISIONS:

- (1) S&S shall have no obligation in the event an S&S part is modified by any other person or organization.
- (2) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the S&S part.
- (3) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.
- (4) S&S parts are designed exclusively for use in Harley-Davidson® and other American v-twin motorcycles. S&S shall have no warranty or liability obligation if an S&S part is used in any other application.

KIT DESCRIPTIONS AND PART NUMBERS

5-Speed Transmission Case for 1970 & later 4-Speed Frames

Trap Door Assembly.....56-1027
Includes door bearings and miscellaneous hardware.

Case Assembly with Bearings and Seals.....56-1038
Includes all items in 56-1051 plus the output shaft bearing, counter-shaft bearing, case seals, and miscellaneous hardware.

Case Assembly with Door.....56-1039
Includes all items in 56-1051 plus our CNC-machined billet trap door, trap door bearings, and miscellaneous hardware.

Case Assembly with Bearings & Seals for FX models.....56-1040
Includes all parts in 56-1038 plus the Starter/Battery Box Bracket and Shift Linkage Kits for FL models.

Case Assembly with Door for FL models.....56-1041
Includes all parts in 56-1051 plus our CNC-machined billet trap door, trap door bearings, miscellaneous hardware, and the Starter/Battery Box Bracket and Shift Linkage Kits for FL models.

Case Assembly with Bearings & Seals for FX models.....56-1042
Includes all parts in 56-1038 plus the Starter/Battery Box Bracket, Shift Linkage, and Footpeg Adapter Kits for FX models.

Case Assembly with Door for FX models.....56-1043
Includes all parts in 56-1039 plus the Starter/Battery Box Bracket, Shift Linkage, and Footpeg Adapter Kits for FX models.

Case Assembly.....56-1051
Includes the transmission case and shift lever adjustment screw, shifter shaft guide, and all studs and dowel pins required for assembly.

Case Kit.....56-1053
Includes all items in kits 56-1038 and 56-1039, but none of the FX-or FL-model accessory kits.

Case Assembly for FL models.....56-1054
Includes all items in 56-1051 plus the Starter/Battery Box Bracket and Shift Linkage Kits for FL models.

Case Kit for FL models.....56-1055
Includes all items in kits 56-1039 and 56-1038 plus the Starter/Battery Box Bracket and Shift Linkage Kits for FL models.

Case Assembly for FX models.....56-1056
Includes all items in Kit 56-1051 plus the Starter/Battery Box Bracket, Shift Linkage, and Footpeg Adapter Kits for FX models.

Case Kit for FX models.....56-1057
Includes all items in Kits 56-1038 and 56-1039 plus the Starter/Battery Box Bracket, Shift Linkage, and Footpeg Adapter Kits for FX models.

INTRODUCTION

S&S® transmission cases are made from 356T6 aluminum alloy and machined with state-of-the-art CNC equipment.

5-speed Transmission Case 56-1051 is designed to fit 4-speed big twin frames with 1970-84 shovelhead driveline and chain final drive. See important notes below. Basic case package includes shift lever adjustment screw, shifter shaft guide, and all studs and dowel pins required for assembly.

To help insure a simple, trouble-free installation, studs and dowel pins are installed at S&S prior to shipment. However, minor machining will be required on the purchaser's countershaft and shift fork shaft.

S&S 5-speed transmission cases accept most OEM and aftermarket 5-speed style trap doors, bearings, seals, and other parts designed for 1985-1999 Softail transmissions.

NOTE: OEM trap door will require minor modification to clear S&S Transmission Mounting Stud Adapter. See Picture 2 on pg 3.

Any 5-speed style shafts may be used if correct clutch and inner primary cover are also used. This transmission case is not compatible with factory Harley-Davidson® primary belt drive used on 1980-1983 FXSB Sturgis models.

Clutch assembly must be compatible with main shaft and main drive gear. For applications that utilize an existing 4-speed driveline, 1981 to 1984 5-speed style chain-drive mainshaft and 1981 to early-1984 style main drive gear must be used. These parts are compatible with tapered i.d. clutch hub used on 4-speed big twins.

NOTE: Low contact-style gears must be used in S&S 4-to-5 speed transmission case if 1981-1984 main drive gear is used. Harley-Davidson introduced high-contact transmission gears for big twins on 1994 international models and 1995 U.S. models. Low and high contact gears may not be mixed.

Options for Transmission Case No. 56-1051 include bearings and seals kit and CNC-machined billet trap door complete with bearings and other required hardware. Case can also be ordered with special battery box/starter brackets and shift linkage required for 4-speed FX-and FL-models, and footpeg adapter kit required for FX models. If these parts are not ordered, customer must fabricate similar items to complete installation. See Figures 2-4 on pgs 7 & 8.

NOTES

- Transmission case will fit earlier big twin frames but engine sprocket shaft must be type used in 1970-later big twins. Transmission case itself is also compatible with H-D® secondary (rear) belt drive if correct mainshaft, main drive gear, inner primary cover, starter shaft, and starter housing are used. However, builder may encounter other obstacles when converting motorcycle with chain final drive to belt final drive.

- S&S® trap door is 1987-up style. S&S recommends using this style trap door and end cover with ball and ramp clutch actuator. Strength of earlier, lever-type actuator is marginal for heavy clutch springs sometimes required in high-performance applications.
- Most 4-speed big twins utilize transmission-driven mechanical speedometers. 5-speed transmission requires electronic sensor and speedometer or wheel-driven speedometer drive and speedometer. Wheel hub may require modification to accept speedometer drive unit.
- Clutch-actuator end of 4-speed clutch cable is not compatible with five-speed type clutch actuator. Options are to replace clutch lever with 1987-up style lever or purchase custom cable with correct ends from Barnett Tool and Engineering in Ventura, CA. (805-642-9435)
- Following parts are required to use 1965-later style dry clutch:
 - Clutch pushrod end, right (Harley-Davidson® #37089-79)
 - Clutch pushrod center (H-D® #37088-79)
 - Clutch pushrod end, left (H-D #37090-79)
 - Throw-out bearing (H-D #37312-75)
 - Thrust washer, 2 ea. (H-D #37313-80)
 - Retaining ring (H-D #11096)
- Following parts are required to complete ball and ramp type clutch actuator required with S&S transmission access door:
 - Ball, 3 ea. (H-D #8873)
 - Retaining ring (H-D #10998)
 - Inner ramp (H-D #25452-87A) or inner ramp (HD #25604-00)
 - Outer ramp (H-D #25453-87) or outer ramp (HD #25605-00)

NOTE: Outer ramp #25453-87 must be used with inner ramp #25452-87A. Outer ramp #25605-00 must be used with inner ramp #25604-00. Ramps #25605-00 and #25604-00 provide more disengagement between clutch plates.

- Coupling (H-D #34920-86)
- Right side cover gasket (H-D #38601-87B)
- Filler plug-dipstick (H-D #37075-87)
- O-ring, filler plug (H-D #11132)
- Clutch release cover, chrome (H-D #37105-87A)

⚠ WARNING

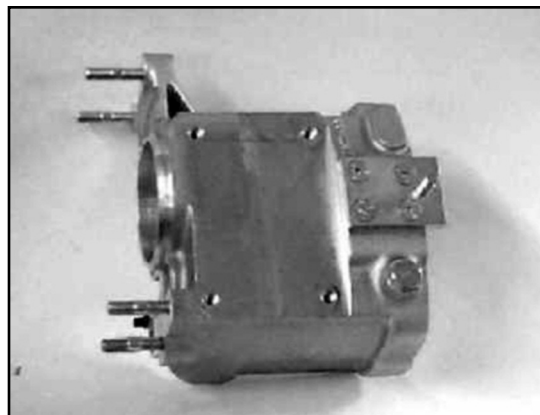
- Failure to disconnect battery and remove from motorcycle may result in accidental engagement of electric starter with potential bodily injury.
- Proper assembly of transmission with correct parts in good condition is critical for safe operation of motorcycle. Transmission malfunction can cause rear wheel to lock with loss of control of motorcycle. In some instances, disengagement of clutch will not free wheel.
- Never reuse transmission retaining rings. Damaged retaining ring can permit engagement of two gears at once. This can result in seized transmission and loss of control of motorcycle with severe personal injury to operator and others.

*All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding H-D® part number shown.

INSTALLATION

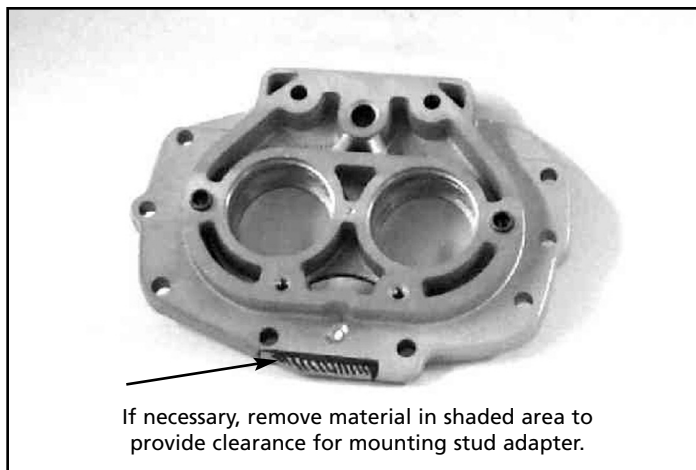
A. Case Assembly

1. Clean threads of four flathead screws 50-0300 and apply Loctite #609 (included) to same. Attach Transmission Mounting Stud Adapter 56-1069 to case with screws. See **Picture 1**. Tighten to 15-18 ft-lbs.



Picture 1

2. Place transmission access door against case and confirm that mounting stud adapter does not interfere with access door. Stock access door will likely require removal of material along lower edge to clear adapter. See **Picture 2**.



If necessary, remove material in shaded area to provide clearance for mounting stud adapter.

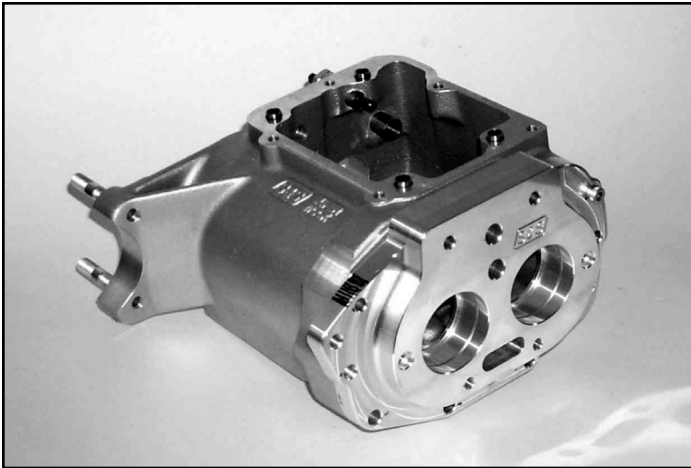
Picture 2

3. Install o-ring 50-8008 on Magnetic Drain Plug 50-8333 and install drain plug in case.
4. Tighten plug to 7 ft-lbs.

⚠ WARNING

Failure to install plug correctly may allow leaking transmission fluid to contact tire or brakes resulting in loss of control of motorcycle and serious injury.

5. Clearance access door to match clearance cut in 56-1051 transmission case below starter motor area. See **Picture 3**.



Picture 3

B. Parts Preparation

1. Countershaft

Remove approximately 0.280 in. from non-threaded end of countershaft and remove burrs. Correct length of modified countershaft is 7.830 in.

NOTE: Countershaft is hardened, so grinding shaft to correct size may be preferable to cutting.

2. Shifter Shaft

- a. Remove approximately 0.200 in. from either end of shifter shaft and remove burrs. Correct length of modified shifter shaft is 7.265 in.

3. Inner Primary Housing

- a. Remove old mainshaft bearing and seal.
- b. Clean bearing race in primary housing with lacquer thinner or Loctite primer.
- c. Apply thin film of Loctite 609 (supplied) to outside of S&S® Mainshaft Adapter Spacer 56-1068. See Parts 16 and 20-21 in **Figure 1 on pg 6**. Press spacer into inner primary cover until spacer contacts step in bore.

CAUTION

Area of primary cover below step must be firmly supported to prevent damage when adapter spacer, bearing, and seal are installed.

- d. Observing caution mentioned above, press supplied mainshaft bearing 56-5100 into Mainshaft Adapter Spacer until bearing contacts step.
- e. Press seal 56-5101 into inner primary housing until it contacts bearing.

NOTE: Install seal with spring facing away from transmission, toward outside of motorcycle.

CAUTION

Failure to install seal correctly may allow sprocket nut to contact and damage seal, resulting in primary fluid leak.

C. Assembly

After modification of countershaft and shift fork shaft, installation of shafts, gear assembly, and other parts in case is identical to procedure required for Harley-Davidson® five-speed transmission. Differences in installation from standard four-speed procedure apply to transmission sprocket, starter/battery box brackets, shift linkage, and FX model footpeg mount.

NOTE: 1982-1984 big twin sprocket for five-speed transmission is required. Harley-Davidson® has the correct sprocket available in 23-tooth version only. Most aftermarket suppliers have 24-tooth sprocket available as well.

1. Install Quad Seal 50-8045 on main drive gear. See **Picture 4**.



Picture 4

2. Lubricate chamfer on I.D. of Sprocket Spacer 56-3004 with clean transmission lubricant and install spacer on main drive gear. Chamfer on I.D. of spacer must face Quad Seal.
3. Clean threads of main drive gear with lacquer thinner or Loctite® primer and apply thin film of Loctite #609.
4. Install sprocket nut 56-3003. Torque nut to 110-120 ft-lbs.

NOTES

- Supplied sprocket nut is thin, early style. This type nut must be used to prevent interference with seal in inner primary housing.
- Before completing assembly, check for adequate clearance between drive chain and transmission case. Clearance must also be checked between chain and inner primary housing. With properly adjusted chain, clearance must be at least .040" on each side. S&S has used heavy-duty o-ring chains in 4-5 speed applications, but existing clearance is minimal.

CAUTION

Failure to properly clearance parts may result in damage not covered under warranty.

D. Installation

Installation of transmission with S&S® case is similar to installing stock transmission. Refer to Harley-Davidson® Service Manual for information on transmission installation and checking primary and drive chain alignment. After installation is complete, add 24 oz. of Harley-Davidson Transmission Lubricant or equivalent. Normal capacity after initial servicing is 21 oz. Refill transmission that has been removed from motorcycle and completely drained with 24 oz. Five-speed transmission in four-speed case does require modification of stock shifter linkage, footpeg mount (FX models only) and starter/battery box mount, or replacement of stock items with S&S parts. Installation of S&S parts is as follows:

1. Footpeg Adapter Kit, 57-4604. **See Figure 2 on pg 7.**
 - a. Install footpeg adapter bracket 57-4603 on transmission with two sockethead cap screws 50-0121 and 50-0079. Shorter screw goes in bottom hole.
 - b. Install the existing footpeg-brake bracket on the footpeg adapter bracket with three sockethead cap screws 50-0121, three flat washers 50-7025 and one shim 56-7047.
 - c. Remove the rear brake master cylinder, place the shims 50-7049 between the master cylinder and existing shims H-D®#50668-35 and reinstall master cylinder with provided hex-head screws 50-0134.
2. Starter-Battery Box Bracket Kit, 57-4605. **See Figure 2 on pg 7.**
 - a. Attach bracket 57-4600 to tapped hole on upper rear corner of access door with hex-head screw 50-0108 or 50-0111, spacer 50-7046 or 50-7048 and flat washer 50-7025.

NOTE: Hitachi starter requires shorter, 1" screw, 50-0108 and narrow. 0.220" shim 50-7046. Prestolite starter requires longer, 1¼" screw 50-0111 and wider, 1" shim 50-7048.

- b. Install starter with original nuts and washers and attach bracket to rubber mount on battery box.
3. Starter-Battery Box Bracket Kit, 57-4606. **See Figure 3 on pg 7.**
 - a. Attach bracket 57-4601 to tapped hole on upper rear corner of access door with hex-head screw 50-0108 or 50-0111, shim 50-7046 or 50-7048 and flat washer 50-7025.
 - b. Install starter with original nuts and washers.
 - c. Attach bracket 57-4602 to upper front corner of access door. Attach battery box rubber mount to bracket.

4. Shift Linkage Kit, (57-4750). **See Figure 4 on pg 8.**
 - a. Remove original shift rod from front ball-joint fitting.
 - b. Install nuts 50-5023 on shift rod 57-4754 and turn in to center of shift rod.
 - c. Install clevis 57-4752 on either end of shift rod.
 - d. Install original ball-joint fitting on other end of shift rod.
 - e. Adjust clevis to place shifter peg in desired position and tighten nuts against clevis and ball-joint fitting.
 - f. Install correctly adjusted shifter rod assembly on motorcycle with supplied shoulder screw 50-0089. Apply thin film of Loctite #243 (blue) or equivalent to bolt threads and install flat washer 50-7017 and nut 50-5012. Tighten nut to 10 ft-lbs.

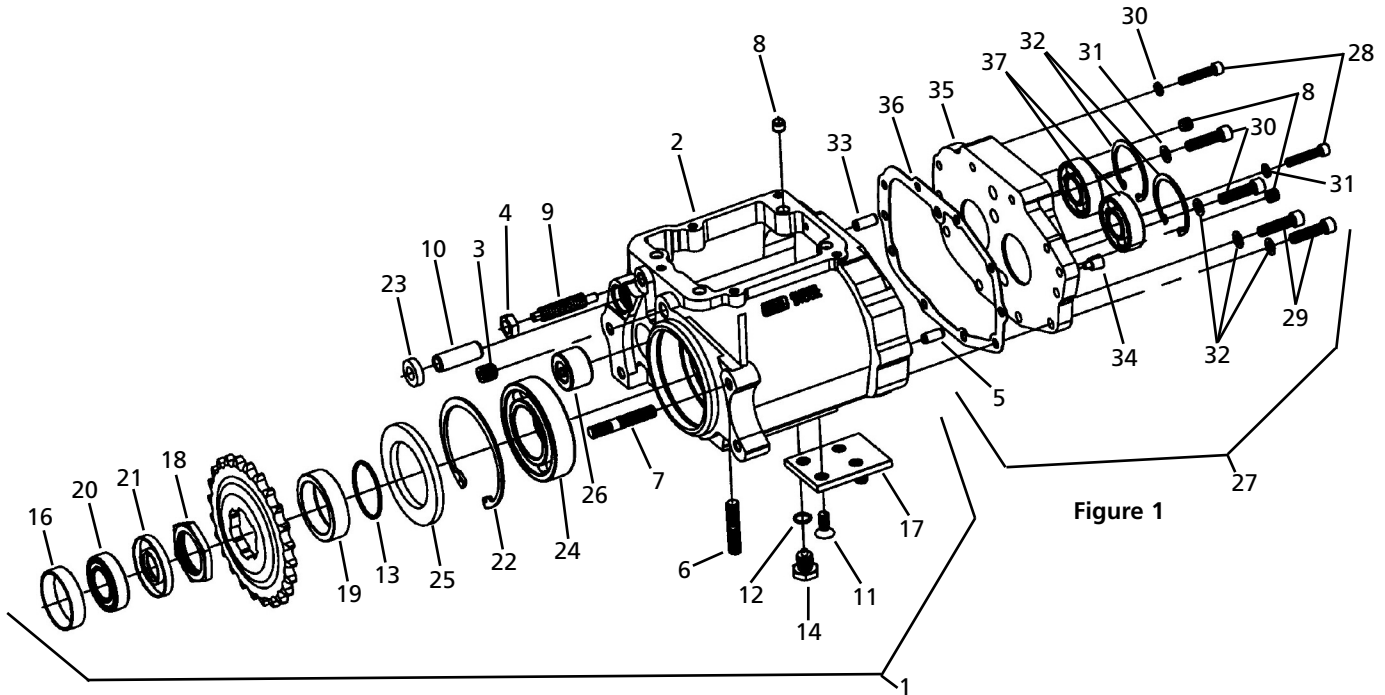
NOTE: Shoulder screw 50-0089 must be inserted through clevis with threads toward center of motorcycle.

5. Shift Linkage Kit, 57-4756
 - a. Remove ball-joint fitting from original shift rod
 - b. Install nuts 50-5023 on shift rod 57-4755 and turn in to center of shift rod.
 - c. Install clevis 57-4752 on either end of shift rod.
 - d. Install original ball-joint fitting on other end of shift rod.
 - e. Adjust clevis to place shifter peg in desired position and tighten nuts against clevis and ball-joint fitting.
 - f. Install correctly adjusted shifter rod assembly on motorcycle with supplied shoulder bolt 50-0089. Apply Loctite® #243 (blue) or equivalent to bolt threads and install flat washer 50-7017 and nut 50-5012. Tighten nut to 10 ft-lbs.

NOTE: Shoulder screw 50-0089 must be inserted through clevis with threads toward center of motorcycle.

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Transmission Case Assembly Parts



1. Transmission case assembly 5-spd for 1965-1984 4-spd big twin	56-1051	18. Nut, transmission sprocket - 1941-1992 bt (H-D #35211-36)	56-3003
2. Transmission case 5-spd rigid mount for 1965-1984 4-spd big twin frame	N/A	19. Spacer, transmission sprocket - 1941-1992 bt.....	56-3004
3. Sockethead screw 1/2-20 x 3/8"	50-0202	20. Bearing, inner primary (25mm x 47mm x 12mm) .56-5100	56-5100
4. Nut, hex 7/16 -14 (Harley-Davidson® #7515)	50-5044	21. Seal, inner primary - 4-spd bt (H-D #12018)	56-5101
5. Pin, dowel .308 dia. x .70" (H-D® #375)	50-8029	22. Ring, int. ret. 3.734 OD x .107 Tru-Arc (H-D #11161)	50-8051
6. Stud 3/8-16; 3/8 -24 x 1 1/8" (4) (H-D #16830-29A) (bt 5-spd).....	50-8085	23. Seal, oil - 1984-up bt (H-D #21045)	56-1064
7. Stud 3/8-16; 3/8-24 x 2 5/16" (bt 5-spd) (4) (H-D #16830-54)	50-8086	24. Bearing, trans. output shaft - 1984-up bt (H-D #996A)	56-3035
8. Pin, Roll 3/8 x 300" (4) (H-D #609)	50-8173	25. Seal, oil (H-D #12067A)	56-3033
9. Screw, Shifter Lever Adjustment, 5-spd bt (H-D #33119-79B)	56-1002	26. Bearing, trans. countershaft	56-3034
10. Guide, Shifter Shaft - 5-spd rigid mount, 1986-up bt (H-D #33114-79)	56-1067	27. Door assembly, trans access 5-speed rigid mount, 1985-1999 bt.....	56-1027
11. Screw, 5/16-18 x 3/4" (4)	50-0301	28. Capscrew, sockethead - 1/4-20 x 1 1/4" (2) (H-D #3482A)	50-0153
12. O-ring 3/16 ID x 5/16 OD x 1/16" Viton (H-D #11105)	50-8078	29. Capscrew, sockethead - 5/16-18 x 1 1/4" (4) (H-D #3210A)	50-0121
13. Seal, quad 1 3/4 ID x 1 1/2 OD x 1/16" Buna (H-D #11165)	50-8045	30. Washer, flat 1/4 x 7/16 x 1/16" (2) (H-D #6099)	50-7013
14. Plug, 1/2-20, magnetic (H-D #60348-65B)	50-8333	31. Washer, flat 5/16 x .545 x .042" (4).....	50-7028
15. Loctite 0.5 ml., Green #609 (Not shown)	51-9005	32. Ring, int. ret. 2.072 OD x .062" Tru-Arc (2) (H-D #35021-89)	50-8053
16. Spacer, mainshaft adapter 5-spd rigid mount/ 1965-1984 4-spd bt.....	56-1068	33. Dowel 5/16" x 3/4" (H-D #634)	50-8175
17. Adapter, transmission mounting stud 5-spd rigid mount/1965-1984 4-spd bt.....	56-1069	34. Plug, magnetic 1/8-27 (H-D #739A)	50-8334
		35. Door, trans access 5-spd rigid mount 1985-1999 bt.....	56-1025
		36. Gasket, trans access door (H-D #35652-79A)	56-1026
		37. Bearing, trans countershaft (2) (H-D #8998)	56-3026

NOTES: #10 and #13 are used with Hitachi® Starter #11 and #14 are used with Prestolite® Starter

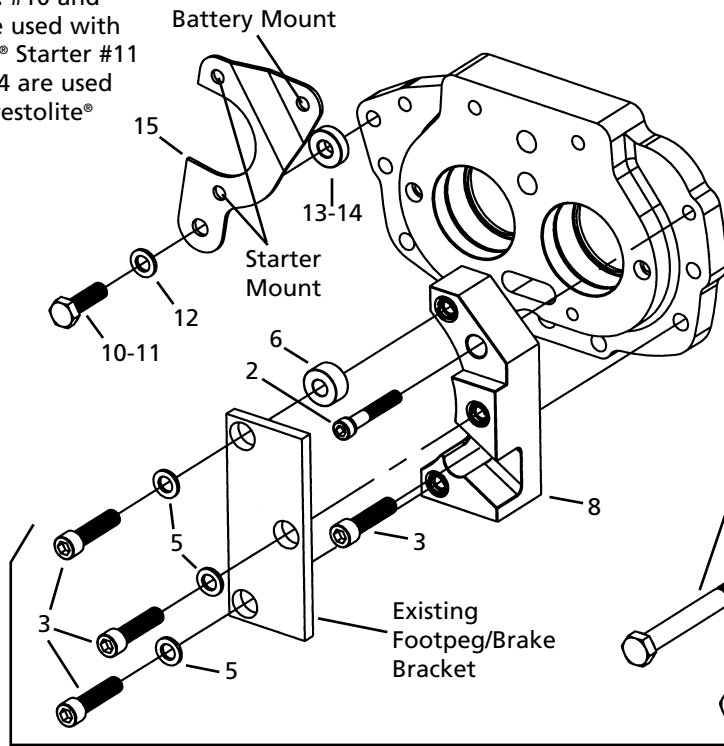
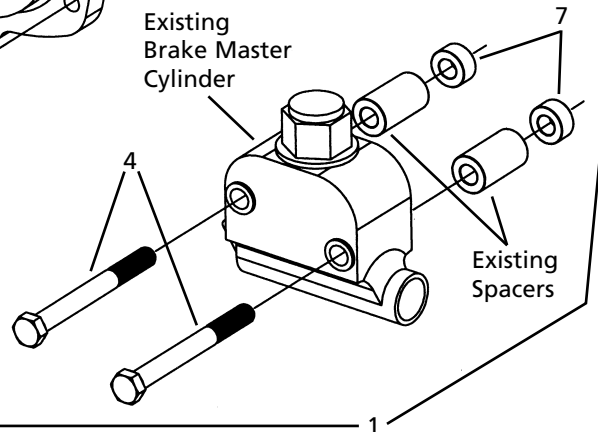


Figure 2



- 1. Adapter Kit, Footpeg,
(Includes parts 2-8)57-4604
- 2. Screw, SHC ¼"-20 x 1½" (10 Pack)50-0244
- 3. Screw, SHC ⅝"-18 x 1¼" (4) (Harley-Davidson®#3210A) ...50-0121
- 4. Screw, HHC - ⅜" -24 x 3½" (2) (5 Pack)50-0134
- 5. Washer, flat, .548" O.D. x .325" I.D. x ⅙" (5 pack).....50-7081
- 6. Spacer, ⅝" x ¾"50-7047
- 7. Spacer, ⅜" x ¾" (2)50-7049
- 8. Assembly, footpeg adapter
5-speed rigid mount/4-speed.....57-4603
- 9. Bracket Kit, Starter/Battery
(Includes parts 10-15)57-4605

- 10. Screw, HHC ⅝"- 1"
(H-D#3987,4017) (10 Pack).....50-0155
- 11. Screw, HHC ⅝"- 1¾"
(H-D#2887) (10 Pack)50-0234
- 12. Shim, ⅝" x ¾"50-7046
- 13. Shim, ⅜" x ¾"50-7048
- 14. Bracket, Starter/Battery Box
5-speed rigid mount/4-speed.....57-4600

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57-4606 Bracket Kit, Starter/Battery, FL Model

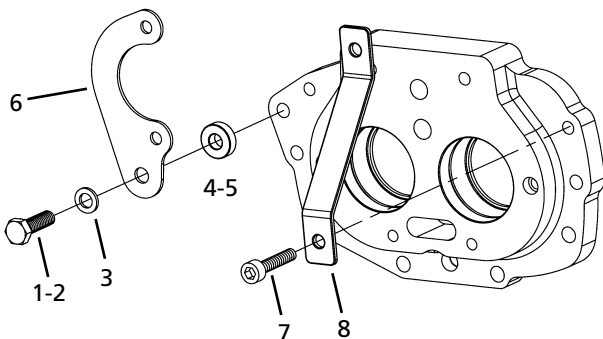


Figure 3

- 1. Screw, HHC, ⅝"-18 x 1" (H-D#3987,4017) (10 Pack).....50-0155
- 2. Screw, HHC, ⅝"-18 x 1¾" (H-D#2887) (10 Pack)50-0234
- 3. Washer, flat (5 Pack).....50-7081
- 4. Shim, ⅝" x ¾" x .220"50-7046
- 5. Shim, ⅝" x ¾" x 1.0"50-7048
- 6. Bracket, starter, 5-speed rigid mount/4-speed.....57-4601
- 7. Capscrew, sockethead - ¼"-20 x 1¾"
(Supplied in door kit.) (H-D#3482A) (10 Pack)50-0153
- 8. Bracket, battery box
5-speed rigid mount/4-speed57-4602

57-4750 Linkage Kit, 4/5 Speed FX Model

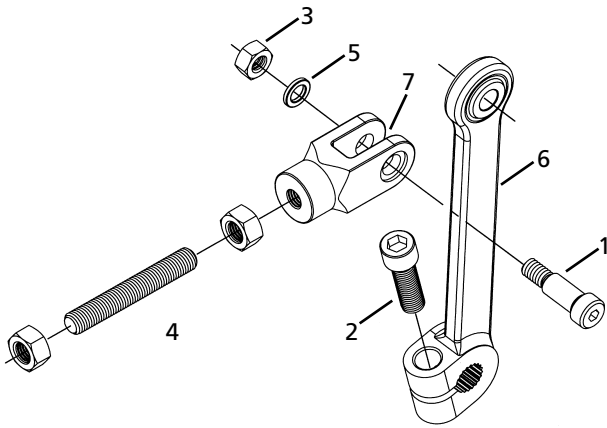


Figure 4

- | | |
|---|---------|
| 1. Screw, SH shoulder, 1/4"-20 x 5/16" x 5/8" (10 Pack) | 50-0084 |
| 2. Screw, SHC - 5/16" -24 x 1" (Harley-Davidson® #856A) (10 Pack) | 50-0239 |
| 3. Nut, 1/4"-20 (H-D #7688, 7716) (10 Pack) | 50-5016 |
| 4. Nut, 5/16"-24 (2) (H-D #7833) (10 Pack) | 50-5048 |
| 5. Washer, 1/4" x 7/16" x 1/16" (H-D #6099) (10 Pack) | 50-7013 |
| 6. Lever assembly,
shift 5-speed rigid mount/4-speed bt..... | 57-4751 |
| 7. Clevis, shift lever -
5-speed rigid mount/4-speed bt..... | 57-4752 |
| 8. Rod, shift linkage, 4-speed/5-speed..... | 57-4754 |

57-4756 Linkage Kit, 4/5 Speed FL Model

- | | |
|---|---------|
| 1. Screw, SH shoulder, 1/4"-20 x 5/16" x 5/8" (10 Pack) | 50-0244 |
| 2. Screw, SHC - 5/16" -24 x 1" (H-D#856A) (10 Pack)..... | 50-0239 |
| 3. Nut, 1/4"-20 (H-D#856A) (10 Pack)..... | 50-5016 |
| 4. Nut, 5/16"-24 (2) (H-D#856A) (10 Pack)..... | 50-5048 |
| 5. Washer, 1/4" x 7/16" x 1/16" (H-D#856A) (10 Pack)..... | 50-7013 |
| 6. Lever assembly,
shift 5-speed rigid mount/4-speed bt..... | 57-4751 |

*All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any of S&S® Cycle's products are original equipment parts or that they are equivalent to the corresponding H-D part number shown.

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|---|---------|
| 7. Clevis, shift lever -
5-spd rigid mount/4-spd bt..... | 57-4752 |
| 8. Rod, shift linkage, 4/5 speed | 57-4755 |

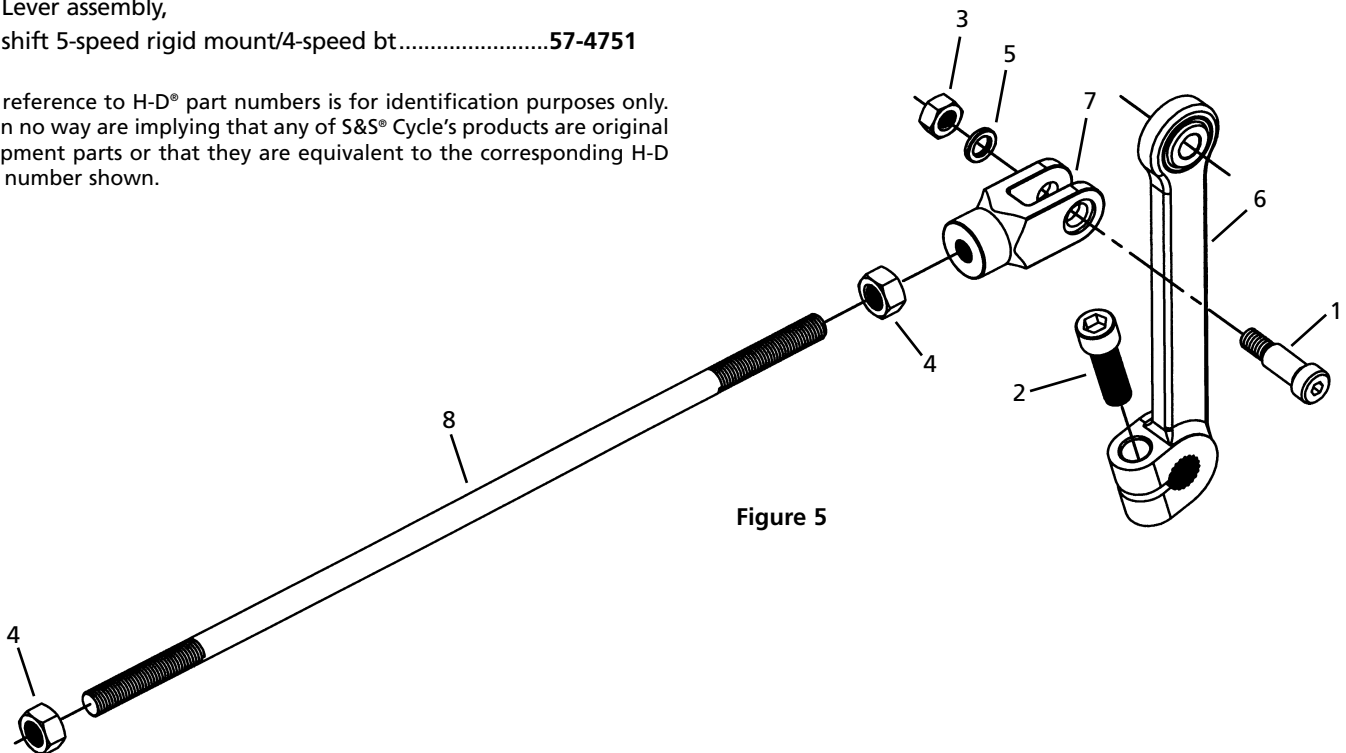


Figure 5