

TRANSMISSION AND CAM AND PINION GEAR CHANGES / 1200CC MODELS

1. Listed below are recent changes made to transmissions used with 1200cc engines.

Early 1977 transmissions have a new countershaft, countershaft gear and bushings with the change to caged needle bearings on each end of the countershaft. The new countershaft can be identified by a groove on the small end of the shaft.

These transmissions also have redesigned shifter forks and shifter fork shaft with retaining ring.

In addition to the above, late 1977 transmissions have a redesigned housing, main drive gear and main drive gear spacer. The main drive gear has a caged needle bearing and the main drive gear spacer is now assembled without a drive key.

The transmission mounting plate, part No. 47698-65A will have different mounting hardware and 1/2 in. slotted holes instead of 7/16 in slotted holes to promote better alignment.

PART NO.	DESCRIPTION
35614-76	COUNTERSHAFT
35699-76	GEAR, countershaft - 15 & 17 T. (FLH)
35716-76	GEAR, countershaft - 15 & 17 T. (FX)
36045-76	BUSHING, countershaft (starter side)
36048-76	BUSHING, countershaft (clutch side)
35961-52	NEEDLE BEARING, countershaft (2)
34145-76	SHIFTER FORK SHAFT
11036	RETAINING RING, shifter fork shaft
34706-77	TRANSMISSION HOUSING - 4 speed (FX)
34701-77	TRANSMISSION HOUSING - 4 speed (FL)
35066-77	MAIN DRIVE GEAR - 26T.
8905	NEEDLE BEARING, mainshaft
35070-77	SPACER, mainshaft bearing
47698-65A	MOUNTING PLATE, transmission
47730-77	CARRIAGE BOLT, trans. mounting plate (2)
7643W	JAM NUT, carriage bolt, 3/8-16 (2)
4319	BOLT, trans. mtg. plate, 3/8-24 x 1 (2)

2. The tooth shape on both cam gear and pinion gear has been changed to provide quieter engine operation. Cam gear, part No. 25523-77 can be identified by a machined groove on the outside face of the gear. Pinion gear, part No. 24010-77 can be identified by the shorter machined tooth area, approximately one-half the length of the 24010-54 gear teeth.

A new matched Cam and Pinion Gear Set, part No. 24582-77 is now available for 1970 and later engines which consists of a cam gear and pinion gear of the same color code. This set should be used for a proper matched fit to correct engines with excessive gear noise.

The breather valve has not been changed.

HARLEY-DAVIDSON MOTOR CO., INC.

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