SERVICE BULLETIN

M-862 November 15, 1982

SECURING TRANSMISSION SPROCKET NUT
1983 FLT, FLHT, FXR, FL/FX

Improved Locking Method

Design Modification

A new transmission sprocket with threaded holes has been implemented in early 1983, 1340cc model production. The threaded holes provide an improved method for locking the sprocket nut with a socket head screw. The location of theses threaded holes in the transmission sprocket and the torque procedure including selecting and aligning the correct hole with the correct flat is critical to proper nut torque.

This new style transmission sprocket is a retrofit. It is to be used in place of the early style lockwasher type sprockets upon depletion of stock. Current 4-speed sprockets may only be retrofitted through 1980 models.

Torque Procedure

1. Install sprocket and sprocket nut. Tighten nut to 80-90 ft lbs torque.

2. See Figure 1. Select the tapped hole whose location most closely matches the desired tapped hole location shown in Figure 1.

3. *Coat threads of locking screw with Loctite Lock & Seal (Blue) and install the locking screw in the tapped hole.*

NOTE

Remember, nut is a left hand thread and tightening is in a counterclockwise direction.

Figure 1. Securing Sprocket Nut

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
INITIAL HERE									

NOTE

If none of the tapped holes locations matches Figure 1 or the head of the locking screw contacts the sprocket nut, the sprocket nut should be additionally tightened. Do not exceed 120·ft-lbs torque. Do not loosen nut to obtain proper alignment.

4. *See Figure 2. Tighten locking screw to 50-60 in-lbs torque.*

Figure 2. Sprocket Nut Secured