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IH: Primary Drive & Clutch - Sub-02F

Installing Primary Chain Tensioner Upgrade Kit on 1977-E1980 Sportsters

Article by Fizzle of the XLForum

Installation using V-Twin Primary Chain Adjuster Shoe Kit (18-3220) for 1977-1985 Sportsters.

The V-Twin kit comes with the adjusting screw that goes through the case along with the washers and locknut, which the factory kit did not.

There are no instructions in the V-twin kit but the MoCo did issue instructions for the original upgrade kit 1977-E1980 Sportsters (39967-77A).

[Click Here](#) to go the INSTRUCTIONS page in the Sportsterpedia, click on the "Y" next to instruction sheet for this kit (J00088) to download it.

The kit includes all the parts seen in the pics below. I'll explain the extra hardware as I go.

In the hardware pic below (R), There are two steel flat washers and two copper washers for the pivot stud, apparently to provide an extra set. There are two steel flat washers for the adjusting stud, one is extra, and no copper washers, so you should get some to avoid leaks. The two nuts on the bottom left are 3/8"-24 and fit the outer end of the pivot stud. Apparently they're meant for jamming together on the stud in order to tighten it into the case. That end is 3/8-16. I don't know what the #10 split lock washers are for because the small screws that fasten the plastic shoe to the bracket are internal tooth lock washers.

Click on any pic to enlarge: ¹⁾



In the (L) pic, I'm installing the pivot stud with the two nuts jammed together. I decided that the easiest way to install the shoe and spring are to position them in the cover using the original pivot bolt. Then, as you push the cover on, the pivot stud pushes the bolt out.



Here, the pivot stud is pushing the old bolt out while the spring and shoe stay in place.

You can see how the spring is oriented with the cover on. The spring should push the pad down against the adjusting screw when installed.

And it's installed to contour to the pad bracket and the case.

You can also buy a short piece of 1/4"x20 all-thread at the local hardware store and use it to align the cover when installing it.

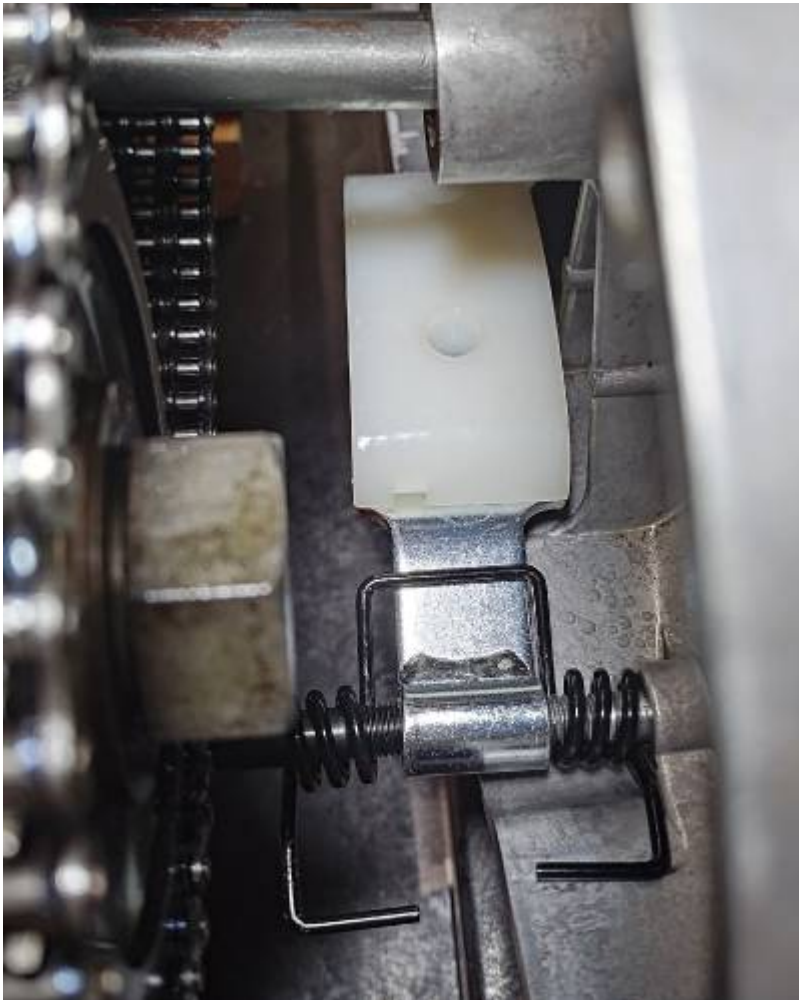
The cover is app. 1-1/4" thick plus about 1/4" of threading into the case (so cut 4 pieces to app. 2" lengths so you can remove them once the cover is on.

2" bolts with the heads cut off would also work.

Then just install the studs (2 up, 2 down) with your fingers only, slide the cover over the studs, add bolts elsewhere to hold the cover up and remove the studs.

This helps if you have to check fitment against the gasket and such.

Then toss the studs you made in the toolbox. They can also be used on the cam cover.



Finally, push the end of the spring up so it slides into the case as you push the cover home. The OEM Harley kit came with instructions that advise to check the gasket for clearance and trim it if necessary. I didn't have a problem with this James gasket.



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pics by Fizzle of the XLFORUM

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