

CLUTCH CHANGES / 1974 XL, XLCH

Late 1974 clutch has been changed starting during February 1974 production of XL, XLCH models as follows:

1. Clutch pressure plate, part No. 38005-71, has been replaced by part No. 38005-71B. Stud attachment to plate has been made more secure.
2. Six spacers have been added over studs between the pressure plate and the releasing disc to control the spring setup pressure to a definite amount.

Standard spacers, part No. 5995, are 1.530 in. long. Shorter spacers, part No. 5996 (1.490 in. long) and part No. 5997 (1.450 in. long) are also available to increase spring tension if required to accommodate disc lining wear.

3. The six spring tension adjusting nuts, part No. 7686 and retainers, part No. 37499-71, are no longer used, since clutch spring setup is no longer adjustable in this way.
4. Stud holes in clutch unlined plates, part No. 37992-71, have been modified to fit loosely over six spacers. New plates supplied from the factory will have larger oblong holes instead of smaller, round stud holes.

A conversion kit is available to convert 1971 to Early 1974 type clutch to the above described Late 1974 clutch. The kit, part No. 38005-71B, contains the new pressure plate and stud spacers with instructions for installation. An instruction sheet is enclosed for your information.

HARLEY-DAVIDSON MOTOR CO., INC.

PART NUMBER

38005-71B
ORIG. 4-74

INSTRUCTIONS**AMF** | HARLEY-DAVIDSON**GENUINE PARTS
AND ACCESSORIES**CLUTCH CONVERSION KIT/XL, XLH, XLCH

This kit contains parts necessary to convert 1971 to early 1974 clutch into later 1974 clutch having solid stud spacers and revised pressure plate. The arrangement of parts is shown in the 1974 Service Manual on pages 4-8D and 4-8E.

Disassemble clutch per Service Manual instructions page 4-8C. Discard retainers and nuts and old pressure plate.

Drill out 6 holes in existing 8 steel unlined clutch plates, using a 7/16 dia. drill. (If desired, new clutch plates with enlarged holes can be ordered from the factory under part No. 37992-71).

Reassemble clutch with new pressure plate from kit and adding 6 spacers on studs (over which drilled out clutch plates fit loosely). Old releasing disc is reused.

When nuts are assembled to secure releasing disc, do not tighten securely--just snug down so that runout of releasing disc can be checked and adjusted.

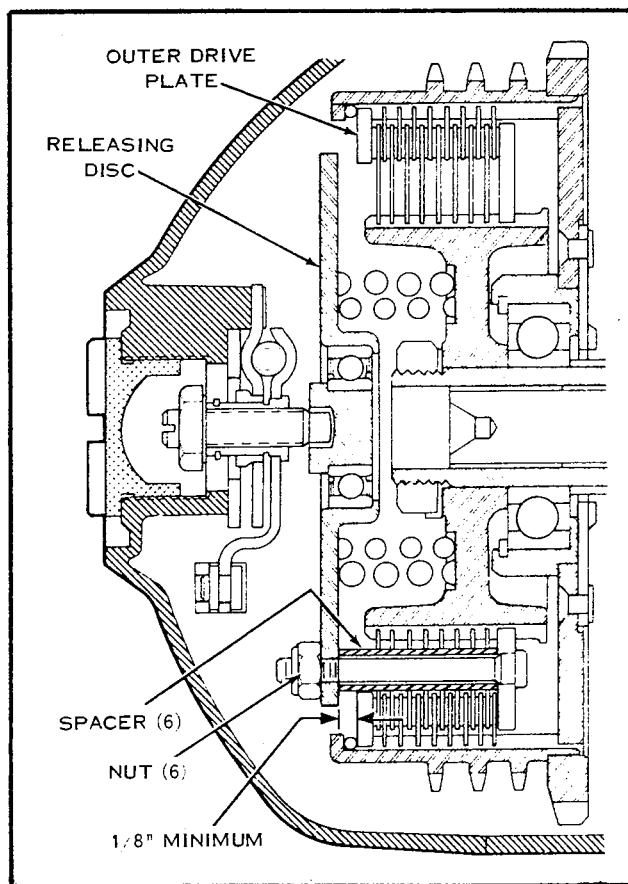
Using a dial indicator on releasing disc collar, check runout and move releasing disc by tapping in direction necessary to get between .015 to .020 in. total runout.

Tighten 6 stud nuts securely after specified clutch runout is obtained--recheck runout.

Also check to see that between 5/32 and 7/32 distance is obtained between inner surface of releasing disc and inside surface of outer drive plate. Under no circumstances should this distance between plates be less than 1/8 inch as shown in Figure 4-6B of Service Manual.

NOTE: Kit contains standard spacers, part No. 5995, which are 1.530 in. long. Shorter spacers are available to reduce distance, thereby increasing clutch spring tension as follows: spacer, part No. 5996 length 1.490 long and spacer, part No. 5997 length 1.450 long.

Assemble remainder of clutch as described in Service Manual.

**FIGURE 4-6B**